Vol. XL No. 7 TWO SHILLINGS July 1964

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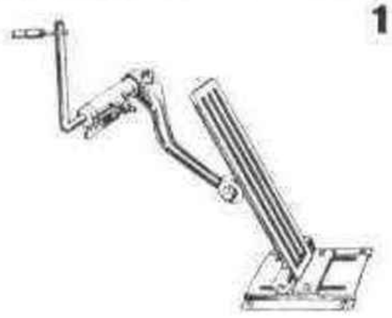
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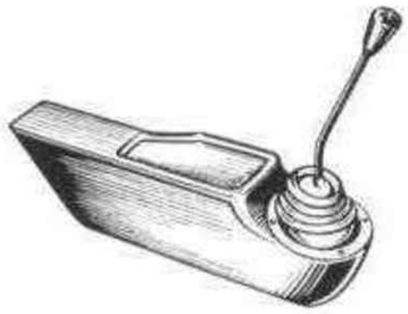
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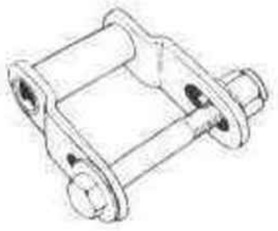
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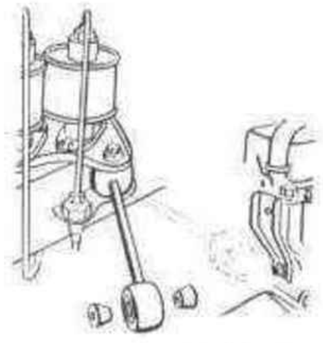

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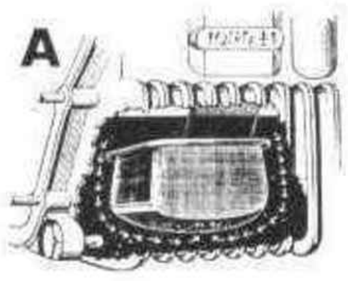

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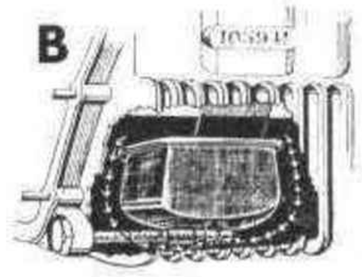

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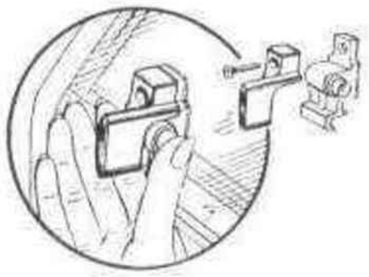

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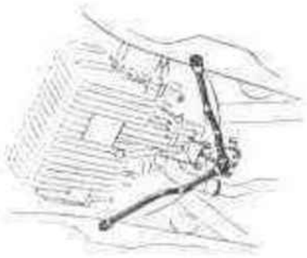

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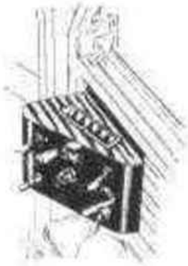

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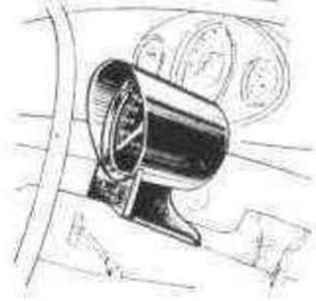

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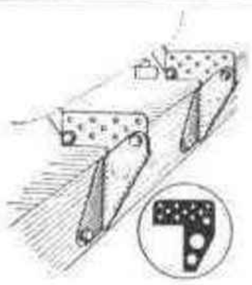

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3 Major Change For Mini models excluding Coopers. Only complete answer to that slow cumbersome gearshift. A remote control linkage designed and engineered with skill and precision. Glass fibre covered in polished black or vynide trimmed. Standard £13 9s 6d. De Luxe £16 9s 6d plus 5s p & p. L & R.H drive.

4 Steering Column Adjuster For all Mini models. Enables the column to be raked downwards for a better driving position. Easily fitted. 7s 6d plus 9d p & p. L & R/H drive.

5 Mini-bin For all Mini models. Handy oddments tray which nestles in the forward corner of the door pocket. Left or right hand sides, finished in choice of red or black polished glass fibre. State driver or passenger door. 19s 6d plus 1s p & p.

6 Engine Cones For all Mini models before Feb 1963. Cut down engine vibration, exhaust pipe fracture and gearchange shake by inserting these stabiliser cones into the rubbers of the engine tie bar. 2s 6d plus 6d p & p.

7 Magnetic Drain Plug For all Mini models and 1100's. Long reach, high flux magnet and SPQR design combine to produce the most efficient method of trapping metal particles circulating in the engine oil. Cuts down wear, prevents damage. 7s 6d plus 9d p & p.

8 Finger Grips For all Mini models. A simple, effective addition to the forward window catch, easily fitted and so convenient. Greatly simplifies window opening. State driver or passenger window, metal or plastic catch. 5s plus 6d p & p.

9 Stabilising Rods For all Mini models excluding Coopers. Banish engine shake and exhaust pipe fracture. The stabilising rod kit links the base of the engine with the chassis sub frame. An essential for tuned Minis with non-standard exhaust systems and for standard models too. One exhaust system replaced more than pays for the kit. £2 10s plus 2s 3d p & p. L & R/H drive.

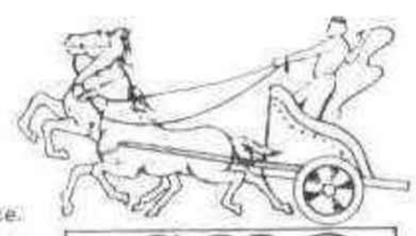
10 Switch Panels For all Mini models. A compact unit mounting forward on the driver's door, accepts controls transferred from the facia. Brings them right to hand. Ideal for safety belt users, no more straining against the harness to reach controls. Own wiring loom built in, plus lamp flasher and fog lamp switch with a further two spare switch positions. £4 15s plus 3s p & p.

11 Tachometer Cowl For all Mini models. Perfect answer for rev counter mounting. Accepts 3½ in electric unit and fits to steering column immediately under driver's eye. Crackle black finish, hooded to prevent glare. Available for other makes. £2 5s plus 2s 9d p & p.

12 Seat Brackets For all Mini models. Maximum rearward adjustment with a variety of height positions. Robust design and will not damage chassis crossmember. Sold in pairs for each seat, as strong as the original fitting. 7s 6d pair plus 1s 6d p & p.

13 Speedbrace For most makes. Unique new semi-automatic wheel brace. Revolutionary magazine head retains nuts when removed, feeds them forward when replacing. Entirely new, the complete answer for fast, easy wheelchanging without mess, even the wrapping doubles as a wheel glove! £2 15s plus 2s 6d p & p.

14 Anti-Friction Cables For most makes. Extra length, nylon sleeved, these cables eliminate sharp radius curves in the throttle linkage. No more sticking pedals, smoother safer driving at all times. 8s 6d plus 9d p & p.



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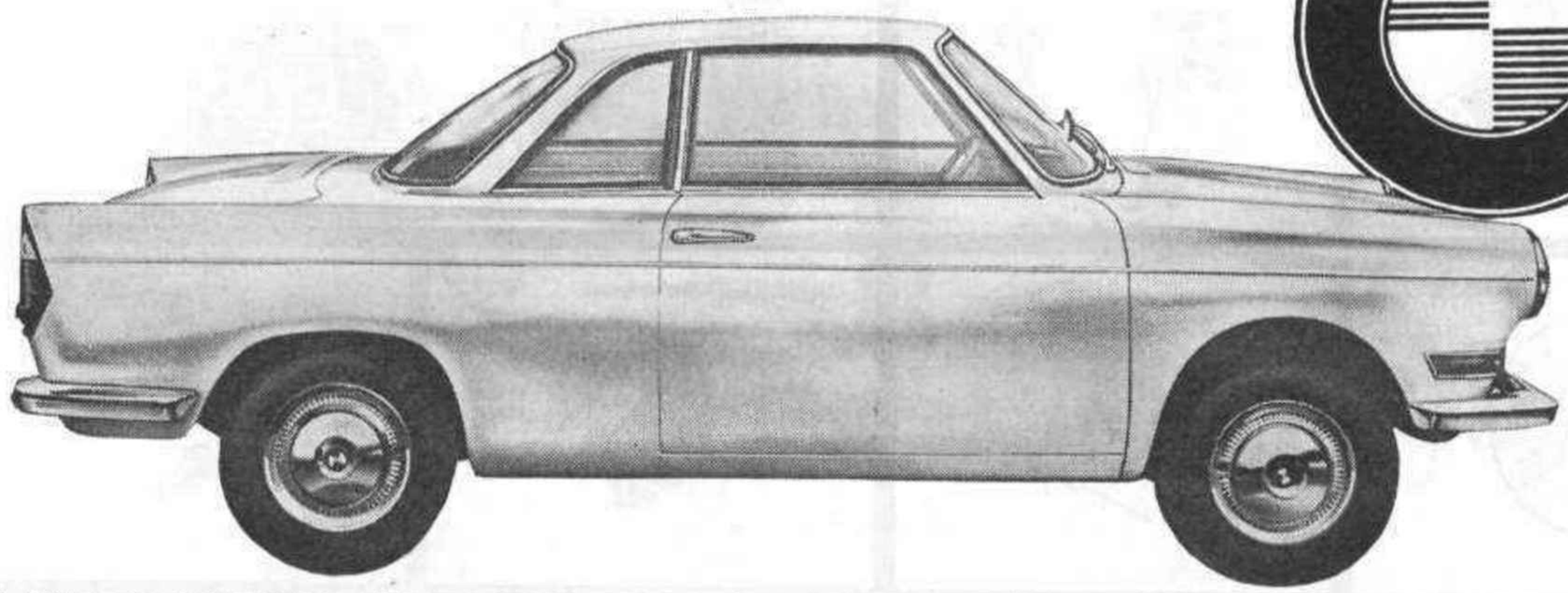
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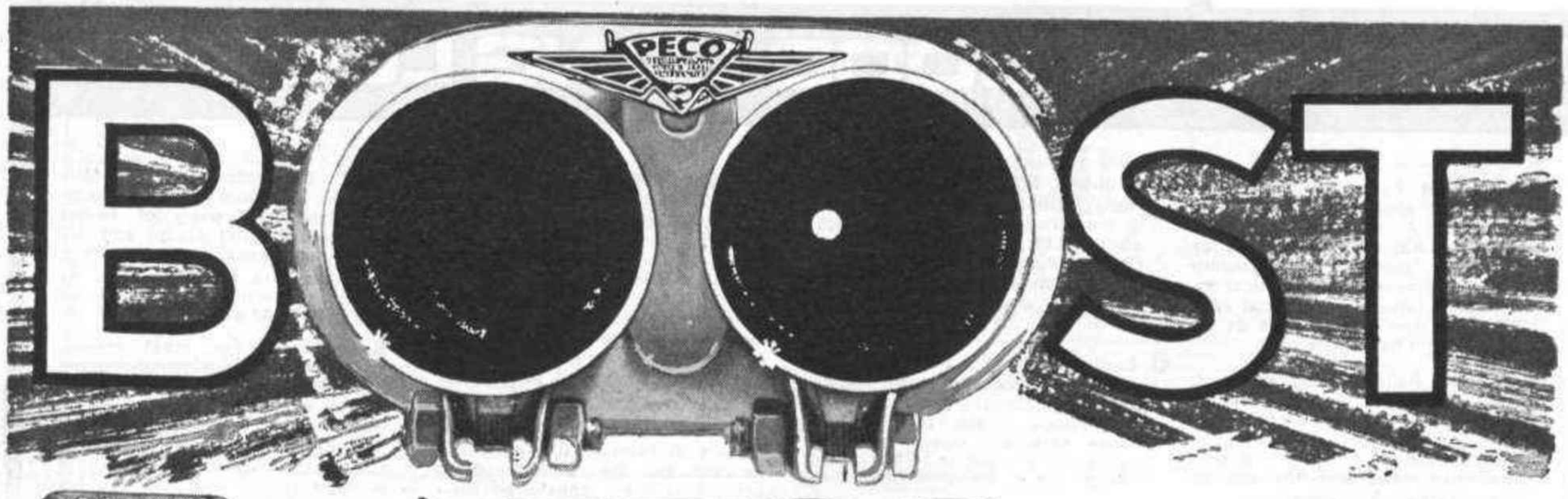
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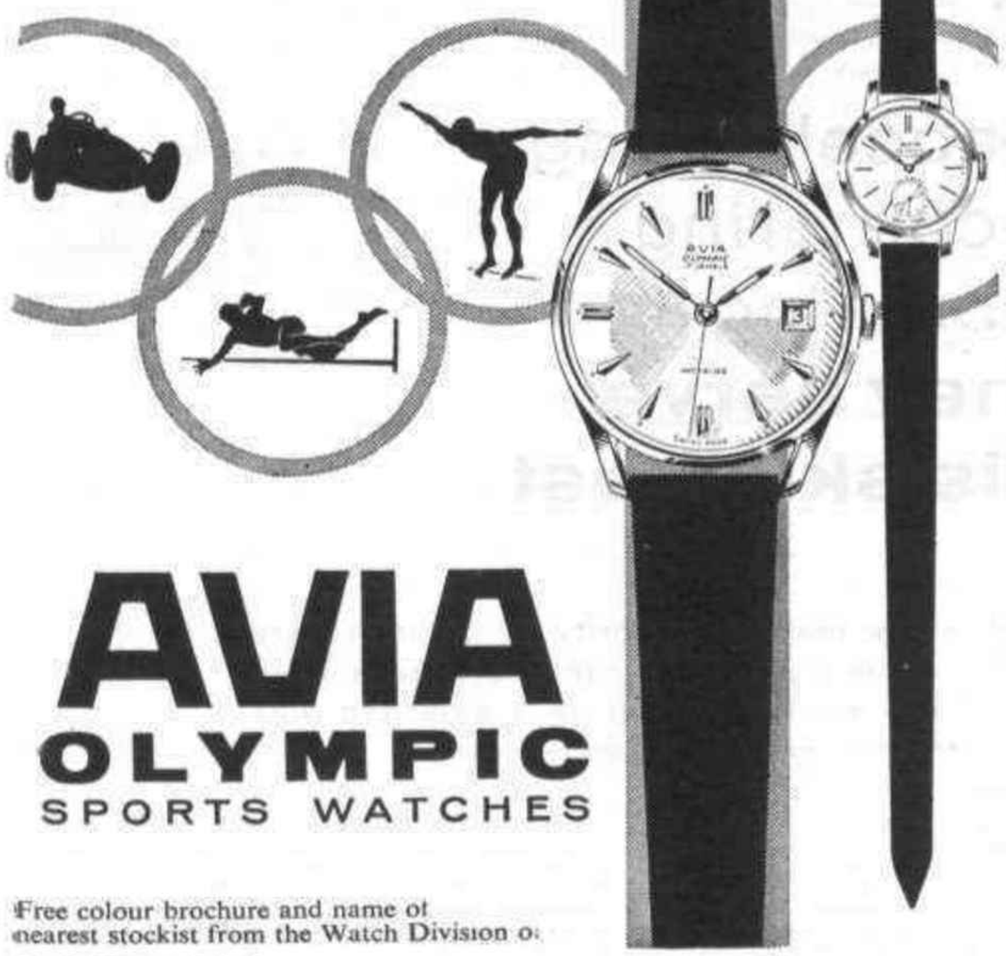
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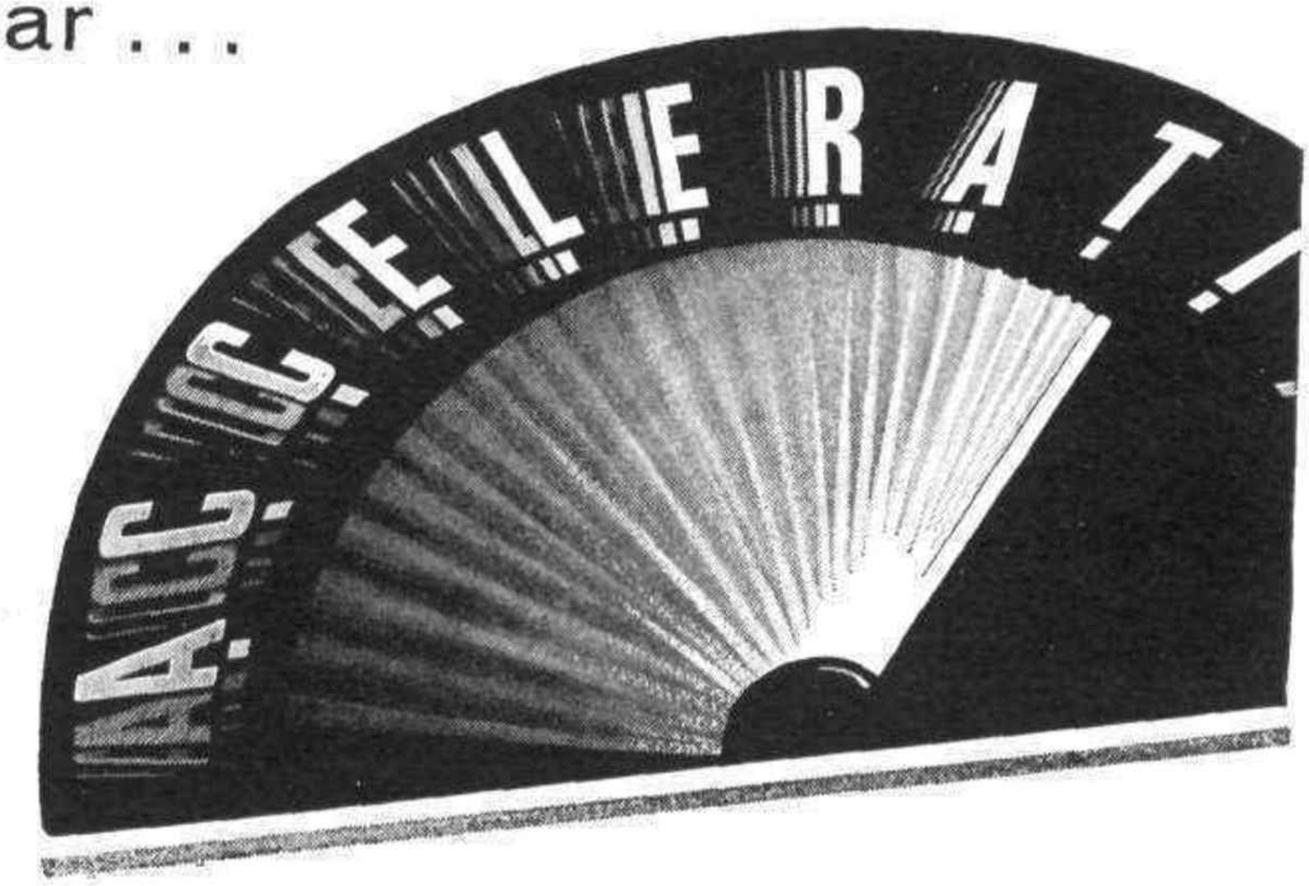


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VOL. XL No. 7 **TWO JAGUAR PRODUCTS TESTED—see pages 523-525** JULY 1964

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH **FORTIETH YEAR OF PUBLICATION**

MATTERS OF MOMENT

FORTY YEARS

We made our first appearance, as *The Brooklands Gazette*, forty years ago this month—the title MOTOR SPORT was adopted the following year, to denote widening interests.

Later this year we may have space to devote to looking back along these eventful forty years. For the moment we will just remark that, whereas in 1924 only Sunbeam "wore the green," today British cars and drivers completely dominate G.P. racing—we should be very proud of them.

The Editor thanks the lone reader who offered congratulations on his quarter-century with this paper. MOTOR SPORT can claim, as *The Aeroplane* (which was about the sixth aviation journal to make an appearance) did, when it was a lively, readable journal edited by the great C. G. Grey, that *to have been first merely proves antiquity, but to become the first proves merit*. We must strive to maintain this hard-won position for another forty years or more!

THE IMPACT OF FORD

Ford didn't pull it off at Indianapolis because the Lotus entries were let down, literally in Clark's case, by dud Dunlops. But in other spheres the impact of Detroit and Dagenham (or Boreham) is beginning to be felt.

Ford won the Safari Rally and *Auto-Universum* has awarded Ford their International Car of the World Trophy for this and other Cortina competition successes. Lotus-Cortinas were first and second in the Brands Hatch 6-Hour Saloon Car Race, followed home by the two works Mercedes-Benz 300SE, Lancia taking the Team Award, which endorses our high opinion of these three makes, from three different countries.

At Monza a "hotted-up," streamlined Corsair GT, driven by Clarke, Taylor, M. & T. Brookes, Porter and Bowler, wiped up the Volkswagen 1500S International Class F records, establishing fresh speeds for one to six days of 79.5 to 101.6 m.p.h. VW can but console themselves that ultimately the Ford, power increased by some 15%, broke its crankshaft. . . .

Incidentally, having repeatedly explained in the simplest possible language the subtle difference between *World's* and *International Class* records as recognised by the F.I.A., we were disappointed to discover that the weekly motor journal closely associated with the Ford's fine run at first claimed *World's* records and allowed the Ford Motor Company to advertise the new speeds as such. MOTOR SPORT persuaded them to put this right—see page 538.

As the *World's* records for the equivalent distances/durations are held by Ford anyway (a Fairlane, in America) any attempt to uplift the recent Corsair records to a false level is quite unnecessary. It is best excused as muddled or wishful thinking by advertising personnel, for no-one would wish to accuse this profession of deliberate dishonesty or deception.

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FRONT COVER PICTURE.—The start of the Dutch Grand Prix at Zandvoort. Clark has already slipped inside to take a lead, which he kept for the rest of the race.

THE ANTI-MOTORING *GUARDIAN*

The Guardian has done its best to lose the respect of motorists by publishing its gory article "Statistic—A woman was killed and four injured." (A reprint is available from *The Guardian's* Circulation Manager, price 20s. per 1,000, and is good for a sad smile.)

We thought to counter this with a similar study about an accident in the home, to remind *The Guardian's* Editor that such accidents are more numerous than those on the roads. But this sort of journalese—"*warm* blood trickling down. It isn't warm; it's cold. She goes on vomiting. And when she is not vomiting she is apologising, to you, to the ambulance attendant, because you are being splashed with blood, or vomit, or whatever it is."—doesn't come naturally to us.

The Guardian says its reprint is issued "in the interests of road safety." Don't be deceived. *Accidents will never be prevented by illustrating the terrible results of them, because people do not go out deliberately to have accidents.* Accidents happen because of lack of skill, overcrowded inadequate roads, inability to apprehend a sudden situation. They can be reduced by competent instruction, practical demonstrations and constant supervision, better still by removing hazards—but by horrifics, never.

The Guardian's gore, the "black-coffin" posters, Moons Garage of Marylebone Road wasting a hoist by using it to support a crashed car prominently labelled "Journey's End"—all this is putting the cart before the horse. In this horrible "Statistic" article the person describing the accident wasn't to blame; his only observation about the *cause* was that one car was going fast, whereas, especially as he carries an I.A.M. badge, he should

Continued on next page

Motoring Sport Events for July

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 1st ..	N. Wales C.C.	West Shore	Llandudno	Driving Tests (*C.*)	7.30 p.m.
July 4th ..	Aston Martin O.C. ..	Silverstone	Towcester	Martini Trophy Meeting (*N.O.*)	12 noon
July 4/5th ..	R.A.F.M.S.A.	R.A.F. Henlow	Henlow	Countdown Rally (*R.*)	10.01 p.m.
July 4/5th ..	750 M.C.	Tuers Filling Station	83/422437	John Peel Rally (*R.*)	11.00 p.m.
July 5th ..	Coventry & Warwicks M.C.	Ewerington	Banbury	Sprint (*R.*)	1.30 p.m.
July 5th ..	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	2.30 p.m.
July 5th ..	Birmingham Y.C.M.C. ..	Hednesford Camp	120/012151	Driving Tests (*C.*)	11.15 a.m.
July 5th ..	S. Wales A.C.	Castell Farm	Maesteg	Co-Promoted Hill-Climb (*C.*)	12 noon
July 5th ..	B.S.A.F.W.D.C.	Stanford Hall	Rugby	Rally and *Concours*	2.00 p.m.
July 5th ..	Chiltern C.C.	Studley Green	Stokenchurch	Autocross (*R.*)	2.00 p.m.
July 11th ..	**R.A.C.**	**Brands Hatch**	**Farningham**	**European G.P.** (*INT.*)	**11.00 a.m.**
July 12th ..	M.G.C.C. (S.E.)	Bo-Peep Hill	Selmeston	Firle Hill-Climb (*C.*)	1.30 p.m.
July 12th ..	**A.C. Trento**	**Trento Bondone**	**Trento, N. Italy**	**Mountain Climb** (*INT.*)†	**11.30 a.m.**
July 12th ..	Alvis O.C.	Alvis Works	Coventry	Midland Alvis Day	10.00 a.m.
July 18th ..	B.R.S.C.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
July 18th ..	Bristol M.C. & L.C.C. ..	Newmans Industrials	Yate	Rally (*R.*)	—
July 18th ..	Bourton Vale C.S.	County School	Bourton	Veteran, Vintage & P.V.T. Rally	2.00 p.m.
July 19th ..	**A.D.A.C.**	**Solitude**	**Stuttgart**	**Solitude G.P.** (*Germany-INT.*)	**1.00 p.m.**
July 19th ..	432 M.C.	Comyn's Farm	Stratford-on-Avon	Autocross (*C.*)	1.30 p.m.
July 19th ..	**L.A.C. d'Auvergne** ..	**Clermont Ferrand**	**Clermont Ferrand**	**Trophees d'Auvergne—F.2** (*INT.*)	**2.45 p.m.**
July 19th ..	B.A.R.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.00 p.m.
July 19th ..	B.R.S.C.C.	Cadwell Park	Louth	Race Meeting (*C.*)	2.00 p.m.
July 19th ..	Herefordshire M.C. ..	Webton Court	Madley	Autocross (*C.*)	2.30 p.m.
July 19th ..	Midland A.C.	Shelsley Walsh	Worcester	Inter-Club Hill-Climb (*R.*)	3.00 p.m.
July 19th ..	Snetterton M.R.C. ..	Snetterton	Thetford	Race Meeting (*N.O.*)	2.30 p.m.
July 19th ..	W. Hants & Dorset C.C. ..	Pond Park	Cranborne	Autocross (*R.*)	2.00 p.m.
July 19th ..	Walsall C.C.	Curborough	Lichfield	Sprint (*C.*)	12 noon
July 19th ..	Mid-Thames C.C.	Brentford Market	Brentford, Middx.	Driving Tests (*C.*)	10.30 a.m.
July 23rd ..	Jersey M.C. & L.C.C. ..	Bouley Bay	Jersey	Hill-Climb (*N.B.*)*	2.00 p.m.
July 25th ..	B.A.R.C.	Aintree	Liverpool	Race Meeting (*N.B.*)	2.00 p.m.
July 25th ..	Bristol M.C. & L.C.C. ..	Dyrham Park	Bath	Hill-Climb (*R.*)	2.00 p.m.
July 25th ..	V.S.C.C.	Silverstone	Towcester	Boulogne Trophy Meeting (*C.*)	12.30 p.m.
July 25th ..	R. Scottish A.C.	Blythswood Square	Glasgow	Veteran/Vintage Rally to Largs	10.30 a.m.
July 26th ..	**A.C. di Torino**	**Cesana**	**Turin**	**Cesana-Sestriere Mountain Climb** (*INT.*)†	**11.30 a.m.**

*Qualifies for R.A.C. Hill-Climb Championship. †Qualifies for European Mountain Championship.

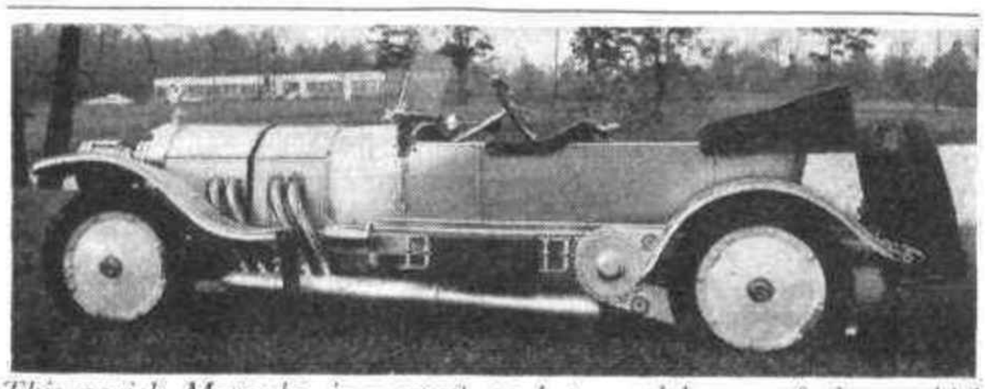
MATTERS OF MOMENT—continued from previous page

know that the driver to blame was the one who misjudged a right-turn into an obscure lane in the path of an on-coming car. So we can but conclude that *The Guardian* is anti-motorist, or else very dim.

Then there is this fuss over a Le Mans A.C. Cobra being tried out along a deserted M 1. Experienced Police Patrols saw no danger, but the desk-policemen are raising a hue and cry. "Unnecessarily" high speed on motorways will be punished, they say—we thought all those millions of our money spent on these elaborate roads was to foster speed, and how anyone is going to define "unnecessary" or "unduly" in respect of speed thereon is beyond comprehension. We feel sure racing motorist Chief Constable John Gott will agree.

There are those 50-signs wrapped up in old rags all week, costly Radar Meters taking dubious half-yard spot-checks on criminal drivers who exceed a speed-limit by a couple of miles-an-hour, on pain of losing their licences and livelihoods if it happens thrice in three years. . . .

The British Lion is being held down by the tail and beaten to his knees, and will soon be crawling on his belly. . . . All without any proof that speed in good weather on roads built for modern travel has any bearing on road accidents. Present propaganda may stop people from buying cars but won't save lives—perhaps that is what *The Guardian* and the Authorities (but surely not Moons?) are trying to achieve.



This garish Mercedes is a 1908 45-h.p. model, one of those which Gordon Watney rebuilt at his Addlestone factory from that year to about 1913. This one was discovered in Harrogate and is now in America, scrupulously restored.

Vintage stop-press.—July 5th is the date of the V.S.C.C. Driving Tests and the gigantic Austin Seven Rally at Beaulieu, when the 750 M.C. hopes to have 600 of these pre-war babies in one field. On the same day the S.T.D. Register has its Wolverhampton Rally. The V.C.C. Crystal Palace Veteran Car Rally (admission free) takes place on July 19th, from 11 a.m. to 5.45 p.m., the largest-ever British assembly of pre-1919 cars. There will be tests and a Grand Parade, at this very historic motoring venue. An idea for other Clubs and Registers—the Austin Seven Register has an Austin Seven van painted in its insignia and the Bean C.C. maintains a Bean lorry in its colours, for members' use. The twin-cam racing Austin Seven in the Montagu Motor Museum may be seen in action again. A 1935 Talbot 90 saloon languishes in a breaker's yard, an early Leon-Bollee converted to pull a roller has been seen in Surrey and a rear-wheel-braked Type BL Albion 15/20-cwt. pantechnicon is still in use seven days a week by a Middlesex greengrocer.

The inaugural meeting of the Club for owners of Daimler and Lanchester cars was a great success, and the London section will be opened on June 27th. Inquiries to D. Goode, 27, Brighton Road, Birmingham, 12.

Seven years ago the Irish Section of the V.S.C.C. was formed to promote events in which vintage cars could be used by their owners in organised competition. The enthusiasm shown by local members has proved that the aims of the Committee were worth while, and the two main annual events run by the Club—the Ulster Spring Rally and the Autumn Night Rally are always well supported. A very keen interest in the Club's activities has been taken by the 500 Motor Racing Club of Ireland and the Ulster Automobile Club, and for the past few years classes for vintage cars have been included in two important meetings organised by these Clubs. On August 1st next, the 500 M.R.C.I. is again incorporating in its programme at Kirkistown a 7-lap race for Vintage Sports Cars and Historic Racing Cars, and a class for similar type vehicles has been included in the U.A. Club's Hill-Climb meeting at Craigantlet on August 15th. All interested persons should get in touch with J. W. Frazer, V.S.C.C. Secretary (Irish Section), Heather Cottage, Cullybackey, Co. Antrim. Harry C. G. Shell persists that there is no Classic C.C. of Great Britain and that the Sept. 13th Beaulieu fixture is that of his Classic American Auto Club of Great Britain, presumably a subtle distinction.

Two Jaguar Products

Road-Test Report on the Daimler 2½-litre V8, and Road Impressions of the 3.8-litre S-Series Jaguar

POWERED by a vee-eight engine, in common with today's 1½-litre G.P. cars and the largest American sedans, the "small" Daimler is a notably smooth and refined vehicle.



ONE of Britain's best ambassadors in export markets have been the value-for-money products of Jaguar Cars Ltd. of Coventry. Their products have always been renowned for combining unexpectedly low prices with acceptably high performance. Never has this been more true than since the advent of the 3.8-litre Jaguar saloons, the Jaguar E-type sports car and the great 4½-litre Daimler V8 Majestic Major.

It is hard to find a valid reason for turning down a Jaguar or a Daimler for another make of car in the same engine-capacity or price class. To forgo the pleasure of owning and driving a Jaguar merely because, a long time ago, it was occasionally referred to as a poor-man's Bentley, or because so many are encountered that exclusiveness is lost, is as dubious a form of self-punishment as wearing a hair-vest or indulging in nightly flagellation. Certainly money could hardly be better spent and presumably those who buy elsewhere have given deep thought to the matter and can back their choice with valid technicalities. . . .

* * *

When the Daimler 2½-litre V8 saloon came to us belatedly for appraisal, nearly three years after it made its debut as a Jaguar body shell hiding the Daimler vee-eight engine which had made the Daimler 250SP sports car too fast for its chassis, I fell to contemplating those Jaguars MOTOR SPORT has received for road-test since the war.

In 1948 we had for test the 3½-litre push-rod o.h.v. Jaguar saloon, which had a beam front axle and Lucas P100 exposed headlamps. We tried it round Goodwood (lapped anti-clockwise in those days—another occasion when I knew I would never be a racing driver!). It was 1951 before we got our hands on the wheel of an XK120, but the smooth flow of almost unlimited, very rapid acceleration (0-100 m.p.h. in 25.4 sec.) from the famous twin-cam engine remained an outstanding memory long after the total brake-fade had been forgotten. The supple suspension and fast cornering of this open, white XK120 caused my wife to be sick on the winding road joining Odiham to Alton.

It was not until 1957 that the next Jaguar came our way. This was a Mk. VIII saloon with Borg-Warner automatic transmission, a very fully-equipped and beautifully-appointed (as they say) Company Director's sort of carriage, which developed a blown exhaust gasket during the test.

An even more acceptable Jaguar arrived at our offices in 1958, in the form of an XK150 coupé, a medallion on the boot-lid listing Jaguar's Le Mans victories and the twin-carburetter twin-cam engine developing 210 b.h.p. In spite of doing nearly 130 m.p.h. in overdrive-top gear, fuel consumption was better than 22 m.p.g. Nineteen fifty-nine was barren of Jaguars but I was very favourably disposed towards the Daimler Majestic saloon I tested, then with 6-cylinder push-rod o.h.v. 3.8-litre power unit united to the Borg-Warner automation.

We made amends in 1960 by reporting on both the very impressive 3.8-litre Mk. II and XK150S Jaguars. The XK150S was used to cover the R.A.C. Rally, which embraced a run up M 1 at an average speed of fractionally under 114½ m.p.h. and tough schedules in Scotland and the Lake District, the twin-cam engine turbine-smooth in spite of poking out 250 b.h.p. at 5,500 r.p.m., although again an exhaust-flange gasket failed. The 3.8 Mk. II saloon had me in raptures—I described it as one of the best saloon cars in the World (its price was £1,890), concluding: "Such a car is virtually without rivals and if anyone likes to provide the Editor with one of these excellent, race-bred, and very English motor cars he will raise no objections." No one has!

Nineteen sixty-two was memorable for a Continental expedition in something of a hurry, to see the Monaco G.P. in a Jaguar E-type, and for experience of the Daimler SP250, a very smooth engine the best aspect of this very fast car, for road-holding wasn't really in keeping and a glass-fibre body seemed unusual on a car bearing the majestic name of Daimler.

Last year I was able to acquaint myself with that quite splendid car, the 4½-litre Daimler V8 Majestic Major (my comments so favourable my Managing Director has bought one), and the palatial but bulky and rather softly sprung Jaguar Mk. 10, while a colleague had a brief encounter with the 3.8 Jaguar S, also with all-round independent suspension, and a normal gearbox. Now two more Jaguar products have been submitted for test, and the following observations relate to the 2½-litre Daimler V8 and a Jaguar S-series with automatic gearbox.

* * *

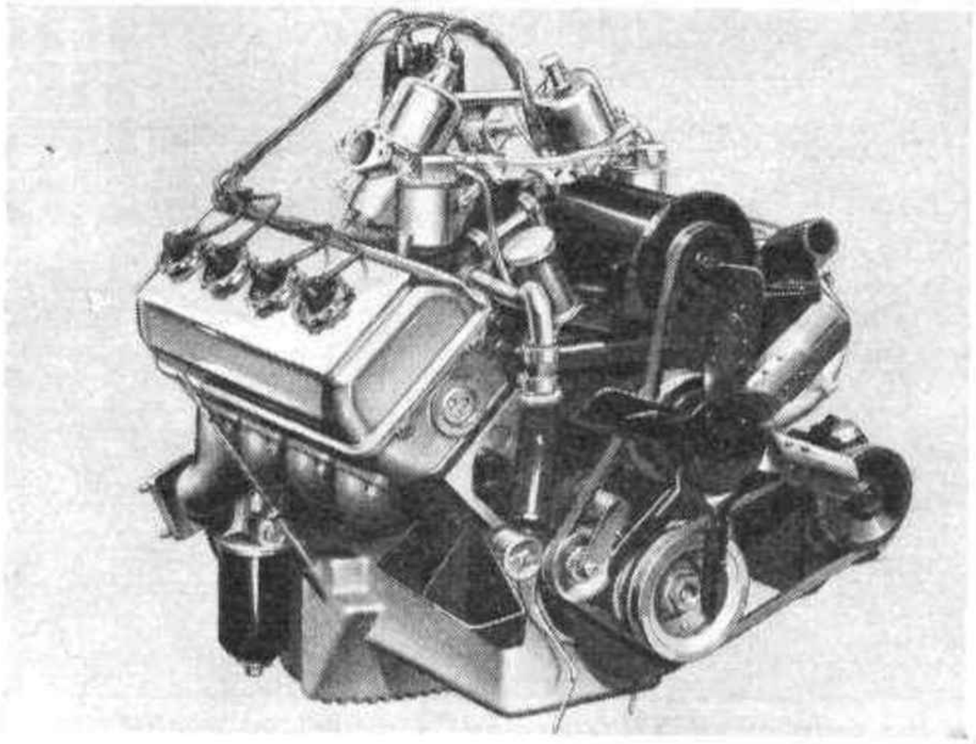
The 2½-litre V8 Daimler saloon

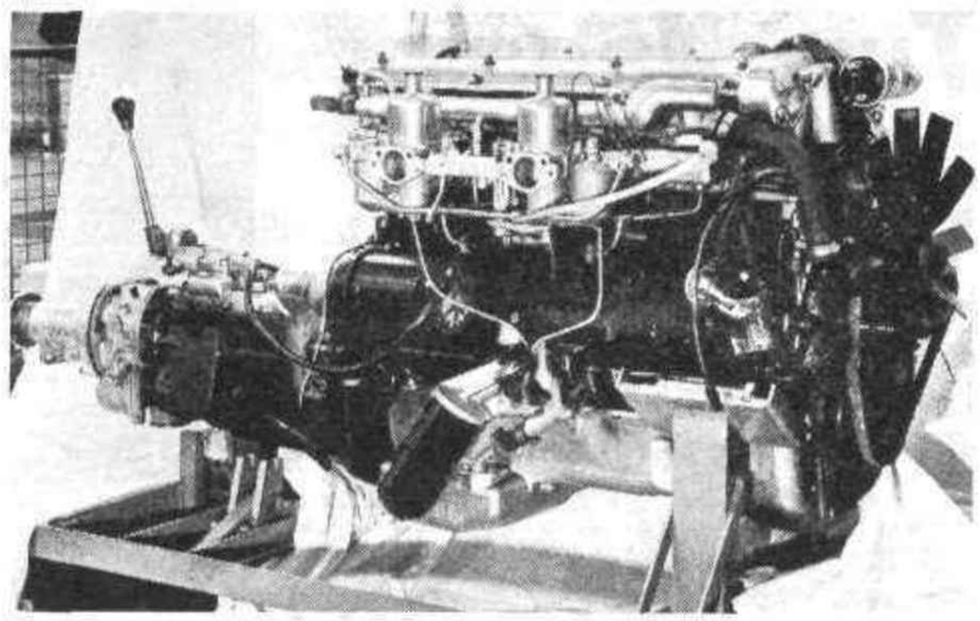
This model was introduced nearly three years ago and upset the purists because it was so obviously a 2.4 Jaguar with the Daimler SP250 V8 engine. Today such people are just as upset, especially when they learn that these so-called Daimlers are built in the Jaguar factory, the power units being sent across, as it were, from "The Daimler."

However, we are concerned with how this small Daimler motors

SOME JAGUARS WE HAVE TESTED.—From l. to r.: 3½-litre push-rod saloon; XK120; Mk. VIII Automatic; XK150; 3.8 Mk. II; E-type; Mk. X.







POWER UNITS FROM COVENTRY.—On the left, the 2½-litre Daimler 90° V8 engine, which develops 140 b.h.p. at 5,800 r.p.m. and 155 lb./ft. torque at 3,600 r.p.m. On the right, the 3.8-litre XK 6-cylinder Jaguar engine, giving 220 b.h.p. at 5,500 r.p.m. and 240 lb./ft. torque at 3,000 r.p.m.

rather than with the ethics of "badge engineering" or the intermarriage of popular models.

Within, this is indeed a 2.4 Jaguar. You sit on large, separate leather-upholstered front seats, rather shapeless but not uncomfortable, their squabs adjustable. The facia and window-surrounds are of highly-polished walnut or shittim or something which, with the screen, tends to reflect overhanging trees, etc. Front and back seats incorporate centre folding arm-rests, the floor is thickly carpeted, the roof lining matched by niceties of interior trim, and the anti-dazzle vizors remain rather board-like affairs, also upholstered, but swivelling to one side when required.

The controls are definitely part of the Jaguar allure—a row of neatly-labelled pendant-switches controlling, from l. to r., the triple interior lamps (which also have courtesy action), 2-position panel lighting, fast and slow heater-fan settings, cigar ignition, map lamp, 2-speed wipers, and screen washers. The central lamps switch is reminiscent of that gracing a Derby Bentley and there is a push-button starter switch, the ignition-key serving also to lock the front doors. In front of the driver are the large, matching dials of the Smiths tachometer (incorporating a small clock, which was slow) and speedometer. The former reads to 6,500 r.p.m. with red marking from 6,000, the latter to 120 m.p.h. There are the usual warning lights; the black needles of both these instruments are white-tipped and move in the same plane, but that of the speedometer had an irritating and inconsistent flutter.

Over the line of flick-switches are four small, matching dials, recording, from l. to r., dynamo charge or discharge, fuel contents within the limits of E, ¼, ½, F, although the slow-reading gauge was reasonably accurate (there is also a fuel warning light—which didn't function), oil pressure (0, 20, 40, 60), normal reading being 40 lb./sq. in., and water heat, the calibrations being 30, 70 and 110, with 70° C. or a shade more usually indicated.

Before the front-seat occupant is a wooden-lidded cubby-hole, just able to digest a Rolleiflex and light meter. On the right of the driver's dials is a vertical mixture-enriching control, with COLD, HOT and RUN settings, a warning light above it remaining alight until the knob is pushed down. As it also opens the throttles, the car surges about in an un-Daimler-like fashion



You have to get pretty close to the Daimler V8 from this angle to discover it is not just another Jaguar.

until it is warm. Outboard of this is another warning lamp, that Jaguar speciality so ably emphasising power and performance, and sensible withal, the handbrake/brake fluid reminder.

The steering wheel is very low-set and small, with a half-horn-ring sounding an unpleasantly blatant horn note. One soon becomes accustomed to the small wheel and an adjustable column provides for individual preferences.

Further front-compartment refinements include an under-facia handle for extending and retracting the radio aerial and a centre open shelf beneath the "black crackle" central instrument panel, within which is the knob for opening and closing the scuttle vent. Near the aerial-winding handle is a big knob acting as the bonnet release.

A heavy, wide, hanging, Lucas rear-view mirror offers excellent vision. The heater controls comprise neat quadrants on each side of the radio installation (Radiomobile set on the test car), that on the left for volume, that on the right for distribution. There is a radio speaker on the wall above the wide transmission tunnel. Ventilation is assisted by 2-position guttered quarter-lights and toggle-held opening vents in the back doors. The internal handles of the rear doors move forward to open them, which could be dangerous.

There are spring-loaded, stiff pockets in each front door, open pockets in the back doors. The doors shut with a fair imitation of those in a coachbuilt car, but the driver's tended to bounce open; their hinges possess grease-nipples. The driver's window-winding handle needs 2⅛th full turns. There are door arm-rests, the rear ones incorporating plated ash-trays.

A r.h. stalk controls the Borg-Warnerism in the usual manner, except that there are two "D" positions, D1 for 3-stage action, D2 for cutting out changes into low gear. The l.h. stalk controls the turn-indicators, neat indicator arrows being located each end of the permanently-illuminated gearbox control-quadrant and acts as a lamps-flasher.

Old-fashioned this Jaguar—beg pardon, Daimler—may be, but the presentation and arrangement of the instruments and minor controls is very acceptable, with two provisos—a light from behind the facia escaped about the floor and twinkled intermittently in the o/s. window frames, etc., making night driving a disconcerting experience, and after about 150 miles there was a "ping" and the turn-indicator control fell limp in one's hand, requiring thereafter to be held up for indicating r.h. turns, proving that this luxury Daimler has this same crude bit of Lucas equipment as the Editorial Morris 1100.

On the road this 2½-litre Daimler is likable, but could be improved. The engine starts promptly, given rich mixture, on a rather noisy starter, and although it is so quiet at idling speed (400 r.p.m.), that it cannot be heard, a lumpiness indicates that it *is* running, without need to glance at the tachometer. On a warm June day, Oxford Street traffic raised the water temperature to 90° C. and the engine stalled. Opening up, it revs freely to 6,500 r.p.m., smoothly and without much increase in sound. But the axle ratio is such that it has to be held at peak crankshaft speed to maintain 100 m.p.h., and 85 is a more effortless gait.

The automatic transmission functions well, if jerkily under

wide throttle openings, and kick-down is reasonably effortless.

The power steering is very light, almost too light for cornering, and is far too low-geared, at 4½ turns, lock-to-lock. The wheel transmits judder rather than kick-back on bad surfaces, hisses only faintly, at full lock, and has smooth castor-return action. The fast-cornering trend is understeer but the average Daimler driver would be more likely to call it neutral, after a trace of initial oversteer. Apart from the slight lack of feel to the exceedingly light steering, handling is very satisfactory, supplemented by less than average roll. The all-round Dunlop disc braking with Lockheed servo application is superbly powerful and progressive, even a trifle sudden for ordinary motoring. They are very light to apply and squealed only slightly under light usage.

The suspension, using coil-springs and wishbones at the front, with lighter damper settings to compensate for the lower weight of the engine, a rigid axle on ¼-elliptic leaf rear springs, well located, is firm, so that the back-seat ride is sometimes lively and occasionally somewhat un-Daimler-like thumps intrude. Over rough surfaces the ride is poor and could make a Citroën or Lancia sick with mirth. On main roads, however, the standard of comfort is good for a rigid-rear-axle automobile.

The r.h. brake lever is sensibly placed, fairly easy to reach but with a long travel, and it does not obstruct egress from the driver's door. If pushed fully open, the doors have strong "keeps."

The performance is that of a small sports car, as the acceleration figures in the data panel prove. Holding the car on the broad brake pedal didn't permit building up engine speed beyond 1,500 r.p.m. or so, and using this method, and holding the transmission in low gear to 6,000 r.p.m. or more, and again to this speed in intermediate gear, gave less effective acceleration than driving normally with D1 engaged, which is a tribute to Borg-Warner automation. Using the low-gear hold, indicated maxima of 42 m.p.h. in low gear, 70 m.p.h. in intermediate, are reached at 6,000 r.p.m. Surprisingly in such a quiet car, the speedometer appeared to be slow but, in fact, was accurate at 20, 30 and 40 m.p.h., slightly optimistic above these speeds. There is the faintest transmission hum on drive at low speeds, which vanishes on the over-run.

So new was the D1/D2 transmission that no literature was provided about it but the object appears to be to obviate unnecessary low-speed automatic gear shifts, for smoother running and perhaps economy, at the expense of acceleration—an s.s. ¼-mile in D2 occupied 21.5 sec., against 19.6 sec. in D1.

To sum up the road behaviour of the 2½-litre V8 Daimler, it runs impeccably for a car of this engine size, and its quiet, smooth acceleration, very light controls, and general air of well-considered luxury give a truly restful approach to high average-speed driving, although higher gearing of steering and transmission would be an improvement. The rear compartment is somewhat restricted in leg room, but cut-aways in the backs of the front seats are provided.

There are other excellent aspects of this fine motor car. The body is free from rattles, the inbuilt Lucas Fogranger fog lamps are brought in from the main lamps switch, there are "telltales" above the separate side-lamps (of which only the off-side one was visible to me), and bonnet and boot-lid remain up automatically. The boot is lengthy but not very deep. The spare wheel is in a well below the floor and carries a neat tool-kit.

Fuel consumption averaged 18.7 m.p.g. of premium fuel but this could be considerably heavier with motorway driving; for example, performance testing reduced the figure to 17.7 m.p.g., an average of 18.2 m.p.g. of premium (not 100-octane) petrol. The filler cap is behind a sprung flap in the n/s. rear mudguard. The tank is said to hold 12 gallons. After more than 900 miles not a drop of oil had been consumed.

The Champion plugs are recessed but fully accessible, but the dip-stick gets almost too hot to hold. The battery box also gets pretty warm.

This vee-eight Daimler is an excellent proposition if you do not mind frequent inquiries as to why your Jaguar has a Daimler-fluted grille or your Daimler a Jaguar body shell. As a very fast, accelerative, safe and restful car, typically British from a famous Coventry company, which is refreshing in an age of American take-over bids, the Daimler 2½-litre V8 is very good value at £1,725 7s. 8d. There is no starting handle; 10 points need greasing every 2,500 miles, two more after 5,000 miles.

* * *

The Jaguar 3.8 S-series Saloon

Before I tried the Daimler I had a brief experience of the Jaguar S-series. It should have been the other way about, because the independent rear suspension, mounted on an insulated sub-frame, enables softer springing to be used, giving much improved ride and road-holding, the power-steering feels more sensitive, perhaps because the engine above it is heavier, and is more sensibly geared at 3½ turns lock-to-lock, and the considerably more powerful 6-cylinder twin-cam engine is as smooth as the Daimler's vee-eight, although theoretically it should be otherwise. So I rate the Jaguar the more desirable car, especially as it is equally luxurious, similarly equipped, and obviously gives greater performance.

The Jaguar I tried was the 3.8-litre model with 8.0-to-1 compression-ratio, developing 220 b.h.p at 5,500 r.p.m. The Borg-Warner automatic transmission had but one "D" position but a flick-switch on the right of the facia enabled intermediate gear to be held in—most useful. A limited-slip differential contributed to the improved road-holding endowed by the i.r.s.

There are minor differences compared to the Daimler. The sophistication of a handle to wind in and out the radio aerial is absent but there is push-button control of the scuttle ventilator flap and a pull-out shelf (rather flimsy) below the facia, also an improved heater with horizontal controls.

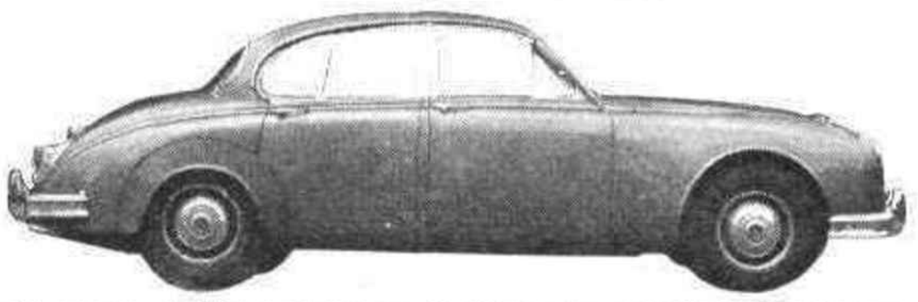
The S-series Jaguar has a bigger luggage boot and more rear-compartment leg room than the Mk. II. The dual fuel tanks are retained, which I like. They each hold 7 gallons.

Petrol of 100-octane rating wasn't required and this very smooth, quiet and fast car averaged 16.6 m.p.g. of premium fuel. The engine used Shell X100 oil rather fast, the level being almost off the dip-stick after 630 miles, a consumption of approximately 3 pints.

I am aware that Rolls-Royce do not use disc brakes in case they squeak but those on this Jaguar never emitted a sound and were extremely effective.

I rate the softer-sprung S-series Jaguar a very fine car indeed and at £1,885 11s. 3d. it constitutes magnificent value-for-outlay. It is, in fact, a pity that it has been termed an "intermediate model," because it is a significant car with every right to succeed, even if wishful thinking prompts us to hope for a Jaguar 4½-litre V8 in the future.—W. B.

THE DAIMLER 2½-LITRE V8 SALOON



Engine : Eight cylinders in 90° vee formation, 76.2 × 69.6 mm. (2,548 c.c.). Push-rod-operated opposed overhead valves. 8.2-to-1 compression-ratio. 140 (gross) b.h.p. at 5,800 r.p.m.

Gear ratios : Borg-Warner automatic transmission. Low, 10.87 : 21.75 to 1; Inter., 6.10 : 13.2 to 1; Top, 4.55 : 9.1 to 1.

Tyres : 6.40 × 15 Dunlop RS5 on bolt-on steel disc wheels.

Weight : 29 cwt. 0 qtr. 0 lb. (kerb weight).

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

Fuel capacity : 12 gallons. (Range approximately 218 miles.)

Wheelbase : 8 ft. 11 in.

Track : Front, 4 ft. 7 in.; rear, 4 ft. 5 in.

Dimensions : 15 ft. 0¾ in. × 5 ft. 6½ in. × 4 ft. 9½ in. (high).

Price : £1,322 (£1,597 19s. 7d. inclusive of p.t.). With extras as tested : £1,725 7s. 8d.

Manufacturer : The Daimler Company Ltd., Radford Works, Coventry, England.

Performance Data

0-30 m.p.h.	4.7 sec.	(4.6 sec.)
0-40 m.p.h.	7.3 sec.	(7.3 sec.)
0-50 m.p.h.	9.9 sec.	(9.8 sec.)
0-60 m.p.h.	13.9 sec.	(13.8 sec.)
0-70 m.p.h.	19.2 sec.	(19.1 sec.)
s.s. ¼-mile	19.6 sec.	(19.5 sec.)

(Figures in parentheses are best times.)

Speeds in gears : Low, 42 m.p.h.; Intermediate, 70 m.p.h.; Top, 112 m.p.h.

Reflections on the Dutch G.P.

(*Report on pages* 537-541)

WHEN Jim Clark does one of his demonstrations of the perfect Grand Prix driver at work, as he did at Zandvoort, there are people who do not enjoy watching and consider it monotonous or dull, even though he may be setting up new lap records and race records. Now I enjoy a wheel-to-wheel dice as well as anyone, and during those two classic races at Reims, in 1953 and 1961, I was standing on the seat with excitement along with everyone else, but equally I can sit calmly and watch a perfect performance by a great artist. It is rather like going to a concert and enjoying an invigorating overture or symphony where the whole orchestra are working away in unison and the crescendo of sound makes you want to rise up on your toes, or, alternatively, sitting in quiet meditation and listening to a great soloist playing a concerto on piano or violin. Afterwards you do not say that Menuhin's playing was dull or monotonous because he was out there on his own, unless, of course, he happened not to play well. You know the concerto by heart and can listen to a perfect rendering with immense satisfaction in appreciation of a great artist at work, and you can applaud a faultless performance, or come away dissatisfied should he have made some slight error of timing or volume. I feel that one can view the performance of a great driver and car in the same manner, and the combination of Clark and Lotus-Climax are such that it is a joy to watch—a perfect performance. You know exactly what the race involves—in the case of the Dutch G.P. it was 80 laps of the Zandvoort circuit—and to watch Clark lead from the first corner to the finish was to watch an artist at work.

It has been described as " faultless " and " never put a wheel wrong," but in fact he did make one tiny error on one lap round the hairpin behind the pits, when he put a wheel up the inside kerb. After the race, when talking with Clark and Chapman, I commented on this, saying that the race had not been quite perfect for Clark had bumped the kerb on one lap and I was interested to learn the reason. Clark never assumes that he is going to lead from start to finish, and he took precautions to seal round the edges of his goggles to stop the ingress of flying sand particles that are always prevalent on the Dutch circuit, and to make sure that his goggles were really fitting well he had done the strap up really tight; it was too tight in fact, and during the race he developed a splitting headache due to the goggles pressing on his forehead, and it was during a moment of acute headache that he put his front wheel up the kerb.

As head of Team Lotus, whose cars had finished first and third in the race, Colin Chapman was highly delighted with his two drivers, not so much because of the results, but because of the way they had both driven and kept in close contact with Chapman in the pits. Before the start Clark had told him that on this circuit he would not feel secure until he had a 45-sec. lead, always assuming he could get into the lead, and arranged with his boss to let him know how the gap was progressing should he be able to outstrip all his rivals. Chapman said it was a joy to follow the race on a stop-watch, for Clark pulled away from the rest second by second, and even when those behind him were having trouble he still increased his lead. At 50 laps it was 40 sec. and at 55 laps it was 45 sec., and as soon as Clark was given the signal his pace eased just sufficiently to keep the gap at 45 sec. For the next 20 laps the gap never varied by as much as a second, until Surtees saw his oil pressure dropping and eased off. " He goes like a clock," said Chapman, " and the infuriating thing about him is that afterwards when I ask how the car was he just says ' oh, fine,' and leaves it to me to decide how to improve it for the next race."

Chapman was equally full of praise for Arundell, who had driven a lonely race, unable to keep up with the " big four " but a great deal faster than the rest of the runners. His whole race had been controlled from the pits by stop-watches, speeding him up when it looked as though Brabham might catch him, keeping him steady after Brabham had gone out, speeding him up again when Graham Hill was in trouble and could be caught, slowing him down when the B.R.M. stopped, and speeding him up again when the B.R.M. joined in again, and finally slowing him down when his third place was secure to the end. To the casual onlooker, Arundell's pace looked the same throughout the race but to the stop-watch clickers it was varying all the time depending on the conditions. As Chapman said, " Marvellous bloke Arundell, responded instantly to every signal we gave him, and we certainly kept him busy." A well-satisfied Team Lotus.

The night before the race the Shell Petrol company gave a cocktail party and during the evening the Grand Prix Drivers' Association presented the Team Lotus mechanics each with a silver tankard to commemorate the seven Championship events which Lotus won last year, as the drivers of all the teams considered it an outstanding achievement. Remarking afterwards to the Team Lotus chaps that it was nice to see them sharing some of the glory of the Lotus World Championship, they agreed that it was a nice gesture but stressed the point that to a racing mechanic seeing his car finish first in a race, with the knowledge that a job had been well done, was more than sufficient compensation for the long hours put in during preparation. Also at this party the G.P.D.A. presented Joseph Siffert with a trophy awarded to the best private owner, a decision made by the works drivers and given in memory of Wolfgang von Trips, whose great interest had been the encouragement of up-and-coming drivers. A final award from all the drivers in the Association was given to Jim Clark by his rivals as a token of appreciation of the fact that he had beaten them fair and square seven times during 1963. It was a scale model of a Lotus 25 and with it went the hope that they would not have to give him a similar present at the end of 1964!

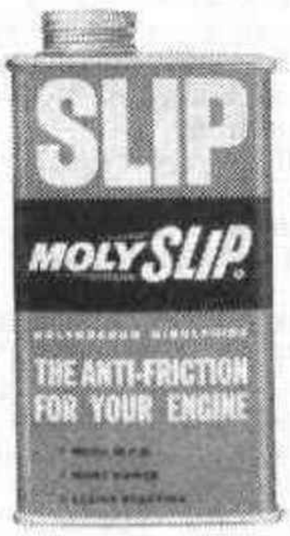
The Zandvoort circuit is not much more than 100 yards from the edge of the sea and, apart from sand dunes, the coast is very flat, so that strong sea breezes are invariably blowing. At times it has been so cold at Zandvoort, even though the sun has been shining, that I have had to scoop out a trench in the sand and lie flat in it just to get a little respite from the wind and enjoy the sun, but this year the breezes were warm though as strong and variable as ever. The long straight on the circuit runs more or less parallel with the sea and prevailing winds either blow down the straight, up the straight, or across it, and very occasionally there have been moments with no wind at all. During practice this year the wind came from different directions in turn, and the general run of practice lap times was noticeably controlled by this. On Friday morning it blew down the straight and times were down around the record, in the afternoon it dropped altogether and times were still good, but not as good as the morning, and on Saturday the wind blew across the straight and times were generally down on the previous day. The differences were only measurable in tenths of seconds but the more sensitive drivers could appreciate that any big efforts they were making on the twisty part of the circuit to reduce lap times were being nullified by the wind effects on the straight.

During the first practice session Gurney was credited with the fastest lap, but most of the team time-keepers were of the opinion that Clark had made fastest lap. This possible discrepancy arose because Clark and Gurney were running in close company when they recorded the laps in question, Gurney with 1 min. 31.2 sec. and Clark with 1 min. 31.6 sec., and their racing numbers were 18 and 16, respectively. The official time-keepers do not have time to consider individuals, they make their observations on numbers, and if two cars go by in quick succession the timing apparatus makes consecutive recordings on the timing tape and a visual recorder notes the passage of the cars by numbers. It is a difficult enough job to operate a timing instrument on a car passing at 140 m.p.h. and even more so to observe the numbers, so that 18, 16, could easily have been written down as 16, 18, and as there were probably a half-dozen more cars following, the time-keepers have no time to consider whether any particular driver is doing fast or slow times. They record time continually and leave it to the time-keeper's clerks to co-relate the time recordings with the order of passing of the cars, and then do their sums to find out the actual lap time for any given number, and after that they can spare the time to find out who number 16 was and who number 18 was. In the pits it is a different matter, for the team managers or team time-keepers do not have to record every lap for every car, but only those of their own team and their direct rivals. As everyone in the pits is on Christian name terms with one another, the time-keepers watch out for Dan, or Jim, or John, and recognise them approaching the pits at high speed by various things such as shape of the nose cowling, colour or sound. Throughout practice there is a continual " bush telegraph " working up and down the pits, and everyone knows just when " Jimmy is going to have a real go this time," so that there are invariably six or eight stop-watches concentrated on anyone out to put in a fast lap, apart from the driver's own time-keeper. When Clark and Gurney were out together and it was obvious that they were both pressing on to good effect and were in close company, it can be imagined how much concentrated effort was being put into the watches following their progress. Up in the official time-keepers' box, away from the pits and out of touch



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with any known happenings, the time-keepers were getting on with their job of recording time against the passage of all cars that crossed the timing line, and recording the numbers of the passing cars, the clerks sorting out the elapsed time for each lap a few minutes later. Down in the pits there were numerous people who recorded 1 min. 31.1 sec. for Clark and 1 min. 31.8 sec. for Gurney, so that allowing a tenth or two for the inaccuracies of hand-timing everyone was agreed that Clark had done the fastest lap of all and Gurney had done a very good one. Imagine the surprise when the official times gave car number 16 at 1 min. 31.2 sec. and car number 18 at 1 min. 31.6 sec., Gurney being 16 and Clark 18. It is futile to argue with official time-keepers so everyone accepted the figures, assuming that times would improve during the next two practice sessions. Due to the wind changes and other variables this did not happen, so that Gurney got pole position on the starting grid and Clark was in the centre of the front row, and it is nice to be able to record that no-one begrudged Gurney his position, for he had been going so well that he really deserved the benefit of the doubt. However, as things turned out they were to Clark's advantage, for at the start of the race all three cars on the front row were side by side as they arrived at the first corner and, being on the inside, Gurney was badly placed and had to brake first, while Clark was perfectly placed to take a line through the right-hand bend, " shutting the door " on Gurney and forcing Graham Hill to take a wide outside line. Perhaps there are some " ifs and buts " in Grand Prix racing after all, and it would have been interesting to have seen what Clark would have done had he reversed positions with Gurney on the grid.

A keen interest was taken in the movements of Jack Brabham at the Dutch Grand Prix, for after the first practice session on Friday morning he had lunch and then caught an air-liner from Amsterdam to America, to go to Indianapolis and do his qualifying runs on Saturday, after which he flew back to Holland, arriving at 9.30 on Sunday morning, then taking a few hours' rest before starting in the Grand Prix at 3.30 p.m. A lot of people felt that he was deceiving the Dutch organisers and not behaving properly towards them, doing only one practice session and starting the race without proper rest beforehand, and on the face of it this was true but it is not the whole story. Clark and Gurney were out at Indianapolis doing practice before the Monaco Grand Prix and arrived in Monte Carlo too late to take part in the first practice session, but Brabham refused to do this and left his Indianapolis practice until after the Monaco race as he considered all that travelling would have taken the edge off his performance at Monaco. Between Monaco and the Dutch Grand Prix there was a spare week-end during which Indianapolis qualifying runs were made, both Clark and Gurney completing theirs, but Brabham had all sorts of trouble with his Brabham-Offenhauser, mostly due to the 4.2-litre 4-cylinder engine shaking bits off the Brabham chassis, so that he just missed doing his qualifying runs. He was actually at the entrance gate when the qualifying period ended, but it was too late and he had to wait until the following week-end, which was that of the Dutch Grand Prix. This meant that he had to do his rush trip across the Atlantic, there being no alternative other than scrubbing his Indianapolis entry or his Dutch G.P. entry, and in both events there was too much money at stake for a business man like Brabham even to consider such a course. He qualified for ninth row of the start at Indianapolis and the third row at Zandvoort, so he did a mediocre job at both circuits rather than one good job at one and a non-appearance at the other. To say that Brabham found himself on a cleft-stick is to put it mildly. There were people who thought he would be too tired to drive in the Dutch Grand Prix, but I feel that they must be thinking of Grand Prix races of the past when races went on for three hours or more with cars that needed physical stamina to drive. Today, drivers do not have to be lifted out of Grand Prix cars through sheer physical exhaustion, they skip lightly out of their comfortable, softly-sprung, easy-to-steer cars and dash off to another race, or drive home, with only the occasional blistered foot or hand to show that they have been at work.

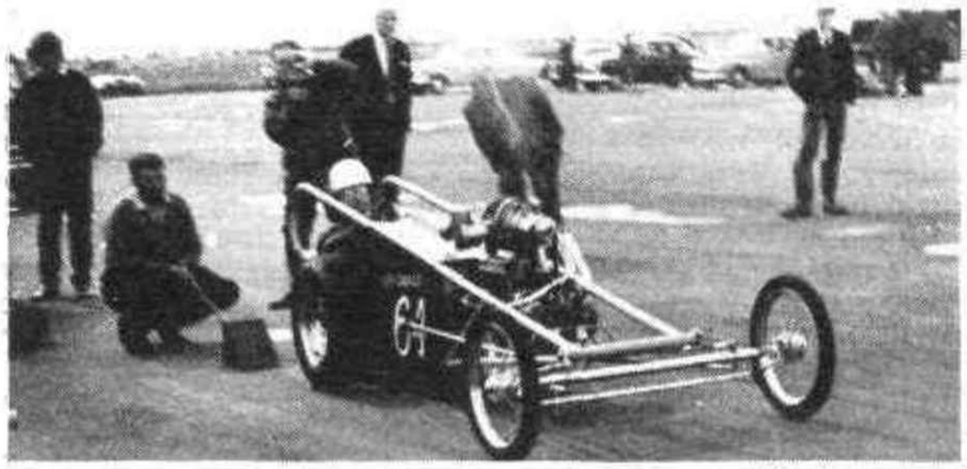
It is interesting how time can pass during a practice session and nothing can get done, whereas on other occasions everything goes smoothly and there is time to spare. In the Ferrari pit there was a fine example of how time can be wasted unintentionally through silly little things that build up. Bandini was going round quite happily but decided that he could do with more return spring tension on the throttle pedal, in order to have a better feel of things on the slower corners. He came into his pits and a stronger spring was produced which fitted between the throttle slides and a bracket on the chassis behind the engine, so that it pulls the slides shut. The engine hatch was removed and the stronger spring fitted, though the hooked end had to be bent to a better shape so that it pulled squarely, and after some experimenting it seemed satisfactory. This had already taken up a fair amount of time, during which Bandini remained in the cockpit, and then the mechanic put the engine cover back in place and began to turn the Dzus quick-action fasteners which hold it in place. These are easily turned with a stumpy screwdriver or even a thin coin, and he did three of them all right, but the fourth just would not click home for some inexplicable reason, even though it had come undone easily enough. A larger screwdriver was tried, another mechanic had a go, they both had a go, someone put a hand up underneath the cowling to help, the engineer joined in, and all they managed to do was to ruin the slotted head of the fastener and take some paint off the cover. Meanwhile Bandini was patiently waiting to go out again, time was going by, and to make matters worse he could not see what they were doing behind his head, for lying back in the modern Grand Prix car you cannot see out behind you. He tried using his mirrors but could not see why they were having so much trouble and everyone was too busy to tell him, so he just had to resign himself to patience. It was a ridiculous situation, for these fasteners are such simple things that they seldom go wrong, but this one had at the very moment it had been undone. After what would have been described in a race report as a " very long pit stop," Bandini was sent off with only three fasteners holding the cover in place. All he had stopped for was to have the throttle spring changed, but from a distance it probably looked like a case of " Ferraris must be in trouble with their car, judging by the time Bandini has been in the pits."—D. S. J.

THE STANDING-START QUARTER-MILE

LAST year I had a few words to say about times over a measured quarter of a mile from a standing start, and last September many people were fortunate enough to see some demonstrations by two American " slingshot " sprint machines that recorded times well below 10 seconds for the quarter-mile. Anyone who reads *Hot Rod Magazine*, the American journal that specialises in " drag " machinery, will know about the enormous following that this type of sport has in America. With motorcycles it has been popular in this country for many years, and is a flourishing sport, but with specially built 4-wheel machines it is still in its infancy, though there look like being plenty of opportunities for it to flourish. Some of the American contenders for top honours in quarter-mile sprints have recorded times just under 8 sec., with a terminal velocity of 190 m.p.h., using supercharged V8 engines running on a mixture of methanol and nitro-methane, and these are shattering machines to see in action.

As is well known, Sydney Allard built a supercharged V8 " slingshot " dragster or sprint machine to endeavour to get this type of sport under way in this country, but after numerous setbacks the car did not perform as anticipated and the following was still lukewarm. Feeling that perhaps they had started off at too high a level for newcomers to the sport Allards built a smaller machine, on the same lines but using a supercharged Ford Cortina engine, and this evoked much more interest when it appeared at the Racing Car Show, for it was something that seemed to be in the realms of possibility for ordinary mortals. Building a car to take a big American V8 engine was all very well if you were in America or had access to tuning equipment for this type of power, and chassis equipment to take the power, whereas the 1½-litre power unit seemed a good starting-off point. At the Racing Car Show I got into conversation with John Hume, the designer of the little Allard Dragon as it was called, and voiced the opinion that it was a good idea for a beginner but rather a waste of time in the overall picture of sprinting over the quarter-mile, as it would not be fast enough to be exciting. Hume said that he estimated that it would do less than 14 sec. on its first time out, and I rather doubted it, having an idea of what was required to break 14 sec. over a quarter of a mile. However, he went on to say that it would break 12 sec. when they got it sorted out, and I laughed out loud One thing led to another and when I left the Allard stand John Hume and I had a bet on our hands. I said that if they could break 12 sec. under observation by the National Sprint Association as regards measurement and timing, I would let them cut my beard off.

During the ensuing months before sprinting got under way it was interesting to note the various sides that people took when they heard about the bet. There were those who thought I had been foolish and those who thought I was quite safe, and many



[Photograph by B. Sparrowe

BABY SLINGSHOT.—The Allard Dragon, with Shorrock-blown Ford Cortina engine, about which "D. S. J." wagered his beard that it wouldn't do a s.s. ¼-mile in under 12 seconds but saved a shave by himself clocking 11.45 sec. in it.

were the reasons put forward for one side or the other. A demonstration meeting was arranged at Silverstone in April at which many journalists and some of the motorcycle sprint boys were given a chance to drive the Dragon, and times in the low 12 seconds began to appear, the best being 12.38 sec. Unfortunately this gathering clashed with the Targa Florio so I was unable to attend, but afterwards betting ran high as to how long it would be before I lost my beard, while there were still plenty of people who considered it was going to take a lot of effort to cut down the last few tenths. At Whitsun there was a meeting at Duxford Aerodrome and during the timed runs John Hume recorded 11.92 sec. Once again I was away at a Continental race meeting, which was fortunate for me for I would undoubtedly have been "sheared" on the spot, and would have deserved it, for the time was recorded by the N.S.A. and was beyond dispute. Allards very sportingly suggested that if I would like to come back from the Continent and drive the car myself they would forgo the beard-cutting if I could break 12 sec.; rather like making me commit Hari-Kari. Naturally I jumped at this offer and on June 7th went to an airfield in the East Midlands to attempt to "save face," or more appropriately "save beard." The course was marked out and timed by members of the N.S.A. using Hird-Brown beam timing apparatus, and just when we were ready to start operations the rain came down. I had taken my 500-c.c. sprint motorcycle along just for the chance of having a ride, and I did a run in 14.22 sec. in the wet and another at 14.11 sec. John Hume did a run in the Allard Dragon in the wet and recorded 12.53 sec. and I then decided it was time to start learning about "slingshots."

The simple tubular frame forms a cage around the driving compartment and you sit with your backside behind the rear axle and your legs over the axle, with the differential housing between your thighs. The blown Cortina engine and 4-speed gearbox are coupled directly to the rear axle, which itself is bolted directly to the chassis frame, so that the mass of weight of the power unit and the driver are concentrated immediately fore and aft of the rear axle. The rear track has been narrowed down until the rear tyres are almost touching the sides of the narrow frame, and at the front is a simple beam axle with wide track, sprung on transverse torsion bars. Rear wheels are large 15 in. racing Dunlops with 6.50 × 15 racing tyres, and the front wheels are tiny 2.25 × 17 motorcycle type, with no brakes, there being normal hydraulic drum brakes on the rear. Steering is by a very direct linkage using aircraft-type "spectacles" instead of a steering wheel, and the stumpy gear-lever is between your knees, the driving position being a very reclining one while a full safety harness holds you in place. The view forwards is mostly of the large Shorrock supercharger, an enormous S.U. carburetter, a boost gauge and air pressure gauge for the small fuel tank mounted in front of the engine, while the noise from the upward pointing stub exhaust pipes is quite something on first acquaintance. A short "poodle" up and down the paddock was sufficient to get the feel of the clutch and gear-change, so I then pointed it at the quarter-mile and given the O.K. "put my foot in it" as they say. You start off in second gear, scream the engine up to maximum, across the gate into third and again up to maximum and quickly snatch it into top, by which time you are nearing the end of the quarter-mile and doing nearly 100 m.p.h. and can then aim the front between the chequer boards marking the end of the quarter. The steering lock is not very much so you use the whole runway to swing round and head back to the start, switching off and coasting most of the way back, as the Cortina engine has no cooling system, merely relying on the water in the head and block and the inherent cooling properties of methanol fuel. The track was very wet and visibility was hazy to say the least on that first run but a time of 12.34 sec. was recorded, which was a good start. The rain had now stopped and the runway was drying rapidly so another run was done, but the starting line was still damp and violent wheelspin was all too easy to provoke, but nevertheless I clocked 12.04 sec., so salvation was obviously in sight. After a time the sun came out and everything dried up perfectly and John Hume had another go and clocked 11.86 sec. albeit with a fairly snaky start, but he kept the power on and steered. Then Sydney Allard's son Allan had a go and did 12.99 sec., and conditions were as good as one could want.

I had some more runs on my motorcycle and got down to 13.58 sec., a personal record for the quarter-mile with this particular bicycle, and I also had a ride in the sidecar of Maurice Brierley's supercharged 1,148-c.c. Vincent Special, and we clocked 12.53 sec. As the outfit was geared for the standing-start kilometre, in preparation for some record attempts, Brierley kept it going after the end of the quarter and we reached 150 m.p.h. before the end of the runway came into sight, which was quite an experience. Then I returned to the Allard Dragon for my third and final go. You are push-started in 3rd gear and as soon as the engine fires you snick it back into 2nd gear ready for the start, keeping the engine running at a steady speed of about 1,500-2,000 r.p.m., the highly blown engine being surprisingly docile. This time I gave it a real boot-ful of throttle, lifted off the clutch pedal and was away, and out of the corner of my eye could see blue smoke coming off the rear tyres. The engine must have gone to well over 7,000 r.p.m. in 2nd gear (there is no rev.-counter) and I could feel the car snake slightly, but the steering "spectacles" were rather like motorcycle handlebars in sensitivity and you do not consciously steer the vehicle but point it. Across the gate into 3rd without shutting the throttle completely and then we were really wound up and heading for the two chequer boards again. Into top as quick as you can move the lever and foot right down and as we approached the end of the quarter there was time to look at the blower gauge which was registering 13 lb./sq. in. The time was 11.45 sec. Honour had been retrieved, facial alterations avoided and everyone was very satisfied, for nobody can now doubt that the little Allard Dragon with its 1½-litre engine can comfortably break 12 sec. over the standing-start quarter-mile. Just to prove that it is the car and not the driver Allan Allard had another run and did even better, with 11.43 sec. I withdrew all my doubts and openly admit that I was very wrong last winter, and that I misjudged Hume's ability as a builder and tuner. I came away with a great deal of respect for the little Allard Dragon, and Hume's parting remark was "Want to bet that we don't break 10 seconds before we've finished developing it?"—no thanks, no more bets.

This was the fastest time I have ever done over the standing-start quarter-mile and it was a most exhilarating experience, though I must say that it was a lot easier than I anticipated and a "slingshot" dragster is much easier to drive than a motorcycle of equivalent performance. A quarter-mile in under 12 sec. on a motorcycle is much more demanding on the rider than a similar run on four wheels, but I have no doubt that an under-10-sec. run in a big supercharged V8 American "slingshot" must be quite another story. If any owner is willing to take the risk I'd like to try.

Apart from settling our bet, this test day on June 7th was also the inaugural meeting of the newly formed British Drag Racing Association, whose objects are to foster this form of sport and in particular to encourage pure Drag Racing as practised in America, which means running two cars at a time on a knock-out basis, finishing up with the "Top Eliminator." During the runs elapsed times are taken as well as speeds at the end of the quarter-mile. This type of sprinting is at a slight variance with British ideas on sprinting, which are fostered by the National Sprint Association, for we are mainly interested in elapsed times on solo runs, where the rider or driver can go in his own time and not at the drop of a flag. Sprinting is really for the keen builder and tuner, whereas Drag Racing will interest the competitive types, for you get the added enjoyment of racing against another competitor, the first one over the line being the winner. The N.S.A. already promote sprint meetings and help at numerous other sprint events, while the first objective of the new B.D.R.A. is to run the Festival of Drag Racing which is due to take place in September in this country when some of the top American cars will be appearing.

Sprinting or Drag Racing is a form of sport that you either like and enjoy or think it a complete waste of time, but it is worth remembering that an Aston Martin DB4GT takes 14.5 sec. to cover the standing-start quarter-mile.—D. S. J.

XII ACROPOLIS RALLY (May 21st—24th)

IN the past, Greece has provided the setting for many classic battles, but as far as the motor sporting enthusiast is concerned there has been little to capture his interest. Over in Greece to report on the Acropolis Rally for the first time, I was surprised to find how keenly the Greeks support their rather small number of events, which range from a hill-climb at Mount Parnis, outside Athens, to a " round the houses " circuit on the island of Rhodes, and include the internationally known and respected Acropolis Rally.

As there are no major car manufacturers running factories in Greece, the majority of the cars in the country are imported and high purchase tax regulations ensure that the home market for exotic cars like E-types and Cooper Ss—yes, a Cooper S is exotic if it costs you about £1,400—is a very small one. Thus the Acropolis Rally relies to a very large extent on foreign factory teams taking enough interest in it (it is a qualifying round for the European Rally Championship) to send out cars and drivers.

The only drawback is the geographical situation of Greece itself; right at the tip of western Europe it is a long way from Britain, Sweden and Germany, and any manufacturer sending out a team of cars to compete in the rally and probably to do a reconnaissance as well, finds that the bill is a very large one. Against this outlay he has to weigh up his chance of success in what is a very tough rally and decide whether the publicity and advertising copy that he can extract from his team's appearance is worth the cost.

At the beginning of the year, Ford of Great Britain decided that as they had already got the East African Safari, the Tulip and the Alpine on the schedule for their Cortinas, the expense of taking a team out for the Acropolis was not justifiable. The time factor has a great deal to do with it as well, for mechanics who are out servicing on the Acropolis cannot be preparing cars for the Alpine. The Saab competition department must have been feeling the strain for, to start with, they had four cars entered on the Tulip not long after Erik Carlsson and Pat Moss came back from the Safari, they had another four on the Acropolis and two service crews, goodness only knows how many cars they will have to prepare and service on Sweden's own Rally to the Midnight Sun, and then, before June can close, they have at least two cars plus recce cars to prepare and service on the Alpine Rally.

All these considerations did not stop most of the European manufacturers making some kind of show on the Acropolis, though the entry still looked a little thin as, apart from three Cooper Ss from the Sporting Owner-Drivers Club, there were scarcely any foreign private entrants.

Last year's winners, Mercedes, had brought over three cars: a 300SE for Eugen Bohringer and Peter Lang and two 220SEs for Dieter Glemser/Klaus Kaiser and Ewy Rosqvist/Eve Marie Falk. At the last moment before the start, Glemser was taken ill with appendicitis and was replaced by one of Rudi Ulenhaut's development engineers, Eric Waxenberger, who drove very well to finish fourth overall. Ewy Rosqvist's previous co-driver, the equally attractive Swedish girl Ursula Wirth, was making her first appearance as a number one driver for her new employers, B.M.W. Both she and Wolfgang Levy were driving examples of the new 1800 TI which the German factory were anxious to try out before the Alpine and the Liège. The French firm of Citroën arrived at Athens with two works DS19s for Lucette Pointet/Francoise Houillion and Jean-Claude Ogier/Bernard Groll, while Jean-Paul Joly and Patrick Vanson were privately entered in a Group III DS19.

Saabs, of course, had two Group II Saab Sports for Erik and Pat, while Finnish rally champions, Simo Lampinen/Jyrki Ahava, and Ove Andersson were in Group III Saab Sports. The Volvo entries were for team manager Gunnar Andersson and Lennart Berggren, R.A.C. winner Tom Trana, and Sylvia Osterberg, while Scania-Vabis had VW 1500Ss for Pauli Toivonen, Berndt Jansson and Henny-Britt Ehringe.

The British challenge comprised two works 1275 Cooper Ss for Paddy Hopkirk/Henry Liddon and Rauno Aaltonen/Tony Ambrose, and no fewer than four works Rovers for Logan Morrison/Johnstone Syer, Ken James/Mike Hughes, Tony Cox/Willy Cave and Anne Hall/Denis McCluggage. The remainder of the entry was made up of a team of Wartburgs from East Germany, a very quick D.K.W. F12 driven by the local expert, Raptopoulos, several Greek-entered Coopers and Moskvitches, and a handful of Alfa Romeos from Italy.

I have gone over the entry in detail to emphasise that it was not talent that was lacking in this twelfth Acropolis Rally, and thus the record of only 19 finishers from a starting number of just under 70 cars is all the more remarkable. The route of the rally would have sufficed as a potted historical tour of Greece since it started in Athens, wound up the east coast through Marathon and Thermopylae to Thessalonika, and then crossed to the west coast, passing close to Metorea and Delphi before crossing to the Peloponnese for a sight of Sparta, Mycenae and Corinth before finishing in Athens. Whether a tourist would care to do all that in the space of two days is doubtful, but 19 cars, drivers and co-drivers managed to do it.

To say that the rally was decided on the twelve groups of special stages that it contained would be strictly correct, as it was the times over these and up the three special hill-climbs that enabled the organisers to classify the finishers. However, the thing that really decided who was going to win the rally was the pace that the organisers had set over a particularly testing collection of Greek roads. The rally was thus decided mainly on retirements through mechanical failure, and it is this that has caused people to compare it this year with the Safari and the Liège.

Reconnaissance by the works crews had shown that for most of the Touring category entries, the special stages were on in the allotted time and, while they were going, Bohringer, Hopkirk and Aaltonen were well inside the times. This meant that unless conditions on some of the stages were particularly adverse, especially if this occurred on a stage that was difficult anyway, the rally would be decided on performances on the hill-climbs, where to lose no points you had to be fastest in the class.

As it happened, mechanical failures made the selection, with Bohringer the first main contender to fall by the wayside with a faulty fuel pump on his Mercedes' fuel injection system. Raptopoulos had already retired his D.K.W. with a broken front wishbone, and the Cooper Ss were to follow suit with broken steering for Aaltonen and for Paddy Hopkirk a battery cable that was chopped in half, as it passed between the chassis and the rear sub-frame. Due to the battering on the bad roads the sub-frame moved, and cut through the battery lead. As Stuart Turner, B.M.C.'s Competitions Manager said " We didn't win but we did do some development." Paddy Hopkirk had been leading when he retired in southern Greece only about eight hours from the end, and, by virtue of some very quick driving, despite two stages which had been held in rain and which no one had cleaned, he was leading his nearest rival, Tom Trana, by over 50 marks. Trana had retired the previous year after a collision with a bridge when he was leading with no points lost whatsoever, and was thus treading a little more warily. This policy paid off, for the only man who could catch Trana once Hopkirk had retired was Erik Carlsson and he had the misfortune to go off on one of the last stages, which cost him over fifty minutes of penalty—thousands of marks.

The Volkswagen challenge had faded quite early when Jansson went off and wrecked his front suspension, while Toivonen lasted a little longer before his engine bearings went, as they had done during practice. Even the normally reliable Rovers had their troubles and their fastest car, that of Logan Morrison, retired just after the Amphissa hill-climb when a rear wheel fell off. The highest placed Rover, driven by Ken James and Mike Hughes, did very well to finish sixth despite having trouble with their brakes.

The Volvo that Tom Trana was using is one of the " old " PV 544s, only his car is what is called the sport version and carries that letter S after its name. One can look at this ostensibly out-dated car and ask how it managed to do what more modern designs failed to do. The answer surely lies in the fact that though something like Alex Issigonis' fantastic Mini is designed to out-handle and—with the 1300 motor—out-perform a car like the Volvo, more thought and research has gone into the accessories (fuel pump, electrical system, etc.) on the Swedish car to make it more reliable *as a complete unit*. It would also be foolish to overlook the sheer driving ability of Tom Trana, who has surely now shown that he can win rallies by driving like a rally driver rather than like a racing driver.—J. D. F. D.

Results :

		Points lost
1st :	T. Trana/G. Thermaenius (Volvo PV 544)	156.85
2nd :	J-C. Ogier/B. Groll (Citroën DS19)	298.37
3rd :	P. Moss/V. Domleo (Saab Sport)	391.80
4th :	E. Waxenberger/K. Kaiser (Mercedes 220SE)	462.27
5th :	E. Rosqvist/E-M. Falk (Mercedes 200SE)	666.08
6th :	K. James/M. Hughes (Rover 3L)	1,234.96
7th :	J-P. Joly/P. Vanson (Citroën DS19)	1,235.01
8th :	H-B. Ehringe/A. Lindqvist (VW 1500S)	1,867.18

The Indianapolis 500-Mile Race (May 30th)

LAST year, when Clark finished a close second in the annual Memorial Day track race driving a Lotus powered by a highly-tuned 4.2-litre push-rod Ford V8 engine, it looked as though the days of the conventional Indianapolis "roadster" with front-mounted 4-cylinder Offenhauser engine were numbered. Clark had been so close to winning with the near-stock power unit, that news of a new pure-racing four-overhead-camshaft Ford V8 engine for this year seemed to make victory a foregone conclusion. The only opposition to this theory was the fact that many American racing car builders were taking delivery of this new racing engine from Detroit and they were looking into this question of rear-engined racing cars. Mickey Thompson had already done a lot of work with a fair measure of success on rear-engined cars, but he was still comparatively new to Indianapolis. However, the Californian designer A. J. Watson was at work on a rear-engined project, and his conventional "roadster" cars had won at Indianapolis for more years than most people can remember. In addition to this activity those who still favoured the front-engine car with the known 500-Mile qualities of the Meyer-Drake built Offenhauser engine were making big efforts to reduce the weight of their cars, which would not only give improved high-speed acceleration out of the turns, but would give tyres and fuel consumption an easier time. Although it seemed that Lotus and Ford must win the race this year there was a tendency to forget that the Americans had been working for a whole year on this project alone, whereas Lotus and Ford were fitting it into a vast annual racing programme.

The practice and qualifying sessions sorted out the 33 starters and amongst these were thirteen rear-engined cars, seven with Ford V8 engines and six with Offenhauser engines, among the latter being Brabham with his own car. There were two front-engined Novi V8 cars and the 4-w-d Ferguson-Novi V8, while the rest of the runners were conventional Indianapolis "roadsters" with front-mounted Offenhauser engines. It was significant that the three cars on the front row were all powered by Ford V8 four-camshaft engines, Clark with the latest Lotus 34, Marshmann with one of last year's Lotus 29 cars, and Ward with an A. J. Watson-built rear-engined car with Ford V8 power unit. Clark had made fastest qualifying speed with 158.828 m.p.h. average for the regulation four flying laps, his fastest single lap being 159.337 m.p.h. This had been done using alcohol fuel, whereas in the race itself he was running on straight petrol, as were most of the Ford engines, except that of Rodger Ward. Chief opposition to the "new" brigade was clearly to come from Parnelli Jones and A. J. Foyt with front-engined Offenhauser-powered Watson-built cars, and they were both in the second row alongside Gurney. Another unusual variation in the line-up was that the Lotus cars of Clark and Gurney were running on Dunlop tyres, against the more usual Firestone equipment used by everyone else.

The race started in fine style, with Clark in the lead and setting a record-breaking pace, but then tragedy intervened, for as the second lap was being completed Dave McDonald in one of the Thompson rear-engined cars spun and hit the retaining wall. He was in the middle of the tightly packed field and seven cars became involved in a multiple crash. It was so bad that the race had to be stopped, and in the crash Eddy Sachs was killed and McDonald received injuries from which he later died. It was one and three-quarter hours later that the race was restarted, the remaining runners lining up nose-to-tail in the order that they had been on the second lap, with Jim Clark heading the line. Another rolling-start was given and the race got away at record lap speeds. For a time Lotus-Ford cars filled the first three places, in the order Clark, Marshmann, Gurney; then Marshmann led and at 10 laps the average speed was a fantastic 154.917 m.p.h. However, it was not a Lotus day, for Gurney had to make a pit-stop for attention to the fuel-system, then Marshmann went out with a serious oil leak, and finally Clark subsided onto the grass on the infield when his left rear suspension collapsed. This left the Offenhauser-engined cars of Jones and Foyt firmly in the lead, followed by Ward in the rear-engined Watson-Ford, Hansgen in a rear-engined Offenhauser car and Ruby in another "roadster." Jones was put out of the race when his car caught fire just as he was leaving the pits after a refuelling stop, and from that moment on A. J. Foyt in his last-year's front-engined Offenhauser-powered car was unchallenged. The Lotus challenge had died after 40 of the 200 laps, and though Gurney continued for some time he was eventually withdrawn when it was found that the tyres were overheating and bits were coming off the treads. Foyt drove a very regular race, winning at record speed, and Ward chased him all the way but was nearly a lap behind at the finish, and was the only Ford-powered car to finish, the remaining runners all having Offenhauser engines, with the exception of a lone Novi V8. The 4-w-d Ferguson-Novi, driven by Unser, was eliminated in the multiple crash, as were two of the Ford V8-engined cars, those of Sachs and McDonald.

The winner made two refuelling stops, running on alcohol fuel, and did not change his Firestone tyres, so the race proved a victory for the conventional over the radically different, but the battle for Indianapolis honours between the "old" and the "new" will undoubtedly continue for another year.—D. S. J.

BLACKBUSHE AIR SHOW (June 14th)

As a change from motoring there is much to be said for an Air Display, and seeing that sky-divers were due at Blackbushe on June 14th, we called in.

Due to postponement due to heavy rain, proceedings were being run "off the cuff" but very effectively. A Dragon and a 7-up Prentice were joy-riding. A locally-built side-by-side seater Linnet, evolved *via* a ⅓rd-scale Spitfire, demonstrated its prowess, powered by a 90/95-h.p. Continental, and Peter Phillips, ex-54 Squadron R.A.F., really used the abilities of the Cosmic Wind, that American monoplane built for the Goodyear Trophy 190 cu. in. formula, which, with fixed undercart, nevertheless achieves nearly 300 m.p.h. out of a dive on its 85-h.p. Continental. Aided by full-span aerilons it rolls 360° in one second and did 8-point hesitation rolls with no loss of height. It put seven rolls in the length of the runway and flew inverted although not having an inverted engine system.

Meanwhile the glider-towing Auster had been warned away with red Very lights, to allow four Tiger Club Turbulents (I love 'em, for they have VW engines) to perform short but sweet aerobatics and fly between flag posts.

Neil Williams then performed real and impeccable aerobatics in a Stomp biplane, showing us tumbles, inverted rolls, a very polished climbing ½-roll, an inverted flypast and four hesitation rolls. The one-hand-hold wing-stand above a Tiger Moth was performed by the slim and daring "Lollo" (Tigers have given such rides across the English Channel, which they have also flown inverted!), the Tiger Club's 1932 Mk. II Arrow Active biplane performed tight turns, two Tiger single-seaters and the Stomp did formation aerobatics, an R.A.F. Wessex Mk. II helicopter demonstrated rescue and freight pick-ups, knocking over the Tiger Club's goal-posts in the process, and the Army Gliding Association's Major Evans aerobatted one of their two Olympic 463 high-performance 15-metre sailplanes, which contrived a powerless fly-past at 110 m.p.h.

The Special Air Service made many delayed 120-m.p.h. drops for the *Daily Telegraph* sky-diving display, using controllable G'Q parachutes, suspense building up when their Rapide and Beaver, climbing respectively to 7,000 and 10,500 ft., were lost for many minutes. A good show.—W. B.

THE ESTABLISHED BEST

A good reputation is exceedingly difficult to establish but, once gained, worth more than gold. When *Woman's Own* ran a rather womanish feature entitled "The Car Key to his Character," illustrated by a girl getting into her boy-friend's Triumph Spitfire, they tried to be clever with Morris Minor, Zephyr Zodiac, 1939 Austin, the Spitfire, Austin Healey Sprite, Rover 105, Jaguar E-type, Chevrolet, Renault Floride and Rolls-Royce, tying a chap's character to these cars. But when they dealt with this aspect of the Volkswagen they were never in any doubt—"He wants the best and he'll get it . . . he may take you for granted—like his car's performance—He knows a good thing when he sees it. . . ." No wonder VWs go on selling in vast quantities all over the World!

The things they say.—We liked the following, from a daily newspaper :—

"In the latest James Bond frolic, 'Goldfinger,' now being made at Pinewood, secret agent Bond drives the very latest thing in cars : a 150-mile-an-hour Aston Martin complete with aircraft-type ejector seats and hidden knives and machine guns in the hub-caps.

"I can't think why Aston's haven't developed this vital equipment before, instead of messing around with those absurd optional axle ratios."

TRACK TESTING THE FORMULA 3 GINETTA

SO far in Formula Three the most technically advanced car, namely the Cooper Type 72, has won practically everything worth bothering about. Another very advanced F.3 car is about to take part in its first race and is all the more remarkable because its constructors have never raced a single-seater before. The car is made by Ginetta Cars, of Witham, Essex, whose build-it-yourself G4 sports car has been enthused over in these columns from time to time. The Ginetta G4 uses a steel frame bonded into glass-fibre panels and a glass-fibre body, and the Formula Three car uses a monocoque glass-fibre chassis, probably the first time this has been done in a single-seater apart from the not-too-successful Lotus 27.

The chassis of the Ginetta is of monocoque construction similar to the bath-tub shape of the Lotus 25, with a steel frame sandwiched between two layers of glass-fibre. The frame is welded up from 1 in. × 16- and 18-gauge tubing but is not intended to be a space frame and only serves to provide mounting points for suspension, engine, gearbox, etc. The inner glass-fibre skin is moulded in a male mould, then it is turned upside down and the steel framework laid over it, the two components then being bonded together. The outer skin is then laid over the steel frame and is also bonded to it. The resultant chassis is claimed by Ginetta to be extremely stiff and more torsionally rigid than a space-frame F.J. car which they built but never raced. Sub-frames are fitted front and rear for mounting of the various auxiliary components, and these are rigidly mounted to the steel tubes in the monocoque section by collars which are brazed into the frame tubes. The front suspension is by one-piece fabricated steel upper wishbones, operating the vertical coil-spring/damper units inside the chassis in conjunction with lower wishbones. The uprights are modified Triumph Herald units, and an anti-roll bar is located inside the bodywork. The steering rack is located low down, in line with the lower wishbone mountings. The suspension is fully adjustable for camber, castor and toe-in.

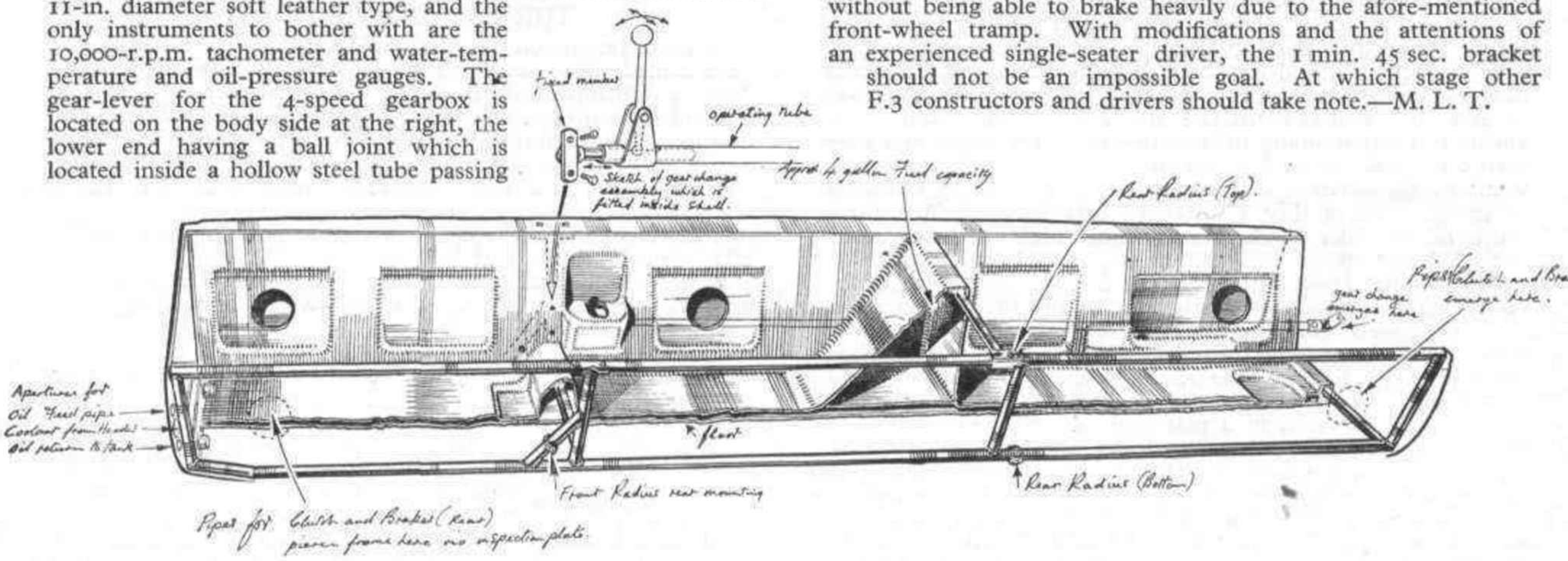
The rear suspension is by reversed lower wishbones, a single upper arm and double radius arms with outboard-mounted coil-spring/damper units. The hub carriers are magnesium castings of Ginetta design, as are the 13-in. Bugatti-like wheels with four large, prominent " spokes." The engine used in the car at present is the Holbay-modified Ford unit, claimed to give something over 80 b.h.p. at 8,200 r.p.m., which is mated to the Hewland-modified 4-speed Volkswagen gearbox.

The Assistant Editor was invited to try the car at Snetterton recently on a pleasant sunny day and, with a track virtually clear of traffic except for Graham Hill doing some post-Belgian G.P. testing with the B.R.M., it was possible to put in a good deal of testing. At present the car has no seat, merely some foam padding stuck to the floor and a removable back-rest. Despite the fact that the body is only 2 ft. wide there is plenty of room for a large driver, although a seat would be welcomed by smaller drivers as lateral location at shoulder height is poor, due to the fact that the chassis structure finishes at waist height. The steering wheel is a small 11-in. diameter soft leather type, and the only instruments to bother with are the 10,000-r.p.m. tachometer and water-temperature and oil-pressure gauges. The gear-lever for the 4-speed gearbox is located on the body side at the right, the lower end having a ball joint which is located inside a hollow steel tube passing through the chassis to the gearbox. This seems to give better location of the gear positions. The driving position is better suited to those of medium height as the 6-ft. driver has to adopt a slightly splayed knee attitude and with the present pedal layout has difficulty in making heel-and-toe gear-changes. These are, of course, things that can be fairly easily modified by alteration of pedal positions and spacing.

The starting drill is simple enough as it is necessary only to depress a toggle switch to bring the ignition and fuel pump into action and press the starter button. The Holbay engine has virtually no power at all below 5,000 r.p.m. and it is vitally necessary to keep the engine revving at between 7,000 and 8,000 r.p.m. if any sort of lap time is to be made, for if a gear is missed or a corner taken in too high a gear the revs drop off and the engine will wet a plug immediately. The gear-change pattern is in the conventional H-form, so that a new sequence does not have to be learned, and it is quite a simple matter to get the car moving in 1st gear as long as plenty of throttle is used. Once on the move it takes some time to become acquainted with the feel of single-seater motoring, for the wheels dance about just a few feet in front of you, the wind rushes over the small screen at great speed, and you are seated only an inch or two above the ground. However, confidence soon grows and I was soon using full revs in the gears; at Snetterton in a Formula Three car one passes the pits in top gear, changing down for the double right-hander of Riches, which can be taken flat out in 3rd. Third is maintained round Sear and top is reached just on the apex of the kink into the long Norwich straight, with 8,200 r.p.m. coming up just before the 300-yard board at the hairpin, which is taken in 2nd gear. Going up through the box again along Home straight, top is required for a few seconds before changing down to 3rd for the Esses, this gear being held round Coram curve almost until the pits are in sight again.

The Ginetta struck me as being a particularly rigid car, bearing out all the claims made for it by its makers. It gives a pleasant ride, soft in the modern manner but with no trace of roll. Some tremor can be felt over some of Snetterton's really bad patches just before the hairpin and in the Esses, and there is some tramp from the front wheels when braking hard. This was originally attributed to the use of rubber bushes in the upper wishbone and these were changed for needle roller bearings. Although slightly improved, no cure was found, and on the advice of the B.R.M. mechanics, who experienced a similar problem with the basically similar B.R.M. front suspension, the leading arm of the lower wishbone will probably be strengthened. No other real problems seem to be arising at the moment, although it may be necessary to fit a rear anti-roll bar when more power becomes available as even with the rather poor output of this particular engine understeer is quite noticeable.

Due to my inability to heel-and-toe properly I had to brake and change gear by moving my foot completely from the brake pedal to blip the throttle, which is hardly conducive to fast lapping; even so, I managed to get down to 2 min., and one of the Walklett brothers lapped in an excellent 1 min. 55 sec. without being able to brake heavily due to the afore-mentioned front-wheel tramp. With modifications and the attentions of an experienced single-seater driver, the 1 min. 45 sec. bracket should not be an impossible goal. At which stage other F.3 constructors and drivers should take note.—M. L. T.



The unique chassis of the Ginetta has a steel frame sandwiched between two layers of glass-fibre.

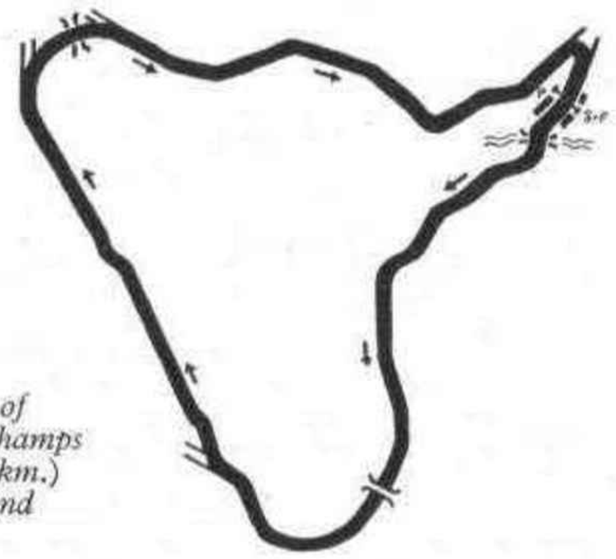
Belgian Grand Prix

An Unsatisfactory Finish

SPA, BELGIUM, *June 14th.*

WHEN practice began late on Friday afternoon the sun was still burning down on the wooded slopes of the Francorchamps circuit and, apart from the two works B.R.M.s of Hill and Ginther, there seemed to be a reluctance for anyone to start practice, or perhaps it was that they were not ready. Ginther had his regular car, but now with a new gearbox, the casing being smaller and more compact, while Hill had the choice of two cars, that used at Zandvoort, also now fitted with the new type of gearbox, and a brand new car with the old type of 6-speed gearbox but new steering arms of beautifully machined H-section. Since the fuel system trouble at Zandvoort more air has been ducted to the pump and fuel pipes that were near hot oil and water pipes have been re-routed. The B.R.P. drivers were soon going round, Ireland in the original "monocoque" car that made its debut at this race last year, and Taylor in a brand new one with a slightly lower nose cowling. Both cars were fitted with B.R.M. V8 engines and 1963-type B.R.M. 6-speed gearboxes, and they started practice with full fuel tanks, to try the handling, and then stopped and had most of the petrol removed in order to make comparisons. Team Lotus were late in getting going, Arundell appearing with his Zandvoort Type 25C, but now back on 15-in. wheels, and Clark being late due to having two cars to choose from and neither being as he wanted them. One was his Zandvoort car, also converted back to 15-in. wheels, and having Type 25 rear suspension instead of the later type, and the other car was the 1964 Type 33 that he had crashed at Aintree. The Type 33 has the same chassis construction as the Type 25 but numerous detail changes, many of which have already appeared on the modified Type 25 cars. After a lap on the Type 33 Clark stopped and changed over to the modified Type 25, while Arundell had no choice and got on with learning his way round the high-speed Spa-Francorchamps circuit. Brabham was not out for long, his Hewland gearbox giving trouble, but Gurney in the second Brabham car was really motoring and having no troubles or difficulties over choice of car, having only the one. Both Brabhams were as used at Zandvoort and Gurney's was not only going fast but looked to be handling extremely well. Surtees and Bandini were out in V8 Ferraris, as at Zandvoort, but the former's car was not happy in the fuel injection department, and the latter's car sounded terribly rough and the gear-lever was not working properly in its gate. When Surtees was going he was going quite quickly, but the trouble was that he was not going for long and was in and out of the pits having the fuel system checked and inspected. It seemed that the high temperature of the afternoon might be causing vaporising troubles in the Ferrari injection system and also in some of the Climax engines, but certainly not in Gurney's engine for he had clocked 3 min. 56.6 sec. before anyone else had really got under way, and after a pause he went out again and did 3 min. 51.9 sec., following this up with 3 min. 50.9 sec., which was nearly five seconds faster than the next best. Cooper's were not too happy but were sorting things out, though for a long time Phil Hill could not lap as fast as he had done in May with the A.C. Cobra coupé, when he did 4 min. 04.5 sec. Both Phil Hill and McLaren were driving 1964 Coopers, now fitted with new cast uprights for the front suspension, with strengthened extensions for the steering arms.

Of the non-works runners the Parnell team had only one Lotus 25 car, for Amon, as Hailwood was in bed with a throat infection; he had actually been up and ridden in and won the Senior T.T. motorcycle race, but afterwards returned to bed, instead of flying to Belgium to compete with his car. In view of this, Revson was loaned a good B.R.M. engine for his Lotus 24 and the car was painted in the Parnell colours as he officially took Hailwood's place. Siffert and Anderson had their personal Brabhams, the former with B.R.M. V8 engine and the latter with Coventry-Climax V8, and Bonnier had the choice of Rob Walker's old Cooper-Climax or his new Brabham-B.R.M. V8. Baghetti and Maggs were there to drive the Centro-Sud B.R.M. cars, but they were car-less as the transporter had broken down *en route*; Pilette completed the active entry list with his Scirocco-Climax V8.



Rough sketch of Spa-Francorchamps circuit (14.12 km.) showing pits and grandstands.

The long-awaited Honda was entered, to be driven by American sports-car driver Bucknum, but it failed to materialise, and Trintignant was originally entered with his blue B.R.M. V8 but withdrew and competed at the Mont Ventoux hill-climb instead.

When the first practice finished Gurney was looking very satisfied and a bit puzzled, wondering why everyone else was so slow, while the other top boys were looking depressed, a difference of five or more seconds seeming unreasonable, even though few of them had done many trouble-free flying laps. B.R.M. had made numerous alterations to suspensions and shock-absorbers and Lotus had been trying to find more r.p.m. from the Climax engines, and while cars are being worked upon in the pits the drivers are not making any fast laps.

On Saturday practice was earlier, being from 3 p.m. to 5 p.m. and the weather was even hotter, which did not help mixture problems. Ferraris were still running without the lower side panels on the engine bay in an attempt to cool things down a bit, and B.R.P. had mounted their Lucas high-pressure fuel pumps on brackets outside the body on the right-hand side of the cockpit. The Centro-Sud B.R.M.s had arrived safely and Baghetti and Maggs were out practising, and Graham Hill was hurrying round in spite of the heat. Arundell was working his times down steadily, but Clark was not at all happy with either the 33 or the 25, confusing the timing issue at one point when he went by the pits in the Type 33 and appeared next time round in the Type 25! Team Lotus were garaged at Stavelot at the far end of the circuit and the 25 had not been ready when Clark began practice, but when it was his mechanic brought it to the Stavelot corner and he stopped and changed cars, leaving his mechanic to bring the Type 33 round to the pits *via* the circuit while practice was taking place. B.R.M. also did a quick-change act when Graham Hill stopped out on the circuit with ignition trouble and "thumbed" a lift back to the pits on the tail of one of the other competitors. He then got into his second car and set off with his mechanic on the tail, dropping him off at the broken-down B.R.M. and continuing his practice in the second one. As Ginther was out as well, the B.R.M. team had the odd situation of having brought three cars with them and two drivers, and now they had no cars or drivers at the pits!

Brabham was quietly getting on with some serious practice, lowering his lap times considerably, and McLaren's Cooper was performing better, it having new rear wishbones which gave an entirely different geometry to that used before. Efforts were still being made to Phil Hill's car to get the Climax engine to perform better, but they came to an exciting stop when a fire broke out among the injection pipes as he was leaving the pits, and though no serious damage was done it put a stop to his practice. Meanwhile Bonnier had put a sudden stop to his practice with the Walker Cooper when he had brake trouble at La Source hairpin and spun backwards into a stone wall, luckily not hurting himself but forcing the issue as far as which car to use for the race. It was to be the Brabham-B.R.M. whether he liked it or not. Not long after this Taylor arrived at the hairpin and experienced the same lack of brakes and spun violently but luckily did not hit anything, otherwise he would have had to use the B.R.P. team's old Lotus 24 which they had in the van as a spare. At 4 p.m. Gurney appeared briefly, did a few quick laps, including one at 3 min. 51.7 sec., and then retired again, contented and wondering what everyone else was up to! The works Brabhams were not worried about the heat and their fuel system as they had a small "header tank" in front of the engine and behind the driver's seat, from which the injection system drew its fuel, and in this tank

was a thermometer with the gauge on the instrument panel, so they knew all the time what the temperature of the petrol was before it went into the injection pump. The Ferraris were anything but happy and Surtees did all his laps either starting off from the pits or stopping at them, never being able to get in a full flying lap, so was much slower than the first practice. Arundell had worked his way down to well under 4 min. for the lap when Graham Hill went by him and he tucked in behind the B.R.M. and slip-streamed down the straights and got himself a very fast lap, well ahead of Clark, whose cars were not going quickly enough.

Anderson had finished the first practice with a very rough-feeling engine and, thinking the flywheel had come loose or something had broken in the valve gear, he had the engine stripped down, only to discover after all the work that it was ignition trouble that had been causing the roughness. Maggs had ended his practice when the drain plug of the gearbox had fallen out, and as the gearbox lost its oil it had jumped out of engagement and the engine had over-revved and damaged itself. Revson was making good use of his "borrowed" engine and was actually faster than Amon with the best of the Parnell cars.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	G. Hill	B.R.M. V8—1964	3. 57.3	3. 52.7
2	R. Ginther	B.R.M. V8—1964	3. 57.2	3. 58.2
3	I. Ireland	B.R.P.-B.R.M. V8—1963	4. 04.0	4. 04.3
4	T. Taylor	B.R.P.-B.R.M. V8—1964	4. 07.3	4. 00.2
5	—	—	—	—
6	G. Baghetti	B.R.M. V8—1962/3	—	4. 07.6
7	A. Maggs	B.R.M. V8—1962/3	—	4. 07.8
8	M. Trintignant	B.R.M. V8—1962	NON-	STARTER
9	—	—	—	—
10	J. Surtees	Ferrari V8—1964	3. 55.2	3. 59.6
11	L. Bandini	Ferrari V8—1964	3. 59.2	3. 58.8
12	—	—	—	—
14	J. Brabham	Brabham-Climax V8—1964	4. 04.9	3. 52.8
15	D. Gurney	Brabham-Climax V8—1964	**3. 50.9**	**3. 51.7**
16	J. Bonnier	Brabham-B.R.M. V8—1964	4. 59.9	4. 02.7
17	J. Siffert	Brabham-B.R.M. V8—1964	4. 07.8	4. 02.7
18	R. Anderson	Brabham-Climax V8—1964	4. 25.3	4. 08.5
19	R. Bucknum	Honda	NON-	STARTER
20	B. McLaren	Cooper-Climax V8—1964	3. 58.8	3. 56.2
21	P. Hill	Cooper-Climax V8—1964	4. 02.8	4. 06.7
22	—	—	—	—
23	J. Clark	Lotus-Climax V8—1963/4	3. 57.5	3. 56.2
24	P. Arundell	Lotus-Climax V8—1963/4	4. 04.0	3. 52.8
25	—	—	—	—
26	M. Hailwood	Lotus-B.R.M. V8—1963/4	NON-	STARTER
27	C. Amon	Lotus-B.R.M. V8—1963/4	4. 04.8	4. 00.1
28	A. Pilette	Scirocco-Climax V8—1963	4. 28.2	4. 22.9
29	P. Revson	Lotus-B.R.M. V8—1962/3	4. 06.9	3. 59.9

Heavy rain on Saturday night cooled things considerably and Sunday proved to be fine but cloudy, with greatly reduced temperatures; in fact, ideal racing conditions providing one or two ominous-looking clouds didn't drop their loads. Of the twenty cars that practised only eighteen were due to take part in the race, but as Maggs and Anderson were eliminated by practice trouble the question of who qualified was settled and Pilette was allowed to start even though he had made slowest practice time. Both works Coopers were running without their covers over the engines, hoping to keep the injection nozzles cool, and Phil Hill had the sides of the windscreen removed on his car, hoping to keep the cockpit cool. Ginther had an extension fitted to the top of his screen to deflect the air higher, and the Brabhams were still using the abbreviated engine covers that they had used in practice. Graham Hill had decided to use the latest B.R.M. and had had the new gearbox transferred to it, and Clark was using the old Lotus 25 with the rear suspension put back to 1963 pattern. After the drivers had been taken round the circuit in a parade of open sports cars and roadsters, the Grand Prix cars were lined up on a "dummy grid" behind the starting line, and while the drivers were being briefed by the Clerk of the Course a few rain spots fell. The Team Lotus mechanics hurriedly changed the front wheels on Clark's car and the B.R.P. mechanics found a nail in the left front tyre on Taylor's car. Having no spare 5½-in. tyre to hand they changed both front ones for a pair of 6-in. tyres, leaving it to Taylor to find out about any change in handling on the opening lap. B.R.M. mechanics were squeezing the last thimbleful of petrol into their cars and Lotus and Brabham were so confident about fuel consumption that they removed a small amount before sending the cars to the grid. With such high speeds being accomplished the race was to be over 32 laps, in order that it should last the requisite two hours, which is 451 kilometres, a much longer distance than most Grand Prix races.

STARTING GRID

↑

15 D. Gurney (*Brabham-Climax V8*) 3 min. 50.9 sec.
1 G. Hill (*B.R.M. V8*) 3 min. 52.7 sec.
14 J. Brabham (*Brabham-Climax V8*) 3 min. 52.8 sec.

24 P. Arundell (*Lotus-Climax V8*) 3 min. 52.8 sec.
10 J. Surtees (*Ferrari V8*) 3 min. 55.2 sec.

23 J. Clark (*Lotus-Climax V8*) 3 min. 56.2 sec.
20 B. McLaren (*Cooper-Climax V8*) 3 min. 56.2 sec.
2 R. Ginther (*B.R.M. V8*) 3 min. 57.2 sec.

11 L. Bandini (*Ferrari V8*) 3 min. 58.8 sec.
29 P. Revson (*Lotus-B.R.M. V8*) 3 min. 59.9 sec.

27 C. Amon (*Lotus-B.R.M. V8*) 4 min. 00.1 sec.
4 T. Taylor (*B.R.P.-B.R.M. V8*) 4 min. 00.2 sec.
17 J. Siffert (*Brabham-B.R.M. V8*) 4 min. 02.7 sec.

16 J. Bonnier (*Brabham-B.R.M. V8*) 4 min. 02.7 sec.
21 P. Hill (*Cooper-Climax V8*) 4 min. 02.8 sec.

3 I. Ireland (*B.R.P.-B.R.M. V8*) 4 min. 04.0 sec.
6 G. Baghetti (*B.R.M. V8*) 4 min. 07.6 sec.
28 A. Pilette (*Scirocco-Climax V8*) 4 min. 22.9 sec.

Non-starters: A. Maggs (*B.R.M. V8*), 4 min. 07.8 sec.
R. Anderson (*Brabham-Climax V8*), 4 min. 08.5 sec.

All eighteen engines were started up at the two-minute signal and at thirty seconds the cars rolled down the hill to the proper starting grid and, with a quick flick of the Belgian flag, the starter sent them on their way and Arundell shot ahead between Gurney and Graham Hill and led the pack up the hill towards the Burneville woods. It was not long before Gurney took command, as expected, and Surtees and Clark got by Arundell before the end of the opening lap, while Graham Hill was about to move ahead of the number two Lotus. On the second lap the situation was orderly and correct, with Gurney, Surtees, Clark and Graham Hill in the first four places, followed by Arundell, Brabham and McLaren, with the Cooper driver surprisingly about to move ahead of Brabham. Before the Malmedy bend Surtees had gone past Gurney with comparative ease and he was still leading as they started their third lap, the Ferrari sounding all right out in front, but by the time they reached Stavelot Gurney was back in the lead, and then the Ferrari slowed right up with a very sick engine. This left Gurney on his own, quite a way ahead of Clark, whose Lotus-Climax just could not match the Brabham for speed or handling on this super-fast circuit. Graham Hill had at last shaken off Arundell and had caught up with Clark, and McLaren had moved up into fourth place, while team-mate Phil Hill was going well in seventh place, leading Ginther and Bandini, the Italian driver being hampered by an injured left leg sustained while on holiday when someone's shot-gun accidentally went off. When everyone had gone past, poor Surtees came limping into the pits with what was most likely a melted piston due to the mixture being too weak. On the lap on which he had taken the lead he had done 3 min. 52.4 sec., which was a new Formula One lap record, but it did not last long for Gurney did 3 min. 52.3 sec. and Clark, Hill, McLaren and Arundell were not far off that as they were only dropping one to two seconds a lap. Already Amon had broken down with engine trouble and Pilette was so far behind he seemed to be in a different race, while on lap five Bonnier came into the pits from his place at the back of the field. By now Gurney was really on his own, some 12 sec. ahead of Clark and Graham Hill, the Lotus and the B.R.M. being side by side as they finished the sixth lap, with Clark nipping in front as they took the swoop down over the Eau Rouge bridge and up the curving "Raidillon." McLaren, Arundell, Brabham and Phil Hill followed in quick succession, and a little while later Ginther and Bandini went by followed by a splendid dice between Ireland, Baghetti, Siffert and Taylor, but next time round Ireland had lost ground and was leaning out of the cockpit looking at his right front wheel, as well he might for it was bobbling up and down, obviously out of balance, and, sure enough, on lap eight he drew into the pits to have it changed.

For three laps in succession Clark passed Graham Hill on the run down past the pits and led up the hill, only to be overtaken later in the lap and arrive back at the hairpin right in the slipstream of the B.R.M. While Hill was looking ice-cold and unruffled, Clark was obviously working fantastically hard to keep

his Lotus with the faster B.R.M., but the big surprise was McLaren, who had his Cooper right behind them all the time and on lap nine had it between the B.R.M. and the Lotus, which really made Clark sweat for he could see his " tow " disappearing if McLaren did not keep up the pace. However, the New Zealander was very happy and stayed between these two for three laps. This battle was rather overshadowing Gurney's terrific driving out in front, for he was going faster all the time and now had well over 20 sec. lead and was looking absurdly comfortable compared with those who were trying to keep up with him. The leading Brabham-Climax was lapping at close to 3 min. 50 sec., each lap a new record, and the pace was not only fast but was also furious, and on lap 12 Bandini coasted in with a sick engine, and two laps later Phil Hill stopped just after Stavelot with a blown-up engine. Siffert, Baghetti and Taylor had been having a fine battle between themselves at the back of the field until the Swiss driver dropped out with trouble in his Brabham-B.R.M. V8. On lap 12 Clark got back behind Hill's B.R.M. and for four laps in succession he rounded the hairpin with the nose of the Lotus almost touching the back of the B.R.M., and each time by the pits he passed on the outside and took the lead into the left-hander at the foot of the hill. Over the Burneville slopes the B.R.M. got back in the lead and Clark was really having to work to stay in the slipstream.

At 16 laps, which was half-distance, Gurney was 27½ sec. in the lead and looking completely safe and secure, but this time Clark just failed to get by Hill, so the order remained Gurney, Hill, Clark, McLaren, the Cooper losing nothing on the B.R.M./Lotus battle. With Gurney now turning in a new lap record at 3 min. 49.8 sec. it was obvious that the group dicing for second place must have recorded 3 min. 51.0 sec., for Gurney was only gaining a second a lap now. Arundell lay a comfortable fifth, but a long way back, and he was followed by Brabham and nearly a lap down came Ginther, while Baghetti and Taylor had been lapped but were still battling for the last decent position. Ireland and Revson were still running but pit stops had put them a long way behind. Brabham suddenly slowed at the hairpin and cast his fire-extinguisher overboard, and Arundell's car began to give out smoke from the engine compartment, and on lap 19 he stopped to take on water, which dropped him right out of the running. By reason of almost out-braking Hill's B.R.M. at the hairpin Clark was able to get alongside much sooner as they accelerated away down past the pits, and actually led the B.R.M. across the finishing line for three laps in a row, but still Graham Hill was re-passing on maximum speed. This was a truly memorable battle, but the irony of it was that they were only racing for second place, the implacable Gurney was well over 30 sec. ahead of them, his driving being a study in concentration. It was difficult to see what the outcome of the Hill/Clark battle was going to be, for clearly Hill was not going to let his rival pass him on the finishing line, and Clark was doing his utmost to get in front as much as possible. McLaren was still with them, watching closely, and on the twentieth lap this trio had to lap Taylor and Baghetti, and during the overtaking Clark and McLaren lost ground on Graham Hill and could no longer use the slipstream of the B.R.M. to increase their own speed. On lap 21 they lost contact with the B.R.M. completely and Clark let McLaren by to see if the Cooper could " tow " him back into touch again. It could not, so he retook third place and worked like mad to regain the lost ground, on one lap braking so hard at the hairpin that he nearly " lost it " completely. He left McLaren behind, but was not really gaining on Hill in spite of all the efforts, but he hadn't given up. Neither had Hill, and although Gurney now had some 40 sec. lead he could not relax. On his 27th lap the American turned in 3 min. 49.2 sec., yet another all-time lap record, but Graham Hill was not far off 3 min. 50.0 sec. and at this pace it looked as though the race might be over in under two hours. Revson had stopped at the Club House corner and pushed his car along to the hairpin, being helped by track officials, and had then coasted to the pits and later rejoined the race, but disqualification was obvious even though not immediate.

On lap 26 Gurney had lapped Ginther, whose B.R.M. was in sixth position, and on lap 28 there started what turned out to be a complete shambles. The order of the race was Gurney (Brabham), Hill (B.R.M.), Clark (Lotus), McLaren (Cooper), Brabham (Brabham) and Ginther (B.R.M.), Taylor, Baghetti, Arundell and Ireland all being a long way back. As Clark finished his 28th lap he shot into the pits at great speed, obviously not intending to stop for long, and McLaren went by into third place. The Lotus was running hot and the water temperature had reached the danger point, so in a matter of seconds water was poured in the header tank and Clark was back in the race before Brabham appeared. On the next lap it was seen that Ginther was ahead of Gurney once more, on the road, having un-lapped himself, which meant that Gurney had slowed! In fact, he had almost come to rest for he was running low on petrol and surge had caused the engine to cut out. On lap 30 he was overdue and it was Graham Hill who roared by into the lead, much to everyone's amazement and disbelief, and then Gurney arrived at the pits with cries of " Fuel," and McLaren went by into second place but making despairing signals to his pit, for he too was in trouble as the battery was running flat, leaving him with no ignition or fuel pumps, and the engine was cutting out. Unbelievably, the Brabham pit had no petrol to hand and sent Gurney back into the race, convinced he had sufficient to complete the distance, so now the order was Hill, McLaren, Gurney and Clark. As they went by the pits to start the last lap Gurney had McLaren in sight and Clark was still a long way behind, but trouble was not finished. Before he caught the Cooper Gurney's tanks ran dry and he coasted to a stop before Stavelot, and at the same time Graham Hill came to a sudden stop after Stavelot, something having gone wrong with the fuel system and the few gallons in the extra tank in front of the seat were not being pumped into the main supply. Meanwhile, McLaren's car was spluttering and he was coaxing it along and keeping his fingers crossed, and Clark was still pressing on furiously, trying to make up for his pit stop.

At the finishing line pandemonium was breaking out for it was realised that Hill was overdue and Ginther was given the chequered flag by mistake, then Gurney was overdue and Arundell received the flag a lap too soon, and then McLaren was overdue. It seemed that no-one was going to finish, but then the Cooper was seen approaching the hairpin slowly; the engine was dead but McLaren had sufficient momentum to free-wheel round the hairpin and it was then downhill to the finishing line and the chequered flag. As he approached at 10-15 m.p.h. Clark rounded the hairpin and came down the hill at 90-100 m.p.h., and within sight of the flag he passed the Cooper to win the race, even though he did not realise it, for he had not seen the stricken B.R.M. by the roadside. While McLaren stopped at the pits Clark went on for a " slowing-down " lap, but he did not return for he also ran out of petrol at Stavelot, so the organising and reception committee had not only lost two likely winners on the last lap but had now lost the actual winner. Arundell set off to look for Clark and eventually brought him back sitting on the engine hatch and the waiting crowds were at last able to applaud the winner. The man they really wanted to applaud, the moral victor of the race, was Dan Gurney, but he failed to re-appear and who can blame him, for he must have wanted the ground to open and swallow him up with his grief. He had driven a superb race only to have victory snatched from him, not by " bad luck " but by " bad management," and Jack Brabham must have felt awful finishing in third place.—D. S. J.

Results :

BELGIAN G.P.—Formula One—32 Laps—451.2 Kilometres—Overcast

1st : J. Clark (Lotus 25D-Climax V8) .. .. 2 hr. 06 min. 40.5 sec.—213.709 k.p.h.
2nd: B. McLaren (Cooper 1964-Climax V8) .. 2 hr. 06 min. 43.9 sec.
3rd : J. Brabham (Brabham 1963/4-Climax V8) 2 hr. 07 min. 28.6 sec.
4th : R. Ginther (B.R.M. V8—1964) .. .. 2 hr. 08 min. 39.1 sec.
5th : T. Taylor (B.R.P. 1964-B.R.M. V8) .. .. 31 laps
6th : G. Baghetti (B.R.M. V8—1962/3) .. .. 31 laps
7th : P. Arundell (Lotus 25C-Climax V8) .. .. 28 laps
8th : I. Ireland (B.R.P. 1963-B.R.M. V8) .. .. 28 laps

Fastest lap : D. Gurney (Brabham-Climax V8) on lap 27, in 3 min. 49.2 sec.—221.465 k.p.h. (approx. 137.5 m.p.h.) (*new record*).

Retired : C. Amon (Lotus 25-B.R.M. V8); J. Surtees (Ferrari V8); J. Siffert (Brabham-B.R.M. V8); L. Bandini (Ferrari V8); A. Pilette (Scirocco-Climax V8); P. Hill (Cooper-Climax V8); J. Bonnier (Brabham-B.R.M. V8); D. Gurney (Brabham-Climax V8); G. Hill (B.R.M. V8); P. Revson (Lotus 24-B.R.M. V8).

18 *starters* — 8 *finishers.*

N.B.—G. Hill (B.R.M. V8) was officially classified 5th and D. Gurney (Brabham-Climax V8) was officially classified 6th even though they retired on the last lap, as race and F.I.A. regulations count the distance covered even though the car does not finish the race.

SPITFIRE JET IGNITERS

We have received many inquiries from readers regarding the quality of the above spark plugs, which were advertised on page 330 of our May issue. We requested a set for test purposes but, so far, have received no reply from the firm which sells them. In the meantime we advise readers to proceed with caution.

THE 24 HOURS OF LE MANS

Ferrari Fight Through To Win Again

LE MANS, FRANCE, *June 20th-21st.*

FOR a change it looked as though Ferrari might receive some severe opposition in the 24-hour race at Le Mans, for in the Prototype category there was the team of three 4.2-litre Lola-Ford V8 coupés, entered by the Ford Motor Company, with the drivers Phil Hill/McLaren, Ginther/Masten Gregory and Schlesser/Attwood, and in the GT category the 4.7-litre A.C. Cobra-Ford V8 from A.C. Car Company, driven by Sears/Bolton, and two Shelby-Cobra-Ford V8 coupés driven by Gurney/Bondurant and Amon/Neerpasch. The Cobras had shown their possibilities at Daytona, Sebring and Spa, and the Lola-Fords with the power of Detroit behind them were sure to be a menace, and Nurburgring had revealed their possibilities. Against this opposition Ferrari mustered a true fighting force, with Surtees/Bandini in a 4-litre rear-engined 330P, Guichet/Vaccarella, Parkes/Scarfiotti, Baghetti/Maglioli in 3.3-litre rear-engined 275P models, and he supplied another 4-litre 330P to Maranello Concessionaires (London) for Graham Hill/Bonnier and a similar one to Chinetti's North American Racing Team for Rodriguez/Hudson. As further support for Maranello in the Prototype category and for an overall win, there were two 275LM coupés, the E.N.B. car for Dumay/Langlois and the N.A.R.T. car for Piper/Rindt. In the GT category there were four 1964 GTO models, one run by E.N.B. for Bianchi/" Beurlys," the Maranello Concessionaires car for Ireland/Maggs, and two for the N.A.R.T. drivers Hugus/Rosinski and Tavano/Grossmann. Mixed in with all this crowd could well be the two factory Porsche 904 8-cylinder cars of Barth/Linge and Davis/Mitter, the competition Jaguars of Lindner/Nocker and Lumsden/Sargent, the 5-litre Maserati coupé of Trintignant/Simon and the DB4GT Aston Martin of Salmon/Sutcliffe. Altogether 55 cars started in the race, and though the Ferraris of Surtees, Hill and Rodriguez led to begin with, Ginther soon got his Lola-Ford really wound up and passed them and went on and on into an enormous lead, the Ferraris making no attempt to keep up. When the Lola-Ford stopped for fuel a nonsense was made of the refilling and Ginther lost all his lead, but nevertheless held second place behind Surtees. At the second stop Ginther handed over to Gregory and all seemed well but it was not much later that the car was back in the pits with trouble in its Colotti-Francis gearbox and, after staying there for a long time, it was withdrawn. The Attwood/Schlesser car was well placed in the first ten, ready to take over the challenge, when it caught fire while going along the Mulsanne straight and was badly burnt, which put it out of the race, and the third Lola-Ford, driven by Phil Hill, had made a very poor start and then popped and banged in and out of the pits for several laps. Everything was inspected and the trouble was finally found in a choked jet in a carburetter, and once cleared the car went extremely quickly. At the end of the first hour it was in 44th position and it then went superbly, both Hill and McLaren lapping very fast, and by the thirteenth hour it was up in fourth position. Not long after this, in the early hours of the morning, it had reached third place overall and set a new lap record in 3 min. 49.4 sec., when it had similar gearbox trouble to the Ginther/Gregory car. Although it might have been repaired to enable the car to limp on and finish slowly, it was withdrawn as a matter of Ford policy. It seems strange that a car purported to be the product of the great Ford Empire should use a proprietary Italian gearbox, for gearbox design and manufacture is not a specialised art. This final retirement by the blue and white cars left Ferrari in complete command, but they were far from well, for the Surtees/Bandini car lost a lot of time over a broken petrol pipe and then developed an internal leak which caused it to overheat and use water, while the Hill/Bonnier car was delayed by numerous small things, including a collapsed left rear wheel and a serious loss of water. These troubles allowed the Guichet/Vaccarella car to build up quite a big lead, which it kept to the finish.

In the GT category Ferrari was in much worse trouble, for the Cobras of Gurney/Bondurant and Sears/Bolton dominated the class, and they were backed up in this temporary downfall of the Ferrari GTOs by the Salmon/Sutcliffe Aston Martin, which held third place. The Gurney/Bondurant car, which was a brand new Daytona-type coupé, led almost throughout, losing the lead to the GTO of Tavano/Grossmann for a short time due to a long stop to fix a leaking oil pipe. At one point it got as high as third place overall, but then dropped back to fourth, and was always up near the leaders. The second Shelby coupé was disqualified during the night for an infringement of the rules regarding batteries, having at one point been ahead of its sister car. The GTO Ferraris, apart from not being fast enough to combat the greater power of the Cobras, were also having their troubles, the Ireland/Maggs car suffering from intermittent clutch slip, the Hugus/Rosinski car bursting its rear axle casing, and the Tavano/Grossman car suffering from a failing engine towards the end of the race.

Among the smaller cars there was an equal amount of mechanical disaster, for one works 8-cylinder Porsche went out with engine trouble and the Davis/Mitter car having clutch failure, the offending disc being replaced early Sunday morning, which meant removing the gearbox and rear suspension, but after getting back into the race and regaining some positions it finally expired with a broken engine. One of the three Giulia TZ Alfa Romeos went off the road, but the other two went round like high-speed trains until the finish. The lone Lotus Elite of Hunt/Wagstaff lost a great deal of time with dynamo bothers but was still running at the end, and the little coupé works Austin Healey Sprite went consistently well until an hour from the end, when the engine went sick. Of the team of Triumph Spitfire coupés from the factory, Rothschild crashed one quite early on and the Frenchman Marnat damaged the tail of his car, which let exhaust fumes into the cockpit. Overcome by the fumes, he zig-zagged drunkenly all the way from Arnage to the pits area, without hitting anything, or being hit, and then ricochetted from bank to bank across the track, and finally crashed at the end of the pits, by sheer good fortune not hitting any passing cars or people in the pit area. Alpine and Rene-Bonnet both fielded teams of prototype coupés powered by Gordini-Renault twin-cam engines, the Alpines being particularly efficient looking as regards shape, and they not only won their private French battle but also the handicap based on fuel consumption. The M.G.-B coupé from B.M.C., driven by Hopkirk/Hedges, ran well even though it looked most odd on some of the corners, and the five 904 Porsches that started all finished, in spite of some clutch slip on the works car driven by Koch/Schiller.

Throughout the 24 hours the weather had been remarkably good, but during the early hours of the morning there was a heavy frost, and the Ireland/Maggs GTO Ferrari, which had an external cold-air intake to the carburetters, had to stop to have ice removed from the throttles! In the closing hours the Guichet/Vaccarella 3.3-litre Ferrari was still healthy, six laps ahead of the 4-litre Ferraris of Hill/Bonnier and Surtees/Bandini, both of which were sick due to having overheated in the night and warped something which had caused a loss of compression. While this was not serious for the cars while they were running it meant that each stop for petrol was fraught with anxiety. With no compression the engines would not pull well until they got revving, which meant that the cars staggered away up the hill from the pits. Fortunately for the lone Shelby-Cobra coupé the afternoon heat did not become too great, as they had to run for a long time with the oil cooler by-passed in order to repair the broken oil pipe from which they had suffered. At the end twenty-five cars were still running, among them the Belgian 275LM Ferrari, looking a bit the worse for wear after Dumay had had two accidents, and the Chevrolet-powered Iso Rivolta competition coupé, which had lost a lot of time just after midnight when trouble under the rear end required a lot of work at the pits to put right. The Aston Martin was very unfortunately the subject of a dispute over an infringement of the rule concerning taking on oil, and the pit marshals insisted they were right and caused the car to be disqualified. Some idea of the progress made by fast cars compared to those in the small categories can be judged by the fact that the winners also won the Index of Performance Handicap, which usually favours fast small cars.—D. S. J.

Results :

LE MANS—Grand Prix of Endurance—24 Hours—Good Conditions

1st :	J. Guichet/N. Vaccarella (Ferrari 3.3-litre 275P)— 348 laps—4,695.310 kilometres—195.638 k.p.h.	
2nd :	G. Hill/J. Bonnier (Ferrari 4-litre 330P)	343 laps
3rd :	J. Surtees/L. Bandini (Ferrari 4-litre 330P)	336 ,,
4th :	D. Gurney/R. Bondurant (A.C. Cobra-Ford V8 4.7-litre) ..	333 ,,
5th :	L. Bianchi/" Beurlys " (Ferrari GTO—1964)	332 ,,
6th :	I. Ireland/A. Maggs (Ferrari GTO—1964)	327 ,,
7th :	R. Buchet/G. Ligier (Porsche 904 GTS)	322 ,,
8th :	B. Pon/V. Zalinge (Porsche 904 GTS)	318 ,,
9th :	F. Tavano/R. Grossmann (Ferrari GTO—1964)	314 ,,
10th :	G. Koch/H. Schiller (Porsche 904 GTS)	314 ,,
11th :	H. Muller/C. Sage (Porsche 904 GTS)	308 ,,
12th :	" Franc "/J. Kerguen (Porsche 904 GTS)	307 ,,
13th :	R. Businello/B. Deserti (Alfa Romeo GTZ)	306 ,,
14th :	P. Noblet/E. Berney (Iso Rivolta A3 Grifo)	306 ,,
15th :	G. Sala/G. Biscaldi (Alfa Romeo GTZ)	304 ,,
16th :	P. Dumay/G. Langlois (Ferrari 275LM)	297 ,,
17th :	R. de Lageneste/H. Morrogh (Alpine Renault 1,149 c.c.) ..	291 ,,
18th :	J. de Mortemart/J. Fraissinet (A.C. Ford V8)	288 ,,
19th :	A. Hedges/P. Hopkirk (M.G.-B 1800)	286 ,,
20th :	M. Zeccoli/R. Masson (Alpine Renault 1,001 c.c.)	283 ,,
21st :	D. Hobbs/R. Slotemaker (Triumph Spitfire Spec.)	271 ,,
22nd :	C. Hunt/J. Wagstaff (Lotus Elite)	265 ,,
23rd :	S. Lelong/P. Farjon (Rene-Bonnet 1,108 c.c.)	259 ,,
24th :	C. Baker/W. Bradley (Austin Healey Sprite)	256 ,,
25th :	M. Bianchi/J. Vinatier (Alpine Renault 1,101 c.c.)	229 ,,

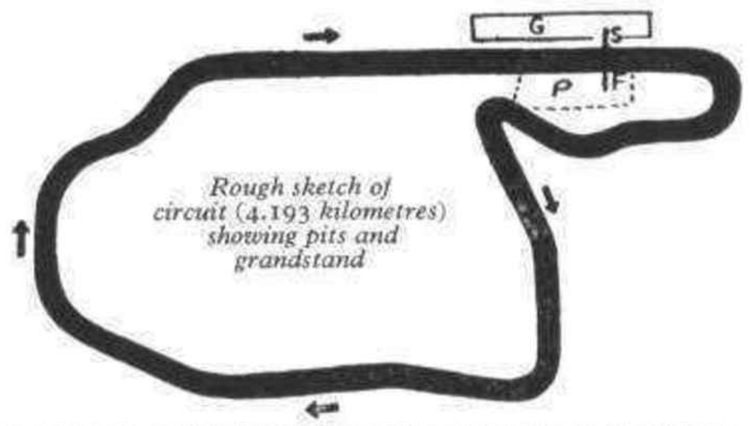
Fastest lap : P. Hill (Lola-Ford V8) at lap 187, in 3 min. 49.4 sec.—211.229 k.p.h.
Winner of Index of Performance : J. Guichet/N. Vaccarella (Ferrari).
Winner of Index of Thermal Efficiency : R. de Lageneste/H. Morrogh (Alpine 1,149 c.c.).

BRIEFS

Fastest timed speed on Mulsanne straight was the 5-litre Maserati V8 with 308 k.p.h. (191.3 m.p.h.).
Both Sunbeam Tiger-Ford V8s retired with engine trouble.
Both Jaguars retired, the Lumsden/Sargent car with gearbox trouble and the Lindner/Nocker car with cylinder-head trouble.
The Maserati V8 went out with electrical failure.
Fastest timed Lola-Ford V8 was the Hill/McLaren car at 305 k.p.h. (187.5 m.p.h.)

The Dutch Grand Prix

Clark, Lotus and Climax Uncatchable



ZANDVOORT, HOLLAND, *May 24th.*

THE organisation of the Dutch Grand Prix this year was undertaken by the N.A.V., a sporting association acting on behalf of the K.N.A.C., rather like the B.R.D.C. running the British Grand Prix for the R.A.C., and this new organisation invited a carefully selected field of eighteen drivers to take part. It went without saying that all the works teams were included, and the only regulars who were missing were the British Racing Partnership drivers. The Ferrari team of Surtees and Bandini were both entered on V8 Ferraris, with a V6 Ferrari as a spare, the B.R.M. pair, Graham Hill and Ginther, had two 1964 cars that they had used at Monte Carlo, as did Brabham and Gurney with the Brabham cars, and Clark and Arundell with the Lotus cars, while McLaren and Phil Hill had 1964 Coopers and Amon and Hailwood had the Parnell Lotus 25 cars. Bonnier had Rob Walker's new Brabham-B.R.M. and Siffert had a similar car, while Anderson had his new Brabham-Climax. The Centro-Sud B.R.M. cars were driven by Maggs and Baghetti, and de Beaufort completed the list with one of his old 4-cylinder Porsches.

The Zandvoort circuit being a private track in its own grounds, it was easy to provide ample time for practice, and it began on Friday morning at 10 a.m., going on for two hours. Surtees was out in the V8 Ferrari he had driven at Monte Carlo, the defective ball-races in the gearbox having been sorted out, and Bandini was out in the V6 Ferrari, the second and latest V8 car not being ready to run; as far as the eye could see this new car was identical to the one Surtees was driving. Brabham and Gurney were out in the two Brabham-Climax cars, the Australian having to get on with the job of making a good time at once, as he was planning to fly to Indianapolis after this first session. In actual fact both Brabhams were going well and Gurney was setting a good pace. The two Lotus-Climax V8 cars were the 25C and 25D that were used at Monte Carlo, the 25C of Arundell now having the Type 33 drive shafts as on Clark's car, though he was still using the Type 25 rear suspension, but had a complete Type 33 steering assembly, whereas Clark's car was still using a Type 25 rack-and-pinion assembly. Both cars were using new strengthened mounting brackets for the rear anti-roll bars, for contrary to many reports the breakage at Monte Carlo had nothing to do with Clark hitting the straw bales, the designer of the brackets admitting that he had cut things a bit fine in his search for weight saving. The works Cooper cars were the 1964 ones, now with radius rods from the outer extremity of the upper front rocker-arms of the suspension, back to the chassis frame by the cockpit. This modification was to try and cut out some of the "flapping" that took place under heavy braking, which may have been a contributory cause of the broken steering arm that McLaren had suffered at Monte Carlo. The 1963 car he drove there was in the Cooper garage in Zandvoort, completely dismantled but forming a source of spare car. After their sweeping success at Monte Carlo the B.R.M. team had only to prepare the cars in the same manner and ensure reliability and efficiency, there being no need to do any redesigning or rebuilding. The Centro-Sud team had gathered together some mechanics and got their two 1963 B.R.M. V8 cars prepared, but without the guiding touch of works mechanics the cars were down on performance. The Parnell team had modified Amon's Lotus-B.R.M. V8 to take the new 13-in. Lotus wheels and wide-tread Dunlop tyres, this involving the use of Lotus 24 front suspension uprights in order to get the hub centre height correct, and altering the angles of the rear suspension members accordingly, and by the way Amon was going they had obviously done a good job. Hailwood's car was as he had raced it at Monte Carlo, the skilful repairing of the Lotus "monocoque" still being race-worthy. Of the private owners, Anderson was going well, in spite of having an old-type Climax V8 using Weber carburetters, whereas all the other Coventry-built engines were on Lucas fuel-injection. Bonnier had Walker's new Brabham-B.R.M. V8 with 6-speed Type 34 Colotti gearbox, but was also using Walker's 1963 Cooper-Climax, but did not take long to decide which car was the better, the Brabham being much faster. The only people not out for the first practice were de Beaufort, who was late in arriving, and Siffert, whose mechanics were still putting the finishing touches to his brand new Brabham-B.R.M. V8 with 6-speed Colotti gearbox, having been at the Brabham works for the past week building the car.

Although the lap record stood at 1 min. 33.7 sec. to Clark with a Lotus-Climax in last year's race, he had done 1 min. 31.6 sec. in practice, and with the new Dunlop "wonder tyres" and a Climax engine giving a good 200 b.h.p. it seemed that 1 min. 30 sec. might be approached. In spite of perfect weather conditions the fastest lap in the morning session was 1 min. 31.2 sec. by Gurney with his Brabham-Climax, closely followed by Clark with 1 min. 31.6 sec. Most of the team time-keepers in the pits adjudged that these times should have been reversed, but you cannot argue with the official time-keepers, so Gurney was credited with the fastest time. Comment on this question will be found elsewhere in this issue. There was nobody else in the class of these two in this first practice period, but after lunch there was another two-hour session, and Graham Hill joined them with a time of 1 min. 31.4 sec., but Clark improved to 1 min. 31.3 sec., though Gurney was slower. Brabham was well on his way to America, and de Beaufort arrived with his old Porsche. The Ferrari team were still using only one V8-cylinder car, the new one not being ready, and Surtees was in trouble with an oil leak from an inaccessible union on the front of the engine. Bandini was still training with the V6-cylinder car and going quite well, but the works Coopers were not handling to the satisfaction of the drivers and nothing that was done seemed to improve matters. Team Lotus were so confident that Clark took time off to show Arundell the way round the circuit, the two cars running nose-to-tail for a while, until Clark speeded up and Arundell lost his "guiding light," being unable to stay with Clark on braking, and cornering on the very fast 5th-gear curves on the back of the circuit. Hailwood's practice finished abruptly when a crown-wheel and pinion broke in the Hewland gearbox of his Lotus 25. The positions on the front of the starting grid now stood to Gurney, Clark and Graham Hill, all three being in the 1 min. 31 sec. bracket.

The final practice session was on Saturday afternoon, for a further two hours, and though none of the front-row contenders improved on their times, most of the other runners did. Conditions were still good, the keen and biting winds so often prevalent at Zandvoort this year being nice and warm. Bandini was now out in the new Ferrari V8, but Surtees was still having troubles, this time with a leaking radiator, which was changed behind the pits. Cooper's seemed to be improving their cars worse, and though Phil Hill finally got his in some sort of shape so that he felt confident to go faster, the time-keepers insisted that he was actually slower than before! Both the Lotus and the B.R.M. teams were well under control, having time to sit around and wait until conditions suited them, for there was no point in wearing the cars out by practising all the time. Hailwood could not practise as his gearbox was still being repaired, but Siffert at last got his new Brabham completed and began the bigger job of getting it to work properly. Clark once more went out with Arundell following him closely, but as soon as he started to try his team-mate fell back, and though Arundell had various settings, such as camber angle and toe-in, altered, he could not match Clark's times; even so he was doing some very creditable times, his best being 1 min. 34.0 sec., which was as fast as Ginther. Towards the end of practice the Ferrari team seemed to be getting in a muddle, for Surtees tried the new Ferrari V8 and Bandini went back to the V6 car, and then the old V8 was repaired and Surtees went back to that, and by the time practice finished there had been a lot of number swapping and nobody seemed too sure who was to drive what. Cooper's were still in a bit of a shambles, but McLaren managed to get in a fairly fast lap, while Brabham's time that he did on the Friday morning was good enough to keep him in the third row of the start. Amon achieved the remarkable record of his best time in each practice session being 1 min.

FORD CORSAIR SMASHES 13 INTERNATIONAL CLASS 'F' RECORDS

3 DAYS AND 3 NIGHTS AT 100 MILES PER HOUR!

Last week in Italy, a Consul Corsair GT lapped the famous Monza circuit continuously for four days and four nights. This Corsair averaged over 100 mph for 3 days and 3 nights, over 99 mph for the entire period, (more than 20 mph faster than the previous record) and smashed thirteen Class 'F' records, one after the other!

What this event means to you

This record-breaking performance was achieved by a Consul Corsair GT, fitted with additional streamlining, broad section racing tyres, and tuned for peak performance by Don Moore; in all other respects the car was completely standard. Here's real proof of the rugged dependability and effortless high performance which you can expect from *your* Corsair.

But like all Corsairs, the GT version offers much more than just speed and reliability. Consul Corsair brings a new level of precision and luxury to family motoring. Stylish lines and superb finish are complemented by unusual interior luxury and a wonderfully smooth, silent ride. Corsair offers light, positive controls and the reassurance of front-wheel disc brakes. Smooth power from the 1500cc engine. A four-speed, all-synchromesh gearbox with a meticulously exact gearchange. Above all, Consul Corsair surrounds you with that feeling of pampered well-being which spells 'quality car' . . .

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13 INTERNATIONAL CLASS 'F' RECORDS

(F.I.A. observed)

		MPH
4,000	kil. at an average speed of	101.6
5,000	" " "	101.1
10,000	" " "	101.1
15,000	" " "	98.8
2,000	miles at an average speed of	101.1
3,000	" " "	101.7
4,000	" " "	101.3
5,000	miles at an average speed of	101.3
10,000	" " "	99.1
1 day	at an average speed of	101.6
2 days	" " "	101.75
3 days	" " "	101.7
4 days	" " "	99.1

CLASS F. (1100-1500 c.c.)

Ford

(Subject to official confirmation)

35.9 sec., so that he could rest assured that he had reached his limit. The Centro-Sud B.R.M.s were having this and that altered, and though Baghetti was not very fast, Maggs was beginning to get into a faster stride when he went off the road and overturned, luckily without personal injury but with some damage to the car.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
2	J. Surtees	Ferrari V8	1. 33.8	1. 32.8	1. 33.0
4	L. Bandini	Ferrari V6 & V8	1. 36.6	1. 35.4	1. 35.0
6	G. Hill	B.R.M. V8	1. 32.4	1. 31.4	**1. 32.2**
8	R. Ginther	B.R.M. V8	1. 34.6	1. 34.0	1. 34.0
10	C. Amon	Lotus-B.R.M. V8	1. 35.9	1. 25.9	1. 35.9
12	M. Hailwood	Lotus-B.R.M. V8	1. 36.1	1. 37.6	—
14	J. Brabham	Brabham-Climax V8	1. 33.8	—	—
16	D. Gurney	Brabham-Climax V8	**1. 31.2**	1. 32.3	1. 33.0
18	J. Clark	Lotus-Climax V8	1. 31.6	**1. 31.3**	1. 32.6
20	P. Arundell	Lotus-Climax V8	1. 35.5	1. 33.5	1. 34.0
22	P. Hill	Cooper-Climax V8	1. 37.1	1. 34.8	1. 34.9
24	B. McLaren	Cooper-Climax V8	1. 36.6	1. 35.6	1. 33.3
26	J. Bonnier	Brabham-B.R.M. V8	1. 37.1	1. 38.2	1. 35.4
28	G. de Beaufort	Porsche 4-cyl.	—	1. 39.9	—
30	A. Maggs	B.R.M. V8	1. 41.7	1. 37.6	1. 37.0
32	G. Baghetti	B.R.M. V8	1. 38.3	1. 39.2	1. 38.0
34	R. Anderson	Brabham-Climax V8	1. 38.2	1. 36.8	1. 35.4
36	J. Siffert	Brabham-B.R.M. V8	—	—	1. 44.0
26T	J. Bonnier	Cooper-Climax V8	1. 38.4	—	—

Sunday was a glorious day and an enormous crowd flocked to the circuit, the lunch period being taken up by some National races, while the Grand Prix was due to start at 3.15 p.m. Brabham had returned from Indianapolis that morning, having qualified to start in the 500-mile race, and everyone except Maggs was ready to start, the Lotus mechanics being so confident that they spent a lot of the morning polishing their cars. Surtees had the new V8 Ferrari, but it was fitted with the nose cowling and windscreen off his earlier V8, and as it did not fit too well the unpainted gap along the top of the side tanks was covered up with red masking tape. Bandini arrived with the V6 car, but before the start his numbers were transferred to the older of the V8 cars, and the nose cowling from the new one was fitted to it. The reason for this changing of nose cowlings and windscreens was that the screens were moulded and shaped to suit the individual drivers, as regards angle and height. The drivers were all taken for a lap of the circuit sitting in open sports cars, and then the signal was given for the Grand Prix cars to do a warming-up lap, but for some strange reason nobody was in a great hurry to do this and it was nearly 3.25 p.m. before all the cars were assembled behind the starting grid. The new "dummy grid" system of starting was employed, the engines all being started on the 3-minute signal, which seemed an absurdly long time to keep them running before moving forward onto the grid proper. However, all went well and seventeen cars rolled gently forwards to their grid positions to await the final 30 seconds before starting the 80-lap race. All three drivers on the front row overdid the wheelspin and looking at one another and realising this they all kept the throttles well open, so that the cloud of rubber smoke was most impressive, even if the acceleration was not as much as it might have been. Side by side they raced for the first corner, and Gurney on the inside was the first to brake, which let Clark and Hill go into the corner first, with Clark on the inside; Hill did not give up and kept alongside Clark all round the 180-degree turn, but the Scotsman had the shorter distance to go and was in front as they left the corner. From that point onwards the outcome of the race was settled, for Clark streaked into a lead that was to increase with every lap. Graham Hill, Gurney, Arundell, Surtees, Phil Hill and McLaren chased him for the first lap, but by the end of the second lap only the first four were able to keep Clark in sight, the two works Coopers of Hill and McLaren dropping back, to be challenged by Ginther's B.R.M. On lap three Surtees passed Arundell and on the next lap the number two Lotus driver showed signs of being unable to keep up the pace of the leaders. After five laps Clark had a 3-sec. lead over Graham Hill, while Gurney and Surtees were right behind the B.R.M. This was a tidy situation, for most people will agree that this quartet forms the cream of Grand Prix racing and any one of them is capable of leading or winning a Grand Prix race. If any other driver leads this group it usually means that some unknown factor has crept in. As they were driving, respectively, Lotus-Climax, B.R.M., Brabham-Climax and Ferrari, it indicates a pretty healthy state of affairs in Grand Prix racing. These four pulled steadily away from the rest of the runners, with Clark gaining fractions of time all round the circuit that were rapidly adding up into seconds, and at an average of over 100 m.p.h. this represented a considerable distance.

STARTING GRID

↑

6 G. Hill (*B.R.M. V8*) 1 min. 31.4 sec.
18 J. Clark (*Lotus 25D-Climax V8*) 1 min. 31.3 sec.
16 D. Gurney (*Brabham-Climax V8*) 1 min. 31.2 sec.
24 B. McLaren (*Cooper-Climax V8*) 1 min. 33.3 sec.
2 J. Surtees (*Ferrari V8*) 1 min. 32.8 sec.
8 R. Ginther (*B.R.M. V8*) 1 min. 34.0 sec.
14 J. Brabham (*Brabham-Climax V8*) 1 min. 33.8 sec.
20 P. Arundell (*Lotus 25C-Climax V8*) 1 min. 33.5 sec.
4 L. Bandini (*Ferrari V8*) 1 min. 35.0 sec.
22 P. Hill (*Cooper-Climax V8*) 1 min. 34.8 sec.
10 C. Amon (*Lotus 25-B.R.M. V8*) 1 min. 35.9 sec.
26 J. Bonnier (*Brabham-B.R.M. V8*) 1 min. 35.4 sec.
34 R. Anderson (*Brabham-Climax V8*) 1 min. 35.4 sec.
—
12 M. Hailwood (*Lotus-B.R.M. V8*) 1 min. 36.1 sec.
36 J. Siffert (*Brabham-B.R.M. V8*) 1 min. 44.0 sec.
28 G. de Beaufort (*Porsche 4-cyl.*) 1 min. 39.9 sec.
32 G. Baghetti (*B.R.M. V8*) 1 min. 38.0 sec.

Non-starter : A. Maggs (*B.R.M. V8*), 1 min. 37.0 sec.

Of the rest of the competitors, Bandini had been running on what sounded like seven cylinders ever since his warming-up lap, Siffert had gone into the pits on lap two with fuel system bothers in his too-new Brabham, Arundell was driving a fast but lonely race in a very sound fifth place, Brabham was beginning to work his way out of the mid-field, Amon was going well and keeping up with Ginther, while Anderson and Hailwood were having a private battle. Bandini in the sick Ferrari and Baghetti, going comparatively slowly in the red B.R.M., were bringing up the rear, as de Beaufort had already retired with engine trouble in his usually reliable Porsche. On the sixth lap Clark had set up a new lap record in 1 min. 32.8 sec., and after that he was continually lapping at around 1 min. 33.0 sec., the Lotus handling much better with full tanks than with near-empty ones. At ten laps his lead was close on 4 sec., and by fifteen laps it had increased to nearly 5 sec., and as the cars were passing the pits at about 140 m.p.h. this 5 sec. seemed much longer. After racing in close company for a number of laps, Surtees got by Gurney on the 10th lap, but Gurney hung on after that and Graham Hill was not really losing them. After struggling round for 11 laps Bandini went into the pits to see if anything could be done, and it was not until lap 21 that he rejoined the race, with the same erratic-running engine, a change of plugs and some prodding and poking finding nothing apparently wrong, the trouble lying in the injection unit. By 20 laps Clark's lead was near enough 10 sec., while Hill, Surtees and Gurney were quite close together, then 38 sec. back came Arundell, followed by Brabham, who was 46 sec. behind the leader. McLaren was doing his best to keep in the slipstream of the Brabham but was having a hard time as the Cooper was not handling at all well. At 56 sec. behind Clark came Amon, now leading Ginther, and following them were Phil Hill, Bonnier, Anderson and Hailwood, while Baghetti had already been lapped. At the end of the 22nd lap Gurney was seen to have lost ground on Hill and Surtees, and on the next lap he came slowly into the pits with a feeling that something was wrong with the back suspension. He sat in the cockpit while his mechanic pushed and pulled everything without finding anything wrong, and then Gurney noticed that one of the spokes of his steering wheel had cracked at the hub. It was obviously this that had given the feeling of instability, and as there were still 56 laps to go and he had lost contact with the leaders he gave up, there being no spare steering wheel available. While this had been happening Graham Hill's B.R.M. had begun to misfire and Surtees had got by him into second place. The B.R.M. trouble got worse until the engine was cutting out completely, as if the ignition had been switched off; there would be a pause and then it would come in again with a bang on all eight cylinders. The trouble lay in the fuel system where high temperatures in the cockpit were affecting the Lucas pressure pump for the injection system, vapour-locking taking place either in the pipes or in the pump itself, which is mounted horizontally in the floor of the car with an air scoop underneath. Each time a bubble of vapour reached the injector unit the engine would cut dead and Hill would be thrown for-

wards as if he had stamped on the brake pedal. Then the bubble would pass, fuel would arrive, and the engine would cut in again, usually on full throttle as Hill had his foot hard down, and the violent acceleration would jerk his head backwards. Out of some corners this sequence of events would happen three or even four times in quick succession, so that Hill's eyeballs were nearly falling out! He rapidly lost ground to the leaders and looked in danger of losing his third place as Arundell was not far behind. The Lotus pit was urging its number two driver to " press on " as Brabham was beginning to look threatening in fifth place, and Arundell responded splendidly, having two objectives even though he could not see either of them. On pit signals alone he had to get away from Brabham and at the same time catch up the ailing B.R.M. Not long after Hill's trouble began the other B.R.M. was also affected, and Ginther disappeared altogether for his engine cut out for the same reason and would not cut in again. It stopped out on the fast swerves on the back of the circuit and Ginther was able to watch how Clark gained valuable yards over his rivals. When the pump and pipes had cooled off he started up and joined in the race again, much to the surprise of his pit, for he went by as if nothing had happened! However, next lap the trouble recurred, so he stopped at the pits and had water poured over the pump; this effected a cure but it was obviously only going to be a matter of time before the temperature rose to vaporising point once more. Bandini was also having injection trouble, for his V8 Ferrari was still running badly and finally stopped altogether. On lap 33 Phil Hill came into the pits to see if all was well with the back suspension, for the car felt peculiar and he was sure something had broken. Nothing could be found wrong so he went on again, and a few laps later Bonnier came into his pit with the same complaint, but all was well with the Brabham-B.R.M. so he rejoined the race. It was most likely a change in the direction of the wind that caused these two drivers to think something was wrong, for the wind blows between the sand dunes in some peculiar ways, and after the race Clark said he had noticed a change in the handling of the Lotus about half-way through the race. On one particular corner the car had been sliding across to the edge of the road and it suddenly stopped doing this, presumably because the wind had changed direction and he was sliding into a strong side wind. At half distance, or 40 laps, the Lotus was about 29 sec. ahead of the V8 Ferrari, and the sick B.R.M. of Graham Hill was a further 31 sec. behind. Then came Arundell and Brabham still on the same lap as Clark, but all the others had been lapped, their order being McLaren, Amon, Bonnier, Anderson and Hailwood, the last two having a good race together though both suffering a handicap. Anderson had petrol spraying into his face from an overflow, and Hailwood was having to be careful as his car had had to be repaired with a used crown-wheel and pinion and there was no guarantee that it would last the race. Just as Brabham had got his sights on Arundell his engine died and he coasted into his pit, the drive to the ignition distributor having sheared, so the second Brabham car was out. Clark was way out on his own, drawing away from Surtees all the time and regularly lapping the tail-enders and the mid-field runners. Baghetti and Siffert were having a little private motor race of their own, even though they were not on the same lap, and were right at the back of the field. On lap 47 Arundell passed the ailing B.R.M. of Graham Hill, who by this time was getting accustomed to the violent jerks as his engine went " off " and " on," and was bracing himself out of the seat for the jerking was beginning to hurt his back. What it was doing to the gearbox and the drive-shafts hardly bears thinking about and says a lot for the robust design of the B.R.M. On lap 49 Clark lapped Hill and after one more lap of this suffering the B.R.M. driver decided to stop at his pit. This time they were ready with a remedy and had a large fuel funnel and water ready, so as soon as Hill stopped they stuffed the neck of the funnel into the cockpit and poured water over the pump. The cockpit was swilling in water when Hill accelerated away and, as he said afterwards, the surge of water cooled his ardour as well as the pump! On lap 51 Clark lapped Arundell, who was now in third place, and the number two driver moved neatly to one side to let his leader through, and by lap 55 his lead over Surtees was 45 sec., and at that he settled down, lapping in 1 min. 37 sec. or more. Graham Hill had rejoined the race in sixth place and, now cool, the fuel system was working properly and the B.R.M. was going as well as it had at the start of the race. It did not take him long to catch McLaren and Amon and it looked as though he might catch Arundell, but then the pump overheated again and he was back to erratic running. Ginther was suffering the same trouble once more and made another pit stop for more water cooling, while Hailwood had to give up altogether when his crown-wheel and pinion gave out. Amon got past McLaren, the Parnell Lotus-B.R.M. going very well, and the young New Zealander was having a good go. McLaren was far from happy and was gradually being worn down by the inferior handling of his Cooper, and now Anderson began to close up on him.

Although Surtees was securely in second place he was far from confident, for the Ferrari was giving indications of trouble in the engine compartment, and he was glad that the third-place man was not close enough to worry him. Team Lotus had urged Arundell on once more when it looked as though Graham Hill might catch him, and he had immediately speeded up, but was now settled in third place, which was very creditable as the two in front of him were Clark and Surtees. Clark reeled off the closing laps with clockwork-like precision, a joy to behold and a lesson to all, and led Surtees home by 53.6 sec., everyone else being a lap or more behind. With only four laps to go Anderson got past McLaren and got himself a very worthy sixth place, and the rest of the twelve finishers straggled home.—D. S. J.

Results :

DUTCH GRAND PRIX—Zandvoort—Formula One—80 Laps
355.44 Kilometres—Very Hot

1st :	J. Clark (Lotus 25D-Climax V8)	2 hr. 07 min. 35.4 sec.—157.743 k.p.h.
2nd :	J. Surtees (Ferrari V8—1964) ..	2 hr. 08 min. 29.0 sec.
3rd :	P. Arundell (Lotus 25C-Climax V8)	79 laps
4th :	G. Hill (B.R.M. V8—1964)	79 laps
5th :	C. Amon (Lotus 25-B.R.M. V8)	79 laps
6th :	R. Anderson (Brabham-Climax V8)	78 laps
7th :	B. McLaren (Cooper-Climax V8—1964) ..	78 laps
8th :	P. Hill (Cooper-Climax V8—1964)	76 laps
9th :	J. Bonnier (Brabham-B.R.M. V8)	76 laps
10th :	G. Baghetti (B.R.M. V8—1963)	74 laps
11th :	R. Ginther (B.R.M. V8—1964)	64 laps
12th :	J. Siffert (Brabham-B.R.M. V8)	55 laps

Fastest lap : J. Clark (Lotus-Climax V8) on lap 6, in 1 min. 32.8 sec.—162.659 k.p.h. *(new record).*

Retired : G. de Beaufort (Porsche 4-cyl.), lap 9, engine; D. Gurney (Brabham-Climax V8), lap 24, broken steering wheel; L. Bandini (Ferrari V8), lap 26, injection pump drive; J. Brabham (Brabham-Climax V8), lap 45, ignition drive; M. Hailwood (Lotus-B.R.M. V8), lap 58, crown-wheel.

17 *starters* — 12 *finishers.*

MORE PENALTIES AT GOODWOOD

THE B.A.R.C. held a closed race meeting at Goodwood on May 30th, a very hot Saturday afternoon. There were nine races in all, run in quick succession.

A 10-lap scratch race for Formula Three cars started the programme and this saw an easy win for Bob Banting in the latest Lotus B.M.C. Chris Irwin (Merlyn Ford) came home in second place but in the final reckoning he was penalised one minute for a spin and was consequently unplaced, Angood and Herbertson coming second and third respectively.

Bob Deverell driving his quick Lotus Seven GT had a disappointment in the race for Grand Touring car up to 1150 c.c. He led until the last lap and then the Lotus got a bit hot and he pulled off the track at St. Mary's. This put Clive Lacey (Merlyn Ford) into the lead and he had an easy win from Peter Creasey who was driving a Marcos Ford.

Hugh Dibley won the *Formule Libre* race in the very fast Repco Brabham Climax, and in the sports car event, which he also won, he established a new lap record for sports cars at 100.23 m.p.h. These two races were similar and rather processional : in the first Chris Williams in his Lotus-Ford took second place to Dibley but in the sports car race Williams retired two laps from home with a broken crankshaft—another victim of the heat.

In the 5-lap Marque scratch race Tom Entwhistle in a T.V.R. Grantura led for most of the race after making a good start, but Sharp (M.G.B.) and Kendall (Morgan Plus Four) were hard on his heels. Then on the last lap Entwhistle's car succumbed to the heat leaving Sharp to take first place.

The 7-lap saloon car race saw Boley Pittard bring the 1650-c.c. Willment Anglia home in first place to chalk up another four points for the MOTOR SPORT Brooklands Memorial Trophy. Mick Cave's A.40 took the class for under 1,200-c.c. cars and fourth place overall, second and third places going to Nicholson and Baldet respectively in Cortinas.

The handicappers went to work very successfully in the last two races : 5-lap handicaps, one for saloon cars, the other for sports and GT cars. In the first Roger Swanton in a Cortina just beat Pittard's Anglia to the flag, while the second went to Mike Hawksworth in his Falcon 515.

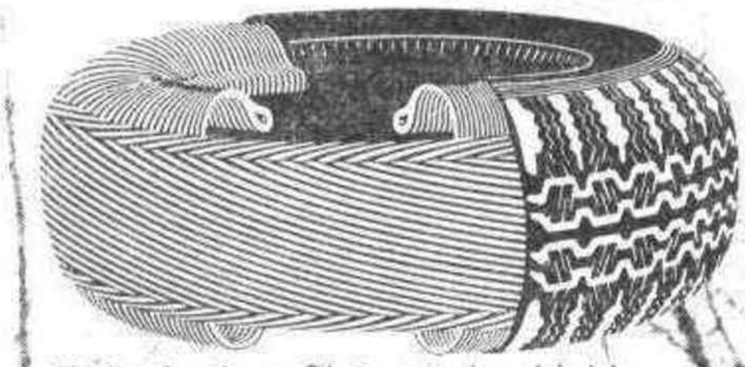
All these races qualified for the MOTOR SPORT Brooklands Memorial Trophy. Boley Pittard now seems to be favourite for the trophy with 19 points, while John Nicholson and Chris Williams are not far behind with 16 and 15 points respectively.—V. J. M.

Home or away... the Cinturato traveller is always prepared. He knows his car, he knows his tyres. He has the enthusiast's belief in high performance and maximum efficiency. With Cinturato he has married safety-first with safety-fast. He knows that Cinturato tyres absorb less power, turn his car into a manageable motor. He knows he can take that bend ahead with the confidence of an express driver glued to the rails. Cinturato tyres don't play fast and loose with a driver. Road-holding is unequalled, with no qualifications about road conditions - wet or dry. The grip is always superb. Tyre construction ensures lack of distortion in the contact area, the tread pattern is always open to engage the road like a firm handshake. Cinturato tyres stay with it longer than conventional tyres. They run cooler, generate less heat at high speeds and disperse heat more easily due to the thinner walls. Less heat, less wasted engine power mean economies in fuel consumption. The sure tread of Cinturato vanquishes the longest motorway, unravels the most winding, most uncertain road. He travels fastest, safest and surest who travels by Cinturato



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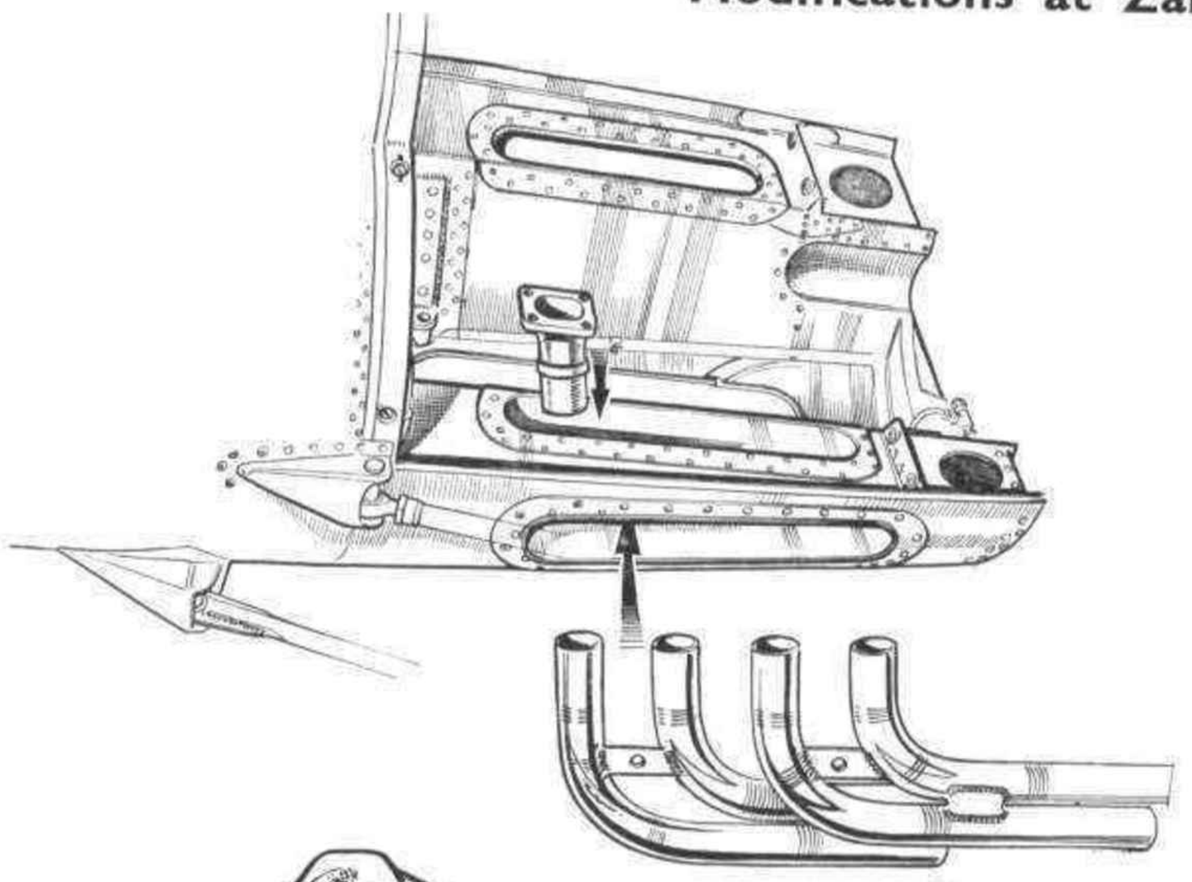
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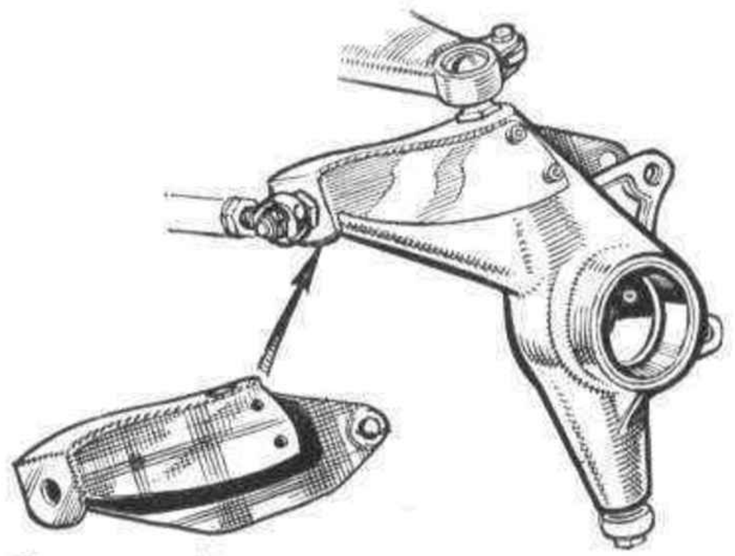
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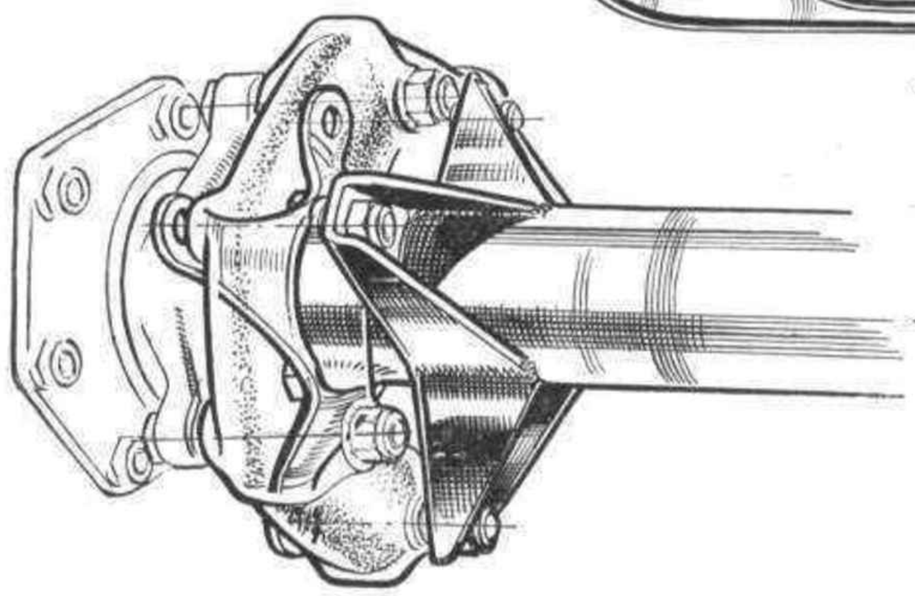
GRAND PRIX DESIGN

Modifications at Zandvoort



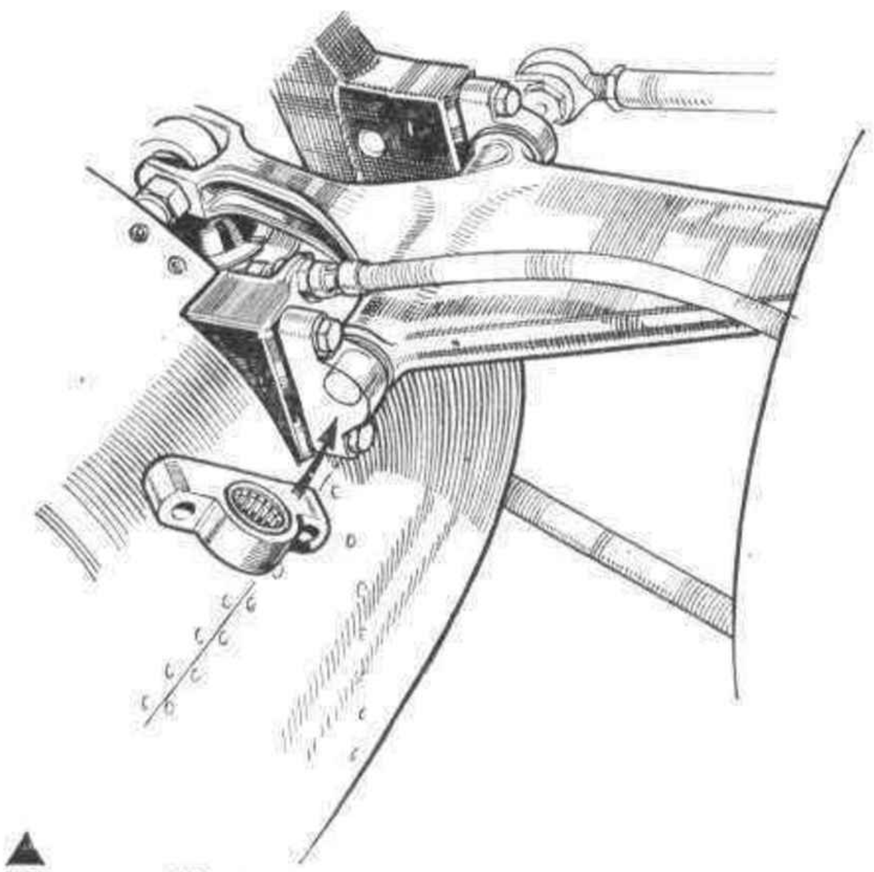
▲ **Cooper.** *After suffering a fracture of a cast magnesium front hub carrier at Monaco, Cooper fitted a steel jacket over the top of the carrier between the top wishbone pivot and the track rod mounting point. An unusual feature of the Cooper is that the wheel bearings are fitted in the hub carrier instead of the wheel and the stub axle is integral with the hub.*



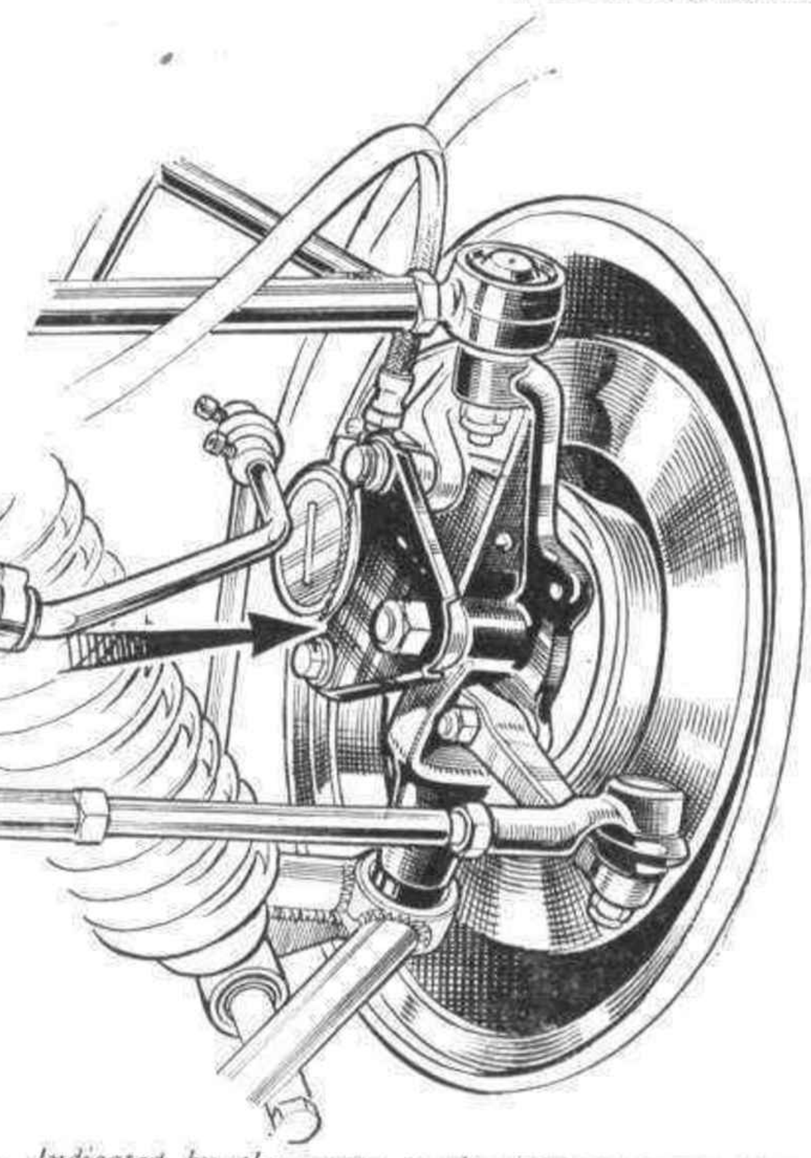


▲ **B.R.M.** *The exhaust pipes of the B.R.M. V8 engine pass through the rear monocoque section of the chassis. The aluminium alloy pontoon is cut away at the top and outside and a flanged steel sleeve inserted from the top, secured by welding and rivetting. The pipes are a push fit on the flanged exhaust stub.*

◀ **Lotus.** *Lotus now use large tubular drive shafts with three fabricated lugs which line up with a spider member, which in turn is bolted to the inner end of the drive shaft. This modification caters for the driven bolts of the rubber universal being positively located on both sides of the rubber doughnut.*



▲ **Ferrari.** *The V8 Ferrari uses a rocking type one-piece upper wishbone of fabricated steel. Integral with this member are the pivots which run in needle roller bearings housed in vertically mounted high grade steel caps.*



▲ **Brabham.** *Indicated by the arrow is the steel outrigger plate fitted to the caliper of the Dunlop disc brake. This is bolted to the existing lugs and stub axle and is fitted to stop flexing of the mounting lugs.*



Why does the Triumph TR4 separate the men from the boys?

For about the same price as a TR4 you can buy a pretty tourer with a take-off roof and a couple of bucket seats.

Fair enough: your mother will find it nice for the shopping.

Or you can buy a TR4. A tough, lusty and very fast sports car. A man's car that has been proved over the world's most punishing rally courses.

The TR4 will sprint from 0-50 in 7.8 seconds and go on sprinting to a top of 110 mph. It gets its steam from a 2.2 litre, 4-cylinder engine with twin carbs. It is very fast and very potent.

To curb this abundant energy, front-wheel disc brakes are a standard fitting. However hard you stop a Triumph TR4 it stays on the straight and narrow. Convincingly. Reassuringly.

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There are other virtues. Rack and pinion steering. (The most positive way there is of changing direction.) Full-width doors. (For easy come and easy go.) A snug windproof hood. (No need to let the speed go to your head.)

Your Standard-Triumph dealer can tell you more. Ring him and arrange a test drive. Twenty minutes in a TR4 will show you just what a *real* sports car can do for a man. And vice versa.

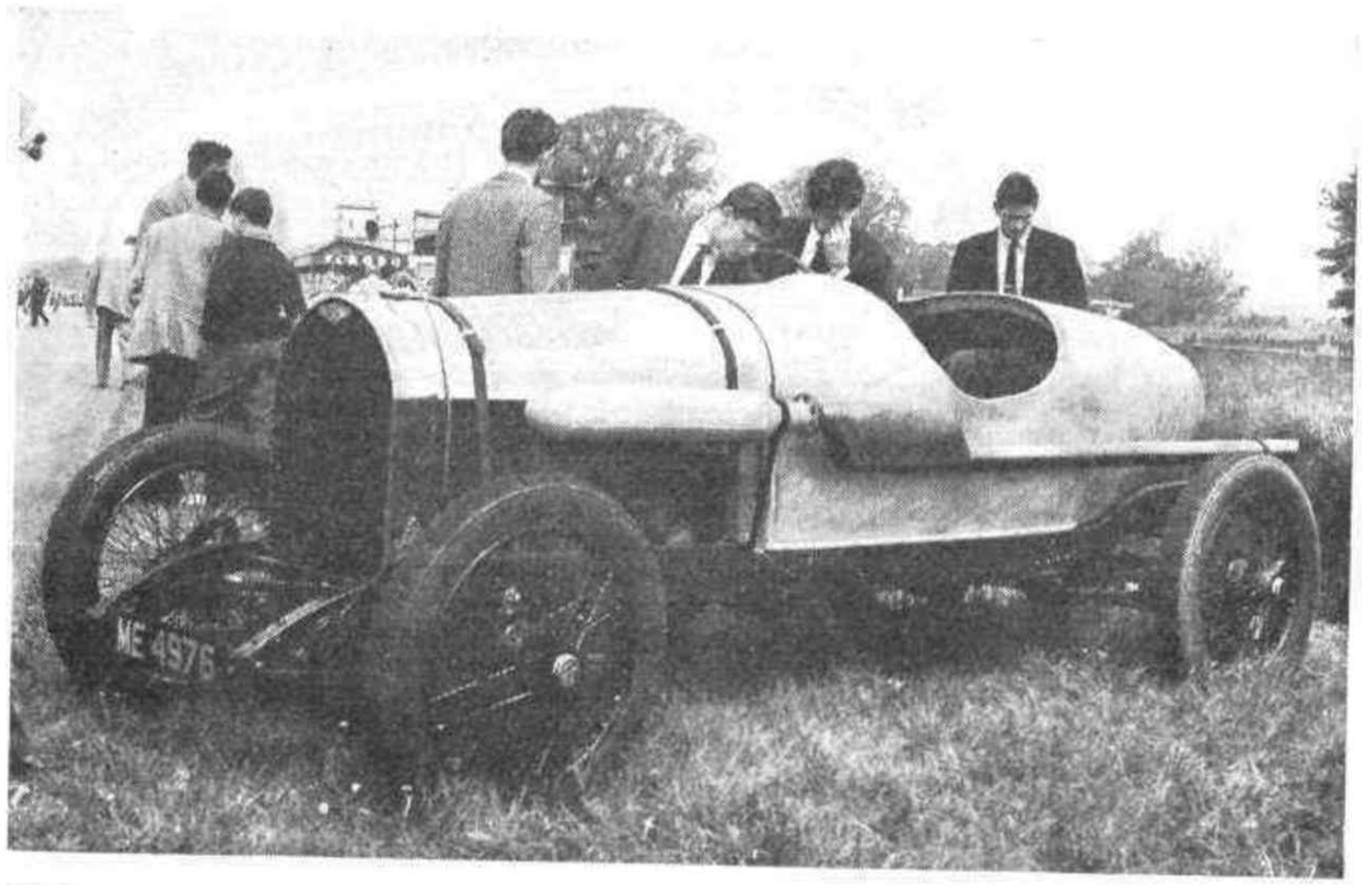
Triumph TR4 £906.16.3
Hardtop model £949.2.1

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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



RACER AT THE R.-R. PAGEANT.—Cranfield's 1922 Indianapolis 3-litre Bentley with replica radiator and body, one of the star-turns at a sensational display.

THE ROLLS-ROYCE AND BENTLEY PAGEANT AT GOODWOOD (May 23rd)

ORGANISED jointly by the Bentley D.C., 20 Ghost Club, Midland R.-R. Club, R.-R. Enthusiasts' Club, and the Rolls-Royce Section of the V.S.C.C. to celebrate the 60th Anniversary of Rolls-Royce Company, this was the biggest one- (or two-) make assembly of all time, and completely overwhelming. For the first time in my life I felt unable to write a report that would do proper justice to an occasion. To encounter well over 1,000 Rolls-Royce and Bentley cars in the garden-party atmosphere of the Sussex circuit, under a typically English summer sky, almost every one of these fine cars immaculately turned-out, with owners fashionably attired, the ladies in appropriate attire, was indeed an occasion.

There was every conceivable model of almost every Rolls-Royce and every Bentley ever made—from 1904 to 1964, Silver Ghosts, New Phantoms, Phantom IIs, Phantom IIIs, Twenties, 20/25s, 25/30s, Wraiths, Silver Wraiths, Silver Dawns, Silver Clouds, Phantom IVs (the rare Royalty-only straight-eight), and Phantom Vs, 3-litres, 6½-litres, 4½-litres blown and unblown, Speed Sixes, 8-litres, 4-litres, 3½-litres, 4¼-litres, Mk. Vs, Mk. VIs, R-types, Continentals, S-series, Le Mans-team cars, even the prototype 3¼-litre that preceded the first Derby-built "Silent Sports Car." Indeed, I have it on good authority that there were approximately 185 vintage, 94 Derby and 276 Crewe-built Bentleys and about 700 Rolls-Royces present on this auspicious occasion, or some 1,255 in all. Stanley Sedgwick controlled it all with efficient precision and Mr. and Mrs. W. O. Bentley were there to see this great pageantry of fine cars.

Not having a Rolls-Royce to go in, I made the journey to Goodwood in something of the same silence, luxury and speed in a Jaguar 3.8S, arriving just in time to see a big Minerva gate-crash the sacred enclosures. After walking through the Paddock and seeing this fantastic and awe-inspiring assembly of British automobiles, I realised why the General Election had been postponed! The Prime Minister would surely have been heartened to see so many staunch Conservatives there assembled. . . .

Every kind of Rolls-Royce was there, including the Silver Ghost armoured-car "Wedding Bells II" from the R.A.C. Tank Museum at Bovington, which was "re-worked" in October 1947 (in fact, these vehicles saw active service in North Africa and Iraq as late as 1941), Jack Barclay's pick-up truck, a van, and a period shooting-brake on a 1924 Ghost chassis.

Indeed, it seems possible that some 1,300 cars were present—Rolls-Royces must surely have been mass-produced in their hey-day! Some of the earliest cars came on Rolls-Royce's scruffy India-shod Commer transporter (with maker's name-plate removed), and Mulliner's Austin truck. There was even an American-registered model-T Ford, to provide a sense of contrast. . . .

To refer to even a quarter of this immense assembly individually is impossible, but pride in Britain was fostered as the great 40/50s and 8-litres glided silently round Goodwood, and Rolls-Royce Ltd. reaped invaluable publicity. The commentary exactly fitted the occasion, as individual stables, mixed stables and representative models paraded, culminating in a Grand Parade which started only 23 minutes late. The Duke of Richmond and Gordon mingled with the enthusiastic onlookers as the *concours d'Elégance* prize-winners received their prizes.

For me, the most intriguing car present was Cranfield's flat-radiator 1922 Indianapolis Bentley, now with meticulous replica racing body and massive outside exhaust plumbing, the outside gear-lever with gear-gate inside the chassis frame, 710×90 tyres, reverse stop, etc., the effect only faintly spoilt by vintage S.U. fuel pumps and a battery in the tail. (Or was this an Indianapolis requirement?)

The special parade of Le Mans Bentleys was also nostalgic. They comprised Pasco's 1926 Gallop/Thistlethwayte 3-litre, Rose's 1928 Clement/Benjafield 4½-litre, Rose's 1928 Wood/J. Dunfee blower-4½ and Price's 1930 Davis/Dunfee Speed Six, all suitably applauded.

Between demonstrations, Quill and Bedford did aerobatics in a Supermarine Spitfire and a Hawker Hurricane (Rolls-Royce Merlin-engined)—and this writer is fully aware that but for these fine aeroplanes we might now all be driving Mercedes-Benz! A Hawker Hart biplane added to the occasion and light 'planes propelled by Continental engines built under licence by Rolls-Royce Ltd. also performed.

Amongst cars which happened to catch my eye were Bill Cook's 1937 P3 making a rather crunchy change-up, Brook's nice 1926 2-seater 20, and Taylor's 1927 Hooper 20-h.p. with wicker hamper up behind. Wadworth drove an extremely nice 1922 3-litre, Payne's 1924 all-weather 3-litre was neat, Waller's 1925 3-litre had the "100-m.p.h." radiator and Surbiton Bodies boat-tail coachwork, while Brogden's 1927 3-litre sported racing roundels. Creamer's 1930 4½-litre Bentley had a Tickford roof, Keeler's 1927 Vanden Plas 6½-litre was very fine, Pitts drove his well-known 2-seater ex-Birkin blower-4½, Parkinson a really massive open Gurney Nutting 8-litre. Lt.-Col. Jacobs' similar car had aero *rear* screens, and it was surprising to see this type of screen on Wilyman's 1934 3½-litre Bentley. Gooda's 1963 Bentley Continental was belaboured by many badges—but to refer to them all is utterly impossible. What, I wonder, was the total value of all these Cricklewood, Derby and Crewe products?

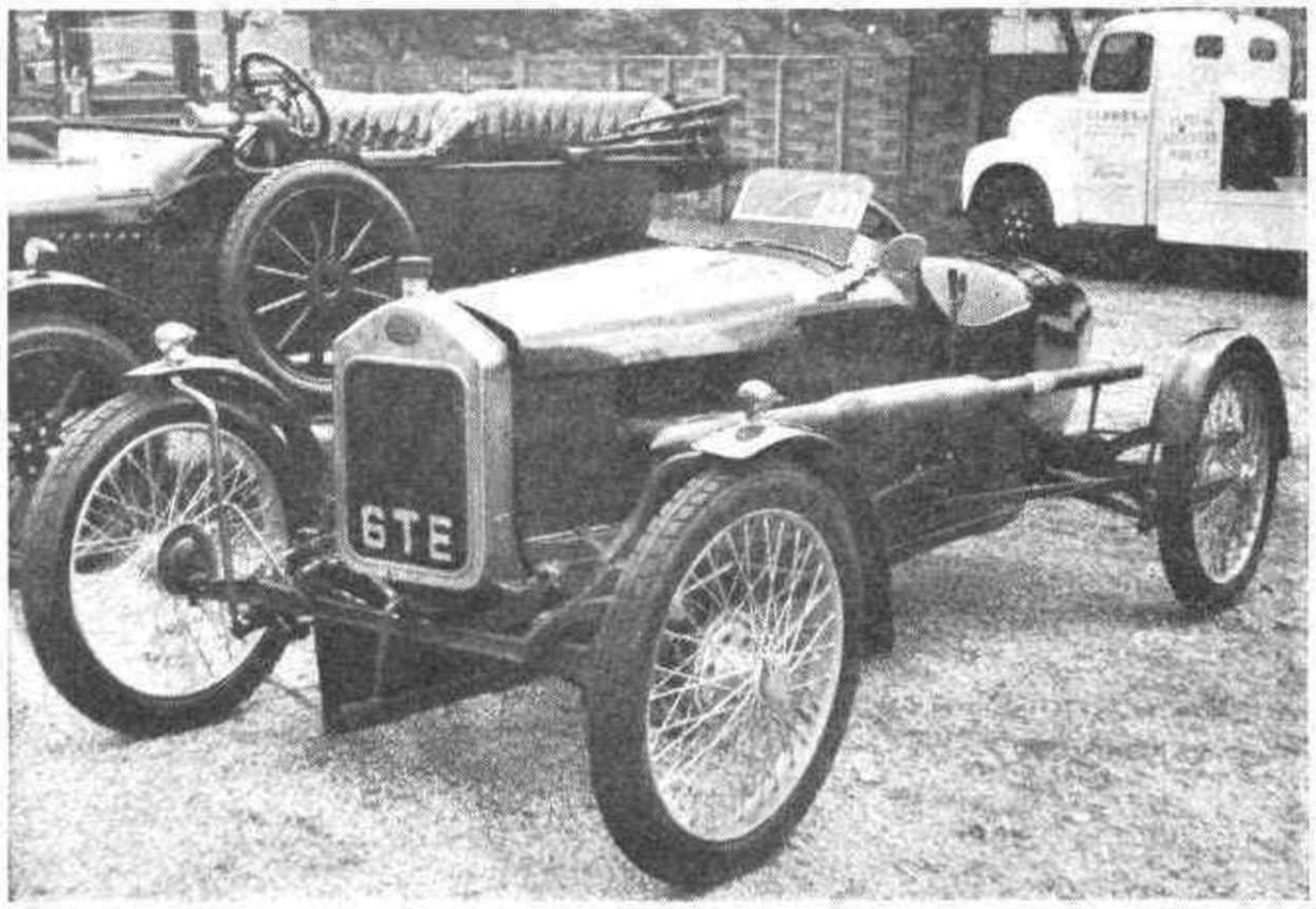
The entry list was commendably comprehensive and Shell-Mex & B.P. Ltd. had on sale a fine souvenir programme, price 5s., which reminds me that next autumn we are due for a spate of fresh Rolls-Royce literature, with Foulis, Batsford and Cassell on this lucrative band-wagon, a fierce competition between rival publishing houses.

Certainly seeing all these fine cars together "in the metal" was a truly unique and unforgettable occasion. Even the weather complied, rain only starting to fall as we got towards S. Harting on the homeward journey. . . .—W. B.

Award Winners:

Rolls-Royce Concours d'Elegance: The Booths High and Dry Trophy awarded to Best Silver Ghost: 1921 Barker double cabriolet (H. Fergusson-Wood). **The Shell-Mex & B.P. Trophy awarded to the Best**

ANOTHER EX-INDIANAPOLIS CAR.—Bradshaw's single o.h.c. sixteen-valve model-T Ford at Brighton Sports Stadium on the occasion of the London-Brighton Run.



Pre-War Phantom : 1932 H. J. Mulliner 2-seater (H. R. Wilkins). **The Caffyns Trophy awarded to the Best Pre-War " Small " Rolls-Royce :** 1938 Thrupp and Maberly saloon (S.R. Terry). **The Triplex Trophy awarded to the Best Post-War Rolls-Royce :** 1964 James Young saloon (J. Barclay Ltd.).

Bentley Concours d'Elegance : The Jack Barclay Trophy awarded to the Best Vintage Bentley : 1929 4½-litre Salmon saloon (S. W. Creamer). **The Wadhams Trophy awarded to the Best Derby-built Bentley :** 1938 Vesters Neirinx tourer (Major I. M. Floor). **The Pinchin Johnson Trophy awarded to the Best Post-War Bentley :** 1964 Park Ward/Mulliner drophead (R. S. Mead Ltd.).

Stable Entrants : The Avon India Rubber Company Trophy : Rolls-Royce (one owner) : 1906 30-h.p. 6-cylinder, 1927 Phantom I, 1938 Phantom III (S. E. Sears). **The Lucas Trophy : Bentley (one owner) :** 1925 3-litre, 1934 3½-litre, 1964 S3 (J. D. Smith). **The General Accident, Fire & Life Assurance Trophy : Composite (Rolls-Royce and Bentley) (one owner) :** 1912 Rolls-Royce Silver Ghost, 1930 8-litre Bentley, 1936 Rolls-Royce Phantom III.

THE MODEL-T FORD LONDON-BRIGHTON RUN
(May 24th)

On the day following the Rolls-Royce Anniversary Pageant at Goodwood, it was the turn of 73 model-T Fords to drive from Battersea to Brighton, *via* the sea-front to the Sports Arena, at the invitation of the Ford Motor Company.

I had been offered a chance to drive a model-T fire-engine but declined for a number of reasons—nobody told me it was crewed by beautiful girls in brass helmets and Bermuda shorts! Instead, we made the journey in the road-test Jaguar, although the Cortina GT would have been more appropriate.

Brighton's fine Sports Arena is an ideal venue for this popular annual outing and organisation went smoothly in the able care of Jimmy Graham, Ford's Export Press Officer. The Fords were already arriving when we reached this rendezvous. Collins' 1923 yellow tourer bore wording proclaiming a square new Ford deal from Hanger's, Morris came in a very nice black 1925 tourer, there were several coupés with a central door on each side, such as Stevens' 1920 model and John Bolster's tasteful 1923 Ford. Baxter's 1926 2-seater had a nickel radiator, the 1912 shooting-brake, one of four model-T's brought by M. Beaumont, had exposed front seats, while Nunn's 1914 tourer was labelled " Josephine " and had a notice on its spare wheel to say it was from Staines and still going strong. Bamford goes in for varnished wheels and lots of brass on his 1912 2-seater, Outridge's 1911 coupé has a special radiator and is very ornate, and Chasteauneuf's 1912 model sported a non-original single dickey-seat. Fairhurst's 1912 model-T had a replica touring body, the square rig of which recalled those working-classes of the poem, " who came in Fords, whose features they resembled, and laughed like anything to see, the Lords and Ladies there assembled."

One 1913 tourer was driven by a lady all the way from Ilchester, I noticed wood-worm in the steering-wheel rim of Pitchford's 1919 model, and Ross and Knight came in taxi-like model-Ts, the former with non-standard radiator. Not every Ford was in pristine condition but they are all lovable—even Hammond's 1911 tourer.

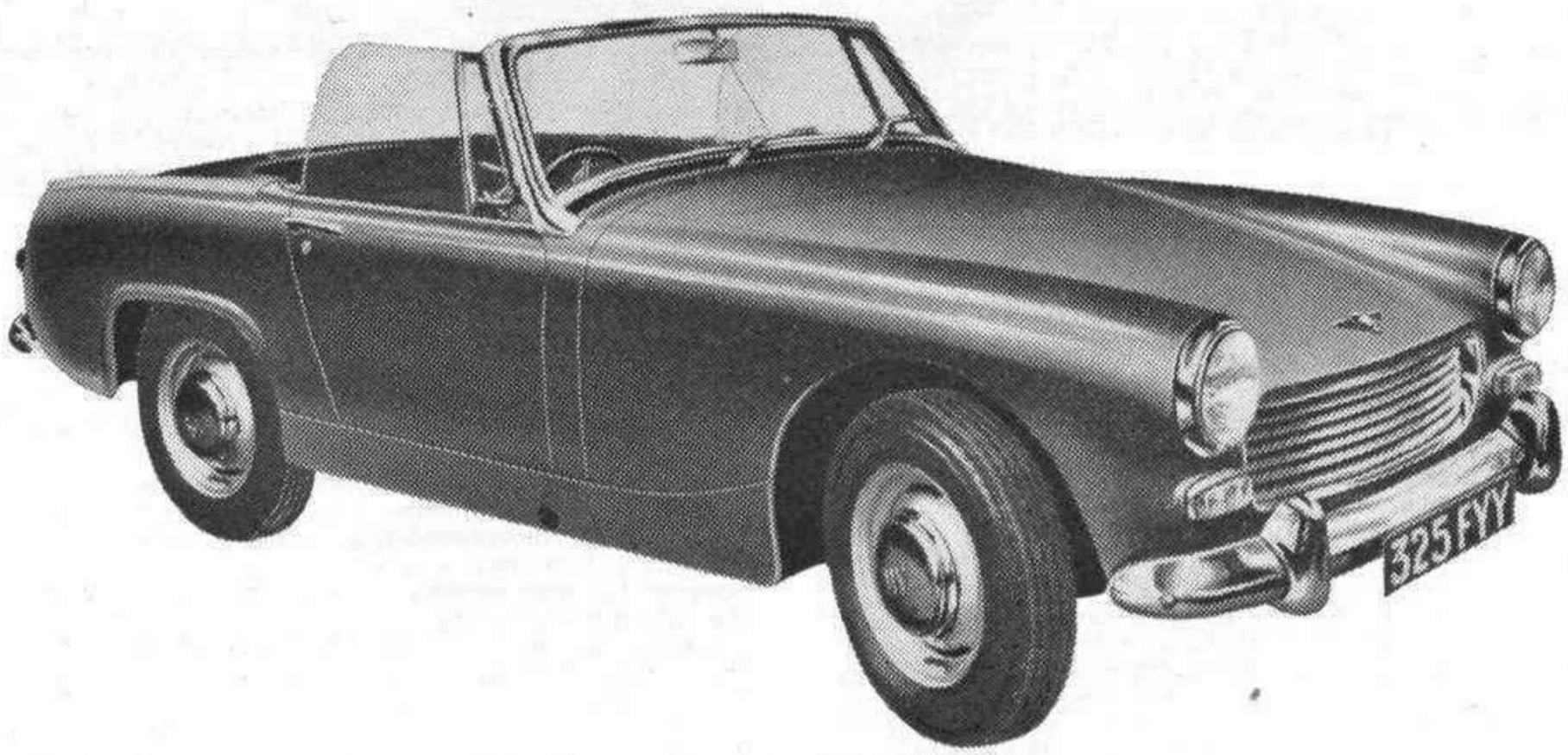
Just as the 1922 Indianapolis Bentley stole the Goodwood show in my estimation, so the most exciting Ford at Brighton was Bradshaw's 1917 Indianapolis single-seater, with single o.h.c. 16-valve Speedway head, the camshaft driven by a vertical shaft at the front of the engine, which has light-alloy pistons and magneto ignition firing two plugs per cylinder. This Ford was raced at Southport sands and on Blackpool front by the present owner's grandfather, Parry Thomas apparently blew the engine up on Brooklands when contemplating whether to race it, and the engine has scarcely been used since Thomas had it rebuilt. The radiator, however, has been replaced by one from a vintage Wolseley Ten, alas with rubber filler-cap.

None of the model-Ts failed to get to Brighton, although one was " booked " by the police for a licensing irregularity, to which the Mayor of Brighton referred with obvious regret when making his speech at the prize-giving. The *Concours d'Elégance*, if that is the correct term, was judged by myself, with the very necessary aid of two model-T experts, recalled from retirement from the Ford Company for the purpose. We took into account age, originality and cleanliness, coming down heavily on magnetos and non-standard carburetters. The commercial vehicle class was a close thing between the white " Blackpool Van Transport Ltd." van and Brewster's van which bore the inscription on its immaculate sides : " FORD—The Universal Car. Standard 7-cwt. Van." which should dispel any doubts the Model-T Register once had as to whether 7-cwt. or 8-cwt. was the correct designation for this model!

It was altogether a splendid occasion, with a fashion show for the ladies, a Punch and Judy show and donkey rides for the children, and lots to eat and drink. During the afternoon Ford were able to excuse the absence of their Chief Press Officer, as he was in Africa, where the Safari-winning Cortina had been declared " The Car of the Year." Just as a model-T gate-crashed amongst the Rolls-Royces at Goodwood, so a Twenty Royce was seen in the car park at Brighton, dwarfed by a Lincoln Continental. Again, the weather favoured the flivvers, torrential



What's new in the Austin Healey Sprite?



Take a look inside the
new Mark III Sports Convertible.
You'll like what you see.

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

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

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

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

It now has side windows that wind up to shut out bad weather. New quarter lights to help regulate the air inside the car. And a new curved windscreen to improve the driver's view of the road.

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

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

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

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rain holding off until the cups had been presented.—W. B.

Results :

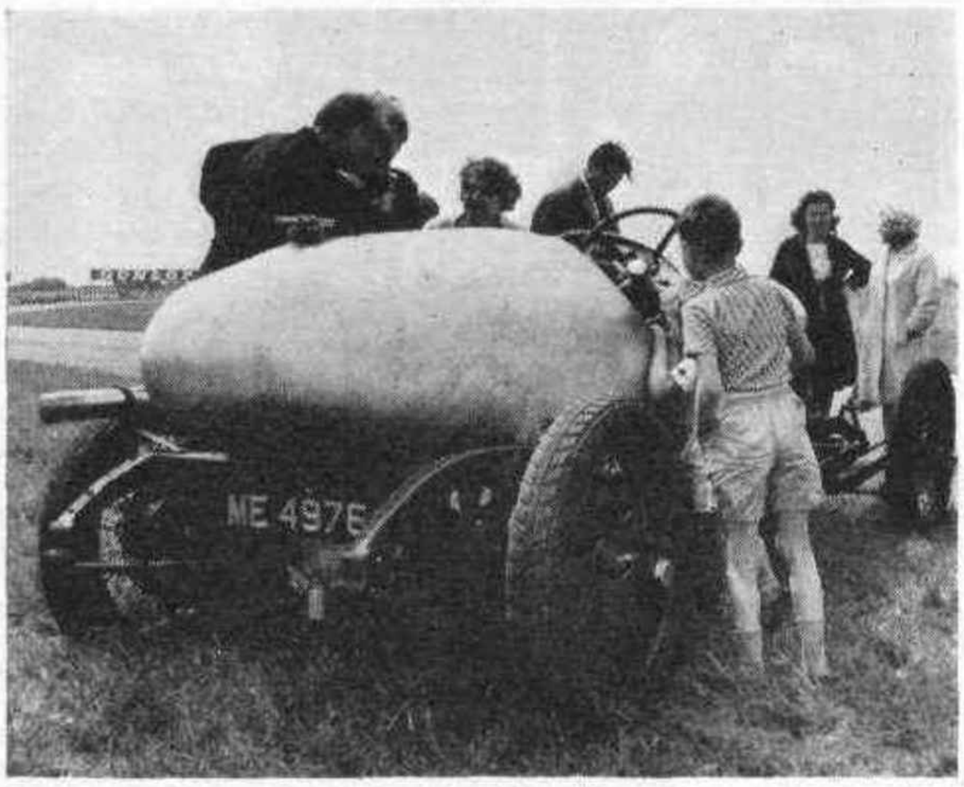
Brass-radiator Class :
1st : Mary Hawkins (1913 model, from Ilchester).
2nd : T. C. Bamford (1912 model, from Stretton, Staffs).
3rd : J. S. Huggins (1915 model, from Botley Oxon).

Black and Nickel-radiator Class :
1st : A. Brown (1916 model, from Hendon).
2nd : A. G. Coster (1926 model, from Bognor).
3rd : E W. R. Stevens (1920 model. from Buckfastleigh).

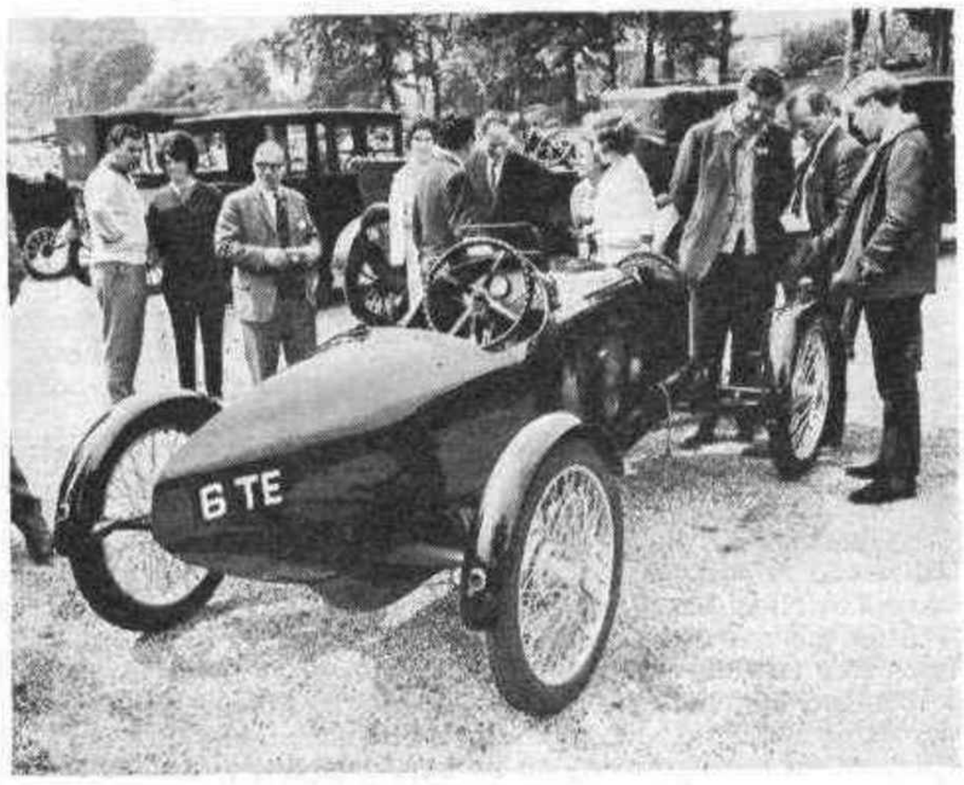
Commercials Class :
1st : V. E. Brewster (1922 7-cwt. van, from Tunbridge Wells).
2nd : P. Haworth (1921 7-cwt. van, from Blackpool).
3rd : T. Tinning (one-tonner truck, from Carlisle).

Consolation prizes were awarded to Bradshaw's racing model-T, the oldest driver, the youngest driver, the least-serviced vehicle, the driver booked by the police, and to Max Beaumont of the Model-T Register. The *Old Motor* Trophy was won by J. Keeley's 1923 commercial, from Reading. *Judges :* V. Koehret R. Blackburn and W. Boddy

Tailpieces from Goodwood and Brighton



Indianapolis Bentley.



Indianapolis Ford.

Vintage miscellany.—Arthur Jeddere-Fisher, whose Lancia Theta coupé is a frequent competitor at V.S.C.C. meetings, has another 1915 Lancia, a bare chassis, on which he intends to build a replica Savannah-race bolster-tank body. He is urgently in need of data about the Lancias in this race, conflicting reports giving victory to Billy Knipper and Hillman, although there seems no doubt that a Lancia car won this race.

A recent Maxwell House Coffee competition quoted the value of a 1923 Austin Seven tourer with a mileage of 16,000 as between £370 and £390. We thought £120 excessive for one of these cars and, even allowing for its early vintage, would have put the top price as £250. A rear-braked Mors tourer has turned up in Guernsey. The front axle of a Chrysler 75 and what appears to be a Sunbeam Sixteen chassis lie amongst the nettles beside a Hampshire country lane. A 4-cylinder Ariel light car, bought new at the 1924 Motor Show, is still in use in Berkshire in the hands of its original lady owner. John Williamson hopes it won't be too long before the ex-Cobb, ex-Clutton 10½-litre V12 Delage is racing again. A model-A Ford saloon attended the model-T Ford Battersea-Brighton Run and opinions were expressed that this annual event should be opened to these later vintage Fords in 1965. Whose was the early Armstrong Siddeley saloon, an 18 h.p. or even a 30 h.p., seen going towards London, near Redhill, on H.C.V.C. Brighton Run Sunday? A pre-war privately-built light aeroplane, with Bristol Cherub engine, is still stored in a barn, somewhere in the south of England. When the rally for old cars takes place at Caerphilly on July 11th it is to be hoped some of the entrants will be driven up Caerphilly hill, because this was a famous venue in the age of public-road speed events. Another Gwynne 8, a 1924 drophead coupé, has come to light and is being rebuilt.

* * *

"Prison-bars."—Whereas most of us who attended the memorable Rolls-Royce and Bentley Pageant at Goodwood in May saw only stars, one expert observer dismissed the party by remarking that the champagne bottles in the litter-baskets were to him symbolic of a tasteless capitalism which is pervading the echelons of latter-day R.-R. owners, while the overflow field between the pits and the *chicane* reminded him of a rather superior breaker's yard. Oh well!

* * *

Discoveries.—A 1930 11.9-h.p. o.h.c. Wolseley fabric saloon bodily in poor condition, but original, will be scrapped unless someone takes pity on it. It languishes in Surrey. We hear of two acetylene headlamps, one from a 1907 Silver Ghost Rolls-Royce, in a Hampshire hotel, which the proprietor would part with reluctantly to someone needing them for a suitable car.

THE NEXT V.S.C.C. SILVERSTONE MEETING

The second of the 1964 Vintage S.C.C. Silverstone Race Meetings takes place on July 25th and those attending the circuit that day will see, hear and smell motor racing of a kind which only vintage and historic racing cars can produce. Racing commences at 12,30 p.m. and will feature the 12-lap Boulogne Trophy Race for vintage racing cars, 5-lap and 12-lap All-Comers' Scratch Races, a 3-lap Edwardian Handicap, the Inter-Team Relay Race and 5-lap handicaps. Entries close on July 4th. *Non-members wishing to attend must obtain tickets*, available on receipt of a s.a.e., from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire (Tel.: Kingsclere 323). Car park 10s., payable at the gate.

V.S.C.C. PHOENIX EVENING (June 4th)

There was the usual big gathering for this social, beer-consuming assembly, with sports cars represented by Bentley, Lagonda, Frazer Nash, Alvis, and the famous Talbot GO 53. Also in evidence were D. S. Jenkinson's pure white 328 B.M.W., a pleasant Morris-Oxford 2-seater, a towering yellow Trojan tourer, a nicely-original Ceirano tourer whose body-stylist had clearly admired a Lambda, and a heavily-disguised 8/18 Talbot. Monica Whincop brought her rebuilt Singer-H.R.G., smart in its Bugatti blue paint, with its owner in matching attire, another H.R.G. was in the car park, Saabs rushed about raucously and Gahagan's sporty Morgan-J.A.P. 3-wheeler was so enraged to discover that it isn't eligible for V.S.C.C. membership that it rushed away and smote the nearest p.v.t.

We also noticed an open Hillman Minx with bonnet straps and fold-flat screen, a Singer Le Mans, a Morris Minor 2-seater with quick-action radiator cap and stoneguards on its headlamps, a Ruby Austin Seven and a Land-Rover—but perhaps they belonged to members of the Old Car Club?

V.S.C.C. LIGHT CAR RALLY (June 7th)

This annual event, organised by John Milner and Barry Clark, has become a navigational rally in deference to R.A.C. stipulations rather than a trial, although it did commence with a starting-and-stopping test on private ground within the Wilton Carpet Factory, before the road section, which embraced excellent scenery, commenced. Before this test Hicks' smart 1915/19 Stellite " Pride of Kent " had been quietly ticking over, twittering to itself, and the assembled light cars that John Stanford despises made a fascinating array, almost all of them extremely well turned out, a distinct improvement on last year.

The rarest example present was Tennant's 1924 Ariel Four occasional four-seater, the absence of bonnet louvres improving its appearance, its engine, which is rather like that used for the later Swift Cadet, being fed by a small Smiths carburetter. Holton brought a very smart 8/18 Humber 2-seater, Woodburn his sports Gwynne 8 with water heating its inlet manifold (there is alternative exhaust-warmth almost for the asking), its 70 m.p.h. performance enhanced by a close-ratio gearbox, and Smiths 1929 La Licorne d.h. coupé rode on impressive " Super Ballon " tyres. There were a whole lot of Austin 7 Chummies, Cardy's having brass radiator and lamps, excused because his " proper " one had broken its crankshaft the day before. In view of the heavy showers, McCowen was wise to use a 1929 Mulliner fabric coupé-bodied Austin 7.

The test, watched by the Club Secretary himself, saw the spidery Ariel need much handle-twirling, Cardy's Austin get away to a typical rattle of the starter-motor, both cars very neatly driven, the Gwynne fast, sporty and very neatly handled and Bell's 1924 Talbot 10/23 2-seater, top competitor in the *Concours d'Elegance* judged by Nigel Arnold-Forster, start with a half-turn of its handle.

After this marshalling duties intervened and we spent the afternoon in a friendly wood, observing Parks get himself thoroughly lost in the tangle of lanes, his much-badged Singer Junior saloon departing apparently in search of static water, while Jarrett's 1927 Riley 11.9 Chatsworth saloon became completely mislaid. Incidentally, a 1913 A.C. 2-seater was encountered near Salisbury, on another rally.

Altogether, a very enjoyable, harmless exercise, although, as last year, torrential showers spoilt the homeway runs of many of these intrepid lightcarists.—W. B.

Results :

Lady Rachel Trophy : I. R. Cardy (1927 Austin 7).
First Class Awards : D. T. R. Dighton (1928 Humber 9/20); C. P. Marsh (1926 Austin 7).
Second Class Awards : P. R. C. Tennant (1924 Ariel); J. M. Hayward (1927 Fiat 503B).
Third Class Awards : D. K. Woodburn (1925 Gwynne Sports); M. C. Sumpster (1926 Jowett).
Concours (equal best) : T. R. Kane (1922 Morris Cowley) and D. R. Bel (1924 Talbot 10/23).
Navigation Route (best) : I. R. Cardy (1927 Austin 7).
Driving Test (fastest time) : C. P. Marsh (1926 Austin 7)

THE FIFTH STANDARD REGISTER RALLY

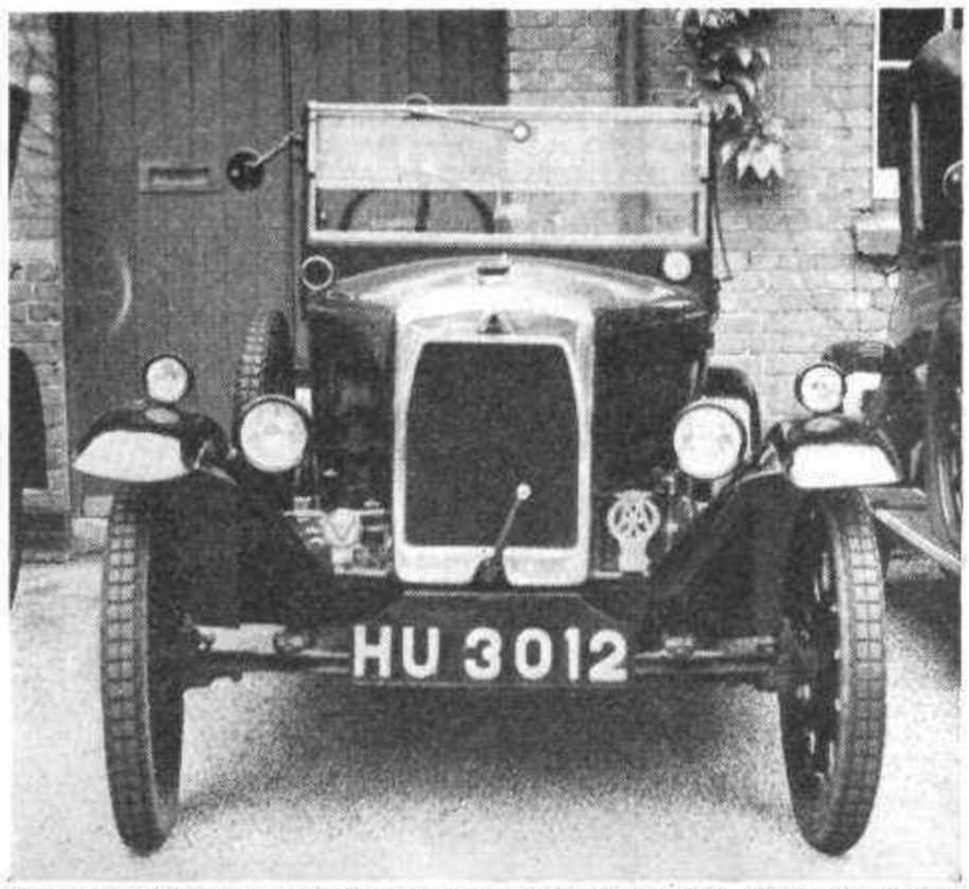
(May 23rd/24th)

On May 23rd the Standard Register staged its Rally on the banks of the Avon, in Charlecote Park, Warwickshire, by kind permission of the National Trust. The sunny afternoon saw a total of thirty competitors attending the *Concours d'Elegance*, and amongst the first arrivals was the 1928 8.9-h.p. " Fulham " fabric saloon owned by Cyril Robinson of Harrogate, who had driven 161 miles to reach the start, but this was not enough to vanquish John Johnson from Scarborough, who, with 214 miles, gained the Distance Award for the fourth year in succession.

As is customary at these events, members were soon comparing each other's car and the differences, sometimes very minor, which distinguish the development of the various models through the years.

The two judges for the *Concours d'Elegance* were C. J. Scott, Curator of the Herbert Art Gallery and Museum, Coventry, and D. C. Field, Research Historian of the Veteran Car Club of Great Britain. They scrutinised the Edwardian and Vintage cars first, and there were four or five outstanding vehicles, including the 1914 9.5-h.p. " Rhyl " 2-seater entered by Keith Mitchell of Nottingham and driven by Arthur Brook, which only narrowly failed to gain an award. The first prize in this section went to John Butterworth with his 1913 9.5-h.p. " Rhyl " for the second year in succession.

The best car regardless of class came from the Best-Vintage Section and was an immaculate 1935 Standard 16-h.p. saloon entered by Gilbert Davies of Cardiff, which was driven by Colin Heard



An unusual light car which took part in the V.S.C.C. Light Car Rally, P. R. C. Tennant's 1924 Ariel Four. It took a 2nd Class Award

Twenty-six cars faced the starter at Bridgetown Service Station at Stratford-upon-Avon on the following Sunday morning for the Cotswold Road Run, and the first car away at 9.30 a.m. was John Butterworth's 1913 model. The others followed at one-minute intervals and headed southwards to the first tests at Compton Scorpion. The first encounter was with the width-judging test, and here all the competitors lost marks save David Newbury with the 1929 9.9-h.p Tourist Coupé

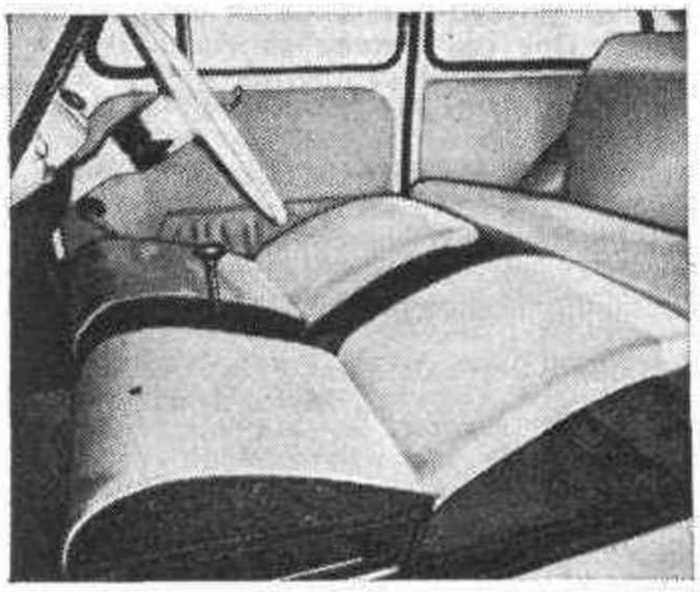
The second test was " reversing to a box " and this was presided over by R. A. Davy, whose generosity in marking permitted five competitors to leave with a clean sheet, amongst them Dr. Marshman, driving Edward Fould's 1930 9.9-h.p. " Selby " tourer, who was very neat.

The first of the observed sections followed and all competitors climbed the 1-in-7 gradient with varying degrees of energy according to their date of manufacture. By the time the second observed section had been reached, above Ilmington, one or two were boiling, including the 1921 11.6-h.p. " SLO " model from Cambridge which, despite this, was going strongly. Richard Levin's 1933 9-h.p. saloon, which was presented to him by Mrs. Blomfield, of Essex, in memory of her husband, was driven by M. Webb. There followed a long navigational section, interrupted only by the half-way check near Chipping Camden, before cars passed through Winchcombe and tackled Belas Knap, which was radio-controlled throughout the observed section by members of the Cheltenham Branch of the Territorial Army, using " Ferret " scout cars. By this time one or two cars had lost time due to navigational blunders, but most were still going strongly, with the exception of Ronald Vivian from Nuneaton in the 1929 9.9-h.p. " Teignmouth " Special fabric saloon, who paused for coolant water at the summit, on his way to winning the Wooden Spoon. The overall winner of the Road Run was K. J. Brookes of Hornchurch, driving his 1926 13.9-h.p. " Stratford " tourer.

Oldest Ford.—The oldest 4-cylinder Ford car in the United Kingdom and one of the rarest Fords in existence—there are believed to be only three of its kind in Europe—is now back at the Science Museum, South Kensington. The car, a Model-N Ford, has just been given a " brand new " look by Ford Main Dealers, Norman Reeves of Uxbridge, who presented the car to the Museum in 1947. Charlie Cadby, who has been with this firm for the past 18 years, was entrusted with the job of restoration. Working from old catalogues and blueprints he fitted a new hood to the car, reworked the front axle and completely overhauled the engine. As a finishing touch, sixteen coats of paint were applied to the bodywork and the " N " is now resplendent in bottle green. The car will be displayed in the Museum's £1 m. new centre block which will be opened next year. Mr. Philip Sumner, Head of the Museum's Traffic Department, hopes to enter the " N " for veteran car rallies so that it will be seen by a still wider public. [Good!—Ed.].

THERE'S NOTHING ORDINARY ABOUT A FIAT

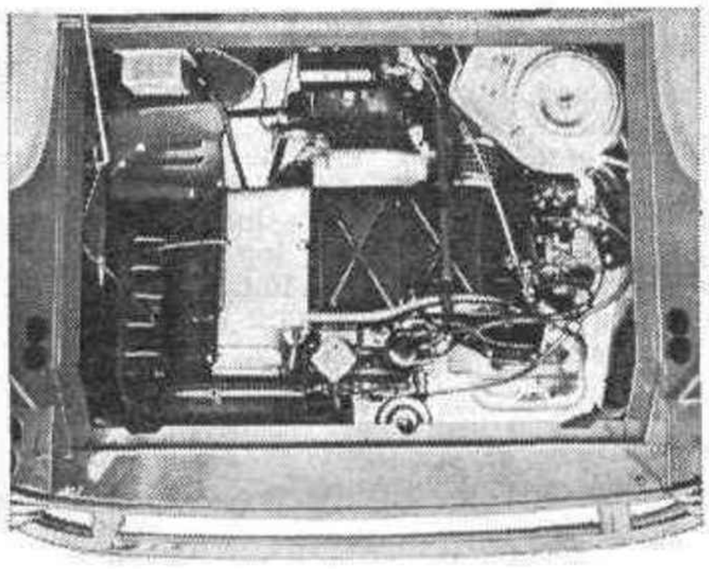
FORTY WINKS IN 15 SECONDS!
You'd hardly expect to find fully reclining seats in a car costing a modest £469.7.11. But every Fiat 600 D has them *plus* front and rear heating, twin sun visors, screen washers, courtesy lights, underbonnet light, headlight flasher, overriders and fuel warning gauge.





A PLACE IN THE SUN AT NO EXTRA CHARGE!
The slip-back-in-a-second sunroof is fitted as standard in the Fiat 500 D. So is the virile forget-the-weather heater. And screen washers. And twin sun visors. And headlight flasher. The price? You must have heard by now that it's been reduced to £399.6.3.

FLAT OUT FOR FLOOR SPACE!
Some estate cars are merely modified saloon cars trying hard to pretend they are estate cars. The Fiat 500 Estate has a special horizontal engine—so designed that it tucks discreetly away *under* the floor. The result is 35 cubic feet of space. The cost is a mere £483.17.11.





...EXCEPT ITS PRICE

THE 1100 WITH THE 121 C.C. BONUS!
The Fiat has never been a car to boast. The fact that the 1100 D has a 1221 c.c. engine typifies Fiat understatement. For this is a car with 1½ litre performance. And like every other Fiat, it has all the extras — except a bill for extras. The price is just £698.19.7.

You only have to glance at a Fiat to realise that it is different in appearance from any other car on the road. Take a closer look and you'll find really worthwhile characteristics which distinguish it from any other car in its price range. *All prices include purchase tax.*

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THERE ARE TWELVE FIATS UNDER 1½ LITRES AT FAMILY-CAR PRICES

VINTAGE POSTBAG

The V.S.C.C. and 3-wheelers

Sir,

I was interested to read Mr. Boddy's article in the June issue on the classification of vintage cars and motor-cycles, but I am surprised that the splendid photograph of the rude end of an Aero Morgan two pages later did not prompt him to comment on the annoying position regarding the present classification of vintage three-wheelers.

There has been controversy since the Great War as to whether a three-wheeler is a car or a motor-cycle, and during the vintage period three-wheeled cycle-cars competed in various types of event in three basic classes: (1) in the 1,100-c.c. class with four-wheelers, as in the early 200-Mile Races, and in the Light Car Club Relay races, (2) in the three-wheeled cycle-car class, as in the New Cyclecar Club's meetings at Brooklands, and (3) in the sidecar class.

The present position is that, as three-wheelers, Morgans come under the jurisdiction of the Auto-Cycle Union, not the R.A.C., so that any meeting where we run must have an A.C.U. permit, and we must carry passengers, or riding mechanics, to give brave men their correct title. For various reasons the V.S.C.C. does not accept Morgans, vintage models being eligible for membership of the Vintage Motor Cycle Club. Our own club, the Morgan Three-Wheeler Club, caters for all models, and with the help of the Motor Cycle Club and the Vincent Owners Club, are running several races and high-speed trials this year, at Silverstone and Cadwell Park, in addition to a monthly magazine, social meetings, and the usual club services. For the small number of owners of vintage Morgans, the two-speeders, the V.M.C.C. social, *Concours*, and touring events, such as the Banbury Run, are second to none. However, apart from competition against other post-vintage Morgans and modern touring sidecars, there is no opportunity for any vintage racing. There is very little interest in the V.M.C.C. in road-racing for solos, and none at all for racing vintage sidecars. The A.C.U. does not permit solos and three-wheelers to race together, so that we are unable to compete in events such as the vintage motor-cycle race at the V.S.C.C. Oulton meeting.

All this makes it somewhat galling to see our old enemies in the 1,100-c.c. class, the Austins, Amilcars, Rileys, etc., being harried only by the odd vee-twin in a G.N. The V.S.C.C. claims that one reason they cannot cater for Morgans in speed events is that they are heavily over-subscribed. This was hardly the case in the Spero Trophy race (for 1,100-c.c. unsupercharged and 750-c.c. blown cars) at the April Silverstone meeting, even allowing for the disqualification of several entries. I also think that if approached diplomatically the A.C.U. and R.A.C. question could be solved. I am not suggesting that all Morgan racing should take place under the auspices of the V.S.C.C., but it would be very nice if two or three Morgans could occasionally compete in selected V.S.C.C. events, say the Spero Trophy and a Prescott meeting, by invitation, to remind people that in the vintage period Morgans were very much in evidence in the 1,100-c.c. class. I know that a lot of V.S.C.C. members who saw Morgans in action at Brooklands and Donington Park would enjoy the sight again, and for the "post-war" members, racing Moggies make a very fine spectacle, as the enclosed photograph indicates.

ROGER S. RICHMOND,
Honorary Secretary,
Morgan Three-Wheeler Club.

London, N.W.8.

* * *

What is a Vintage Car?

Sir,

The following true example of unconscious humour happened to me recently.

I was on an errand in the centre of Leicester when I saw a vintage Lagonda disappear round a corner. I followed it and found it parked, but by that time the driver had disappeared. In the passenger seat was a young man. After a respectful interval the following conversation took place :—

Myself: "Is this a 16/80?"

The Passenger: "No, it's a 1930!"

When I recovered my sanity I ascertained that the passenger was a hitch-hiker student not versed in such matters.

Leicester. I. H. DE LA RUE.

Sir,

It is unfortunate that your article "What is a Vintage Car?" has rather missed the point, inasmuch as it will undoubtedly, the power of the written word being what it is, mislead others.

A vintage car is fortunately far more than an object and a certain age; it certainly has nothing at all to do with chairs in attics, an analogy which stems entirely from fashion. It is something which is inherently good and worthwhile, standing out not only from its contemporaries but from the whole motoring scene by application of certain objective standards.

The founders of the V.S.C.C. had sufficient courage in their own convictions to say what was vintage when such cars were only four years ancient. Do we have to be so spoon-fed that we shrink from doing only the same? What is so worthless as to merit no recognition in a 1954 Bentley Continental or a 1964 250 Ferrari? My only concession is that unfortunately such vehicles are much more the rare exception in this day and age than they were forty years ago. Such is the price of a decent wage for the men who provide the labour to build them.

As with land, where you fix the supply and encourage the demand, prices must rise, not always proportionately. It is only five years ago that I bought an excellent Type 43 Bugatti for under £250; look now!! One can acquire an equally good DB2 Aston for £395 today; or a Type 40 Bug. for £850! Has reason gone mad; or has it been driven that way by artificial barriers and attractions.

Any thoughtful individual, and certainly the Committee of the V.S.C.C., can say, after *five* years, what is vintage. Let them do so; let good cars help be preserved thereby; let prices, by restoring supply, return to sanity. I am pleased you note the stupid situation in acceptability, hence price, between 1930 and 1931; it shocks me.

Preach to prevent this, not to perpetuate it.

Oxford. V.S.C.C. MEMBER, 2735.

* * *

An O.M. in the I.o.W.

Sir,

I read with interest your correspondent Mr. R. F. Stimson's letter.

The O.M. YO 1021 he mentions is now in my ownership and restoration is well in hand. It is a 2-litre (not 1½) Type 665 with the twin Zenith carburated 6-cylinder s.v. engine, and a Cadogan 4-seater tourer body. I have the complete registration history, three owners from delivery before me, but it was never, to my knowledge, in the hands of a travelling circus.

The other O.M. mentioned, APL 114, remained in the hands of the owner of both the cars at the time recalled by your correspondent, until his death some two or three years ago, when it passed on to a relative, and left the Isle of Wight.

I feel that the description of the car as a "fabulous old monster" is a little misleading; it remains a very well balanced and well mannered machine, with a pleasant gearbox incorporating a delightfully quick change between third and top. I can well remember seeing the car often in my schooldays in the New Forest area in the hands of its first owner, and coveting it in those days; it took me thirty years to satisfy my ambition!

Seaview. PETER E. GILL.



Bruce Rollinson's Morgan 3-wheeler competing at last year's M.C.C. Silverstone Meeting (see letter on this page)—whether this picture will convince the V.S.C.C. that Morgans should take part in vintage races is open to conjecture! [I'm only joking!—ED.]

Austin Seven UX 5333

Sir,

In reply to Leslie Gronan's letter of May 1963, which appeared in these columns, I would like to make it clear that Austin Seven, registration number UX 5333, manufactured in 1929, completed her 3,000-mile tour of the Continent without a single mechanical failure.

This August and September I intend taking the same car through Yugoslavia to either Albania (if visas obtainable) or Greece. Any information, help or advice would be greatly appreciated.

Bramhall. D. N. MACLENNAN.

* * *

The Rover Nine

Sir,

I was interested and amused to read the letter from Mr. Granville-Jolly as I owned one of these "duds" from about 1950 to 1959; a 1926 model, car No. 50791. Although living in London I paid visits to Worcester quite frequently and it is quite possible that it was then that the car was seen. The description tallies—unpainted aluminium body, and front wings. The rear wings were made of steel and painted. During the time I owned this car I never saw another one similar—probably disappointed owners were pushing them on to scrap heaps from 1927 onward, when a considerably modified model was introduced. I have seen a 1926 tourer and, of course, a number of 2-cylinder models survive. A few years ago in your columns, Sir, appeared a letter from a gentleman suggesting the formation of a vintage Rover Club. I wrote to him but received no reply.

Reverting to the Rover Nine Sports; on my model there was no external petrol filler cap—few were the petrol-pump attendants who knew where to find it. The crank handle was a fixture and covered by an apron secured between the dumb-irons by two wing nuts. If the "electric engine starter" failed to function, as frequently it did, quite a traffic jam could build up whilst they were removed and replaced. Mr. Jolly mentions slipping clutches. I also encountered the same trouble, until I modified the oil thrower in front of the flywheel and fitted a main-bearing housing from a 1927 model which I fortunately had by me.

The other perpetual trouble was in the oil seal to the worm shaft. Before starting on a journey it was a routine check to lift up the filler cap on the differential housing (spur diff.) to see if there was enough oil. I could make and fit a new oil seal in 35 minutes. The speedometer pulley was driven by a small belt from a similar pulley on the propeller shaft. I have no idea of the maximum speed but would hazard 55 m.p.h.

It was a delightful car to drive—when it was running—and I had many very happy times with it, but it could never hold a wife and four children so it had to go. Tears were shed not only by me.

My father possessed a 1925 model from new, and always said it was the best car he ever had. He must have been lucky. I could go on at great length, and if Mr. Granville-Jolly would like to write to me I am sure I could describe every nut, bolt and component in the vehicle.

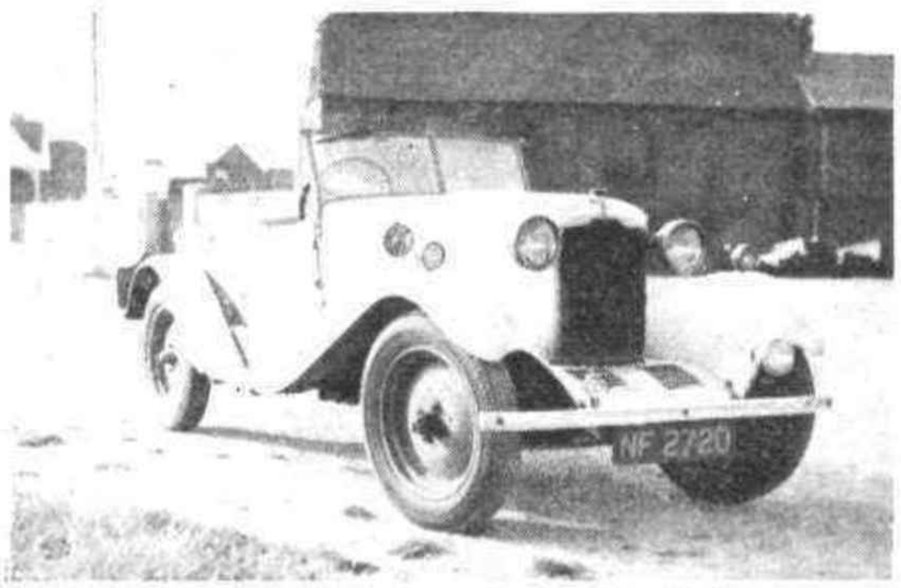
Wallington. R. W. BECKETT.

* * *

The G.P. Delage Cars

Sir,

I was interested to read the excellent article on the Grand Prix Delages by Alan Burnard, who asks for additional information.



The Rover Nine referred to by Mr. Beckett.

Malcolm Campbell purchased two of these cars from the Delage Company. I do not know any of the Delage chassis numbers, but I do know that four of these cars were made and they were known as Nos. 1, 2, 3 and 4.

No. 1 was the prototype and was driven by Benoist at Montlhéry in their first event in 1927, and subsequently Benoist, who was their top driver, drove No. 2 throughout the 1927 season. Nos. 3 and 4 were also raced by the team and, in my opinion, No. 1 was the car that was raced later by Senechal

The cars purchased by Campbell were Nos. 2 and 3, and Campbell used No. 2 himself, and I was his riding mechanic in his first event with the car, when he won the Junior Grand Prix at Brooklands in April 1928—of course, it was really only a single-seater and it was a bit of a squash for two of us; the exhaust pipe and the "Brooklands" silencer was right up against the near-side of the cockpit and I remember that it was a fairly "hot ride," and there was a distinct smell of "burnt boy"! After that he won the 1928 200-Mile Race in that car (the caption is wrong for the photograph in your article in this respect—Campbell did win the 1927 200-Mile Race but not in a Delage; he won this in his Bugatti).

Campbell's second car, No. 3, was sold to W. B. Scott, who raced the car for quite a time before he sold it to Capt. J. C. Davis, who also raced it quite extensively in this country.

As Alan Burnard says, Campbell sold his own car to Earl Howe and this was the car he crashed at Monza in 1932, and although the chassis was written off the engine and gearbox were o.k., and since Howe also bought the No. 1 car from Senechal, he continued to race a Grand Prix Delage for quite a long time, and the engine and gearbox from the No. 2 car were kept as spare, together with a lot of spare parts, and also the No. 3 car that Howe acquired from Capt. J. C. Davis.

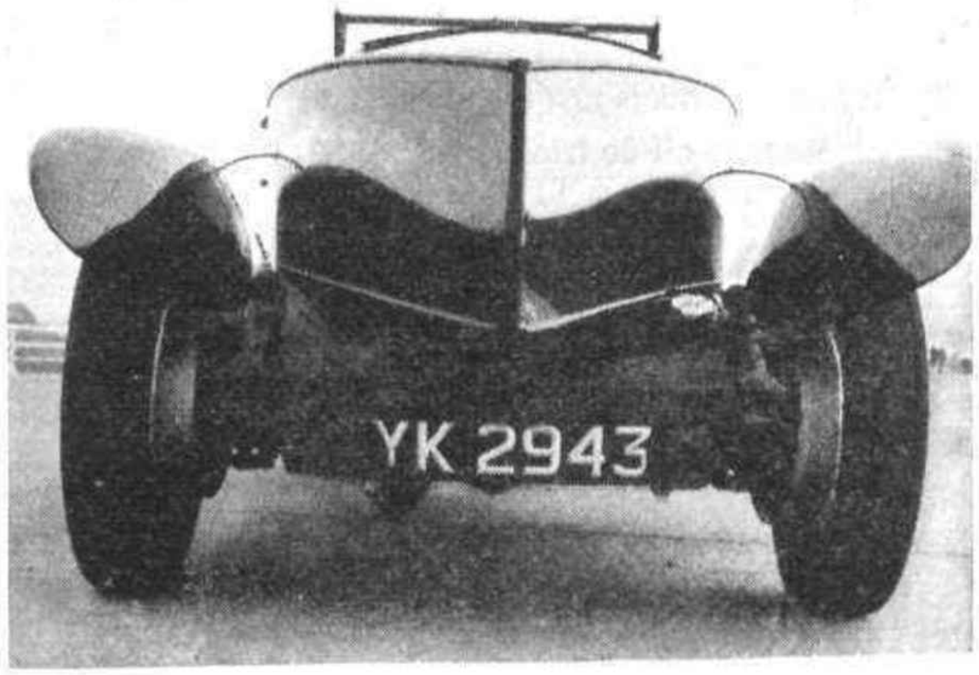
I was most interested to learn the complicated history of these various cars during the post-war period. How nice it is that these wonderful cars are in such good hands today and that they will be properly preserved.

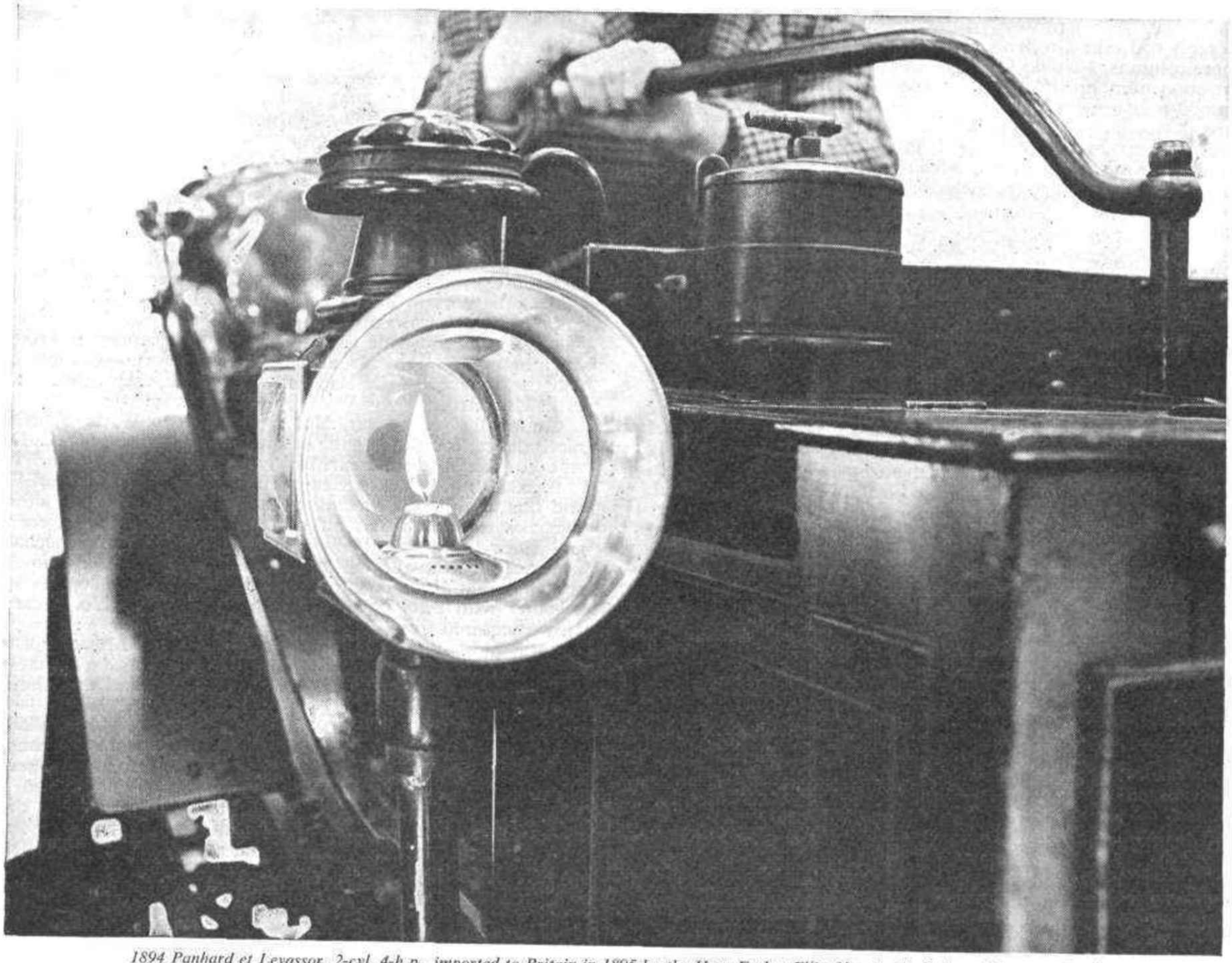
There must be quite a lot of further information available if required. I quite often see Giulio Ramponi, who is, of course, a mine of information on the Delage, and Lord Essendon is perhaps the only person readily available who drove the cars in their original state; I remember he tested the Campbell car at Brooklands and practised in it for the 200-Mile Race in 1928 as second driver to Malcolm Campbell—he did not in fact drive in the race as he took over a Frazer Nash.

Incidentally, I seem to remember that there was something odd and unusual about the gear positions on that car. Campbell twice forgot the position of 1st gear and had to check with Villa before starting a race, and I remember being quite certain he had put it in the wrong slot before the start of the Junior Grand Prix —I was quite wrong, it was in 1st gear o.k., but I am sure the positions were unusual. Perhaps Mr. Burnard can tell me about this matter?

A. F. RIVERS FLETCHER,
Group Public Relations Officer,
London, W.1. The Owen Organisation.

VINTAGE TAILPIECE





1894 Panhard et Levassor, 2-cyl. 4-h.p., imported to Britain in 1895 by the Hon. Evelyn Ellis. Now in the Science Museum. Candlepower by Shell.

Why Shell oil releases candlepower as well as horsepower

A GOOD MOTOR OIL (Shell X-100, to pick an excellent example) is not easy to produce. Most motor oils start as crude oil. But this contains many things which, although useful in some ways, have no place in your car. Asphalt is one. Wax—the sort that helps to make candles—is another. Left in the motor oil, wax would simply turn the oil solid when the engine was cold. So Shell take out the wax and sell it to the candle makers (thus incidentally keeping down the price of your oil). However, this is just the start.

Shell make oil do tricks What is left is only the *basis* of a good motor oil. Shell still have to make it do tricks that nature never thought of. Such as standing up to extreme pressures. Or very high temperatures. Or holding soot out of harm's way. Or stopping acids from eating away at metal surfaces.

All this shows how difficult it is to make good motor oil. At least as difficult, in fact, as making an efficient fuel. It takes as big a company as Shell to have the resources and know all the answers.

Why you can be sure of Shell Shell put a lot into Shell X-100 motor oils. They will help you get full enjoyment out of your car's horsepower. You can put your faith in them.

SHELL



GO WELL—GO SHELL OIL

BOOK REVIEWS

"1964 World Car Catalogue." Compiled by the Automobile Club of Italy. 565 pp. 10⅝ in. × 8¼ in. (*Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.1.* 90s.)

The favourable remarks we published when reviewing the 1963 edition of this great work apply equally to the 1964 edition, which covers improved technical and typographical presentation and details of many new models, while there is a map showing the location of manufacturing and assembly plants of manufacturers' associated companies and concessionaires abroad.

There are detailed specifications of over 550 different cars, and some 1,100 photographs, many of the latter in full colour. The idea of having a picture of each car and a second picture depicting some outstanding aspect of it is retained, and for ease of reference the cars are grouped according to makes, in alphabetical order. In addition, there are four analytical indices according to nationality and manufacturer, list price, engine capacity and maximum speed, the last-named taking us from 46.6 m.p.h. of the Aichi Machine Cony 36.0 estate-car to the 178.3 m.p.h. attributed to the Ferrari 250 LM, which gives some idea of the extent of the contents.

Anyone who loves comparing the intimate details of different motor cars or whose business makes necessary access to technical intimacies of this kind will find the "World Car Catalogue" indispensable. Postage is 2s. 9d.—W. B.

"The Shell Book of Epic Motor Races," by Peter Roberts. 128 pp. 9½ in. × 7⅛ in. (*Nicholas Kaye,* 194-200, *Bishopsgate, London, E.C.2.* 12s. 6d.)

This is not a new theme and although there is plenty of meat in the motor-racing title in this Shell "Epic" series, and some nice photographs, particularly of the World Championship winners, this cannot be classed as a "necessary" or even as an especially desirable motoring book.

The races picked out as epics are the 1962 German G.P., 1961 French G.P., 1959 Monaco G.P., 1957 German G.P., 1953 French G.P., 1927 Le Mans, 1914 French G.P., 1908 New York-Paris, 1902 Gordon Bennett, and 1955 Mille Miglia. These were chosen as representing victory for B.R.M., victory by a new boy from Italy, street-corner epic, Fangio's first, the greatest race, scrap-iron winner, the end of an era, the 6 months' race, first British victory and the Moss Marathon, to quote the chapter titles, but as the last-named had D. S. Jenkinson to write of it, any other author's contribution is tame in the extreme, and this one cannot even copy from the D. S. J. account without making mistakes!

There are 69 illustrations and the only virtue of this book is its low price, thanks to the Shell subsidy.—W. B.

"The World's Motorcycles—1894-1963," by Erwin Tragatsch. 192 pp. 8¾ in. × 5⅝ in. (*Temple Press Books,* 42, *Russell Square, London, W.C.1.* 25s.)

This is a companion volume to G. R. Doyle's and G. N. Georgano's "The World's Automobiles," which Temple Press took under their wing a few years ago and which is the springboard from which so much motoring history is launched.

Tragatsch uses the same treatment and format to cover a record of almost 2,000 makes of motorcycle, from Abaco to Z.Z.R., with their makers' addresses and dates of production. But he improves on the Doyle/Georgano technique by including fascinating historical/technical notes beneath each entry, and by including over 60 illustrations of machines representing every major period and type.

The result is a scholarly work of reference of inestimable value to serious historians, but also a book in which less intense students can browse for hours with pleasure and profit.

This is one of the definitely worthwhile books in a saturated market.—W. B.

G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1, have issued a new, revised edition of "The Ferrari," by Hans Tanner, the first edition of which appeared in 1959. Subsequent Ferrari development in both the Grand Prix and sports-car/GT world is included in this new edition, which costs 35s. and is comprehensively illustrated. The appendices tabulate a wealth of Ferrari technical and race data, but it is a pity that most of the errors in the original edition have not been eradicated, that the author cannot make up his mind how to spell Castellotti—and make certain, before buying a copy, that pages 85-116 are there—they are missing from our copy!

Ford of Dagenham have issued a useful book, the "Ford Service and Motoring Guide," primarily to list Ford Main Dealers and Ford Retail Dealers, with maps giving their location, but also containing eleven touring itineraries, mileage chart, through routes, motoring regulations, street plans of eight cities, a section on European travel, 16 pages of road maps in full colour, lubrication and maintenance, etc. It is available from Ford Dealers, and should be carried in every Ford car.

THE CASTROL EUROPEAN GRAND PRIX BOOK

Castrol Limited have made publication history by issuing a very beautifully printed and produced book to celebrate the coming of the European Grand Prix to Brands Hatch circuit on July 11th.

This comprehensive book will be given away free with the race programme but is available to those not able to attend the race if they send their name and address, mentioning MOTOR SPORT, to Castrol Limited (European Grand Prix Book), Castrol House, Marylebone Road, London, N.W.1. A very big print order has been given for this unique book, but to avoid disappointment we recommend you to apply for your copy at once.

The book, which is printed in modern style, contains scale colour drawings by Sydney Pemberton of famous Grand Prix cars, a potted history of the European G.P. from 1923 to 1963 by William Boddy, Editor of MOTOR SPORT, an account, fully illustrated, of what it is like to lap the Brands Hatch circuit, how the race will be televised, by Raymond Baxter of the B.B.C., biographies of the drivers and trade personnel by Alan Brinton, the whole laced with a great many historic and dramatic pictures. This is a book to keep long after the 1964 European G.P. has passed into history. Castrol are to be congratulated on their initiative and absence of blatant advertising in this fine publication.

TYRE NEWS

North British : The multi-million-dollar U.S. Royal tyre proving ground at Laredo, Texas, is now in use. Located on a site of more than 6,900 acres, the Laredo proving ground employs more than 100 people, operates a fleet of 80 test vehicles and logs more than 25,000,000 tyre test miles annually. Its 140-m.p.h. track is so constructed that a 200-m.p.h. lane can be added when such speed is needed for tyre testing. Cobblestones, called Belgian blocks, which once used to pave a main street in Baltimore, have been embedded in concrete to form a mile-long roadway for testing the durability of tyre cords and carcasses. Three highly-polished skid slabs, each as smooth as a tile floor and kept wet for an even more slippery surface, are used to determine a tyre's resistance to skid, its traction and its stopping power.

Two mile-long courses constructed of gravel dredged from the Rio Grande tell tyre technicians how well their products can withstand chipping and cutting, and how to design a tread which will not pick up stones in its grooves. There is also a two-mile unpaved road for off-highway testing and a unique "Maypole" circular track for testing farm and off-the-road tyres. Vehicles on the "Maypole" track are attached by controls to a central, automatically operated pylon. This enables them to ride round the track driverless under specific test loads and tyre inflation pressures.

Dunlop : "The outcome of this year's Indianapolis 500-mile Race," says a Dunlop handout, "may depend on eight tires and four men in a rented truck.

"Dispatched by Dunlop Tire & Rubber Corporation to Indianapolis with the conviction that two of Colin Chapman's Lotus-Fords will run all 200 laps without a tire change, the quartet of tiremen have made their presence felt. Jim Clark of Duns, Scotland, who spells tyre with a "y," and Dan Gurney of Cosa Mesa, California, will run on Dunlop track racing tires specially modified for the 2½-mile Indiana oval. Dunlop racing specialists from the company's home offices in Birmingham, England and the firm's American tire plant in Buffalo flew to Indianapolis last fall and ran track tests on their R6 racing tire, a low-profile, wide tread, multi-grooved tire made of synthetic rubber compounds with nylon cord. The tests were satisfactory, reports H. Victor Barlow, the 50-year-old British bachelor." [Perhaps Dunlop forgot to dot the i.—ED.]

Goodyear : A Goodyear publicity handout says :—

"When Goodyear President Mr. Victor Holt told a news conference in Indianapolis in March that Goodyear would offer tyres for the 1964 Indianapolis 500 classic, the company's participation in American racing was complete." [In fact, no-one at Indianapolis used Goodyear tyres; but perhaps Colin Chapman wishes he had.—ED.]

BRANDS HATCH 6-HOURS

THIS year's *Motor* International 6-hour touring car race, held at Brands Hatch on June 6th, had a very promising entry; but last-minute withdrawals resulted in the field which actually appeared being a good deal less interesting than it might have been. These withdrawals included two Lancias, two Alfa Romeo Giulias, a Swiss Chevrolet Impala due to be driven by Jo Siffert and P. Zund, the Alan Brown Galaxie for Brabham and Hulme, which ran its bearings in practice, and the very fast Jaguar 3.8 of the Germans Lindner and Nöcker, who were engaged in repairing their E-type after its 1,000 km. misadventures and getting it ready for Le Mans. Two other cars barely managed to make it, the Baillie/Jopp Galaxie also having had engine troubles and a Willment Cortina GT having been rolled in practice, but after the addition of four reserves 29 cars were on the grid for the start—one Galaxie, three Jaguar 3.8s, two Mercedes-Benz 300SEs, a Lancia Flaminia and two coupé Flavias, a Volvo, a B.M.W. 1800 TI, four Lotus-Cortinas and two Cortina GTs, three Giulia TI Supers, an Anglia Super and eight Mini-Cooper 1275 and 1293Ss.

The weather forecasts were not encouraging and there was a short shower just before the start, but the track remained dry for the first hour, after which the weather became decidedly damp. At 2 p.m. precisely the flag fell and the race was on, the two Alan Mann-entered Lotus-Cortinas of Whitmore and Harper taking an immediate lead from the McKechnie-entered example of Fowler with Böhringer's works Mercedes 300SE next. The Galaxie started at the back of the field, having produced no practice time before its engine troubles, but Baillie forced his way through at a creditable rate, closing steadily up on the leaders and finally passing Whitmore's very quickly driven Lotus-Cortina just before the end of the first hour. The dry surface during this period had played havoc with wheels and tyres, Fowler's Lotus-Cortina, Sparrow's Jaguar, Harper's Lotus-Cortina and the Cooper Ss of Hopkirk and Aley all suffering to a greater or lesser degree as a result of this (Sparrow went off after Paddock, and Aley's car actually rolled into the pits on three wheels, while the fourth rolled merrily along by itself out of Clearways and along the pits straight).

POSITIONS AFTER ONE HOUR

Overall : 1st : Baillie/Jopp (Galaxie), 29 laps (79.07 m.p.h.); **2nd :** Whitmore/Procter (Lotus-Cortina), 29 laps; **3rd :** Böhringer/Linge (Mercedes 300SE), 29 laps; **4th :** Nicholson/Derisley (Lotus-Cortina), 29 laps.
Classes : Up to 1,300 c.c. : Rhodes/Slotemaker (Mini-Cooper S), 28 laps (75.99 m.p.h.); **1,301-1,600 c.c. :** Whitmore/Procter (Lotus-Cortina), 29 laps (79.04 m.p.h.); **1,601-3,000 c.c. :** Böhringer/Linge (Mercedes 300SE), 29 laps (77.32 m.p.h.); **Over 3,000 c.c. :** Baillie/Jopp (Galaxie), 29 laps (79.07 m.p.h.).

Immediately after the hour, however, the situation changed when the rain began to fall in earnest. Whitmore was very soon close up behind the worse-handling Galaxie again, and after a lap or so passed it and went into the lead once more, and a long pit-stop shortly afterwards, for tyre-changes and new front disc pads, left the big American car with the hopeless prospect of trying to make up some five laps on a track which was wet and looked likely to remain so. A pit-stop some time later also dropped the leading Mercedes back, and after a fierce engagement with Nicholson's Lotus-Cortina until this spun, and with Olthoff's Willment Cortina GT until this made a pit-stop, the Cella/Crosina Lancia Flavia and the Schneider/Hahne B.M.W. took over second and third places. The Rhodes/Slotemaker Cooper S lost much time through having to fit a new oil cooler as well as new front wheels, Fowler's Lotus-Cortina had parked itself on the inside bank at the exit from Druids, the Prinotti/Balzarini Giulia's engine had seized, and Olthoff's Cortina GT, now driven by Hawkins, was about to go out with a broken half-shaft.

POSITIONS AFTER TWO HOURS

Overall : 1st : Whitmore/Procter (Lotus-Cortina), 58 laps (76.89 m.p.h.); **2nd :** Cella/Crosina (Flavia), 57 laps; **3rd :** Schneider/Hahne (B.M.W. 1800 TI), 57 laps; **4th :** Taylor/Harper (Lotus-Cortina), 57 laps.
Classes : Up to 1,300 c.c. : Handley/Broad (Cooper S), 56 laps (75.33 m.p.h.); **1,301-1,600 c.c. :** Whitmore/Procter (Lotus-Cortina), 58 laps (76.89 m.p.h.); **1,601-3,000 c.c. :** Cella/Crosina (Flavia), 57 laps (76.29 m.p.h.); **Over 3,000 c.c. :** McLaren/Coundley (Jaguar 3.8), 56 laps (72.71 m.p.h.).

The Alan Mann team strengthened its hold on the race during the third hour, the Taylor/Harper car taking over second place when the Flavia and B.M.W. made routine pit-stops (it was noticeable that apart from their sheer pace, the two Mann cars gained many precious seconds through good pit-work). The Nicholson/Derisley Lotus-Cortina came in for an unscheduled stop since Derisley was very sick, and the reserve driver Alan Deacon took over. The Facetti/Pianta Flaminia spent some time in the mud at South Bank and the Elizabeth Jones/Denise McLuggage Cooper S became a decided non-goer when Miss McLuggage rolled it several times coming out of Paddock, fortunately emerging unhurt.

POSITIONS AFTER THREE HOURS

Overall : 1st : Whitmore/Procter (Lotus-Cortina), 86 laps (76.31 m.p.h.); **2nd :** Taylor/Harper (Lotus-Cortina), 85 laps; **3rd :** Schneider/Hahne (B.M.W. 1800 TI), 83 laps; **4th :** Handley/Broad (Cooper S), 83 laps.
Classes : Up to 1,300 c.c. : Handley/Broad (Cooper S), 83 laps (73.41 m.p.h.); **1,301-1,600 c.c. :** Whitmore/Procter (Lotus-Cortina), 86 laps (76.31 m.p.h.); **1,601-3,000 c.c. :** Schneider/Hahne (B.M.W. 1800 TI), 83 laps (74.11 m.p.h.); **Over 3,000 c.c. :** Baillie/Jopp (Galaxie), 82 laps (72.75 m.p.h.).

The fourth hour saw the retirement of the lone, though very fast, B.M.W., Hahne rolling to a stop just past the pits with a useless clutch and both drivers deservedly receiving sympathetic applause for their fine performances from the crowd as they walked back to their pit. The Galaxie made another long pit-stop, the trouble again being the front brake pads, and the McLaren Coundley Jaguar took over the big car class lead once again; however, this car retired not long after with a broken half-shaft. The Mini-Cooper of Handley and Broad also had trouble with the new type of oil cooler, and this was replaced after an 8-minute stop.

POSITIONS AFTER FOUR HOURS

Overall : 1st : Whitmore/Procter (Lotus-Cortina), 113 laps (75.41 m.p.h.); **2nd :** Taylor/Harper (Lotus-Cortina), 112 laps; **3rd :** Böhringer/Linge (Mercedes 330SE), 110 laps; **4th :** Herrmann/Lang (Mercedes 300SE), 110 laps.
Classes : Up to 1,300 c.c. : T. Taylor/Miss A. Taylor (Cooper S), 108 laps (72.19 m.p.h.); **1,301-1,600 c.c. :** Whitmore/Procter (Lotus-Cortina), 113 laps (75.41 m.p.h.); **1,601-3,000 c.c. :** Böhringer/Linge (Mercedes 300SE), 110 laps (73.39 m.p.h.); **Over 3,000 c.c. :** Baillie/Jopp (Galaxie), 107 laps (71.29 m.p.h.).

Shortly after the beginning of the next hour Anita Taylor, at the head of the Cooper class, came into the pits for a routine stop, her brother taking over; but, alas, within a very short time their turquoise and red Aurora Gears Mini came to a stop just before South Bank bridge, and after a short inspection Trevor Taylor returned disconsolately to the pits with news of a broken timing chain. The leading Lotus-Cortina was by now showing some signs of strain, and it came in twice to have its hot differential examined and have oil added. This gave the lead to the Taylor/Harper car, though it too made a quick stop for the same reason.

POSITIONS AFTER FIVE HOURS

Overall : 1st : Taylor/Harper (Lotus-Cortina), 139 laps (73.85 m.p.h.); **2nd :** Whitmore/Procter (Lotus-Cortina), 138 laps; **3rd :** Herrmann/Lang (Mercedes 300SE), 137 laps; **4th :** Böhringer/Linge (Mercedes 300SE), 137 laps.
Classes : Up to 1,300 c.c. : Broad/Handley (Cooper S), 132 laps (70.36 m.p.h.). **1,301-1,600 c.c. :** Taylor/Harper (Lotus-Cortina), 139 laps (73.85 m.p.h.). **1,601-3,000 c.c. :** Herrmann/Lang (Mercedes 300SE), 137 laps (72.92 m.p.h.). **Over 3,000 c.c. :** Baillie/Jopp (Galaxie), 136 laps (72.20 m.p.h.).

The main question during the last hour was whether the two leading cars would manage to keep going, for the Nicholson/Derisley/Deacon Lotus-Cortina first stopped out on the circuit with similar trouble and then staggered into the pits to have its differential changed. The two works Mercedes were too far back to harry them, however, and apart from changing the order in order to obtain maximum Championship points for the team leaders, the race ran out with the two Lotus-Cortinas and the two Mercedes keeping the first four places to themselves. The excitement at the end, in fact, came from a battle in the smallest class, with Timo Makinen in the Cooper S he shared with Clarke making a last-minute assault on the leadership of the class. He managed to pass just before the end, but his car gave up in sight of the line and he rolled over it behind the Broadspeed entry.

Provisional Results :

1st : Sir J. H. D. Whitmore/P. Procter (Lotus-Cortina)—168 laps—6 hr. 01 min. 45.3 sec.—73.84 m.p.h.
2nd : H. C. Taylor/P. Harper (Lotus-Cortina)—168 laps—6 hr. 01 min. 46.0 sec.—73.84 m.p.h.
3rd : E. Böhringer/H. Linge (Mercedes-Benz 300SE)—166 laps.
4th : H. Herrmann/P. Lang (Mercedes-Benz 300SE), 166 laps; **5th** : M. Crosina/L. Bella (Lancia Flaviasport), 165 laps; **6th** : Sir G. Baillie/P. Jopp (Ford Galaxie), 165 laps; **7th** : J. Handley/R. Broad (Mini-Cooper S 1275), 161

Continued on page 569

volkswagen open up a second boot

Take an estate-size boot in the back. Then add a spare boot in front, under the bonnet, where others keep their engine □ Result? The most spacious 5-seater sports car of its size. Yes, sports car! With a powerful twin-carburettor engine, soaring acceleration, and a cruising speed of 85 m.p.h. □ And if you think a sports car that looks like an estate car is all pure gimmick, then study the design. It's solid Volkswagen. Sturdy, lasting, with all the well-tried Volkswagen features □ At first we didn't know what to call it. Then someone said: "It's so versatile, call it the Variant". And this we did.



Also available as a saloon (1500 S), or with Karmann Ghia coupé body.

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FERODO FIRST

BELGIAN GRAND PRIX

1ST LOTUS/CLIMAX-Jim Clark

2ND COOPER/CLIMAX
Bruce McLaren

3RD BRABHAM/CLIMAX
Jack Brabham

fit race-proved

FERODO Anti-Fade Linings For Drum and Disc Brakes

Ferodo Limited Chapel-en-le-Frith England A Turner & Newall company

Results subject to official confirmation



13/65

PICTORIAL REVIEW

DUTCH GRAND PRIX — BELGIAN GRAND PRIX

1000 Km. NURBURGRING — LE MANS 24 Hrs.

START OF A DRAMATIC RACE.—This telephoto shot shows Arundell, Gurney and Clark leading the 18 starters about a mile from the start line. In the background can be seen the stands by the start and finish line.





DICE.—A feature of the Belgian G.P. was the scrap between Graham Hill (B.R.M.), Bruce McLaren (Cooper) and Jim Clark (Lotus).

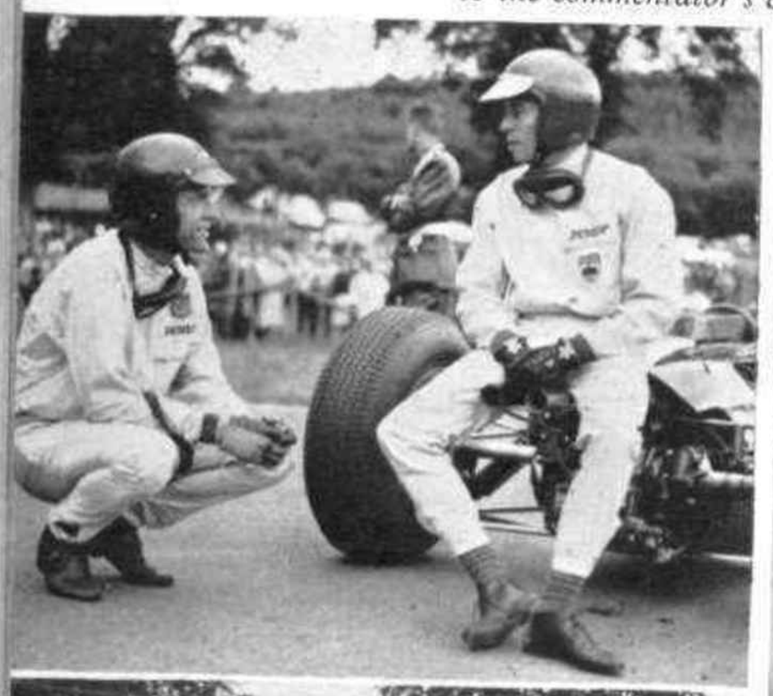


ANOTHER DICE.—Giancarlo Baghetti (B.R.M.) and Jo Siffert (Brabham-B.R.M.) had a long dice which ended when Siffert's engine broke.



SUPREME.—Dan Gurney in his works Brabham dominated the Belgian G.P. meeting from the first practice session until he ran out of fuel on the last lap.

INQUEST.—Dan Gurney and Jim Clark both came to rest at Stavelot and began commiserating with each other as Clark did not know he had won until the commentator announced the result. The three pictures below show the sequence of events just prior to the commentator's announcement.



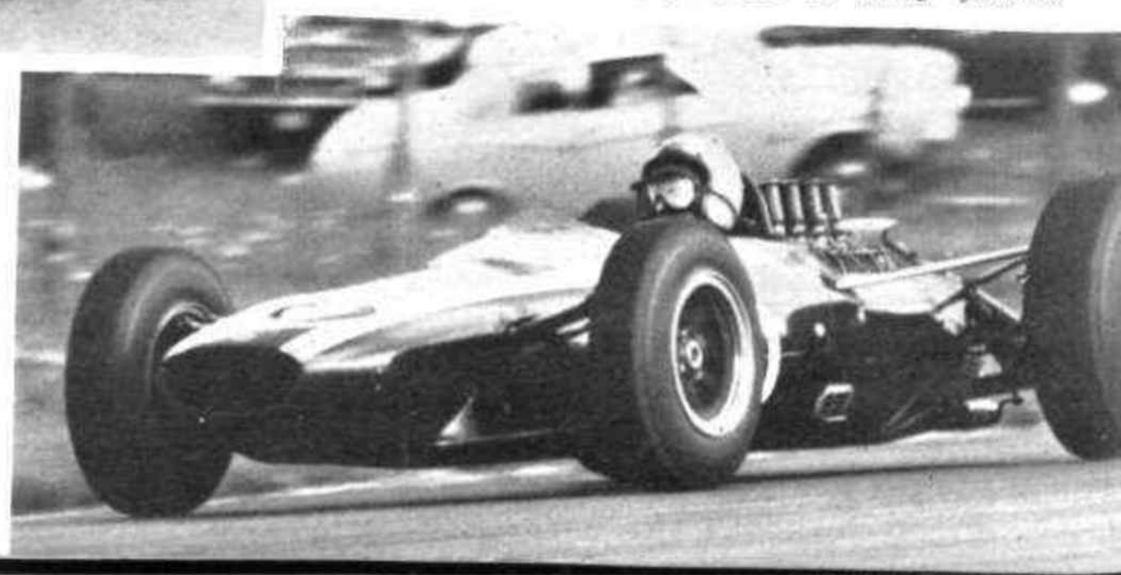


BELGIAN GRAND PRIX



FOURTH.—Richie Ginther drove his usual race at Spa and, apart from a brief tussle with Bandini's Ferrari, finished a lonely fourth.

STEADY.—Jack Brabham did not go as fast as his team-mate but he didn't run out of fuel and finished third.



FAST.—Bruce McLaren got the new Cooper going very quickly at Spa and held on to Hill and Clark for much of the race. He actually led for a brief period on the last lap until his battery went flat.

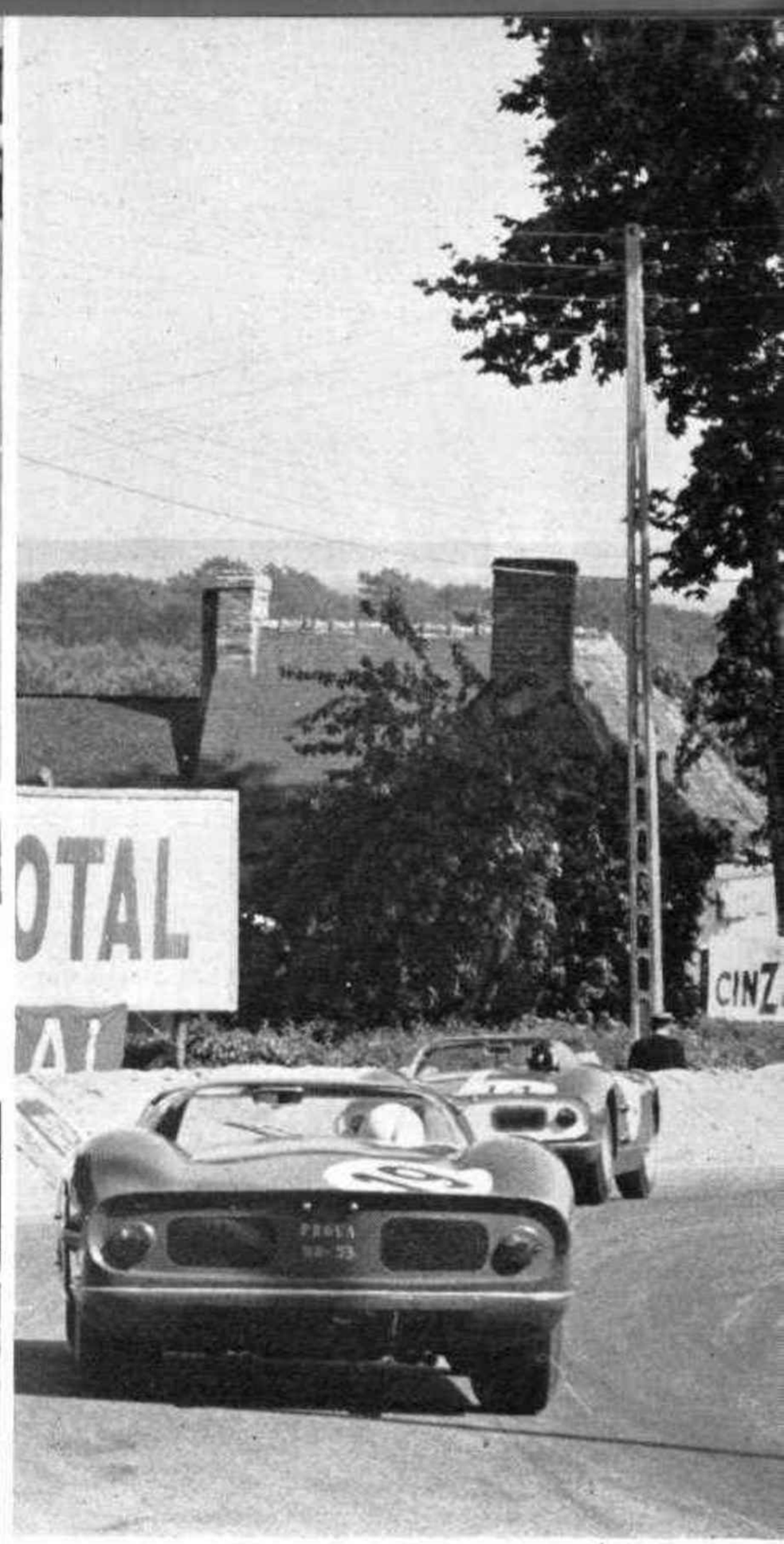


MULSANNE.—The winning Guichet/Vaccarella Ferrari rounds the slow bend at the end of the long Mulsanne Straight.

STEADY DRIVE by the private A.C. Cobra of J. Magne/J. de Mortemarte earned them 18th place. Car number 41 is the 15th place Alfa Romeo GTZ of Biscaldi/Sala.



PACE-SETTER.—Richie Ginther's Ford set a sizzling pace in the opening stages, completely outpacing the Ferraris, but later succumbing to gearbox maladies.



TERTRE ROUGE.—Graham Hill's 4-litre Ferrari leads Surtees' similar Ferrari in the opening laps. Hill finished second, Surtees, after a lengthy pit-stop, third.

LE MANS 24 HOURS

SPLITTING the Ferraris was the Shelby A.C. Cobra of Dan Gurney/Bob Bondurant, winner of the coveted GT category and fourth overall.





DUTCH G.P.



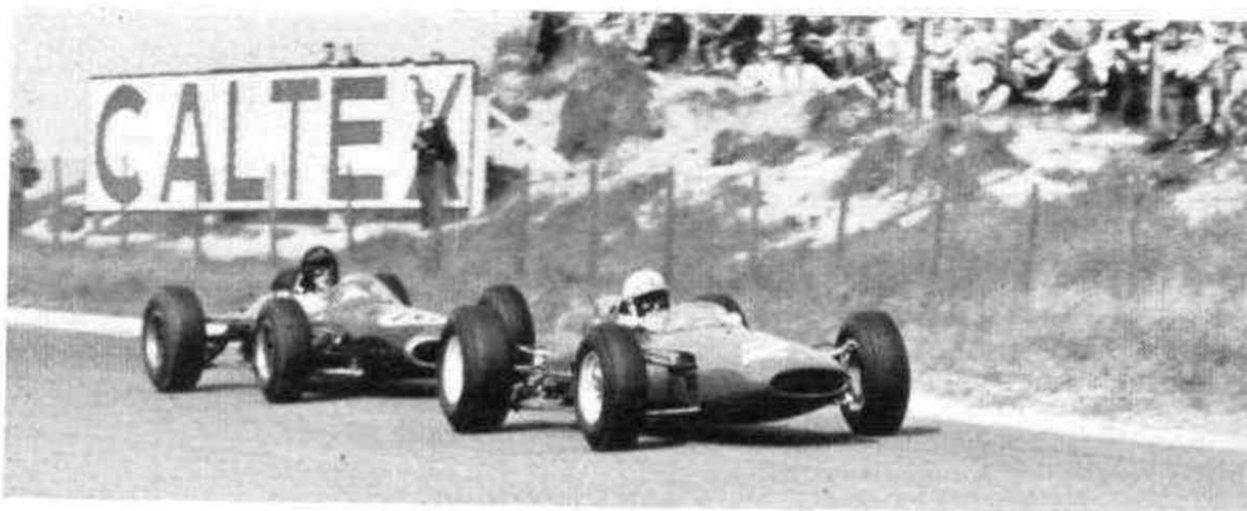
▲ *REPEAT PERFORMANCE.—Jim Clark in his Lotus repeated his 1963 performance by leading the Dutch G.P. from start to finish.*



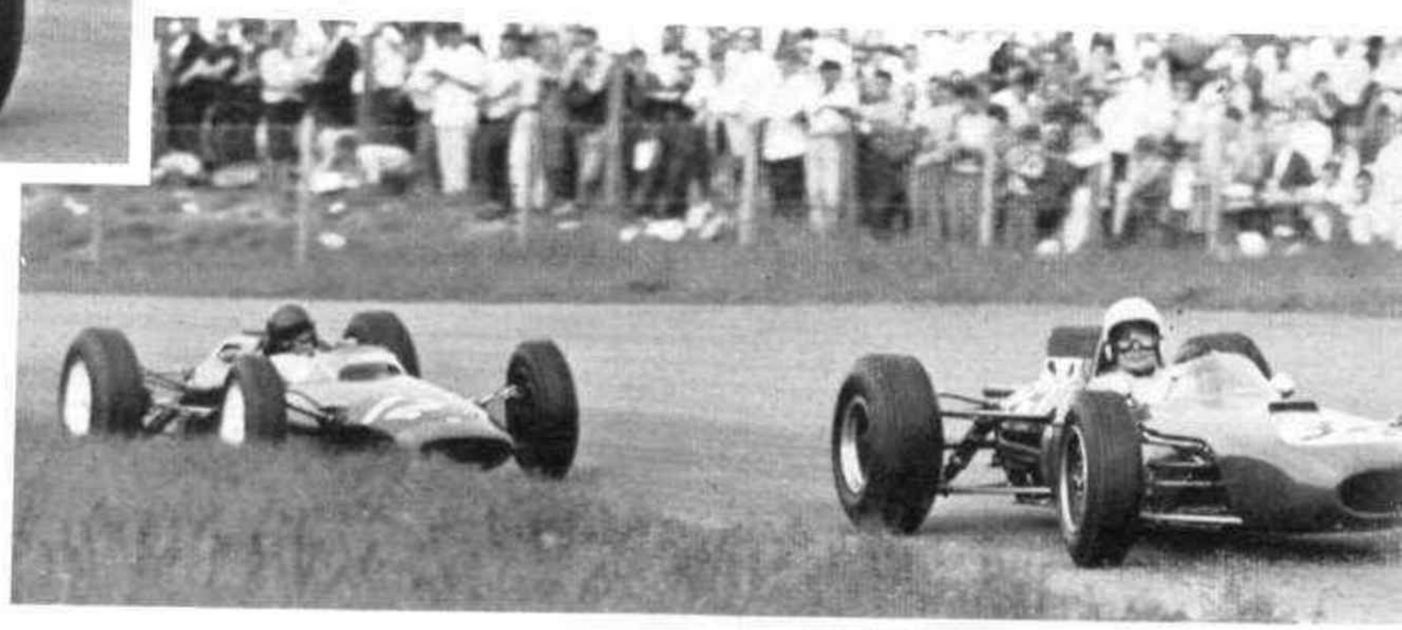
▲ *LEARNING FAST.—After being shown the "way round" in practice by Clark, Arundell drove a very consistent race to finish third.*



▲ *SLOWING.—G. Hill's B.R.M. slowed down after several laps when the high-pressure fuel pump overheated, causing vaporising.*



▲ *TOO STRONG.—Dan Gurney, here seen behind Surtees, was forced to retire when he broke his steering wheel.*

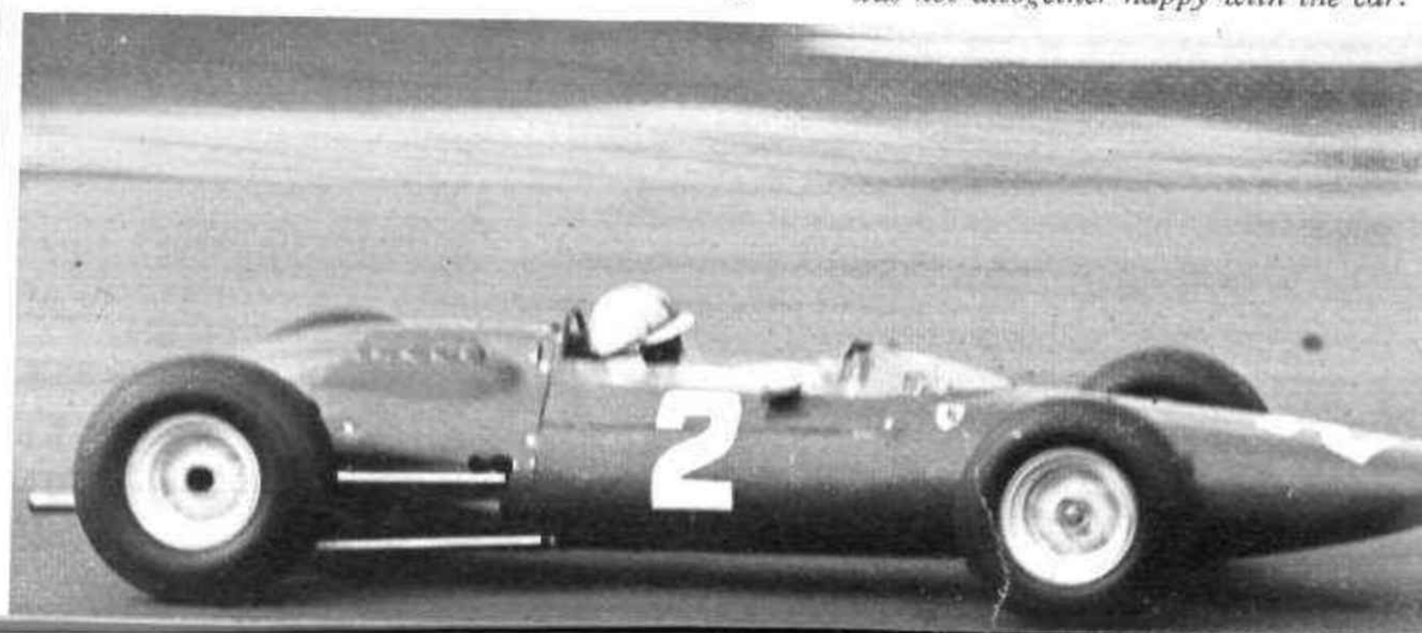




◀ *GOOD COME-BACK.—After not qualifying for the Monaco G.P. Chris Amon drove Parnell's Lotus-B.R.M. into fifth place at Zandvoort. All through the race he drove fast and consistently.*

▲ *MOTORCYCLE DUEL.—For most of t race Anderson, leading, and Hailwood we wheel to wheel, until Hailwood had t crown-wheel and pinion break on his ca*

▼ *AT SPEED.—John Surtees at speed in h V8 Ferrari. Although he came second was not altogether happy with the car.*





PIT STOP.—The 275P Ferrari open prototype which, driven by Lodovico Scarfiotti and Nino Vaccarella, won the A.D.A.C. 1,000 km. race, makes a refuelling stop. ▲



VERY FAST.—John Surtees, in the 275P Ferrari he shared with Lorenzo Bandini, sets a new GT Prototype lap record of 9 min. 09.0 sec. ▲

LINE ABREAST.—The Pon/Koch (left) and Siffert/Schiller Porsche 904s pass the pits together. The former won its class and finished third overall. ▼



CROWDED.—The Bondurant/Neerpasch Cobra forces its way past the Ferrari GTO of van Lysbeth/Gosselin and prepares to take the Porsche of Schwarz and Dorner ▼

1000 Km. NURBURGRING



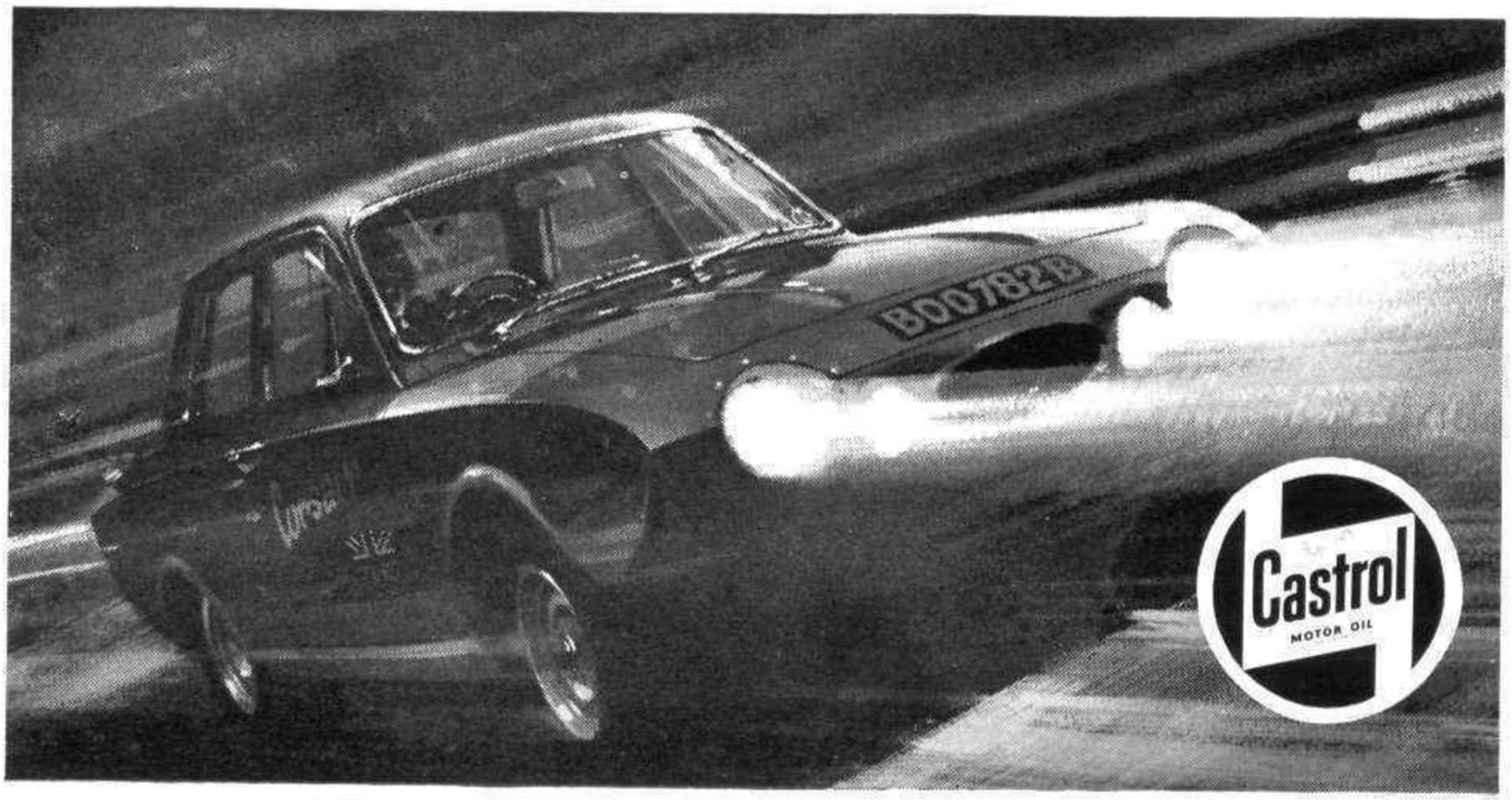
▲ *ON THE OUTSIDE.—The Maranello Concessionaire's 275P Ferrari driven by Graham Hill and Ireland, passes the Ashmore/Mac Lotus Elite.*

PATTER OF TINY FEET.—The start of the Nurburgring 1,000 km. race ▼





1 year's motoring in 4 days! FORD CORSAIR USING CASTROL



99 MPH for 4 days and 4 nights!

(Breaking 13 World Class *Records)

During the period 14th to 18th May a Ford Corsair G.T. swept round the Monza track for 24 hours a day with the unfaltering regularity of the sun itself. In these 4 days it covered over 10,000 miles, more than the annual mileage of the average motorist. Ford, following their usual practice, chose Castrol for this latest spectacular performance of this popular model. Ford have proved the reliability of Castrol in their works Rally Team, one of the most successful teams competing today.

HOW'S THIS FOR DEPENDABLE LUBRICATION?

During the course of this test, these astronomical figures of movements were accomplished:

Over two hundred million piston strokes!

Over sixty million road wheel revolutions!

Over thirty million back axle revolutions!

*13 World Class Records were broken ranging from 4000 kilometres at 101·6 m.p.h. to 4 Days and Nights at 99·1 m.p.h. (Observed by the F.I.A. and subject to official confirmation.)

A.D.A.C. 1000 KILOMETRES, NURBURGRING

Ferrari Win but Lola-Ford Fast

ADENAU, *May 31st.*

THE annual 1,000-kilometre race held on the Nurburgring this year celebrated its 10th anniversary, and did so with the largest entry imaginable, ranging from works Prototype Ferraris down to a 700-c.c. B.M.W. Special. While the race itself is of vast proportions, starting at 9 a.m. and going on until well after 4 p.m., during which time the leader covers 44 laps of the Nurburgring, it is true to say that the event as a whole becomes a way of life for nearly a week. Drivers who have not before raced at the circuit start arriving early in the week to drive round and round and learn the 22.81-kilometre track, teams arrive early to put in some pre-race testing, spectators with nothing else to do arrive early just to watch, and official practice and scrutineering go on during Thursday, Friday and Saturday. The nearby village of Adenau is packed out with racing people, as are many outlying villages, and for many days the sole topic is the "1,000 kilometres," the interest and excitement of which build up into the Sunday climax of the event itself, at which an estimated 300,000 paid to spectate this year.

Every year there is enough action and interest during the days before the race to fill a complete issue of this magazine, and this year was no exception, but the days were overshadowed by two fatal accidents in which Brian Hetreed crashed his Aston Martin and Rudolph Moser crashed his new Porsche 904. From an entry of over 100 cars many were eliminated long before the race began, either with mechanical trouble or by accidents, and it was rather obvious that there were a lot of cars in the hands of inexperienced drivers that were proving "too fast for owner." Naturally, one cannot list all the happenings to all the teams and private entries both during practice and the race, even if one knew the details, and many of the details that one did hear do not bear repeating or would take too long. The huge entry was divided up into two categories, Prototype GT cars and Homologated GT cars, with numerous sub-divisions into capacity classes. The overall race picture was a simple one for it lay between the works Ferrari team of two 3.3-litre V12-cylinder rear-engined open 275P cars, driven by Surtees/Bandini and Scarfiotti/Vaccarella, supported by an identical car on loan to the English Maranello Concessionaires and entrusted to Graham Hill/Ireland, and the works Porsche team of two 904 coupés fitted with 2-litre flat-8-cylinder engines, driven by Bonnier/Barth and Davis/Ginther. An unknown quantity that could well upset form was a lone entry from the Ford Motor Company of a Lola-Ford GT Prototype with 4.2-litre push-rod vee-8-cylinder engine, driven by Phil Hill/McLaren. Should all these contenders for victory have trouble, then any of the private entries such as the Equipe National Belge with a 275LM Ferrari Prototype, or any of the GT Ferraris or Porsches, could well come into the picture, or even the A.C. Cobras of the Shelby or Willment teams.

By the time practice was over the Porsche force was reduced by Barth having crashed one of the Prototypes due to brake troubles, and two private 904 Porsches had been wrecked. Gardner had crashed in one of the Willment Cobras when the engine seized, the Sicilian driver Arena had crashed one of the Shelby Cobras, Protheroe had crashed his competition E-type, and Spence had crashed Ian Walker's brand new Lotus Elan coupé that Arundell was to have shared. These disasters, coupled with mechanical ones such as the Beckwith/Warner Lotus Elan that suffered valve-seat trouble and numerous entries that did not arrive, whittled the final list of starters down to 81, which was still an enormous number of cars to line in echelon for a Le Mans-type start, thankfully in order of practice times; there was still a tricky business here for there was no guarantee that the driver who had made the fast practice lap was going to do the first stint of driving, so that there were many cars that were higher up the ranks than the ability of the driver justified. For a change the Ferrari team were in good order, having suffered few setbacks during practice, but the two works cars were split by Phil Hill in the Lola-Ford V8. Surtees had done 8 min. 57.9 sec. for his best lap and Hill had done 9 min. 04.7 sec., which was most encouraging for the first race for this new Prototype. The Porsche team had replaced their crashed Prototype with a standard 904, actually the one that had won the Targa Florio, and shuffled their drivers, putting Bonnier/Ginther in the 8-cylinder car and Davis/Barth in the 4-cylinder one. Ferrari had also done a reshuffle, being intent on winning the GT category, and had put Lucien Bianchi from one of the rear-engined Prototype coupés to a 1964 GTO with Langlois van Ophem of the E.N.B., the other works GTO being in the capable hands of Parkes/Guichet, but between these two cars at the start were the Porsche 904s of Linge/Mitter, Pon/Koch and Casner/Hobbs, the last being a Stirling Moss entry, as well as the Cobra of Bondurant/Neerpasch and the E-type Jaguar of Lindner/Nöcker. The line of starters stretched for such a long way that the starter had to position himself halfway down the line so that everyone could see him, and when the flag fell there was more excitement in the next few minutes than there has been in the whole length of some races. Surtees roared away into the lead, but Phil Hill was a long time fastening his safety-harness and then took off in a full-lock power slide into the midst of the pack. Olthoff in Willment's surviving Cobra had the carburetters catch fire as he started off, and as the flames would not be sucked in he had to find a way through the traffic-jam to park beside the track and get to work with a fire-extinguisher. Meanwhile, Bondurant in one of the works Cobras had been struck in the rear by Nöcker in the silver E-type Jaguar, and the big American car had spun through 360 degrees without clobbering anyone, continuing on its way with a crumpled rear end. This had caused a great number of the runners to come to a stop, and those that had made poor starts, such as Bianchi, Hobbs and Piper, were all held up by the momentary traffic-block. All this was before the first corner and somehow it sorted itself out and a very mixed field jostled its way off on the opening lap. Bondurant did not go far before his right rear tyre deflated and he had to stop to try and bend the crumpled bodywork away from the tyre. Half-way round the first lap the Lancia Flavia coupé of Cella spun and was struck by a Porsche 904, and once more the rear end of the field had to make a crash stop to avoid the accident, and by the end of the opening lap fast drivers like Bianchi had got nowhere at all, he still being in 56th position. Out in front, Surtees was running away from all possible opposition, there being no one to approach him, but Phil Hill was in second place with the blue and white Lola-Ford V8 coupé, followed by Scarfiotti and Graham Hill in Ferraris and Bonnier in the 8-cylinder Porsche. After that came Parkes in the new GTO Ferrari, Davis and Pon in Porsche 904s and Schlesser in the works A.C. Cobra that he was to share with Attwood. Next time round the Frenchman had disappeared, for his Ford V8 engine had stopped and he spent 20 minutes searching about before he discovered a broken l.t. wire to the coil. The other blue and white Cobra was limping round on a flat tyre and the Willment one was covered in fire-extinguisher foam, so the American challenge in the GT category was looking a bit sad.

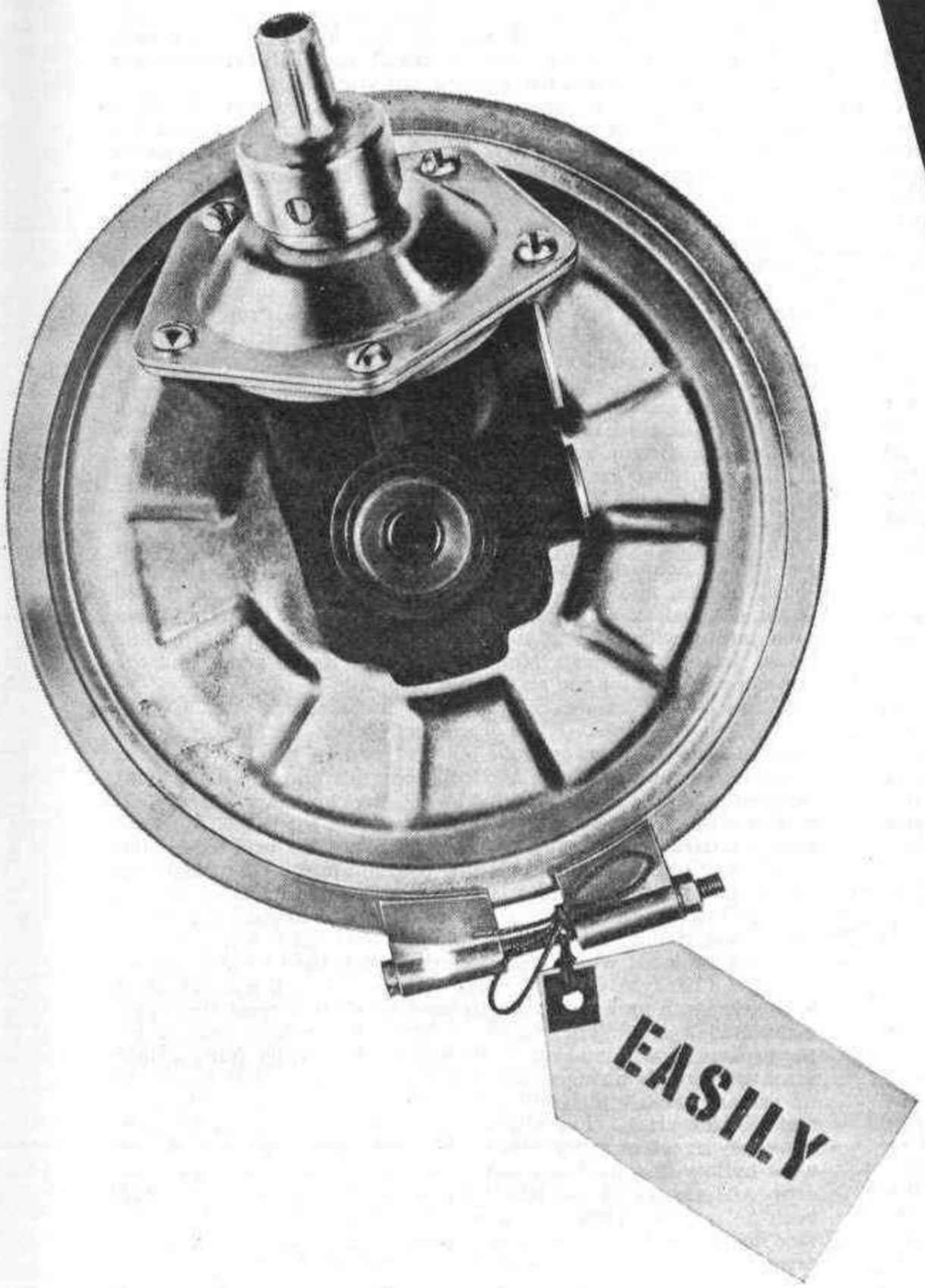
It did not take long for the issue to settle itself in a complete Ferrari domination, for Bonnier had trouble with sticking throttles on the Porsche, and after a brief stop out on the circuit he came into the pits for a much longer one, which put the car out of the running. Phil Hill kept in contact with the Ferraris for a time but difficulties with gear selection began to drop him back a bit; however, he was the only one to keep the red cars in sight. Surtees completed 14 laps in the lead before he came into the pits to refuel and hand over to Bandini, and had pulled out more than a minute lead, but Graham Hill, who had been in second place since the fourth lap, went by before the Italian driver set off. The second works Ferrari also came into the pits after 14 laps and Vaccarella set off with refilled tanks, and at the end of the next lap it was Graham Hill's turn to refuel and for Ireland to take over, but before the car was under way again the two works cars had gone back into first and second positions. The Lola-Ford V8 had made a fuel stop and driver change at the end of 11 laps, but on lap 15 it was overdue and when it eventually appeared McLaren headed for the pits. Every time he put the power on the rear end seemed to "kneel down," and it was found that the left-hand rear suspension mountings were breaking up, so the car had to be withdrawn, but at least it had shown good potential. The three Prototype Ferraris now had no opposition at all, but Bandini was not going as fast as Surtees had gone, so that Vaccarella had got by into the lead, and now Ireland was beginning to mix it with the two Italians. Although the three cars were identical

Continued on page 568



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NURBURGRING 1000 km.—Continued from page 565

and from the Ferrari factory, the Maranello Concessionaires' one was being run as a private entry as equally interested in winning the race as were the factory-controlled ones, so an interesting dice ensued. The Ferrari team manager suggested to Ronnie Hoare, who was in charge of the Hill/Ireland car, that as Ferrari cars were in the first three places he should slow his car down. However, Hoare did not agree with this and suggested that Dragoni slowed down the two factory cars instead! The three-cornered dice continued unabated, with Ireland thoroughly enjoying himself and leading as often as not, while in the pits Surtees was not enjoying seeing all his earlier efforts thrown to the winds. This situation went on until lap 27, when Bandini arrived at the pits unexpectedly as he felt he was running out of fuel. The ensuing pandemonium was such that it could have only been an Italian pit-stop, but somehow disaster was averted, and Surtees set off in the car with refilled tanks and new rear tyres. At the end of lap 28 Vaccarella was leading from Ireland, with Surtees catching up fast, and nobody else was in the race as regards the overall picture, but the Parkes/Guichet GTO Ferrari was next, hotly pursued by the Linge/Mitter Porsche and the Pon/Koch Porsche, these three racing for the lead in the GT category. The way things were going up at the front of the field it was beginning to look as though they might eventually be racing for the overall win as well, but time alone would tell. At the end of the 29th lap Vaccarella came into the pits on schedule for refuelling and new rear tyres and to hand over to Scarfiotti, and it was seen that Ireland was now overdue. Surtees was signalled to be nearing the completion of the lap, so the pit work slowed up noticeably and there was much wiping of the windscreen until the second works Ferrari appeared in view, and then Scarfiotti was permitted to rejoin the race, just as Surtees went by into the lead. Ireland was then seen coming over the brow of the hill before the pits, but he was on foot, for his car had run out of petrol a few hundred yards before the top of the hill. The regulations did not permit any petrol to be taken out to the stricken car and the Maranello Concessionaires' pit realised this and began to pack up rather sadly, but then an official told Graham Hill that he could take a can of petrol to the car, so off he went and returned a little while later to have the tanks filled before going back into the race. Not for long, however, for the official was at fault and the race control soon gave the car the black flag and brought it in again. It was then discovered that the reason it had run out of petrol was because a tank had split, so all the efforts were in vain and the car was wheeled away to the dead-car park. This left the two works Ferraris in complete control, with the works GTO fluctuating between third and fourth places with the Porsches, depending on who was driving and the time taken for refuelling. Parkes was outstandingly fast when at the wheel and could leave Linge well behind, but Guichet in the GTO was not as fast as Mitter in the Porsche, so a driver change tended to reverse positions, and meanwhile the orange Porsche of Pon and Koch was equally fast no matter which driver was at the wheel, so the car was a continual menace to the other two.

Out in front Surtees was happy once again, for there was no question of Scarfiotti beating him, and they merely had to run in team formation and reel off the laps that lay ahead. On lap 32 this satisfactory situation was dealt a mortal blow when the right-hand rear axle shaft on the Surtees car broke off flush with the hub carrier, and the wheel and hub parted company from the car. Luckily it was on a comparatively slow and twisty part of the circuit and the car took a quick header into the bushes, coming to a quicker stop and leaving Surtees unhurt, but it was a severe blow to the Ferrari team. This presented the Scarfiotti/Vaccarella car with an unchallenged victory, providing nothing else decided to break, and Scarfiotti slowed right down, touring round for the final laps, for he was still more than a whole lap ahead of the GT cars. Parkes had had his situation eased, for the Linge/Mitter car had been put out of the running by a broken oil pipe, which had caused some dicey moments for other competitors in the neighbourhood. Bianchi and van Ophem in the second works GTO Ferrari had worked their way steadily through the field until they reached fourth position, but they could not catch the Porsche of Ben Pon and Gerhard Koch, which was going perfectly.

Over most of the mountain circuit the sun had shone all day long, which was most unusual for the Eifel mountains, but just in case anyone got over-confident a short sharp shower of rain fell in the area of the Karussel and Hohe-Acte in mid-afternoon. It caught many drivers unawares and gave rise to a few momentary panics, and Maglioli spun off into the ditch with the 275LM Ferrari rear-engine coupé that he was sharing with Rindt. As far as the overall race was concerned it had been a Ferrari benefit, although not a simple one, for various outside influences had intervened to spoil complete success, and throughout the entry there had been continual excitement and drama, toils and troubles, success and failure, and space does not allow a full description, but a résumé of some of the highlights follows, class by class—for each was a separate race in itself.

Class 2—for GT cars up to 1,300 c.c.—was a complete walk-over for the team of rear-engined Abarth-Simcas, with their highly-tuned 4-cylinder twin overhead camshaft engines, the Rene-Bonnet opposition not being fast enough.

Class 3—for GT cars up to 1,600 c.c.—looked as though it might have been a three-cornered battle between the Giulia TZ Alfa Romeos, the 1963 works Porsche Carrera of Klaas/Greger and the Lotus Elan hard-top of Whitmore/Hegbourne. It turned out to be an easy victory for the Alfas as the Porsche was not quick enough and Whitmore had a rear stub axle break early in the race, before Hegbourne had even had a drive.

Class 4—for GT cars up to 2,000 c.c.—could hardly fail to be a Porsche victory for there were twelve 904 coupés, including Davis/Barth, who had been transferred from the Prototype class on the morning of the race. Privately-owned cars driven by Swiss drivers finished second and third behind the works-supported one of Pon/Koch, while the Stirling Moss-owned car driven by Casner and David Hobbs finished fifth. It had a good run but was badly delayed in the opening laps by the various incidents around the circuit and could never make up the ground lost. The Davis/Barth car led the class in the early stages until Davis spun off into a ditch.

Class 5—GT cars up to 3,000 c.c.—was an all-Ferrari affair with the 1964 GTO of the factory supported by the similar car of the Belgian Equipe. David Piper shared his GTO with Tony Maggs, and they would have been nearer the leaders had Piper not had an early pit stop when he thought something had gone wrong with the rear suspension as the car seemed to handle in an unusual manner. Nothing could be found amiss and the car ran perfectly for the rest of the race!

Class 6—GT cars over 3,000 c.c.—included the A.C. Cobras and Jaguar E-types. The Lindner/Nöcker car had gearbox trouble, Sutcliffe was pushed off the road in his E-type when Hitchcock spun his Cobra and collided with him, the Lumsden/Sargent car was not handling well due to some suspension modifications not working out as planned, and the Banks/McNally near-standard coupé had a pretty steady run and profited by the troubles of others. Of the Cobras the Bondurant/Neerpasch car had trouble on the opening lap, as already described; it limped back to the pits for a new wheel and tyre and to have the body-work bashed out, but had to stop later to have a rear shock-absorber replaced which had been damaged due to the bumping along on a flat tyre. After running well for a time it was refuelled and Neerpasch took over, only to have an oil pipe break before he completed a lap. The Schlesser/Attwood car was delayed by the broken l.t. wire and after this was fixed it ran for quite a time until the throttle linkage came adrift; this was fixed and it made up ground rapidly to finally catch the E-type of Banks/McNally and win the class. The Olthoff/Hawkins Cobra had its fire put out after the fracas at the first corner, and some time later Olthoff went back with some tools and repaired the burnt fuel pipes and drove the car round the whole lap back to the pits. There had been no serious damage, so it was tidied up and put back in the race many laps behind the rest of the runners, and the two drivers pressed on to good effect but were delayed by further troubles. A front shock-absorber bolt broke and had to be replaced, and then a front-wheel bearing broke up. As the inner race could not be removed from the stub axle the whole unit was changed and the car was running as well as ever at the finish of the race.

Class 7—Prototypes 1,000 c.c.—had a motley collection of tiny cars in it which included some pathetically slow B.M.W.s modified by a local agent, and was won through sheer doggedness by a Diva coupé.

Class 8—Prototypes 1,300 c.c.—was a clean sweep for the Dick Jacobs' team of M.G. Midget coupés, one with a 1,275-c.c. B.M.C. engine and the other with a very hot 1,293-c.c. engine with dry-sump lubrication. Both cars were impeccably prepared and ran like little watches to finish first and second from Marcos, Austin Healey, Alpine-Renault, Rene-Bonnet and Diva opposition.

Class 9—Prototypes 2,000 c.c.—was an inevitable and hollow victory for the lone 8-cylinder Porsche of Bonnier/Ginther. After their throttle-sticking troubles had been sorted out, and a brief moment of alarm when Bonnier thought the rear suspension was falling off, the car finished running well, but two laps

behind the overall winner of the race.

Class 11—Prototypes over 3,000 c.c.—saw the first appearance of the rear-engined coupé Ferraris that should have been homologated by now. The 3-litre-engined version has been abandoned and production has begun on 3.3-litre versions, but as yet they must run as Prototypes, designated 275LM Berlinetta. The Belgian-owned one driven by Dumay/" Beurlys " went out with a broken front suspension mounting, and the Austrian-owned one driven by Maglioli/Rindt went out when the Italian driver spun off the road. Coundley and Fairman were driving the Costain-designed Lister-Jaguar that ran at Le Mans last year, but from the start were plagued with rear-suspension troubles that finally resolved themselves into a broken de Dion tube. The Iso Rivolta A3 Grifo, with Chevrolet V8 engine, had a not very fast but trouble-free run in the hands of Noblet/Bernay, and given more b.h.p. could well make quite a showing. The remaining four entries in this class were the stars of the race and their story has already been told.

As mentioned in the beginning of this article, the happenings that took place in and around Adenau and the Nurburgring during the week of the 1,000 kilometres race would more than fill a book, and no report can hope to do full justice to the whole affair. The 10th race in the series was a sad one as it resulted in the loss of two drivers, and was notable for an unprecedented number of crashes, caused either by driver error or mechanical failure, and this may encourage the organisers to select their entries more carefully next year. It was my intention to comment on the number of small British cars that were black-flagged during the race for bits falling off or infringement of rules, and also on the broken wheels or stub axles among the small British cars, but as the works Ferrari of Surtees went out with a broken stub axle and a World Champion received the black-flag for infringement of rules, I must leave it at that.—D. S. J.

Results :

A.D.A.C. 1,000 KILOMETRES—Nurburgring—44 Laps
Warm and Sunny

1st : L. Scarfiotti/N. Vaccarella (Ferrari 275P) .. .. 44 laps—7 hr. 08 min. 27.0 sec.—140.5 k.p.h. (*new record*)

2nd: M. Parkes/J. Guichet (Ferrari GTO—1964) .. .. .. 43 laps—7 hr. 09 min. 01.7 sec.

3rd : B. Fon/G. Koch (Porsche 904 GTS) 43 laps—7 hr. 12 min. 34.5 sec.

4th : L. Bianchi/G. van Ophem (Ferrari GTO—1964) .. .. .. 43 laps—7 hr. 16 min. 16.3 sec.

5th : J. Bonnier/R. Ginther (Porsche 904 8-cyl.) .. .. .. 42 laps—7 hr. 08 min. 46.7 sec.

6th : H. Muller/A. Knorr (Porsche 904 GTS) .. .. 42 laps—7 hr. 09 min. 05.6 sec.

7th : D. Piper/A. Maggs (Ferrari GTO —1963) .. .. 42 laps—7 hr. 10 min. 45.0 sec.

8th : J. Siffert/H. Schiller (Porsche 904 GTS) .. .. 42 laps—7 hr. 11 min. 53.2 sec

9th : L. Casner/D. Hobbs (Porsche 904 GTS) .. .. 42 laps—7 hr. 13 min. 55.1 sec.

10th : A. Vianini/E. Nasif (Porsche 904 GTS) .. .. 42 laps—7 hr. 13 min. 58.0 sec.

29 *other finishers.*

Fastest lap : J. Surtees (Ferrari 275P) in 9 min. 09.0 sec.—149.6 k.p.h. (*new record*).

81 *starters* — 39 *finishers.*

Class Results :

Class 2 : GT cars 1,000-1,300 c.c. :

1st : H. Herrmann/F. Juttner (Abarth Simca 1300) .. .. .. 41 laps—7 hr. 14 min. 37.2 sec.—129.2 k.p.h.

2nd: R. de Lageneste/W. Schneider (Abarth Simca 1300) .. .. 40 laps—7 hr. 15 min. 17.7 sec.

3rd : T. Spychiger/H. Muller (Abarth Simca 1300) .. .. .. 40 laps—7 hr. 18 min. 34.8 sec

Class 3 : GT cars 1,300-1,600 c.c. :

1st : G. Biscaldi/E. Furtmayr (Alfa Romeo Giulia TZ) .. .. 41 laps—7 hr. 09 min. 29.1 sec.—130.6 k.p.h.

2nd: R. Bussinello/G. Pianto (Alfa Romeo Giulia TZ) .. .. 41 laps—7 hr. 11 min. 41.8 sec.

3rd : G. Klass/J. Greger (Porsche Carrera GT) .. .. .. 41 laps—7 hr. 14 min. 32.9 sec.

Class 4 : GT cars 1,600-2,000 c.c. :

1st : B. Pon/G. Koch (Porsche 904 GTS) .. .. 43 laps—7 hr. 12 min. 34.5 sec.—136.0 k.p.h.

2nd: H. Muller/A. Knorr (Porsche 904 GTS) .. .. 42 laps—7 hr. 09 min. 05.6 sec.

3rd : J. Siffert/H. Schiller (Porsche 904 GTS) .. .. 42 laps—7 hr. 11 min. 53.2 sec.

Class 5 : GT cars 2,000-3,000 c.c. :

1st : M. Parkes/J. Guichet (Ferrari GTO—1964) .. .. .. 43 laps—7 hr. 09 min. 01.7 sec.—137.1 k.p.h.

2nd: L. Bianchi/G. van Ophem (Ferrari GTO—1964) .. .. 43 laps—7 hr. 16 min. 16.3 sec.

3rd : D. Piper/A. Maggs (Ferrari GTO —1963) .. .. 42 laps—7 hr. 10 min. 45.0 sec.

Class 6 : GT cars over 3,000 c.c. :

1st : J. Schlesser/R. Attwood (A.C. Cobra-Ford V8) .. .. 39 laps—7 hr. 10 min. 01.8 sec.—124.2 k.p.h.

2nd: W. Banks/P. McNally (Jaguar E-type) .. .. 39 laps—7 hr. 11 min. 42.4 sec.

3rd : R. Olthoff/P. Hawkins (A.C. Cobra-Ford V8) .. .. 32 laps—7 hr. 09 min. 08.2 sec.

Class 7 : Prototypes up to 1,000 c.c. :

1st : J. Miles/P. Jackson (Diva-Ford).. 35 laps—7 hr. 09 min. 47.3 sec.—111.5 k.p.h.

2nd: H. Gilges/P. Otto (Martini-B.M.W. 700) .. .. .. 35 laps—7 hr. 19 min. 25.9 sec.

3rd : H. Hulbusch/K. Louis (Martini-B.M.W. 700) .. .. .. 34 laps—7 hr. 07 min. 04.8 sec.

Class 8 : Prototypes 1,000-1,300 c.c. :

1st : A. Hedges/K. Greene (M.G. Midget 1,293 c.c.) .. .. 39 laps—7 hr. 10 min. 55.7 sec.

2nd: C. Martyn/A. Foster (M.G. Midget 1,275 c.c.) .. .. 39 laps

3rd : C. Baker/W. Bradley (Austin Healey Sprite) .. .. .. 39 laps

Class 9 : Prototypes 1,300-2,000 c.c. :

1st : J. Bonnier/R. Ginther (Porsche 904 8-cyl.) .. .. .. 42 laps—7 hr. 08 min. 46.7 sec.—133.9 k.p.h.

No other finishers.

Class 11 : Prototypes over 3,000 c.c. :

1st : L. Scarfiotti/N. Vaccarella (Ferrari 275P) .. .. .. 44 laps—7 hr. 08 min. 27.0 sec.—140.5 k.p.h.

2nd: P. Noblet/E. Bernay (ISO Grifo A3) .. .. 40 laps—7 hr. 13 min. 39.0 sec.

No other finishers.

BRANDS HATCH 6-HOURS—continued from page 556

laps; **8th** : P. Clarke/T. Makinen (Mini-Cooper S 1275), 161 laps; **9th** : R. Bussinello/A. de Adamich (Alfa Romeo Giulia TI), 161 laps; **10th** : J. G. Sears/F. Gardner (Cortina GT), 160 laps; **11th** : C. Facetti/G. Pianta (Lancia Flaminia), 155 laps; **12th** : P. Pilsworth/A. D. Rutt (Mini-Cooper S 1275), 155 laps); **13th** : M. P. Renny/A. B. Stracey (Volvo 122S B18), 154 laps; **14th** : M. Natili/P. Frescobaldi (Lancia Flaviasport), 154 laps; **15th** : R. di Bona/F. de Leonibus (Alfa Romeo Giulia TI), 153 laps; **16th** : J. Rhodes/R. Slotemaker (Mini-Cooper S 1293); **17th** : C. Summers/K. T. Wilson (Jaguar 3.8), 148 laps; **18th** : J. R. Aley/J. Terry (Mini-Cooper S 1275), 143 laps; **19th** : M. L. Brunt/M. J. Donegan (Anglia 1200), 141 laps; **20th** : J. Nicholson/J. Derisley/A. Deacon (Lotus-Cortina), 138 laps.

Fastest lap : Sir Gawaine Baillie (Ford Galaxie), 1 min. 58.4 sec. (80.37 m.p.h.).

Class Results :

Up to 1,300 c.c. : 1st : J. Handley/R. Broad (Mini-Cooper S 1275), 161 laps—71.83 m.p.h.; **2nd** : P. Clarke/T. Makinen (Mini-Cooper S 1275).
1,301-1,600 c.c. : 1st : Sir J. H. D. Whitmore/P. Procter (Lotus-Cortina), 168 laps—73.84 m.p.h.; **2nd** : H. C. Taylor/P. Harper (Lotus-Cortina).
1,601-3,000 c.c. : 1st : E. Böhringer/H. Linge (Mercedes 300SE), 166 laps—73.28 m.p.h.; **2nd** : H. Herrmann/P. Lang (Mercedes 300SE).
Over 3,000 c.c. : 1st : Sir G. Baillie/P. M. Jopp (Ford Galaxie), 165 laps—72.6 m.p.h.; **2nd** : C. Summers/K. T. Wilson (Jaguar 3.8).

VAUXHALL GET-TOGETHER

A get-together of vintage Vauxhalls is being planned to take place at Vauxhall Motors, Luton, on September 5th. All owners of 30/98, Prince Henry, D-type, 14/40, 23/60 and 25/70 are invited as the guests of Vauxhall Motors Ltd., and anyone wishing to enter should contact G. W. Samson, 12 Mayfield Avenue, Penkridge, Stafford. A luncheon is being provided for all entrants by Vauxhall Motors. Owners of these cars who cannot attend are invited to submit details of their cars to Mr. Samson, to enable him to bring the 30/98 Register up to date.

* * *

The Friends of Queen Mary's Hospital for Children, at Carshalton, Surrey, are holding another of their popular rallies for vintage vehicles of all types on July 11th at 2 p.m. Anyone wishing further information should contact Ken Fidgen at Messrs. Louis Newmark Ltd., Bell Street, Reigate, Surrey (Telephone : Reigate 45721).

A SPEEDWELL MODIFIED MINI

SPEEDWELL are better known for their extensive conversions to B.M.C. cars, such as the 110-m.p.h. Riley Elf we tried a few months ago, but the bulk of their business is in milder conversions, giving that little bit extra steam to the slower cars in the B.M.C. range. A popular conversion for the normal 850 Mini is one which brings the performance up to Cooper Mini standards, and we have recently been trying a de luxe Mini, perfectly standard except for the addition of the Speedwell Grand Touring engine kit. This kit consists of the Speedwell alloy cylinder head plus a twin carburetter layout and a Speedwell twin-pipe silencer. The alloy head, the patterns for which had to be made in Italy, is sold in two forms, the GT for the less powerful B.M.C. engines and the Clubman for the more powerful units. The GT head which was fitted to our test car uses standard-sized valves and single springs, and has a 10.5-to-1 compression-ratio, whereas the Clubman has larger valves, a different combustion chamber shape and a compression ratio of 11 to 1, which can be raised to 13 to 1 for racing purposes.

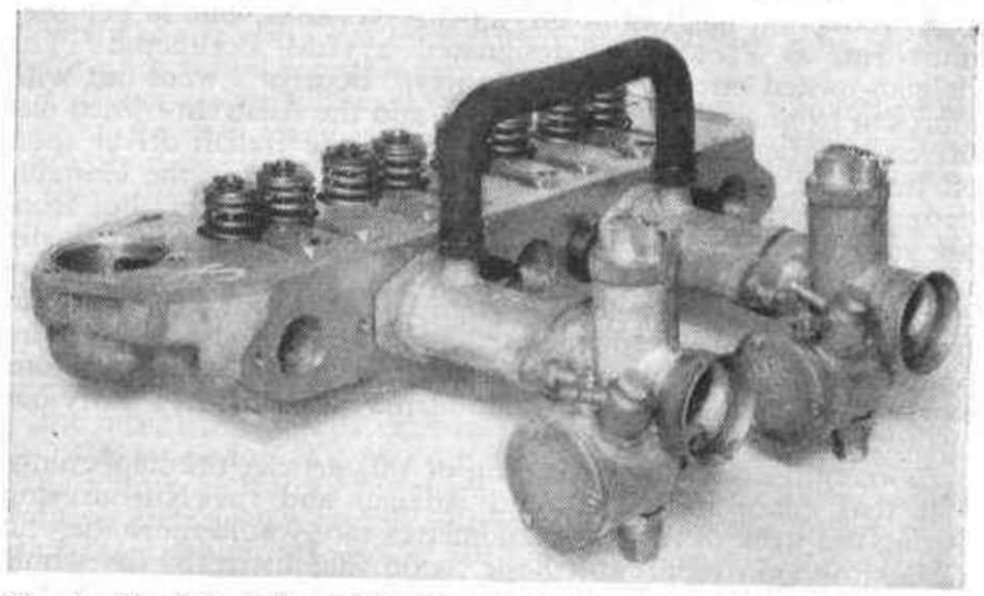
The three carburetter kits which are available with the alloy head are twin S.U. HS2, twin Amal, or single downdraught Weber with double chokes. The test car was fitted with the Amals, which give more performance than either the S.U.s or the Weber but have some idiosyncrasies which might deter some people from using them for road driving. The complete kit of cylinder head, carburetters, silencer, chromed rocker cover, spark plugs and all the necessary gaskets and so on costs a total of £70. The S.U. kit is cheaper at £65, and the Weber kit costs £72. The cylinder head can be purchased separately for £39 10s., and the carburetter and silencer kits can also be bought separately: £27 for the S.U., £33 for the Amal, and £35 for the Weber kit.

The test car was a normal de luxe Mini with about 6,000 miles on the speedometer and was standard except for the addition of the Speedwell kit, a Kenlowe fan, costing £12 15s., and stiffer shock-absorbers. The only unusual control for the driver to worry about was a motorcycle-type choke lever which was attached to the parcels shelf. The starting procedure with the Amals can be tricky but once the technique is learned, first-time starts can be made without trouble. With the engine cold it is necessary to have the mixture control at fully rich and then depress the accelerator when the starter is operated. The engine usually fires first time and then the mixture control must be closed fairly quickly to prevent stalling. In extreme cold weather it may be necessary to flood the carburetters by "tickling" the button on the float chambers, but the engine always started well with us without resorting to this technique. To start the engine when warm it is necessary to "catch" the engine by depressing the throttle just after the starter begins to turn.

According to Speedwell the advantages of the Amal carburetters, which are more normally used on motorcycles, is in their ability to hold their tune over long periods, although they can be difficult to tune initially. S.U. carburetters are easier to tune but tend to lose their tune quicker.

On the road the increased performance was immediately evident and the Mini charged along in an impressive way. Later on, the stop-watch confirmed that this car's performance was well up to Mini-Cooper standards despite its less advantageous gear ratios, which leave it with a bigger gap between 2nd and 3rd gears, thus affecting the 50-m.p.h. time especially. As the attached table shows, the Speedwell car is slower to 50 m.p.h. than a Mini-Cooper because of the extra gear-change involved, but by the time 60 m.p.h. is reached it has more than picked up the lost time. It is also quicker to 70 m.p.h. than the Cooper, and on the standing-start ¼-mile it is half a second quicker.

There is some loss of flexibility with the Amal layout and it is necessary to use the gears to get the best results, which is, of course, no hardship to the keen driver. If the throttle is opened wide at low r.p.m. in the higher gears there is a bad flat spot, but the person who lugs around in top gear will hardly be in the market for a Speedwell conversion, and in any case for the driver who wants a little more flexibility the S.U. and Weber layouts are available.



Speedwell claim that their alloy cylinder head with twin Amal carburetters raises the power output of the Mini engine to nearly 48 b.h.p.

Due to the better thermal efficiency of the alloy head the Mini would run quite happily on 90-octane fuel but we used 97 or 100-octane during our test and obtained a fuel consumption of 32 m.p.g., despite a leak from one of the carburetters. Speedwell claim 34 m.p.g. and this does not seem at all unreasonable. The Supertone silencer does not raise the noise level appreciably, and in fact the exhaust note is most pleasant. Fitted to a Mini-Super de luxe which costs £493 the Speedwell conversion brings the price up almost to that of a Cooper Mini; fitted to the normal Mini at £448 there is quite a considerable saving. Many people prefer the drum brakes of the ordinary Mini over the discs of the Cooper range, and the standard Mini gearbox is a vast improvement over the wretched device inflicted on early Mini drivers. Another advantage of the Speedwell conversion is that the alloy head and attendant carburetters, etc., can be transferred to a new car and the standard cylinder head and carburetter replaced when selling the car.—M. L. T.

PERFORMANCE TABLE

	Standard Mini Minor	Cooper Mini	Speedwell Mini
0-30 m.p.h. ..	7.0 sec.	5.2 sec.	4.9 sec.
0-40 ,, ..	10.6 ,,	7.4 ,,	7.8 ,,
0-50 ,, ..	17.5 ,,	11.0 ,,	11.5 ,,
0-60 ,, ..	27.6 ,,	17.1 ,,	15.2 ,,
0-70 ,, ..	—	28.0 ,,	26.7 ,,
s.s. ¼-mile ..	23.5 sec.	20.5 sec.	20.0 sec.
Speeds in the Gears			
1st	25 m.p.h.	30 m.p.h.	28 m.p.h.
2nd	40 ,,	50 ,,	43 ,,
3rd	60 ,,	70 ,,	68 ,,
Top	72 ,,	85 ,,	86 ,,

THE ROSSFELD HILL-CLIMB

The Rossfeld Hill-Climb, in Southern Germany, round one of the European Championship, took place on June 7th and produced a win for the 1963 Champion, Edgar Barth, who set up a new record of 3 min. 15.31 sec. in a Stuttgart-entered Elva-Porsche 8-cylinder. Second was the Swiss Herbert Muller in a flat-8 Porsche prototype (ex-Barth). British Champion Peter Westbury (Lotus 23-B.R.M.) was placed fifth. In the GT category Eduardo Lualdi's 1964 GTO Ferrari made a new class record in 3 min. 27.29 sec., and Heinrich Walter's Porsche 904 set a new 2-litre GT record at 3 min. 26.13 sec. The course was shortened this year by 200 metres and now measures 6 km.

Results (aggregate of two runs):

1st :	E. Barth (2.0 Elva-Porsche 8-cyl.)	6 min. 31.18 sec.
2nd:	H. Muller (2.0 Porsche 8-cyl.)	6 min. 35.84 sec.
3rd :	J. Greger (2.0 Elva-Porsche)	6 min. 41.39 sec.
4th :	K. Foitek (1.8 Lotus 23-B.M.W.)	6 min. 42.69 sec.
5th :	P. Westbury (Lotus 23-B.R.M.)	6 min. 50.62 sec.
6th :	M. Weber (Porsche 904)	6 min. 53.24 sec.
7th :	E. Lualdi (Ferrari GTO)	6 min. 55.19 sec.
8th :	H. Walter (Porsche 904)	6 min. 55.43 sec.
9th :	P. Colombo (Porsche 904)	7 min. 01.24 sec.
0th :	A. Fischhaber (1.8 Lotus 23-B.M.W.)	7 min. 02.41 sec

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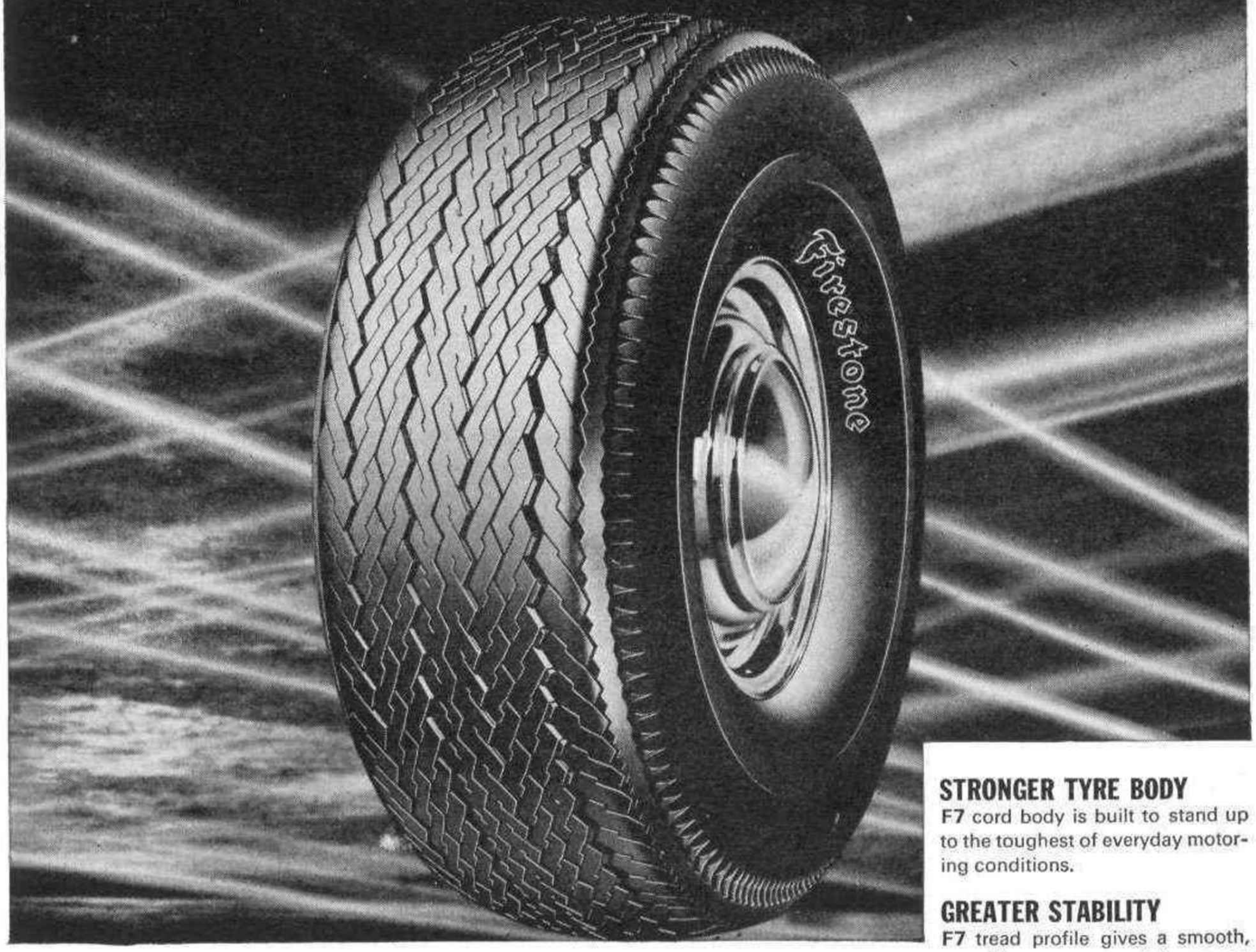
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M.S.7/64

GRIP ALONE IS NOT ENOUGH!



NEW

Firestone F7

gives you the strength behind the grip!

Grip is important but grip alone is not enough: it's the strength behind the grip that counts. The world's finest grip is of little use if the carcass won't stand up to the strain or if the tread wears out too quickly. There's more to a tyre than grip alone: you need grip plus strength.

Firestone development engineers have spent years of research and testing to produce the F7, the perfect tyre, round shouldered, strong, cooler running, flexible: a new standard in safety; a tyre by which to judge all others. Perhaps some day all tyres will be as good—today the F7 is paramount.

STRONGER TYRE BODY
F7 cord body is built to stand up to the toughest of everyday motoring conditions.

GREATER STABILITY
F7 tread profile gives a smooth, true ride, even over cats' eyes and raised white lines.

BETTER CORNERING
F7 grip acts superbly when needed most—on corners. Safer cornering than ever before.

HIGHER MILEAGE
F7 tread has special stabilisers built-in to give more miles.

ADVANCED TREAD PATTERN
F7 tread has seven ribs—five main ribs, plus two round the shoulders to give non-skid safety.

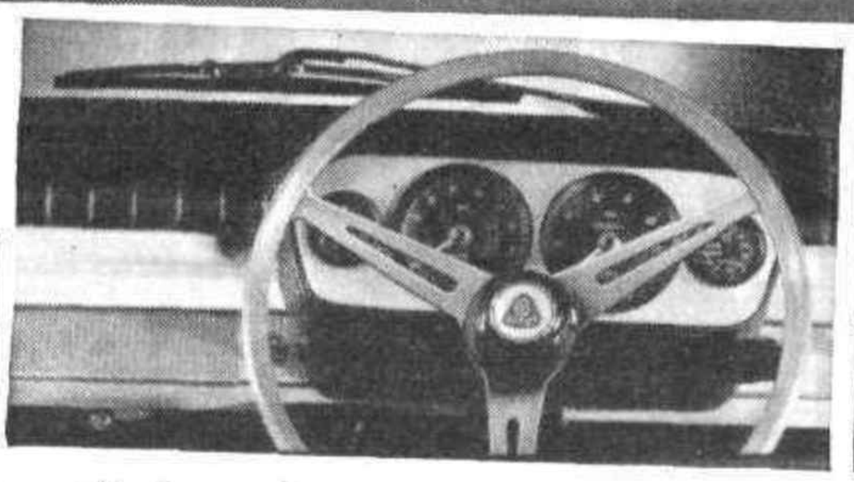
REMARKABLE WET WEATHER GRIP
F7 tread pattern is scientifically designed to squeeze water away from the point of road contact.

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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.

HOT FAVOURITES?

Sir,

I enclose a photograph which I took at Monaco this year, and the first thing that struck me when I saw the original was :

"HOTTEST - TEAM - AT - MONACO."



Burgess Hill. P. W. H. CULBY.

* * *

ENTHUSIASM FOR CITROENS

Sir,

Dr. Lillicrap's letter remarking on his experience with a Citroën DS calls for some comment, lest it should mislead others into thinking that his unfortunate experience is the lot of Citroën owners (DS or ID).

I feel able to write with some authority on the subject since not only am I myself the proud possessor of a DS19, but, having lived 4½ years in Germany, I have known several other Citroën owners. Members of N.A.T.O. Forces Europe buy cars for their own use without tax or import duty and it is perhaps little wonder that Citroën is one of the most popular *marques*. But price alone is not the only deciding factor. Living in a closely-knit British community, where every second family buys a new car during their tour of duty, one hears the pedigrees of all cars hotly defended or attacked. If so and so is having trouble with his shiny new ———, then it is of vital interest to all those who were thinking of buying one. And word quickly travels along the grapevine.

If there is one firm who has made "converts" by the cars they have sold to N.A.T.O. forces, then it is Messrs. André Citroën. Many a purchaser bought his ID or DS with a steely eye to the value-for-money compared to British prices, but having bought one, steely-eyed stock-broker types become dewy-eyed enthusiasts overnight. "Drawing-room on wheels," "business-man's express," call it what you will, those who have experienced it never sit in another car again without feeling slightly uncomfortable.

There is necessarily an element of luck in buying any car. "Rogues" come off the assembly lines of makers with enviable reputations and amongst models with noted vices is sometimes an odd one that is trouble-free. To argue the merits of any car from the repair bills of one owner is futile. I myself spent infinitely more in the four years I possessed a TR2 than in the equivalent time I've had the DS19, but maybe I was lucky. So far as owning the DS is concerned, I know I am!

Plymstock. D. S. TICE.

* * *

RELIABILITY

Sir,

I read in my "Castrol Achievements Book 1963" that : "Apart from the skilled attention received during routine maintenance, a Rolls-Royce Dart turbo-prop engine has remained undisturbed in a B.E.A. Vickers Viscount airliner for more than two years. During this time the (Castrol-lubricated) engine has been in operation for 4,500 hours and the aircraft in which it was installed has travelled more than 1,000,000 statute miles. Rolls-Royce claim that this is the longest operating time for any aero-engine in the world to be left installed in the same aircraft." (Page 38.)

And it probably is! I am Rolls-Royce biased.

Bath. P. J. OWEN.

* * *

FREE LUBRICATION CHARTS

Sir,

Your readers might be interested to know that there are now at least two sources of free lubrication charts for their cars.

They can write to Castrol or they can fly to the Continent by British United Air Ferries. It was very pleasant to find a letter waiting for me on my recent return from France thanking me for using their services and enclosing a free chart. The cost to them may have been a few pence only but this sort of service, I think, deserves encouragement.

Usual vehement disclaimers.

Wimborne. PHILIP WARNER.

* * *

A STYLING EXPERT

Sir,

I think your readers would be interested in the following quotation from *Product Engineering*, April 13th, 1964, because it helps to explain several things about American cars. It is attributed to Mr. Gene Bordinat, Vice-President and Director of styling of American Ford, and he is talking about the new Mustang.

> "Primary goal was a car with the total look of total performance. This was achieved by styling with classically aesthetic proportions incorporating the perky hop-up above the rear wheels, full wheel openings—suggestive of power and performance—a chrome simulated air scoop plus a performance-type filler cap. Lettering and emblems have been omitted from the rear of the car since they would not be in keeping with the clean honest styling to which we were dedicated."

After that lot it is hardly surprising that the Mustang's appearance is the usual combination of ugliness and vulgarity. Perhaps you could persuade Mr. Bordinat to write an article on the place of perky hop-ups in classical aesthetics, or explaining how to dedicate oneself to clean honest styling without feeling that chrome simulated air scoops are out of place. I feel sure that an article on the influence of the petrol filler cap on performance would be equally well received.

It is incredible to me that any industrial firm should appoint as a Vice-President a man who can spout such complete and utter rubbish without apparent effort. If this is what the vice-presidents are like what kind of cars can the firm produce? It does not seem to occur to these people that to get "the total look of total performance" one needs to have the performance first.

Lincoln. D. GILBERT.

* * *

LAMENT BY A HOBBS' CUSTOMER

Sir,

A letter from Mr. Chivers in the May issue of MOTOR SPORT prompts me to write concerning my experience to date with the Westinghouse-Hobbs Automatic gearbox fitted to my Ford Corsair GT.

As you know, Corsairs are made near Liverpool, and to comply with the laid down procedure my car had to be delivered to me in London and then driven up to Manchester for the Hobbs box to be fitted. The car was booked in there on March 18th and was eventually ready for collection on March 26th. No allowance is made for the old manual box and clutch, etc., so they were returned to me in the boot of the car.

I was disappointed with the behaviour of the automatics, so when the car went into the Specially Appointed Main Dealer

for the 500-mile service on the gearbox I pointed out that, compared with the demonstration car I tried, (*a*) it changed into a higher gear too soon on light throttle openings, (*b*) it changed-down too late on quite wide throttle openings, and (*c*) it went into neutral instead of changing-down a gear when the throttle is left closed. I collected the car in the evening and the only difference I could detect was that the driver's seat and arm-rest were a bit dirtier, there was more petrol in the tank, and I had been relieved of £1 10s. 11d. for a gallon of transmission oil and a gallon of petrol. I returned to the garage the following day and the Westinghouse-Hobbs trained fitter came out with me in the car and agreed these faults. Next, the Westinghouse-Hobbs Field Service Engineer was summoned and he also confirmed these faults, plus another—the upward changes took place too soon on full throttle! I had never tried doing this as the engine was so new. As the Main Dealer is so disinterested or incompetent, the Field Engineer showed my local dealer how to fit certain parts which he arranged to have sent. These have now been fitted but have made no noticeable difference.

My local dealer has been trying to contact the Field Engineer again for over a couple of weeks without success. Although the last fault has been rectified by adjustment, I'm wondering how long it will take to sort the troubles out. I also wonder how long the rest of the transmission will last as gear engagement takes place with quite a lot of slipping and a snatch.

An error seems to have crept into Mr. Chivers' letter when comparing this box with the Borg-Warner 35. The net outlay for the W.-H. is of course greater, not smaller, than for the B.-W., even with a minimum delivery charge.

I shall continue to respect your comments but may have to ask you one day for the name of the mechanic who was clever enough to sort your test car out when it needed adjustment.

Pinner. I. W. McCULLOCH.

[No doubt the complete lack of interest on the part of the British Motor Industry in what was the best automatic gearbox on the market depressed its sponsors. And now that it competes for favour with an American gearbox in this country of American take-over bids and is at the mercy of Ford salesmen things may well go a bit astray with this excellent British gearbox.—ED.]

* * *

HOBBS OR B.-W.

Sir,

Mr. J. Chivers complains about the lack of articles on the Westinghouse-Hobbs transmission, but it was the article on this in MOTOR SPORT last December that made me decide to order a Cortina Super Automatic rather than the standard GT model that I had been considering (the prices being about the same).

Later, when the Cortina was offered with the Borg-Warner 35 transmission, I considered that the advantages of a fluid torque converter far outweighed the almost negligible drops in performance and m.p.g. shown by the *Autocar* test.

As my Cortina Super (B.-W.) Automatic was only delivered at the beginning of May, I can only say that at "running-in" speeds of up to 50 m.p.h. in "Drive" I have yet to detect a gear-change, up or down, and it seems almost the perfect answer for those who still sigh for the flexibility and continuous torque of a steam car!

Although a motorist since 1919, I cannot imagine anyone, except perhaps a competitor in sporting events, wanting to return to a gear-lever, subject of course to Automatics being proved to compare in reliability over 30,000 to 50,000 miles with an ordinary gearbox, which time alone will tell.

Oban. WM. E. MATHER.

[See above footnote! This letter should warm the cockles of the B. W. publicity organisation, who themselves write us so many letters!—ED.]

* * *

TIMING RACES AND CAR PERFORMANCE

Sir,

Being interested in all well-made quality engineering products, I find your review of the Breitling Chronomat, and Navitimer, of interest. Should you be interested in the purchase of the Volkswagen of all watches, might I suggest you start in the following order : Patek Philippe, the best available, followed by Vacheron et Constantin, in my humble opinion the next best. However, since the above mentioned are only available in the salary range of MOTOR SPORT editors [This correspondent is a humorist!—ED.], I would say the finest of the normal range are those produced by the Schaffhausen International Watch Co.

A friend of mine is the proud owner of an International watch which has maintained a consistent plus or minus one second per day accuracy over the past twelve months. The movement of the International Engineer model is encapsulated in mu-metal, adjustment of the timing lever being by a vernier. It is not a pretty watch, and is rather too bulky to wear on my small wrist, but, for lap times, unbeatable.

Aberdare. FRANK H. THOMAS

Sir,

As a jeweller I must be biased towards the products I sell, but for a modest outlay the model I wear, the Tudor Oyster (slightly cheaper version of the Rolex Oyster), gives very satisfactory time-keeping.

This model 5016 is complete with a stainless steel bracelet for £27 10s. Although not of the chronograph type, it has a sweep-second hand, which enables quite accurate gauging of time.

Since November 13th, 1963, it has been regulated once by our watchmakers, and keeps time to half a minute a month; this, coupled with the best waterproof case in the whole of the industry, must surely make a desirable watch?

Fixby. M. ILLINGWORTH.

* * *

BATTERIES AND STARTING HANDLES

Sir,

I am very pleased to hear that Mr. W. D. Marquis has had such excellent service from his Lucas batteries; perhaps Mr. Lucas exports a better version of his product for the delectation of motorists abroad than he supplies in Cheltenham. Whatever the reason, his batteries have never lasted me more than a bare two years. I do top 'em up, too, Mr. Marquis.

Shame on you, too, Mr. Boddy, for failing even to mention in your road test that the Imp actually has provision for a starting handle, although Messrs. Rootes charge an extra 22s. 6d. for the privilege of supplying the bits to make it work.

Cheltenham. J. A. EVERRETT.

* * *

FORD'S NATIONALITY

Sir,

Although your correspondence columns are frequently used by readers to cosh one another with verbal con.-rods, there should be no place in them for ill-mannered, insulting nonsense such as the letter from Mr. Fred W. Buess, Jr., contains in your May issue. Its contents are of no interest to anyone but its peculiar writer, and its publication is an extreme example of Editorial tolerance towards the apparently feeble-minded. Abuse from a Buess may be your transatlantic correspondent's idea of humour; I suggest, in future, he keep it for home consumption.

I see you question my point about the alleged British nationality of the Dagenham Fords. Perhaps it is my poor old side-valve brain, but I cannot see upon what grounds you argue this point. Had Henry Ford come to Britain and set up his factory here in the first place, as Benjamin Hotchkiss did in France, I would not for one moment dispute the nationality of his cars. However, he was already firmly established in his native America, and he simply decided it was economically sound to set up a factory in Britain in order to build cars for us on the spot rather than to export them.

The company is 100% American; it does not matter a hoot how many years it has been at Dagenham; it does not matter two hoots that the cars are designed for British conditions and stuck together by British workmen; and whether or not we add an assortment of British bits and pieces and smother the lot with British paint, we still have an American car underneath.

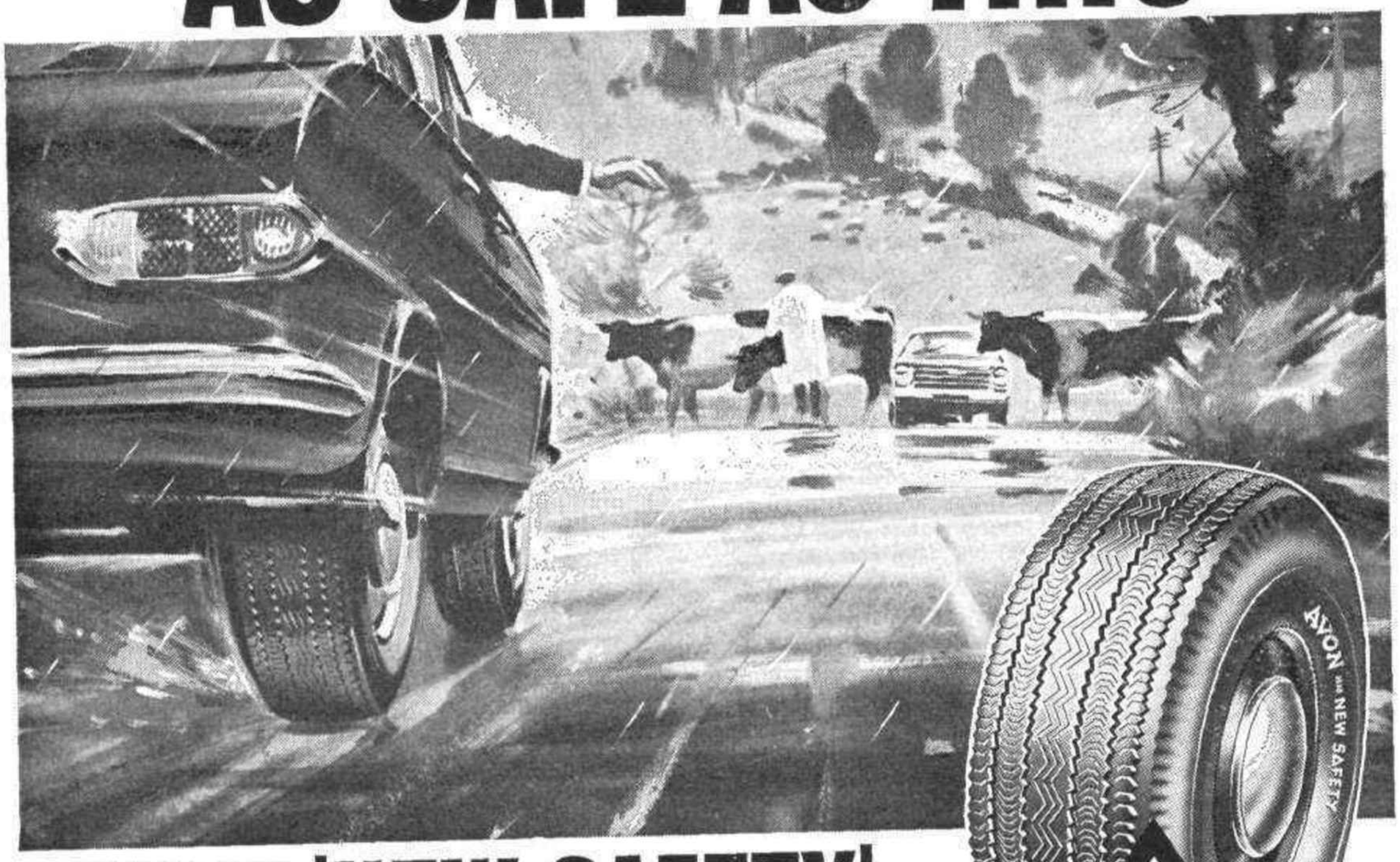
Do the West Germans claim German nationality for the Fords built in their piece of Europe? I doubt it; if they do, then their much vaunted patriotism is a myth. And would you, Mr. Editor, have the temerity to claim British nationality for either Mercedes-Benz or VW should they set up factories in this country? And what would be your reaction if Rolls-Royce were to do the same in California, and Mr. F. Buess, Jr., claim American nationality for the cars produced?

However, Mr. Editor, there is a perfectly simple and simply perfect solution to your side of the argument. Should the Labour boys win the coming slanging match, persuade Comrade Wilson and his British Red Flag Choir to do a Nasser and grab the outfit.

Charlton. JOSEPH BAYLEY.

[When the Ford New Anglia was introduced MOTOR SPORT published a picture of it captioned "A new American automobile." So in the main we agree with Dr. Bayley and if the Chrysler take-over of Rootes goes through the only British mass-production cars will be B.M.C.s and Triumphs and we shall have to sing Hurrah for Jaguar, Daimler, Rolls-Royce and Rover!—ED.]

NEVER BEFORE A TYRE AS SAFE AS THIS



AVON 'NEW SAFETY' gives family motorists 38% more grip in the wet

Thousands of drivers already know it! No other standard price tyre can give you so much wet road safety, because only Avon's unique twofold construction makes it possible! It unites a cool-running undertread and sidewall to the most advanced super-cling tread produced, **raising your wet road safety bonus to 38%!** It all adds up to far more safety for you—still at no extra cost!

SAFER BRAKING AND CORNERING
The new multi-slot tread pattern squeegees the road, drains water rapidly, gives safer wet road motoring.

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New rounded-contour shoulder design with a stepped rib eliminates 'wander' over raised white lines and road seams.

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

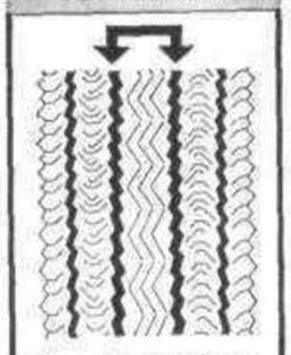
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The unique twofold construction gives cooler running for higher mileage.

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BROAD CENTRE RIB



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

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

A FAST ANGLIA

Sir,

Reading your report on the May 2nd Silverstone meeting, in referring to the dice for leadership in the 1,300-c.c. class of the saloon-car race, you casually mention that Mike Young's Super-Speed Anglia " mixed it with the tail-end Minis," whilst in the centre-page photographs you showed a mud-splattered Anglia pushing Hopkirk's works Mini; to me these two statements contradict. Even you must admit that this class has been much enlivened by the Super-Speed car, and very little credit has been given to them. You may have noticed that Young's fastest lap is only 0.8 sec. slower than that of any Anglia round the G.P. circuit; the fastest being Chris Craft's 1,650-c.c. car; no mean feat when you consider what a 1200 Anglia has to start with in Group 2.

The remaining races should also be enlivened by the appearance of a second Super-Speed car, to be driven by Chris Croft, which should go very well and give Mike Young help in a class where he is completely outnumbered by Minis.

High Wycombe. STEWART HANDS.

[Apologies.—ED.]

* * *

STILL WAITING

Sir,

I thought I would write, just to give your VW fans heart, to let them know I have waited nine weeks in vain for the front bonnet motif of a 1962 Volkswagen 1500. Marvellous service. don't you think?

Harrow. B. BROOKES

* * *

CHIVALRY FROM RALLY CREWS

Sir,

May I refer to the letter headed " The Chivalry of the Road Isn't Dead," printed in your June edition.

I would like to inform Mr. Walsh that the two characters involved were two members of the Worksop and District Motor Club named Bob Clark and Don Wilkinson, who were, in fact, returning home after competing in a motor rally which had just finished at Gainsborough

The South Yorkshire Car Club co-promotes with the Worksop Club, and we would like to express the very great pleasure it has given us to be aware of this action of comradeship by our two members to another motorist. This merely shows, we hope, to those not quite so motoring sport minded as the rest of us, that we in motor clubs have the interests of all road users at heart.

J. MADEN, *Hon. Sec.*,
Balby. S. Yorkshire C.E.C.

[How nice if other Club member reading this also decided to revive the Chivalry of the Road.—ED.]

* * *

RAMON DUNYON WRITES

Sir,

I am reading my favourite auto magazine and I am much disturbed by this Buess, Junior (this is a name?). I am certain that some well-informed guy is going to deal with this Buess on account of his ignorance, and on account of his personal attack on Boddy.

But this month's edition comes, and no well-informed person has dealt with Buess. Now, I do not care for this Buess, and I am even less enchanted with his style, in respect of which I desire to deal him off the bottom of the deck.

I am Ramon Dunyon, Senior, and I am sorry for this Buess character who is very junior indeed. Any guy who compares a Mercedes auto with a Buick hotel must be a shmoo! This guy should go see his oculist, for he is suffering from quality-blindness, which is a very prevalent disease Stateside, due to specular reflections from thousand-dollar dills. He is the sort of guy who will compare anything to make an argument. This is because he is deep in love with his opinions which he desires to exhibit. When he re-arranges his prejudices, he believes he is thinking.

Furthermore, he is very junior in my opinion when he makes with the challenge to Boddy, like " print this! ", which is like writing " bum " on walls. I do not see this Buess, but I reckon he must be a Mini-Buess according to his nasty manners.

RAMON DUNYON, SENIOR.

[Which closes the Rolls-Buess correspondence.—ED.]

* * *

" SMALLS "

Sir,

Your magazine is always interesting and sometimes provoking. In " What is a Vintage Car? " lies an irritating aside. As you say, a car made after 1931 is worth less than an older one. For this reason alone I own a 30-year-old post-vintage non-thoroughbred which nevertheless gives more pleasure than contemporary tin-ware used in business.

Every month I dream through your sales columns, but cars are bought through *Swap & Bazaar*.

Some of us are well-informed but not well-heeled, so hands off *Swap & Bazaar*, which serves the impecunious enthusiast.

Fleet. R. W. FELL.

* * *

THE POLICE STATE

Sir,

You are to be thanked for your timely editorial on this matter. After forty years of accident-free driving I was convicted of careless driving on perjured evidence by a boy cyclist and wrong evidence by a policeman, and was fined £5 plus £11 costs.

I appealed; the policeman admitted his mistake. The Chairman of the Appeals Committee said he had great sympathy for me and that I was not the major cause of a minor accident. But he dismissed the appeal. The police were ordered to pay their costs but I had to pay mine, which came to £50. The rule that a man is innocent until proved guilty is ignored in motoring cases.

On All Fools' Day traffic wardens began to operate in this unhappy city at a cost of £20,000 per year to the ratepayers. These little tin gods and goddesses " book " motorists for trivial offences at £2 per time. Traders have complained that takings have dropped by £100 per week.

One is driven to conclude that the police are finding it increasingly difficult to detect serious crime and are consoling themselves by persecuting motorists. In fairness I must add that I have no quarrel with the " bobby " on the beat. One such permitted himself to tell me I had not been guilty of careless driving and that I had his sympathy. When the case was all over the Superintendent called on me. It may have been unwise but it gave me some satisfaction to tell him just what I felt. But he " wins " and I am branded as a criminal. Would to goodness one could see any way to stop this un-English tyranny.

St. Albans. J. ROSCOE.

[One wonders how many motorists, who feel as our correspondent does, will vote in the forthcoming General Election?—ED.]

* * *

THE CHAMPIONSHIP

Sir,

We are writing regarding the championship points awarded to Graham Hill (B.R.M.) and Jim Clark (Lotus-Climax) for the Monaco and Dutch G.P.s.

It seems unfair that both drivers should now have an equal number of points. Jim Clark who failed to finish at Monte Carlo because of a seized engine was allocated the same number of points as Graham Hill who at Zandvoort, after a long pit stop of 35.6 sec., to cure a vapour lock in the fuel system, owing to overheating, made a valiant effort to make up for lost time and managed to finish in fourth position despite a " sick " engine.

It seems unjust that a driver who has failed to finish a race should gain as many points as one who put up a tremendous fight and did in fact finish.

Ullenhall. PHILIP AND ANDREW WORSLEY.

* * *

THE BARD AGAIN!

Sir,

Further in the matter of " Shakespeare and the Motor Car," there is the question of the personal number plate—" 2 B, or not 2 B "—doubtless referring to the well-known Porsche featured in " The Merchant of Venice."

In Act 1 of the same play, the archetype of car dealers, Shylock, is anxious to get a GT customer off the premises quickly—" Give him direction for this merry bond; and I will go and purse the ducats straight."

Uxbridge. GERALD MORTIMER.

* * *

DIPPED HEADLIGHTS

Sir,

I note that in their report on road casualties last Christmas, the Road Research Laboratory state: " The Road was wet or icy in two-thirds of the accidents. Dipped Headlights were being used *by* 12 *of the* 21 *vehicles* which struck pedestrians in the dark *on roads with good street* lighting." (my underlining).

This may prove nothing, but it does give support to the view

I have held for some years, both as motorist and pedestrian and particularly in the last few years during which I have been more pedestrian than motorist.

My view is that *in conditions of good street lighting*, dipped headlamps do little to help the motorist and much to bewilder and confuse the pedestrian. This after all is logical as a dark object will show up more clearly in conditions of good light than a light object, and a light object will blend more into the light background. Adding light to the dark object will therefore only make the object less visible and in the case of a moving vehicle will only further confuse the pedestrian as one more light among many, and if recognised for what it is will only make judgement of speed and distance more difficult and many pedestrians are particularly weak in this respect.

The argument of the Birmingham Headlight Committee, that the motorist should conform at all times and should not be left to be a judge of street lighting in addition to all his other duties does not hold water, as surely the first, and most important, rule of " road sense " is that the motorist should at *all times* drive in accordance with the conditions prevailing in that place at that time.

Lewes. H. P. WRIGHT.

* * *

A FREE STATUS-SYMBOL

Sir,

I enclose an advertisement taken from the *Liverpool Echo* of June 6th.

This relates to the sale of an 3.8 S-type Jaguar; the mileage is 600 and the car is two months old. This car is for sale at *List price!*

It may be that these cars are in such short supply that the firm in question can obtain this price. It may also be that there is some quite convincing reason for this apparent anomaly, but it occurred to me that one of the principals of a firm could use this as a way of providing two months' status-symbol motoring at no cost to himself or his firm. For this reason alone I would be very loth to buy any car in similar circumstances, on principle.

I would be very interested to hear any reason for this state of affairs (perhaps the firm in question will explain?).

Ainhill. ARTHUR BAYLEY.

* * *

SORRY!

Sir,

Whilst I must congratulate your excellent magazine on the general run of its race reports, I feel I must point out a couple of mistakes in your report of the saloon-car race at the Silverstone International Trophy Meeting, in your June issue.

Firstly, if I remember rightly, Dan Gurney was mounted in the Alan Brown Galaxie, and, secondly, Mike Young's Anglia was up dicing with the works Cooper Ss for the whole race. Your photograph of Young and Hopkirk on the centre pages justifies this.

Once again, thank you for an otherwise excellent edition.

Solihull. TERENCE F. BUCKLEY.

[We also referred to Jackie Stewart as Jimmie Stewart. Sorry!—ED.]

* * *

MORE IMP OPINIONS

Sir,

I have just received the June issue of your excellent publication and, having read the " Imp Opinions " of Michael Sedgwick, I feel it time to air my own views of this remarkable little car.

Judging from your road test in the May issue and Sedgwick's comments, I must have a " dud " one. Purchased early in February, replacements and troubles to date have been :

1. New water pump.
2. New radiator.
3. New carburetter and choke to cure flat spots.
4. New set of latest type plugs.
5. New off-side rear shock-absorber.
6. New speedometer head.
7. Attention to water leaks in floor.
8. Attention to oil leaks in transaxle and engine.
9. Dashboard creaks; still present in cold weather.
10. Door rattles.

All these troubles in four months and 3,500 miles, not to mention 30 m.p.g. for the last 2,000 miles or so. My suppliers have now "Cryptoned" in an attempt to improve this. Needless to say the car is not driven particularly hard as it is still very new.

Perhaps I shall be more fortunate when the NEW ENGINE is fitted; yes, I did say new engine! Apparently the oil leak is caused by a faulty pressing, the only cure for which is complete replacement.

My main reason for buying a new car, this is my first, was to obtain trouble-free motoring after three years with a Goggomobil T300 (a very good little car and great fun to own), a Wolseley 6/80 (rather expensive to maintain) and a Singer Gazelle (sheer luxury). My trouble-free motoring has not materialised to date!

Now for a few credits to the Imp. It has one of the best driving positions I know, particularly for someone of my height of 6 ft. 4 in. It is fun to drive, has a very willing engine, and is more of a car than the Minis.

Finally, I think I would buy another given the opportunity, but not until a few more of the " bugs " have been disposed of. It is, after all, Rootes' first attempt at a small car, which appears to have proved reasonably successful, and no lack of co-operation can be complained of from Ladbroke Hall, nor the suppliers.

Hayes. PAUL R. DRAPER.

P.S.—I am 20 years of age and have been reading MOTOR SPORT for approximately 18 months.

* * *

'YOU JUST CAN'T WIN"

Sir,

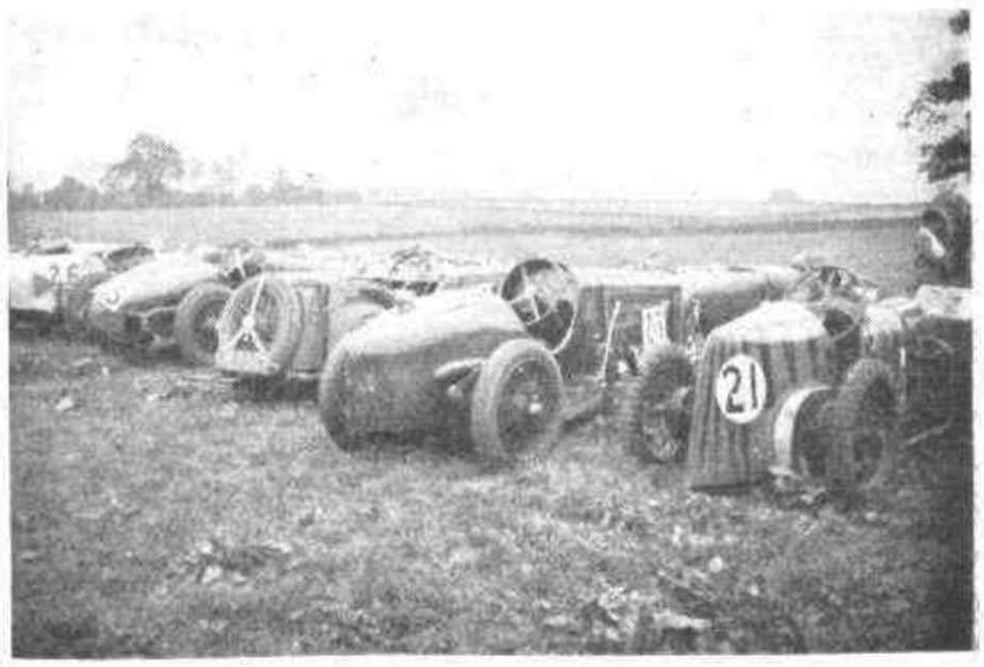
Referring to Mr. Paul's letter in the June issue, what a pity a genuine grievance cannot be stated without it being embellished; firstly a *precis* to obtain the facts :

" I renewed my policy on a 1959 Zephyr with the Zurich Insurance Company in October, 1962, and on February 19th, 1963, I was involved in an accident which was in no way my fault, the other driver being subsequently convicted of driving without due care and failing to halt at a traffic signal. On March 13th, 1963, the Zurich told me they had inspected my car, which was beyond economical repair, and that in their opinion the market value was £405, which I disputed because of the exceptional pre-accident condition of the car. On March 19th, 1963, the Zurich increased their offer to £415, which I refused to accept. I also refused to accept their alternative offer of April 8th, 1963, of £410 plus the radio from the car, and I decided to claim direct against the other driver's insurance company. I asked the A.A.'s legal department to act for me and as a result I obtained on March 21st, 1964, a settlement of £410 for my car plus £150 for uninsured losses. I then wrote to the Zurich asking them for a proportionate refund in premium between the date of the accident and expiry of the policy, which they refused to do, and the only concession they would make was to withdraw the charge for a hired car which I had temporarily added to the policy."

Leaving aside extraneous considerations such as the effect the reduction of purchase tax had on the value of secondhand cars, whether the Zurich like to insure a particular make of car, and any criticism of the public relations angle, I think the Zurich were in error in not allowing a refund in premium less their charge for the hired car bearing in mind the clear-cut liability, although it must be stated in their defence that there is a divergence of opinion upon this point within the insurance world, and presumably it was open to Mr. Paul to include this item in his claim for uninsured losses in the same way as he included the insurance costs of his hired car.

Hillingdon. JOHN G. LYNCH.

TAILPIECE



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FOR SALE

CHRYSLER COUPE, 1938. Overdrive, speedo. 26,000 miles; one previous owner; 26 m.p.g.; only done 2,000 miles last five years. Eyecatcher, immaculate. £160 o.n.o. Exchange small interesting old car. Tel.: Welwyn 4563. [3341

ELITE SUPER 95, 1962, one owner, in first-class condition; white with black upholstery. Never raced or rallied. Michelin "X" tyres, ZF gearbox, etc. £935 o.v.n.o. (H.P. can be arranged). Sampson, Chigborough Farm, Heybridge, Maldon, Essex. [3342

M.G. M-TYPE, 1930. Rebuilt body; reconditioned engine never used. Many new parts and spares. Requires finishing. £60. Tel.: Hartburn 3236 (near Stockton-on-Tees). [3343

VINTAGE AUSTIN SEVEN commercial van. Unique, one owner; daily runner. M.O.T. Taxed. £65. Tel.: Aston-abbotts 260 (Bucks). [3344

TR3A, 1959. Hard/soft-tops, tonneau, new "X"s all round, many extras. Offers over £400. D. Lupton, Holden's Farm, Bracklesham Bay, Nr. Chichester, Sussex. [3345

"MOTOR SPORT," 1960-1964 and earlier. Buyer collect. Dr. Brown, 21, Crewe Road, Sandbach. Tel.: 2. [3346

BENTLEY Mk. VI. Big bore, small boot. Treated gently and well maintained since the last (elderly) owner bought it new in 1952. Fast, reliable and silent. All the usual accessories work. In dark grey with brown upholstery. Rainey, Woodleigh, Kingsbridge, Devon. Tel.: Loddiswell 247. [3348

BUICK SPARES—new—up to 1947. Postal inquiries only. Mist, 4, Edgehill Road, Four Oaks, Sutton Coldfield, Warwickshire. [3349

ALVIS 14-h.p., 1949, drophead. Engine as new, excellent condition throughout. £125. Tel.: Wigan 3926. [3350

JAGUAR Mk. VII, £125. Wicks. See "Exchanges." [3353

SHORROCKS SUPERCHARGER for Triumph Herald, £40. Tel.: Beckenham 5242 (evenings). [3354

M.G. L-TYPE, 1934. Rebuilt engine, clutch, suspension, shockers, steering, king-pins, dynamo. Repainted, extremely original; registration MG 3333. Taxed, tested. £££ offers. Seen Gerrards Cross or 52, Norfolk Road, Shirley, Southampton. Tel.: 20605. [3355

GT CAR. A specially built and proved coupé conforming to Appendix "C" with rear-engine, American V8. Four-speed gearbox. Total weight 14 cwt. approx. Full details from Box No. 0089. [3356

BUICK V8 aluminium 215 c.i. Many improvements, such as special camshafts, special pistons, Weber carbs., down-draught manifold, dry sump, etc., etc. Also Laystall crankshaft for converting to 3-litres. Box No. 0090. [3357

AUSTIN NIPPY, 1934. Hydraulic shockers, brakes; h.c. head, tulip valves, washers, Marchal heads, new Vinyl hood. Completely weatherproof; new canvas cover. £75 o.n.o. Lloyd, Tel.: Woldingham (Surrey) 2165. [3359

SUNBEAM-TALBOT D.H.C., 1938. Cream with brown leather. Excellent condition. Sealed-beam headlights, twin spots and swivelling spot; four new "s. M.O.T. tested. £75 o.n.o. Tel.: Loxwood 360. [3361

MERCEDES-BENZ 230, 1937. New big-ends needed. £25. Bromley, 175, Woodford Road, Bramhall, Cheshire. [3362

LAGONDA 4½-LITRE L45, 1937, d.h. coupé, good condition, new batteries, good tyres. Used regularly. £250. Bayton, Bradfield St. Clare, Bury St. Edmunds. [3363

AUSTIN HEALEY BN1, maroon, good condition, recent brake overhaul and Avon Turbospeeds. £260 o.n.o. D. Colley, The Chimney, Southdean Drive, Middleton-on-Sea, Sussex. Tel.: 3269. [3364

AUSTIN MINI, 1961, 27,000. Good tyres, s/belts. After July 10th. £285. 67, Carnforth Gardens, Elm Park, Hornchurch, Essex. [3366

1930 CHUMMY. Recently rebuilt throughout. Mr. Leckerson, 16, Post Meadow, Iver Heath, Bucks. Tel.: Iver 1584. [3368

XK140 COUPE, maroon and white, 1955. C-type engine, o/drive, heater, radio, screen-washers, good Michelin "X"s, 23 m.p.g. £245. Present owner's insurance costs £13 10s. p.a. R. B. Larkinson, 9, Gravel Lane (near Garth Hotel), Stafford. Tel.: Stafford 3232 (daytime). [3369

ASTON MARTIN, 1934, Mk. II. £400 o.n.o. Write details. Saunders, Sgts.' Mess, R.A.F., Leuchars, Fife, Scotland. [3373

DAIMLER, 1926, 16-h.p., sleeve valves, no modifications (all original). Very carefully copied "hood" and complete side "curtains." Wire wheels rebuilt' 63,000 miles apparently (genuine); very minor upholstery repairs required. In regular use—infallible starter; 17 miles per gallon. Superb condition. Write to *Dr. R. A. M. Hammerton*, "St. Mary's," New Buckenham, Norfolk. [3374

BENTLEY 3½, 1936, Thrupp & Maberly S de-V. Good condition. Safety belts, heater, radio. Newall, Tormarton, Glos. Tel.: Badminton 240. [3375

ASTON MARTIN 2-LITRE, 1937, white S.C. tourer. Repainted—in nearly *concours* condition. New battery. Mechanically overhauled and in good running order, M.O.T. April 1964. Taxed. £200 o.n.o. Photo supplied on request. J. M. Hazell, Slade Farm, Ockham, Ripley, Surrey. Te..: East Horsley 2811. [3376

M.G. TD2, first registered in U.K. Nov. 1961. Red. Heater, spots. Excellent condition. £225. Thesiger, Tel.: Fordingbridge 2418. [3377

HEALEY. Aerodynamic 2/4-seater by Duncan, 1947. A fine example of the extremely fast and comfortable roadster. Aluminium coachwork in dual grey with recent fawn upholstery. Fitted carpets. New Vynide hood with hood tonneau. Perfect Riley 2.4 engine, giving 100 m.p.h. plus. Overhaul just completed, including new batteries and springs. Full Smiths instrumentation. Seat belts, fog lamp, washers. Offers around £250. Hill, 47, Sydney Street, Chelsea, S.W.3, or Tel.: FLAxman 4690. [3379

FOR SALE—*continued*

RILEY 2½-LITRE roadster convertible, magnificent condition, coppered head, new Michelins, etc. £375. Whisson, Lakenheath, Suffolk. Tel.: 396. [3378

H.R.G. 1500, 1951. Excellent condition throughout. Under 1,000 miles since £130 overhaul, bills available. £250. 112, Northenden Road, Sale, Cheshire. [3380

ROLLS-ROYCE 20 h.p., 1929, Full Weymann saloon. Ex-*Blenheim concours vehicle, in magnificent condition, completely original*, recent engine overhaul; mascot, cobra, book, spares. £575. Dixon, Old Cottage, Gt. Gransden, Sandy, Beds. Tel.: G.G. 272. [3382

FAST RILEY—Slow Singer. My 1961 1.5 and 1937 Nine for sale. Riley has engine, suspension, brake mods, "X" tyres, belts, radio, in fact everything. Singer in A1 condition o.h.c. new tyres and battery; two owners from new. £425 (the lot), or sell separately. Box No. 0092. [3383

DELAGE D8, 1930, 2-door Henri Chapron body, twin rear spares. Very attractive. Sell, £155/exchange. Warth, 3, Belmont Grove, S.E.13. Tel.: LEE Green 4708. [3385

DELIGHTFUL D6/70 DELAGE regretfully makes way for company tinware. £250, consider interesting motorcycle part exchange. 328 B.M.W. gaskets. "Beggars Roost," Tannery Lane, Send, Woking. [3388

ALVIS SPEED 25 Charlesworth drophead, 1939. Beautiful car in beautiful condition. New hood. Photos. £240. 161, Westend Road, Bitterne, Southampton. [3389

1934 RILEY MONACO, 9 h.p. Excellent original condition. Bought by present owner's great-uncle. Sun-roof, automatic greasing, aluminium body. M.O.T. May 1965. Taxed 1965. Spares, including tyres. Offers over £90 to 41, The Downs, Wilford, Nottingham. Tel.: Nottingham 89059. [3390

TWO SPROGS + ?—Must sell blue E93A/Rochdale GT. Recent gearbox, rear axle overhaul by Fords. Good tyres, c.r. box, 4.7 c.w./twin S.U.s, etc. £150 o.n.o. Gilmour, 7, Hack Drive, Brambridge, Nr. Eastleigh, Hants. [3391

TRIUMPH HERALD DIFF. and suspension assembly complete, £25; engine, £10 10s.; gearbox, £12 10s. R. Hicks, 67, High Sthreet, Old Woking, Surrey. Tel.: Woking 1725 [3394

TWO SPITFIRES—selling one—marrying other. Heater, tonneau, u/seal, mirrors. £535, or swap E-type for either. Hearns, Wilson's Hotel, Runcorn, Cheshire. Will deliver. [3395

BE DIFFERENT, buy my Fiat 600D with full Abarth mods.—too numerous to mention here. Further details of this exciting car can be had from Tel.: Watford 25463. [3396

M.G. TA, 1937. Good condition. Full details, Tel.: KNI 9133. [3397

PEUGEOT 403A, 1957. Exceptional inside and out, five virtually new "X"s. £250, thereabouts. Tel.: Widmore 2361. [3398

P.V.T. ROVER, 1,496 c.c. Collector's item. Four-seater tourer, completely rebuilt aluminium body sprayed red. New weather equipment. 30 m.p.g., oil 30 p.s.i. Excellent mechanically. Photos available. £425. o.n.o. Simmons, 66, Green Lane, Caldicot, Monmouthshire. [3399

JAGUAR 3.4, 1957, *overdrive, silent, 125 m.p.h. £305. Accept* exchange/part exchange. 18, Palace Street, Canterbury. Tel.: 63379. [3400

5½-LITRE STRAIGHT-EIGHT Packard-engined hot rod, top shape, smooth road performance, custom built. £125 or offer. Tel.: Bourne End 1193. [3401

TALBOT 105, 1932 historic Fox & Nicholl team car. Won Coupe des Alpes 1932. PJ 7363. Small mileage since £500 restoration. Vanden Plas tourer body, see *Motor Sport* Dec. 1952, July, Sept. 1955. £325, or part exchange Riley Sprite, M.P.H., Imp or Brooklands. McEwen, "Rosemont," Great Longstone, Nr. Bakewell, Derbyshire. Tel.: G.L. 227. [3402

WEBER AND MANIFOLD for Morris 1100, £15. Grant, Castlebar Court, Queens Walk, W.5. [3403

AUSTIN HEALEY 100/6, 1958, dark blue, heater, 41,000 miles only, carefully used. Going abroad, must sell, hence £335 o.n.o. Willock, Tel.: Nottingham 83366, ext. 223. [3404

AUSTIN HEALEY 100/4, 1954. Ice blue. Excellent condition throughout. £220. Wash, 28, Panfield Lane, Braintree, Essex. [3405

1927 SWIFT 10-h.p. tourer. Sound mechanically, body to *concours* condition. Host of spares. £175 o.n.o. P. C. Pusey, Middlegrove Farm, Gt. Missenden, Bucks. Tel.: Gt. Missenden 2985. [3407

VINTAGE AUSTIN SEVEN, 1930, saloon. Rebuilt as original, Bowdenex brakes. Very good car. M.O.T., taxed. £65 o.n.o. B. Reading, 17, Crestwood Avenue, Kidderminster Worcs. [3408

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MORGAN, 1935, Matchless 1,000 c.c. w/c. Mothballed 12 years. £65. Box No. 0094. [3392

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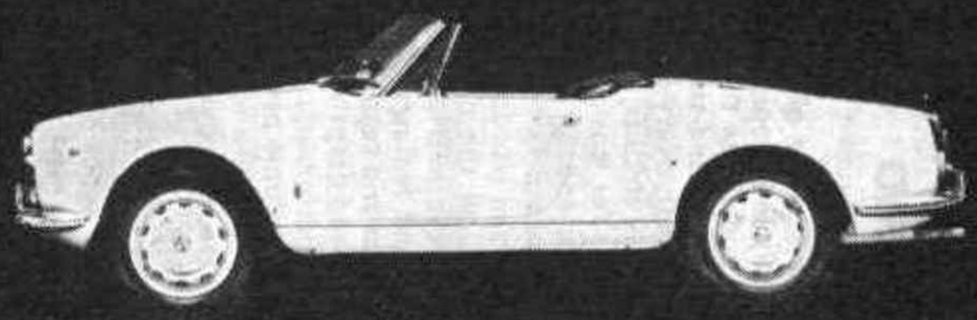
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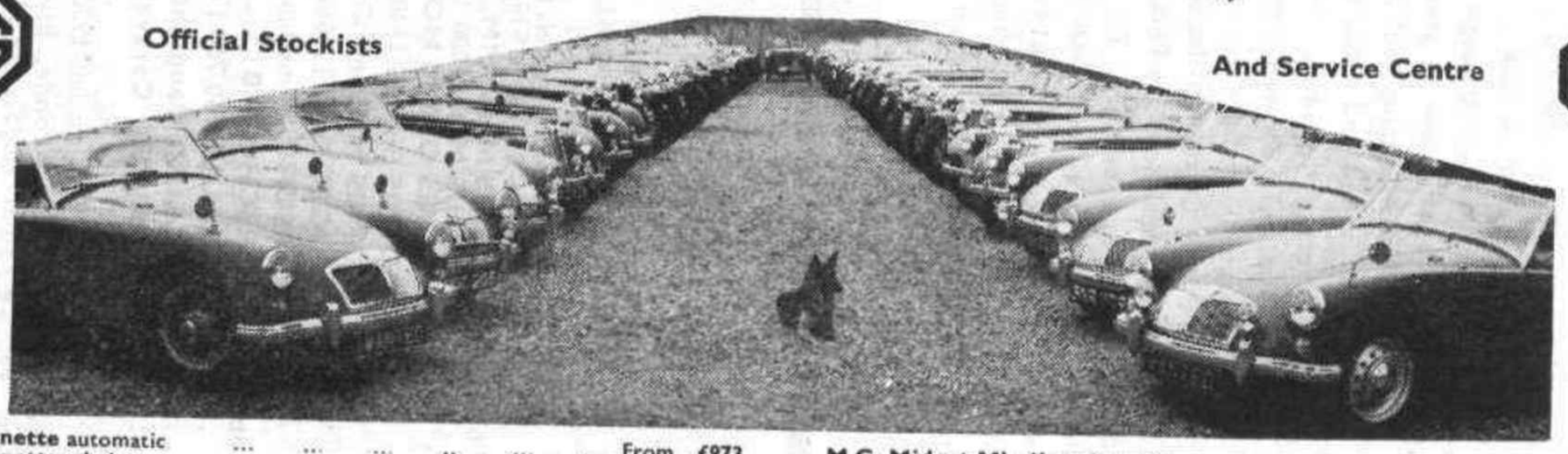


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DOWNTON MINI-COOPER, 1963 model, full Downton spec. 0-60 m.p.h. 8 sec., 110+ m.p.h. Well above average condition, never raced or rallied, 20,000 miles. Power brakes, radio, tacho., spots, mirrors, etc. Humiliates many. Cost near £900. £525 o.n.o. Tel.: Southampton Bursledon 576. [3771
RACING TYRES. Two unused Dunlops with tubes, 6.50×16. £15 lot. 67, Belwell Lane, Four Oaks, Sutton Coldfield, Warwicks. Tel.: F.O. 1238. [3772
RILEY IMP. Manual box, Girling brakes, masked plug head. New radiator, tyres, hood and tonneau. Rechromed, retrimmed. Offers around £400. Box No. 0132. [3773
LANCIA B20 GT 2-litre, reg. 1960. Good example of this rare and most desirable car. £315. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [3842

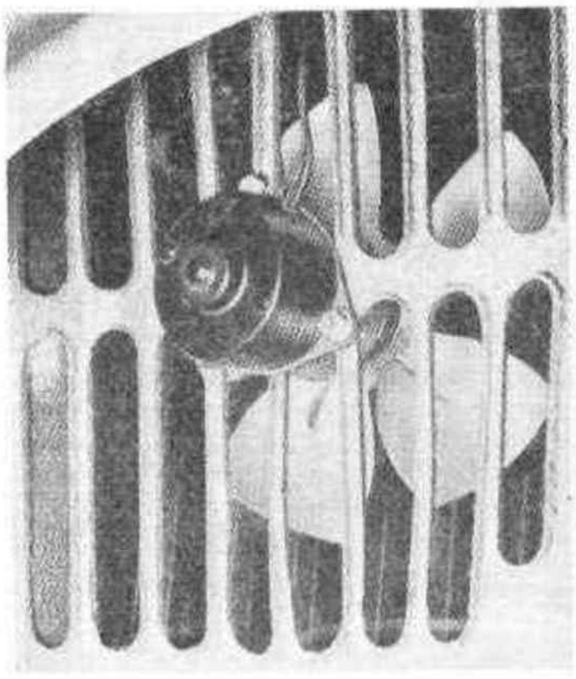
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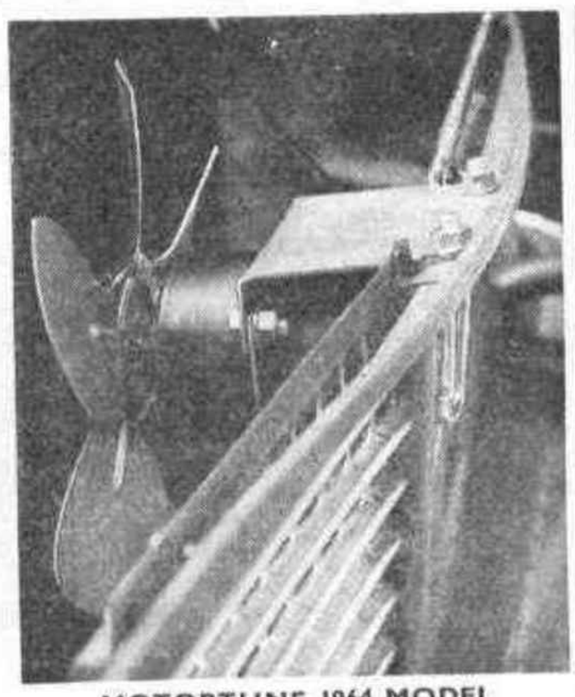
1935 Drophead 3½-litre **Bentley;** grey body by Park Ward. First class order.
1949 Bentley Mk. VI 4¼-litre, Freestone & Webb; colour black. Excellent condition.
1952 Mk. VI S.S. Bentley saloon; big bore. Black with red upholstery. Immaculate condition throughout. Nominal mileage.
1954 R-type S.S. Bentley saloon. Two-tone black over grey, red upholstery, low mileage. Immaculate condition.
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1923 Rolls-Royce Goshawk open 2-seater tourer with Dickey seats. In immaculate condition. A.A. test report available.
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(Silverdale, Staffs.) Limited,
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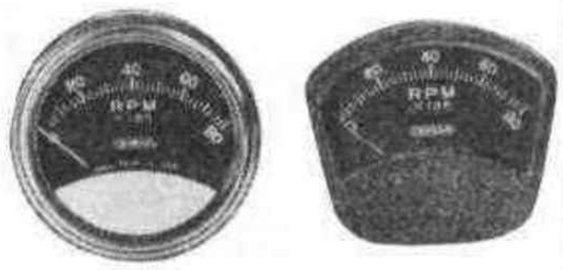
2½ RILEY, 1952, in excellent condition, under 60,000, maintained specialists regardless. Dunlop RS5s almost new. Taxed December. £180. Tel.: VIG 5557. [3774
HEALEY SILVERSTONE E-TYPE. Immaculate. New RS5s. £300, or exchange Mini, TR3. 89, Cross Flats Avenue, Leeds, 11. [3775
105E WILEN ENGINE, gearbox, B.M.C. "A" axle. M.G. M and PA engine, gearbox, wheels. 5.20×13" X "s on Anglia wheels. Certain carburetters, dampers, springs, etc. S.A.E. please, Simon Saye, Little Brome, Bridge End, Warwick. Tel.: 41057. [3776
CITROEN L.15, good condition, taxed, M.O.T. to December. £55. Slack, Cragg Cottage, Caley Hall, Pool-in-Wharfedale, Yorkshire. [3778
1933 WOLSELEY Hornet Special. Reconditioned 1,600-c.c. engine and gearbox 6,000 miles, five wheels respoked, four new tyres; heater, radio, spots, klaxon, wing mirrors. Spare engine and gearbox. Truly reliable. Offers to Revon, Tel.: Shrewsbury 52262 (office hours), Ironbridge 2146 (evenings). [3779
AUSTIN HEALEY 100, black/ivory. Wire wheels, heater, etc. £195. Tel.: Church Stretton (Shropshire) 2754. [3780
M.G. TF, 1954, 1,250 c.c. Excellent specimen, wire wheels, £320. Also TC-engined M.G. TA, whole car rebuilt 8,000 miles ago—many new parts, £120 o.n.o. I also have number of TA engine parts, including completely reconditioned high-compression cylinder head and a very good gearbox, offers invited. P. Powell, 274, Higham Hill Road, Walthamstow, London, E.17. Tel.: LAR 7230. [3781
AUSTIN HEALEY 3000 4-seater, 1960, L.H.D. O/d., h.r. 32,000 miles. One owner. New gearbox, tonneau. Genuine car in very good condition. Resprayed opalescent gunmetal grey last year. Tax paid. Absolute bargain at £440 o.n.o. John Davison, Tel.: ROYal 8631. [3783
M.G.-A 1500, 1958, glacier blue, white hood. Tonneau, radio, heater, washers. Gold Seal engine 6,000 miles. Shod with Pirelli Cinturatos. Excellent condition throughout. £355. Tel.: BYR 6162. [3784
LOTUS SUPER SEVEN, aluminium and red, Cosworth 109E unit, good tyres and complete weather equipment, only 6,000 miles. Immaculate condition. £450. Apply Harris, "Jimlusie," Evesham Road, Astwood Bank, Redditch, Worcs. Tel.: Astwood Bank 226. [3785
ALVIS SPEED 20 Vanden Plas tourer, 1934. Completely rebuilt and fitted Speed 25 engine. Details of rebuild too numerous to mention but will be sent to genuine intending purchasers. Willing to export if no U.K. purchaser at £495 o.n.o. Box No. 0133. [3786
VINTAGE LAGONDA 3-LITRE Weymann saloon, really excellent condition. Two post-war owners. Original engine rebuilt recently, spare engine and magneto. £975. Available August 8th. Warran-Smith, 87, Lime Avenue, Leamington Spa. Tel.: 21826. [3787
DYNA PANHARD, 1959. M.O.T. Fast and economical. £245, or exchange. Box No. 0138. [3832

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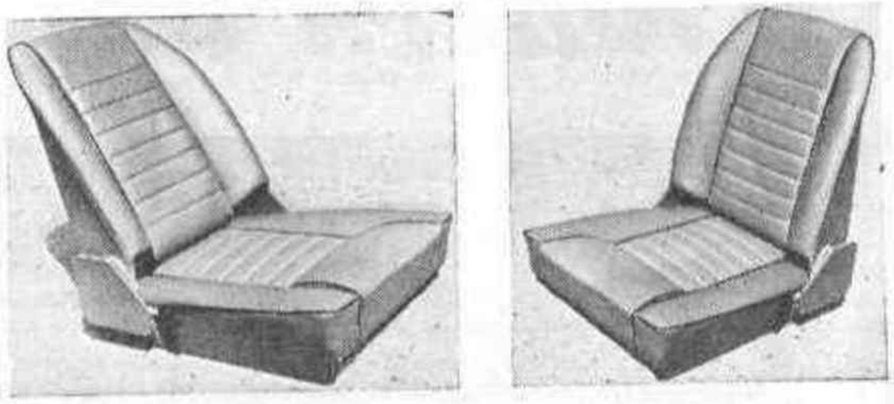


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RILEY 1½, in specimen condition throughout, with many extras, offered reluctantly by Riley enthusiast receiving company car. Must be finest for sale in country. £275 o.n.o. Box No. 0131. [3686

TRIUMPH HERALD coupé, Aug. 1960, 948 c.c. Blue/white. New tyres, battery, brake linings; walnut trim. 37,000 miles. Taxed. £325. McKie, 4, Beach Terrace, Louisa Drive, Girvan, Ayrshire. [3750

BUGATTI T35A. This car has just undergone complete restoration, and is therefore in immaculate condition. Offers to Dick Crosswaite, 1, Felbridge Place, East Grinstead, Sussex. [3751

1964 SUNBEAM ALPINE GT, Series IV, 5,000 miles. Hard-top, undersealed, reversing lights, heater, belts. Taxed December, seven months' warranty. Cost £975, £857 or offers. Jones, 9, Uppingham Avenue, Aintree, Liverpool, 10. [3788

AUSTIN HEALEY 3000 (Feb. 1961), 2/4 seats, black with red upholstery. Hard-top, wires, servo, overdrive, tow bar, other extras; Turbospeeds. 37,000. One owner; excellent condition. £595. Tel.: Crosby, Wilmslow (Cheshire) 5840. [3789

FIAT 508 C. Impeccable, entirely renewed, as new. £85. Discount Register member. J. A. C. Smith, 34, Stoke Hill, Bristol, 9. Tel.: 683192. [3790

AUSTIN HEALEY 100/6, 1957 (August), 2/4-seater. H.M.V. push-button radio, heater. Avon Turbospeed tyres, overdrive, wire wheels, undersealed. £350, H.P. arranged, or exchange saloon. Tel.: Broughton 383. 146, Northampton Road, Broughton, Kettering, Northants. [3791

M.G. TC—best in Midlands. Painstakingly restored by automobile engineer. Complete mechanical reconditioning, re-sprayed, retrimmed, re-carpeted, re-hooded, realistically priced—£160. Haigh, 43, Watercall Avenue, Styvechale, Coventry. [3792

1956 TRIUMPH TR3, excellent condition. Hard-top, heater, Michelin "X" tyres. Red with white trim. Ley, 25, King Street, Reading. Tel.: 52965. [3794

TRIUMPH TR2. Overdrive, heater, good tyres. Pale blue. Mechanically and bodily sound. £200. Colenso, Tel.: Reading 52965. [3795

1954 ALVIS Grey Lady saloon. Excellent condition. Two-tone grey, red leather upholstery. £320. Weigold, "Tamora," Christchurch Road, Virginia Water, Surrey. Tel.: Wentworth 2045. [3796

1961 MINI de luxe, red, Cooper engine mods., 1963. Lockheed servo, Silent Travel, p.b. radio, heater, s/belts, undersealed, new "X" tyres. One owner, 25,000. £325, p/exchanges. Berry, 92, Ashfield Street, London, E.1. Tel.: SHO 5879. [3801

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1951 JAGUAR Mk. V 3½. M.O.T. Taxed. £85. 16, Grove Close, Old Windsor. [3841

1931 AUSTIN Gordon-bodied 16-h.p. close-coupled saloon (sunshine roof), stored many years, mileage believed under 35,000. Original tyres on back. Taxed 1965, M.O.T. £115. Shortis, Horstead, Norwich. [3797

BENTLEY R-TYPE, 1953, £675. Complete mechanical replacements 1963. Also 1936 3½-litre P.W., £350, approaching *concours* condition. Photographs sent. Box No. 0134. [3798

LOOK NO FURTHER—drive away in my immaculate D.K.W. 405 (after paying me about four hundred quid). Tel.: West Chiltington 3148. [3799

750 FORMULA, cost over £300, all mods., Silverstone body, £100. Kerr, 5, Guessens Road, Welwyn Garden City. Tel.: 25317. [3800

ALVIS SILVER CREST, 19.82 h.p., 1938. Needs attention. Not compatible with architectural studies. Details, 102, Church Road, London, W.7. Tel.: EALing 0479. [3802

ROVER TOURER. Maintained regardless. 1947, 12 h.p. History. Superb specimen in 100% condition bodily and mechanically. Detachable hard-top, new hood. Full details on request. £225 o.v.n.o. Box No. 0135. [3804

MINOR 1000 Downton-modified convertible de luxe, October 1957. Radiator blind, underseal, leather, heater, screen-washers. 0-60 in 17 sec. No competitions. Excellent condition. £245. Owner since new. Hawkins, 129, Hazelbank Road, London, S.E.6. [3805

M.G. TC, 1948, in excellent running order. New B.M.C. engine and battery. Good body, hood, sidescreens, tyres. Luggage rack, rally spot. Must sell as cannot accommodate the nippers. £165 or try any offer. Tel.: Amersham 2578. [3806

JAVELIN DE LUXE, November 1952. Overweb crankshaft, polished heads. Genuine 28,000 miles, history, original tools, books. Rad. muff and flashers. Brilliant black. A collector's piece. No haggling or free beer. £165. Tel.: London, Bowes Park 4274. [3807

RILEY 1½-LITRE, 1955. One private owner. Grey. Fabulous body condition, Gold Seal engine 7,000 miles, undersealed, good tyres. £245. Tel.: London, Bowes Park 4274. [3808

FOURPENCE OFF! M.G., 1947, TC, reconditioned engine; new battery, steering, etc. Very good condition; M.O.T.; taxed. £125. 611, Walsall Road, Landywood, Nr. Walsall (main A 34). [3809

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ALVIS TC21/100 Grey Lady saloon, 1955. M.O.T. Radio, heater, wire wheels. Recent overhaul. Fast, clean and comfortable. £150. Tel.: Dorking 2358. [3813

N.S.U. PRINZ III/30, November 1961, excellent condition, 20,000 miles, genuine 50 m.p.g., 75 m.p.h. £260, or exchange Panhard PL17. 49, Loyd Road, Didcot, Berks. [3814

1933 WOLSELEY HORNET 12/6 saloon. Good condition. M.O.T. £60. Available after July 12th. Clark, "White Coppice," Selby Lane, Keyworth, Nottingham. Tel.: Plumtree 2879. [3815

RILEY KESTREL, 1935, 12/4. 100% original, first-class order throughout. Four times Register *concours* winner, reputed the best 22T in existence. Full work record of over £250 spent (excluding Brasso by the gallon). 70,000 from new. £285. Farquhar, 178, Wintersdale Road, Leicester. Tel.: Thurnby 5466. [3816

RILEY KESTREL SPRITE. A fine specimen. Not falling to pieces. £120 o.n.o. Also many spares for most models. S.A.E. inquiries. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: LEE 8904. [3817

RILEY 2½-LITRE, 1953, R.M.F. Engine overhauled. Body, interior, mechanics very good. M.O.T. 1965. Extras. Enthusiast's car. £175. Martin, 92, Harris Drive, Kirkcaldy. Tel.: 2662. [3818

1937 AUSTIN NIPPY. Recent rebuild. Engine mods include: twin 1¼-in. S.U.s, 4-branch manifold, high comp. head, etc. Bowdenex brakes. £115 o.n.o. Watson, Rosevine, Portscatho, Truro, Cornwall. [3819

N.S.U. SPORT PRINZ, 1962, 12/61. White, blue interior. Extras. Immaculate. Tel.: Macclesfield (Ches.) 6434. [3820

1935 ROLLS-ROYCE 20/25, 4/5-seater sports saloon. Mechanically good. Bodywork fair. Mascot, tools, handbook. M.O.T. April 1965. £230 o.n.o. View Harrow after 6.30 p.m. Box No. 0136. [3821

PORSCHE, 1960, B-TYPE Super 75 coupé. Exceptional order throughout. £995, H.P. arranged, consider part exchange. Tel.: Ruislip 7262. [3822

A.C. 2-LITRE saloon, 1951, runner, M.O.T.: engine needs attention. Preston House, Defford Road, Pershore, Worcs. Tel.: Pershore 470. [3823

FACEL VEGA HK500, 1960 series, B.R.G. with red interior, 38,000 miles. 0-100 m.p.h. in 20 sec. every time, thanks to automatic gearbox, yet you retain control of gears due to Facel II-type stickshift. Eats DB4s for breakfast, and although it cannot quite hold an E-type, has so much more room and comfort. Offered at less than quarter new price, £1,125. Smillie, Button End, Church Drive, Linby, Notts. [3824

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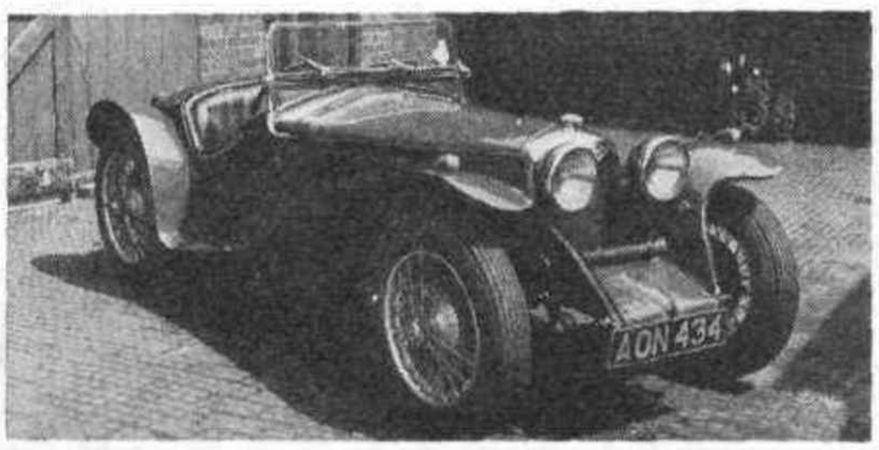
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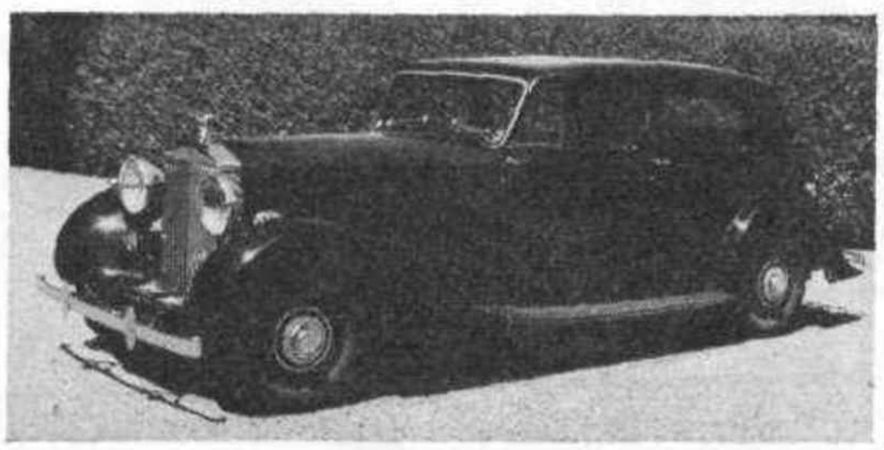
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1953 BUCKLER Mark V sports 2-seater. 1,172-c.c. Ford engine with two S.U.s. Close-ratio gears. Full weather equipment. **£125.**

1960 DAIMLER SP250 2½-litre sports 2/4-seater. 26,000 miles. Fully modified to 'B' specification. New RS5s. A surprising 25-m.p.g. and 120-m.p.h. performance. Superb. **£595.**

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M.G.-A 1600 Roadster, 1960. Most attractive in Alamo beige with red leather upholstery. Heater and reversing light **£465**

TURNER 950, 1961. An extremely pretty one-owner car in Sebring white, whose extras include heater twin spots, reversing light, 3-branched exhaust etc. Only **£395**

TRIUMPH TR3, 1957. Immaculately finished in signal red, this superb car is fitted with disc brakes, heater and Michelin "X" tyres. Outstanding value at **£295**

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TRIUMPH Spitfire, 1963. Quite unblemished in Wedgwood blue with dark blue trim. Heater, tonneau, seat belts, wood-rim wheel, etc. One owner **£565**

AUSTIN HEALEY Sprite Mk. I, 1959. A very attractive car in cirrus white with matching hard-top. Other extras include heater, screen-washers, wheel trims and sliding sidescreens **£315**

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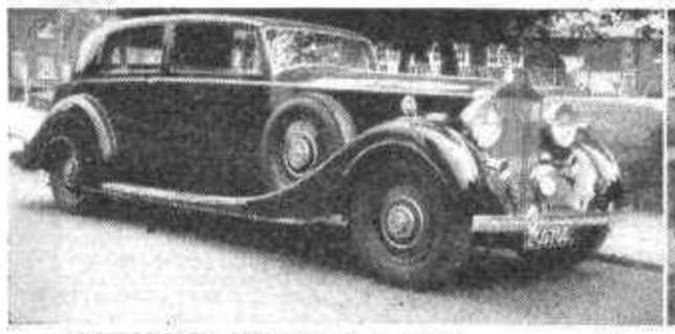
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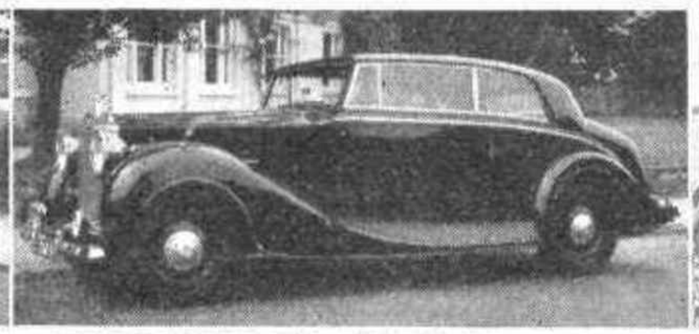
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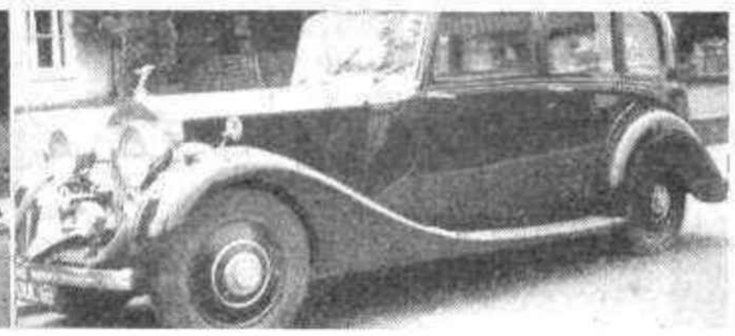
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ROLLS-ROYCE Silver Ghost, striking 2-door, 4-seater drophead. Coachwork constructed immediately post-war, with flared wings. Replica of Barker bodies of 1927/28. Chassis basically '21 with front wheel brakes added. Coachwork never completed but only requires trim and paint. Blocks off engine, but everything there and apparently in good order. We are open to sensible offers for the car exactly as it is or running.

ROLLS-ROYCE 20/25, 1933 Series. Extremely well constructed aluminium-panelled Estate coachwork, built 1954. Luxurious bucket seats in brown hide. Full-length interior head-cloth and hardwood interior panelling throughout. 6ft. 6in. behind seats, twin rear doors and sliding rear windows. Detachable rear seat to make ideal motor caravan conversion. Recent re-paint in golden brown, beige panels. In excellent order throughout. **£295**

BENTLEY Mk. VI Standard Steel, 1948. Black with beige panels. Interior rather shabby, but mechanically very fair. **£245**

BENTLEY 6½-litre, short chassis, foursome drophead. Speed Six specification. Recent subject of considerable expenditure and a first-class car. **£650**

BENTLEY 4¼ V.D.P. pillarless saloon, 1937. Black with red interior, radio. Outstanding condition **£245**

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1957 T.S.75 saloon with radio. Not immaculate, but excellent interior and mechanical order. **£245**

DAIMLER One-O-Four sports saloon, automatic transmission, 1958. Black and grey, maroon interior. In extremely good order. **£475**

JAGUAR XK140, fixed-head, 1956. Overdrive, radio and a brake booster. B.R.G. An above-average specimen. **£295**

JOWETT Jupiter, 1953. A late example in very fair order and better than most, albeit realistically priced at **£125**

LANCIA Flaminia, 1959/60 Series. Personal property of our Managing Director. Complete recent engine overhaul in our own workshops, together with other work on transmission, steering, etc. Radio, air horns, every extra. These cars still cost nearly £3,000 and their superior handling and performance is well known. This particular car, however, is L.H.D. and is therefore offered at the quite astonishingly low price of **£795**

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ROLLS-ROYCE, 1932 (GFT Series), Carlton 4-seater drophead coupé. Excellent chassis, being completely restored. Details on request.

BENTLEY 4½-litre, 1937 (Nov.), Park Ward 4-seater drophead coupé. Complete resoration in progress. About £595 when ready.

SINGER Le Mans, 1934 (Dec.). Completely original, must be best model available **£295**

ALFA ROMEO sprint coupé, **1956.** Light blue. 4-seat conversion **£485**
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TRIUMPH ROADSTER 2000, 1949, red. Recent top overhaul and respray. Many extras, including radio. An outstanding specimen in exceptional condition throughout. £120 or near offer. Grevatt, 46, Sandy Lane, Cheam, Surrey. Tel.: VIG 2000. [3559

VINTAGE AUSTIN 7. Recently superb—now some work necessary—re-fit recon. engine, clean up body. Tow away Beckenham—£10. Choat. Tel.: MAYfair 9111 (office). [3561

DAIMLER, BARKER COUPE (1949) Consort front. New hood, Michelins, excellent paintwork—two-tone green. Used daily. £150 o.n.o. 223, Newbrook Road, Atherton, Nr. Manchester. [3562

XK140 F.H. COUPE. Mint condition. Radio, heater, washers, Michelin "X" tyres, high ratio axle. £325. Genuine reason for sale. Mr. Firbank, Eastwood-End Farm, Adlington, Cheshire. Tel.: Boll 2080. [3563

ROLLS-ROYCE 20, 1928, Park Ward body, immaculate condition. £175. 1928 Austin Chummy, just rebuilt regardless of expense. £150. Owner going abroad. Tel.: Gosport (Hants) 80522 working hours. [3564

BRISTOL 400, in excellent condition. Company maintained. Blind, heater, radio, seat belts. £300. Bristow, Grovefields, Chobham Road, Frimley, Surrey. [3565

TR3A, 1958. A very quick TR3A with full Hurrell conversion, in excellent condition. Fully equipped for rallying. Laycock de Normanville overdrive, three gears; disc brakes and other extras. £495. Foster. Tel.: Hook (Hants) 54. [3566

SUNBEAM ALPINE, late 1960. Immaculate white/black. Wire wheels, radio, heater, four new Pirellis, etc. Recent new engine. Well worth £490. John Thistlethwaite, "Field Head," Earby, Colne, Lancs. Tel.: Earby 2230. [3567

1930 AVON STANDARD SPECIAL 16 h.p. coupé, good condition. £75. Hart, 80, Ridgeway Road, Long Ashton, Bristol. [3568

BENTLEY 4½ PARK WARD D.H.C., 1936. B.D.C. member present owner eight years. Bills shown amounting over £500, including block resleeved to standard, clutch and brakes refined, new radiator block, respray, recent top overhaul. £385. Makin, Sands Cottage, Whalley, Lancs. Tel.: Whalley 3191. [3569

AMERICAN FORD FALCON, compact, 1960. 2.3-litre all-aluminium 6-cyl. engine. Two-tone finish, whitewalls, transistor radio, 3.1 axle ratio. This car handles superbly, is extremely economical and in very fine condition. £485. Tel.: Westbourne (Bournemouth) 65376. [3570

CITROEN LT15 SPARES. All parts, inc. engines, g/boxes, seats, in good condition. Tel.: Mansfield 5472. [3572

FORD TEN SPECIAL, reg. 1961. Falcon body on Bowden chassis. E93A engine, aquaplane head, twin S.U. carburetters, many extras—including radio. £200. Tel.: Cuffley (Herts) 2730. [3574

JAGUAR 1½-LITRE, 1948—1,100 miles since factory sleeved engine, factory/owner maintained from new, 64,000 miles. Complete tool kit, many spares, excellent condition. Offers. Sabine, Beeches, Upton Park, Chester. Tel.: 21328. [3575

BRABHAM-WEBER CONVERSION suitable Hillman, Singer. Superb acceleration. £20. 168, Dobcroft Road, Sheffield. [3576

LANCIA ASTURA, 3rd SERIES aluminium Gurney Nutting tourer. New pipes, twin servais, relined brakes, hubs respined, tyres good. £75. Also 1st series minus body. Citroën 2 c.v., 1959, blue. R.H.D. £175. Exchange vintage or modern racing or sports. Mill House, New Ellerby, Hull. Tel.: 29475. [3577

MORGAN 4/4, 1937. Recent major engine overhaul, new upholstery, hood, tyres. Many extras, excellent condition throughout. Marriage forces sale. £90 o.n.o. Hanley, 31, Westbourne Grove, West Kirby, Cheshire. [3578

1937 ROLLS-ROYCE Phantom III Windover sports saloon. 101,000 miles. Grey. £600. Box No. 0112. [3571

1935 SUNBEAM Speed 21, V.D.P. sports saloon. Finished black with brown leather. 23.8 h.p. Total mileage since new 21,000. Two owners. Used only about 10 years since first registered. Excellent condition throughout. Full history, photograph (returnable). £200 o.n.o. 60, Watts Lane, Eastbourne. Tel.: 8046. [3580

JENSEN 541, 1955/56. Overdrive radio. Immaculate opalescent grey. Factory maintained. Must sell to first offer over £500. Tel.: Birmingham CENtral 7771, Tipton 1324. [3581

AUSTIN HEALEY 100/4. W/wheels, h/s.-tops, radio, heater, overdrive, s/belts. Metallic blue. £210. Fox, 26, Kent View Gardens, Ilford. Tel.: SEV 5281. [3582

1961 SERIES 3C SINGER Gazelle convertible. Moonstone with red hood. Part exchange and hire purchase available. £495. Heighton's Garage, Thrapston, Northamptonshire. Tel.: Thrapston 218 (daytime), Oundle 3228 (evening). [3583

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HISPANO-SUIZA 37.2-h.p., 1927, fabric saloon in beautiful condition. £1,000, no offers. Imposing white Phantom II Rolls-Royce sedanca-de-ville by H. J. Mulliner. Four-light and four-piece windscreen. Much work done but requires upholstering to complete. £250. Very rare 1926 Rover 16/50 5-seater tourer. Should be finished by now after complete rebuild. £500. 1929 Austin Chummy tourer, £100. 1927 Daimler for restoring. View by appointment only. J. C. Midlen, Fremington, Near Barnstaple, Devon. Tel.: Fremington 240. [3584

H.R.G. 1500 STANDARD 2-seater, 1948. Good weather equipment, resprayed ivory last year. Mechanically reasonable. Dover area. Tel.: Kearsney 2632. [3585

M.G. TC, 1949. Mechanically very good. Just been resprayed; new hood; good upholstery. £175. Hanson, Wollaton House, Wollaton Old Village, Nottingham. Tel.: Nottingham 283231. [3585

RILEY PARTS : 15/6 engine, Laystall reconditioned, complete Scintilla magneto, Arnott blower, £40. Pre-selector gearbox, £5. Pair 17-in. wire wheels, £5. Alloy special front, £5. Chassis, £5. Nix, The Orchard, Oxton, Notts. [3588

AUSTIN HEALEY SPRITE Mk. I, 1961. Iris blue with matching hard-top, fitted carpets, rev.-counter, heater, anti-roll bar. 22,000 careful miles from new. £345. Part exchange considered. Wright, 81, Sanfield Road, Oxford. [3591

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JOWET JAVELIN D/L., 1952. Black. Mk. III engine, needs running-in. New clutch, Layrubs, etc. Radio, heater, w/w. Enthusiast maintained. £100 o.n.o. George Coles, Tel.: EUSton 5411 (business hours). [3594

AUSTIN SEVEN Sports Special, 1927-37. Completely rebuilt 1962 for over £300. Ulster rear axle, S.U. carb., new wheels, tyres, crankshaft, camshaft, bearings, etc. Four-speed synchro. gearbox, Hardy Spicer prop.-shaft, all aluminium body, new hood, Lucas headlights, and a host of spares including hill-climb wheels and tyres. £125 o.n.o. Bank View House, 22, Victoria Street, Haslingden, Lancs. Tel.: Ross 1357. [3595

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M.G. TF 1250, 1954. Black with good interior. Recent "Gold Seal" engine, reconditioned gearbox, brakes relined, new front springs, heater. Radiator blind and heater, sliding sidescreen, enlarged rear window, windscreen washers, half/full tonneaux, fog and reversing light. Enthusiast maintained. £325 o.v.n.o. Gillett, 183, Abbots Road, Abbots Langley, Watford, Herts. [3596

1936 ALVIS SP.20, V.D.P. saloon. Good condition. £135. Carr, 10, Welland Avenue, Chelmsford, Essex. [3597

1962 VOLKSWAGEN 1200. Red. Sunroof. Excellent. £500. H.P. possible. 1950 Riley 1½, good, £85. Wheeler, 20, Britten Road, Penarth, Glamorgan. Tel.: Penarth 701288. [3598

SINGER LE MANS, 1933, second owner. New parts fitted: instrumems, exhaust system, two tyres. Must be seen. £47. Tel.: Richmond 6365. [3599

RILEY 1½-LITRE, 1951. Black. Heater. Coachwork, chrome, tyres excellent. Utterly dependable. £145 o.n.o. Tel.: Watford 22810 (after 6 p.m.). [3600

AUSTIN HEAVY 12/4, 1933. No batteries, lights broken. Good tyres. Price, if restored, a few pounds. Tel.: FOO 2722 (after July 8th). [3601

M.G. TA, 1937. Taxed, tested. Recently overhauled, excellent condition. Off white. £110, or exchange for van with small cash adjustment. Hayday, 9, Dunkeld Road, Elson, Gosport, Hants. [3602

XK140. Superb condition throughout, spot/fog lights, etc. £285, or exchange TR3/3A with overdrive, hard/soft-tops. Tel.: Luton 24761. [3603

QVW? 1956 VOLKSWAGEN, seat belts, "X"s, Judson blower. Bodywork as new. £260 o.n.o. D. A. Jackson, Tel.: CLE 8661 (day). [3604

FORD-BASED 1,172-c.c. 2-seater sports—80 m.p.h. With i.f.s., 4.7 c.w. and p., recond. engine 13,000 miles only. Sell colour deep red, professional black trim, full instrumentation. Bucket seats, wood-rim, windtones, w/washers, plus tonneau, A.H. Sprite hood. Outstanding example. Completed 1963. £275. Mahoney, 15, Selborne Road, London, N.14. Tel.: PAL 7660. [3605

LOTUS 7A. 998 Dowton B.M.C., close gears, "X"s, e/fan; spare 1100 B.M.C. engine. Tel.: Sevenoaks 53807 (evenings). [3606

1929 DELAGE DM 4-seater tourer, good condition, mechanically sound, M.O.T. tested. £150. P. Hickman, 36b, Park Village East, N.W.1. [3607

CITROEN ID, 1959. Reconditioned. Excellent. £495 o.n.o. Hankin, 9, Bridge Street, Caversham. [3608

M.G. TC, 1947/8. New Gold Seal engine, hood, screens, battery. Whole car perfect and immaculate. £165. Buckeridge, Beechwood, Bartley, Southampton. [3609

DWARF OUTGROWS back seat. Sale red Rochdale Olympic, Ph. I 1962, 22,000. Riley 1.5, electric fan, belts, wood-rim, washers, rear seats, Durabands, fully trimmed. Never raced. Nearest £575. Tel.: Rochdale 40161. [3611

M.G. J2, 1934. Original engine. New battery. Offers. Tel.: West Burwash 333. [3612

SPRITE, 1961, Mk. II, red. £350. Roth, 45, Princess Road, N.W.1. Tel.: PRI 9151. [3613

ARNOLT BRISTOL "BOLIDE," 1958. L.H.D. "Bertone" body. One-shot lubrication. Resprayed metallic green. New mains and big-ends. Two enthusiast owners. Bucket seats. Six cylinders, three carbs. 138 b.h.p. A real 100-m.p.h. plus car. Owner reluctant to sell but must for domestic reasons. £680 o.n.o. Write or call: 59, Cavendish Avenue, Allestree, Derbys. [3614

LANCIA AURELIA B10 pillarless saloon, registered 1962. Completely rebuilt engine, clutch, brakes. Floor change, wood steering wheel. Available after July 5th. £275. Miles, 30, Bedford Street, Woburn, Bletchley, Bucks. [3615

2½-LITRE RILEY, 1950. Extensive rebuild and re-registered; M.O.T. Feb. 1965. Finished red and silver grey cellulose. Excellent chrome. Red leather interior, woodwork re-polished. Fitted racing steering wheel. Regularly serviced and well maintained. Three owners from new. History available. Genuine mileage. Taxed August 1964. Real Riley enthusiast's car for £185 or near offer. Tel.: MAL 4096 (evenings and weekends). [3617

SPRITE, 1960. Excellent throughout. Fitted Speedwell conversion. Seat belts, tonneau, heater, radio, etc. £300. Tel.: Bramley (Surrey) 2219. [3620

RILEY R.M.F., 29/6/53. Radio, heater. Speedy, comfortable, reliable, handsome. 160 gns. Tel.: GRE 4287. [3623

BENTLEY Mk. VI, 1948/9. Radio, heaters. Black/primrose. Attractive example. £245. Tel.: GRE 4287. [3623A

1962 "CHEETAH" FORD. H/top tubular chassis coil i.f.s., coil and damper rear. Recond. engine 700 miles. Racing wheel. Cost £375. £175 o.n.o. Tel.: SIL 3822/1937. [3624

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JAGUAR S.S.100, 1939, 3½-litre, fitted aerodynamic open 2-seater body similar to C-type. £250 o.n.o. Thursby, The Bungalow, Clive, Nr. Shrewsbury. Tel.: Clive 232. [3462

AUSTIN 750, 13 months old, 1,500 miles only; 45 m.p.g. Sell £120, or exchange 3-wheel Morgan, J2 M.G., W.H.Y.? 18, Dunstable Road, Newport, Mon. [3463

" MOTOR SPORTS " from 1950-1960, offers wanted. Also 1949 M.G. TC, radio, etc. £155. Newman, North Crawley, Nr. Newport Pagnell, Bucks. Tel.: N.C. 216. [3464

LOTUS SEVEN, crashed, ex-Jon Derisley car with 85-b.h.p. Cosworth-Ford engine. A35 close-ratio gearbox, adjustable shockers, special springs, bucket seat, special water system, R5s, with lightweight trailer. £225. Box No. 0102. [3466

FRAZER NASH, 1952, Mille Miglia, Bristol engine, recently overhauled. Excellent condition. Sale/exchange, new/secondhand aeroplane/car. Tel.: Tollbar 3456. Box No. 0103. [3467

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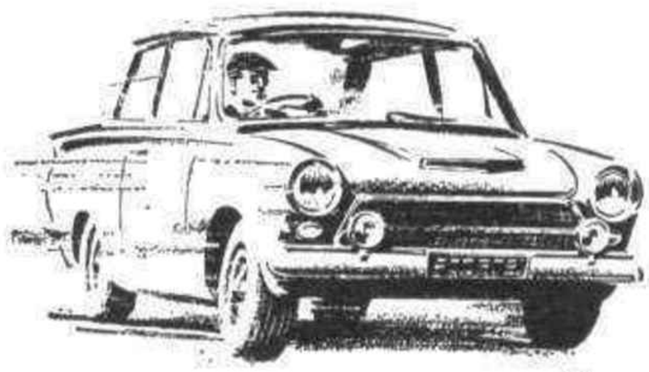
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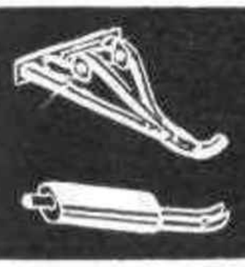
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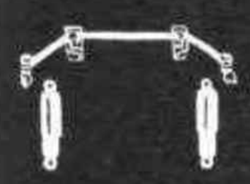
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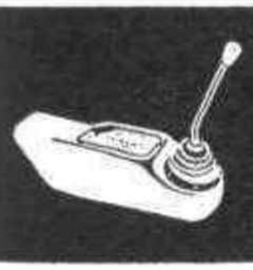




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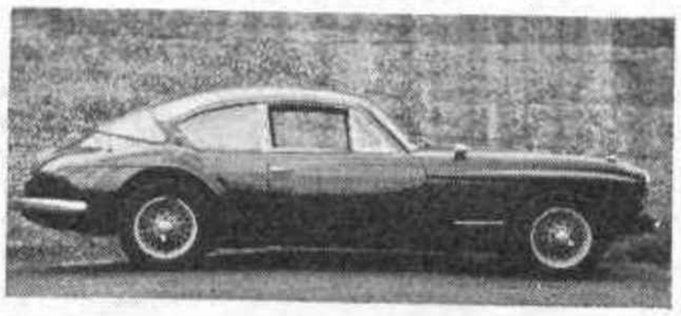
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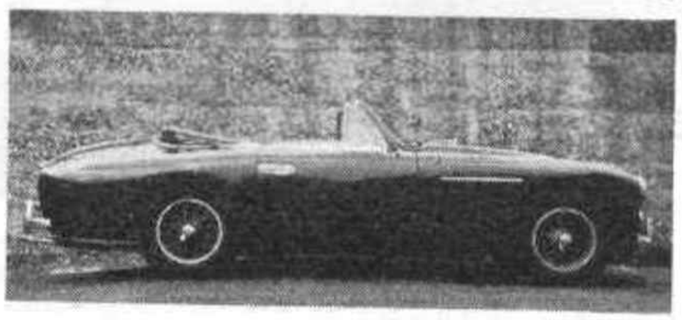
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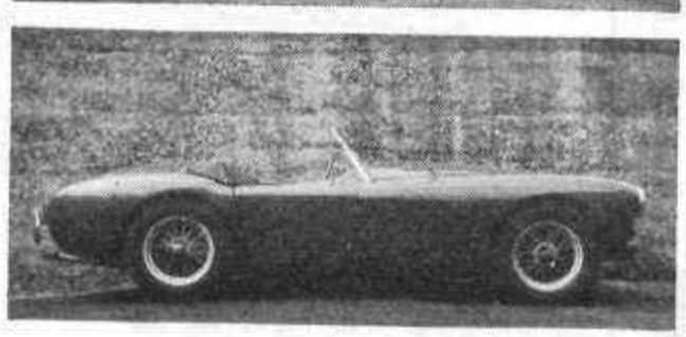






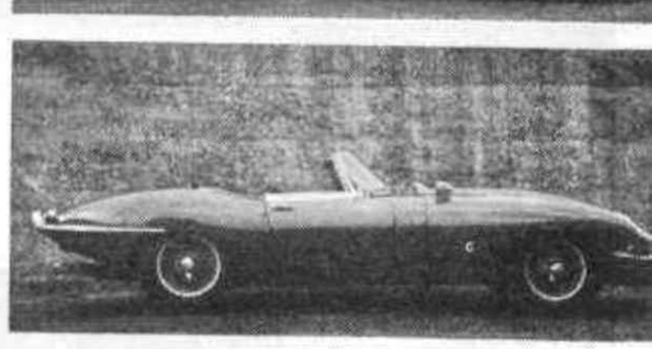
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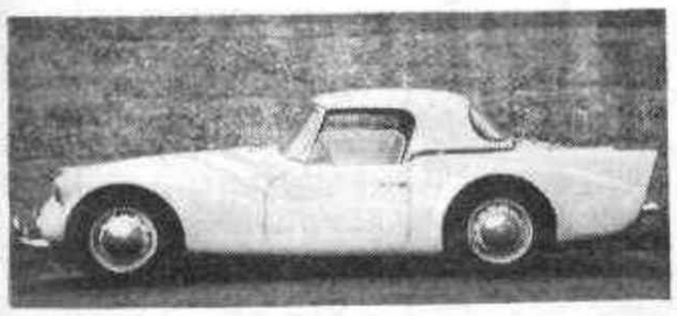
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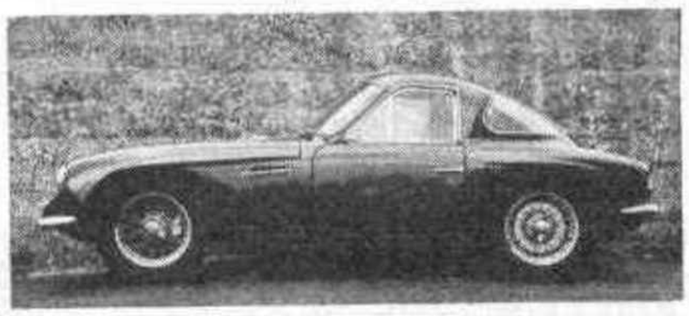
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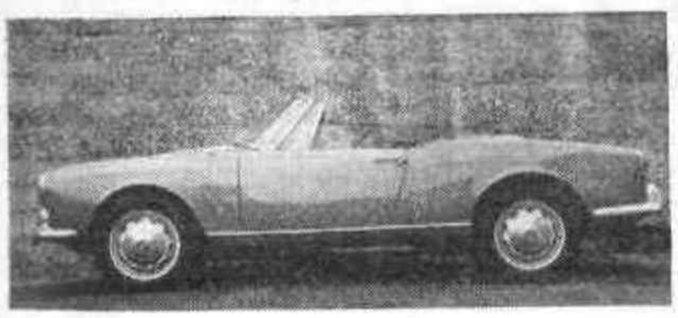
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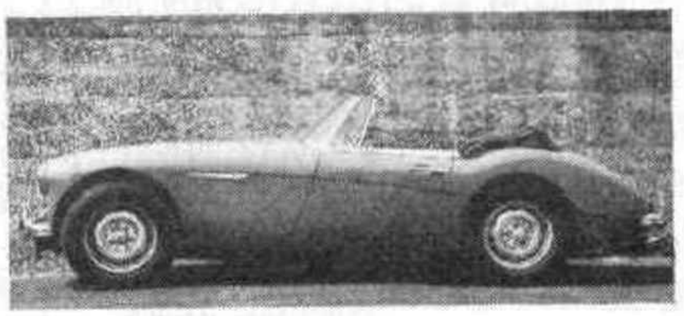












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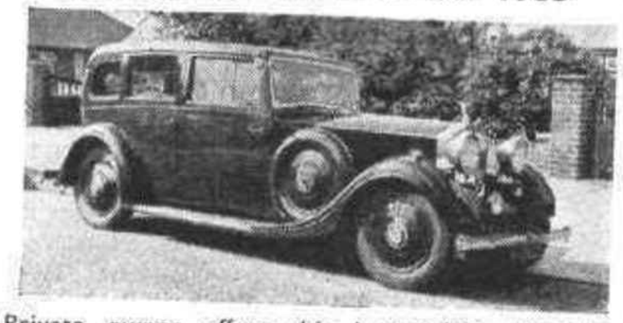
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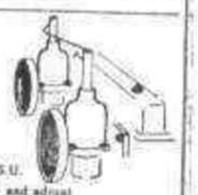
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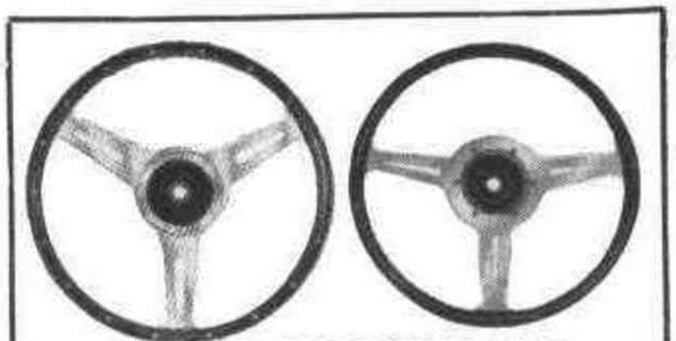
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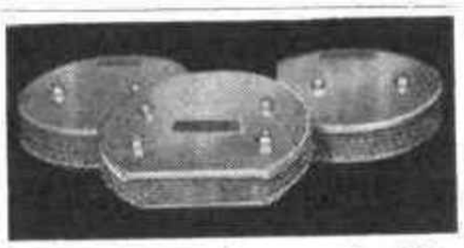


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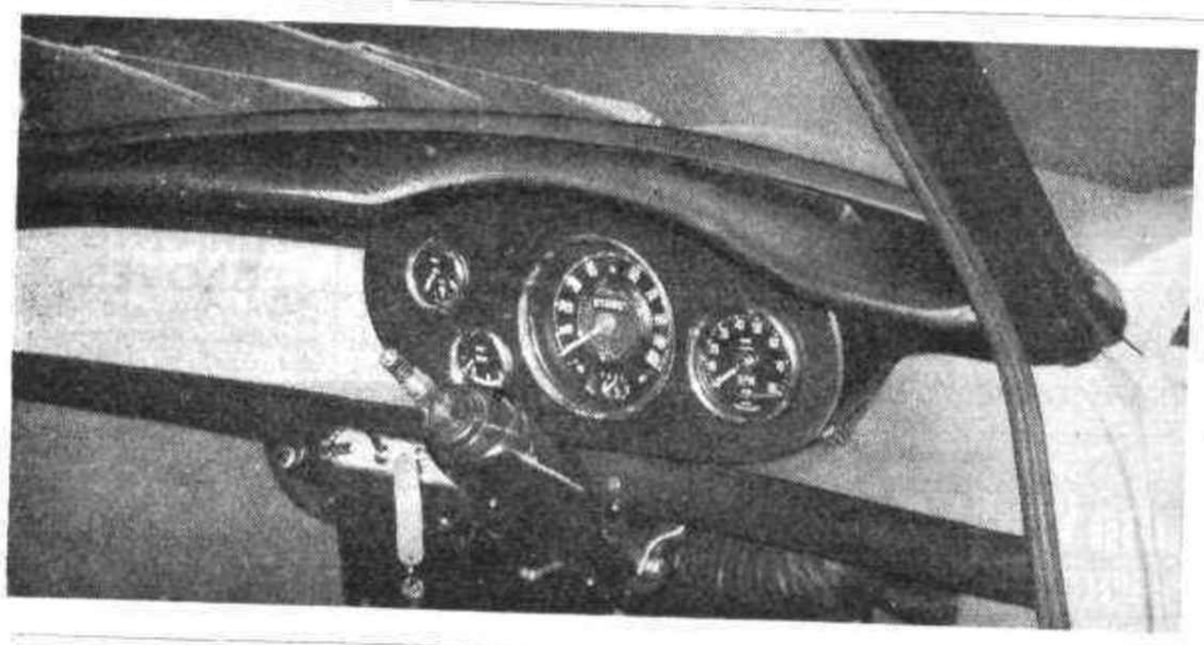
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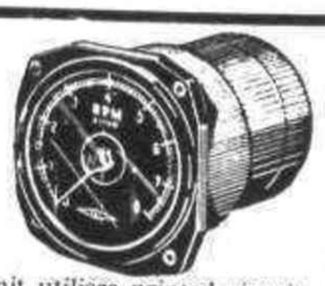
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FOR SALE—*continued*

1938 (May) BENTLEY 4½-litre KT series Park Ward pillarless saloon. 37,200 miles since extensive overhaul, including sleeving to standard, costing approx. £700. Full accounts available. This car—black and grey—is both smart and technically excellent. £550. Box No. 0115. [3656

1934 3-LITRE (BROOKLANDS) Sunbeam. Known as "Martin Special." Very sound. Offers. Tel.: Stratford-on-Avon 4602 (office hours). [3658

"AUTOCAR." Last 230 issues complete. Mint. 48 *Motor Sport*. 25 *Motor Racing*. £4. Shergold, Dedham, Colchester. [3659

1930 SINGER JUNIOR. Excellent after 8-month rebuild. 29, Chapel Hill, Linthwaite, Nr. Huddersfield. [3661

A.C. 2-LITRE saloon, 1948. 47,000 miles, one owner to 1963. Aluminium body. Excellent condition. £110. Spedding, Brackensgill, How Mill, Carlisle. [3662

D.K.W., 1956, Big 3-6 Sonderklasse 4-door saloon, excellent order, reconditioned engine, new tyres. Fast, reliable. Any trial. £210 o.n.o. Bayshaw, Twyford Road, Willington, Derbys. [3664

M.G. Y-TYPE saloon, 1951. Superb condition. Reconditioned engine. Tel.: Jordans (Bucks) 2235. [3666

XK120, 1954, fixed-head. Every extra, including radio, heater and wood-rimmed steering wheel. Engine and other mechanics good but body poor. £100 o.n.o. 8, Summit Close, Wokingham, Berks. Tel.: Eversley 2073. [3418

1960 VOLKSWAGEN—£300. American export model available mid-July at bargain price. Seen North England or London. Box No. 0119. [3610

LANCIA AURELIA GT—Nardi, late 1959, imported 1964, full conversion and extras worth £500. R.H.D. Power-assisted brakes, gear floor change, reclining seats, radio, belts. Magnificent condition. £1,160, H.P. Late 1958 Aurelia GT, white, immaculate, imported 1964, £790. Tel.: High Wycombe (Bucks) 2745. [3667

JOWETT 10, 1939, de luxe 4-door saloon. Sound body, sun roof, good moquette upholstery. V.G.C. mechanically, extensively overhauled. Roomy, sturdy, reliable and interesting. No expenditure imminent. Taxed. M.O.T. to 1965. Nearest £100. 108, Stapleford Road, Luton. Tel.: 22170. [3668

VAST PHANTOM I saloon, 1928. £160, or exchange small tin car. Box No. 0120. [3670

FALCON CARIBBEAN. Red/black. Hard- soft-tops; Aquaplane equipment (head, inlet/exhaust manifolds, air cooler, rev.-counter); Ballamy equipment (suspension, w/rim wheel, and road wheels shod with "X"s); electric fan, light alloy flywheel, 4.7 c.w.p., c.r. gears, engine 10,000 miles ago. Mechanic's own car; increase in family forces sale. £180 o.v.n.o. Tel.: CHO 3829 (business) or POY 4594 (evenings). [3672

PURPLE HEARTS! My 1959 Sprite gives more kicks. Host extras. No reefer lighter. Cuban-heeled "X"s. £290. Will haggle. K. Blain, 18, High Street, Sandy, Bedfordshire. [3673

M.G. TD, 1954. New engine, hood, sidescreens, tyres. Heater, fog, spot. Immaculate. £280. Genuine reason for sale. Tel.: Bywood 3975. [3674

LOTUS 7, 105E modified and balanced, as raced this season, in excellent condition, all-weather equipment. Taxed. Marriage in autumn forces sale. £350. Box No. 0122. [3675

DEBONAIR LANCHESTER TEN fibreglass saloon. Recon. engine, Wilson box. New parts as follows: rear and 2LS front brakes, king-pins, 14-in. wheels and tyres, discs, seat covers, petrol tank, instruments, spring steering wheel and lighting system. I.F.S. R.P. steering. Almost complete. "EB" body cost £240. Entirely unused. Reasonable free delivery. £250 o.n.o. 399, Petre Street, Sheffield. Tel.: 386172, 367400 (evenings). [3677

FOR SALE—*continued*

RILEY NINE, 1930, works racing car on Brooklands chassis, very pretty body. Mechanically perfect. Engine barely run-in after overhaul. 2LS front and twin master cylinder hydraulic brakes. Raced in V.S.C.C. events last two years. £300 o.n.o. Box No. 0123. [3678

"MOTOR SPORT," 1956-62 complete, bundle road-tests, etc., £6. M.G. TA instruction manual, 25s. Mini-Cooper C.W.P. (standard ratio), 25s. 19, Greenacre, Wembdon, Bridgwater. [3679

FORD/ROCHDALE SPECIAL, 90% part completed but unable to do so owing to family commitments. Over £400 already spent with intention to produce a luxurious "special." Offers to 1, Harley Avenue, Bebington, Cheshire. [3680

LAGONDA SPARES. ZE crash gearbox. Parts for 16/80, M45, V12, some unused. Reconditioned Rapier rear axle. Box No. 0124. [3681

M.G.-A COUPE Mk. II 1600, July 1961, red, *concours* condition. Undersealed. One owner. Must sell and will part with this delightful car for £605. Tel.: Western 4005. [3682

BRISTOL 401, 85C—2-litre engine. Green. "X"s. Fast but economical thoroughbred. Excellent, yet only £175. Tel.: HOU 6782. [3827

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FOR SALE—*continued*

1935 BENTLEY 3½-LITRE Thrupp and Maberly d.h.c. Very handsome car, excellent mechanically. £275. Biss, The Flat, Whetham House, Calne, at weekends, or Tel.: AMB 0888. [3683

TONNEAU for Austin Healey 3000 sports convertible II, unused, £8. Tel.: CHildwall 1861. [3684

JAGUAR 3½-LITRE convertible, 1948, good hood, tyres, battery; 10-year tested. £85 o.n.o. Tel.: Kingsdown 240. [3685

1935 BENTLEY 3½-LITRE Mulliner aluminium sports saloon. Two-tone grey, interior grey hide. Small mileage, good running order. M.O.T. 1965. £150. C. Bidgood, 2, Broome Court, Kew, Surrey. Tel.: RIC 7709. [3687

750 FORMULA SPECIAL. Silverstone body, S.U.s, 4-branch, Speedex alloy head, sump; o/s. inlets, hyd. brakes; mod. cam; i.f.s.; c.r. gears, 14 in. offset, Pirelli. Full instruments, weather equipment. 2,000 miles. Bills £300. Offers. Tel.: CRE 9826. [3688

1934 M.G. TF 1,250 c.c.; 5,000 miles since complete engine rebuild. Tuned engine. Radio, twin spots. A very good example. £350, or exchange sports/racing. Russell, Tel.: Hythe 3132 or daytime, Hythe 2184. [3689

TRIUMPH HERALD 1200, 1962, Downton conversion. Very fast. Radio, new tyres. Excellent condition. £450 o.n.o. Tel.: London STOnegrove 9655. [3690

ROLLS-ROYCE 20/25 REPLICA. Very pretty sports saloon with swept tail and large boot, finished in immaculate black/grey cellulose. An outstandingly good 1933 chassis with virtually perfect engine, steering, brakes, etc.; good battery, well shod, heater, mascot, handbook, some tools. M.O.T. April 1965. £230 or offers. Mrs. James, Old Rectory, Pulham Market, Diss, Norfolk. Tel.: Pulham Market 309. [3691

RILEY 1½, 1949 model. Black/green. 30,000 miles. Excellent condition. Extras. £140. Tel.: Rainham 5301. 35, Southend Road, Rainham, Essex. [3692

KRAZY KOOKIE (cream Fiat 600, 1959) for sale. This is "hers" and is kept in mint condition, only 28,000 miles, with over £50 spent in last few months on Hepolite pistons, new seals, etc. 40 m.p.g. plus perfect starting, with fog and reversing lamps, heater, washers, wing mirror. Two new tyres, three part worn. Haggles starts £245. 46, Hawkewood Road, Sunbury-on-Thames. Tel.: 4058. [3694

M.G. TC MIDGET. Battery, brakes, carpets, exhaust and tyres have been renewed. Engine and bodywork are in good condition. £150. Fooks, 11, Canterbury Road, Ash, Surrey. [3696

1955 M.G. TF 1500. Metallic green. Excellent. Rebuilt engine (9,000 miles). Spot, fog, reversing, radiator blind, radio, washers, wood facia, "X" tyres. Must sell July. £345 o.n.o. Write or call after 7 p.m. Deere, 45, Forest Croft, Taymount Rise, Forest Hill, S.E.23. [3695

M.G. TC, 1949. *Concours* condition. Reconditioned engine, gearbox, steering and everything. Resprayed black. Magnificent car. £200 o.n.o. Langarth, Woodland Grove, Weybridge, Surrey. Tel.: Weybridge 45016. [3697

LANCIA AURELIA GT coupé, regd. 1959. All independents. Centre change. £200 overhaul 1963. R.H.D. £385. 1951 runabout and cash acceptable. Box No. 0125. [3698

FACEL-VEGA HK500 hard-top coupé. Wire wheels, disc brakes, twin headlamps, automatic gearbox, electric windows, record player, seat belts; new tyres. Grey with black leather. Excellent condition. £975. Tel.: Newbury 1346. [3702

1956 LANCIA 3-LITRE sports saloon. Two owners. 28,000 recorded miles. Maroon and grey with grey leather. New tyres. Faultless throughout. £475. Tel.: Newbury 1346. [3702

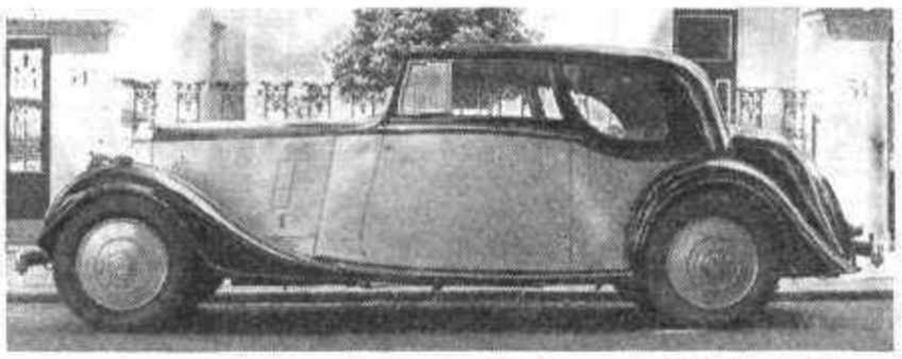
ROLLS-ROYCE 20/25 saloon, 1933, good running order. Offers around £165. Tel.: Caterham 46345. [3823

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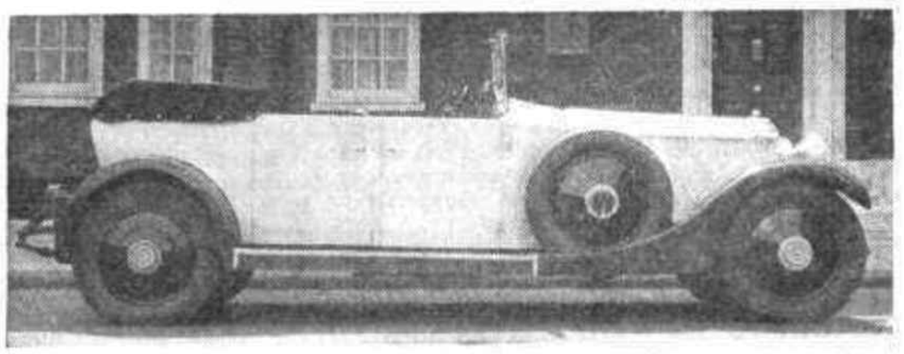
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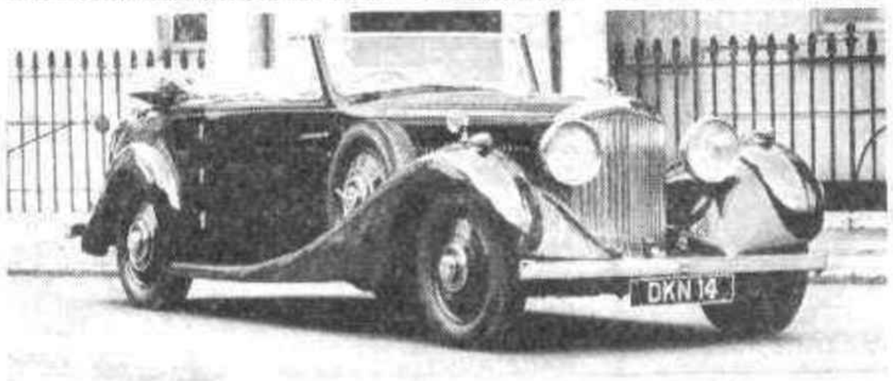
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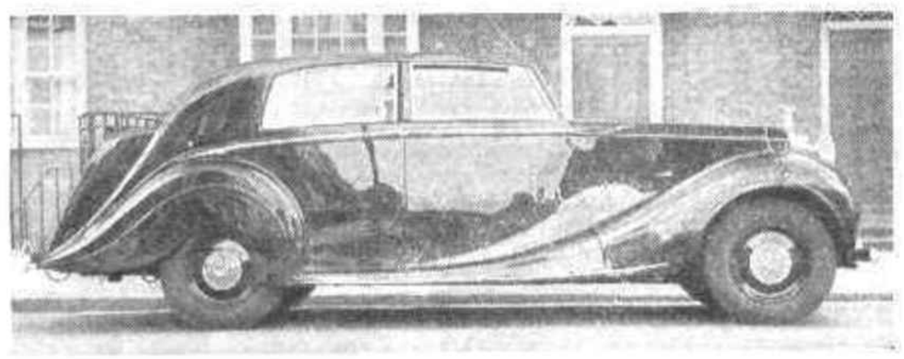
1936 ROLLS-ROYCE 30-h.p. f.h. coupé by Thrupp & Maberly, shell grey and black, documented history, rare coachwork **£775**



1932 ROLLS-ROYCE Phantom II 4/5-seater touring car, exceptional coachwork, cream and black; fine investment at **£1,450**



1936 BENTLEY 4¼ foursome drophead coupé by James Young; radio, heater; fine order; midnight blue; grey hide trim **£625**



1949 ROLLS-ROYCE Silver Wraith sports saloon, 67,000 miles recorded, documented history, winner Premier Award 1964 *Concours d'Elegance*. SPECIMEN **£1,025**

1955 S.I. BENTLEY saloon, duo grey, 71,000 miles recorded, history, well maintained **£1,550**

1953 Series 4¼ S.S. "R"-type BENTLEY saloon, B.R.G., history, exceptional value at **£675**

1952 ROLLS-ROYCE sports saloon, H. J. Mulliner, low mileage, SPECIMEN, Embassy black **£1,295**

1939 Overdrive BENTLEY high-vision saloon by H. J. M., history, fully restored **£595**

ARRIVING: **1937 540K Mercedes** coupé; **1941 Overdrive Rolls-Royce Phantom III** sedanca-de-ville; **1955 Rolls-Royce Silver Dawn** Hooper saloon; **1932 Rolls-Royce P. II** sports saloon, fully restored, under 40,000 miles.

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RENAULT Gordini Deluxe, 1960, in ivory; clean condition, past ownership known, fitted heater **£299**

JAGUAR 3.8 saloon, 1961, in grey with red leather; manual with overdrive, unscratched bodywork and spotless interior; below-average mileage, excellent performance, A.1 grading **£899**

DAIMLER SP250 hard-top, 1960; mouth-watering example, bought right up to "B" specification, fitted brake Servo, heater, etc., unmarked red coachwork, superb performance, unsurpassed at our price **£669**

AUSTIN HEALEY 3000 4-seater, 1959; strikingly finished in yellow and black, equipped hard- and soft-tops, radio, heater overdrive; £230 Ruddspeed triple carburettor high performance conversion, wire wheels, full zip tonneau, luggage rack, Michelin "X", twin horns, twin spotlamps, twin mirrors, kept up to the highest standard—a magnificent machine **£599**

JAGUAR 3.4 saloon, 1962 series, in dark grey with red leather; overdrive and radio, most exceptional car from both the appearance and performance point of view, looks only a few months old **£949**

HUMBER Sceptre saloon, late 1963; with overdrive, radio and heater, 9,000 miles in careful hands and still "as new"; these beautifully finished and comprehensively equipped touring cars are justifiably popular and most pleasant to drive **£879**

JAGUAR E-type F.N. coupé, 1962, in grey metallic with blue leather; another outstanding car for its year, confidently offered and guaranteed **£1,249**

JAGUAR 2.4 saloon, 1961; automatic transmission, radio, one owner, comprehensively serviced and recently fully checked by Jaguar specialists; light grey with red leather, good looker, first class performer **£799**

SUNBEAM Alpine sports tourer, 1962, with hard-top and alternative soft-top, fitted overdrive and wire wheels; beautiful blue example, cost £1,150 on the road **£669**

SUNBEAM Alpine sports tourer, 1960 series; fitted radio and overdrive, ranger and fog ranger, Michelin "X", racing mirror, surprisingly attractive for an earlier Alpine **£479**

TRIUMPH Spitfire; 10,000 miles, as near new as it's possible to get and save £105 on a new yet-to-be-run-in delivery **£559**

RENAULT Floride convertible with hard-top, 1961; in golden bronze, black top, radio and heater; virtually like a brand new car, very pretty indeed **£579**

ASTON MARTIN DB4 Superleggera, 1962; reaching very near the ultimate in 2+2 motoring, a real charmer with a brilliant performance, exquisitely finished in Dubonnet metallic with black hide interior on chrome wire wheels and fully furnished with overdrive, radio, reclining seats, safety belts, heater, rear window, woodrim steering wheel, radiator blind, clock, dipping mirrors, tinted Triplex throughout (laminated screen); one wealthy owner from new. Trial arranged anywhere for serious enquirers, any make or model in p/exch **£2,499**

ELVA Courier, 1963, in red; one owner, low mileage specimen which really is unmarked and virtually as brand new throughout ... **£599**

DAIMLER SP250 V8 sports hard-top, 1962; finished in green with tan leather interior, 15,000 m, unblemished cond, sup exple **£869**

JAGUAR XK150S coupé, 1960; 3.8 engine, wire wheels, overdrive, remarkably well kept appearance bodywork and interior; extremely fast, a delight to handle. There are few in this state and the knowledgeable will recognise this fact after very brief acquaintance ... **£699**

JAGUAR Mk. X saloon, 1963; manual transmission, overdrive, anyone must go into raptures about this car, the maroon metallic finish with light beige leather adds a discreet sparkle to the exquisite form of this remarkable model, the 11,000 careful miles already covered have barely "untied-the-parcel"; seat belts have been added—just in case. Your old Jag or any other make in part exchange **£1,549**

AUSTIN HEALEY 3000 Mk. II, 1962, 4-seater with both hard- and soft-tops, tonneau cover, o/drive, etc.; red with natural upholstery **£699**

LANCIA Flavia twin headlamp 1,500-c.c. 4-door saloon, 1961, in black with tan; extremely elegant and comfortable car, full 6-seater, unmarked, looks like a Show-stand exhibit **£949**

AUSTIN HEALEY Sprite sports, 1961, in green, fitted radio, heater, mirrors, etc., most attrac exple; spotlessly clean, exc perf **£349**

AUSTIN HEALEY 100/6 4-seater, Series BN4, 1957, with hard-top; sleek genuine car, well kept, good perf, fitted heater, etc.... **£399**

M.G.-A 1600 sports roadster, 1960, with both hard- and soft-tops, wire wheels, tonneau cover, etc.; red with matching interior, first class **£469**

M.G.-A F.H. coupé, 1959, which is very outstanding indeed; power brakes, radio and heater cater for creature comfort, the engine is particularly good, providing above normal performance smoothly and quietly; body and interior condition is A.1 ... ... **£429**

ALFA ROMEO Giulietta sprint coupé, 1960, yet another of these appealing cars—titled owner; push-button radio, rear seat, seats and door panels under expensive covers, safety belt, mirrors, 30,000 miles **£799**

MERCEDES BENZ 300SL roadster, 1957; still one of the "greats" of the motor car sporting world with an almost alarming performance; cockpit-type driving position; instantly recognisable styling and features, finished in dark blue and fitted radio and heater **£1,299**

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M.G. TD. Red. Excellent condition, resprayed, recon. engine 12,000 miles; enthusiast maintained. £270 o.n.o. Knights, 66, Sillow Way, Farnham, Surrey, or Tel.: Wallington 1543 (evenings), for details. [3510

WOOLER REMOTE CHANGE, 1,500-c.c. Ford, as new, £9. Dawes, High Street, Bromsgrove, Worcs. [3512

M.G. TD, 1953. Red, new black Vynide hood, screens; battery, " X "s, heater, tonneau, grid. Excellent condition. £245 o.n.o. Lavender Cottage, South Newington, Banbury. [3513

DORETTI. Overdrive, " X "s, radio, heater, tonneau, etc. Excellent condition. £285. Wood, 22, Grafton Road, Worcester Park, Surrey. Tel.: PRO 4125. [3514

AUSTIN HEALEY 100S (Sebring). Excellent condition. £335. Also special 100/6 engine, gearbox, overdrive unit complete, £65. Jim Clark, Corra, Tel.: Kirkgunyeon 244, By Dumfries. [3515

1938 ROLLS-ROYCE P. III Hooper sedanca-de-ville. 45,000 miles only. Top overhaul March. Offers to : Pyatt, 99, Charles Street, Cheadle, Staffs. [3517

1956 2.4 JAGUAR Special Equipment model. Heater, radio, four new " X "s. Top overhaul 1,000 miles. Taxed Oct. 1964, Insured April 1965. Excellent condition. £350. View Huntingdon. Box No. 0108. [3518

1964 (regd.) METROPOLITAN 1500 coupé, Gold Seal engine, new tyres and battery; taxed. £225. Hewson, Witham Road, Woodhall Spa, Lincs. [3519

1958 (regd.) MERCEDES-BENZ 220; requires slight attention. Offers. Hewson, Witham Road, Woodhall Spa, Lincs. [3520

WORKS HARD-TOP for TR3. Excellent condition (red). Tel.: Liberty 7544 (weekends). [3521

1100 FORCES SALE of engineer-built 1172. Coachbuilt throughout. Well worth viewing. £125. 86, Queens Walk, Ashford, Middlesex. [3522

M.G.-A, 1956. Exceptional condition, Gold Seal engine 20,000 miles. £325. Tel.: Abinger 240. [3523

ALVIS FIREFLY ENGINE complete, plus four new pistons and rings. Offers to 39, Cemetery Road, Ipswich. [3524

JAGUAR 3.8, OVERDRIVE, 1963. Green with green upholstery. Five Cinturas, radio, etc. Director's car, works maintained. S-type arriving shortly. £1,100 cash, no p/x. Box No. 0109. [3527

HARD-TOP, A/H., £25. Fibreglass Rallye bucket seats, £10 pair. Wood-rim steering wheel, £7. All fit Sprite or Midget. Tel.: RAV 7334. 15, Croft Road, Bromley, Kent. [3528

PECO CONVERSION FOR Renault Dauphine, twin carburettors. £12 or nearest offer. Tel.: Sheffield 360605. [3529

TWO CONTINENTAL GTS10-520-A experimental engines 365 h.p., 3,400 r.p.m. Total running time engine s/no. 104/4X 51.45 hrs. Total running time engine s/no 104/5X 60.40 hrs. Apply Box No. 0110. [3530

1956 ALFA ROMEO GIULIETTA sprint coupé (first regd. 1961). 60,000 miles. Two owners. L.H.D. Fast and beautiful. £450 o.n.o. Jukes-Hughes, 7, Old Park Close, Dover. Tel.: Kearsney 2007. [3531

DOLOMITE CLUB MEMBER offers one of his two Dolomites. Space required. 1938 14/40. Carefully maintained, excellent all-round, including tyres and batteries. Sacrifice, £60. Hoare, Primrose Cottage, Mole Road, Fetcham, Surrey. Tel.: Leatherhead 4713. [3533

M.G.-B, TWO MONTHS OLD, carefully run in. Deceased estate. Red, many extras. £80 below list. Terms available. 56, Sherwood Way, West Wickham, Kent. Tel.: SPR 3551. [3534

AUSTIN HEALEY 100/6, 1957. Red with wire wheels, overdrive, disc brakes all round, good tyres, Avon Turbospeeds. General good condition. £385. Tel.: Sheffield 361313 (evenings) before 23rd July. [3536

XK140, F.H.C., WHITE. H.M.V. push-button radio, mascot, cutaway spats, new twin exhausts, Michelin " X," rimbellishers, twin spots, badge bar, luggage rack. Superb. £325. Osborough, Aultbea, N. Scotland. [3538

ALFA ROMEO, 1958 Giulietta Spyder sports coupé, 1,300 c.c. Magnificent ivory finish. £300 recent overhaul and extras—an outstanding example of this famous marque. £585 o.n.o. " Rossdale," Hillcrest Road, Moordown, Bournemouth. [3539

TRIUMPH TR2. Fine example of car correctly maintained throughout life so that practically all parts are original and still in near new condition. Has most desirable extras. 1954. £230. Tel.: Radlett 5964. [3540

MORGAN 4/4 CLIMAX-ENGINED, immaculate. £100 of bills, two engines for spares. Enthusiast maintained. M.O.T. June 1965. £125 o.n.o. Spurr, Apprentices Hostel, Farnborough, Hants. [3544

1936 RILEY 11.9 FALCON. V.G.C. Riley Register, new radiator. Taxed end Sept., M.O.T. 2/65. £125. G. Clay, 8, Hardy Grove, Worsley, Walkden, Manchester, Lancs. Tel.: Walkden 3176. [3545

1957 B.M.W. 501, 2-litre, 26 m.p.g. Sun roof, £50 radio, clutch and bottom end overhauled last month. Originally cost £3,750. Haggle around £250. D. Wilson, Stones Hey Gate Farm, Heptonstall, Hebden Bridge, Yorkshire. [3546

1935 ARMSTRONG 17 h.p. saloon, one owner until 1960, 43,000 miles. Completely recellulosed, exceptional interior. Engine rebored, etc., 1960. Five excellent tyres, new heater, windscreen, silencer, reconditioned radiator. M.O.T. certificate. Spare block, head, etc. available. Reasonable offer accepted. Weaving, Holly Cottage, Ayot St. Peter, Welwyn, Herts. Tel.: WN 22695. [3547

1963 HEALEY SPRITE 1100, B.R.G. Hard- and soft-tops, tonneau cover, harness, u/seal, 15,500 miles. £510. 30, Seaford Road, Humberston, Grimsby, Lincs. [3548

N.S.U. PRINZ, 1960. Blue, 22,000 miles. Excellent performance, pleasure to park. £185. Saunders, 1, Enfield, Cashes Green Halt, Stroud, Glos. [3550

ROCHDALE OLYMPIC, 1962. 16,000 miles only. M.G.-A 1622, " X "s, heater, fan, etc. Definitely not r/r, or thrashed. Silver. A very fast, beautiful GT. £450 o.n.o. Bell, 163a, Sutherland Avenue, London, W.9. Tel.: CUN 1818. [3552

ALFA ROMEO 6C 2500 large 1949 T.O.H.C. saloon. Wire wheels, independence, M.O.T. £120. Tel.: Elmbridge 9637 (evenings). [3553

HUMBER, VINTAGE 9/28 SALOON. Recent rebore, good tyres, etc. £50. Stribley, 34, Byfleet Road, New Haw, Weybridge, Surrey. Tel.: Weybridge 45629. [3554

RARE AUSTIN 7 h.p., believed Swift, but may be Arrow, 2-str., pointed tail, new engine not run in, suspension and steering good. Four almost new tyres, new battery, three nearly new tyres as spares together with whole host of other spares. £50. Tel.: Smallfield 2612. [3556

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P.1

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M.G. TC, December 1949, metallic green. Superb coachwork. Resprayed and mechanically overhauled this June. Reconditioned engine 20,000 miles; new battery. Many extras. Owner going abroad forces reluctant sale. £185. Tel.: Maidenhead 20627. [3704

WOLSELEY HORNET SPECIAL, 1933, excellent condition throughout. Spare engine, gearbox, diff. assy., wheels, tyres, set new shock-absorbers (unfitted), host of electrical spares, etc., etc. New battery. Taxed. Complete with hood, side-screens and tonneau. £100. D. Green, Poplars Farm, Middleton Cheyney, Nr. Banbury, Oxon. Tel.: Middleton Cheyney 213. [3707

"X" TYRES. Five for Healey 3,000. 80% tread left. £20. Box No. 6127. [3708

BENTLEY, 1952, Mk. 6 standard saloon. Grey. Truly faultless. New tyres. Immaculate appearance. £535. 18, Sparrow Road, Yeovil. [3710

M.G. PB, 1936. Excellent condition. New hood, repainted black, rewired, brakes relined, recon. Ford engine, seat covers. M.O.T. £90. Tel.: Tanworth-in-Arden 218. [3711

TRIALS CAR. Professionally constructed 1963, similar to Cannon. £130 o.n.o. Willow Croft, East Green, Messingham, Lincs. [3833

AUSTIN SEVEN, 1933, tourer. Good tyres and hood. M.O.T. tested. Taxed. Wakely, Woodmancote, Cirencester, Glos. [3717

1934 MORGAN Super Sports, 3-wheeler, J.A.P. 1,057 c.c. engine, good running order, excellent body and upholstery. Enthusiast's car. £105 o.n.o. Alderley, Red Beech House, Knutsford Road, Alderley Edge, Cheshire. [3718

1959 XK150 F.H.C. Low mileage. First-class condition. £525. Oades, 16, Derwent Road, Whitby, Yorks. Tel.: Whitby 59. [3834

S.S.100 2½-LITRE, recently reconditioned engine has done less than 4,000 miles. Original body is in excellent condition and much rechroming has recently been done. Little expense would put good paintwork (black) into *concours* condition, as also upholstery and hood. Tonneau and hood cover are new. Run as second car, recent addition to family renders it impractical. This car, in excellent mechanical and body order, is reasonably offered as appreciating investment at £625 o.n.o. Tel.: MELville 2771. [3713

M.G. TC, Oct. 1949. Monza red. V.G.C. Recon. engine. Recent M.O.T. Must sell, second baby arrived, £140. Tel.: Welwyn 4535. [3714

IDEAL CAR for summer and winter motoring. 1955 Swallow Dorretti. Good condition throughout, reconditioned TR engine, etc., last year. Rapid acceleration, top speed 105+. Excellent road-holding qualities; m.p.g. 27+. Extras include hard/soft-top, tonneau cover, heater, radiator blind and spot light. Price £250. R. D. Rogers, Hall Court, Bishop's Frome, Worcester. Tel.: Murderfield 228. [3715

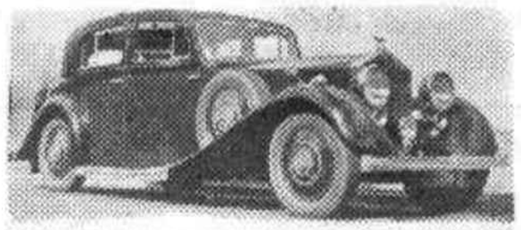
ALFA ROMEO GIULIETTA TI, March 1962, Helvetia blue. Well shod; 27,000 miles. Factory r.h.d. Really exceptional condition. £875 o.n.o. Tel.: Heath End 240 (after 8 p.m.). [3716

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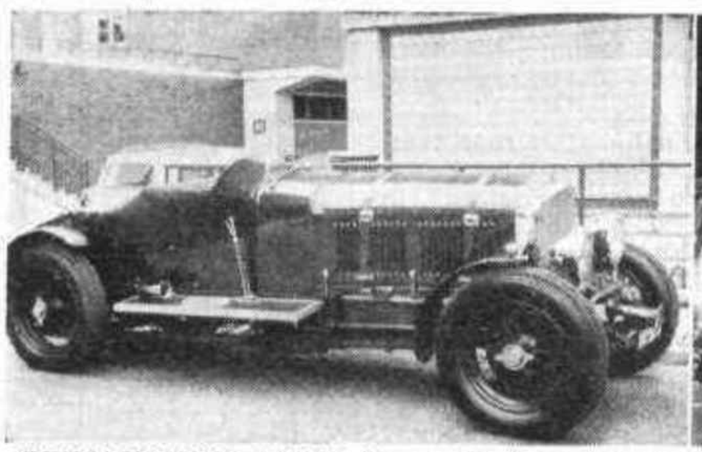


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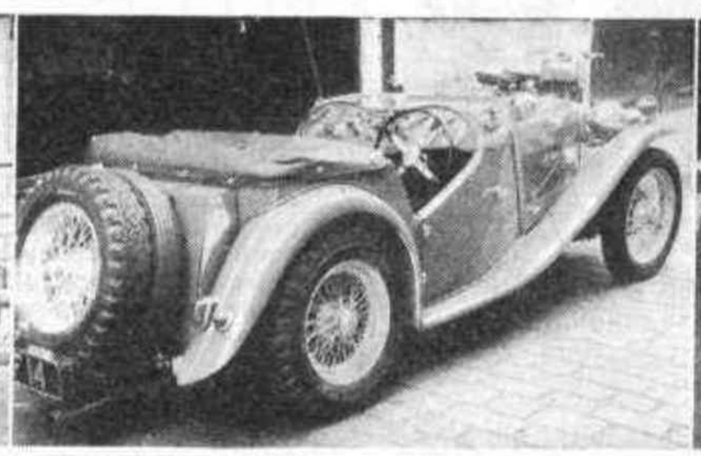
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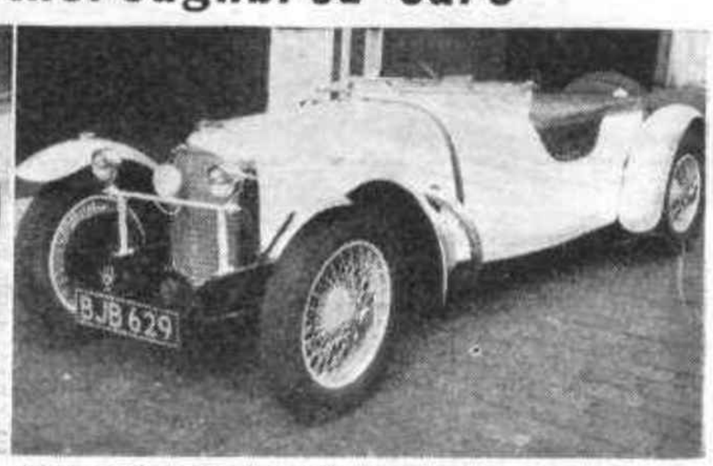
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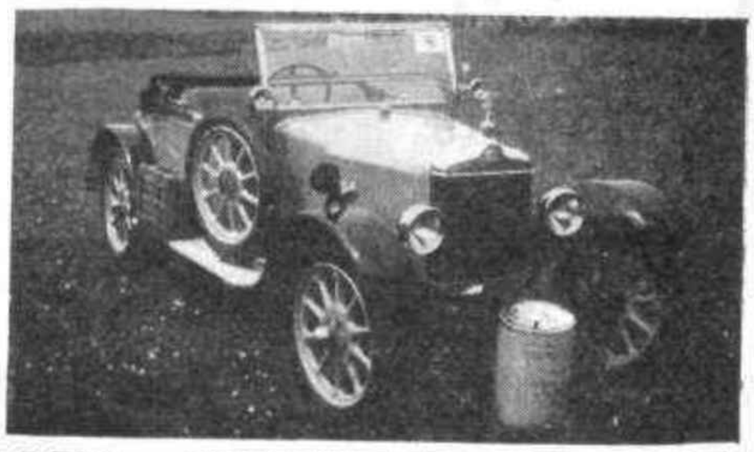
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105S TALBOT, 1934. James Young body down for inspection, perfect. Engine rebored +.020 reground crank surfaces and all bearings. A perfect example of a very rare model, no time to re-assemble. £200 o.n.o. Henri Baigent. Tel.: Winton 6642. [3723

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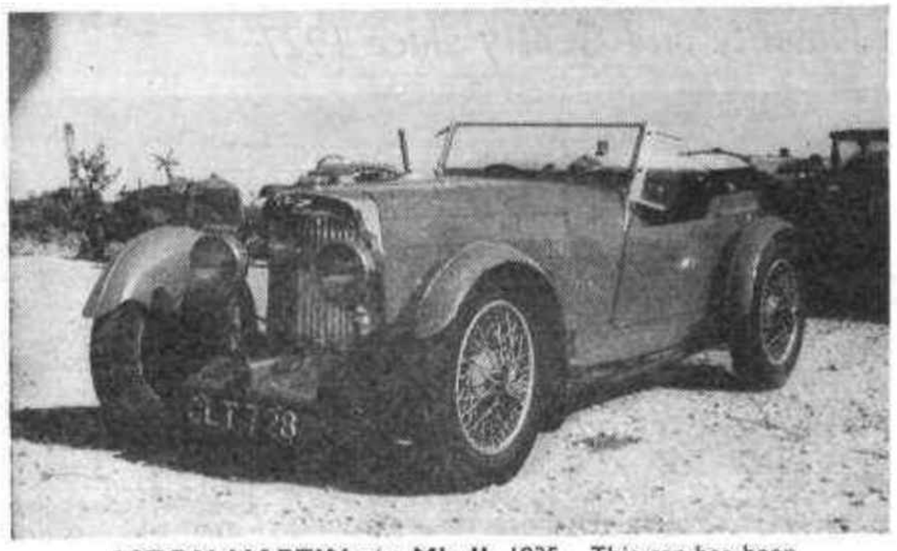
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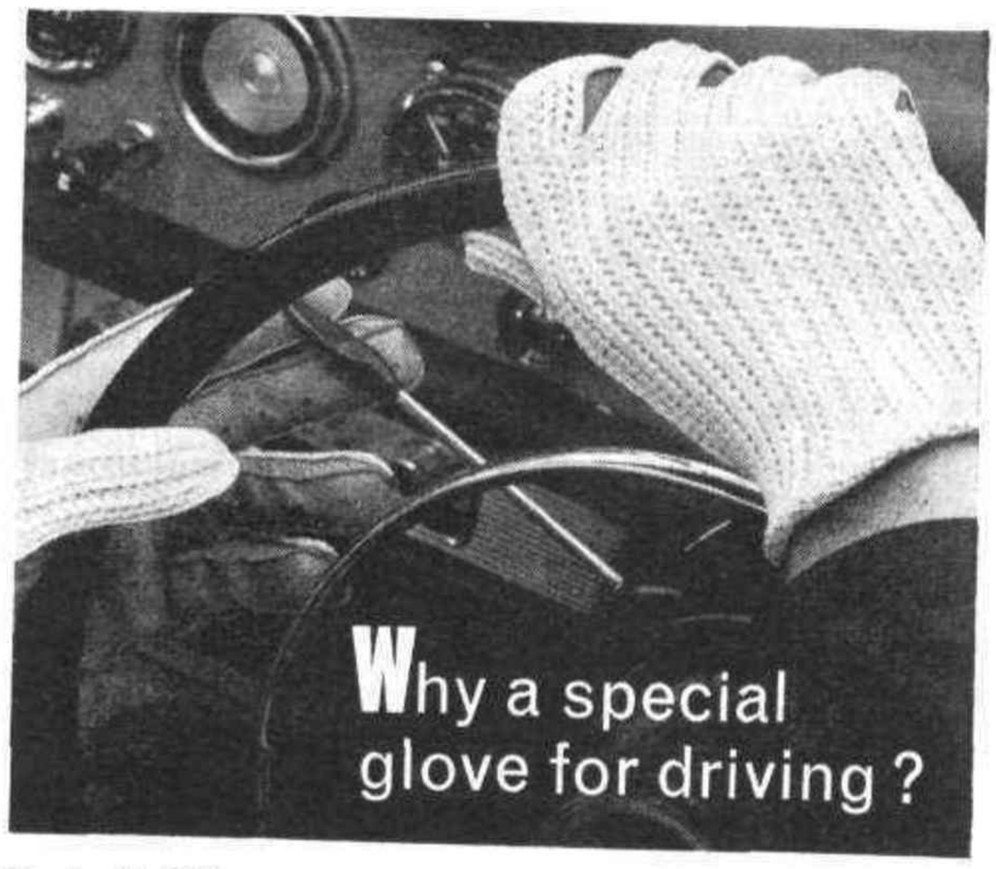
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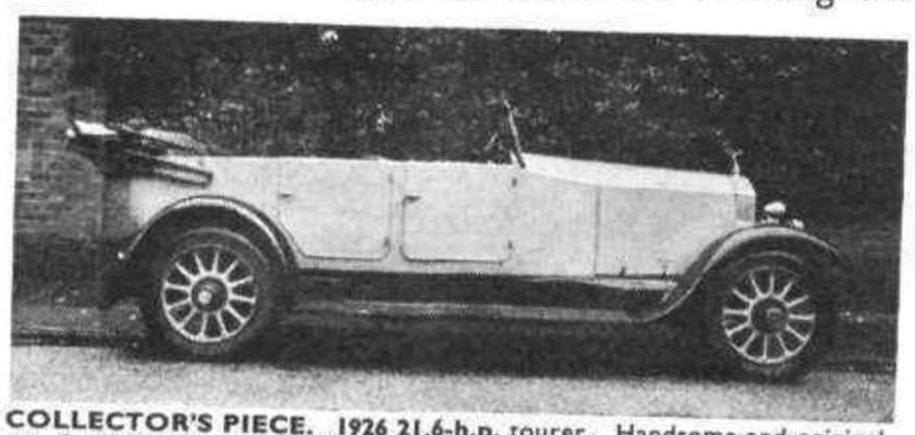
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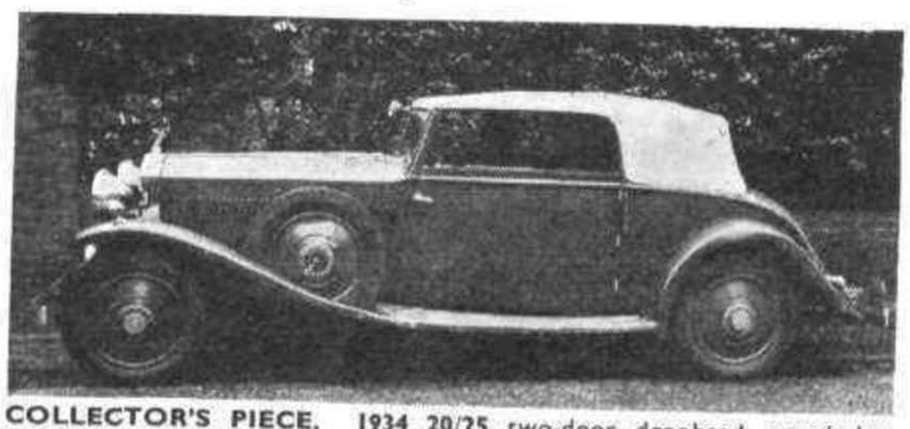
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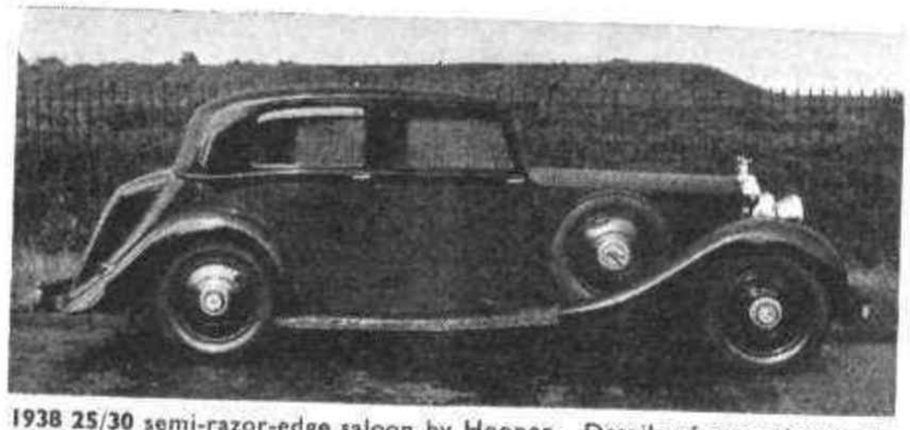
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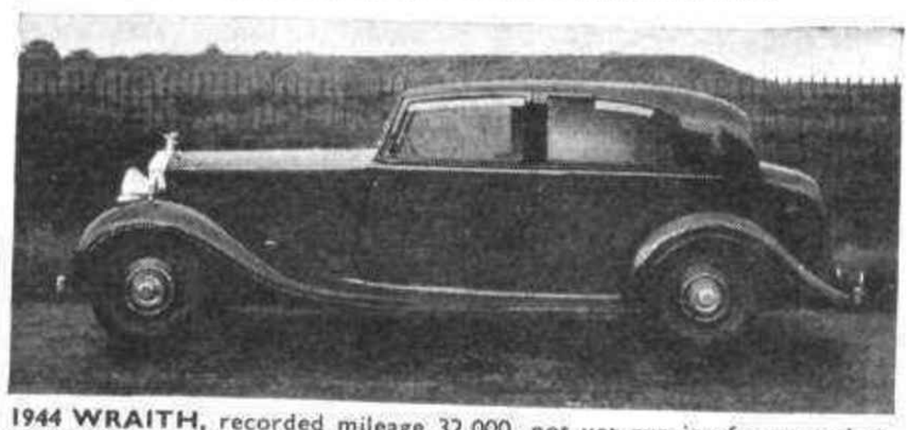
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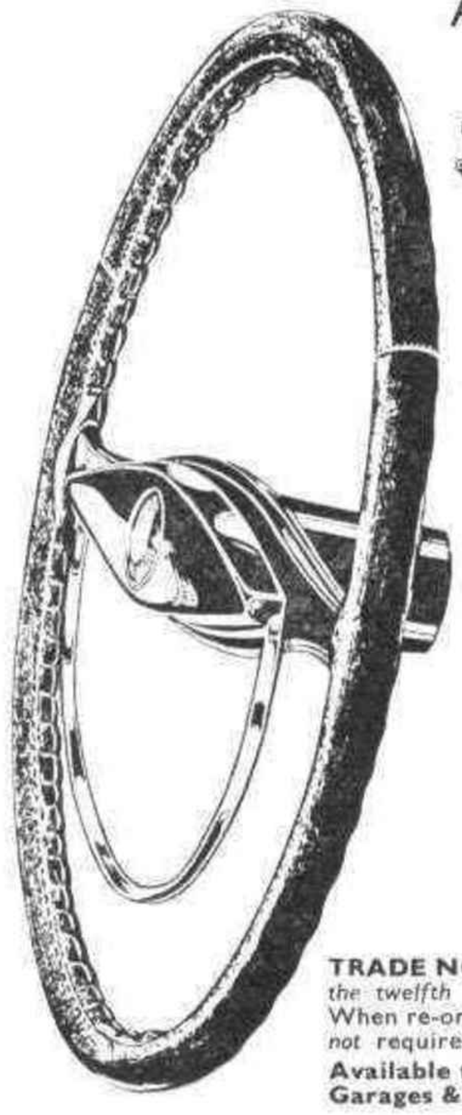


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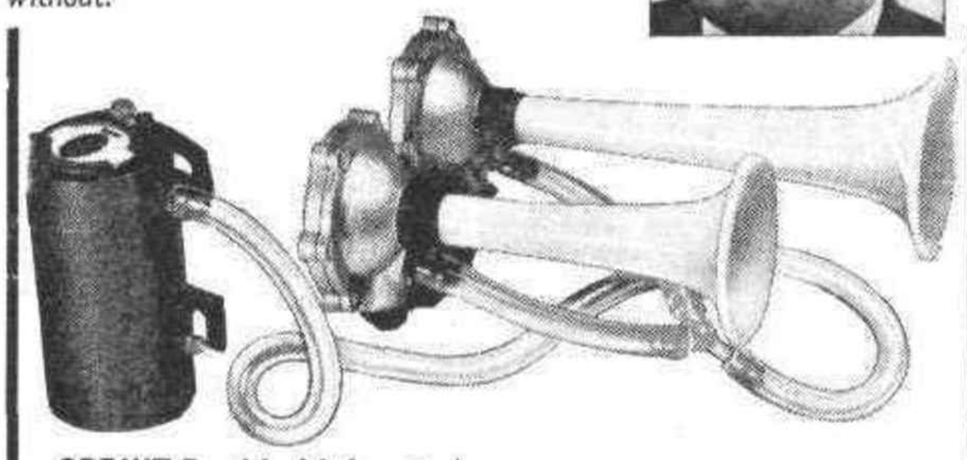
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FAIRTHORPE HERALD, 1961, £50 extras. Superb original condition. £195. Tel.: Stonegrove (Edgware, Middx.) 7073. [3743

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SPRITE. Fibreglass bonnet, ZF differential, 40DCOEs, anything for racing. 194, Braid Road, Edinburgh. [3351

UP TO £300 CASH for drophead coupé in excellent mechanical condition. Lagonda, Alvis, XK140 or similar preferred. Box No. 0091. [3358

WANTED: ALVIS SPEED 20 engine, gearbox, conrod block for Firefly. Distance no object. Clarke, Blair Lodge, Bramble Road, Dewsheath, Thundersley, Essex. [3360

'MOTOR SPORTS." Bound volumes or unbound previous to 1950. Please advise price, approximate postage, condition first letter. If interested have large collection of *Road and Track* to trade. Also want three-wheeled Morgan sales literature. Please be reasonable. All Americans are not millionaires. Perry, 3, Vista Avenue Extension, Bradford, Pa., U.S.A. [3365

RILEY 2½-LITRE, Circa 1954. Must be immaculate. Buyer returning to Cheshire in August. Particulars to C.P.O. Hardisty, 34 Mess, H.M.S. Ausonia, c/o G.P.O., London. [3370

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1½-LITRE RILEY, RME Series, wanted. Top price paid. Tel.: Jordans (Bucks.) 2235. [3618

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SPORTS CAR, post 1950; reliable M.O.T., about £150. Preferably Morgan +4 or Lea-Francis. Nicholas Mason, Vicary House, Woodhouse, Leicestershire. [3622

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ANY LAGONDA PURCHASED for spares. Any condition or location, if cheap. Box No. 0126. [3701

ROLLS-ROYCE: pre-war low mileage P.III or smaller. Write full details, price required. Captain Hollinshead, Woodlands, Nantwich, Cheshire. [3635

RILEY 2½-LITRE 1953 saloon. Black, brown, wanted. *Concours* condition and mechanically faultless; or best available. Full details and price, within reason please, to Box No. 0116. [3657

VINTAGE BENTLEY 4½ tourer wanted. Around £400 cash available. Pref. V.D.P. or boat decked. But anything or any condition considered. Pike, 27, Walford Drive, Solihull, Warwickshire. [3726

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WRAITH, SILVER WRAITH, aluminium-bodied Bentley, low mileage. Immaculate. Photo, details. Box No. 0111 (London). [3535

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WANTED: LAGONDA TOURER, 3-litre, 16/80, 2-litre low chassis. Must be in good condition. All photos returned. State price, condition, etc. Jones, 43, Penfold Road, London, N.9. [3557

DIFFERENTIAL UNIT for 1950 Singer 4A roadster. J. Stewart, 18, Hillside, A.E.R.E., Harwell, Berks. [3560

V.S.C.C. BULLETINS, Nos. 1-52. Tims, 1, Montague Road, Richmond, Surrey. [3573

REQUIRED: HARD-TOP in good condition for 1960 Alpine. Newton, 92, Dyfed Avenue, Townhill, Swansea, Glam. [3843

FOR M.G. TC: 16 in. wheels, full tonneaux, sound, cheap. Tel.: Sutton Elms 227. [3839

MORGAN PLUS FOUR. Discs, wire wheels. £400-£500 cash. Tel.: IMP 5046. [3826

WANTED: M.G.-A front offside wing, bumper-grille, front chassis member. Ley, 25, King Street, Reading. Tel.: 52965. [3793

ROCHDALE OLYMPIC OR ELITE wanted. Details. Loader, " Heusden House," Gerrards Cross. Tel.: 4160. [3782

JENNINGS FORD—best condition preferred; describe fully; send photo, if possible. J. B. Rosenthal, 21916 Pacific Coast Hy., Malibu, California, U.S.A. [3752

S.U. CARBURETTERS. Twin 1¾ in. c/w inlet manifold and linkage for 109E. Box No. 0140. [3863

WANTED: SS1 COUPE, 1931/32. 24, Campden Crescent, North Wembley, Middx. Tel.: ARN 3996. [3864

HISPANO-SUIZA V12, good condition. Tel.: Longfield (Kent) 3445. [3866

ALLARD SAFARI SHOOTING BRAKE, with V8 engine, wanted. Perfect example only considered. Pete Farnell, 251, Willow Road, Enfield, Middx. [3867

FOR SAAB: sport exhaust, bucket seats, tachometer, roof spotlamp, wheel (and Cinturato?). W.H.Y.? Box No. 0143. [3870

ALFA SPYDER, 1958. Must be in good condition, standard and unraced. Cash for right car. Martin. Tel.: Ravensbourne 4154. [3872

GILBERN G.T. Good all-round condition essential £650 maximum. Box No. 0151. [3803

S.P.250. Wanted S.P.250 hard-top. Condition unimportant as long as price is reasonable. Box No. 0153. [3699

E-TYPE or XK wanted for cash, view best offer. Box No. 0152. [3549

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JAGUAR Mk. VII. Resprayed chrome as new. Brakes overhauled, including Servo. Heater, washers, new Exide, M.O.T. Cash £125. Large van required, suitable caravan conversion. Wicks, " Cards," Bakers Lane, Braintree, Essex. Tel.: Braintree 1051. [3352

EXCHANGE BOLEX CINE P.1 and 18-5 for sound interesting vehicle, vintage to Mini. Box No. 0137. [3845

EXCHANGES—*continued*

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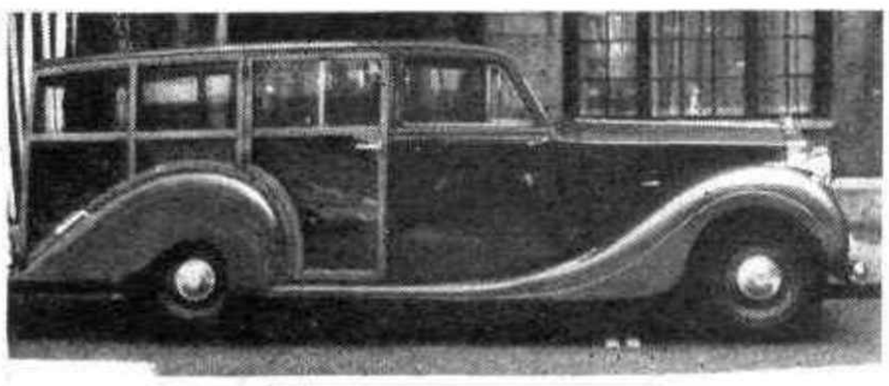
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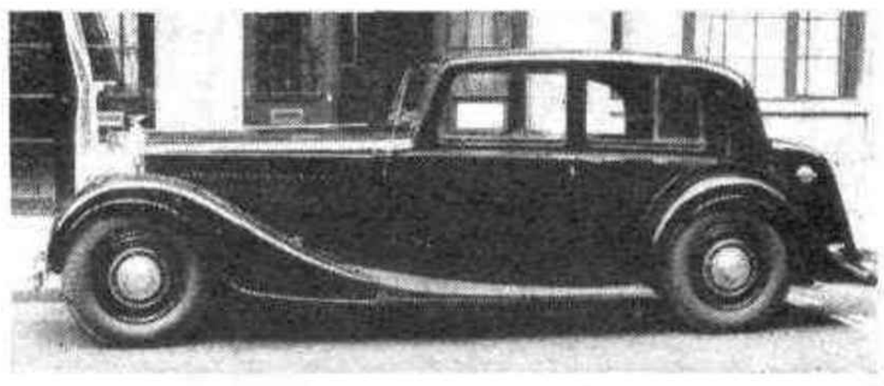
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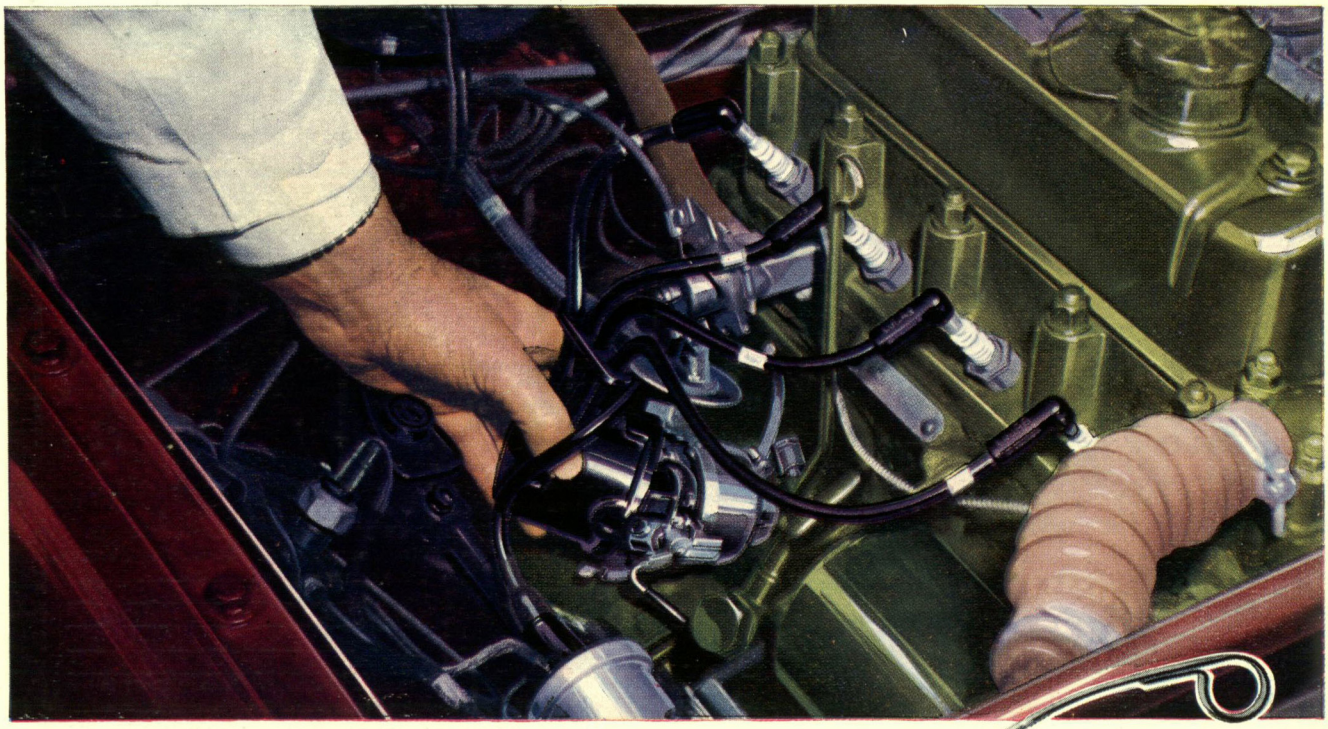
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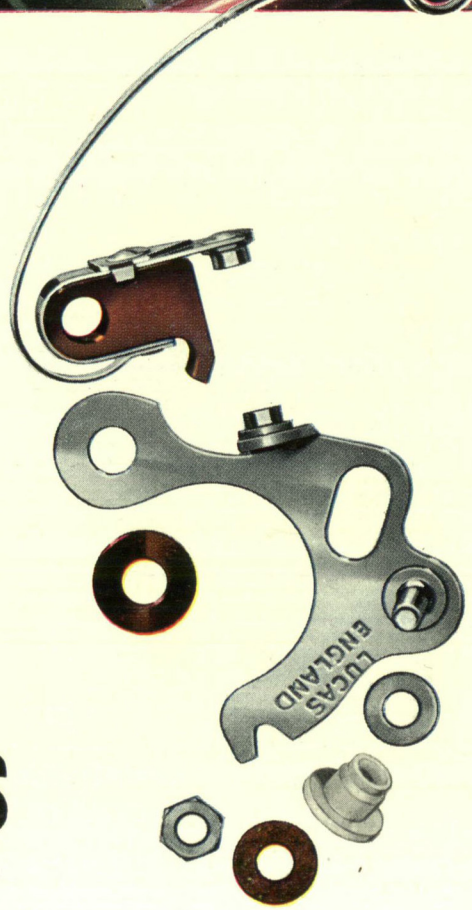
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