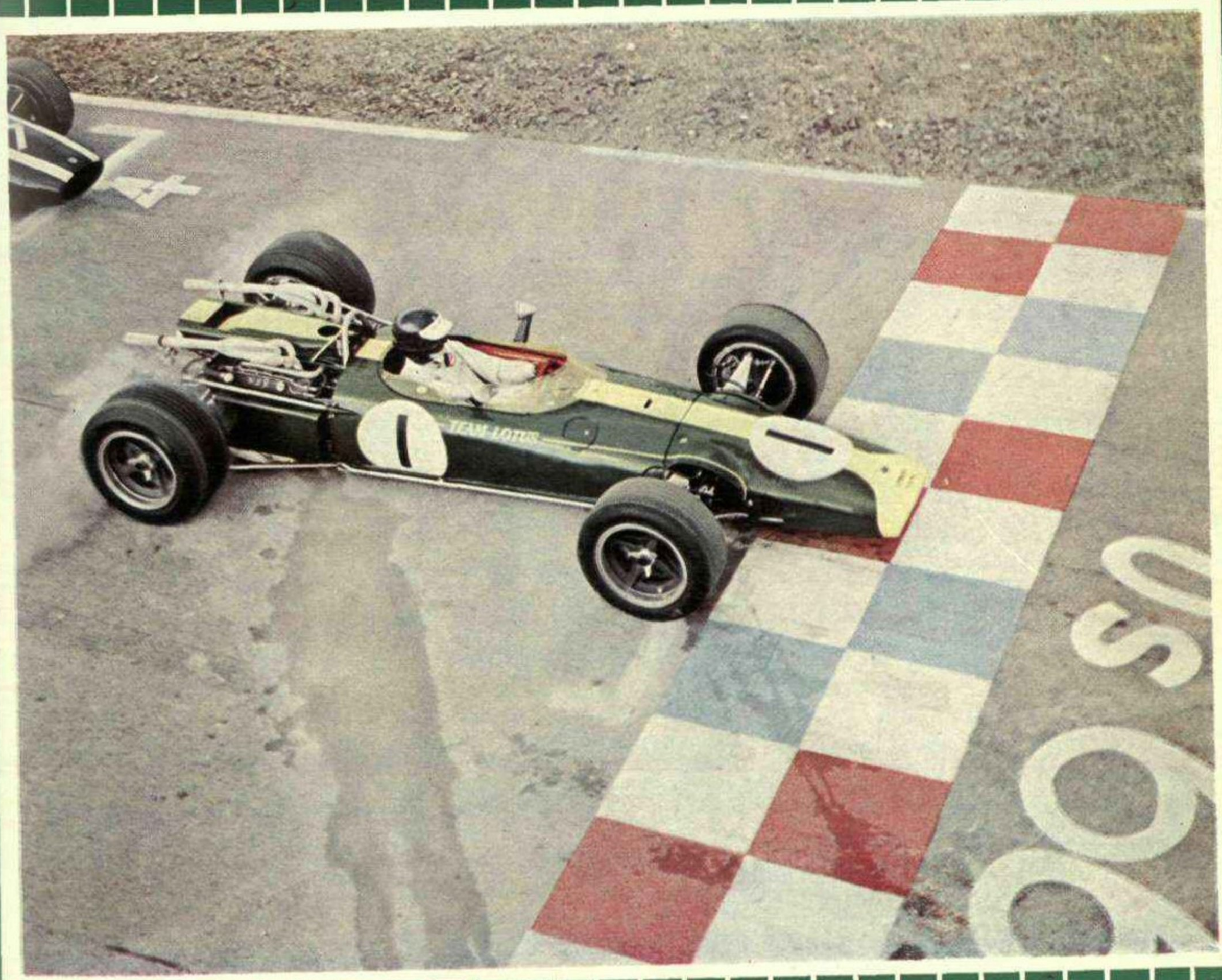
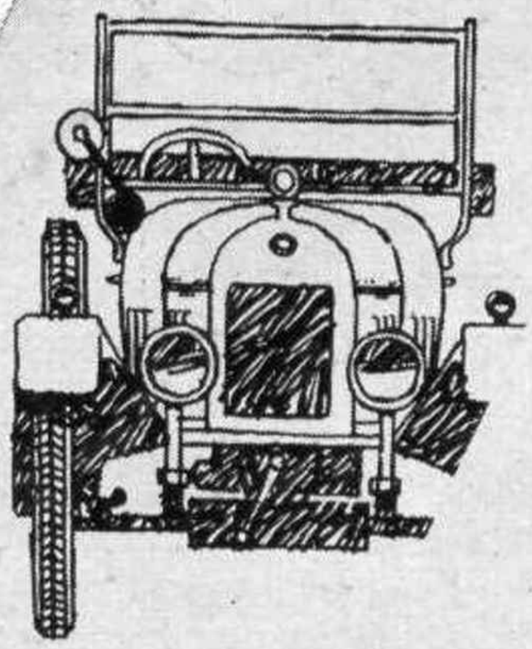
Vol. XLII No. 11 TWO SHILLINGS November 1966

MOTOR SPORT

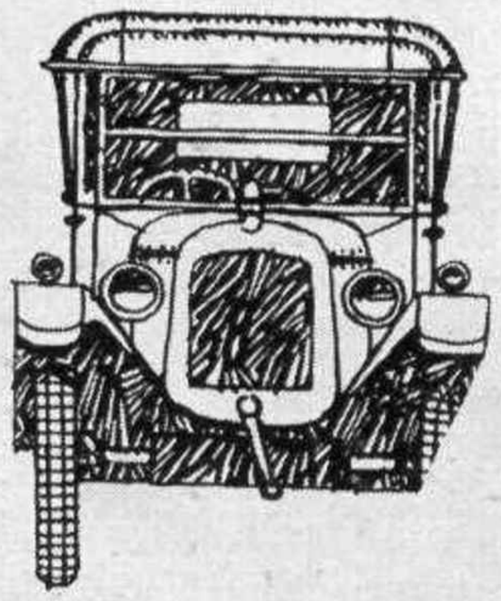
FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



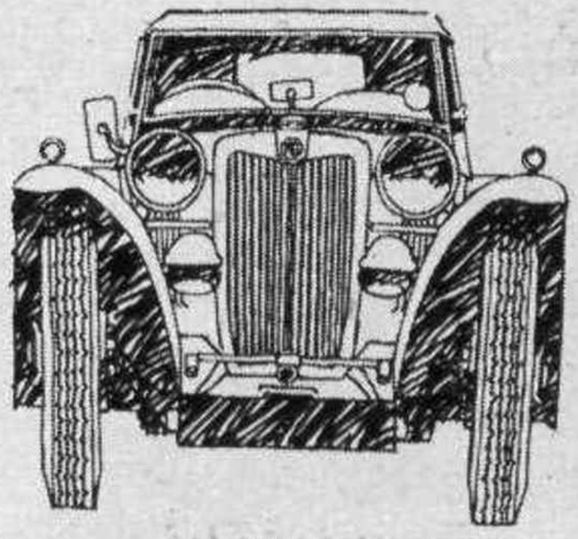
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Announcing the end of the 1500 Beetle.



The new back end.

It's taken on a purposeful new curve since last year. Not a big change we'll grant you. But big enough to let us build in a husky new air-cooled 1500 c.c. engine.

With all the other changes we've made it's become a different car.

Faster, naturally. It's also faster coming to a stop. In fact you'll find the handling of the car more than adequate for the new performance.

(Just as we've added disc brakes on the front, so we've altered the rear suspension to match the extra sting in the tail.)

Net result is one of the safest Volkswagens ever. Even if you forget for a moment the new recessed door handles, push button door locks, and the new shock absorbent plastic control knobs.

Incidentally, if our new 1500 Beetle is more powerful than you need, we suggest you take a look at our Beetle 1300. Apart from the disc brakes and the extra 200 c.c. in the engine it has all the other improvements we've made for '67.

Including a little something that's all its own.

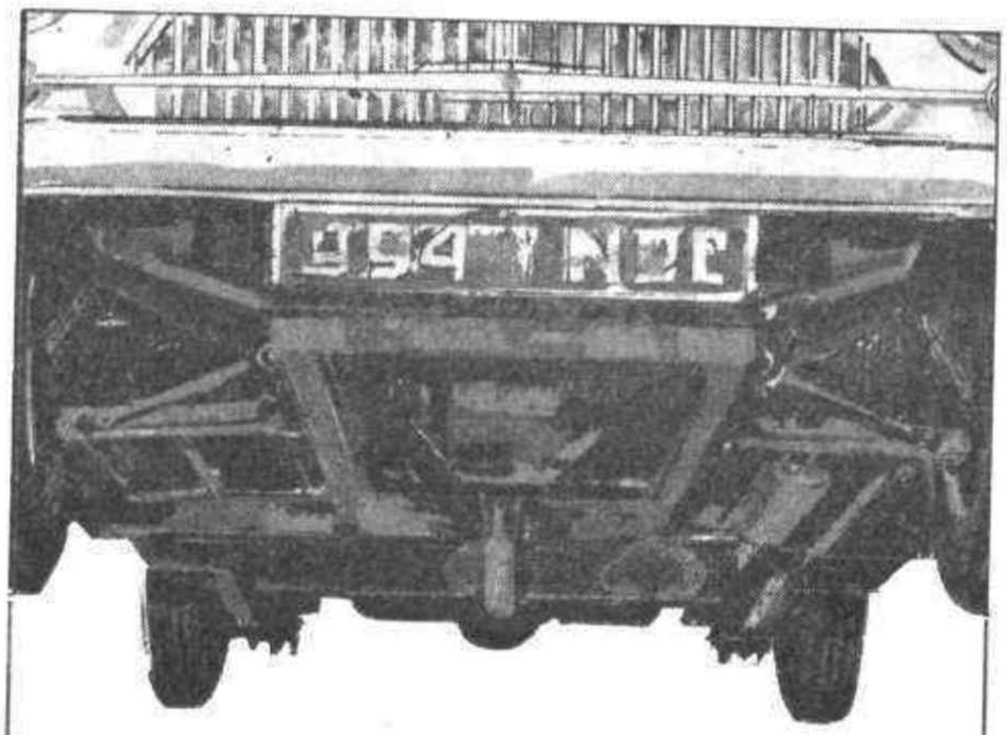
A little price tag.

It will save you £36.

Recommended retail prices inc. P.T. 1500 Beetle £697.8.7. 1300 Beetle £661.3.4. See them both with the 1600 TL Fastback at your VW Dealer's now.

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What's up down under?

Britain's most thick-skinned underbody protection is at work, permanently sealing joints and protecting all floor panels and chassis members. For Flintkote 'lifelong' underbody protection is a really tough flexible skin—not just a thin film which gives only temporary protection. And that's not all. Flintkote is backed by specially appointed, reliable garages throughout the country who have the very finest equipment to pressure spray the underbody of your car for you. To find out more about Flintkote 'lifelong' underbody protection, simply fill in the coupon down under. Now.

FLINTKOTE
LIFELONG UNDERBODY PROTECTION

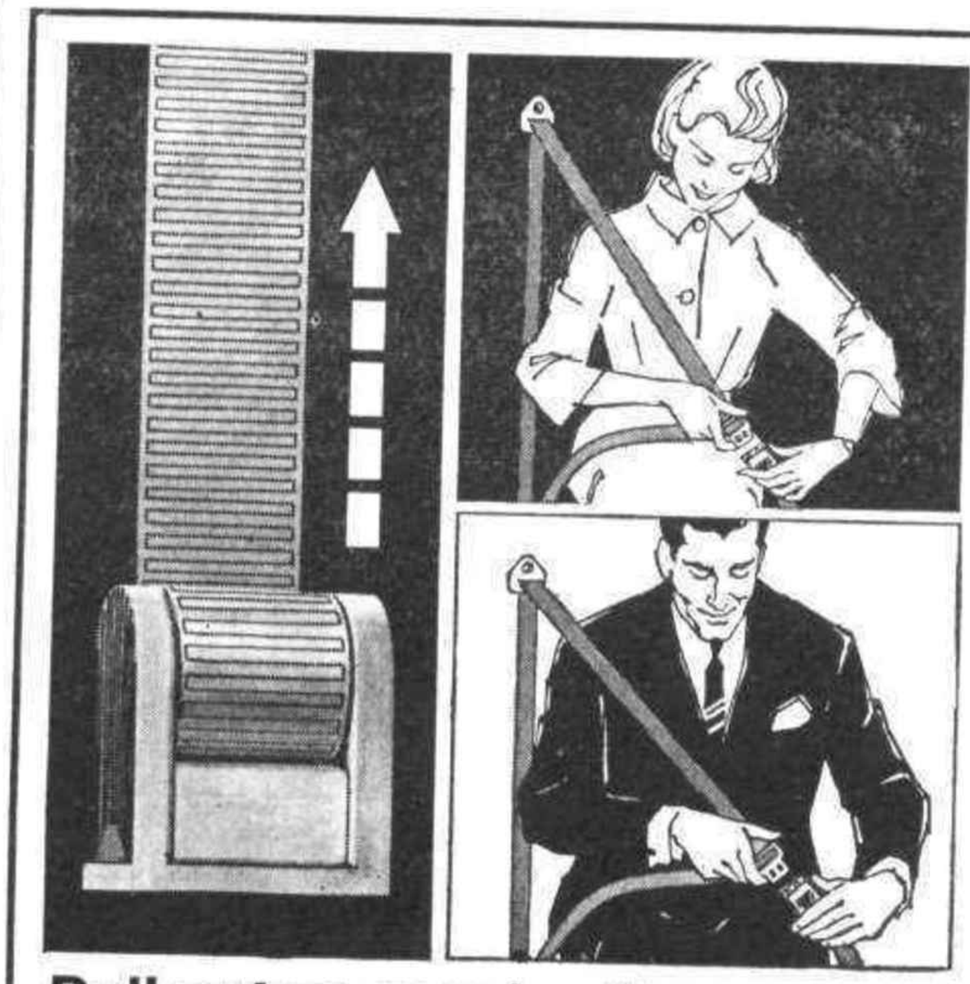
FLINTKOTE® THE FLINTKOTE CO. LTD., ADAM HOUSE, FITZROY SQ., LONDON W1
Telephone: EUSton 7224

Please send me details of Flintkote underbody protection and the name of your nearest appointed applicator.

NAME .....

ADDRESS .....

MAKE OF CAR, MODEL & YEAR C.4



Pull out as required!

The Britax Automatic Belt

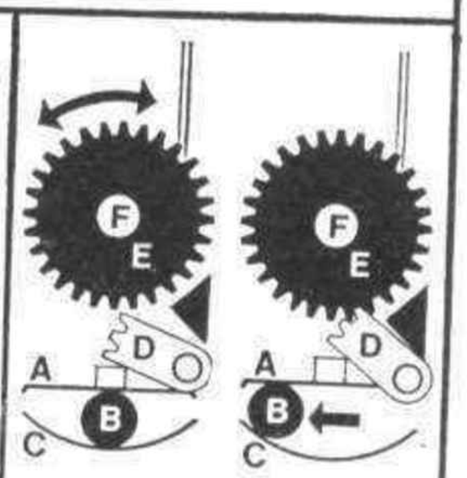
Just fasten the buckle and relax—that's all you need to do! For the Britax Automatic adjusts itself automatically to fit you—short or tall, slim or stout, coat or no coat. The spring-loaded 'Autolok' reel makes it all the same to the Britax Automatic. SAFETY COULDN'T BE SIMPLER!

Britax protects instantly and automatically

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

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

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



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

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APPROVED TO BRITISH STANDARD B.S.3254

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'Terylene'
AUTOMATIC BELTS
From £5.15.6

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BRITAX (LONDON) LTD., PROCTOR WORKS, BYFLEET, SURREY

ANCHOR YOURSELF TO SAFETY & COMFORT
ARMCHAIR BARGAIN SHOPPING

ANCHOR SAFETY BELTS
SAVE LIFE AND PREVENT INJURY



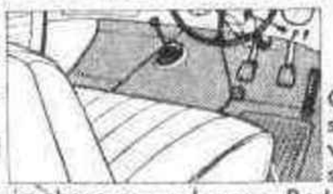
★ B.S.I. APPROVED — your guarantee of reliability.
★ Fits quickly into anchorage points built into all cars since 1961. Universal belt for other cars. All parts provided.
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55/- each P & P 4/- for 1 or 2

As good as belts costing nearly double. Order Now (Full refund g'tee) or send S.A.E. for full specification.

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CARPET YOUR CAR



TAILORED CARPETS for only 65/-

Complete car carpets in luxurious hard-wearing super soft top quality carpet (over £4 retail value of 80% Evlan, 20% Nylon carpet in each set, guaranteed in its household use for 3 years) in these gay colours : Reds, Blues, Grey, Green, Brown, Fawn, bound in Nylon with rubber insert for driver. Each set 6 or 8 overlapping sections, is individually tailored for the specific car to completely cover the floor and tunnel, etc., fit round pedals, gear lever, etc. Invaluable to brighten and protect old and new cars alike. Double-sided adhesive tape provided for quick fitting. Carpets for all models. Prices below. Full Refund Guarantee.

	Full Set	Front only	All Sports Cars
Cars up to 1,300 c.c.	65/-	50/-	55/-
Cars over 1,300 c.c.	70/-	55/-	P.P. all sets 10/-.

ORDER ON COUPON OR SEND FOR FURTHER DETAILS (6d. stamp please)

STRETCH SEAT COVERS FROM 35/- | **NOISE/HEAT INSULATION FROM £5** | **CHILD HARNESS 34/6 + 3/3 p&p**

Please supply..... Belts/Carpets/Details. Car make.....
Model..... Chassis No..... Car has/has no belt sockets.
Gear lever: Floor/Column. Colour..... Cheque/P.O. £.....
Name..... Address..... Sent C.O.D.

WEBBING COMPONENTS LTD. (DEPT. MS11) BRIGHOUSE, YORKS.

WHAT A RELIEF! WHAT A SEAT!

So many people have said this to us. A fact synonymous with this luxurious seat

PRECISELY designed for this purpose by



RESTALL MASTERFIT Regd. Trade Mark

Type 2 Reclining
LUXURY
Seat £25 complete

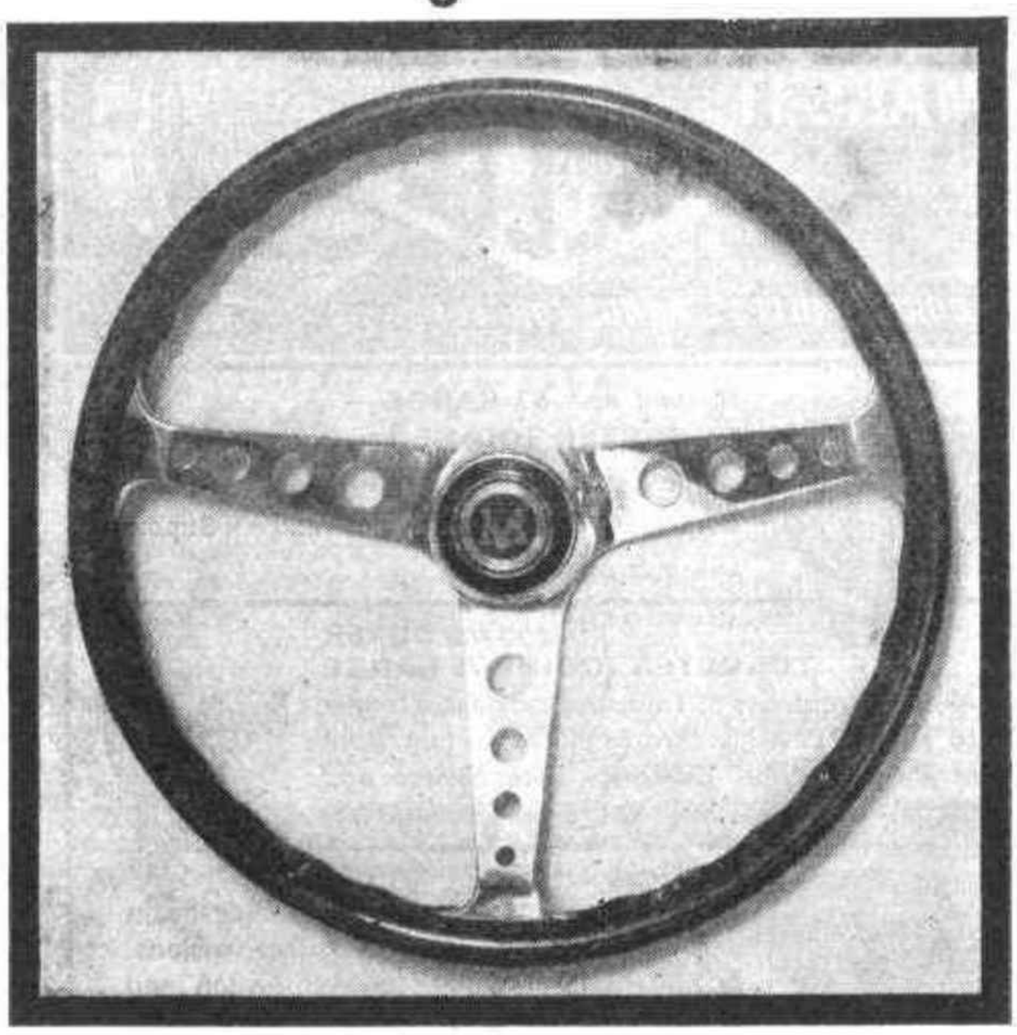
Distinctive Black expanded P.V.C. that will enhance the appearance of any car, incorporating cool perforated centre panels. Infinitely adjustable for rake.

Swift, independent recline as far as top of rear seat cushion. Additionally, full fore and aft sliding adjustment with each seat. LUXURY available for majority of small European Saloons.

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LOOK AT MILLER'S RANGE FOR '66!



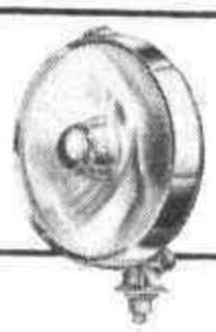
Brilliant new **57 RANGE** — **TUNGSTEN IODINE** lamps in Fog, Spot or Pass versions. Fully chrome plated and complete with switch and cable. Superb value at only **72/6!**



.. and the **SUPER TUNGSTEN IODINE 75 RANGE**
All the advantages of Tungsten Iodine in a bigger (6") lamp. Lavishly chrome plated, in Fog, Spot or Pass versions. *Complete with Switch and Cable* for **85/-** *(Design Centre Award Winner 1965)*



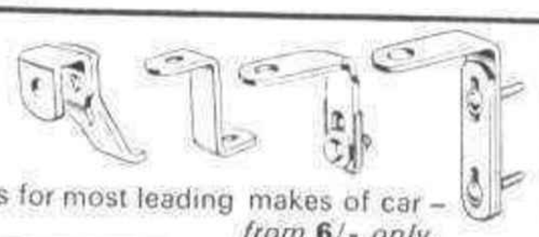
Popular Low-cost **54 RANGE**
High-efficiency lamps with semi-sealed-beam and visor rim. In Fog, Spot or Pass versions. ALL CHROME, complete with switch and cable for instant fitting. Unbeatable value at only **47/6.**



Powerful **65 RANGE**
These big 6" lamps add the finishing touch to any car and make night driving a pleasure. In Fog, Spot or Pass versions. 65 Lamps are showing the way in '66. Big value at only **60/-** *complete!*

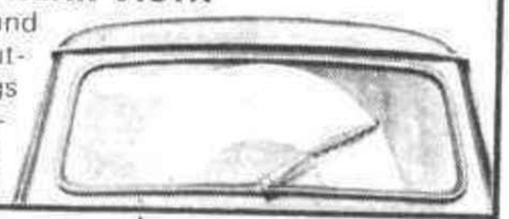


Special **LAMP SETS WITH BRACKETS FOR 1100's**
Comprises a 65 Lamp complete with switch and cable together with fixing bracket.
62/6 *complete.*

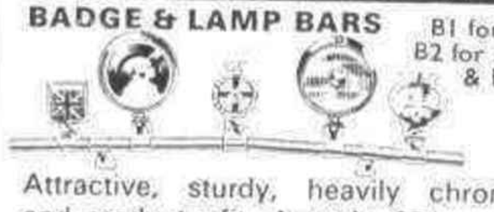


MILLER ALSO MAKE
chromium-plated brackets for most leading makes of car – *from* **6/-** *only.*

All clear at the rear with the **REAR VISTA**
Double-wiper set for Minis and 1100's. Cleans inside and outside of rear window. Brings extra safety. Simple to fit yourself. No electrics. Complete from **84/6**



BADGE & LAMP BARS B1 for Minis B2 for Austin & Morris 1100



Attractive, sturdy, heavily chromed and ready to fit. At only **45/-.**

The **MILLER TOGGLE SWITCH 2/6**
Available with black or white levers.



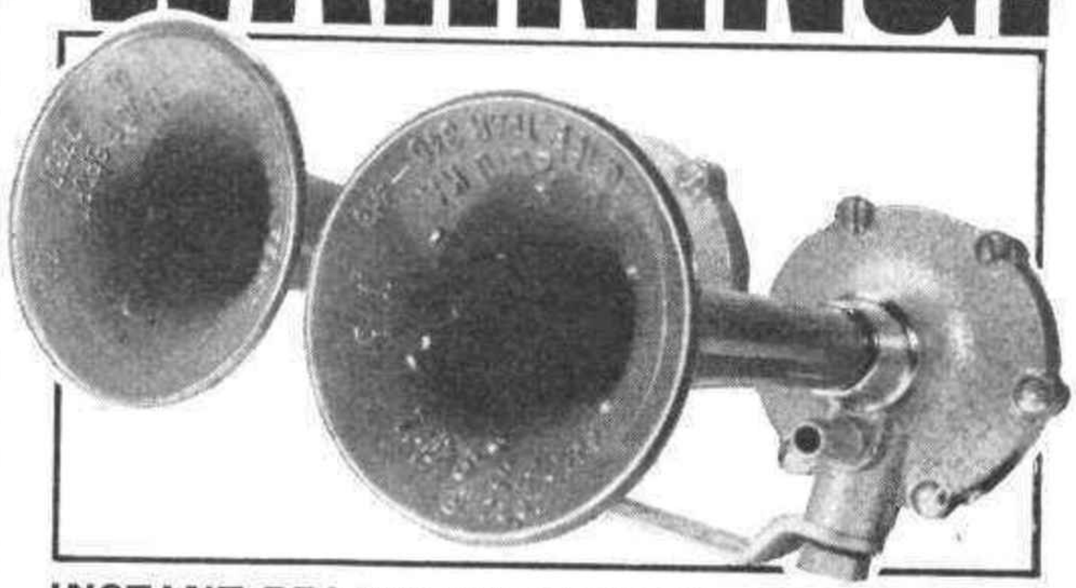
ALL MILLER LAMPS ARE CHROME PLATED OVERALL AND SOLD COMPLETE WITH SWITCH AND CABLE *READY FOR FIXING*

MILLER YOU'LL NEVER SEE BETTER!

Miller Lamps are available at leading garages, accessory shops and through all Halfords Branches

H. MILLER & CO. LTD., ASTON BROOK STREET, BIRMINGHAM 6.

WARNING!

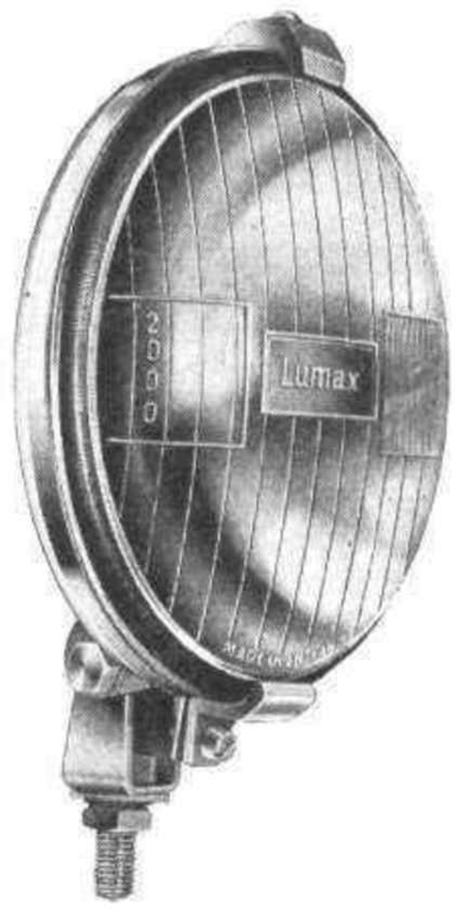


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VENOM HF horns don't work miracles—they do produce results at the touch of a button! New to the British market, VENOM HF horns developed for today's conditions, tested on continental motorways by Fiamm, the world's largest producer of air horns. Robust twin METAL trumpets finished in brilliant red lacquer, high power lightweight compressor, clear penetrating tone, make VENOM HF today's finest air horn! See your dealer right away and demand the details—or write direct to us for illustrated brochures.
VENOM HF £6 19s 6d per set—for the most devastating horn yet to come out of Italy! From Fiamm, sole choice of the world's leading car manufacturers.

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Trade enquiries welcomed. Write NOW for details of our special dealer discount scheme AND BONUS OFFER!

and now there are four



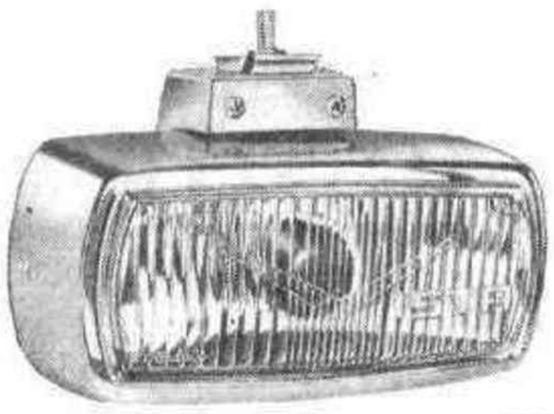
To meet the needs of a growing number of discerning motorists Lumax have now increased their QI range to four. Two new models have been introduced, the 2000 Amber driving lamp and the 2001 Clear fog lamp. With the same high performance as the existing QI models, the 2000 Clear and the 2001 Amber, they are sure to appeal to the motorist who likes to drive fast and in safety.
All four models finished in polished stainless steel.

RECOMMENDED RETAIL PRICE 5 guineas per lamp from your usual dealer.

Lumax QI

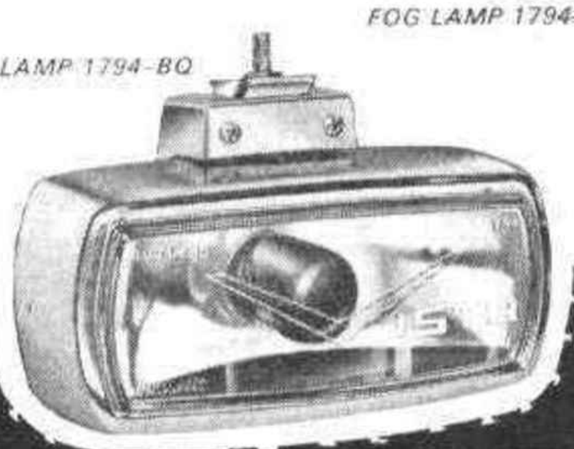
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Butlers



FOG LAMP 1794-AQ

SPOT LAMP 1794-BQ



THE LATEST ADDITION TO THE RANGE

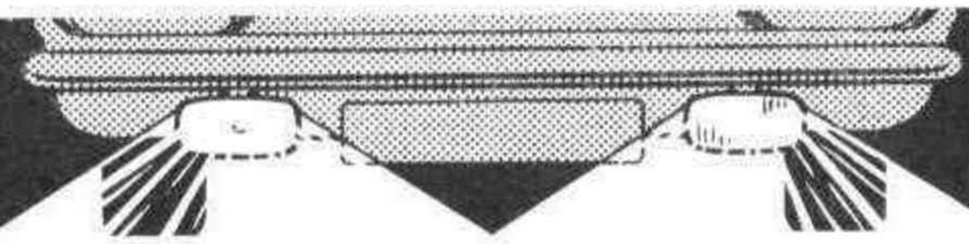
"VISTA"

QUARTZ IODINE MATCHED FOG & SPOT LAMPS

Following in the Butler tradition for consistent high quality come the 'Vista' Quartz Iodine matched fog and spot lamps. This elegant rectangular chromium plated brass lamp contains several unique design features. It is available with either a pencil or spread beam. Designed for pendant mounting beneath the bumper bar and fitted with a 12 volt 55 watt Quartz Iodine bulb, the 'Vista' fulfils the motorist's need for a dependable lamp that gives an exceptionally high light output.

PRICE 120/- each. SPECIFICATIONS Length 8". Depth 3¾". Front to back 3¼".

Also available with conventional 12 volt 48 watt British Pre-focus bulbs. 100/- each.



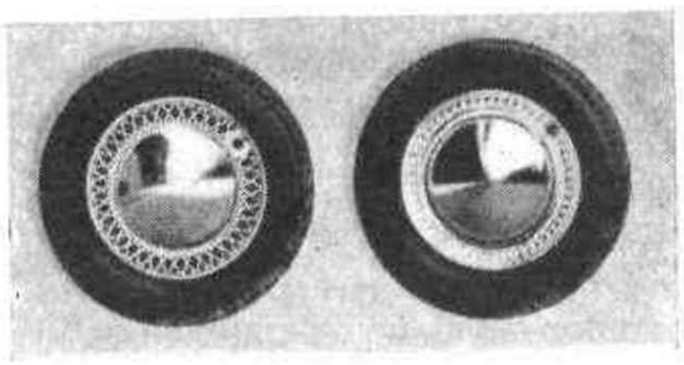
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Improve your motoring with Bradex accessories and spend wisely on the products you need. Bradex products are obtainable from garages, accessory shops and Halfords Branches. Bradex gives you car appeal!



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(Left)
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(Right)
De Luxe Range Price (per set of 4) **55/-**
(with 5-year anodising guarantee)

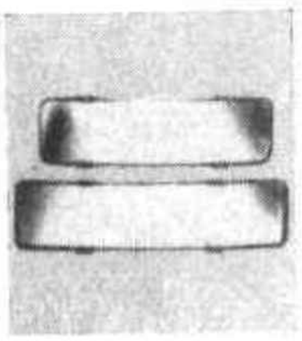
BRADEX INSECT REMOVER AND WINDSCREEN CLEANER



The only effective answer to the summer problem of dead insects on windscreens, bonnets, headlamps, etc. Will also remove grease and oil from the coachwork and upholstery. Simply spray on the affected area, leave it for a few seconds and wipe off.

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Fits securely over your existing interior mirror in seconds to give a much wider view of following traffic. They come in two sizes, 8in. or 10in., plain or convex. All the mirrors have a plastic surround for safety.

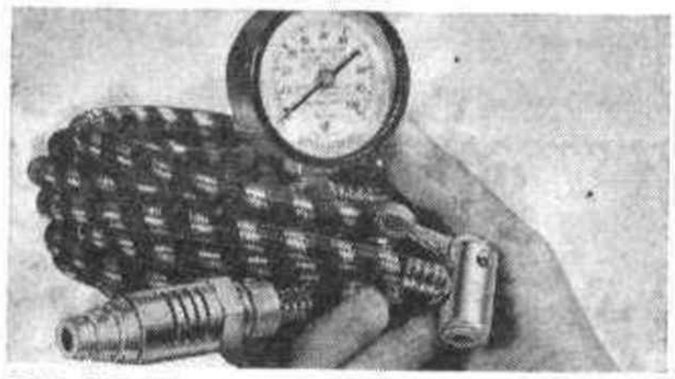
Prices 8" (plain) **13/6**
10" (plain) **15/6**
8" (convex) **17/6**
10" (convex) **19/6**

Manufactured by BRADVILLE LIMITED, White Waltham Airfield Estate, Nr. Maidenhead, Berkshire. Telephone Burchetts Green 462

CHRISTMAS GIFTS FOR MOTORISTS

TYRE INFLATION MADE EASY

The engine does the work



SPARK PLUG AIR PUMP

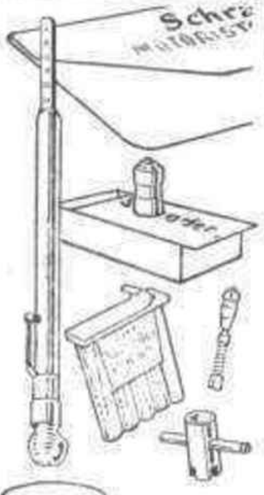
Choose a Schrader Spark Plug Air Pump. Easily fitted in place of a spark plug and connected to the tyre, it uses the car engine to pump cool, clean air up to 80 p.s.i. Provides tyre air any time, anywhere.

Standard type without gauge 29/2

BOTH IN CHRISTMAS GIFT PACKS

Gauge type as illustrated 52/3

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Contains a tyre pressure gauge, 5 valve caps, 5 valve cores and a valve service tool. Everything to help maintain tyres at safe pressures. Price 17/6

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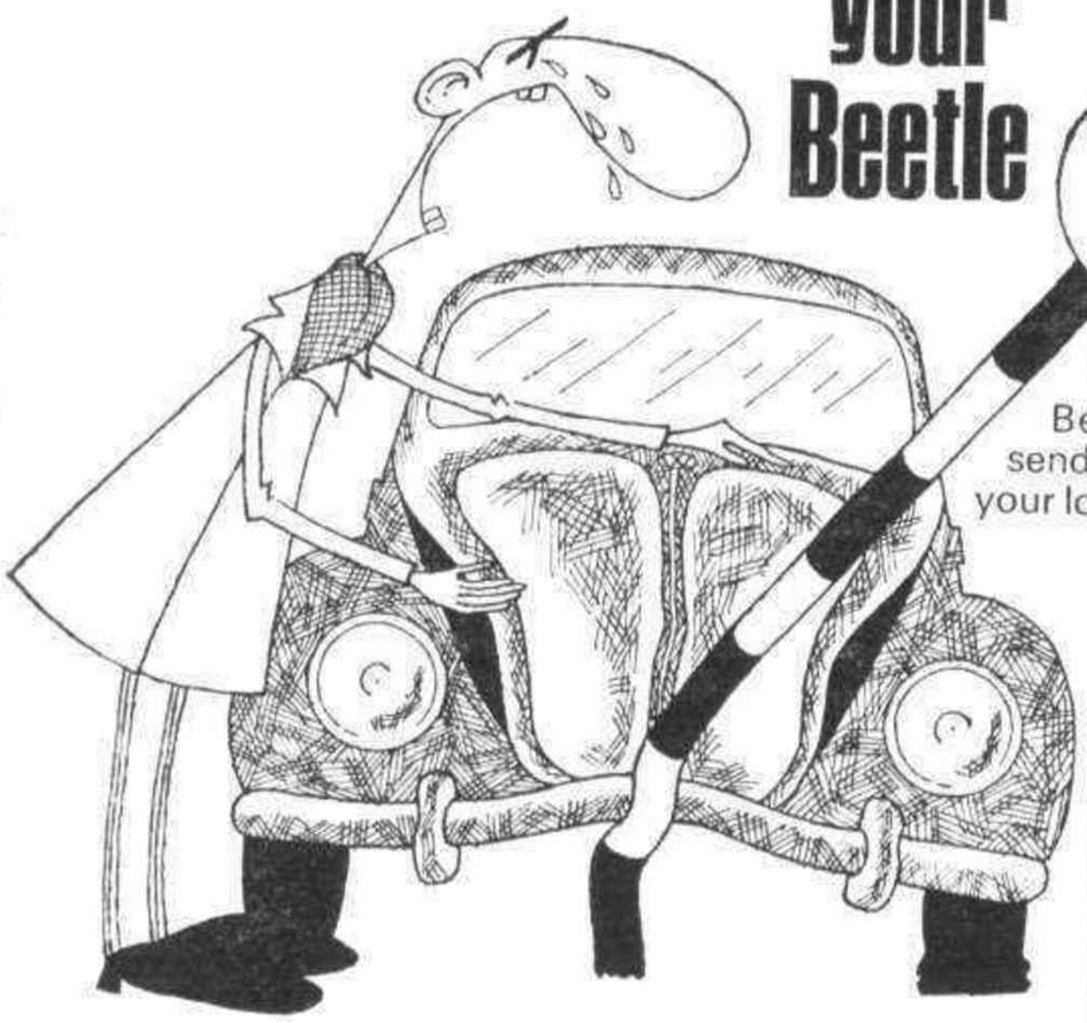
		£ s. d.
6v. 56 a.h.	for	3. 3. 6
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6v. 72 a.h.	,,	3. 16. 6
12v. 46 a.h.	,,	5. 17. 6
12v. 56 a.h.	,,	6. 5. 6
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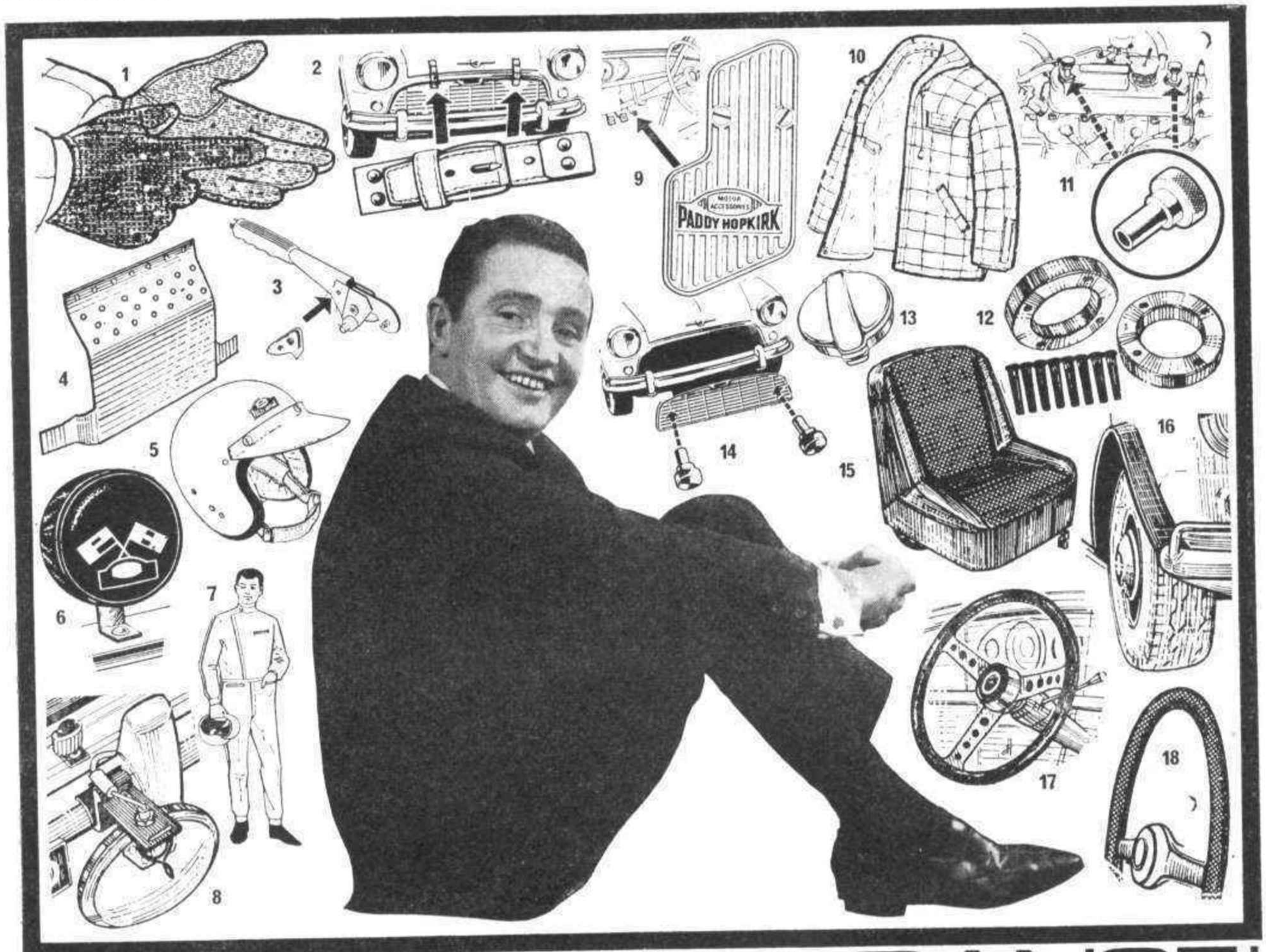
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2. BONNET SAFETY STRAP. Prevents bonnet flying open at speed. Real natural tan, heavy 1in. wide leather. Quality chrome plates and 4 fixing bolts. Easy to fit on any make of car. **12/6 each.**

3. FLY-OFF HANDBRAKE. Existing handbrake quickly and easily converted on all B.M.C. Minis and variants. B.M.C. 1100s, Morris 1000, Riley 1.5, Wolseley 1500. **12/6 KIT.**

4. SUMP GUARD. Soundly engineered in 3/16in. heavy plate steel. Full sump and gearbox protection. Machine drilled to allow air flow between sump and guard. Minis, **£4.10.0.** B.M.C. 1100s, **£5.5.0.** B.M.C. 1800, **£8.15.0.**

5. B.S. 2495 CRASH HELMETS. Specification now required by R.A.C. regulations. Superb quality. Dual chin strap and all the latest features. Fitted studs to accept 'snap on' peak. Sizes 6⅞ to 7¼. State size. **£10.5.0. Peaks 22/6.**

6. AUXILIARY LAMP COVERS. With 'see through' window. Made from non-hardening P.V.C. Foam protection pad. Lined against moisture and with water drain hole. 5¾in., **12/11 PAIR.** 7in., **15/6 PAIR.** 8in. x 3½in. (for rectangular lamps), **15/6 PAIR.**

7. PADDY HOPKIRK-FIRESTONE RACING OVERALLS. In a new lightweight permanently-fireproof material. Two-piece zip fronted, adjustable cuffs, neck, ankles and waist. Three pockets. White with red flashings. Easily hand-washed and drip dried. Please give chest, waist and leg measurements to ensure perfect fit. **£8.15.0 per PAIR.**

8. DROP-DOWN LAMP BRACKET. A new product designed to fit any B.M.C. Mini variant. Strong support for any lamp. Swings down for access to engine. Lamp can be instantly removed for racing or to prevent theft. Drill one hole only. Select one of four positions. **29/6.**

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10. PADDY HOPKIRK RALLY COAT. In superb quality, blue, quilted, showerproof nylon. Tailored collar (into which the hood folds). Passport and pencil pocket. 'Touch and close' fastening. Windproof double cuffs. Men's 38in., 40in., 42in., 44in. (Chest), and Ladies' 34in., 36in., 38in., 40in. (Bust). **£9.19.6.**

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13. MINI FILLER CAP. For speedy refuelling! Press-button fly open. Slams shut on hinged cap. Beautifully made in alloy. Cannot be misplaced or accidentally opened. For all B.M.C. Minis. **£3.19.6** with fittings.

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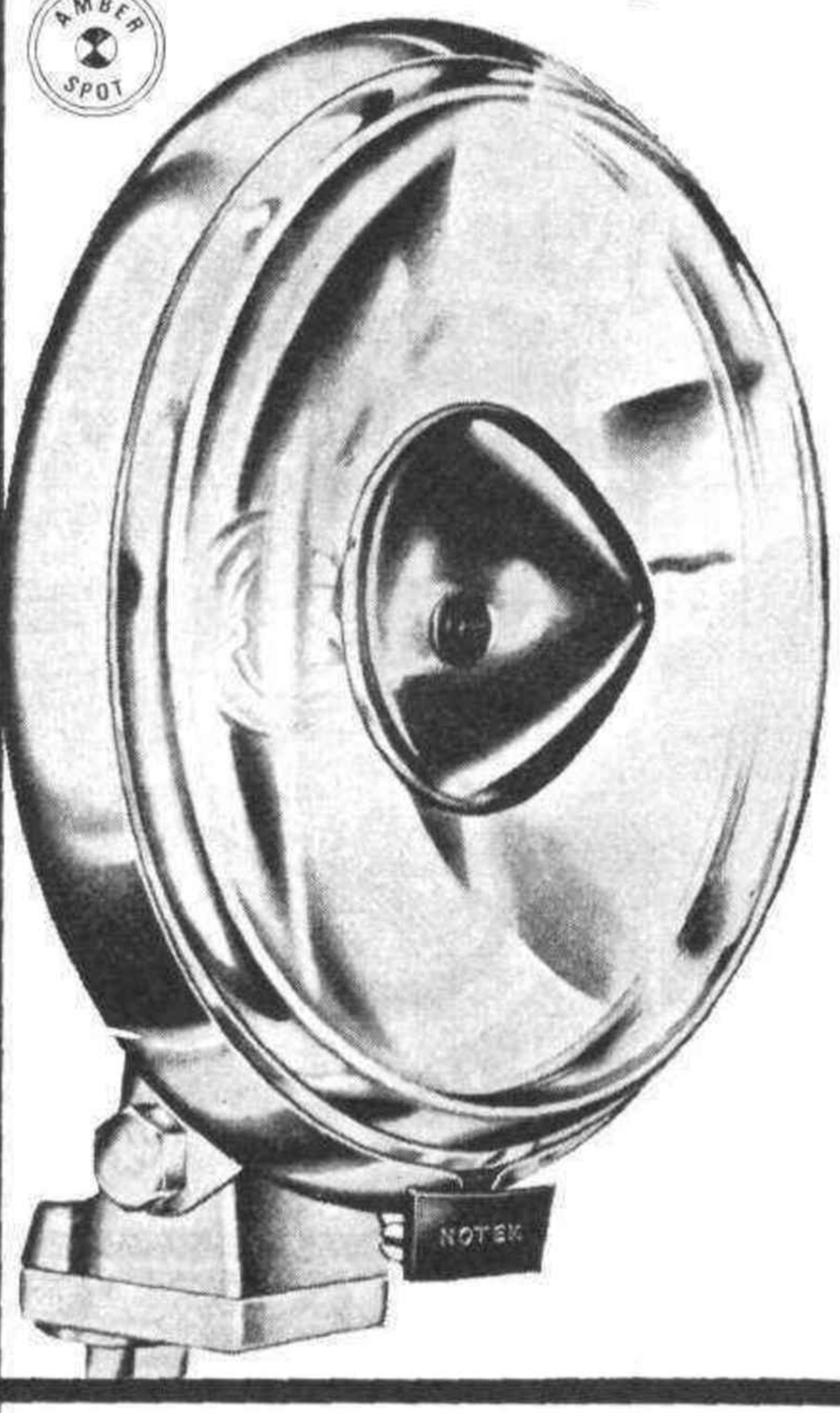
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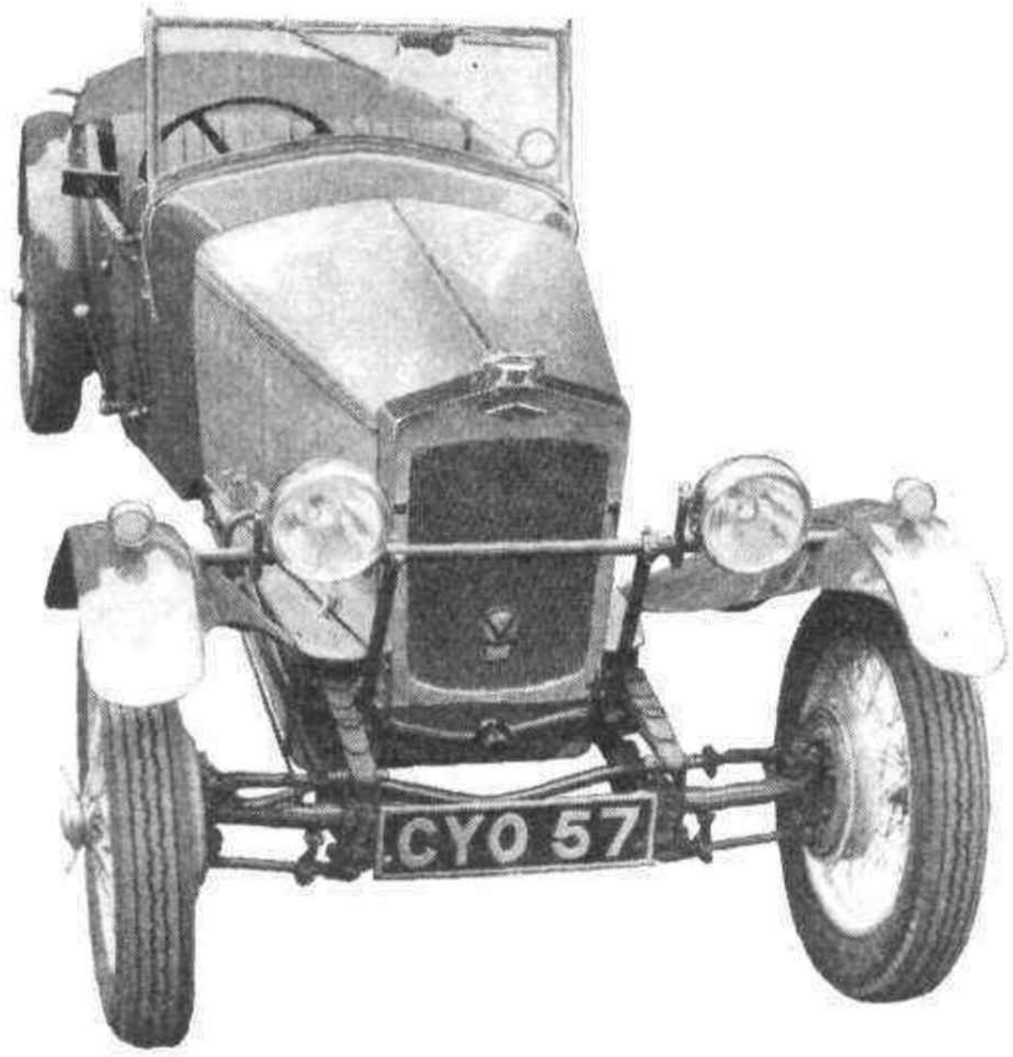
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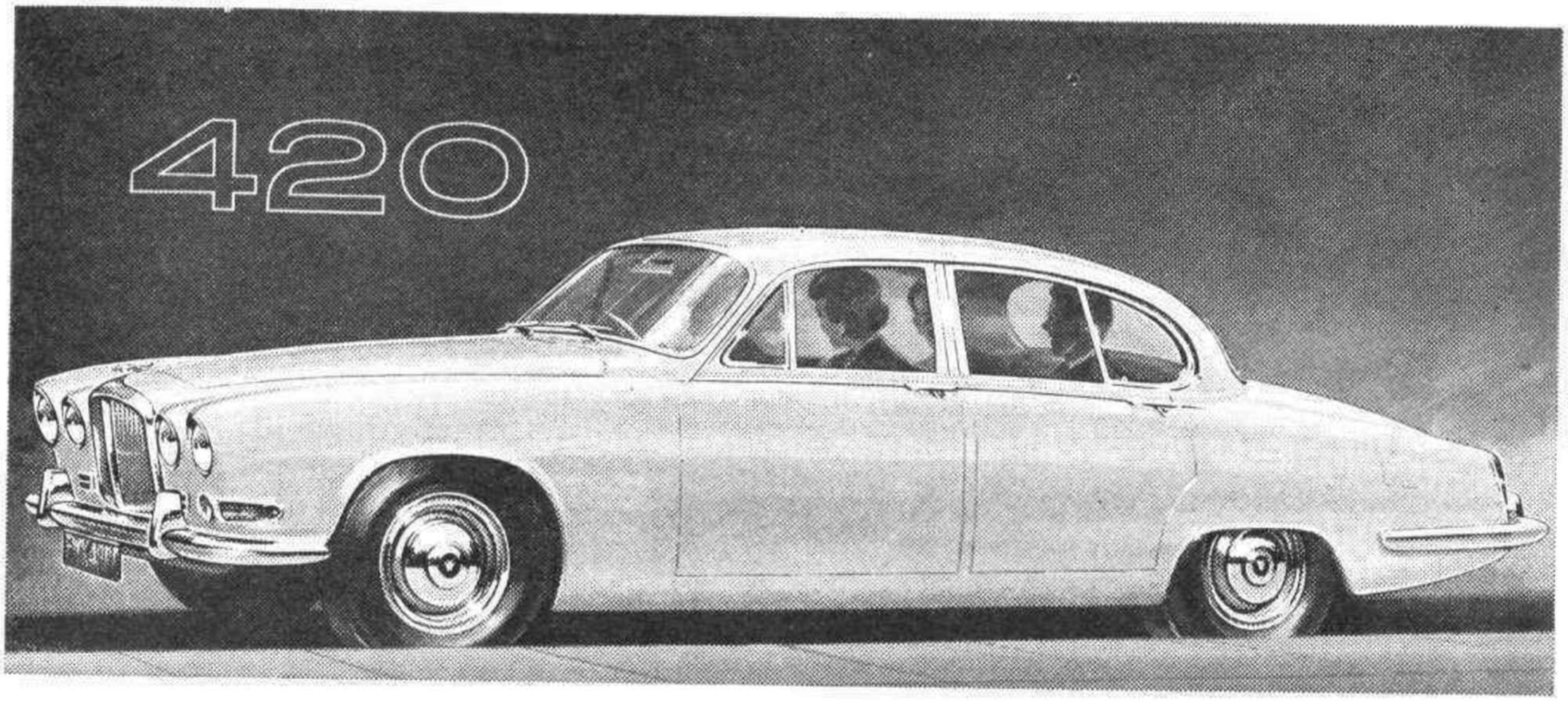
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THE 420 SALOON Jaguar now proudly introduce an important addition to their medium size saloon car range. This impressively styled new 420 model has the compact dimensions of the famous 'S' Type and an entirely new frontal appearance incorporating four headlight system and imposing new radiator grille. With 4·2 litre XK twin carburettor engine, automatic transmission or manual 4 speed all-synchromesh gear box, with or without overdrive, optional power steering, independent suspension all round, 4 wheel disc brakes, alternator and pre-engaged starter, it offers commanding power and the very highest degree of road safety. Its full 5 seater body provides luxurious comfort with finest leather hide upholstery, reclining front seats and variable control heating for front and rear compartments.

THE 420 'G' SALOON For spacious and silent, high-performance motoring, Jaguar now present the new 420 'G' —a luxury saloon with every conceivable refinement and many new interior and exterior styling features. Powered by the advanced design 4·2 litre XK three carburettor engine, with Borg Warner Model 8 automatic transmission or 4 speed all-synchromesh manual gear box, with or without overdrive, and with independent suspension all round, four wheel disc brakes, 'Varamatic' power steering, alternator and pre-engaged starter, the new 420 'G' has a newly designed radiator grille and additional side-mounted continental direction indicators . . . The luxurious five seater interior with variable car temperature control has reclining front seats and is upholstered throughout in Vaumol leather hide. The instrument panel has a padded safety screen rail. A heated backlight, electrically operated windows and Delanair Air Conditioning are available extras.



THE RANGE OF 2·4, 3·4 AND 3·8 MK 2 MODELS, 3·4 AND 3·8 'S' MODELS AND 4·2 'E' TYPE MODELS CONTINUES FOR 1967

VOL. XLII No. 11 **FELDAY FOUR-WHEEL-DRIVE—see pages 998/999** NOVEMBER 1966

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

SHOWTIME SOLILOQUY

Last Motor Show-time, presumably in an unguarded moment, *The Sunday Times* Magazine published a profile of us in which it pointed out that the yellow parking lines stopped just short of the MOTOR SPORT offices, as if respecting our editorial policy.

We regret to report that these lines have since been extended (although still permitting enough waiting-time for you to slip in and renew your subscription), a portent of the severe political restrictions that are crippling the British Motor Industry.

The Credit Squeeze, the Wages Freeze, the Employment Tax, the threat to nationalise steel and the blanket 70-m.p.h. speed-limit combined are fettering away car sales, putting on the dole workers who used to down-tools only to promote fatter pay-packets, and presenting a prospect of hard and troubled times. At B.M.C. and Rootes' Scottish factory many car-workers are redundant, Jaguar is on a four-day week, and cars are piling up in B.M.C.'s stock yards, to which the front cover of this year's *Sunday Times* Auto-Mania magazine inadvertently drew attention! Ford of Britain is not yet, however, in such an unhappy situation.

The past year saw Ford of America win at Le Mans, the Japanese Motor Industry, scarcely in existence in 1960, on its way to building 750,000 vehicles, with a target of 1¼-million by 1968, and Honda, after winning a F.1 race with a mere 14 months' development work announce the much-discussed twin-cam 8,500-r.p.m. S800 sports car; even in remote Welsh backwaters Suzuki motorcycles are warmly praised.

This is the net that is closing around our Motor Industry and from which it must wriggle free. What Britain is doing to combat the depression comes over at the 51st London Motor Show now open at Earls Court. The 1967 cars are described conventionally elsewhere by a staff writer. The Editor prefers to withhold praise or criticism until he has driven them for a reasonable distance. Effective publicity is more essential than ever if the new models are to succeed. Papers with sufficient influence and circulation can have a profound effect on sales. It is significant that some makers have such confidence in their products as to offer them for long-duration appraisal—Ford, B.M.C. and Fiat in our experience. (And the only car scheduled for test that has remained elusive to us has been an Alfa Romeo, so either the prang that excused its appearance on the appointed date was extremely serious or the Alfa Romeo repair shop has been unusually busy . . .!)

Meanwhile, at fascinating but frustrating Earls Court, frustrating because its car parks seem ever full, its adjacent parking areas quite inadequate for the hundreds of thousands of visitors who drive to this motor shop-window, the new models can at least be assessed for style, colour and seating comfort. You can, for example, sample the back quarters of 2+2 bodies and decide whether they are adequate, or would be more accurately described as 2+$\frac{8}{9}$s.

Amongst a zoological display of Jaguars, Sting Rays, Hawks, Snipes, Tigers, Hornets, Kestrels, Chamois, Mustangs, Falcons, Skylarks, Gazelles, and Beagles, there are vehicles for all tastes, from Rebels to Princesses, and even the Elves and Daffodils. . . . Plenty of mystic numerical designations also remain, to compete with the 12/50s, 14/40s and 30/98s of old. Indeed, announcing the new 850-c.c. Daf in Eindhoven, van Doorne brought logic to bear on this matter, explaining that some new models now have different names in different countries but it is the *maker's* name that really matters, so they decided to use 44 for their latest model, "a number having no connection at all with h.p., number of seats, wheelbase or anything else."

Confusion remains, however, because a Jaguar now becomes a Daimler on account of its fluted grille, an absurd situation perpetuated by Rolls-Royce some years ago, which has prompted a Bentley Drivers' Club member to ask whether the owner of a recent-model Rolls-Royce would be admitted to this club and if not, why not, since there is no difference between the package labelled "Rolls-Royce" and the package labelled "Bentley"? But "badge-engineering" goes on; we have a Hillman which is a Singer which is a Sunbeam, and the complex B.M.C. family-tree.

The Credit Squeeze has not yet killed sports and high-performance cars, but the 70-limit may do so, especially if Mr. Moore of the Cwnbran Chamber of Trade has his way, with "selected" motorists encouraged to inform on other drivers. Sir Alfred Owen is reported as saying that 28 vehicles, 14 of them Jaguars, overtook him when he drove the length of M1 in his Bentley at 70—which seems to indicate contempt for the Castle of Transport's stupid restriction, or a faulty speedometer. . . .

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Front Cover Picture: FILLED WITH FOREBODING.—Jim Clark accelerates from the grid at Watkins Glen in his Lotus-B.R.M. H16. The substantial oil-slick was dropped by his own engine before the warming-up lap. U.S. Grand Prix report on page 1022.

Motor Sport Fixture List For November

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 1st/2nd	Shipley & Dist. M.C.	Staveley Garage	Shipley	Rally (*R.*)	22.00
Nov. 5/6th	Shenstone & Dist. M.C.	117/247072	Welshpool	Rally (*R.*)	23.00
Nov. 5/6th	Brecon M.C.	Brecon Cattle Market	Brecon	Rally (*R.*)	22.00
Nov. 5/6th	Redditch & Dist. C.C.	Cider Mill Garage	Fromes Hill	Rally (*C.*)	23.00
Nov. 5th	Billericay M.C.	161/575928	Brentwood	Rally (*C.P.*)	21.30
Nov. 5th	East Surrey M.C.	Brands Hatch	Farningham	Sprint (*R.*)	—
Nov. 6th	**R.A.C./V.C.C.**	**Hyde Park**	**London**	**Veteran Car Run**	**08.00**
Nov. 6th	Cambridge University A.C.	Snetterton	Attleborough	Sprint (*R.*)	13.00
Nov. 12th	Motor Cycling Club	Findern	Derby	Trial (*C.*)	07.00
Nov. 12/13th	Avro (Woodford) M.C.	109/590693	Sandiway	Rally (*C.P.*)	22.00
Nov. 12/13th	Quinton M.C.	129/288721	Knighton	Rally (*C.*)	23.00
Nov. 13th	B.A.R.C. (S.E.)/Eastbourne Dist. M.C.	Dower House, Farm	Blackboys	Production Car Trial (*C.*)	13.30
Nov. 13th	Rochester, Chatham & Dist. M.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	13.30
Nov. 19/25th	**R.A.C.**	**Fortes Hotel**	**London Airport**	**Rally** (*INT.*)	—
Nov. 19/20th	Truro & Dist. M.C.	Truro	Truro	Rally (*R.*)	—
Nov. 26/27th	Rochester, Chatham & Dist. M.C.	Brands Hatch	Farningham	Rally (*R.*)	20.30
Nov. 26/27th	Herefordshire M.C.	Bishops Meadow	Brecon	Rally (*R.*)	22.45
Nov. 27th	London Motor Club	Brands Hatch	Farningham	Race Meeting (*R.*)	12.30
Dec. 3rd/4th	Coltec M.C.	129/472975	Leebotwood	Rally (*R.*)	23.00

RECORDS MEETING

On October 15/16th the National Sprint Association organised a two-day meeting on Elvington Aerodrome, near York, and motorcycle and car competitors attacked World, International and National records over the ¼-mile, 500 metres, the kilometre and the mile. More than forty records were broken or established; the motorcycle ones will no doubt be dealt with by our sister journal *Motorcycle Sport*. Outstanding among the cars was the supercharged 1,500-c.c. Ford-based dragster built and driven by Leslie Turner, his performance on the 500 metres (standing start) beating the World record recently set by the new works B.M.W.-engined car. On the mile he broke Mickey Thompson's Class F record.

STANDING-START QUARTER-MILE—International Records—Mean of two ways :

Class B—5,000-8,000 c.c.:	A. Allard (Chrysler-Allard Dragster)	9.3360 sec.
Class C—3,000-5,000 c.c.:	G. V. Tyack (Shelby-Cobra 4.7-litre)	12.6645 ,,
Class F—1,100-1,500 c.c.:	L. Turner (Turner-Ford s/c. Dragster)	11.1515 ,,
Class G— 750-1,100 c.c.:	H. Bull (Austin A35 Dragster)	12.8550 ,,
Class I — 350- 500 c.c.:	A. Gain (Rudge Dragster)	13.2300 ,,

STANDING-START 500 METRES—International Records—Mean of two ways :

Class C—3,000-5,000 c.c.:	G. V. Tyack (Shelby-Cobra 4.7-litre)	14.3745 sec.
Class F—1,100-1,500 c.c.:	L. Turner (Turner-Ford s/c. Dragster)	12.6835 ,,
Class G— 750-1,100 c.c.:	H. Bull (Austin A35 Dragster)	15.2020 ,,
Class I — 350- 500 c.c.:	A. Gain (Rudge Dragster)	15.4055 ,,

STANDING-START KILOMETRE—International Records :

Class F—1,100-1,500 c.c.:	L. Turner (Turner-Ford s/c. Dragster)	20.9330 sec.

STANDING-START MILE—International Records :

Class F—1,100-1,500 c.c.:	L. Turner (Turner-Ford s/c. Dragster)	30.9535 sec.

ABSOLUTE WORLD RECORDS—Mean of two ways :

Standing-Start Quarter-Mile :	A. Allard (Chrysler-Allard Dragster)	9.3360 sec.
Standing-Start 500 metres :	L. Turner (Turner-Ford s/c. Dragster)	12.6835 ,,

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"The Profiteering Dealer is with us. Take for example the Minerva, aptly described by the *V. & V. Mag.* as . . . 'a tired-looking Type AB Minerva landaulette.' This was sold for £140 and really was a fair price for the indifferent condition. Lo and behold, it is now advertised by a well-known Motor Dealer for £325, in exactly the same condition. 'Easily restorable' is quoted. I leave you to make your own conclusion!"—"Beancomer," commenting in the September issue of the *Bean Car Club Magazine* on the Sotheby auction sale.

R.A.C./V.C.C. BRIGHTON RUN

The maximum permitted entry of 250 pre-1905 cars, 30 having been rejected, has been received for the Veteran Car Run on November 6th. The first veteran leaves Serpentine Road, Hyde Park, London, at 8 a.m. Watch them on their long journey by all means, but respect their age and lack of front-wheel-brakes! The Editor of MOTOR SPORT will co-drive Lord Montagu's 1903 Cadillac, the single cylinder of which sweeps 1.6-litres. If it completes the Run a report will appear in the December issue.

NEW MICHELIN TYRES

At Michelin's Tyre Test Centre at Clermont-Ferrand we had the opportunity of testing the new XAS and XN radial tyres.

They are an extension of the "X" construction but with the XAS Michelin has not only distinguished between the functions of the tread and the casing of the tyre but also taken into consideration the fact that either edge of the tread and the corresponding tyre wall will act differently according to whether they face outwards or inwards on the car. Hence the asymmetric tread pattern which varies from a closed ribbed, heavy shoulder on the outer edge to widely spaced tread blocks on the inner. The result is said to be an outstanding tyre for high-performance cars.

The Michelin XN tyre is a "go anywhere, do anything" tyre; it is a radially constructed tyre with a steel braced tread and a really rugged tread pattern.

The S-bend of Michelin's comprehensive and imaginative Test Track incorporates the specially laid-out "Mercedes Curve" where cornering speeds up to 150 miles per hour are possible. A Mini Cooper S certainly put the XAS tyre through its paces for us. There was no tyre squeal at reasonable speeds even when negotiating the acute S- and U-bends on the Vehicle Handling Circuit, and the usual Michelin "X" thump when passing over changes of surface, of which there were concrete, tarmac, *pavé*, etc., has been eliminated. The track was specially sprayed with water to demonstrate the extremely good road-holding of the XAS tyre.

Although Michelin XAS tyres cost 15% more than other radial ones, and these are 25% more expensive than the cross-ply tyres, they will, it is claimed, last twice the mileage of the latter and give a significant mileage improvement over other Michelin types even when used continuously at high speeds, while their performance is not affected by normal wear.

These XAS tyres are a departure from convention and Michelin's Research Department is to be congratulated on its courage in producing such a revolutionary tyre. They had such confidence in their new product that they flew out a party of British journalists to France in a B.U.A. Viscount to try it out for themselves.

TURNER CHRISTMAS CARDS

Motor racing artist Michael Turner has again produced a most striking set of Christmas cards, larger than hitherto and nicely finished on matt cartridge paper. Turner's vivid water colour impressions depict Jack Brabham and Jim Clark battling for the lead in the Dutch Grand Prix; Graham Hill winning Indianapolis; Surtees' Ferrari taking the lead from Rindt's Cooper in the wet Belgian Grand Prix; Jackie Stewart winning the Monaco Grand Prix in the B.R.M.; the Miles/Ruby Ford GT in the Esses at Sebring, and the Chaparral winning the Nurburgring 1,000 km. The only trouble with these cards is that they are too nice to give away—a set of 12 (two of each scene) costs 18s., including postage, and the pictures of Brabham (Dutch) and Graham Hill (Indianapolis) have been blown up to full-print 25×30 in. size, costing 30s. each. Available from Studio 88, Ltd., 21 The Drive, North Harrow, Middlesex.

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

Nobody else has

Some car makers recommend 20W-50 oil right from the start. Check your handbook. Or you may need it simply because your engine, whatever its age, is using too much oil. So you need a bit more body in your oil. But is that all a body can give you? Not a bit of it. Not since Castrol's development of 'Liquid Tungsten'. Castrol XL does everything an ordinary 20W-50 does: easier starting, reduced oil consumption, lower fuel consumption, keeps your engine cleaner. But now—with 'Liquid Tungsten'—you can cut engine wear, hold on to more of your performance. Not just any body can do that for you.

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For further information write to: Castrol Ltd., Castrol House, Marylebone Road, London, N.W.1



THE FELDAY CARS

1963-1966

F.1.	Supercharged 2½-litre Felday-Daimler hill-climb car—1963.
F.2.	2-seater version of F.1—abandoned—1964.
F.3.	V8 B.R.M.-engined version of F.2—abandoned—1964.
F.4.	V8 B.R.M.-engined 4-w-d sports car—1965/66.
F.5.	V8 Ford-engined 4-w-d sports car—Group 7—1966.
F.6.	V8 Ford-engined 2-w-d hill-climb car—1966.

IF you look on Ordnance Survey map 170 and find map reference 516446 you will see the name Felday. The map makers did not put it on there because it marks the place where Peter Westbury builds his Felday cars, but it is the area where he lives, in Surrey not far from Dorking. It was in 1958 that Westbury built his first car, while he was still at Engineering College, and this had a 1½-litre M.G. engine, Buckler chassis and numerous suspension alterations evolved by the young student. Painted an opalescent blue and called the M.G.W., it was built purely as a road car. Before the year was out it had been entered for some club hill-climbs, and I well recall seeing it at places like Stapleford for I was competing with a Porsche 1600 at the time and often found my "saloon" grouped with the sports cars and "specials" such as the M.G.W. This light sports/racing two-seater was used throughout 1959 in hill-climbs and Westbury really got the taste for the short, sharp uphill sprints. In 1960 he bought an old F.2 Cooper-Climax, leaf springs, drum brakes, heavy chassis and all, but it enabled him to move up into the racing class. By the end of 1961 the Climax engine was getting tired and he had the bright idea of squeezing a 2½-litre Daimler V8 engine into the Cooper chassis, and the Cooper-Daimler became a regular competitor in sprints and hill-climbs. By this time Westbury had finished college and he formed Felday Engineering with premises in the garden of his house in Holmebury St. Mary, a village in the Felday area. His main occupation was

R.A.C. HILL-CLIMB CHAMPIONSHIP WINNER 1964.—Peter Westbury driving the P99 Ferguson 4-w-d car at Wiscombe Park on its demonstration runs which led to close co-operation with Ferguson Research of Coventry.





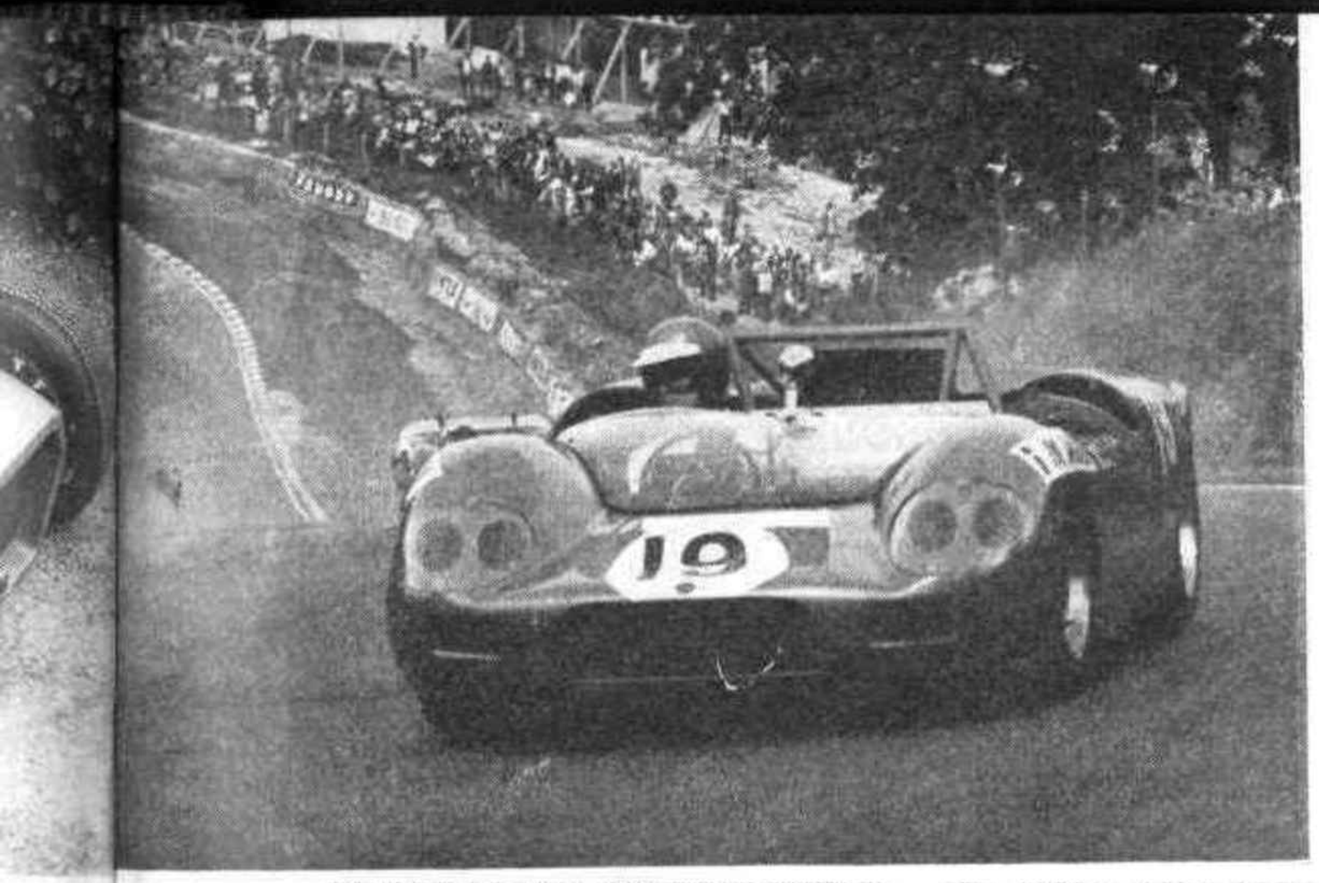
R.A.C. HILL-CLIMB CHAMPIONSHIP WINNER 1963.—The Felday 1 with supercharged Daimler V8 engine. Note the vertical megaphone exhausts and the good steering lock.

hill-climbing, but he was looking for suitable garage and workshop premises as he wanted to get into cars and engineering as a profession. Before the end of the season with the Cooper-Daimler he was very conscious of the short-comings of the early Cooper chassis and the potentialities of the Daimler V8 engine, so it was natural that a new chassis should be built for 1963.

A Lotus gearbox and final-drive unit, with inboard brakes, was coupled to the Daimler engine and a space-frame of round and square tubes was designed round the power unit. Various proprietary racing components such as Lotus front wheels and Cooper rear ones were used and suspension followed current Grand Prix design. The Daimler engine was fitted with a large Roots-type supercharger fed by a semi-downdraught S.U. carburetter and the short exhaust stub pipes had megaphone ends pointing vertically upwards. For the capacity and power of the engine the car seemed very small, but it had a 7 ft. 6 in. wheelbase, though the upright driving position and short nose made the car look smaller than it was. It was known as the Felday-Daimler, but was in fact Felday 1, the first product of Felday Engineering. This car was incredibly successful in hill-climbs, for which it was specifically built, and the result of the 1963 season was that Westbury and the Felday 1 won the R.A.C. Hill-Climb Championship. This spurred Westbury on to greater things and he decided to attempt some real hill-climbing by building a new car that would qualify to run in the European Mountain Championship. This was to be Felday 2 and work was started on a new chassis that was in effect a two-seater version of Felday 1 to take the same supercharged Daimler V8 power unit.

However, before this project was started Westbury had an interesting experience that was to affect his whole future. At the end of the 1963 hill-climb season, after he had won the Championship, he was loaned the Ferguson 4-w-d racing car to make some demonstration runs at the Wiscombe Park Hill-Climb. Ferguson Research were interested in the ability of their P99 racing car to tackle hill-climbs, and who better than the new Hill-Climb Champion to drive it. Westbury was already a 4-w-d believer, so that he took to the P99 research vehicle immediately. The demonstration runs proved very successful and the following day he did some private testing and started an association with Ferguson Research that was to be very beneficial. It was agreed that he could use the P99 Ferguson 4-w-d for the first part of the R.A.C. Championship of 1964, until the Felday 2 was completed. Before this project got very far plans changed and an 1,880-c.c. B.R.M. V8 engine was acquired and another space-frame two-seater sports car was begun, this being Felday 3, the aim still being the European Mountain events in July, August and September. In the meantime he was having good successes with the Ferguson car and with one thing and another the Felday 3 was not making much progress. As there was every chance of winning the R.A.C. Championship for the second year running, using the Ferguson, Westbury abandoned Felday 3 and persuaded Ferguson Research to let him continue using P99. Faith in the car was justified and Westbury was 1964 Hill-Climb Champion using the 4-w-d Ferguson, and naturally the names of Ferguson and Felday not only became closely linked but their business association flourished.

Determined to take part in the European Mountain Championship, for which he was entered, Westbury hastily acquired a Lotus 23B sports car and installed the 1,880-c.c. B.R.M. engine from the still-born Felday 3. This sortie into foreign parts was



SEVEN-LITRE EXPERIMENTAL.—The Felday 5 was driven by Mac Daghorn at Brands Hatch in the Guards Trophy 1966. *A Ford Galaxie engine drives all four wheels by the latest Ferguson system.*

not at all successful, but the failure was overshadowed by the success at home with the Ferguson. This success started Westbury well and truly on the 4-w-d road, though Felday Engineering were doing other things and had by now acquired larger premises a few miles away at Forest Green. Co-operating with Ferguson Research, a new project altogether was started for the 1965 season and this was brought about partly by the interest the B.R.M. were showing in Ferguson 4-w-d. The B.R.M. people were looking into the 4-w-d subject and were building an experimental 1½-litre Grand Prix car using Ferguson transmission, which was based on that used for the successful P99. The Felday 4 was designed around this layout, being a two-seater sports car using the 1,880-c.c. B.R.M. V8 engine from Felday 3 and the Lotus 23B, the aim still being the European Mountain Championship events. Departing from the previous space-frames Westbury built a sheet-steel "monocoque" structure with the B.R.M. engine mounted in the rear, facing backwards, *i.e.*, the clutch at the front; a short propeller shaft running forwards to the Ferguson gearbox and control unit that was mounted in unit with the front drive assembly. A jointed prop.-shaft ran back from the control unit (or third differential, which is the secret of Ferguson 4-w-d) under the left bank of the engine to the rear drive unit. The chassis-frame for Felday 4 was exhibited at the 1965 Racing Car Show at the beginning of the year, but after that progress was slow for all the usual reasons that beset "special"-building. Added to this was a pre-occupation with other work to keep Felday Engineering solvent and working with Ferguson and B.R.M. on the 4-w-d experimental Formula One car. Westbury did some test-driving for B.R.M. and also drove the car in English and Swiss hill-climbs, but could not borrow it enough to defend his R.A.C. Championship title and had nothing else suitable in his own stable.

Felday 4 was eventually finished at the end of 1965, running in the Boxing Day meeting at Brands Hatch, and by this time Felday 5 was under construction, which was a bigger version of Felday 4, using a 7-litre Ford Galaxie engine. The Ferguson transmission was the latest version, where the 4- or 5-speed and reverse gear assembly is virtually under the rear crown-wheel and pinion and in the same housing, while behind it is the Ferguson control unit and transfer gears for the prop.-shaft running to the front drive assembly. This layout means that the Ford V8 engine can be mounted normally fore-and-aft, a bell-housing joining the Ferguson gearbox to the Ford crankcase. The prop.-shaft running forwards passes alongside the engine, on the right, and is universally-jointed into the centre of the car where it passes through the cockpit between the seats. A similar all-enveloping bodywork to the Felday 4 was used and the car was completed just in time for the Guards Trophy at Brands Hatch on August Bank Holiday. During the season Felday 4 was raced by Westbury and the Jersey driver Mac Daghorn, who had been working for Felday Engineering for some time and was a natural choice for works test-driver. He drove the Felday 5 in the Guards Trophy and the Felday 4 was driven by none other than Jim Clark. Among the many reasons that led up to Clark driving the Felday 4 was the fact that Colin Chapman had been showing an interest in the Ferguson 4-w-d mechanism, and thought his number-one driver should get some practical experience, and this was a suitable opportunity.

Felday 5 was built with Group 7 racing in view, but with the demise of this category in Great Britain the car has now become a test-vehicle for Felday Engineering and Ferguson Research, and transmission improvements continue.

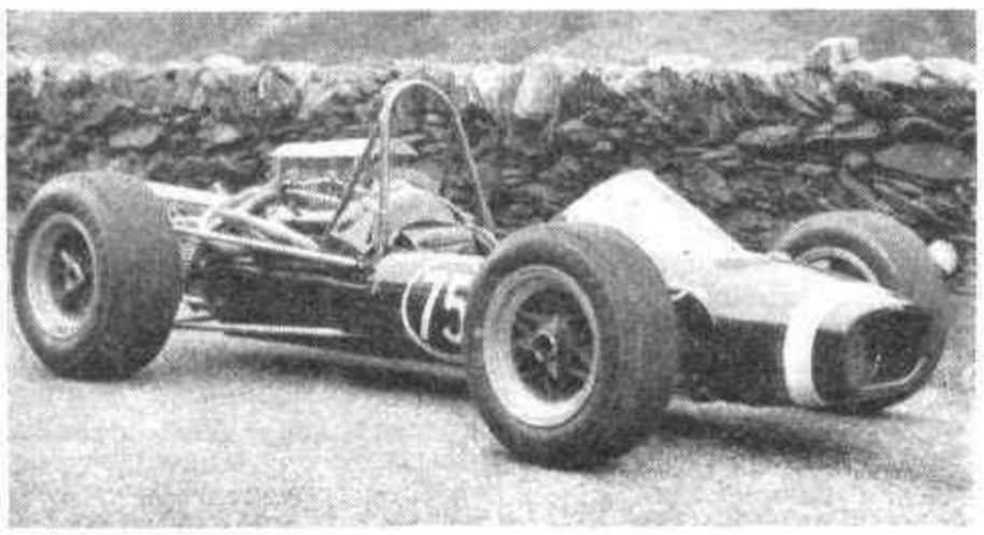


BOXING DAY DEBUT.—The Felday 4 first raced at Brands Hatch, Christmas 1965, *using a* 1,880-*c.c. B.R.M. V8 engine that was subsequently enlarged to* 1,930 *c.c.*

At a club party Westbury was talking to Tony Griffiths, who had been hill-climbing with a 2½-litre B.R.M., and the outcome was that Felday Engineering were commissioned to build a simple, light and powerful hill-climb special for Griffiths. This was Felday 6 and consisted of a tubular space-frame with orthodox Formula One suspension layout, powered by a 4.7-litre Ford engine behind the driver, and coupled to a 2-speed Hewland gearbox. The result was a very business-like conventional hill-climb special and Griffiths has used it all this season. It was completed before the Felday 5 had really taken shape so that when it appeared it caused some confusion in being called Felday 6 when Felday 5 had not appeared. However, all was put to rights by August Bank Holiday, though the names of Felday and Ferguson had become so synonymous, and Ferguson means 4-w-d, that Felday and 4-w-d were becoming synonymous. The result was that certain reporters assumed that the Felday 6 was 4-w-d and printed the fact, even though they had seen the car! What the Felday 6 does do is illustrate that Felday Engineering activities are not concentrated solely on their tie-up with Ferguson Research, though they do handle all 4-w-d customer business for the Coventry firm.

At the present time design and research work is going ahead on Felday 7, which is to be the logical next step from Felday 5, while Felday 8 is already more than "just in the mind." If another commercial project like Felday 6 comes along then we may see Felday 9 before Felday 7 and 8, but that is a matter of business, for Felday Engineering have to stay solvent and experimental projects do not show a profit. From the humble beginnings with his M.G.W. Special in 1958 Westbury has come a long way.—D. S. J.

OUT OF STEP.—The Felday 6 breaks continuity by having the rear wheels driven only, this car being built to the special order of Tony Griffiths, for hill-climb events.



An appraisal of the PEUGEOT 204



ALEC ISSIGONIS of B.M.C. displayed genius in putting 4-cylinder engines transversely across front-wheel-drive cars and combining sump and gearbox to gain maximum compactness. Now Peugeot have perfected this theme.

I waited nearly a year, impatiently, to try the new small car from Belfort. It was worth waiting for! From the Lion Works at Croydon, where posters proudly remind one that the famous French *marque* won that toughest and most realistic of all rallies, the E. African Safari, I drove away last month in a 204 saloon. Within the first few miles I knew this 1,130 c.c. overhead camshaft Peugeot suited me very well indeed.

It is a plain-looking 4-door saloon, ugly, or at least very plain, when seen from the back quarters. The interior is quite spartan—no door pockets, oddments being stowed on the almost-too-deep under-facia shelf, rubber matting on the floor, no quarter-lights, a slab of mirror apparently stuck on the n/s vizor as an afterthought. Instrumentation is confined to a hooded 95-m.p.h. Jaeger speedometer incorporating fuel and "battery" gauges and provision for four warning lights. Below, on a plated panel, two knobs control, respectively, wipers/washers and choke, with heater controls between them. The fuel filler cap is very difficult to replace, and I'm surprised that Peugeot tolerate it; the odometer records only total distance, to the nearest mile.

But the separate seats, upholstered in imitation ventilated leather, are large and very comfortable, and the stalk-levers, like those of a 404 Peugeot, fall conveniently to hand—small black l.h. one for turn-indicators, r.h. one going "round corners" for the various lamps settings (obviating the need for a separate flasher), and with the steering-column gear-lever on the left. That the 204 is every centimetre a Peugeot is evident while walking round the car and noting, for instance, the single-stud retaining each wheel nave-plate, the roof-rack attachment points, and full use of stainless steel for bumpers, window frames, etc. The fuel range, at least 335 miles, is another typical Peugeot attribute.

The head-lining is utilitarian but a sunshine-roof is available. The doors shut nicely and incorporate lift-up internal handles beneath the arm-rests. Under the bonnet the nicely finished o.h.c., alloy-head power unit with its Solex 32PBISA carburetter looks highly efficient (53 b.h.p. at 5,800 r.p.m.), and the U.S.L. battery has Peugeot's expected master-switch, but one tries not to see the contortions of the dynamo-cum-fan belt!

The matt-black facia-sill has a couple of lift-up plastic vents, with volume control, which distributes cool air about the 204's interior once it is moving reasonably quickly. There is generous room in the back seat and luggage boot, and the Cibié headlamps have an under-bonnet setting adjustment to prevent the combination of heavy load in the back and the supple suspension causing dazzle.

Clearly, Peugeot, in deciding it was time to re-introduce a small car, kept in mind the Frenchman's need to motor comfortably over rough tracks while carrying considerable loads. The suppleness of the 204's coil-spring all-independent suspension is almost on a par with that of Renault 4s and Citroën Ami 6s. This gives a very comfortable, if sometimes frenzied, ride and, in conjunction with front-wheel-drive and the gripping power of Michelin "X" (135×14) tyres, enables fast cornering to be indulged in by the strong-in-heart who are undaunted by the considerable roll angles and tyre noise then encountered.

The Peugeot's accurate rack-and-pinion steering has a very reassuring feel, with very little lost motion, which contributes to the excellent handleability of the car. It transmits a lot of shake over bumps but no real kick-back, and the wheel gives good finger-grip. Good castor return action assists sensible gearing (3¼ turns, lock-to-lock) and f.w.d. power on/off cornering characteristics are not unduly prominent. A B.M.C. 1100 may corner slightly faster, especially on SP41s, it certainly corners "flatter," but it will not leave the 204 many yards behind.

So, on the score of cornering and comfort, the Peugeot 204 receives high marks. It also has very excellent and progressive servo-assisted disc/drum brakes, giving light, really powerful retardation. But where it really comes into its own is in respect of quiet, effortless running. The engine becomes noisy only when wound up in the gears, but as it will exceed 7,000 r.p.m. without damage and is very close to the un-soundproofed bulkhead, this is understandable. But in normal running it is commendably quiet, as is the rest of the car. A mild buzz when cruising fast there certainly is, and at first I felt an even higher top gear than the 4.4-to-1 ratio used might be an improvement. But overall, the 204 is a very restful, willing and altogether delightful small car to drive, encouraging one to use it for long as well as local journeys.

The gear-change, with synchromesh on all four forward ratios, is smooth and quick of its kind, but strong spring-action has to be resisted in selecting 1st and 2nd. This makes for a smooth change-up from 2nd to 3rd. Reverse is easy to find, beside top-gear position, and the gate formation of larger Peugeots, practical for France but less pleasing in English traffic, has not been retained for the 204. Bottom cog tries to baulk occasionally, and the brakes tended to squeal.

The pedals are splendidly located, the steering is light except for parking or on acute corners, and free from front-drive snatch. Everyone who drove the small Peugeot enthused over it.

As to performance, the 75×64-mm. overhead-camshaft premium-fuel-burning engine (8.8-to-1 c.r.) provides plenty of this. Remember that it is a family small car, not even a sporting version, when studying the following figures :—

	Morris 1100	M.G. 1100	1,130-c.c. Peugeot 204
0-50 m.p.h. ..	15.2 sec.	14.7 sec.	12.3 sec.
0-60 ,, ..	22.7 ,,	20.2 ,,	18.1 ,,
0-70 ,, ..	39.8 ,,	30.2 ,,	27.2 ,,
s.s. ¼-mile ..	22.6 ,,	22.1 ,,	21.1 ,,
Maxima :			
3rd gear ..	64 m.p.h.	70 m.p.h.	78 m.p.h.
Top gear ..	77.6 m.p.h.	89.8 m.p.h.	91.0 m.p.h.
Maker's net b.h.p.	48 at 5,100 r.p.m.	55 at 5,500 r.p.m.	53 at 5,800 r.p.m.
U.K. basic price ..	£532	£613	£806 (sun-roof)

A 70-m.p.h. cruising speed is well within the Peugeot's compass and its acceleration is such that it gets quickly back into its stride after a check. Overall petrol consumption averaged 36.3 m.p.g. and after 700 miles none of the Esso Extra oil lubricating engine and gearbox had been used. It is altogether an excellent little car, which is already available in saloon, estate-car, drop-head and coupé forms. Although its price of £992 8s. 7d. in this country is high in comparison with similar small saloons of British manufacture, if the well-established Peugeot reliability/durability factor has been built into the 204, many people will regard it as competitive, while in Europe it cannot fail to be a best-seller. I regard it as one of the most significant small cars of the nineteen-sixties. In comparison, other f.w.d. 1100s feel and sound like—tramcars. . . .—W. B.

RALLY REVIEW

MAKINEN CHASING EUROPEAN CHAMPIONSHIP

THREE CITIES RALLY

Results :

GENERAL CLASSIFICATION

1st :	T. Makinen/P. Easter (1275 Cooper S)	3,253.2	penalties
2nd :	L. Cella/L. Lombardini (Lancia Fulvia)	3,397.0	,,
3rd :	L. Nasenius/F. Sager (Opel Reckord 1700)	3,446.0	,,
4th :	A. Cavallari/D. Salvay (Alfa Romeo GTA)	3,446.9	,,
5th :	W. Gass/G. Frey (Porsche 911)	3,528.2	,,
6th :	Dr. A. Pilhatsch/G. Hruschka (B.M.W. 1800 TI) ..	3,532.6	,,
7th :	M. Fuss/A. Wendlinger (Porsche 911)	3,587.9	,,
8th :	G. Staepelaere/A. Aerts (Lotus-Cortina)	3,614.2	,,
9th :	P. Moss/L. Nystrom (Saab Sport)	3,663.0	,,
10th :	W. Poltinger/R. Hartinger (Porsche 911)	3,696.4	,,

ALTHOUGH rallies organised by more than one club are prone to disorganisation, as indeed the 1965 Three Cities rally was, the 1966 Munich-Vienna-Budapest proved quite acceptable. Rauno Aaltonen won it in '65 on his way to *vainqueur* so Makinen's outright win may well be a good omen for his bid to overhaul current leader Zasada, but more about that later!

Entries on rallies run through Austria or on which the O.A.M.T.C. have taken some organising part seem to be most unpredictable; the Austrian Alpine had both quality and quantity while the Castrol-Danube Rumanian event held only some three weeks previously attracted only 27, yet at 104 the Three Cities had the fifth largest entry list of the year! Of these B.M.C. as usual fielded a team of three Group 2 Cooper Ss; 1275s for Timo Makinen/Paul Easter and Tony Fall/Henry Liddon, while Bob Freeborough, the Towcester milkman, had works support for his 970, his co-driver being Chris Nash. The only other entry from England was the Cortina GT of Denis Thorne and John Davenport, Fords themselves not participating. Other well-known or point-chasing people there included the "clockwork mouse" 650 TR Steyr-Puch of Zasada; Pat Moss-Carlsson and Liz Nystrom in the Saab trying for the Ladies' Championship which Rootes girl Rosemary Smith is leading; the Lancia Fulvia of Cella/Lombardini; the Alfa GTA of Cavallari/Salvay; and several B.M.W. 1800TIs, including the Austrian rally champion Pilhatsch's, all of which seemed to have a "works" air about them, especially as Competition Manager Walter Shulter was in attendance.

As before, the start took place under the draughty *Munchen* railway arches to the background accompaniment of *Oktoberfest* sounds from the annual Beer Festival held by the famous "pils" brewers of that town. The road sections in Germany have to be processional by strict order of the authorities so the first night up to the Czech border was enlivened only by two stages. Makinen in setting his furious pace was fastest on the first but conceded to Cella on the second evidently because he hadn't been able to practise!

Maybe as a result of the boring road sections some people got too enthusiastic on the stages, Zasada being one of the first to retire when an excursion damaged his differential. The young Belgian, Gilbert Staepelaere, lost his chance of winning Group 1 through shunting his Lotus-Cortina and the Jolly Club organiser, Angiolini, rolled his Lancia Fulvia. Tony Fall retired with a seized engine just before the second test.

Surprisingly the Austrian sections proved to be the most interesting, with fairly complicated navigation being called for over plenty of narrow, twisty, dirt roads. How the Austrian police allowed this after previous purges no one really knows but the O.A.M.T.C. seem confident of having the same freedom for next year. Makinen was fastest on all four tests on Austrian soil and as three were loose surfaced the usual Mini-mixture of SP44s or R7 racers was called for. With the coming of Friday night the navigation again got difficult as the rally crossed into Hungary, and here "Liège"-style motoring took place over bumpy roads at higher averages with the additional hazards of donkey carts and level crossings thrown in for good measure. The flying Finn secured victory by being quickest over the rough tarmac test near Pecs; and so to Budapest, from where he was rushed to Finland via Vienna in order to compete in Championship races, and we gather the effort was worth while for he has taken both the 1,150 and 1,300 c.c. Finnish National Championship classes.

Groups 1 and 2 only counted for the E.R.C. so Nasenius' Opel Rekord took a Group 1 win from Staepelaere's Lotus, Cella scored some points in Group 2 (he's beeen running Group 3 Lancias up to now) and Willi Gass took Group 3 in his works Porsche 911. Another 911-mounted person was Walter Poltinger, the winner of the *Castrol-Danube*, although that was in his own trustworthy VW. Pat Moss took the Ladies' Prize, Opel took the Manufacturers' Team prize (Nasenius, Hendrikson, Lambart), and Swedes took the National Team with Nasenius, Moss and Hendrikson. There were no protests, some slow scrutineering but the results were out very promptly, a very pleasing improvement on last year.

* * *

Having mentioned the *Castrol-Danube* Rally it is also fitting to mention that for 1967 it will have European Rally Championship status, which is why Tony Fall went this year in a Vita-Foam sponsored car. He was co-driven by the Reverend Rupert Jones. Apart from navigational difficulties encountered because they hadn't been able to carry out a full recce of the 4,500-km. route, the lone British crew retired through lack of tyres, the service car being nowhere to be seen. Another change is that its name will most probably be altered to the *Danube Rally* in keeping with general practice, although it is hoped the support of Castrol will be retained.

There are exactly 100 international class rallies in the F.I.A. calendar for 1967, interestingly 27 of these will be held over French soil (or should I say Alpine rock) and 17 will carry Championship status. Since there were 14 this year the other additions beside the Danube are the *Stuttgart-Solitude/Lyons-Charbonnieres*, West German instead of French as this year; the *R.A.C.E. Rally* in Spain and the *Rallye Pneumatique* in East Germany. The one deletion is the West German *Nord-Rhein Westfalen* event.

There is a possibility being considered by the F.I.A. at the time of writing that only a dozen or so of these events will actually count for the European Rally Championship, while the one certain thing is that this year's ridiculous position of having a separate champion for each of the three Groups will be abolished and there will be two champions, a Series Production Touring Car Champion or Group 2 (Groups 1 and 2 merged in effect) and a Grand Touring or Group 3 Champion.

For diary-minded rally-followers the dates are as follows: January 13/21, Monte Carlo; February 8/13, Swedish; February 22/26, Italian Flowers; March 9/12, West German; March 30/31, Spanish; April 7/9, East German; April 24/29, Tulip; May 10/14, Austrian Alpine; May 25/28, Acropolis; June 15/18, Geneva; July 6/9, Czech; August 2/5, Polish; August 18/20, 1,000 Lakes; September 4/9, French Alpine; September 18/23, Danube; October 6/8, Hungarian; November 18/24, R.A.C.

* * *

So much for next year, but what has happened this year? On October 12 the F.I.A. held a meeting to decide the outcome of the Monte and Acropolis appeals. For the Monte appeal Dean Delamont, of the R.A.C., had B.M.C. Comps prepare a Mini with the exact replica lighting system of the Monte Coopers. John Gott, as Vice-Chairman of the Competitions Committee, presented the case and of course Stuart Turner was in attendance. The outcome was that the F.I.A. threw out both appeals on grounds which will only be published on November 18. Anyway the results of the European Rally Championship can now be worked out with a little more certainty.

So, our tame computer has been doing some severe head scratching and arrives at the following conclusions. Firstly in Group 1 the Swedish Opel Rekord driver Lillebror Nasenius leads having scored 16 points (9 for Group win plus 7 for class win) on the Swedish Rally, 9 points from his group win on the 1,000 Lakes, but no class points because with so few entries in Group 1 all the classes were amalgamated and put into Group 2; and of course his Group 1 win on the Three Cities. However, he scores no class points yet again for there were fewer than 10 starters in his class, yet Gilbert Staepelaere scores 6 points for second place in Group 1 and 7 points for winning the 1,600 c.c. class. Anyway the totals show Nasenius with 34, Staepelaere with 29 and then several people on 16, including Makinen (Tulip), Toivonen (Monte) and Zasada (Czech). It must be remembered that co-drivers score the same number of points as drivers—but Nasenius changed his! The R.A.C. makes no difference to these positions as it counts for Groups 2 and 3 only, so with respect to

Continued on page 1003

ISLE OF MAN

". . . it makes Le Mans about as exciting as Mallory Park . . ."

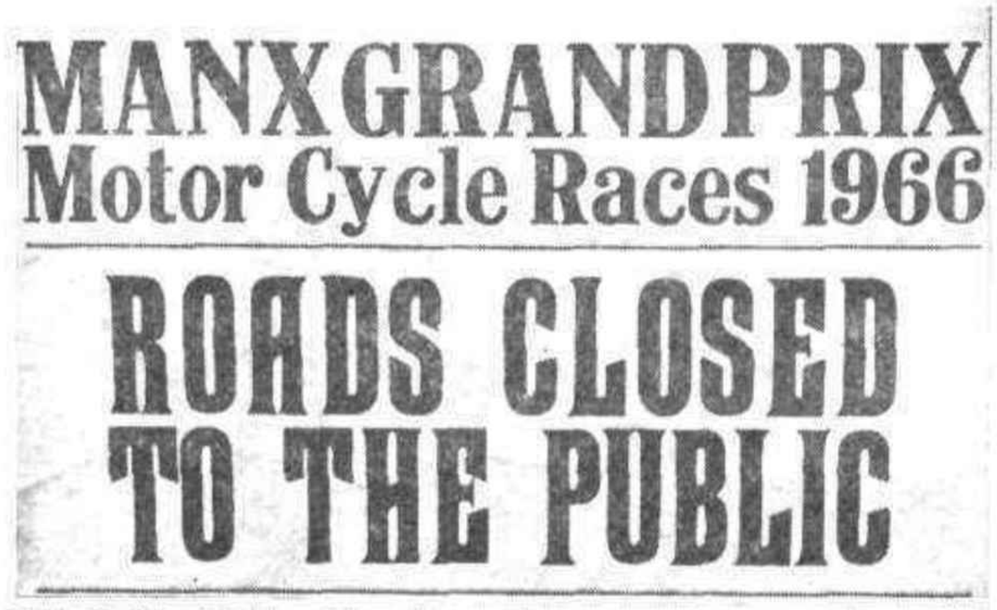
THE notice on the wall read " ROADS CLOSED TO THE PUBLIC," the reason being that races were due to be held. When the roads were open again they were free of any 70-m.p.h. restriction. This was not paradise or some foreign land, it was on an island just off the N.W. coast of England, a few hours by boat, or a few minutes by air, from Liverpool. Any motorcyclist knows " the Island," where the T.T. motorcycle races have been held since 1907, but there are probably a lot of motoring enthusiasts who have not tasted this feeling of freedom. The Isle of Man is world-famous in the sphere of Grand Prix motorcycle racing, and one trip round the 37½-mile " Mountain " circuit soon shows you why.

For a number of years there have been agitations in influential circles to hold a motor race on the " Mountain " circuit, and these movements have been gaining momentum and force with great rapidity this year. In the July MOTOR SPORT of this year I made mention of this matter and said : " It would seem at the moment that only the dead-hand of the R.A.C. itself stands in the way . . .", the idea being to run the R.A.C. Tourist Trophy in the Isle of Man and put that race back in a position of prominence, alongside Le Mans, the Nurburgring 1,000 kilometres, the Targa Florio and the Sebring 12 hours. In other words, to make our T.T. a classic event once more, instead of the pathetic national " club " event that it has degenerated into.

At the end of September the Lancashire Automobile Club ran their National Open hill-climb at Tholt-y-Will in the middle of the Isle of Man, and Joe Gardner, the Clerk of the Course, suggested I went to the island to see for myself that in Great Britain there is a hill that would do justice as a round in the European Mountain Championship. During the season many people have written to me about the 3.6-mile long Tholt-y-Will hill that runs up the Sulby Glen nearly to the top of the Snaefell mountain. They are all absolutely right, for this hill makes anything on the mainland look a bit simple. It starts 200 feet above sea level and finishes 3.6 miles later 1,215 feet above sea level, and takes in every type of bend imaginable, from bottom-gear hairpins to flat-out curves, and even passes the forecourt of a pub and the steps of a chapel on the lower slopes. The record stands at 2 min. 56.5 sec., but very few people have beaten 3 min. It would seem that next year's September event will be in the R.A.C. Hill-Climb Championship and it should make the other qualifying events look a bit tame. However, the visit to the Isle of Man was not solely for the hill-climb, though that was a most enjoyable week-end, well rounded off by the sight of a convoy of single-seater racing cars entering Douglas town having driven all the way from Ramsey on the public roads (did I say I was in a foreign country?). They were heading along the promenade on their way to the boat to return to the mainland on Sunday night.

FULL BORE.—Just imagine a Carrera Six Porsche howling up this hill and becoming airborne over the brow and plunging down the following straight.





ON OUR SIDE.—The Manx Government want racing on the " Mountain " circuit, and this official poster could easily read " R.A.C. Tourist Trophy Races, 1968—Roads Closed to the Public."

It is some ten years or more since I was in the I.o.M. for the motorcycle T.T. races, so it was not long before I was off for a lap of the " Mountain " circuit. I found that I had forgotten just how fine a circuit it is, though I had not forgotten the way round for circuit-learning is like swimming, once you learn you never forget. I remembered the T.T. circuit as being interesting, but I was staggered, it is absolutely fabulous. As I drove round I visualised a Group 4 sports car and a Prototype Group 6 race like the Targa Florio. I thought of a Ford GT40 charging down Bray Hill, an LM Ferrari on full song (160 m.p.h.) down the dip at Glen Vine, Surtees in a Lola-Aston Martin GT coupé through the tricky bends at Glen Helen; a Porsche Carrera Six aviating over the brow at Creg Willeys, and any car you like to name going through Kirkmichael village, along the Sulby straight or through the square in Ramsey. A GT40 and an LM up the twisty bit from Ramsey to the Guthrie Memorial had me tingling with excitement, and I then imagined sitting on a grass bank somewhere on the Snaefell mountain section and hearing a V12 Ferrari P3 coming along the fast mountain road and going past the Bungalow in a crash of sound. At the thought of Clark in a Prototype Lotus hurtling down to Creg-Ny-Baa and Parkes touching 175 m.p.h. down the hill to Brandish Corner in a works P4 Ferrari my mind began to boggle a bit. As these were ordinary public roads I set off on another lap thinking " how nice it would be, but our Government does not allow racing on the public roads." But, wait a minute, this was the Isle of Man and the Manx Government do allow roads to be closed for racing, so it is not just a pipe-dream. I went and had another look at the notice on the wall. " ROADS CLOSED TO THE PUBLIC " it said quite clearly. A royal procession or something to do with horses I thought, and read the smaller print under the heading. There was no mistake, the roads had been closed for the Manx Grand Prix motorcycle races 1966. I did another lap knowing that the Government and the people of the I.o.M. were on our side, we did not have to go cap in hand asking if we could race on their roads, the " Mountain " circuit *is* the Isle of Man and the Manx Tourist Board want it used, especially if it will bring visitors to the island, for their economy is dependent on visitors from the mainland, who come and spend money.

During my second lap I curbed my enthusiasm a bit and looked at bends where so-and-so would be certain to have an accident or bumps where such-and-such a car would break a wishbone, and I got back to the pits realising that a 10-lap race over this circuit would make all other races I have been to seem to be suitable for Auntie in her Morris 1000. *The T.T. on the Mountain Circuit could become the Blue Riband of motor racing, and I do not make that statement lightly, it is made with 30 years' experience of motor racing behind me.*

After a lap of the 37½-mile circuit anyone would be convinced that it has no parallel, except for the defunct Mille Miglia course; it makes Le Mans about as exciting as Mallory Park, the Nurburgring about as challenging as Brands Hatch, even the Targa Florio pales into insignificance and the Spa-Francorchamps circuit seems little better than Oulton Park. The lap record for motorcycles on the I.o.M. course is over 107 m.p.h. and I would estimate that a Grand Prix driver in a Group 4 sports car would lap at over 110 m.p.h., while Surtees in a 5-litre Lola GT Prototype would lap at 112 m.p.h. or even 115 m.p.h. It would be worth going a long way to see such feats of driving, for they would have no parallel in these days of "wishy-washy" safety-conscious, barrier-protected motor racing. It would be a challenge to man and machine, driver and technician, that would be out of this world. It would be exacting and dangerous, it would leave the best driver slightly pale, and trembling a bit, and would be a sight worth seeing anywhere around the 37½-mile length. I don't think there are more than 30 drivers that I would allow to drive on the "Mountain" circuit with fast cars, and I would not allow a lot of cars that race on our circuits at present. Unless a driver had proved his ability on the Nurburgring, the Targa Florio, the Mugello circuit, Clermont-Ferrand, Spa and Monte Carlo, I would not accept his entry, and I mean "proved his ability," not merely driven on those circuits, and unless a manufacturer had proved that his cars could race on those circuits without breaking, plus a few more chassis-breaking ones, I would not let him enter.

The T.T. could become a race for the cream of the World's cars and drivers and Great Britain could stand at the head of the F.I.A. countries and the R.A.C. could go to Paris with head high, instead of sitting apologetically and seeing the T.T. removed from the list of classic long-distance races yet again because all we could offer was a club-race in a park. The French think Le Mans is the Blue Riband of long-distance racing and the Sicilians think it is the Targa Florio; it could so easily become the Isle of Man Tourist Trophy. Unfortunately I don't think the R.A.C. are capable of organising a race on the "Mountain" circuit, and there are few people in Britain who have the imagination or drive to tackle "The World's Greatest Motor Race." Possibly Nick Syrett of the B.R.S.C.C. would be capable and he would certainly have the wholehearted backing of the Manx Tourist Board, the Manx people and the British Trade and Industry. In fact, the only people I can imagine who would oppose the idea would be circuit owners on the mainland, as it would retract all their glamour.

Among the many points raised in discussing an Isle of Man T.T. was the inevitable one of cost, and that immediately brings up the subject of starting money. It may seem naive, but I would say that any racing driver worthy of the name would willingly forgo a large slice of his income for the chance of driving a racing car on the "Mountain" circuit. I feel sure that John Surtees would agree with me that most people "would give their right arm" to race on the "Mountain" course. As they would be handicapped without their right arm, they could knock £50 a lap off their starting money. If a driver returned after a 110-m.p.h. lap and said he wasn't satisfied with the 37½-mile drive, I would be most surprised and would have underestimated the true racing-driver.

This may all seem like a pipe-dream, but in fact it could happen in 1968, and at the moment the only people who are not enthusiastic about the idea are the "old gentlemen of the R.A.C." (I nearly said gentlewomen!), and it is their race that is in the balance, for the once classic Tourist Trophy race belongs to the Royal Automobile Club of Great Britain.

One final word. I know that many readers are racing motorcyclists and they will feel that the 4-wheeler people are trying to muscle in at the expense of motorcycle racing. Believe me, the Manx Government know what motorcycle racing has done for their Island since 1907 and they will not let you down. No doubt many readers will feel like writing to me on the idea of a car race on the T.T. circuit, but please don't. Instead, I suggest you write to the R.A.C. Competitions Committee, for they are the ones who need convincing, not me.—D. S. J.

RALLY REVIEW—continued from page 1001

the official confirmation of the F.I.A. we can take Group 1 as settled.

However, Group 2 is a far different matter. Here Makinen with points from the Acropolis, Polish, 1,000 Lakes and now the Three Cities, has moved up to challenge that quiet point-gatherer, Zasada, who has scored on the Flowers, Tulip, Acropolis, German and Polish; the varied class wins giving him 50 points while Timo has 47. It is unlikely at the time of writing that Zasada will come to the R.A.C. so Makinen must score at least a second in class (5 points for there are certain to be 10 1275s entered) to ascertain victory. There's a nigger in the woodpile though in the form of Volvo Amazon-mounted Tom Trana who most certainly is coming, and by outright victory could add to his 34 points to equal Zasada. Therefore Timo is the only one who can overhaul the Polish rallyist. B.M.C. do stress though that they are not competing with the European Championship in view this year because of the peculiar tri-cornered effect, so the mighty Makinen will be out to win—"flat" as usual

Group 3 is much more simple, for the young Porsche driver, Gunther Klass, has already established a clear lead with three outright Group wins on the Monte, German and Alpine, a second on the Flowers, and third on the Geneva, so putting his 72 points well out of the reach of Lancia Fulvia driver Ove Andersson, who has 32 points.

The current reigning Rally Champion, Rauno Aaltonen, is in Australia at the moment with Paddy Hopkirk on the same trip that Timo and Paddy Hopkirk undertook last year. Rauno has been winning at racing down under, but retired on the Rothman's sponsored Starlight Rally. Paddy managed 10th place despite tyre troubles on this event which he describes as "one long glorious slide" since it uses 95% loose surfaced roads.

The R.A.C. should prove interesting then from the aspect of the E.R.C. as well as seeing the "boys" in action. So far (this is being written ten days before final entries close) response has been slow at 60-odd in, but as usual the last morning's post produces the biggest rush. This year's event is said to be even tougher than before, with 65 stages (10 more than last year), another circuit (Silverstone) and two goes at Oulton Park. Most of the top-class people will be there from Sweden, and one interesting factor to watch is if the more powerful V4 Saabs will be able to regain the superiority of the forests that they once enjoyed; however 140 plus b.h.p. Volvos and the incredible Minis are hard to suppress let alone the Ford Lotus-Cortinas. Much publicity has been made of the fact that Jim Clark will be driving a Lotus with Brian Melia, while for B.M.C. Graham Hill will share a *Sunday Times* Cooper S with Maxwell Boyd. The *Sun* is sponsoring the rally this year and no doubt much publicity will be given to the route and the times of passage of the competitors. They are certainly a spectacle worth going to watch.

B.M.C. have sprung a surprise in that Simo Lampinen will be in a Cooper S together with Tony Ambrose. No prizes as yet for guesses about next year's B.M.C. team!

* * *

Not to be outdone by the F.I.A. having a European Rally Championship, the R.A.C. have a World Rally Trophy. This is for manufacturers and is based on five rallies, the Swedish, East African Safari, Shell 4,000, and the Liège (84 hours of the "Ring" now). Any ties are decided on the R.A.C. Rally and points are obtained by make of car finishing, whether it's private or works, or which model. Fords win with 39 pts.; Saabs second (22 pts.); last year's winners, Volvo, third with 17 pts.; Peugeot and B.M.C. 12 pts. (Peugeot's win on the Safari and B.M.C.'s M.G.-B win at the "Ring" in the Liège Race-Rally); then Tatra 9 pts., B.M.W. 7 pts., Chrysler 3 pts. and Chevrolet, Datsun and Opel all with 1 pt.

Talking of championships our own R.A.C. Rally Championship which includes four National rallies, Shunpiker, Express and Star, Vales and Bournemouth, and five Internationals, Circuit of Ireland, Scottish, Gulf London, Welsh and the R.A.C. as qualifiers, is at the moment being led by South Wales garage proprietor Malcolm Gibbs using a Willment Sprint Cortina GT. Both Roy Fidler and Tony Fall are one point behind at 18. So the R.A.C. and the Welsh on the second weekend in December will help decide this contest. Methinks that the Welsh is young Gibbs' only hope for both works Triumph 2000-mounted Fidler and B.M.C. man Fall are likely to do better on the R.A.C. To score at all one must finish in the first five! We'll wait and see.

A. E. A. K.



PRESS DAY AT THE LONDON MOTOR SHOW

EARLS COURT, *October 18th.*

TRADITIONALLY the day opened with the B.M.C. Press Luncheon at Grosvenor House, during which Sir George Harriman, C.B.E., expressed the opinion that it is a pity the Government should have to stifle the Motor Industry (which last year earned £783,000,000 in exports and £540,000,000 in the first eight months of 1966). He reminded us that B.M.C. exports are now eight per cent. higher than last year and concluded by paying tribute to good Press relations, announcing that from January Raymond Baxter, the well-known B.B.C. motor-racing commentator, will become B.M.C.'s Director of Motoring Publicity—this follows Ford's establishment of a Press Office in Fleet Street.

In spite of the credit squeeze expensive foreign cars had not shunned the Show. Lamborghini showed the fabulous transverse-engined P400 Miura but did not deign to quote price or technical details in the catalogue. Ferrari's exhibit included the 4-o.h.c. 275GT Berlinetta 4A, and the Pininfarina stand contained the sensational central driving three-abreast Ferrari 365P special coupé, a seating layout said to have been tried by Lamborghini and discarded. Feruccio Lamborghini attended his stand on Press Day but we did not see Enzo Ferrari on his! However, Uhlenhaut of Mercedes-Benz was there and Alec Issigonis was taking a keen look but not, we think, ordering a Porsche. . . Urbane-looking Colin Chapman was present to talk about Lotus cars.

AT LAST.—A Jensen which is handsome as well as distinguished. That reminds us—what happened to the Bertone Jaguar we saw at Geneva?



Amongst the luxury cars Rolls-Royce exposed the technical mysteries of the Silver Shadow and Mercedes showed a fully clothed 600 saloon. Many lesser cars ape the opulent in the matter of leather and wood and other amenities, outstanding being the Ford Executive, which many people will covet unless they are Viscounts. It occurred to us that today many people's cars are better made, more comfortable and spacious than their homes.

Vauxhall have the fishlike XVR experimental coupé with 100% visibility through its pillarless screen, shod with Goodyear Blue Streak sports-car special tyres of dragster profile. Unfortunately this Vauxhall, instead of being Luton's reply to Lotus, will probably never be sold. Its lines are excellent, the pedal assembly adjustable like that of the original Mustang. The Marcos is now Ford Cortina GT-engined and has the live back axle and revised interior trim with wooden facia. At least they are honest about using Ford engines, whereas Reliant and Gilbern clothe their V6 Zephyrs in anonymity. Beside the GT Marcos is a Mini-Marcos of which 160 have been sold.

Ford have the biggest stand and seem to attract the biggest crowds. Modestly displayed, almost unnoticed, is the Le Mans-winning 7-litre Mark II coupé, cleaned up for the occasion, bearing its racing number 2 and, incidentally, advertising Shell fuel, Autolite plugs and its Goodyear Blue Streak tyres. Another competition car proudly exhibited, in this case very prominently, is the mud-stained Safari Rally-winning Peugeot 404. Honda show their F.2 998-c.c. fuel injection engine, claiming over 140 b.h.p., but the new Formula Two Ford-Cosworth engine was not evident.

The sports Honda S800 was a centre of interest and although it looked like an apologetic Sprite its 791-c.c. 70-b.h.p. twin-cam, twin-Keihin engine should challenge the small B.M.C. "Spridgets" although they now have detuned Cooper S engines of 65 b.h.p. The Honda costs £779, the Sprite £671.

Rover's main exhibit is a white 2000TC on unfamiliar wire wheels; that they have merged with Alvis is apparent from the stand layout. B.M.W. have the new 1600 on view and automatic transmission for the 1800, controlled rather like an invalid carriage by a T-handle floor quadrant lever with a press-button safe-guarding reverse. B.M.W., as usual, are arousing interest, for at £1,500 the 1800 presents a challenge to the Rover 2000TC—how would you decide?

Going back to exotic cars, Maserati have the new 4-litre Mistrale coupé and the 4.2-litre 4-o.h.c. fuel-injected Quattro

The Rt. Hon. Edward Heath, Leader of Opposition, opened the Show on Wednesday, October 19th, saying that he had read the Motoring Press that morning. He commiserated with the Industry in its present political setbacks but hoped that the nation would remain one in which motoring was a pleasure, and would not become one in which it was a crime to take cars into built-up areas.

Porte with refrigerated ventilation as standard equipment. Every bit as good-looking in the Italian style is the new Jensen with coachwork modestly credited to Vignale and Superleggera, available with Ferguson 4-w-d if you can afford it.

The bronzed bikini girl on stand 114 was terrific—we forgot to look at the car!

The Lotus Elan S/E coupé was seen to be revolving, its teddy-bear driver presumably having lost control. The new extractor vents should be noted and will add the final touch to one of the safest, most enjoyable sports cars at the Show.

You can buy a Reliant Rebel for £534 complete. B.M.C. have a cutaway Austin 1800 displaying the Issigonis theme, a tilted-up transparent-roofed 1800, and have let one side of a Riley Kestrel fall off to demonstrate the roomy interior. As for the Iso Rivolta, when MOTOR SPORT (which as the Show catalogue states " enjoys the highest net sale of any motoring journal in the country ") offered to road-test a car we were told that we would have to wait several months, so here is one happy make which can afford to refuse good publicity!

The Morris 1000 and Fiat 500 are still with us in current form, and emphasis that there is no change in the midst of change is seen on the Morgan stand.—W. B.

MATTERS OF MOMENT—continued from page 995

But in a country where we are discouraged from driving fast there is a growing emphasis on motoring in dignity and comfort. Small, quite inexpensive cars have clubland interiors, once the monopoly of opulent makes. Walnut and leather are excellent, imitation tree wood allied to plastic is cheap and nasty. The next development must be better ventilation with windows shut and quarter-lights sealed, as with Ford's famous Aeroflow, and even better sound damping. Coil-spring suspension is gaining ground but the two-stroke engine is receding, which is historically sad but brings no lasting personal regrets.

At Earls Court Jaguar have introduced a re-styled saloon, but that sham Sovereign is a shocking example of make-swapping, for which only the announcement of a new V12 Daimler will atone! In spite of the freeze, Vauxhall have the Viscount, and Ford the Executive Zodiac for the sort of people who occupy executive houses. Imps as raced and rallied have sired the Sunbeam Sizzle and Chamois Sport, the Triumph GT6 is dubbed a poor man's E-type, and the Rover 2000TC appears to be a great improvement on a highly individual theme. Rootes have dropped the acceptable Super Minx for the Hunter, apparently believing that if they couldn't beat Ford they could at least copy the Cortina. (The new Hillman's type-name, once used by Singer, suggests a cross-country car that will jump ditches.) Amongst the opposition, VW, with sales approaching 11-million have rejuvenated the irrepressible Beetle with 1,500-c.c. engine and disc brakes.

Anyway, whether you crave the comfort that crushed hide and burr walnut give you in the Executive Zodiac or something functional like a Porsche or Lotus Elan, its all there crammed into Earls Court. One day, maybe, the Motor Show will be moved to a more spacious venue, where there are adequate test and parking facilities and customers can *drive* the exhibits instead of just looking at them through the tobacco and whisky fumes.

Meanwhile, look well at this buyers' market, in which £50 or £100 or so off a new car is commonplace, remembering that no matter how fast, how comfortable, how safe a car may appear, unless it is as dependable year-in, year-out, as a piece of domestic hardware (such as, in the writer's experience, a General Electric refrigerator, his Bardic electric torches or his Breitling wrist-watch, to quote at random), you may as well leave it alone. After all, cars that refuse to start are equally worthless, be they Model-T Ford or Model-T Bentley.

On that note we leave you, reflecting that things might well be in a happier state had Hitler seen himself in the role of a Lang or a Caracciola, and if Wilson and Heath had been fully occupied trying to vanquish one another on the circuits instead of at politics.

DAIMLER SOVEREIGN —JAGUAR 420

BOTH the Jaguar and Daimler ranges are extended for 1967, while all existing models continue in production. To the Jaguar line-up is added the model 420 which has a Mark 2 " S " body with all-independent suspension, a new frontal styling reminiscent of the Mark 10, and a two-carburetter 245 b.h.p. version of the 4.2-litre 6-cylinder XK engine. The Jaguar Mark 10 is renamed the 420G, having a new radiator grille, different wheel trim, full-length chromium mouldings and " repeater " turn-indicators on the wings.

A new Daimler model, the Sovereign, has the same specification as the Jaguar 420 but has the traditional fluted grille. This happens to be the first time that Jaguar have gone in for " badge-swapping," only a short time after the merger with B.M.C. The Sovereign fills a gap between the 2½-litre V8 and the 4½-litre Majestic.

Both the Jaguar 420 and the Daimler Sovereign have a new version of the overhead camshaft engine, equipped with two (instead of three) S.U. HD8 carburetters. A maximum of



245 b.h.p. is developed, and maximum torque is 282 lb. ft. Both have four-headlamp systems, alternators, and interior refinement running to punched leather upholstery. The Daimler, costing £2,120 including tax, has Varamatic power steering, overdrive on the 4-speed gearbox, and a heated rear window. The Jaguar 420, costing £1,930, has a 4-speed gearbox as standard equipment. It is claimed to do 121 m.p.h. and reach 100 m.p.h. in 25.4 seconds.



1275 SPRITE AND MIDGET

THE Austin-Healey Sprite and M.G. Midget are now powered by the 1,275-c.c., 65-b.h.p. engine of the Cooper S. This gives a little more power and better torque than the 1,098-c.c. unit it replaces, and should make a most worthwhile improvement to the performance. A 4-speed gearbox, with synchromesh on three, is fitted.

Hood erection has been improved on the new cars (which are called the Sprite Mark IV and the Midget Mark III). The soft-top can be raised or lowered in one arm movement, stowing away neatly when the car is open. Tax paid prices have risen by £48 to £672 for the Sprite, £684 for the Midget.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



Something odd is happening in Presteigne High Street!

THE V.S.C.C. PRESTEIGNE WEEK-END (Oct. 1st-2nd)

AS popular as ever was this expedition over the Welsh border by the vintagents, of whom 65 entered for the Trial, with an additional 27 in for the *Concours d'Elegance* and driving tests, five of the latter entry driving Edwardians.

A wet morning took the bloom off the *Concours d'Elegance* entry, but telegrams poured into Presteigne to show that the distance part of the event was under way. As the cars converged on the ancient Welsh town, to fill its main street outside the Radnorshire Arms with sound and colour, the old Station Yard was the scene of the beauty show, originality of a high order also being demanded by the Judges.

Condon's 1923 A.C.-Anzani, wearing 710 × 90 tyres on its disc wheels, Macmillan's 1928 Barker-bodied Rolls-Royce Twenty, R. Buttle's 1928 1½-litre Alfa Romeo coupé, J. G. Mellor's 1930 18/80 M.G. two-seater, Hardy's 1914 1.8-litre Arrol-Johnston and Medcalf's 1926 3-litre Bentley Vanden Plas four-seater set a very high standard. The last-named was raced at Brooklands, its owner said, by S. C. H. Davis and Clark and its engine used at Le Mans. It now has P100 headlamps, strut-type dampers, horizontal S.U.s and the Speed Six coil conversion, but is in daily use, as is Turton's much rougher 1928 3-litre Bentley.

The Arrol-Johnston was on 760 × 90 Dunlops, has full-elliptic rear springing, and was on its spare Bosch magneto as the correct Eisemann was having a fit of the sulks. This rare Edwardian had come 116 miles to Presteigne. Payne's sporting Amilcar had one odd Wipac plug amongst the K.L.G.s and its C. H. Duval body looked extremely rakish in *Concours* company. Jones had taken the precaution of fitting a petrol filter to his Duesenberg-Roamer after missing the Madresfield Rally because dirt in the tank prevented fuel from reaching the Zenith carburetter which serves in lieu of the original Stromberg, and J. R. Price presented a very original 1926 14/40 Vauxhall tourer, complete with tow bar. K. A. Price had a 1930 flat-rad. Morris-Oxford tourer, also commendably original, but perhaps the least modified cars in the *Concours* were Langton's 1904 Rolls-Royce, Macmillan's Rolls-Royce, the aforesaid Vauxhall, and, in particular, Condon's A.C. In contrast, McDonald's 12/50 Alvis was a curious mixture of 1930 single-S.U. carburetter chassis and replica duck's-back body.

Gresham had forsaken his pre-Kaiser-War Rolls-Royce for the ex-Routledge "racing" Morris-Oxford, now with single-carburetter engine, Highfield's 1924 D1 Delage had an immaculate engine but modified mudguards and bodywork. Batte's 14/40 Delage, once owned by Dr. Ewen, possessed a most unusual downward-cowled fog lamp on its tie-bar. At the last moment a 1929 wood-wheeled Chrysler two-seater arrived, an odd affair with bonnet extended to meet a mock-radiator which had been pushed forward several inches.

While the Judges were critically surveying the *Concours* entry rather mild driving-tests were conducting themselves in the yard of a near-by factory. In the road-cum-Sunday's-trial section of the rally Nottingham arrived with his 14/40 Vauxhall two-seater making a fearful noise, although he seemed in no way eager to switch off its engine. He put repairs in hand that evening, at the local Esso garage. There was little news of adventures on the way, although Box's Jowett was having a wheel changed in the High Street and Hill's O.M., which had broken a half-shaft, *en route* arrived just after the final check had closed—which coincided with opening time. . . .

* * *

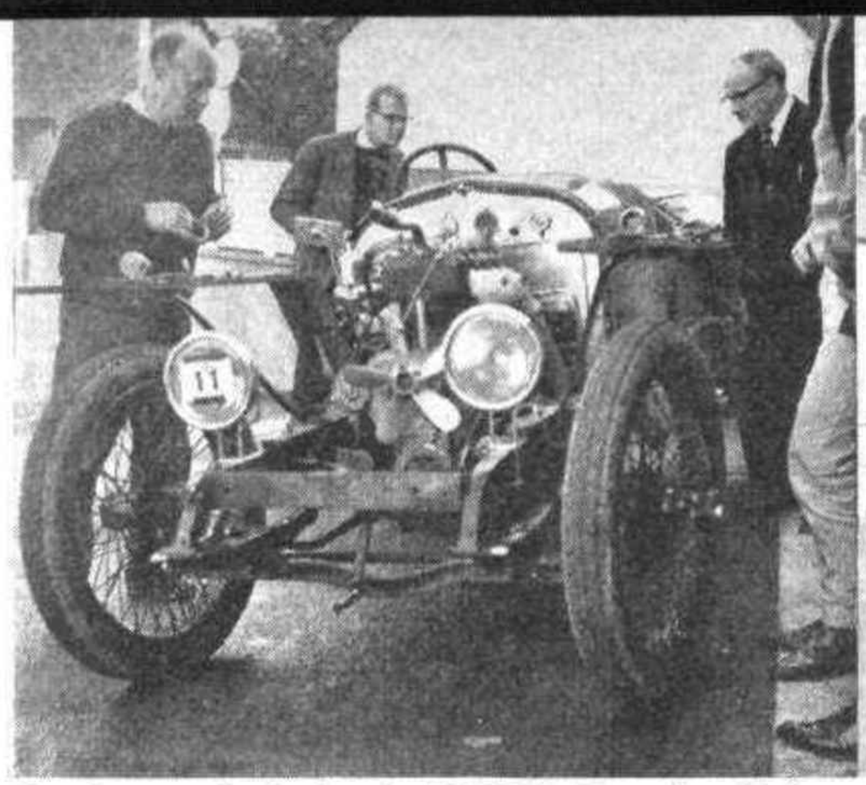
At 10 a.m. on the Sunday the trial competitors were started from Presteigne by Tony Bird. A thunderstorm during the night had "improved" the observed sections but the weather was now sunny and serene. Alas, Nottingham's Vauxhall *was* a non-starter. The rest set off for the morning's hills, which included Crug and the acclivities over the elusive common at Llan-goch. On the way to the latter we encountered a chap taking a census of passing vehicles on one of the remotest of Welsh lanes; he had been told to ignore unusual vehicles, which was just as well, for while we were talking to him a Chain Gang 'Nash and a Lancia Lambda went rapidly by!

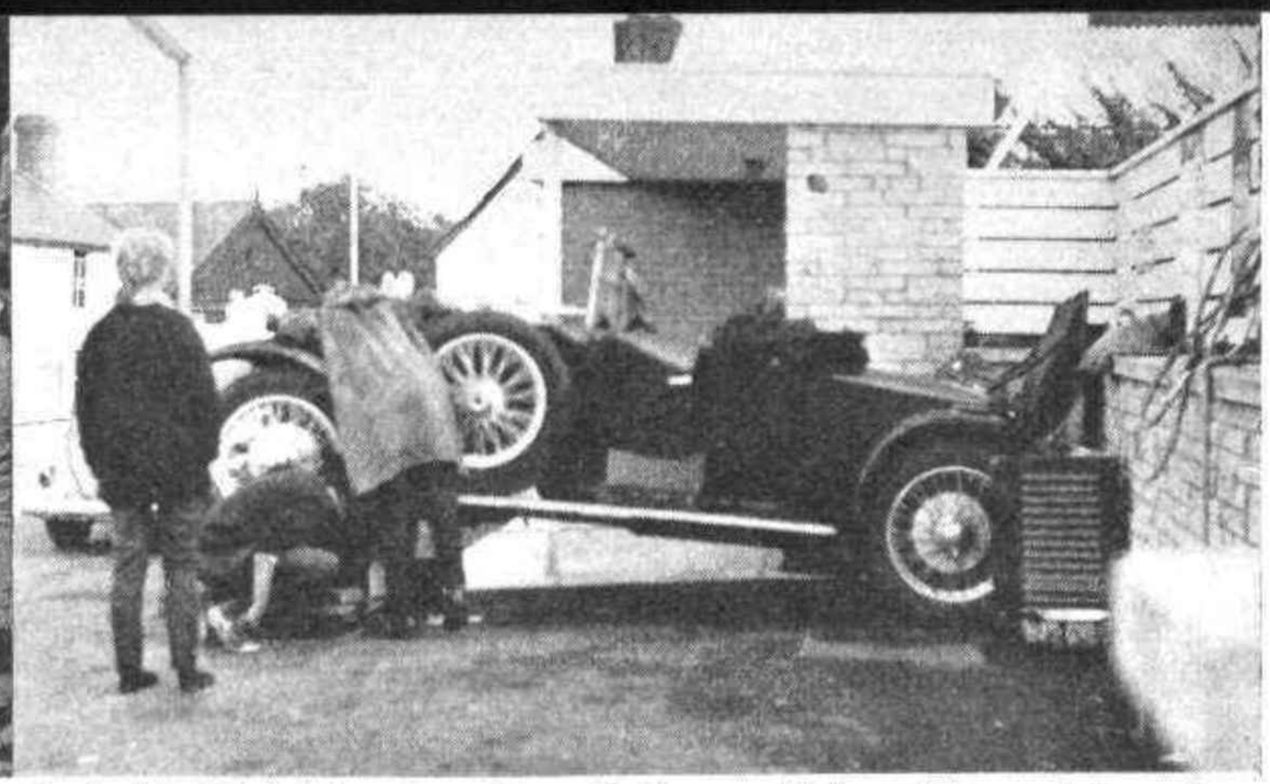
One of the best conquests of Llan-goch was made by Croome's 1928 Trojan, after its errant final-drive chain had been replaced. Jones lost his 30/98 Vauxhall's spare wheel and Moffatt, after a meteoric start, appeared to have serious trouble, his Brescia Bugatti being seen no more. Last year it was the clutch. This time something further back in the transmission appeared to have been over-stressed. Barry Clarke lost a tooth from the crown-wheel of his 1929 Austin 7, and Laxton's 1927 Chummy Austin cracked its chassis.

Before returning to the Radnorshire Arms for their liquid lunches, the competitors had to tackle a timed downhill brake test on a steep gradient. Rowley's 30/98 Vauxhall experienced much back-axle tramp, Laxton did it unconcernedly, May elected to change-up in his 'Nash before applying the anchors, Jones, four-up, braked late and stopped serenely, but Phillips' rear-braked 1925 Jowett two-seater slid towards the bank. However, critical spectators could have formed nothing but the highest opinion of vintage brakes. Which was just as well, for a cow occupied the hill lower down. . . .

Back in Presteigne, that Esso garage was a hive of activity. Mitchell had the radiator off his 1912 Alphonso Hispano-Suiza, the ex-Cuthell car with very rakish wooden mudguards. It had overheated and opened up during a hold-up on one of the sections, during which the Hispano had run backwards into McEwan's Riley. May had lost all the compression from his S.U.-carburetted 'Nash and was changing the gasket with an efficiency born of experience and the accessibility of the Anzani engine. Lock contented himself with a plug-change on his Chummy Austin. . . .

The afternoon was devoted to an uphill acceleration test on Discoed I and a muddy observed ascent in two sections on Discoed II, before The Smatcher was attempted. Observing at Discoed II, which looked sticky, proved that it was really quite conquerable, even to those who needed help to reach the start line. McEwan's 1928 Riley 9 fabric saloon, original even to a single Solex at one end of its inlet manifold, a car found recently near Llandrindod Wells, had no trouble, Millar's 2-carburetter two-tone 12/40 Lea-Francis went up strongly, Lock, with blue Chummy and beard, started slowly, his navigator standing up to





Running repairs during the V.S.C.C. Presteigne Rally. On the left Mitchell has the radiator off his 1912 Alphonso Hispano-Suiza and on the right Nottingham is investigating big-end trouble on his 14/40 Vauxhall. May was changing the head gasket of his Frazer Nash but he kept in the shadows and the picture didn't come out!

bounce, and Laxton, with yellow Chummy and pipe, a magneto-ignition 3-speed car with the inevitable oversize rear tyres, went up slowly but surely. Maltby's 1928 Lancia Lambda had no trouble, although a plaque on its facia reminded the driver that the guarantee would expire if he exceeded 25, 40 or 53 m.p.h. in the indirect gears. . . .

Milner's 30/98 accelerated strongly, Phillips' Jowett made a fine climb, Marchant's rough Austin Chummy with S.U. carburetter smoked and revved hard, Jones' 30/98 raced up, as did Rowley's 30/98. Southall's 30/98, likewise four-up, upheld Vauxhall superiority.

The only Edwardian, Mitchell's Hispano-Suiza, performed splendidly, in spite of b.e. tyres, aided by modern S.U. and electric petrol pump. Pat Stocken, her 1924 Trojan on normal gear ratios, tocker-tocked up with the traditional oil-smoke trail, Stretton's Frazer Nash weaved its swift way to the top, Sloan's 1924 19.6 Crossley all-weather with wooden mudguards, looking under-tyred, did the first section splendidly, but Bromley-Johnson's 1930 Jowett two-seater seemed to stop higher up. C. Winder's Humber "racer" emitted the "R" odour, May's 'Nash, repaired, was quick, Burnell's Alvis Silver Eagle only just got grip for starting, Cardy's Austin Chummy made its usual faultless performance, Bowler's 4½-litre Bentley two-seater, his wife navigating, was nonchalant, whereas Kain's Type 44 Bugatti two-seater was slow but certain. Mrs. Ure took her Lancia Lambda up crabwise and not very fast, R. Winder's Austin Chummy only just made it, but Miss Wood's 1930 Austin 7 tourer vanished round the bend to the anguished cry of "Bounce!"

Arnold-Forster's 'Nash raced up, the three passengers in Bennett-Howell's 1927 Austin 12 tourer stood up to rock it on its way, Bullett almost failed in his beetle-back Alvis Silver Eagle, but Charity's 'Nash had no trouble. Nor did Dr. Harris, although he took it easily in *his* 'Nash. Most of the drivers treated the hill with scorn, three people bouncing in unison in the hold of Danaher's commodious 1929 Austin 12 tourer, Heath's Alvis going fast, Fletcher's sporting Alvis 12/50 tourer going well, the nearest to failure being Contrevas' 1927 Fiat 509 tourer, the spare wheel of which lacked a tyre.

It was one of the best Welsh Rallies yet, held in autumnal sunshine.—W. B.

Results :

Road Section and Trial

Presteigne Trophy : N. Arnold-Forster (1925 Frazer Nash).

First Class Awards : D. G. Marchant (1927 Austin); W. S. May (1926 Frazer Nash); J. K. Milner (1922 Vauxhall); H. F. Moffatt (1923 Bugatti); W. L. T. Winder (1924 Humber).

Second Class Awards : M. T. Joseland (1926 Frazer Nash); H. P. Bowler (1929 Bentley); K. Bowman (1930 Frazer Nash); M. J. Croome (1928 Trojan); D. P. Harris (1926 Frazer Nash).

Third Class Awards : A. D. Jones (1923 Vauxhall); C. A. Winder (1923/9 Humber); P. L. Glover (1927 Alvis); S. Fletcher (1926 Alvis).

Snatcher Trophy : M. Bromley-Johnson (1930 Jowett).

Road Section, Concours and Tests

Tallylyn Trophy : D. Macmillan (1928 Rolls-Royce).

First Class Awards : C. Batte (1925 Delage); O. Langton (1901 Rolls-Royce).

Second Class Awards : A. W. K. Condon (1923 A.C.); J. G. Mellor (1930 M.G.); R. McDonald (1930 Alvis).

Third Class Awards : R. Buttle (1928 Alfa Romeo); E. E. Tutton (1928 Bentley).

FARNBOROUGH RAG WEEK VINTAGE MEETING

An experiment which may become an annual fixture, this event was held in a spacious barrack square in blazing sunshine and deserved more support. It was run to strict V.S.C.C. classification, in *Concours d'Elegance* and Pride of Ownership classes, but was ignored by steam vehicles and fire-engines. Perhaps the "rag" suggestion frightened them away; in fact, the event was organised efficiently and in all seriousness, with but a sparse public attendance. The organiser was C. G. Jenkins.

The judges, K. Eckersly and W. Boddy for the car classes, had a tough assignment. They gave the Vintage *Concours* prize to J. Timmis' 1929 16/50 Humber tourer, which was not entirely blemishless, but was a dignified open car in original order except for a brassy rear-view mirror and short length of plastic petrol pipe. Very close to it indeed was R. J. Punter's 1920 11.9 Lagonda two-seater, with big brass headlamps on its mudguards, exposed o.h. inlet valve gear, that astonishing oil pump drive and its dash newly leather-covered. Then Collins' much-travelled 1921 11.9 Star posed a problem, solved only when the Judges observed some water stains on its radiator and its occupants sun-bathing when they could have been polishing. M. Panthin's 1925 Morris-Oxford two-seater was very presentable indeed, but brass lamp-rims clashed with the nickel radiator. As a Pride-of-Ownership contender J. Gardner's 1928 flat-radiator Morris-Oxford was very much in the running, but he admitted having recently bought it with its headlamps and header tank in dazzling naked brass. When this has been painted over it should be a certain prize-winner. Incidentally, it had proprietary ribbed alloy casings clipped over both back brake drums, as squeal-killers. Perhaps the most eye-catching vintage car present was the scarred Liddell Horner 1926 Rolls-Royce P.1 Barker two-seater.

In the p.v.t. category it was impossible to fault Bill Cook's great 1930/31 8-litre Bentley, in spite of its smaller-than-standard Dunlop racing tyres, strut-type shock-absorbers and non-standard two-seater body. There were only two Edwardian cars, so E. D. Longworth's gleaming 1916 Perry just had it from E. D. Lee's 1909 Renault. In the Pride of Ownership class it was an exceedingly close thing, but M. V. Paine's nearly original and exceedingly clean 1935 Austin Nippy scored, although a 1939 Daimler Charlesworth 24-h.p. saloon, a 1931 Morris Minor two-seater, a 1933 20/25 Rolls-Royce Barker coupé and G. L. Walker's 1929 Austin 7 tourer were all extremely meritorious, and Dr. Wright's blown 1750 Alfa Romeo well in the running. A pity the latter has the wrong carburetter and Baker & Co.'s Vauxhall Hurlingham odd hub-caps, eared on the back wheels, and a suspect *bulb* horn. Anyway, Walker's was judged the most meritorious Austin 7 after Paine's, having been rebuilt from a wreck within the year, and an early Austin 7 Chummy took the distance award (75 miles). The Baker & Co. 1935 Bedford truck was easily best of the three commercial vehicles present, but a Buick hearse complete with coffin-bearers (the coffin contained cleaning materials, not their lunch) and a scruffy Dodge Bros. van on wooden-spoked wheels added to the interest. Americanism was also represented by a rare but rough Chrysler with Carlton convertible body, which had an S.U. carburetter and modern Lucas coil.

Surprising that so many of the V.M.C.C. entrants, especially of combinations, elected to bring their machines on trailers. In the absence of the Rag Queen the prizes were presented by the Editor of MOTOR SPORT. He was a very inadequate substitute!

S.T.D. REGISTER SANDHURST RALLY (Sept. 25th)

This annual gathering attracted 35 entries, of which eleven were Talbots. (This time the gate-crasher was a well-turned-out vintage Overland platform lorry.) The oldest cars present were Moores' well-known 1921 24-h.p. Sunbeam limousine and Messenger's 1921 25/50 Talbot tourer acquired recently from Marsh. Capt. Welsh came in a commendably original twin-cam 3-litre Sunbeam, supported by Foreshaw's twin-cam 3-litre, Frank Joyce, to whom a presentation was made by the President, Mrs. Winifred Boddy, on his retirement from the Secretaryship, drove up from Gloucestershire in his 1933 Sunbeam Speed 20 and Ron Carter, also awarded for his services as Captain of the Inter-Register events, from Devon that morning in his 1935 Sunbeam 25. The engine of Dowell's sporting non-original 1928 Sunbeam 25 was positively glittering, Grammer's 1928 Sunbeam 16 saloon had the faintly archaic lines of these pleasant cars, and of the Talbots, a white 90 sports/tourer and a compact 105 saloon were notable, while Georges Roesch himself was seen to drive Moores' 1936 Talbot 110 saloon back from Sandhurst to the hotel. Ken Fidgen, the new Secretary, also proved a highly competent driver, as the results show.—W. B.

Results :

Pride of Ownership Contest :
1st : A. J. Ward (1930 Talbot 90 tourer).
2nd : P. Moores (1921 Sunbeam 24 limousine).
3rd : D. Newman (1929 Sunbeam 16 saloon).
Driving Tests :
1st : K. Fidgen (1923 Sunbeam 14 tourer).
2nd : J. C. Grammer (1928 Sunbeam 16 saloon).
3rd : N. J. Ferrier (1925 Talbot 10/23 two-seater).
D'Arcy Clarke Award (most meritorious restoration) :
R. Dowell (1928 Sunbeam 25 sports tourer).

V.E.V. Miscellany.—Bob Peacey, whose H.P. three-wheelers we referred to last month, lives in Cheltenham and is still keen on cyclecars—he has a Citroën 2 c.v. Some time ago we remarked that we hoped that the correct make of car would be used in the film the B.B.C. was making of the life of the dancer Isadora Duncan. It was shown on B.B.C. 1 on September 22nd and Isadora was seen being strangled when her scarf caught in the n/s back wheel of a—Bugatti. Congratulations to Ken Russell, who made the film. The July-August issue of *The Bulb Horn*, journal of the V.M.C.C. of America, contained a 12-page article on the career of the well-known automobile artist, Peter Helck. A Nottingham coal miner won the 1929 4½-litre Bentley (GF 9492) which Mobil gave as a prize during last August. A 1919 J.A.P.-engined Tamplin cyclecar has turned up in Somerset and is to be restored. An enormous Deutz marine engine has been seen lying apparently derelict on an Irish beach. A 20 h.p. Ruston Hornsby, *circa* 1921/22, is being rebuilt, also in Somerset, and data is required, as it is for a 1933 Model-B Ford saloon which a Ford agent in Devon is renovating. Letters can be forwarded.

David " Bunty " Scott-Moncrieff tells us that he has bought the 2.3-litre O.M. driven by Oats at Phoenix Park in 1931. He also has a small Panhard-Levassor limousine with completely silent engine but the traditional noisy indirect gears, although the bodywork is not yet in the condition, as Bunty puts it, " it was in when it used to precede its own cloud of blue smoke into the Place Vendôme on a Sunday morning, presumably carrying some gorgeous actress from the *Comedie Francais* to meet one of the Rothschilds for lunch at the Ritz." Averil Scott-Moncrieff now does her fine-weather motoring in a 1930 Meadows Frazer Nash.

Charles Watkins, aged 82, one of the first pilots to fly in Wales, and whose 1916 monoplane is in a hanger at St. Athan's, hopes soon to resume flying. The history is requested of a Rolls-Royce P.1 Hooper limousine, upholstered in authentic snakeskin, Reg. No. GC 2354, chassis 52 XJ, engine WK 45, to facilitate restoration. George Eyston has qualified as a seaplane pilot, with the Tiger Club's D.H. Tiger Moth float-'plane. The Southern Jowett C.C. celebrated the 50th anniversary of the Jowett in Bradford recently. One of Luton Airport's fire-engines is a *circa* 1935 petrol-engined Leyland with dual ignition, in splendid order.

Apology.—In our Castle Combe report we remarked that Millar's Maserati and Arnold-Forster's Delage II had both been involved in previous accidents. This is true of the Maserati, last year in practice at Oulton Park, but not of the Delage, which was out of action for some considerable time, but for an extensive rebuild, *not* because of a crash. Also in the same report, owing to bad copy we unfortunately stated that Balmer's Cooper-Bristol was driven by Bulmer. In the Beaulieu party report lunch was said to have been taken on the Downs, whereas, of course, Lord Montagu entertained his guests in the well-known Domus Restaurant.

TIMES DO NOT CHANGE!

" The crime wave which commenced shortly after the war does not appear to have abated to any considerable extent, and it is certain that the number of untried criminals, many of them murderers, is well above the average, yet the authorities turn out hundreds of police for the special duty of pulling up and prosecuting motorists for the most absurd and trivial offences. The unconvicted murderer must figuratively sit behind the hedge and laugh up his sleeve. It is quite simple for motorists in a body to make their voices heard against this absurd practice, but after all it is a matter in which every citizen is concerned. Everyone more or less contributes to the upkeep of the police force, and if the primary duty of the man in blue, which is to protect the person and the property of every citizen, is not performed, then householders as a body should ask in a very forcible way why their money is being wasted, and why they and their property are left unprotected against many lawless individuals who are at present about. Judging by the amount of attention that motorists are now being given by the police, it would appear that the authorities consider this section of the public to be a most lawless one, and a greater mistake has never been made."—From an Editorial in *The Light Car & Cyclecar* dated May 29th, 1920.

PUBLICITY FOR VINTAGE CARS

It was something of a pleasant surprise to find *The Sunday Times Magazine* devoting a colour section to " The Old Car Game " in their issue of October 9th. The author bravely tried to assess present prices in a well-balanced account of the situation. The £350 quoted for a good 12/50 Alvis is £100 higher than the 12/50 Register likes its members to pay, but values, at the lower extremes, of £100 for a 12/50 Alvis, £50 for a Chummy Austin 7, £15 for a Lancia Aprilia (badly rotted), £80 for a Speed 20 Alvis, £250 for a Frazer Nash, £50 for a vintage Humber, £150 for a 2-litre Lagonda or Lancia Lambda, £80 for a flat-rad. Morris, £50 for a Riley 9 saloon, £50 (to £2,000) for a Rolls-Royce P.1 and £80 for a 10/23 Talbot will encourage the impecunious. The feature was mainly free from errors, although the drawing of a Talbot looked like a Crossley, the *original* Austin 7 engine was smaller than 750 c.c., the Alfa Romeo is a 1750 not 12/50, and it was a bit optimistic to say that " *many* members of the V.S.C.C. use their cars as regular transport," although *some* do.

VINTAGE POSTBAG

To Spain in a Morris Minor

Sir,

On September 12th this year, fellow student Dave Morgan and myself arrived safely on Calais quay in my 1930 Morris Minor saloon to await the ferry home, after a trip to the Costa Brava, Spain.

A " straight line " route was taken from Calais on the southerly journey, passing through Paris, over the Massif Central through St. Flour, and so on to the Mediterranean coast and through Perpignan into Spain. This route proved to be very scenic in places but also rather arduous, hence we chose the easier route home through Lyon.

The car caused quite a stir wherever it went. We received waves from the young and middle aged, cheers and laughter from the children, and an intense stare from the old! When it was parked, the principal attractions seemed to be the nameplate (publicity for B.M.C?) and the Calormeter. To the French the car was a " Morreece Meenure " (to the English tourists it was " just another Austin 7 "—how infuriating).

The engine ran faultlessly; indeed, on well surfaced roads we were able to cruise (dare I say effortlessly?) at 45-50 m.p.h. However, much of the journey was covered on poorly surfaced roads which caused us to slow down. We experienced quite a few punctures, all in the back tyres, which were good 450 × 19 in. (400 × 19 in. on the front). Wheels and tyres were my main concern for the whole journey. On leaving Spain we tied a sombrero to the spare wheel for amusement. The joke wore thin however after untying the wretched thing several times to change the wheel. It stayed nevertheless until, at 100 miles south of



Now we've given the Imp *The Sunbeam Sizzle!*

Sports engine with twin carbs, double valve springs, high-lift camshaft, strengthened pistons, and an oil cooler fitted as standard.
Sports suspension developed on the race track!
Sports instrumentation including ammeter, fuel, water temperature and oil pressure gauges.
Sports seating is designed for maximum comfort with individual reclining seats at the front and fold-down bench at the rear.

Sports performance from the all-aluminium engine with the Sunbeam sizzle! It's developed from the world famous racing and rally Imps! Gives 31% more power, 55 b.h.p. at 6,100 r.p.m. 0-50 m.p.h. in 12.4 secs. Speeds of up to 75 m.p.h. in third and 90 m.p.h. in top. All this and economy too—36/43 m.p.g!
And safety with high performance servo-assisted braking, tough unitary construction, sure road-holding, seat belt anchorages, padded facia surround.

New Sunbeam Imp Sport

Recommended price **£665.9.4** inc. p.t.

SUNBEAM ROOTES

LONDON SHOWROOMS & OVERSEAS DIVISION: DEVONSHIRE HOUSE, PICCADILLY, LONDON W1



Calais, one of the rear wheels had a nervous breakdown (six or seven broken spokes). On changing the wheel, the sombrero was inadvertently left on the roof—to be blown away thus marking that fateful spot. The only other trouble incurred was the loss of charge, which could only be regained by the fitting of a spare dynamo I had borrowed.

The car, a 1930 o.h.c. 847-c.c. Morris Minor coachbuilt saloon, was bought secondhand by my father in 1936. He ran it for 20 years after which an uncle ran it for a further two years. One of its first duties after the war was to "taxi" my mother to hospital immediately before my birth, and, a little later on, to return her and myself home!

In order that the car was not scrapped it was given to me. Following a rebuild it took to the road again in June 1965. In June of this year it won its class at the Morris Eight Tourer Club's *Concours* at Beaulieu.

During the rebuild I tried to maintain orginality. After a four-month road trial of 2,500 miles I decided to replace the cable brakes with an hydraulic system based on that of the 1934 Morris Minor [Sensible.—ED.]. I also decided to strip the engine down once more and have the rotating parts balanced. A final modification (just for amusement) was the installation of a 1933 Morris Minor 4-speed gearbox [A pity.—ED.]. These improvements were very useful on the Continent.

Finally, the statistics for the above journey are: 1,700 miles at 35.9 m.p.g. on 2 pints of oil. The engine did not overheat—we did—together with several modern English cars!

Chelmsford. KENNETH MARTIN.

* * *

An Inexpensive Talbot 14/45

Sir,

Every month we read of rising vintage car prices, pushed up by the collector and thus forcing the genuine enthusiast out of the market.

I would, however, draw impecunious enthusiasts to the paragraph "V.E.V. Miscellany." One never seems to hear much about these sad cases but I did obtain a quality vintage motor car through this column some four years ago.

A 1929/30 14/45 Talbot Weymann sports saloon lay derelict in Sutton Coldfield. The kind owner wished to dispose of this vehicle for nothing. It really was not worth any more.

To cut a long story short, one reconditioned engine later we arrived home in Surrey with the car. Since then the gearbox, brakes and back axle have been reconditioned, odd parts rechromed and plenty of Valspar applied. The total cost—less than £130, which spread over four years is not too bad.

The car is not concours and never will be. It has provided an enormous amount of fun and thanks to Mr. Roesch has one of the most endearing, but rare features, of any motor car—quality.

So take heart enthusiasts—one does not necessarily have to go to Sotheby's. Try doing it the hard way without a cheque book.

Little Bookham. R. C. HALL.

* * *

The Fate of a 1914 T.T./G.P. Vauxhall

Sir,

I feel that it is time that I put pen to paper regarding the fate of one of the 1914 T.T./G.P. Vauxhall racing cars, more especially so in view of your comments on Vauxhall G.P. Profile No. 21.

The car in question being 3.3-litre Vauxhall No. 3, of the 1914 T.T. team, driven by Higginson and going out of the race on the first day with engine trouble due to its losing engine oil.

In the 1914 French Grand Prix the same car was fitted with a longer stroke crankshaft and a bigger bore block and was driven by De Palma, in this race lasting until the eighth lap when it went out with unspecified troubles.

During World War 1 all of the three T.T./G.P. Vauxhalls were modified by their makers in the manner stated by L. Pomeroy in the Vauxhall Profile, and stored for the duration of the War.

In the post-war era Vauxhall No. 3 was registered for the road, the registration number being XL2707, and was raced at Brooklands by the Gibsons, crashing in 1922.

The car was then rebuilt and found its way to a dealer in the Euston Road, being then purchased by Mr. R. L. Aspden, who used it on the road and raced it on the sands at Southport (see MOTOR SPORT, September, 1958), exchanging it in the late 1920s for the V12 Sunbeam. After this, being long in the tooth, the car stood in a shed at Brooklands until it was bought by Mr. Andrew Baynes, of Canterbury, who was at that time a Cambridge University undergraduate. Mr. Baynes last registered the car for road use on August 30th, 1931, with the L.C.C. Taxation Authority, and it was entered and driven by him in the Inter-Varsity speed trials at Hexton Hall in 1932, after which it was decided to overhaul the car.

A 3.3-litre engine was obtained from Vauxhall's in 1932-1933 (not 1938 as stated in L. Pomeroy's Profile 21), and the car was stripped down.

Tragically, Mr. Baynes was killed in a road accident on Dover Hill, and the Vauxhall was never reassembled.

The chassis frame and running gear being given to a local builder who made them into a trailer to carry bricks. I have since tried to locate this trailer without success. When World War 2 started both 3.3 and 4.5-litre engines went as salvage to help the War effort.

It took over eight years of writing letters and following up every clue to track down this car to its last resting place. Most of the facts above were given to me by the mother of the deceased, and the family chauffeur, a splendid fellow who was at that time (1964) 72 years old and a veritable mine of information. He claimed that the Vauxhall was still capable of more than 95 m.p.h. in a clapped-out condition, with the 4.5-litre engine fitted, and I see no reason to doubt this. He had driven many types of car, from Mercedes Benz to Minerva, and recalled how the Master of the House would decide on the spur of the moment to slip over to Monte Carlo for the week-end, just like that, and off they would go.

So, apart from some minor pieces, and some photographs which I have, that Sir is that.

S. Harrow. TERENCE LARNER.

* * *

Austin 7 Half-shafts

Sir,

Congratulations to the Austin 7 and crews on their U.K.-to-Australia and London-to-Tasmania trips. I note Horsbrough and Card had more than their share of half-shaft trouble and as it is common to these wonderful little cars a word on the subject would not be out of place.

The major cause of half-shaft failure is badly fitting hubs and keys and I find the best way to fit these components is as follows:

Lap the hub on the shaft using valve grinding paste until the hub can be moved round the shaft steadily showing that high spots have been removed. Clean off paste and fit the hub to the

shaft without the key and tighten up hard. Note the position of the nut, i.e., count the threads on the half-shaft showing and mark top flat or corner of the nut. Remove hub, fit the key and tighten up; the nut should go on the same distance as without the key. If the nut will not go on so far the hub is riding on the key and that is the cause of the failures. To remedy, file the key until the nut will go fully home. This will need several trials; file only a bit from the key each time where it has been marked.

When finally assembling, if you find that the cotter-pin will not go in, do not slacken off a fraction but remove the nut and file a bit off, so that when fully tightened, the cotter will slide in. A useful tip is to mark the end of the shaft in line with the cotter hole.

Sometimes, when the hub and shaft are very worn and further metal has been removed by grinding, you find that the whole axle is locked due to the fact that the half-shaft gear has been pulled up hard on to the diff. cage. Do not worry, however, as a tapered sleeve shim can easily be made from bending round a piece of thin copper or even aluminium from a cigar tube or pastille box and cutting to size with ordinary scissors. After fitting this shim, the nut should be tightened after 5, 25, 50 and 100 miles or until it will tighten no further, showing that the shim is fully bedded in. Even without the shim, the nut should be checked after a few miles, and again, if it could be tightened.

One can, of course, drive an Austin 7 with a broken half-shaft, provided the broken end is pushed in to lock the differential and a wheel nut used as a distance piece to stop it working back.

I have driven my Austin daily for over nine years and leave the Jaguar at home for the wife.

Stalybridge. BRIAN R. HARFIELD.

* * *

THE ROESCH AND MAYBACH CONTROVERSIES

Sir,

Referring to Mr. Roesch's letter in the October issue of MOTOR SPORT, I am sorry that he regrets my language, but I believe that it is only under the stimulus of controversy that Truth will reveal her Nakedness.

Mr. Roesch states that my facts are misleading, but fails to explain in what way. The valve gear should not only be light but should also enable the engine to breathe effectively. Probably the lightest form of valve gear is an automatic overhead inlet valve and side exhaust. However, one does not now employ such a scheme, as mechanically operated valves are found to give better results in spite of an increase in reciprocating weight.

Being a keen student of competition car development, I have long been well aware of the outstanding record and of the design features of the Roesch Talbot. One of the lessons learned is that races are generally won by a combination of virtues, and it could well be argued that the Talbots achieved their results, not because of the push-rod valve gear, but in spite of it. Thus, if the same design skill and ingenuity which had been lavished on the push-rod system, had, instead, been devoted to an overhead camshaft concept, the cars might have done even better, such as winning a Le Mans General Classification.

The victory of the side-valve Sunbeam over the d.o.h.c. Peugeot and other valve designs of the same piston displacement in 1912 did not prove that side valves were superior. The long reign of the two-valve head has not proved that it is necessarily better than a four-valve one. And so on.

A point of historical interest not mentioned in my previous letter for reasons of space concerns the "overhead valve rocker oscillating on an adjustable ball-ended stud." Mr. Roesch implies that he was the first to use such a scheme. However, as far back as 1915 the American Ferro o.h.v. V8 passenger car engine also used "overhead valve rockers oscillating on adjustable ball-ended studs." A sectional drawing of the engine appears on page 631 of the fifth edition of P. M. Heldt's "The Gasoline Motor."

Referring to Maybach aero engines, my impression is that the "mystery" in question was never completely resolved and I believe I may be able to help. About three years ago I had some correspondence with Maybach over a paper which they had presented at an S.A.E. meeting. One of the subjects discussed concerned the Maybach aero and airship engines of the pre-1918 era and I was very kindly sent a fairly detailed tabulation of specifications and power curves at two levels of atmospheric pressure for the 300-h.p. model (MbIVa).

As shown by the attached extracts, the tabulation indicated that six models were produced before 1918. You will note that the "AZ" one was the second of the series and it appears, as has happened in other cases, that the idea of having serial numbers or letters did not occur until after a second model was conceived. It is suggested, therefore, that the first model fills the place of the missing "BY." Much to the discomfiture of historians, serial numbers of cars and engines frequently depart from the canons of simple logic. The tabulation also goes to show that the T-head engine with five valves never existed.

EXTRACT FROM MAYBACH TABULATION

Type	—	AZ	CX	IR (DW)	HSLu	MbIVa
Application ..	Airship	Airship	Airship	Aero.	Airship	Airship Aero.
Year	1909	1913	1914	1914	1915	1917
Normal output (metric h.p.)	145	180	210	160	240	*260
Normal speed (Revs./min.)	1100	1200	1200	1400	1400	1400
No. of cylinders ..	6	6	6	6	6	6
Bore (mm.)	160	160	160	130	150	165
Stroke (mm.)	170	170	190	150	180	180
Location of valves ..	S.V. in T-head	S.V. in T-head	S.V. in T-head	O.V.	O.V.	O.V.
No. of valves per cyl. ..	2 inlet 2 exhaust	2 inlet 2 exhaust	2 inlet 2 exhaust	2 inlet 2 exhaust	2 inlet 3 exhaust	2 inlet 2 exhaust

*Accompanying curves showed a maximum of 300 b.h.p. at 1,450 r.p.m. .760 mm. Hg. and 15°C.

Coming nearer home, if you look on page 322 of the 1931 edition of Ricardo's book, "The High Speed Internal Combustion Engine," you will see an illustration of a sectioned Maybach aero engine cylinder of the 1914-18 war. This clearly shows five overhead valves, two large and three small.

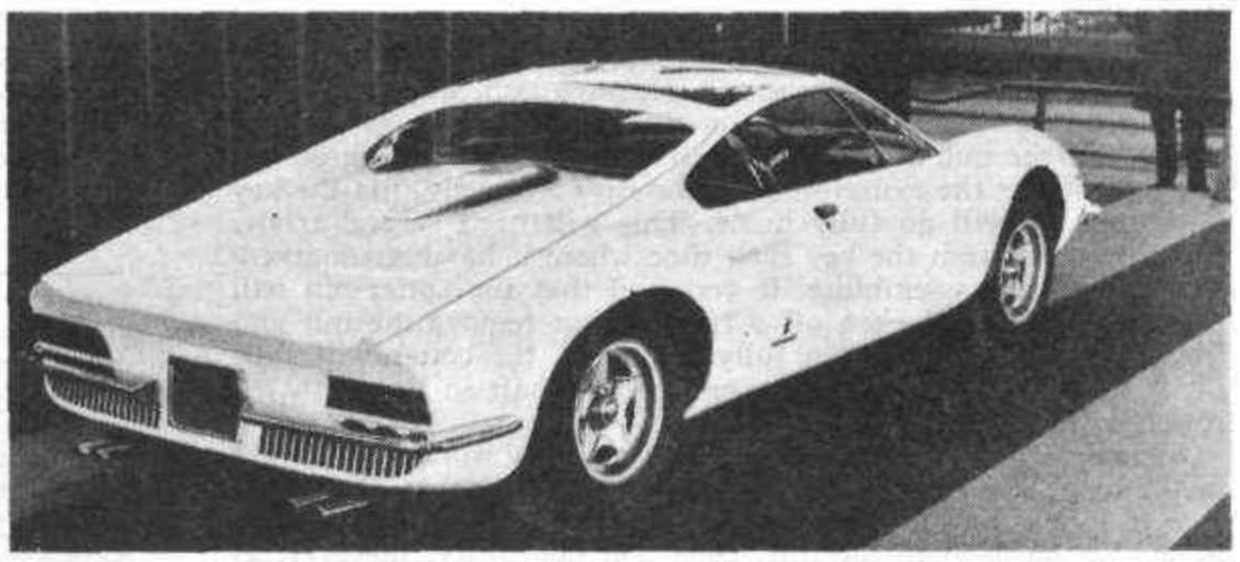
Thank you for a very interesting magazine.

East Horsley. F. R. B. KING.

[In thanking Mr. King for an interesting letter, I would make the point that the point at issue was whether the Isotta-Maybach racing car could have had a 30-valve T-head engine as *The Motor* implied.—ED.]

◆◆◆

53rd Paris Show



Novelty of the Show was Pininfarina's centre-steering Ferrari, 365P, also shown at Earls Court.

A QUIET show, with few novelties except for the more expensive or "way out" designs like the Pininfarina Ferrari 365P, with centre-steering, or the O.S.I. Scarabeo. This was the general verdict on the 53rd Paris Show, first in the autumn round which has lost its glamour these days as manufacturers tend to forward their release dates more and more. Jaguar and Ford of Britain had not by then announced their new models but fittingly, since British manufacturers were numerically strongest, the most (commercially) interesting cars came from Rootes, with their Hillman Hunter and Sunbeam Imp, Standard-Triumph with their GT6 and Vitesse 2-litre, and Vauxhall with the Viva.

This is a boom year for the French motor industry, capitalising on a sharp pick-up after a colossal slump two seasons ago. They expect a record production in 1966, and will probably overtake Britain's industry to take second place to Germany in the European league table. Significantly, it is the American and U.S.-financed companies that are making the running. General Motors have brought out the Camaro and the f.w.d. Cadillac Eldorado, Opel have now completed a magnificent range of cars, and the Vauxhall Viva makes a full house for this year. Ford restyle the Mustang, making it prettier but less of a character, introduce the Cougar, a new Taunus in Cologne, and held their hands on the new Cortina till the London Show. Under the Pentastar banner Rootes are just beginning a most thorough revision of models, though in France the Simca organisation (also Chrysler) content themselves with adding refinement and luggage space to the 1301/1501 series.

Just as London has rain, Paris has its own Gallic charm portrayed as the one-day strike, in this case the Metro and bus services on opening day—it rained too! Monumental traffic jams were forecast, but in the event Paris just stayed at home that day and the Salon was by no means crowded. Anyone who thought the car was going to prove itself man's worst enemy was disappointed, though any wet evening in Paris will serve as illustration. At around six o'clock anything up to eight lanes of cars make a splendid *confiture* in the Champs Elysées, hundreds of vehicles coming to a steaming halt at each intersection and defying every strenuous effort on the part of the gendarmerie. We counted *thirteen* lanes circulating l'Etoile (just) with *priorité à droite* being used murderously. No wonder they sit on the left.

Inevitably it is the fast cars on show that get talked about most. Pininfarina personnel were looking pretty smug until the new, so far nameless, Aston Martin Touring arrived, long, low and very potent-looking. It is based on the DB6 chassis but chopped around to move the engine 8½ in. rearwards, 2½ in. down, while the aluminium-on-steel tube body/chassis has been lowered to an overall height of 48 in. This is a two-seater without doubt, though with masses of luggage space in the fastback semi-estate tail, and a most exciting one with a claimed top speed of 165 m.p.h. It certainly appears that there is room for a larger-capacity V8 engine in time to come; production begins next spring at the Touring factory in Milan, by which means the car can be sold cheaper than the DB6 in Europe, though at slightly higher cost in Britain. One of the chief advantages of this model is the paring-off of 400 lb., bringing the kerb weight down to 25.4 cwt., so with a net output of 325 b.h.p. from the six-cylinder Vantage engine it must do all that is claimed for it. Aston Martin were also showing their new Volante four-seat convertible based on the DB6 chassis, now that all the 2+2-length DB5s have been used up.

Pininfarina can always be relied upon to come up with something unusual, although we don't necessarily admire the styling every time. This year the star attraction is a dazzling white mid-engined Ferrari 365P which is steered from the centre seat, driver flanked by passengers whose main attribute must be short legs, since the wheel arches are terribly restrictive. The car is not wholly practical—there is for instance no room for luggage, not even oddments inside the cabin—but it represents an idea which might well catch on in limited production. More likely, though, this is a very good solution to the tentative proposition that Group 6 cars at Le Mans next year may have to accommodate more than one passenger, according to engine capacity. Centre-driving seems an obvious mode for Group 6 cars, especially for longer circuits where not all the corners are right hand, though one inevitably remembers the efforts of the Mercedes grand prix team at Silverstone in 1954 when Fangio particularly repeatedly skittled marker drums in the streamliner model.

Another interesting, but predictably ill-fated machine to appear was the mid-engined Scarabeo, constructed by O.S.I. of Turin with an Alfa Romeo Giulia engine mounted transversely. The drive-train goes through an acute angle, and will have to prove to work in racing conditions before we believe it. The Scarabeo, or Cockroach, is very low at the front, has an enormous panoramic screen like the experimental Vauxhall XVR, and a high "bread van" rear which one may grow to like, in time.

The Matra concern is getting stronger all the time, and the installation of a 1.5-litre Renault 16 engine in the Jet 6 should prove popular. This is an extra model, though in the same body-shell as the Jet 4.

Chappe Frères et Gessalin, who make the plastic bodies for the four-seat Alpine, ventured into the production business with a two-seat rear-engined sports car based on the Simca Mille coupé. It is quite small and unambitious but the workmanship and finish were outstanding, and it's quite possible that the CG Spider 1000 will catch on in France.

Two cheaper ventures were from the Belgian Méan Motor Engineering and from Sovam, both of which are plastic-bodied and not very attractive. The Méan has a mid-engined Cortina unit driving through a VW gearbox and swing axles; styling is angular, either with fully convertible styling or a fixed rear window and detachable roof panel. The Sovam, rounded in all the wrong places, also has a fixed rear window and detachable roof panel, but this one reverses a Renault 1100 engine at the front, becoming a front-wheel-drive model.

More seriously, no doubt, Peugeot made the biggest breakout in the French industry this year with convertible, coupé and estate versions of the 204. We have already established this front-wheel-drive model as an excellent one, and as the new styling is rather nice too, the cars are sure to be successful, even if highly priced in Britain.

It is very "in" to have a Mini-Cooper or a Triumph Spitfire in France. B.M.C. did not have anything new to offer, but the new GT6 should be a winner for Leylands, especially since the winter production has been reserved for export. It was nice too to see T.V.R. back in the fray with a dozen modifications on their 1800S to improve the ride and comfort factors. From Sweden, the Saab Sonnet made its second show appearance with a French price-tag approaching £1,800, which is liable to be somewhat burdensome.

Technically this is a very quiet year in Europe, but there are plenty of interesting developments on the way.—M. L. C.

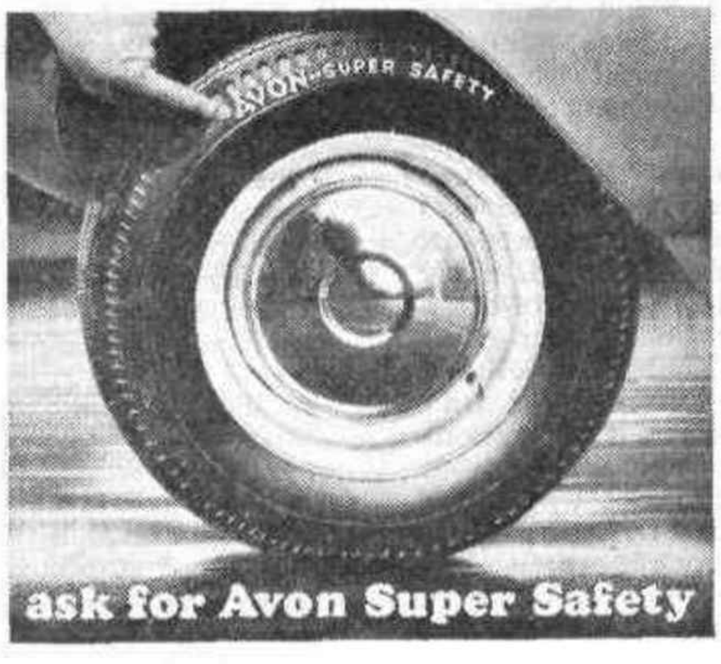


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BOOK REVIEWS

"The Vintage Car—1919-1930," by T. R. Nicholson. 390 pp. 9 in. × 5⅝ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 50*s.*)

Batsford were very early on the scene with specialised historical motoring books. Their "Vintage Motorcar," the joint work of Cecil Clutton and John Stanford, published in 1954, was a classic, and consolidated the growing post-war appreciation of vintage cars and the desire to own one.

In recent times Batsford have decelerated over motor book publication, ceasing, for instance, those enjoyable miscellaneous motoring annuals edited by Anthony Harding. So it comes as rather a surprise to find them issuing a second vintage car book in the old, acceptable if somewhat stodgy, format.

One can say right away that this new vintage car book is nothing like so readable and lighthearted as its predecessor. But, as one expects from Tim Nicholson, it is a scholarly and painstaking study, intended primarily as a work of reference. The difficulty is that works of reference have to pack in all the information possible, which can render them unreadable, while the very cramming in of as much data as the author has available means that when treated as a directory with cars referred to under one heading, the knowledge imparted may seem sparse and expensive against the price of the book.

Nicholson has avoided these pitfalls fairly successfully, although a straight-through reading of the book is heavy ploughing and as almost every worthwhile car of the vintage era, of every nationality, is included, obviously the individual mentions are, of necessity, brief. Perhaps the most worthwhile section is the first, dealing with American vintage cars. It is indeed scholarly, and sorts out the many very similar-to-look-at American makes of the early 'twenties, as well as explaining the U.S. luxury cars and covering particularly well the speedsters. Even the American Continent's "lost causes" get more than a couple of pages to themselves.

Where this new vintage car book is fascinating is in its portrayal of the conditions, geographical, political and contemporary, which affected car production and design in the years under discussion, in America, France, Belgium, Holland, Spain, Sweden, Switzerland, Italy, Germany, Austria, Czechoslovakia, Hungary and Great Britain, which the author takes in that order. These very informative introductions are followed by descriptions of the cars made between 1919 and 1930, practically every make being included and indexed, from A.B.C. to Züst. The coverage really is breathtakingly complete and browsers will have a splendid time. As a book to sit down and enjoy, the author is on a stickier wicket, because this is not exactly a book with which to pass a lighthearted evening and serious historians will already know a good deal of it for themselves.

But if you cannot name the car which was supplied with a Kodak camera and compass as standard equipment, or the one which had dual steering wheels to provide low and high-geared steering, or that of which every example sold was said to have been of a different colour scheme, this book provides the answers. In some cases Nicholson seems to have over-emphasised speed claims and may have had to sift his American data from specification statistics but on the whole he gets the vintage cars he covers in proper perspective.

Accuracy is important in an expensive reference work. Without looking for errors we did notice that the Leyland Eight was endowed with two propeller shafts, which it didn't have, confusion probably arising from its splayed axle shafts, nor do we recall *double transverse cantilever* rear springs on the Armstrong Siddeley. Nor did the Triumph Super Seven have ¾-elliptic springing all round, only at the rear, while Sunbeam did not take the 1926 Land Speed Record with an aero-engined car. There is also some confusion about when the Austin 7 emerged as a sports car, the "two-seater Chummy" model, as we like to call it, being rightly referred to as appearing in 1924, only to have its claim stolen by the 1928 Sports model, *neé* Ulster, on a later page. The Wolseley Ten is wrongly described as having semi-elliptic instead of ¾-elliptic springing and its rear-axle gearbox isn't mentioned. The Type 35B Bugatti is described as if it were a non-supercharged 2.3 version of a Type 35. Nicholson also refers to a lightweight front-wheel-drive Horstman designed by Smith-Clark, but we have never heard previously that the Bath concern was going to sponsor this project before Alvis took it over as their f.w.d. prototype and first f.w.d. racing car. Otherwise, this very comprehensive book has been written with incredible industry and leaves very little to add to a general conception of the vintage-car movement, looked at in the context of contemporary, not current, function. Likewise, it should mellow on long acquaintance.

"The Vintage Car" is illustrated in the standard Batsford style of good photographs, most of them excellently chosen, and line drawings. The dust-jacket, however, depicts that classic wire wheel as worn by a Type 59 Bugatti. As this was a post-vintage car one assumes it was intended for the sequel, covering 1931-39 cars, which is, we gather, being written by Michael Sedgwick. The dust-jacket blurb is also misleading in stating that full specifications of every model are given, nor would this be entirely acceptable unless additional tabular matter had supplemented the text.—W. B.

"Motorcars of the Golden Past," by Ken W. Purdy. 216 pp. 12½ in. × 10⅛ in. (*Little, Brown & Co., 34, Beacon Street, Boston, U.S.A.* 30 *dollars.*)

Ken Purdy once paid us the compliment of saying that we write for schoolchildren. It might be said that in this book he is writing for old men. Because this catalogue of ancient motor vehicles, and mainly American ones at that, will appeal to those with long memories, who like to live in the past.

We are not particularly enthusiastic about these pictorial type surveys but the huge colour pictures in this one, the work of Tom Burnside, are excellent. The cost, however, is high, especially as the book is about one hundred old cars in the Harrah Collection, and as such is a free advertisement for this professional museum.

The introduction began to interest, telling as it does how William Harrah of Reno, whose money comes from gaming machines, has collected about 1,000 old automobiles, how spotlessly clean and hyper-efficiently supervised his gambling halls and motor museum are, and how he and his wife live in typical American millionaire style and love to drive a Ferrari and a Bentley Continental very fast but have an abnormal fetish about safety—until we remembered we had read it all before in *Road & Track.*

The vehicles amply covered in text and colour picture range from 1899 De Dion Bouton tricycle to 1938 Rolls-Royce Phantom III. It is very good to be told of Harrah's meticulous attention to originality in restoration, even to spending 165 dollars on making a set of pedal-pads for a 1928 Pierce-Arrow because his mint set of 1929 pads were minutely different, although only to the eyes of experts. With such commendable conscientiousness it is sad to learn that Harrah does not coachpaint his exhibits because to do so would occupy too much time.

After reading of this meticulous approach we feel it must be the colour-printing that makes the h.t. lead on the 1903 Model-F Packard look like a coloured plastic, instead of a rubber-covered, lead. To our eyes the Dunlop herringbone tyres on the 1906 Model 7-A Adams-Farwell look a bit oversize, and wire wheels on a 1913 Model-T Ford (admittedly a special-bodied version) are a surprise. We feel sure we are wrong to criticise, but the 1925 3-litre Bentley definitely has a non-original body, which Purdy does not explain, being more excited about the 1927 White House crash, and a 1926 Amilcar has modern headlamps and horn. The book itself is fine, if you like American cars and can afford £10—or 25 dollars if ordered by November 28th, from Boston, Atlantic-Little Brown.—W. B.

Undoubtedly the most satisfactory book about Rolls-Royce cars published to date is the beautifully-produced Batsford work by Anthony Bird and Ian Hallows. On art-paper throughout, the erudite text supported by a magnificent selection of pictures, this 320-page 10 in. × 7⅞ in. book is well worth the £5 5*s.* it is priced at. It has gone into a second edition, which brings it completely up to date by the inclusion in text, pictures and specification tables, of the Rolls-Royce Silver Shadow and model-T Bentley cars. Likely to become a collector's gem, "The Rolls-Royce Motor Car" is a book to secure without delay. The publisher's address is 4, Fitzhardinge Street, London, W.1.

CARS IN BOOKS

There is a whole chapter devoted to cars in "Schwepped Off My Feet," by Tommy Whitehead (Cassell, 1966), which is the packed autobiography of the wife of Comdr. Edward Whitehead, R.N., who became President of the Schhh - - - - you know which . . . Company in America and its leading photographic

model for the firm's famous series of advertisements.

This chapter is very understanding, even if the authoress does confess that she prefers the American attitude to cars, which are not regarded as more precious than wives, as is the case with Englishmen! One also warms to a woman who dares to suggest that male drivers who have been passed by her and who then do everything they can to overtake fail to realise that the driver of the car they have been pursuing "hasn't been trying very hard" —"trying hard" is just the expression enthusiasts bandy about . . .!

The only car mentioned at all definitely, however, is "an ancient Rolls-Royce that Teddy acquired in the immediate post-war years. It wasn't a practical car. It had been built in 1930 for a long-legged man. Fortunately it fitted Teddy, but as the seat was fixed it was not possible for anyone with shorter legs to drive it. Three people could sit comfortably in the front seat and there was a dickey (rumble seat) which would take two more if they could stand the weather. When the car became ours it received all the care it deserved. Driving to the cottage at week-ends with the hood (top) down, Teddy, Jacq and I would feel so secure. It was built like a tank. There were no draughts because of its high sides, and, best of all, we could see over the tops of the hedges."

When a baby boy arrived there could have been problems, but "Jacq volunteered to ride in the dickey seat so long as she could have an umbrella when it rained."

When the family left for America the car was sold to a bachelor friend who "took the Rolls-Royce chauffeur's course so that he could nurse it properly."

Later we are told how the boy, now aged 13, was at Repton and how he was told he was wanted in the headmaster's study. It transpired that the bachelor-owner of the Whiteheads' old Rolls-Royce had decided to present it to the school, so there it was united with the boy who had grown up with it, although when it was sold the Whiteheads had no idea it was to an old Reptonian, nor did the purchaser know that their son was at his old school. Does this vintage Rolls-Royce still find sanctuary there, I wonder?

The only clue to the car owned by Edward Whitehead in America is that it is English and "is modestly considered the best make of car in the world." His wife has an American shooting brake, ". . . not, alas, entirely dependable in cold weather, and when left outside in Vermont on a ski-ing trip, it had to be pushed many miles at considerable speed by a jeep to get it started."

This book may be rather blatant advertising for a certain product but while reading it I confess to reaching out more than once for a drink of . . . Schhh - - - - you know what.—W. B.

* * *

There are fascinating references to real cars, too, in the early pages of "Editorial—The Memoirs of Colin R. Coote" (Eyre & Spottiswoode, 1965). The author, Sir Colin Coote, tells his readers of the Matchless motorcycle with wicker sidecar which he acquired from William Morris' garage at the bottom of Holywell, when he was an Undergraduate at Oxford before the First World War. Even before that the author had had experience of motor cars, because his father acquired a White steam car in about 1902, and some of the shortcomings of this vehicle with its 700 lb./sq. in. boiler pressure are dealt with as early as page 32 of this entertaining autobiography. Other cars followed in the Coote family, "an accumulator-driven Panhard-Levasseur with beautiful brass fittings" being mentioned. Presumably coil-ignition is implied. It did 80,000 miles before being sold to the local plumber, "who may well be driving her still." She went up to Aberdeen and back, before being replaced by "an enormous Metallurgique, whose tyres used to explode at the smallest provocation." Nevertheless, this car was used for a tour of the Loire Chateaux, driven by a Scottish chauffeur.

Reverting to the Matchless, this venerable machine once took Coote and his father "from Stukeley to Carlisle, 267 miles, in 6½ hours; and then on to a small moor which we had in Argyllshire." Not bad for a 1911/12 combination, the excellence of which the author attributes to every bit of the engine being hand made. He also remarks that the cost was absurdly low. Speeds as high as 60 m.p.h. are mentioned as within the compass of the Undergraduates' motorcycles in those days. A new one was acquired by Coote before war broke out, but the make in this instance isn't quoted. It was, however, used by him when he enrolled in the Hunts Cyclist Battalion, based at Grimsby. Later push-bicycles were issued to these intrepid soldiers and the make is given as an Alldays & Onions, "a horror," it was so heavily-built. Finally, there is a story of how Sir Colin Coote tried to teach Lord Robert Cecil to drive—"He instinctively put the gear-lever into reverse and drove rapidly backwards. This incident was perhaps the origin of his devotion to the idea that road casualties would be eliminated if all cars were fitted with a gadget limiting speed to 20 m.p.h. Alas, the effect on the motor industry would have been catastrophic." Let Barbara Castle read, learn and inwardly digest!—W. B.

AUTO. MINI

B.M.C.'s Offering for Learners and Novices

ENTHUSIASTS may tend to sneer at automatic transmission and to me it represents a retrograde step towards motoring simplification that is a sop to women drivers and does not necessarily mean increased safety, inasmuch as anything exceedingly easy to do is all too often done casually.

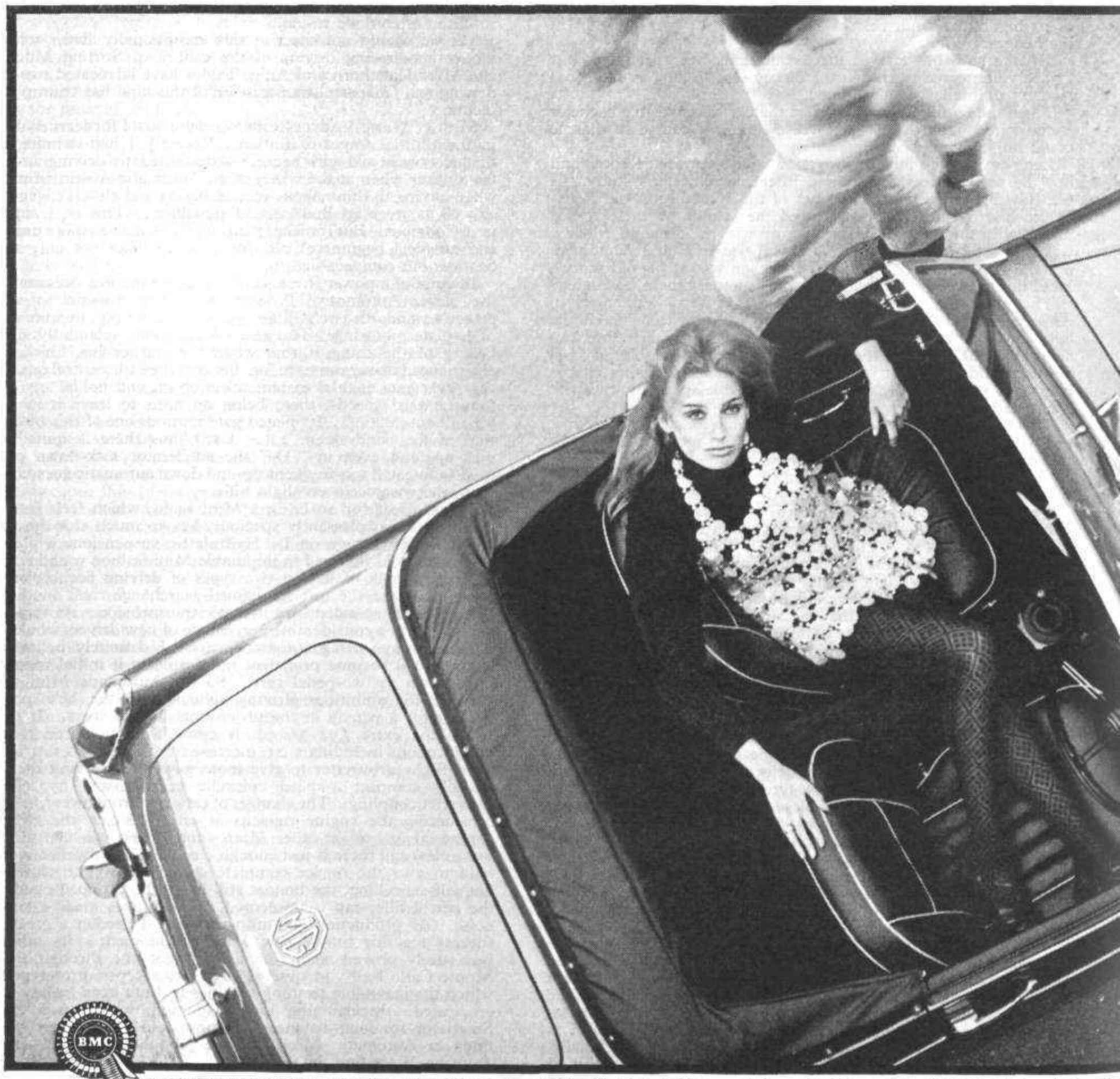
Yet we should not sneer at this exceptionally clever technical innovation—racing drivers of the calibre of Stirling Moss, the late Mike Hawthorn and Anita Taylor have advocated two-pedal driving and Chaparral transmission of this kind has triumphed in racing.

Most certainly I advocate two-pedal control for learner-drivers in their initial stages of tuition. Recently I had definite proof that a 17-year-old girl became accustomed to driving in traffic far quicker when at the wheel of an Automatic Austin Mini than when having to think about gear-changing and clutch engagement as well as steering, braking and signalling. This is, I suppose, pretty obvious. But it makes the B.M.C. Mini even more universal and an ideal beginners' car, for a novice likes not only simple controls but compact size.

In spite of a power increase to overcome the loss occasioned by the clever Automotive Products-built transmission to watch-maker's standards, we still got 35 premium m.p.g. in spite of lots of L-plate motoring. The gearbox functions splendidly and the beauty of the thing is that when the learner has finished the experienced driver can have fun, because the little central quadrant-type gear gate enables instant selection of, and holds, any of the four forward speeds, there being no need to leave it in "D" for full automation. Its plated gate reminds one of this by reflection in the windscreen. . . . Used thus there is quite useful pick-up, and even in "D" the accelerator kick-down can be used to forestall too-frequent up-and down automatic gear-changes that otherwise occur on slight hills.

It was great fun to be in a Mini again, which feels from the driving seat so pleasantly spacious, has so much stowage room, and rides in luxury on its Hydrolastic suspension, while continuing to hold the road in inimitable Mini fashion round corners.

There is talk of having two types of driving licence, one for those who take the test on manual-gearchange cars, another for those who do so aided by automatic transmission. As things are going I think a considerable percentage of new drivers would then opt for always using automatic cars. I definitely believe that learners will become proficient more quickly if initial training is undertaken in two-pedal cars. So the Automatic Mini is just the job for ambitious driving schools and the best possible present for a person in the provisional-licence stage. It is well worth the extra £92 3s. 9d. it costs, which embraces engine modifications including a c.r. increase from 8.3 to 9.0 to 1 and an MS4 S.U. carburetter to give more power for driving the wonderfully compact 4-speed epicyclic gearbox and hydrokinetic converter coupling. The changes of ratio go through very smoothly considering the engine capacity is only 848 c.c., the box uses engine oil just as on other Minis (not a drop was consumed in 750 miles) and there is just enough creep and a truly effective hill-hold to give the novice complete confidence. The wipers are not self-cancelling, the bonnet still has to be propped open, and the petrol filler-cap is unsecured. The brakes made a rubbing noise. As production gets into its stride I predict a great sales success for this timely new Mini development. Its reliability was surely proved when Joe Lowrey got one through the last Monte Carlo Rally, in spite of having to accept a prototype from which the inevitable teething troubles had not been by any means eradicated. Incidentally, Lord Montagu, who uses a Citroën Safari for his long-distance motoring, told me recently that he finds an Automatic Mini just the job commuting in London from his West End flat.—W. B.



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Result: high performance, safety-matched. A power of difference—whether you happen to be stopping or going!

What else is new?

Purists may blink, but we've finally said good-bye to our stow-away hoods.

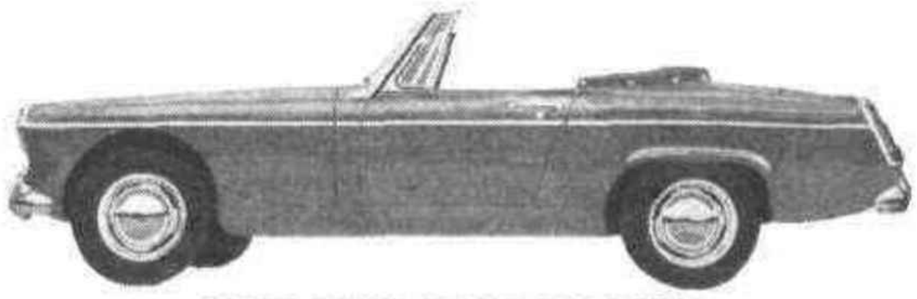
(In exchange for a conveniently convertible, built-in and button-down job—complete with a semi-tonneau cover.)

What stays unchanged?

Some things are hard to improve on. (Anyway, who'd forgive us if we went too far?)

Expect the same old, highly-responsive gear box, suspension, steering. Same old, fun-filled, road-hugging, pure sports car ride.

Can you name any other cars that pack so much power and performance for anywhere near the price?



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RECAP ON THE 3.8-LITRE JAGUAR S-TYPE



The well-known lines of the Jaguar set off against the background of Llandrindrod Wells lake.

TEST impressions of the 3.8-litre Jaguar in improved i.r.s. form were published in MOTOR SPORT for July 1964; this is a brief recap. The body style of this well-liked Coventry production dates back ten years and the famous 6-cylinder 7-bearing twin-cam XK engine with which it is powered to 1948. Yet it remains a highly significant and desirable motor car.

A contemporary has said getting into the S-type is rather like entering one of London's older-established clubs. Jaguar themselves claim a special kind of motoring which no other car in the World can offer. I dispute neither of these statements.

The interior appointments of any Jaguar rival the comfort and dignity of far more costly luxury cars. The facia, deep screen rail, door, shell, console and roof cappings, and the cubby-hole lid, are of highly polished figured-walnut, the upholstery is of the finest hide leather, over foam rubber. The floor is covered with thick pile carpets. The facia layout is equally satisfying, and characteristically Jaguar. The 5-in. electric tachometer and speedometer dials are set before the driver and supplemented by smaller ammeter, fuel gauge, oil gauge (40 lb/sq. in.) and water thermometer (80° C.) dials on the central panel, all these having black faces and clear white figures. A line of no fewer than six matching lift-up switches control interior/map light, panel lighting, heater fan, selection of o/s or n/s fuel tank, 2-speed screen wipers, and washers. There is a separate starter button and, centrally above the cigar igniter, the plated rotary lights-switch, which, fully rotated, brings in the effective in-built fog-lamps. (It does not lock in position as on a Rolls-Royce or Bentley.) All this is essentially "Jaguar" and the makers are sufficiently conscious of its effectiveness to illustrate it, with an explanatory key, in their catalogue. . . .

Already the "special kind of motoring" only Jaguar provides is becoming justified. Other cars are as luxurious, some perhaps even more lush, some may handle somewhat better, one or two may be that much quieter. But how many can offer this leather-cum-walnut dignity, this satisfying practicability of facia and control layout, *and* a top speed in excess of 121 m.p.h. allied to acceleration that disposes of a s.s. ¼-mile in 17½ sec.? At a price of less than £2,000? That is what Jaguar of Coventry contrive to do, this competitive figure buying the overdrive S-type with all but £100 still to spare, or the automatic transmission version (117 m.p.h.; s.s.-¼ in 18.3 sec.) with nearly £22 still in hand. . . .

The S-type has been in production for over three years. It was introduced in October 1963 as a clever adaptation of the coil-spring and wishbone i.r.s. of the Mk. X Jaguar to the old Mk. 2 body shell slightly elongated and improved in detail.

Although dated in time, the S-type continues to hold its own in almost any company. It is really a very compact car for one housing a 220 b.h.p. power unit. The wheelbase is less than 9 ft. and Burman power-assisted steering makes it an easy car to park, with the proviso that the rather long boot is invisible to the driver when reversing. The steering is so finger-light that acute corners are rendered effortless to negotiate and the car's "dodgeability" factor is high.

The body style may have been with us for a long time but it remains acceptable. Its sheer simplicity enhances the lines and the dropaway bonnet certainly assists forward visibility, except when the scuttle fresh-air flap is open. The extremely comfortable front seats, with reclining squabs controlled by side levers, lack lateral support to some extent, but both have folding arm-rests. This lack of support is not true of the back seat, on which three adults can be carried, or its centre arm-rest unfolded if only two occupants are carried. (The cushion is steeply angled, however, which made the motoring dog rather restless.)

On the road the S-type is essentially safe, and notably effortless. The engine does not "go into the red" until it is taken to over 5,500 r.p.m., but as it does not get within 800 r.p.m. of this limit when at full speed, and 80 m.p.h. is available in 3rd gear, the big power unit is invariably working very much within itself. It is also a premium-petrol burning (8.0 to 1 c.r.), smooth-running, and very docile power unit, willing to potter along in the 3.7 to 1 top gear and accept the overdrive from quite low speeds. So it not only does its work quietly, but should be extremely durable.

The synchromesh gearbox, once notoriously poor on Jaguars, was improved in time for this model and the gear-change is generally acceptable, although the short, rigid central lever has rather a long travel, is very notchy, and the synchromesh from 3rd into top could be beaten quite easily. The off-set of the pedals makes clutch engagement a trifle uncomfortable.

The steering wheel can be adjusted for height. It is almost too large and it would benefit if even higher gearing (3¼ turns, lock-to-lock) could be provided in power-assisted form. There criticism ends, because this is very excellent power steering. The stalk controls, l.h. one for turn-indicators-cum-flasher, r.h. one for o/d, are set rather too far below the steering-wheel rim for convenient quick operation.

The S-type Jaguar has highly commendable suspension, giving a high standard of comfort and ride, although the latter is inclined to be spirited and mild shake comes through to the body shell. It is understandable, therefore, that in cornering fast it rolls and lurches somewhat, for its supple springing has to cope with a weight not all that far short of two tons, fully laden, and transmit power and torque of a kind that prompted the designer to give this model a limited-slip differential. But once on its selected keel, as it were, the car corners very confidentially indeed, with no protest from the 185 × 15 Dunlop SP41 tyres. The servo-assisted all-disc brakes contribute undramatic, progressive retardation for very modest pedal pressures. So this two-mile-a-minute saloon is essentially a safe-handling car.

It is also nicely endowed with sensible and worthwhile detail equipment. For instance, fresh air, or heating, can be selected via vacuum servos by a battery of three push-buttons on the central console, which is handy when driving fast, although more fresh air would often be welcome—Jaguar need to investigate full-flow ventilation, like Ford's Aeroflow, to be competitive in this line of development. Then there are the

Continued on page 1028

Triplex electrically heated rear windows can be factory - fitted on most new saloons. They give a clear rear view that never mists up, ices up or stays snowed up. This life-saving optional extra costs around £15— more or less according to make and model. Let us know which you have in mind and we'll send you full details.

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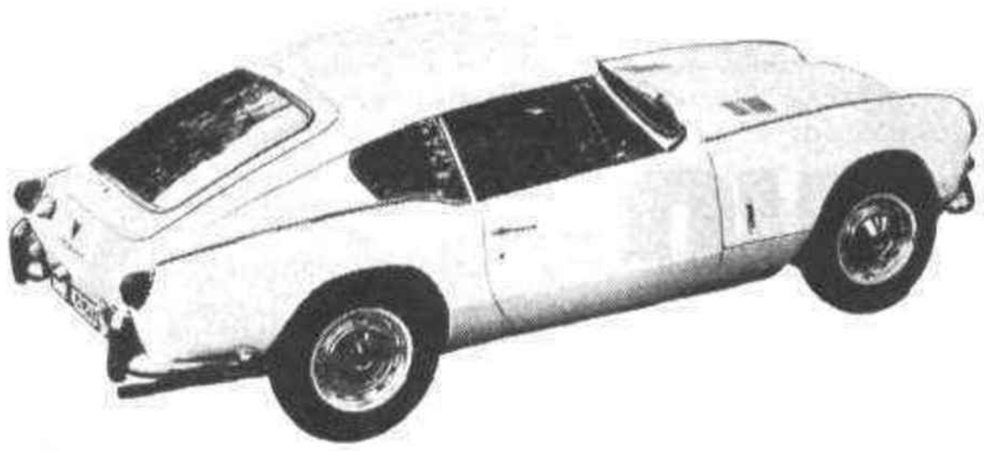
EARLS COURT DEBUTS

TRIUMPH GT6

WHEN the Triumph Spitfire *Four* was announced it seemed only a matter of time before the Vitesse Six engine was dropped in. Well, it was a long time coming and few people really expected the 2-litre version that has been announced, but it was well worth waiting for; not only is the car a lot more powerful, but it is also far smoother and considerably better equipped into the bargain, changing from a rather noisy little fun-car into a grown-up grand touring model.

On paper the Triumph GT6 seems to be a direct competitor to the TR4A, since it has very similar performance and costs £985 including tax. It is, however, available only in GT coupé form, the Michelotti-styled bodywork looking very much like the Le Mans prototypes, and is so much more refined that it is unlikely to appeal to the same type of buyer—it certainly does not have any rugged sports-car appeal and the performance feels unsensational, though the stopwatch disagrees.

The rigid chassis of the Spitfire is retained, and with it the extremely tight 25-ft. turning circle. At the back, swing axle independent suspension is set up with negative camber, while at the front the normal wishbone suspension is fitted. The 1,998-c.c. 6-cylinder power unit is uprated, with a 9.5-to-1 compression ratio, to 95 b.h.p. net, compared with 90 net in the 2000 saloon, this being enough to give the car a top speed of 107 m.p.h. Overdrive is available optionally.



The extra weight of the coupé body compensates the heavier power unit to give nearly identical handling characteristics, while variations in roll-bar diameter and spring ratings do the rest. Larger callipers are fitted on the front disc brakes to take care of the stopping, and 4½J rims (shod with Dunlop SP41 tyres) are specified.

Still the GT6 is purely a two-seater, but with a great deal of luggage area behind the seats and under the compartment floor. A side-hinged tailgate door opens up to the storage area measuring 14.2 cu. ft., making it ideal for the executive-traveller.

For the occupants, new seats are hip-hugging and comfortable—the only thing we didn't like about them was the way the dye transfers itself to a white shirt on a hot day! The GT6 is pile-carpeted throughout, and the facia is a particularly nice walnut-panelled affair with plenty of instruments in the style of the Vitesse layout. A sprung leather-rimmed steering wheel is standard equipment. Emphasising the touring aspects, a 9.75-gallon fuel tank is installed, and great emphasis has been laid on sound-proofing (even the exhaust system is insulated from the body).

Driving the GT6 from the Coventry factory to Mallory Park circuit confirmed that it is smooth and fast, quiet and comfortable. Especially useful is the amount of torque which, in a light car, enables the driver to be quite lazy when he feels like it. The all-synchromesh gearbox, coupled by an 8.5-in. diaphragm spring clutch, is smooth though inclined to baulk occasionally when the car is new.

Circuit testing made it clear that the GT6 is a very handy car to drive quickly. With this type of rear suspension it needs to be set up early for fast corners but when on its line it holds it beautifully with just a suggestion of oversteer. Braking is entirely adequate, and on the two short straights at Mallory it would exceed 90 m.p.h. in overdrive 3rd without any fuss or bother. Possibly on bumpy roads the suspension is going to be a little harsh. Since the kerb weight has gone up to 17 cwt. it would have been nice to experiment with trailing link suspension as on the 2000, but we understand that it would have been an expensive proposition. Customers will in any case have to wait until next Spring for the GT6 since the initial production has been reserved for export.

REVISED 2000

The interior of the Triumph 2000 has been improved for the coming year, with individual fresh-air adjustable inlets on the facia, and new front seats like those in the 1300. The seats are fully reclining, and have punched leather upholstery. Price of the saloon has risen to £1,198 including tax, the estate now costing £1,455.

NEW CORTINA RANGE

RESTYLED to allow more interior space, the 1967 version of the Ford Cortina contains a number of up-to-the-minute advantages over its best-selling predecessor. Curved side-windows and slightly greater width, inside and out, are specified without any increase in overall length. The track is increased and with improved suspension the ride and handling qualities have been improved considerably. Clutch effort has been halved, gear linkages of the GT version redesigned, and the seats are better too.

In its cheapest form the new Cortina has a 5-bearing 1,300-c.c. engine developing 57.5 b.h.p., a 7% improvement on the old 3-bearing 1,200-c.c. unit. The new engine is a destroked version of the 1½-litre in-line engine, available optionally or as standard equipment in the 1500 Super. The GT version retains the 83-b.h.p. Weber-equipped in-line engine. A Lotus twin-cam version will be announced next year.

Though the new cars weigh about 60 pounds more than last year's they all perform very well. The 1300, for instance, has a claimed top speed of 80 m.p.h. with 0-60 m.p.h. acceleration in 21.5 sec., while the Super will reach 82 m.p.h. and knock two seconds off the 60-m.p.h. time.

Before the announcement we had the opportunity to drive the cars in Scotland, taking special interest in a vivid red GT model provided. This had the wide-rim 4½J wheels shod with Pirelli Cinturato tyres, an optional extra costing around £25 with tax. Although we drove four-up part of the time it became clear that the new model corners more surely, and with less body-roll, than before and it was difficult to make front or rear wheels break away even at the high cornering speeds possible in the traffic-free Highlands. There is final roll oversteer, as before, but the process is a bit more gradual than it was, and free from the lurching that characterised the old Cortinas when pressed. This result has been achieved by redesigning the rear suspension and altering the MacPherson struts at the front, effectively lowering the centre of gravity. The GT still has radius arms to locate the rear axle.



The clutch is much lighter than before, having a 25-pound operating pressure, and the GT was altogether a pleasant car. Unfortunately (for sportsmen!) the gearbox is unaltered, and the 2nd gear screams to a maximum of 45 m.p.h. The noise level is a little higher than in the 1300 de luxe sampled later in the day, and it was surprising how nippy the lower-powered car proved to be. On narrower wheels it can definitely be pressed to break-away at the rear in a very gentle and predictable way, but again it was surprising how well it hung on when the roads were wet; there is, of course, far less oil and rubber on Scottish roads, but the increased track certainly seems to do the trick.

Interior space in the new Cortina range is extremely good, ample for four adults and probably in the occasional five-seater category. We felt quite fresh after spending a full day, and covering 250 miles, in these cars and there is every reason to think that they will be even more popular.

SUNBEAM IMP SPORT

SUNBEAM version of the Imp was announced by Rootes for the Paris Show, priced at £665 including tax. It is the fastest Imp yet to go into full production, having a claimed top speed of "86-90 m.p.h." and 0-60 m.p.h. acceleration in under 18 seconds.

The 875-c.c. alloy, overhead camshaft engine has been pepped up with a new cylinder head and twin Stromberg carburetters to give 51 b.h.p. net at 6,100 r.p.m., an increase of around 30%. Torque is 55 lb. ft. at 4,300 r.p.m.

Difficulties in producing the 1-litre "Rallye" engine in quantity account for the capacity remaining at 875 c.c., though the 998-c.c. unit is available optionally. The Sunbeam Imp Sport does, however, have most of the extras used on rally versions, such as power-assisted braking (with harder linings), larger-diameter driveshafts, a stoneguard, greater water capacity and a larger fan, an oil cooler, stiffened suspension arms with higher spring ratings, and the louvred bonnet lid to assist cooling.

Engine modifications include a redesigned cylinder head, high-lift camshaft larger ports and valves, double valve springs, new valve timing and improved oil draining. The pistons are also stronger and the distributor has been modified.

The interior is quite luxurious for a small car, equipment including water temperature, oil pressure, ammeter and fuel gauges. The Sunbeam Imp Sport has been well insulated against engine noise, but short road trial shows that in order to enjoy the performance it is necessary to stay high up in the rev-range, and the noise level (especially in the back) is fairly high.

With first-hand knowledge of the reliability of the "new generation" of Imps on tough rallies, we believe that the Sunbeam will prove popular among the sporting fraternity. The performance is quite lively when required, while handling and braking are in keeping. After our trial a Singer version was announced.



CRAYFORD CONVERTIBLES

This stylish drophead Corsair was shown at Earls Court by Crayford Auto Development Ltd. of Tatsfield, Kent. The hood is made of heavy-duty plastic, tailor-made for the individual car, and features a very wide rear window. Considerable strengthening is carried out to the bodywork.

FIAT 1100R

The Fiat 1100R, first shown at Geneva earlier this year, has been introduced in this country at £682 including tax. The Estate version osts £749.

ALFA GT JUNIOR

To reach Britain early next year, the Alfa Romeo GT 1300 Junior is a stylish grand touring model with a top speed of 105 m.p.h. It has the mechanical features of the Giulia 1300 TI saloon, notably a pair of twin-choke carburetters and, of course, the twin-cam head to give a maximum power output of 103 b.h.p.

GLAS RANGE IN BRITAIN

Four leading models in the popular Bavarian Glas range appeared at Earls Court. In all, eight models will be sold in this country at prices ranging from £915 to £3,046 including tax. They have Frua-designed saloon and coupé coachwork and feature high-performance overhead camshaft engines, all with alloy cylinder heads and 5-bearing crankshafts.

Glas Concessionaires (Great Britain) Ltd., a King's Lynn company, has been preparing the market for two years arranging distribution and servicing. The smallest model is the 1,290-c.c., 4-cylinder 1304 saloon, which has a GT coupé counterpart. A 4-cylinder 1700 saloon is next in the range with TS (tuned) and cabriolet versions, and the biggest car is an exciting 2.6-litre V8 GT coupé. This one has 140-b.h.p. output and is claimed to do 125 m.p.h. Disc brakes all round and de Dion rear suspension are in the specification.



RENAULT 16

At the lower prices announced recently, the Renault 16 goes into production for 1967 with a number of new features. The facia has been redesigned and there is an entirely new fresh-air heating system; detail improvements include a variable-speed booster fan, automatic choke, anti-theft steering lock, cigar-lighter, a cigarette box combined with an ash-tray and pipe-rack, anti-dazzle mirror, padded dash and doors, centre armrest at the back, a luggage compartment light, and better seat adjustment.

AMI 6 ESTATE

Citroën have introduced the popular small Ami 6 Estate Car to the British market, costing £667 including tax (a luxury version is priced at £699). Powered by a 2-cylinder air-cooled 602-c.c. engine delivering 26 b.h.p. gross, this front-drive model carries four people or a maximum of 660 lb. payload.

FASTER AND CHEAPER AUDI

TWO quicker versions of the front-drive Auto Union Audi—and a big price reduction on the standard model—have been announced. The present model, which continues unchanged, is renamed the 70 Series and sells £170 cheaper in 2-door form at £997, while the 4-door version costs £1,059. It has the Mercedes-designed high-compression 1,700-c.c. engine developing 81 b.h.p. gross (72 net).

With the same engine capacity, the new Audi 80 Series develops 91 b.h.p. gross (80 net), and the 90 Series has a bored-out 1,770-c.c. unit developing 102 b.h.p. gross, putting it into the 100-m.p.h. class. Both the 80 and the Super 90 have fully carpeted interiors, wood-lined facias, fully-reclining front seats and a better heating and ventilation system. Twin-choke carburetters are fitted to both models.

Prices of the 80 Series are £1,095 including tax for the 2-door, £1,126 for the 4-door, and £1,194 for the Variant Estate. The Super 90 costs £1,157 (2-door) and £1,194 (4-door).

All the prices are lower than hitherto, partly explained by anticipation of the import surcharge removal. However, Volkswagen intend to make Auto Union a wholly-owned subsidiary by the end of this year and have applied their strict production methods to cost reduction.

8th UNITED STATES GRAND PRIX

A WIN FOR CLARK — LOTUS AND B.R.M. H16

WATKINS GLEN, N.Y., *Sunday, October 2nd*

THE 8th United States Grand Prix and the sixth to be held on the 2.3 mile Upper New York State circuit at Watkins Glen attracted the best technical entry of the year. This year the organisers had broken with the tradition of paying starting money. Instead they had allocated prize money from first to last places, first across the line to receive $20,000 and 20th place to receive $2,800, a total of $102,400, making this the largest purse in Grand Prix racing.

Every serious 3-litre engine was present. Team Lotus had three cars, an H16 B.R.M., a 2-litre V8 B.R.M. and the 2-litre V8 Climax. The V8 B.R.M. car was for Rodriquez and the other two for Clark and Arundell. The B.R.M. team had been busy rebuilding the H16s shattered at Oulton Park and Monza and had three H16 cars and a spare engine. The extensiveness of the damage in the past has been due to the shattering of the cast iron liners, which has caused the bottom end castings to become mangled. To stop this, more expensive steel liners are being produced which will isolate dropped valves etc., and reduce major damage. The cars were 3-litre chassis Nos. 1, 2 and 3. No. 1 was the spare car, No. 2 was set up for Hill and had the latest engine which is a true 16, No. 3 was Stewart's car and had a " double 8 " engine.

This year's most successful team had the two cars used at Monza and Oulton Park for Jack Brabham and Denny Hulme. On Brabham's car Bosch ignition was being set up to try to overcome some of the problems they have had this year. Cooper's had the same two cars they used at Monza, Surtees using the older head layout with wide angle inlet ports while Rindt used an engine with the narrow angled inlets.

The Ferrari team had only one car for Bandini, their other two entries being withdrawn. The car had the latest 3-valve heads and was a S.E.F.A.C. entry as opposed to a North American Racing entry as in previous years. All American Racers had two entries for Dan Gurney and Phil Hill; the latter, however, was in hospital on the day before practice with a hernia, and Bob Bondurant took over his drive in the 2.7 Climax car which Gurney had used earlier in the season. Dan's own car was the very compact V12 Gurney-Weslake which appeared at Monza. In the past month the faulty fuel feed has been rectified, but no track testing had been carried out so the practice sessions were to be the only time to sort out further problems.

The Honda team arrived with two cars for Ginther and Bucknum, the former having recovered from his accident at Monza. In fact, from the vigorous handshakes he was handing out he was obviously proving that his right collar-bone was completely healed. Bucknum's car, which is chassis No. 3, was the same as the Monza car except for Airheart brakes which were being tried. However, Ginther's car, which was No. 2 chassis, had a much wider track, the front being 64 in., and the rear 62¾ in., an increase of 7¾ in. back and front. Seldom has there been such a large increase without a complete re-design.

Next was the McLaren appearing again after missing the last two Grands Prix. The Ford engine had had the bottom end strengthened and the Ford Indianapolis project engineers had been breathing on the engine which now develops 325 b.h.p. The engine still has the huge air intakes and exhausts that it had earlier in the season.

Completing the field were the four private entries, Siffert driving Rob Walker's Cooper-Maserati, Bonnier driving his own Cooper-Maserati, Mike Spence in Parnell's 2-litre Lotus/B.R.M., and Innes Ireland in Bernard White's 2-litre B.R.M., the last entry, for Salano had no car due to the lack of Ferraris.

With the increased power and the fact that lap times all over Europe had fallen considerably it was obvious that the times would improve to make this a 120-m.p.h. circuit. Last year's fastest practice lap was 1 min. 11.16 sec., set up by Clark, and this was the initial target.

Practice was over eight hours in all, four hours on Friday and four hours on Saturday. Friday was cold, dry and very windy, except for the last hour, when the wind dropped. Bonnier, McLaren and Rindt were out the moment the track was opened and soon most drivers were under way. The Gurney team was still in the tech. building preparing the Climax car and after only one lap with the Weslake V12 they had low oil pressure, which kept them off the track for a time. Brabham had the Bosch electrics fitted but it looked like a long job to get the timing right so the Lucas was switched back to allow Jack to get in some practice on the first day. The other car which was late out was Bernard White's B.R.M. and this was still being prepared as it was a very late entry and final preparation had to be completed on practice day.

In the first hour it was Clark who went fastest, taking .03 sec. off his last year's time in the H16 car, which had Arundell's number on it, but the wind on the straight was keeping times in general down. B.R.M. were both wrongly geared and Hill's car was wheeled off to be changed. Ginther and Bucknum were both out but before the latter could start getting any worthwhile times, second gear seized and the car was wheeled away. Ginther, however, was starting to go well but complained of bump steering and began tightening down the suspension. Before half-way through practice Ginther was under 1 min. 10 sec. with Bandini, Surtees and Stewart just behind but the wind had not yet dropped and this was still worrying the faster cars.

As the McLaren began to get into its stride, Bruce missed a gear change and the tell-tale stood at 10,600 r.p.m. when he came in, which is at least 1,000 revs. over the recommended limit. The green and white car was wheeled away to find out what, if anything, was bent, and luckily no damage was found although the Ford engineers " looking on " were somewhat surprised. With the wind dropping most drivers sat back and waited for the last half hour to really try, but Bandini and Surtees both got under 1 min. 10 sec. with Surtees being the fastest for this period.

In the last minute rush of activity two drivers broke the 120 m.p.h. barrier, Bandini with a time of 1 min. 08.67 sec. and Surtees with 1 min. 08.73 sec. The only other car to get under 1 min. 9 sec. was G. Hill, who put in some consistently fast laps after his gear ratios were changed. Brabham had several runs in the last hour, getting under 1 min. 10 sec., and was his usual inscrutable self. Hulme's times were not too good as he was having, firstly, timing problems, then fuel mixture problems, and these were not properly sorted out when practice ended. Clark did exactly 1 min. 10 sec. in the Climax car and did not go out again in Arundell's H16, which had low oil pressure, when a return valve stuck. The two private Cooper-Maseratis were in trouble. Siffert was complaining that he had a vibration, and the crown-wheel, clutch and drive shafts were examined, but nothing radically wrong could be found. Bonnier, however, felt something go in the engine, and when the head was removed the top of one of the pistons had broken off. Fortunately, the Walker team had a spare, which was fitted overnight.

The second practice period was preceded by heavy rain which turned the dirt roads and the pathways into mud baths. The track was beginning to dry when the first cars went out and all except the Brabhams and Bonnier put in some slow laps in the first hour. Bonnier had decided he had practised enough and except for running-up the engine to make sure the piston worked, the red Cooper-Maserati stayed in the tech. building. The Brabhams were both ready to run, Jack's car now fitted with the Bosch but with a slow track and all that mud about, they decided to wait until conditions were better.

Clark did one lap in the Climax car and came in with gear trouble, then went out in the H16. McLaren did a number of laps and complained of the terrible understeer he was getting. Also the McLaren was proving difficult to start on the starter and Bruce made several experimental single laps, then stopped the engine and tried to re-start; working progressively, he found 15 flips gave a better chance of re-starting than cutting immediately.

Both Gurneys were out early and the V12 was beginning to sound good—overnight one of the fuel cells was changed



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when a bad leak was discovered, Goodyear flying in one of their air-frame experts to make the change and carry out some modification. Both B.R.M.s now had the right ratios and the third car was brought out for both drivers to try. After some laps, Stewart asked to have the No. 1, 3-litre car and the mechanics set about adjusting it as his race car, but for the rest of practice it still had the wrong gear ratios.

Both Hondas did a lot of laps, Bucknum's now being back on to the original brakes, but the times were not improving as the modifications to get over the bump steering and other faults were not working. Bucknum had the suspension so stiffened that it was hardly working at all but like this it felt better in a straight line. As the track dried out completely, the times improved, then in the last hour the usual activity started. Clark, who had not been able to get very good times in the Climax car, came in, jammed in gear, and the car was wheeled off. Arundell, who was putting in a lot of laps in the H16, which resulted in two spins in front of the pits, much to the amusement of all the other teams, was called in so that Clark could have a final "go" before the track was closed. Hill's B.R.M. made no improvement over the previous day while, although Stewart was a bit faster, he seemed happier in the spare car, which had a slower time.

Surtees almost equalled his previous day's time, while Rindt just bettered his. However, Rindt's engine was using oil at a great rate, and it was suspected a piston may have been breaking up, so an engine change was made before race day. Rodriguez, in the 2-litre Lotus-B.R.M., was having a quiet time and with no mechanical problems, got down to 1 min. 10.4 sec. Gurney was beginning to get things sorted out and, although his lap times were not too good, he was timed on the straight at faster than any other car, so was obviously losing a lot somewhere else. Bondurant had no mechanical problems and quietly pressed on keeping out of the way of faster cars. Spence and Siffert both improved on their first day's times with just over 1 min. 10 sec.

With the last few minutes left to go, all eyes were on Brabham, for he went out with a very purposeful look on his face. Also out lapping was Clark in the H16 and it was not inconceivable that he might put in a quick one. Jack did not disappoint, for he clocked 1 min. 8.42 sec. to give him pole position. When he came in and was told his time, he allowed his face to slip for a split second into a smile of satisfaction but then it went straight back to the usual "dead-pan." Just as the flag was to go out to end practice, Clark squeezed the H16 that little bit more and got down to 1 min. 08.53 sec. to put him next to Brabham on the grid. As the Lotus-B.R.M. slowed down, Clark felt something go in the engine, and when he stopped, oil was trickling from one of the exhausts. B.R.M., however, offered Chapman their spare so that Clark could make use of his fast time and make him really competitive.

As practice finished a drizzle began to fall but the locals said this was the end of the bad weather. Certainly they seemed to know, for race day dawned with a cloudless sky and almost no wind, and although cloud formed later and a few spots of rain fell, it was, on the whole, good racing weather. The overnight work was completed in all teams, except Lotus, who were working on the H16 right up until the last moment. An hour before the start it still wasn't certain if Clark would handle the 3-litre or the 2-litre car. Stewart had voted to have the spare car and his gearbox was transferred. Hill's poor times were discovered to have been caused by the timing slipping as the revs. rose and this was rectified.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Clark	Lotus 33-Climax V8–2-litre	1. 10.00	1. 12.70
2	P. Arundell	Lotus 43-B.R.M. H16–3-litre	1. 12.00	1. 10.43
3	G. Hill	B.R.M. H16–3-litre	1. 08.87	1. 10.30
4	J. Stewart	B.R.M. H16–3-litre	1. 09.97	1. 09.17
5	J. Brabham	Brabham-Repco V8–3-litre	1. 09.27	**1. 08.42**
6	D. Hulme	Brabham-Repco V8–3-litre)	1. 11.23	1. 09.28
7	J. Surtees	Cooper-Maserati V12–3-litre	1. 08.73	1. 08.80
8	J. Rindt	Cooper-Maserati V12–3-litre	1. 09.83	1. 09.63
9	L. Bandini	Ferrari V12–3-litre	**1. 08.67**	1. 08.57
10	I. Ireland	B.R.M. V8–2-litre	1. 12.63	1. 13.17
11	P. Rodriguez	Lotus 33-B.R.M. V8–2-litre	1. 11.23	1. 10.40
12	R. Ginther	Honda V12–3-litre (wide track)	1. 09.37	1. 09.43
14	R. Bucknum	Honda V12–3-litre	1. 16.96	1. 12.70
15	D. Gurney	Eagle-Weslake V12–3-litre	1. 11.23	1. 11.03
16	R. Bondurant	Eagle-Climax 4-cyl.–2.7-litre	1. 13.27	1. 12.46
17	B. McLaren	McLaren-Ford V8–3-litre	1. 13.00	1. 10.57
18	M. Spence	Lotus 25-B.R.M. V8–2-litre	1. 12.80	1. 10.73
19	J. Siffert	Cooper-Maserati V12	1. 11.30	1. 10.97
22	J. Bonnier	Cooper-Maserati V12	1. 11.40	—
2	J. Clark	Lotus 43-B.R.M. H16–3-litre	1. 11.13	1. 08.53
6	J. Brabham	Brabham-Repco V8–3-litre	1. 16.47	—
4T	J. Stewart	B.R.M. H16–3-litre	—	1. 10.07
4T	G. Hill	B.R.M. H16–3-litre	—	1. 12.35

STARTING GRID ↑

*1 J. Clark (*Lotus-B.R.M. 43 H16*) 1 min. 08.53 sec.		5 J. Brabham (*Brabham-Repco V8*) 1 min. 08.42 sec.
7 J. Surtees (*Cooper-Maserati V12*) 1 min. 08.73 sec.		9 L. Bandini (*Ferrari V12*) 1 min. 08.57 sec.
	4 J. Stewart (*B.R.M. H16*) 1 min. 09.17 sec.	3 G. Hill (*B.R.M. H16*) 1 min. 08.87 sec.
12 R. Ginther (*Honda V12*) 1 min. 09.37 sec.		6 D. Hulme (*Brabham-Repco V8*) 1 min. 09.28 sec.
	11 P. Rodriguez (*Lotus 33-B.R.M. V8*) 1 min. 10.40 sec.	8 J. Rindt (*Cooper-Maserati V12*) 1 min. 09.63 sec.
18 M. Spence (*Lotus 25-B.R.M. V8*) 1 min. 10.73 sec.		17 B. McLaren (*McLaren-Ford V8*) 1 min. 10.57 sec.
	15 D. Gurney (*Eagle-Weslake V12*) 1 min. 11.03 sec.	19 J. Siffert (*Cooper-Maserati V12*) 1 min. 10.97 sec.
16 R. Bondurant (*Eagle-Climax 4-cyl.*) 1 min. 12.40 sec.		22 J. Bonnier (*Cooper-Maserati V12*) 1 min. 11.40 sec.
	14 R. Bucknum (*Honda V12*) 1 min. 12.70 sec.	10 I. Ireland (*B.R.M. V8*) 1 min. 12.63 sec.
		*2 P. Arundell (*Lotus 33-Climax V8*) No time

* *Numbers switched on race day.*

As the cars were put on to the grid Clark's position remained empty until just before the engines were started for the warming-up lap. Even when he stopped on the line, oil was running from somewhere and it wasn't until a last nut was tightened that the oil stopped and the cars could go on their warming lap. In the more than usual confusion at the start with sheriffs in patrol cars shepherding the hangers-on behind the fences, the start was delayed a few minutes. However, when the flag did fall, Bandini made a superb start from the second row and as they went up the hill it was the red Ferrari leading from Brabham and Clark.

When the field appeared at the end of lap 1, Bandini led by some yards from Clark, Ginther, Brabham and Surtees. A short gap, then in a string came Stewart, Hill, Hulme, Rindt, Siffert, Spence, Rodriguez, Bondurant, Gurney, Ireland, Bonnier and Bucknum, then, already dropping back, Arundell who had no time in the Climax Lotus, therefore starting at the back and, last, after a very bad start, came McLaren.

On the next lap the Ferrari was still leading and had pulled out a little more lead from Clark. Brabham and Surtees had both got past Ginther and were closing in on Clark. Ginther, whose start was excellent, was rapidly losing ground, two places on lap 2, three places on lap 3, one place on lap 5, and two more places on lap 6. While the Honda was coming down from the top, McLaren was making similar progress up from the end of the field. On lap 2, Bonnier came into the pits as he did with regularity for the whole race. In fitting the new piston it seems that the liner had loosened and as soon as the revs. reached 6,000, the water system was being pressurised and the fluid was being pumped out. Bonnier kept going slowly with regular topping-up stops.

In the lead the Ferrari still held Brabham at bay but only just, while Surtees was worrying at Clark's heels and on lap 9 he got past, as did Brabham on lap 10, so putting the Australian ahead of Bandini. These four were now some way ahead of Stewart, who was followed by his team-mate Hill some 50 yards behind. Hulme held seventh place with Rindt just behind. Then came Spence and Siffert close together

until they were split on lap 8 by Gurney, who was beginning to move up, and by lap 12 he was in 8th place. McLaren's progress amongst the tail-enders took him past Bondurant and then Rodriguez. As he dived inside Rodriguez at a corner, the Mexican was already turning in and the Lotus nose caught the rear wheel of the McLaren, cracking it badly. At the next turn the nose fell off right in Bondurant's path, and the Eagle took to the long grass, where he was unable to re-start without aid, so when eventually he returned to the pits the car was retired, as it would have been disqualified. Rodriguez, minus nose, made a pit-stop and then continued into the race, last but one.

Hulme, lying in seventh place, noticed his oil temperature rising on the 10th lap as Rindt went by him, and next time round he came into the pits for a quick pit-stop, then went out again but almost last. On his twelfth lap, Rodriguez made another pit-stop as, without the nose, his car was running so cold that it was beginning to misfire. When some tape blanked off some of the radiator, he did two more laps, then came in again for more blanking. This time, however, the starter failed to work and the Lotus-B.R.M. V8 was retired. Next retirement was one lap later when Gurney, lying 8th, came into the pits with clutch slip due to oil getting on the plates. Other than this, the car had not been running too well, with both fuel and ignition faults present from the start.

The leaders were beginning to lap the tail of the field and first Brabham, then Bandini, passed Arundell, but as Surtees tried to pass him after the pits, he got shut off rather badly; then, at the next corner, in a confusion over which side to get past and the fact that Arundell slid on some oil, both cars touched wheel to wheel and spun on to the stony verge of the track. Both cars limped to the pits for a thorough check, and while there Surtees told Arundell what he thought of tailenders who haven't learned to use their mirrors and when the car was given a clean bill of health he rejoined the leading trio, but three laps behind, and in 13th place.

While this melee was going on, Ginther came into the pits and the reason for his slowing was obvious—he was having to have two or three "go's" at finding the gear he wanted and this was slowing him badly. On lap 19, Hulme came into the pits again, this time with not only high oil temperature but low oil pressure, so he was retired. A slight alteration had taken place at the front. Bandini had re-passed Brabham and the two of them were beginning to lose Clark, while Stewart was still falling back and Hill, until lap 21, was just keeping his team-mate in sight. On lap 21, Hill came into the pits with a tooth or teeth missing from the gears. He went out again in eighth place until Bucknum caught and passed him. The Honda was going well, although a weird noise had started in the exhaust note. Bandini's lead came to an abrupt end when on his 35th lap his engine suffered a major blow-up, caused probably when a part of a plug fell into the engine. Dejectedly, he coasted to the pits, leaving Brabham with a good lead over Clark's Lotus-B.R.M. H16 and Stewart's H16 B.R.M. Behind them was Spence in the Parnell car with Siffert right on his tail, and McLaren, slowly catching them both.

Surtees was driving now with grim determination and had passed, and was pulling away from the leaders as he started to pull his way back towards the front. As he proceeded, so each new lap record fell to him and not to one of the leading cars. Spence's fifth place came to an end on lap 40 when his engine began to misfire badly and after two laps without it clearing, he came in with low fuel pressure. The battery was changed but this did not solve the situation and he continued, sounding very sick for many laps and finally expired when in 8th place on the 75th lap, with no sparks.

Bucknum's noisy engine began to lose power and he came in where, to the astonishment of the Japanese mechanics, it was found that three of the exhaust pipes had burnt away, leaving only short stubs from three cylinders. After only a brief consultation, he was sent out now in 11th place where, even though the power was affected, he was soon lapping quite fast. As the 53rd and 54th laps came up, which was the halfway stage, both B.R.M.'s retired, Hill first with a broken crown wheel and pinion, and on the next lap, Stewart pulled on to the grass opposite the pits with oil and water coming out of one of the exhausts. The on-the-spot diagnosis was that a liner had shattered but nothing seemed to have caused it.

With the B.R.M.s out there were now only twelve cars running and one of these was more like a crawl than a run. Bonnier was still going very slowly and stopping periodically for water. Brabham was leading with Clark still within striking distance, then came Rindt, not quite a lap behind, next and a lap down came Siffert with McLaren trying all he knew to get by, but his car was lacking the necessary power. Then came Surtees, still driving as if he could catch the leaders and not wasting a single second, Ireland, Bucknum and Arundell well separated, and on different laps were 7th, 8th and 9th, while in the last two effective places were Spence and Ginther.

No sooner had the half-way stage been passed than Brabham came into the pits and, after an examination, he retired with a camshaft that wouldn't rotate. This subsequently was discovered to have been caused by a broken cam-follower which jammed the camshaft, also as bits had been breaking off the chain was stretched to a point where it was possible to jump a tooth. Clark was now firmly in the lead. His H16 B.R.M. engine sounded perfect, which goes to show B.R.M. look after their customers better than themselves. Next was Rindt, just under a minute behind. Bucknum's race ended when the engine became too rough to be tractable and he retired on lap 59.

Things were now fairly well set. Surtees went past Clark and his team-mate Rindt, making him now only one lap behind them. He went past McLaren and Siffert on two consecutive laps and was now in third place. So the final laps ticked off and the only drama left was when Rindt failed to take the flag when he should, for he ran out of fuel on the far side of the circuit and took 2 min. 28.5 sec. to complete the lap which, according to the regulations, meant that he forfeited the last lap, putting him one lap behind with Surtees. Three laps down came Siffert and McLaren with Arundell 7 laps down in 6th place. Seventh, and a very unlucky non-finisher was Ireland, who retired on lap 96 when his battery went flat due to the alternator belt having broken. Ginther was still running at the end but was 27 laps behind while Bonnier also still running, was 51 laps behind.

Sceptics who said the H16 engine would never win a race should have been at the Glen when Clark took the flag, for the engine note was as crisp as on the first lap. The prize money-starting money combined went by with no complaints and, in fact, was approved of by the G.P. circus.—M. J. T.

Results :

U.S. GRAND PRIX—Formula One—108 laps—400 kilometres
Cool and dry

1st : J. Clark (Lotus 43-B.R.M. H16) (Entrant: Team Lotus) 2 hr. 09 min. 40.1 sec.—183.616 k.p.h.
***2nd**: J. Rindt (Cooper-Maserati V12) (Entrant: Cooper Car Co.) .. 107 laps
3rd : J. Surtees (Cooper-Maserati V12) (Entrant: Cooper Car Co.) 107 laps
4th : J. Siffert (Cooper-Maserati V12) (Entrant: Walker/Durlacher) 105 laps
5th : B. McLaren (McLaren V8) (Entrant: B. McLaren Racing Ltd.) .. .. 105 laps
6th : P. Arundell (Lotus 33-Climax V8) (Entrant: Team Lotus) .. 101 laps

Running at end but not classified : R. Ginther (Honda V12), 81 laps; J. Bonnier (Cooper-Maserati V12), 57 laps.

Fastest lap : J. Surtees (Cooper-Maserati V12), 1 min. 9.67 sec.—191.27 k.p.h.
Retired : R. Bondurant (Eagle-Climax 2.7-litre), disqualified for being pushed, lap 5; P. Rodriguez (Lotus 33-Climax V8 2-litre), starter, lap 13; D. Gurney (Eagle-Weslake V12), clutch slip, lap 13; D. Hulme (Brabham-Repco V8), oil pressure, lap 18; L. Bandini (Ferrari V12), engine, lap 34; G. Hill (B.R.M. H16), crown wheel, lap 52; J. Stewart (B.R.M. H16), engine, lap 53; J. Brabham (Brabham-Repco V8), engine, lap 55; R. Bucknum (Honda V12), burnt exhausts, lap 58; M. Spence (Lotus 25-B.R.M. V8), electrical, lap 74; I. Ireland (B.R.M. V8 2-litre), flat battery, lap 96.

* Completed 108 laps but last lap did not count due to time taken.
19 starters — 6 finishers.

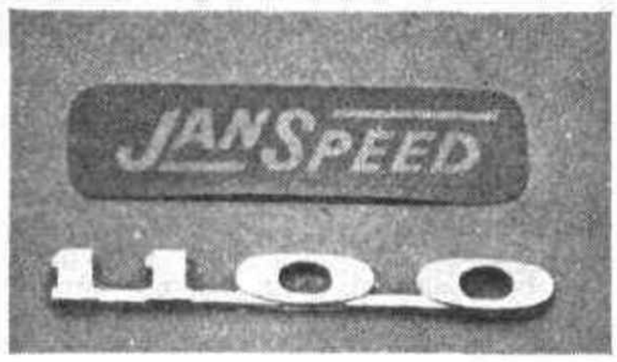
THE THINGS THEY SAY . . .

"The result, a marked improvement in performance accompanied by an equally noticeable loss of refinement, is so clear cut that any prospective purchaser would be well advised to try both the single- and twin-carburetter cars before making his choice."—*Motor*, comparing the Rover 2000 with the 2000TC.

* * *

"The essence of the TC is that the engine gives much more power . . . without the roughness . . . associated with many 'hotted-up' jobs. It is smoother. . . ."—Raymond Mays in *Autosport*, comparing the Rover 2000 with the 2000TC.

"1275"



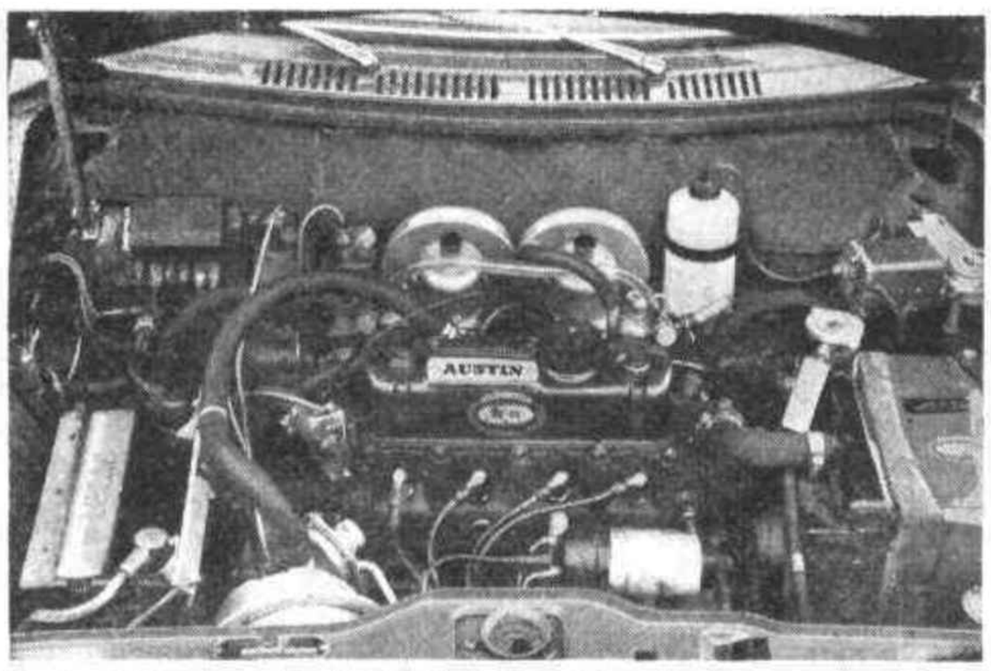
COOPER POWER FOR THE B.M.C. 1100

MOST modified cars which come our way have had alterations made to the existing power unit, and while this is normally satisfactory there are sometimes drawbacks, such as inflexibility, harshness or a much higher noise level. Janspeed, who share the Salisbury region with another exalted company to do with B.M.C., have introduced a version of the Austin or Morris (Riley or Wolseley, come to that) 1100 fitted with a standard Cooper S 1,275-c.c. engine. In our opinion the result is most pleasing, quite transforming a rather gutless pudding into a rapid grand touring model.

Just why B.M.C. don't do this themselves is surprising, now we have sampled the effect. There is an old saying that there is no substitute for litres, and if an extra 177 c.c. doesn't sound much, it makes a heck of a difference when another 24 b.h.p.—just 50% extra—is available. When men grow out of their Mini-Coopers, as inevitably happens, they have really been forced to go to Dagenham for an effective GT replacement, but the Janspeed 1100 does offer the advantages of front-wheel-drive and B.M.C. compactness allied with 94 m.p.h. top speed and brisk acceleration to 60 m.p.h. in 14 seconds.

The cost price of this straight engine change is £195, plus a brake booster if you want it at £18. Without doubt the 1100 engine could be made to give this sort of power at less cost, but it certainly would not be such an untemperamental, effortless car to go around in.

Performance is far better than that of an M.G. 1100, for instance, and practically as good as a Cortina GT. Comparative prices are £755 for the M.G. four-door, £820 for the Janspeed 1100, and £825 for a Cortina GT.



Cooper 1275 S engine drops nicely into the Austin 1100, and extra soundproofing gives refinement.

There are no special problems attached to dropping a Cooper 1275 block into the engine space, though the gearbox had to be altered slightly in respect of the change mechanism. The standard gearbox casing and ratios are retained, but a 3.77 final drive is taken from an ordinary Mini-Cooper to counteract the overall ratio increase due to the larger wheels. As a result the speedometer and odometer are slightly haywire, reading 8.5% slow, and this has to be taken into account if the Law appears in the mirror.

The driveshafts are not modified, and any reservation about the engine-change goes to this department. There is room in front of the block for the big brake servo unit, and another extra on the test car was a pair of Maserati twin-tone air horns.

A normal Cooper 3-branch exhaust manifold is coupled to a large-diameter exhaust system, and naturally the Janspeed car is noisier than the ordinary 1100, but not unpleasantly so. The two 1½-in. S.U. carburetters have pancake filters to deaden the noise and extra soundproofing is fitted under the bonnet and on the bulkhead. As soon as the engine is started it is obvious that this car is out of the ordinary, having the characteristically "heavier" and rougher engine note of a 3-bearing 1275.

The performance much more than compensates for this. As the ratios are fairly widely spaced the performance is fairly constant right through the range, starting with spectacular wheelspin on dry roads and ending with quite restful cruising in the high 80s, the torque of the bigger engine taking the car comfortably through the potential flat-spot regions after each gear-change.

With this engine the 1100 becomes a very different car, tremendously responsive to throttle pressure. A heavier steady-bar between the engine and bulkhead does not prevent torque tremor being felt through the car when it is gunned in bottom gear, but as the Cooper clutch is fitted (having stronger springs) there is no protest from the transmission. Except for the non-synchromesh 1st gear the gearbox is quite delightful, whipping through quickly and easily from one ratio to the next, though care has to be taken rushing from 2nd to 3rd as the spring against reverse gate is too weak. It is the extra power available to counteract the fall-off as a higher gear is selected that makes the Janspeed especially pleasant for people used to the 1100.

Of course the 1100's Hydrolastic suspension is ideal for extra performance; it works so much better than on a Mini driven in anger! With more power to pull the car out of the corners it feels very safe to drive quickly, and even the rather low-geared steering does not call for adverse criticism. Some enthusiastic driving on winding roads at night made the front (disc) brakes smoke, but the power-assisted system remained light and responsive. Better lighting would be called for in keeping with the higher performance, and the lack of support in the seats is especially pronounced.

Apart from the slow speedometer, the conversion seems to have a disadvantage in that the exhaust booms loudly on over-run at about 70 m.p.h. The fuel consumption, working out at 25.3 m.p.g., was no worse than we would have expected during a modified car test. We also found that the throttle had a sticky movement, this being simply a case for slight adjustment on the throttle spindle; nylon cables always seem better for these cars.

It was something of a surprise to us that the Janspeed could comfortably exceed 90 m.p.h., although the performance does tail off after 80 m.p.h. Presumably the extra weight of the 1100 is partly counteracted by suitable gearing and possibly a more efficient frontal shape. Maximum speeds in the gears, except for 1st and perhaps 2nd, were definitely dictated by breathing rather than valve-bounce, and there was no point in going beyond 30, 55 and 75 m.p.h. in the intermediate ratios when taking acceleration figures.

The workmanship was a credit to Janspeed, whose immaculate competition cars are driven by Geoff Mabbs with success this year—John Fenning used to drive for the company.—M. L. C.

PERFORMANCE

0-30 m.p.h. ..	3.6 sec.	0-60 m.p.h. ..	14.0 sec.
0-40 ,, ..	6.5 ,,	0-70 ,, ..	19.5 ,,
0-50 ,, ..	9.2 ,,	0-80 ,, ..	28.3 ,,

Maximum speeds :

1st ..	35 m.p.h.	3rd ..	82 m.p.h.
2nd ..	58 ,,	4th ..	94 ,,

Conversion by Janspeed Engineering Ltd., Park Street, Salisbury, Wilts. Price, including fitting, £195.

*The choice of the enthusiast



In Lake District setting—Bob Smith—Q20-50 enthusiast, garage owner and successful Mini Cooper competitions driver.

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MORE "PROFILES"

Profile Publications Ltd. are now well in their stride. Six new "Profiles," costing 2s. each, appeared for October. They comprise "The Single-Cylinder De Dion Boutons" by Anthony Bird, "The Leyland Eight" by Hugh Tours, "The Talbots 14/45-110" by D. B. Tubbs, "The 1933 24-litre Napier-Railton" by William Boddy, "The 4½-litre Lagondas" by George A. Oliver, and "The Alfa Romeo Type 158/159" by David Hodges, respectively numbers 25-30.

These unique publications are uniform, except that in some cases they deal with one car only, as witness the Napier-Railton, in others a whole range of models, or the complete run of Roesch Talbots. Edited by Anthony Harding, they set a notably high standard of textual accuracy and pictorial display. Slight variations of style are noticeable, such as books referred to in the text being footnoted in some editions but comparatively ignored in others, but in every case the effect is pleasing, the colour plans usually extremely worthwhile.

Bird covers the single-cylinder De Dions in a manner which puts a complex range of cars, built over the years 1899-1910, in clear perspective, clarifies the advent of the De Dion high-speed engine, constant-mesh gearbox and famous back axle, and includes sporting examples of these little cars amongst the 20 photographic illustrations. Tours sums up the fascinating Leyland Eight nicely and it is a tribute to Leyland Limited that 13 of the 20 photographs are from their archives. Not much new emerges for those who have read this author's book on Parry-Thomas, but Hulton Press have provided some fresh pictures of Leylands racing at Brooklands. The title is faintly misleading, because much of the text deals with the Leyland-Thomas cars. I dispute their greatest achievement being the 129.73-m.p.h. Land Speed Record of 1924, because this was not officially recognised as being in this category, and I would personally prefer to quote Thomas' 1926 hour record of 121.74 m.p.h., a difficult task at the time for a heavy car, after which, as Tours tells us elsewhere, Thomas drove it to Selfridges where it went on display, his last run in this remarkable car. Nor was Sir Lionel Phillips the "original owner" of the Leyland Eight built from parts by T. & T. after Parry-Thomas' death. The excellent pictures, however, are complementary to a concise text.

Tubbs on the pre-Rootes' Talbots is full of lavish praise for that genius Georges Roesch. Roesch's pioneer work on high-compression engines is again well covered but I am glad to see the myth that Chassagne won a Brooklands race in his experimental push-rod 10/23 Talbot single-seater is disposed of, Segrave instead being credited with practice laps at 90 m.p.h., which the very rough ride he received brought to an end. Several new aspects emerge from this "Profile," probably because Roesch himself, and Anthony Blight, helped with its presentation, and the appetite is whetted for Blight's full-length Macdonald book on the Roesch Talbots. For instance, did *you* know that the "knitting-needle" push-rods of the famous Roesch o.h. valve gear really were made by a firm of knitting-needle makers and were hardened to 130 tons ultimate? Tubbs also pays tribute to Roesch's ingenious cross-push-rod valve gear (Pat. No. 224822), adopted, says the author, for Peugeot, Armstrong, Humber, Fiat, Chrysler and G.P. Lago-Talbot engines, and to the clever *automatic* pre-selector gearbox. Roesch also used the same oil in engine and gearbox long before Issigonis. The Talbot comes very well indeed out of being "Profiled," but errors have crept in. The *ordinary* Talbot gearbox wasn't *pressure* lubricated, h.p. for the original 75 is optimistic by some 16 b.h.p., and M.G.s, *not* Talbots, finished third in the 1931 and 1932 T.T. races and took the Team Prize in the 1931 "500." Surely, too, the 75 engine was put on paper in 1929, not 1928? And Symons' Christian name is incorrectly spelt.

It would be invidious to write of my own contribution, dealing with the Brooklands' Napier-Railton at Weybridge, Montlhéry, Utah and its post-war fate, so I will content myself with expressing the hope that the excellent five-view colour drawings of the great car, by Kenneth Rush and extending over a double-spread, will be warmly received (they include inserts showing alternative radiator cowls). I have to acknowledge, too, an error, giving the date of Cobb's fatal accident as 1947; it happened in 1952.

The 4½-litre Lagonda, about which much intimate engine development and tuning information appeared in MOTOR SPORT some years ago, is covered competently by George Oliver, not forgetting its competition career, and a *Motor* chassis drawing of a 1934 M45R is included, while the Gordon Davies' colour plans depict H. L. Schofield's 1937 LG45 Rapide. Similarly, David Hodges covers the G.P. Alfa Romeo 158s and 159s, the colour plans in this "Profile" being of Farina's 1950 British G.P.-winning Tipo 158 (90.95 m.p.h. for 202 miles), and other colour pictures embracing the nose cowl identification colours of these cars for the 1950-51 seasons.

These "Profiles" are becoming accepted as essential quick references to famous cars of all periods. It is to be hoped that they will continue to represent a monthly treat for many years to come; a recent announcement suggested that they are intended as "instant interest on the never never" for those interested in "big bangers, battlewagons, boneshakers and Belsize-Farnes-barnes." We would set them higher than that in literary evaluation. Assuming the print-run of each profile to be 30,000, full sales would bring in a turn-over of £18,000 a month, £216,000 annually. Even if only a quarter of those printed were sold and assuming stiff printing and production costs, the profits should be sufficient to ensure the successful continuance of this ambitious publishing venture.—W. B.

◆◆◆

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150—PLUS CARS FOR 1967



SHELBY GT350



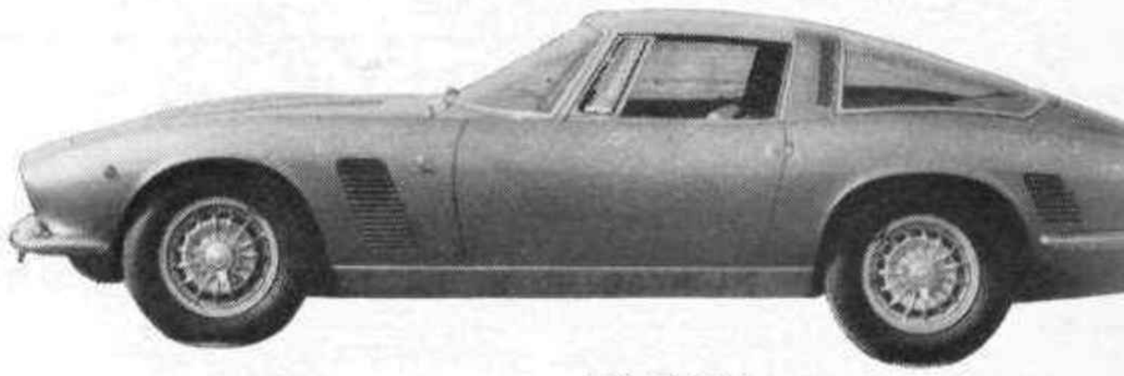
ASTON-MARTIN DBS



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DUNLOP RADIAL-PLY TYRES

AT LAST.—After a frustrating season Clark won the U.S. Grand Prix at Watkins Glen. This was the first big win of the year for him, Lotus, and the H16 B.R.M. engine.

LEADING TRIO.—In the early
Repco-engined car. Bandini

USA GRAND PRIX

SANS LUCK.—John Surtees in the Cooper-Maserati drove a fantastic race to come in third after being pushed off in the early stages—when he found himself running almost last. Had he not lost the three laps in the early stages there would have developed a tremendous battle between the Lotus and the Cooper for the chequered flag.

BACK A

FOURTE

stages Bandini's Ferrari led from Clark's H16 Lotus and Brabham's and Brabham both went out with engine trouble, allowing Clark to win.

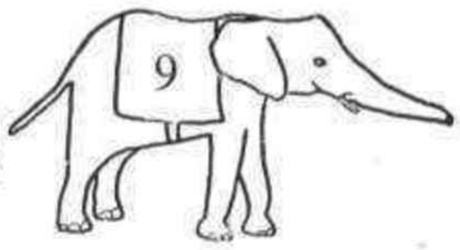
PIT JAM.—During the race many cars managed to retire or just get round to the pits. Here the blown-up Ferrari sits with two Hondas being furiously worked on in the background.

AGAIN.—After being absent from the last two Grandes Epreuves McLaren was back, using the Ford engine he had at the beginning of the season.

STRETCHED.—The track of Ginther's Honda was 200 millimetres more than the similar car driven by Bucknum. The two photographs give a clear indication of the longer wishbones and drive-shafts.

H PLACE.—Siffert drove the Walker Cooper-Maserati into fourth place after holding off the McLaren for over half the race.

WHITE ELEPHANTITIS



A TWIN-SIX FROM DETROIT

ROLLS-ROYCES are encountered round almost every corner but Packards are seldom seen, at all events in England. So when Major Charles Lambton, versatile motoring enthusiast, said he was going on safari in the backwoods of Wiltshire and mentioned that Packard-stalking could be painlessly arranged, I was keen to go.

The object of this expedition to Castle Combe, still licking its film-set wounds, was not solely concerned with one of America's best and biggest automobiles. Major Lambton had with him his Type 37 Bugatti and his H.W.M.-Jaguar single-seater. Nick Williamson was testing his Cooper hill-climb hybrid, an intriguing combination of B.M.C. engine with H.R.G. head, a VW gearbox with Canadian internals, Lola suspension and Brabham wheels, and arrived in his Mercedes-Benz 230SL. David Good was in the hunt, with an A.C. Cobra. None of these can be regarded as white elephants. So I concentrated on Major Lambton's V12 Packard, which *can*—albeit a well-trained, although by no means staid, elephant, ideal for carrying passengers. . . .

I am not a Packard expert, but I think this is a Seventeenth-series car, built around 1938—about the last year of the modernised "Twin-Six," which Packard introduced as early as 1915, reintroducing it in 1931. It is typically trans-Atlantic, yet dignified, although perhaps scarcely attractive by English standards. This particular l.h.d. specimen carries a Packard 7-seater limousine body; it is a lot of motor-car. . . .!

Sitting on the accommodating cloth-upholstered front bench-seat, the *mahout* sights along an impressively long tapering bonnet, partially through the very big 3-spoke steering wheel. Unlike British luxury cars, this Packard has wood *decor* only round the frame of its divided vee-screen and for its door cappings. It has, however, circular instrument dials on its metal facia. For some reason not apparent to me, the speedometer reads in kilometres, up to 160 k.p.h. There is an ammeter (labelled "Battery") and a water thermometer (not working) combined in one dial, another dial combines gas level and oil-pressure readings, the latter gauge going to 80 lb./sq. in. and normally indicating a healthy 60. One of these big uniform-size dials is the clock, its face numbered 1 to 12, another is the heater/defrost control, and centrally what looks like yet another dial is simply a "Packard Twelve" motif. The outer dials incorporate indicators for the various lighting arrangements, characteristically labelled "Park"—"City"—"Drive"—and "Pass." As I didn't go elephant-stalking after dark I was spared the necessity of working this out. . . .

A line of substantial plated knobs below the facia put on the lamps, control the quiet starter, light your cigar and set the throttle, the ignition-key inserting between them. Flanking the aforesaid dials are small, lockable, metal-lidded cubby-holes.

Clutch and brake pedals are set high from the floor, in contrast to the r.h. treadle accelerator. Cranked back and rising inches higher than the seat cushion is the very long central gear-lever, controlling a 3-speed and reverse gearbox.



The outstanding aspect of this great white elephant is ease of control and highly impressive top-gear acceleration. The steering is firm and extremely light, so that one wonders why modern cars of less avoirdupois need power assistance. It is geared 3¼ turns, lock-to-lock, after a moderate amount of sponge has been taken up, transmits shake only over abnormal pot-holes, and has very effective come-back action that spins the wheel through the chauffeur's fingers. Couple this with a typically easy ball-gate gear-shift and the fact that the 7.1-litre, 87½ × 107-mm., V12 engine does almost everything in top cog, accelerating cleanly and quickly from two m.p.h. to 60 m.p.h., and it will be appreciated that driving this enormous Packard is a pleasant and unhazardous operation, especially as the hydraulic brakes are unobtrusive but quite reassuring. The chassis has i.f.s.

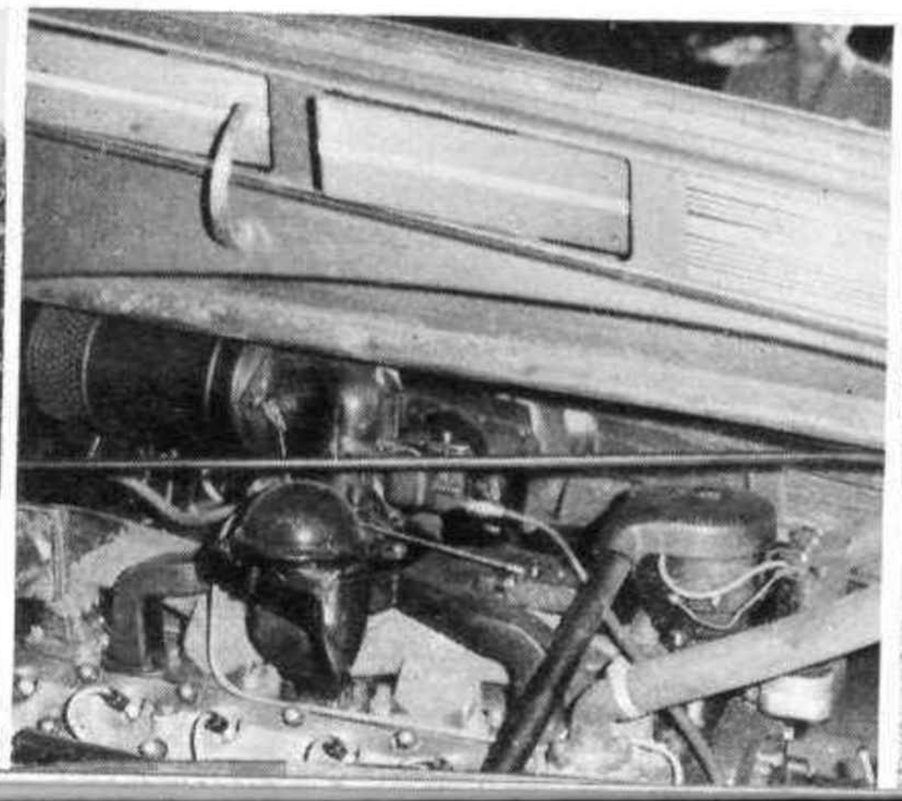
The side-valve 60° Packard Twelve engine effectively fills the under-bonnet space, all being seen, if not exactly laid bare, when the bonnet sides, each of which has three horizontal heat-extractor doors and is released by turning a single handle, are lifted. This fine power unit has alloy heads, hydraulic tappets, and a down-draught Stromberg EE3 carburetter feeding *via* a 4-branch inlet cluster to the inside of the vee. The exhaust manifolding is likewise within the vee of the cylinder blocks, an offtake twisting outwards at the back of each block. Ignition is by a huge Autolite distributor and separate coils for each bank of cylinders, firing 10-mm. sparking plugs. Dual belts drive the cooling fan and dynamo, and on the n/s are found the dip-stick, nonchalantly inscribed "oil," and the OIL FILL orifice.

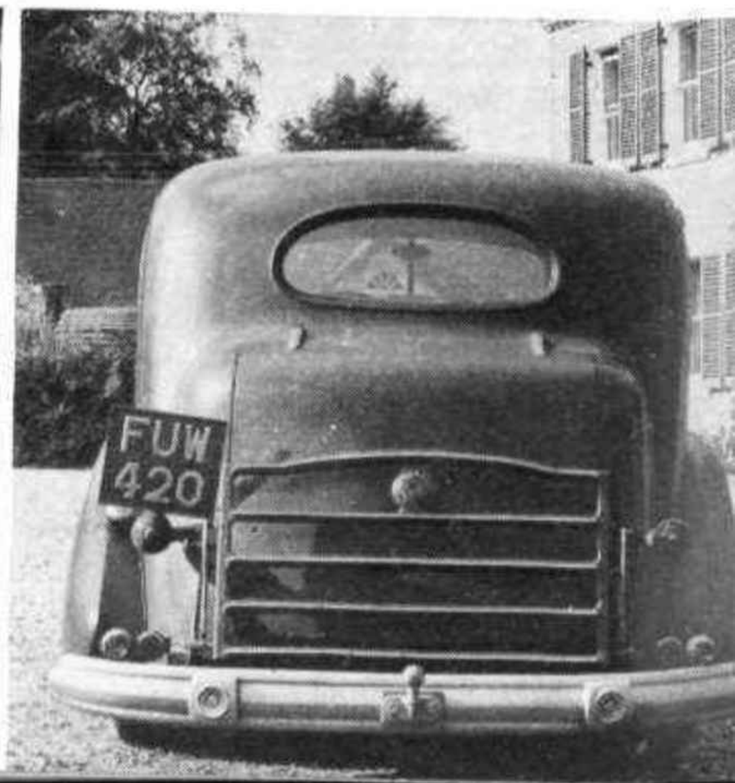
The long bonnet extends from the windscreen to the high shapely radiator, which carries no nameplate or badge, although a "Packard Twelve" plaque at the back of the car signifies this to be one of the great twelve-pot Packards and not a common Six or Super Eight.

When the Twin-Six Packard was reintroduced on June 17th, 1931, it caused quite a sensation, the news being recorded on the

continued on page 1036

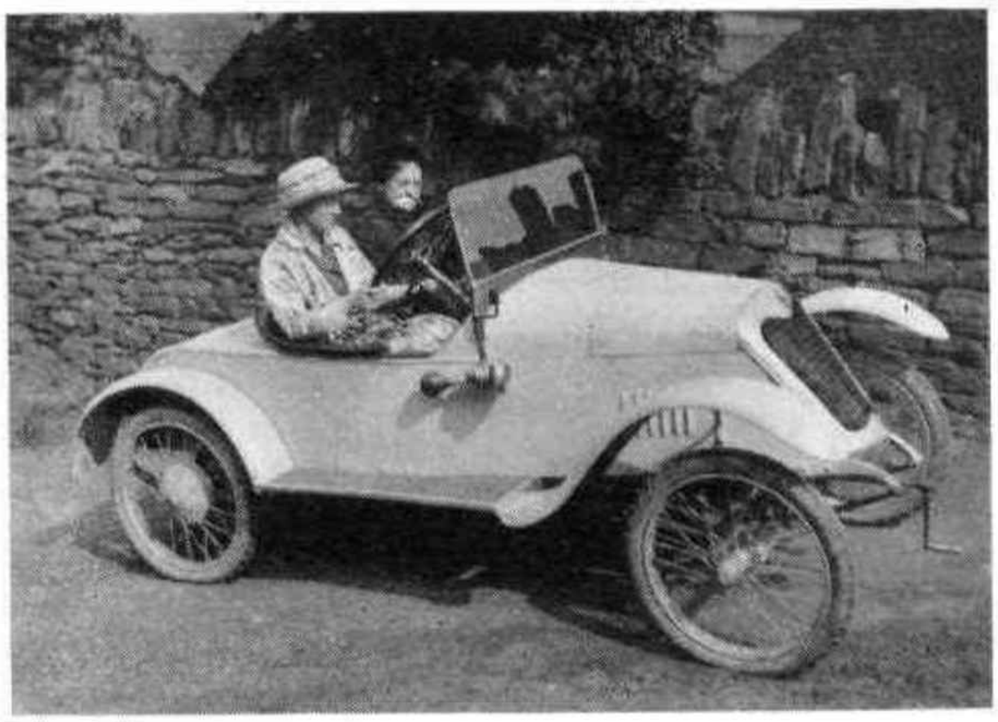






FRAGMENTS ON FORGOTTEN MAKES

No. 35: THE RICHARDSON



The 1921 friction-drive vee-twin Richardson.

THE Richardson light car was born of that optimism which flourished after the Armistice of 1918 in the minds of those who sought to provide New Motoring for the Millions. Such motoring had to put to shame the Model-T Ford in point of running economy and the cars with which it was to be enjoyed must cost little more, in terms of post-war values.

Amongst the many who attempted what only William Morris and Herbert Austin succeeded in successfully accomplishing were the three Richardson brothers. They ran originally an old family business engaged in the manufacture of children's toys, such as scooters, puppets, dolls' houses and Christmas crackers. But, seeking an enhanced fortune, they readily turned, after the Kaiser's defeat, to making cars. If, they argued, the design was kept simple and light, enormous sales must follow, for the market was surely ripe for low-priced, petrol-conserving light cars!

A factory was taken over at Aizlewood Road, on the south side of Sheffield, the famous steel-town, which had already yielded the Sheffield-Simplex, intended to unseat the Silver Ghost Rolls-Royce which had been developed from the Brotherhood by Earl Fitzwilliam, the coal-magnate, who manufactured it at Tinsley.

The Richardson was at the opposite end of the scale, a simple near-cyclecar, using a proprietary J.A.P. or Precision vee-twin engine. The Finbat factory, however, was quite elaborate, with many turret lathes and milling machines driven by flat belts from overhead shafting, a smith's forge, a sheet-metal shop, and separate body-building, upholstering and painting departments. Part of it still stands, occupied today by a printer.

It is interesting that a semi-mass-production assembly line was operated in this factory where, half-a-mile away, the more elaborate Charron-Laycock light cars were built. Even in the paint bay three completed cars at a time were run onto planks supported on trestles, to give the operatives an easier task brush-painting them.

The Richardson had either a 980-c.c. s.v. air-cooled J.A.P. or a 1,090-c.c. s.v. air-cooled Precision engine (one of which I acquired by chance a few years ago) set across the chassis, which drove *via* a patented friction transmission and final chain drive to a differential-less back axle. Semi-elliptic springs front and back, internal-expanding rear-wheel brakes, direct steering from a 16 in.-dia. steering wheel and wire wheels were features of the modest specification. The chassis swept in at the front and the front springs followed the line of the side-members, thus being anchored close together at the front. They passed above the tubular front axle. The engine usually had an M.L. magneto, an Amac carburetter, and drew its oil from a 1-gallon dashboard tank and its petrol from a 6-gallon scuttle tank. The wheelbase was 6 ft. 9 in., the track 3 ft. 10 in., and the wire wheels were shod with Dunlop 650×65 extra-heavy voiturette tyres.

Friction transmission was a prominent aspect of this Sheffield-built small car. Many people would quote the G.W.K. as the only other friction-driven car, perhaps adding the Unit No. 1 after some reflection. In fact, there were quite a number of cars using this system of taking the drive from engine to road wheels through variable ratios without the cost, weight and driving-skill that the employment of gearbox entailed. Obviously, the primary reason for the adoption of friction-drive was that it obviated the need for buying proprietary gearboxes by firms without the facilities to machine their own gear wheels and cast their own gearbox casings. Light weight and foolproof ratio changing could be quoted to the customers, even if the noise of crudely-cut or badly-worn pinions was merely exchanged for a peculiar hum from the discs, " reminiscent," as *The Light Car & Cyclecar* put it, " of nothing so much as an L.C.C. tram following close behind."

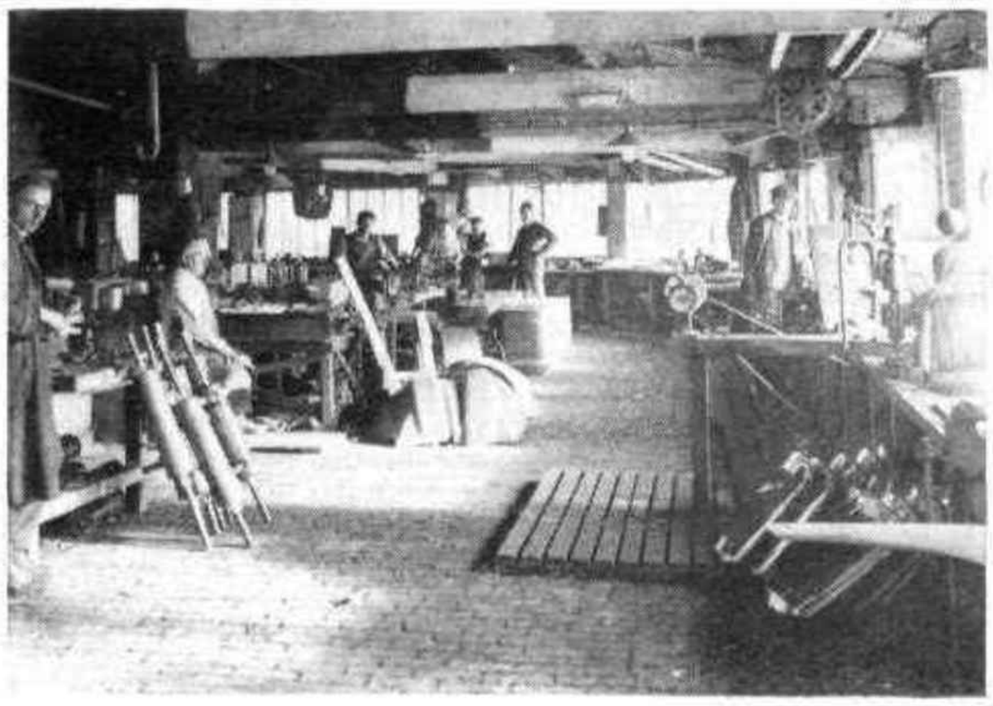
In 1920, apart from the well-established G.W.K., the Palladium, H.F.G., C.F.B., Graham-White, Laurence-Jackson, Rubury-Lindsay and the Richardson favoured friction-drive. In America Kelsey and Metz were advocates, while as late as 1927 the 350-c.c. Gnome (or Nomad) cyclecar relied on this transmission system. Lea-Francis had experimented with a tapered-roller version, Horstman had toyed with disc drive, and it was used on the Lafitte in conjunction with a pivoted power unit up to 1928.

Advocates of disc drive would point out that as the conventional clutch relied on friction grip, and the same applied to the adhesion of tyres to road, it must be satisfactory for the transmission system. It was found that compressed paper or cork was the best material to bring into contact with the opposing steel disc. It was usual to have this on the driven disc, but the Richardson brothers favoured putting the friction material on the driving disc, arguing that this prevented flats being worn by careless driving, although replacement of the friction material was rendered difficult. They also went to considerable pains to ensure that provision was made for keeping the two discs exactly in line, and the friction disc $\frac{1}{16}$ in. from the recess in the driving disc which constituted neutral. They ensured variable pressure between the discs, from strong grip in low speed to light pressure when in top speed, preferred a cork friction ring, protected the drive by a pan below and the seat cushion above the mechanism, notched the r.h. control lever to give ratios varying from 4.75 to 1/14 to 1, and patented both their flexible sliding coupling enabling the driving shaft to move and their friction drive itself.

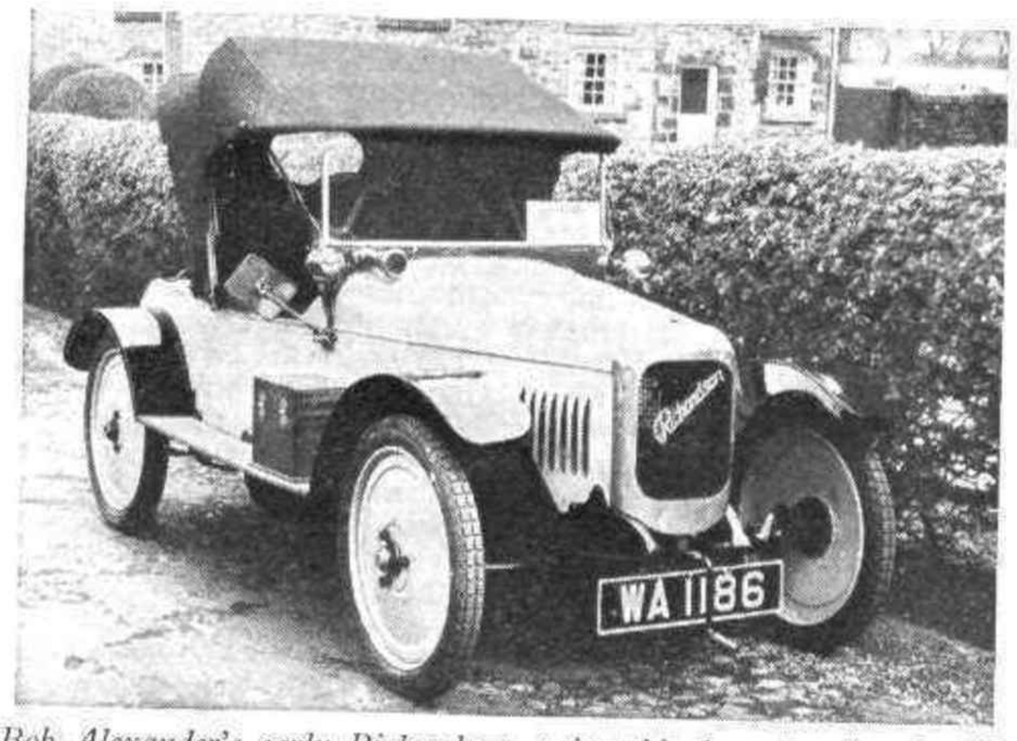
A life of 3,000 miles was guaranteed for the cork ring, but careful users were assured that in their hands it would be good for 10,000 miles, or even 20,000 miles if tension-spring pressure was kept as light as possible. If flats did develop on the friction ring, causing jarring and knocking, they could be trued up with a file, knife-grinding fashion, with the car jacked up while someone turned the back wheels, or the starting handle was wound with low speed engaged. The handbook further stated that if the owner was single-handed and afflicted by flats, the engine could be run while the back of the car was jacked up! Incidentally, this transmission system involved 38 separate parts, excluding the clutch and pedal.

The Richardson was ready for the Press to try before the end of 1919. The Precision engine proved difficult to start but once it was going it propelled the little 6-cwt. car very effectively, even uphill, and the brakes coped well with descents. Road-holding suffered somewhat, however, due to the small-section tyres.

By the Spring of 1920 a car from the showrooms of Cooper &



The sheet-metal shop in the Finbat factory, Sheffield, where the Richardson was made.



Bob Alexander's early Richardson, painstakingly restored and still in Sheffield, where these cars were built.

Chalk of Holland Park Avenue, the London agents, was made available to the Press. They found the workmanship of body and chassis commendable and the Richardson very happy pottering along at 20 to 30 m.p.h. Criticisms were confined to the unhappy appearance of the inclined dummy radiator, and a dickey-seat only suitable for children and liable to bounce them overboard at that! The price, at that time, was £250, complete with 4-volt 3-lamp lighting set, adjustable single-pane screen, a big semi-coupé khaki hood, tool kit and horn.

One of the Richardson brothers went round the country on a sales campaign, organising area dealers and a distribution network. He returned with a full order book and the success of the project seemed assured. Some mild competition successes were gained and the car would out-pace the contemporary Morgan 3-wheeler on initial acceleration, but was no match on corners!

Practically everything was produced on the premises except the engine and electrical equipment. When the early disc wheels were replaced by wire wheels even the wheels were of Richardson construction, as were the patented fuselage-type bodies built on angle-steel frames. Moreover, the brothers were quick to correct their early mistakes. A simple geared-down starting device, incorporating a couple of exposed cogs, was introduced in 1921, and could be fitted to existing cars. A new model with upright radiator grille was announced that summer. Known as the Model-D, it was priced at £235 complete, although a dynamo was £12 extra, detachable disc wheels cost the same amount, and a Stepney spare wheel £10 extra. The steering had been rendered more direct by shortening the drop-arm and the gear ratios increased in range by enlarging the driving disc.

By 1921 production was in full swing. Some 60 employees were engaged and completed cars were tested in the hilly Derbyshire countryside, often on a cross-country run to Buxton and back. The Richardson was catalogued as a " sporting 2/3-seater " and much play was made of its ability to do 50/60 m.p.g. The standard colour was grey.

By the end of 1922 the price was down to £190 but the end was in sight. The prolonged pattern-makers' strike had taken its toll, and competition from 4-cylinder small cars did the rest. The following year a Receiver was appointed, the firm went bankrupt, the factory was sold, and the Richardson brothers went their separate ways. But not before nearly 600 cars had been made, it was claimed.

I do not suppose the Richardson I used to see standing in a garden near Clapham Common before the war still exists, but two *do* survive. One is a disc-wheeled prototype, which had been gradually brought up to 1921/22 specification except for the change to wire wheels, and used by one of the Richardson brothers up to about 1926/27. It was saved from the scrapyard some years ago by Mr. M. P. Clapham of Sheffield, to whom I am indebted for the notes on which this article is based, and it has been splendidly restored by Bob Alexander. Another exists in Leeds. Incidentally, at least one of the brothers is still alive.—W. B.

*WHITE ELEPHANTITIS—**continued from page 1034*

ticker-tape of the New York Stock Exchange. It had as sales competitors the Auburn, Lincoln and Pierce-Arrow V12s. Packard soon dropped the " Twin-Six " tag, in favour of Packard Twelve, in case Madison Avenue thought the new model a re-hash from 1924, last year of the old twelve-pot Packard engine.

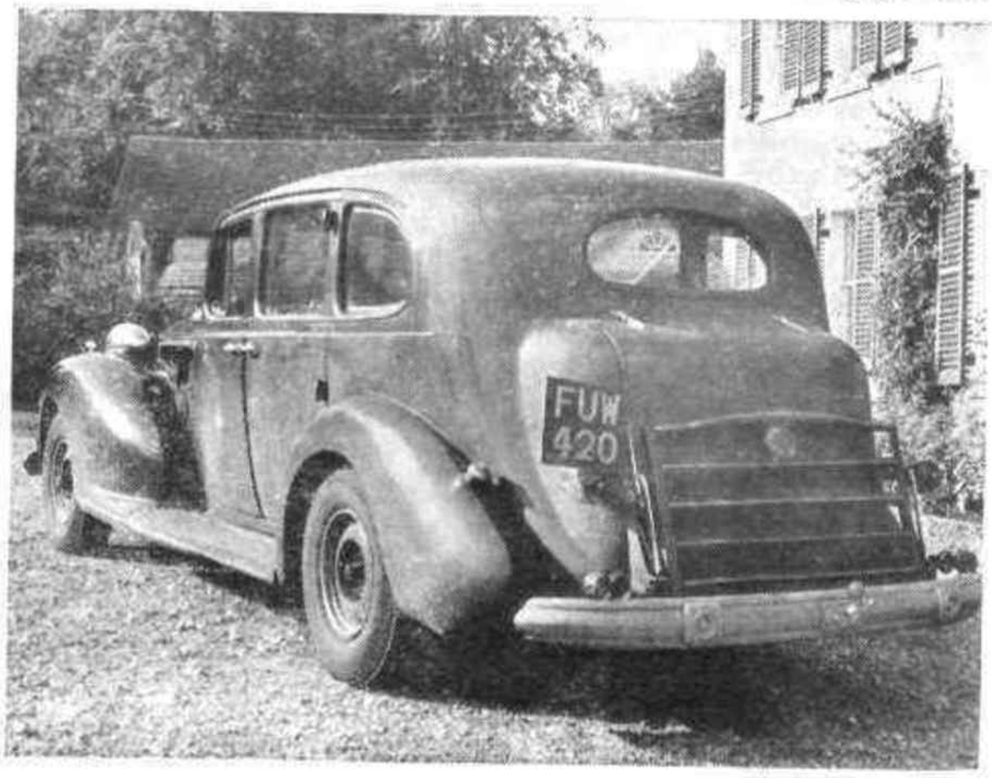
The Twelve engine was run-in after assembly for an hour driven by an electric motor. It then ran for six hours under its own power, then dynamometer tests occupied another 75 minutes. The engine was then installed and the car driven for 250 miles on the Packard Proving Grounds. If all was well, a certificate of approval was issued to the car. This model lasted for eight years, and 5,744 were built. It has been said that never again would there be built in America a car of true elegance and supreme quality. On the eve of war in Europe Packard Twelves were bought by King Gustav V of Sweden, the White House, George M. Cohan, Nathan Orhbach and many of the film-star colony.



The Twelve must have been imported into this country in very small numbers. It was, I believe, listed here only from 1934 to 1936 and was not shown at Olympia until 1935, when the chassis was priced at £1,450 (the Rolls-Royce P3 chassis cost £1,850), and the annual (h.p.) tax was £42 15s., the R.A.C. rating being 56.7. In view of its kilo-speedometer and possibly its l.h.d., I think Major Lambton's car may originally have been sold on the Continent. Its engine was recently overhauled for him by J. C. Denne, Packard specialist, of Sidcup.

Major Lambton's specimen, in process of restoration, has a luggage boot, behind which is a luggage rack, presumably for the chauffeur's belongings. It is interesting to find the big quarter-lights opened and shut by crank-handles, as on certain of the better-planned modern cars. The occasional seats stow discreetly away in the division, the wheels are shod with 7.50×16 Dunlop Fort tyres, the brake lever is a very accessible l.h. trigger under the dash, the plated headlamps are Aerolux Marchals. When the doors are opened lights illuminate the running-boards. Direction-flashers have been fitted as an aid to threading the monster through

Continued on page 1011



This l.h.d. specimen carries a 7-seater limousine body—" it certainly is a lot of motor car. . . ." (right)



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LETTERS FROM READERS

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

IT PAYS TO ADVERTISE!

Sir,

Your comments regarding the British car companies' export drive and the speed limit may not be so directly connected as you imagine.

Cars in the U.S.A. are mostly sold by publicity and styling. It is obvious that people can only see the latter from the publicity in the first place.

From my observation VW advertise at a national and local level nearly every day. Mercedes about twice a week and Saab, Renault, Peugeot, Datsun and Ford to a lesser extent and in about that order. Triumph and Rootes advertise quite well locally in conjunction with dealers with Rootes (through Chrysler) improving. Can it be coincidence that I have yet to see a B.M.C. advert and they have put large numbers of people on short time?

Incidentally, as a self-exiled Englishman I write this more in hope that it will arouse someone to action rather than as a criticism.

New York. ANTHONY S. WEBB.

* * *

HE LIKES IT!

Sir,

In answer to your query regarding the Morgan being the last car to have a folding windscreen I would suggest you have a close look at that excellent product, the Land Rover. Not only does the windscreen fold but the top and sidescreens are removable and 100% water- and rattle-proof. Rust is unheard of in an aluminium body, steering, road-holding, braking and comfort are all excellent, vision is good from a high-placed seat, twin wipers, which can be hand operated in an emergency, and a hand-brake (which does not freeze up in winter) can be used to lock all four wheels if necessary, and many other good points; such as long engine life, a choice of engines and body styles, easy servicing (six nipples and sealed-for-life ball joints introduced with first model in 1948), a comprehensive list of extras, all works proved, not just "bolt-on goodies." The service department will answer all queries fully and promptly. I could write many more pages in this vein but it would become boring, but please accept this as an unsolicited testimonial to one conscientious manufacturer. You also get what you pay for! No purchase tax on a new Land Rover.

Basingstoke. DAVID M. JONES.

* * *

IDEA FOR A HOLIDAY

Sir,

I was most interested to read your comments on the book by R. W. H. Davis, "A Light Car Odyssey," in the July issue of MOTOR SPORT.

Last year I was a passenger in a bus travelling from Greenwick to Katmandu, along a route very similar to that of the author's 12/50 Alvis (although in the opposite direction).

The main road through Turkey and the Middle East, as far as Isfahn, is sealed and in generally good condition, with adequate petrol stations, service facilities, etc. An owner of any car in good condition could now drive so far without any fear of serious mishap.

The Mediterranean coast of Turkey and Syria must be one of the most beautiful coastlines as yet unspoilt by tourism. The food is very cheap and excellent. For anyone wanting a change from Majorca, a drive to Beirut and back would prove an ideal holiday, taking perhaps four weeks

It took our bus 2½ days, or 25 hours' actual driving time, to reach Teheran from Baghdad. The Persians are exceptionally good motor engineers. The driver of an "Indiman" bus we met in Isfahn had a half-shaft and differential parts made for a "Leyland Tiger" in two days for only £20!

South of Isfahn the sealed road ends, and there is approximately 1,500 miles of very rough road until Dalbandin. (This road is to be sealed in the near future.) Here we had an average of one blow-out a day, once blowing a hole through the floor of the boot. It was found these could be avoided if the 6½-ton bus did not exceed 15 m.p.h.

As one passes into Pakistan from Iran, surrounded by empty desert, there is a solitary sign in the middle of the road, saying "Keep Left," giving a moment of amused nostalgia.

Dalbandin itself is the epitome of the Indian Civil Service. The "Check Bungalow," formerly used by Civil Servants in transit, now a tourist bungalow, has tennis courts and reeks of a Somerset Maugham atmosphere. Indeed, the whole of Pakistan has retained a "British" flavour, more so than India.

The sealed road from Dalbandin to Delhi is in many parts wide enough for only one vehicle, with a hard mud shoulder on either side. During the monsoon these roads would become very difficult. Bridges have now been built across all rivers.

Anyone planning such a journey, which takes about two months, is faced by the choice of travelling through Europe and the Middle East in the winter, and reaching India during February or March, when the climate is tolerable, or seeing Europe in the spring (which is perhaps too good to miss) and facing India in May or June. To drive through India later than June might incur the difficulties caused by the monsoon, mentioned above.

May I say it was a pleasure for me to find MOTOR SPORT available out here, and to read again of vintage car rallies.

Melbourne, Australia. OLIVER CORFE.

* * *

A BRABHAM CONVERSION

Sir,

I have just completed 13 months' motoring in my Brabham-conversion Vauxhall Viva, and I feel it is worth recording the excellence of both the car, and the Brabham after-sales-service.

Being my first "Conversion car," I must admit, I was apprehensive about tales of unreliability, low m.p.g., etc., with which people confronted me, whilst running-in.

I am delighted to say that I have never been let down once in the 16,500 miles covered, whilst m.p.g. figures are so good that people just don't believe me.

Though motored rapidly in many differing road conditions, it has remained trouble-free throughout the year. The safety angle is looked after in outstanding fashion with the lowered suspension and the servo-assisted disc brakes. Therefore the high speeds of the pre-"70"-limit era were no trouble.

In branching out to competitive motoring, I have had every encouragement from the Brabham staff at Woking, and further refinements to the car have been carried out quickly and reasonably cheaply.

In conclusion, may I congratulate this fine magazine for standing up against the abominations of the "70" limit, and all the many other crosses the motorists of this impoverished island have to bear.

Morley. STANLEY HALL.

* * *

GOOD SERVICE BY BRITISH FIRM

Sir,

After about 16 years of quiescent reading of your excellent journal—the last four of them in this country—I feel I must come to life to express my gratitude for the excellent fare you provide month by month. MOTOR SPORT comes like water on dry ground to a group of enthusiasts in the jungle here, whose automotive fare is limited to Jeeps of various permutations, with the prospect of a Morris "Oxford"-bred "Ambassador" on the horizon! I would also like to commend to your readers the excellent and painstaking service I have recently received from a company whose products must be of interest to you. I refer to Grangersol Ltd. of Imperial Way, Watford.

I wrote to them recently to enquire about their products and the possibility of using one of them to treat the fabric hood of our Jeeps. They replied by Air Mail, sending a full description of the range offered, and a specific recommendation for the job. I wrote back, suggesting that they send a small quantity (half-a-gallon) by post, as I was not sure how the condition of the vehicle hood would affect the covering capacity, nor was I able to arrange import by sea of a large enough quantity to do two vehicles and leave some over. They replied almost at once, but not before they had enquired at the Post Office about the charges on such a parcel, and so were able to give to me the likely total cost, which, in their opinion, was

too much to justify the exercise, so they suggested that I might like to cancel the order, which, reluctantly, I have done.
Orissa, India. BRIAN WINDSOR.

* * *

INSURANCE NONSENSE

Sir,

Over the period of seven years I have owned many cars, the last two of which were an Alfa Romeo Giulietta and more recently, that is until July of this year, an E-type Jaguar. I am a professional person aged 35 and consequently considered quite a reasonable risk by insurance companies. In July of this year I reluctantly sold the Jaguar as I was only using it for short distance commuting and it was therefore uneconomical, and in its place I purchased a 1965 998 c.c. Mini Cooper, not, as you may think, a very potent vehicle. I applied to my insurance company for fully comprehensive cover in the usual way, as a result of which they advised me that they would cover me for third party only (despite the fact that I was held comprehensively covered on my previous cars and had no intermediate claim).

I took the matter up with the insurance company with whom I have done considerable business and after a protracted correspondence I received a letter from them, the contents of which are as follows: "We are duly in receipt of your letter of the 5th instant and have noted your remark. We are, of course, aware of the difference between the normal and supercharged model of this type of motor car. However, we have carefully considered this proposal in the light of all the circumstances and regret that we cannot increase the cover offered." I should be pleased to think that my Mini Cooper was a "supercharged model" but alas this is not the case, and the rather dated phraseology is much more reminiscent of a "blown Bentley."

In passing, it does occur to me that if I were to fit my particular car with a supercharger then presumably this would not invalidate my insurance as the premium I am asked to pay takes into account this possibility. The point of my letter is merely to demonstrate the out-of-date and unrealistic attitude which appears to be adopted by certain insurance companies, this particular one, incidentally, is a very reputable company of many years standing.
Chertsey. D. R. SHEVLOFF.

* * *

SPORTS CAR INSURANCE

Sir,

My experience has been similar to that of Mr. F. A. Dain (October). During twelve years' ownership of sports cars I have been well treated by my tariff company but when the "new deal" came into effect the Local Branch said that they no longer had any discretion and, Head Office, tut-tutting with horror at my group 7 "monster," bumped the premium sky-high. Having shopped around I obtained very much more reasonable cover with a non-tariff company and rang up my old company to tell them the glad tidings. I said that I expected they were relieved to be rid of this terrible risk but the official concerned remarked "Not at all. We are very sorry to lose you after all these years. In fact we find that people with sports and similar cars are generally a good risk because they care for them and do not like to dent them and because of the large premiums this is the most profitable side of motor insurance." Any worthwhile comment would be unprintable.

The "New Deal for Careful Motorists" is inconsistent and hypocritical and I have written to the Accident Offices Association to tell them so. Only the Insurance Companies get a new deal and whether or not a driver is careful seems to matter very little. "Performance" has been substituted for cubic capacity, which is the old package in new wrappings, except that this vague criterion has left it open for the Association to come down heavily on any car which they think sounds suspiciously sporting. Despite all the trumpetings about emphasis on drivers and not on cars, experience and driving record count for little except as regards the no claim bonus which is not much of a palliative if the original premium is exorbitant.
Edgbaston. R. H. VERNON.

* * *

A NICE PROFIT

Sir,

I was interested to read of the inflated prices asked by dealers for cars and was reminded of my own case. Last November (1965) I sold my Rolls 20/25 to a London dealer. He paid me £350 for it. In December he advertised it for about £685 and in February for about £725. On the face of it he must have made a whacking profit.
Bearsted. DONALD C. ROBERTSON.

* * *

ROUGH SURFACE!

Sir,

May I suggest that your future road tests should include a cross-country suspension test.

This should be conducted by driving along the A41, High Street, West Bromwich, from Sandwell Road towards Birmingham.
Birmingham. MAURICE POWELL.

* * *

STANDS ALONE . . .

Sir,

Your article in the September issue, on "Testing the Triumph-1300," was of great interest to the writer, as he took delivery of one of these in February 1966. The final paragraph of your write-up is more or less endorsed, but oh, the workmanship and frustrating defects. To date the writer has experienced some 30 defects on his own car, as per the attached list. It has become known locally as the "Triumph-Calypso," as "they" must have made it up as "they" went along. Maybe the writer was unlucky and clicked for a "Friday night car" or a "Going on strike car."

If the following list of defects on the writer's car is published in MOTOR SPORT, perhaps other owners of this model, would be good enough to state their own experiences.

Defects :

(1) Cracked front off-side parking light cover. . . . Replaced.
(2) Scraping in rear off-side brake, traced to spare washer floating free.
(3) Near-side sealed-beam unit "blown." . . . Replaced.
(4) Both quarter-light windows too stiff to operate with one hand.
(5) Both quarter-light window latch plates set too high to permit latching the windows.
(6) Off-side quarter-light pinch bolt fell out. . . . Replaced.
(7) Front parcel shelf rattle.
(8) Windscreen washer pump stuck, and inoperative.
(9) Rattle in horn push-bar.
(10) Rattle in bonnet lid.
(11) Bonnet lid front gap, $\frac{1}{4}$ in. on near-side and $\frac{1}{2}$ in. on off-side.
(12) Excessive water leak in boot.
(13) Rattle in rear suspension.
(14) Corrosion on inside surface of luggage lid. . . . Resprayed.
(15) Forward edge of luggage boot lid not rolled-over.
(16) Luggage boot lid deformed. . . . Replaced.
(17) Front off-side door lock defective. . . . Replaced.
(18) Oil leak from off-side final drive oil-seal. . . . Renewed.
(19) Oil leak from timing-cover oil-seal. . . . Renewed.
(20) Steering column vibration.
(21) Steering wheel incorrectly positioned.
(22) Windscreen washer plunger disconnected from pump.
(23) Rear near-side wheel-arch body weld broken adrift.
(24) Defective front off-side courtesy light switch—corrosion. . . . Replaced.
(25) Front off-side tyre perforated—five leaks $\frac{1}{4}$ in. from wheel rim. . . . Replaced.
(26) Excessive noise and movement from steering rack and pinion. . . . Replaced.
(27) Gear-change lever securing bolt fell out and disconnected gear-lever from gearbox (4,500 miles).
(28) Defective front near-side courtesy light switch—corrosion. . . . Replaced.
(29) Inner bolt on the gear-selector shaft loosened, thus necessitating the removal of the rear of the gearbox (5,000 miles).
(30) Brake cables chafing the rear sub-frame.

The car has not yet done 6,000 miles.

In this way we may obtain a cross-section of owners' opinions and see in which direction the "1300," as the advert says, "Stands Alone as The Best Small Car Currently Available."
Hassocks. D. A. DUFF.

* * *

THE PRICE OF PETROL

Sir,

Mr. Cooper, wonders if the "tiger-tuggers" would boycott a cut-price petrol. The answer is yes.

I am fortunate enough to live in an area where I.C.I. petrol is obtainable (94 octane costs 4s. 10d. a gallon) and have driven about 20,000 miles using it in the past eighteen months or so with no ill effects. Within a short distance of the garage I use there are two other garages which sell the products of major oil companies and, since the initial rush for the cheap petrol subsided, these other garages seem to be selling as much petrol as ever. Since the service at the I.C.I. garage is efficient and courteous, the only conclusion that I can come to is that people do not care how much they pay for their petrol (or for anything else it would seem).

While I am writing I would like to ask if you, or your readers, have any comments to make about the practicability of the Lotus Cortina as a hard-working, "every-day" car (reliability, longevity, availability and cost of spares).

Thank you for "The Best Motor Magazine in the World."

Co. Durham. W. BRUCE.

I note with interest the comment appearing in your columns relative to the "catch-penny" activities of petrol companies.

I draw to your attention the plight of the owners of two-stroke motor cars (Saab, D.K.W., etc.). Albeit we are in the minority.

The cost of one gallon of "pump" two-stroke fuel is now 6s. 4d. This comprising a petrol/oil mixture to the ratio of 20 to 1. The correct cost of four pints of two-stroke oil is 8s. 7d., this is enough to treat 10 gallons of petrol at the mentioned ratio. Therefore, 10½ gallons should cost 60s. 3d., which is one gallon for 5s. 9d. This means a motorist purchasing a gallon of fuel from the pump is being over-charged by no less than 7d. per gallon.

If, as a basis of calculation, J. A. Cooper's (October issue) 15,000 miles per annum at 30 m.p.g. (the approximate consumption of a Saab 96 anyway), is used; the petrol companies are reaping £14 10s. in return for absolutely nothing! Add to this the incidental profit on the petrol and oil and it becomes an act of lucrative larceny if not open highway robbery.

Oil mentioned is Shell 2T ex-bulk stock. Petrol at 5s. 2d. per gallon as used in two-stroke pumps.

Liverpool. A. S. PIGGIN.

* * *

LOTUS ELAN EXPERIENCES

Sir,

Having now owned ESG 95C for a year, may I add to earlier comments published in MOTOR SPORT on Lotus ownership, with a few findings of my own. Lotus delivered the car on schedule as ordered and the Elan proved less trouble in settling down on the road than any car I have owned. I have yet to be let down by the car, after 20,000 of the sort of soul-satisfying miles that only a Lotus can provide.

The only "major" fault to date was that of the rear oil-seal on the gearbox failing, resulting in the oil falling out. The Lotus Agent up here, in the wilds of Scotland, please note, replaced the box under warranty in three days at a mileage of 12,000, no arguments or questions asked. The only other fault with the car has been a liking for rear-wheel bearings, average life being in the 6,000 mile region. These bearings have been replaced in each case under warranty, the last time outside the warranty limit. The bearing failure now appears to have been cured.

I will admit to having been a bit apprehensive about pushing off for a five-week belt on foreign soil with a car that has as yet a limited Service Network on the Continent. Just in case, I took £20 of spares with me. On a similar trip last year I went in a big capacity heavy metal sports car that forgot itself and made a mess all over the carpet, causing us to miss a boat. (Sold three months later.)

Motor racing played a part in our trip, resulting in a schedule of sorts that had to be kept, the point being that we motored through Britain, at 70 miles an hour, Holland, Belgium, France and Italy, over some of the most car-destroying roads, tracks, rubble, mud and stones I have yet to see on the public highway. With or without DS Citroëns on its tail, the Elan took it in her stride. General conditions resulted in mileages of 600 or 700 a day, with no effort to the driver or car, at 31 m.p.g. and under a pint of oil per 850/900 miles (Continental Esso 20/40). Oil pressure was steady 40 lb., oil temperature 75/80°. Average speeds, 47-50 m.p.h. When in the South of France we found first thing in the morning, 10 a.m. that is, oil/water temperatures of 40° before starting the engine! Only on one occasion did she complain, in a 2-hour jam in Nice, all the gauges began to complain, and at maximum oil/water temperature we switched on the heater/blower full blast. With a water temperature of 110° and an outside temperature of 85° it was warm, but the oil/water dropped a good 10°.

To give a full account of the adulation and crowd-drawing potential of the dark green hard-top k.o.-wheeled Lotus would require several pages. I will just say that the car made many friends and was a passport at the many Customs points it passed through, being of more interest than the poor mortals inside. That the headlamp mechanism does not need replacing from continual demonstrations is in itself a tribute to the designer. It was the car, I am certain, that secured for us, unbooked, the last room in the Bouwes Palace Hotel at 9 p.m. on the eve of the Zandvoort G.P. It was at this excellent hotel that we were asked the second day if the Alarm (balance-weight type) was set to go off every half-hour! That car can draw crowds. On one occasion when we were seen putting a toe over the "Line Jaune" in France the amazing result was an admiring look for the car in a hurry, and a wagged finger for the driver.

Well, the Elan is home again, and was sent up for servicing to Perth. Although it means an 80-mile trip each time, it is worth it. The firm concerned have done all the service work on the car since new and have proved very co-operative and efficient. I am always lent a car while my own is there for a day and a night, with no charge. I collected the Elan after her check-over to find all that was required was the normal mileage service. After the sheer punishment that that car absorbed, I am both amazed and delighted. The £20 of spares were returned in their original box. A delicate car? Rubbish! I am glad I bought it. And I'll have another one, please.

I have no connection with Lotus or the Trade. More's the pity. I should like a few of that concern's shares.

Edinburgh. D. O. MCLAUCHLAN.

During the past few months I have been following the correspondence in your columns about Lotus and its service with great interest, as it was mainly your road test report on the Elan that finally persuaded me to buy one.

I acquired a 1963 model with some 17,000 miles behind it in much above average condition but I have had two mechanical failures of the type which one does not expect from a car of this calibre.

Whilst pulling away briskly, but by no means fiercely, from some traffic lights in Paris, a rubber doughnut broke. On arrival at the local agents I was told that it was not the fault of the doughnuts but of the retaining bolts having a too shorter plain portion hence causing them to shear through the threads. Lotus have since brought out bolts of a different design, which, I was told, have cured the problem. Whilst in England on holiday the same thing happened again. It was a bolt that had sheared causing the doughnut to break up. Incidentally, a Hillman Imp Rotoflex coupling at £2 3s. 3d. is exactly the same as the Lotus part which costs £2 17s. 6d. [Yes, the same (if later driveshafts).—ED.].

This brings me to the second breakdown which was very much more expensive and also attributable to a design fault.

Driving to Brussels on the autoroute from Ostend, whilst cruising at 4,500 r.p.m., with a sump full of fresh Castrol 20/50 and normal oil pressure, a connecting-rod broke which completely wrecked the bottom half of the engine. When I eventually arrived at the Lotus agency in Gent I was told that the "throwing of a con.-rod" was by no means uncommon! [It happened on C-engines (revs limited) up to 1963.—ED.].

I wrote to Lotus explaining the situation and enquiring about the possibility of using various Cortina GT parts I had in my possession, but received no reply. After two attempts at phoning the factory from Brussels I eventually got the department I wanted but they had neither a crankshaft nor con.-rods in stock. I decided to go to Cheshunt anyway; I was politely received and told that they had intended to strip an engine to give me the parts I required but the person who was arranging this was not there, so I left, minus a crankshaft and two con.-rods. I then contacted most of the London agents but still left England without a crankshaft. To add salt to the wound, on giving the parts I had obtained from Lotus to the agent doing the work, he told me that the bearings, although in a box marked Lotus, were in fact standard Cortina GT bearings and did not advise fitting them.

I am prepared to accept water cascading in the door, windows that will not stay up, tremendous wind noise over 60 m.p.h., and gear ratios neither suited to driving in heavy traffic nor on motorways, but I am not prepared to accept deficiencies in design which lead to serious mechanical failures. Testing the design should be done by Lotus before the car is put on the market not by the customer afterwards.

The purpose of my writing this "petite histoire" is not to

complain about or criticise the Elan but merely to enlighten prospective customers of some of the difficulties they may well encounter and especially to advise all owners of the earlier 1,558-c.c. engines to ensure that they are fitted with "C Type" con.-rods, which are broader with larger big-end bolts [I agree.—ED.] because sooner or later it could cost a lot of time and money when the craving of these components for daylight and fresh air finally overcomes them and they burst through the crankcase to fulfilment.

Brussels. C. A. FUCHTER.

[We understand this correspondent has, nevertheless, ordered a new Elan.—ED.].

* * *

JOBS WAITING

Sir,

As I have now been waiting four months for one nut and ferrule for the wiper motor on my Morris 1100, may I suggest that, rather than dismiss all their motor industrial workers, they employ them to produce spare parts for the vehicles that they have already produced.

Tonbridge. PETER J. NEWENS.

* * *

VIEWS ON GROUP 7

Sir,

D.S.J.'s "Continental Notes" about Group 7 two-seater racers left me cold. "Group 7, with its scant regulations, seemed a sideways step away from the prototype, sports car, GT car line of thought," I believe to be a not well-considered statement. Has D.S.J. forgotten about the amazing, romantic success of the "two-seater" Chaparrals—their victory at Sebring (1965) and subsequent victory at Nurburgring (1966)? Is this not an example of a step towards "the prototype, sports car, GT car line of thought?" Surely the "know-how" gained from the Chaparral Sprint Cars was not wasted at the Ring and at Le Mans!

London, S.W.7. ANDREW NELLESTYN.

* * *

Sir,

I was both interested, and disappointed, in D.S.J.'s article regarding Group 7 cars, and their demise.

Whilst I am prepared to agree with him that technically they were leading nowhere, he seems to ignore the fact that they were attractive to the crowds. Their money also happens to sponsor motor racing.

Some of the racing with these cars has been "follow-my-leader" stuff, but even under these circumstances the sheer sound of the V8 was a joy.

D.S.J. continues his criticism in the report on the Guards Trophy race on August Bank Holiday. His dislike of the "big-bangers" has caused him to miss one of the most spectacular pieces of racing we have had in some time, the Surtees/Amon battle in the rain. Surtees passed (yes passed) Amon (at full speed) on the approach to Paddock, on the inside!

Fortunately, we are not going to see the last of the big-engine cars; it looks as though both Lotus and Lola are going to produce Group 6 cars based very much upon their Group 7 experience. It is my sincere hope that we are going to see more than the *one* event so far organised for these cars in this country!

It is also, I think, relevant to record here that the French, via the F.I.A., have put on the pressure to have Group 7 dropped in favour of Formula 2. Formula 2 for the last couple of seasons has been particularly tedious, and even the new "Formula" looks as though it's going to bring a dominant Marque with it.

London, N.W.7. S. PAYNE.

* * *

CAR *v.* HELICOPTER

Sir,

This morning I read a letter by Mr. Arthur Rees, Chief Constable of Staffordshire, in one of the national "dailies." In his letter Mr. Rees says of the 70 m.p.h. speed limit on motorways, to quote, "Finest step towards accident prevention I have known in my thirty years service." Fair comment. Mr. Rees is entitled to his opinions, but, unfortunately, he goes on to comment, to use his terminology, on "Fliers," who drive cars capable of 120 m.p.h. To quote further, "These fliers should really fly. The people or firms that buy super cars could well afford helicopters or light aircraft. Time means money to these people—and safety means lives to us."

At this juncture I would like to point out that I own an old Mk. 1 Healey 3,000 capable of some 115 m.p.h. This seems to categorise me as a "flier"; as such it seems that I should be placing an order for my next light aircraft. For a man in Mr. Rees' position to make such inane comments, truly amazes me.

To come to the point of this letter, is it not time that we, the readers of MOTOR SPORT, who I feel sure must hold strong views on the subject of motorway speed limits, did something constructive in an effort to have this law evoked? I must point out that my feelings in this matter only apply to the limit on motorways. I do not consider a 70 m.p.h. speed limit on other roads as an unreasonable proposition.

Will anything ever be done unless someone, somewhere, makes the views of the motorist known? Should the 70 m.p.h. speed limit ever be evoked, however, the British motorist must be prepared to show the "Powers that be" that he/she is worthy of the privilege.

Ridgmont. B. A. CHASE.

[B. A. Chase should bear in mind, I think, that whereas the E-type Jaguar is priced at £1,967, as far as we can ascertain the cheapest helicopter available to the general public is priced at £11,000.—ED.]

LONG DISTANCE RACING

Sir,

Never a month goes by but your Continental Correspondent grumbles about the lack of long races in this country, and makes disparaging remarks about our numerous "50-mile sprints." Certainly we have disappointingly few classic marathon events, but this is hardly surprising considering the present state of motor racing in Britain. Race organisers are totally dependent upon paying spectators to make major meetings a financial proposition, and the average British racegoer doesn't care tuppence for long-distance racing any more. The present generation of spectators has been raised on a diet of five-lap blinds and ten-event programmes at Brands of a Sunday afternoon. Unlike his Continental counterpart who is lucky to see two or three races a season, and who treats his visits to the circuit as something of an occasion, the British enthusiast can go to two meetings per week-end all summer long. It is club racing which dictates the character of all levels of competition in this country.

The other factor which militates against the success of longer races in Britain is the lack of a decent circuit to hold them on. The thought of spending 24 hours at, say, Mallory Park or Silverstone would send a thrill of horror down the spine of the most ardent fan. Le Mans and the other great Continental events owe their universal popularity to many factors apart from the race itself; the latter is only the focal point of interest at an occasion of much broader appeal. In order to enjoy long races the spectator must be able to escape from the scene of action now and then, to eat or rest, or seek other diversions. British circuits are quite uncivilised in this respect.

So how about it D.S.J? A word in the ear of the powers that be to get us our new classic circuit, to be used for only two or three major events a year. Here's hoping!

Cambridge. ROBERT H. GORDON.

TAILPIECE



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A40 SPORTS 1952, red, well maintained, G.S. engine, 13,500 miles, new clutch, g/box etc, many extras. Owner must part due to growing family. £95 ono. Tel 051-722-7822. (1379

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1965 SUNBEAM Alpine sports, B.R.G., 11,000, o/drive, htr, taxed June, immac. £700 ono. Tel Southampton 49183. 449 Bitterne Rd, Southampton. (1389

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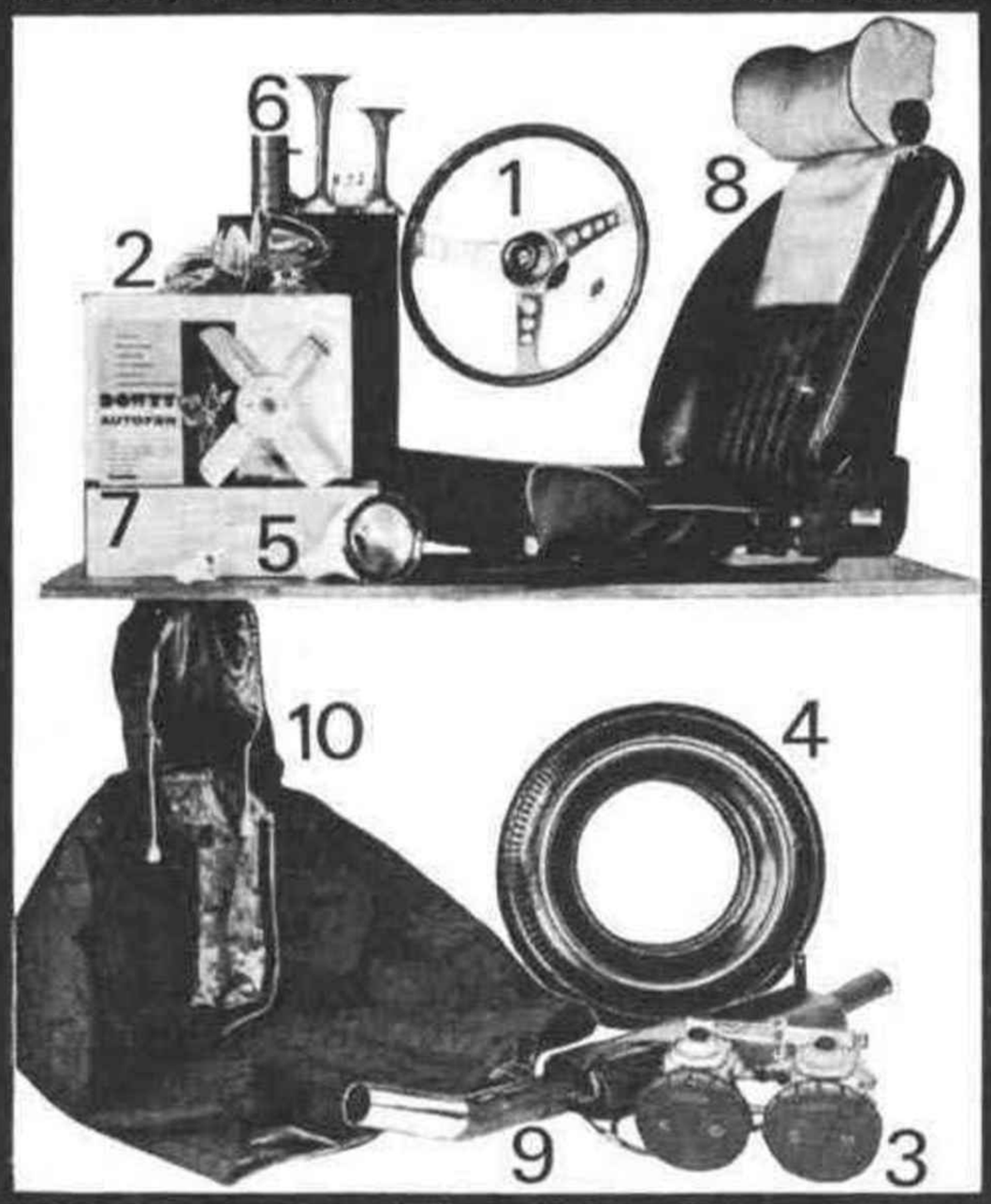
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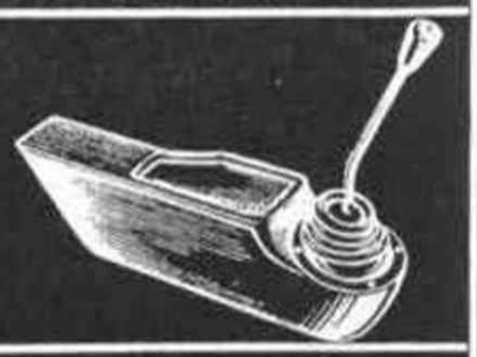


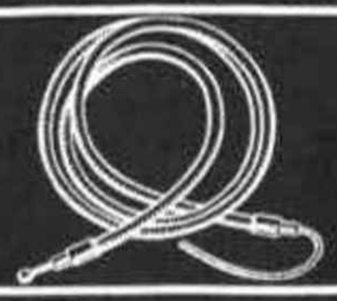
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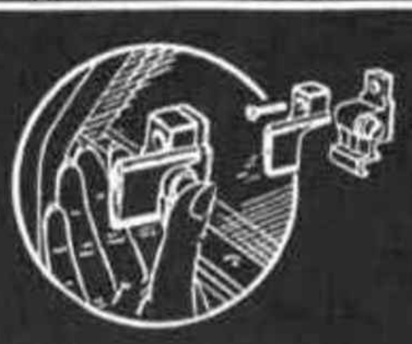
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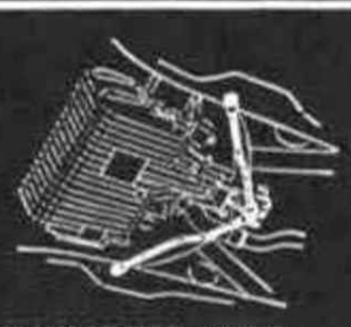




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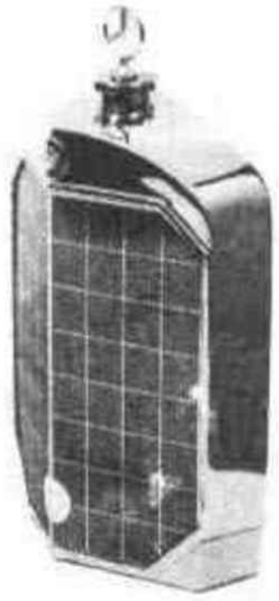
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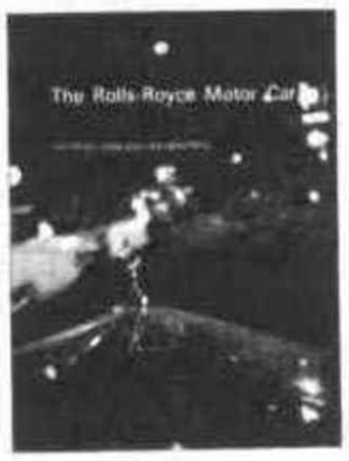


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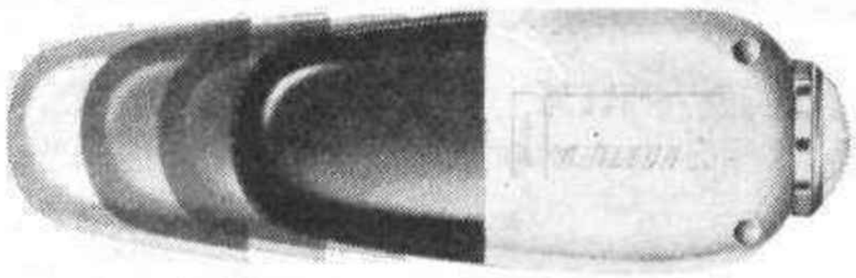
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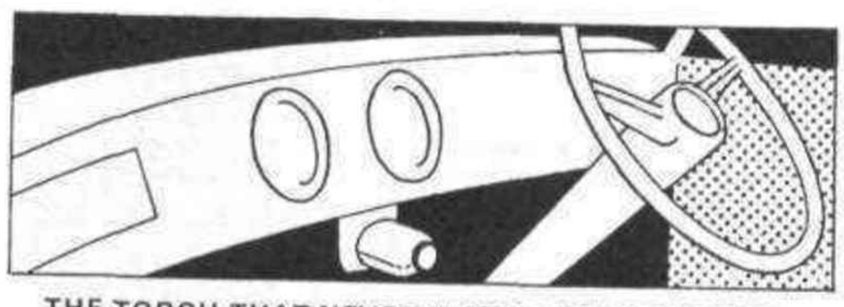


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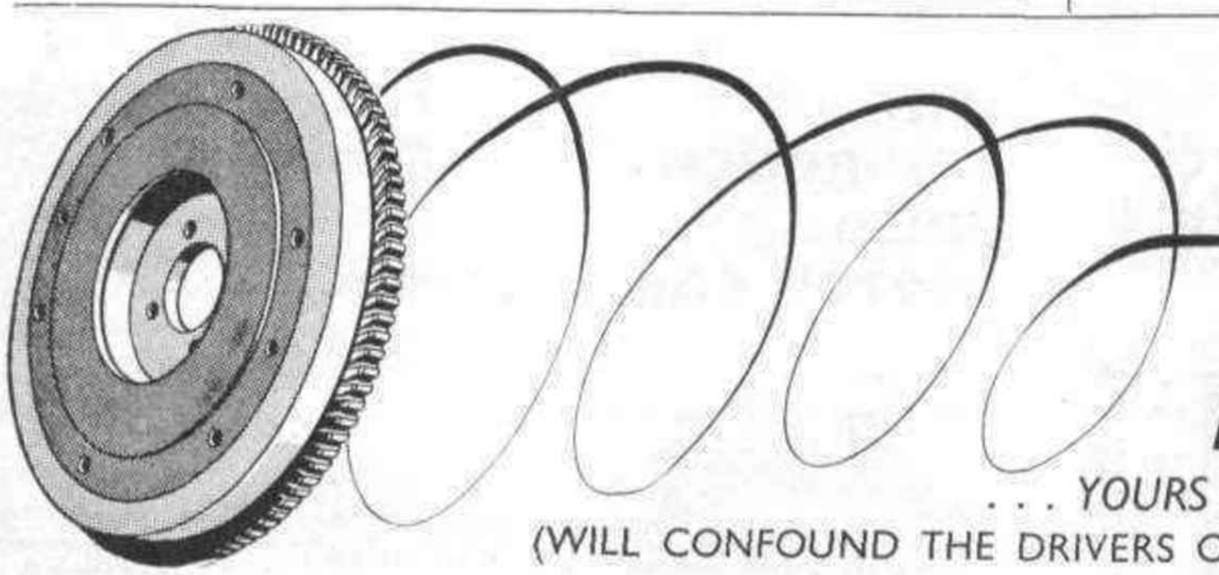
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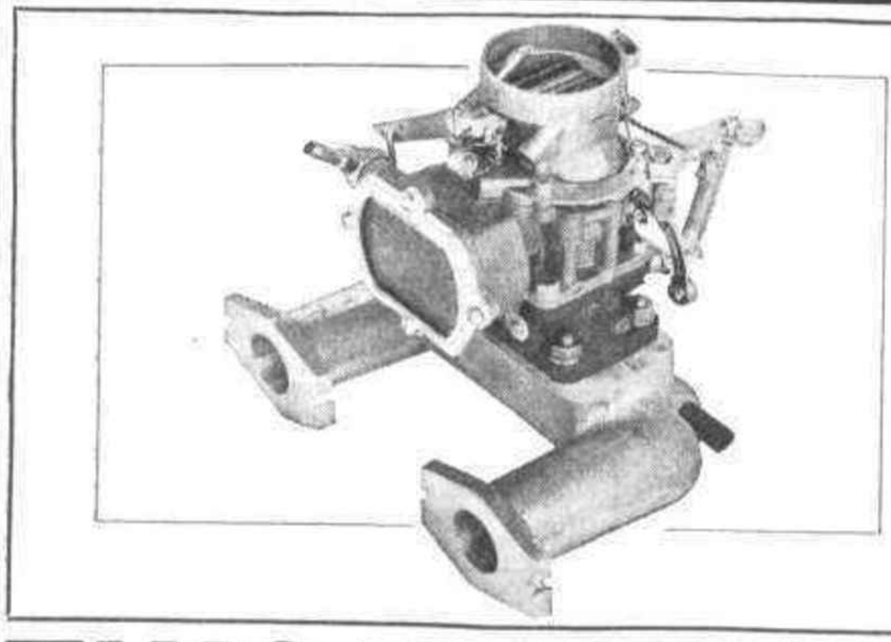
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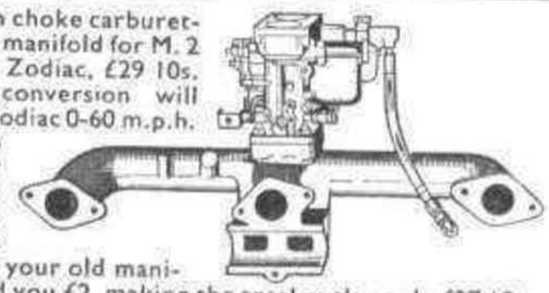
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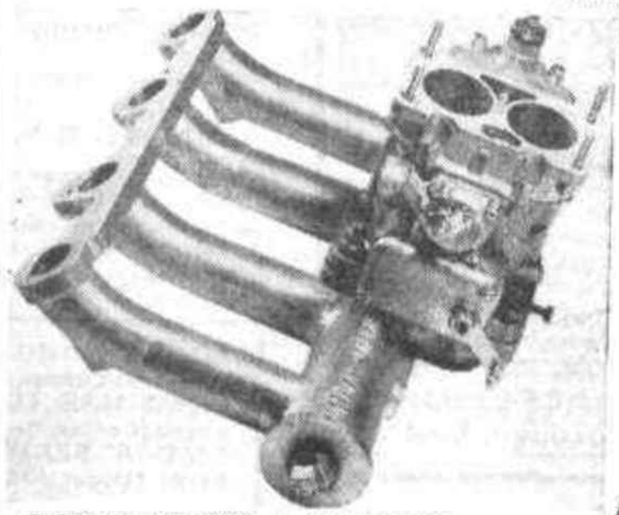
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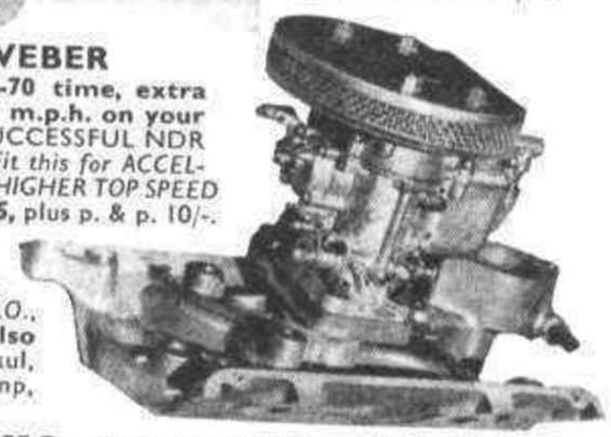


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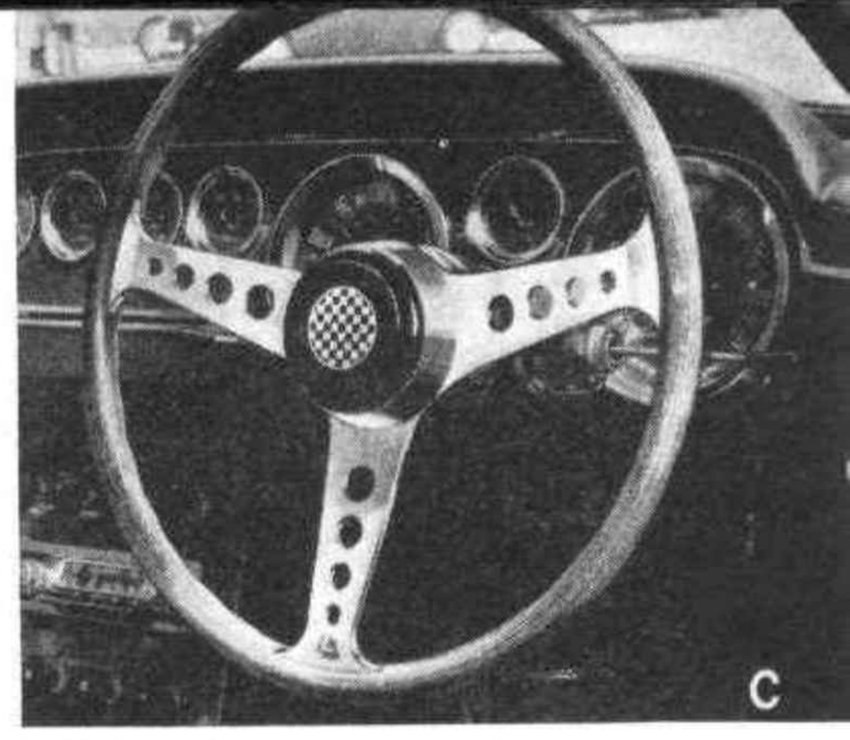
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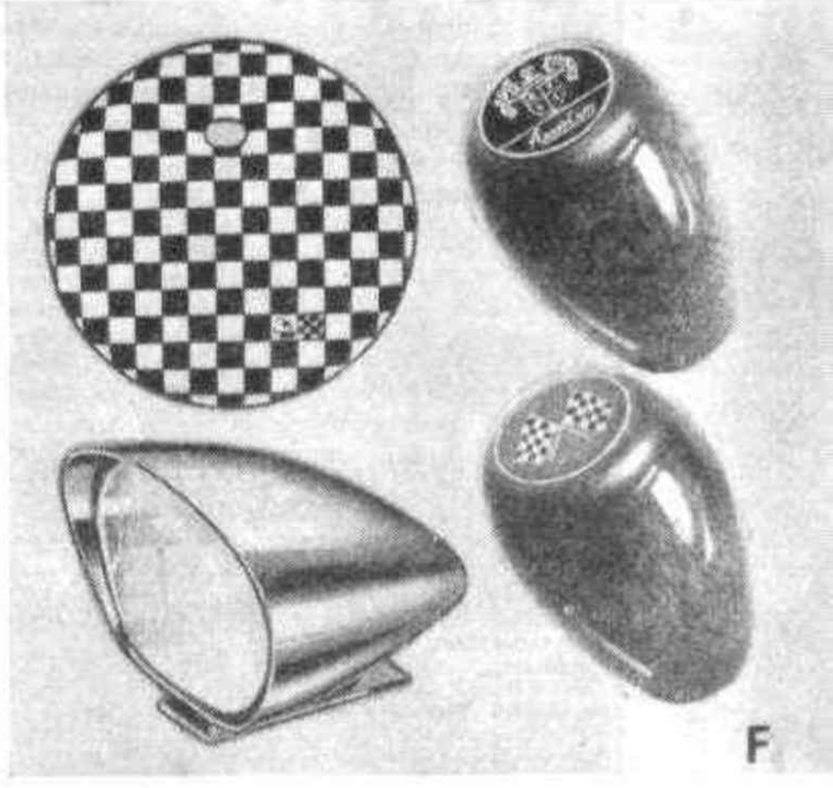












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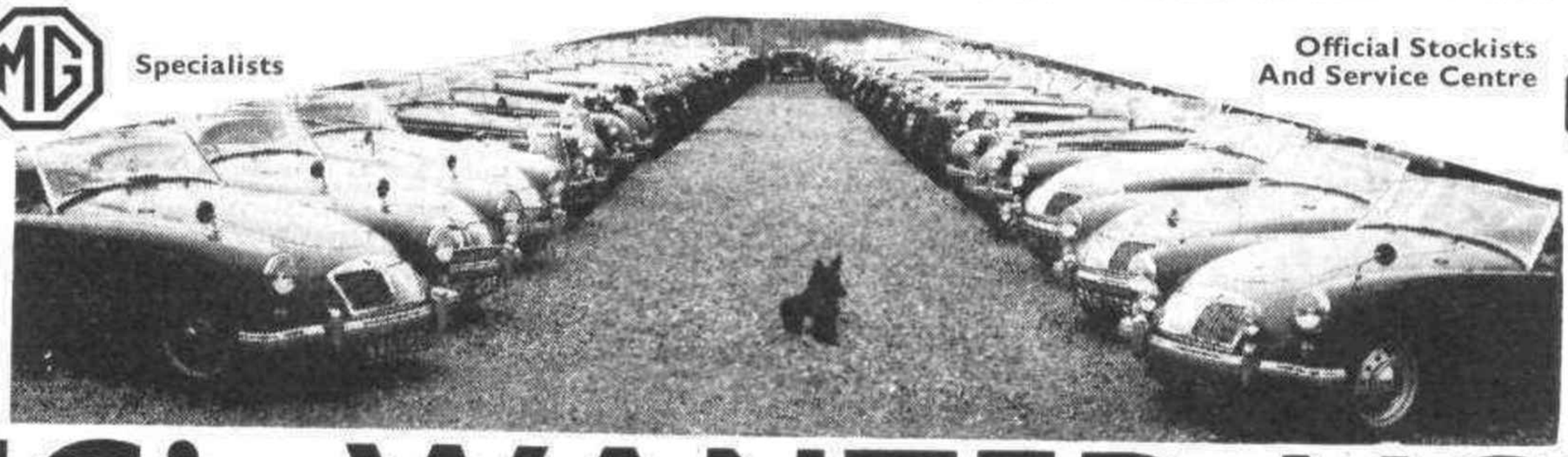
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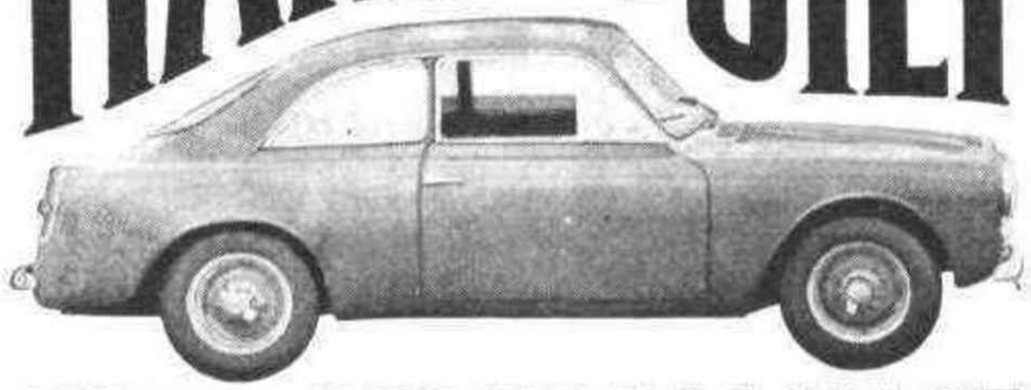
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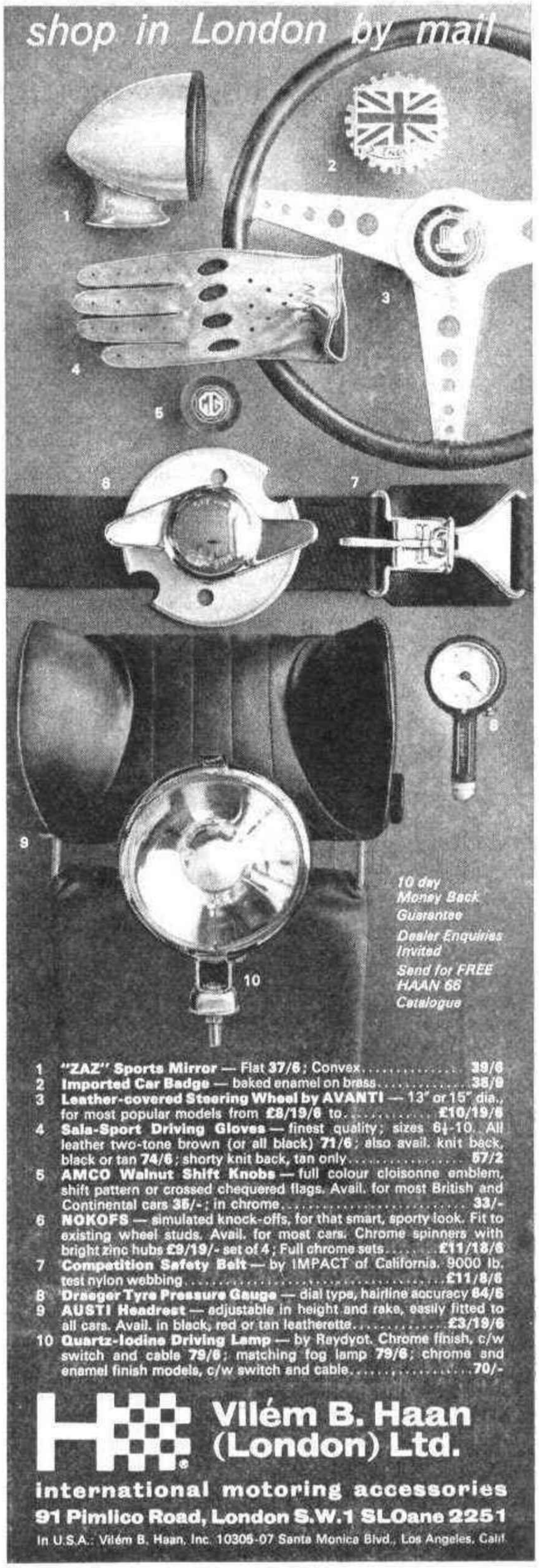
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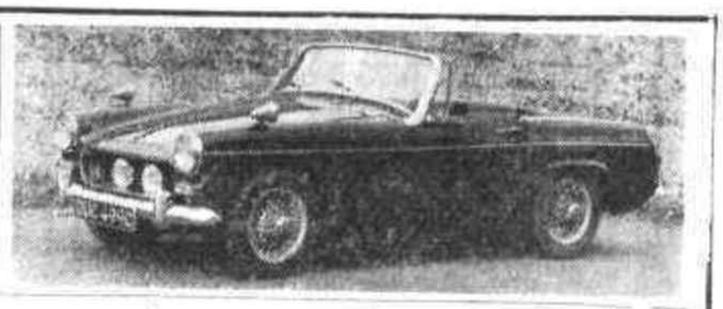


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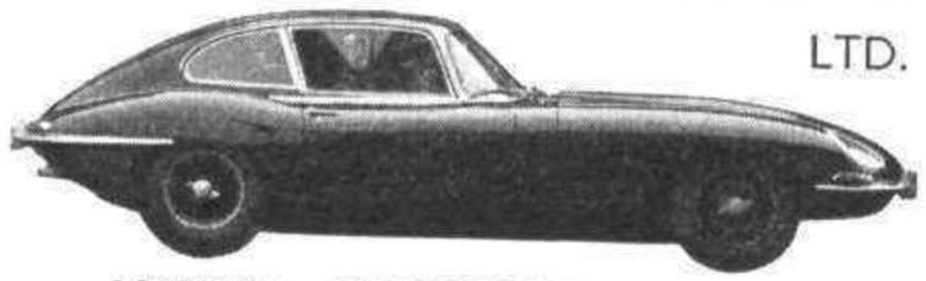
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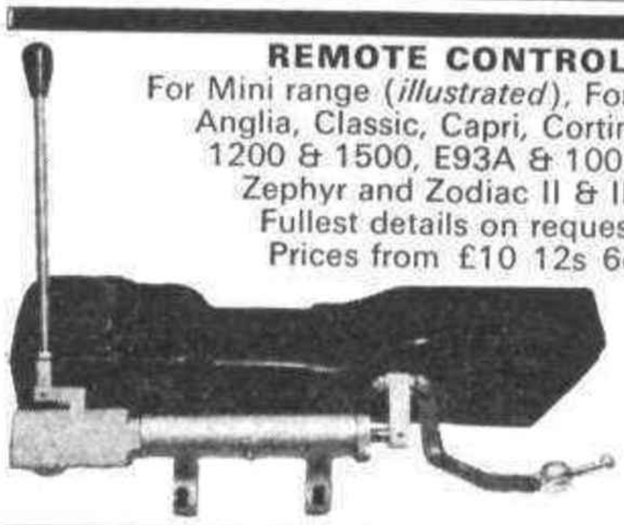
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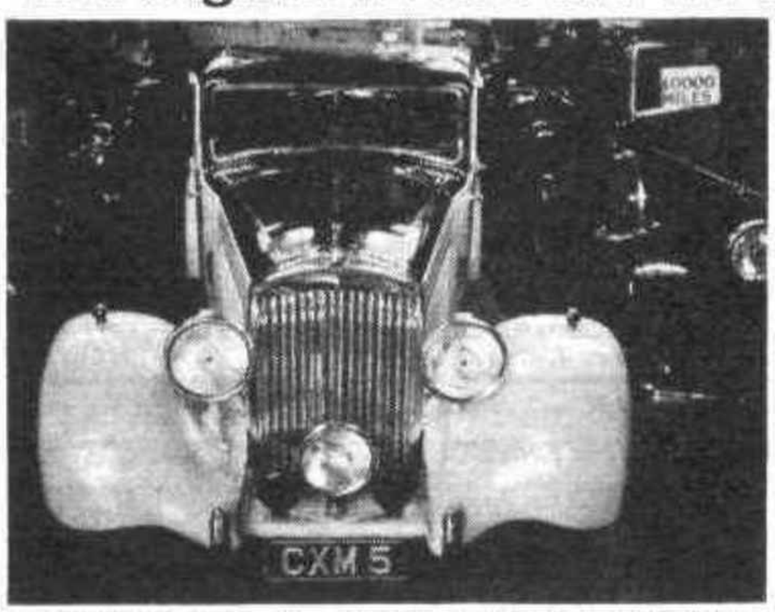
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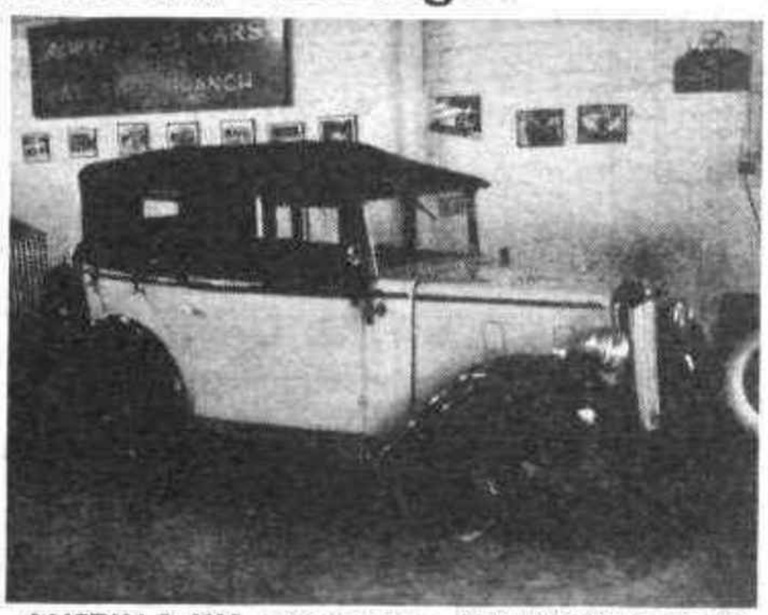
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ALVIS TC21/100, Dec 1954, first class mech order and good all round cond. £165. Walnut Cottage, Shiplake Rise, Nr Henley-on-Thames, Oxon. Tel: Wargrave 3329. (1457

1950 BRISTOL 400 saloon in very fine cond throughout, mech 100pc, beautiful finish in dark metallic red with matching interior, good tyres, radio and htr. £175 ono. R. Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel: Wickham 3244. (1458

SUNBEAM TALBOT 90 MkII, 1951, radio, htr, in excell cond throughout. £100. GOO 3864. (1459

M.G. MIDGET Oct 1961, white, genuine 34,000 miles, most extras, exceptional cond. £315. Ware 2535. (1460

1953 M.G. TD, immac cond throughout, w/wheels, many special features. £250. Box 2314. (1462

1957 RILEY Pathfinder, new crankshaft and clutch, gearbox o/hauled, original Connaught green cellulose, 5 hardly worn tyres, immac interior, good body. £150 or consider exch. Altrincham (Cheshire) 2944. (1463

M.G. TF 1500 1955, red, completely o/hauled recently including respray, new roof and side screens, gearbox, brakes, tyres; one of the finest examples in the country, immac cond. £500 ono. Cowlin, 30 West View, Creech St. Michael, Taunton, Som. (1464

HARDTOP, BLACK, unmarked, for Alpine III, IV or V. Offers? Waite, Hunter 4444 (310) or (01) 722-6295. (1465

1962 JAGUAR E-type fhc, white, red trim, taxed July, radio, new tyres, Reg No will suit SUM1. £745. Also Chummy tourer body. Offers. Smith, 15 Monkgate, York. Tel.: 22978. (1466

CORTINA GT 1966, white, vgc, low mileage, u/sealed, 4½J wheels and Cinturatos, belts and mirrors. £650. Dunnell, Pinner 8657 office hours. (1467

AUSTIN HEALEY 100/6 2-str, 1959, low mileage, BR green, o/drive, discs on all 4, w/wheels, in fantastic cond. £400. Sunbury-on-Thames 4007. (1468

JAGUAR 3.8 1964 series, 14,000 miles, o/drive, r/seats, s/belts, radio, fitted recently Adlards sunshine roof, colour golden cand; a fine example of this marque. Price £800 ovno. D. Gabriel, Flat 4, 2 Medina Terr, Hove, Brighton, Sussex. Tel: Hove 34228. (1469

ROLLS-ROYCE 1927 20hp Crompton 4 door, body interior and outside restored, dove grey and black, engine stripped and rebuilt, complete with all tools, hand book and mascot. Offers over £700. Chandler, March Lane, Hampton-in-Arden. Tel: 2588 after 6pm. (1470

M.G. J2 1933. £75. In daily use, excell bodywork. Tel: Otford 2868. (1471

M.G. MIDGET 1965, 11,000 miles, OEW Classic Bermuda h/top, s/top, tonneau, htr, flashers, u/sealed, taxed April 1967, truly immac cond. £550. Broadbent, 48 Legh Rd, Sale, Cheshire. (1472

BENTLEY MK VI 1950 with attractive all alloy sports saloon coachwork by H. J. Mulliner, finished in black with beige hide upholstery, mech o/haul this year includes engine, clutch and brakes, new tyres fitted. A truly superb car at the realistic price of £420 ono. Interesting car considered in p/exch. Rickett, 5 Ranalagh Rd, Malvern Link, Worcs. Tel: Malvern 4248. (1473

M.G. MIDGET 1962, blue, superb cond, extras. £325. Wanstead 9150 after 6 p.m. (1474

TAXI! GOOD condition 1956 Austin diesel, ideal worker or pashunwaggon, leather upholstery. First offer over £80. Reading 883259. (1475

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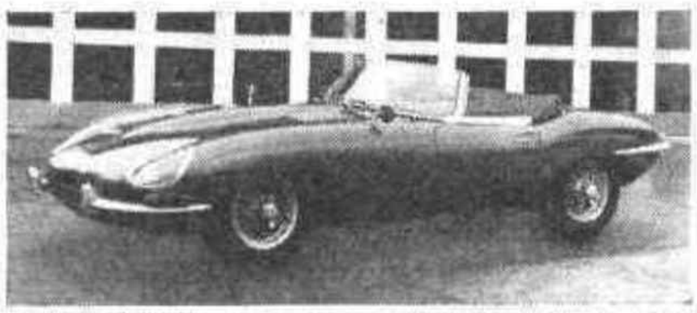
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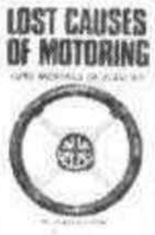
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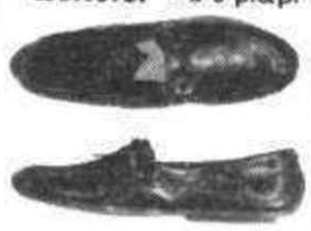
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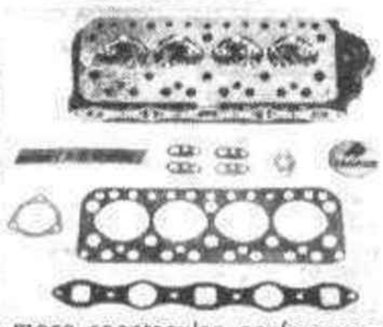
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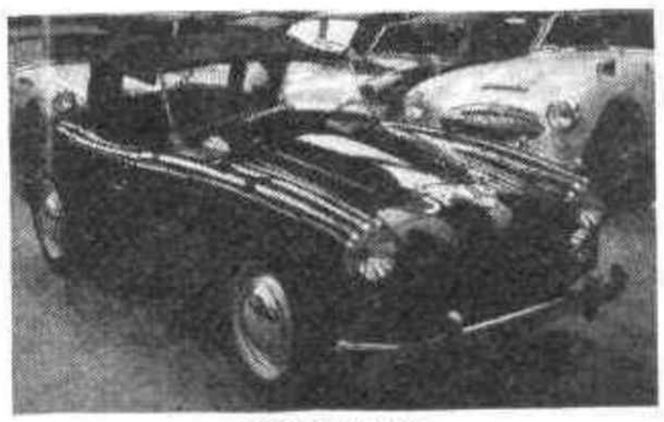
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TRIUMPH Spitfires, 1963/4, choice of five, hard- and soft-tops, various extras, priced from **£439**
TRIUMPH TR4, 1962, overdrive, new Michelin X tyres, racing mirrors, one onr., full service hist. **£569**
TRIUMPH TR4 hard-top, 1963, fitted overdrive, rdo., htr., safety belts, mirrors, saet covers **£669**
Choice of three other 1963 TR4s.
TRIUMPH TR4, 1964, in immaculate cond., ex property of mature enthusiast, m.p.g. charts, etc. **£729**
VOLVO P.1800 S, 1964, in red with black interior, td. o/drive, safety belts, 1/mileage, unmarked ... **£1,199**



HARRINGTON Alpine GT, 1961

Overdrive, spotlamp, red with black interior, specimen motor-car **£549**
SUNBEAM Alpine, 1962, in red with black interior, nice straight car but needs tidying, heater, etc. **£399**
SUNBEAM Alpine, 1959, in moonstone, fitted rdo., heater, excellent performance, sound buy **£299**
SUNBEAM Alpine, 1960, choice of four in blue, red, white and grey, various extras, priced from **£339**
SUNBEAM Alpine, 1961, pale blue, fitted racing mirrors, luggage grid, twin I.Q. spots, anti-theft **£399**
SUNBEAM Alpine, 1962, fitted hard-top, soft-top, tonneau, o/drive, rdo., spots, htr., mirrors, etc. **£499**
SUNBEAM Alpine Series III, January, '64, fitted o/drive, red with black flash, black trim, one onr. **£579**
SUNBEAM Alpine GT, 1965, one onr., fitted o/drive, reclining seats, racing green, unmarked **£799**



TURNER 950

Sports 2-seater in racing green, nice little sports job at a very reasonable price **£249**
ASTON MARTIN DB4, 1962, Dubonnet with matching int., recl. seats, rdo., s/belts, superb ... **£1,699**
JAGUAR XK150 'S' type D.H.C., 1960, o/drive, rdo., wire wheels, mirrors, immaculate example **£599**
Another 'S' type F.H.C. available 1st November.
JAGUAR 'E'-type F.H.C., 1965, 1/mlg., fitted chrome wheels and radio, white with black **£1,599**
JAGUAR 'E'-type D.H.C., 1965, white with red leather, standard w/wheels, radio, safety belts ... **£1,599**
JAGUAR 'E'-type F.H.C., 1962, dark metallic blue, fitted radio, sleek and unbent **£879**
ALVIS 3-litre Park Ward Automatic saloon, 1962, grey with maroon hide, rdo. etc., beautiful car **£1,049**

We require many types of cars for stock. Immediate cash and your existing H.P. account (if any) settled. 1960/1965 sports cars and other interesting models particularly wanted urgently.

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MOTOR SPORT.

FOR SALE—continued

RILEY 2½ convertible, 1951, 5-str, very rare; new hood, big ends, etc, lovely car, owner going abroad Jan. 160 gns ono. Fg. Off. Preston, Wardroom Mess, RNAS, Yeovilton, Somerset. (1550

MK V Jaguar, MoT, good body, spare engine, gearbox, wheels. £100 ono. Kenilworth 52819. (1551

M.G. A 1500 1959, mech sound. Nearest £195 secures. West Hanney 281, Berkshire. (1552

BENTLEY SHORT chassis 4½ litre 1929, original Harrison 3-str body, nickel rad, D box, P80s, 3 21in spare wheels, laid up 1939-1959, in regular use. £1,500 ono. Box 2327. (1553

MERCEDES 190SL roadster, white/beige, good cond. Exch considered. Tel: Willenhall 66321 after 6pm. (1554

DAMAGED JAGUAR 3.4 Mk II 1963, interior burnt out, engine compartment undamaged, new tyres. £135. Tel: Grimsby 3963. (1555

VINTAGE 1930 MG M type with J2 engine, £50 spent on engine, plus 5 new tyres. £115 ono. P. Alexander, 21 Clyde Rd, Dorridge, Solihull, Warks. Tel: KNO 2204. (1556

1951 HEALEY Tickford, perfect runner, body needs slight attention. £75. 126 St. Helens Rd, Westcliff-on-Sea, Essex. (1557

JUPITER 1953, superb new engine 10,000, recent duck hood, sound body, good tyres, spare engine, record gearbox, handbooks, etc, good investment. £140 the lot ono. Bateson, 40 College Grove Rd, Wakefield. 4761 office. (1558

1904 DARRACQ 12hp 4-str touring hansom, very unusual coachwork in perfect order. £2,350 ono. Manchester DIDsbury 2050 or Box 2328. (1559

1964 SPITFIRE peacock blue, carpets, extra lights, radio. £480 ovno. HP possible. Smith, 44 Woolacombe Rd, Childwall, Liverpool. (1560

MORRIS COOPER S 1071 1963, twin tanks, sun roof, Konis, lowered, rev counter, servo, red with black roof. £385. Milligan, 18 Beech Grove, Guildford, Surrey. 3625. (1561

ALVIS TA14 saloon 1950, running order, generally sound, engine, body need some attention. £75. Muller, 11 Lonsdale Rd, Walsall. Tel: 24836. (1562

1934 RAILTON dhc, good mech, aluminium body primed, daily use. Offers around £80. Flewellen, 8 Arthur Rd, Biggin Hill, Kent. (1563

TWIN-CAM M.G. coupe, excell cond, low mileage 1959 model, 2 owners, used as second car since 1961, every possible extra, including roof spot, fog, long range lamps, push button HMV radio, luggage grid, etc. £225. K. Wood, 2 Rokeby Dr, Newcastle 3. (1564

1951 HOOPER Daimler 7-str limousine, luggage boot, roof rack, electric division, tested 1967. £195. 98 Eastern Rd, Romford, Essex. ROM 40121. (1565

BRISTOL RACING engine, BS4 Mk II, prepared regardless of cost by Don Moore, new crankshaft, etc, complete distributor, less carburetters. Offers. Brown, 179a Colne Rd, Burnley. Tel: 24336. (1566

WEBER 28/36 carburetter and inlet manifold, suit Cortina or pre-U4 Corsair. £20. Ellerton, Kinfaun, Heatherton Pk Taunton. (1567

DUNLOP SP41 radial ply 145-10, set of 5 brand new, cost £33 7s 6d. Take £23 or a fiver each. Harnett, 82 Bullwell Cres, Cheshunt, Herts. (1569

FOR SALE—continued

SS100 1937, rebuilt completely, engine, steering, transmission recond, reupholstered, rechromed, resprayed, squeeze forces sale. Best offer above £1,000. Box 2329. (1568

TWO ROLLS-ROYCE radiators for PI and PII, also 6 21in wheels and o scs for PII. J. Savage, 67 St. Andrews Rd, Southsea. (1570

1965 (NOVEMBER) Austin Cooper 1275S, one owner, 9,700 miles, immac cond. £525. Tel: Rochdale 47273. (1571

WANKEL SPIDER NSU roadster, 4,000 miles, showroom cond. £875. Seaton, Devon, 2401. (1572

M.G. A 1600, white, good cond, h/s tops, Cinturatos, host extras. £345. J. M. Coward. Tel: Bristol 674291. (1573

1934 FRAZER-NASH TT replica BMC447, resprayed, rechromed, rewired, good mech, etc, very original, plate 52 Thirlby's book. Would like to exch for vintage 'Nash, preferably Anzani, in need of restoration. Newens, 286 Kew Rd, Kew Gdns, Surrey. RIC 2752. (1574

FOR 1910 Silver Ghost, full set of tools for wooden wheeled car. Also trembler coil in original Rolls box for dash fitting. Offers. Box 2322. (1623

GEARBOX FOR 8 litre Bentley. £50. Box 2323. (1531

1939 ROVER 20 sports saloon, carefully preserved and maintained by only two owners, full equipment, pb radio, MoT Oct '67. £120. Tel: Sherston (Chippenham) 295 evenings. (1624

FIRST M.G. NA, engine resleeved, new mains, roller bearings, kingpins, tonneau, record dynamo and starter, taxed, tested. £100. Overtanks, Godalming 1174. (1625

RED ELAN, as new after extensive factory o/haul, new engine, competition clutch, etc. £825 or p/exch new saloon, used Jaguar or Triumph 2000 under £1,000. Tel: Kington Langley 262 (Wilts). (1626

JENSEN 541R, 1959, silver-grey/black roof, good cond, owner leaving country. £570 ono. Fawcett, 60 Breedon St, Long Eaton, Nottingham. Tel: Long Eaton 2842. (1627

TWO ALFAS: 1960 Giulietta T1 4dr, Alfa red, immac cond, 35mpg, 100mph; and 1959 1900 4dr Super (apologies to anyone who rang last month when I was away), very rare car in magnificent cond, previous owner managing director of concessionaires, bills £400 spent recently, every luxury, Webasto, Cibies, tinted glass, rad blind, armchair buckets, purple taupe, must be the best example available, attracts almost as much attention as a 275LM! Both left hookers, £215 and £295 respectively. DID 5142 (Manchester). (1628

LOTUS SUPER 7, Cosworth-Ford 1500, 17,000 miles only, exceptionally civilised example of this potent tool, new Cints, battery and clutch, watertight weather equipment and tonneaux, electric windmill, warm air central heating, squirts and chrome stacks, etc; 750-1,000mpp 26-31mpg 0-60mph in 6½sec! 110mph; discs and sealed beams. £495 ono complete with handbook. Harpenden (Herts) 5965 home, 4688 office. (1629

BABY IS forcing sale of immac Alpine 1964 Nov, 12,429 miles only, u/sealed, SP tyres as new, offered regretfully as a bargain. £595. Denham 2794. (1631

FOR SALE—continued

M.G. YB 1953, metallic almond green, recond engine 30,000 miles, good cond, taxed Dec. £90 or offers. Norris, 17 Oaklands Rd, Bromley, Kent. Tel: RAVensbourne 6250. (1630

M.G. TDII, engine recond 10,000, resprayed, hood, tyres and many parts renewed since 5/65, radio, htr and other extras, records from '61. £225 ono. Moore, c/o Fernley Service Station, Gringer Hill, Maidenhead. Tel: 20603. (1632

M.G. B full race car, description and history too much to relate in this advert. Send for full specification sheet, photo and price. L. Moore, Lingmere, Vicarage Lane, Chigwell, Essex. (1633

1954 OCTOBER Singer Hunter 1½ litre, mech and body excell cond, extras, recent o/haul, new clutch, 2 new tyres, splendid family car or for collector, reluctant seller emigrating. £120. The Croft, Beer, Seaton, Devon. (1634

ASTON MARTIN 1957 DB2/4 Mk II, one of the rare Tickford fh coupe models, in splendid cond, new Turbospeeds, Alfins servo assisted, usual Aston goodies. £595 ono. Brock, 280 Palatine Rd, Northenden, Manchester 22. WYT 3815. (1635

ASTON MARTIN Mk II 1934, the original Prideaux-Brune dhc in excell cond, many spares. Offers. Whitley Bay 21340. (1636

SPITFIRE HARDTOP, white, little used. Also rear luggage rack. Offers. Box 2347. (1637

BLUE CHIP investment, owner driver Rolls-Royce sports saloon, razor edge body by Thrupp & Maberly, 2 owners and stored for a total of 17 years, in outstanding cond; handbook, sun roof and large boot make this an everyday car of distinction and beauty and of ever increasing value. £675 ono. Ashton-u-Lyne 1113. Nr. Manchester. (1638

A 7. 4 13in wheels, as new, £20. 4 16in ditto with new tyres, £30. Early '30s wings, pair fronts o/s rear, new, £10. Pair Chummy front wings, £7. Ton early mech spares, £50 the lot. Box 2348. (1639

SUNBEAM ALPINE Sept 1962, immac, 900 on recond engine, fitted SU carbs, h/s tops, spots, seat belts, extras. £470. 10 Brantridge Rd, Furnace Green, Crawley, Sussex. (1640

LOTUS CORTINA 1965, 14,000 miles, radio, new G800s, excell cond, reliable. £655 ono. Spencer, Hutton Hall, Hutton, Nr. Brentwood. DOM 7300 extn 2908. (1641

M.G. A 1600 1960, exceptional, every extra, new tyres, £370 ono. Falk, Little Grange, Alma Rd, Reigate, Surrey. Reigate 43907. (1642

M.G. A 1600, disc brakes, instruments, pair seats, pair doors, standard camshaft. Offers to clear. Box 2349. (1643

BENTLEY 3½ 1934 d/head sports tourer, black elegantly proportioned lines with extended boot and enclosed rear mounted spare, all aluminium coachwork by Park Ward, complete mech o/haul by specialists, retrimmed in finest green Connelly hide, new fully lined hood, rechromed, excell tyres, history, handbook, mascot, entire car in pristine cond. £975 or $3,100 inc shipping. Box 2350. (1644

M.G. TD 1950, excell cond. £225 ono. Dr. Moore, 1 Cranhill Road, Street, Somerset. Tel: Street 2345. (1645

HITCHIN 3444

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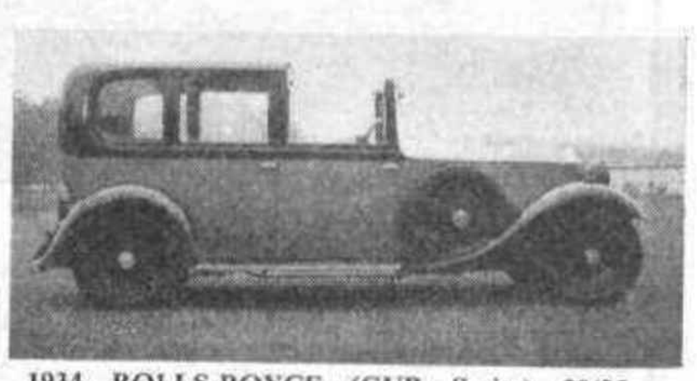
HITCHIN 3445



1961 CHRYSLER Newport sedan 6-litre V8, automatic (new gearbox just fitted), power steering, power brakes, twin head lamps, superb radio, new tyres. Pale blue, matching interior, l.h.d. of course, but a first-class specimen of a modern American quality car. You may not like its appearance, but performance, comfort, standard of luxury and 16/18 m.p.g. cannot fail to impress. The price **£625**



1957 BENTLEY Continental by Park Ward, automatic, no power steering, two owners, 87,000; over a period of six months I have personally covered nearly 4,000 miles and can vouch for the mechanical condition; it has just been repainted Regal red (to match interior), new carpets, all woodwork repolished, bumpers etc. plated, brakes relined, exhaust overhauled, new tyres etc. An outstanding specimen **£2,450**



1934 ROLLS-ROYCE (GUB Series) 20/25 sedanca limousine by Hooper. No history known, but believed stored for nearly 12 years. 100-mile collection run indicates mechanical condition very sound, body is structurally excellent, black and grey paintwork very fair, interior in dark green leather likewise. Needs new sedanca top, some glass, rear head-lining. We will quote for all work, or can be bought as seen for **£350**

ROLLS-ROYCE Phantom III Hooper sports saloon, 1938, black, brown hide interior, indicated mileage of 78,000 may well be genuine. A well-known American P.III owner and expert recently described this car as "excellent" and suggested it was under-valued at our asking price of **£1,575**

ROLLS-ROYCE 25/30 Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**

BENTLEY R-Type automatic, 1954, black, red interior. Three owners, moderate mileage; supplied by us and maintained by us for over two years. In past 20,000 miles new exhaust system fitted, brakes relined and the car is, in our opinion, a first-class specimen and outstanding value at **£825**

BENTLEY R-Type, 1953, synchromesh, Freestone & Webb all-alloy sports saloon in duo blue, red interior. A very sound specimen, completely serviced by us and excellent value at its reduced price of **£675**

BENTLEY Mk. VI, 1949, Park Ward power-top convertible; sage and smoke green, matching interior. Supplied by us two years ago and serviced and maintained by us since. Complete engine overhaul approximately 20,000 miles back, new radiator fitted, brakes relined, exhaust overhauled etc. and recently repainted and re-hooded and a very good specimen of its kind. **£745**

An almost identical car, same year, but dark green, brown interior. Again a very sound car, recent independent specialist inspection very favourable. **£665**

BENTLEY Mk. VI saloon, 1949. Very scruffy, but mechanically surprisingly sound. To clear **£145**

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£195**

CHRYSLER Crown Imperial, one of America's top three cars, 1958, all-power, self-seeking radio, etc.; three owners, 50,000 miles. Original cost probably £6,000, and now a very fine piece of machinery offered at **£585**

LAGONDA LG45 pillarless saloon, 1936. Needs painting, but very fair otherwise. **£165**

VINTAGE

Shortly available, a very fine and highly original 1926 **SUNBEAM 25 h.p.** tourer, stored many years, total mileage believed around 80,000. We have overhauled rear axle, fitted new timing chain, radiator core, overhauled magneto etc., renewed entire weather equipment, renovated original leather, replated all bright parts and the car is being repainted in Royal Blue with black wings. Price will be in the region of **£1,000**

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

PAYNES PARK, HITCHIN, HERTFORDSHIRE

FOR SALE—continued

M.G. B 1964, BRG, radio, w/wheels, Cinturatos, oil cooler, servo brakes, air horns, twin spots, as new. £630. Tel: Horley 3395 after 7pm. (1646

RILEY 2½ litre 1951, 100mph, s/washer, fog lamp, reversing light, rear demister htr, superb body and brakes, good tyres, 12,000 miles since engine rebuild, bills, workshop manual; this car is probably the best of its kind in the south. Offers around £125. Licensed to Feb 1967. Dorking 6247. (1647

BENTLEY MK VI 1951, excell cond, tudor grey and black, maroon upholstery; this car has had a recent engine o/haul. Price £400. Apply: Palmer, Starwood Cottage, Parvis Rd, West Byfleet, Surrey. Tel: BYfleet 46958. (1648

1956 **JAGUAR** XK140 fhc in immac cond throughout, mech faultless, perfect body in BRG with red interior and excell chroma, an exceedingly well cared for example. £225 ono. R. Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel: Wickham 3244. (1649

1964 **RED** Mk III Sprite, well maintained, many extras, radio, Cinturatos. £490 or offers. Murray, White Horse, Tel: Uffington 652, Berks. (1650

LANCHESTER 14 1953, 70,400 miles, excell cond. Smoker, 97 Rectory Rd, Beckenham. (1651

JAGUAR E-TYPE fhc 1963, carmine red, Motorola radio, seat belts; Restall super seats with head rests, Coombs engine conversion at 12,000 miles, cost £350, bills shown, and new RS5s fitted; is laid up every winter from Oct till April; now genuine 20,000 miles; brilliant performance and cond as new unmarked. £1,095. Tel: Worthing 40329. (1652

AC ACE Dec 1954, slate grey. £165. Haythorne, 14 Chalton Heights, Chalton, Beds. Tel: Fancott 325 evenings, weekends. (1653

SUNBEAM ALPINE 1962, red, h/s tops, o/drive, 4 nearly new SP41s, excell cond. £400. Consider 1963 Anglia etc in p/exch. Allen, 39 Crescent Rise, Wood Green, London N22. BOW 5711 evenings and weekends. (1654

MIDGET 1962, red, black trim, htr, tonneau, taxed Jan, immac. £365. Walton 26583. (1655

1958 **SPRITE**, Speedwell conversion, new Xs, s/top, radio, h/top, tonneau, engine o/haul, anti-roll bar, Mk 2 cr gears, body excell. £260. Murphy, 235 Brooklands Rd, Manchester 23, Sale 1036. (1656

ROVER 2000 Nov 1964, one owner, unmarked, grey/grey, w/wheels, Cinturatos, Motorola push button radio, belts, alarm, rev counter, 3 Corello quartz iodine spots, one fog, many other extras, must be seen. £950. Tel: Tate Gallery 0979. Mr Greaves. (1657

SCHOOLMASTER OWNED Austin Cooper 1071S, Turtlewaxed fortnightly, engine recently revitalised, new exhaust valves, springs, decoke and exhaust system, bills available; tyres and battery excell, anti-thief device, belts; not raced or rallied. £420 ono. Parry, 35 Grove Park Rd, Chiswick, London W4. Chiswick 1779. (1658

FIAT 500 station wagon 1964, 12,000 miles, excell cond, u/sealed, available mid-Nov. £360. Keast, 4 Vernon Rd, London N8. (1659

1937 **A.C.** pvt 4-str coupe, non-runner, loathe selling, must have space. £125. Redman, 44 Dysart Ave, Drayton, Portsmouth. (1661

FOR SALE—continued

LUCAS P90 headlamps, one matching pair ex Phantom II Rolls-Royce, on substantial mounting bar, with 2 Lucas trumpet horns, or separately. Offers? Stephens, Woodside, Frost Hill, Congresbury, Somerset. (1660

1933 **M.G.** sports, excell. £120. Box 2351. (1662

M.G. J2 spares, axles, gearboxes, wheels, everything. £25 to clear. Box 2352. (1663

BENTLEY 1925 3 litre Red Label, fitted new VDP replica body, engine and back axle rebuilt, brakes o/hauled, servo fitted, wiring new, tyres new, MoT and tax to 1967; whole car in excell order. £1,100. Lock, Glebe House, Fenney Drayton, Nuneaton, Warks. Tel: Atherstone 2378. (1664

MAGNIFICENT TR2, never raced, 55,000 miles, new engine, one meticulous owner, full records. £275 ono. Tel: Riverside 5649. Box 2353. (1665

MASERATI 3500 GT 1960, rhd, white, black interior, 2 owners, 29,000 miles; the most beautiful car ever designed in immac repeat immac cond; will not sell to anyone under age 30. Best over £775. WIM 5427. Weekends Byfleet 45595. (1666

TRIUMPH TR2/3A excell mech, bodywork needs some attention. £150 ono. HUNter 1149, 6-7pm. (1667

MINI-COOPER, DECEMBER 1964, 998cc, Hydrolastic, 27,000 miles, one owner. £400. Bailey, Christ Church College, Canterbury. (1668

LANCIA LAMBDA spares. Sae please. E. Jones, 11 Mowsley Rd, Husbands Bosworth, Rugby. (1669

1933 **FORD** 14.9hp 4-door saloon, original paintwork, has been run regularly up to Dec 1965, storage now presents problems. £175 ono. 22 St. Andrews Dr, Ilkeston, Derbys. Tel: Ilkeston 5696. (1670

RILEY KESTREL 12/4 1937, excell coachwork and cellulose, engine o/hauled 5,000 miles, new clutch and exhaust, MoT, taxed. £145. LAB 7659. 2 Edenbridge Rd, Enfield, Middx. (1671

MINI SPRINT, Offers around £400. Must sell, joined brain drain. Sae details. 123 Springdale Rd, Broadstone, Dorset. (1672

TR2 1954, TR3A front, TR4 crankshaft, excell cond, BRG. £195 ono. Walton-on-Thames 29384. (1673

HEALEY SILVERSTONE 1950 model; this car in very original cond and in outstanding order; genuine sale, taxed and MoT. Best Offer. Tel: Preston 58458 by day or Forton 665 by night. (1674

1961 **M.G.** Midget, black, low mileage, polished head, new SPs, exery extra. £335. ALB 3170. (1675

CLUBMAN'S 105E engine, Cosworth modifications, 80 plus bhp, 2/40DCOEs. £75. Ninfield (Sussex) 483 evenings. (1676

TR3 1956, o/drive, Powerstop discs, h/top, htr, Cinturatos. £190. Birmingham Shirley 1827. (1677

PAIR 1¾IN. SUs, electric rev counter, Allard Zephyr manifold, carbs, new, clearing cheap. Buckhurst 7550 evenings. (1678

AUSTIN 10/4 1934 saloon, good running order, tidy, MoT. £45. 26 Leamington Rd, Blackburn. (1679

M.G. A Nov '58, 1600 eng, immac cond, luggage rack, oil cooler, w/wheels and Cints, radio and htr, s/top and tonneau cover, reversing light. £250 ono. Tel: Sloane, Manchester MER 6850. (1681

M.G. PA spares for sale. Also new Dunlop 450 x 19 tyres, £5, Tubes, £1. Porter, 33 Cromwell Rd, Ribbleton, Preston, Lancs. (1684

FOR SALE—continued

M.G. TF 1500, recent concours d'elegance winner. Investment at £420 ovno. Enquiries to Box 2354. (1680

RILEY 1½ litre 1954. Excell buy at £175. 42 Darby Rd, Beccles, Suffolk. (1682

ULSTER ASTON special, 1,496cc, hydraulic brakes, taxed, MoT. £180. Tel: Woodbury 251. (1683

HEALEY 3000 1960, red, white roof. £335. 144 Bury Green Rd, Cheshunt, Herts. (1685

HEALEY 100/6, frontal damage, otherwise immac, engine o/hauled 2,000 miles ago, all parts good inc hood. Offers. Would consider breaking. L. Downhill, Four Winds, 75 Corbar Mount, Buxton 2724. (1686

VINTAGE ESSEX Super 6 1930, very original, must be sold as garage is required for new car. £130 ono. Bond, Clovelly, Green Lane, Bolton. (1687

1932 **ROLLS-ROYCE** 20/25 Windover limousine, vintage lines, original brass instruments, klaxon/bulb horns, mascot etc, reupholstered in red, mech perfection. £350. Daly, 52 Park Ave, Handsworth, Birmingham 19. (1688

JAGUAR XK120 open sports 1951, BRG, new hood, brakes, rear springs, carpets, twin exhausts, foglights, special axle gives 22mpg and 100 at 3,500, taxed until May, insurance arranged £20. £150 ono. KINgs Norton 1518 (Birmingham). (1689

1926 **ANZANI** engine Frazer Nash, £350. 1947 HRG 1,500cc, £175. 2 Barton Rd, Luton. Tel: 26340. (1690

1929 **CHUMMY**, original and immac, £300. 1929 Rolls-Royce 20PW saloon, mech excell, body needs some attention, £400. Offers. Watts, 29 Highworth Rd, Faringdon, Berks. Tel: Faringdon 2287. (1691

BENTLEY 3½ litre 1934 Hooper aluminium saloon, in daily use. Consider p/e Railton. £300 ono. Kay, Marsh Lane, Hambleton, Blackpool. (1692

CLEARANCE. DELCO Remy 6v car htr 50s. Dunlop 5.00/20 new, £8. 4 vols "Book of the Motor Car" by Rankin Kennedy, as new, £5. Rolls 20/25 gearbox, fan, carburetter, starter switch, starter, wheel spanner, P100 lamprim, new. Kay, Marsh Lane, Hambleton, Blackpool. (1693

ZA M.G. parts, 8 BMC. Sae list. 20 Coppice Rd, Poynton, Cheshire. (1694

ROLLS-ROYCE HEARSE 1930 20/25, new gearbox, mech and bodily first class. £185. West Monkton 454, Somerset. (1695

1947 **ALVIS** TA14, daily use, engine sound, body serviceable. £75. Tel: Slinfold (Sussex) 245. (1696

M.G. J2 spares, 100E engine, or £30 ono. Damaged whole. 3 Highfield Rd North, Pelsall, Staffs. (1697

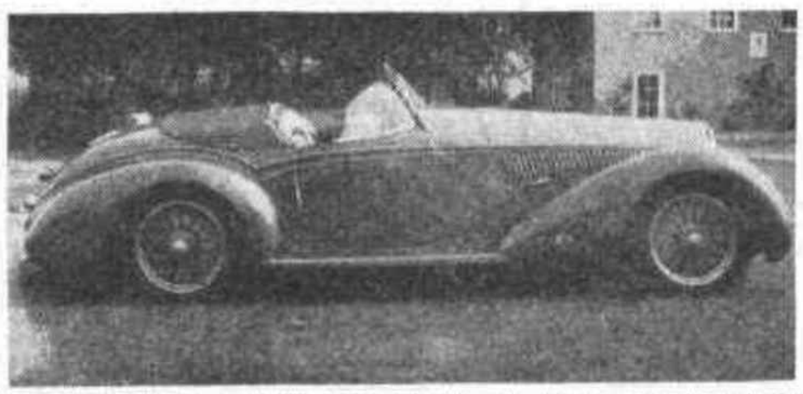
MERCEDES 190SL sports 1961, h/s tops, genuine 21,000 miles, one owner, with original tyres, still excell, fantastic specimen. £875. Denham 2794. (1698

XK150S F.H. coupe 1958, excell cond, w/wheels, servo assisted discs, o/d, s/belts. £325 ono. McLachlan, 272 Knightswood Rd, Glasgow. JOR 6117. (1699

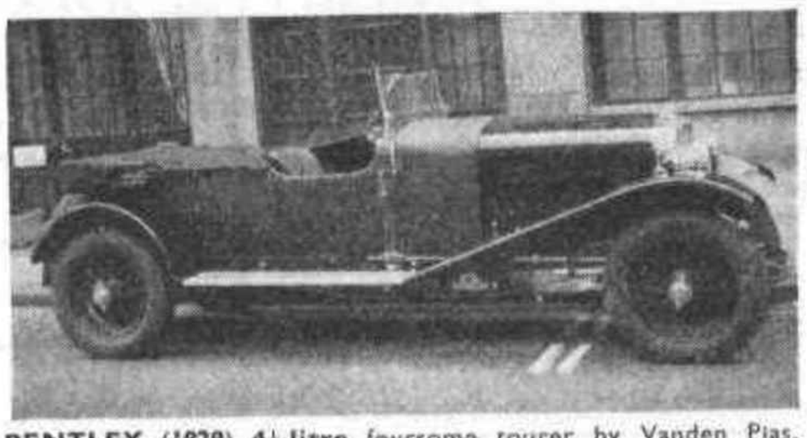
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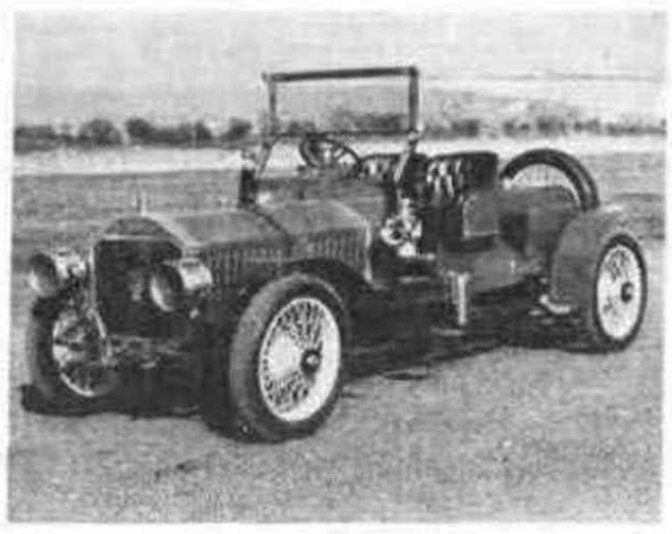
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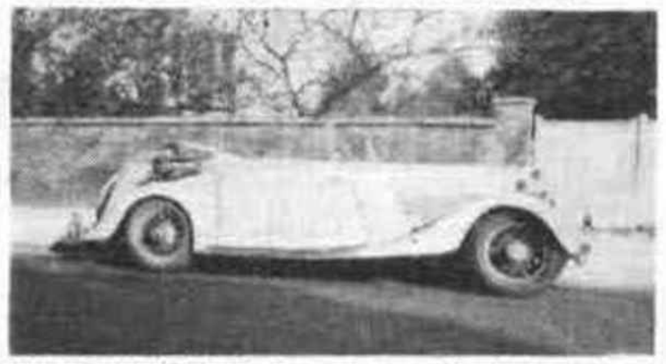
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like clockwork; one owner over 20 years. £675. P/exch,

ASTON MARTIN 1936 1½ litre long chassis, recent complete mech rebuild, BRG, outside exhausts etc. £550. Elegant car. SLOane 4342. (1706

M.G. A 1600 Mk II white fhc, excell cond, modest mileage. £450 ono. Tel: Long Eaton 3417 after 5.30pm or any time weekends. (1707

SPITFIRE 1963, excell cond, htr, tonneau, boot rack, 4½in Js, Cinturatos, recond gearbox, transmission. £410 ono. Guildford 62790. (1708

1939 WOLSELEY 12 saloon in excell original cond, guaranteed mileage 51,000, spares and orginal handbook, MoT. Also regn JW6 with or without Minor. Offers. Mr Lockwood, Huddersfield 28101 day, Huddersfield 54358 evening. (1709

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RILEY SPORTS, 1949/50, 2½, resprayed blue, engine overhauled, rechromed. £195. Romford 48034. (1722

TRIUMPH TR4, 1962; low mileage car in superb cond., finished British Racing Green, o/drive, w/wheels, Xs, belts, etc. £520. Tel: Liverpool, GREat Crosby 4117 evenings. (1723

CORTINA GT, July 1966, 3,000 miles, white, radio, SP tyres. Offers, cheaper car in exchange. After 7 pm, Stoke-on-Trent 32922 (1724

M.G. TC, 1949, superb specimen, BRG, engine recond 2,000 miles, new clutch, new carbs, new battery, new white hood and tonneau cover, new carpets, new radio, 3 spare wheels, 4 extra tyres, 3 unused, htr, twin spots, reversing light, completely repainted and rewired with new fully fitted walnut dash. £300. Cavanagh, 206 Compton Rd, Wolverhampton. Tel 25436. (1725

1932 RILEY Monaco, one owner, very original, good body, mechanics, excep interior, tools h/book, many spares. £110. Box 2364. (1726

HEALEY SILVERSTONE D-type, sultable Griffiths Formula. £260 ono for quick sale. Tel evenings High Wycombe 28220. (1727

130 MPH Healey 3000 Mk II, new works tuned eng and Mk III centre change box, stiffened suspension, new discs and pads, w/wheels, Cinturatos, o/drive, radio, Kenlowe, h/s/tops, £445, p/exchange. R. Brown, Princes Farm, Peasemore, Newbury. Tel Chieveley 279. (1728

SUNBEAM ALPINE III, late 1963, 27,000 miles, in immac cond, diligently kept, o/drive, h/top, w/wheels, fog and reverse lights, racing mirrors, htr, belts etc., £1,000 new, owner going abroad, must sell. £525, HP. View any time at 2 Beacon Close, Boundstone, Farnham, Surrey, or tel days Mortimer (Berks) 3089. (1729

M.G. MIDGET, 1962, low mileage, many extras including h/s/tops, radio, htr; stork expected. £360 ono. UPL 5551. (1730

WHAT OFFERS?: Approx 1900, Panhard seat, very good cond., 49 Triumph Roadster, body tatty, 6000 on factory 2.2 engine, will break: 53 A.C. sal, excel body, etc, non runner; Suffolk area. Box 2366. (1731

XK150 DHC, 1958, s/e, o/drive, wires. £225. 24 Clover Lea, Farncombe, Surrey. (1732

1964 MINOR 1000 Convert de luxe, one owner, new Cinturato tyres and battery, radio and many other extras, new 1100 eng and clutch only just run in, with full Downton conversion which leaves multi-litre roly poly horrors standing, shakes Coopers too. £395. Tel Bromley Green 221 after 6 pm weekdays. (1733

DAIMLER SP250, Nov 1961, Silver-blue, h/s/top, o/drive, radio, immac. £480—owner emigrating. DID 4831 (Manchester). (1734

PRETTY LITTLE red Austin Nippy 1937, excell cond. £100. Townsend, 106 Ainsdale Rd, Leicester. Tel 857747. (1735

M.G. TD 1951, respray, new trim and carpet, eng good but needs o/haul—used as second car. £200 ono. 29 Headley Chase, Brentwood (4786). (1736

TURNER CLIMAX 1,098cc 1961, w/wheels, Konis, white, immac, very fast. £325. Tel Frobisher 3441. (1737

ALVIS CRESTED Eagle Tourer, 1935, 30,000 since complete rebuild, 9 tyres, 2 heads, cover, tonneau, tested, taxed. £200. Newbery, 72 Erpingham Rd, Putney, SW15. PUT 8506. (1738

PORSCHE 356A, red, 1959. Highest cash offer. Watford 24992 weekends. (1739

DEVASTATING LANCIA Aprilia 1947, rebuilt eng plus racing pistons etc, still to be run in, recond suspension and transmission, faultless bodywork just coachpainted deep blue, twin spots, good X's, special dash, reversing lamp, etc; owner leaving for States so first £200. Available late Nov. Box 2363. (1740

MERCEDES 220S, 1957, graphite grey, leather upholstery, connoisseur's immac car. £500. Cookson, Hope, Welshpool 2365, Mont. (1741

M.G. TD2, 1953, red, Mich Xs, radio, MoT until Sept 1967, in beautiful cond both mechanically and bodily. £330 ono. Gearon, Sunbury-on-Thames 4795. (1742

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TR4, 1964, w/wheels, o/drive, tonneau cover, immac cond throughout. Haggle around £640. Hillside 5084. (1744

ALVIS 3 litre 1962 lhd 2 door saloon, genuine 16,400 miles only, metallic ice blue with matching leather upholstery, manual, w/wheels and usual extras. £900 ono. Cuff, Pine Ridge, Priory Rd, Ascot. Tel: Winkfield Row 2689. (1745

PORSCHE 356A, have 1600 super silver Cabriolet with new hood, Motorola, bills for passed o/hauls available. £525. Tel FN 56390 evenings only. (1746

M.G. TD2, BRG, recond and rebuilt stage 1 eng, rebuilt ifs, rewired, new shockers, hood, sidescreens, exhaust system d/board, clutch, anti-roll bar sealed beams, 5 Cints, MoT. £310 ono. Dobson, 22 Chestnut Ave, Buckhurst Hill, Essex. BUC 6828. (1747

RILEY 1½ litre Falcon, 1937, MoT, one previous owner, good mech order, well-shod. £55. Millward, Mount Pleasant, Framlingham, nr Woodbridge, Suffolk. Tel Framlingham 329. (1748

REG NUB1. Riley 1½ attached, 1950, mechs and bodywork in excel cond, MoT Sept 1967, taxed Dec. Offers over £85. 9 Stapleford Gdns, Burntwood, nr Walsall, Staffs. (1749

1952 RILEY 1½, very good cond all round, recent respray. £100. Tel Portsmouth 21015 after hrs. (1750

DAIMLER SP250, 1960, white, very good cond, 28 mpg 130mph, discs all round SP3s, wind up windows, h/top, 2 plus 2, also hooded tonneau. £375 or Mini Traveller etc plus £100 or so. Gorman, Kibblestone House, Stone, Staffs. Stone 268. (1751

TR4 1964, green, 26,000 miles, one careful owner, new tyres, battery, radio, tonneau. £675 ono. Tel: Wadhurst 2593. (1752

FOR SALE. 1955 Mercedes 300B convertible, 75,000 miles, one owner, very good cond, new tyres. £425 ono. Tel: Winkfield Row 2261 (near Ascot). (1753

AUSTIN HEALEY 3000 Mk I twin carbs BN7 sports, excell cond throughout, has been meticulously maintained since new, done only 37,000 miles; parts recently renewed, dual exhaust system, discs, pads, rear linings, rear springs, tripod headlamps; extras include htr, radio, screen washers, badge bar, fog and spot, ammeter, elec clock, h/lamp flasher, racing mirrors, o/drive on 3rd and top, 100mph in o/d 3rd; some carl 1961, first regd Dec 1960. £450. Darley Dale, Derbyshire, 3191 before 8pm. (1754

LOTUS ELAN Dec 1963, h/s tops, radio, htr, servo, reverse lights, Cortina vents in h/top, whole car in excell cond. £750. 3 Hayward Ave, Ryde, IW. (1755

VINTAGE RILEY 1929 Mk IV tourer, winner several concours, Measham Trophy etc, 100pc rebuild to original specification, fast; mine these last 16 years. £375 or exch w.h.y? Box 2367. (1756

SPRITE 1960, Ashley bonnet, h/top and extras, excell cond, Webster, Granhams Farm, Shelford, Cambs. (1757

BRISTOL 401, reliable car, new battery; going abroad. £90. Tyson, Badby, Daventry. Dav 2587. (1758

1963 VOLKSWAGEN, ruby red, as new cond, low mileage. £395 ono. Bailey, 3 New Inn Lane, Avenine, Stroud, Glos. Nailsworth 6425. (1759

SPRITE MK II 1962, yellow, s/top and tonneau, htr, seat belts, Michelin X, wheel discs, spot and fog, Speedwell/Amal conversion. £310. 39 Stancliffe Rd, Bedford. Tel: 62117 (1760

BODY PARTS. Sprite Mk 2, 3 f/glass wings, £12. Mini bonnet f/glass, £4. Ford 4 branch manifold, £7 10s. Sprite R/C mech, £2 10s. Chrona R/C 5½in 3.1, £5. M. Warham, 50 Bilton Lane, Harrogate, Yorkshire. (1761

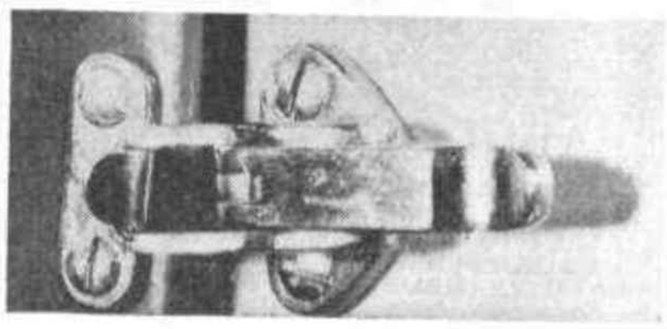
1959 SPRITE, recond engine, clutch. £225. Also loads of TR and TF bits. 95 Lower Thrift St, Northampton. (1762

ROCHDALE GT, Aquaplane, twin SUs, remote change, 15in wheels, Xs, ifs, modified rs, hydraulic brakes, htr; expanding family forces sale. 4 intermediate gears for BTH magneto, Riley 9. Tel: Leicester 814913. (1763

M.G. A twin cam 1959, white, with black h/top, many extras, outstanding example of this model. £350 ono. 11 Croyland Rd, Wellingborough. 4113, business 2502. (1764

1933 AUSTIN 7 deluxe saloon, winner Showroom Class Beaulieu 1964, unused since; extremely rare dual beaver colour scheme, one previous owner, stored most winters, photos available. Serious offers or exch invited. Winslade, Clewers Hill, Waltham Chase, Southampton. Bishop's Waltham 2749. (1765

XK150 JAGUAR dhc, late '59, SE, orbit blue, o/drive, Marchal lights, Konis, w/wheels, competition springs, Cinturatos, Motorola radio etc; absolutely nothing to spend. £400. Tel: Huntingdon 617, or 3617 evenings. (1766



OVER-CENTRE CLIPS

Secure bonnets, boot lids or body panels firmly with these robust, well finished chromed clips. Ideal for cars with glass fibre replacement panels. Supplied complete with all screws, nuts & washers.

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Box No. Address: "Motor Sport", 15-17 City Road, London, E.C.1

FOR SALE—continued

AUSTIN HEALEY 3000 Mk 2 convertible, ice blue, o/drive, w/wheels, Cinturatos, laminated screen, servo brakes, adjustable column. £600. B. C. Whittaker, 27 Knighton Rd, Northfield, Birmingham 31. PRI 3011. (1767

LANCIA AURELIA GT series 6, one of the last, No 4007, white, radio, excell cond. Nearest to £650 secures. Also '56 Aurelia saloon B12. £350. Brock, 22 Rosecroft Ave, London NW3. HAM 8036/3044. (1768

RILEY-HEALEY TICKFORD 1952 in good cond, new engine, any offer considered. Woldingham (Surrey) 3128 after 7pm. (1769

B.M.W. 700 coupe sports 1964, fiord grey, immac, 19,000 miles. £385. Hunt, 21 Rivergreen Cres, Bramcote, Notts. (1770

SPRITE DE luxe '63, 1,100cc, low mileage, original immac cond, one of the best. £435 ono. Maidenhead 28352. (1771

TRIUMPH TR3, immac cond, o/drive, w/wheels, disc brakes, many other extras, just completely o/hauled. £275. Tel: Colwyn Bay 55404. (1772

XK150 F.H.C., special equipment, 1958, with complete 1961 brake system, immac cond. £260. Birmingham Sheldon 4446. (1773

ALVIS SPEED 20 1934 tourer, fitted 25 engine, 4.1 axle, new hood, tonneau, tyres, exhaust, generally good cond. £200 ono. Clinkard, Pump Farm, Assington, Colchester. (1774

1964 MORRIS Mini, immac, new SP41s, Weber carbs, many extras. £240 ono. 309 Firtree Rd, Epsom. Tel: BX5-51244. (1775

1963 FORD sports special, many modifications, £85. Oct 1960 Renault Gordini, £125. Or £175 for both. Boulter, 4 Fieldhouse Ave, Thornton, Nr. Blackpool. (1776

N.S.U. PRINZ Oct 1964, 18,000 miles, muscari blue, Michelin X, seat belts, immac. £330. 10 Lesney Park Rd, Erith, Kent. Erith 38696. (1777

1,275cc COOPER S 1964, green/white, 21,000 miles, Cinturatos front, dry suspension, genuine private car in excell cond. Must sell, buying house, hence £485. Watson, 99 Underhill Rd, London SE22. TOW 6048. (1778

SUNBEAM ALPINE 1960 model 2-str sports, superb order, taxed, MoT £310 ono. Also Austin Healey BN1, extensively o/hauled, MoT, £120 ono. Write Douthwaite, Finchale Priory, Nr Durham, or Tel: Paisley 2539. (1779

M.G. TF 1,250cc 1954, black, new hood/tonneau. £305. Manchester URM 2023. (1780

1931 AUSTIN 7 saloon, aluminium body in excell cond, in good running order, taxed, MoT Aug '67. £95 ono. J. Wright, 20 Grange Park Estate, Chard, Somerset. (1781

SILVERSTONE HEALEY E83 fhc, unique body, immac, photo on request. Offers invited. 7 Hughes Place, Orford, Warrington. Tel: 31659. (1782

1939 16HP A-Siddeley, 2 owners, £65 bills, outstanding cond. £75. See Wanted column. 35 Gainsborough Rd, Liverpool 15. (1783

FOR SALE. 1928-9 Alvis Silver Eagle dhc with 6 cyl engine, very tatty, for renovating or spares. Also 1250 Alvis tourer, unoriginal rear end, very good cond, spare engine, gearbox, axles, rad etc. Offers to Box 2368. (1784

OFFERS ARE invited for regn number DCY99. Advertiser holds log book. Box 2369. (1785

M.G. B 1965, w/wheels, o/drive, folding hood, leather steering wheel, Cinturatos, 18,000 miles, BRG, vgc, no accidents; owner taking pub requires cash, £697 ono. Tel: Acle 445 office hours. (1786

AUSTIN RUBY 1937 very good mech and bodily sound, new head lining, good seats but requires carpets. Offers around £30. David Bate, Wholesale Fruit Market, Warrington 35227. (1787

LAGONDA 1937 LG45 pillarless saloon, mech good, bodily fair. Offers around £75. David Bate, Wholesale Fruit Market, Warrington 35227. (1788

1954 TF, new big ends and crankshaft 5,000 miles ago, very good cond, tonneau and new tyres. Offers. 162 Walmersley Old Rd, Bury, Lancs. (1789

XK120 ROADSTER, above average. £150. Talbot, Riley roadster, Alpine wanted. Small, Park Farm, Stoneham Lane, Eastleigh (3767), Hants. (1790

1950 2½ litre Lea Francis sports, taxed, MoT, fast, sound. Bowen, 7 Ynyslyn Rd, Hawthorn, Pontypridd, Glamorgan. (1791

ROLLS-ROYCE AND BENTLEY REPAIRS

COLIN BALL,

MILL FARM,
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NORWICH. NOR 21Z

SELECTED CARS

174 LONDON ROAD,
KINGSTON-UPON-THAMES
KINGSTON 9292

1963 MINI-COOPER. New engine ...	**£325**
1963 MINI Super de Luxe. One owner ...	**£295**
1962 MIDGET. Red. One owner	**£375**
1961 SPRITE. Two owners	**£275**
1960 SPRITE. Two owners. Many extras ...	**£295**
1960 SPRITE. Recon. engine	**£265**
1960 SPRITE. Opalescent silver	**£275**
1955 AUSTIN HEALEY 100/4. As new ...	**£265**
1959 XK150 f/h. Red. Radio, o'drive ...	**£375**
1958 XK150 f/h. Green	**£245**
1958 JAGUAR 3.4. Webasto roof	**£245**
1960 JAGUAR 3.8. Wire wheels	**£395**
1964 HILLMAN Imp. 14,000 miles ...	**£325**
HARD-TOPS from £9 - £29. TONNEAUX	**£5**

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

Sports Cars WANTED for cash. H.P. settled.

JOHN BRITTEN

Sports cars on our grassy slopes, will certainly fulfil your hopes. Austin Healey Sprite, December 1959, specially finished in goodnight blue with black interior, reconditioned engine 3,000m., new Goodyear G8s, transistor radio, Selmar anti-nick device, spotlamp, sundry others extras, £230. Triumph TR4, July 1964, signal red, black trim, GP tyres, as you know it's the policy of the firm not to mention mileage or condition, otherwise I would be in raptures, £605. Austin Healey Sprite Mk II, 1962, Old Etonian white, red trim, radio, besotted previous owner, £325. Triumph Spitfire Mk II, 1966 model, Wedgwood blue, SAH cylinder head, camshaft and twin-choke Solex conversion costing £100, also woodrim, underseal, racing mirrors, one owner, £560. MG-B, 1964, British Racing Green, black leather, radio, folding hood, twin spotlamps, half tonneau, new tyres, £590.

JOHN BRITTEN'S GARAGE



Triumph TR4 hard-top coupé, 1962, powder blue, overdrive, Surrey top, Cinturatos, woodrim, £495. Triumph Spitfire Mk I, 1965, black, black interior too, one country owner, wealthy family, lavishly maintained, money no object, extras, £490. MG Midget, November 1964, signal red, black interior, one owner, £450. Austin Healey Sprite Mk III, December 1964, red, black interior, Cinturatos, £450. Expecting 1963 Spitfires, road-equipped racing Lotus Super 7 Holbay, 1965, at under half price, 1955 MG TF 1500, Mini-Moke, Mini-Sprint lowered 11 inches no less, Triumph TR4A with overdrive and wire wheels, 1963 Austin Healey 3000 with all equipment, several others by Nov. 1st. Each and every car thoroughly serviced, workshop checked, parts/labour guarantee. HP with 3rd party insurance, trifling 40% deposit, 24 months to repent.



New stores and accessory counter opened this week; a good stock of ordinary spares for ordinary sports cars but regret have no stiffle pin for 1943 Alvis 12/56. Vane electronic engine tune-ups, multiple carbs a speciality, same day service, fixed prices. Sports car repairs and overhauls. New Cinturatos at 25% discount, hundreds in stock, fitting and balancing while-U-wait, plenty interesting things to see, coffee, chocolate and hot chicken soup served at 6d. a throw. Goodyear G800 radial ply seconds, 155-13 (= 560-13), another bulk shipment just arrived, 42½% discount; other makes of radial ply seconds, some sizes only, same discount, ring up first, dial 01-449-1146, which gets you straight through to the rubber hammer boys. I forgot to mention we have the full range of Pirelli Sempiones in stock at 25%.



This is a competitor's-eye-view of our yellow racing MG Midget, 1,143cc, driven by the person who writes these advertisements; fourteen outright and class wins since July 1966, holds lap records at Brands Hatch etc.; you can probably see it there on Nov. 13th, note ear-smoke-vent. Our garage is on the A411 one mile west of Barnet towards Elstree and Watford, just off the A1. Open to 7pm, closed Sundays. Skilled mechanic wanted, semi-skilled please don't apply. Also small Central/North London showroom wanted for us to sell new Brand X cars from. With Best Wishes.

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

FOR SALE—continued

1964 AUSTIN Mini, Aug, 25,000 miles, new Xs, one owner, almond green, fitted extras, vgc. £325 ono. Turner, Box Farm Cottage, Handley, Clay Cross, Derbyshire. (1792

ROLLS PIII fully recond radiator, many other spares for PIII, 20/25 and 3½ Bentley. Sae please. 10 Orchard Close, Long Ditton, Surrey. Emberbrook 6034. (1793

SINGER LE Mans 1934, rebuilt engine, excell original cond. £185. Wallington 5081. (1794

TR3, EXCELLENT cond, navy blue, recond engine, h/s tops, tonneau, htr, washers. £240 ono. Sevenoaks 54692. (1795

SPEEDWELL SPRITE 1965 Mk III, special bonnet, w/wheels, fantastic engine specification, luxurious interior, oil cooler, air horns, seat belts, SP3 tyres, many other useful extras, very fast, safe, economical, unusual sports car. Well worth £575, will accept any p/exch. Guenier, Marple 3711, Cheshire. (1796

XK150 1959 dhc, blue, Cinturatos, good cond, recent MoT; stork proved as fast as Jaguar! £320. 4 Castleton Court, Marlow, Bucks. Tel: 4749. (1797

1965 LOTUS Elan bodyshell for sale. Stephens, Ranscombe, Church Rd, Noak Hill, Romford, Essex. Ingrebourne 42677. (1798

RILEY 2½ litre 1952, superb cond throughout. £120. Hawketts, Lough Erin, Walton Rd, Clevedon, Somerset. Tel: 3784. (1799

ALFA GIULIA TI late '63, green, immac. £565. Exch cheaper car, private HP. Uxbridge 32624. (1800

ROLLS 20/25 1933 Sportsman's saloon, one owner, chauffeur maintained, complete Rolls history, laid up for last 2 years during which time all wood frame renewed, repanelled, resprayed, rewired, new hide upholstery and carpets, recent engine rebuild by Rolls, in outstanding cond. £945. Vintage exch considered. 54 Baronsmede, Ealing 1542 evenings. (1801

JAGUAR XK150 d/h, w/wheels, in very nice order, not bent or thrashed, golden sand with black crushed hide interior. Exceptional value at £295. 54 Baronsmede, Ealing 1542 evenings. (1802

ROLLS 20 1926 shooting brake, horizontal louvres, excellent mech, good 19in tyres, 6-8 seats, 18mpg. Price £375. Selling reason? I bought 28 gallons of petrol last week. 4 Maripit Hill, Sutton Bonington, Loughborough, Leics. (1803

M.G. TDII, surely one of the finest models of this marque, finished in metallichrome sand, lhd, 2 plus 2, new hood, screens, interior etc. £300. LAD 9777. (1804

MORGAN 4/4 GT competition model 2-str sports, 10,000 miles only, immac, not crashed, not raced, BRG. £550. Wentworth 3356. (1805

M.G. TC 1946, black, red w/wheels, MoT May 1967. Sinclair, 14 Academy St, Coatbridge, Lanarkshire. Tel: Hamilton 22731 business, Coatbridge 23117 home. (1806

BUGATTI 57S, partly rebuilt, no export. Box 2370. (1807

B.M.W. 328, recent complete o/haul and respray. Rippon, 56 Houndsfield Lane, Shirley, Warwicks. Tel: Shirley 5379. (1808

LAGONDA BARGAIN! 1954 3 litre Vantage sports saloon. Must be sold, offers around £100. Clark, Newent, Glos. Tel: Gorsley 360. (1809

CHAMOIS 1965, grey/black, engine modified extensively, suspension lowered, set new SPs, iodine head, fog, spot lamps, interior Silent Travel, servo brakes, radio, very potent and in superb order throughout. £445 ono. M. B. Tredgett, 146 Northampton Rd, Broughton, Kettering, Northants. Tel: Broughton 383. (1810

LOTUS ELAN series 2, white, radio, SP tyres, child's seat, 11,000 miles. Offers. Penn 2564 evenings. (1811

1934 M.G. PA model, rebuilt 1957, fair cond. £55 ono. Box 2371. (1812

ROLLS-ROYCE 1933 20/25 sedanca by Park Ward, a very pretty car in good cond. £500 ono. LEE Green 7562. (1813

BRISTOL 403 1954, mech excell, interior good, paintwork needs attention. £195. Fleet, 19 Springwell St, Huthwaite, Notts. (1814

M.G. A 1956, o/drive, 35mpg, servo, htr, luggage rack, 4 new Xs, extra instruments, many extras, owner going abroad. £225. Woodcock, 30 Wakerley Rd, Leicester 36554. (1815

VOLVO P1800 1963, Ruddspeed conversion, fog lights, radio, new Cinturatos, immac. £850. HP arranged. Johnson, 18 St. Stephens Rd, Cheltenham. (1816

HARDTOP FOR MG B, £25. Red s/top, £12. Messenger, Tiddington, Oxon. Ickford 307. (1817

BENTLEY 1935 Freestone & Webb top hat saloon. £100. J. Willis, 13 Glenmore Rise, Wombwell, Barnsley, Yorkshire. (1818

1932 M.G. M, Ford engine, dismantled, towable. £40. Parsons, 1 Elms Ave, Muswell Hill, London N10. (1819

MINI COOPER, completely o/hauled, SP3s, Rallye seats, 28,000 miles, 1963, £310. Exch. Ashford, Middx, 58700. (1820



1961 MASERATI 1500 GT SPYDER

All aluminium coachbuilt body in Italian racing red. Tubular chassis, Borrani polished alloy wheels, all aluminium, 1,484-c.c. '1505' T.O.C. engine developing 141 b.h.p., twin-choke Webers, etc. Unladen weight 12 cwt. Performance—quite incredible. Believed to be the only r.h.d. of 12 produced, cost new £4,800. Can only be regarded as a very safe investment for any true enthusiast of the *marque* in this day and age. **PRICE £1,450 o.n.o.** *Genuine enquiries only please.* **Tel.** (office hours) **MAIDENHEAD 20825,** *or write,* **J. R. B., Old House Farm, Fulmer, Bucks.**

FOR SALE—continued

GIFT TO enthusiast! 1964 Honda Berkeley 3-wheeler experimental, 9,000 rpm, ohc twin carb engine, tube chassis, fibre glass 2-str sports body, front wheel drive. £100 ono; must go to good home as owner going abroad. Seagrave, South Cott., Blindley Heath, Surrey. (1503

1250 MG TF, radio, htr, good body work, engine needs attention. Offers tel Glastonbury 3169, Somerset. (1504

LANCHESTER 10, 1933, attractive car in very sound cond; genuine reason for reluctant sale at £55 ono. MOLesey 6281 (Middx). (1505

TR3, 1961, TR4 exch engine and gearbox (May '66), only 7,000 miles, back of car damaged by accident, car to be viewed near Glasgow. £100 or best offer. Please contact Mr J. Bieberstein, 39 Palace Gds Terr, London W8. Tel: BAY 2762 8.30-9.30 morning. (1506

CHW1 REGISTRATION number with log book. Parsons, 62 London St, Whitchurch. (1507

HEALEY ELLIOTT sports saloon. £100 ono. Must sell. Collins, Fernbank, Whiteley Green, Prestbury, Cheshire. (1508

LOTUS CORTINA 1964, 48,000 miles, radio, Pirellis, excell cond, well maintained company car, unraced or rallied, HP terms offered. £580. Tel: day Slough 29277, evening Henley 2051. (1509

ZEPHYR CONVERTIBLE, vg cond, auto hood, Helphos spot, reversing light, seat covers; plus 4-str Fletcher speed boat with skiing equip, life jackets and 35hp Mercury engine, only used 25hrs. £600 or exch E-type, hard and soft top, must be immac, with cash adjustment. Tel: daytime Ash Mx 56674. (1510

ROLLS-ROYCE WINGED lady mascot, unused. £12 ono. 16 Speen Lane, Newbury 3330. (1511

ROLLS-ROYCE 20/25 Hooper Continental saloon 1932, unfinished rebuild, very good tyres, potentially valuable. £200. Also 20/25 Thrupp o/d, excell throughout, mascot, 2 trunks, almost immac. £575. Church Stretton 2749. (1512

1926 BULLNOSE Morris Oxford 2 seat tourer, concours cond, new hood, s/s, excell tyres, many period extras, tools, handbook, spares. £475. Tel: Maidenhead 28909. (1513

LOTUS ELAN S2, Nov 65, 10,000 miles, white soft top, radio, private sale. £925 ono. Brighton 45690 mornings. (1514

1954 BENTLEY R type automatic, sliding roof, radio, steering o/hauled, decarbonised and recond radiator fitted, all in last 4 months; new silencers required. £425 for quick sale. Tel: Bath 3148 after 7pm (1515

M.G. TB, very rare, excell red body, engine rebuilt, brakes relined, new battery, hood, seats, tonneau, also luggage rack, burglar alarm, spots, reversing light, htr, radio, map reading light. £180 ono. Garner, 38 Park View Rd, Ealing, evenings only. (1516

TR4 1962/3, red/black interior, Surrey h/s tops, 5 brand new Cinturatos, anti-roll bar, maintained in perfect tune, genuine 34,000 miles, superb 1965 cond. £545. Dowden, 191 Uxbridge Rd, Hampton Hill, Mx. MOLesey 5335 weekends. (1517

ROLLS-ROYCE PHANTOM I chassis, 1926, not running, complete except radiator. £75. Box 2319. (1518

FOR SALE—continued

M.G. TC 1949 stage II, good body cond, needs respray, £100. Arnolt supercharger £25. Saunders, 38 Heatherstone Ave, Butts Ash, Hythe, Southampton. (1519

ALVIS GREY Lady 3 litre TC 21/100 1955, this car has been enthusiast maintained and is in good cond bodily and mech, chrome w/wheels, power brakes, crested eagle mascot, sunshine roof, new tyres and brake linings, engine 7,000 since complete o/haul; this vehicle will cruise effortlessly at 85 and in complete silence; colour metallic steel grey with light blue hide interior and beige head-lining. I am not overanxious to sell, but wife wishes to drive and something smaller and lighter is required. P/exch considered or £350. Tel: Newnham (Glos) 223. (1520

RAILTON 1936 4¼ litre straight 8, original black/green dhc, regn number 3TKO. Offers/exch. Berks. Box 2320. (1521

PORSCHE 1600 super cabriolet 1957, in last 20,000 miles new engine, clutch, transmission, gearbox, 5 nearly new Firestone Phoenix, Konis, new link pins, brake linings; car in superb mech cond, hood good, carpets poor; superb performer with economy and outstanding handling. £450. Smith, Elder Cott, Rogerscale, Nr. Cockermouth, Cumberland. Lorton 254. (1522

1963 SUNBEAM Alpine GT, moonstone, excell cond, every extra, o/drive, w/wheels, whitewall tyres, radio, tonneau, seat covers, twin spots etc, one owner, genuine 19,000 miles, taxed August 1967. £530 ono. Available end Nov. Boniface, Robin Lane, Edgmond, Newport, Shrops. Tel: Newport 2052. (1523

LAGONDA 1933 16/80 S type special six dhc, in use, fine cond. £210. Griffiths, Wimland Cott, Faygate, Sussex. Tel: 377. (1524

1961 T.V.R. Grantura Mk 2A, 1600 MG unit, 32,000 miles, tartan red, discs, Cinturatos, Cibie lights, s/belts, htr, excell cond. £389 ono. Tel: Reading 73833. (1525

M.G. TF 1,250cc 1954, red, excep cond, mech perfect, aero screens, new hood, tonneau cover, side screens and tyres, luggage rack; a beautiful specimen of this much wanted car. Must sell thus £385. Box 2321. (1526

LANCIA APRILIA 1937, engine o/hauled and fitted shell bearings for projected rebuild, car tatty, could be restored or used for spares, 4 good tyres, sound rad etc. £15 ono. Rawling. Tel: Manchester Swinton 5188. (1527

1936 M.G. PA tourer, well preserved example needing some attention. MoT. £65 ono. HAY 8340 after 6pm. (1528

AUSTIN 7 tourer 1931, recently stripped and rebuilt, spare engine, 3 and 4 speed gearboxes. £80. Haran, The Cottage, Stowell House, Stowell, Nr. Sherborne, Dorset. (1529

CWJ1B ALFA-ROMEO Giulia Spyder 1964, red, 5-speed. £825 ono or would take Cooper, Imp, Vitesse, w.h.y. in p/exch. Wright, 571 Lightwood Rd, Stoke-on-Trent 33315. (1530

AUSTIN 7 cabriolet 1937, very smart, MoT Aug 1967, 2-brg crank, rebuilt engine, complete with ½ ton of spares; displaced from family home by Jensen. First £60 ono. Tel: Lyne, Leek 76 business hours. (1532

FOR SALE—continued

AUSTIN HEALEY Sprite Mk I, late 1960, excell cond. £275 ono. Surbiton. Miss Capron. 01-399 5089. (1533

ALFA 8C 2.3 supercharged, 1934, one titled owner, concours. £2,450. Box 2324. (1534

BUGATTI 35B 8c 2.3 supercharged grand prix, 1927, spotless. £3,600. Box 2325. (1535

M.G. PA very smart, tonneau, bucket seats, s/beams, no snags. £110. St. Albans 60526. (1536

DAIMLER 4½ limousine 1936, as described in the May issue of "Motor Sport". Offers to Yateley 3072. (1537

DAIMLER 2½ litre special sports Barker d/h coupe finished in original duo-grey with red leather upholstery, one owner 1952/65, in superb cond. £265 or would consider p/exch with interesting vintage saloon or tourer. J. Lott, Springside House, Lyminge, Nr. Folkestone. 87289. (1538

XK140 F.H.C. 1956, regn WKN1, o/drive, BRG, Motorola radio, Turbospeeds, new Xs, brakes, exhausts, 22,000 since recond engine and clutch, good all round cond. £250 ono. Waller, 2 Ness Ave, Corseford, Johnstone, Renfrewshire. Office TANnahill 1122. (1539

XK150SE 1958 fhc, excell cond, or consider exch 1963 Morris 1000 Traveller. Macleod, 62 Newtown, Bradford-on-Avon, Wilts (1540

CITROEN 2CV dismantled, all parts available, also factory recond engine 2,000 miles. Peet, 79 Church Rd, Blurton, Stoke-on-Trent. Tel: 39297. (1541

M.G. TC 1948, red, very smart car, good hood, tonneau, etc. £155 ono. 19 Woodlands Park, Guildford Merrow. Guildford 62722. (1542

ALVIS SPEED 20 1935 saloon, MoT, excell mech, resprayed, body above average, fond owner emigrated. £200 ono. Clinkard, Assington, Colchester. (1543

1944 Ex-W.D. Standard shooting brake, recent o/haul, unique offer. £30 ono. Peill, Southward House, Aldbourne, Wilts. Tel: Aldbourne 318. (1544

ASTON-MARTIN DB2 1952 BRG, now too small for growing family but good runner in need of some detailed attention. £150. Smulders, Little Bank, Camden Place, Bourne End, Bucks. Tel Bourne End 2159. (1545

TR3 1957, BRG newly resprayed, garaged unused for one year, tonneau, new hood, battery and silencer, large capacity alloy sump, anti-roll bar, htr, radiator blind, washers £270 includes workshop manual. Mitcham 4655. (1546

150 M.P.H. Jag E 1962 fhc, Webasto roof, wireless, 25,000, scarlet. £850 or swop for convertible E or exch for something fantastic. Box 2326. (1547

LANCIA APRILIA 1937 concours winner 1964, engine rebuilt 1963, approx 5,000 miles since, must be one of the best in the country, many spares. 200. Consider Augusta d/head in p/exch. Williamson, 93 West End Lane, Pinner, Middx. PIN 3030 (1548

1927 INVICTA 3 litre chassis and 4½ litre engine, complete with running gear but no body, price includes engine manual etc, 2 gearboxes and many spares. Price £200 or offers. Hutchings, Pheasant Cottage, Frensham, Farnham, Surrey. (1549

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD

BEDS. TEL.: LEIGHTON BUZZARD 2760



1952 LAGONDA 2.6-litre drophead coupé. Metallic green with beige interior and hood. Very sound mechanically and coachwork is in generally above average condition. Reasonable offer accepted.

1927 ALVIS 12/50 Beetleback. Mascot, handbook, etc. Recent complete engine rebuild. A rare vintage classic in well-above average original order. **£495.**

1936 BENTLEY 4¼ litre Park Ward sports saloon. Dark green coachwork and in excellent order both bodily and mechanically. **£365.**

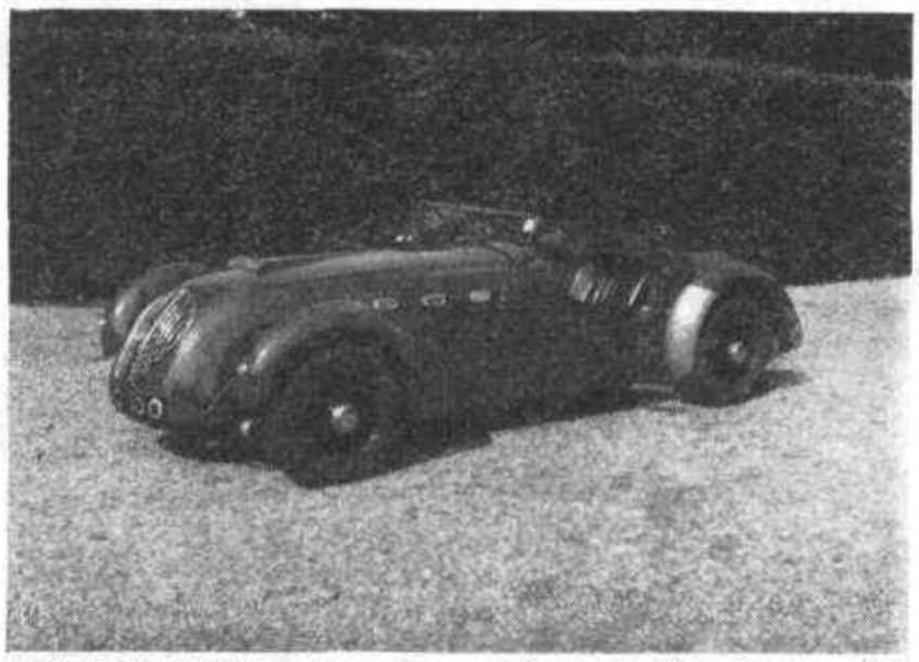
1928 MORRIS Cowley 2-seater with dickey. Dark blue coachwork with black wings. Good hood and side-screens, and in exceptionally fine order throughout.

1911 RENAULT 7 h.p. 2-seater with dickey. Two owners. Full history available. Superb condition. **£1,500.**

1928 SUNBEAM 20 saloon. Two owners from new. Low mileage. Black wings and bonnet with maroon fabric coachwork. New tyres. A superb example. **£425.**

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1950 HEALEY Silverstone E type. Red with black interior. Full weather equipment and overall tonneau. Exceptional original condition. **£395.**

1949 H.R.G. 1500. B.R.G. with black interior. Michelin X tyres. A real sports car in the vintage tradition and now very rare indeed. **£325.**

1960 JAGUAR XK150 3.8 drophead coupé. Special equipment model with overdrive, chrome wire wheels. Cinturatos, etc. **£395.**

1940 LAGONDA V12 short chassis sports saloon by H. J. Mulliner. A very scarce model in outstanding order. Original handbook and toolkit.

1961 SUNBEAM Alpine Mark II. Red with brown interior. Overdrive, wire wheels, seat belts. Moderate mileage and in excellent order throughout. **£375.**

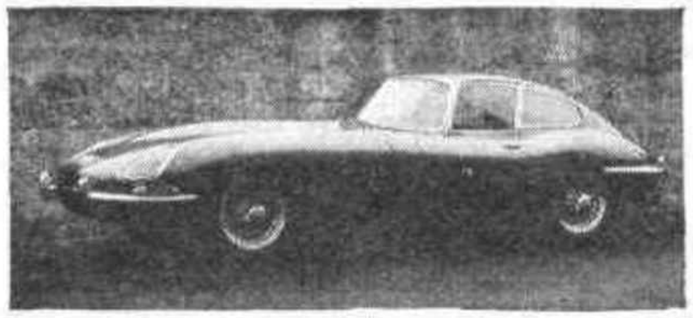
1964 TRIUMPH Spitfire. B.R.G. with black interior. Moderate mileage. Many extras and in unmarked condition. **£440.**

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£565 **TRIUMPH TR4.** One-owner Surrey-top example. In red with black trim. Radio, heater, seat belts, etc. A very clean example.

New M.G.-B. GT. Available in the near future.

£1,345 **JAGUAR "E"-type fixed-head coupé, 1961.** Modified to 4.2 specification bodily, with complete new 4.2 interior. Fitted chrome wire wheels. New Cinturato tyres. Radio, and absolutely as new.

£2,150 **ASTON MARTIN DB4 Vantage.** A beautiful car finished in British Racing Green with grey trim. Sun roof. Chrome wire wheels, radio. Owned by a well-known TV star. 18,000 miles from new.

£1,595 **ABARTH SIMCA 1300 GT, 1966 Show car.** 500 miles only. Original cost £3,800. Must be seen and driven to be believed.

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

£1,525 **JAGUAR "E"-type 4.2 roadster, 1965.** A magnificent example in primrose with black interior. Fitted chrome wire wheels, detachable hard-top, radio, etc.

£1,495 **ASTON MARTIN DB4, 1962, Superleggera.** In indigo blue with blue hide. Excellent history.

£1,245 **ASTON MARTIN DB4 Superleggera, 1960.** A fine example in British Racing Green with grey hide. Very good history throughout. Radio, etc.

£895 **ALFA ROMEO Giulia Spyder, 1965.** Finished in white with black interior, and fully equipped with push-button radio, record player, musical horns, etc.

£825 **JAGUAR "E"-type fixed-head coupé, 1962.** A superb example in opalescent maroon with natural hide interior. Fitted Motorola radio, etc.

£795 **M.G.-B, 1965.** A low-mileage car finished in black, with fitted overdrive, wire wheels, push-button radio, heater, tonneau, etc.

£795 **MORRIS Mini Cooper 1275 S, 1966.** A fabulous car supplied by us at a cost of well over £1,000. Extras include special paint finish in opalescent dark blue and silver grey, with chrome waist mouldings, sun roof, special seats and dash, and carpeting, radio, heater, etc. Absolutely as new, 4,000 miles only.

£745 **ASTON MARTIN DB III fixed-head coupé, 1959.** Finished in ice blue with tan hide interior. Chrome wire wheels, radio, heater, etc.

£695 **M.G.-B, 1964.** In iris blue with black interior. Extras include wire wheels, Cinturato tyres, overdrive, radio, heater, etc.

£675 **M.G.-B roadster, 1964.** A fine example in black with black trim. A one-owner car. Wire wheels, radio, etc.

£665 **LOTUS Cortina, 1964 (Dec.).** A one-owner, low-mileage motor car. Just fitted rebuilt 130+ b.h.p. engine. Leaf-spring rear suspension, radio, Koni shocks, etc. Very fast indeed.

£645 **SUNBEAM Alpine Mk. IV, 1964.** Red with black interior. One owner from new. Low mileage.

£645 **M.G.-B, 1963.** Extras include wire wheels, overdrive, radio, twin spots, luggage rack, Cinturato tyres, seat covers, etc.

£625 **M.G.-B roadster, 1963.** In ivory with black interior. Push-button radio, wire wheels, etc.

£625 **TRIUMPH TR4, 1963/64 series.** A very clean example in B.R.G., black trim. Overdrive, SP41 tyres, tonneau, radio, heater, etc.

£595 **M.G.-B, 1963.** A low-mileage example in tartan red with black interior. Fitted radio, heater, twin spots, Cinturato tyres.

£595 **LOTUS Cortina, 1964.** An unmarked example in usual Cortina colours.

£545 **M.G.-B, 1963 model.** In red, with wire wheels. A fine example in red with red trim.

£565 **SUNBEAM Alpine GT, 1963.** An extremely fine example finished in iris blue with black interior. Fitted overdrive, radio, heater, etc.

£565 **DAIMLER SP250, 1962.** Finished in mountain blue with navy hide trim. Recent engine overhaul; twin spots, heater, etc.

£565 **SUNBEAM Alpine, 1963, Series III convertible.** Fitted with overdrive, wire wheels and Nerus engine conversion.

£545 **M.G. Midget Mk. III, 1965.** Finished in red with wire wheels. Supplied by us and serviced. Twin spots, etc.

£545 **AUSTIN Mini-Cooper "S", 970 c.c.** In green with ivory roof. Seat belts, 4½J wheels, lowered suspension, Jan Speed modified rev.-counter, etc.

£545 **TRIUMPH TR4 roadster, 1962.** Finished in British Racing Green with red interior.

£475 **TRIUMPH Spitfire, 1964.** In midnight blue with black interior, luggage rack, heater, wheel spacers, etc.

£475 **SUNBEAM Alpine Mk. II, 1962.** Works exchange engine fitted by us. Finished in light blue with black interior, overdrive, heater, etc.

£475 **SUNBEAM Alpine, 1962.** A very clean car in Monza red with black trim. Black hard-top, wire wheels, heater, etc.

£465 **B.M.W. 700 LS coupé, 1965.** One owner. Excellent example of this rare coupé. Finished in blue. 13,000 miles only.

£445 **AUSTIN HEALEY Sprite, 1963.** Finished in British Racing Green. Excellent order throughout. Fitted with wing mirrors.

£445 **MORRIS Mini-Cooper, 1965 model.** One owner from new. White with black roof. Supplied by us.

£425 **AUSTIN HEALEY 3000, late 1960.** Immaculately finished in ice blue and fitted every extra, including overdrive, wire wheels, hard- and soft-tops, tonneau, radio, woodrim wheel, heater, etc.

£415 **M.G. Midget, 1963, 1,100 c.c.** Red with black interior. Excellent throughout.

£395 **T.V.R., 1962.** Finished in maroon with contrasting trim. M.G.-A engine. Radio, disc brakes, heater, etc.

£395 **AUSTIN Mini Cooper.** An absolutely unblemished low-mileage car in almond green and white.

£395 **AUSTIN Mini Cooper, 1964.** A much above average car in Fiesta yellow with white roof.

£395 **LANCIA Spyder, 1956.** Two-seater, right-hand drive. A very rare car which has been maintained by Lancia specialists.

£385 **DAIMLER Barker drophead coupé.** An absolutely superb example of these rare and desirable cars.

£345 **JAGUAR XK150, 1958.** Finished in white with red interior.

£195 **AUSTIN HEALEY Sprite Mk. I.** Sebring bonnet, modified engine. Requires tidying. 1960 (April).

£175 **FORD Super Two-Seater Special.** 'X' tyres, c.r. gears, full weather equipment.

£125 **BERKELEY 328** 2-seater. In Carmen red.

£115 **M.G.-A, 1956.** Wire wheels, new hood with sliding sidescreens. Recent respray. Without Warranty.

SALOONS

£925 **JAGUAR 3.4 saloon, 1964.** In Carmen red with chrome wire wheels. Automatic transmission. Red hide trim. One owner from new.

£565 **VAUXHALL VX4/90, 1964.** Finished in blue and white with contrasting trim. Stage II engine, wire wheels, leather steering wheel lowered suspension.

£465 **MORRIS 1000, 1965.** Connaught green. Fitted Barnwell modified engine.

£315 **MORRIS Minor convertible, 1963.** A very fine example in mid-blue with radio, heater, etc Must be seen.

£145 **JAGUAR Mk. VII** saloon, in fabulous condition throughout.

A varied selection of MINIS from £195.

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M.G.-B roadster. In British Racing Green with black interior. Heater, anti-roll bar, headlamp flashers, tonneau cover, overdrive, wire wheels, hard-top in black.

MORRIS Mini Cooper "S" 1275. In Island blue and white, with contrasting interior, oil cooler, wide-rim wheels, twin tanks, heater.

MORRIS Mini Cooper. In white and black, SP41s as above with heater.

Two MORRIS Mini Supers Black with red interior heater.

M.G. 1100. In tartan red with black interior, heater Another in smoke grey.

LOTUS Super "7", Cosworth kit form. Fully equipped. Yellow. 90+ b.h.p. engine.

LOTUS Elan drophead coupé. Special Equipment. Carmen red with black interior, SP41s, knock-on wheels, heater, etc.

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FOR SALE—continued

PORSCHE BODYSHELL 1959 356A, stripped, sound, damaged front end cut away, between bulkhead /axle tubes £10. Racing seat, £5. Rev counter, generator, flywheel, clutch, many other parts. 16 Woodside Close, Tolworth, Surrey. 01-399-4512. (1873

TRIUMPH HERALD 1964, 54,000 long distance miles, front discs, SP41s, £340. Jaguar XK140 fhc 1955, MoT 9/67, 95,500 fast miles, C type head, o/drive, w/wheels, Xs, radio, £145. To replace these I am interested in a 1960 Bedford Dormobile or similar tribal transport and a 1965 Triumph Vitesse, or maybe a 1962 Mk II Jaguar. Tel: Bookham (BK9 Surrey) 3439 or write Box 2379. (1874

A-MODEL FORDS for sale. Tourer 1930, unrestored, no rust, mostly there, £100. Roadster 1928, all there, partly restored, no rust, £150. Garden Cottage, King Henry Rd, Lewes, Sussex. (1875

425BHP HEMI engined 1966 Dodge Charger fastback; saloon records, Brighton (24.64sec 135mph) and Santa Pod (12.95sec 108mph); in daily use on road; automatic, power steering, disc brakes, mag wheels, Suregrip differential, electric windows, radio, htr, retractable headlights, electroluminescent instruments; alternative axle ratio, differential, wheels and tyres. A unique opportunity to acquire a car with this fabulous engine which is generally accepted as producing far more power than the makers' rating, at £2,400. Wemyss, c/o Microplas Ltd, Mitcham, Surrey. (1876

1965 LOTUS Elan S2 convertible, just fittted with new set Goodyear G800 tyres, equipped with radio and htr, 20,000 miles. £850. Apply Used Equipment Dept, Bowmaker (Plant) Ltd, Watling Street, Cannock, Staffs. Tel: Cannock 2551. (1877

XKL140 IS the regn number of my 1956 XK140; the car is in concours cond, it is fitted with servo brakes, seat belts, wing mirrors, stereophonic radio, almost new tyres, o/drive and is taxed. It is being offered for sale at the price of £425. Tel: Pinner 4702. (1878

XK150 SE, bodily and mech excell, recent new tyres, battery. £350 ono. CUN 9961 evenings. (1879

VINTAGE RILEY 9 2-str sports, not Brooklands. £165 ono. ENF 5018. (1880

M.G. TC '49, black, red hood and wheels, exceptional cond. £150. 517 Colne Rd, Reedley, Nr Burnley, Lancs. Tel: Nelson 65153. (1881

JAGUAR MK V 1950, 63,000 miles only, excell cond, new battery, Xs, exhaust. £125 ono. Tel: St. Albans 57210. (1882

MERCEDES RARE cabriolet 1952 220, perfect, 5,000 miles since complete mech, body rebuild, new Xs, taxed, MoT. £200, Exch Daimler Barker Special. Sway 365. (1883

1932 MORRIS Major 6, hoped to restore, no time, towable, buyer collects. Box 2380. (1884

BENTLEY 1926 3 litre Red Label for sale. £1,100 cash. Tel: Radwinter (Essex) 347. (1885

ALPINE 1960 h/top, o/drive, excell cond, owner getting married. £330 ono. Box 2381. (1886

ALFA ROMEO Giulia TI saloon 1965, green, 9,500, u/sealed, Motorola, covers, positively new cond, genuine private sale. £875. Consider p/exch. 20 Isledon Rd, London N7. (1887

LANCIA AURELIA GT 1955 model, silver grey, superb cond, rhd. £350 ono. Rosser, The Red House, Hinksey Hill, Oxford. Tel: 35392. (1888

M.G. A 1600 red roadster Dec 1959, taxed Dec. £295. Possible exch low mileage Mini. Write/call Rigby, Goodrest Cottage, Brandon, Coventry. (1889

1937 M.G. TA, complete but partly stripped for rebuilding, towable. Any reasonable offers. Tynings, Upper Milton, Wells, Somerset. (1913

AUSTIN HEALEY Sprite Mk III 1965, one owner, 19,000 miles, excell cond, HP arranged. £475. Leicester 38863. (1891

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FOR SALE—continued

1930 M.G. M type, 95pc original excell cond. Schofield, Kingswood, Batchelors Way, Amersham. 1754. (1890

ALFA ROMEO 1900 super 1955, Xs, mech good, body fair. £125. EDM 2384. (1914

FERRARI 1958 Scaglietta Berlinetta, red with black upholstery, only 2,000 miles since £750 engine rebuild, concours cond throughout. £1,050. Consider sports 2/4-str in p/exch. Tel: Walker, NAT 6993 or Little Chalfont 2560. (1915

FIVE 15IN. w/wheels, excell cond, chromium wing nuts, adaptors, suit TR2, 3, 4, MG, A/Healey. £25 ono. Bushey Heath 1715. (1916

J4 M.G. chassis No J4003, rebuilt as new for VSCC racing, requires minor work to complete, including refitting of body, all parts and numerous spares included. Serious enquiries only with sae please. Offers about £400 considered. Box 2384. (1917

AUSTIN COOPER 997 1963, excell cond, carefully used, 35,000 miles. £295, no offers. HP available. Darke, 7 Forster Street, Gainsborough, Lincolnshire. (1918

RARE JAGUAR Mk V d/h coupe, now almost unique, 1951, 3½ litre, in very good cond, original immac black with red leather, stored during past 18 months, recent MoT. £135. P/exch considered. Sherwen, Beechleigh, Brackendale Rd, Camberley. Tel: Camberley 22119. (1919

SLEEK ARISTOCRATIC Mercedes, fitted open touring coachwork in excell order one of 3 models imported. £495 ono. P/exch. BEC 9422. (1920

BRISTOL 401 1950, smoke blue with beige interior, works recond engine 32,000 miles ago; this car is in good cond both mech and bodily and will provide fast, luxurious motoring in the grand touring manner for many miles to come. Genuine reason for sale. £240 ono. Smith, 61 Conway Dr, Fulwood, Preston, Lancs. Tel: Farnworth 73214 day. (1921

EX JIM Clark Lotus Elite 1962, 31,000 miles, chrome wheels, spots, Le Mans petrol tank etc, £140 just spent on bringing this car into beautiful cond. £585 ono. Imperial 1146. Bromley, Kent. (1922

A.C. BRISTOL '49, 50,000 miles, red, black upholstery, good sound cond. £450. Douglas, C of M, Avon Castle, Ringwood 2505. (1923

M.G. TF 1,250cc very good cond, taxed, MoT, new crankshaft, s/belts, bodywork excell. £300. Paul Harris, 17 Tennison Ave, or Cambridge 61708. (1924

ALVIS TA21 1953 convertible, body, hood and chrome good, £73 spent on engine June '66, new silencers and battery. £95 ono. Would consider exch with cash for a Morgan or MG. GRE 3589. (1925

AUSTIN HEALEY 3000 BT7 4-str 1960, June, w/wheels, o/drive, fog, spot, excell Cinturatos, 46,000; it would be difficult to find a cleaner example of this breed; many bills. £395 ono. Denham 2794. (1926

ROLLS-ROYCE 25, genuine one family car, Park Ward limousine, excell mech cond, first regd 1932. Tel: Hampstead 1265. (1927

BARGAIN. £255. Mini de luxe, white, '64, 25,000 miles, excell cond, many extras. 1 Edgewood Dr, Green St Green, Orpington, Kent. (1928

VX4/90 1963, one owner, 22,000 miles, safety belts, accident free, any inspection. Genuine bargain £430. 58 Wise Lane, NW7. Mil 3007. (1929

SUNBEAM ALPINE 2 litre special roadster 1954, immac cond throughout, low mileage, enthusiast's car. £250 ono. Firman, Richmond Cottage, Mursley, Bletchley. (1930

MORGAN PLUS 4 4-str 1955, TR2 engine, recently o/hauled, excell body, bood, side screens and tonneau. £240 ono. Tel: Clark, Potters Bar 53665. (1931

1959 SPRITE, h/s tops, new battery, clutch, gearbox, completely o/hauled and resprayed. £210. Tel: Lockheath 2201. (1932

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FOR SALE—continued

NDL1 AND HDL1 respectively attached to excellent 1956 Minx MoT and taxed Feb 1967, and unroadworthy Isetta bubble car. £150 the pair. K. Brading, Haydon, Mayfield Rd, Ryde, IW. (1903

E-TYPE F.H.C. 1963, May, 22,000 miles, opalescent blue with red trim, radio, Roadspeed tyres, immac throughout and virtually faultless. G. M. Hopkinson. Tel: Malvern (Worcs) 5729. (1904

COOPER S 1,071cc 1964 in excell cond, still running in from complete engine o/haul, one owner, usual extras; selling due to arrival of family. £425. Keegan, 3 Dolesbury Dr, Welwyn. Welwyn (Herts) 5197. (1905

BENTLEY 4½ litre 1929 chassis minus radiator; engine and back axle partially restored, some body parts. Sensible offers. Write Box 2383 giving telephone number if possible. (1906

1957 AUSTIN Healey 100/6, 2 tone blue, w/wheels, new Mich X, o/drive, in fair cond only, MoT 11 months, 4-str model. £155 cash, no offers. Bennett, 77 Newton Rd, Troon, Camborne, Cornwall. (1907

ALVIS GREY Lady 1955, very good cond, new engine, respray and rechrome 30,000 miles ago. £295. Tel: Nottingham 65850. (1908

RILEY PATHFINDER Jan '57, all manufacturer's mods, o/drive, well looked after. £125. Hayes, Cross Cottage, Braunston, Rugby. Braunston 338 (ORU889-338) weekends, BELgravia 1234 ext 4216 business hours. (1909

BUILDADRAGSTER. SPOTLESS Ford Prefect 1953 minus own engine and gearbox; I offer this free with beautiful Jaguar 190bhp engine plus new gearbox, with o/drive if you want it; this XK engine has recently been in use and is faultless. £58 the lot, ono. Deliver anywhere. Lower Slaughter Manor, Cheltenham, Glos. Tel: Bourton-on-the Water 316. (1910

ALPINE 1961, red/black, h/s tops, tonneau, w/wheels, o/drive, radio, htr, £100 just spent, now perfect mech/bodily, no rust. £360 ono. May accept p/exch. Walker, Bedford Police Station. (1911

DIRECTOR UNFORTUNATELY must sell his 1960 MG A 1,600cc, kept in showroom cond irrespective of cost, all extras. £375. Tel: Nottm 256538. (1912

TRIUMPH VITESSE, olive green, cactus trim, absolutely immac throughout, 10,000 odd miles only genuine mileage. £510. HP possible. Mini taken as deposit. Almondsbury 2532. (1913

1934 CHRYSLER 19hp saloon, rhd. Al Capone? £65. Munday, Threshers, Crediton, 2868. (1914

DEARLY BELOVED TR2, pranged n/s front, rebuild? Consider breaking. O/drive, htop, 5 new Xs, works recond engine/gearbox, every conceivable extra. Buxton 4419 (Derbyshire). (1915

SILVER WRAITH 1948 Hooper touring limousine, no history, but good cond. Sae for photo and details. £695. Box 2382. (1895

M.G. MIDGET bargain. 1965 Mk II 1,098cc, Riviera blue; extras, w/wheels, woodrim wheel, tonneau, air horns, twin spots, SP3 tyres, htr, seat belts and u/sealed. Cost £725, now only £500 or offers. Apply to C. Howe, Wythenshawe 2272 9 to 5, and Disley 2524 after 6pm and weekends. (1897

BENTLEY 1933 Park Ward saloon, black, in daily use. Austin 12/4 1927 saloon, yellow and black, newly hand painted by professional. Several others, all in excell cond. Bath 60058 office hours, Bath 63259 evenings, or Tisbury 386. Export arranged. (1898

300D MERCEDES luxurious ex-embassy pillarless saloon, seat covers, interesting regn number, self-seeking radio, many extras. £695. Would exch '65, '66 Triumph convertible, cash adjustment. Woodbury, Copthorne Bank, Crawley, Sussex. Copthorne 3257. (1899

BENTLEY 1939 MX series, o/drive, Park Ward saloon. £250 ono. Evans, 11 Rosslyn Hill, NW3. HAM 6369. (1900

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FOR SALE—continued

LANCIA B20 GT rhd 5th series, dark blue, excell mech, no rust. £350. Henley (Oxon) 4155. (1937

1960 JAGUAR 3.4, one owner, BRG, 5 new RS5s, superb cond, maintained regardless. £350. 1957 Volkswagen lhd, Webasto roof, new Michelins, excell cond throughout. £150. Bell. Tel: Hull 42533. (1938

HEALEY ESTATE, rapid, roomy, economical. £90. Possibly 1924 Fordson tractor, 2 21in tyres. Courage, 48 Meadow View, Frampton Cotterell, Bristol, or Tel: Burgess Hill 3236, Nov 5 or 6. (1939

BANK MANAGER insists that I sell both my Jaguar and Maserati; so far as the former is concerned, this is a 1951 XK120 super sports roadster, Old English white, w/wheels, tonneau, radio, badge-bar etc, a most pretty car and in superb order. Previously advertised at not a penny less than £450, I will now accept best offer over £200 cash solely because of the credit squeeze. No futile correspondence, just ring. English, Dunfermline 23131. (1940

FABULOUS E Jaguar 1964, carmen red with chrome w/wheels, brand new hood, fitted with the following extras, Cinturato tyres, pb radio, burglar alarm, wing mirrors, safety belts, Colonel Bogy air horns, Abarth exhaust system, Cibie headlamps, expensive wood rim steering wheel etc: 21,000 from new, just had major service costing £100; really faultless, maker's oil pressure etc, no serious accidents, races or rallies. Price £995. P/exch of small saloon possible. Tel: BAT 4893 for a trial run, you won't be disappointed. (1941

RILEY 1½ litre RME 1954, taxed, tested end of year, good cond. No reasonable offer refused. 19 Hastings Rd, Malvern, Worcestershire. (1942

ROLLS-ROYCE SILVER Wraith touring limousine 1950 by H. J. Mulliner, royal maroon coachwork and upholstery, sun roof, electric division, many fitted extras, superb original cond, only 46,000 miles, 18-20 mpg, privately owned. £1,600. Box 2385. (1943

MODIFIED ANGLIA 1960, 1200 engine, Weber, power assisted brakes, anti-roll and tramp bars, Cinturatos, Rallye seats. Best offer over £235. Plus modified 1,000 cc 105E engine and carb, manifold, 4 good tyres. Offers? Tel: MAL 1950. (1944

MIDGET, WHITE, April '66, u/sealed, w/wheels, htr, etc. £580. Family reason for sale. NEW 3231 evenings, London (1945

ASTON MARTIN DB2/4 1955 red saloon, good cond. Executor's sale £375 ono. Huggins, BUCkhurst 9844. (1946

1937 MORRIS 8 ourer, MoT Aug 1967, good engine, oil 60lb hot, 2 new tyres, interior good, hood and paint fair, many spares. First £20 secures. Trickett, 7 Penistone Rd, Grenoside, Nr Sheffield. (1947

PORSCHE 356B roadster, truly magnificent cond. £750 ono. London area. Box 2386. (1948

VOLKSWAGEN 1200 de luxe saloon 1959, Xs all round, lowered suspension, seat belts, American bumpers, many extras, regularly VW serviced, MoT. £940. Rose, 29 Arundel Ave, Morden, Surrey. Liberty 1619. (1949

M.G. B June 1963, red, o/drive, Cinturatos, htr, burglar alarm, tonneau, 39,000 miles, very good all round cond. Bargain £475. 5 Collingtree, Stopsley, Luton. Tel: 24008 (1950

SUPERCHARGER XPAG, Marshall, not used since complete maker's rebuild, all fittings including new 1½in carb. £60. Baker Antiques, Moreton-in-Marsh. Tel: 763, 662 evenings. (1951

TR2 1955, mech recond, bodywork poor. £85 ono. Marshall, 5c Wallace House, Berryhill Rd, Cumbernauld, Dumbartonshire. (1952

T35B GRAND Prix Bugatti, 2L Aston Martin engined, w/wheels, otherwise reasonably original; standing many years but seemingly sound, requires restoring plus headlamps, mag, distributor. £1,500 no offers. Exch good vintage Bentley. Austin 3½L van 1948, redesigned vintage/racing transporter, fitted bunks, touring tanks, extremely economical, requires general tidying. £85. Box 2387. (1953

1934 AUSTIN 7 saloon, genuine 43,000 miles, paintwork, interior all original and immac, Beaulieu award winner. Offers. 60 Saxonhurst Rd, Northbourne, Bournemouth. (1955

1934 AUSTIN 10, original cond, excell engine, tyres, new battery. £55. 18 Green St, Chorley Wood, Herts. Sunday afternoons. (1956

BENTLEY MK. VI 1949 James Young sports saloon. £275. Mini Cooper 1962 series, o/hauled, taxed, tested. £250. 18 Lawn Ave, Doncaster 4312. (1957

ANGLIA GT. 1,500cc GT engined Anglia, all original maroon cellulose, 1961, immac, with servo brakes, oil cooler, high 3.9 axle ratio, many other extras, standard outward appearance. £425. Owner now running company ca. Charman, Swaines, Tower Hill, Horsham 3072. (1958

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1947 Silver Wraith Mulliner saloon de ville		**£650**
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M.G. A 1600 1960, white with black interior, h/s tops, tonneau cover, SPs, htr, radio etc, beautiful cond throughout. £400. 43 Essex Rd, Manor Pk, E12. GRAngewood 2598. (1893

FOR SALE—continued

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ALPINE SERIES , red, h/s tops, new Cints, new u/seal, vgc. £360 ono. IMP 0240. (1959

TAURUS WOLSELEY Hornet 1963 Mk II, duo grey, Cinturatos, Dowty fan etc. £375. 66 Sunnymead, Crawley, Sussex (1960

MORRIS 10/4 193., one owner from new, taxed, tested, everything works. £90. Tel after 6pm: LAB 4816. (1961

VOLVO P444 lhd. £75 or offer. Box 2389. (1962

VOLKSWAGEN DE luxe 1959, good cond, many extras. £195 ono. Wargrave 3750. (1963

EX GOLDIE Gardner Healey Sportsmobile 1948, 2,443 cc, resprayed BRG, new hood etc. £350. Broadhead, Bollington, Macclesfield. (1964

1960 ALPINE, h/s tops, htr, extremely good cond. £340. Carter, Rugby 3656, evenings. (1965

PREGNANCY FORCES reluctant sale of wife's immac Spitfire, 1964, white/red, h/top, extras, 25,000 miles. £480. ALDerly Edge 3492. (1966

AUSTIN 12 cabriolet 1938, excell cond, u/sealed, recent decoke, perfect hood. £60 ono. Heppel, 95 Bonhay Rd, Exeter. Exeter 72441. (1967

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1965 A.C. Cobra, white, 1,200 miles, extras are Selectaride, h/top and oil cooler, never raced, for sale only because owner emigrating. £1,895. Tel: Camberley 5440. (1971

1934 ALVIS Speed 20 saloon, runner, needs tidying, £75. 1937 Delage D6/70 d/head, £70. Tel: Ninfield (Sussex) 259. (1972

M.G. TF completely resprayed BRG, immac interior, luggage rack. £270 ono. Flaxman 8342 evenings. (1973

1952 RILEY 2½ RMF, excell cond, black with red interior, extras, recond engine. £125. Snook, 2 Campden Hill Gdns, London W8. PAR 2217. (1974

1966 AUGUST TF4A, special order, black/red trim, 3,000 miles, one owner, o/drive, w/wheels, tonneau, radio, u/sealed, woodrim. £975, cost £1,200. P/exch vintage Bentley considered. Berry, 92 Ashfield St, London E1. Stepney 3102 daytime. (1985

1965 MINI S de luxe, green, sliding sunroof, tailored black seating front and rear, one owner, 7,000, Cinturatos, Weber, s/belts, Lander locks, etc, immac. £450. Bermic, 92 Ashfield St, London E1. Stepney 3102 daytime. (1986

FIAT ABARTH 1961, sunshine roof, MoT, reluctan sale. £125 ono. Stretton, The Riddings, Bewdley, Worcs. Bewdley 2339. (1987

ROLLS-ROYCE 20/25 landaulette, 1935, good order, clutch needs attention. £225. Tel: West Monkton 454, Somerset. (1988

1948 JAGUAR 1½ litre saloon, excell cond, rebuilt engine, 2 new tyres, MoT and taxed Aug 1967; can't get in garage. £100. The Old Bakehouse, Fulking, Nr Henfield, Sussex. Poynings 201. (1933

PAIR P100 Lucas headlamps, excell cond. £17. Burford, Bracknell, Berks. Bracknell 23737. (1934

M.G. A 1600 Mk II 1962 f/h coupe, seat belts, radio, Cinturatos, luggage rack, very nice car indeed. £460 ono. Tel: Bristol 294893 weekdays 9-5, Peppiatt. (1935

JAGUAR MK. 9 1960, manual gearchange, magnificent specimen. £275 ono. Bristol. Winterbourne 2599. (1901

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WANTED. CYLINDER block or preferably complete engine for 1933 BSA 10hp 4 wheel car, chassis No T635, old engine No D631. Box 2330. (1576

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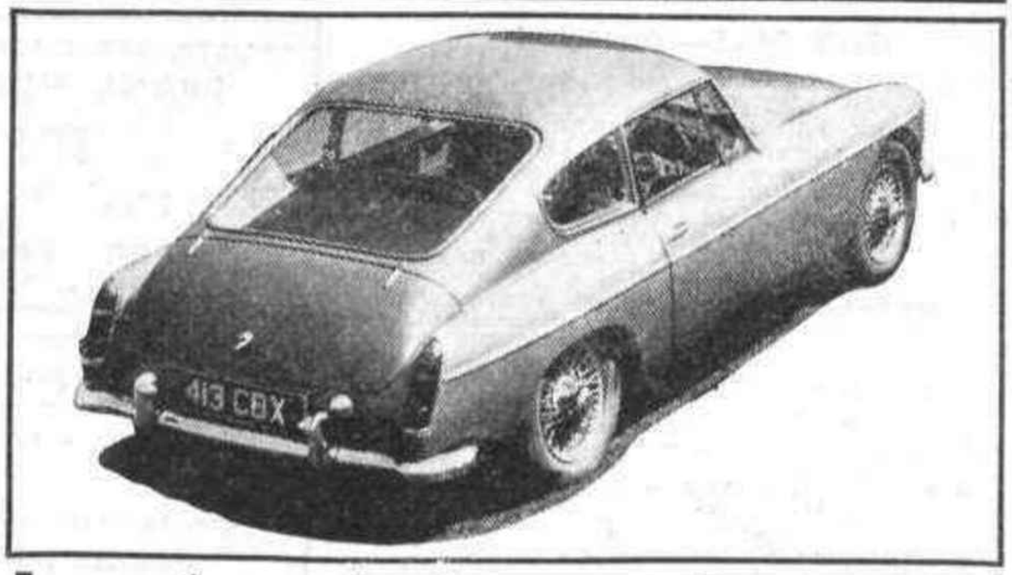


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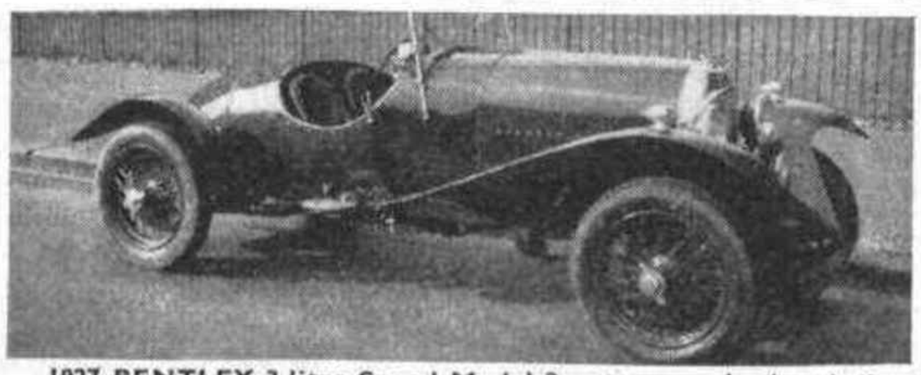
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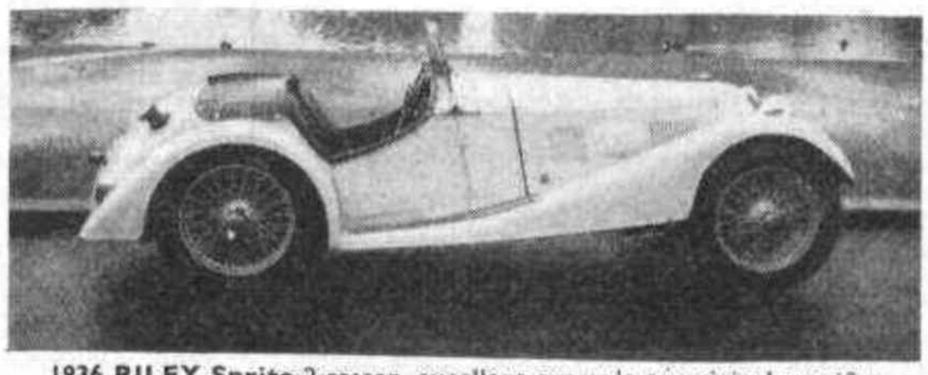
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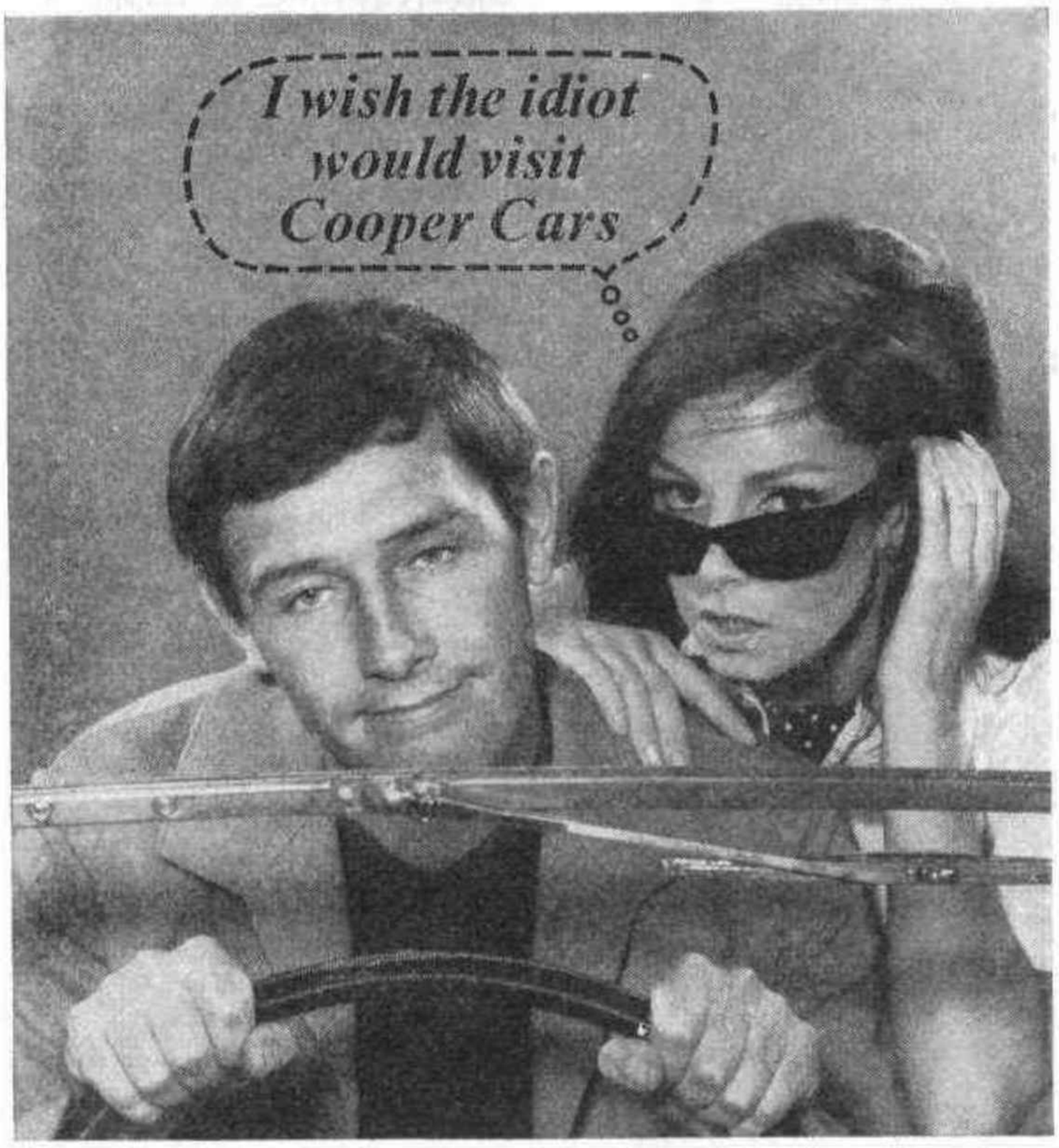
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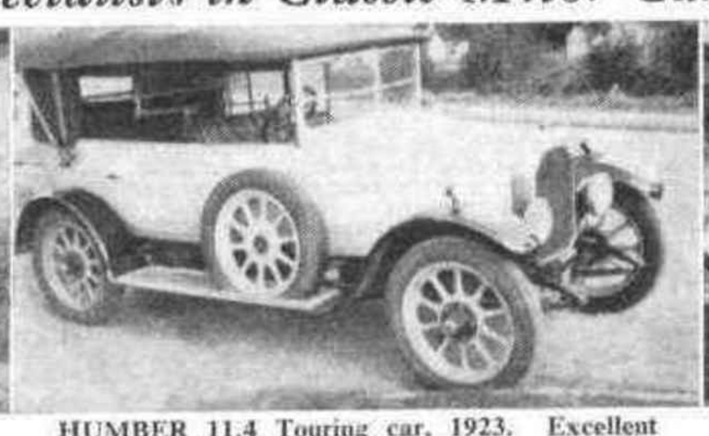
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JENSEN 541R original steering wheel. TR4 low mileage engine. Ratcliffe, Applegarth, Speedwell Dr, Heswall, Cheshire. Heswall 1157. (1583
REGISTRATION NUMBER GK1 or distinctive numeral. State price. 13 College Rd, Upholland, Wigan. (1584
WANTED. TWO chrome w/wheels and a h/top for E-type Jaguar. Desforges, 190 Priory Rd, Hull. Tel: 52107. (1585
12/50 ALVIS beetleback, any car considered. Mitson, 38 Alleyn Rd, West Dulwich, SE21. Tel: GIP 1943. (1586
AUSTIN HEALEY 3000 type BN7 gearbox also any tuning equipment, cr gears etc. PICKUP, Goldthorpe 3281, Yorks. (1587
S.S. OR early Jaguar, 1931 to 1948, wanted, running or suitable spares. Old Bakehouse, Fulking, Sussex. (1588
WANTED. COPIES of "Motor Sport" for Feb 1941 and Nov 1956. Harvey, 222 Croydon Rd, Beddington, Surrey, Croydon 3284. (1589
M.G. TF chassis wanted. Tel: Slindon 246 or write Mr Burn, Flint Cott, Slindon, Nr Arundel, Sx. (1590
PRE-WAR TOURING car of renowned marque, good cond essential. Box 2331. (1591
AUSTIN 7 original parts list and maintenance manual covering 1923/30 wanted. Cond and price to Doughty, Rookery, Church Lane, Chaldon, Caterham, Surrey. (1592
ROLLS-ROYCE, MUST be OK mech. Have £50 cash, pay rest up to £150 through finance company. Buchanan, 64 Wimbledon Park Rd, SW18. (1593
REGISTRATION LETTERS JP5 or JS with low number. Box 2332. (1594
FOR HERALD 1200. Twin carb manifold c/w carbs, any condition, also petrol tank. Box 2333. (1595
FORD MODEL T or pre-1930 English car wanted, must be in running order. Box 2334. (1596
AUSTIN NIPPY either restored or suitable for restoration to original cond. Sandwith, Oswaldkirk, Upper Golf Links Rd, Broadstone 3230, Dorset. (1597
M.G. K1 body required, cond not important and will accept whole car if necessary. Taylor, 1 Mornington Rd, Anderton, Nr Chorley, Lancs. (1598
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BRISTOL 401 workshop manual wanted. Lobley, 3 Bourne End, Hornchurch, Essex. Hornchurch 42436. (1601
HARDTOP FOR Mk II Healey 3000, must be good. Tel: Linton 200. (1602
ASTON MARTIN DB2, 3 or 4, lhd only, must be in good general cond. Full details please. Box 2335. (1603
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B300 REGISTRATION No. Ellerton, Kinfaun, Heatherton Pk, Taunton. (1614
WANTED. LOTUS Elite 1962 in good all-round cond. Realistic price. Write: Caesar, 3 Hartfield Cres, SW19. (1615
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CAR RADIATOR name plates or badges wanted by collector who cannot afford the cars. Box 2343. (1617
HARDTOP FOR 1966 Alpine, black preferred. 47 Hugh St, SW1. TAT 8338. (1618
WANTED, PRE-WAR Rolls in reasonable order. Box 2344. (1619
HARDTOP AND aluminium side screens for MG A Mk II, good cond essential, Box 2345. (1620
WANTED FOR cash, 1962 Porsche coupe, must be immac. Details. Box 2346. (1621
BENTLEY MK VI standard steel or special body, also MG TD or TF. McNab, Vinces Cottage, Churt, Surrey. Frensham 3249. (1622
WANTED. 1½ litre Blackburn engine for TT rep Frazer Nash. 2 Barton Rd, Luton. Tel: 23640. (1711
WANTED. M.G. TA, TB, TC, TD, must be suitable for restoration. Clift, School House, Bromsgrove, Worcestershire. (1712

WANTED—continued

ROLLS-ROYCE 25/30 wanted by enthusiast, not limousine, must be excell mech. Photo and history please. Northamptonshire. Box 2356. (1713
LAGONDA 2 litre Speed model open tourer. Realistic price offered by private motorist. Box 2357. (1714
HARDTOP FOR E-type, any colour. Please state price and cond. Tel: Stepping Hill 6939 business hours. (1715
WANTED URGENTLY for GP Bugatti, pair 7in Marchal headlamps and Bosch magneto switch. Good price paid. J. Thomson, 4 Pond Sq, Highgate Village, London N6. Mountview 2898. (1716
LAGONDA REQUIRED for spares, any model, cond or location, if cheap. Box 2358. (1717
GENTLEMAN WITH no ambition any longer for a modern tin box, wishes to buy an open vintage car. Please send full details and price to Johnson, 35 Alma St, Luton. (1718
ROCHDALE OLYMPIC phase 2 1,500cc, late model, low mileage, in good cond. Liverpool. Box 2359. (1719
TALBOT 14/45 spares wanted. Scarsbrook, 9 Market St, Chipping Norton, Oxon. (1720
ASTON MARTIN 1½ litre Mk II SC, Frazer Nash chain gang or SS100, restored or restorable. Does anyone have a dickey step for AC 2 litre dhc? Box 2360. (1721
MORGAN 3-WHEELER in any cond, from box of bits to mint example. Midlands. Box 2365. (1821
VOLVO B18 engine wanted. J. Skauge, 145 Gray Rd, Hendon, Sunderland. (1822
WANTED HARDTOP for MG B, preferably red. 9 The Avenue, Whitley Bay. (1823
ASHLEY HARDTOP wanted for Mk II Midget. Bramley, Sandown, Hoyland Common, Barnsley, Yorkshire. Hoyland 2239. (1824
HEALEY F type saloon, must be in grade 1 cond. Full details, price and photo if possible please. Box 2372. (1825
A. SIDDELEY 234 Mk VI or pre-war Bentley, no junk considered. 35 Gainsborough Rd, Liverpool 15. (1826
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BRISTOL 404, 405 or mint 403 considered. Approx £400 cash offered. Box 2373. (1829
VINTAGE OR PVT car required for VSCC competition. Cash. Lock, Glebe House, Fenney Drayton, Nuneaton, Warks. Tel: Atherstone 2378. (1830
3 LITRE Lagonda pre-1930, good price for good car, must be prepared for 1,000 mile tour. Wilson, Westcliff, Sheringham. Tel: 2717. (1975
LAGONDA 4½ litre M45 sports in good cond. I am not a dealer etc. Box 2391. (1976
PRE-'29 AUSTIN 7, must be original and in very good cond. Box 2392. (1977
SS1 WANTED, any reasonable cond, also copies of "Motor", "Light Car", "Motor Sport", 1918-1940, and "Speed" and "Brooklands Gazette". Write in first instance to 69 Alexandra Rd, Croydon, Surrey. (1978

EXCHANGES

ALFA ROMEO 6C 2500 SS 1947 d/h coupe 2 plus 2 by Ramseier, very good cond, exch for Rolls-Royce 1933 saloon or similar model. Santal, c/o Paccard, Richelieu, Versoix-Geneva, Switzerland. (1831
AUSTIN COOPER 1964, low mileage, wood rim wheel, seat belts, Cinturatos etc; exch for something interesting, W.h.y? 456 Loose Rd, Maidstone, Kent. (1832
SWOP: WILL exch 1965, 18,000 miles, MG B, classic h/top, htr, radio, 2 new Cints, safety belts, unrallied or raced, for a competitive outfit which must include a decent towing vehicle, any class considered, but am Formula 3 trained to single seaters. What offers? C. Price, 47 Bucknalls Dr, Bricket Wood, Herts. (1833
TWO FOR the price of one, 1956 and 1957 Borgward Isabella TS75s, rhd, both cars fitted radios, htrs, reclining seats, Mich Xs, both cars ready to drive away, very reliable, taxed March 1967 and MoT. Sell or exch interesting modern small/medium saloon. Pickup, Goldthorpe 3281, Yorks. (1834
IMMAC '62 E-type convertible, 10,000 miles for Rolls, Bentley, Jaguar S similar cond, cash adjustment. Box 2361. (1835
TR4 1964, red, o/drive, spots, woodrim wheel, reversing light etc, 25,000 miles, in first class cond. £675 or exch 4-str. Ringway (Manchester) 2152. (1836
GT CORTINA '65, 4-dr, 16,000 miles, immac, many extras, for Mk 2 Spitfire, h/top preferred, of similar specification. Send full details to Elks, 198 Westbourne Park, Mackworth, Derby. (1837
EXPECTANT FATHERS! Mini Traveller 1963, only 25,000 miles, green, for older sports/tourer/thoroughbred plus cash. Or sell £350. Findlay, Sawley Grange, Embsay, Skipton, Yorks. (1838
'62 TR4, low mileage, immac example in BRG, new Cinturatos. £500. Ipswich 76939. (1839
ANYONE FANCY a change? Have 1926 3 litre Bentley short chassis 4-str tourer, tidy and in good order; interested in vintage tourer, Lagonda 2 litre H/C S/M, Alvis TE, Lambda or w.h.y? And some money. Home Counties. Box 2362. (1840
1934 3½ Bentley special saloon, licensed, MoT, trial run. Offers or exch Mk I Sprite similar cond. Two Oaks, Bashley, New Milton 1380. (1841
MINI WANTED. Exch Jaguar 2.4 SE Mk I, MoT and taxed, plus 2.4 Riley 1951, very sound, stored 2 years, for 1960-62 Mini saloon. FOO 7346 (Bexley). (1842
VOLKSWAGEN DE luxe 1959, lhd, replacement engine, immac, for Porsche. Little Heath, Hurn Rd, Ringwood. (1843
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HEALEY 3000 '61, vgc, £400, for fast GT. W.h.y. same value or less. Farnworth 74165. (1980

MISCELLANEOUS

"MOTOR SPORT", Nov '50-May '63 less one, some additional '63, total 154. £6 plus carriage. Derwent 0644 (Surrey). (1981
HALDA SPEED Pilot complete with drive and gearbox, sound cond. £12 plus postage. Blackburn, 61 The Green, Thornaby-on-Tees. (1982
HOT999 REGISTRATION number with log book for sale. Ruczaj, Brooke St, Soham, Cambs. (1983

MISCELLANEOUS—continued

"MOTOR SPORT", 1951-65, complete and bound, perfect cond. £25. Buyer collects. Box 2393. (1984
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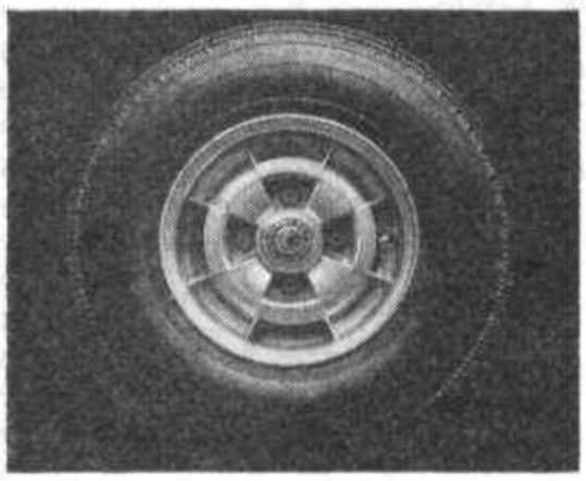
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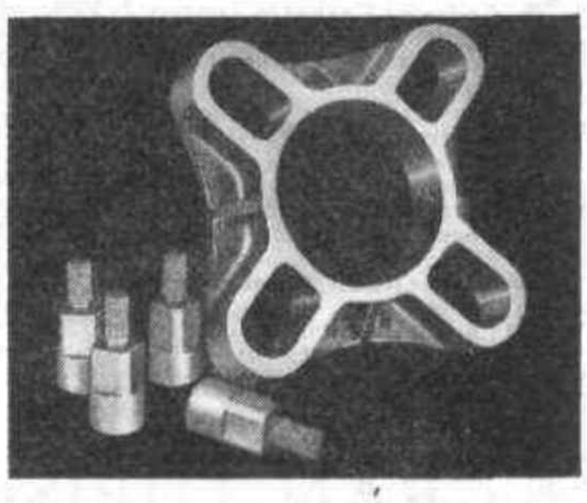
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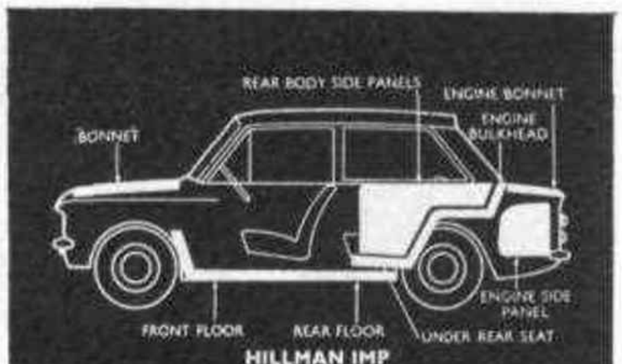
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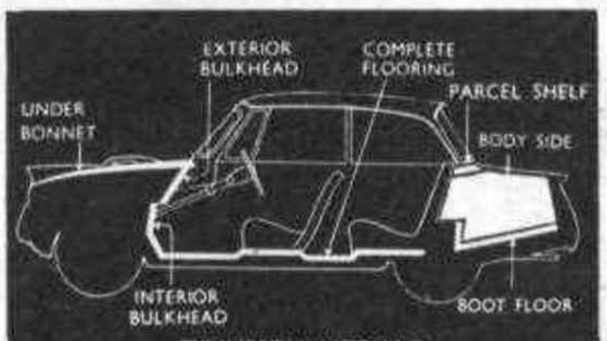
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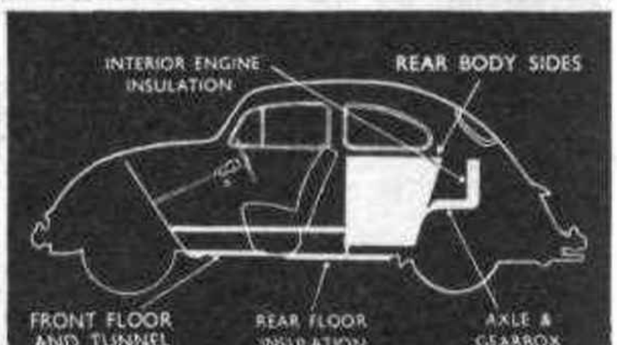
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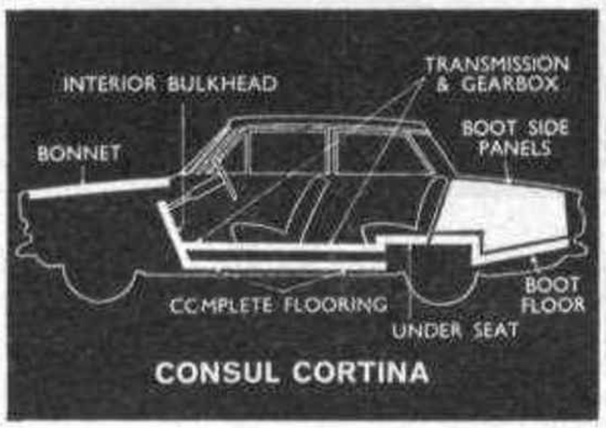
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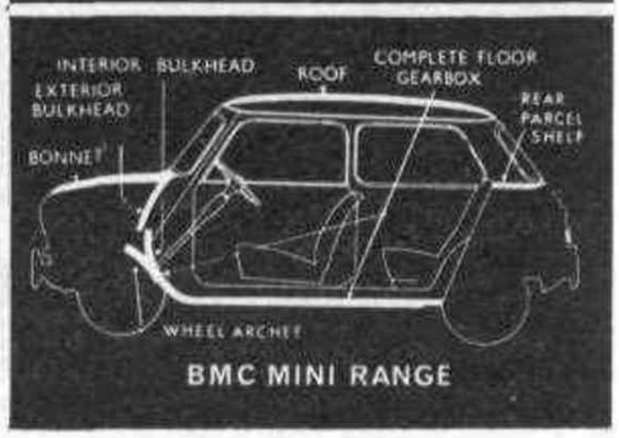
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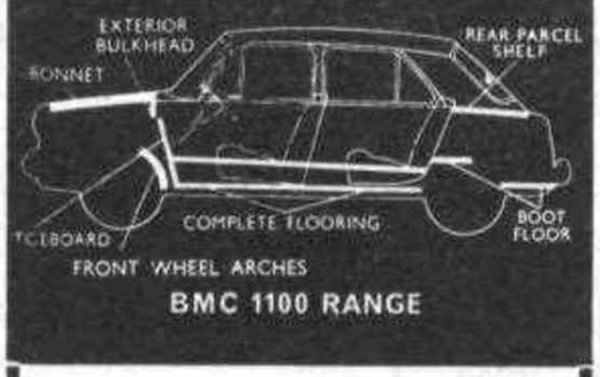
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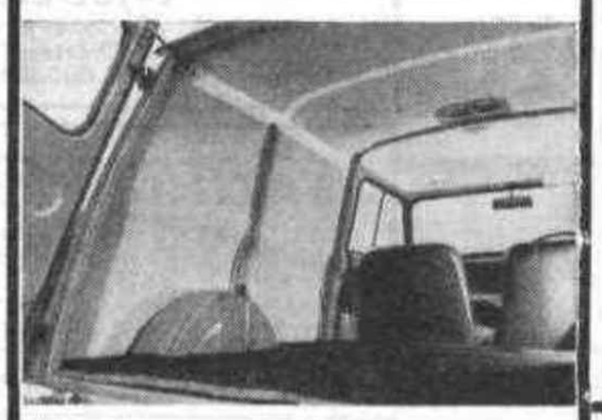
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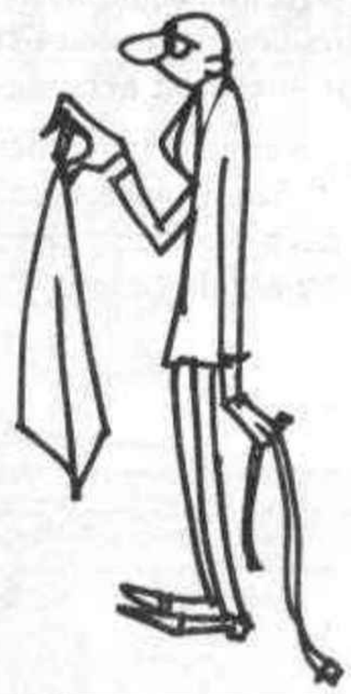
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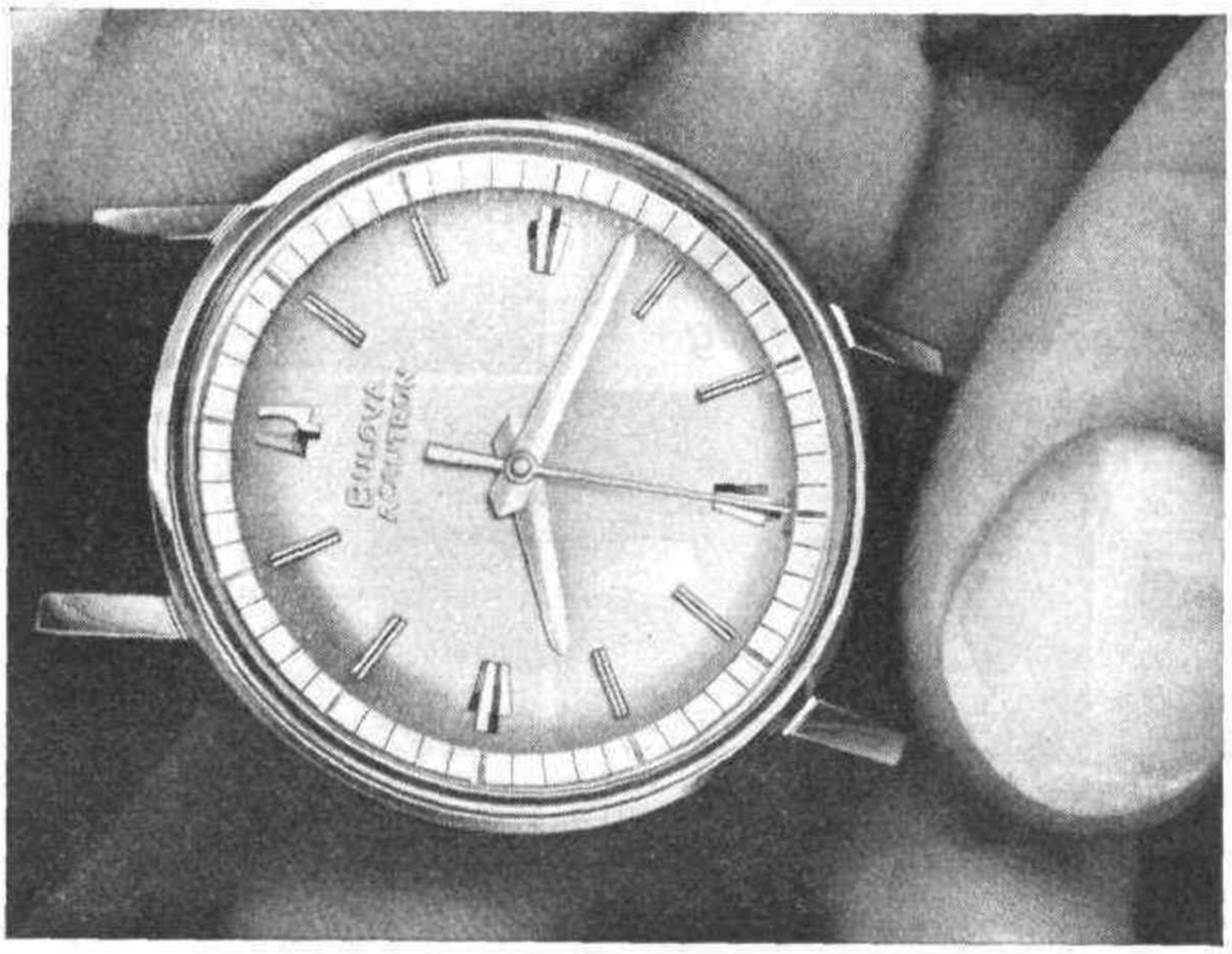
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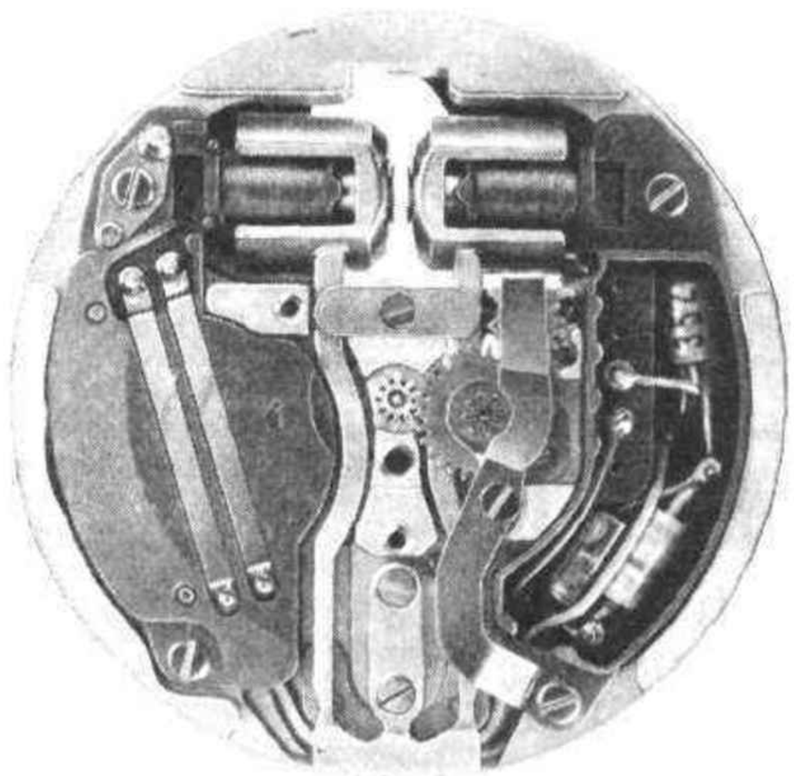
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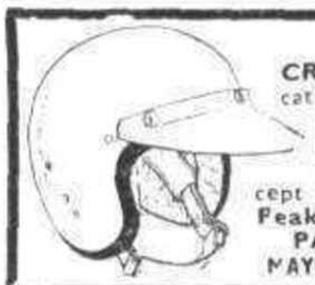
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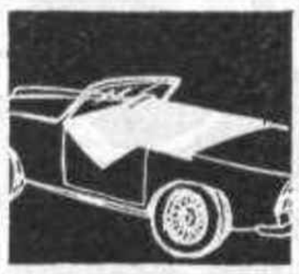
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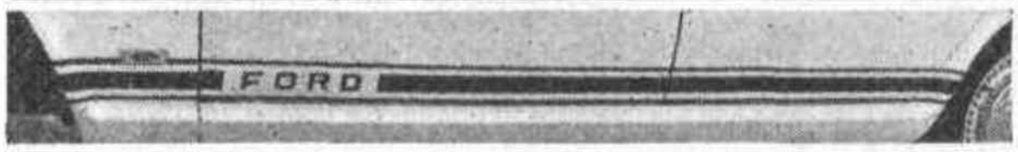
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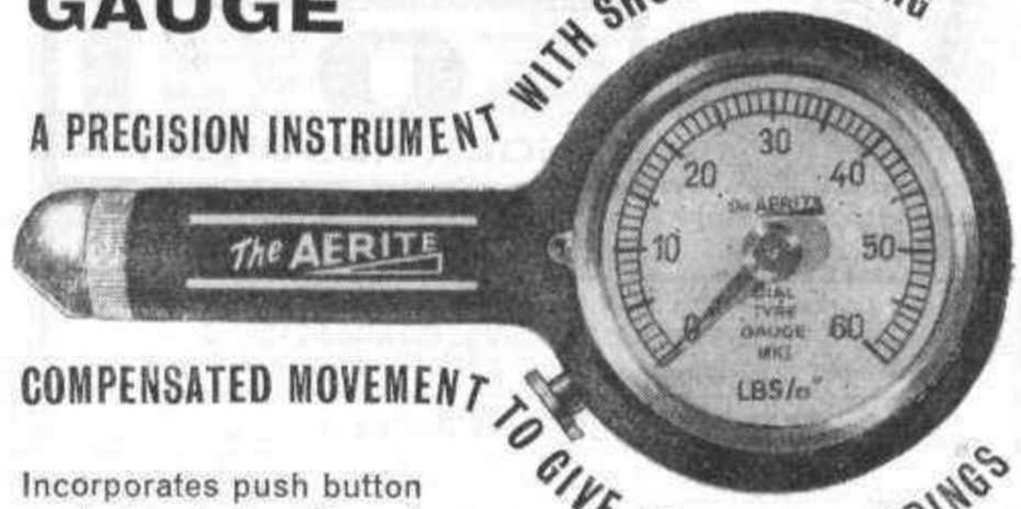
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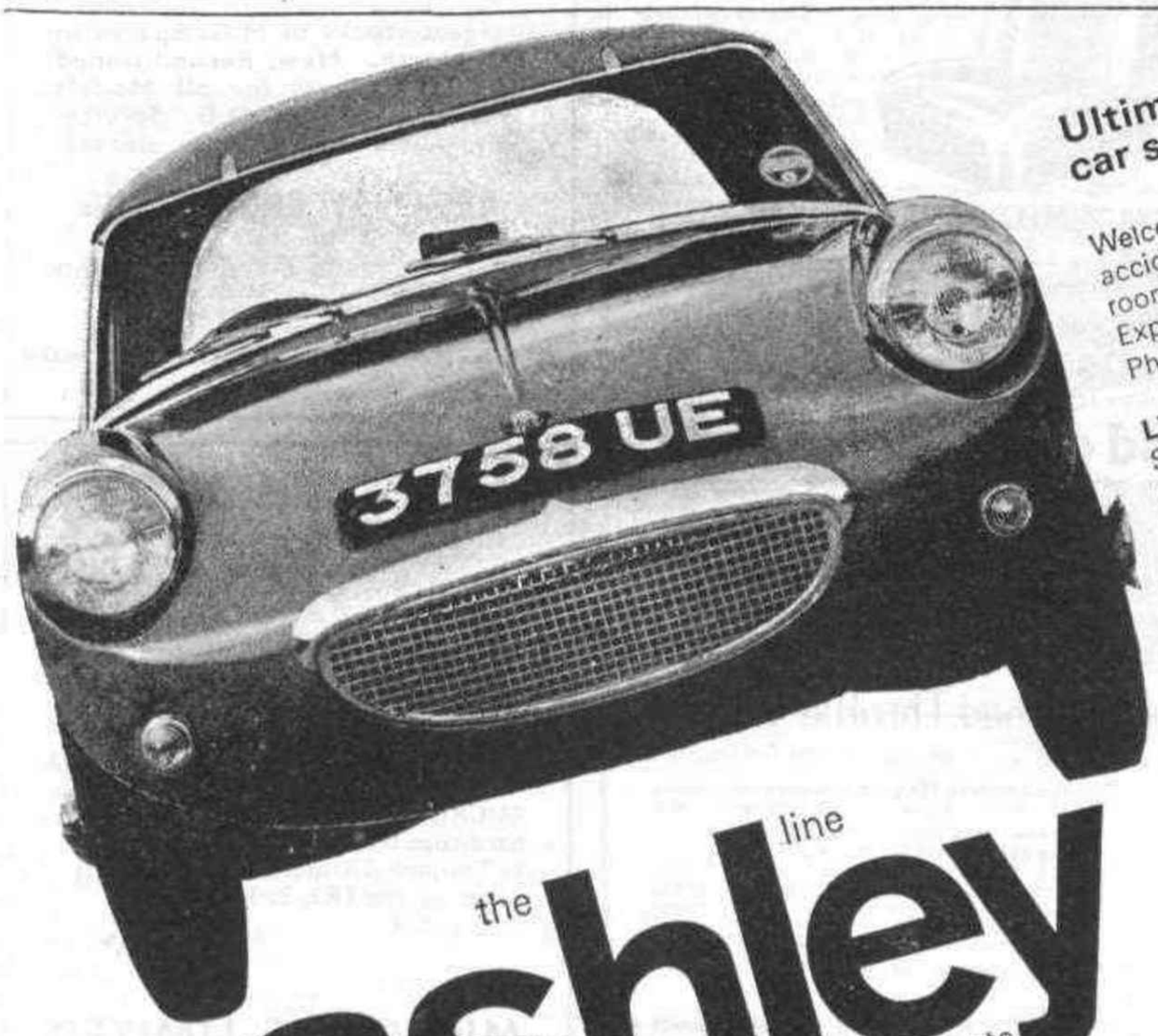
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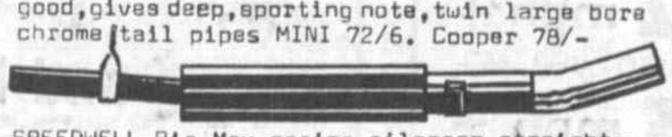
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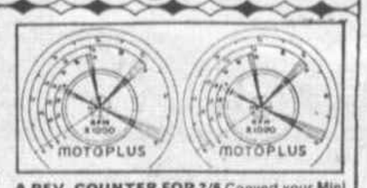
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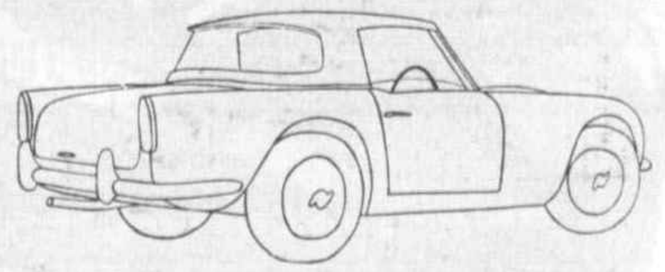
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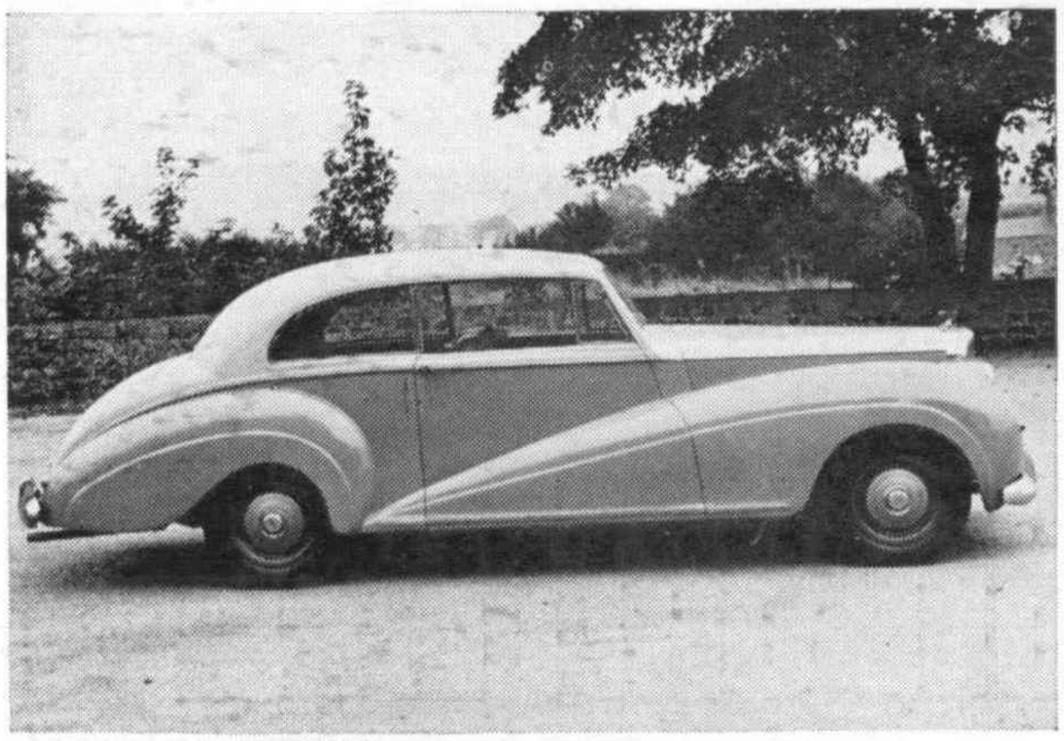
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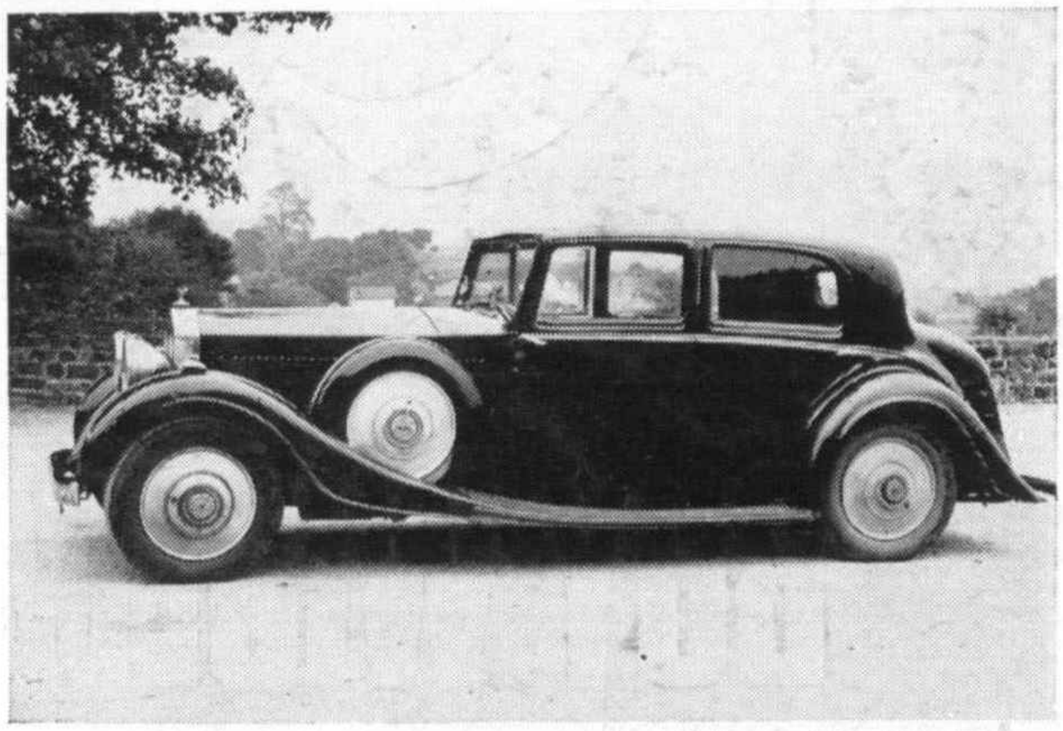
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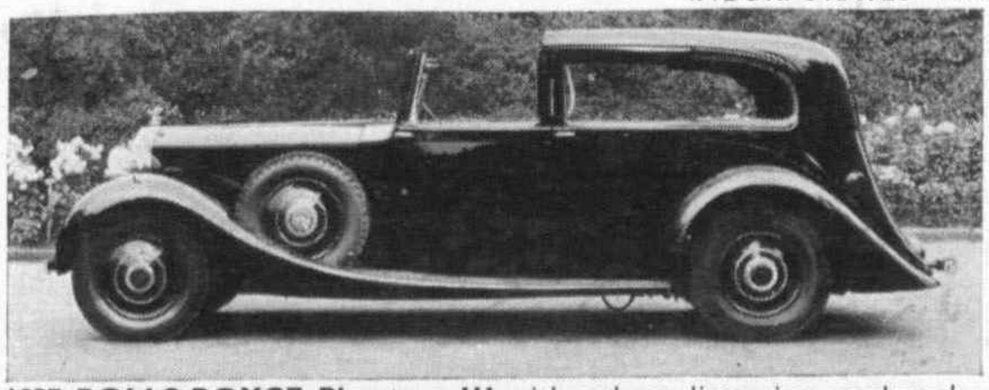
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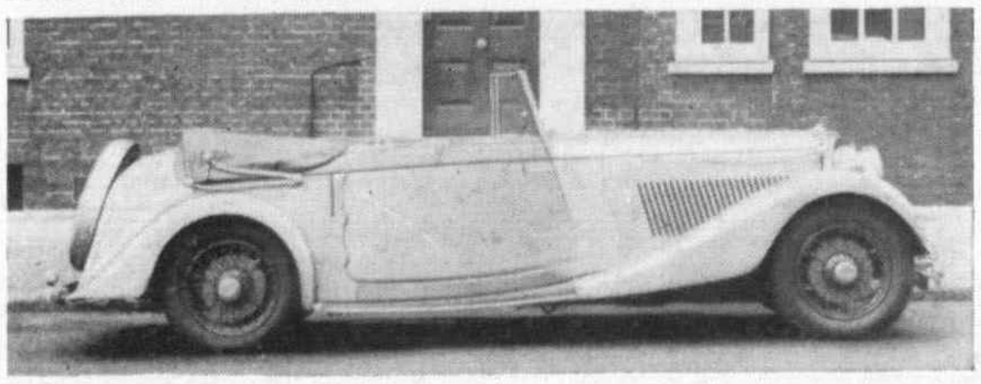
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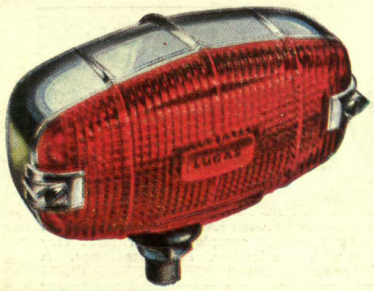
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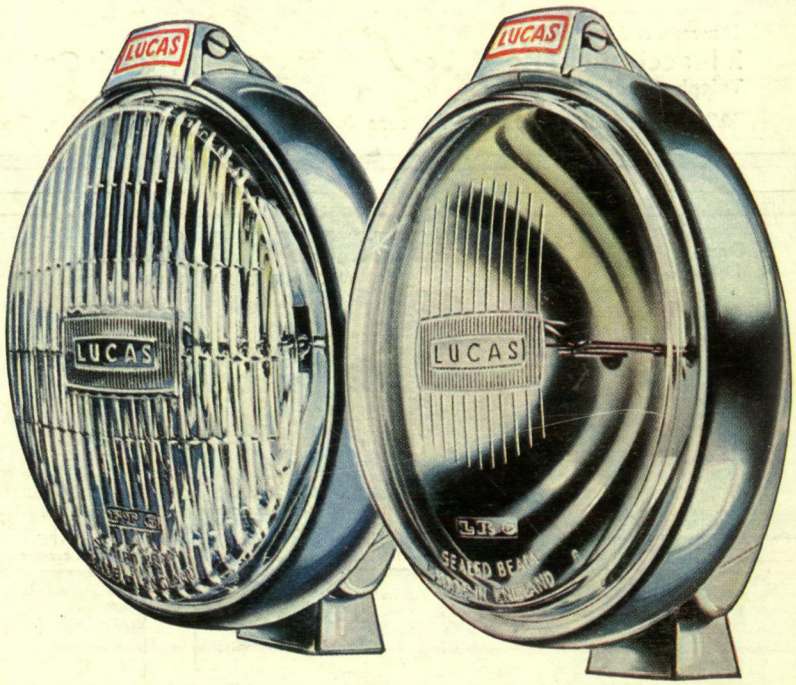
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