Vol. XLIV No. 5 TWO SHILLINGS AND SIXPENCE May 1968

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



Just looking at a tyre won't do now

TYRE SAFETY MEANS KNOWING WHERE YOU STAND

It is no longer good enough to think that your tyres are right — or even that they look all right. The new regulations which came into operation on April 1st make it legally necessary to know that your tyres have a measurable tread on them and that the tyres are properly inflated. No more guesswork; now you must be sure. And Schrader make it easy for you to be sure. With these two gauges you will know your tyre treads to the nearest millimetre and your tyre pressures to the nearest lb.

FROM GARAGES, ACCESSORY DEALERS AND ALL BRANCHES OF **HALFORDS**

SCOVILL

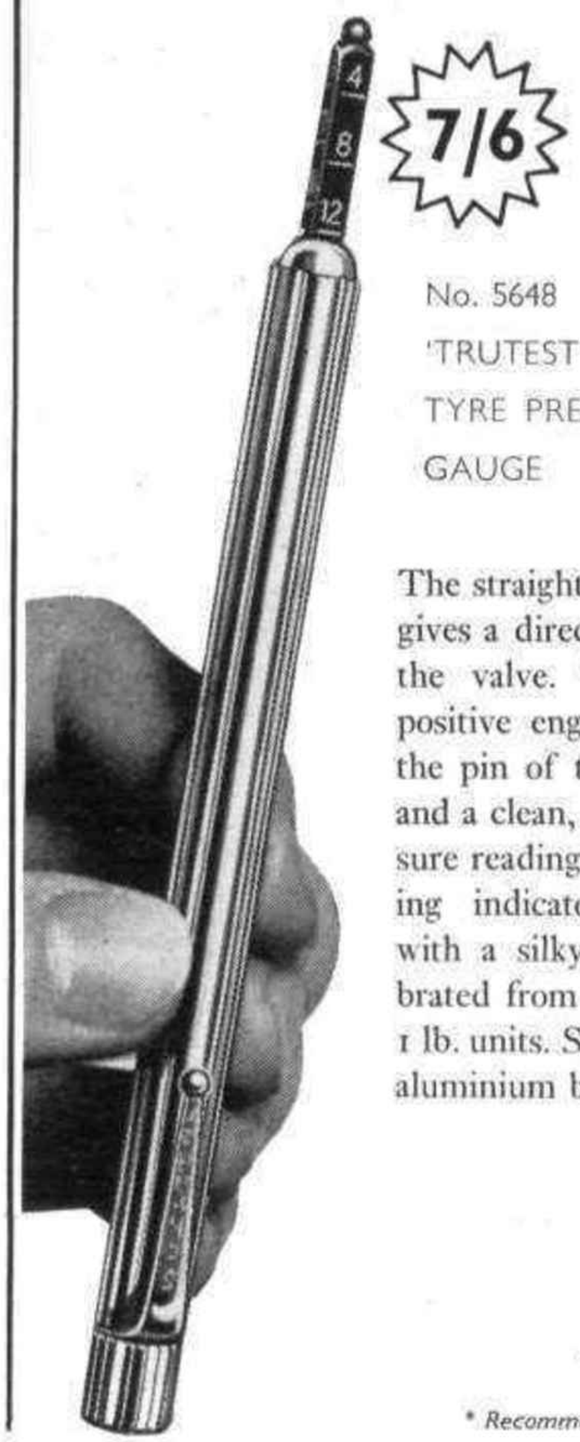
A. SCHRADER'S SON
TYBURN ROAD · ERDINGTON · BIRMINGHAM 24



No. 5638
TYRE TREAD
DEPTH
GAUGE

Not only tells the tread life left in a tyre but also indicates uneven tyre wear. The base is placed against the tread surface and the pin gently pushed to the bottom of the tread well. Clearly calibrated in millimetres. Strongly constructed in ribbed aluminium.

Schrader®



No. 5648
'TRUTEST'
TYRE PRESSURE
GAUGE

The straight push-on foot gives a direct approach to the valve. This ensures positive engagement with the pin of the valve core and a clean, decisive pressure reading. Non-corroding indicator bar slides with a silky action. Calibrated from 4 to 50 lb. in 1 lb. units. Strongly ribbed aluminium body.

** Recommended retail price*



MICHELIN'S NEW ZX RADIAL AT CORNERING POINT

How safely you corner depends a great deal on a tyre's construction; on whether it's designed to cope securely enough with the strain of taking a bend.

The ZX tread is steel-braced. The treads of the general run of radials are braced with textile. This automatically gives the ZX more cornering control because a steel-braced tread has a greater reserve of cornering power than one braced by textile. That reserve is more grip. And you get more grip with the ZX simply because its tread is stronger-braced to hold down firmer and flatter onto the road.



How safely you corner also depends on your knowing when you're approaching break-away point and controlling your car accordingly.

Because of the ZX's inbuilt characteristics of precise steering control and instant response, the feel of the ZX's behaviour when cornering relays itself through to your hands on the wheel. You know exactly how you stand. Not safe one second, teetering on the brink the next.

But absolutely sure.

This kind of security means that cornering manoeuvres can be followed through progressively and controllably—even under break-away conditions.

There's a brochure about the ZX and its greater roadholding, mileage and comfort advantages. Please write for a copy to:

Michelin Tyre Co. Ltd., Technical Information Department, 160 Brompton Road, London S.W.3. Or you can pick up a copy from your local dealer.

MICHELIN ZX

THE RADIAL WITH A HEART OF SUPPLE STEEL

68/17/GB

You have just s
advertisement
twin cam mod



Picture.

Now you prob
to sleep tonigh

stumbled on an for the new Escort

Power
The engine is a modified version of the famous Cortina-Lotus engine.
1560cc 82.55mm bore, 72.75mm stroke.
Compression ratio 9.51:1
Develops 115 bhp at 6000 revs. Maximum torque is 106 lb/ft at 4500 revs.
The Lotus cylinder-head with its hemispherical combustion chambers and opposed lay-out is die-cast in light alloy with inlet manifolds.

Transmission
Hydraulically operated 8" diaphragm clutch acting on 4-speed synchromesh gearbox.

Gear ratios	Overall ratios
1st 2.9	11.225
2nd 2.010	7.592
3rd 1.397	5.276
4th 1.00	3.777

The rear axle is semi-floating type with hypoid final drive. Axle ratio is 3.77:1

Suspension
Front: Independent coil springs with Macpherson telescopic dampers and stabiliser bar.
Rear: Semi-elliptic springs with hydraulic double-action telescopic shock absorbers and trailing links.

Brakes
Hydraulically operated. Servo assisted.
Front: Disc dia. 9.625 ins.
Pad width 2.087 ins.
Rear: Drum dia. 9.00 ins.
Total lining area 68.64 sq ins.
Swept area 285.6 ins.

General
Speed, engine revs., fuel, oil pressure, water temperature, and battery charge are in an easy to read central binnacle.
Two speed wipers, non lift blades. Washer button on floor.
Aeroflow ventilation. Heater and demister.
Carburation: 2 twin choke 40DCOE Weber carburettors.
Exhaust: 4 branch, free flow system.
Valve operation: twin overhead cam, driven by single stage roller chain.
Ignition: 14mm long reach plugs. Vertical.

Specification.

bably won't be able

Especially when you hear that most of the early models are heading for the export market. (We're doing more than our share of backing Britain.)
But rest assured, you can still buy the exciting Escort GT, 1300 Super and 1100 Super and De Luxe.
Just pop along to your nearest Ford dealer. Ford



It's here!

For your family car...

a tyre so good it even goes racing!

The Firestone F.100 "Double Life" radial is an exceptional car tyre. It literally leads two lives! One on U.K. international race tracks, taking the punishment of a lifetime. The other on the family car, giving thousands of extra miles of safer motoring.

Fantastic success on the track.
The Firestone F.100 is proving unbeatable. Already it has won all the official Formula Ford races*, shrugging off torrential rain, cornering hard, taking sustained high speeds and vicious braking in its stride.

Fantastic grip on the road.
On the road–where it matters to you–the F.100 radial really comes into its own! Constructed with Sup-R-Tuf rubber, a unique radial tread design and extra strong sidewalls, the Firestone F.100 gives up to 80% more mileage than a normal cross-ply tyre.

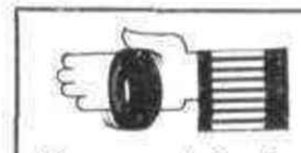
It gives terrific grip in the wet too, with safer braking, better road holding . . . yet the F.100 **costs no more than an ordinary radial tyre!**
Next time you buy tyres, remember the ones that go racing. And get the safety, the strength, the **feel of Firestone on your car.**

*D.R.S.C.C. Recognised Formula Ford Races as at March 9.

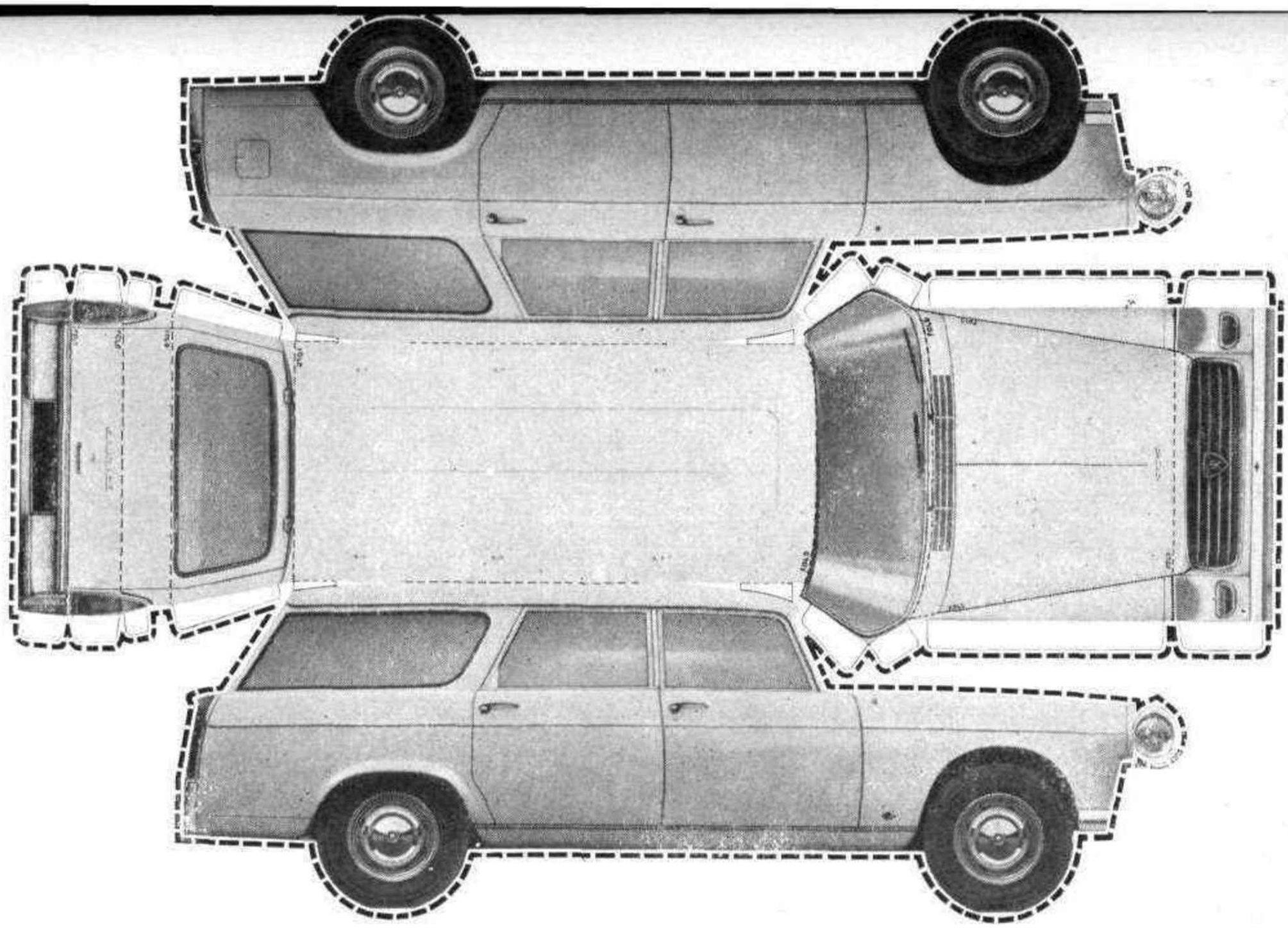
Firestone F100

'double life' radial

—the one that goes racing.



Worn or defective tyres are illegal. Check yours before the law does.



Cut round the dotted line and find out what a really great estate car looks like

Looks great—but inside and underneath there's more—much more! The 404 stems from a long line of safari winning thoroughbreds—with a tough, tireless five bearing engine, long life Michelin 'X' tyres, precise rack and pinion steering, four speed fully syncromesh gear box, power assisted brakes, fully reclining front seats, roof rack mounting points and comprehensive air conditioning. Your dealer will have the time to tell you the full story but it is best summed up by the Editor of Motor Sport who says " . . . this is truly a sports station-wagon, which handles extremely well, is very nice to drive and is outstandingly economical while blending practicability with individuality . . . I rate it as one of the best of the bigger estate cars".

404 Estate Car. 5/6 seater with 39 cu. ft. of luggage space or 66 cu. ft. when used as a 2/3 seater. Pay load 10 cwt.

Also available in Family Estate (7/8 seater), De Luxe, and Standard U6 form, not forgetting the exciting front wheel drive 204 Estate.

See the 404 Estate and other models in the Peugeot range at any of our main distributors listed below. The names and addresses of other dealers in your area can be obtained by writing direct to Distributors Peugeot Limited.

SOUTHERN ENGLAND

Autavia Garage
1114 Christchurch Road, Pokesdown.
Tel. Bournemouth 48241/2

Ballamy's Garage Ltd
11/17 Alfred Place. Tel. Worthing 5769.

Brewer's Garage
Notham Mews.
Tel. Oxford 56143 Sales—56387 Stores.

R. E. Cattermole
West End Road. Tel. Ipswich 55461/2.

Connaught Cars Ltd
Portsmouth Road, Send. Ripley 3122.

Continental Car Services Ltd
Springfield Road. Tel. Chelmsford 55622.

Cooter & Green
485 Upper Elmers End Road. Tel. Beckenham 2565.

Cotham Hill Garage
59 Cotham Hill. Tel. Bristol 35202.

Gordon Motors
Gordon Road. Tel. High Wycombe 21753/4.

F. W. Kerridge (Normandy Street) Ltd
51/55 Normandy Street. Tel. Alton 2222.

M.T.C. Cars Ltd
173 Westbourne Grove, London, W.11.
Tel. Bayswater 4274.

Romsey Car Sales
Winchester Hill. Tel. Romsey 3185.

Roundbush Garage Ltd
Aldenham, Watford. Tel. Radlett 6320.

Vearncombe's Motors
Bristol Road.
Tel. Bridgwater 4101 Sales—2942 Stores.

MIDLANDS AND NORTH

Berwicks of Bradford Ltd
Airedale Garage, Canal Road,
Tel. Bradford 25522.

Dennis Bircher
High Street, Hadley. Tel. Wellington 4195.

Continental Cars (Lancaster) Ltd
Town Hall Garage, Dalton Square.
Tel. Lancaster 67221.

Jack Freeman Ltd
Grosvenor Garage, 55 Burnage Lane,
Levenshulme, Manchester. Tel. Rusholme 2874.

Galleys Motors
Coquet Street. Tel. Newcastle 20640.

Mustow Green Garage
Chaddesley Corbett, Kidderminster.
Tel. Chaddesley Corbett 435.

Pilkington Motors Ltd
Corporation Street. Tel. Chesterfield 4934.

Radwar Motors Ltd
9 Holyhead Road, Handsworth, Birmingham.
Tel. Northern 7288.

SCOTLAND

H & D Cleland Ltd
Belford Bridge, Edinburgh. Tel. Dean 2293.

Lunan Bay Garage
Upper Dysart, Montrose. Tel. Inverkeilor 276

B. Schrader
Seaforth Garage. Tel. Fraserburgh 2906.

Ronald Scott Motors
348 Pollockshaws Road, Glasgow.
Tel. South 5491.

William Seaton
Prestwick Toll Garage, Ayr Road
Tel. Prestwick 79218.

WALES

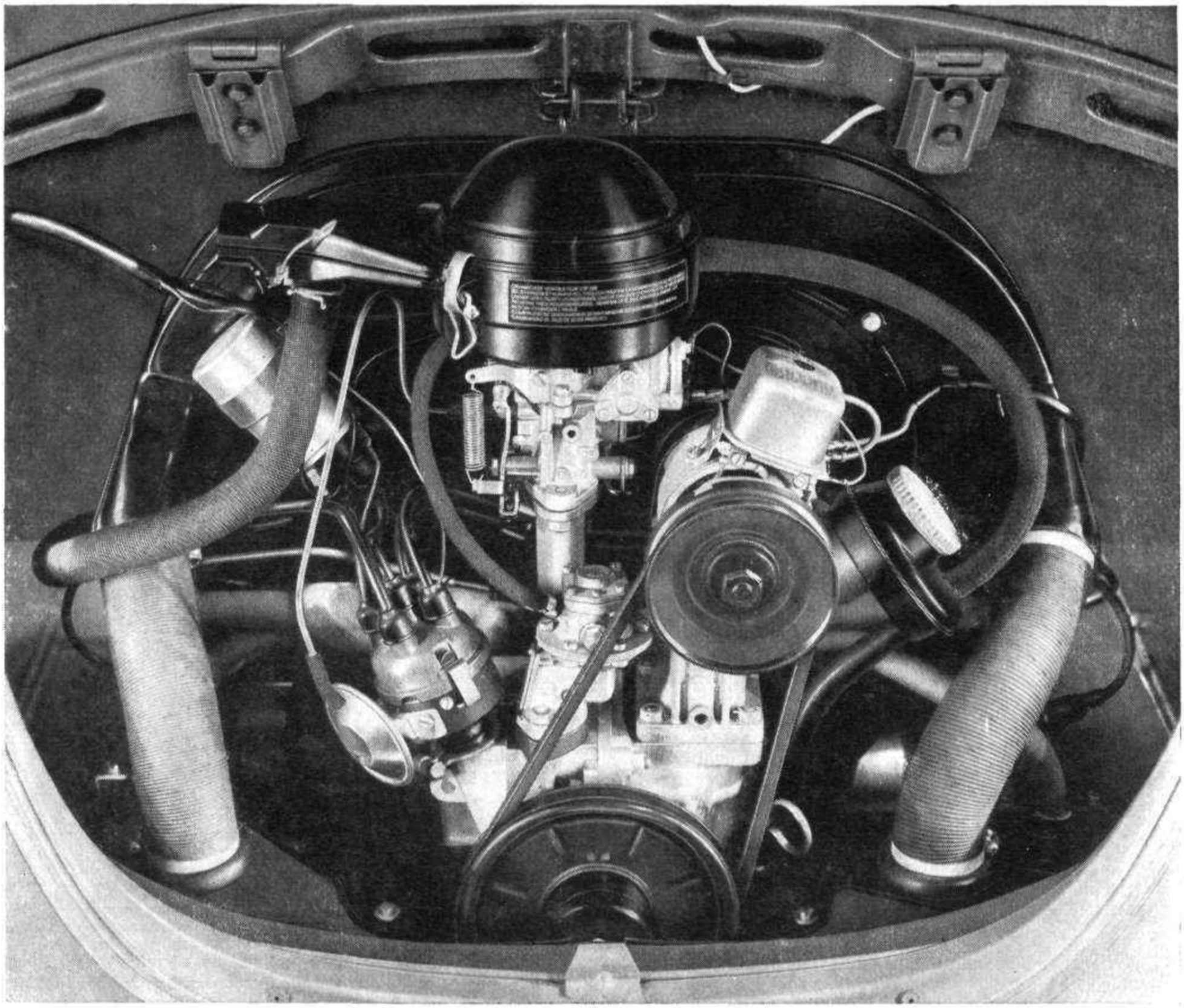
Watkins Garage
Caerleon Road. Tel. Newport 58770.

NORTHERN IRELAND

Fred E. Crowe Ltd
1/9 Swift Street. Tel. Belfast 56767

PEUGEOT

Sole Concessionaires: Distributors Peugeot Limited
Marshall House, 468-472 Purley Way, Waddon, CR9 4BL
Telephone: 01-688 7211.



Your money wears out more slowly too.

The Beetle is designed to last donkey's years. If not longer. To stay reliable and take it easy on your pocket. It succeeds. Ask any of 10 million owners.

The Beetle is precision toughness. The engine is so well made you don't have to bother with the bore of running in. Maximum speed, which is cruising speed in a Beetle, is reached at low revs to save wear.

The engine is air-cooled too. So it can never let you down by boiling or freezing.

Every Beetle is protected by enough coats of paint to make garaging old fashioned. The thick steel body is guarded from below by a unique steel platform chassis. It makes the Beetle tougher still and protects all the working parts.

In addition you get fully independent suspension. A safety steering column. Dual brakes on the 1300 and 1500. Detachable wings for easy repairs. And many other safety and luxury extras at no extra cost.

You'll find the Beetle is a car you'll want to keep a long, long time. But when at last you come to change, you'll find your Beetle has held its value well. The next man to buy it knows it will last him too.

Recommended retail prices inc. P.T. 1200 £660.2.9: 1300 £747.0.7: 1500 £787.18.4: 1500 Automatic Stick Shift £874.16.1.

SEE YOUR AUTHORISED VOLKSWAGEN DEALER

or write to us for his name and address.

SOLE IMPORTER: VOLKSWAGEN MOTORS LTD · VOLKSWAGEN HSE · CARGREEN RD · LONDON S.E.25 · TEL: 01-653 8866

Cords Car Care



SYMPTOMS
Car is lethargic, unresponsive and has developed an unnaturally large appetite for oil and petrol.

DIAGNOSIS
Car is suffering from cylinder bore and piston ring wear causing loss of compression and performance, also allowing an excessive amount of oil to pass into the combustion chamber.

PRESCRIPTION
CORDS PISTON RINGS—unique design ensures complete cure.
Available in "ENGINEERED" sets for fitting directly onto existing pistons without modification being required.

WARNING
Don't leave it too late! If your car has covered 30,000 miles or over the chances are that you need Cords Piston Rings.

CORDS

PISTON RINGS

POST THIS COUPON NOW for informative booklet. "Bore Wear and how to beat it" to:

CORDS PISTON RING COMPANY LIMITED,
73–75, Scrubs Lane, London, N.W.10.
Tel.: LADbroke 7091

Name .....

Address .....

.....

Make of Car ..... Year ..... Model ..... h.p./c.c. .....

MS/CC5

'Dipstick killer.'



Think of one good reason why the dipstick should survive as a species.

You could say that, by indicating oil level, it performs a vital function. But, at the same time, it's messy, inconvenient and laborious. In this modern age, it's decidedly dated.

Smiths new Oil Check does everything the dipstick did – more easily, quickly and cleanly. You stay behind the wheel and just pull the Oil Check indicator out. The indicator registers either green (satisfactory level) or red (low level). It's as simple and reliable as that.

The Oil Check fits neatly and easily in—or below—the dash. You can fit it yourself—neatly and easily.

At a recommended price of 69/6, Smiths Oil Check is the best thing to happen to motorists since the car heater (another "first" from Smiths Industries).

The dipstick is dead. Long live the dipstick killer.

SMITHS oil check

Post to Smiths Oil Check,

SMITHS INDUSTRIES LIMITED
MOTOR ACCESSORY DIVISION
OXGATE LANE, LONDON NW2

Please send me full illustrated details of Smiths Oil Check. These include fitting instructions.

Name .....

Address .....

Town ..... County MS2

AN OPEN INVITATION FROM THE MOTORISTS ℅ DISCOUNT CLUB...

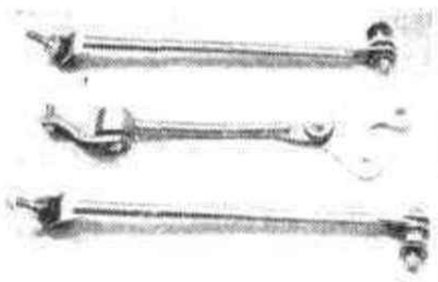
six days a week!

You've probably seen our earlier advertisements, so perhaps you already know all about the Motorists Discount Club—the huge, free illustrated colour catalogue, the post-free same day service, the budget accounts and the money back guarantee. But **do** you know **all** the facts about **Europe's largest, longest established discount mail order organisation?** There's one way to be sure, write today for **your** free explanatory brochure, the Passport To Discount Motoring. Armed with the facts, take up our invitation to the new MDC Centre—like the invitation, it is open six days a week, just ½ a minute from Ravenscourt Park Tube station at 216 King Street, Hammersmith, London W6. Open 10–7 pm Tues/Wed/Friday, till 8 pm Thursday, 10–4 pm Saturday and 11–3 pm Sunday. Look in and while you're there, look into membership of the Motorists Discount Club. There really is something in it for you! Choose mail order or shop purchasing—it's your privilege!

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Please send my Passport to Discount Motoring.
NAME .....
ADDRESS MS32



engine stabilising KITS



Smoother running and idling, engine stability, an insurance against exhaust fracture, fitted to tuned OR standard cars. **MINI**: All models except Coopers. Twin rods link engine base to sub frame. Complete, easy to install. **1100**: Twin lower rods, plus top link make this, we believe, the only completely effective solution for the 1100 range.
Prices Mini £2 17s 6d, 1100 £4 12 6d (including p & p)



MAJOR CHANGE

Complete answer to slow Mini change. Fits all Minis (not Coopers) without structural alteration, replaces gearchange with precision remote linkage. Boosts acceleration—faster positive changes! Leather grained black glass fibre cover, heavily chromed lever.
Price £15 10s 0d (including p & p)

ADJUSTAFIT PEDAL

Perfect comfort, complete control adjustable to many positions on slider base plate. Grease nipple lubricated. Complete with anti-friction cable. Polished alloy red fluted pedal. Mini & Cooper only. RH drive only.
Now includes throttle quadrant, state single or twin carb.
Price Mini £5 0s 0d Coopers, £5 3s 6d (incl. p & p)

BY SPQR

Trade export inquiries invited.
Send 6d stamp for brochures.

SPQR ENGINEERING CO.,
Rowlands Castle, Hampshire.
Telephone: Rowlands Castle 424

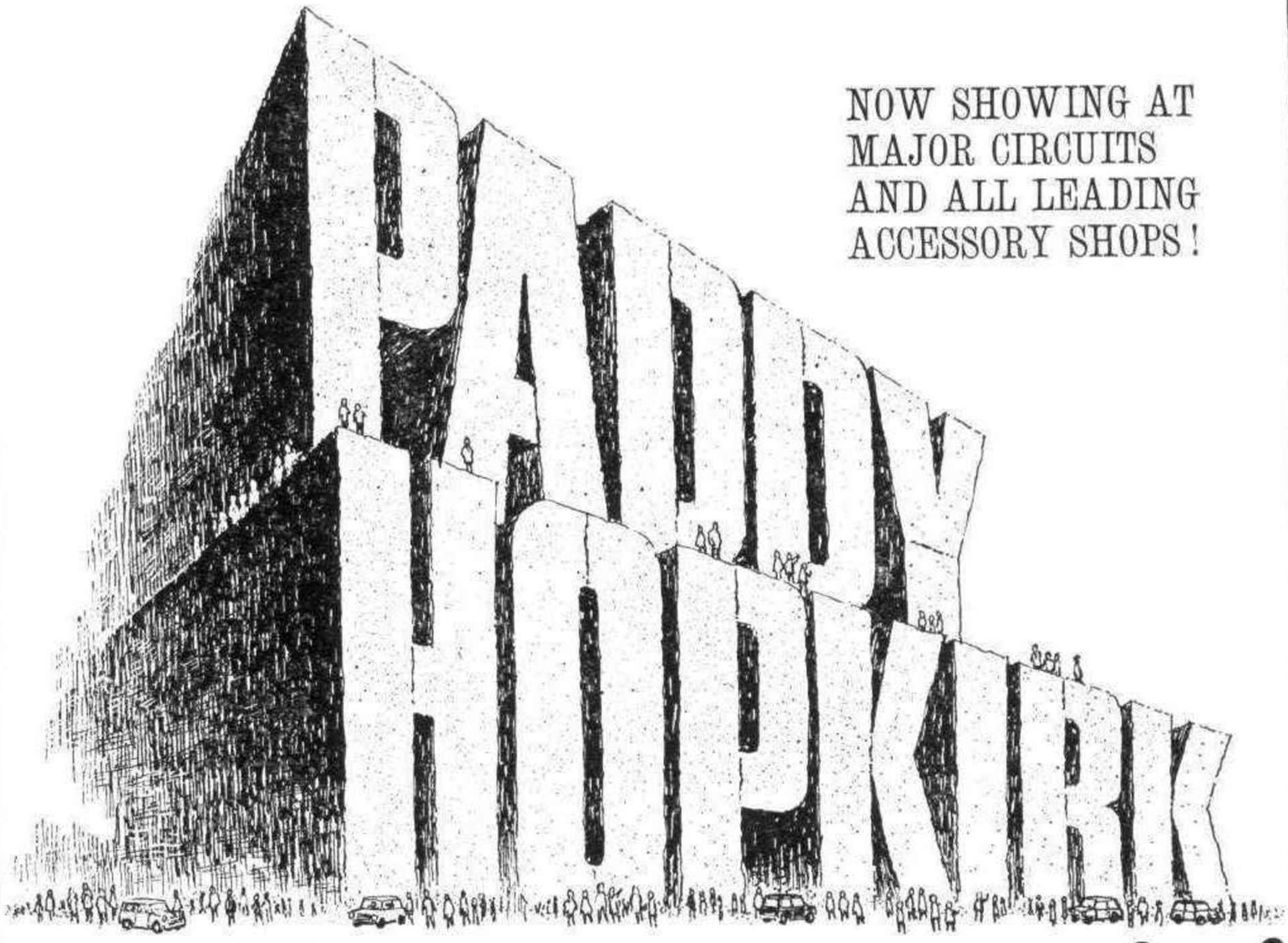
"Beautifully Built — Bet she goes like a bomb" "Wonder what she's called?



Morgan of course!"

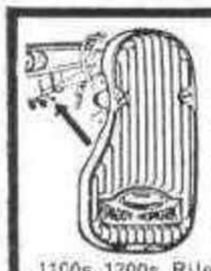


Morgan Motor Co. Malvern Link, Worcs Tel: Malvern 3104. Distributors Basil Roy Ltd. 161 Gt. Portland St. W.1. Bowman & Acock Ltd. Pickersleigh Garage, Malvern Link, Worcs.



the BIG name in accessories!

CAST OF HUNDREDS OF 'EXTRAS' INCLUDING...

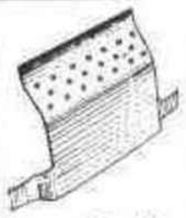


The famous throttle pedal extension. Fits easily and quickly over existing accelerator. Improves control — assists "Heel and Toeing". Precision engineered. Fits all B.M.C. Minis, 1100s, 1300s, Riley 1.5, Wolseley 1500, Morris 1000, M.G.-B and G.T. **16/6**



RALLY COAT

Blue, quilted, showerproof nylon. Tailored collar into which the hood folds. 'Touch & close' fastening. Windproof cuffs. Men's 38in., 40in., 42in., 44in. (Chest), and Ladies' 34in., 36in., 38in., 40in. (Bust). **£9.19.6**



SUMP GUARD

Soundly engineered in 3/16in. heavy plate steel. Full sump and gearbox protection. Machine drilled to allow air flow between sump and guard. **Prices from 5 gns.**



NOMEX OVERALLS

In the leading fireproof material. Individually made to driver's measurements. Badges/flashings backed with additional layer of Nomex and stitched throughout in Nomex thread. Front pocket and sleeve flashings if required. **£29.10.0 complete**



H.A. SAFETY HELMET

New standard in safety. Snell Memorial Foundation Approved, conforming to R.A.C. regulations. Unique 'Safety Bond' liner. Standard—white with peak studs, **£9.19.6.** De-luxe in silver, satin headband, **£15.19.6.**



DRIVING GLOVES

New black leather driving gloves. Expertly styled from finest Abyssinian skin. Firm comfortable grip. Non-rot Terylene stitching. Washable and colour fast. State small, medium, large. Gent's or Ladies'. And ex. large Gent's. **59/11 PAIR**



DROP DOWN LAMP BRACKET

A new product designed to fit any B.M.C. Mini variant. Strong support for any lamp. Swings down for access to engine. Lamp can be instantly removed for racing or to prevent theft. One drill-hole only. **29/6**



PADDY HOPKIRK ROMER

¼in. & ⅜in. to mile

Especially designed for the car rally navigator, from top quality materials. Easy-to-read opaque edges. Ensures speedy and accurate pin-pointing of map references. **5/6**



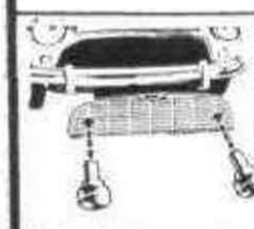
GEAR LEVER SWITCH KNOB

Gives easy and immediate control of overdrive or headlamp flashing, but can be used for other functions. Supplied with cable already connected and adaptor to suit any make of car. **£1.6.0**



VALVE COVER BUTTONS

Replace existing nuts and when fitted allow instant removal without spanners of valve cover. Precision engineered for long life. Quickly and easily fitted. All B.M.C. 4-cylinder models. **10/6 PAIR**



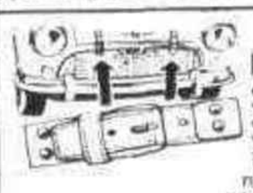
GRILLE BUTTONS

Enables Mini grilles to be quickly detached for immediate inspection or maintenance of distributor, fan belt, oil filter, dynamo, horn, etc. Fits all Morris, Austin & Cooper Minis. Full instructions. **14/6 PAIR**



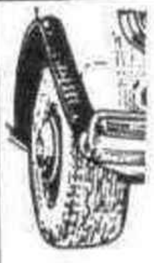
FLY-OFF HANDBRAKE KIT FOR A RACING START!

Existing handbrake quickly and easily converted on all B.M.C. Minis and variants, B.M.C. 1100s, Morris 1000, Riley 1.5, Wolseley 1 00. **17/6 KIT**



BONNET SAFETY STRAPS

Prevents bonnet flying open at speed. Real natural tan, heavy 1in. wide leather. Quality chrome plates and 4 fixing bolts. Easy to fit on any make of car. **12/6 EACH**



MINI WHEEL SPATS

Designed to conform to R.A.C. Appendix 'J' regulations, these spats will enhance the appearance of your Mini and reduce corrosion. Stoutly moulded in self-coloured Black fibreglass. Easily fitted. **£6.19.6 set of four**



MINI SPACERS

Increase track and improves road-holding. Comply with R.A.C. requirements. Designed for maximum contact between wheel and brake drum. Fit all B.M.C. Mini range except Cooper 'S'. **35/- PAIR.** Studs **3/6** each.

Available from your accessories shop and garage, or send P.O./CHEQUE, stating size, type, quantity. State make of car, where required. All products sent post free in U.K.

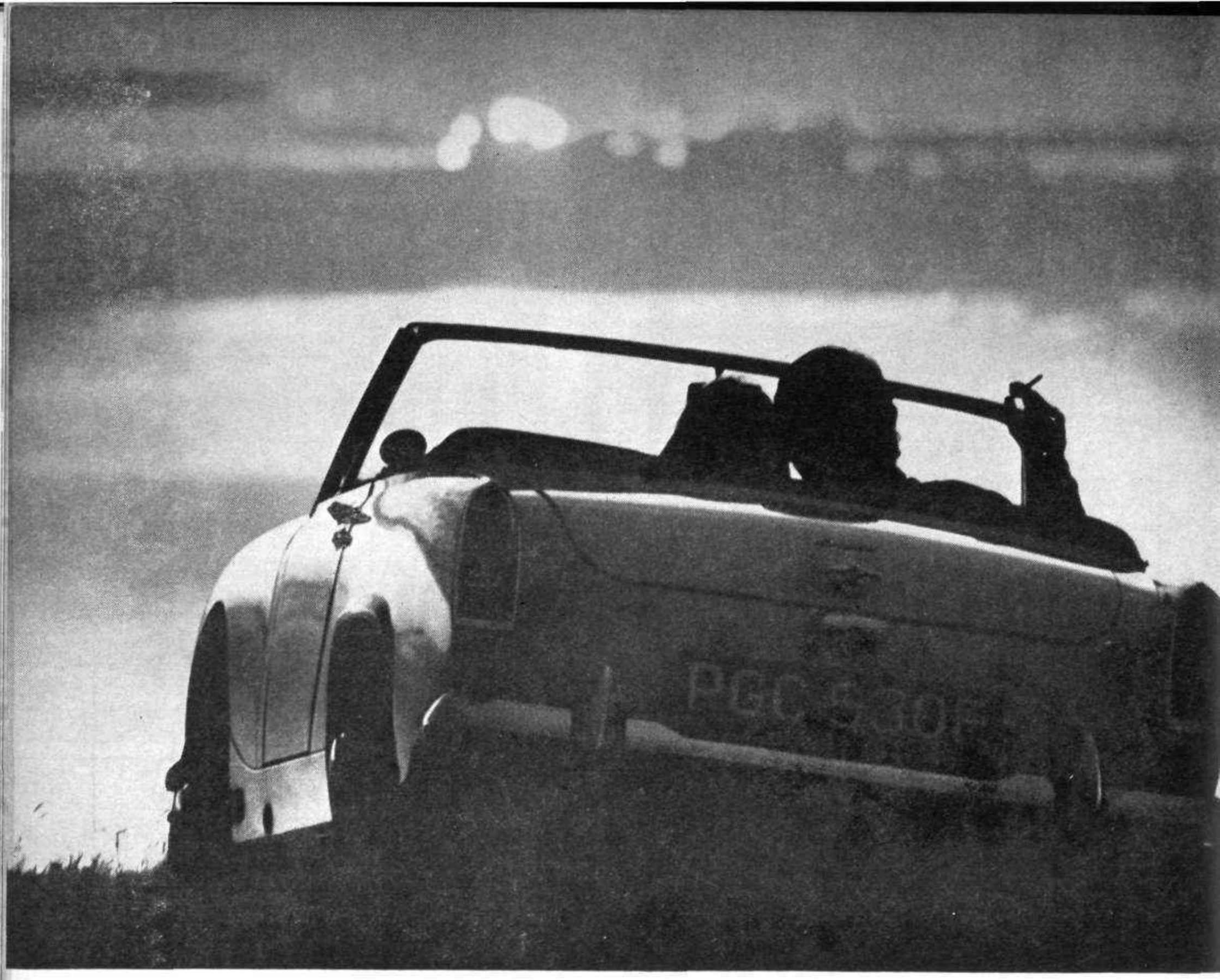
MOTOR ACCESSORIES
PADDY HOPKIRK

PADDY HOPKIRK (MOTOR ACCESSORIES) LIMITED

SECTION 11, HIGHBURY STREET, LINCOLN ROAD, PETERBOROUGH

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Also at Belfast



Temptress

She's got zip
She's got style
She likes her men like that too
Men who get around
She's the **BMC Austin Healey Sprite**
Enough to tempt any man at £698.9.5
(including purchase tax)
wire wheels optional
Meet her at your Austin showroom.

The British Motor Corporation Ltd., Longbridge, Birmingham



MOTOR SPORT

INCORPORATING **SPEED** AND **THE BROOKLANDS GAZETTE**

VOL XLIV No. 5 MAY 1968

FORTY-FOURTH YEAR OF PUBLICATION
PUBLICATION DATE FIRST OF THE MONTH

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LONDON, E.C.2

Telephone : 01-628 4741

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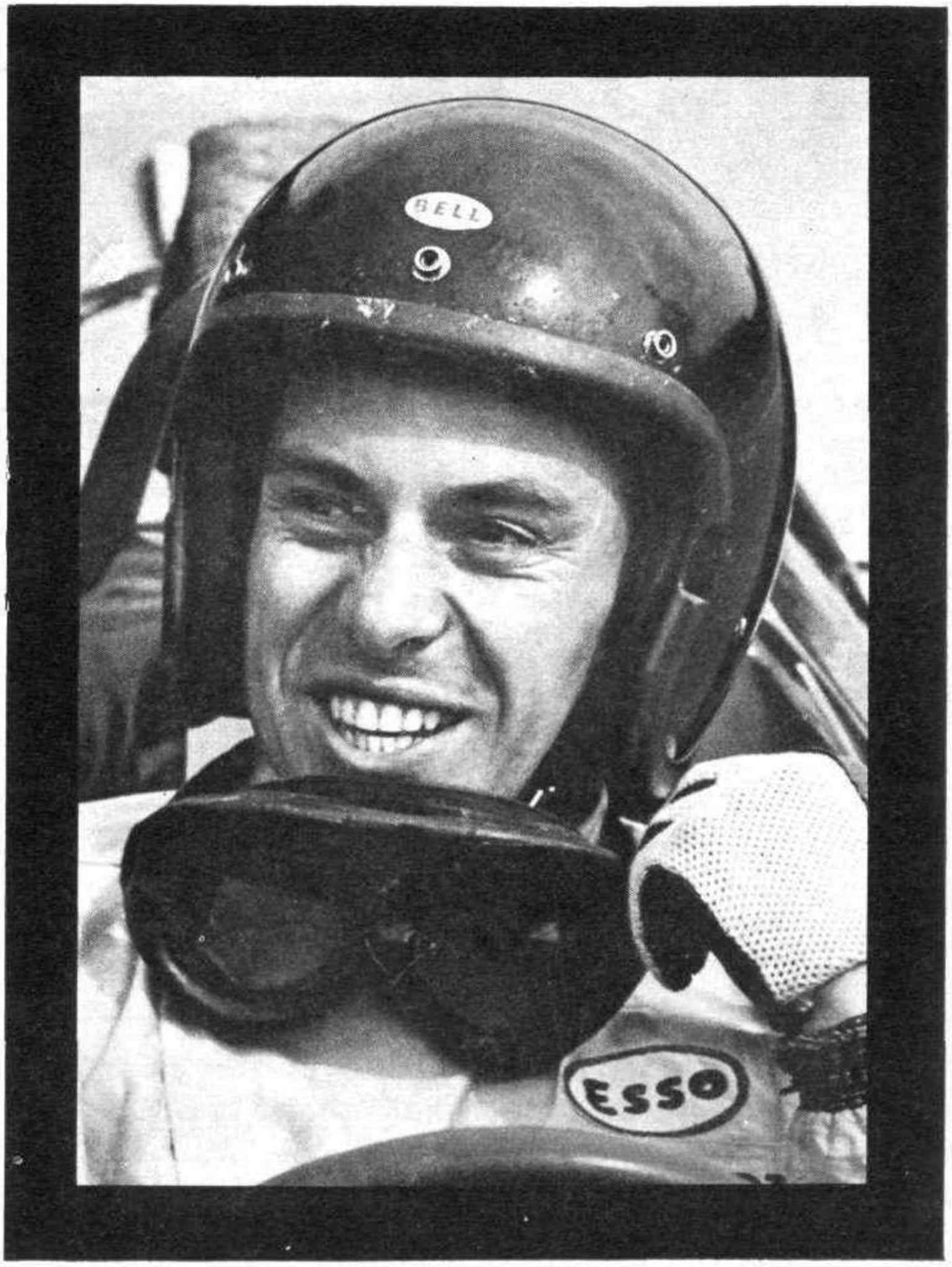
FRONT COVER PICTURE: The Jacky Ickx/Brian Redman Ford GT40, entered by the Gulf Oil Company-sponsored J. W. Automotive team, rounds Hawthorns Bend on its way to winning the B.O.A.C. 500 race on April 7.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL : 38/-
CANADA AND AMERICA : $4.75
AIRMAIL : MIDDLE EAST £6 . 10 . 0
AUSTRALASIA £8 . 10 . 0
ALL OTHER COUNTRIES £7 . 10 . 0

All prices include postage.

IN MEMORIAM



Mere words are inadequate to express our feelings . . .

MATTERS OF MOMENT

MOMENTOUS HAPPENINGS have occurred recently. The Budget has been and gone, leaving behind the inevitable savage tax increases on the not inconsiderable section of the community that motors. The increase of £7 10s. in annual licence duty is unfortunate; the additional 4d.-a-gallon on petrol tax surely unnecessary, as a tax which will affect everyone's pockets, not just those of car-users. This one can in many cases be circumnavigated by re-setting the car's ignition-timing, so that, at some cost in performance, it will burn without protest the next-lower octane-rating fuel, and by adopting driving methods akin to those which pay off in the annual Mobil Economy Run, the best figure in this year's Run being 50.6 m.p.g. from a Michelin SDS-shod Riley Elf, at fairly high average speeds. But the increase in p.t. will affect new-car sales, and thus Home Market prospects of the British Motor Industry, and thereby its export prospects.

Like the Budget, Barbara Castle has also gone. She has left a sad legacy of horse-age thinking behind in the M.o.T., all of which continues to restrict British motoring. No-one can complain about safe tyres being made a more obvious legal requirement, but as prudent car-owners would scrap tyres before the treads were down to a bare millimetre, this additional piece of legislation is somewhat futile, although not so ludicrous as being made to fit safety-belts to the front seats of comparatively-recent cars without being compelled to wear them!

We hope that Mr. Richard Marsh, the new M.o.T., doesn't think as foolishly as this. Perhaps he is more likely, as car-washing is one of his hobbies, to ban dirty cars from our major cities, which is, we believe, enforced in Russia. . . . Joking aside, as he is a keen motorist we can at least hope for an end of the restrictive practices which were such a shortcoming of the Castle regime. The police, loaded already with breathalysers, tread-depth gauges, truncheons and, in some cases, guns, should not want any more clobber for the purpose of catching motorists. MOTOR SPORT frequently criticises the police, so we would like to pay belated tribute to the splendid manner in which 1,000 police controlled 10,000 anti-Vietnam war demonstrators and political agitators in Grosvenor Square last March. Police Comdr. J. Lawlor said at the time "I still like to think there is a good deal of affection between the general public and the police here." If rioting increases he will need the help of ordinary decent citizens in keeping order. It is time, therefore, that Police Chiefs, J.P.s and Magistrates eased discrimination against motorists who unwittingly commit non-criminal offences, remembering Comdr. Lawlor's sentiments and that there are some 13-million drivers in this country, the majority law-abiding, except when their vehicles creep up to 33, 45 or 76 m.p.h., in speed-limit areas, or a lamp bulb fails or a Reg. No. gets painted legibly but at 45°, etc., etc. . . .

So, in bidding goodbye to Mrs. Non-Driver Castle our main regret is that we did not buy shares in tyre companies.

As to the panic Press which motor-racing accidents receive, this has been energised afresh by the fatalities of Jim Clark, O.B.E., and Robin Smith. Let us, then, reflect that, because a Boeing 707 monoplane caught fire and burnt five of its occupants, in spite of the highly commendable piloting back to Heathrow by B.O.A.C. Captain Taylor, to whom warm congratulations have very deservedly been paid, no-one seriously suggests that aeroplanes should be abandoned or that a Back-to-the-Biplane movement is overdue. As for having to defend motor racing by quoting the valuable lessons it teaches, no-one tries to justify the game of football by saying that it improves leather, or develops better balls. . . .

There is the threat of Nationalised transport, even eventually a Government motor industry, if the dreaded Transport Bill goes through. But unless older vehicles were to be banned, which surely no Government would dare to do, variety will continue to be a characteristic of our roads, and for this we should be truly thankful, for even cars like the early version of pre-war Hillman Minx we noticed in Hersham and the '30/40s Austin 10/4 seen in Frimley at Easter make their contribution to this happy state of affairs.

CARDBOARD IMITATION

During that sudden, savage snow-fall at the beginning of April, a staff member had to make a journey to Derbyshire by way of the M1. In driving snow, a stop was made at a service area on the Leicester leg for a hot meal.

This turned out to be a mistake, for although the atmosphere within the restaurant was far less cheerless than that outside in the snow, the food provided—and not cheaply—was luke-warm, had obviously been standing for a while, and, the managing company apparently abandoning the niceties of crockery, was served on a floppy cardboard plate, with pliable plastic knife and fork. The plastic fork shattered, and a replacement bent. It seems that in yet another sphere we are being told what we want. . . .

Motor Sport Fixture List For May

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
May 4th	B.A.R.C.	Castle Combe	Chippenham	Race Meeting (*R.*)	—
May 4th	750 M.C.	Silverstone	Towcester	Race Meeting (*R.*)	—
May 4th	Yorkshire S.C.C.	Croft Autodrome	Darlington	"White Rose Trophy" Sprint (*C.*)	14.30
May 4th	Torbay M.C./London M.C.	Oddicombe Hill, 188/924½657	Torquay	—	14.00
May 4/5th	Highland Car & M.C.C.	Aird Motors, Beauly, MR27/526463½	Beauly	May Rally (*C.*)	—
May 5th	Huddersfield M.C.	Baitings Dam	Sowerby Bridge	Hill-Climb (*R.*)	—
May 5th	Mini-Seven Club	Brands Hatch	Farningham	Race Meeting (*R.*)	14.00
May 5th	West Essex C.C.	Snetterton	Thetford	Race Meeting (*R.*)	—
May 5th	Bugatti Owners' Club	Prescott	Cheltenham	Hill-Climb (*N.O.*)	11.00
May 5th	Cheadle (Staffs) A.C.	Hollington, 120/036398	—	Team Production Car Trial (*C.*)	11.00
May 5th	B.R.S.C.C.	Croft Autodrome	Darlington	Race Meeting (*R.*)	14.30
May 10/12th	Manx A.C.	Rally H.Q., 87/382760½	Douglas, I.o.M.	Manx Trophy Rally (*N.B.*)	19.00
May 11/12th	West Hants & Dorset C.C.	Wiscombe Park, 176/185925	Sidmouth	Hill-Climb (*N.B.*)	—
May 11th	Lancashire & Cheshire C.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	14.00
May 11th	S.U.N.B.A.C.	Ragley Park	Alcester	Members' Test Day (*C.*)	10.00
May 11th	Edinburgh University M.C.	Hall's Ltd., 61/089720½	Broxburn	Rallye Nuite Blanche (*C.*)	18.01
May 12th	Stockport M.C.	Great Warford, 101/815777	Great Warford	Autocross (*C.*)	13.30
May 12th	B.A.R.C.	Mallory Park	Leicester	Race Meeting (*C.*)	—
May 12th	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	14.30
May 12th	Thames Estuary A.C.	Lydden Hill	Canterbury	Race Meeting (*R.*)	—
May 12th	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting (*C.*)	—
May 12th	Nottingham S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	—
May 18th	Aston Martin O.C.	Silverstone	Towcester	Race Meeting (*R.*)	13.00
May 18/19th	Brent Vale M.C.	City Motors Ltd., 145/496½102½	Oxford	Brent Vale Rally (*R.*)	18.01
May 19th	B.B.C. Motoring Club	Sanderson's Car Park, A40, 160/163½835	Perivale	Driving Tests (*R.*)	10.30
May 19th	B.A.R.C.	Croft Autodrome	Darlington	Race Meeting (*R.*)	14.30
May 19th	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (*C.*)	14.15
May 19th	B.A.R.C.	Thruxton	Andover	Race Meeting (*R.*)	—
May 22nd/25th	Veteran C.C.	R.E.M.E. Barracks	Mill Hill	London-Edinburgh Rally	09.00
May 25th	B.R.S.C.C.	Castle Combe	Chippenham	Race Meeting (*C.*)	14.30
May 25/26th	Hampton & Dist. M.C.	"The Happy Motorist," 169/742½550	Hartley Wintney	Acorn Trophy Rally (*C.*)	22.00
May 25/26th	Broxbourne M.C.	Botwood Garage, 136/846½645	Bury St. Edmunds	Badger Rally (*R.*)	21.00
May 26th	B.A.R.C.	Gurston Down, 167/026252	Salisbury	Hill-Climb (*C.*)	14.30
May 26th	St. Andrews & Dist. M.C.	Raith Estate	Kirkcaldy	Hill-Climb (*R.*)	—
May 26th	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	—
May 26th	Morecambe C.C.	Leighton Hall, 89/497739	Carnforth	Hill-Climb (*R.*)	—
May 26th	Lincoln & Dist. M.C. & L.C.C.	Cadwell Park	Louth	Sprint (*C.*)	—
June 1st	B.R.S.C.C.	Rufforth	York	Race Meeting (*R.*)	14.00
June 3rd	B.A.R.C.	Thruxton	Andover	Race Meeting (*R.*)	—
June 3rd	Nottingham S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	14.00

Continental Notes

JIM CLARK is dead. Killed in a Formula Two race on the German Hockenheim circuit on April 7th, driving as always a Lotus single-seater. What can I or anyone else say, what is there to say, mere words can never express true feelings.

* * *

The new Grand Prix Matra, with the 4-camshaft V12-cylinder engine has recently been out on test and it would seem that progress is satisfactory, so that it should appear at the Spanish G.P. in Madrid on May 12th. Meanwhile the Matra team continue to make strides forward in Formula Two racing, with Stewart winning at Barcelona, Beltoise winning at the ill-fated Hockenheim meeting and Pescarolo winning the first Heat at the Easter Thruxton meeting. The appearance in racing of this French car should enthuse the French crowds like a Ferrari stirs the Italians and the turn out for the French G.P. at Rouen should be a record. French and Italian crowds are very partisan, unlike British crowds who are either lethargic or equally interested in all the competitors, viewing motor racing as an overall sport rather than an activity with any national feelings. The Formula Three and Formula Two Matras have always been well turned out and very competitive, but Grand Prix racing is a big step forward, as Porsche and Honda found out to their cost; let us hope *Engins Matra* will not regret their great step forward.

* * *

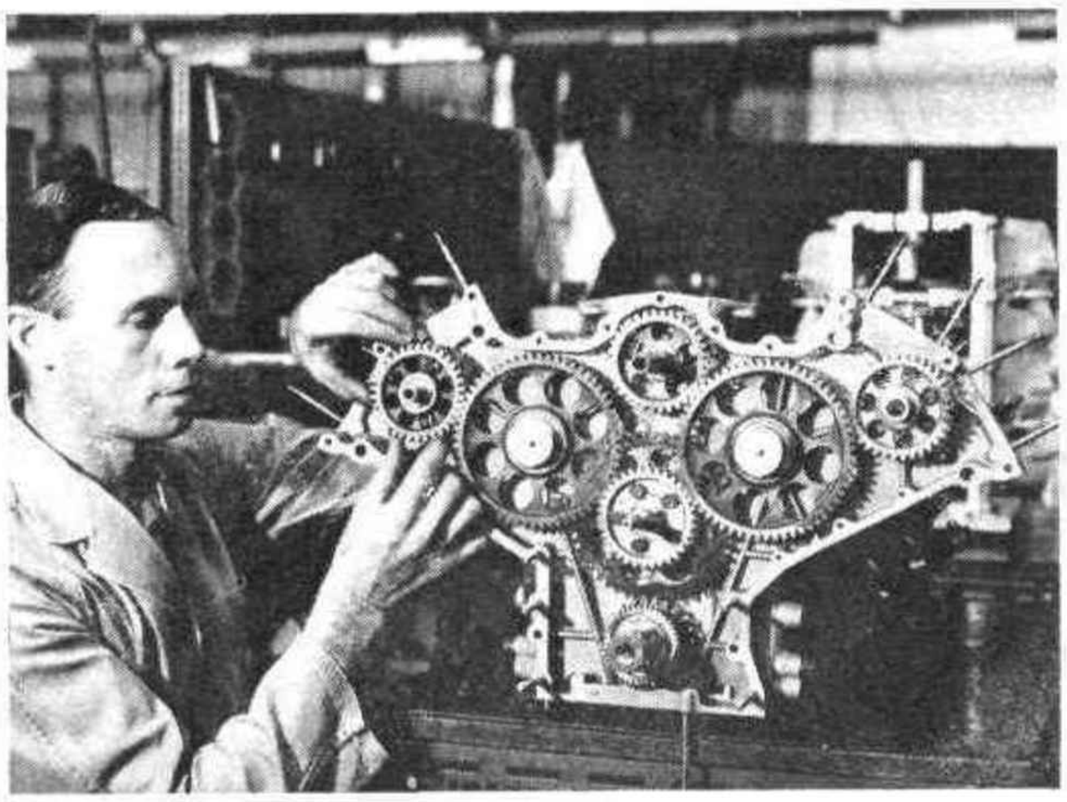
On the same weekend as the Hockenheim race and the B.O.A.C. 500 the A.C. de l'Ouest in their usual self-important way held their Le Mans Test Weekend and were no doubt surprised at the poor turn out, Porsche and Alpine providing the only factory team cars, while J. W. Automotive sent one Ford GT40. The weekend was saved by the first appearance of the new 3-litre flat-8-cylinder Porsche in long tailed 907 form. This new air-cooled 8-cylinder engine has a bore and stroke of 84 × 66 mm., giving a capacity of 2,924 c.c. and is coupled to a six-speed gearbox with the clutch mounted on the end, as Ferrari used to do on his rear-engined sports cars. As on the works 6-cylinder 2-litre and 8-clyinder 2.2-litre engines, Bosch fuel injection is used and thirteen inch alloy wheels are fitted, being of the single nut centre-lock type. The Alpine entry was the original 3-litre Gordini designed Renault V8 engined car that raced at Montlhery last year, together with a new car to the same specification. The GT40, driven by Ickx, who flew over from Brands Hatch, made fastest lap in 3 min. 35.4 sec., which does not compare with the record lap set up last year by Hulme and Andretti with Mk. IV Fords in 3 min. 23.6 sec. One big reason for this is the introduction of a *chicane* just before the pits, which slows the cars down from about 150 m.p.h. to around 45/50 m.p.h., so that they accelerate past the grandstands at around 90-100 m.p.h. as the Grand Prix cars did last year on the Bugatti circuit, and they looked pathetic compared with the fast cars at last years 24 hour race that were passing the stands at 160-170 m.p.h. and looked excitingly fast. This *chicane* has been built to make the pit area safer and was financed by Ford (U.S.A.) as a gesture of goodwill after their victories of 1966 and 1967. Some mean-minded people are saying that Ford did this to ensure that they hold the lap record for all time! What is really required at Le Mans is a complete rebuild of the pit area for it is archaic and out of date and this *chicane* is only dodging the real issue. This years 24 hour event does not look like being a classic race, but no doubt the event will survive, for it has survived equally bad low ebbs in its history since 1923.

With the Grand Prix Matra only just out on test it was not surprising that there was no Matra Prototype at the Test Weekend, nor was the 2-litre Healey-Climax V8 ready nor the Marcos. The new Marcos has just been completed and the original idea of a V12 B.R.M. has been dropped and it is now fitted with a V8 Repco engine. The body design is very ususual, being the work of Dennis Adams who designed the attractive Marcos 1800 and Marcos 1600 body, one of the most striking looking British cars on the market.

* * *

Repco Engines of Melbourne, Australia have released news about their latest V8 engine, a 4.2-litre with four overhead camshafts and four valves per cylinder, destined for Indianapolis. A similar unit in 3-litre form will be used this season by the works Brabham cars and Repco are obviously out to power yet another World Champion Brabham. These new engines have a gear train driving the camshafts in place of the roller-chains used on the single cam-per-bank Repco engines.

The release goes on to mention that the engine, designated the type 760, is an in-line, or sister development of the Grand Prix 3-litre, type 860, unit. Bore and stroke of the type 760 is 3.786 in. × 2.830 in., and the 90-degree V8's single-plane crankshaft runs in five main bearings in an aluminium crankcase. The four valves per cylinder are inclined in pairs at a 30-degree included angle, and are operated by piston tappets from the twin gear-driven overhead camshafts per cylinder bank. The cylinder heads are light alloy castings, with four shallow pent-roof combustion chambers in each, a single 10-mm. sparking plug being very slightly offset from the centre of each chamber. Lucas low-pressure fuel injection will be used.—D. S. J.



REPCO GEAR TRAIN.—A Repco mechanic working on the gear train of the new 4.2-litre V8 engine to be used at Indianapolis. A 3-litre version will be used at this year's FormulaOne races.

GOOD FRIDAY, OULTON PARK

AT Oulton Park on Good Friday, the B.R.S.C.C.'s North-Western Centre organised a most successful National Open meeting with a 37-lap combined Group 4 and 6 race and a Formula Three event to be run in two 10-lap heats and a 27-lap final.

A strong entry for the sports and prototype race, the Guards Spring Cup, was headed by Sid Taylor's Lola-Chevrolet T70 Mk. III for Redman, Hawkins' Ford GT40, and Piper's Ferrari 330P3/4. But the most interesting entry here was the Howmet TX turbine car, to be raced by Dibley, rebuilt after the B.O.A.C. 500 accident the week before.

After grumbles from the B.B.C. TV people covering the event about the amount of advertising on the cars, Redman took an immediate lead in the Lola, and although later in gearbox trouble, he held on to the end to win by over two minutes from Hawkins' GT40. Piper had a good fight with the Ford for second place, but spun out of the battle on lap 26, letting the impressive Howmet up into third spot. But this only briefly, for Dibley had to make a scheduled stop for re-"kerosening," it was found that the starter wiring had burned out, and the car was sadly wheeled away. Tony Dean drove his little Dino very quickly to occupy third place at the end.

A huge F.3 entry had been reduced almost by half before racing began, but competition was very close, with Heat 1 going narrowly to Mike Walker's Chequered Flag McLaren-Broadspeed, from Lucas' Titan and Gethin's neat Chevron. Heat 2 saw Pike's Titan winning from Lanfranchi's Merlyn and Craft's Tecno, Pike setting a new class lap record of 1 min. 40.2 sec. in the process. The American led early on in the Final too, only to be forced out with a failed transistor box, leaving Lucas, Gethin and Walker in Titan, Chevron and McLaren, respectively, to fight it out. But Lucas had a couple of spins, the Chevron lost its oil pressure and Walker gave the McLaren M4A its first F.3 win from Lanfranchi and the Swede Wissell (who had driven very well on a strange circuit in his Tecno). The first five places were occupied by five different brands of chassis, powered by basically Ford engines from three different tuners.

Announcing Castrol GTX, the high performance oil that everyone's talking about

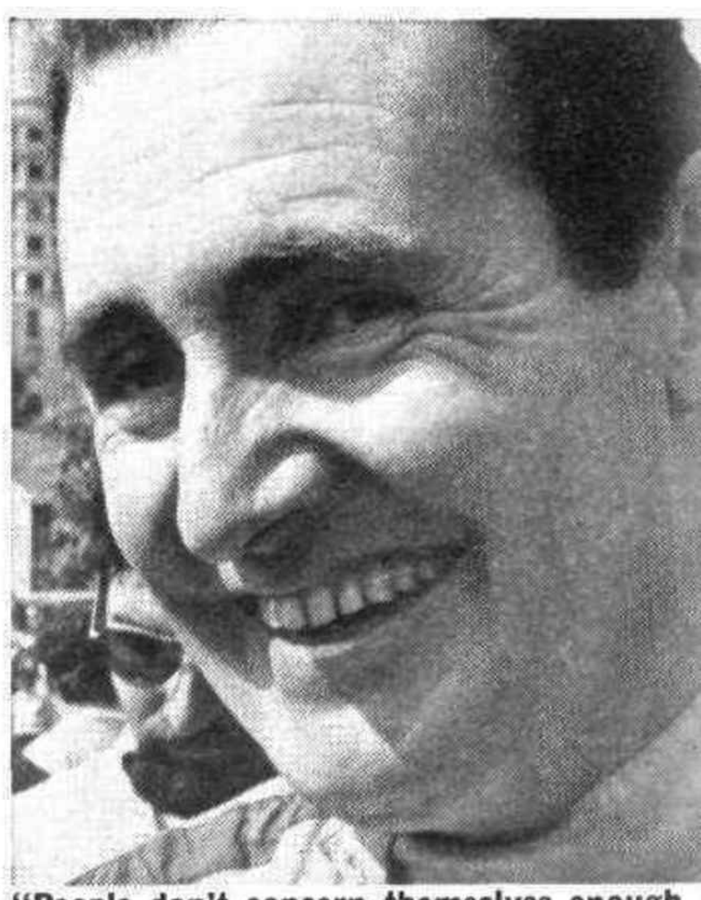
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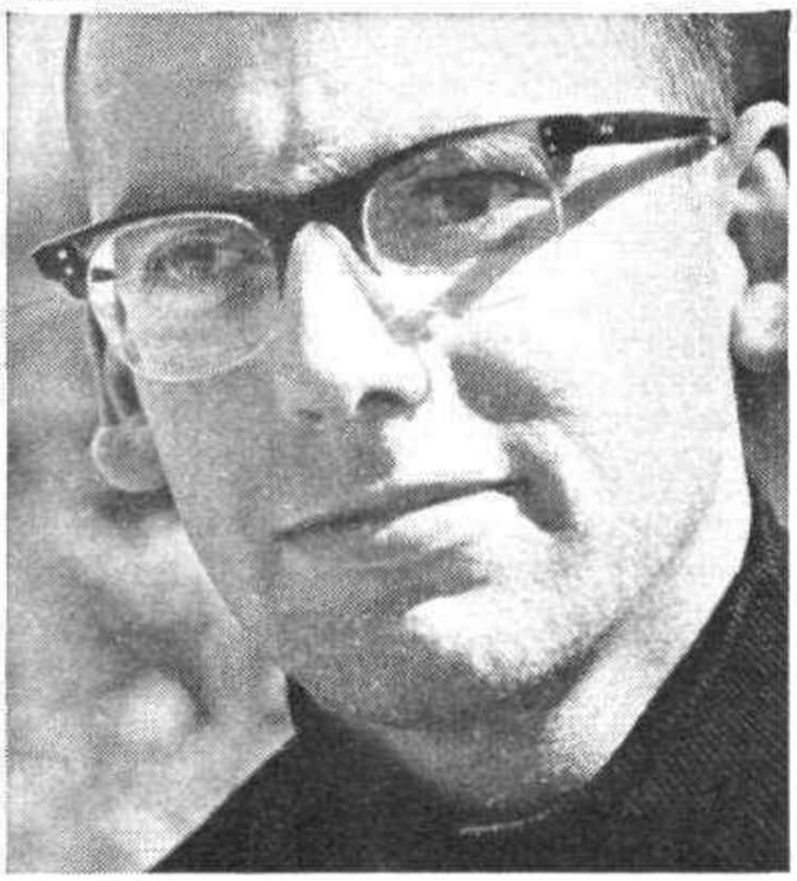
"Castrol GTX looks like a big one. They've achieved a sort of pushing back of the limits. An all-better, all-rounder oil, if you get what I mean." Dan Gurney, GP driver, power behind All-American Racers Inc.



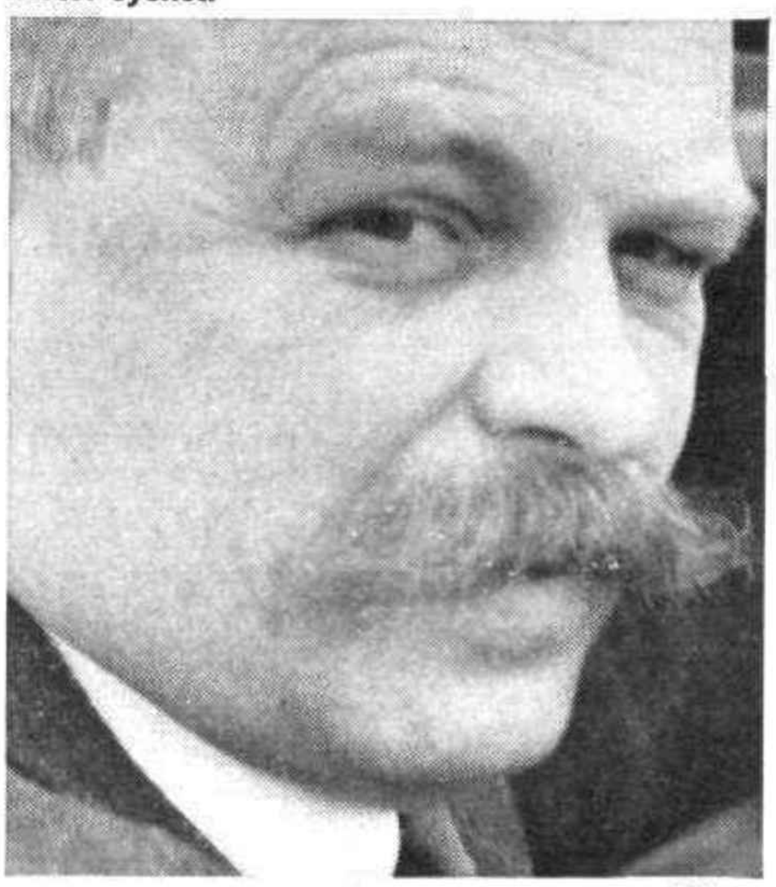
"I've got GTX in my own car. An Iso Grifo. My motoring's a real mixture of Continental autostrada stuff and stop-start town work. GTX matches them both." Mike Hailwood, world champion motor cyclist.



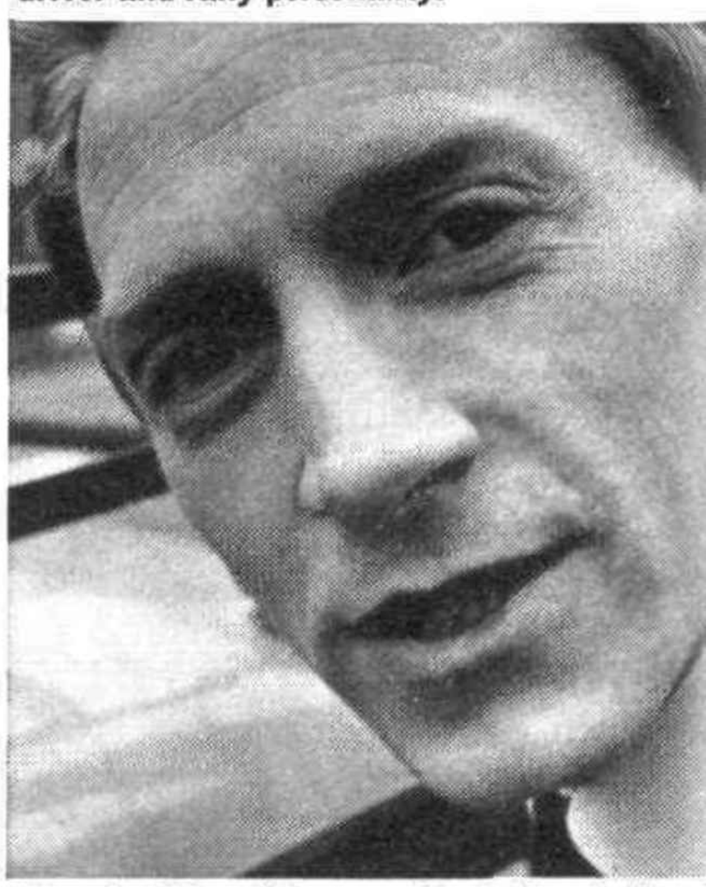
"People don't concern themselves enough oil. It's the life-blood of a car. GTX looks real advance. Mind you, I've always had a he respect for Castrol." Paddy Hopkirk, BMC driver and rally personality.



"We're always interested in anything new from Castrol. I've seen the formula for their new oil, Castrol GTX. The protective quality should be fantastic!" Peter Browning, competitions manager at BMC.



"I like the way the oil pressure keeps up. We've had to be prepared to suffer some engine wear in the cause of performance but GTX looks like a splendid solution for that problem." Geoff Healey, second generation of the racing family.



"I've just bought a new Ford Escort. I wa give it the widest margin of protection I ca GTX is good enough to handle those high-pow jobs, it'll take care of mine with ease!" Ford o



"You can really leave cars standing with GTX. No, not just that way. It's got these ingredients that cut the corrosion cars suffer from when they're left hanging about." Roger Clark, leading Ford rally driver and rallycross man.



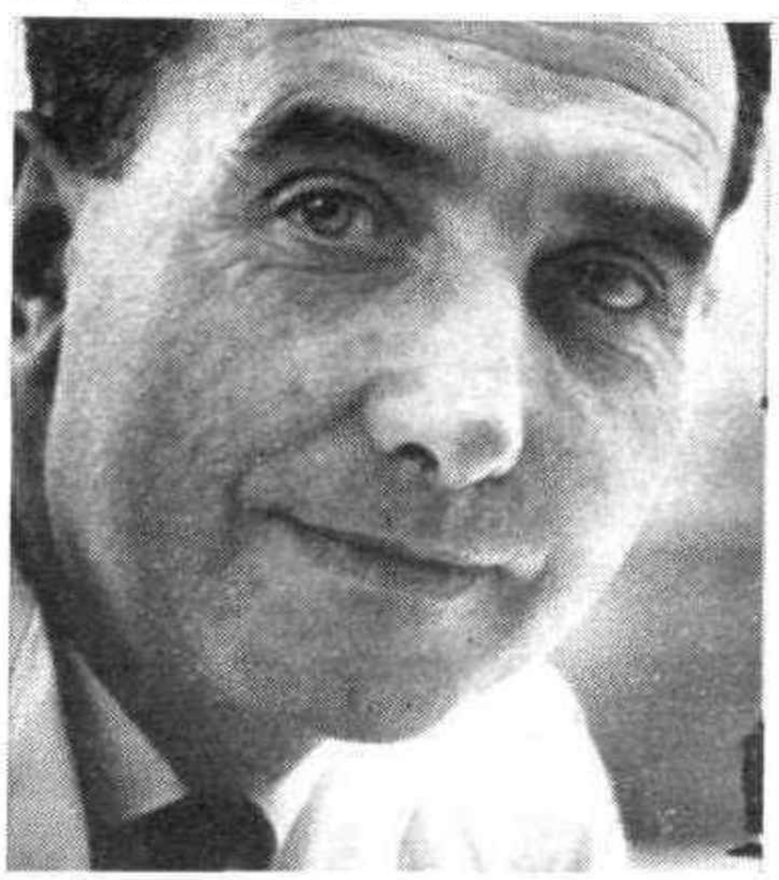
"Let's face it, every engine today is a high performance engine. Relative to its capacity. GTX will certainly protect far beyond most needs—and that's all to the good." Henry Taylor, Ford competition manager.



"You've got to watch out for gumming up the piston rings in high-stress performance work. GTX keeps them flexible. This also helps cut down your oil consumption, of course." John Rhodes, racing/rally driver.



GTX's vital statistics: 20W-50. That's the body you hear so much about in oil. It means GTX takes the crank out of cold-morning starts—yet runs cool when the engine temperature rises. GTX keeps this body longer, too.



"We've pulled all the stops out on GTX. Yes, the formula includes 'Liquid Tungsten' to reduce frictional wear. GTX, we must stress, is not merely for performance cars. It's for any motorist who wants the ultimate." Castrol senior technician.



You can't mistake Castrol GTX. It's in this bright, racy new can. Look for it on the forecourts. If you don't see it, ask for it. Castrol GTX high performance motor oil—no matter what car you drive.

THE B.O.A.C. 500

The B.R.S.C.C. do it again

BRANDS HATCH, ENGLAND, *April 7th*

LAST YEAR, when the B.R.S.C.C. and the British Overseas Airways Corporation combined to put on our first decent long-distance race for many years, and it proved to be a great success, they started planning the 1968 event but even the most ardent supporter could not really believe that a second six-hour event for Group 6 Prototypes and Group 4 sports cars would be a similar success. Without question it was.

Not only was an excellent entry received, totalling 36 cars with five reserves, but there were only six non-arrivals, three of them being reserves anyway, and an extra entry arrived to take the place of one withdrawal after practice. The entry was divided into Group 4 and Group 6 in two engine capacity classes, 1,300-2,000 c.c. and 2,001-5,000 c.c. for Group 4, and 1,300-2,000 c.c. and 2,001-3,000 c.c. for Group 6, in accordance with the new F.I.A. ruling. The small sports car class took in the two reserves so that there were five Porsche Carrera Six cars, known briefly as Porsche 906, driven by Bradley/Liddell, Ashmore/Edmunds, Hone/Harris, Delmar-Morgan/Walton and Cabral/Duval, the last-named pair driving de Udy's car. Against them were three Lotus 47s, now called Lotus Europa in spite of having twin-cam Lotus-Ford engines, whereas Europa originally referred to the production car with Renault engine; these were driven by Taylor/Budge, Jackson/Oliver G. and Miles/Oliver J., the last two being in the factory-sponsored car. The big sports car class contained three Lola 70 Mk. III coupés, all with 5-litre Chevrolet V8 engines, Charlton/Fisher driving Syd Taylor's white car, Bonnier/Axelsson in the yellow one they raced in America and Epstein/Nelson in a dark green one. Opposing them were five Ford GT40 coupés, Salmon/Piper in a brand new one, its 4.7-litre Ford engine fitted with Gurney-Weslake cylinder heads, Ickx/Redman in the Gulf-sponsored J. W. Automotive light blue car, with similar cylinder heads, Hawkins/Hobbs in the former's red 1967 car with wider wheels and tyres and bulging bodywork to give clearance, but with a 1967 engine with Ford cylinder heads, Prophet/Bond in the former's car and Drury/Holland in the former's bronze-coloured car, with Gurney-Weslake heads and fuel injection replacing the more normal Weber carburetters. Challenging all these V8 cars were two V12 LM Ferraris, Rodriguez/Pierpoint in Piper's green car, and Vestey/Pike in the former's dark blue car.

The small Prototype class contained a mixed entry, headed by three Autodelta Alfa Romeo Type 33 coupés, with left-hand steering and rear-mounted radiators, the smooth-running 2-litre V8 engines sounding nice but lacking power. Drivers were Attwood/Vaccarella, Galli/Baghetti and Bianchi/Schutz, the last-named driver needing to have the cockpit roof panel removed in order to clear his crash-hat, just as last year when he was in the Porsche factory team. There were three Porsche 910 coupés, with 2-litre 6-cylinder engines, the Swiss drivers Steinemann/Spoerry in a white one, the Dutch drivers G. van Lennep/Pon in an orange one and two more Swiss drivers Foitek/Lins in a second white one, all three being looked after by the Porsche factory team. Dean/Beckwith had the former's Dino Ferrari, with 4-cam engine, inlet ports between the camshafts and fuel injection, Sutton/Hedges had a Lotus 47 with 4-cylinder Climax engine, Konig/Lanfranchi had the Lotus twin-cam-powered Nomad and there were two of the pretty Chevron coupés, entered by the manufacturer, Martland/Classick and Bridges/Lepp being the drivers.

In the 3-litre Prototype class greatest interest lay in the first public appearance of the Alan Mann Ford coupés in the red and gold colours of that team, but backed by Ford (England). The first car, with ZF gearbox, which has done all the testing, should have been driven by Brabham/Spence, but at the last moment Brabham's petrol company contracts tied him down so he sent Rindt as a substitute. The second car, with Hewland gearbox and 1½ in. longer wheelbase to accommodate it, should have been driven by Hill/Clark, but their tyre contract with Firestone took them Formula Two racing as the Fords run on Goodyear tyres, so McLaren/Hulme substituted. The Porsche factory entered three right-hand-drive 907 short-tailed models, all with flat-8-cylinder engines on fuel injection and of 2.2-litres capacity. Rindt was down to drive for the team but the previous week he had made a lot of noise about Porsche cars not being strong enough for Grand Prix drivers of his calibre so his place was taken by Scarfiotti partnering Mitter, the other cars being driven by Elford/Neerpasch and Siffert/Herrmann. Of particular interest and completing this class was the Howmet TX turbine-powered coupé driven by Thompson/Dibley.

Practice was from 2 p.m. to 5 p.m. on Friday and Saturday prior to race day and when this interesting collection filled the pits it was hardly noticeable that there were no factory Ferrari entries in the Championship race, the third in the 1968 series, following the Daytona 24 hours, and the Sebring 12 hours. Although called the B.O.A.C. 500, as last year, it was a time race of six hours' duration, not a distance race, and the B.R.S.C.C. asked the R.A.C./F.I.A. to call it the Six Hours of Brands Hatch but when the International Calendar was published it was still called the 500 miles of Brands Hatch! Porsche had a spare 907 as a training car, which was just as well, for on the Saturday afternoon Neerpasch crashed it. Autodelta had a spare Type 33 and on the first day all four cars were suffering from faulty clutch lining bonding, but new ones were fitted for the second practice. The Alan Mann team arrived late on the first day, the engine of the first car being reluctant to start and the brand new car being only just finished and yet to have its gold central stripes on the red body. The sleek aerodynamic bodies were already altered with "spoilers" across the tails to keep the rear wheels on the ground, in spite of a lot of Ford publicity blurb before the first car even ran, on how the Ford patented vortex-generating tail was going to hold the rear of the car down. As rearward visibility in the interior mirror was zero, a mirror was mounted on top of the smooth roof, being viewed through a Perspex panel in the roof, always assuming the driver had time to look upwards. Until the tail section was ready for the second car, McLaren did a few laps without it and from the rear it was almost impossible to see any difference from a Cosworth V8-powered Grand Prix car! The Howmet TX turbine car was most impressive, beautifully made and extremely well finished, the kerosene-fired turbine unit being remarkably small and light, mounted quite high in the rear of the car, behind the cockpit, and above the final-drive gear casing. It had left-hand steering, with all the instruments on the right-hand side of the scuttle and angled towards the driver, and two large pedals, right foot accelerator, left foot brake, and a hand-operated control for the emergency braking waste-gate. The air inlet for the turbine was just above the cockpit and the exhaust outlets were angled upwards at the end of the tail, having neat metal covers put over them when the car was stationary. Between the cockpit and the final-drive casing is an enormous alloy

STARTING GRID

↑

38 Mitter/Scarfiotti (*Porsche* 907) 1 min. 35.6 sec.

34 McLaren/Spence (*Ford V8*) 1 min. 35.4 sec.

37 Siffert/Herrmann (*Porsche* 907) 1 min. 34.6 sec.

4 Ickx/Redman (*Ford GT40*) 1 min. 36.8 sec.

36 Elford/Neerpasch (*Porsche* 907) 1 min. 36.2 sec.

1 Charlton/Fisher (*Lola-Chevrolet*) 1 min. 39.2 sec.

2 Bonnier/Axelsson (*Lola-Chevrolet*) 1 min. 38.4 sec.

35 Thompson/Dibley (*Howmet TX*) 1 min. 37.0 sec.

48 Dean/Beckwith (*Ferrari Dino*) 1 min. 39.4 sec.

9 Rodriguez/Pierpoint (*Ferrari 275LM*) 1 min. 39.2 sec.

5 Hawkins/Hobbs (*Ford GT40*) 1 min. 40.4 sec.

24 J. Oliver/Miles (*Lotus* 47) 1 min. 40.4 sec.

25 Taylor/Budge (*Lotus* 47) 1 min. 40.2 sec.

46 Lennep/Pon (*Porsche* 910) 1 min. 41.2 sec.

42 Attwood/Vaccarella (*Alfa Romeo* 33) 1 min. 40.8 sec.

47 Classick/Martland (*Chevron-B.M.W.*) 1 min. 41.4 sec.

6 Salmon/Piper (*Ford GT40*) 1 min. 41.2 sec.

44 Galli/Baghetti (*Alfa Romeo* 33) 1 min. 41.2 sec.

45 Spoerry/Steinemann (*Porsche* 910) 1 min. 41.8 sec.

43 Bianchi/Schutz (*Alfa Romeo* 33) 1 min. 41.8 sec.

8 Drury/Holland (*Ford GT40*) 1 mia. 43.2 sec.

50 Lepp/Bridges (*Chevron-Cosworth FVA*) 1 min. 42.2 sec.

49 Lanfranchi/Konig (*Nomad*) 1 min. 42.0 sec.

10 Pike/Vestey (*Ferrari 275LM*) 1 min. 44.6 sec.

23 Ashmore/Edmonds (*Porsche* 906) 1 min. 44.2 sec.

26 Hine/Crabtree (*Lotus* 47) 1 min. 46.6 sec.

27 Jackson/G. Oliver (*Lotus* 47) 1 min. 46.2 sec.

21 Bradley/Liddell (*Porsche* 906) 1 min. 44.6 sec.

28 Hone/Harris (*Porsche* 906) 1 min. 48.2 sec.

29 Delmar-Morgan/Walton (*Porsche* 906) 1 min. 46.8 sec.

3 Epstein/Nelson (*Lola-Chevrolet*) 1 min. 53.2 sec.

22 Cabral/Duval (*Porsche* 906) 1 min. 50.2 sec.

41 Hedges/Sutton (*Lotus* 47) 1 min. 49.6 sec.

53 Foitek/Lins (*Porsche* 910) —

7 Prophet/Bond (*Ford GT40*) 1 min. 55.6 sec.

N.B.—The first named driver took the start.
No. 26 was retired from grid with a leaking fuel tank.

fuel tank, almost among the centre of the car, with a filler orifice on each side of the body. Its smooth, quiet, efficient speed made all the raucous-sounding piston-engined cars seem old-fashioned and rather pathetic, in the same way that a piston-engined, propeller-driven aircraft looks dated. Its acceleration out of corners was deceptively fast and its position on the third row of the grid was impressive for a first visit to Brands Hatch. However, it was not without trouble, for the final-drive unit broke up on the second day of practice. Not surprisingly Siffert was fastest in practice, but McLaren was second fastest with the new Ford V8, but the first Ford broke its engine and was withdrawn. A shuffling of drivers put McLaren and Spence in the lone Ford V8, with Hewland gearbox, leaving Rindt and Hulme to spectate. The Alfa Romeo team were not at all impressive and Beckwith with the Dino Ferrari was easily fastest of the class, the times for the Alfa Romeo team being reshuffled after publication of the starting grid, so that the 35 starters were lined up as shown in the accompanying grid, not as printed on the official information sheets. Friday practice had been sufficient for Ickx and Redman to lap in identical times, so on Saturday, while Ickx flew to Le Mans to drive the second Gulf-J. W. Automotive Ford GT40 at the test weekend, Redman merely had to bed in some tyres and brake pads and the car was ready for the race.

Sunday was dry and reasonably warm and a good crowd lined the circuit to watch six hours of racing for motor cars as distinct from racing for drivers. The large field of cars provided a fine sight and sound, from the raucous hard note of the 8-cylinder Porsches, and the high-pitched scream of the Cosworth V8 engine to the almost ominous whine of the turbine in the Howmet TX. Before the flag was raised the Chris Barber Lotus 47 was wheeled off the grid with a leaking fuel tank and John Hine's race was over before it began. Later he was able to take over as relief driver on the Hone/Harris Porsche 906. McLaren in the Ford V8 shot off the line only to have the engine hesitate, and before it came back on power he was engulfed by the first four rows of cars. The Dutch Porsche driven by van Lennep was a hesitant starter and lost a quarter of a lap. Siffert led the opening stages, his Porsche 907 recognisable by the green panel on the nose and the green square on the blunt tail, Elford was second, his colour identification being yellow and Mitter was third, his colour being orange. Ickx in the Gulf Ford GT40 was fourth, followed by the Howmet TX and McLaren with the Ford V8. In the midst of the tail-enders on the opening lap Hone spun his Porsche at South Bank Bend, and everyone missed him, but it looked tense for a moment. Following the leading group were Charlton and Bonnier in the Lola coupés, looking and sounding like Dinosaurs amid the Porsches, Alfa Romeos, the Ford and the Howmet. McLaren soon made up for his hesitant start, passing the turbine car, Ickx and Mitter and then made a bid to pass Elford and take second place, but the Porsche driver did not succumb and fought off the challenge of the Ford. Siffert was drawing steadily away, while Elford did his best to keep the Ford away from his team leader; time after time McLaren got past only to have Elford nip by again on braking or accelerating out of a corner. With less than 15 minutes of the race run the Howmet stopped very suddenly when it hit the bank at Druids Corner, and van Lennep was in the pits with the late-starting Porsche as its ignition was faulty. Bonnier managed to rumble his way past Charlton and McLaren finally shook off Elford and set out after



Lodovico Scarfiotti stands by the pit counter as fuel is added to the Porsche 907 he shared with Gerhard Mitter. The car finished second to the winning Ford GT40 of Ickx/Redman by just 22 sec. after six hours of good, close racing. Here an asbestos-suited fire marshal keeps a watchful eye on proceedings.

Siffert, while Ickx still held fifth place, untroubled by the Lolas in sixth and seventh places. Hawkins was making up for his low starting grid position, caused by slight engine trouble, and took eighth place from Rodriguez in the Piper Ferrari LM. Dean had a sudden spin on Clearways and finished up pointing towards the pit entrance road, so called at his pit to see if anything had broken, but all was in order. Just before 12.30 p.m. McLaren was right behind Siffert and in the melee of a high-speed traffic jam, as they lapped some tail enders, the Ford took the lead from the Porsche, but Elford was right there with them, to lend weight to the Porsche team leader. Mitter was not coping at all well with the "traffic driving" and was losing ground, though he was comfortably ahead of Ickx. The two Porsches had no intention of letting the new Ford V8 get away, and kept up the pressure, passing and repassing one another and each worrying at the Ford's tail. They all lapped Rodriguez without trouble, and then Hawkins, and just before the end of the first hour they came up to lap the Lolas of Bonnier and Charlton. This was as they came out of Clearways and for a fraction of a second McLaren hesitated before passing Charlton. That was all that the Porsches wanted, they were both alongside and the Ford V8 was neatly boxed in among the Lolas, with Bonnier in front of them all. This little "pushing and shoving" lasted down Paddock, round Druids, along the bottom straight, and as they all clambered round South Bank, Bonnier was still holding them up and about to be passed on all sides. This bit of team work put the Ford V8 down to third place, but McLaren soon got between the German cars and at 1 p.m. the order was Siffert (Porsche 907), McLaren (Ford V8), Elford (Porsche 907), Ickx (Ford GT40), with Mitter (Porsche 907), in the pits handing over to Scarfiotti, who rejoined the race in fifth place. McLaren soon got by Siffert again, and this time, with a fairly clear road ahead, he began to draw away. After Dean's

RESULTS:

THE B.O.A.C. 500—Group 6 Prototypes and Group 4 Sports Cars—Six hours' duration—Brands Hatch full circuit—Overcast

* **1st**	J. Ickx/B. Redman (Ford GT40—4.7-litre)	Gr. 4	Entrant: J.W. Automotive Eng. Ltd., Slough	218 laps—6 hr. 01 min. 13 sec.—154.59 k.p.h. (95.96 m.p.h.)
* **2nd**	G. Mitter/L. Scarfiotti (Porsche 907 8-cyl.—2.2-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart	218 laps—6 hr. 01 min. 35 sec.
3rd	V. Elford/J. Neerpasch (Porsche 907 8-cyl.—2.2-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart	216 laps
4th	P. Hawkins/D. Hobbs (Ford GT40—4.7-litre)	Gr. 4	Entrant: Paul Hawkins, London	210 laps
5th	P. Rodriguez/R. Pierpoint (Ferrari 275LM—3.3-litre)	Gr. 4	Entrant: David Piper, London	209 laps
6th	J. Bonnier/S. Axelsson (Lola T70-Chevrolet V8—4.9-litre)	Gr. 4	Entrant: Ecurie Bonnier, Lausanne	207 laps—6 hr. 00 min. 14 sec.
* **7th**	D. Spoerry/G. Steinemann (Porsche 910 6-cyl.—2-litre)	Gr. 6	Entrant: Hart Ski Racing Team, Zurich	207 laps—6 hr. 01 min. 17 sec.
8th	D. Martland/B. Classick (Chevron-B.M.W.—2-litre)	Gr. 6	Entrant: Chevron Cars	206 laps—6 hr. 00 min. 24 sec.
9th	K. Foitek/R. Lins (Porsche 910 6-cyl.—2-litre)	Gr. 6	Entrant: Valvoline Racing Team	206 laps—6 hr. 01 min. 06 sec.
* **10th**	J. Oliver/J. Miles (Lotus 47 4-cyl.—1,600 c.c.)	Gr. 4	Entrant: Gold Leaf Team Lotus	202 laps
11th	M. Salmon/D. Piper (Ford GT40—4.7-litre)	Gr. 4	Entrant: Strathaven Limited	200 laps—6 hr. 00 min. 02 sec.
12th	W. Bradley/E. Liddell (Porsche 906 6-cyl.—2-litre)	Gr. 4	Entrant: W. Bradley	200 laps—6 hr. 00 min. 30 sec.
13th	J. Sutton/A. Hedges (Lotus 47-4-cyl. Climax—2-litre)	Gr. 6	Entrant: Fawdington & Ramsey Ltd	200 laps—6 hr. 01 min. 28 sec.
14th	N. Galli/G. Baghetti (Alfa Romeo 33—V8 2-litre)	Gr. 6	Entrant: Autodelta S.p.a.	198 laps
15th	P. Vestey/R. Pike (Ferrari 275LM—3.3-litre)	Gr. 4	Entrant: Paul Vestey	196 laps
16th	M. Hone/J. Harris (Porsche 906 6-cyl.—2-litre)	Gr. 4	Entrant: Mefco Racing	195 laps
17th	J. Bridges/J. Lepp (Chevron-Cosworth 1,600 c.c.)	Gr. 6	Entrant: Chevron Cars	188 laps
18th	J. Epstein/E. Nelson (Lola T70-Chevrolet V8—4.9-litre)	Gr. 4	Entrant: J. Epstein	183 laps—6 hr. 00 min. 58 sec.
19th	M. Cabral/J. Duval (Porsche 906 6-cyl.—2-litre)	Gr. 4	Entrant: M. G. de Udy	183 laps—6 hr. 01 min. 11 sec.
20th	N. Vaccarella/R. Attwood (Alfa Romeo 33—V8 2-litre)	Gr. 6	Entrant: Autodelta S.p.a.	169 laps—Not running at end
21st	C. Ashmore/J. Edmonds (Porsche 906 6-cyl.—2-litre)	Gr. 4	Entrant: Jeffrey Edmonds	154 laps—Not running at end
22nd	J. Delmar-Morgan/M. Walton (Porsche 906 6-cyl.—2-litre)	Gr. 4	Entrant: J. Delmar-Morgan	151 laps—Not running at end

* Class winner.

Stopped racing: Hine/Crabtree (Lotus 47), fuel leak, at start; Thompson/Dibley (Howmet TX), crashed, on lap 7; Prophet/Bond (Ford GT40), engine, on lap 19; Lanfranchi/Konig (Nomad), engine, on lap 22; Taylor/Budge (Lotus 47), transmission, on lap 35; Jackson/Oliver (Lotus 47), water leak, on lap 42; McLaren/Spence (Ford V8), transmission shaft, on lap 66; Charlton/Fisher (Lola-Chevrolet V8), gearbox, on lap 69; Drury/Holland (Ford GT40), gearbox, on lap 91; van Lennep/Pon (Porsche 910), crashed, on lap 91; Siffert/Herrmann (Porsche 907), front brake, on lap 106; Bianchi/Schutz (Alfa Romeo 33), crashed, on lap 125; Dean/Beckwith (Dino Ferrari), disqualified, on lap 127; Delmar-Morgan/Walton (Porsche 906), drive shaft coupling, on lap 151; Edmunds/Ashmore (Porsche 906), valve gear, on lap 154; Attwood/Vaccarella (Alfa Romeo 33), engine, on lap 169.

35 starters — 19 finishers — 22 classified by distance.

spin and pit stop Attwood (Alfa Romeo 33) was leading the small Prototype class, and Jack Oliver (Lotus 47) was leading the small sports car class, with McLaren (Ford V8) and Ickx (Ford GT40) leading the large classes.

As the first hour and a half of racing was approaching pit stops for petrol and driver changes came thick and fast, the Ford came in, had the front brake pads changed while it was refuelled, and not the front tyres as the commentator seemed to think, and Spence took over. McLaren looked very tired, the car having been giving him a rough ride, as well as the two Porsche drivers giving him a bad time. Siffert stopped and handed over to Herrmann, but Elford was still going and now in the lead, while Ickx was in second place with the Ford V8 just ahead of him on the road but almost a whole lap behind. Hawkins handed over to Hobbs and Oliver to Miles, and then at ten minutes to 2 p.m. the Alan Mann Ford coasted to a stop opposite the pits. Spence got out, took a quick look through the opening in the tail and then crossed the track to the pits. The left inner drive shaft coupling had broken and the flailing shaft had smashed the exhaust pipe and damaged the rear bulkhead of the chassis. Refuelling stops were still taking place, Beckwith going off in the Dino Ferrari and Spoerry taking over the Swiss 910 Porsche. Just after 2 p.m. Elford was in the pits for a very fast refuel and Neerpasch took over, and at the same time Ickx brought the J. W. Automotive Ford GT40 in and Redman took over. At this point the scoreboards got rather out of step and there was some doubt as to who was third, though it was agreed that the Elford/Neerpasch Porsche still led, followed by the Ickx/Redman GT40. Charlton had been having gearbox trouble on the white Lola and finally got no gears at all going into Druids and went off the road. He had earlier had a big spin at Clearways due to getting a neutral very suddenly.

While the electric scoreboard and the manually operated one argued the toss about the first six places the Rodriguez/Pierpoint Ferrari stopped at the pits with a flat tyre and the whole track suddenly took on a grey overcast as news filtered into the pit area that Jim Clark had been killed at Hockenheim. It was now 2.30 p.m. and the scoreboards began to agree that the Siffert/Herrmann Porsche was leading from the Elford/Neerpasch car, but then Neerpasch made an unexpected stop for new front brake pads and the scoreboards got very confused and one insisted that number 34, the Alan Mann Ford, was leading. Trying hard not to believe the news about Clark, it did not seem to matter which Porsche was actually leading, for it seemed a foregone conclusion that Porsche were going to win. The Dino Ferrari stopped for a new battery as the alternator was not working, and then there was a panic in the Porsche pit when Siffert came in for front brake pads. He went out again, but was back almost immediately, via the back entrance to the pits, for the trouble was more serious than worn out pads and the right front wheel was reluctant to revolve. After dismantling the hub and the brake the damage was found to be irreparable and the car was withdrawn and tense German faces watched the progress of the other two cars, for Scarfiotti had also stopped for brake pads while Siffert was in the pits. All this left the pale blue Gulf-sponsored GT40 in the lead, followed by the two Porsches. Ben Pon made one of his rare mistakes and crashed the orange 910 Porsche, and by 3.15 p.m. the order seemed settled at Redman (GT40), Mitter (Porsche), Neerpasch (Porsche), Hobbs (GT40), Pierpoint (Ferrari) and Axelsson (Lola). Beckwith brought the Dino in with the steering column adrift, the mounting having broken, and drove away to the paddock to get it welded back into place. He rejoined the race later but was immediately black-flagged and disqualified, as all work on the cars must be done at the pits.

At 4 p.m., with two hours' racing still to go, Hobbs handed the red GT40 over to owner Hawkins, and at 4.10 p.m. Redman brought the Gulf GT40 in to the J. W. Automotive pit very neatly and the mechanics quickly refuelled, changed the front brake pads and topped up the oil, there being a momentary panic when the pressure line for squirting oil into the engine failed to operate first time. As Ickx accelerated out of the pit road Mitter came into view at Clearways, on the same lap, and was obviously gaining rapidly. Neerpasch came in to refuel and hand over to Elford, and the car rejoined the race still in third position, followed by Hawkins (GT40), Rodriguez (Ferrari LM) and Axelsson (Lola). By 4.30 p.m. Mitter was pressing hard on the leading GT40 and shortly after this he took the lead and began drawing away, running with near-empty fuel tanks against the GT40 with a full fuel load. Things now got very tense for the GT40 could obviously keep going until 6 p.m., whereas the leading Porsche had to make one more pit stop for fuel and a driver change, four hours being the limit of driving of any one driver. At 4.55 p.m. the Porsche pit signalled Mitter in for fuel, to which he responded with a flash of the headlamps, and then came in. Petrol and oil were added in double quick time, Scarfiotti was in the car, but the blue GT40 had gone by, and when the Porsche rejoined the race it was 45 seconds behind with just under

Continued on page 370

EASTER SPORT

EASTER MONDAY saw the first major meeting to be held at the B.A.R.C.'s new 2.356-mile Thruxton circuit in Hampshire. For their traditional Bank Holiday meeting, the Club had organised an International Formula Two race for the Thruxton Trophy, to be run in two 15-lap heats and a 54-lap final. On paper the entry was excellent, but some of the interest was drained when Gold Leaf Team Lotus withdrew their Type 48 and SEFAC Ferrari failed to appear with their 1968 Dino 166.

Heading the list of those present were the two works-entered Matra-Cosworth FVA MS7s of Beltoise and Pescarolo, while the two works-backed Brabham-Cosworth BT23Cs of the Winkelmann team were present for Rindt and Rees. The Chequered Flag equipe had their pair of official McLaren M4As for Widdows and the New Zealander, Graeme Lawrence, and a pair of new Merlyn Mk. 12s were making their F.2 debut in the hands of Stiller and Cardwell, the cars being entered by Bob Gerard Racing. Irwin had a lone Lola Racing Lola T100-Cosworth. Gethin had the lone works Chevron. Of the private entries, the Brabham BT23Cs of Courage (entered by Frank Williams), Ahrens (Caltex), Bell, Lambert and Mosley, the Lotus 48 of Oliver and the McLarens of Schlesser and Ligier (Ecurie Inter Sports) were the most potent.

Heat one saw Pescarolo's green-nosed Matra establish a long lead over Rees' Brabham at half-distance and extend it until the finish with Oliver (who had led on lap 1 after Irwin's Lola had bounced off the *chicane* kerbing while in the lead and split a tyre) displacing Rees from second place.

In heat two, Rindt (who had been fastest in practice) made no mistake and led from start to finish, while the places behind him remained constant, with Courage and Beltoise a close second and third.

Grid positions for the final were decided by the finishers' times in the heats, and these gave Rindt pole position, with Courage and Beltoise alongside him on the front row, Bell and Pescarolo behind. Again Rindt established a long lead and behind a battle raged for second place between Courage, Bell (driving very well), Beltoise (with a flat-sounding engine) and Oliver (with one occasionally sounding flatter) Pescarolo went off on lap 2 and retired with a holed fuel tank, and then, just after half-distance, Rindt lost the Brabham under braking for the *chicane* and spun backwards into the deep ditch in a flurry of chalk dust. But he kept his head admirably and, with wheels spinning, got the dust-covered car sorted out and scrabbled back on to the track about 3 sec. ahead of Beltoise, and still in the lead. After that he deserved to win and, with Courage retiring due to a split radiator, the race ran out with Rindt scoring his first F.2 win this season, Beltoise second, Bell a well-deserved third, Oliver fourth and Ahrens an unobtrusive fifth.—D. C. N.

Results:

1st : J. Rindt (Roy Winkelmann Racing Brabham BT23C-Cosworth) .. .. 1 hr. 9 min. 45.6 sec. 176.09 k.p.h.
2nd: J. P. Beltoise (Matra Sports Matra MS7-Cosworth) 1 hr. 9 min. 53.0 sec.
3rd : D. Bell (Church Farm Racing Brabham BT23C-Cosworth) .. .. 1 hr. 10 min. 18.8 sec.
4th : J. Oliver (Herts. & Essex Aero Club Lotus 48-Cosworth) .. .. 53 laps
5th : K. Ahrens (Caltex Racing Team Brabham BT23C-Cosworth) .. 53 laps
6th : C. Williams (David Bridges Lola T100-Cosworth) .. .. 52 laps
7th : A. Rees (Roy Winkelmann Racing Brabham BT23C-Cosworth) .. 52 laps
8th : G. Ligier (Ecurie Inter Sports McLaren M4A-Cosworth) .. .. 52 laps

Fastest lap: J. Rindt (Roy Winkelmann Racing Brabham BT23C-Cosworth), 1 min. 16.0 sec.—179.60 k.p.h.

SNETTERTON 500 KILOMETRES

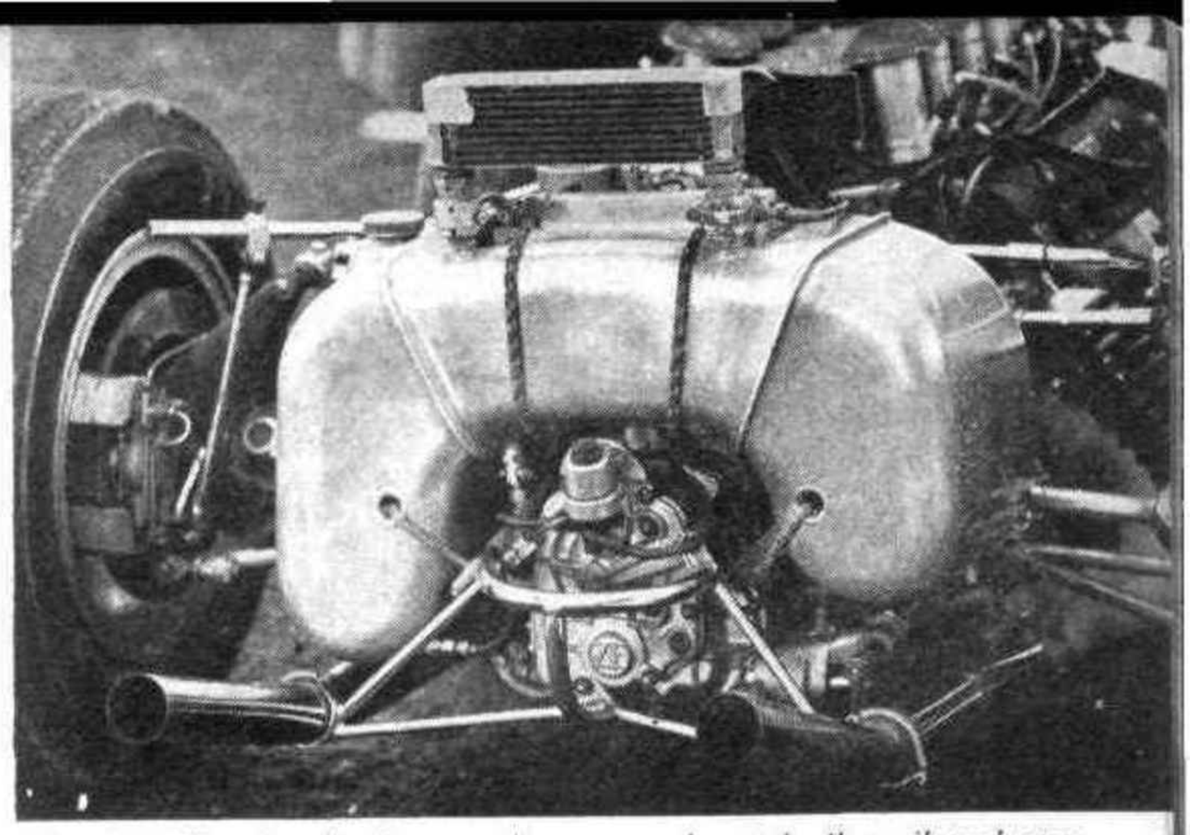
This year's British round of the now Group 5 European Touring Car Championship took place at Snetterton on Good Friday. The dull and uninteresting event was won by the private Ford Mustang of John Ewer/Sid Fox, from a pair of private Porsches, after a strong B.M.W. challenge had fizzled-out with mechanical troubles.

Results :

1st : J. Ewer/S. Fox (Ford Mustang), 115 laps—3 hr. 31 min. 49.4 sec.—142.13 k.p.h.
2nd: E. Kremer/F. Pesch (Porsche 911) .. .. 113 laps
3rd : T. Hunter/K. Grant (Porsche 911) .. .. 112 laps
4th : D. Basch/D. Quester (B.M.W. 2002) .. .. 111 laps
5th : R. Harvey-Bailey/P. Hughes (Alfa Romeo GTA) .. .. 111 laps
6th : J. Rhodes/S. Neal (Mini-Cooper "S") .. .. .. 108 laps

GRAND PRIX DETAILS

Technicalities of the 1968 Formula One cars



OIL TANK.—On the Lotus 49/5 an experimental alloy oil tank was mounted over the ZF gearbox, with an oil radiator above it, thus keeping a lot of weight as well as heat to the rear.

TO THE casual eye all Formula One or Grand Prix cars look the same, in as much as they have multi-cylinder engines mounted behind the driver, a gearbox stuck out of the back of the car, long sleek glass-fibre nose cowlings and wide fat tyres. To the initiated, Grand Prix cars are vastly different in almost every aspect, unlike Formula Two where 99% of the entry use Cosworth FVA engines, or Formula Three where almost 100% use Ford engines. It is agreed that Grand Prix cars follow a general pattern in having the engine/gearbox aggregate forming the rear of the car, either mounted in a space-frame, on a monocoque structure, or forming the rear part of the chassis itself. In detail there are as many variations as there are makes and some such details are in aero-dynamic spoilers, oil tanks, brakes, exhaust systems, accessories, windscreens and regulation details such as crash bars, oil catch tanks and so on.

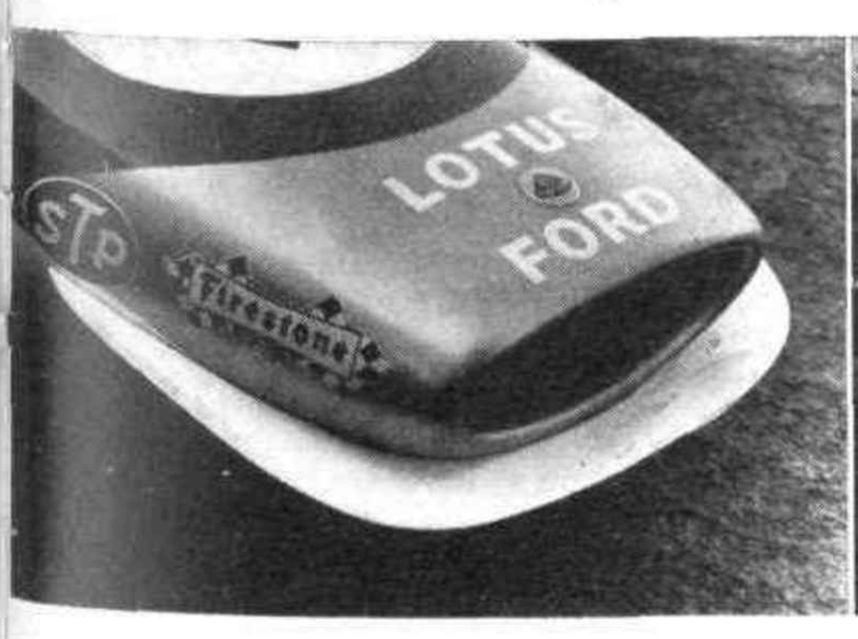
It was almost universal for Grand Prix cars to carry the tank for the dry-sump oil system in the nose of the car, usually just behind the radiator where it added to the general heat discomfort of the cockpit. McLaren has started a new trend by carrying the oil for his Cosworth V8 engine in a functional cylindrical tank mounted at the back of the car on the left of the gearbox, where it is out in the open air. Lotus have experimented with a much more complicated affair in the form of a welded saddle-tank mounted over the gearbox. Both layouts have transferred 50 or 60 lb. of weight to the extreme rear of the car, but at the same time affording additional cooling by radiation, the tanks being uncovered by bodywork. Since air-flow "spoilers" were thought up by Ferrari to cure bad handling on his sports cars, trim-tabs and spoilers have appeared on all manner of cars, both likely and unlikely. They are now appearing on Grand Prix cars, having been experimented with by the Indianapolis car builders and in U.S.A.C. racing, while they had quite a vogue on 200-m.p.h. Dragsters. Different people have different ideas, both as regards shape and size, Matra being content with very small bits of aluminium stuck on the "cheeks" of the nose cowling as afterthoughts, while Lotus have a sheet like a chinstrap on the Lotus 49. However, B.R.M. are much more definite on the V12-cylinder cars, having steeply inclined blades on each side of the nose, mounted on a tubular cross-member. In the Tasman races Lotus fitted a small wing-stabiliser on the rear of one of their cars, but did not race with it, while Brabham has fitted a trim-strip on the rear of his Formula One car that hardly looks deep enough to reach into the aero-dynamic turmoil around the rear of the car, let alone have much effect. So far no Grand Prix designer has followed Chaparral along the principle of directing all your aero-dynamic problems to a point above the tail of the car and controlling them with an adjustable aero-foil.

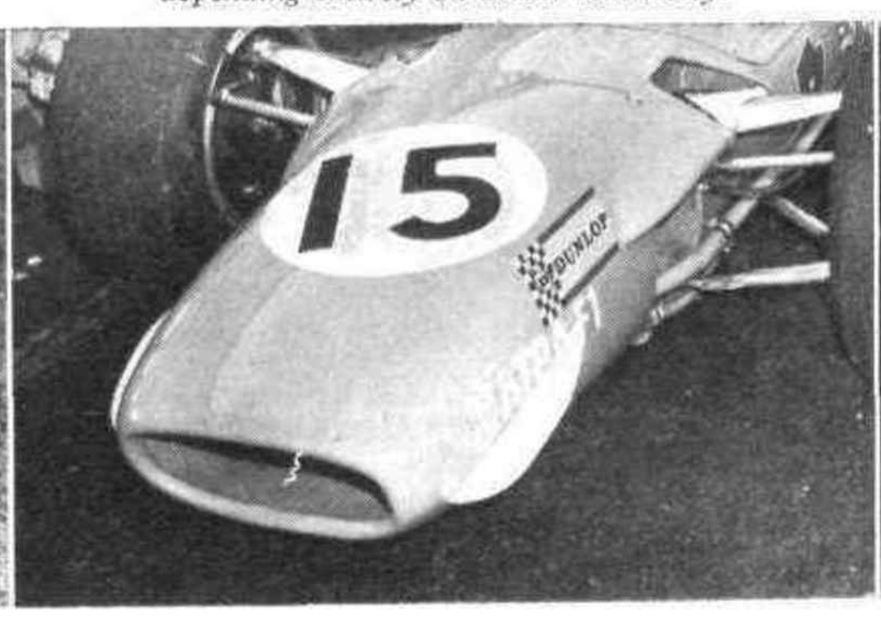
There is a manufacturing regulation for Formula One cars that says that the exhaust pipes must not project more than a certain number of inches beyond the extremity of the car. The Cosworth engine uses very long tail-pipes so the Lotus has a tubular structure bolted on to the rear of the gearbox in order to extend the official length of the car. This has also been done on the Matra MS10 that Stewart drives, and Colin Chapman refers to these tubes as "legalisors." The V12 B.R.M. engine has very short tail-pipes so that this problem does not arise, but on the M5A McLaren, what appears to be a "legalisor" is in fact a protection for a fuel pump mounted on the rear of the gearbox. On the V12 Ferrari there is so much equipment mounted around the rear of the gearbox that the extremity of the car is a long way back and the central exhaust system presents no problem, in spite of being long. This equipment comprises coils, battery, ignition equipment, alternator and oil catch-tank, the whole lot being carried on a chromium-plated tubular structure, which also gives some slight protection.

Crash bars or head-protection structures behind the cockpit vary enormously, some being adequate, others merely being legal. Among the most effective looking are the Lotus 49 and Matra, which have two tubular hoops joined at the top, one leaning backwards and one forwards. Other cars have single tubes, not always mounted vertically, which might support the weight of the car if it was lowered on to the crash-bar very gently, but would almost certainly fold flat if it hit the ground obliquely at speed, and there are some that are not higher than the top of the driver's head, which must defeat the whole object.

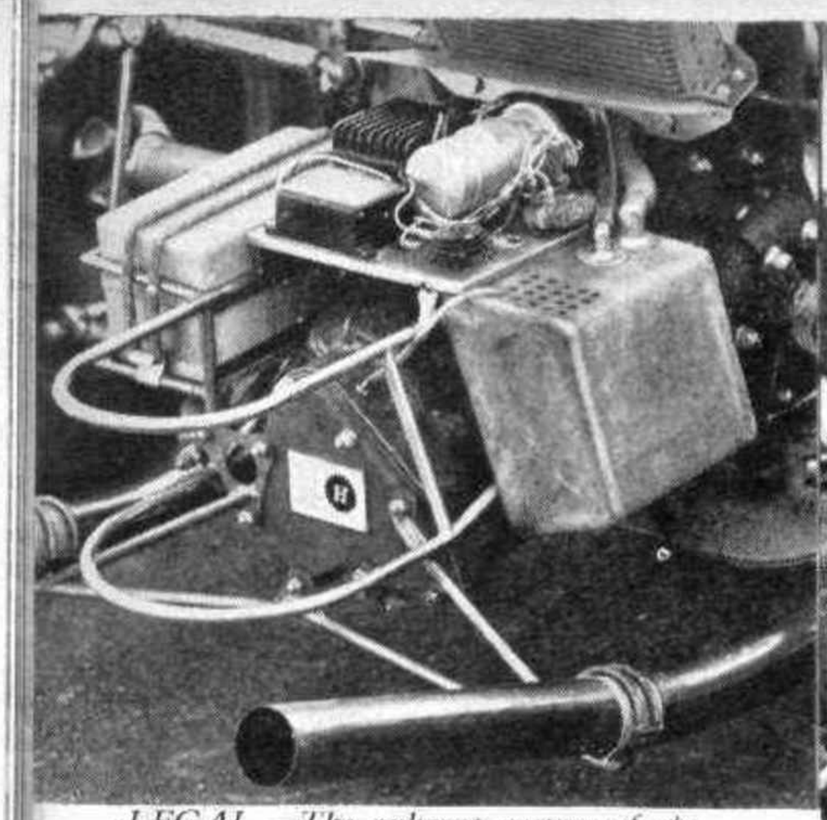
Cooling air scoops are popular on things like brake discs, shock-

SPOILERS ALL.—Three types of nose spoilers are illustrated, (left) the Lotus 49, (centre) the Matra MS10, and (right) the V12 B.R.M., their validity depending entirely on driver sensitivity.

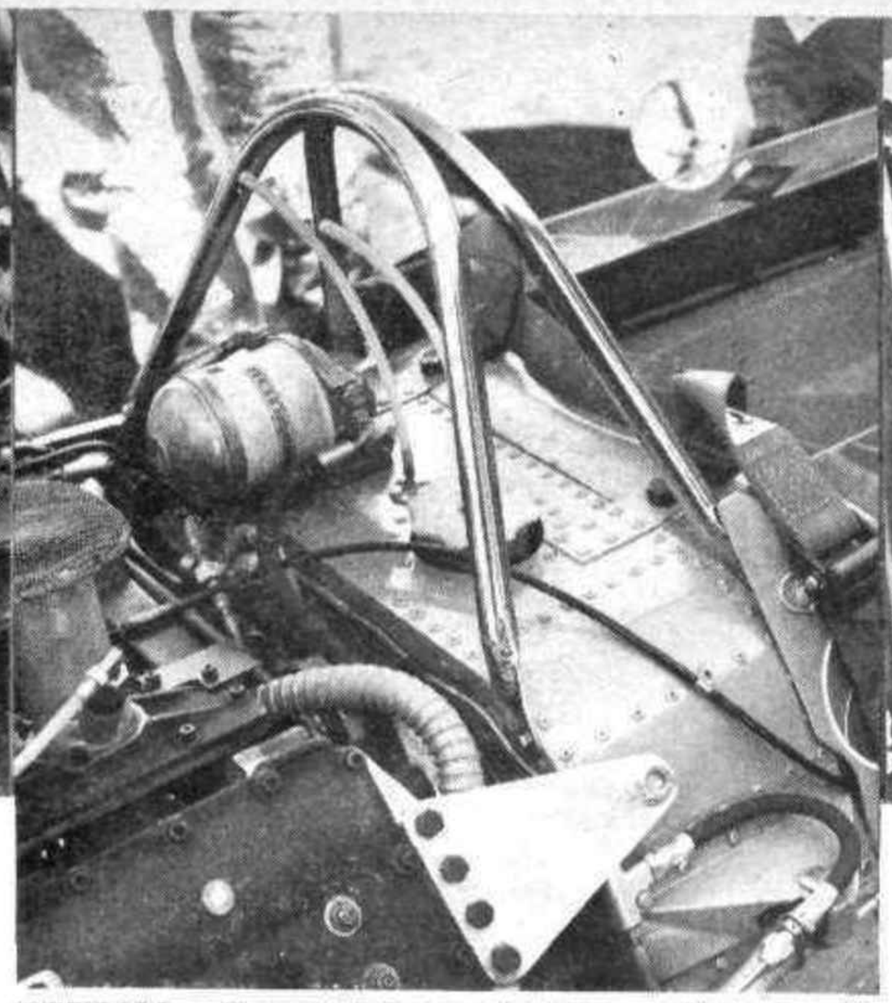




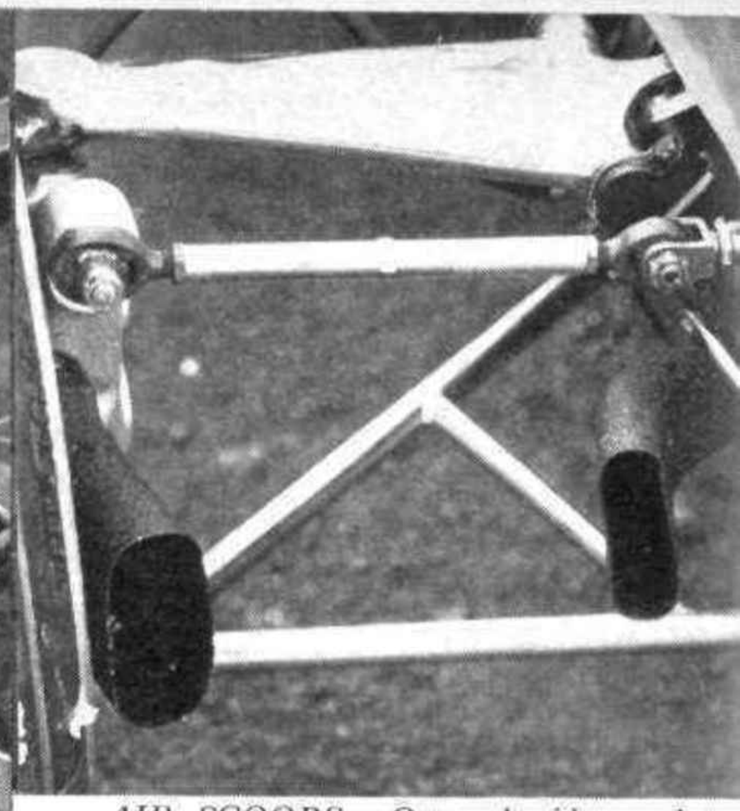




LEGAL.—The exhaust system of the Cosworth V8 engine in the Matra MS10 has long tail-pipes and a tubular framework extends the legal length of the car to comply with regulations.



STRONG.—The crash-bar on the Matra MS10 is well conceived, the two inclined tubes being welded together at the top. In the foreground can be seen the dural engine mounting plate attaching the right-hand cylinder head to the monocoque chassis.



AIR SCOOPS.—On each side at the front of the V12 Ferraris are three scoops. The right front suspension is illustrated with the left scoop for the brake disc, the right one for the driver's feet, and the top right corner one, in the body, for the shock-absorber unit.

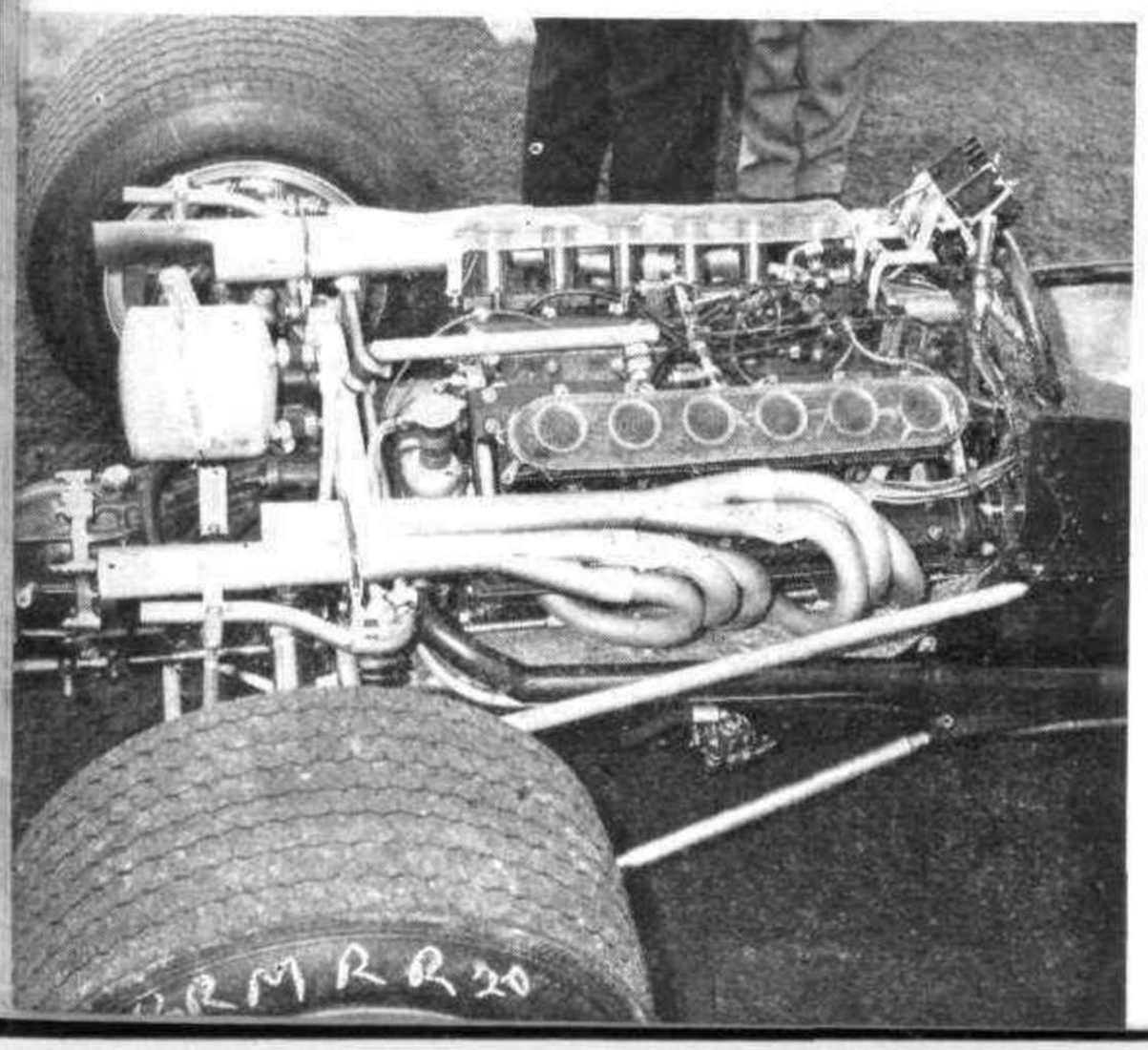
absorbers and the driver's feet. Brakes and shock-absorbers are doing work and this means heat, so cooling must be provided, but the driver's feet need cooling for a different reason. Although there is usually a bulkhead between the pedals and the front suspension a lot of unwanted heat gets into the cockpit, so some form of ventilation is required. Heat comes from the water radiator, the oil tank, water and oil pipes passing along the cockpit and is aggravated by the pencil-slim cockpit dimensions. Radiator air usually escapes on either side of the front bulkhead, blowing on the suspension units, and in warm climates the steering mechanism and pedals can become uncomfortably hot. McLaren has used Prototype Sports Car practice on his new Grand Prix cars, by letting the air out through large openings on top of the glass-fibre nose cowling.

Disc brakes are universal now but there are some variations as to mountings, especially for rear brakes, the discs being mounted outboard of the hub-carriers as on the Lotus, or just inboard of the hub-carrier as on the B.R.M., or completely inboard, on each side of the gearbox, as on the Ferrari. This last mounting is advantageous from the point of view of unsprung weight, but can present heat transfer problems to and from the gearbox, but this has never bothered Ferrari, although some designers have tried the fully inboard mounting only to give it up later. At the front most designers are content to mount the discs on the hub, outside of the hub-carrier, only Cooper going to the trouble of mounting the discs inboard of the hub-carrier with a short stub axle shaft passing through it. No-one has deemed it worthwhile to follow the lead of Lancia, on their sports cars, and Mercedes-Benz on both sports and Grand Prix cars, where the brakes were chassis mounted in the centre of the car, with shafts joining them to the wheel hubs. However, with Ford and Lotus probing the 4-w-d field, fully-inboard front brakes may come back into fashion.

Although the basic conception and layout for a Grand Prix car would appear to be pretty set in general, there is little conformity in details, which makes each car very individual when studied closely, and with 8-cylinder, 12-cylinder and 16-cylinder engines in Formula One there is plenty of variety, while the fundamental differences in the V12 engines of Ferrari, Honda, Weslake and B.R.M. are almost unlimited.

Anyone who thinks that Grand Prix car designers slavishly follow each other should take a closer and longer look at the 1968 Formula One cars.—D. S. J.

COMPACT.—On the V12 B.R.M. the exhaust pipes are quite short and do not project beyond the end of the Hewland gearbox, thus obviating the need for any tubular structure at the rear of the car.



Book news

"Scientific Design of Exhaust and Intake Systems," by Philip H. Smith, C.ENG., M.I.MECH.E., M.S.A.E., has gone into a revised edition (quite thick, with 246 pp.), which includes a new chapter on exhaust purification although inevitably the book is not entirely up to date, the latest Ford cross-flow head not being included. It covers very thoroughly the theory and practice of flowed inlet and exhaust systems, valve timing, pressure phenomena and pressure measuring apparatus, silencer design, racing methods with manifolding and multi carburetters, etc. The publishers are G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1, and the book costs 42s.

* * *

Three further titles have been issued in Christopher Trent's "Motoring on Regional Byways" series, these covering the West Country, the Border Country and South of London. Each costs 25s. and is published by G. T. Foulis & Co. Ltd.

* * *

Sandy beaches can be seen at a glance in a new series of road maps now available at B.P. petrol stations. The ten maps, covering England, Scotland, Wales and Northern Ireland, cost 1s. 6d. each. Colour codings on the maps indicate sandy and shingle beaches. There are also easy-to-follow references for other pursuits such as golf and race courses, yachting centres, motor-racing circuits and pot-holing and skiing centres. The scale is 1 inch : 4 miles. The maps are produced by the B.P. Retail Market Division of Shell-Mex and B.P. Ltd.

EAST AFRICAN SAFARI RALLY

GENERAL CLASSIFICATION

1st :	Z. Nowicki/P. Cliff (Peugeot 404, inj.)	686 pts.
2nd :	P. H. Huth/I. L. Grant (Cortina Lotus)	708 ,,
3rd :	K. Mandeville/S. Allison (Triumph 2000)	752 ,,
4th :	M. P. Armstrong/D. J. Paveley (Peugeot 404, inj.)	774 ,,
5th :	Joginder Singh/B. M. Smith (Datsun H130)	904 ,,
6th :	R. Ulyate/M. Wood (Cortina GT)	904 ,,
7th :	Mrs. C. L. Cardwell/Mrs. G. I. Davies (Datsun H130)	1,158 ,,

92 starters — 7 finishers.

IN THE 16 years since its inception in Coronation year, the East African Safari Rally has escalated almost to the top of the ladder of rallying recognition, and is now commonly regarded as the most severe competitive test of a motor car yet devised by man.

I say "almost" because, although it is now as World famous as the Monte, it still does not attract as many factory teams as an event of comparable length in the European Rally Championship. The basic reasons for this are obvious : first the expense of shipping a team to Africa from Europe, second the apparent supremacy of local crews whose long experience of bush conditions give them a distinct advantage, and third the inadequacy of the East African market potential, bearing in mind that the object of works-rallying is to sell more cars.

The latter reason is fast disappearing, however, owing to the World-wide publicity that the event gets, and there can be little doubt that Peugeot will benefit now that one of their cars has won the event for the third time in succession.

The Safari differs widely from any of its European counterparts. In fact, it would be fair to say that it is completely unique. There are no special stages or circuit races punctuating the route to create artificial competition. The whole of the 3,000-mile route is on public roads, although the term road is really a misnomer, for even the main Nairobi to Mombasa route has not been metalled along all its 300-odd miles. Murrum, a brown earth which is hard, bumpy and dusty when dry, and incredibly muddy and sticky when wet, is the most widely used surfacing material, although the Safari route included scores of patches of what is referred to in East Africa as Black Cotton Soil. When wet, it has a consistency more like glue than mud, and it clings to the undersides of vehicles with the tenacity of the strongest adhesive.

The Safari always takes place over the Easter Holiday, a time when the rainy season is just beginning in East Africa. The rains came early this year and produced what was the wettest, muddiest Safari on record, reducing the field of 92 starters to seven finishers.

The main cause of retirement was the abundance of mud, which sucked down motor cars until they were bogged down to over the tops of their wheels. This characteristic of the event has given rise to the opinion that there is a greater element of chance in the Safari than in any other rally, because success or failure often depends on who is lucky enough to be able to find a tractor or Land-Rover first, or offer most money to bands of tribesmen for a manual push. In fact, "push money" is an essential part of every Safari crew's equipment.

But, chance or not, skill is certainly essential and it would be a short-sighted man indeed who would go over to Africa to compete against the experts and expect to do well merely on the turn of fate.

The route remains largely unchanged each year and consists of two legs separated by a 24-hour break at Nairobi, the start and finish point. The Northern Leg—the first this year—takes in North Kenya and Uganda, whilst the Southern Leg goes around South Kenya and Tanzania. Last year the event was held before the rains came and the ever-watchful organisers took careful note of the times put up by the fastest crews. This year, those same times were used and they demanded averages faster than any ever before used on a Safari. Several of the 75 sections were set at more than 70 m.p.h. and there were many more at over 60!

Under the flood and mud conditions of this year, those averages were pretty well impossible and the organisers were obliged to increase the maximum permitted lateness to 10 hours on the Northern Leg and 12 hours on the Southern Leg. This was another controversial issue, some competitors, particularly those from overseas, taking the view that they should know at the start exactly what they were going to be up against throughout the event and that this ought not to be varied once the rally had started.

This, of course, does not take into account the variations of weather, which can jump from one extreme to another in a matter of minutes, and the organisers have to allow themselves the privilege of extending the permitted lateness in order to obviate any chance of the rally coming to a complete stop as a result of a sudden thunderstorm washing away an entire road.

B.M.C. sent a team of three cars, complete with mechanics, to Nairobi and combined with the local distributors to enter a team of four 1800s, but all four retired on the first leg, one with engine seizure following an oil leak and the others with steering and suspension failures.

Ford were better placed and one of their five Lotus-Cortinas finished the first leg in first place. But misfortune followed when the car, driven by Vic Preston and Bob Gerrish, was disqualified because their route card did not bear the stamp of one of the controls, although there is no doubt at all that they did visit that control. This surprise exclusion gave rise to a feeling that the organisers were splitting hairs and becoming generally too "Europeanised," but this was one of the rules which was stressed at the drivers' pre-rally briefing and the decision to exclude the car was the right one under the circumstances.

Another strong team was that of Nissan Motors, which had brought five Datsun 2000s over from Japan, again complete with mechanics and a whole army of supporters and newsmen. Star of their side was Joginder Singh, who won the rally in 1965 in a second-hand Volvo. But gearbox and clutch troubles caused him several delays and he dropped down the list towards the end. A remarkable performance was put up by Lucille Cardwell and Geraldine Davies in one of the Datsuns. They finished seventh, an achievement worthy of the highest praise in an event where a capacity for prolonged physical exertion is as necessary as driving ability.

There were two teams of Peugeots, one of 404s and the other of the front-wheel-drive 204s, and by the time freak storms in the south had whittled the field down to eight cars, the three 404s were the only team left intact. But, only 200 miles from the finish, the car of Bert Shankland and Chris Rothwell was stricken by a con.-rod going through the side of the block and they retired. Not only did this rob Peugeot of the team prize but it meant that Shankland and Rothwell could not make a hat-trick, for they won the event both last year and the year before, each time in a fuel-injected Peugeot 404.

With Shankland out, there were only seven cars left, and these finally arrived at Nairobi, separated by nearly five hours, to a tumultuous reception from the huge crowds. Peter Huth and Iain Grant were the first to arrive in their Lotus-Cortina, and they were actually leading by 22 minutes, but they had changed their clutch unit during the rally and were therefore given a penalty equivalent to 30 minutes. "Nick" Nowicki and Paddy Cliff had made no such mechanical repairs to their 404 so they were declared the winners.

To someone who is accustomed only to the style of European rallying it is difficult to explain the niceties of the Safari and the whole atmosphere with which it is surrounded. It is a comparatively young event and has a format which cannot be copied anywhere else. It is looked upon locally as more of a reliability rally than one demanding sheer speed, and this is the reason for the impossibly tight averages—servicing and roadside rebuilding is cut to a minimum for there just isn't time.

The Safari has plenty of critics, most of them saying that it should become more like the European events in order to attract more professional teams. But this would be a great mistake. As it is, it stands alone as the sole International example of its kind. Any attempt to meddle with its make-up, other than to sort out a few minor details, would inevitably reduce its value as one of the toughest tests of motor cars in the world.—G. P.

CLUB FOR JAGUAR SPORTS CAR OWNERS?

Owners of Jaguar XK120, 140, 150, C-type and D-type cars interested in forming a club catering exclusively for these models are invited to drop a line to A. P. Henshall, Esq., 178, Moor Lane, Woodford, Bramhall, Stockport, Cheshire. In the first instance, Mr. Henshall envisages a scheme for circulating a list of members who have spares for sale and details of garages where members have had satisfactory work carried out.

UNFAIR TO McLAREN

I QUOTE: "over Paddock, with Bruce McLaren, in the new Ford missing a gear and dropping back" *Autocar;* "and Bruce McLaren hung badly just after the line as if he had missed a gear" *Motor;* "with McLaren in the centre nosing ahead—until he changed into second, when he missed the gear" *Autosport;* "Bruce McLaren belted the Ford into the lead for about 50 yards, then missed second gear and was engulfed by the pack" *Motoring News.*

From those quotes it would seem to be an indisputable fact that McLaren made a nonsense of his start in the B.O.A.C. 500 race at Brands Hatch, as four qualified reporters agreed on what happened. That something did happen was quite definite, and *Autocar* published a fine photograph of the leaders going into Paddock Bend, with the two Porsches driven by Siffert and Mitter side-by-side and the Ford driven by McLaren some way back, having started on the front row between the Porsches. It is too far back to be easily recognised as the Ford, but you could see the roof-top rear-view mirror quite clearly, and as the field sorted itself out on the opening lap the Ford was in sixth position. So, McLaren fumbled his gear-change from first to second and lost all chance of leading on the opening lap, having started off well, except that McLaren is not the sort of driver to fumble gear-changes, and he was driving the second of the Prototype Fords, which has a Hewland gearbox, and Hewland gear-changes are pretty foolproof. It was just possible that he had changed from first to fourth by mistake, but unlikely for such a cool-headed driver as McLaren, so I was a bit puzzled by it all. Talking to Eoin Young after the race, he being the chap who does a lot of "ghost-writing" for McLaren, he mentioned in conversation that the Cosworth V8 engine in the Ford had died as it shot off the line on initial acceleration, and that McLaren being a knowledgeable type had switched on another fuel pump or something, which got the engine going again. A somewhat different story from the generally accepted one bandied around among the "gentlemen of the Press," and a more likely one.

A chat with McLaren cleared up the whole affair. The Lucas fuel injection system on the Cosworth V8 engine operates at 100-110 lb. p.s.i., and this is supplied by an engine-driven mechanical pump. When starting the engine this fuel pressure is supplied by an independent electric pump controlled by a spring-loaded switch which the driver holds down while pressing the starter button. Once the engine has fired the mechanical pump gets up pressure and he lets go of the electric switch and as long as the engine is running at over 6,000 to 6,500 r.p.m. the injection pressure is maintained at 100-110 lb. p.s.i., the engine peaking at over 9,000 r.p.m.

What happened at the start at Brands Hatch was that the Ford shot off the line with the wheels spinning and the engine r.p.m. well up, with the mechanical pump doing its job, but as the wheelspin dissipated and the tyres gripped, the engine r.p.m. dropped momentarily to about 5,000 r.p.m. and at this speed the pressure from the mechanical pump was only about 70-75 lb. p.s.i., and with the throttles wide open calling for full-power from the engine this was not enough pressure and the engine power "hung" and the car stopped accelerating. McLaren had experienced this situation on his B.R.M.-engined Grand Prix car last year and knew the symptoms, so he quickly reached over and held down the electric switch which brought the separate pump into action and boosted the pressure up to over 100 lb. p.s.i. and the Cosworth engine came in on full song again and the Ford was away, but already some way down the field from its front row grid position. All this took place while the car was still in first gear and McLaren did not change up into second gear until all the drama was over.

So why make a big issue out of such a small detail in reporting a race, you may ask. Because I think it is totally unfair to McLaren, for among the racing drivers of today he is one of the most open-minded, amiable and friendly, and unlike some he will give you a straight-forward and honest answer to a query, and not fob you off with a load of rubbish just to get his name in print. I dare not mention drivers who do this sort of thing or I shall get solicitors' letters by return post, professional racing being what it is today. In the Tour de France bicycle race there is a prize given on each day by the Outspan Orange Company, known as the Prix Outspan, and it is for the rider who, in the opinion of the race reporters, is the most amiable, helpful, honest, straight-forward and genuine in his dealings with the Press. If there was a Prix Outspan in motor racing I would have awarded it to McLaren on numerous occasions over the past six or eight years, so that I find the injustice done to him over the starting bother at the B.O.A.C. 500 particularly irksome. McLaren just grins and says "Oh well, they can't get everything right, can they." However, one wonders who started the idea of the "missed gear-change" and who copied who?

The final question was why this problem of dropping fuel-pressure, and the simple answer is that the second Prototype was only completed the day before practice and there had been no time to do a practice start. When accelerating from a standstill on part throttle, as when leaving the pits, the momentary low fuel-pressure was inadequate for the needs of the engine. The answer to the problem? To fit an "on-off" switch in place of the spring-loaded one, as McLaren has done on his Grand Prix cars, and leave it switched on until the end of the opening lap, but Alan Mann, who is running the Prototype Fords this season, said "Wait a moment, that is all right if McLaren is driving the car, but what happens if another driver forgets to switch it off? The electric booster pump consumes a lot of amps and if the alternator is not up to scratch your battery would go flat in a two-hour stint, and then you would not be able to restart after your pit stop." The original layout on the Ford had an "on-off" switch, but due to the fact that Fords were lining up a miscellaneous collection of drivers for these Prototypes Alan Mann had the simple switch changed for the spring-loaded one, as from his experience of drivers he was certain that one of them at some time would leave the booster pump switched on. One of his strong points on race-preparation is making things as "idiot-proof" as possible. Since building the first Prototype he has had Hawkins, Hill, Gardner, Spence, Brabham, McLaren, Hulme and Rindt driving for him, and they cannot all be perfect all the time, someone would "forget" so it is better to be safe than sorry, even if it brings in another problem. The Fords are not due to make another racing start until May 19th at Nurburgring, by which time a solution to the problem will have been found.—D. S. J.

THE B.O.A.C. 500—continued from page 366

one hour of the race still to run. Relentlessly Scarfiotti closed the gap at the rate of one second a lap, and as the GT40 scuttled round South Bank Bend, the Porsche roared along the main straight. Steadily the gap was being reduced at one second a lap, and suddenly it closed ten seconds in one lap as Ickx coasted round Stirlings Bend vainly trying to get into gear. A small plunger in the gear selectors was playing up and making it difficult to get into gear, but Ickx did not panic and being extra careful got going again. Now as he rounded South Bank and went under the bridge, Scarfiotti was plunging down Paddock Bend, and the gap was down to 23 seconds and at that it stuck for a few laps. Scarfiotti had made his bid and Ickx was now measured up to it, and actually opened the gap up to 26 seconds at one point. It was now 5.30 p.m. with 30 minutes to go, but stalemate set in and try as he might Scarfiotti could only get the gap down to 22 seconds, Ickx having no further bother with the gearchange. At 6 p.m. the chequered flag came out and Hawkins was the first to pass under it, and Ickx brought the blue GT40 over the line just 22 seconds in front of the 907 Porsche, after six hours of exciting racing.

During practice the Chevron-B.M.W. of Digby Martland had a fine dice with the Foitek/Lins Porsche 910, and during the race both he and Brian Classick were very evenly matched with the two Swiss, and every time attention wandered from the race leaders these two cars could be seen locked in combat. After six hours of racing the lads in the Chevron beat the Porsche by 42 seconds, to take eighth place overall.—D. S. J.

Brands Hatchings

Burmah Oil, who are connected with Castrol, made their first entry into racing with the Alan Mann Ford V8 as well as other teams, with Burmah Petrol. The scene is changing, Esso and B.P. out, Gulf, Duckhams and Burmah in, and others to follow.

* * *

In practice Ickx and Redman lapped in 1 min. 36.8 sec.—a well matched pair. With such equality it must be that the former is over-rated and the latter is under-rated, if all the publicity stories are to be believed.

* * *

For the Ford V8 Prototype to lead the race on its first outing must have encouraged Alan Mann and Ford and augurs well for the future, especially as this season is to be an experimental probe before having a real go in 1969.

AMERICAN COMMENT

IT IS May, and to a vast throng of American motor sport enthusiasts the month of May means only one thing—Indianapolis, the hallowed Brickyard and the 500-mile race. The Indianapolis Motor Speedway proclaims itself as The Greatest Race Course in the World. While this contention is open to dispute, there is no denying the fact that over its 57-year history the Indianapolis 500 has become a rite, a tradition that is as American as apple pie. There is nothing that takes place at the Speedway during May that could not easily be accomplished in one busy week, but if it was, the 500 would be simply a race and not the great ritual spectacle that it is. What other race track in the World can draw 225,000 people to the course two weeks before the race to see one car at a time make its qualifying attempt? They return again, in smaller numbers, for the second qualifying weekend and then, on May 30th, a quarter of a million strong, they pack the place to the rafters. Indianapolis may not be the greatest race track in the World, or even the greatest race, but perhaps it is, as the Speedway radio network annually proclaims, The Greatest Spectacle in Racing.

The big question mark this year, of course, is the performance of the gas turbine powered entries. Will they run away from the field, or is there still some life left in the venerable Offenhauser and its newer rival, the 4-cam Ford? It was only last year that Andy Granatelli began the turbine revolution when his STP Turbocar, driven by Parnelli Jones, came within 7½ miles of consigning the Fords and Offys to the scrap heap. Although the Turbocar hadn't won, the last beer can had hardly been swept from the Speedway infield when the United States Auto Club began slapping restrictions on turbine cars in order to equate their performance with that of reciprocating engines. The most important of these rules changes reduced the permitted inlet area for turbines from 23.999 sq. in. to 15.999 sq. in.

Granatelli immediately cried foul and eventually took his case to court, where he sought an injunction against U.S.A.C. to restrain it from enforcing the new turbine rules. Last month a federal judge ruled that U.S.A.C. was entirely within its rights and Granatelli lost his case. The result was not unexpected, perhaps even by Granatelli. In February, before the case began, he had announced that in conjunction with Colin Chapman he was preparing six cars for this year's race and that they would conform to the 1967 rules. Under cross-examination in court, however, he admitted that the Canadian-built Pratt & Whitney engine he was planning to use could conform to the 15.999 sq. in. inlet limitation. In the last week of March, after testimony had ended but before the judge had ruled in U.S.A.C.'s favour, the first of the new STP-Lotus turbines was unveiled at the Speedway.

The new car, which carries the Lotus designation Type 56, differs considerably from the original STP Turbocar. Its shape is a sharply accented wedge, with virtually flat top, bottom and sides. The monocoque chassis, constructed mainly of 16 s.w.g. aluminium alloy, is symmetrically located between the wheels with no suspension offset to counteract the left-turn-only Indianapolis oval. The cockpit is on the centre line of the car, with the engine in the rear (unlike the older car, which uses a side-by-side configuration for driver and engine and has a weight bias of 60% left, 40% right). Air inlets on the new car are flush NACA-type ducts just behind the driver's shoulders, with the central exhaust about 12 in. behind his head. (Last year the STP Turbocar used a single NACA-type duct in the nose, but this has now been changed to a raised scoop.) The new car is also quite a bit bigger, having a wheelbase of 102 in. (compared with 96 in.), a track of 62.5 in. (60 in. on the older car) and an overall length of 14 ft. 2 in. (compared with 12 ft. 6 in.).

Both cars are using a modification of the Ferguson four-wheel-drive system but it is interesting that on the new one the drive from the engine output shaft to the transfer box is taken by a 3-in. Morse chain, instead of the geared coupling that was used last year. The older car suffered a number of gear problems in practice last year and was eventually eliminated when a bearing race in the transfer box failed.

Granatelli and Chapman originally planned to enter six cars for this year's race, with Parnelli Jones driving last year's model, Jim Clark, Graham Hill and A. N. Other in new STP-Lotus turbines, and two new cars in reserve. Since this is being written only a week after Clark's tragic death at Hockenheim it is not yet known to what extent these plans will be altered.

The chief opposition to the STP-Lotus combine in the turbine field is expected to come from the Shelby cars co-sponsored by Goodyear and Carroll Shelby. These cars have been designed and built by Ken Wallis, and since he formerly worked for Granatelli it is not surprising that the Shelbys bear at least a superficial resemblance to the STP Turbocar. The General Electric T-58 gas turbines, their inlets reduced from 41 sq. in. to 15.92 sq. in., are positioned to the left of the driver's cockpit and drive all four wheels through what Wallis calls a hybrid mechanical-hydraulic transmission system. He says this system differs significantly from most other four-wheel-drive transmissions by delivering power to each wheel on an individual basis. Such a system will obviously enhance the benefits of four-wheel-drive even further but the details of its operation are being kept carefully under wraps. Two of these cars will be driven by Bruce McLaren and Denny Hulme, with a third car in reserve. Both drivers have conducted tests with the car and Hulme, after driving the prototype in pouring rain, described it simply as "bloody fantastic."

Yet another turbine-powered car has been entered by Jack Adams, who owns an aircraft sales business in Mississippi. The car has been designed by Glenn Bryant, professor of aero-physics at Mississippi State University, who has used his background to produce a body that is as aerodynamically clean as possible. The car is powered by an Allison 250 engine which has an inlet area of 12 sq. in.—quite a bit smaller than the General Electric unit used in the Shelbys or the Pratt & Whitney engine in the STP-Lotus cars. The engine drives all four wheels but Bryant is one of those who believes that fully independent suspension is not essential on the smooth Indianapolis oval. The Adams car has a de Dion rear suspension and a solid front axle suspended on coil springs. The car will be driven by Bob Hurt, who raced sports cars for many years but has concentrated on the U.S.A.C. circuit for the past two years.

But while the turbine-powered cars may steal the limelight, it still isn't time to start writing obituaries for the reciprocating engines. Indeed, there will be a greater variety this year than there has been for a number of seasons. The redoubtable old Offenhauser, which was dethroned by Ford's four-overhead-camshaft engine in 1965, has been making a comeback in the past 12 months in the form of a 2.8-litre version fitted with an exhaust-driven turbocharger. This engine is giving a reliable 625 h.p. and seems particularly suited to oval tracks, where there is less variation between minimum and maximum speed and the turbocharger is in almost continuous use. Of the three U.S.A.C. championship races that have been run at this writing, both those on oval tracks were won by cars with turbo-Offy engines while the one that was run on a road course went to a Ford-powered car. Ford, however, is not putting all its eggs in one basket. It, too, has developed a 2.8-litre turbocharged version of its 4.2-litre engine and while there were many initial teething troubles these are now reported to have been conquered. Present owners of 4.2-litre Fords can change them over to the turbocharged version with a conversion kit. Ford will also be represented in the third engine category permitted by U.S.A.C., which allows engines of 5-litre capacity if they are based on regular American production cylinder blocks. Dan Gurney is going this route and is using a 5-litre Ford fitted with his own Gurney-Weslake heads to power his second-generation Eagle. It is similar to the engine he used to win the last U.S.A.C. race of the 1967 season at the Riverside road course in California. Last but by no means least are the 4.2-litre four-overhead-camshaft Repco engines for Jack Brabham's two entries, and one turbocharged, 6-cylinder Rambler engine.

With four different turbine-powered designs, six types of reciprocating engine, an even greater variety of chassis and the largest contingent of road racing drivers ever entered, this year's Indianapolis 500 appears certain to be one of the most interesting for a long time.

D. G.

CASTROL 1967 ACHIEVEMENTS BOOK

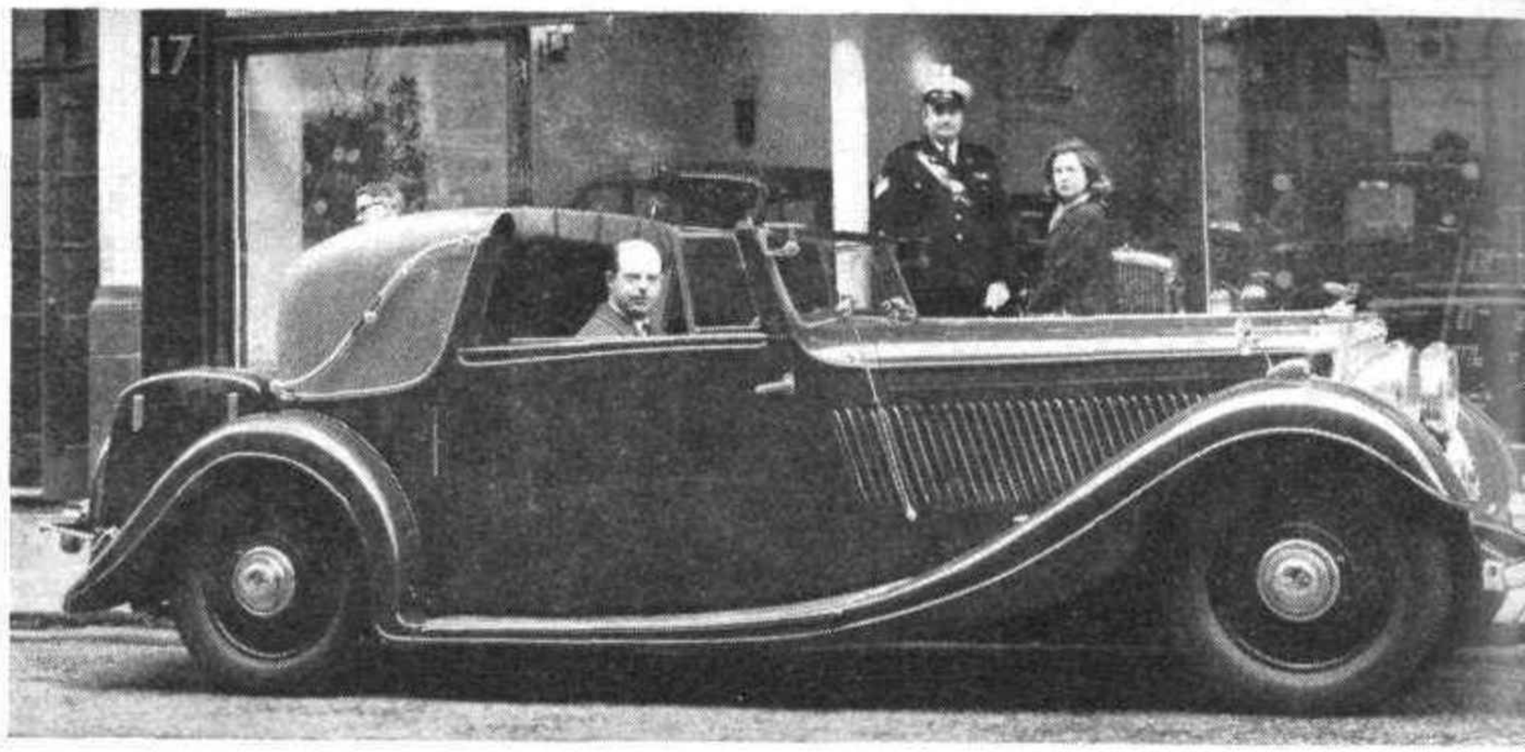
ONCE again Castrol Limited have published their booklet noting some of their more notable achievements in the lubrication field during the past year, but this time a new look is apparent, for the pages have almost doubled in size to measure 11 in. × 8½ in. and almost half of the 200 photographs and drawings included are in full colour. Captioning has also been given more space to give much more emphasis to the story behind the pictures.

"Achievements, 1967" runs to 36 pages, and covers the whole past season of mechanised sport in which Castrol-lubricated or fuelled (A.A.R. running on Burmah petrol) cars, boats, motorcycles and aircraft had success. Illustrated articles are by Denis Jenkinson, Cyril Quantrill, John Davenport, Eric Jackson, Paddy Hopkirk and others.

A copy of the booklet will be sent free to anyone who applies, mentioning MOTOR SPORT, to Castrol Ltd., "Achievements, 1967," High Road, Cowley Peachey, Nr. Uxbridge, Middlesex.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



A MAKER WHO CARES.—It is always nice when a manufacturer retains an interest in products of long ago. H. R. Owen has recently re-acquired this 1936 *3½-litre Bentley with one of their sedanca coupé bodies—see paragraph on the following page.* [Photo by H. R. Owen Ltd.]

V.S.C.C. SILVERSTONE RACES (April 20th)

BOTH Sir Ralph Millais' 1934 *monoposto* Alfa Romeo and Cameron Millar's 1938 CTF Maserati, recently imported from South Australia and America, respectively, were entered. The former looked very beautiful, and had on its chromiumed rims the imported Dunlop tyres; it was being carefully acclimatised to English racing, new brakes being bedded in and the fuel feed attended to. The Maserati, which two weeklies insist on calling a "CAF" Maserati, didn't appear, an X-ray having shown up two cracked star-wheels in the differential. Millar drove his 250F, which was suffering from fuel starvation, perhaps because methanol had been left in its tank during the winter. An amusing newcomer was Giles' A.B.C./G.N. It consists of a 1,400-c.c. flat-twin A.B.C. Super Sports engine with the enclosed push-rods, which was discovered driving a saw-bench, in a 1921 G.N. chassis saved in very rough condition, it having been used as a muck-carrier in Slough. The wheels were rebuilt to take 3.25×19 Avon Mk. 11 tyres, a single-seater body made up, with bolster tank buried in the tail and a cut-down Austin 7 radiator shell, and the engine given two S.U.s on a common inlet pipe. It has the A.B.C. fan, more lethal to straying fingers than even a Vauxhall 2000 camshaft belt, a flat belt from the fan-shaft driving a tachometer. This delectable racing cyclecar weighs 6 cwt. To keep it company Thirlby had the 1921/6 Parker G.N.—J.A.P., now with neat single-seater body and f.w.b. It was, alas, suffering lack of fuel pressure, while Skinner's Phoenix-G.N. didn't even get as far as the scrutineering bay before bending its newly welded-up back axle.

Bradley, having got the engine of his straight-8 G.P. Delage sorted out, couldn't get the clutch to engage and found a constant-mesh pinion broken A. G. Murray spent a lot of time tuning his E.R.A., but, in spite of an entry of 183, all the practice incidents were taking place in the Paddock and not on the track.

The racing took place before well-filled stands, in hot sunshine. Peters' S.S. 100 came through to win the first 5-lap handicap, catching Glydon's Ulster Aston Martin on the last lap, with Woolstenholmes' 4.3 Alvis third. Poor handicapping marked the next 5-lapper, the A.B.C./G.N. on scratch and Wragg's neat single-seater Austin 7 building up an enormous lead in three laps, to win by more than half-a-minute. For two laps Sheffield's "limit" M.G. D-type, with single carb. and an M-camshaft, was second, but two ladies finally followed Wragg home—Mrs. Pilkington (Alfa Romeo) and Mrs. Scott-Moncrieff (Frazer Nash). Barker's 1908 Napier was fourth.

The 10-lap Itala Trophy Race was a magnificent dual between Corner's alloy-wheeled Type 35B Bugatti and Kain's wire-wheeled car of this type. Kain shed his gearbox plug, putting oil on the course, and wore out his back brakes, to no avail, as Corner won by 0.6 sec., although Kain made fastest lap, at 78.23 m.p.h. Footitt's A.C./G.N. was third, its owner remarking whimsically that his 1968 tuning consists of using racing plugs! Bradley, after all-night work, had the Delage running but it fell back from third place after seven laps. The others to do the full distance were Moffatt (Bugatti), still on b.e. tyres, and Williamson in the 10½-litre Delage. Joseland's s.v. Anzani Frazer Nash Terror III, with No. 8 Cozette blower, won on handicap. Clarke's Austin, passing inside Gilbert's Bugatti at Woodcote, spun and was involved in a mild shunt. The 15-lap All-Comers Scratch Race was ably won by Boorer's 1959 Lotus. He led all the way, chased first by Crabbe, whose Maserati 250F broke a fuel pipe after four laps, then by Wilks, whose Lotus made best lap, at 86.4 m.p.h., and held second place on laps 2 and 3, after which the o/s drive shaft joint broke. The race then became a procession, Corner's Maserati 250F unable to close on Boorer, these two eventually lapping Pilkington's 1953 Cooper-Bristol and Le Sage's 1958 Lotus, which raced in close for the last eight laps. Of the pre-war cars, Brown's E.R.A. got up to fourth place in six laps but retired a few laps later; it was Kergon's E.R.A. which won the pre-war award, at 76.01 m.p.h. Rather a dull race, in fact, Brewer's Aston Martin and the Maseratis of Millar and Bergel non-starting, Wicks in Millais' Alfa Romeo taking it easily because of low oil-pressure, and Lindsay doing only a couple of "demonstration" laps in his beautiful Dubonnet-i.f.s. *monoposto* Alfa Romeo, which seemed to have low fuel pressure. Cottam's Connaught was said to have been supplied with white spirit instead of racing fuel and it wasn't seen after the first lap.

After Peters had scored his second win, from Rogers' A.C., in another 5-lap handicap, Footitt took the Melville Trophy and Boyce's Frazer Nash the Geoghegan Trophy in a 10-lap Class Handicap for vintage sports cars, Sutton's Ulster Austin running out of fuel when comfortably ahead at half-distance. The remarkable A.C./G.N. clattered round to fastest lap, at 72.54 m.p.h. The only incident concerned Dudley's LM6 Aston Martin, which slid into the inside of Woodcote corner, but continued. Three more 5-lap handicaps concluded a splendid day's racing. In the first Glydon's Aston Martin won by one second from Cobb's Frazer Nash. Sismey's "limit" Alvis SB Speed 20 tourer led the next race for three laps but Abson's Lagonda Rapier came through to take the chequered-flag, followed by Hutchings' 1947 A.F.M. and Marsh's commendably-original E.R.A. Finally, Robart's 4½-litre Lagonda won, followed home by Glover's 1927 beetle-back 12/50 Alvis, which has twin ram-pipe S.U.s and was on the ragged edge round Woodcote, in holding off Edwards' Ulster Aston Martin. It was vintage racing at its best.—W. B.

Results :

G.P. Itala Trophy Race :
1st : E. N. Corner (1930 2,271-c.c. s/c. Bugatti) .. .. .. 76.79 m.p.h.
2nd : B. B. D. Kain (1926 2.262-c.c. s/c. Bugatti).
3rd : G. R. Footitt (1925 1,991-c.c. A.C./G.N.).

All-Comers' Scratch Race :
1st : D. Boorer (1959 1,960-c.c. Lotus) .. .. .. 84.11 m.p.h.
2nd : E. N. Corner (1953 2,500-c.c. Maserati).
3rd : R. A. Pilkington (1953 1,971-c.c. Cooper-Bristol).

10-lap Class Handicap :
1st : G. R. Footitt (1925 1,991-c.c. A.C./G.N.) .. .. .. 71.33 m.p.h.
2nd : T. D. Boyce (1928 1,496-c.c. Frazer Nash).
3rd : R. M. Stewart (1923 2,996-c.c. Bentley).

First 5-lap Handicap : A. G. Peters (1938 S.S. 100) .. .. 68.07 m.p.h.
Second 5-lap Handicap : A. Wragg (1928 Austin 7) .. .. 60.68 m.p.h.
Third 5-lap Handicap : A. G. Peters (1938 S.S. 100) .. .. 68.62 m.p.h.
Fourth 5-lap Handicap : R. Glydon (1932 Ulster Aston Martin) .. 63.75 m.p.h.
Fifth 5-lap Handicap : J. D. Abson (1935 Lagonda Rapier) .. 72.98 m.p.h.
Sixth 5-lap Handicap : R. A. Robarts (1934 4½-litre Lagonda) .. 64.66 m.p.h.
Fastest lap of the day : W. E. Wilks (1959 Lotus) .. .. 86.40 m.p.h.

Leaders to date in MOTOR SPORT Brooklands Memorial Trophy Contest : Peters (S.S. 100), 36 points; Glydon (Ulster Aston Martin), 31 points; Footitt (A.C./G.N.), 26 points; Wragg (Austin 7), Corner (Bugatti), Abson (Lagonda) and Robarts (Lagonda), 18 points each. *Next round :* Oulton Park, June 22nd.

Vibrations

Before the racing there was the traditional one-hour High Speed Trial with two pit-stops (plug and wheel change). Carmichael's smoky Type 55 Bugatti and Mrs. Cairnes' 12/70 Alvis were the only non-qualifiers but two Rileys retired.

* * *

Those racing included Manson's "squashed" 12/4 Riley Falcon, a V12 Lagonda, Hughes' elegant white Railton two-seater and the Laystall Cromard Special with dirt-track Lea-Francis engine.

* * *

Peters' lead in the MOTOR SPORT B.M.T. contest recalls T. H. Wisdom lapping the outer-circuit at 118 m.p.h. in 1938. But in those days the V.S.C.C. scorned these cars, dubbing them "Soda Squirts."

* * *

On the road from Stowe to Buckingham we passed a *circa* 1927 Hillman 14 chassis, driven by a girl. Three days previously a very rough 1928/9 Hillman 14 tourer was seen being towed through Chertsey behind a breakdown crane; what, one wonders, was its ultimate fate?

For all those who thought their sports car days were over.

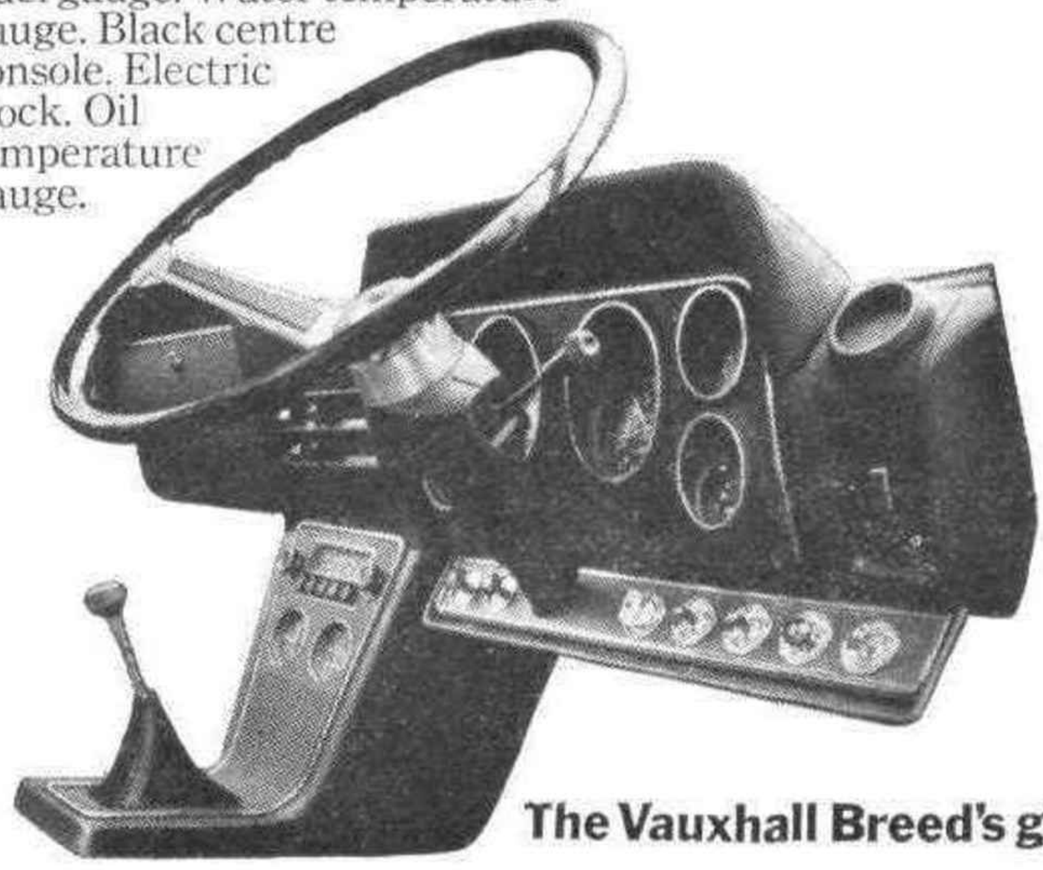


Viva G.T. £1063 inc. pt. Now you can sit in twin bucket seats. Scan a land of gauges. Shift gear. And go bendswinging. All with a good solid roof over your head. The name of the game is Grand Touring. In the G.T. car that's a real 2+2. Not a 2+1 with the 1 lying down. The name is Viva Gran Turismo. And this is how it's done. Viva G.T. Tech Spec:

Two litre, ohc engine
Belt-driven, single overhead camshaft. Cross flow head. Individual ports. Fully machined combustion chambers. Patent easy-adjust tappets. Free-flow manifolds. Twin C.D. variable choke side-draught carbs. 8·5:1 compression ratio. Cylinders inclined at 45°. Five bearing crank. 112 bhp at 5,400 rpm. Torque-127 lb ft at 3,400 rpm. Mechanically operated 8″ diaphragm clutch. All-synchro 4 on the floor. 3″ prop shaft. 3·9:1 hypoid back axle.

Gran Turismo handling
Beefy all round, all-coil suspension. Special rate coil springs. Matching shock absorbers. Front anti-roll bar. Rubber bushed linkages. 4 link rear suspension. Rack and pinion steering. 3·4 turns lock to lock. 4½J × 13 wheels. 155 × 13 radial tyres. Power assisted 10″ front disc brakes and 9″ + 1¾ rear drums.

Matt black bonnet
Twin bonnet air scoops. Black grille. Black rear panel. Dual sportstripes. Four chrome exhausts. All-black luxury interior. Leather covered alloy spoked steering wheel. Black instrument panel. 120 mph speedo. Rev counter. Oil pressure gauge. Ammeter. Fuel gauge. Water temperature gauge. Black centre console. Electric clock. Oil temperature gauge.



The Vauxhall Breed's got style.

V.M.C.C. NEWS

The Vintage Motor Cycle Club, which recognises motorcycles and three-wheelers made up to 1943, has a membership of over 2,000. Its annual Banbury Run and similar fixtures are extremely popular and its printed monthly magazine is published with notable regularity. The 21st Banbury Run will be held this year, on June 23rd. The Club also encourages grass-track racing, sprint events, trials, etc., for pre-1943 machines, and it is composed of some 32 geographical sections or regions. The Club's President is W. D. Bell. Sec.: E. E. Thompson, 28, Glover Road, Pinner, Middlesex.

DEFINITIONS

The definition of a veteran and of a vintage car is now well known, so we were intrigued to discover that a popular advertising weekly in which used cars are extensively featured recently listed 12 cars under the heading " Veteran " three of which were in fact *vintage* cars, the others all post-vintage, and that under the heading " Vintage " out of 74 cars advertised, only 12 were dated as genuine vintage vehicles. Those that were post-1931 included a 1955 VW but one advertisement admittedly dealt with an 1839 Austin Ruby! Under the " Veterans " there was a 1934 Standard which the advertiser said was a " registered veteran." . . .!

On this subject of definitions, we note that the Pre-50 American Auto Club has decided that the accepted divisions are not really suitable to the kind of cars its members preserve. At its main rally at Shottesbrooke on August 31st/September 1st it will use seven car classes : Antique (up to 1920), Prohibition (1921-1934), Roosevelt (1935-1942), Truman (1943-1950), Show class (1951-1968), Commercials (all years to 1950) and Military (all years to 1950). While this may not meet with approval in all quarters, the Pre-50 Club is generally on the right lines, judging by the well-balanced editorials in its magazine *Multicylinder*, that for April expressing regret that American cars are tending to get into the wrong hands since the Bonnie and Clyde film.

V.S.C.C. HAMBLETON RALLY (April 6th)

Results :

Northern Week-end Cup : D. MacMillan (1928 Rolls-Royce).
First Class Awards : J. W. Rowley (1913 Talbot), J. Burnell (1929 Alvis), J. A. McEwen (1937 Riley) and I. Selvey-Willars (1932 Alvis).
Second Class Awards : Dr. D. P. Harris (1934 Frazer-Nash), P. W. Abbott (1934 Rolls-Royce), Mrs. North (1933 Lagonda), A. Lomas (1927 Austin), R. G. Winder (1924 Humber) and R. L. Heath (1929 Alvis).
Third Class Awards : R. England (1931 Alvis), L. J. Wickham (1929 Alvis) and R. Paterson (1935 Lagonda).

V.E.V. Miscellany.—The vintage Citroën referred to last month as advertised by a garage for £15 turned out to be a saloon with a big trunk on the back and the " Floating Power " engine mounting, which could not have been registered before 1933. We described the biplane which the Hon. Patrick Lindsay flew in gusty weather to the V.S.C.C. Pomeroy Trophy Meeting at Silverstone as a D.H.; in fact, it was a Stampe. We regret to learn that Don Dear, Proprietor of " The Phoenix " at Hartley Wintney, where the V.S.C.C. has its first-Thursday meetings, died at the end of March. The S.T.D. Register has decided to admit Lago Talbots to the membership.

We are glad to note that the 12/50 Alvis Register has taken to task the writer of a piece called " Vintage Blue Chips " which appeared in *The Sunday Times* last February, and dealt with the rising prices of certain of the older cars. In their March Circular the Alvis Register dismisses this as the essence of codswallop, remarking : " This sort of nonsense, comprised part fact, part fancy, is largely responsible, in our opinion, for the ridiculously inflated values people attach to their cars. Anyone who pays £400 for an upholstery job or £1,000 for an engine rebuild (the figures quoted in *The Sunday Times*) wants his head examined, however lousy rich he may happen to be. And classifying Alvis and Lagonda above Bugatti in terms of investment (as *The Sunday Times* did) may be flattering to those of us who are staunch Alvis or Lagonda enthusiasts, as well as giving us, perhaps, a new standing with our Bank Managers, but it can only be true if our cars continue to be sought after and maintained as status symbols or investments, rather than cherished and maintained and USED as the delightful pieces of functional machinery they are."

A 1939 28-h.p. Austin 8-seater which was for years a well-known taxi in Birmingham is looking for an appreciative home, having been laid up two years ago. It is apparently one of the rare 4-litre cars which was killed off by the war, being in production for only a couple of years; it apparently has an aluminium body. H. R. Owen Ltd. have re-acquired the 1936 3½-litre Bentley Owen sedanca coupé which was originally their demonstration model and which won many important *Concours d'Elegance* in England and on the Continent before the war. The car has four owners, has its original log-book, and is to be retained permanently by H. R. Owen Ltd. The body was designed by Capt. Owen and used to be offered on the 40/50 Continental Rolls-Royce at £2,675 and on the 25-h.p. R.-R. chassis at £1,725. It featured a separate trunk on the back containing leather suitcases. An exceedingly rare 1928 12/50 supercharged Bond is being restored in Cheshire the history of which is sought. We are informed that the Lomer Farm, Meopham, Fête on June 29th will include classes for veteran to '30/40s cars, vintage commercial vehicles and motorcycles, etc., with cups for class winners. Details from : J. Carley, " Wrenbury," Hook Green, Meopham, Kent. A Trojan van was seen scuttling through Chobham the other evening, and a large, unusual Armstrong Siddeley two-seater, possibly a Siddeley Special, was encountered approaching Beaulieu village on the afternoon of April 6th.

It is nice that the classic M.C.C. trials are still run, like the Land's End at Easter, which originated in 1908, and the Exeter, which was first held in 1910. This year marked the 60th anniversary of the Land's End and a vintage class was included, taking in some of the traditional hills. It was poorly supported, for apart from eight motorcycles, including a 1919 Triumph, the entries consisted of two 18/80 M.G.s, an Austin 12/4, a Jowett, a Trojan, a 30/98 Vauxhall and two Alvis cars. But in the trial proper another Trojan, a 1931 Riley 9, a Type 65 Austin 7, three H.R.G.s and two M.G. J2s were entered.

There are classes for pre-1931 motorcycles, veteran, Edwardian, vintage and pre-1939 cars, pre-1939 commercial vehicles and steam vehicles in the Fleet Carnival *Concours d'Elegance* on June 16th. Entries, at 7s. 6d. per class (but free, with 1 cwt. of coal provided, for steamers), close on June 1st; forms from D. Vincent, 18, Kings Road, Fleet, Hampshire.

David Tennant, who died in Spain last month, used to drive an Austro-Daimler in Scottish speed trials and later owned Leyland Eights, including the two-seater restored by Leyland Motors, which was to be seen in the Montagu Motor Museum.

A wooden ignition box, apparently from a veteran De Dion, has come to light in Sheffield. In Derbyshire, a reader is restoring a 1928 Chevrolet farm truck to private car trim; data is wanted. Some early lorry chassis are reported by a reader in Kent to be rotting away in a field. Horsfall & Bickhams of Walkden would like to find a 1901-1913 Horbick, as their company used to build these cars. In Ireland, the daughter of the original owner maintains in original condition a 1925-6 7.5 h.p. Citroën cloverleaf, there are a *circa* 1920 Morgan three-wheeler and a near-vintage Singer saloon in a Belfast garage and nearby a 1933 B.S.A. saloon is in everyday use by its original owner.

Historic Racing Cars event, Brands Hatch (April 15th)

10 laps—26.5 miles

1st : C. Lucas (Maserati 250F)—19 min. 14.6 sec., 82.63 m.p.h.; **2nd**: W. Wilks (Lotus-Climax); **3rd** : N. Corner (Maserati 250F).
Fastest lap: Lucas and Wilks, 1 min. 52.8 sec., 84.57 m.p.h. (*new record*)

VINTAGE POSTBAG

The Rover 14/45

Sir,

Thank you for publishing yet another of my laboured efforts in MOTOR SPORT.

Having driven various types of Rover cars, I am especially interested in all MOTOR SPORT references to the make. The article on Owen John recalled my earliest days of motoring and his ownership of a 16/50-h.p. Rover brought back memories of the middle 'twenties. We had a 1926 14/45-h.p. Rover (identical with the 16/50 apart from a difference of 5 mm. in the bore). This car, although painfully slow by modern standards, was wonderfully smooth for a 4-cylinder. Its defects lay in the overhead camshaft drive and in the lubrication system. In regard to the camshaft drive it was virtually impossible to get an adjustment of the vertical shaft that would combine a silent tick-over with no danger of jamming the gear at normal road speeds. In short one had to put up with a distinctly audible idling knock which rather spoiled the effect of showing to friends an engine quite remarkable for an impressive exterior. Engine lubrication was something

Continued foot of next page

Sebring 12-hours—
Hardly a classic

MOST motor races usually have some highlight which, when looking back, bring the event into perspective. The 1968 Sebring 12-hour race lacked anything at all outstanding. This didn't mean that it was a dull race, for there were some moments which held the interest, but these were predictably short.

The Porsche Team, who were obvious favourites for an outright win, had four new cars to the same specification as those used at Daytona, except for shorter tails and the driver cooling systems now fitted. The "driver cooling" relies on a large ice block let into a receptacle beside the left headlamps, and an electric pump that forces the water into a suit of underclothes threaded with fine plastic capillary tubes which carry the coolant to all parts of the body. On the hot practice days the drivers were very enthusiastic about this latest luxury. The Porsches were driven by Siffert/Herrmann, who were fastest in practice only 0.8 sec. slower than Spence's record lap last year in the Chaparral 2F, Elford/Neerpasch, Mitter/Stommelen and Scarfiotti/Buzzetta.

There were three different makes of car capable of competing with the Porsche team. Unfortunately they lacked the reputation for reliability. The four Lola-Chevrolet Mk. 3s had been entered by private individuals, and this was their first race since being homologated into Group 4. In practice the Patrick/Jordan car was going quickly and was very stable. Bonnier/Axelsson were having teething troubles which kept their times down. The third car was driven by d'Udy/Dibley and after minor troubles put in ninth fastest time. Last of the Lolas, and very late to practice, was the car to be driven by Guldstrand and Lesley and due to lack of practice was down in about the middle of the field.

The GT40s were the second line of main opposition to the Porsches. The two J. W. Engineering cars driven by Ickx/Redman and Hawkins/Hobbs were fast and were not being dogged by any serious problems. Ickx was reported to have put in some very fast unofficial times early in the week, but at qualification the Ford was a second slower than the Porsche to take second place in the line-up. A third GT40 was entered by E. Nelson for himself and Piper. Although completely rebuilt there were minor problems which kept times down and eleventh fastest was the best it could do.

Third team of the possible opposition were the two Howmet TX Turbine cars. Of these two, only one materialised, as the other car was in some exhibition elsewhere in the States. This attitude to racing unfortunately will keep this car from getting on its feet. However, Thompson put in some very good times with third fastest overall, 0.2 sec. behind Ickx's GT40.

The rest of the field were a mixture of Trans-Am cars and a few semi-serious entrants after class places. One car to appear again was the V8 3-litre Alpine which made its debut at Montlhéry last year. There has been no development on this car and it was unable to get within 10 seconds of the faster cars.

The race was run in cool overcast conditions which benefited the turbine and made the Porsche driver cooling system unnecessary. Siffert made a perfect start. Across the road into the driving seat, fasten seat belt (this was scrutinised by an official stood by each car), engine starts, and away with 50 yards lead from pole position in 100 yards. The Porsche domination was not quite complete. The lead went to the Patrick/Jordan Lola early in the race until they were put out of the running with a broken front suspension. The lead also went for a time to the Hawkins/Hobbs Ford and the Porsche team let themselves down when two cars went out due to over-revving.

The two J. W. Engineering GT40s held station just behind the leaders in the early stages. But before the Ickx/Redman car got going really well Redman spun off and damaged the clutch, which put the car out. Hawkins, while in the lead, had the misfortune to hit a Porsche 911, which was avoiding a Javelin driven by a woman. The resulting damage to the lights dropped the car from the lead, and more time was wasted later switching the whole nose unit for that from the retired car. But before lighting-up time, everything was set and Hawkins was at that stage of the race not far behind. Then, while braking for one of the fastest curves on the course, something broke and the car shot over the grass towards a marshals' post, missing them by inches. Hawkins finally got the car back under control and drove slowly to the pits where an upper front wishbone was found to be broken.

The Howmet challenge was not very serious, for when the auxiliary fuel tank failed it meant a pit stop every 13 laps for fuel, which kept the Turbine well back. Finally, after one or two excursions over the grass the engine mountings gave up and when two finally broke the car was retired. As the retirements came thick and fast, international interest waned when two Chevrolet Camaros, beautifully prepared and their team well organised by Roger Penske, were third and fourth on the overall leaders board.

Just before the end it looked as if the Camaros might move up another place when Elford came to the pits with front wheel bearing trouble. However, the Porsche mechanics removed the complete upright from this car and replaced it by one cannibalised from the two retired cars. So it was a Porsche victory, if a rather hollow one, which the small crowd witnessed on this desolate airfield circuit in the middle of Florida.

M. J. T.

Top Twelve Qualifiers

1st :	H. Herrmann/J. Siffert (Porsche 907)	2 min. 49.4 sec. (178.17 k.p.h.)
2nd:	J. Ickx/B. Redman (Ford GT40)	2 min. 50.4 sec.
3rd :	D. Thompson/E. Lowther (Howment TX)	2 min. 50.6 sec.
4th :	S. Patrick/D. Jordan (Lola-Chevrolet Mk. III)	2 min. 50.8 sec.
5th :	G. Mitter/R. Stommelen (Porsche 907)	2 min. 50.8 sec.
6th :	V. Elford/J. Neerpasch (Porsche 907)	2 min. 51.4 sec.
7th :	P. Hawkins/D. Hobbs (Ford GT40)	2 min. 51.6 sec.
8th :	L. Scarfiotti/J. Buzzetta (Porsche 907)	2 min. 51.8 sec.
9th :	M. d'Udy/H. Dibley (Lola-Chevrolet Mk. III)	2 min. 52.8 sec.
10th :	J. Bonnier/S. Axelsson (Lola-Chevrolet Mk. III). . ..	2 min. 54.4 sec.
11th :	E. Nelson/D. Piper (Ford GT40)	2 min. 59.0 sec.
12th :	M. Bianchi/H. Grandsire (Renault Alpine 3000)	3 min. 00.4 sec.

Results:

SEBRING 12-HOUR RACE—8.37 km. lap—Cool and sunny

1st :	H. Herrman/J. Siffert (Porsche 907)	237 laps, 1,979.7 km. (165.044 k.p.h.)
2nd:	V. Elford/J. Neerpasch (Porsche 907)	226 laps.
3rd :	M. Donohue/C. Fisher (Chevrolet Camaro)	221 laps.
4th :	J. Welch/B. Johnson (Chevrolet Camaro)	217 laps.
5th :	J. Titus/R. Bucknum (Ford Mustang)	217 laps.
6th :	D. Morgan/D. Dooley (Cherovlet Corvette)	208 laps.
7th :	A. Johnson/R. Kirby (Porsche 911S)	208 laps.
8th :	G. Loomis/P. Harrison (Porsche 911S)	204 laps.
9th :	J. Duval/H. Kroll (Porsche 911S)	203 laps.
10th :	A. Hedges/P. Hopkirk (M.G.C.)	195 laps.

Fastest Lap: S. Patrick/D. Jordan (Lola Chevrolet Mk. III) on lap 9 in 2 min. 49.8 sec. (178.338 k.p.h.)

Continued from Facing Page.

of a problem, the makers insisting on a 40 p.s.i. pressure even at idling speeds. Although easily obtainable in a stone cold engine, it rapidly fell to little more than 5 p.s.i. when the engine reached the normal working temperature. In many ways the 14/45 was a delightful machine, but the above-mentioned failings gave one the rather unpleasant feeling that all would not be well if the car were to be driven hard for many miles. The 14/45 and 16/50 eventually gave way to the push-rod o.h.v. 15.7-h.p. 2-litre 6-cylinder car, which, although a very pleasing motor car at its best, did not have the robust construction of its predecessors.

I am a devotee of the really excellent overhead inlet/side exhaust valve engines employed by Rolls-Royce until the introduction of the V8 and by the Rover Company up to the demise of the 3-litre car. It would be difficult to secure a more satisfactory combination of performance, smoothness and reliability, the engines having all the proved features of overhead induction with the silent operation of side valves.

I cannot agree too strongly with your condemnation of the new A.A. badge. A more dull and unimaginative change could scarcely have been introduced. My car (a Rover 3-litre as you may guess) carries the old metal type and I feel I would be tempted to resign from the Automobile Association rather than accept so miserably inadequate an indication of membership as that now in vogue.

Neath. N. PADDISON.

* * *

Vintage and Post-War O.H.C. Wolseleys

Sir,

I imagine that the Wolseley enthusiasts have hurried to point out the error in your interesting article on Racing Wolseleys. When you state that all later Wolseley s.o.c. engines had the valves operated through rockers, you should have qualified this by saying "up to 1939." The post-war 4/50 and 6/80 engines have vertical valves in line, with the camshaft operating directly on to the tappet which is screwed into the top of the valve stem. The underside of the tappet is serrated and these lock into serrations on the top of a sleeve that fits over the valve spring. Thus the valve spring keeps the clearance locked, once it is set. The only snag was cost, as the valve, tappet and sleeve were a matched assembly and were about 50s. each, I believe. This made a simple valve replacement a costly job.

With s.o.c. very much in fashion B.L.M.H. are perhaps sorry they ever dropped this range of excellent engines.

Dorchester. J. G. IRELAND.

SR.N1 HOVERCRAFT AT BEAULIEU

THE Montagu Motor Museum took on the role of a transport museum when the "Bournemouth Belle" went to live in Lord Montagu's garden. This role was extended when, on April 6th, the SR.N1, the World's first hovercraft, was placed on public exhibition there. The occasion was historic, for, as Sir David Follett, Director of the Science Museum, emphasised, the hovercraft, brainchild of Dr. Cockerell, who was present, and later said some words in praise of his team, is as much a revolutionary form of transport as Stevenson's "Rocket" locomotive, which can be seen in the Science Museum, or the Wright brothers' first aeroplane.

To celebrate the placing on show, at Beaulieu, of the SR.N1, a lunch was held in the Domus at Beaulieu, at which Admiral of the Fleet, The Earl Mountbatten of Burma, was the Guest of Honour. Lord Mountbatten, in a very amusing speech, also paid tribute to the pioneering of Dr. Cockerell, and reminded us that Britain leads America and the rest of the World in hovercraft technique. He recalled how the Americans had not long ago asked for the return of the original Wright biplane, which the builders had given to our Science Museum, but reminded those American visitors who had attended the first Hovercraft Convention and were present at Lord Montagu's lunch, that, although this historic aeroplane is now back in America, at the Smithsonian Institute, we can claim that it is on British soil. Later Lord Mountbatten unveiled a plaque about the SR.N1, remarking that he assumed he was asked to do this because they thought that, as he is a sailor, he would understand how to operate the ropes! At this unveiling ceremony Mr. E. C. Wheeldon, Chairman of Westland Aircraft Ltd., handed the log-book of the SR.N1 and that of its Alvis engine, to Lord Montagu of Beaulieu, for safe keeping in his Museum. And thus a very valuable British heirloom, which is neither motor car, nor ship, nor an aeroplane, has found a resting place in this famous Transport Museum.

SR.N1 was presented to the Science Museum in 1964, but our National Science Museum did not have room for it. So this famous prototype, which was launched on the Beaulieu River in 1959, has ended its active days in a very appropriate setting. Lord Montagu recalled that some objection was made by fishermen and wild-life protection organisations to those early launchings from the Beaulieu saltings but said there had really been no grounds for alarm; had the luncheon party been held a few weeks later he would have proved that the local black-headed gulls had survived these hovercraft experiments, by serving his guests with duck's eggs. . . .

Hovercraft have now safely carried more than 1¼-million passengers and are in use for civil and military operations in many parts of the World. Lord Mountbatten played a big part in fostering them and the new SR.N4, which it is hoped will soon start cross-Channel services, will be named the Mountbatten. And the SR.N1, which started it all, is now properly displayed, with appropriate background material, at Beaulieu.—W. B.

MINIATURES NEWS

Very soon after introducing their 1912 Simplex "Model of Yesteryear" Lesney brought out another of these delectable models. This time it is a yellow-hued 1913 Cadillac two-seater, with hood, detailed as all these historic Lesney miniatures are, with screen frame, coach lamps, headlamps, radiator, wheel spokes, etc. finished in gold. The effect is rather lurid, but for an accurate 48:1-scale replica of a famous American Edwardian, this is good value at the home retail price of 5s. 6d. This Cadillac is No. Y-6 in the "Matchbox" Lesney range and measures 3⅜ in. in length.

Lesney also have a little 2⅝ in. 86:1 G.M.C. tipper truck, with a body which really tips and a tail-board that swings open. This is No. 26 in the "Matchbox" series, and with detailed engine and transmission revealed as the cab is tipped forward, sells for 2s. 3d. in this country.

W. B.

ABOUT AUSTIN SEVENS

"The Austin Seven," by R. J. Wyatt. 192 pp. 9½ in. × 6 in. (*Macdonald & Co. Ltd., Gulf House, 2, Portman Street, London, W.1.* 50s.)

This monograph, just published, about the Austin Seven, is perhaps the most fascinating one-make book to date, after the monumental Hull/Johnson study of the 12/50 Alvis. Written by R. J. Wyatt, who has made a long study of the history of the Austin Motor Company and who runs the Vintage Austin Register, the book covers almost every aspect of the famous Seven, in such detail that it cannot fail to fascinate and please even knowledgeable members of the 750 M.C., Austin Seven Register, Pre-War Austin 7 Club and similar organisations.

It should also appeal to motoring historians in general and cannot fail to enhance the enjoyment of those of us who run, or were weaned on Austin 7s. The opening chapters deal with many fresh aspects of the birth and early development of Sir Herbert Austin's baby, faults as well as technical brilliance being revealed. The racing history of the Austin 7 is dealt with in considerable detail, from 1923 through to the building of the ultimate in side-valve 750s and the racing of the fabulous twin-cam cars. Wyatt has blended very successfully history, technical facts and competition activities. The result is an essential book for lovers of the baby Austin, those who are restoring these cars, and students of light-car history. For the former, there are new facts, reproductions of old advertisements, etc., and lists of progressive technical mods. For the rebuilders there are whole pages of pictures by which the subtle differences between models a few years apart can be compared, plans showing how different bodies can be removed from the chassis, and even diagrams of front and back mudguards and running-board shapes for the years 1923-32. Historians will revel in this book, for not only are all the Longbridge Austin 7s illustrated, down to the Big Seven and the subsequent Austin 8, but most of the many special bodies fitted to the Austin 7, which can prove so confusing, are illustrated, for the first time in one publication, and there is a table of broken-down 1922-39 production figures.

The text is interspersed with splendid line-drawings by Peter Huntley of mechanical items, interior views for different years, the American Austin 7 badge, etc. Rivals to the Seven from Longbridge appear in the story and those Austin 7s made under licence in other lands are not neglected. The photographs number 72, of which many are of sports and racing Austin 7s. Dedicated to the late Lord Austin, "The Austin Seven" makes excellent summer reading and should whet the appetite for the big Beaulieu Austin 7 Rally on July 7th. And now we await avidly the publication of Anthony Blight's 500,000-word opus, and valuable racing history, "Georges Roesch and the Invincible Talbots."—W. B.

THE THINGS THEY SAY . . .

"'Just give us an automatic transmission—Porsche thought—and we'll have an everyman's car, every man who can afford over $6,300 that is.' Well it doesn't work. Not only is Sportomatic a funny name, but the transmission is a funny transmission—though there is little humour in the added $280 tacked on because they've taken away the clutch. The whole thing puts you in mind of Detroit's bizarre efforts at clutchless shifting that died a merciful death in the middle 'fifties. The great unlamented Gyromatic, for instance. If the Gyromatic didn't put Chrysler Corporation out of business, it hurt—and hurt badly; and we're sad to see Porsche repeat the experiment. Porsche begins by calling its Sportomatic an automatic transmission, and you'd think, if you didn't know any better, that the transmission would change gears by itself. No chance. And in this day of computers and automation, being required to *shift* an automatic is a hard fault to overlook."—*Car & Driver* reporting on the Porsche Sportomatic transmission.

NEW CASTROL GTX MOTOR OIL

Castrol, following the sales success of their "liquid tungsten" range of motor oils, have recently gone one step further, and have adopted a new name among their range of oils for the first time in 30 years. This is Castrol GTX, an entirely new multi-grade lubricant of 20W/50 viscosity. This has been formulated to give what is at the moment optimum performance in terms of consumption control and wear protection.

Among the qualities claimed for the oil are easier starting from cold, arrest of cylinder bore corrosion when the engine is idle and less risk of engine damage since oil pressure is maintained at a higher level than hitherto, and sludge is actively dispersed.

Interesting statistics concerning the new oil include viscosity ratings of 18 at 210° F. and 139 at 100° F., but Castrol seem to attach particular importance to its high sludge dispersancy and improved protection against varnish deposits achieved by improved detergency. So don't expect Castrol GTX to stay clean for long, but Castrol do have a reputation for producing high quality lubricants. Price is 3s. 6d. per pint.



Harry Moss says if a 40 ton tank crew know where they are with a Sherrill compass, so should you.

Harry Moss knows that the best of us gets lost once in a while. And even with a good map, if you don't know where you are on it, then it won't be much help.

So Harry Moss has been looking around for a really reliable car compass. And he's found one. In the United States.

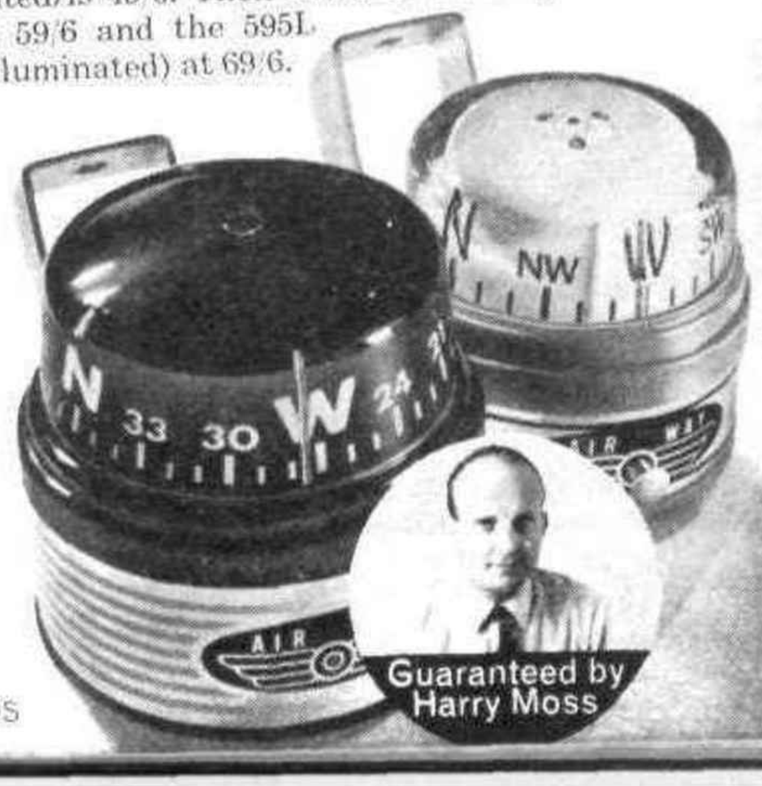
It is made by the Sherrill Corporation and it's called the Airway. Now Sherrill have been supplying the U.S. forces with compasses since the last war, and if you can make a compass that works in a 40 ton tank under battle conditions, then making a really efficient car compass shouldn't present any problems. So if you occasionally need a sense of direction you need an Airway.

All Airway compasses are guaranteed by Harry Moss and possess many advantages. For example, each one has a special expansion chamber to prevent any leaking of compass fluid whether you drive habitually in tropical or arctic conditions.

All models are fully compensatible, and have positive adhesive mounting plates—not suction pads. Those which are illuminated have their own batteries and switches; so there are no wiring problems to worry about.

Look out for Airway compasses at good accessory shops and garages, and if you would like a catalogue of all Harry Moss guaranteed equipment, just drop him a line.

There are four different Airway compasses. The 592 is 39/6 and the 592L (illuminated) is 49/6. Then there is the larger 595 at 59/6 and the 595L (illuminated) at 69/6.



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Motoring Miscellany

THERE always seems to be something to drive, or just cars to "mess about with," like some people "mess about with boats," and before the European racing season got under way I found myself with more than enough to do. While the E-type was having the engine looked at, the Jaguar Press department lent me a 420G Jaguar, with 4.2-litre engine, power steering, automatic transmission, air-conditioning, electrically-operated windows and just about every aid to comfort that the Jaguar engineers could devise. It was felt that I should spend some time in this car to see how the other half live and drive, but after a week I was happy to get the E-type back and continue proper motoring. The 420G is Jaguar's biggest and best, only bettered by the special one that Sir William Lyons uses, which has a glass partition between the front and rear seats. I suppose such a vast monument to luxury is all right if you normally think like that, but as a vehicle to use for my normal purposes it was not an experience I would want to try again in a hurry. With just two seats in the vast front compartment your passenger seemed so far away that you felt you wanted to communicate by passing written notes, and there was a feeling of unfriendliness in the distance apart that you sat. The automatic transmission was just what it should be, for while in control of this great machine I felt completely detached from real motoring, so that a normal clutch and gearbox layout would have seemed incongruous. When I left the Jaguar works in Coventry I put the selector lever into "Drive" and did nothing more until I got to Hampshire, which is my idea of an automatic car. It was all very effortless and relaxed and on the open road, round long fast curves the 420G did not feel at all bad, though it gobbled up petrol at rather an alarming rate. The 4.2-litre Jaguar engine was incredibly quiet, and the level of wind and tyre noise was admirable, but the heater fan seemed unduly noisy by comparison, the whirring noise spoiling the comfortable illusion of silent travel. The electrically-operated windows were amusing, the driver having all four under his control from a switch panel between the front seats, and the back seat passengers having over-riding controls for their windows. At times it was tiresome that you could not lower the windows without having the ignition switched on, such as when picnicking in the back seats in the car park before the Race of Champions. If you wanted to speak to the outside world you had to clamber over the front seats and switch on the ignition before you could lower the rear windows. Presumably anyone who buys a 420G would have a permanently installed chauffeur in the front at the ready to switch on the current! It would probably be him who also suffered when checking the oil and water, for the front-hinged bonnet safety-catch release is on the right and the dipstick and water header tank are on the left. A small design detail, but a tiresome one for whoever has to open the bonnet and check the levels, as it involves unnecessary movement around this very large car.

It was an interesting interlude to use the 420G for a few days but I would not like to contemplate being destined to live and motor like that at all times. When I got back to Jaguars they said "Now, how about a vehicle with central driving seat, four-wheel-drive, mid-engine, 5-speed preselector gearbox, all-round independent suspension, disc brakes and monocoque body/chassis unit?". At which I stepped



LIGHTWEIGHT.—The racing E-type now owned by Guy Griffiths and raced in club events by his daughter was driven by Salvadori in 1963 and is seen in action in those days. It makes a very exciting road car.



WALLOWING.—The Daimler Ferret at play on the Rover proving ground with D. S. J. trying to see where he is going from a slot behind the number plate. Bravely holding on to the top of the turret is one of the Daimler design staff.

forward, only to be told that it weighed 4½ tons! This was a military scout car called a Ferret, designed and built for the War Department by Daimler. A more diabolical device would be hard to imagine. This is a "go-anywhere" vehicle, powered by a 6-cylinder Rolls-Royce military-unified engine, driving a 5-speed Daimler preselector gearbox and then transfer drives and enclosed shafts run to each wheel. The driver sits between the two shafts running to the front wheels, the gearbox being behind his back, and in the central transfer box is a forward and reverse set of gears, so that in theory the vehicle can go the same speed in each direction. Because the specification calls for this advance and retreat ability at speed, the steering has no castor angle, which makes it pretty horrible to drive on normal roads, as you have to consciously steer it all the time. To make matters worse the driver has his legs where the steering gear ought to be, so it is mounted high up and the steering column hangs downwards and you operate the steering wheel more or less from underneath. The body/chassis unit is a welded box made up from numerous great sheets of armour plate, and the wheels are sprung on a double-wishbone layout, with coil-spring/shock-absorber units like a racing car. Visibility from the low driving seat is very limited, but the commander sits up in a turret and can give the driver encouraging cries. The noise of all the gear drives is really something and on full chat, at over 50 m.p.h. everything is singing, including your ears. On rough stuff this cumbersome device rides remarkably smoothly, and will negotiate almost any type of going, including rivers or lakes, there being a waterproof apron that pulls up all round the upper-structure and the whole thing floats, the knobbly tyres driving it along in water, and the front wheels steering it, though I did not try this particular trick. The Rover firm kindly let us take it on their test-ground and it was most amusing to wallow and lumber about in mud and ruts and over undulating country, but it was a continual fight with the steering wheel and it was a terribly tiring thing to drive. As a means of carrying two people on cross-country trips it seemed complicated and unwieldy, but it carried all sorts of fiendish equipment so that the commander and his driver could indulge in a little war of their own before charging away in whatever direction it happened to be pointing. I did not attempt to get up any speed in reverse, or to change up on the preselector gearbox while reversing, but it was such an unpleasant vehicle to drive forwards that I am sure it couldn't have been any more unpleasant going backwards. Presumably I do not have a logical military mind, but the Ferret seemed to me to be an example of design-specification getting out of hand.

Returning to more normal things, from my point of view, I visited Brands Hatch and Goodwood while some testing was going on and at both events I had the chance of a ride in a Group 5 racing saloon Ford. At the former circuit it was with Fitzpatrick in a Broadspeed Ford Escort, and at the latter with Keith Greene in an Alan Mann Cortina with Cosworth FVA Formula Two engine. I cannot work up any enthusiasm for saloon car racing, much to the annoyance of many readers I'm afraid, but there it is. I've watched Group 5 saloons, I've driven them and I've been driven in them by skilled and competent drivers, but the whole thing leaves me quite unmoved. It all



LIVING IN LUXURY: Jaguars biggest and best, the 420G, which is a development of the old Mk. X. It comes complete, with every "mod con", from power-steering to air-conditioning.

seems to be an immense amount of effort and ingenuity for not much of an end-result. After some fast laps with the two drivers concerned I felt that the whole thing was rather unruly and unnecessarily wild-and-woolly without being exciting or satisfying. At about the same time I took part in a race for journalists at Wimbledon Speedway, driving small Stock-Cars and this was equally wild-and-woolly and a lot of fun, these Spedeworth-promoted race meetings being good entertainment, and well organised, but bearing no relation to serious motor racing as we see it on our circuits, but then it is not intended to. On the rolling-start grid for these Speedway events, with as many as forty cars on a quarter-mile oval, the fast boys are put at the back, and that makes for instant-exciting activity. In normal circuit racing, where the fast drivers are on the front of the grid, you get a procession until such time as the leaders lap the tail-enders and then there is some highly exciting "traffic-driving" to watch. In Stock-Car racing you get this skilled "traffic-driving" from the word go, and some of it is very skilled indeed. The interesting thing is the number of people who are involved in serious racing who take an evening off now and then to watch a Stock-Car meeting, and all are agreed on the high entertainment value, and all for a few shillings outlay as a spectator.

I like variety, especially in motoring and competitive events, so on the way to a gathering at Silverstone I looked in on a practice day at the Santa Pod Drag Racing centre, near Newport Pagnell. A brand new quarter-mile has been laid down, with a billiard-table surface, with permanent timing equipment and wiring built into the layout. Enthusiasm for drag-racing is gaining momentum all the time and the variety of special cars to be seen in the paddock is always interesting, and the "new look" Santa Pod track should do much to boost this enthusiasm. The Silverstone visit was to attend a gathering of "Griffiths Formula" cars, those unfortunate sports cars of the 1945-1955 period that the Vintage Sports Car Club do not want in their ranks. Such cars as C-type and D-type Jaguars, Aston Martins, Le Mans Replica Frazer Nashes, early Ferraris and so on, all interesting vehicles but with no useful purpose. The Griffiths Formula people are keeping these cars united and through various Clubs are arranging some races for them as well as social gatherings. The particular meeting I attended was held in the new Clubhouse of the Silverstone Supporters' Club, a very pleasant building sponsored by Firestone, on the outside of Woodcote Corner, and an ideal place for such club gatherings.

This visit was also instrumental in my spending a morning amidst a collection of interesting cars including Alfa Romeo, Bugattis, Jaguars and various other things, all at the home of Guy Griffiths who started the idea of keeping the sports cars of 1945-55 in a group. Among his collection is the lightweight E-type Jaguar that Salvadori used to race and I was able to have a very enjoyable drive in this car and to compare it with my own production E-type. After they had officially given up racing the Jaguar competition department produced a handful of these competition E-types, with alloy cylinder blocks instead of cast-iron, fuel injection instead of carburetters, and racing-type springs and shock-absorbers. Although set up for club racing this lightweight E-type was quite tractable on the road, although up to about 50 m.p.h. the suspension was very hard and everything seemed to crash and bang about, but by the time you got to 80 m.p.h. it was all working very nicely and continued that way. The fuel-injection engine really did pull hard at all speeds, there being more than enough power for road use at anything over 3,500 r.p.m., while at 5,000 r.p.m. it was impressively smooth and really starting to work. This was an exhilarating car to drive on the road and had a delightful way of digging its rear wheels in when you put the power on through a corner, so that it felt very stable. Getting back into the normal E-type afterwards made it feel all floppy and mushy in comparison for a few miles, until I got used to the production version again.

There always seems to be some function taking place at Brands Hatch and one visit was to see the Howmet TX, the turbine-driven car that competed in the B.O.A.C. 500 race. Unfortunately the day chosen for this gathering saw four inches of snow fall on the circuit so the whole affair was washed out, but it did allow the opportunity to go on the skid-road operated by the British School of Motoring at Brands Hatch. Although this skid-road forms part of the B.S.M. High Performance Course, it is also available on its own to anyone who just wants to find out about full-lock slides and spins. For £2 12s. 6d. you can spend an hour on there, using the B.S.M. car and having the expert knowledge of an instructor to help you. Even if you don't intend to indulge in any skids or spins on the public roads it is not a bad idea to put in a bit of practice every now and then, just in case you should suffer "the dreaded side-slip." Whenever there is a fall of snow I endeavour to find an open space and do some full-lock slides and power spins, just to find out how my car feels under such extreme conditions so that if I ever get into such a position inadvertently, I shall not be caught in the unknown. The B.S.M. have little time for the ordinary skid-pan circle, where you merely waltz round and round, and have built their skid ground as an L-shaped road, with a downhill bias so that you can learn about skidding while taking a normal left or right hand corner, and if you are skilled you can control the skid along the subsequent straight. It has a well-watered surface and you can also practise the effects of locked wheels on stopping and steering, or crash-stops on slippery surfaces. For £15 a motor club can hire the skid-road for an afternoon, complete with two cars and instructors and can run suitable events for their members, and this is already quite popular.

On a beautiful sunny day at the same circuit Mercedes-Benz held a select test-day for some of us to drive their latest range of cars, including two 2-seater 280SL coupés. Unfortunately they did not have one of the new super-saloons available, the 300 saloon with the 6.3-litre V8 engine, as at the moment they are only being built in left-hand-drive form, but no doubt the day will come. Driving the comfortable and solid touring saloons on a race-track does not give a true impression of their worth, but it was nice to meet Karl Kling again, now in his 58th year and driving just as forcibly as he was in the mid-'fifties when he was racing for Mercedes-Benz and he took me round for some fast laps in the 280SL. As light relief from the 250, 280 and 300 models there was a Mercedes-Benz "Unimog," which is an all-purpose, go-anywhere cross between a tractor, a pick-up truck, a tank, a bull-dozer or any other type of work-horse. Powered by a Mercedes-Benz diesel engine it has two or four-wheel-drive by selection, lockable differentials, 6-speed gearbox, enormous ground clearance, double-reduction hubs, huge knobbly tyres and can have an attachment of small flanged wheels to permit it to run on railway lines. In its very low first gear it lowers itself down steep inclines in a most remarkable manner, while its long-travel independent suspension allows it to clamber over most obstacles. It was able to demonstrate its abilities over some of the rubble and boulders that are being used to extend the paddock area.

Until such time as the Ministry of Transport take over the design and manufacture of motor vehicles there will aways be a miscellany of vehicles available, each fulfilling some particular role or expressing some whim of a designer and while the opportunities keep arising to drive a variety I shall enjoy doing so, even if some are only for trying once. It will be a sad day when the Ministry of Transport standardises all design down to a basic minimum, as they seem to be threatening.

D. S. J.

FORMULA TWO BARCELONA G.P.

ALTHOUGH Formula Two has been dropped by all but one British race organiser, on the Continent of Europe the Formula opened in 1968 at Barcelona in Spain with a full entry list and many hopefuls being turned away. Even if the British race-going public have been made to think that they do not like the Formula, it still provides the major link between the relatively under-powered Formula Three and full-scale Grand Prix Formula One cars. In fact Formula Two cars in their latest 1,600-c.c. form have proved to be very nearly as fast around many circuits as the 3-litre cars.

The entry at Barcelona consisted of many new cars but very few new models. The two new models both came from Italy, the Ferrari and the Tecno. Obviously it was the Ferrari which attracted all the interest for, having dropped out of prototype racing (however impermanently), the Modena firm had said they were putting everything into their Formula One and Two efforts. Last year the sole Ferrari Formula Two appearance was at Rouen where, in the hands of Jonathan Williams, the car proved to be a big disappointment and did not appear again. The main problem was that the engine, though a V6, could not match the power of the Cosworth FVA. For 1968 the engine has been re-designed with four valves per cylinder and this seems to have produced the desired effect and the engine is certainly on a par with the Cosworth. The chassis is a beautifully built monocoque following Ferrari thinking. At Barcelona there were two cars for Amon and Ickx to drive.

The Tecno has a conventional space-frame, this being a strengthened version of the chassis they have built for Formula Three in which form it is proving very successful. Particularly noticeable is its short wheelbase. In the rear the Tecno has the usual British Cosworth/Hewland engine and transmission package. The one car was driven by the Swiss Regazzoni who has graduated from Formula Three this year.

The rest of the field was made up with Brabhams, McLarens, Lolas, Lotuses and Matras, all these cars being the same or very little different from those raced last year.

The race, the Grand Prix of Barcelona, is in its third year at the Montjuich circuit near the town centre. It utilises a road round a park on the side of a mountain and sweeps down towards the town and then up again in its 2.4-mile length, full of a range of difficult corners with no room for error.

In practice, Jackie Stewart was fastest with the Matra International Matra MS7. The Formula Two division of this Ken Tyrrell-managed Matra team is being run this year in conjunction with John Coombes. Stewart lapped in 1 min. 32.8 sec., considerably quicker than Clark's last year's record of 1 min. 34.9 sec. Clark was second fastest, only 0.1 sec. slower and a similar gap behind came Rindt in a new Winkelmann Brabham. The surprise of practice was the bearded Frenchman Pescarolo who dominated F.3 last year. Moving up a league made little difference, and he was fourth fastest in front of senior Matra Sports team-mate Beltoise. The Ferraris of Ickx and Amon set fifth and seventh fastest times.

Although the practice times augured well for an exciting race, a lap two accident turned it into a procession. At the hairpin after the start Stewart was just leading but behind there was a close battle for second place. In this Ickx braked too late and slammed into the back of Clark's Lotus, also sending Rindt off course, Clark and Ickx retired and Rindt quickly regained lost time to move up into second place ahead of the two French-driven Matras. However he could not catch Stewart and a broken fuel line caused his retirement near the end. Beltoise also retired with an electrical fault leaving second place to Pescarolo who was chased home by Amon in the Ferrari. Courage, underlining his fine form in the Tasman Series, finished fourth.

A. R. M.

Results:

1st :	J. Stewart (Matra International Matra MS7-Cosworth)	1 hr. 34 min. 31.0 sec. (144.38 k.p.h.)
2nd:	H. Pescarolo (Matra Sports Matra MS7-Cosworth)	1 hr. 34 min. 47.5 sec.
3rd :	C. Amon (Ferrari Automobili Ferrari Dino 166) ..	1 hr. 34 min. 52.5 sec.
4th :	P. Courage (Frank Williams Racing Brabham BT23C-Cosworth)	59 laps
5th :	J. Oliver (Herts. & Essex Aero Club Lotus 48-Cosworth) ..	59 laps
6th :	A. Rees (Roy Winkelmann Racing Brabham BT23C-Cosworth)	56 laps
7th :	R. Widdows (Chequered Flag McLaren Racing McLaren M4A-Cosworth)	56 laps
8th :	J. de Bagration (Escuderia Calvo Sontelo Lola T100-Cosworth)	49 laps

Fastest Lap: J. Rindt, (Roy Winkelmann Racing Brabham BT23C-Cosworth) 1 min. 33.3 sec. (146.262 k.p.h.)

FORMULA TWO GERMAN TROPHY, HOCKENHEIM

THE Hockenheim Formula Two race was certainly the most tragic event in British motor racing history and any report of the meeting must be coloured by Jim Clark's death. The National newspapers who gave it so much space hardly found time to mention the winner and called it a minor race. In fact it was the first round of the 1968 European Formula Two Championship for non-graded drivers and attracted a top-class field.

The entry was more or less the same as the previous week's race although Stewart, Ickx and Rindt were otherwise engaged. One new car appeared, this being the first Formula Two Chevron from Derek Bennett Engineering Ltd. The car was basically very similar to their F.3 car which was introduced last autumn and was powered by the usual FVA engine and driven by Gethin.

The circuit is situated close to the Rhine just outside the small town of Hockenheim from which the wine Hock takes its name. The circuit has little to recommend it, being a flat blind for all but four or five corners grouped in a stadium designed to hold 100,000 spectators. Most of the circuit cuts through thick German forests with the towering pines bordering both sides of the road.

Practice was more a matter of getting a tow than anything else, and the two works Matra drivers worked well together and took the first two places with Beltoise being credited with 1 min. 59.3 sec., 0.7 sec. quicker than Brian Hart's record of last season. A surprise third fastest was the German Ahrens who is another to graduate from driving in F.3 the previous year. He is driving a Brabham sponsored by the German division of Caltex petroleum.

The race was split into two parts and the result worked on combined positions which always leads to confusion. Part of the track was wet from morning rain, and several of the drivers who are contracted to Firestone found that their wide tyres were at a disadvantage to the Dunlop runners, who had a much narrower old-fashioned size, but latest compound, tyre. There was great excitement for the German spectators for Ahrens mixed it with the two works Matras for first place until half distance when the engine blew apart. By this time Clark had crashed, actually going off on lap 5 when in eighth position. The Lotus left the road on a slight curve which the drivers were taking flat out despite the conditions and the only reason for his accident that occurs to me is that the engine cut out as it had done occasionally during practice due to a trouble which was never found. The car crashed into the trees and broke up and Clark was killed instantly.

This was unbeknown to either the spectators or to the other drivers at the time, and the race continued for the full 20 laps with Beltoise just beating Pescarolo to the post. Lambert in his Brabham came through the field to take third place ahead of the similar cars of Bell and Courage.

After several German saloon races, an announcement of Clark's death was made to the crowd but the organisers had no hesitation in continuing with the second race. Again it was the works Matras out in front with the Brabhams of Bell, yet another graduate from F.3, and Courage worrying the French cars. Bell had to retire with clutch trouble so it was all left to Courage who made a great effort to get in front of the Matras and led for part of the last lap only to be taken by Beltoise two corners from the end amidst enormous excitement. He managed to stay ahead of Pescarolo who was a close third. A tremendous battle for fourth place resolved itself in the order Widdows (McLaren), Lambert (Brabham), Schlesser (McLaren), Amon (Ferrari) after losing time with a spin, and Irwin (Lola).

The positions of the two races were added and the driver with the lowest score proclaimed the winner and this was of course Beltoise. The one tie between Amon and Schlesser was resolved on combined time. So the first two races of 1968 both went to the French Matra but Ferrari still look like offering a strong challenge to the mass of British Cosworth-powered cars.—A. R. M.

Results:

1st :	J-P. Beltoise (Matra Sports Matra MS7-Cosworth)	1 hr. 25 min. 49.7 sec. (189.6 k.p.h.)
2nd:	H. Pescarolo (Matra Sports Matra MS7-Cosworth)	1 hr. 25 min. 51.8 sec.
3rd :	P. Courage (Frank Williams Racing Brabham BT23C-Cosworth)	1 hr. 26 min. 41.9 sec.
4th :	C. Lambert (London Racing Team Brabham BT23C-Cosworth)	1 hr. 27 min. 13.0 sec.
5th :	C. Amon (Ferrari Automobili Ferrari/Dino 166).	
6th :	J. Schlesser (Ecurie Inter Sports McLaren M4A-Cosworth).	
7th :	R. Widdows (Chequered Flag McLaren Racing McLaren M4A-Cosworth).	
8th :	C. Irwin (Lola Racing Lola T100-Cosworth).	
9th :	M. Mosley (London Racing Team Brabham BT23C-Cosworth).	
10th :	X. Perrot (Squadra Tartaruga Switzerland Brabham BT23 Cosworth).	

Fastest Lap: H. Pescarolo, (Matra Sports Matra MS7-Cosworth) 2 min. 00.1 sec. (202.9 k.p.h.)

The most compact.



*Recommended price ex-works inc. p.t. Seat belts extra.

The compact is an American idea.

A small car with big car features. Like the Sunbeam Stiletto.

The Stiletto is, without doubt, the most luxuriously appointed small car you can buy. At a standard price.

Yet once we said it was 'for men whose wives think they've given up sports cars'. For no other small production car combines performance and luxury quite like this. Thus.

His Read the other side to your wife to convince her. The engine. Is the Imp Sport version of the famous Imp inclined four-cylinder, 68mm x 60.375mm, 875cc single OHC aluminium engine. Twin Stromberg 125CD carbs, new cylinder head with improved gasflow and larger inlet valves, higher lift cam, stronger pistons, oil cooler, 6¼in. Laycock diaphragm self-adjusting clutch.

The superb standard Imp gearbox. Synchromesh, top to bottom. 0-50 in 10.6 secs ('Motor' road test).

Top speed 90mph.

Fully independent suspension. Girling system servo assisted brakes, 8in. drums, 150sq. in. swept area.

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Outside: Great trim. Black vinyl covered roof on the raking fastback. And four headlights to bring a little light into your life.

Consider also: the obvious small car advantages. Parking. Garage space. Economy. Ease in traffic. So come along for a his/hers test drive. The Sunbeam Stiletto costs just £813*

And that's the only mundane thing about it.

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The Sunbeam Stiletto

SUNBEAM ROOTES

TOP ITALIAN CARS IN BRITAIN

Part two of a series in which MOTOR SPORT interviews some of the owners

Patsy Burt's hill-climbing and sprinting activities are sufficiently well known not to need recalling here. She feels that her Ferrari 330GT is the next best thing in general handling to her racing car. The car, which was collected from the factory in 1965, has now done about 30,000 miles, mainly on longer hauls on the Continent. "It provides an ideal excuse for going from restaurant to restaurant," she maintains. For general shopping and business she now has a Mercedes-Benz 280SL, but having once owned a Ferrari, she would never be without one.

Miss Burt's previous cars had all had a sporting flavour, such as Aston Martins, Jensens, Triumphs, a twin-cam Fiat sports car and, just before the Ferrari, an Alfa Romeo 2600 Coupé. She thought that she may have been swayed in her decision to buy because of the Ferrari reputation. It was a matter of a choice between a Mercedes-Benz 300SE Coupé and the Ferrari, and the Italian car scored mainly because of its racing car-like handling. The engine and all running gear have been faultless, the electrics so-so and the brakes not so good. Having stood idle for a period, on initial application they tend to lock on. Ron Smith, a director of Patsy's PMB Garage in Bookham, Surrey, worked out the cost in tyres; he reckoned about 25s. per week, if the driver was careful.

Ideally, Miss Burt would like the Ferrari with a Mercedes-Benz-type of automatic transmission—a statement that might upset other Ferrari enthusiasts. She thought it well worth the money if the owner is interested in driving properly. If the driving angle is good, one



Patsy Burt with her Ferrari at Bookham.

would put up with the minor irritations; on the way back from Italy with the new car, 14 faults developed, including a leaking boot and windscreen wipers that would not switch off. But it is a car that makes one drive properly. The Mercedes, she thought, would get the driver out of any trouble on the road with little effort, but if the Ferrari gets a little out of line on a corner, it tends to let the driver know.

The car has been serviced regularly by PMB, although odd jobs have been done by Maranello Concessionaires. Patsy thought that the 70-m.p.h. limit was a waste of Ferrari's talents of building motor cars. When the Ferrari is travelling at 70 it is about half-way up its power range and certainly a great deal more stable than a bread-and-butter car at the same speed. But on the Continent the Ferrari really comes into its own. In this country, Miss Burt said, it's all stop-start, stop-start, but there they understand speed.

Tommy Weber is a trendy young man who lives in a terraced house in Pimlico; he wears a flowered shirt and his hair long. For transport he uses a Mercedes-Benz 600 but has previously owned a couple of Ferraris and a Maserati. He has also driven other such cars, including the Lamborghini, which he likes very much, and is a real enthusiast for these particular sporting machines. Why, then, does he not now own one? Quite simple—the Maserati was written off by a friend(!) last year and the Mercedes came up for offer at a fair price. However, he thinks it inevitable that he will get another Italian car sooner or later.

Such cars as Maseratis, Ferraris and Lamborghinis, Mr. Weber feels, have been designed "down," whereas so many similar products have been designed "up." The high-performance Italian car is a happy compromise between the practical and ultimate in desirability. "You only have to go to the Italian motor shows to see just what they *can* do."

Mr. Weber was honest enough to admit there was a bit of snobbery in owning an Italian car. He likes the idea of a young man driving an expensive car, and said: "It's a bit flash. Chicks just like nice cars because they all have their Minis and Mini-Coopers. You can't get the same feeling with a Jaguar or an Aston Martin. Perhaps it's a case of 'a prophet in his own country'. No, I'm not trying to be extrovert—these and Mercedes-Benz simply are the best cars." The nearest British car to an Italian one, he thought, was a Lotus. He liked the look of the Ferrari-engined Fiat Dino but thought a Lotus could probably be just as good.

However, he has had his fair share of troubles with his Maserati and Ferraris. When these cars came from the factory they had to be screwed together again. There is simply not enough attention to detail, and it is just these things that go wrong. He had a gross amount of troubles with the electrics on his Maserati. Mr. Weber thought that most owners tend to drive their cars like Minis or Volkswagens and perhaps get a bit tired of mechanical bothers that inevitably develop. Good servicing can eliminate this, for the fact is that these cars are like racing machinery and need constant attention. All of his cars have been bought through Taylor and Crawley, who have always done all the servicing. Mr. Weber has found them expensive, but the most reliable people he knows.

He said that he does not drive quickly on the road because he is not trying to prove anything. When not concentrating hard, one does not need to worry about the car whenever a hazard develops, for the steering and brakes are so good.

Alex Moulton, Chairman and Managing Director of Moulton Developments, the firm responsible for the Hydrolastic suspension on B.M.C. cars, drove a Ferrari 250GT 2+2 between 1961 and 1963. But when the car was out of action with a broken rear axle towards the end of 1963, Mr. Moulton found himself needing a car for a business trip. He borrowed a Bentley S3 from a local garage and since that time has not been without one. As a change, we decided to ask the opinion of one lured away from top Italian cars.

Mr. Moulton drove a series of Lancias, enjoying an Aurelia GT for 70,000 miles. He bought the Ferrari because of its reputation of being the ultimate Italian GT car; he was also intrigued by the V12-cylinder engine. Before taking delivery of the dark blue car—registration no. AM 62—Sergio Farina took personal care in certain interior trim specifications.

The Ferrari gave a great deal of pleasure, in particular on two foreign trips. There was also no 70-m.p.h. speed limit then. Mr. Moulton found the gear-change superb and the directional stability good, while at full speed with the side windows open, it gave the impression of being an open sports car without having any draughts. On the debit side, he thought that the car needed a bigger engine, which this model subsequently had, and it was a little too noisy. However, he was very glad of the experience of owning a Ferrari with its thoroughbred qualities. Nowadays, he gets his motoring thrills at lower speeds, being a keen motorcyclist and the owner of B.M.W. and Honda products.

The Bentley, having done 70,000 miles, suits Mr. Moulton's needs better. He said: "These days I prefer not to hear the exhaust." He would certainly not buy another Ferrari, although he would be interested in looking over the transverse rear-engined Dino 206 that was shown at the Turin Show last November.—R. F.



The fastest production one litre car in the world.*

*That's what 'Autocar' said about the Honda S800—and with a top speed of over 95 mph and 0-50 in 9.4 seconds they were dead right. And the Honda has something other sports cars don't have. It is a complete entity—every component has been designed specially for this one car.

Heavily influenced by the virtually unbeaten Formula 2 Brabham Hondas it has a 791 cc twin overhead camshaft, water cooled in-line four cylinder engine with two twin-choke carburettors. The engine and gearbox unit are all alloy giving a good power to weight ratio, excellent heat dissipation and a long life. Like the racing Hondas it has needle roller bearings to reduce frictional drag.

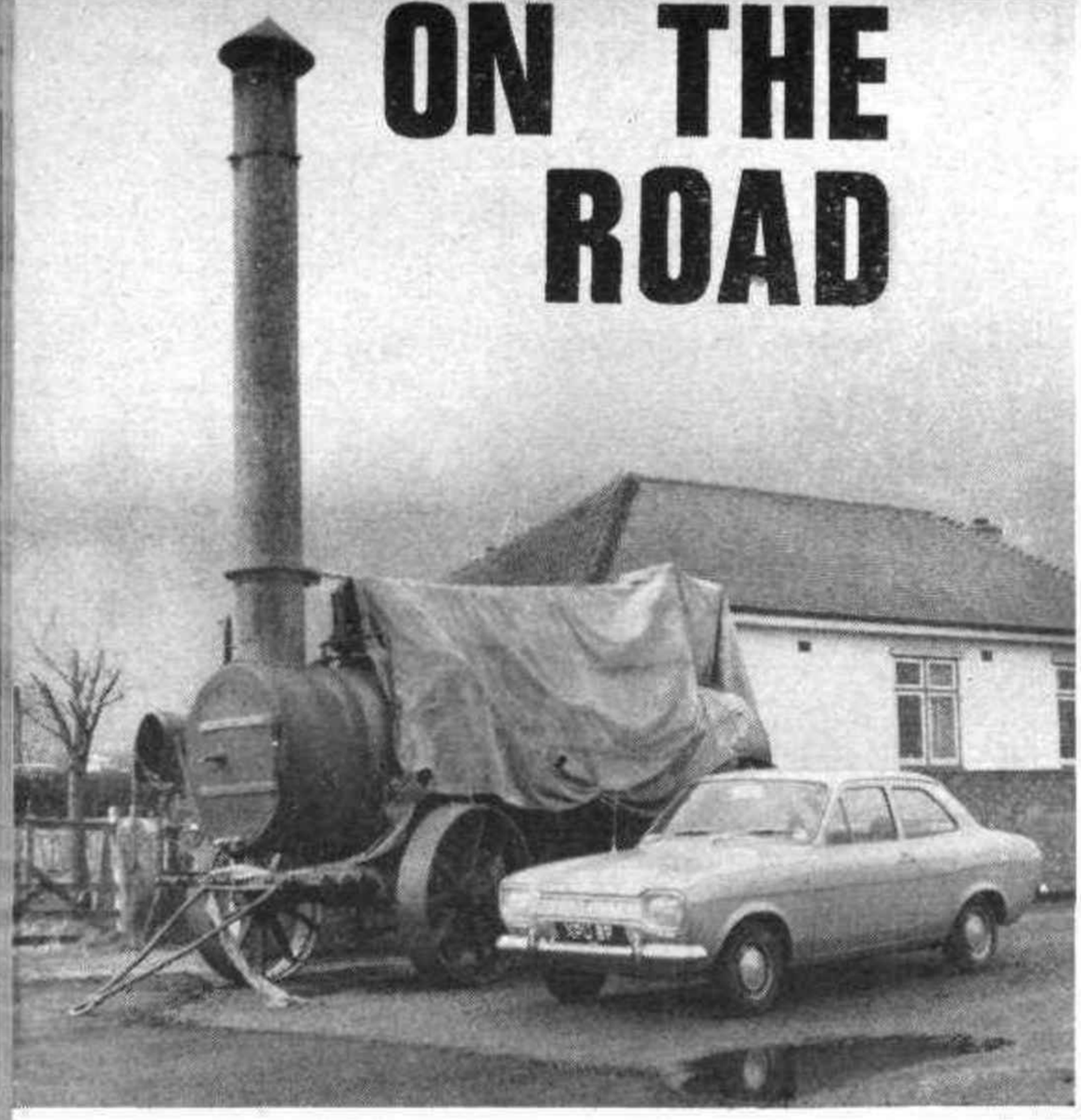
Driving the S800 is a real joy. Smooth gear change, zipalong acceleration, magnificent steering and roadholding make this just about the most interesting car you can drive.

And 'Motor Sport' said: 'The Honda sticks down very well indeed, on wet as well as dry roads, understeering mildly, the quick, accurate steering, geared a mere 2½ turns, lock-to-lock, with hardly a trace of free-play, making it a very pleasing, as well as essentially safe, car for fast driving'.

The S800 is fitted with Dunlop SP 3 radial tyres, racing steering wheel and a host of luxury extras that don't cost you any extra. £935 with tax all up. Arrange a test drive with your local dealer.

YOU'VE GOT TO HAND IT TO
HONDA S800

ON THE ROAD



PLENTY OF STEAM is provided, both by the Ford Escort GT and this Marshall engine, which is used as a portable boiler.

IT IS instructive to find out about different aspects of motoring, to discover how the other half lives. So every now and again I like to drive a commercial vehicle. When the Continental Correspondent does likewise he usually settles for something quite different from a private car, like trying his hand behind the wheel of an enormous Daimler Roadliner 'bus chassis or riding in the cab of one of Robert Wynn's heavy loads. I tend to take it more easily, choosing a commercial with the comfort of a car and using it for some practical transportation of goods.

This year, for instance, I have been sampling the latest Volkswagen one-ton van. I have appreciated the good points of the VW Combi for a considerable time—the spacious three-seater cab in which no engine-box intrudes and in which you ride in quietness, for the engine is away behind and under the floor, and the low-loading through the side door. With the former 1,192-c.c. engine these VW transporters got along astonishingly well, at around 30 m.p.g., and they appealed to those who had small racing cars, dragsters, etc., to convey to and from meetings. The first VW commercial came off the Wolfsburg assembly lines in 1950. After 100,000 had been built the new plant at Hanover was opened and commercial-vehicle production transferred there. That was in 1956 and the 500,000th VW of this type had been made by 1959. The millionth commercial was made by 1962 and it took only another 5½ years to make another million, the two-millionth VW commercial, a red Clipper, being completed in February this year. It was presented to Aktion Sorgenkind, which helps children who are mentally and physically disabled.

Recently these vehicles have been appreciably improved. They have the 1,600-c.c. engine with vertical fan, which develops 57 (S.A.E.) h.p. at 4,400 r.p.m., and the new trailing-arm i.r.s. The cab has been improved, with larger windscreen, two comfortable seats, swivelling fresh-air vents, safety-belt anchorages, etc., and there is a dual-circuit braking system. The model I tried was the van, which cost £790 at the time of the test, inclusive of paint finish, spare wheel, seats, heater, demister, etc. It has a sliding side door, which, with the low-level floor, makes loading easy; the engine platform somewhat obstructs the rear door but is lower than on previous models. This van is but one of 30 commercial variants, which include insulated and deep-freeze vans with British-built bodies, the pick-up, low-loader, caravan, taxi, ambulance, and seven- and eight-seater Clipper.

The 177 cu. ft. of stowage space swallowed a lot of furniture on my outward journey and a Matchless scrambles motorcycle on the return haul. I drove the 350 miles without relief in the course of one Sunday, without fatigue, the VW cruising at 55 m.p.h. and returning approximately 30 m.p.g. of two-star fuel. It was rather noisy, because the cab on this version opens into the body, and I thought the gear-change less smooth than on the older VWs. Road-holding was good, on Uniroyal Englebert tyres. I recommend the latest VW Combi to those who want to shift moderate loads in car-style comfort and economy.

* * *

Much high-pressure publicity heralded the announcement of the Ford Escort, Dagenham's first small car since the Anglia, which costs from £605 upwards. I hold the view that too much pre-trial publicity is apt to make us hypercritical of the product one is later to try. It was the same with racing cars like the V16 B.R.M. and those sprint Coopers into which big vee-twin J.A.P. engines were to be installed. Both were announced as top of their class and when they failed to achieve success, criticism was the inevitable outcome. The Ford Escort was presented as the small car of the decade, something quite revolutionary. Which it is not. It is a very good little car of its kind, which in time will no doubt sell as well as its predecessor, of which Ford got rid of more than 1.8 million. This may seem bad for the British economy but, as a sticker on the Escort's back window proclaimed, British Ford aim to take export orders worth £225,000,000 this year.

When it was demonstrated to the Press I gave my P.A. a holiday in Morocco and he duly reported on driving the very exciting Twin-Cam Escort and other versions. I took a cautious line, not then having driven or seen a 1968 Escort. I have since had considerable experience of the 1300 GT model in this country, and this is what I feel about this new Anglo-American small car with the Japanese wheel bearings.*

The performance is effective for seeing off those early-morning A35s. You get an indicated 50 m.p.h. in 2nd and 70 m.p.h. in 3rd from the very willing push-rod, cross-flow, Weber-fed engine, but it has to work pretty hard for its keep, running at around 5,000 r.p.m. at our top legal speed. I remarked previously that it would have to be seen whether Ford's retention of leaf rear suspension and a rigid back axle would prove acceptable on these lighter Escorts. The fact is that on the rougher by-roads the car feels as if it has those elliptical wheels, although the deletion of the radius arms from the back axle on all save the Twin-Cam Escort has not given rise to axle tramp. But this uncomfortable ride is unfortunate, because it is on these very by-roads that the positive and quick rack-and-pinion steering and the excellent balance and road-clinging of the Pirelli Cinturato-shod Escort GT through fast corners is so enjoyable; being bounced off the seat causes fatigue, which would not be so if the suspension were better suited to a 778 kg. car.

There is also some wind-noise round the one-piece body sides and much engine-buzz, and a trace of " zing " at times from the impressive four-branch exhaust. The gear-change I thoroughly approve of, but the test car had a horrid clutch action and on its difficult take-up the clutch makes sounds like initial slip. There was also pronounced transmission snatch. The old-fashioned but convenient central hand-brake had a ratchet which did not always hold at the first application, and the seats, more shaped and spongy than those of a Cortina, are not entirely comfortable. I didn't like the only front-compartment stowage

*A reader has drawn our attention to an advertisement in which a Japanese company claims to supply wheel bearings for the Escort.



The latest Volkswagen van, showing the restyled cab, sliding side doors and spacious low-loading interior. Performance, with the 1600 engine, is excellent.

being a distant n/s shelf (no cubby, no door pockets), impossible to reach, I would imagine, if you were wearing safety harness, and difficult anyway, and I definitely dislike the tumbler-switches for lamps and wipers which are low-set on the facia and need concentration to reach, especially in the dark. Foot-operated screen-washers sound like a luxury touch but they don't work automatically with the wipers. The action of the choke, in close proximity to the cigarette-igniter, is crude. The heater functions admirably, as does the modified form of Aeroflow stale-air extraction. The rotatable air-vents on the facia distribute more air, warm or cold, than the smaller, more-widely-spaced ones on larger Fords but lack individual control, independently of the main heater. There are coat hooks but no vanity mirror.

For getting about the place the Escort GT is a great little car. It settles for a cruising speed of 70, has a high standard of road-holding and cornering, *these being its outstanding qualities, together with only 17 b.h.p. less than the 1.6-litre Cortina GT*, and very good servo disc/drum brakes. The excellent 71-b.h.p. engine can be taken to 6,500 r.p.m. without anxiety but is docile from below 2,000 r.p.m., and in brisk driving the Escort GT gave 27.5 m.p.g. of 4-star petrol and nearly 30 m.p.g. on the quieter journeys. It used a pint of oil in 780 miles. The driving position of the Escort is good, the very small steering wheel well placed but blanking to some extent the four nice-looking small dials which cover battery condition, oil-pressure, water heat and fuel contents, and which, with a clear-reading 110-m.p.h. speedometer and 7,000-r.p.m. tachometer, occupy a binnacle before the driver. A 9-gallon tank gives a range of around 280 miles in ordinary driving but when extended the fuel thirst is not much less than that of the Cortina GT or a good 2-litre. Good points include the accessible six fuses and junction box, a high-mounted front number plate, safety-holds for the front seats and rubber-tipped bumper overriders.

Generally, this is a car in the utility class and I consider a Cortina GT better value at an additional £100. I am sorry the Escort cannot be had in 4-door form and I find after trying it that I still want a hybrid version, with the suspension characteristics B.M.C. think important in modern small cars but with the splendid competition-bred power unit made by Ford.

* * *

I am not a religious man, turning to pray only when the thing is sideways-on under full opposite lock. But as I drive about the country and encounter new churches, I now cast an eye away hoping not to see something which I regard as a very retrograde innovation on the part of the God-fearing. It was some years ago, when we were down at a small specialist car-manufactury in Wiltshire, that we first encountered the things. Because this factory made its own bodywork it knew a good deal about glassfibre. And along one corner of the body shop were some long, tapering objects. Something to do with boats, perhaps? But no. They were plastic steeples, all ready, with their little bags containing the necessary attachment bolts, for mounting on the roofs of any tin shed or wooden outbuilding or similar edifice which an R.A.F. or Army camp had allocated as a place of religious worship.

I put these plastic steeples in the same category as synthetic bells which peel from village church towers as a hidden tape-recorder unwinds. They make a mickey of religious values, surely? Or is this because I am living in the past, preferring, for instance, Brooklands to Brands Hatch?

* * *

When I hurried up to Silverstone for the V.S.C.C. Pomeroy Trophy Meeting in March in the Ford Escort GT I went by my cross-county back-route from Hampshire to the bleak wastes of Northants. I published this route years ago but will refrain from doing so again, because it provides me with a useful escape from the congestion of Aylesbury and beyond when returning home after a big meeting at Britain's first post-war circuit. As I traversed it again this year I noted one or two changes. Those prolific and ugly and costly direction signs I was complaining about last month, for instance, have begun to mar even this remote countryside. But how oddly they are being erected! They point the way to minor hamlets at one end of Grendon Underwood but are happily absent at more frequently used junctions at the other end of the village. Perhaps it is only a matter of time before further disfiguring signs go up—notwithstanding the country's dire need to economise and obviate unnecessary expenditure!

I wondered whether the open prison at Edgcott is intended to accommodate motorists who fall foul of the innumerable laws we tend to break every time we start our engines. I was sorry to see that a modern glass-and-concrete building has intruded into old-world Buckinghamshire, where not all that long ago T. H. White used to take his falcons to introduce them to the noise of occasional motor cars, and that ugly street lamps have begun to creep about the outskirts of Dadford.



A typical display of country-road "signitus." It spoils rural scenes and costs a lot in public money. Is it justified?

And it is a pity that the once-picturesque white bridge over the Blackwater at Eversley is now a nasty tubular steel and wiremesh structure.

At the top of the long leafy hill out of Stonor before you drop steeply down under that arch of trees into Watlington there is a new staggered junction, with a warning to GIVE WAY in 75 yards. These warnings to GIVE WAY or STOP in a given number of yards are on the increase—it is in 100 yards at the top of Beacon Hill near Farnham, 85 yards or whatever in other places. As the big signs are often illuminated whereas these distance markers are not, it cannot be that they are intended to help in times of fog or darkness. Will some intelligent person please tell me how they are justified—just when it is important to know that the next, clearly marked junction is not 80 but 95 yards ahead, for example?

* * *

The A30 is still a very pleasant route out of London, being tree-lined and not too heavily built-up, once Egham Hill has been negotiated. Moreover, traffic along this outlet to the West Country has been speeded up, notably by road widening on the hills and the elaborate new flyover at the railway bridge before Bagshot.

This being the case, it is most unfortunate that the level-crossing at Sunningdale causes such infuriating hold-ups. Accidents which

Continued on page 408



Ford is sometimes accused of being American financed, but it is worth remembering that when Ford of America bought Ford of Dagenham in 1961, the biggest cheque in the history of banking was drawn in our favour, by Lazard Brothers, the merchant bankers who represented the American Ford Co. and one of whose Managing Directors, the late Lord Hampden, handed the cheque to the National Provincial Bank. It was for £119,595,645 12s., and in case you have never lashed out for this amount—here it is!

Most reassuring ride of all for the family motorist

on the new DUNLOP SP68

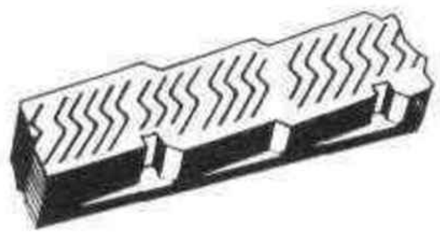
It's a 'magic-carpet' ride



SP68. A wonderful new textile radial with specially designed 'Velflex' tread—for the family car. So smooth, so docile, it brings a new feeling of confidence and relaxation. Steering, braking, accelerating, cornering, you're completely in command. Rain or shine, it's a 'magic-carpet' ride!

New 'controlled' flexibility

'Velflex' is a combination of two unique features: tough but specially resilient rubber and a tread pattern with *a higher density of grip-slots* than any other tyre. This makes the SP68 extremely flexible in the tread area but more resistant to distortion and tread shuffle. And so smooth and reassuring to ride on.



A section of tread showing the high density of grip slots—more than on any other tyre.



Exceptional tread flexibility from 'Velflex'—strong, resilient tread rubber combined with unique tread pattern.

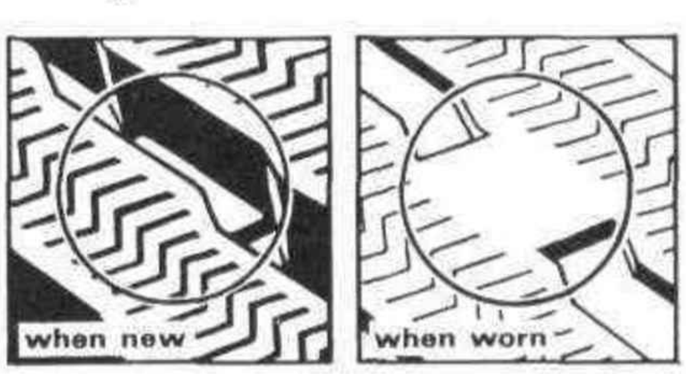
New directional stability

Amazing tread resilience coupled with sidewall flexibility also results in a bigger, flatter, squarer shoulder-to-shoulder contact area. With more road to bite on, the higher concentration of grip-slots improves roadhold *and* helps the tread to absorb shock from surface irregularities. It follows the 'steered' line, keeps you happily and comfortably on course.

New tread-depth safety feature

SP68's new safety pattern goes deep into the tread rubber and new tread-depth indicators are built in. When the tread wears and these transverse bars are clearly seen you should, for safety's sake, be thinking of replacing. When they're flush with the level of the tread there's only 1 mm depth of tread pattern left—and the law *demands* a replacement! This new feature is available for most SP68 sizes and is being extended to the entire range.

When the tread pattern is worn to the level of the indicator bars, replacement is a must!



At no extra cost!

As well as *new comfort, new safety*—at no higher cost than the normal radial—you get a money-saving bonus in miles more mileage and the high performance benefits expected of Dunlop radials.

Fit SP68.

It's available in most popular sizes. *And for top tyre service call where you see this sign.*

APPROVED D TYRE SERVICE



the new DUNLOP SP68 —with 'Velflex'

Road impressions of—

THE LATEST SUNBEAM RAPIER



I HAVE driven all the Sunbeam Rapier variants, from the first of these cars which had a rather pathetic performance to the later models which, rally-developed, were excellent, rugged fast saloon cars, although because of a certain harshness of ride and gear shift, and spongy steering on the earlier versions, they just failed to head my short-list of personal desirables. Then came the excellent open Sunbeam Alpine two-seaters, still manufactured, but overshadowed for a time by the exciting Ford V8-powered Sunbeam Tiger.

Now we come to the Sunbeam Rapier in its latest two-door fast-back, or as some unkind critics have it, slow-back, form. Enthusiasts for the Rootes way of making cars, which have a little something others in similar price-classes lack, and complete equipment into the bargain, should find this Rapier very acceptable. All that I have against it is that it looks so ugly (but contrary opinion called it handsome), like the very first of the Ferrari fast-backs of years ago, because it is virtually impossible to blend a full four-seater with the fast-back form; its handling and suspension are also a bit outdated and therefore it feels rather ponderous.

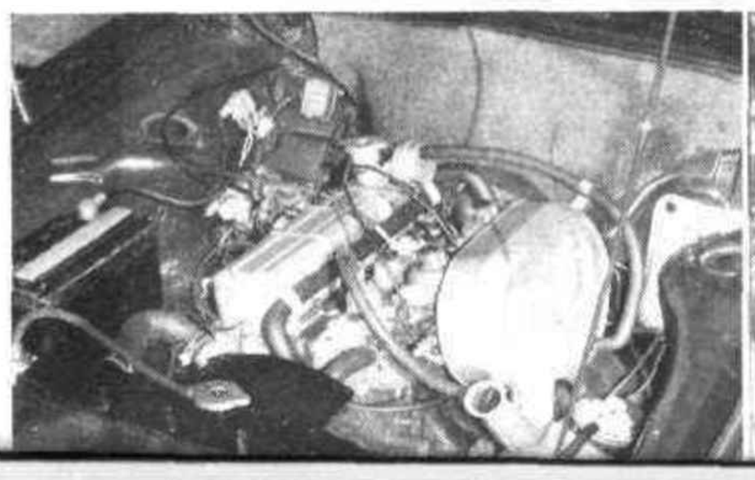
Having said that, I must confess that there is no other car quite in the category of the 1968 Sunbeam Rapier. It offers four comfortable seats, with an unusual line from a body that is beautifully and unobtrusively trimmed, it has a solid safe feel, it is sensibly and lavishly equipped, and Rootes make good use of their 1,725-c.c. 4-cylinder engine (with in this instance twin sidedraught Stromberg carburetters, in which guise it gives 88 net b.h.p.), to provide a top speed of over 100 m.p.h. and acceleration of the order of a s.s. ¼-mile in 18½ sec., and 0-60 m.p.h. in 12 sec.

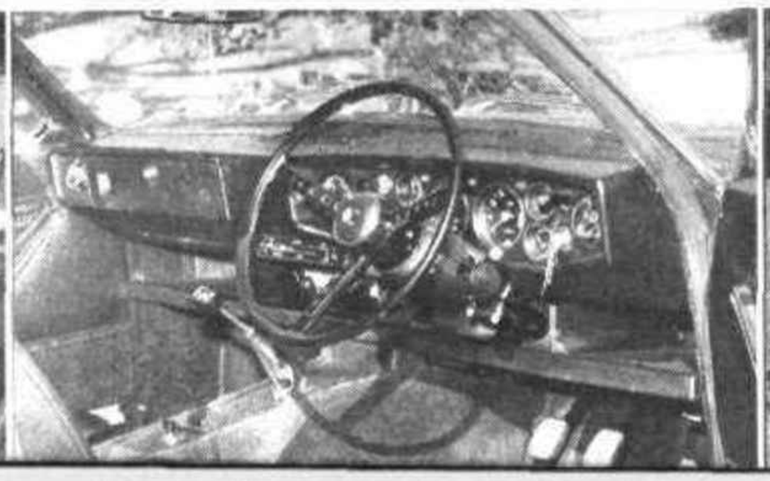
The gearbox is quite nice to use, with a well-placed central lever, and reverse, on the o/s of the gate, very easy to engage. The hand-brake is out of the way beside the o/s of the driving seat. As to the seats, I never got used to sitting so low, while the seat-cushion length is inadequate. But with adjustable squabs, good fore-and-aft movement, and an extensible steering-column, it is possible to get into a comfortable position for controlling this Rapier. Moreover, by pressing down on a little lever at the base of each front seat, these lift up easily, and stay up, giving easy access to the comfortable, shaped back seats. But these front-seat safety catches, another manifestation of self-preservation inflicted on us by the " do-gooders," mean that two hands are needed to lift a seat, awkward if arms are full of parcels and the kids or the dog want to be let out. . . .

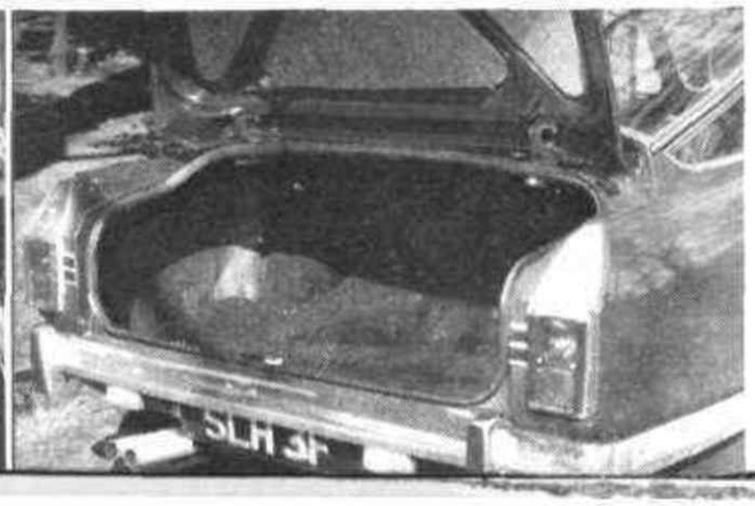
On the subject of body amenities, the Sunbeam Rapier has many. The windows, front and back, aft of the openable ¼-lights, wind right down and, being frameless, give that noted Rapier open-car feeling. (The n/s door window-winder was fearfully stiff, unfortunately.) There is padding over the rear passengers' heads, black safety padding round the facia, the black Ambla upholstery looks like real leather and is very well fitted, there are good carpets, and very efficient ventilation, with extractor-slots under the back window and those Ford/Rootes-style facia fresh-air inlets. The interior door handles, lifting up under the grabs, which form comfortable arm-rests, and the slide-type locks, are very well contrived, the steering wheel is well placed, and the narrow console contains two lidded ash-trays and a lighter. There are roof-grabs, incorporating coat-hooks. The screen pillars and the back window frame mask traffic in certain situations.

The driver is confronted by paired speedometer and tachometer (red line at 6,000 r.p.m.), these being flanked neatly by fuel gauge (fully calibrated), ammeter, water thermometer and oil gauge; there is also a large clock, on the black panel. A r.h. stalk looks after horn, lamps-flashing and turn-indicators. A l.h. stalk selects overdrive, which I do not like because it has to be used every time a gear lower than 3rd is used, to regain o/d. in 3rd and top gears, which is like having to use two gear-levers, one on the floor, another on the column. Press buttons on the heater panel control 2-speed fan and instrument lighting. Stowage is generous—a full-width under-facia shelf, a lockable illuminated cubby hole, a well in the console, and a deeply-recessed back shelf. The boot holds as much as an equivalent Rootes' saloon boot and the spare wheel winds down from under its floor. Lamps dipping is done by a floor knob, rather stupidly located on the footrest for the clutch. There is a four-headlamp Lucas sealed-beam lighting set. Two keys are provided; the trick of cutting off the flank of one of them to give it a different feel from its companion makes one key unpleasantly sharp! Curiously, in addition to Sunbeam and Rapier scripts, the body carries the old London Talbot badge on sides and bonnet. Incidentally, it complies with British Standards AU 48 specification of 1965 and has a Triplex " zebra-zone " toughened screen. The quick-action plated fuel filler in the n/s of the body is commendably petrol-tight.

As to handling, the ride is a bit lurchy and lively but comfortable, with a front-end understeer tendency, the 13-in. Dunlop SP41 tyres giving adequate grip, but the back axle should be more positively located. The steering is geared 4½ turns, lock-to-lock, is a bit spongy, has moderate castor-return, and transmits mild shake but no kick-back; something odd happens on full lock. The brakes could be more convincing but are of average efficiency, and progressive, with a slight tendency to squeal and rub. The engine starts fairly promptly from cold, but the choke is as insensitive as its knob is large and protruding; the 2-speed wipers control, pushed for washers, also protrudes prominently from the facia. The Sunbeam was used almost exclusively for local chores and town motoring. Under such unfavourable conditions it went 350 miles and the tank still held some two gallons of fuel with the gauge at zero, the overall consumption being 24.6 m.p.g. of premium petrol. In this distance no oil had been used. The speedometer trip, like the proverbial patient in the doctor's surgery, resolutely said 99, but wouldn't wind beyond this. The driver's door " keep " freed with a nasty graunching sound, the heavy doors seem tough on the hinges, and the driver's anti-dazzle vizor was loose. Otherwise, no complaints. This latest Sunbeam Rapier is a well-finished and luxuriously appointed car (but there is no vanity mirror in the n/s vizor). I felt embarrassed in it, a daughter thought it looked very nice, and I know a well-known pre-war Riley racing driver who saw one and thought the Rapier just his sort of car. And a garage hand said it " looked smashing." So, at £1,200, plus whatever Roy Jenkins has done to it purchase-tax-wise, Rootes should sell sufficient Rapiers to justify the model's introduction. As I have said, there is nothing else quite like it.—W. B.







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THE NEW ROVER THREE-THOUSAND-FIVE

A 3½-litre vee-eight version of the well-established Rover 2000

AT THE time of the last London Motor Show the Rover Company created a lot of interest with the vee-eight version of their former 3-litre model, this fine luxury car being transformed in respect of performance and road-holding by the installation of a 3½-litre light-alloy engine adapted from a General Motors' Oldsmobile/Buick design. Road impressions of this £2,000 V8 Rover saloon appeared in MOTOR SPORT for November 1967. The next development was rumoured to be the insertion of this effective lightweight power unit in the well-established Rover 2000, of which over 100,000 have been produced in five years, this advanced, individualistic overhead-camshaft 4-cylinder Rover, which has been voted "Car of the Year" in six Overseas countries, including S. Africa and America, has twice been voted the best luxury compact available in Australia, and which has won A.A. gold medals for safety and coachwork, now being made at the rate of 800 a week.

The V8 Rover 2000 is now an accomplished fact, Peter Wilks, Rover's Technical Director, having at last emerged from wading almost knee-deep in alloy V8 engine castings, to proclaim his success at shoe-horning one of these 184 b.h.p. 88.9×71.12 mm. (3,528 c.c.) engines which originated in America for the GM compacts into the successful and much-liked 2-litre from Solihull. What to call the resultant new Rover has been solved by naming it the Three-Thousand-Five.

I was able to try one of these cars prior to its Press pre-view in Brittany and long before its release to the public, by driving it in London traffic, over country roads, and quickly on a well-known Hampshire/Radnorshire/Hampshire route. Being conversant with the 2000TC, I first set out to note the differences between one of these Rovers and a Three-Thousand-Five. Even those you can see don't add up to very much. The strip speedometer now reads to 140 m.p.h., to do which it is unchanged in size but smaller digits are used for every other speed calibration—0, 10, 20, 30, 40, 50, etc. As the fuel tank holds 15 instead of 12 gallons the gauge has been recalibrated and its contents are quoted in U.S. gallons (18) as well as in our gallons and in litres (6.8). There is now only one, central roof-light instead of lamps for front and rear compartments as on the 2000, so the rotary-switch controlling them has only one "on" position; this I regard as a retrograde, money-saving point.

At first there appears to be an extra control on the extreme right of the instrument panel, but this is for the Triplex rear window demister, which can also be fitted to 2000s (although I could never get one for mine). A tachometer is not required on the V8, on which a "3500" motif appears in the steering-wheel hub. The anti-dazzle vizors are slightly more shallow than before, a good point, because the driver's head comes too close to the o/s one, because it parks badly, on the 2000TC. These vizors were devoid of vanity mirrors on the test car. The battery is now in the boot, on the o/s, beneath a plastic cover instead of under the bonnet, and is a Lucas, whereas "my" Rover has an Exide. The ignition-key has a gate to prevent it being turned with the engine running, which the 2000 has not, and this accentuates the sharpness of the different key on the V8. The prop for the very heavy bonnet is on the bonnet itself instead of on the bulkhead and has an anti-rattle clip, and the bumpers are of a different shape, with rubber-tipped over-riders. The external door-locks have dirt-excluding covers.

Otherwise, no apparent changes, so the Three-Thousand-Five retains all those "different," sensible, well-planned controls and layout, including the quickly replaceable body panels, of the 2000. The test car had front/rear radio speaker selection, Lucas Quartz-Halogen spotlamps and wing mirrors, and was on 185–SP140 Avon tubeless radial tyres. Its various badges and V8 motifs had been removed (they weigh 2 lb.) and so the only outward indication that there was anything different about the car was the cowling under the radiator grille which houses the transmission oil-radiator—an observant mechanic at the Llandrindod Wells Rover distributors spotted this, when I called there to ask them to free a jammed petrol-reserve control. . . . As there is still a single exhaust tail-pipe, otherwise only the beat of the vee-eight engine gave the game away.

First impressions were of slight nose heaviness, which is soon overlooked, and much nicer choke and seat-adjustment action than on the Editorial 2000TC. Small objects placed on the facia shelf stayed in place, instead of flying about as they do on "my" car, because an anti-skid mat is standard on the new model, whereas it is an extra (not easily obtained) on the 2-litres. Steering is slightly lower geared, at just over four turns, lock-to-lock of the same 16¾-in. dia. wheel, against 3½ turns, but this is scarcely noticeable. It is, I suppose, something of an achievement, or a tribute to the low weight of the American engine, that power steering isn't essential, although strong wrists are a tight-parking requisite.

Wanting very much to contemplate owning a Rover Three-Thousand-Five but not wishing to go over to automatic transmission until I am in my sixties, I am disappointed that the new big-engined Rover will not be available with a manual gear-change—apparently because the 2000 box would break up under 3.5-litre torque (226 lb. ft. at 3,000 r.p.m.). As it was, the book spoke of upward changes under kick-down at 40 and 70 m.p.h. but they happened at indicated speeds of 42 and 63 m.p.h., respectively. If you are prepared to put up with rather harsh selection of L on the gate of the Type 35 Borg Warner box, maxima of 48 and 80 m.p.h. can be attained in the lower gears, the engine reaching its safe maximum speed at 5,200 r.p.m.

Frankly, I was disappointed with the performance of the Three-Thousand-Five. I had expected a punchy feel and very impressive acceleration from this car, which has 47% more power than a 2000TC and a power/weight ratio of 144 b.h.p./ton. But this wasn't apparent on the road. As for top speed, Rover claim 118 m.p.h. and I am sure this compact aluminium-engined V8 will work up to this. I can only report that on ordinary English (well, Welsh) roads I needed more space than is commonly available to get near to an indicated 100 m.p.h. I would, indeed, call this an 80-m.p.h. car for practical off-the-Motorways driving.

This is not to say that the Rover Three-Thousand-Five is pedestrian; very far from it. I was so impressed with the way in which it effortlessly covered much ground, putting up deceptively high average speeds while providing great comfort for driver and occupants, and with the fact that adding 1½ litres and four cylinders to the under-bonnet space has in no way impaired the road-holding, understeer not having noticeably increased, nor altered the all-round excellence of the all-disc, Lockheed-servo brakes that I nearly stopped at a remote Post Office in Herefordshire to send Peter Wilks a telegram of congratulation. If the telegraphic address of the Engineering Department instead of that of the Service Department had appeared in the handbook, I should have done. . . .

The latest Rover is, then, something of a tantalising quantity. Not possessing quite the sizzling performance anticipated, not entirely a luxury car like the 3½-litre V8, because there is wind noise at speed and quite a lot of road noise, not noticed in the 2000TC because of its noisier engine, the new Three-Thousand-Five nevertheless appeals because of its smooth vee-eight progression in a very fast safe-handling car of notably compact dimensions. At the time of writing I did not know what it was to cost but felt that if it can be sold at around £1,700, Rover would never be able to keep pace with demand.*

The main differences between this model and the 2000 are confined to a modified base unit to take the different power unit, altered bottom front-suspension links to clear engine, 170 lb./in. rate instead of 150 lb./in. rate coil springs in front, front shock-absorber bore increased by ⅛ in., to 1-in. bore, offset front hubs to take the new road wheels, strengthened final-drive mountings and rubbers, modified rear-suspension top links to clear bigger tyres and larger top-link rubber bushes to improve noise insulation, new rear-suspension bottom links with modified shock-absorber mountings with strengthened rubber bushes, pivoted from a rubber-mounted cross-member to reduce road noise, and 1⅜-in. bore rear shock-absorbers with 260 lb./in. rate coil springs.

The Burman F3 recirculating ball steering has a variable ratio, 21 : 5 to straight ahead, 26.0 : 1 on full lock, compared to 20.3 : 1 of 2000 steering. Then there is the uprated Type 35 Borg Warner transmission, but like the power unit, this is already used for the 3½-litre V8 Rover luxury range. The only differences in the engine installation for the Three-Thousand-Five are those to air-cleaner, exhaust manifolds, oil filter attachment and choke and throttle connections to get it into the space available, new double-skin exhaust downpipes leading

* The price has been announced as £1,400 basic, £1,790 19s. 5d. with the recently increased purchase-tax. This is only £255 11s. 1d. more than the price of a Rover 2000TC. We predict a very big demand for Rover Three-Thousand-Fives.—ED.

into two aluminised steel silencers, heat insulated, and high-pressure hoses for the 15 lb.-pressurised coolant system to suit the new engine and radiator.

The final-drive ratio has been changed (we will return to this in a moment) and has been strengthened, with a 4-star differential. There are the bigger tyres, Girling brakes with 3-cylinder calipers at the front, using Ferodo 2424F pads and a Lockheed Type 8 servo. That's about all. There is a Lucas 11 AC alternator giving 45 amps. at 2,400 engine r.p.m. and a pre-engaged starter, but these are common to the 3.5-litre V8. In case any lady readers are still with me, the Three-Thousand-Five is available in April yellow, as well as in the 2000's colours, but Brigade Red replaces Racing and Venetian Red. Extras include headrests for front and back seats, with reading lights for the front seats, heated rear window, laminated screen, boot-lid spare-wheel carrier, tachometer, and tinted glass.

Reverting to the somewhat less than expected acceleration, it could be that the Rover Three-Thousand-Five is deceptive. It does accelerate better than a 2000TC and the bigger V8, by quite a useful margin, as the following figures show:—

	2000TC	3½-litre V8 saloon	Three-Thousand-Five (*Maker's claims*)
0- 30 m.p.h. ..	3.8 sec.	4.8 sec.	3.7 sec.
0- 40 m.p.h. ..	5.8 ,,	6.6 ,,	5.1 ,,
0- 50 m.p.h. ..	8.5 ,,	8.9 ,,	7.0 ,,
0- 60 m.p.h. ..	11.9 ,,	12.4 ,,	9.5 ,,
0- 70 m.p.h. ..	16.5 ,,	16.3 ,,	13.1 ,,
0- 80 m.p.h. ..	22.0 ,,	21.8 ,,	17.3 ,,
0- 90 m.p.h. ..	31.2 ,,	31.5 ,,	22.9 ,,
0-100 m.p.h. ..	—	45.0 ,,	32.7 ,,
s.s. ¼-mile ..	18.4 ,,	18.3 ,,	17.5 ,,

That these figures are not even better is probably due to the high gearing Peter Wilks has adopted, presumably out of consideration for the rev. limit sensibilities of a former-generation push-rod power unit, or perhaps to reduce noise level from a unit which is packed into a confined space in very close proximity to the front-seat occupants. He certainly *has* used high gearing, the Three-Thousand-Five having an axle-ratio of 3.08 to 1, compared to 3.54 to 1 of the 3½-litre V8 and the 2000 range. It would seem to be this which hampers performance, for the new car has some 70 h.p. more than the 2000TC for a weight increase of only about 52 lb. However, a s.s. ¼-mile in 17½ sec. from a four-seater saloon isn't bad—6¾-litres of V8 in the Rolls-Royce Silver Shadow also require 17.5 sec. . . .

Rover claim a touring fuel consumption of 21.6 m.p.g. from the Three-Thousand-Five. For part of my journey I was getting around 20 to 21 m.p.g. but driving moderately quickly this became 19.0 m.p.g., with the lowest figure 18.7 m.p.g., of the essential 101-octane petrol. After the first use of the petrol reserve control it needed force to return it; it functioned once thereafter and then became inoperative. The gear selector became stiff to move from the P position and there was an occasional squeal from the region of the brake pedal. Otherwise, this latest small Rover V8 proved a fast, fascinating car. Its V8 engine added much refinement, removed a taste of agricultural, from a brilliant conception of modern luxury/compact motor-car. If endowing the old Rover 3-litre with a V8 engine has made it into a very acceptable small-businessman's Silver Cloud, the new V8 Three-Thousand-Five may be said to represent a very opportune, if somewhat clamorous Budget Day Silver Shadow. . . .—W. B.

BOOK REVIEWS

"The Cars That Got Away," by Michael Frostick. 104 pp. 10⅛ in. × 7½ in. (*Cassell and Co. Ltd.*, 35, *Red Lion Square, London, W.C.1.* 50*s.*)

This author is noted for his scissors-and-paste output but has struck a novel and enthralling theme for this book. It deals with some experimental and prototype cars which never got into production, expanded by including some which did, but which didn't sell in any numbers and were rare even when current models.

Some of the information has appeared previously and well-read students of automobile history may find themselves skipping some of the all-too-few pages on account of this. For example, most of the information about the Cosmos C.A.R. of 1919 appears in bound volumes of *The Autocar*, Ted Eves dealt with the Rover Scarab of 1931 in a still-born series in *Autocar* in comparatively recent times, and the fabulous Alfa Romeo-crib Triumph Dolomite straight-eight has been covered frequently before, the most recent time being by Hugh Tours in *Autocar*. The Aston Martin Atom has also been well documented, likewise the Roesch-conceived straight-eight Sunbeam of 1936 and the Burney Streamline, while very recently the story of the Rootes Imp prototypes has appeared in a weekly contemporary. And the Invicta Black Prince, Jowett Jupiter R4 and Atalanta I would class as small-production cars.

But, superficial as most of the text is, with changing tense as evidence that Frostick hasn't put away his scissors and glue-pot, the items about the £100 Gillett, the Rover M1, some rare Invictas, the Moveo, and the Feddens are interesting. But if the Gillett, why not the £100 Waverley, Matchless, Clyno Century, etc.? There are occasions, too, when one gets the impression that the writer lacks engineering knowledge. For instance, nowhere is one told whether Roesch's last fling had a vee- or straight-eight engine, the 3-cylinder radial engine of the C.A.R. is wrongly described as of Y-formation when it was of fan layout, nor is it easy to understand why the use of foot-brake at one end and hand-brake at the opposite end of a solid axle is thought so novel, when describing this car. Nor does the author seem quite to comprehend the function of a differential, for he expresses surprise that a tester trying the Gillett was unable to distinguish lack of this component when driving the car—but why should he, unless he tried to push it about on full lock? Frostick misses the point that the Rover Scarab obviously was not "using up surplus Rover Eight engines" because it had "a simple twin-cylinder o.h.v. air-cooled rear engine." The earlier Rover Eight did appear in o.h.v. guise when conversion heads were fitted, and the real point is that whereas the 1919 engine was a flat-twin, the 1931 power unit was a vee-twin.

The S.T.D. Register will not love Frostick for telling it that "The Talbot has not yet reached great eminence as a desirable vintage car—goodness knows why" (Anthony Blight will have to be held down!), and some of his other observations suggest a lack of thought or know-how. For instance, Rolls-Royce Ltd. will not thank the author for comparing the accessible sparking plugs of the C.A.R. with "the difficulty of removing a sparking-plug from the present-day V8 engine of the Rolls-Royce," because since the advent of the Silver Shadow these have been brought above the exhaust manifolds to overcome this deficiency.

These carping criticisms apart, this is a novel book of some entertainment value, with some interesting pictures, including pages from Gordano catalogue and advertisements, but expensive for what you get and not nearly detailed enough or giving many fresh facts. Technically, as far as it goes, which is cautiously not very far, it seems sound, except that the 1950 Jowett-Bradford private car is described as having "near enough Javelin suspension," which was torsion-bar, whereas I thought it used some form of rubber suspension, probably rubber cords in tension.

An interesting book but with some obvious omissions, the Victory-model Arrol Johnson and the Gnome, for a start.—W. B.

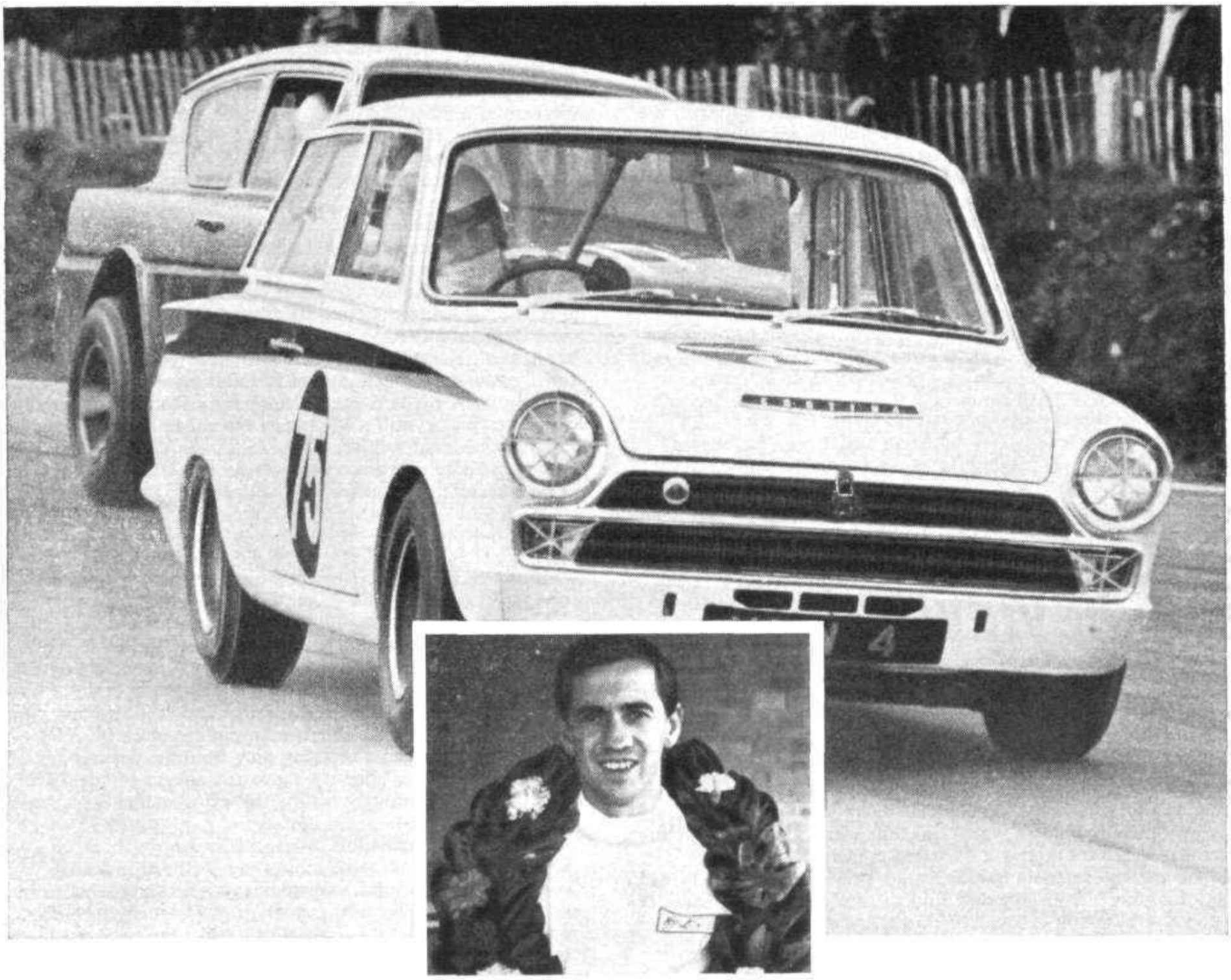
"Aircraft of the Royal Air Force Since 1918," by Owen Thetford. 611 pp. 8¼ in. × 5½ in. (*Putnam & Co. Ltd.*, 9, *Bow Street, London, W.C.2.* 84*s.*)

Another of Putnam's beautifully printed, copiously illustrated (both with photographs and scale line-drawings), aviation histories, this book will not only constitute the standard reference work to the subject but will be of inestimable interest and value to aircraft spotters, aeronautical historians, those who flew in war and peace, and to the World's aeroplane manufacturers.

It follows the standard Putnam format and the main text ranges fascinatingly from the dear old Airspeed Oxford to the Westland Wessex H.C.2 helicopter, the subjects being covered alphabetically. There are the expected appendices, dealing with gliders, missiles, and aircraft impressed for the R.A.F., and the book is indexed.

Wondering how this comprehensive work compares with Thetford's earlier book "Aircraft of the Royal Air Force, 1918-58," I took at random the pages dealing with Gloster Gamecock (one of my schoolboy favourites) and Avro Anson. The text and all the pictures save one of the Gamecock are identical; so those who have the earlier edition and do not need data about post-1958 aircraft will be unlikely to buy the later book.—W. B.

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THE CARS OF COLONEL SIR LEONARD ROPNER, Bt.

Described to the Editor during a recent interview

THOSE who frequented Brooklands Track in the 1920s will recall Major Ropner, M.C., M.P., as a particularly successful driver of the 30/98 Vauxhall "Silver Arrow" during the seasons 1923/25. I recently had the pleasure of meeting Col. Sir Leonard Ropner, Bt., M.C., T.D., D.L., at the family estate at Thorp Perrow in Yorkshire. Not only is Col. Sir Leonard Ropner prepared to talk about his Brooklands racing days but it is nice to know that he has retained all the many trophies that he won on those occasions, although as silver has become a popular acquisition to all house-breakers, the cups are seldom seen, being deposited in a Bank.

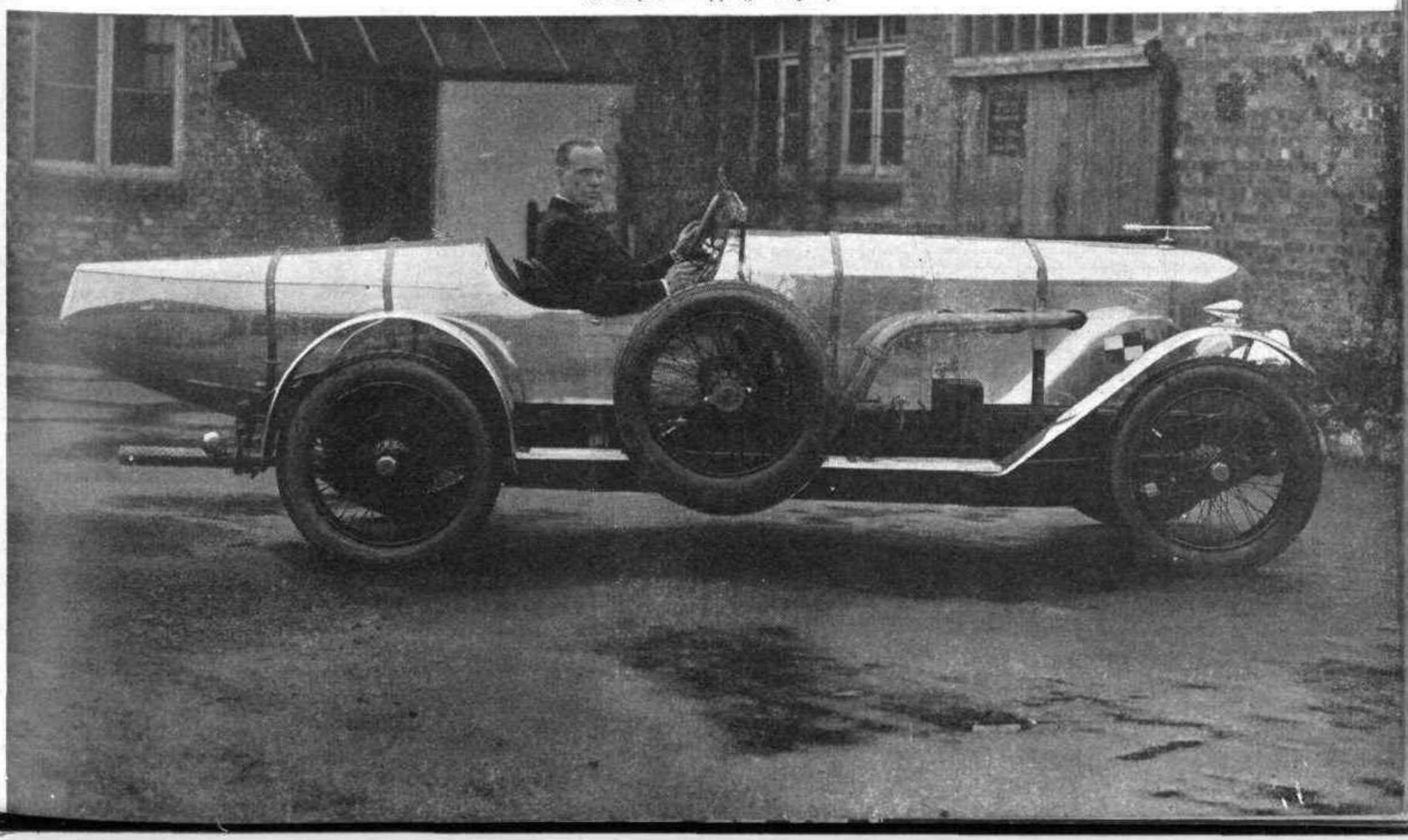
Sir Leonard Ropner's father can be numbered amongst the almost-pioneer motorists, his first car being a 1902 10/12 Gladiator, in which he did a lot of motoring, notably from Hartlepool where the family then lived, to the Lake District, etc. His son therefore grew up with motor cars and in any case thinks that if it is one's instinct to be a motorist, a motorist one will be! The family cars ranged through a series of Napiers, which, Sir Leonard remembers, used to boil without much provocation, this causing his mother to jump out in alarm on one occasion, as so much steam was emitted that she thought the car was on fire. His father's 45-h.p. Napier landaulette was in use up to the outbreak of war, after which the family went over to Rolls-Royce cars. In 1913 Sir Leonard had an 8-h.p. B.A.T. motorcycle, of which he has very happy memories, being of the opinion that there is nothing to beat a high-powered motorcycle on good roads on a fine day. Incidentally he vividly remembers the first occasion on which he drove a car at 40 m.p.h.! Driving licences were then obtainable at the age of 14 and 40 m.p.h. was achieved on the Gladiator—downhill!

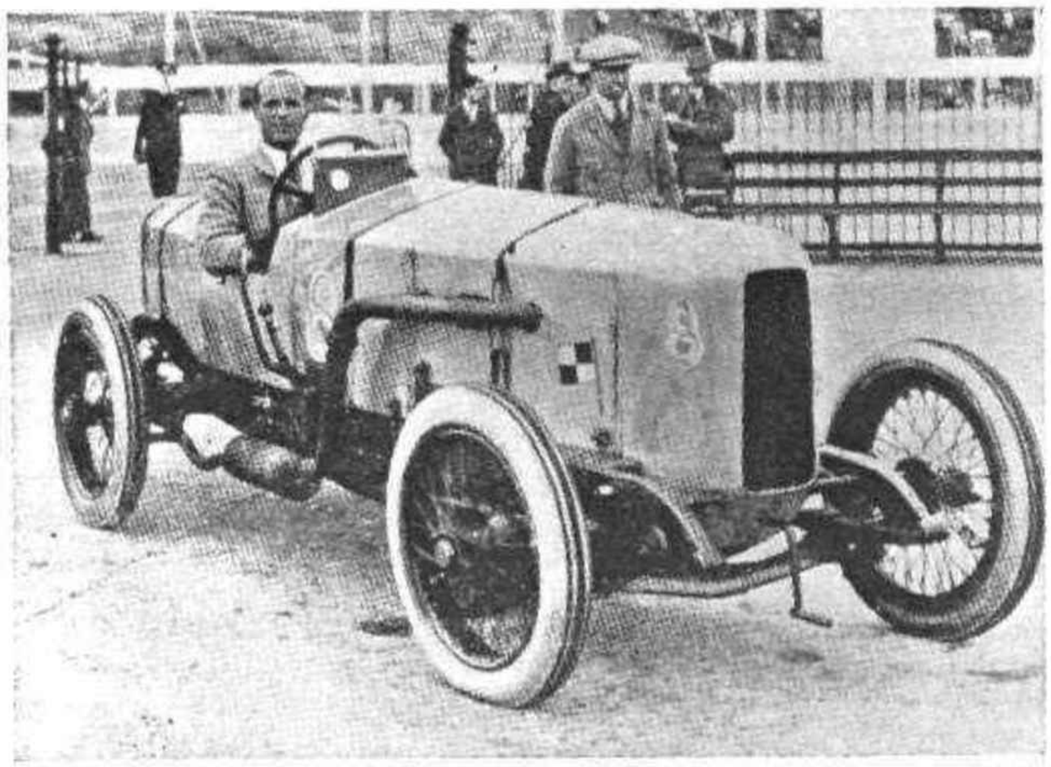
On the eve of his 21st birthday in 1916, he bought from a dealer in London a Targa Florio Fiat. Unfortunately, this was never a reliable car and on this occasion it broke down at Hitchin and had to be brought on to Hartlepool by train, which was not a very auspicious way to celebrate such an important birthday. This Fiat was used during the War until Sir Leonard went to France in command of a battery of 6 in. howitzers.

Because of the first world war Sir Leonard did not go to Cambridge until 1919. Mobility as an undergraduate was ensured by the purchase of a small war-time Clement-Talbot two-seater. By 1923 he required something faster, and as the OE 30/98 Vauxhall was the current exciting new model, he ordered one of these cars, specifying that Vauxhall should deliver it with a B.A.R.C. Certificate confirming that it had lapped Brooklands at over 100 m.p.h. This the Luton Company was able to do but afterwards the idea proved to be double-edged, because Ebblewhite, who fixed the handicaps, knew in advance the capabilities of this car when Ropner raced it at the Track. He designed a very handsome two-seater polished aluminium racing body for it, with the radiator cowled in, and named the car "The Silver Arrow", which was emphasised by the long, pivoted arrow carried on the radiator filler-cap. (Those who went to Harrow School, as Sir Leonard had done, will see the significance of this name when they recall old school songs.) Although Sir Leonard had not yet been to Brooklands he was determined to enjoy the sport of amateur motor racing which the B.A.R.C. offered. 30/98 Vauxhalls were being raced at the time by such enthusiasts as Major Coe, whose beautiful "Vixen" overturned at the 1925 B.A.R.C. Whitsun Meeting, Major Gunter, E. L. Meeson, and others. Nevertheless, Sir Leonard's 30/98 proved the fastest of its kind on the Track during the 1923 and 1924 seasons, as the accompanying table shows, although he makes no claim to understanding the engineering aspect of racing cars, all tuning being left to Vauxhall Motors. In his second race, Sir Leonard finished behind Malcolm Campbell's 7.6-litre Grand Prix Peugeot, and he believes that inexperience caused him to lift his foot at the end of the Finishing straight, otherwise he could have won this event.

That was in the 100-m.p.h. Short Handicap at the 1923 Easter Meeting, Ropner having already finished third in his first race, the Private Competitors' Handicap. Later in the afternoon Ropner and the "Silver Arrow" took another second place, in the 100-m.p.h. Long Handicap. That season he also took a second place behind F. C. Clement's single-seater 3-litre Bentley in the Lightning Short Handicap at the Summer B.A.R.C. Meeting and at the August Bank

The famous OE 30/98 Vauxhall "Silver Arrow" which Col. Sir Leonard Ropner, Bt., raced so successfully at Brooklands from 1923 to 1925, winning three important B.A.R.C. races and lapping at nearly 103 m.p.h. The car was also used for speed trials, hill-climbs and for Continental touring. The mascot had a special significance, as explained in the text, and the red and white flag on the side of the bonnet was the "House Flag" flown by the ships of the Ropner Shipping Company.







Top; *The Vauxhall "Silver Arrow" in the Paddock at Brooklands and,* above, *some of the trophies that it won in three seasons of racing.*

Holiday races came in a very close second in the 100-m.p.h. Short Handicap to the "Razor Blade" Aston Martin and then won the 100-m.p.h. Long Handicap at 74½ m.p.h., beating the Leyland-Thomas and Clement's Bentley. The 1924 season's successes included three second places, the Vauxhall being beaten in one race by Dr. J. D. Benjafield's 3-litre Bentley which started from the same mark, but which was a special works-prepared two-seater, and one third place. Major Ropner got to Brooklands only for the Summer Meeting in 1925, so far as B.A.R.C. races were concerned, but this proved thoroughly worthwhile. The "Silver Arrow" commenced by winning the 100-m.p.h. Short Handicap at 92.95 m.p.h. and then, in spite of a re-handicap of five seconds, pulled off the 90-m.p.h. Short Handicap from Turner's Austro-Daimler by half-a-length, at 93.2 m.p.h. in one of the closest finishes seen at the Track, Cushman's Crossley being close up in third place. In all this Brooklands racing Ropner never gave a thought to the danger aspect and thoroughly enjoyed notching up good performances. He put in a great many laps at over 100 m.p.h. and, as the accompanying table shows, was the most successful 30/98 exponent during the three seasons in which he was competing, the "Silver Arrow," although one of the early series of OE cars, being the fastest of its era, with the sole exception of Meeson's later-series car.

Apart from its very successful Brooklands career, the Vauxhall "Silver Arrow" was used in a number of those public roads sprints which were such a feature of the sporting scene in the 1920s. Sir Leonard says critically that he once held the Sutton Bank hill-climb record, but only for about quarter of a minute, as the next car proved faster than the Vauxhall! He did, however, win two classes at the 1923 Saltburn Sands speed trials, beating the E-type 30/98s of Humphrey Cook and C. P. Dorman, the "Silver Arrow" covering the s.s. kilometre in 37.4 sec. and the f.s. kilometre in 23.2 sec. He also made f.t.d. at the Legs Cross hill-climb in the same year, this being a comparatively minor public-road event held in Durham. He also won a hill-climb at Wynyard the following year. In addition, he did extensive Continental touring in the Vauxhall, for which purpose it was equipped with shapely

30/98 VAUXHALL PERFORMANCES IN B.A.R.C. RACES, 1923 to 1925

Driver	Year	1st Places	2nd Places	3rd Places	Fastest lap m.p.h.	Notes
Major L. Ropner, M.C., M.P.	1923	One	Four	One	102.27	"Silver Arrow." Aluminium, black wheels. Red and white flag on bonnet.
	1924	–	Three	One	102.90	
	1925	Two	–	–	99.61	
Major C. G. Coe	1923	One	One	–	99.01	Steel granite.
	1924	One	One	–	101.02	Cream, aluminium top deck.
	1925	–	–	–	106.19	"Vixen." Aluminium, red wheels.
Sir R. Gunter, Bt.	1925	–	–	–	97.08	"Greyhound." Aluminium, black wheels.
E. L. Meeson	1925	–	–	–	97.65	Lavender and purple. Four-seater.

N.B.—All 98 × 140 mm. (4,234 c.c.) OE cars. These were also entered by G. E. T. Eyston, J. D. Barclay and G. S. Boston but their cars failed to start.

mudguards and aero-screens. It proved as reliable for this purpose as it had when used as a racing car, except that racing plugs were apt to oil-up under the more gentle conditions of road motoring. In fact this Vauxhall was for three years Sir Leonard's sole means of road transport; as he was a Member of Parliament it made frequent excursions from Yorkshire to London, being seen on occasions in Palace Yard, Westminster, and was also, of course, driven to and from Weybridge.

At the time Sir Leonard Ropner was a Member of Parliament for the Sedgefield district of Durham, and frequently took his constituents as riding mechanics in the Vauxhall. This was only one aspect of the friendliness of these people, many of them miners, and one wonders today how many M.P.s can say that they take an active part in motor sport with one or other of their constituents beside them?

Much as Sir Leonard enjoyed his motor racing, his family pondered on the dangers of this sport and persuaded him to give it up in 1926, so the Vauxhall was sold. Its unique radiator mascot was stolen on the very day the car was disposed of.

Being at this time unmarried, Sir Leonard decided that he could afford to invest in a Rolls-Royce. In 1925 his father had bought a new Silver Ghost. His son was therefore delighted, when ordering a new model in 1926, to discover that he was the owner of one of the first of the New Phantoms, Rolls-Royce giving so little warning of the introduction of a replacement model for the long-established Silver Ghost, that his father placed *his* just too soon! Park Ward were commissioned to build a special open sporting four-seater body, which Ropner designed, on this chassis, this being the first one they had made with a concealed hood. This hood proved completely trouble-free but rattled horribly when up, and still does! Over the years this P.I Rolls-Royce proved a remarkably trouble-free motor car. It is still in Sir Leonard Ropner's ownership and when, in 1957, his son did his National Service he took the Phantom I to Germany with him, because his father knew that he would drive faster than was wise, and felt that a heavy substantial car would be the most suitable one for him to use. . . .

Apart from various "bread-and-butter" cars, most of which are now forgotten but which numbered Ford Consul, Ford Zephyr, etc., Sir Leonard had no other car except this P.I Rolls-Royce until he bought a used Phantom III Rolls-Royce. This proved to have the unmodified tappets and "made a bloody awful noise." It was soon disposed of, in favour of a 1956 Rolls-Royce Silver Cloud I. This Rolls-Royce, like the Park Ward-bodied Phantom I, is still in service and has, in fact, covered nearly 100,000 miles without the cylinder head having been lifted. Its owner accepts the fact that the present-day Rolls-Royce Silver Shadow is an altogether quieter, quicker car, with lighter power-steering, and when Rolls-Royce are able to supply one he will probably take it as a replacement for the Silver Cloud I which has given him such good service.

Apart from the two Rolls-Royces, Lady Ropner's Rover 2000, and Sir Leonard's son's Porsche 911S, it is interesting that the old family Napier of 1908, after standing unused in the garage for many years, was recently brought out of retirement and given a new lease of life, a nephew of Ropner's driving it in local veteran-car rallies.

This is the new 1750:

the saloon you'd expect from Alfa Romeo.



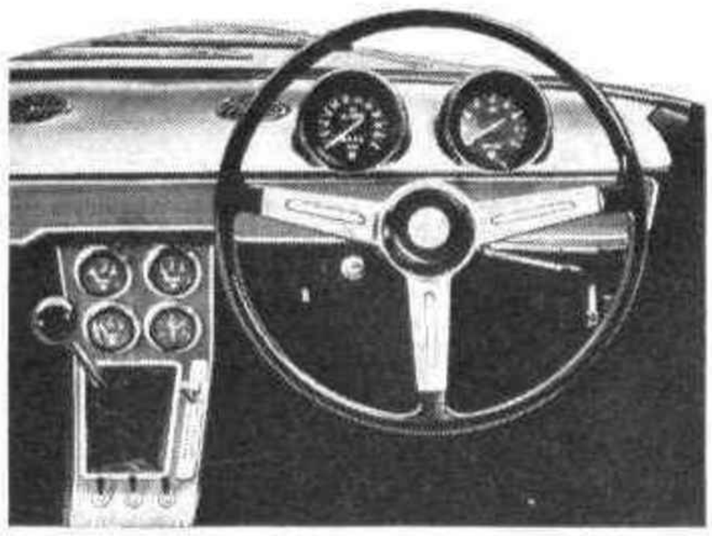
The saloon for the man who believes family cars don't have to be shy, retiring machines. The car to put enjoyment back into family motoring.

Get behind the wheel and you'll see how different the 1750 is from any other 4-5 seater saloon. The 1750's driving seat is a cockpit. You're in a position to drive. You feel a part of your car; your car a part of you. Just as it should be.

Start her up and hear the big 5-bearing alloy engine burst into life. This twin overhead camshaft 1779 cc engine has more than enough power and acceleration (132 bhp) to put you ahead and keep you there. With a top speed in excess of 112 mph, you can happily cruise at 70 knowing you've got over half your engine power in reserve.

Close at hand is the short floor-mounted gear stick with a fast 5-speed box you can whip through as easily and quickly as you like. It's *race-proven*—smooth, positive, clean. Something else you won't find in normal family cars.

The 1750's got the same renowned road holding ability of all Alfas. So you can drive the way you want, corner the way you never dreamed you could. And with extra wide tyres and servo-assisted disc brakes on every wheel you've got all the grip and power to stop at a touch where you want, when you have to.



Like to get behind the wheel? Just fill in your name and address, tear out the ad and post it to us. We'll arrange a test drive for you.

Another unique feature is the 1750's braking power regulator on the rear brakes that guarantees you balanced braking—no matter how tricky the conditions or how many people you're carrying.

And the 1750 is spacious, luxurious and comfortable. So your passengers will be as happy as you are. And special care has gone into all safety aspects of the 1750, so you've no worries even at high speeds. In fact, every way you look at it, the 1750 just isn't an ordinary saloon. **It is an Alfa Romeo.** A car to put pleasure back into family motoring.

Price inclusive of purchase tax £1898.6.2.

Export: If you're an overseas visitor find out about our own personal export scheme. We've got attractive facilities for tax *and* duty free purchases.

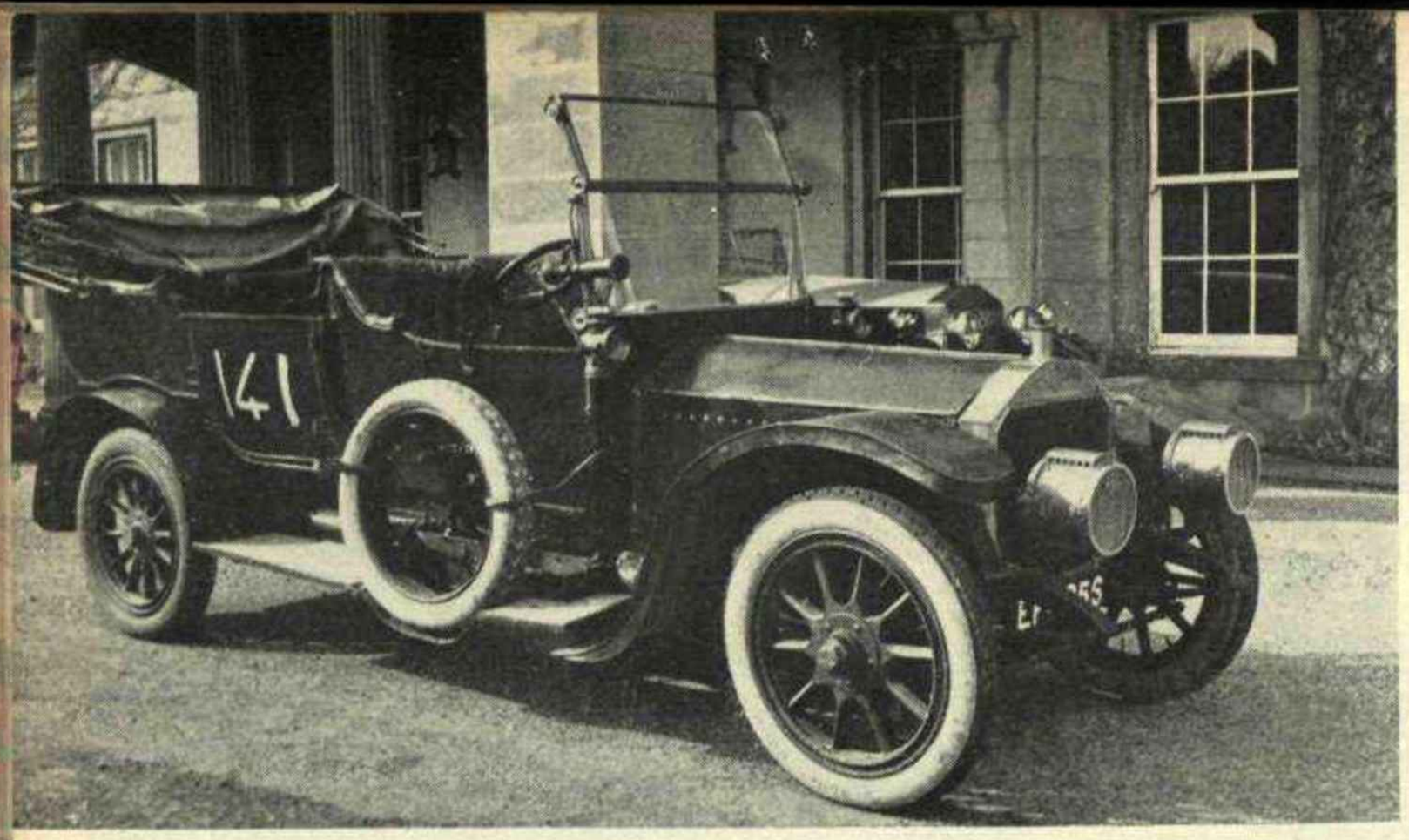
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Alfa Romeo



This Napier has been in the Ropner family for sixty years and is still active, the number on its door is a legacy of a fairly-recent veteran car rally. It is seen outside Col. Sir Leonard Ropner's house at Thorp Perrow, with his Rolls-Royce Phantom I Park Ward tourer in the background.

I asked Sir Leonard whether, apart from his many years of enjoyable motoring, he had ever had a liking for aeroplanes. He replied that he learned to fly at Heston after the Second World War, on Avro Cadets, his idea being that he would be able to use a private aeroplane to attend political meetings. Unfortunately, light aeroplanes are dependent on good weather for getting to their destinations and the idea proved impracticable. Apart from having such excellent examples of pre- and post-war Rolls-Royces, and the Edwardian Napier, Col. Sir Leonard Ropner, Bt., has a great affection for an early Land-Rover which he uses on his estate; he refused to pension off this " maid-of-all-work " when it was about to be part-exchanged for a new Land-Rover. Incidentally, it was only very recently that his father's 1925 Rolls-Royce Silver Ghost, which late in life was fitted with a shooting-brake body, was disposed of, to a well-known Rolls-Royce vendor.

W. B.

FERODO FORMULA TWO-FOUR

IN 1961 the Editor paid a visit to Ferodo's Chapel-en-le-Frith factory, and described in detail their exacting development and test procedures. Since then, the 16-acre works among the Derbyshire peaks (and in particular the £¾-million research centre) has been particularly busy, and this work has now culminated in the announcement of a new range of disc braking pads, known as the Ferodo Two-Four series.

Since the firm's founder, Herbert Frood, first produced friction materials at Chapel in 1897, great advances were made in wear rate, friction level, squeal resistance and so on, until of late these materials have become so highly developed that any slight increase of performance demands a huge amount of time and money spent on research and development.

In 1964, Ferodo's physicists and engineers found that they were on to a material with considerable promise, and in September that year a European " safari " was organised in which eight Ferodo test cars were taken on a nine-day journey, covering almost 4,000 miles. Recording instrument data and observers' reports on performance and wear rates of the new material mix were taken back to Chapel, sifted, and methods of attack decided to correct any slight deficiencies found. The results of each correction method were then rigorously tested on the Ferodo-built inertia machines in their huge test house, the largest of its kind in the World, and then test pads, made in small quantities in the company's laboratories, were extensively road-tested. A small, tight test circuit laid out on a disused quarry tramway nearby, was used for some testing, but this had its limitations, and in recent years an airfield circuit at Scofton has been used increasingly.

In this way all but the worthwhile changes in formulation were located and rejected and, once the research technicians were satisfied with the material, plans were made for effectively productionising the new mix; producing it in accurately quality-controlled bulk as opposed to the limited samples thus far produced under ideal laboratory conditions. Incidentally, although the firm have always kept a close watch on quality control at all stages of production, all checking procedures were closely examined and, where room for improvement was found, have been tightened-up.

The end product of these past years of development is the new Formula Two-Four series, so far including three basic materials. These are as follows : Ferodo 2424F, with a high coefficient of friction but low noise level (noise usually being a penalty of high frictional qualities); 2426F with slightly lower frictional qualities, but exceptional fade resistance; and 2430F, a material with the best life of any current mix without undue sacrifice of friction level. This latter material has a constant low-wear rate at temperatures as high as 500° C., and would seem to have competition potential, although DS11 (a non-" Two-Four " mix) has been effectively and happily braking Formula One, sports and prototype cars for some years now.

For the time being these three productionised materials will only be available on new car models for which they may be adopted as standard equipment, but once their expected approval for use on existing models comes through they will be made more widely available, production capacity permitting.

Seven years ago, we had cause to write, " It can safely be said that if Ferodo cannot stop your car, no-one else anywhere in the World will be able to do so! " It would seem that this is still as true today as it was then.—D. C. N.

BROOKLANDS SOCIETY NEWS

The Brooklands Society is becoming active with the approach of summer. The big news is that a Re-Union at the Track will take place on Sunday July 7th (the first race meeting at Brooklands was held on July 6th, 1907), on the lines of the pre-1967 gatherings. As the B.A.C. has requested that the attendance be confined to 100 to 120 persons, this part of the programme will be for Members only. But the traditional tea-party and film-show at the " Hand & Spear," Weybridge, will follow and Associates will be very welcome to join in at this stage.

Details of this Brooklands Re-Union, which at one stage seemed to be a forlorn hope, appear in the Society News Letter, which has been sent to Members and Associates, together with their membership cards. This also contains details of the Bentley D.C. first-Monday-evening meetings at the " Hand & Spear," to which Members and Associates of the Society are invited, admission being by membership card, and of a London Re-Union of Brooklands personalities, to take place at the " Steering Wheel," 47, Curzon Street, W.1 on the evening of May 24th, commencing around 7 p.m. John Morgan, who for years was organiser of J.C.C. long-distance races at the Track, has kindly permitted the Society to put this on, and it is expected that some special guests of his own, well-known in Brooklands' days, will attend.

The Society needs additional members if it is to carry out all its plans; Members can be enrolled from amongst those who attended the Track prior to 1940, the subscription being £2, to the end of 1968, and anyone interested in Brooklands can apply to join as an Associate, at a 10s. subscription. Members and Associates who wish to take part in the July 7th Re-Union are reminded that notification is required by May 24th, so that Brooklands admission tickets can be issued to them by the middle of June. The address of The Brooklands Society is: Standard House, Bonhill Street, London, E.C.2.

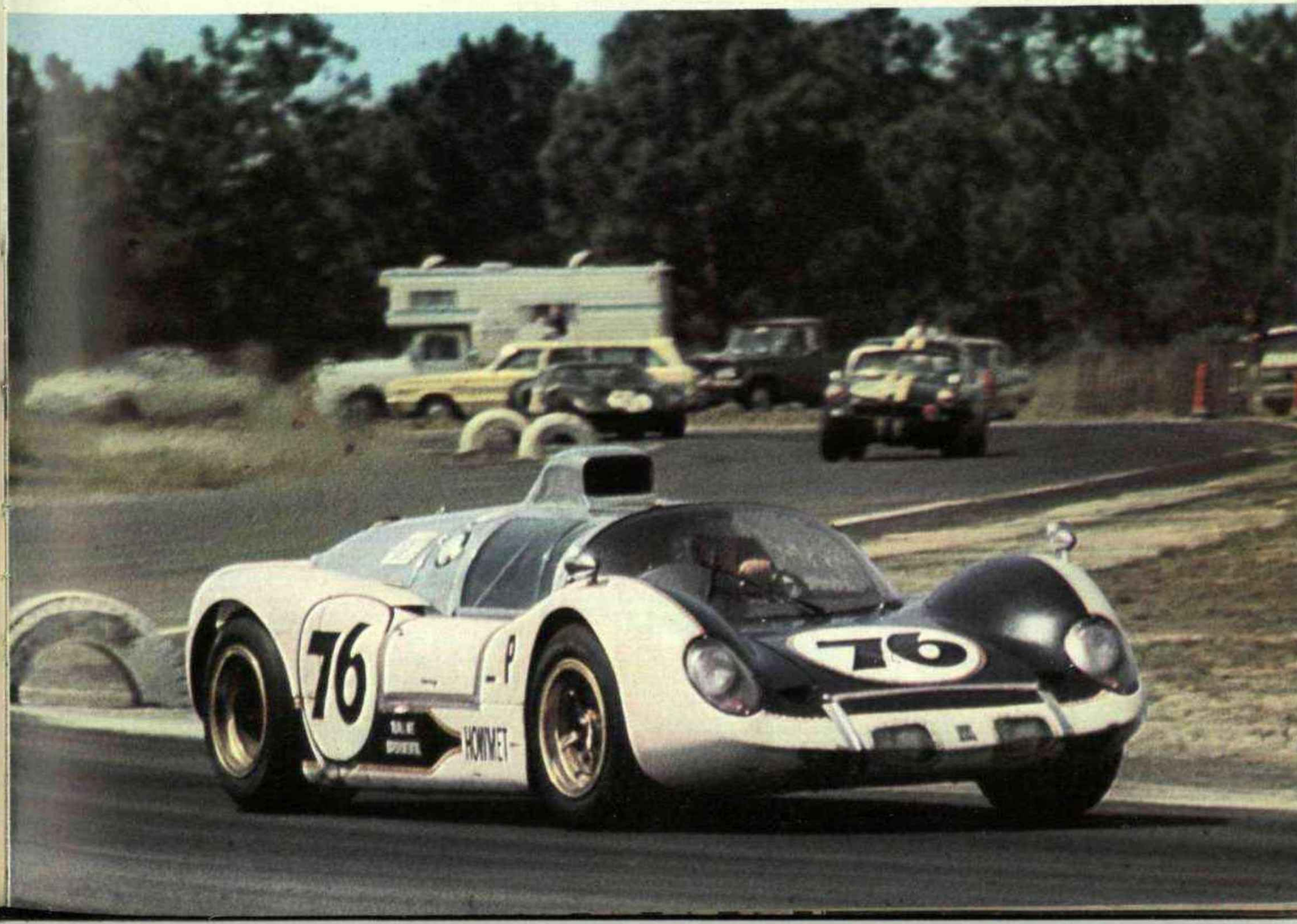
PICTORIAL REVIEW

SEBRING 12 HOURS | B.O.A.C. 500 RACE | BARCELONA F.2 RACE | NEW ROVER 3000-5 | ROLLS-ROYCE WEEKEND



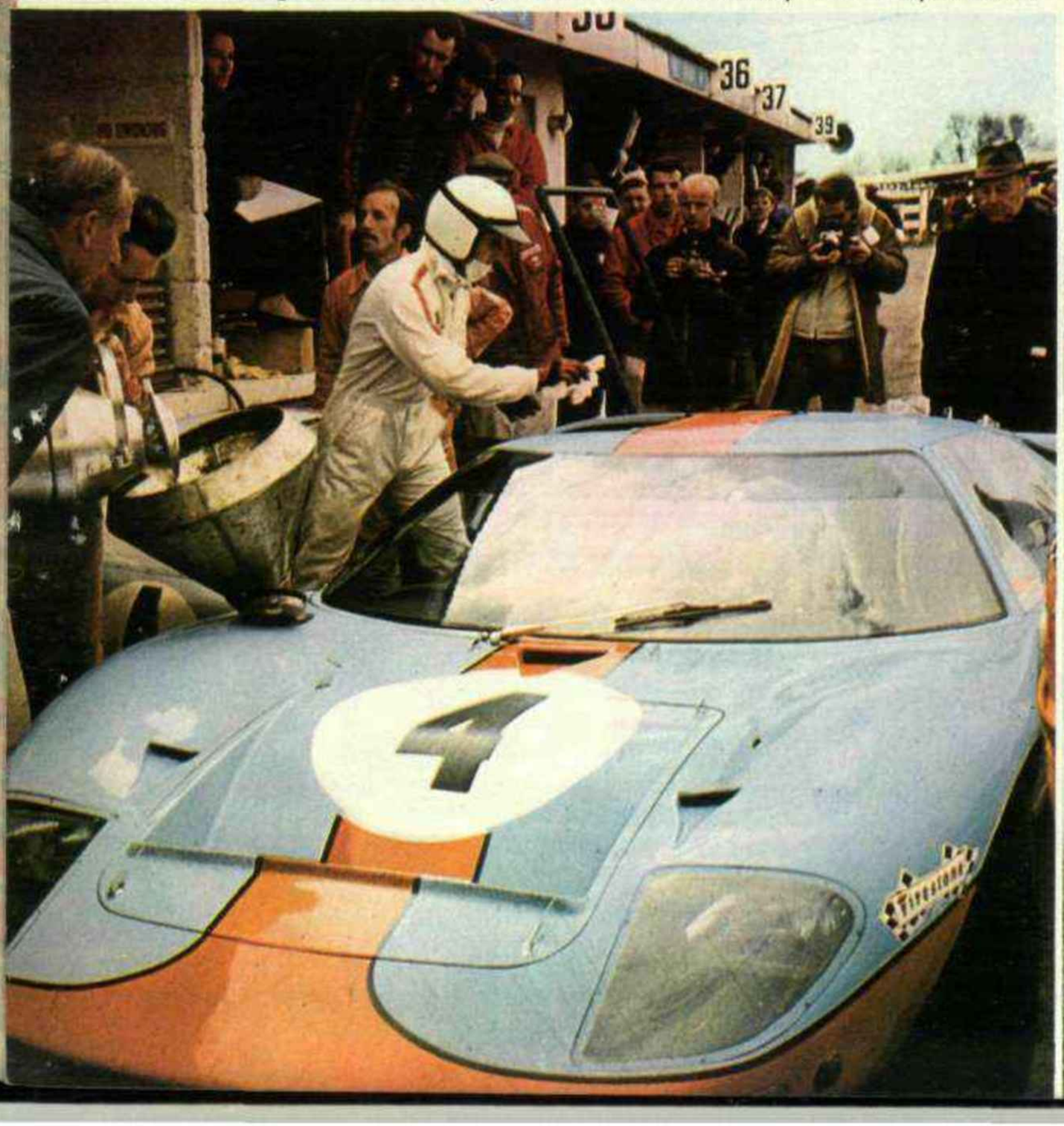
SEBRING 12 HOURS VICTORS.—J. Siffert and H. Herrmann driving the 910 Porsche gave a demonstration of Teutonic efficiency when they won the 12-hour endurance race. After setting the fastest lap in practice, which gave them pole position for the Le Mans start, Siffert, who is driving in the picture, made a brilliant start to be 50 yards ahead before anyone else started.

WHOOSH !—The Howmet TX turbine car kept going for a considerable time until the rough track broke two of the engine mounts. The hot exhaust gases caused the background to vanish in shimmer, which must be disconcerting to other drivers trying to pass. Behind the Howmet in the Esses is the Waldron/Gammon M.G.-B, followed by the Nelson/Piper GT4L.



B.O.A.C. 500 RACE FORD PROTOTYPE had an homeric struggle with Siffert's Porsche for the first 90 minutes of the B.O.A.C. 500, McLaren trying all he knew to shake off the German car. Soon after its fuel halt, when Spence took over, the Ford stopped opposite the pits with a broken driveshaft coupling, but still exceeded some expectations as it was a brand-new car.

MIDDLE WATCH.—Brian Redman prepares to take over the Gulf-sponsored Ford GT40 from Jacky Ickx, who drove the first and final two-hour spells in the B.O.A.C. 500. Team Manager David Yorke supervised as five churns of petrol were poured in.

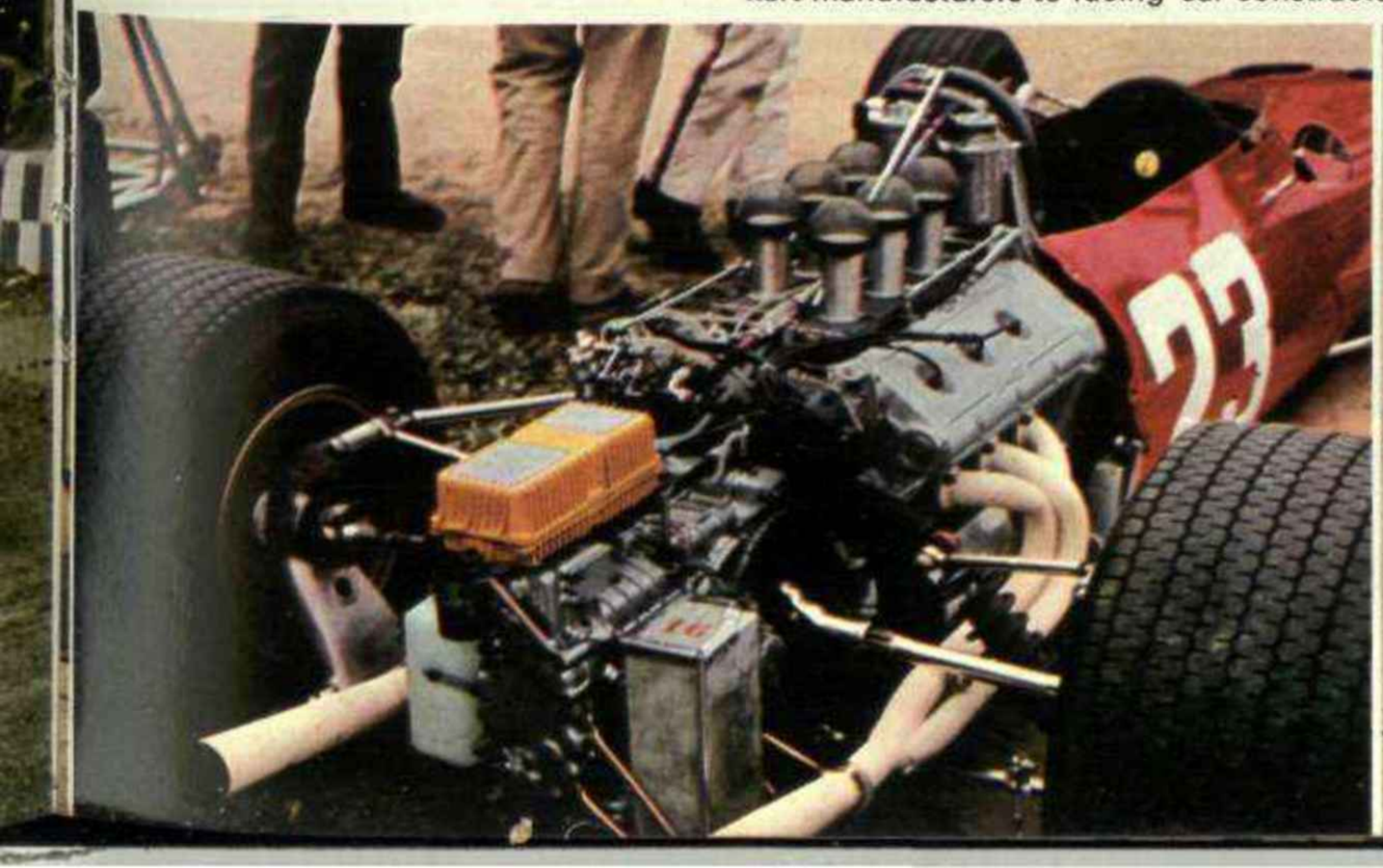


EMERGENCY in the Porsche pit as Siffert brings the fastest team car in via the back road with the right front brake locked on.



BARCELONA F.2 RACE HENRI PESCAROLO has made a very successful transition from Formula Three to Formula Two and finished second in the Barcelona race. Here he sweeps down the Montjuich circuit ahead of team mate Beltoise, the Brabham of Rindt and the Ferrari of Chris Amon. Both Beltoise and Rindt retired but the new Ferrari finished third after closing on Pescarolo in the closing laps.

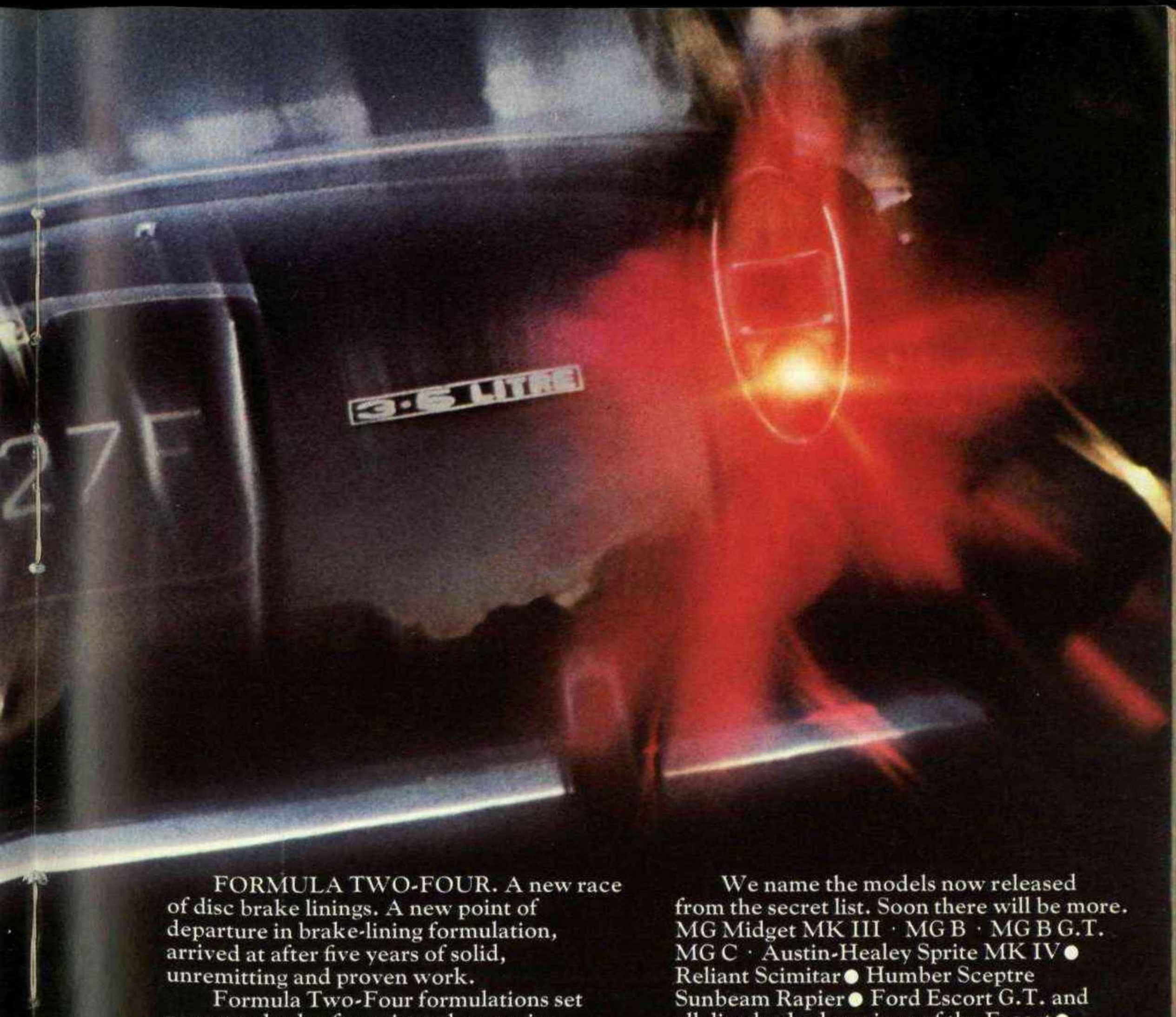
ITALIAN FORMULA TWOs.—The opening Formula Two race of the 1968 season saw two new designs appear. On the left is the Ferrari Dino 166 with a four-valve-per-cylinder version of the V6 engine. On the right is the Tecno manufactured by the Bologna firm who have only broken from kart manufacturers to racing-car constructors in the last couple of years.







Ferodo announces a new race of disc brake linings called Ferodo Formula Two-Four



FORMULA TWO-FOUR. A new race of disc brake linings. A new point of departure in brake-lining formulation, arrived at after five years of solid, unremitting and proven work.

Formula Two-Four formulations set new standards of consistently superior performance and long life. Their manufacture calls for materials, processes and, above all, exceptional quality-control procedures resulting in a disc brake lining that transcends anything achieved in the past.

Claims are one thing : acceptance is another. It is highly significant that major manufacturers are already specifying Formula Two-Four formulations for their newest models.

We name the models now released from the secret list. Soon there will be more.
MG Midget MK III · MG B · MG B G.T.
MG C · Austin-Healey Sprite MK IV●
Reliant Scimitar● Humber Sceptre
Sunbeam Rapier● Ford Escort G.T. and all disc-braked versions of the Escort●
Rover 3.5 litre● Saab 96●

But what about your present car?

We make no promises about the general availability of Ferodo Formula Two-Four right now. But soon, some fortunate motorists (and it could be you) will be able to get Formula Two-Four disc pads fitted to their present cars.

FERODO

Formula Two-Four disc brake linings.

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NEW ROVER 3000-5

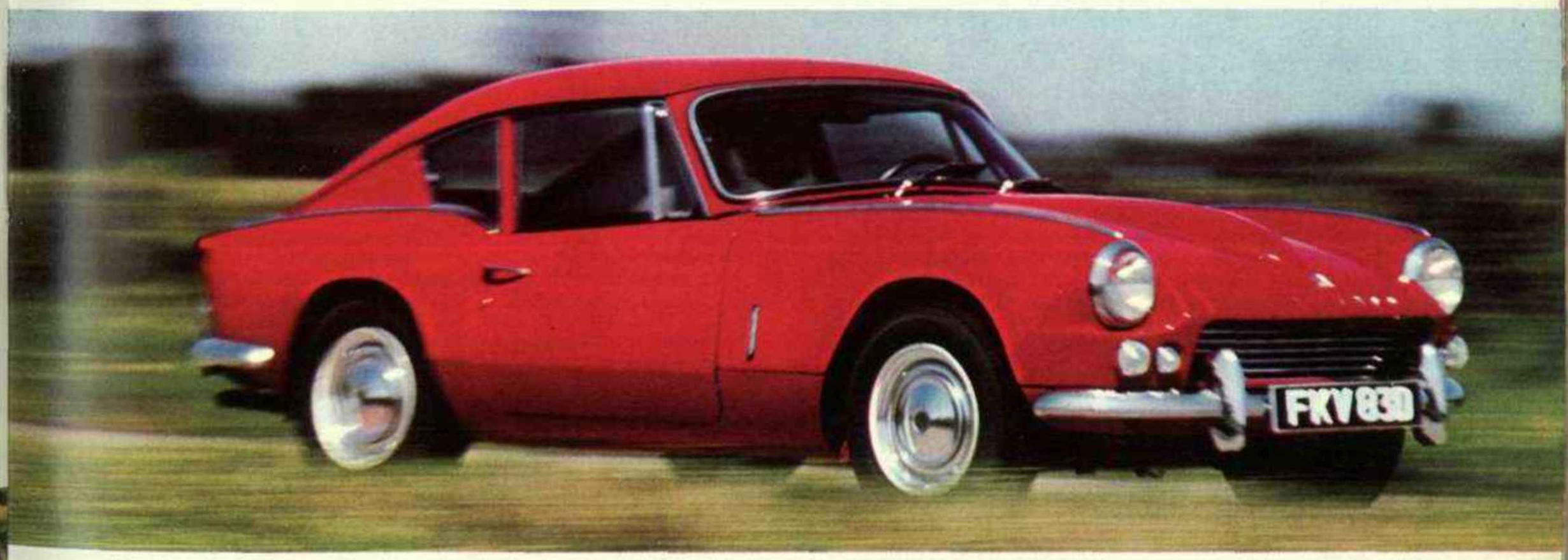
TIGHT FIT!—The 3½-litre vee-eight ex-Buick light-alloy engine just goes into a Rover 2000 at the Solihull works, as Peter Wilks, Rover's Engineering Director, knows it will, enabling another new Rover Three-Thousand-Five to leave the assembly-line. The new model combines the excellent road-holding, comfort and sensible controls of the Rover 2000 with a smooth-running engine and automatic transmission giving enhanced performance—see page 390.

GUEST WITH ITS HOSTS

THE ROLLS-ROYCE SILVER SHADOW in which we journeyed to Yorkshire, seen with the Silver Cloud I and the Park Ward-bodied Phantom I which Col. Sir Leonard Ropner, Bt., M.C., T.D., D.L., ex-Brooklands driver (on right of picture) has owned since he purchased it as a new car and designed the body for it in 1926. Before this Sir Leonard raced his well-known 30/98 Vauxhall "Silver Arrow"—see page 393.



Bred at Le Mans



to put you safely ahead!

Triumph's incredible new GT6

GIVES RACE-BRED PERFORMANCE WITH GRAND TOURING COMFORT AND SAFETY

The power bulge on the bonnet of the GT6 is not there for show. It makes room for a big, 1998 cc, 6-cylinder engine. Standing quarter mile time for this race-bred beauty is just over 17 seconds.

The GT6 develops a smooth 95 BHP. It can reach 46 in 7 seconds in first. Do an easy 96 in third. A vivid 0-50 in 7.8. And top gear times—like 40-60 in 7.5—cut overtaking time so dramatically that GT6 motoring is not only one of the most exhilarating ways to travel, but one of the safest.

Built-in safety to match its power

The GT6, cruising at 70, is a safer car than many of today's family saloons at 30.

It inherits its low, sleek shape from the fastback Spitfires that took first and second places in their class at Le Mans. The same all-independent suspension gives the GT6 race-proved stability and road holding.

It has the same strong, double-backbone steel girder chassis. The same big front-wheel disc brakes. It has also inherited some other safety features. Like rack and pinion steering with adjustable and collapsible steering column; burst-proof door locks; a forward hinged bonnet that cannot fly up while the car is moving; and a 25' turning circle that makes the GT6 more safely manoeuvrable than any other make of sports car on the road.

Grand touring comfort for two

Under the bonnet the GT6 is all guts. Inside it is all comfort. A grand tourer, with deep pile carpeting, adjustable seats that are soft to sink into, tall to support you, shaped to hold you firm on corners. There's a centre arm rest, too, which neatly houses the 'Fly-Off' hand brake. A racy leather-covered steering wheel, and a short, cranked gear lever. Under the facia (with padded cowl, of course), a deep parcel shelf holds your odds and ends, and in the back is luggage space enough to let you travel a long way from home.

For £1024.6.1 the GT6 is a lot of car for the money. Its nearest 6-cylinder rival would cost you nearly £150 extra—and you *still* wouldn't get all the advantages of the GT6. Visit your Triumph Dealer and arrange a test run.

LEYLAND **TRIUMPH**

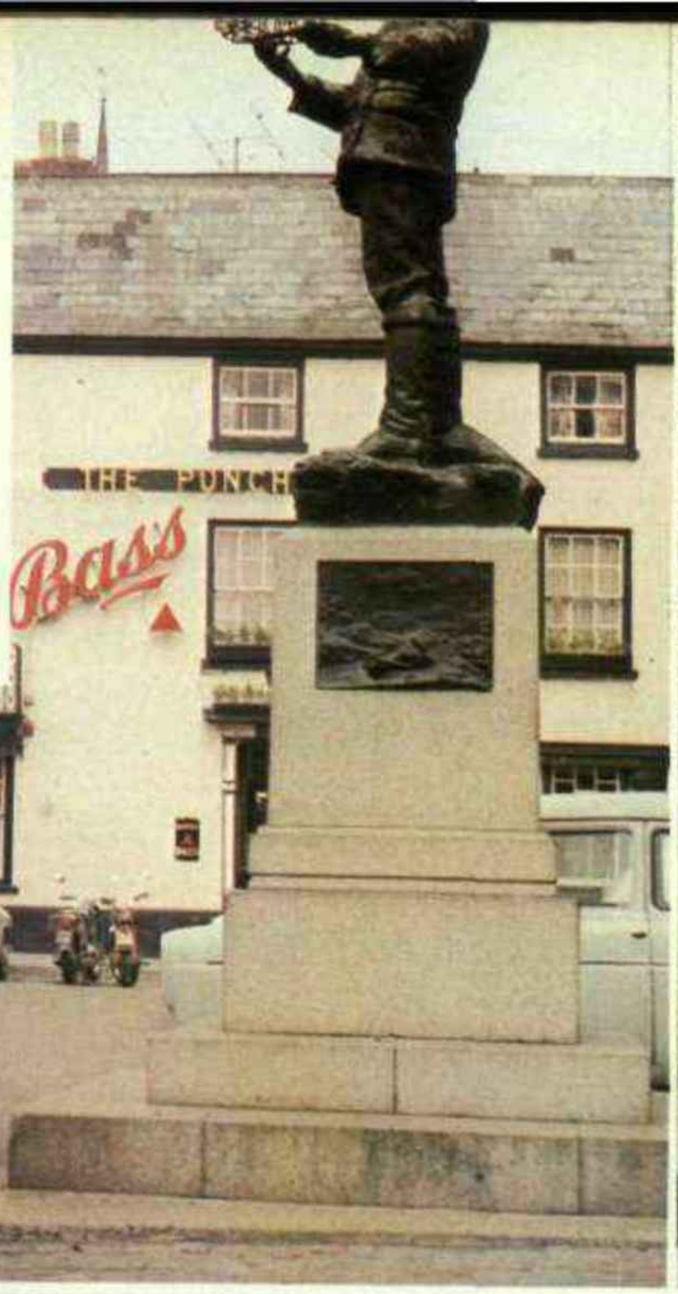
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TRIUMPH PUTS YOU SAFELY AHEAD

ROLLS-ROYCE WEEKEND

Right : THE ROLLS-ROYCE SILVER SHADOW beside the statue unveiled in 1911 in Agincourt Square, Monmouth, in memory of the Hon. C. S. Rolls, born 1877, killed in a flying accident at Bournemouth in 1910. *Far right :* THIS STATUE of Sir Henry Royce was placed by Claude Johnson and the R.-R. shareholders in Derby's Arboretum in 1923, after being shown at the Royal Academy. The sculptor was Prof. F. Derwent Wood, R.A. *Below :* THE HENDRE, home of Lord and Lady Llangattock, where Rolls was born ; the Silver Shadow is in the foreground. Some of Rolls' motoring and ballooning experiments were carried out in the 6,000-acre estate.









LONG WEEKEND WITH A ROLLS-ROYCE SILVER SHADOW

NOT wishing to postpone any longer the opportunity of comparing the current Rolls-Royce motor car with the earlier Silver Clouds, and finding ourselves confronted with tasks which would entail a long weekend of motoring, we borrowed from Rolls-Royce Ltd. one of their Silver Shadow demonstration cars, which had over 30,000 miles to its credit, and set off to enjoy again the unique fascination and mystique of motoring in what the majority of people willingly accept as the World's best car. It so happened that the journey commenced from Barlby Grove in London, from where, many years ago, another classic car was engineered by Georges Roesch. Soon we were proceeding along the M4 with the Frigidaire refrigerator maintaining a pleasantly cool temperature within the car. Luggage had been stowed in the boot, the lid of which is contrived for easy loading even of cabin-trunks, the comfort of the front seats, electrically-adjustable in eight ways, and upholstered in soft hide, proving acceptable at the commencement of a long journey. The Silver Shadow has been compared unfavourably with the Silver Clouds, in some quarters, as being a less imposing-looking car in which the occupants sit as they do in ordinary common all garden saloons, in full view of the populace, lacking the privacy which the high back-seat squabs and different body lines of the earlier models provided. Let me say at once that, from within, the dignity of Rolls-Royce motoring has been very little diminished in a Silver Shadow, which is actually more spacious in spite of having more compact overall dimensions than the model it replaces. The beautifully-veneered facia with its complete and unobstructive instrumentation, the thin-rimmed steering wheel, the unchanged style and layout of the manual controls, and the sheer quality and dignity of the interior appointments are just as impressive and satisfying as those in any previous Rolls-Royce model. Ahead of one the " Spirit of Ecstasy " mascot continues to ride at the head of a convincingly long bonnet, but this Silver Lady dips and curtseys far less than she once did when the pace of a Silver Cloud had to be checked. Indeed, the level ride of the Silver Shadow is a masterpiece of suspension engineering and, as we were soon to discover, the somewhat stiffened suspension of the latest cars has obviated excessive roll, so that one enjoys both an exceedingly comfortable pitch-free ride and very effective rapid cornering.

The M4 provided a rapid exit from the Metropolis, but the town of Reading represented a fearful bottle-neck, which it must have taken us some twenty minutes to negotiate, on this sunny Friday morning. At the fork where a policeman once controlled traffic from a sort of covered throne there is now a roundabout but this does not help appreciably to speed the flow of traffic. Incidentally, a public house at this junction is called " Jack of Both Sides," presumably because there are entrances to it from both roads. In contrast to congested Reading, Newbury has an effective ring-road, and soon we were on the Bath Road and making very good progress. The swans were out at Hungerford, close to which an old Austin Seven Opal two-seater was encountered. The old toll-house on this road, we noticed, was up for sale, and the one-time R.A.C. camp near Calne is no more. We were bound for Monmouth, and picking up the M4 again, crossed by the new Severn bridge, for a fee of 2s. 6d., where the Army Apprentices College is to be seen on the right-hand side; 17 miles after leaving the Motorway, we arrived in Monmouth, approximately three hours since leaving London.

While in Monmouth we took the opportunity of photographing the Silver Shadow beneath the statue erected by the townspeople in memory of Charles Stuart Rolls, M.A., F.R.C.S., A.M.I.Mech.E., who was killed in a flying accident at Bournemouth in July 1910. We also took the opportunity of visiting the impressive house, the Hendre, where the parents of the Hon. C. S. Rolls, Lord and Lady Llangattock, lived and where Rolls conducted some of his early motoring and ballooning experiments. It was pleasing to find that this impressive old house is in a good state of preservation, having recently ceased to be used as a school. It is still owned by the Rolls family, and Col. Harding-Rolls is himself an enthusiastic owner of a Silver Shadow.

After conducting some business in Monmouth we turned the Silver Shadow in the direction of the former R.-R. birthplace of Derby. This entailed a long run through the drabness of the industrial Midlands. It is under such conditions that the soothing effect of Silver Shadow motoring is appreciated. It is not an absolutely silent car, faint wind noise and the more pronounced sound of the tyres intruding, while the engine hums to quite an extent when approaching maximum speed in the third gear " hold " position of the automatic transmission. But mechanically this is an exceptionally quiet car and the other noises are noises only in the Rolls-Royce context, and would be far more pronounced in lesser cars. It is, for instance, possible to converse in perfectly normal voices at speeds of 100 m.p.h. and more, and the feeling of opulence, though it may break a commandment, is something which few humans can willingly forgo. The sense of isolation from the cares and troubles of the World without is something which I remarked on when writing of the Silver Cloud III some years ago. I experienced this in full measure in this more complex, highly sophisticated Rolls-Royce Silver Shadow.

Driving such a car at the 70 m.p.h. speed limit on motorways was akin to putting skids under the wheels of a horse-drawn dray, with the exception, of course, that the Silver Shadow is as quiet at 70 as it is when idling through traffic or devouring Continental roads at 110 m.p.h. and more. Driving is simplicity itself. The automatic transmission has a right-hand selector lever which can be set either in normal-drive position, flicked down into " hold "-third, in which case an indicated maximum of 75 m.p.h. is available before a change into top gear, or put it into " hold "-second position for motoring on slippery roads or down steep gradients, etc., when first gear starts are obviated. There is normal kick-down control, but this tends to lag appreciably and for instant acceleration it is better to flick into the third-speed position, the selector having electrical connection with the gearbox, and working impeccably. The gear changes are so smooth, 95% of the time, as to be almost imperceptible. The brakes, discs for the first time on a Rolls-Royce, are very very good indeed. They pull the car up undramatically from high speeds with the lightest imaginable pressure on the pedal. The handbrake is a rather mediocre affair which pulls out from under the facia, using the right hand; it has a very short travel, however, in contrast to that of the Silver Cloud, and a bright and large warning light signifies when it is in use. The power steering is perhaps too low-geared, at 4¼ turns, lock-to-lock, but is extremely light, more so than on the Silver Cloud III, but, having little castor return-action, it tends to be over-sensitive. Perhaps this is largely a matter of driver opinion, one experienced Rolls-Royce owner thinking it a great improvement on previous cars; but the writer thought it less effective than the power steering on, for example, a Mercedes-Benz, Citroën, or perhaps the Bristol 410. Under certain circumstances there is just the slightest trace of vibration at the steering wheel rim, and even very faint shake, and over certain surfaces there is slight vibration through the floor of the body-structure. If anything, these sensations are welcome, for they prevent the Rolls-Royce from seeming completely lifeless, and indeed, the suspension has a hardness which is far more acceptable than the flabby, completely-soft springing of most American cars. Indeed, it is almost impossible to define in words the satisfaction derived from this combination of ride, cornering power and shock absorption which personifies Rolls-Royce suspension engineering.



The interior of the Silver Shadow is typically Rolls-Royce, with full-width polished veneer facia, and thin-rimmed steering wheel, etc. The switches actuating the electrically-adjustable front seats are located on the inner walls of the central oddments well. Note that the bonnet-lid hinges from the front.

I must confess that on entering the drab town of Derby that evening I was disappointed when, just after a Ford driver had given way to us to enable us to turn round in a busy road, the Silver Shadow's engine twice stalled. Admittedly it started again instantaneously, but it was embarrassing to find a Rolls-Royce caught out in this manner, and I can only assume that, the steering having been put on full-lock without much throttle being used, the hidden horses could not cope. I had been disappointed, too, to find that the speedometer needle, once so rock-steady on these cars, fluctuated by a matter of about one mile per hour, that the little scratch-proof rubber on the ring of the little ignition key bore the letter " B " and not the magic linked " Rs," and, as you will read later, there were a few more small disillusionments. But when all is said and done, these constitute comment on, rather than criticism of, the Silver Shadow. . . .

There are very, very few cars which perform as effortlessly and willingly as this modern Rolls-Royce, and none which behave in quite the same impeccable, characteristic manner. One covers the miles very rapidly indeed with the very minimum of effort, whether this is applied to steering the car, occasionally changing gear, if it is deemed desirable to do so to obtain maximum acceleration, or applying the brakes. These major services, like the minor controls, work not only with precision but are so light that even a slightly-built driver just recovering from influenza would feel no fatigue at all in putting up high average speeds throughout a long day's motoring in this latest version of the V8 6¾-litre Rolls-Royce.

After a night spent in Derby, we went the next morning to the Arboretum (which is simply the name to a now rather dreary park, presented to the town by Joseph Strutt in 1840) in order to pay homage at the statue of the late Sir Frederick Henry Royce. The news that morning, splashed in the headlines even of the *Daily Mirror*, that Rolls-Royce Ltd. had landed an American order for RB211 aeroplane engines worth £1,000,000,000 to Britain, was as pleasing to read as the contemplation of spending a few more days in the company of the Silver Shadow. Incidentally, in Derby we noticed an Austin Seven Swallow saloon parked at the kerbside, and a Y-model Ford Eight still in use. Soon we were speeding quietly along the M1, on which road we were passed for the only time during this long weekend, *that by a Rover 2000 Automatic, which we still think may have been* a disguise for an experimental car from the Rover Company. The Silver Shadow had no difficulty in redressing the balance, but top speed, especially in this country, restricted as it is by frustrated and ill-advised politicians, is not the sole purpose of a car. Indeed, there are faster cars than a Silver Shadow, more accelerative cars, cars which can be flung through bends more quickly and there may even be quieter cars. But none has the collective qualities of light controls, mechanical silence, high-speed cruising and impeccable finish and interior decor, coupled with the sort of performance and safety factors which the Rolls-Royce Silver Shadow provides. It is indeed a splendid car in which to cover the ground with much enjoyment and a complete lack of anxiety. Although we had deliberately kept the speed down we found ourselves some miles north of Boroughbridge, where we had another appointment, 1¾ hours after leaving Derby. Incidentally it was on the M1 that we encountered another Silver Shadow going south, the only one we had seen in motion since leaving London.

Near Bedale we came upon a stretch of public road, some 4½ miles from Catterick Camp, which is given over to tank instruction, the width and surface having obviously been specially prepared and a big turn-round bay provided, while all along both sides are special kerbs which, from the graunching marks they carry, suggest that the tanks are frequently, if not sideways-on, certainly considerably out of control !

On the Saturday evening we came south as far as Doncaster, noting that in this town one of the old A1 road signs remains, although the new A1 road no longer goes through the town. It was here that there was another mild disappointment, when the driver of an ancient Ford Zephyr tapped on the driver's window while we were stationary at some traffic-lights, to tell us that one of our brake stop-lights was inoperative. This is a thing which can happen to any car and it is only the very high standards set by Rolls-Royce that cause the owner discontent when this commonplace failure occurs on a car of their manufacture. We had not covered a sensational mileage in these first two days, but a good deal of business, as well as driving, had been accomplished and the Silver Shadow had certainly contributed to our lack of fatigue. The eight-way electric adjustment of the two front seats has already been commented upon. This works quietly and not only enables the very best driving position to be achieved, but enables minute changes of seat-position to be made while driving, which is an additional contribution to preventing aching or stiff muscles. The window lifts are also electrically-operated and the glasses rise and fall both quietly and quickly. These are amenities which one expects in a car of this calibre and cost, but it should be emphasised that, from within, the Silver Shadow seems virtually as impressive a car as a Silver Cloud and any diminution of dimensions has certainly not had the effect of conveying a sense of cramp or inferiority to the occupants. The faster this modern Rolls-Royce is driven the more you discover that it can be thrown about with considerable abandon, and it still corners accurately and feels like quite a small car. By making good use of the gear lever and those very powerful brakes average speeds which would be commented upon in many other cars pass unnoticed, and seem like normal unflurried motoring to the more " press-on " owners of Silver Shadows. Yet the car's whole demeanour is one of dignity and comfort. In these respects the Silver Shadow is as much a logical advance over the Clouds as a new Phantom was an improvement on the Silver Ghost, and the Phantom II, in its turn, was better than the Phantom I.

Saturday night having been spent in Doncaster, on the Sunday the passenger brought me to Essex by a cross-country route through the deserted fenlands of Lincolnshire and down into Cambridgeshire, a pause being made at Duxford in the hope of seeing some preparations for the filming of " The Battle of Britain " and, perhaps, photographing the Silver Shadow in the company of other famous Rolls-Royce-engined machines, which would have been appropriate on the 50th anniversary of the Royal Air Force. But all we saw were barred gates and closed hangars.

So it was home through the East End of London, in the unexpected congestion of the sunny last-Sunday in March. Under such frustrating traffic conditions, a Rolls-Royce, as I have said, placates the temper and proves restful whether crawling at a snail's pace or not moving at all, an attribute I have experienced to a lesser degree in another good car, the Lancia Flavia.

The Monday was occupied in taking the Silver Shadow over a familiar test-route, involving more than 300 miles in an easy day's motoring. Another Silver Shadow was encountered during this journey. When it was finally returned to Conduit Street the car had done a total of 1,335 miles. Fuel consumption varied from 11.9 m.p.g. to 13.2 m.p.g., with an overall figure of 12.5 m.p.g. of 100-octane petrol. The oil-level button remained well off the minimum mark and three pints of oil, according to a very flexible and vague dip-stick, would have restored the level in the 14½-pint sump. It is hardly necessary to add that the car had given no mechanical trouble. Coming into Brentwood a demented tramp had run to the kerbside to spit on it. But as he meted out the same treatment to a Daimler which happened to be following, this cannot be taken as any reflection on the excellence of the Rolls-Royce. And that concludes the story of a long motoring week-end.

Some Aspects of the Silver Shadow

Those who have not yet driven one of these cars may be interested in some details about it. The light-alloy 90 deg. vee-eight 104 × 91.4 mm. (6,230 c.c.) push-rod o.h.v. power unit introduced for the Silver Cloud II in 1959 is used, but with improved combustion chambers and porting and the sparking plugs rendered more accessible by locating them above the exhaust manifolding. Hydraulic pumps for the power brakes and suspension height-control of the Silver Shadow are driven by additional lobes on the camshaft. This engine gives, as Rolls-Royce would say, sufficient power. Sufficient, that is, for a maximum speed of over 115 m.p.h. and a s.s. ¼-mile acceleration time of 17.5 seconds. It also provides the kind of torque which gives extremely effective pick-up for silently and very quickly overtaking slower vehicles. It is inaudible when idling, after the initial clatter of the hydraulic tappets has died down from a cold start. It pours out suave power and the starter, actuated by the Yale ignition-key, brings it to life so quietly that on lesser cars a nearly " flat " battery would be suspected. The 28-pint coolant system is inhibited and treated with Rolls-Royce anti-freeze and the cylinder banks exhaust through a stainless-steel exhaust system with triple silencers.

Transmission on r.h.d. cars is by a 4-speed fully-automatic gearbox with fluid flywheel but l.h.d. export Silver Shadows have a 3-speed transmission with torque-converter which gives a maximum in middle-speed of some 85 m.p.h. This 4-speed transmission functions very smoothly, but there is still a noticeable jerk when second speed engages hurriedly to cope with abnormal road conditions. The ratios are 3.82, 2.63, 1.45 and 1.0 to 1, with an axle ratio in the hypoid-bevel final drive of 3.08 to 1. There is normal engine braking when in third and top gears but no sprag or hill-hold. When the R-position is in use with the ignition off a parking lock is engaged. A tiny lever fits into a floor socket for emergency gear selection.





Left : *Status symbols.* Right : *A picture showing the subtle differences in appearance between Silver Shadow and Silver Cloud.*

The Silver Shadow, which has been in production for 2½ years, represents an epoch, as the first Rolls-Royce to have unitary construction, all-independent suspension, and disc brakes. A steel body with aluminium doors, bonnet and boot-lid is mounted on two sub-frames which are supported on Delaney Gallay " Vibra-shock " stainless-steel-mesh resilient supports, movement of the back sub-frame being damped by a small double-acting hydraulic shock-absorber. The suspension has automatic height control by rams operating at hydraulic pressures of *1,150 to 2,500 lb./sq. in. This gives notably pitch-free travel and has* eliminated the nose-dip under braking and most of the nose-up surge under fierce acceleration of the Silver Cloud cars, although there is still a jerk as it settles as it comes to rest. A double-wishbone layout with coil springs and anti-roll bar is used in front and the new i.r.s. is by trailing arms, angled to give slight negative tyre camber during fast cornering, in conjunction with coil springs and telescopic dampers. The drive shafts have Detroit inboard and Hooke outboard universal joints. There is an occasional metallic sound from the o/s back of the car, apparently characteristic of this model, and hump-bridges to some extent harshen the ride, but emphasise the very good damping of the suspension.

This suspension system endows the Rolls-Royce with an excellent ride and enables it to be cornered rapidly without excessive or untidy roll. Through fast bends the car is beautifully balanced and only on the tighter turns does eventual oversteer develop, quickly stifled by the finger-light Saginaw power steering. This steering is ultra-light, so that a Silver Shadow can be controlled, and parked, with finger-and-thumb; it is just that much too insensitive about the straight-ahead position for entirely accurate placing of the car. This is, perhaps, the penalty paid for the ultra-light parking action, and is emphasised because there is very little castor return. That a good deal of road noise intrudes and that there is some roll on corners is a reminder that even Rolls-Royce have to compromise to some extent when it comes to making a 2½-ton motor car stay on the road at speeds close to two-miles-a-minute, ride level, and yet go round corners like a good sporting car. The test car was shod with Firestone de luxe 8.45-15 low-profile tubeless cross-ply tyres, which emitted mild squeal on the faster corners. After some experience the Silver Shadow could be cornered very quickly with much satisfaction to the driver. Since its introduction stiffer damping has been introduced.

The braking system is very special, with three separate systems in addition to the handbrake, and these power-hydraulically applied, from two spherical accumulators containing nitrogen at 1,000 lb./sq. in. and pressurised to 2,500 lb./sq. in. by the engine-driven hydraulic pumps. The 11 in. Girling discs are edged with stainless steel wire and give a total braking surface of 513 sq. in. The result is impeccable braking, the Silver Shadow pulling up from the highest speeds under mere feathering of the foot on the pedal, which is, however, rather too close to the slender treadle accelerator. Moreover, this kind of braking is accomplished with no noise, no fade, and no time-lag and is delightfully progressive. It is superior even to the fine mechanical-servo system used by R.-R. from Silver Ghost days.

Coming to the appointments of a Silver Shadow, these are in the true Rolls-Royce tradition and very reminiscent of those found in Silver Clouds and earlier models. The facia is of polished-veneer, and the dials have black faces with white figures. There is a deep illuminated cubby-hole on the left, with quietly-shutting, magnetically-closed lid, having a Yale lock. Surprisingly, the polished-wood screen rail had a nasty uneven join at the top o/s and it is secured by Phillips screws. In the centre of the facia is that traditional circular R.-R./Bentley switch-panel, containing generator and oil-pressure warning lamps. It is no longer possible to lock the lights-switch, to prevent tampering, but the switch still pulls out, to light up the panel from a tiny lamp under the facia sill.

Rolls-Royce now fit a Kienzle clock. The big 130 m.p.h. speedometer is supplemented by smaller dials for FUEL (E, ½, F, with a minimum oil-level marking in red, to which the pointer records if a small button is pressed), COOLANT (Hot-Cold), OIL (Low-High) and AMPS (60—, 0, 60+). The instrumentation is by Smiths, except for a Lucas ammeter. Four different-colour grouped warning lamps, controlled by a button, light up for BRAKES (fluid-level low or pads worn), FUEL (normally indicates when only about 3 gallons remain in the 24-gallon tank, but comes on whatever the level, if the button is pressed, as a check that the light is working properly), and COOLANT (low level). A larger warning lamp acts as a reminder that the hand-brake is on and indicates that a stop-light has failed, although this latter " fail-safe " had failed on the test car. These days only the speedometer carries the R.-R. insignia.

Other facia services are a parking-lights control, cigar lighter, the two heater/refrigerator controls, together with the big swivelling inlets for refrigerated air with their own cut-off buttons and volume control from a slide on the facia lower edge, 2-speed wipers-cum-washers button, 2-setting panel lighting, two discreet concealed ash-trays, a big air outlet, and exceedingly neat sunken finger-switches for the roof lamps and rear-window de-misting. A Smiths Radiomobile radio is standard, mounted centrally just below facia level, with a switch for extending or retracting the very tall aerial and a knob for front/rear speaker selection. When retracted the aerial is tamper-proof, without the need for a little key to lock it, as on lesser breeds of automobile.

There is a remarkable combination of heat/cool-air settings, which alter to the accompaniment of the slight whine of electric servos opening and shutting hidden doors, especially in refrigerated cars, and screen de-misting is prompt and 100% efficient. Scuttle foot level air venting is also provided, controlled by little plated knobs on the scuttle walls. The wipers park compactly to the left after a final sweep.

The eight-way, up/down, forward/back, tilt, electric seat adjustment aforementioned now works quietly and not only enables the most effective driving position to be selected but, because minute changes of position can be effected so simply while the car is in motion, cramp and stiffness can be eased. In addition, reclining squabs are provided. Normal electric window-lift buttons are fitted; all the minor controls and buttons are plated. Upholstery is in selected English hide; the floor is Wilton carpeted, the pile fluffing, like that of a good but newly installed domestic quality carpet, on the test car.

The boot is spacious, easy to load because of the unrestricted opening when the lid is up, and it is carpeted (and illuminated), and contains a full tool-kit, and an electric charging-socket. Pressure in the tyre on the spare wheel stowed under the boot floor can be checked through a small access door. For additional safety in night motoring red lamps are fitted to the armrests of the rear doors, and above the windscreen there is a hazard-warning with tell-tale in case it should be inadvertently operated during the day time. The doors have Yale locks but these are operated by using the ignition-key upside down, there being no separate key, which is desirable when letting hotel staff garage the car. The lock in the boot-lid moves with the button but the others are properly mounted. Sill interior-locks enable the car to be locked from outside without using the key in conjunction with the outside buttons. No air-extraction is provided for the body, and this must therefore be slow, especially as the sealing is such that the doors will not shut easily unless a window is opened; even so, they shut noisily. The two-clicks precision action of coachbuilt doors is sadly missed, especially on a Rolls-Royce. VW achieve this, however, so why not Pressed Steel? This was emphasised when the button of the driver's door stuck in, and the driver couldn't gain entry!

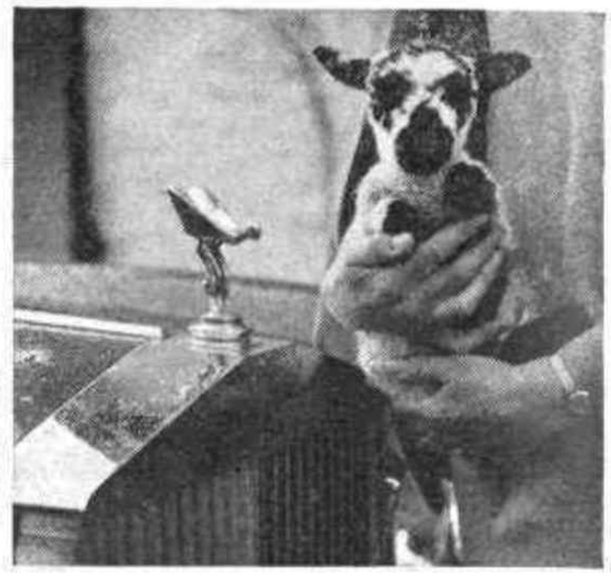
There are folding arm-rests for the front seats as well as a central one for the back seat, pockets in the front doors, a stowage-well between the front seats which can accommodate an extra passenger when its base is moved upwards and forwards and arm-rests on the doors, the driver's adjustable by thumb catch (but it fell off when we tried this). The interior door handles are simple plated pull-up levers, with matching fixed grab-handles set at about 45 deg. behind them—simple, but nothing could be more effective. In the back compartment additional roof or reading lamps, with their own switches, movable foot-rests, two folding tables, inbuilt mirrors, leather roof-grabs, ash-trays, and duplicated lighters and stowage pockets in the backs of the front-seat squabs are strategically placed for maximum convenience.

There is a vanity mirror in the n/s anti-dazzle vizor, the ¼-lights open at the front but are fixed for the back compartment, and although the rear-view mirror is not of anti-dazzle type it swivels easily. The headlining is of washable p.v.c., the rain guttering of the body is well contrived, and small but appreciated refinements include a completely non-dazzle full-beam warning lamp, illumination of the R, N, 4, 3, 2 indicator for the r.h. gear-control stalk lever which can be switched off with the instrument lighting, and turn-indicator warning lamps, also in the speedometer, so unobtrusive I did not at first notice them. A slender l.h. stalk controls the turn indicators, which have side repeaters; they cancelled rather too quickly. Tinted glass is provided on refrigerator-equipped cars likely to be used in hot sunny climates, so that we were able to look into the March sun-light on the first day of the test without eye-strain.

The 17-in. two-spoke steering wheel is discreetly thin-rimmed, with just a plated horn-push in its hub, deletion of the late-early ignition control many decades ago and of the hard/soft suspension settings with the advent of the Silver Shadow's sophisticated height-control all-independent suspension having tidied up this aspect of the car. When you pull up at a service station to buy some 20 gallons of fuel, the flap over the screw-thread filler is opened electrically as you press a button by the steering column. The spring-loaded bonnet-lid hinges from the front, after a substantial under-facia release has been operated. The V8 engine is largely concealed by the auxiliary services; the engineering is naturally of the highest standard, the fuse-box contains 20 fuses and labelled circuits, and the main hydraulic reservoirs have visual level-glasses. Electricity is normally generated by a 35-amp. Lucas dynamo but with refrigeration a Lucas 11AC 45-amp. alternator is used.

Lighting is by a Lucas sealed-beam four-headlamp set, with a tiny R.-R. badge set between each pair of lamps. Whether this implies specially-prepared lamps I do not know but certainly the driving light is good without being glaring and when dipped with the floor button the beams are still effective. A reversing lamp is fitted. When a parking lamp is selected the starter is rendered inoperative to prevent one driving off improperly illuminated.

The Silver Lady graces a dummy radiator of classic shape, as do



The youngest passenger ever to travel in a Silver Shadow? This newly-born lamb, whose mother had deserted it, was driven in the Rolls-Royce to shelter and sustenance.

R.-R. badges, but nowhere does the name Silver Shadow appear on the body. From the back the car's appearance is less distinguished, but far more modern than that of a Silver Cloud. But the silhouette from the driving seat is as impressive as ever, particularly after dark, although the curving lines of the bonnet made the radiator stand proud to a lesser extent, perhaps, than on any previous Rolls-Royce. Six chassis points require greasing every 12,000 miles.

The foregoing notes are additional to the full description of the Silver Shadow published on its introduction, in MOTOR SPORT for November 1965, and might be read in conjunction with our road-test report on the Silver Cloud III in the issue dated September 1965.

* * *

To conclude, a Rolls-Royce is still widely accepted as a status symbol but I prefer to covet it for the enhanced ego which derives from driving such a fine car. I headed the Silver Cloud III report "Not So Much a Motor Car, More a Way of Life," the title of a then-current David Frost programme. This remains true of the Silver Shadow. These latest cars from Crewe are still comparatively rare in this country, because the bulk of the limited output is exported. So, if you are contemplating purchasing one and it becomes available, this is an opportunity to be grabbed with open cheque book. Because, although it may not be a car for the wide open spaces, like a Ford GT40 or an A.C. Cobra, or for hurling up and down Alpine passes quite as you would a Lamborghini or a Porsche, or for enjoying excessively winding roads as you do in a Lotus Elan, nor perhaps has it quite the technical *rapport* of a Jensen FF or N.S.U. Ro80, the Rolls-Royce Silver Shadow is a great devourer of distances, as well as being an impeccably made and beautifully appointed motor car. As tested, it costs £7,895 7s. 11d.

W. B.

ON THE ROAD—continued from page 385

happen on the straight stretches of road both sides of this crossing this summer will almost certainly be the result of bunching that occurs every time traffic is halted to allow a local train to cross this busy highway. In view of the fact that further down this road, at Blackwater, it was deemed desirable to bridge the railway line around 1929/30, how can the M.o.T. sit back and let the crossing at Sunningdale remain, especially now that so much more traffic is involved and its speed of flow has been improved by the costly fly-over at Bagshot? Action, Mr. Marsh!

* * *

Something really should be done about the traffic congestion at Putney Bridge. This is terrible on week-days but when it is just as bad in the middle of a Sunday afternoon the matter stands out as serious. It took me nine minutes to get over the river at this point on the last Sunday in March, at around 3.30 p.m. The trouble is that traffic bogs up in the curved approach from the New Kings Road and even when the lights are at go, often cannot start to move because the residue of traffic from Fulham High Street is still on the crossing. Then, approaching the bridge itself, a wide island and 'buses turning against the three-lane traffic cause further hold-ups. Moreover, there is no lane discipline, so that those correctly in the right-hand lane for turning into Lower Richmond Road after the bridge has been crossed are impeded by drivers turning right out of the middle lane, added to which no filter lights were working on this particular Sunday.

Two policemen stayed propped up on the guard rails watching the muddle for quite a while before one of them went into the road for a little point-duty work. I bet Mrs. Castle wasn't driven home by this route when in office.

LETTERS FROM READERS

N.B.—Opinions expressed are those of our Correspondents and MOTOR SPORT *does not necessarily associate itself with them.*—ED.

THE A.A. BADGE

Sir,

Once again, I am happy to write to my favourite motoring journal, in whose pages the Editor's remarks are always studied avidly by my husband and myself.

I heartily endorse Mr. Boddy's comments (and expression of distaste!) regarding the " with-it " apppearance of the new A.A. badge.

One must, out of necessity, try to change with the times, but at least memories cannot be erased—memories of the traditional badge, and the salutory recognition from the motorcycle patrol men, which was, in by-gone days, synonymous with the Automobile Association.

Alloway. PADDY H. DICKIE.

* * *

THE " TR " RANGE

Sir,

It was interesting to read Michael Palfreyman's comments about the old Triumph TR 4-cylinder range.

My own car is a 1958 TR3A with overdrive which I have had for just over two years and approximately 12,000 miles. I had learnt to respect the 4-cylinder engine from my father's experiences with Standard Vanguards, and in fact the TR has not let me down once. This, I think, is a not inconsiderable achievement since the car is 10 years old and of unknown mileage (the speedometer had been replaced just before I bought the car, but it must have covered at least 80,000 miles by now). Performance is entirely adequate and, on a good day, sufficient to blow-off most Cortina GTs, etc. However, the best thing about the car for me is the driving position and comfort generally. It is one of those *very* few cars in which I can cover 500 miles in a day and not feel tired. I am 6 ft. 2 in. tall and envy D. S. J.'s smaller stature; I could not sit in an E-type for five minutes without getting sore. Petrol consumption in the TR is roughly 25 m.p.g., and tyre wear (on " X "s) is conspicuous by its absence. As a means of cheap, fast and, moreover, safe transport, I think it has very few equals.

I think Mr. Palfreyman is a little over-enthusiastic in claiming 70 in overdrive 2nd; mine (admittedly with the 4.1 axle) only reaches 55 at 5,000 r.p.m., and a professional road-tester in 1957 could barely reach 60 in the same gear with the 3.7 axle model. He is possibly being misled by the ridiculously optimistic speedometer (vide *The Motor* road-test).

One should not be too disparaging about the newer 6-cylinder engine; in its 85-b.h.p. version one of these, in a late-model second-hand Vanguard Six, transported my father for 20,000 miles with utter reliability. It is at least as flexible as the earlier engine, and sounds as smooth as a V12 rather than a six. My only criticism of it was its significantly greater petrol thirst. Lucky owners of the TR5 should have no qualms about this engine.

Chislehurst. D. BARRETT.

[Mr. Palfreyman makes the point that he was comparing the " 2-litre 4-pot " to the " 2-litre 6-pot," not to the " 2.5-litre 6-pot." —ED.]

* * *

THE " IDEAL EXPORT "

Sir,

As a migrant Englishman, keen to Back Britain, I've been looking for a British car, suitable for serious motoring in N. America; at a sensible price. There ain't no such thing! Consequently I've knocked out a specification which might be of interest to B.M.H.C. If they did some market research they might find that there *is* a sizeable market for such a vehicle. It might even deter them from inflicting " Jagleys " and " Woltins" on the unsuspecting peoples of the World.

The present generation of British small cars sold in N. America is only suitable for second-car use in the average household. Jaguars compete unsuccessfully with Buick Rivieras in cost and the cost of spares and service for Jaguars is a sick joke!

What is needed is a competitor for the Volvo range backed by VW standard of service. (My present car is a 122S Volvo and my first car in Canada was an elderly but sound VW.)

Before the country set seizes its pens to scream Rover 2000, it's not suitable. It's too expensive, $4,000 plus, and it rots like the devil under the salt used to keep Canadian roads open in winter.

The ideal car would be a 4/5-seat saloon, with lots of leg room. The body would be designed and comprehensively rust-proofed to survive Canadian winters. The suspension, brakes and steering would be to high European standards. The engine should be a 2/2.5-litre six with, say, 120 proper, not S.A.E., horses. This would provide reasonable power for good acceleration and quiet cruising at 70-75 m.p.h. for 400-500 miles at a stretch.

The whole thing should be designed to be driven hard and for at least 50,000 miles before it needs anything but routine servicing. If the British Motor Industry could produce this car for $3,000-$3,500 (depending on options), a £1,000-£1,200 odd—before U.K. purchase tax, Britain's balance of payment problems would be over. As an added bonus a whole generation of emigrée English poodling around in VWs and Volvos whilst saving for a Mercedes would be much, much happier.

Toronto, Canada. P. G. HIRON.

* * *

ALFA ROMEO OBSERVATIONS

Sir,

I read with fascination the long letters in your magazine from readers who have many and varied experiences of unusual motor cars. I must commend you on not only printing these letters in full, but also including follow-up tales from others with similar problems and exaltations.

These are, in fact, unsolicited road-tests which I find most interesting and revealing, in particular the recent correspondence from owners of Aston Martins. I have long toyed with the idea of owning a DB4 but as usual the short run from a showroom is never sufficient to discover the faults and overcome the initial awe at getting behind the wheel of a legendary car.

I may inadvertently start a new line of correspondence by stating a few of my experiences concerning secondhand Alfa Romeos.

It all began when I came face to face with a five-year-old Alfa Giulietta Sprint. I had recently bought a new Mini-Cooper and was convinced that Mini road-holding was the ultimate word and " Buying British " was the only decent thing to do in these days of export drives, etc. I have long discovered that logic is not a strong influence where my car-buying is concerned!

How many family men still cling desperately to the love of their life whilst the wife clamours for a car of practicality and economy?

Pushing such considerations to the back of my mind I took the plunge and went from the land of warranties and security to the unknown of no guarantees, foreign spares, and high insurance premiums at the signing of a cheque.

Needless to say, the faults made themselves evident within a short time, not the least being a stench of burning and smoke billowing out of the screen heater vents when I tried the heater switch. For some incredible reason the heater motor was located behind the front wheel and had rusted solid, causing a short that nearly ended in disaster as the wires were smouldering in a most inaccessible spot.

This was my first introduction to the state of the undersides of Alfas with a few years of English roads beneath them. The sills and underframe were in a decidedly dodgy state, and I have since seen a similar car with a lower half that appeared to be solely supported by the roof and window frames!

How often is it the case that a good-looking car is the most crippling thing to sit in for any distance? I had heard of the lack of legroom in Alfas but probably the worst aspect is that there was absolutely nowhere to put my left foot, and on a motorway this extremity would become dangerously numb with inactivity.

To counteract all these disadvantages was the glory of the sensual Bertone body shape that had the loveliest backside on a car I have ever seen before or since, and the free-revving engine with its beautiful smoothness at all speeds. The edge had gone off the performance and the synchromesh had gone on one or two of the gears, but the flavour was there. I think it needed some new shock-absorbers as I nearly lost it on a couple of occasions in the wet and it rolled rather a lot on sharp bends.

Seeking more performance, I bought a slightly younger 2600 Spider with the 6-cylinder engine and a gearbox in a worse state than the

previous one, and found the characteristics of the Giulietta Sprint very similar. No leg room, poor upholstery, and the awful smell of mildew under the carpets from a floor leak, which still hasn't disappeared.

The three twin-choke Solex carbs tend to be thirsty but on a long motorway run at a rather illegal speed the oil and water temperatures are rock steady at 180°, as is the oil pressure at the specified 55 lb. sq. in. The reason for this is the enormous oil cooler, fitted as standard, that is virtually the same size as the water radiator!

Servo brakes make stopping easy and at high speed the sense of stability and safety is remarkable when compared to anything else I have driven.

The hood tends to misbehave at speed as I can hear the occasional pop of the clips lifting, accompanied by increasing wind noise which becomes rather annoying.

The clutch is heavy and rather exhausting in town, but in traffic it behaves very well with no plug fouling or stumbling at low speeds.

I often feel that this car is an expensive extravagance and the urge to return to a small manageable vehicle is strong, until my eyes alight on those unmistakable lines that all Italian cars possess, evoking all the intangible sensations that the thrill of motoring brings. Thank you for an excellent magazine.

Leicester. GARETH FLOYD.

* * *

"ON THE ROAD"

Sir,

I was glad to see in the latest issue that you have instigated this new feature, and I think it will be popular. I feel sure there must be many like myself whose interest in motor magazines is predominantly in the motor car as used in daily life : what exists, what it is like to drive, how it performs, how it lasts—and, of course, how much ! If these people are exactly like me, when they have spent years studying what the manufacturers are turning out, they eventually find themselves in a financial position to buy a new car; it will not be a new model, but will have been out for two years or so, with bugs removed; they will then do everything they can to make it as good as it possibly can be, with engine mods., handling mods. (the best shock-absorbers and tyres that money can buy), and their own careful maintenance, with the accent on smooth controls, carburation, lubrication; no amount of wash and polish will be too much trouble, and the car will always be at its best both inside and out. We shan't consider it run-in till we have done 10,000 miles (when magazine editors tend to look and see what has gone wrong with the thing so far); in our case it is just starting life; we don't expect anything will have gone wrong with it, and—apart from those infuriating delivery faults—if we have chosen wisely, and because we drive it with mechanical feeling, nothing will have gone wrong. When we chose it, we were careful to see that its performance was up in the forefront of current types, because we know it's going to have to last a long time, and we don't want to find ourselves with a performance that has been superseded a few years later—not by much, anyway. Unless we live in the country, with a good local garage man, we avoid garage repairs and maintenance to the greatest possible extent—not only to save money, but to avoid the building-in of additional faults to those from which it originally suffered. By this time, if you have read as far, you may be asking yourself : "Surely we never asked this bloke for an article?" or, more likely, from bitter experience, "What particular axe is he grinding, and when do we get to the blade?"

Well, here is my particular axe! I should be delighted to have you drive my 1960 Sunbeam Rapier—Alexander twin-S.U. mod., polished head, Servais 4-branch manifold—two stainless steel Servais silencers, Michelin XAS tyres (you really must try these if you haven't already—I think the progress in tyres is the most impressive thing that's happened in the motoring world in the last ten years). She has done 68,000 miles, is good for about 98 true m.p.h. (6 m.p.h. more than new, unmodified) and, with overdrive, will stay with just about anything not a true sports car up to 3-litres. My usual long run is Chelsea to Blakeney, Norfolk, about 137 miles, and this is done in 2½ hours door to door on early Sunday mornings (*c.* 55 m.p.h. average), with no unreasonable cheating on the limits! I feel you might not notice too much difference between her and the new TC.

The best bet I can see to replace her, in two or three years' time—and assuming the money's there—looks to be a Ford Escort Twin Cam, the poor man's Elan Plus Two. It has to be a four-seater—says she; a two-seater "is such a selfish car". I point out that you can only get one person into a mink coat—but she hasn't actually got one.

London, S.W.3. B. WALFORD, Cmdr., R.N.(RETD).

THE COST OF LEGISLATION

Sir,

Although costly to ourselves an incident has occurred which cannot fail to be amusing. Possibly it may be of use to you for your magazine.

Running a large number of vehicles it was decided that possibly a stores van which we run was in dire need of tyres. A "stores lad" was sent poste haste to a tyre wholesaler ten miles away to order same but, unfortunately, on his way back skidded on ice and hit an oncoming Austin 1800. The police arrived and explained that we would be summonsed for having one defective tyre. Cost £50. Our recovery vehicle then departed to clear the blocked road of the Ford Cortina also involved and was immediately pounced upon by the Police for yet again defective tyres. Cost £50. Thus it would appear that to obtain two tyres it is going to cost us £180 in vehicle damage, plus £100 in tyre fines.

Any further details we can supply should you find this interesting.

Tenby. C. G. JONES, *Sales Manager*,
Jeremy's Garages Ltd.

[While not condoning faulty tyres, the fines are excessive.—ED.]

* * *

TWO VERSIONS OF A90

Sir,

Referring to the review of Pat Moss' autobiography, I am sorry to have to dampen W. B.'s exuberance over finding therein vindication of his previous criticism of the A90 Atlantic Austins, but I wish to point out that the car of which Miss Moss writes in condemning tones and shows a picture of is the A90 Six Westminster, an entirely different model altogether from the Atlantic version.

It is not my intention to provoke any arguments in respect of the merits or otherwise of either car; my motive in writing being merely to get the facts straight, a sentiment with which I'm sure W. B. will sympathise, being himself so quick to point out far less blatant misquotes by others.

Cheshunt. ROBERT MILTON.

[Agreed! This makes two dubious A90 models.—ED.]

* * *

ANOTHER RULE TO WATCH

Sir,

In your reply to reader J. T. Alvey you state "contractors' traffic lights have no legal significance".

I would be most interested in your reasons for this statement, as I always thought the same until recently.

If one chose to ignore a red light at road works, and caused an incident, then one could be guilty of careless driving. But if the road is clear, and no danger exists, I thought the lights could be treated purely as a warning sign. But the last time I did this, the policeman who witnessed this (from afar), booked me for "failing to comply with a traffic sign".

Although pleading the non-legality of these lights, I was fined and my licence was endorsed.

Also arousing my suspicions lately is the fact that the local road contractors are now using lights which contain an amber light.

Perhaps it would be possible to print this letter in your excellent magazine, to enable readers' views to be obtained.

Crawley. R. J. MAYES.

TAILPIECE

[Photo: J. H. Roberts



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VINTAGE RILEY 9 DROP-HEAD 4-door, fully restored and in superb condition, first registered 1929. Also 1928 Hotchkiss AM2 in similar condition to above. Offers, please, to 12 Lynton Rise, Cleethorpes, Lincs. (2656

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MERCEDES BENZ 190C AUTOMATIC. Aqua blue. 21,000 miles only. In new condition from elderly owner. Superb radio. £1,150. Terms arranged. Liverpool Great Crosby 3838. (2658

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XK 140 D.H.C., 1956, C-TYPE. W/ wheels, good tyres, battery, new twin exhaust, radio, heater, workshop manual. Body fair. M.o.T. Sept. £110 o.n.o. Box 0695 (Boonor). (2663

PORSCHE 356C, 1964. ONE OWNER. Low mileage. White, black trim. Excellent. Offers. Box 0696. (2664

TR4, 1962. WHITE. HARDTOP. LOW mileage. Excellent condition, nearly new Cinturatos, new battery, exhaust. £450. Exchange Vitesse convertible considered. Harpenden 60789. (2665

OWING TO ALTERATION IN DOMES-tic circumstances, Frog-Eye for sale, £225. Many extras. Body sound. Good hard/soft tops. Engine perfect. 1097 c.c. 11½in. S.U.s. A real goer. 061-BRA 6642. (2666

MORGAN PLUS-4 DROP-HEAD COUPE, 1964. Dark green/black upholstery. Excellent cond. throughout. Many extras. New Trelleborg radials. £550. Box 0697. (2667

M.G.-A. SILVER BLUE. RECONDI-tioned engine. Heater, radio, tonneau, fog lamp. Very good condition. £285. London. Tel.: 01-778 2767 after 7 p.m. (2668

MINI-COOPER, 1963. EXCELLENT condition. Well maintained, service record. Good engine, Cinturatos, £265. MacMurdie, 48 Graham Rd., Tottenham, N.15. BOW 6752. (2669

PORSCHE OPEN 1600 SUPER, 1961. Radio, belts. Good condition. £520 or offers. Bedford 67553. (2670

VINTAGE LANCIA, GERMAN SPORT-ing body, immaculately restored. Only existing model. Authenticated P.H. Brandom 265, Suffolk. (2671

M.G.-B, 1964. CONTACT MUIRHEAD, Harrow Lane, Ferriby, Hull. Tel.: 631673 ex. 29864. (2672

£62. SPITFIRE 3. BERMUDA HARD top, super de luxe. White, interior light, blue sun filters, as new. 5 Manor Park, Mirfield, Yorks. (2673

MINI-COOPER, 1965. HYDROLASTIC. 24,000 miles. Green/white. Four new G800s. £360. Burgess Hill 3882. (2674

M.G. TA, 1938. RECONDITIONED. RE-chromed. Now, regret, resale, £150. Ian, 01-943 1316. (2675

SUNBEAM-TALBOT 10, 1947. LITTLE used since partial rebuild. Mechanically good. Body sound. Worth further restoration. £45 o.n.o. Lings, 18 St. Peter's Rd., Bourne, Lincs. (2678

FOR SALE—continued

M.G. PA, 1934. ORIGINAL ENGINE. Fair Condition. £150 o.n.o. Farrell, 108c Westwood Hill, London, S.E.26. (2679

M.G.-B HUNTING? MY MOTOR SHOW condition M.G.-B is only £444. You won't find a better one under six hundred, so why pay more? Wheatley 332 (Oxford). (2680

1952 LEA FRANCIS 14 H.P. SALOON. One owner, 64,000 miles, records kept. New tyres, immaculate condition, no faults. £160. Pocock, Lone Pine, Lone Pine Drive, Ferndown, Wimborne, Dorset. (2681

1952 LEA FRANCIS 14 H.P. SALOON. Test expired. Tel.: 01-340 3220, Ex. 110, Chalmers. (2682

M.G.-A 1600, 1960. B.R.G. WIRE wheels. Immaculate. £340. Turner, 8 Linchfield Close, Deeping St. James, Peterborough. (2683

MARK I SPRITE, FANTASTIC. FIBRE-glass hardtop, good soft-top, tonneau, heater, reversing light, fog, etc. Finished dark green, Alexhead. Only £195 o.n.o. 31 Finch Rd., Berkhamsted, Herts. Tel.: 2280. (2684

T.V.R. 1960 M.G.-A. CROSSFLOW HEAD, Good tyres. M.o.T. V.g. condition. £325. Enderby (Leics.) 2169. (2685

1964 ALFA ROMEO GIULIA TI. EXCEL-lent order. Grey. Radio. £620 o.n.o. Tel.: Guildford 70542. (2686

1947 M.G. TC. V.G.C. RE-SPRAYED red last month. Black interior, silver wheels (16 x 5.50). New front springs, telescopic front shockers, new dash, etc., etc. Offers. Scarborough. Tel.: West Ayton 3108. (2687

MORGAN PLUS 4, 1966. RED, BLACK interior. 22,000 miles. Good Cinturato tyres, heater, towing bar, wire wheels, luggage rack. Very sound throughout. £775. Ring Hoar Cross 239, office hours. (2688

VOLVO 122S, 1963. MODERATE MILE-age. Exceptional condition. New radials, Servo. Documented service history from new. £495. H.P. possible. Wilmslow 22463. (2689

REBUILT 1938 MORRIS 8 SERIES 2 saloon. Mechanically and bodily outstanding. Probably last in country. Rare four-door version. Sliding roof. Interesting history. Demonstration run anywhere. Photos. Potter, 64 Dale St., Liverpool 2. Central 9591 or 051-334 4322 (evenings). (2690

ALVIS TD21 1962 AUTOMATIC SALOON. Golden sand/black roof. Wire wheels, radio and extras. Low mileage (second car). Excellent condition throughout. Offers invited. 16 Riverside, Wraysbury, Bucks. Tel.: 2129. (2691

CORTINA GT, SEPT., 1966. ONE owner. Power brakes. Cinturatos. £545 o.n.o. H.P. terms. Tel.: King's Lynn 5170. (2692

MORGAN PLUS 4, 1962. LAWRENCE tune. Wire wheels, etc. Offers. Tel.: Dewsbury 3194. (2693

1954 M.G. TF. GREY. EXCELLENT mechanics, including reconditioned engine. 17,000 miles. Very good Xs and hood, brakes relined. £350. 183 Lonsdale Rd., Stevenage. Tel.: Stev. 3972. (2694

1951 DAIMLER SPORTS COUPE. Barker body. £250 o.n.o. 021 MAY 3696. (2695

A.C. ACECA, NOV., '57. METALLIC blue, grey trim. Rebuilt engine, suspension, etc. Cinturatos. Radio. V.g.c. £485. 01-300 3932. (2696

ASTON MARTIN MK. III OVERDRIVE. As near immaculate, bodily and mechanically, as possible. Full details, Robertson, 22 Front St. East, Bedlington, Northumberland. (2697

ARMSTRONG PRESELECTOR GEARBOX for Riley 9. Offers. Rees, 227 St. Andrew's Rd., Bridport. Tel.: 3452. (2698

CLASSIC TRIUMPH 1800 ROADSTER. Unmarked, original black cellulose. Factory hardtop. Reconditioned engine. New battery, relined brakes. Taxed. M.o.T. £225. Part exchange considered. "Cambria", Pentywyn, Deganwy, N. Wales. (2699

FOR SALE—continued

A.C. SALOON, 1952. RUNNER BUT NOT tested. Good tyres. Many extras. £15 o.n.o. Arscott, 22 Church Hill, Leamington Spa. (2700

YOUNG LADY MUST SELL HER PRIDE and joy. 1965 Austin Healey Sprite Mk. III. Blue with matching interior. Low mileage. Cinturatos, oil cooler, extra instruments, screen washers, heater, tonneau, etc. Carefully maintained since new and in immaculate condition. £465 o.n.o. Gerrards Cross 83579. (2701

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DR. JEKYLL AND MR. HYDE, THREE-wheeler to beat the lot! Could be used on road fitted with lights, or for motorcycle racing and sprinting. Space framed alloy skinned body lower than a snake. Mini suspension throughout. Magnesium racing wheels, almost new Dunlop racing tyres, combined radiator/oil cooler, etc. Less engine, any of Mini range will drop straight in. If you have spare 1275S unit, fit this and blast off. Have real fun. £245 o.n.o. Consider exchange Cooper, M.G., etc. Monty, Edenbridge 3636. (2703

1939 M.G. TA. MINT CONDITION. Completely rebuilt by enthusiast. £210 o.n.o. Baily, Firs Cottage, High St., Lindfield, Sussex. Tel.: Lindfield 3381. (2704

1934 MORGAN 3-WHEELER. FORD 8 engine. Aluminium body. Good mechanical condition. Offers? Ellerton, 1 Church Sq., Harrogate. Tel.: 67485. (2705

1948 RILEY 1½-LITRE SALOON, BLACK. Excellent original condition. Spare engine and gearbox, many other spares. Tel.: Reddich 4023. (2706

1968 LOTUS ELITE, "F" REGISTRA-tion. 1220 Climax ZF box. Red. 4.2 diff. New body/chassis, suspension, brakes, clutch, battery. £540 or swap W.H.Y.? Lymm (Ches.) 3586. (2707

M.G.-B, MAY, '64. B.R.G. EXCELLENT condition. 40,000 miles. Decoked, fully maintained. W/wheels and two spares. Cinturatos, Bermuda hardtop. £500. Must sell. Rugby, Warwickshire. Ring Swinford 366 (evenings). (2708

XK150 JAGUAR, JANUARY, 1961. RED. Drop-head, wire wheels, very good. 70,000 miles. Reg. No. 1943 MM. £850. Fordingbridge, Hants. Tel.: 2121 (office hours). Miss Dean. (2709

M.G. TC, 1947, GOOD CONDITION. Five new tyres. Rewired. Good hood, new seats, battery, etc. £190. Hackney, 43 Butlers Lane, Sutton Coldfield. (2710

1914 VAUXHALL PRINCE HENRY 4-litre short chassis open four-seater. Immaculate polished aluminium, red wings, black buttoned hide. Attractive, fast practical. £4,495. 1905 Vauxhall three-cylinder, no bodywork, a clean, tidy, virtually complete rolling chassis. £750. Kenneth Ball, Mulberry Place, Ditchling, Sussex. Hassocks 3000. Office, Brighton 66166. (2711

RILEY ENTHUSIAST ONLY. 1955 1½-litre sports saloon. Two owners from new. Standard bores. Recent £78 engine overhaul. Maroon with a shine you can walk into. Sparkling chrome interior almost as new. Puts most two-year-olds to shame. Maintained regardless of cost. New battery, tyres, linings, clutch, shockers, many extras. Price includes spare gold seal engine, gearbox, clutch, rear axle springs, etc., etc. £395 o.n.o. Ring South Benfleet 3650, evenings. (2712

BUGATTI 16-VALVE CLOVERLEAF BY Jarvis, 1922. Original and immaculate, completely rebuilt. Spare engine, reground crank, new block, spare gearbox and new gears. Many other spares. Car 1516. Must be most valuable and roadworthy 16-valver in existence. Value probably over £1,750. H. G. Conway, 10 Clarendon Mews, London, W.2. (2713

D.K.W. 3-6, 1957. GOOD CONDITION. New engine. Offers. Williams, 5 Y-Parc, Groesfaen, Pontyclun, Glam. (2714

FOR SALE—continued

MORRIS COOPER, APRIL, 1967. 11,000 miles. Garaged. Seat belts. Taxed three months. One owner. Red/black. Excellent condition. £525. Poynton (Cheshire) 2313. (2715

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ALVIS TA21, 1952. FIRST-CLASS CON-dition. £180 o.n.o. Biddle, Hoylake 2745. (2717

BRISTOL 2-LITRE, 1951, TYPE 401. Reconditioned engine (6,000 miles) and gearbox (14,000). Brakes, steering, wiring, etc., recently overhauled, many replacement parts. M.o.T. Jan., 1969. Nearest offer £165. Wood, "Bryntirion", Red Wharf Bay, Anglesey. (2718

ARMSTRONG SIDDELEY. MICHAEL Cresswell offers for sale his 1951 Armstrong Siddeley Whitley. A collector's item, stored and in mint condition. £650, no offers. M. A. Cresswell, 8 Grove Ave., Tunbridge Wells, Kent. Tel.: 26815. (2719

MORRIS 8 TOURER, 1937. £20 O.N.O. Brand new windows and newly seamed hood. Needs work to make M.o.T. Evans, Lodbourne Farm, Bay, Gillingham, Dorset. (2720

UNIQUE THUNDERBIRD FOR SALE. Fitted reconditioned overhead cam shaft, 3.8 engine with manual gearbox, Koni adjustable shock absorbers. Electric driver's seat and windows. Automatic hood folds in boot. White wall tyres. £375 o.n.o. Wallis, 12 Brook Rd., Heaton Moor, Cheshire. (2721

M.G.-A COUPE, LATE 1961. IMMACU-late condition. Gold Seal engine. New suspension. Red with red/white interior. Many extras. £375 o.n.o. 01-599 1935. (2722

ROVER 2000, JULY, '66. VENETIAN red with black trim. Fitted with twin choke Weber, rev. counter, spare-wheel boot mounting, twin speaker radio, safety belts and twin spots. Immaculate condition. Tel.: 031-664 1614 after 6 p.m. (2723

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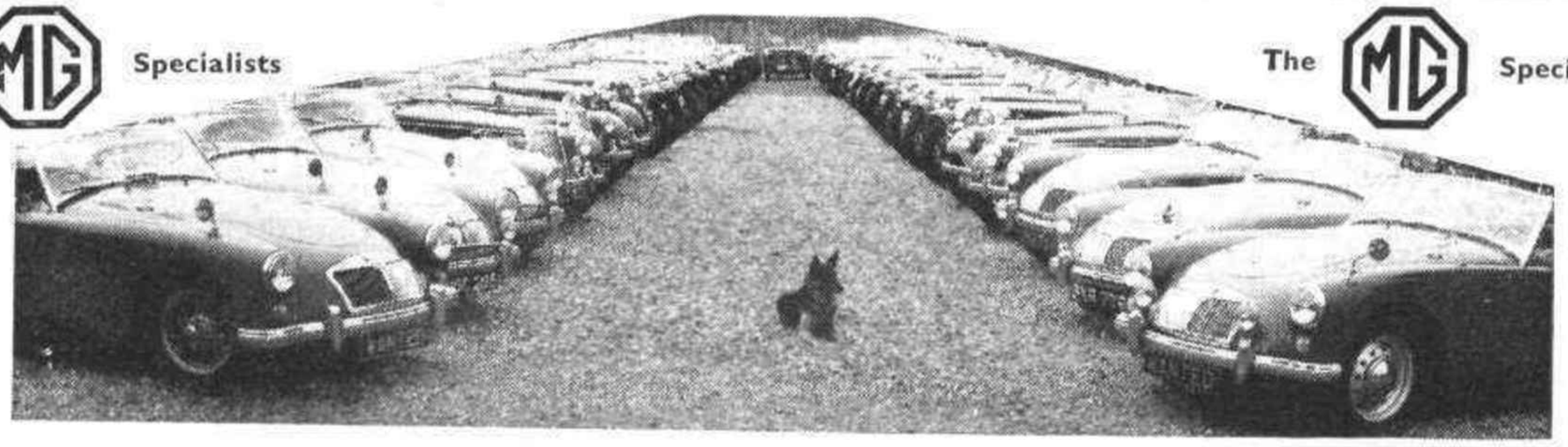
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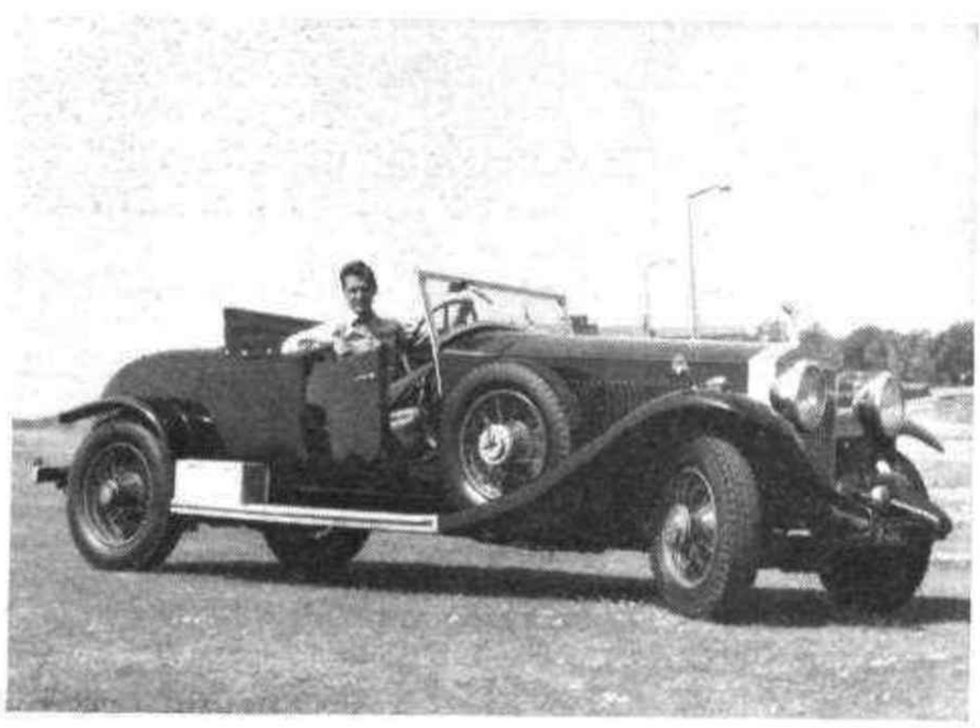
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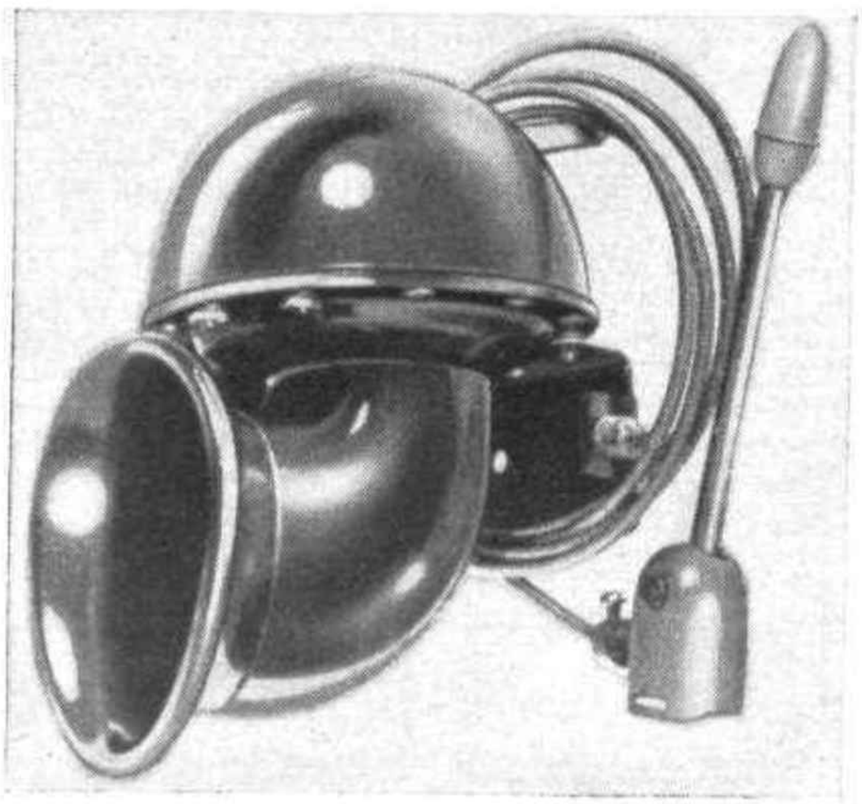
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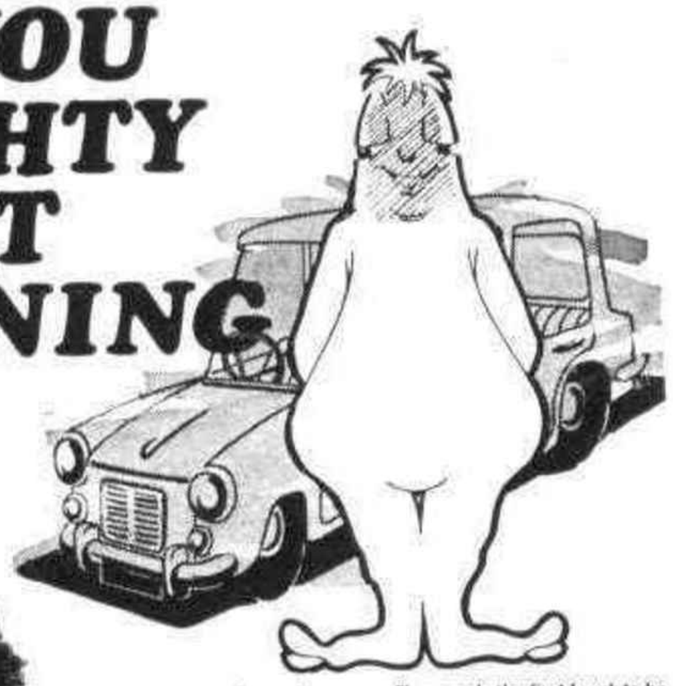
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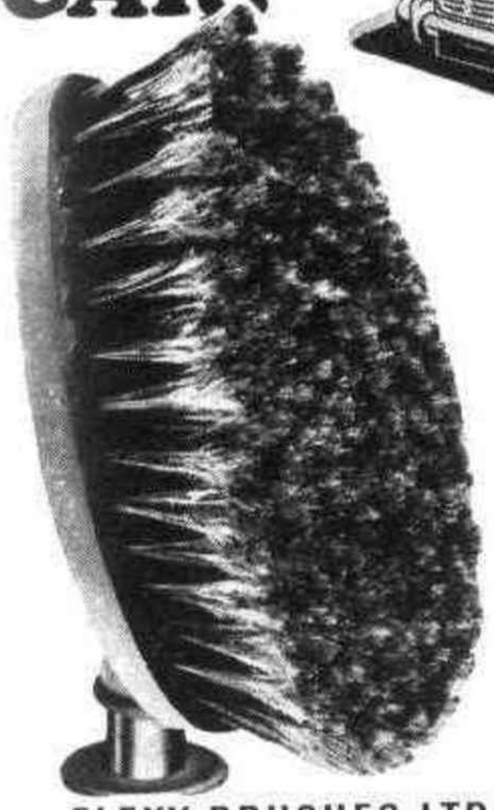
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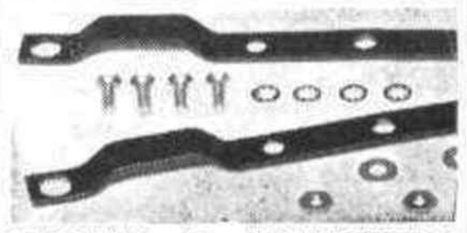
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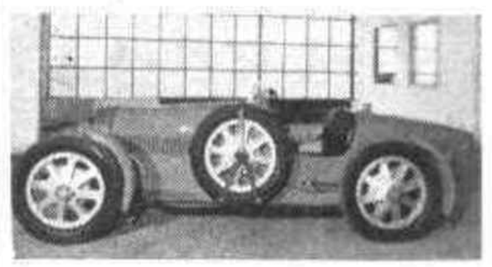


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HILLMAN Imp, all versions, inc. vans 40/–
HILLMAN Minx, all models, inc. vans, to August 1965, specify 50/–
HUMBER Hawk, 1957/62 45/–
JAGUAR 2.4, 3.4, 3.8, 1, 11, 1955 on 55/–
JAGUAR Mks 7, 8, 9, XK, 120, 140, 150, 1948/61 55/–
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MG 1100, 1962 on 40/–
MG, all models, 1929 on, specify 40/–
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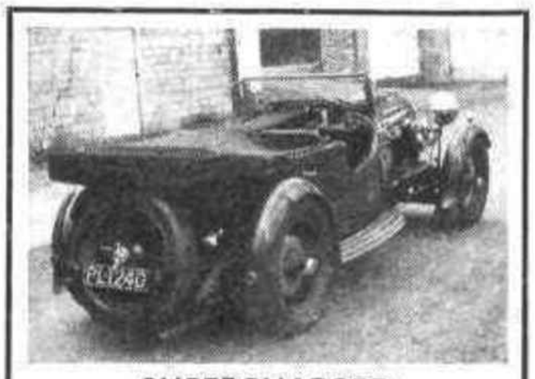
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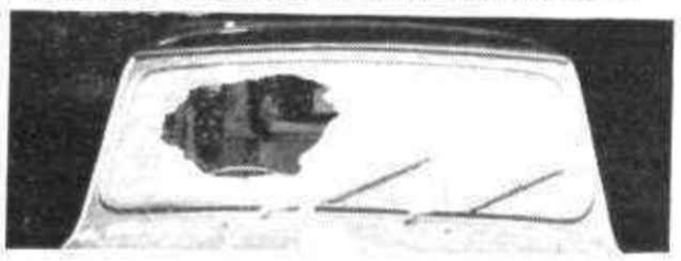
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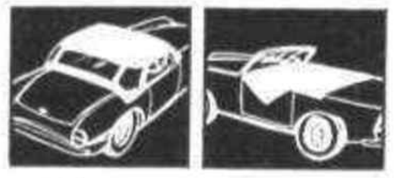


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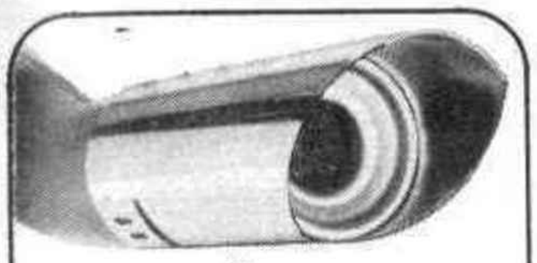
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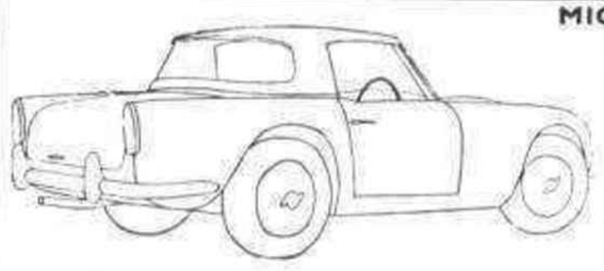
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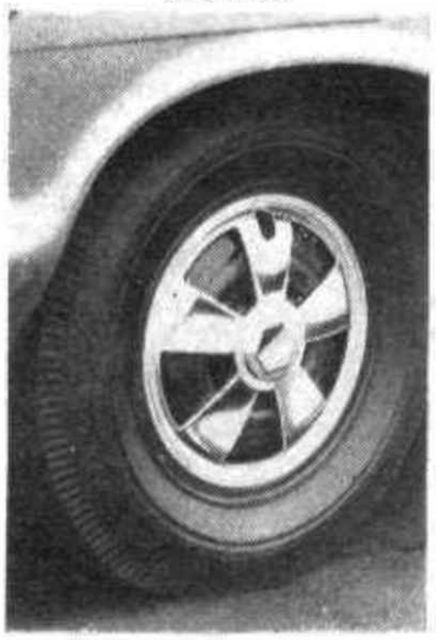
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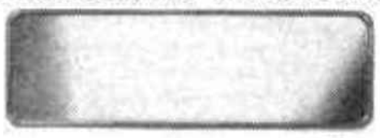


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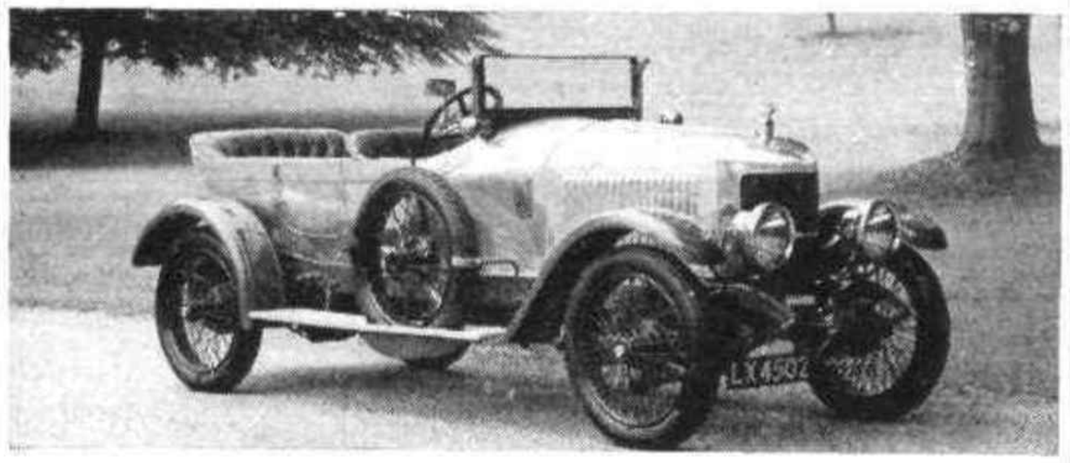
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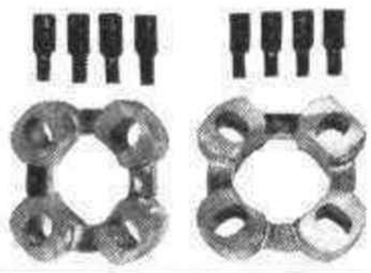
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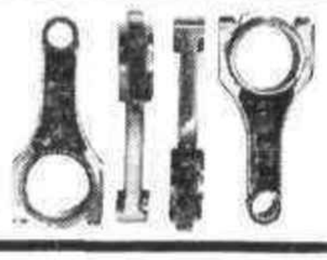
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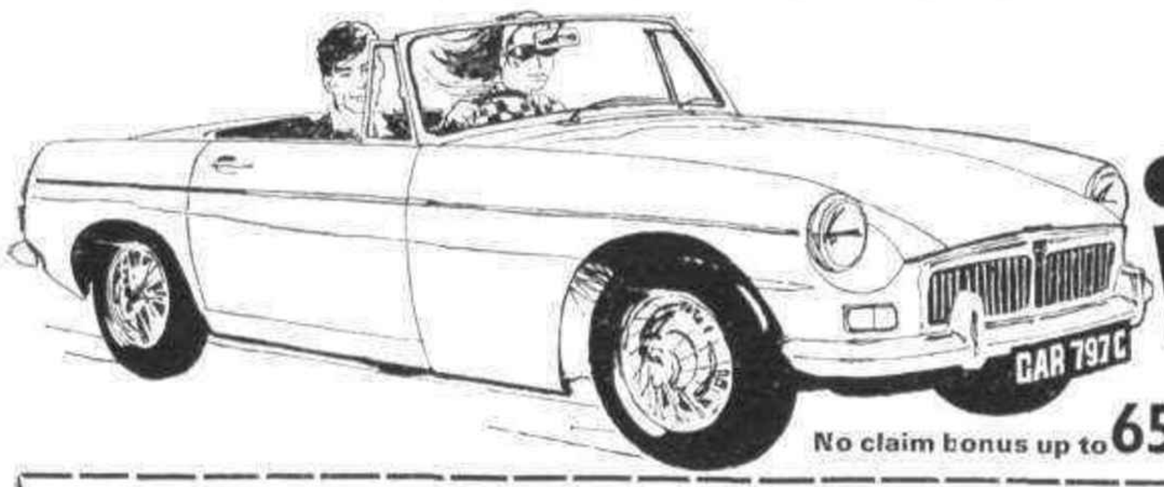
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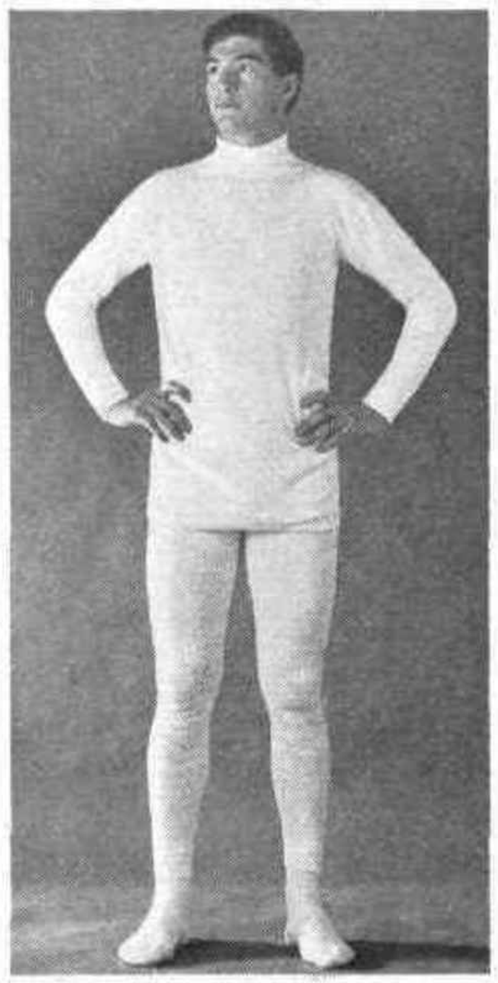
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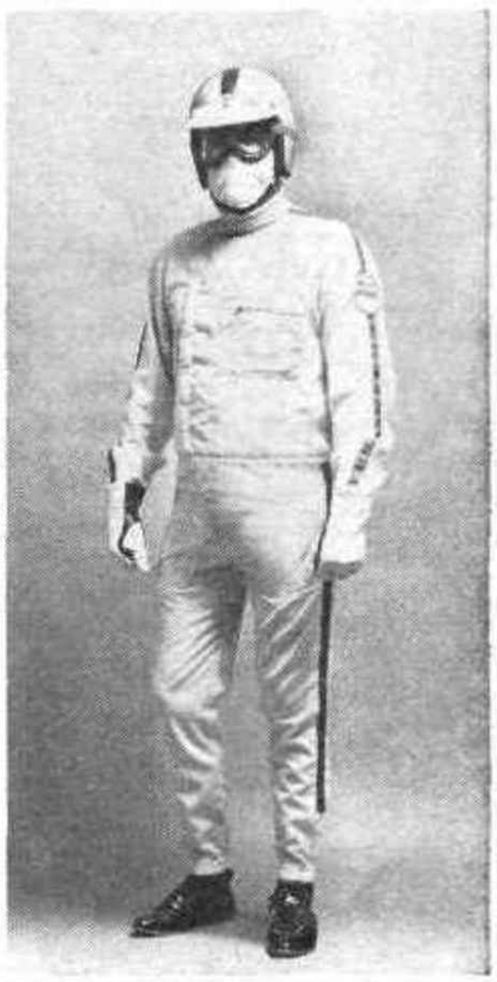
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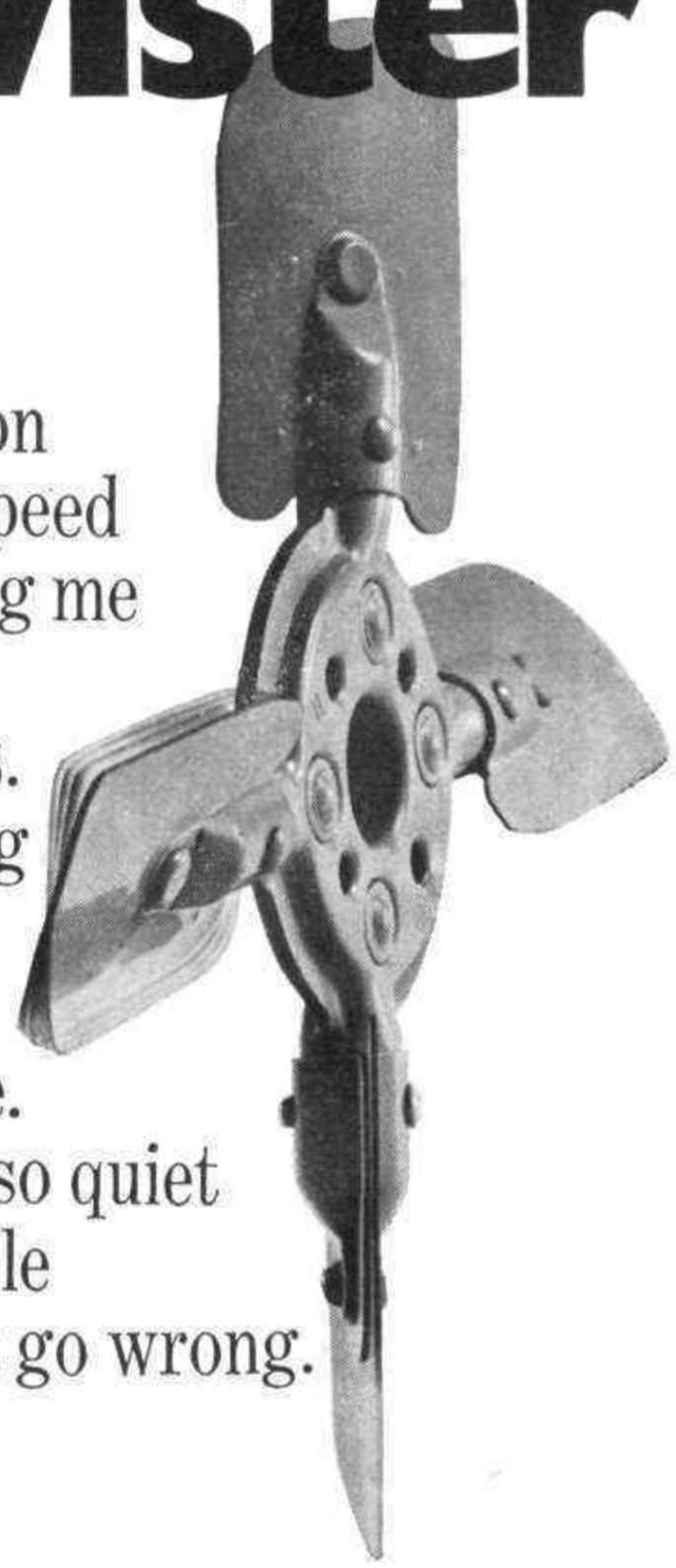
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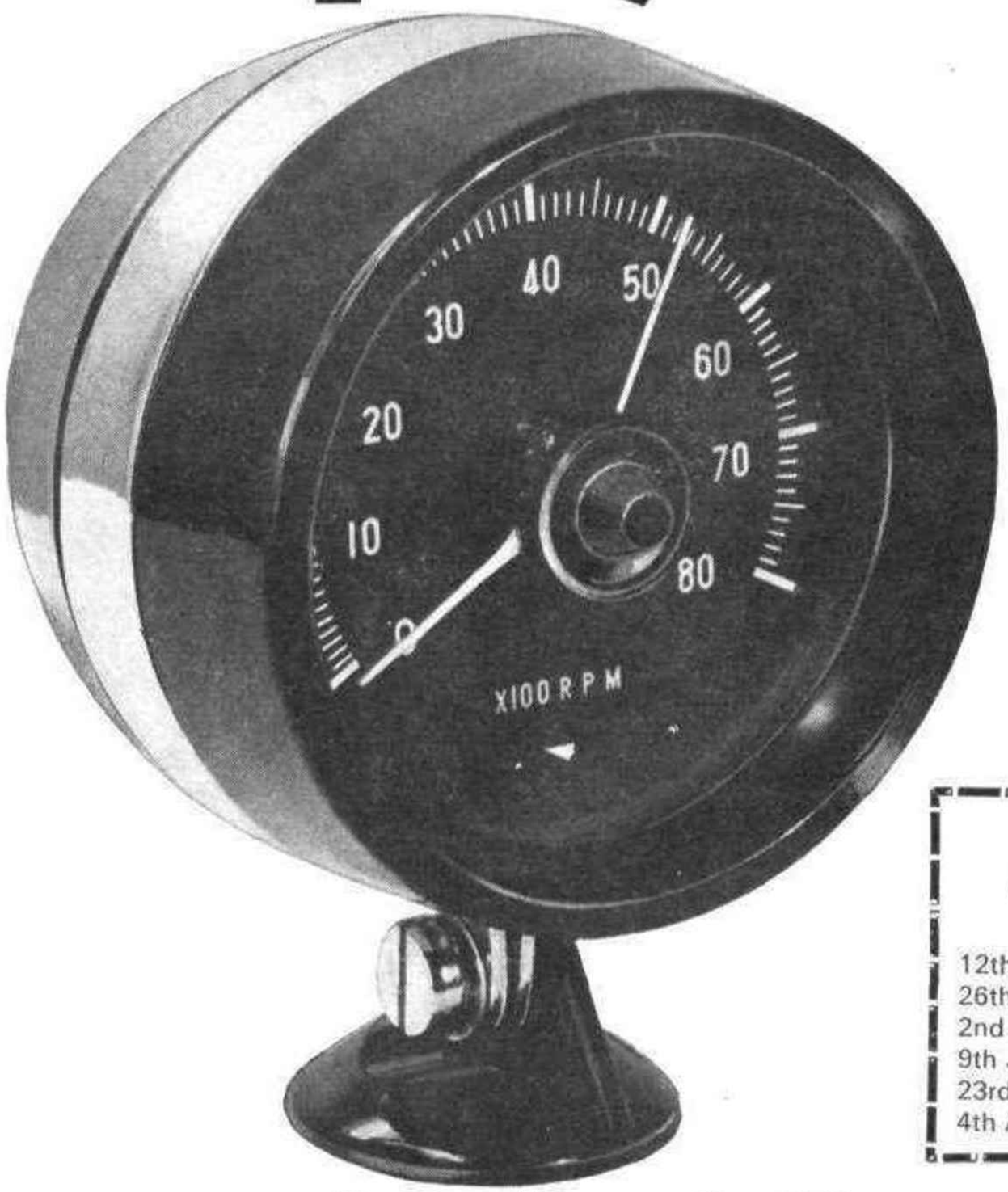
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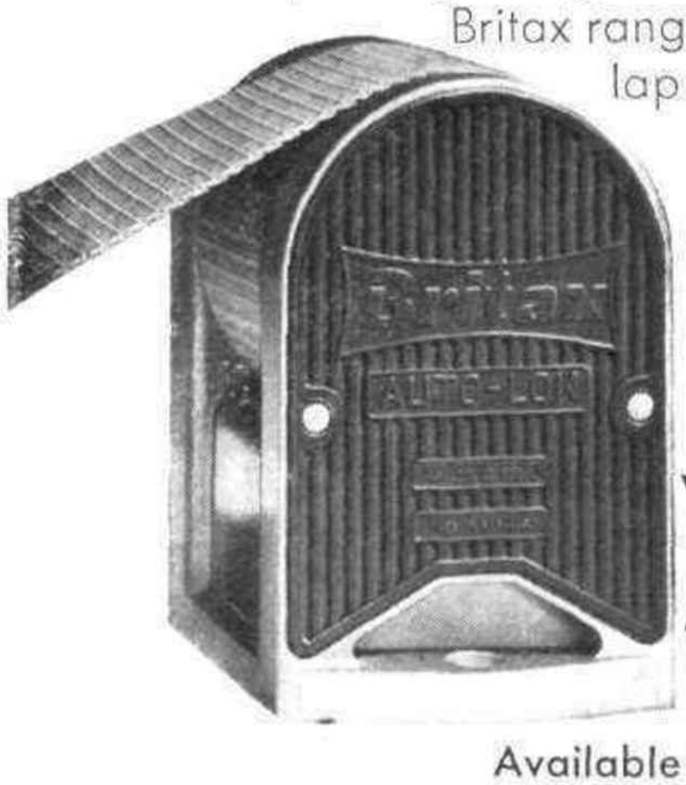
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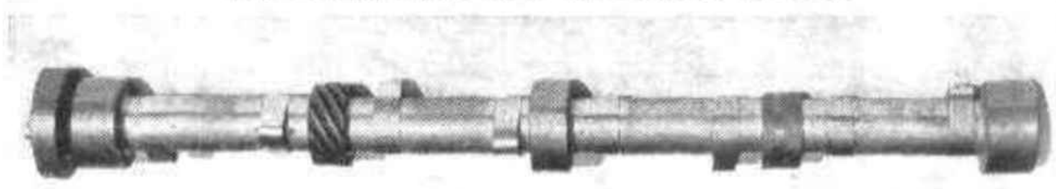
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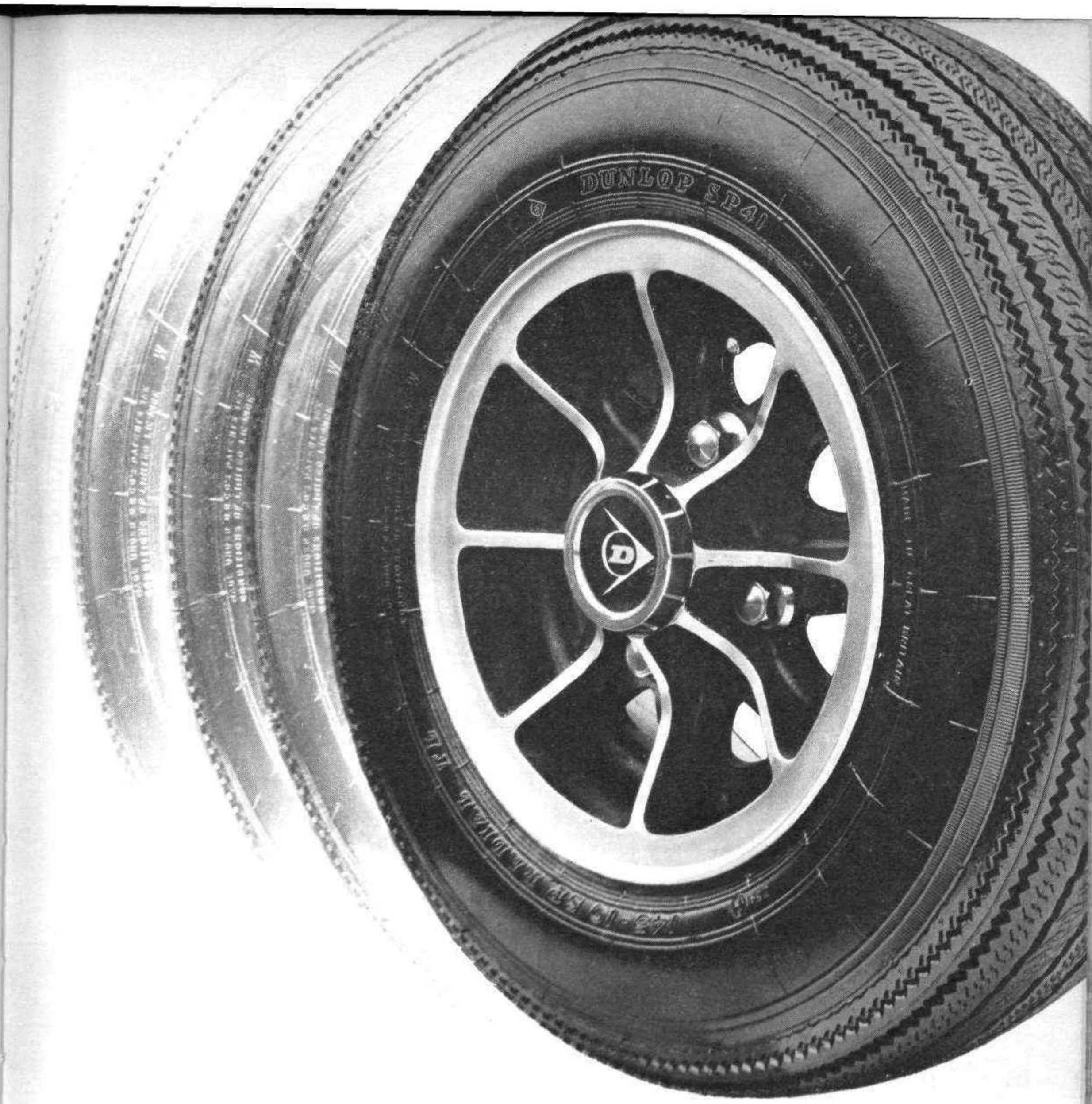


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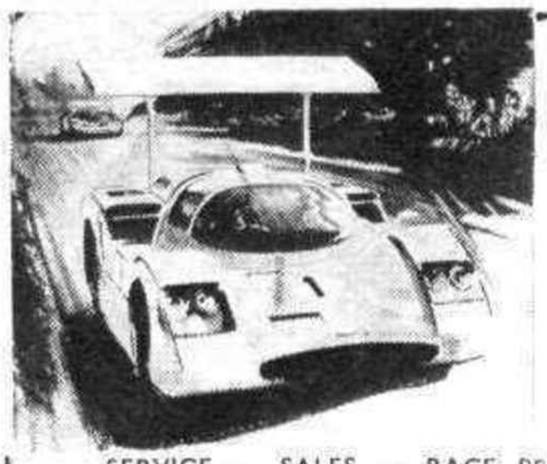
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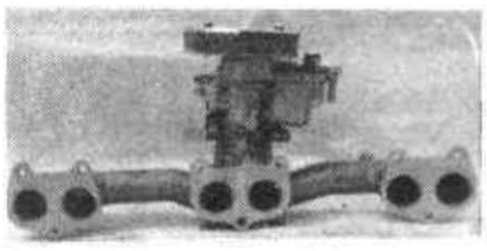
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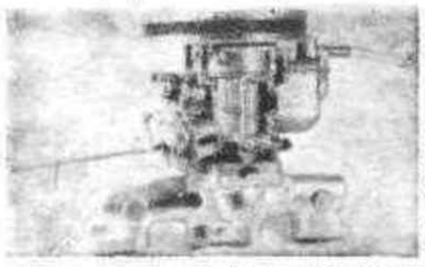


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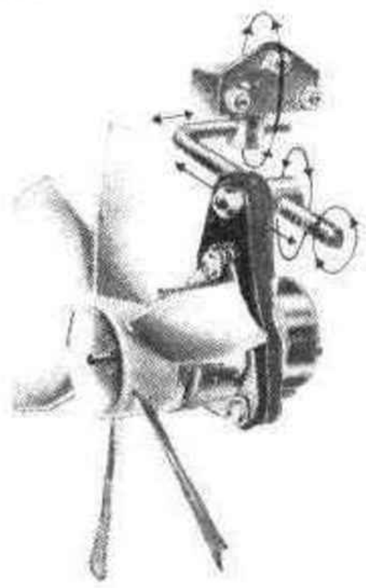
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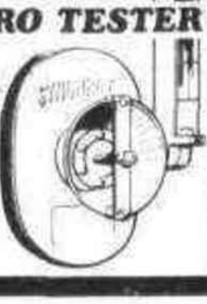
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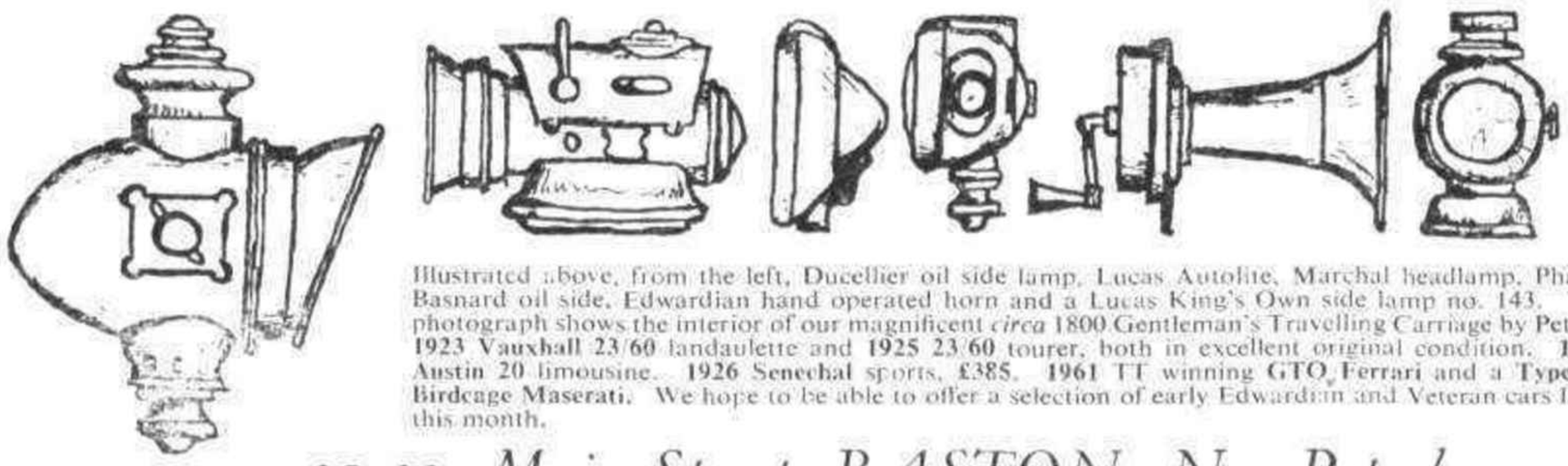
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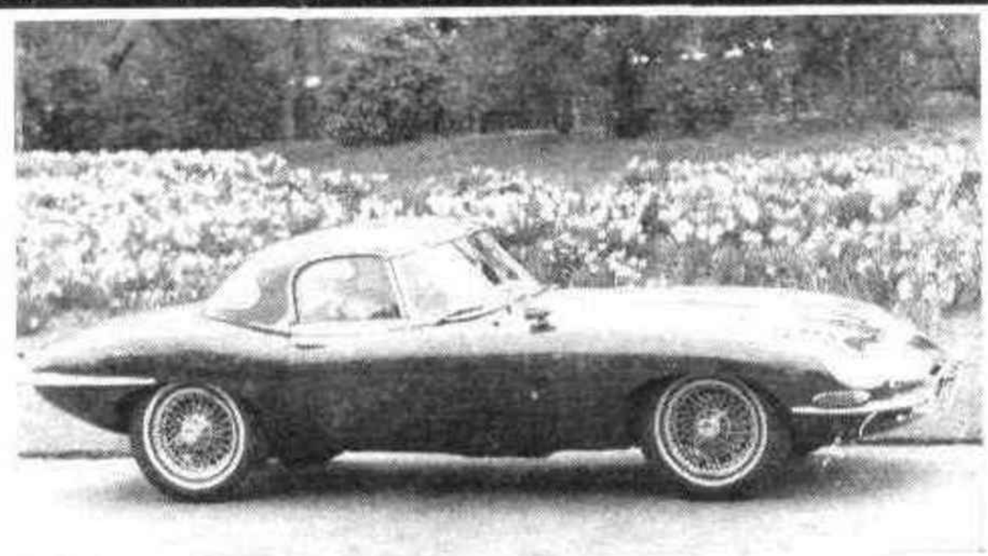
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SUNBEAM Alpine, 1962. Power blue/matching trim. Fitted hard and soft tops, overdrive, radio, etc. Recent extensive overhaul. Excellent value **£375**
SUNBEAM Alpine GT. 1967. Moonstone/red trim. In as new condition throughout. One owner only. 7,000 miles from new. Highly recommended **£845**
MORRIS Mini Cooper 1275, 1965. White/black roof/matching trim. Fitted heater, wing mirrors, seat belts, etc. Recent extensive overhaul ... **£495**
M.G. Midget, 1962. Most attractive little car in Speedwell blue. Fitted radio, wing mirrors, heater, etc. In first class condition throughout ... **£345**
M.G. Midget Mk. II, 1965 (wind-up windows). B.R.G./black trim. Fitted radio, woodrim wheel, tonneau cover, etc. Nominal mileage, one owner. Excellent value **£475**
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M.G.-A 1600 f.h.c., 1960. White/black trim. Fitted radio, heater, wing mirrors, etc. Excellent performance. Outstanding value... ... ... **£375**
M.G.-A roadster, 1959. Iris blue/black trim. Fitted wire wheels, heater, tonneau cover. Most attractive car. Outstanding value **£345**
MOSTYN Special. Tubular chassis, hand-beaten alloy body, wire wheels, Rootes supercharged Healey 100/4 S engine, balanced crank and flywheel, Wilson pre-select close-ratio gearbox. Shattering performance. Recorded mileage 6,000 ... **£595**
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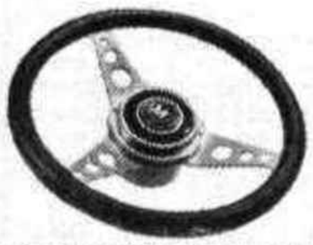
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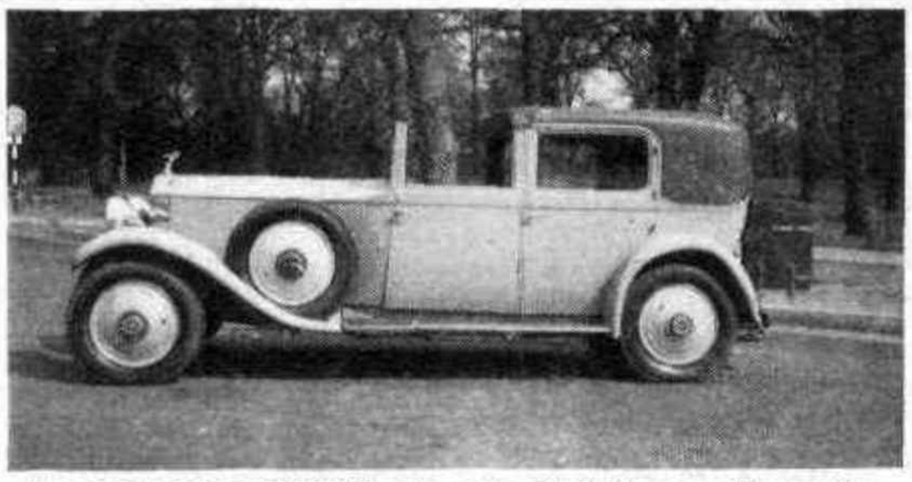
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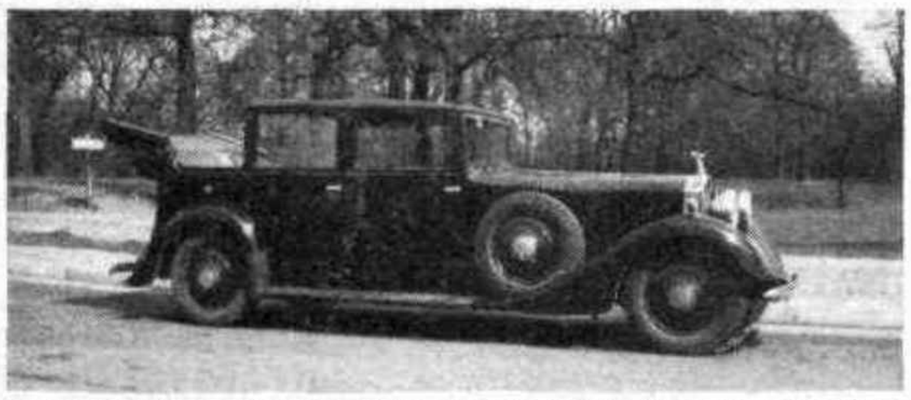
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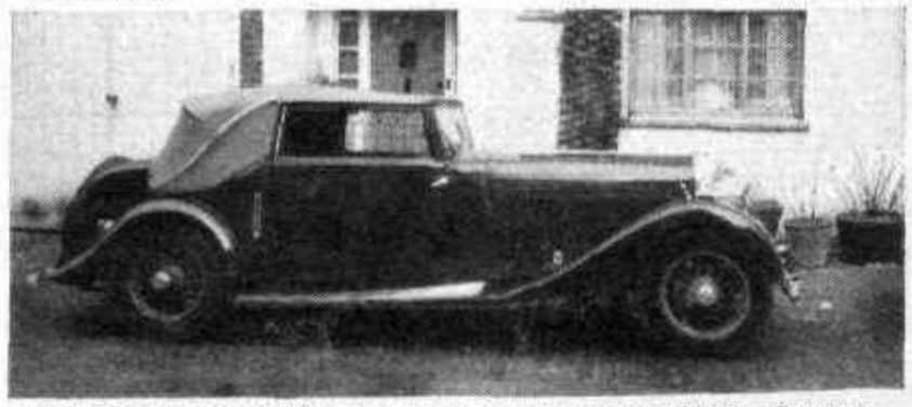
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JAGUAR XK150 3.8 F.H.C. WIRE wheels. Cinturatos. Finished in imperial maroon. Fine example of this increasingly rare car. £425. Orpington 27825 (evenings). (2838

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VERY RARE AUSTIN 10 CABRIOLET, 1934. Excellent throughout. Good runner. M.o.T. tested. £95. Blades, 8 Jensen Rd., Bracebridge Heath, Lincoln. Tel.: LIN 25954. (2840

1949 M.G. TC. GOOD BODY/MECH-anics. Recent hood, exhaust system, respray (B.R.G.). Five good tyres. £140. James, 140 Knotts Lane, Colne, Lancs. (2841

SUNBEAM ALPINE, 1963, SERIES 3. Red. Bodywork immaculate. Engine overhauled April, 1968. Radio, tonneau, belts, spots. £450 o.n.o. or exchange saloon/estate. Tel.: Ivybridge 800. (2842

FIAT-ABARTH OT 850, JUNE, 1966. 26,000 miles. Domestic use only. £400. 47 Hawksworth Drive, Formby, Liverpool. (2843

BERKELEY SE328. GROUP 1 INSUR-ance. 60 m.p.g. Recent engine overhaul. New hood, brakes, clutch, etc. Strengthened suspension. Good body. Resprayed Orient red, 1959 (Dec.). £120. Sharpe, Parton Drive, Churchdown, Glos. (2844

1961 BORGWARD BIG SIX 2263 C.C. Air cushion suspension. Excellent condition. Rare and beautiful car. £2,500 when new. Taxed. Handbook. Radio. M.o.T. cert., 1969. *To be seen to be appreciated.* Box 0709. (2845

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BRISTOL 400 TWO-DOOR FOUR-SEATER fixed head coupe, 1950. Good condition. £195. Box 0710. (2850

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1939 M.G. TA TICKFORD, PLUS LOAD spares. Nearest £60. F-type Magna head, offers. Wanted, parts and information, 1934 Alfa Romeo 6c2300. Rinsey Mills, Hunter's Lodge, Monkleigh, Bideford, Devon. (2884

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The Scimitar is not at all a bad car; a lot of svelte for not much geldt, one might suggest. **Lotus 7**, 1960, race 1172 unit, astonishingly low oil pressure, best trade offer. **MG Midget Mk II,** 1966, Old English white, black interior, "long" Ashley hardtop, soft-top, Cinturatos, 1 TVR-crazed *owner now assembling* his new Vixen 1800, £560. **MG-A 1600** fixed head coupé, 1960, apple green, 2 owners, Cinturatos, £360. **Triumph Spitfire,** 1964, signal red, black interior, steel hardtop, soft-top, SP41s, overdrive, £445. **MG-B** *roadster*, 1965, racing green, black leather, overdrive, Cinturatos, 1 doctor owner, £675. **MG Midget,** 1966, red, £495. **Morris Mini Cooper,** 1967, white with black lid and usual ghastly red and grey gold-flecked trim (happily absent from the latest D. Stokes version), £495. **Lotus Elan BRM,** 1967F, polychromatic dark green with what are supposed to be blaze orange bumpers but yellow would be a more accurate description, 130bhp/130 mph, power brakes, knock-on wheels, F100s, radio, electric windows, I forgot to say it is a fixed head, £1,475. **Austin Healey 3000,** 1960, blue, hard and soft tops, overdrive, £395. **MG Midget,** 1965, BRG with black trim, one owner, £460. **Triumph TR4A,** 1966, conifer green, steel works hardtop, overdrive, radio, Cinturatos, £830. **Austin Healey Sprite,** Mk III, Nov 1964, Riviera blue with black hardtop, grey soft-top, £410. **Triumph TR4,** 1964, blue, black hardtop, soft-top, overdrive, wire wheels, £525. I give you the very rare **Triumph Dove GTR4,** 1965, white, black trim, Restall seats I believe they are, overdrive, wire wheels, radio, 4A walnut dash, will accept 4 adults (in screaming misery), £745. **Triumph Spitfire Mk II,** 1965, conifer green, £495. Usually 1 or 2 saloon cars at quite ridiculously cheap prices; Anglias, Imps, Minis and the like. **Austin Healey Sprite Mk IV** 1275, 1967, Basilica blue, wire wheels, price not yet decided upon. **MG-A Fixed Head,** 1958, opalescent dark blue, £265 and worth every 1d. lots more cars arriving all the time, please ring up for latest reports, and remember that many of our fastest selling cars don't ever get advertised here. Such as **TVRs**, for instance. The last Tuscan we had was sold in 4 days, but we have another current model 1968 LWB **Tuscan** in regal red with black trim, pushbutton radio, exactly the same model as JB's personal transport TVR 4, £2,350. 1963 **TVR Mk III,** dark green, 1220 Climax unit with MG-B gearbox, wire wheels, SP41s, this is the model with latest wishbone suspension and rack/pinion steering, £550. **TVR 1800S,** June 1965, 72-spoke wire wheels, radio, opalescent light blue with red interior, Granp Prix tyres, one owner, not priced yet. Our Moscow Road people are just about keeping up with the demand for new **TVR Vixens,** having been wise enough to order plenty during the winter. At the time of writing they have a Bahama yellow **Vixen 1600** with wide rim chrome wire wheels, tinted windscreen, Sprinzel seats and 13½" leather wheel, and a regal red **Vixen 1600** with wide rim wire wheels and 13½" leather steering wheel. Six or eight more are coming very soon including several I have had specially finished in some rather snazzy metallic colours, please come and gawp. At Arkley we have the builders in for the next few weeks and it is absolute chaos with concrete mixers, diggers, dumpers, piles of sand and dust everywhere. Please understand that temporarily we can take in very little workshop repairs and no routine servicing and tyre fitting. When it's all over, however, we will have much expanded service facilities, and, incidentally, one or two vacancies. Meanwhile we still have Cinturatos at 25% to take away, and many other tyre bargains at discounts around 40%. Ring T.T., Barnet 1146. Set of 4 Michelins for a Mini, brand new, not remould, imperceptible blemishes, £11.10.0. A few used 13" *Dunlop and Goodyear* racing tyres, latest sticky compounds. Spridget and MG-B hardtops. Wire wheel set for Spridget and (less wheels) for TR3A. 100E close ratio gearbox £5. Sprite 1100 engine £30. All sorts of used Sprite/TR spares being chucked out at ludicrous prices as the sheds containing them have just been demolished, ring Barnet 1145 and ask for Brian Elkington. I suppose you know by now that our cars have a parts/labour guarantee and before being offered for sale have a full service and thorough examination, any defective batteries, tyres, brake shoes & pads etc being renewed with the compliments of the management. Picture shows my "hairy" MG Midget having a bit of fibreglassing done on the wheel arches to cover up the wide tyres I am trying out this season, which are very fast round the corners but certainly make the car feel a bit on the twitchy side at times. However, I am experimenting with camber angles and hope to keep it on the island long enough to compete in all the Freddie Dixon events this season. Watch out for me and Mrs Gabriel Konig in the other orange Midget at Brands Hatch, Castle Combe, Silverstone and Croft in the coming weeks. HP with 3rd party insurance. Open to 7pm, c'osed Sundzys.



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1968 VIVA GT. WHITE. 1,000 MILES only. Taxed Feb., 1969. Too fast for me. £1,080. Cardiff 612181, evenings. (3060

ALFA GIULIETTA SPRINT. 1959. Radio. L.H.D. Marital reasons. £275. Witcombe, Glos., 3156. (3061

1937 M.G. VA SALOON. GREEN. Original. Alloy body, sunshine roof, wire wheels. Excellent condition. Some spares. Offers. Packer, 6 Pennine Rd., Cheltenham. (3062

SUNBEAM TALBOT MK. III, 1955. ALL mechanics and interior excellent. Manufacturer's oil pressure. Bodywork reasonable. Taxed. M.o.T. £90. Rickmansworth 74419. (3063

JAGUAR XK150 3.4 DROPHEAD coupé. Red with black interior. 37,000 miles only. Overdrive, radio, seat belts, wire wheels, new tyres, new exhaust. Excellent condition. £575 o.n.o. Tel.: day 01-405 3613 (ref. AS), evening 01-373 6557. (3064

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MORGAN PLUS-FOUR D.H.C., 1962. Magnificent example of rare model. Excellent B.R.G. coachwork, black upholstery and unmarked woodwork. Recently re-sprayed. Wire wheels with newish SP41 tyres. Mechanically faultless, having recently undergone extensive brake, steering and suspension overhaul with many new parts. Extras include heater, seat belts, etc. £450 o.n.o. Apply Kennedy, tel. 01-300 6713 (Sidcup). (3066

M.G. TC, 1949. B.R.G. USED REGU-larly. Taxed and M.o.T. New hood, etc. *Also spares from similar model. Nearest* £165. Tel.: Pontypool 3736. (3067

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DAIMLER BARKER SPECIAL SPORTS 2½-litre drophead special, 1951. In excellent condition. Blue and grey. £200 o.n.o. Tel.: WAL 2076, any evening. (3079

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1965 Ford Cortina GT, 4-door, white; one owner; heater, belts, discs ... **£445**
1963 Hillman Imp, green; one owner; heater, twin spots **£245**
1967 Honda S800 f.h.c., grey, discs, heater, SP3s; one owner, 7,827 mls. ... **£715**
1963 Jaguar Mk. 10 Automatic, *blue, beatiful two-owner example* ... **£645**
1962 Lancia Flaminia Superleggera 3c fixed-head coupé (2-door), grey/red hide, Blaupunkt radio; one diplomat owner, full history available since new ... **£795**
1960 Lancia Flaminia Superleggera (L.H.D.), f.h.c., silver grey/red, disc brakes, heater; imported in 1966, very exceptional condition **£645**
1964 Lancia Flavia 1800 Vignale, white/blue, hard/soft-tops, seat belts, disc brakes, reclining seats, radio, heater; two owners only; cost £2,685; beautiful car **£845**
1961 Mercedes-Benz 190SL, grey/grey hard-top, soft-top, push-button radio, heater, Cinturatos; maintained at Mercedes-Benz, Brentford, £168 3s. 3d. spent August 1967; right-hand drive, one owner for last 3½ years (3 in total) ... **£995**

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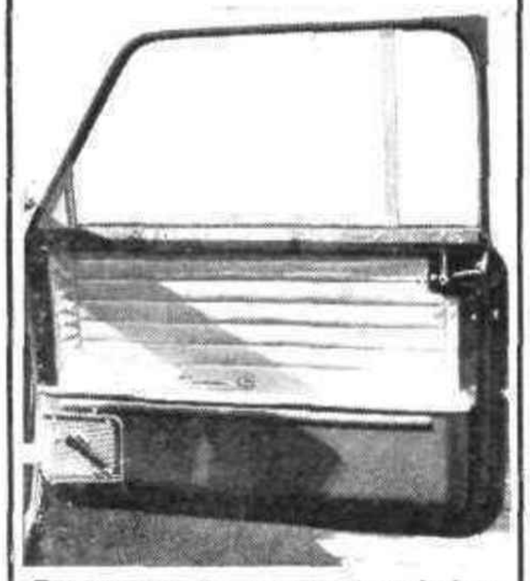
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1965 model M.G.-B, blue, wire wheels, radio, heater, belts, flasher, oil cooler, Mich. X, fold-away hood; new engine 5,000 miles ago; two owners **£565**
1963 M.G.-B, black/red, two owners, only **£515**
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1964 M.G. Midget, B.R.G., radio, heater, tonneau, fog/spot, G800 tyres ... **£395**
1957 'Nov.' M.G. ZB Magnette Varitone, duo grey/blue, two owners only, radio, heater, belts; Cinturatos, most exceptional **£275**
1967 Model Rover 2000 TC Model, Venetian red/tan; one owner; Cinturatos, *servo discs all round, push-button radio, heater* **£1,145**
1962 Rover 3-litre saloon, grey/red, overdrive, heater, 2 elderly owners, 27,000 miles **£545**
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1907 (V.C.C. Certificate) **Riley** **£2,000**
1962 Singer Vogue, duo blue/white, seat belts, radio, heater; one owner ... **£345**
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1965 Sunbeam Alpine Mk. IV, *dark blue, wire wheels, Motorola, Cinturatos,* heater, discs; one owner; carefully maintained **£565**
1966 Triumph Spitfire, blue, heater, tonneau, 'SP' tyres; one owner ... **£525**
1964 Triumph Spitfire, red, overdrive, heater, radio, undersealed, seat belts, tonneau; one owner; exceptional condition **£485**
1964 Triumph Spitfire, green, heater, discs, garage kept; one owner ... **£445**
1963 Triumph 12/50, white/red, seat belts, heater, mirrors, discs ... **£345**
1964 Triumph TR4, blue/blue, overdrive **£565**
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1962 MERCEDES 190SL. RED. HARDtop. Radio. *60,000 miles. Mint.* £930. H.P. available. Thompson, Vine House, Bow, Crediton, Devon. Bow 231. (2894

M.G. TF SUPERB REBUILT 1954 MODEL in flame red. Gold Seal engine, spots, luggage rack. Enthusiast's car. Genuine reason for sale. Any trial. £495. T. Tubb, "Nightingales", Willom Drive, Bexhill, Sussex. Tel.: *Cooden 2207 (evenings), Bexhill 6000* (office). (2979

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MERCEDES 190SL DROPHEAD, 1960/1. Service log since new. £685. Tel.: Bramley (Surrey) 2379, evenings. (2986

M.G. TD, 1951. EXCELLENT CONDItion. Engine reconditioned. 25,000 miles. New hood, heater, luggage rack, new tyres. £265. 166 Caldy Rd., Handforth, Cheshire. WL 27922. (2987

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SUNBEAM 90 MK. III. OVERDRIVE. Extras. Good condition. £150 o.n.o. Hoye, 32 Monkwick Ave., Colchester. (2991

BENTLEY MK. VI GREY / BLACK *saloon. Fine condition. 60,000 since new* engine. Good tyres. Taxed Nov. Beautiful car. £240. Godalming 2741. (2992

1935 BENTLEY 3½-LITRE MULLINER. Engine stripped ready for crank overhaul. Ideal subject for restoration. £100 o.n.o. Car still in Essex. I've moved to: Kempley House, High St., Hatherleigh, Devon. (2993

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ASTON MARTIN DB MK. III 1958, IN *immaculate midnight blue with black* leather interior. Mechanically perfect. Four new tyres, radio. Undersealed from new. A.A. R.A.C. inspection invited. £720. Harris, 69, Selsey Rd., Edgbaston, Birmingham. Tel.: 021-429 4068. (2998

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L.H.D. ASTON MARTIN DB2/4 SALOON 1955. VB6J (3-litre) engine just decoked, new valves, new Cinturatos, battery, year's M.o.T. Servo brakes. £245. Lourie, Ataraxia, Heyford Hill Lane, Littlemore, Oxford. (3001

1963 COOPER. LOW MILEAGE SINCE reconditioned engine, gearbox, respray, new brakes, costing over £200. Tyres, battery, etc., perfect. Unmodified, utterly reliable. Used as second car, now without garage, so must go. Haggle £290. Tel.: 021-HAR 5364. (3002

DODGE MATADOR, 1962, REGISTERED 1965, but one owner from new. Ugly fins professionally removed, thus a very attractive and modern-looking car. Automatic push-button gears, power steering, air conditioning heater. Recent £80 gearbox overhaul. Good RS5 Whitewall tyres. Half-tinted screen. Complete with full history and taxed. £445. 01-449 7909. (3003

PATHFINDER 1954. ONE OWNER. Still in original duo-tone with matching hide interior. Coachwork and engine in impeccable condition. Mileage very low at 45,000. Good tyres and undersealed. £175. BAR 7909. (3004

SP250 C-SPEC. LATE 1963. SUPERB condition, with new tyres, exhaust, battery, also radio, heater, w/rim, wheel trims, spot/foo/reversing lights. £510 for immediate sale. Tel.: 01-399 9804. (3005

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JOHN BROMILOW'S FAMOUS CLASS-winning 1000 c.c. D.R.W. Ford Clubman sports car. Rebuilt engine. Complete with Bedford A-type transporter and spares. £750. Sale due to death of owner. Contact Messrs. Crane and Hawkins (Solicitors), 2/3, Norfolk Street, London, W.C.2. (3007

XK150 FIXED HEAD COUPE. REGIStered late 1960 but 1961 model. Coachwork *literally as new. Interior of red hide in* supreme condition. Mechanically silk-smooth, with recent chains and clutch overhaul. Good Dunlop RS5 tyres. Long M.o.T. and taxed. Car for the collector. £545. Tel.: BAR 7909. (3008

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WE ARE PROUD TO ANNOUNCE THAT WE HAVE BEEN APPOINTED MARCOS AGENTS. ONE YELLOW BOMB IS AVAILABLE FOR DEMONSTRATION PURPOSES COME AND SEE FOR YOURSELF WHAT A PHENOMINAL CAR THIS REALLY IS AT ONLY £1,485.0.0. WE CAN ALSO OFFER A SECONDHAND ONE-OWNER 1600 SPECIAL MARCOS FORD IN SILVER BLUE, WIRE WHEELS, RADIO, AT £1,299.



SPECIALLY for the novice, **1965 T.V.R. Griffith** in Rolls-Royce regal red. Cinturatos. RATHER SLOW !!!!! **£1,095**

LOOK! A EUROPA ! Yes, one 'F' REGISTERED car, 3,000 miles only. Right-hand drive if required. Be different, buy half BRITISH for **£1,695**

1966 'E' fixed-head for the discerning. Chrome wire wheels, heated rear window, radio; one owner; metallic silver blue, dark blue trim. Steal it for **£1,575**

1965 4.2 drophead coupe, chrome wires, radio, heated screen, SPs, Konis. Immaculate **£1,299**

1965 3.8 Mk. II, one owner; golden sand, red trim; 39,000 miles; heated rear window, overdrive **£865**

1962 Coombs 3.8, chrome wires, Konis, sand with beige **£599**

1962 3.4 Mk. II, bronze, beige trim, overdrive, chrome wire wheels. Real piece of car **£545**

The very best 1963 fixed-head coupe currently available, with chrome wire wheels, radio; plus '64 trim, no rust, and all one colour **£899**

1965 Austin Healey Sprite, wire wheels, blue; 24,000 miles .. **£445**

1965 Healey 3000, overdrive, wire wheels, radio; white, black inserts and trim **£795**

1965 M.G.-B, overdrive and wire wheels; 22,000 miles **£675**

1966 M.G.-B, red, wire wheels; one owner, 17,000 miles **£795**

1965 TR4A, overdrive and wire wheels **£735**

1966 TR4A, overdrive and wire wheels **£815**

1966 Sunbeam Alpine, overdrive, wire wheels, hard-top, radio .. **£765**

1964 Lotus Cortina, leaf springs **£575**

1965 Lotus Cortina, leaf springs, cox seats, radio; one owner .. **£699**

1966 Lotus Cortina, 12,000 miles, Magistrate owner, guaranteed mileage, **£815**

1968 Lotus Cortina, 6,000 miles; white, beige interior **£1,045**

1967 M.G.-B GT, sandy beige, black trim; overdrive, wire wheels; one owner, 11,000 miles **£1,025**

1967 Mini-Cooper, 12,000 miles; tweed grey. Mint **£525**

WE CAN OFFER FOR IMMEDIATE DELIVERY FROM STOCK :

Marcos, in kit form from **£1,485**

Alfa 1300 Junior GT, yellow ochre **£1,748**

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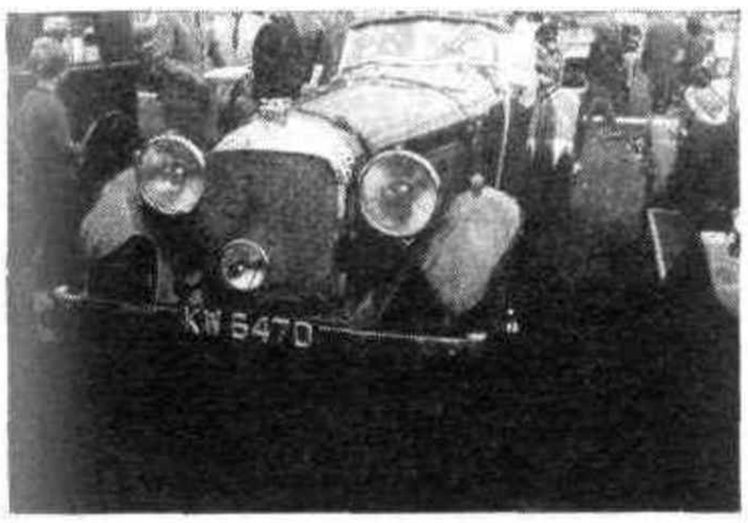
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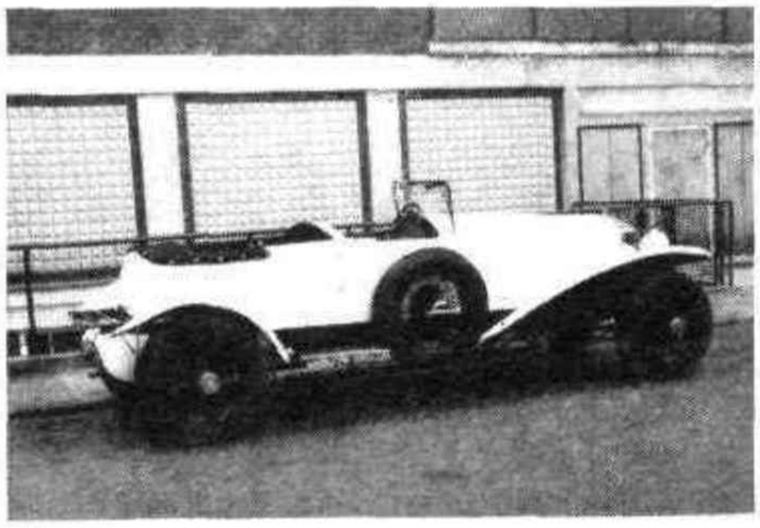
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Above (left) : BENTLEY, 1929, Speed Six open 4-seater. Completely rebuilt, full history, etc. (Also available later this month, **1930 Bentley 4½** V.D.P. sports tourer, completely rebuilt to full *concours* condition.)

Above (right) : ROLLS P. I, 1928. Ex-works car built for the 1928 Rolls-Royce Riviera Trials. Just rebuilt as original with a Barker Replica sports touring coachwork. In " as new " condition. Full history, etc. (Also available this month : **Rolls 20/25, 1935,** limousine by T. & M., one owner and low mileage; **Rolls, 1938, 25/30** drophead coupé by H. J. Mulliner, now being restored; **Rolls Wraith, 1939,** limousine by Hooper; **Rolls 20/25, 1935,** sports saloon by James Young.)

MANY OTHER IMMACULATE VINTAGE AND CLASSIC CARS IN STOCK. I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

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THE ONLY HOTEL OF ITS TYPE IN THE COTSWOLDS

which offers, amongst its many attractions, excellent accommodation, three bars (with a choice of 11 different draught beers), its own Continental-type Night Club Discotheque (non-stop dancing every Saturday night, drink and dance till very late—no membership required), excellent low-cost Buffet Bar.

(Bed and Breakfast 37/6, or our package Week-end, £3 15s. Single, £7 Doubles, which includes supper Saturday night, bed, breakfast and Sunday luncheon, plus free admission to the Discotheque (residents can drink all night), and a tour of the Cotswold countryside by our famous Stage Coach (as featured on TV, films, etc.), or any of our 30 horsedrawn carriages.)

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HITCHIN 3445



LANCIA 2500 GT coupe, 1956, r.h.d., floor-change, radio, Cinturatos, metallic grey, fawn cloth interior (with covers); both mechanically and bodily a good *specimen for its year and still rapid and interesting* motoring for the moderate price of **£395**



BENTLEY "S" Continental by Park Ward, 1958 Series (Nov. 1957), actual Scottish Show car, automatic, power-steering, high compression engine; *Regal Red, beige interior,* indicated mileage 85,000, recent brake reline, exhaust overhaul, new tyres and completely serviced by us—a very nice car **£2,200**



TALBOT 105 V.D.P. tourer, 1934, pre-selector, highly original car, last owner had car many years but not used since 1961; unrestored, but in good working order, good hood, very fair coachwork, sidescreens etc., new batteries, excellent tyres. **£495**

ROLLS-ROYCE Silver Wraith James Young touring saloon with electric division, 1949, tudor grey on silver grey. A good-looking car in very fair general order although not immaculate, " hence down-to-earth price " of **£595**

ROLLS-ROYCE 20/25, 1935, stylish Barker close-coupled sedanca, mechanically excellent, but some minor body repairs needed, including repainting; good interior; mileage of ninety-thousand-odd believed genuine. A potential £1,500 car when finished —**sensible offers please.**

ROLLS-ROYCE Phantom II, 1931; mechanically outstanding, last owner 18 years, low mileage during this time, but work done includes major engine overhaul, recent brake and clutch reline, new radiator core, almost new tyres with 2 excellent side-mounted spares, P.100 head-lights etc. Only drawback—hearse body (albeit an excellent one), but the chassis alone is well worth the price asked of **£675**

ROLLS-ROYCE Phantom I, 1929, also with sound hearse coachwork, no evidence of any recent work, but nevertheless a very sound chassis on excellent tyres with everything in working order. **£475**

BENTLEY R-Type Park Ward convertible, 1954, automatic, indicated mileage, 95,000, dark velvet green, sage green interior, plating and paintwork recently renovated, new exhaust, thoroughly serviced by us and a very good specimen indeed both mechanically and bodily. **£1,490.**

BENTLEY S-Type automatic, power-steering, 1957. Silver grey on black, beige interior, nice mechanically, brakes, steering and suspension just overhauled by us and excellent value at **£1,375**

BENTLEY R-Type automatic, Oct. 1954, full Redford Countryman conversion, exceptional coachwork in Metallescent pale green with dark maroon leather; brakes, steering, *suspension and exhaust overhauled by us—an extremely nice car.* **£775**

BENTLEY R-Type automatic, 1954, mileage 106,000 maintained by us past three years, overhaul of brakes, steering and exhaust system just completed by us, recent renovation of paintwork, black on silver grey, excellent grey interior and a very good specimen. **£675**

BENTLEY 4¼, 1936, Park Ward all-alloy coachwork, grey, grey interior. No particular history but new rings just fitted and decarbonized. Both mechanically and bodily, this is an excellent specimen of its type. **£495**

CADILLAC V.8 *limousine by Fisher, 1934, r.h.d., engine just completely overhauled,* car repainted and a superb American Classic. **£650**

DAIMLER Majestic Major, late 1964, power-steering, etc., duo grey, red hide interior; one owner, nominal mileage, distributor-maintained; new tyres all round. Identical to current model costing over £2,800 and remarkable value at **£695**

DAIMLER Majestic, 1960, automatic, black, beige interior, mileage under 55,000, two owners and outstanding value at **£295**

DAIMLER Light Straight Eight 25 h.p., 1934, Mulliner 4-light sedanca coachwork, mechanically very good, recent complete engine overhaul, coachwork shabby but sound and easily renovated. **£275**

DAIMLER One-o-Four saloon, 1957, pre-selector transmission, indicated mileage under 60,000 probably genuine, very sound both bodily and mechanically and excellent value at **£175**

JAGUAR 3.4 XK150, 1960, roadster (not coupe), wire wheels, overdrive, radio, white, red trim, just decarbonized, brakes relined etc., and a very fair specimen. **£495**

JAGUAR XK140 convertible, 1956, overdrive, radio, pale blue, grey interior, 3 owners and a well above average specimen, just decarbonized, new valves etc., new RS 5 tyres. **£365**

LINCOLN Zephyr sedan, 1938 (1939 Series, hydraulic brakes), not the usual worn-out pre-war Yank, but an outstanding low-mileage specimen, stored many years and recently completely mechanically overhauled. Excellent paintwork (black) and interior and a most practical as well as unusual car. **£395**

VINTAGE AND MISCELLANEOUS

Outstanding 1928 **AUSTIN 7 Chummy** now offered by us at **£425,** which is little more than the cost of restoring it to its present outstanding condition.

We also offer an 1899 (V.C.C. dated) **DESCHAMPS** motor tricycle, fully restored with 2-speed gear, lamps, new tyres and ready to use at **£800.**

All vehicles sold in running order carry a M.O.T. Certificate.

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

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FOR SALE—continued

1937 AUSTIN 7. NEW TYRES, NEEDS doing up. £30. J. S. Fielder, 12 Peatmore Close, Pirford, Surrey. (3071

FIELD MARSHAL THE EARL WAVELL'S lovely old Wolseley 18/85 1947 Series III. Chauffeur-driven for 18 years. 53,000 miles only with orginal guarantee made out to Earl Wavell, log book signed by Countess Wavell. Full history with interesting documents. This motor car is in very good condition throughout. M.o.T. to March, 1969, and taxed. Asking price £300. Reynoldson, 8 Alexandra Mans., West End Lane, London, N.W.6. Tel.: Hampstead 2545. (3096

M.G. PB, 1936. COMPLETELY REBUILT. Original engine reconditioned. New hood, tonneau, B.R.G. £120. Benson, 9 Arnside Ave., Condicton, Cheshire. (3097

TR4. BUYER DEFAULTED, NOW MUST sell. 1963 red Surrey top, all usual goodies. Details last month, page 308. No realistic offer refused. Mrs. Smyth, 233 London Rd., W. Malling, Kent. Tel.: W.M. 2613. (3098

PORSCHE 356 1954 1500 SUPER. RE-cent engine rebuild. Good condition. Taxed to Oct. £350 o.n.o. King-Fisher, 24 Rochester Way, Sudbury, Suffolk. (3099

A.C. ACE, 1956. JUST RESPRAYED (jewelescent blue), rechromed, fitted radio, heater, additional gauges, spot and fog, leather steering wheel, SP41s, flared wheel arches, new carpets. Recently reconditioned engine, suspension, driveshafts. £300, no offers. Tommy Lowe, 2 Hardcastle Rd., Preston, Lancs. Tel.: 77166. (3100

PEERLESS 100BHP FOUR-SEATER. Fastback, fibreglass body, spaceframe, de Dion rear axle, overdrive, wire wheels. Condition above average. Also dismantled Peerless for spares. £330. Dr. Follows, Parlington Court, Barwick, Leeds. Tel.: Barwick 654. (3101

TR3A, 1960. EXCELLENT MECHANICS. Overdrive 234, undersealed. Seat belts, tonneau, boot rack. H.P. available. £285. Tel.: Buckingham 2395. (3102

1954 SUNBEAM ALPINE. VERY GOOD condition. Recent respray and gearbox overhaul, New Xs. All letters answered. £250 o.n.o. or exchange. H.P. possible. Cox, Dean Buildings, Chipping Norton, Oxon. (3103

GOOD HOME WANTED MK. I SPRITE. Immaculate. Hardtop, radio, Speedwell Stage II head, Weber. Guaranteed 100 m.p.h. £300. Tel.: Orpington 28786, evenings. (3104

ROLLS-ROYCE 1949 WRAITH PARK Ward saloon. Two-tone grey. Four lights. 60,000 miles. Four new tyres. Overhaul receipts £125. Price £50. Box 0737. (3105

M.G.-B. MAY, 1966. B.R.G. 17,000 miles (one owner). Overdrive, tonneau, wire wheels. Regularly serviced and in excellent condition. £790. Tel.: 01-748 0305, after 7 p.m. (3106

1965 HARTWELL STAGE III IMP. £180 conversion. 80 m.p.h. in third! Immaculate Q-car. £425. Tel.: BEC 6073, evenings. (3107

1937 Austin "Goodwood" Saloon. 61,000 miles only from new. Beautiful condition throughout. Truly a Collector's Piece. Offers.

Mann Egerton (Southern) Ltd.,
Jackson's Garage, Onslow Street,
Guildford, Surrey.
Tel. No. Guildford 64781

ROLLS-ROYCE 1921 SILVER GHOST

Open two-seater replica body, green with black mudguards. Good mechanical condition. Recently re-wired and brakes overhauled. New battery. Current M.O.T. Certificate. Chassis No. 3-UE. Engine No. N-14-L. **£4,000.**
Box P.226

ASTON MARTIN DB4 GT

Possibly best available of this classic. One owner, 42,000, original lime metallic green/green interior, absolutely immaculate. Borranis, Webers, long range tanks, Scintilla faired, long range lights etc. Condition inside and out just as new. **£1,095** or exchange.
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OPPORTUNITY

For man calling on new car dealers or body shops, or distributors for a patented product made in United States. No competition. Terrific opportunity.
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FOR SALE—continued

RILEY 1½ R.M.E., 1954. EXCELLENT condition. Bills for recent complete mechanical overhaul. M.o.T. New roof. £150. Cross, "Bromhams", Sandhurst Rd., Yateley, nr. Camberley, Surrey. Crowthorne 3131, ext. 2263 (business). (3108

TR SPECIAL, 1964. SPACE FRAME, alloy body, i.f.s., de Dion r.s., discs, overdrive, 12½ cwt. 11,000 miles. Fast and attractive, but must go. M.o.T. Aug. £250 o.n.o. Sully, 3 Hunter Rd., Guildford. (3109

ALVIS SALOON TC21, 1953. MAROON. Very good condition. Taxed. M.o.T. Absolutely genuine. £150. Brookman, Heath Cross Cottage, Whitestone, Exeter. Tel.: Tedburn St. Mary 285. (3110

1929 ARMSTRONG SIDDELEY 12/6 fabric saloon. Absolutely original. Mascot. Manual. Requires minor attention. £165. Tel.: 01-858 0772 (Blackheath). (3111

WHAT OFFERS FOR STANDARD STEEL 4½ Bentley Park Ward sports saloon. First registered December, 1938. Original owner till October, 1965. All tools, etc. Two spare tyres. Completely original and exceptional condition. Detailed history. Curtis, Burgh House, Saffron Walden, Essex. Tel.: Saffron Walden 3486. (3112

TRIUMPH SPITFIRE, 1965, MK. 2, FITTED Vitesse engine/gearbox, overdrive, wide wire wheels, radio, every conceivable extra. Dark blue. Beautiful potent, exotic machine, envy of everyone. Unique—too hot for lady driver. £570 o.n.o. Box No. 0738. (3113

ROLLS-ROYCE OPEN TOURER, 1926, 20 h.p., Replica Barker (barrel-shaped) body. Tel.: Halifax 81475. (3114

ASTON MARTIN DB2/4, 3-LITRE VANTAGE. Immaculate. £450 o.n.o., exchanges. Prefer Mk. 2 Jaguar. Tel.: Wolston 2377 (Coventry). (3115

ACECA, A.C. ENGINE. RECENT ENGINE overhaul. Seat belts, light metallic green, overdrive, Cinturatos. £310 or offers. Tel.: Potters Bar (Herts) 54121. (3116

1928 ROLLS-ROYCE LIMOUSINE, WIND-over aluminium body. M.o.T. March 1969. Offers over £400. Tel.: 01-642 9173, Sutton, Surrey. (3117

TR3, 1957. GOOD CONDITION. NEW engine, gearbox, springs and Konis; sealed-beam lights, reverse light, radio, tonneau. M.o.T. All bills available. £195. Mr. Moules, 15 Oakhurst Gdns., Chingford, E.4. Tel.: Buis, 01-368 4451. (3118

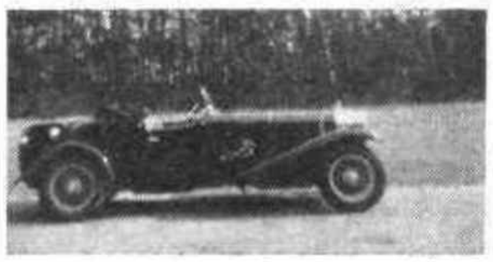
1965 IMP, SPORTS CONVERSION. ROOTES engineer owned. Excellent condition. £385 o.n.o. Tel.: Hildenborough 2302 (evenings, weekends). (3119

TRIUMPH GT6, 1968. OVERTURNED, extensive body damage. Wire wheels, Motorola radio, Webasto roof, seat belts, etc. 3,000 miles prior to accident. £350. Tel.: Nottingham 250614. (3120

TURNER CHASSIS MK. II. 1,000-C.C. engine reconditioned 900 miles, twin S.U.s. Fibreglass body needs repair. £40 or will separate. Tel.: Tadworth (Surrey) 2298. (3121

TR4, 1964/5. BLUE, WIRES, O/D., "Xs", etc. Attractive and well maintained. £550, or part exchange TR4/A, Surrey top. Tel.: Redhill 64474 (after 6 p.m.). (3122

1952 LAGONDA. ENGINE/MECHANICS good, body rough. Reliable car. £150. Tel.: Pound Hill (Sussex) 3200. (3123



LAGONDA 4½ LITRE
SPECIAL TOURING BODY
1931 model, registered 1933.
Perfect throughout.
Substantial price required.
Will sell in U.K. or U.S.A.
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1950 ARMSTRONG SIDDELEY LANCESTER



40,000 miles : 1 previous owner
In immaculate order throughout
Sensible offers only please
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Tel.: 01-584 5661

FOR SALE—continued

LOTUS CORTINA, LATE 1965 AIRFLOW Model. Immaculate condition. Low mileage. £599. Tel.: 01-554 3036. (3124

ENTHUSIASTS : 1937 M.G. 1½-LITRE VA tourer. Much admired. Excellent overall condition. £220. 2 Melbourne Road, West Bridgford, Nottingham. (3125

1967 M.G. MIDGET, 1,275 C.C. DARK BLUE. Wire wheels, undersealed, full-width tonneau, etc. Used as second car, hence only 6,000 miles. Unmarked. £650. £125 below list. Tel.: Burghfield Common 2632. (3126

LEA-FRANCIS 14/70 SALOON. RELIABLE, attractive machine. Bargain at £105 o.n.o. Tel.: 01-778 6522 (evenings). (3127

D.K.W. DE LUXE SALOON, TYPE "800 S", late 1961 (genuine 1962 model). R.H.D. First class coachwork. Interior virtually as brand new. Engine requires overhaul. Nearest cash offer to £150 accepted (consider vintage motorcycle part-exchange). Tel.: Tunbridge Wells 25091. (3128

1958 A35 SALOON. V.G.C. M.O.T., TAXED. About £90. 10 Lismore Rd., Liverpool 18. Tel.: 051-724 2903. (3129

1933 ROLLS-ROYCE 20/25 HEARSE, CH. NO. GLZ-14. New carb., good tyres. £150 o.n.o. Brammall, Sawley, Clitheroe, Lancs. (3130

1939 M.G. TB TICKFORD COUPE. EXCEL-lent condition. £200. Gill, Tel.: Dewsbury 61981 (Yorkshire). (3131

TR2, B.R.G., 3A FRONT. RECONDITIONED 2.2 engine. Newly fitted : clutch, reconditioned carbs., brakes, set of Cinturatos and tonneau. Good soft-top and sidescreens. Extras. M.o.T. 1969. £175. Tel.: 01-CHA 3355, Extn. 115 (day), 01-PAR 0572 (evening). (3132

AUSTIN A40 SPORTS, 1953. TWIN CARBS. Excellent condition 4-seater aluminium body, good hood, tyres; engine, steering, suspension, brakes overhauled. M.o.T., taxed. £100. Tel.: 021-705 1619. Solihull, Warwickshire. (3133

BRISTOL 403, GREEN. BODY, CHASSIS and mechanics in first class condition; engine to be run-in after complete rebuild. Offers around £585, or accept P.V.T. tourer in part exchange plus cash. Box No. 0739. (3134

T.V.R. MK. IIA. 1962, 1,622-C.C. M.G.-A engine, discs, wire wheels; resprayed bright yellow. Very good condition. £400 o.v.n.o. Tel.: St. Helens 21119 (evenings). (3135

M.G. TC, 1949. M.O.T., TAXED. BODY and mechanics excellent, interior tatty. No hood or windscreen. £100. Tel.: Llandudno 76371. (3136

ASTON MARTIN DB4. ALL-ALUMINIUM coachwork by Superleggera in Aston Martin Pacific (dark) blue. Chrome wire wheels with new Avon Turbospeeds. Radio, tinted rear window, badge bar. Nov. 1960 car in superlative condition at low price of £885. Tel.: Colnbrook 2734. (3137

SHE'S 35 AND FAST, DOESN'T DRINK or smoke. In fact a fully modified Austin 750 Special. Interested? £95 o.n.o. Richard, Tel.: Ashford (Middlesex) 53391. (3138

M.G. TD, 1951. RED. GOOD CONDITION. New tyres, battery, etc. Well maintained. £240 or reasonable offer. Tel.: Shenstone 598 (Nr. Lichfield). (3139

LOTUS CORTINA, 1967. MAROON WITH 22 ct. gold coach stripe. Rubery Owen wheels, Pirelli tyres, Motorola radio, lock-reel safety belts. Car maintained by Lotus Specialist, absolutely as new. £925. Tel.: Oxshott (Surrey) 3021. (3140

MORGAN PLUS FOUR, 1964, D.H. COUPE. B.R.G., black upholstery. Radial ply tyres, seat belts, reversing and spot lights. £540 o.n.o. Tel.: De Ville, Farnham 6382 (after 8 p.m.). (3141

M.G.-B, 1965. B.R.G., BLACK INTERIOR. Overdrive, wire wheels, radio, tonneau, heater, anti-roll bar; unmarked. £665. Tel.: Hatfield Heath 511 (Essex). (3142

1939 M.G. VA FOUR-SEATER, 1,500-C.C. tourer. Newly reconditioned engine. British Racing Green. Box No. 0740. (3143

M.G. TD, 1952. ONE OWNER LAST THREE years. Mechanically very sound, bodywork generally good. £180 o.n.o. Taylor, 42 St. Keyna Ave., Hove, Sussex. Tel.: Brighton 48721 (after 6.30). (3144

A 40 SPORTS. UNUSUAL MODEL IN GOOD condition. Aluminium body, reconditioned engine. £75. Tel.: Camberley 23752. (3145

ELITE, 1962. BLACK, CHROME WHEELS. Le Mans cap, spots. Stored two years. £565 o.n.o. Deals on new estate. Tel.: Crayford 21964. (3146

JAGUAR XK140 F.H.C., 1956. BIRCH GREY, red interior. This car is in exceptional original condition throughout. £340 o.n.o. Tel.: Bletcher, 01-743 6172 (between 9 a.m.-5 p.m., Monday to Friday). (3147

FOR SALE—continued

KARMANN GHIA, 1960, F.H.C. BLUE, white roof. Registration JEF 252. Very sound condition. Unmodified and used as second car most of its life (32,000 miles). Provides a more interesting and pleasing proposition than the Beetle, for the same price, £250. 110 Colwyn Rd., Hartlepool. Tel.: Hartlepools 4740. (3148

1932 ALTA TWO-SEATER, SPORTS/racing. Completely original. History : Le Mans, T.T., etc. Rebuilt. Immaculate. White. £850 o.n.o. Box No. 0741. (3149

JAGUAR XK120, 1954, D.H.C. RECHROMED and resprayed B.R.G. New hood and four new tyres. 50 p.s.i. hot. Just taxed and in excellent condition. £285. Tel.: Luton 28678. (3150

M.G. TC. B.R.G. NEW HOOD AND TYRES. 16-in. rears, indicators. M.o.T. until April 1969. £170. Tel.: Luton 28678. (3151

£35. 1950 A.C. D.H.C. VERY GOOD. M.o.T. Elsworth, Y.M.C.A. Hostel, Farnborough, Hants. (3152

ROLLS-ROYCE PHANTOM III, 1938, sedanca, exceptional. £1,750. Box No. 0742. (3153

1966 GILBERN GT1800. 9,500 MILES. SILVER grey. Overdrive, every extra. Immaculate. £800 o.n.o. Tel.: South Ockendon 4248. (3154

1950 MK. VI BENTLEY. GOOD CONDITION throughout. Excellent tyres, exhaust, etc. £215 o.n.o. Tel.: HAM 0419 (evenings). (3155

GINETTA G4, 1965, 1,500-C.C. OPAL BLUE. Cints. Rear section slightly damaged. £350 o.n.o. Box No. 0743. (3156

TURNER 950 (1957). WELL-KEPT MODEL recently resprayed in B.R.G. Recent hood, battery, decarb.; h/c. head, 1½-in. S.U.s. Reliable and 36-42 gallon. £145. Etheridge, Tel.: Tunbridge Wells 21937. (3157

LOTUS ELAN S2 FIXED-HEAD COUPE, 1966. This car is in immaculate condition, having recent extensive overhaul. Fitted, knock-on wheels, close-ratio box, servo brakes, ammeter, seat belts, radio, electric windows, heated rear screen, twin reversing lamps, and twin spot-lamps. Medici blue with black trim. Most carefully used and now offered at £1,050 because of house purchase. D. Andrews, 8 High St., Corsham, Wilts. Tel.: Corsham 3257. (3158

1932 M.G. F-TYPE MAGNA. FORD ENGINE. New hood, sidescreens, seats. Resprayed. Host of spares. 12 months M.o.T. Taxed end of June. Will haggle around £150, or swap Jag. Tel.: Thrybergh 384 (between 9 a.m.-6 p.m.). A. Hunt, 48 Lindley St., Rotherham. (3159

1939 WRAITH MULLINER LIMOUSINE. Present owner fifteen years. Good car. Nearest offer to £400. Tel.: Glasgow, Maryhill 1129. (3160

1958 SIXTH SERIES LANCIA AURELIA GT. Recently resprayed. Excellent condition. Best offer over £450. Tel.: Bramley (Surrey) 2469 (after 6 p.m., except May 6/7/8th). (3161

TRIUMPH TR3A SPORTS, DARK BLUE. Hard and soft tops, tonneau. Sound condition. New job requires saloon. £250. Exchange welcome. Tel.: 01-868 5711 (Pinner, Middx.) (evenings). (3162

LOTUS SEVEN, PREPARED ROAD OR track. As new, £400 less engine. Ford 1500 available (85 b.h.p.). Tel.: 01-868 5711 (Pinner, Middx.) (evenings). (3163

M.G.-B, 1963. TWO OWNERS ONLY. 34,000 miles, well maintained. Radio, tonneau, racing mirrors, etc. Iris blue. Best example of this year. Gregory, 31 Heathervale Rd., New Haw, Weybridge. (3164

M.G. VA, 1939. GOING ABROAD, REGRET-tably must sell. Good mechanics and spares. Body needs attention. £60 o.n.o. Jones, Burghfield Common, Tel.: 2919, Berks. (3165

GINETTA G4, 1966, 1,500-C.C. FORD ENGINE. 5½J wheels, electric fan, hard-top. 6,000 miles only, one owner. Immaculate condition. Offers around £625, or exchange, plus cash. Evenings. Tel.: 021-308 0224. (3165

ASTON MARTIN DB III, 1959, DROPHEAD. Overdrive, tonneau, spots, radio. This is a very attractive car. Silver grey with black interior. £650 o.n.o. Tel.: Newent 339. (3167

1957 SINGER "HUNTER" SALOON. FINE running order. Current M.o.T. Good tyres. £80 o.n.o. Tel.: Crawley 24388. (3168

1933 ASTON MARTIN 1½, S CHASSIS. Concours. £1,050, or exchange. Tel.: DID 5142 9777 (Manchester). (3169

FIAT 500, 1965. L.H.D. REGISTERED 1968. Superb condition. £200. 37 Parkside Drive, Edgware. Tel.: 958 7073. (3170

1959 2.4 MK. I JAGUAR. MECHANICALLY sound, good condition for year. Seat belts. M.o.T., taxed August. £140. Garbutt, Broughton Cottage, Hannafore, Looe. (3171

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SUNBEAM-TALBOT, 1952. GOOD MECH-anics. Some rust, one bent wing. £30. Hills, Tel.: Shoreham (Sussex) 2231 (office hours). (3173

TR3A, 1960. OVERDRIVE, TONNEAU, new hood, generator, brakes, Michelins. £255, or part exchange Vitesse or W.H.Y.? 27 Oldfield Way, Neswall, Cheshire. Tel.: Neswall 1796 (3174

1965 (OCT.) SPRITE. RACING GREEN. Under 32,000 miles. Recent decoke. Tonneau, wheel trims. M.o.T. Spot, fog lamps; flashers Taxed. £425 o.n.o. Silvera, Lochend Farm, Kinross, Scotland. Tel.: Well 230. (3175

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1938 OLDSMOBILE COUPE IN V.G.C. Recent respray. Taxed, M.o.T. Change for smaller car or £200 cash. Bicknell, 30 Eastwood Rd., Bramley, Guildford. (3177

1935 BENTLEY CONVERTIBLE, RECENTLY resprayed, rechromed. New hood, tyres, exhaust, battery. Engine rebuild by R.-R. specialists. Chassis, brakes, steering, electrics all overhauled. £1,175. Consider Lagonda LG6, V12 or Alvis SP. 25 or 4.3 convertible in part exchange. Box No. 0744. (3178

MORRIS 1000 SPECIAL, FAST, £275, McGrath, 18 Richmond Ave., Highams Park, E.4. (3179

M.G.-B, OCT. 1963. WHITE/BLACK. USUAL extras, twin spots, radio (if required). 46,000 miles only. £495 o.n.o. R. W. Brown, Princes Farm, Peasemore, Newbury, Berks. Tel.: Chieveley 279. (3227

M.G.-B, AUG. 1965. EXCELLENT. W/W., radio, s/belts, woodrim, spots, tonneau, Cinturatos. Swale, 8 Fairoak, Harrowby Drive, Newcastle (Staffs). Tel.: 67036 (home), Wolverhampton 20994 (office). (3228

LOTUS ELITE, 1962, STAGE 2, WHITE, Good body and mechanics. £465. Tel.: 01-340 7487. (3229

DIESELISED "R"-TYPE BENTLEY, 1953, Standard Steel. Dark green. P6. Comfort with economy. Box No. 0757. (3230

MORGAN SUPER SPORTS, 1933, J.A.P. engine. Extremely good condition, including engine rebuild, chromed exhausts, etc. £145. Tel.: Borough Green 2507. (3231

1932 AUSTIN TOP HAT SALOON, TATTY. £35. Tel.: Borough Green 2507. (3232

1948 BENTLEY MK. VI. RECENT EXTEN-sive overhaul, excellent body. Nearest £400. 316a Prescot Rd., Aughton, Ormskirk, Lancs. Tel.: Aughton Green 3472. (3233

ROLLS-ROYCE, 1936, 20/25 THRUPP & Maberly 6-light saloon—owner-driver model. Sun-roof, wireless, heater and host of extras. Immaculate coachwork inside and out. Complete history since 1955 with all bills, mascot, tools and instruction book. Chassis No. GBK 64. Mileage 86,000. £600. Box No. 0758. (3234

SPEED SIX BENTLEY, 1930, CHASSIS SB 2752, works replacement engine SB 2765S. Two-seater later type body, chassis complete. "C" box. £2,750 o.n.o. Also Speed Six Brooklands Replica, YF 3984, engine fully rebuilt from top to bottom and just run-in. "C" box, 3.3 back axle; ready to race or fast road use. £3,500. Will swap some 6½ and 8 spares. Any inquiry welcome but no time-wasters or day-trippers. Posnett, Rose Farm, Barton, Malpas, Cheshire. Tel.: Broxton 396. (3235

M.G. TA MIDGET, TC ENGINE 9,000 MILES, 16-in. rears, heater, carpets, many extras. Excellent body/chassis. Bills for £155. M.o.T. £145. 107 Bustleholme Lane, West Bromwich, Staffs. Tel.: 021-588 2738. (3236

1955 TRIUMPH HERALD CONVERTIBLE. Immaculate condition, only done 24,000 miles. £410 o.n.o. Terms available. "Willgate", Rudyard, Nr. Leek, Staffs. Tel.: Rudyard 232. (3237

LANCIA ARDEA SALOON, RARE SPECI-men. 50 m.p.g. Five-speed gearbox. Almost another car in spares. First regd. 1960. Excellent order. Or exchange open 2- or 4-seater. Tel.: Woking 61781. (3238

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1929 AUSTIN 7 SALOON, COMPLETELY restored to near *concours* condition. Very reliable and economical to run. £225 o.n.o. Also many spares available. Tel.: Southend-on-Sea 82609. (3241

SUNBEAM ALPINE, 1960. M.O.T. OVER-drive, hard-top, convertible. £130 o.n.o. Wray, Easthorpe, Malton, Yorks. Tel.: Amotherby 627. (3242

1951 PLUS FOUR, TR-ENGINED. £225, or Mini plus cash. Briscoe, 5b Silverdale Rd., Oxton, Birkenhead. (3243

ALVIS SPARES: TA21 D.H.C. ALL parts in excellent condition, except block. Offers wanted. D. West, 51 Nottingham Road, Kimberley, Notts. (3244

BENTLEY, 1939, 4¼ MR OVERDRIVE PARK Ward saloon, good condition, recent engine overhaul. Owner selling this car with regret, solely financial reasons. Offers: Tel.: Woking 62825. (3245

M.G. TC, 1946. £165. WHITE. RECON-ditioned engine, good throughout. Schlosser, 15 Cambridge Rd., W.7. Tel.: HOL 1524 (day). (3246

M-TYPE M.G. MIDGET. BLACK FABRIC body/dark green paint. New tyres, seats; body completely reconditioned. £200 o.n.o. Tel.: Bristol 52591. (3247

TURNER, 1962, MK. II. JUST BEEN RE-built, good tyres and hood. Ford 1,340-c.c. engine. £260 o.n.o. Mike, Tel.: Marton (Warwicks) 567. (3248

FOR SALE—continued

1933 RILEY MARCH SPECIAL. ONE OF twelve known survivors. Run until recently. Also Bentley 4¼ head. Offers. Tel.: BAY 1685 (evenings). (3249

BENTLEY 4½-LITRE, 1935. 12 MONTHS' M.o.T. New king-pins, good tyres; licenced. £210 o.n.o. Wear, Comtons, Blackboys, Uckfield, Sussex. Tel.: Framfield 237. (3250

1964 SPITFIRE 4. RED. OVERDRIVE. Has new gearbox and battery. Bodywork and engine both v.g.c. Soft-top, heater and belts. Stork demands sale. £400. Tel.: Gadsden, St. Albans 52339. (Weekend viewing only.) (3251

LOTUS ELAN S1, 1964. ONE OWNER. Mint condition. 17 Eton Villas, London, N.W.3. Tel.: 01-722 5599. (3252

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1930 ESSEX SUPER SIX SEDAN. AS USED by Eliot Ness in the "Untouchables". All original instruments and fittings. Bodywork excellent—mechanically sound. Best offer over £100. Tel.: St. Annes 23510 (after 6 p.m.). (3255

1965 MK. II SPITFIRE. RED. SP41s, WOOD-rim wheel, tonneau. Taxed. Immaculate but dented bonnet. £350. Tel.: Northwood 21061 (Middx.) (not evenings, please). (3256

ALPINE—STORK HAS STRUCK. HENCE my superb Oct. 1967, 5,000 miles, B.R.G., o/d. Sunbeam must go. £930 o.n.o. Tel.: Shrivenham 209. Thatched House, Watchfield, Nr. Swindon. (3257

MORRIS COOPER, 1964. BODY IN GOOD condition, full mechanical overhaul. 998 c.c. Owner now has new car, must sell. What offers? Bexfield, 10 Arundel Court, Parkhead, Sheffield 11. Tel.: 367985. (3258

T.V.R. MK. 3, 1,622 C.C. MANGOLETSI head. White, black interior; w/w., two-speed wipers, Kenlowe fan heater, G800s. Rebuilt suspension. M.o.T. 1969. £450 o.n.o. Tel.: 021-454 1306 (office). Stapleton, 95 Galton Rd., Bearwood, Staffs. (3259

AUSTIN HEALEY 3000 MK. II, 1963. WHITE, black leather interior. O/drive, w/wheels, radio; new tyres and exhaust. £480. Dr. Galaud, Tel.: Kettering 5381 or Rickmansworth 72707. (3260

1962 ALFA ROMEO GIULIETTA SPORT. Two owners. Very clean, red example of well maintained (bills available) 2+2 GT car which returns 30 m.p.g. L.H.D., hence price of £395. Tel.: Stourbridge 71476 (evenings). (3261

1934 J2 M.G., REBUILT. EXCEPTIONAL condition. Taxed. Offers over £200. Tel.: Newbury 1613. (3262

BUGATTI TYPE 55, 1932, CHASSIS No. 207, Original Jean Bugatti 2-seater Grand Sport body in black and blue. Whole car just rebuilt and restored, not yet run-in. Offers from U.K. residents only, to P. Carmichael, Tower Hill House, Cheriton Fitzpaine, Nr. Crediton, Devon. Tel.: 270. (3263

ALVIS TA21, 1951, D.H. COUPE, TAXED January. Recond. engine, new tyres, hood, exhaust system, suspension, distributor. View: Fox Garage, Bisley (Tel.: Brookwood 2272), or 'phone owner, Tel.: Whiddon Down 304. (3264

MORGAN PLUS 4, 1967. GREEN. W/ wheels, leather upholstery, s/washers, tonneau, heater. £850. Sale forced by need of cot-carrying capacity. Worth, Poplar Farm, Dunston, Nr. Lincoln. (3265

1935 MORRIS EIGHT, PRE-SERIES. GOOD condition, taxed and M.o.T. until September. Good tyres and battery. £80. R. Atfield, 34 Reed Ave., Orpington, Kent. Tel.: Farnborough (Kent) 55152. (3266

M.G. TA, 1938. RECONDITIONED ENGINE. New clutch 1,000 miles ago. New half-shafts 50 miles ago. New brake cylinder, new front brake linings, new exhaust; rewired. Sealed beams, trafficators, luggage rack. Resprayed red. Bargain at £195. Wayne, Mistley House, Mistley, Nr. Colchester, Essex. Tel.: Manningtree 2178. (3267

M.G.-B, 1964, 35,000 MILES. CINTURATOS, wire wheels, radio. £570. Tel.: Bradford 45576 (evenings). (3268

1949 LEA-FRANCIS 14-H.P. SPORTS. Engine resleeved to standard three years ago. £100 o.n.o. 40 Manton Rd., Hitchin. (3271

FOR SALE—continued

TRIUMPH TR4. RED, WHITE HARD/SOFT-top. Konis, Abarth exhaust, Kenlowe, G800s. Immaculate bodily, mechanically, both owners having maintained regardless expense for its 40,000 miles. £550. Seen Markyate or London. Tel.: Markyate 687. (3269

1933 LEFT-HAND DRIVE AUSTIN 10. EX-cellent bodily and mechanically. In same family since new. Two-tone beige/black. U.S.A. export model. Sun-roof, armour-plated windows. M.o.T. test. £150 o.n.o. Apply D. Armour, 38 Stanford Ave., Brighton, Sussex, or Tel.: Brighton 504247. (3270

1934 ALVIS FIREBIRD TOURER, £75. SOME spares, including vacuum servo unit. Q. Bone, Marchant House, Church Rd., Plymstock, Devon. Tel.: Plymouth 43747. (3272

AUSTIN HEALEY 3000, 1961, MK. I, 2/4S. Dark blue. Hard-top, hood, tonneau, overdrive, wire wheels, servo brakes, new shockers, heater, alarm, belts. Taxed September. Good condition. £339. Tel.: 01-622 2592 (evenings). (3273

SPITFIRE MK. II, OCT. 1965. RED, BLACK trim. Overdrive, heater, tonneau, 4½J G800s. Very good condition. £555. Tel.: Darlington 3188. (3274

XK150S F.H.C., PEARL GREY. KONIS, Cinturatos, w/r. wheel, o/d., chrome w/wheels. Beautiful condition. £495. Or XK120 (open) plus cash. Tel.: Alcester 2401 (days). (3275

SAAB 96 V4, APRIL 1967, WHITE, 6,850 miles. Cinturatos, twin 7-in. Marchels, reversing light, wing mirrors, silguards, belts, towing gear. Part exchange. £690 o.n.o. 82, Silvercale Rd., Earley, Reading. Tel.: Reading 61610. (3276

SUNBEAM-TALBOT MK. III, 1957, GREY/ maroon, saloon. Overdrive, many extras, radio, well shod, good body, mechanically excellent. M.o.T. Dec., taxed July. Recent decarbonisation, new battery, clutch, radiator, water pump, silencer, gearbox overhaul, etc. Offers over £400 to second owner. Tel.: 01-868 6490 (evenings). (3277

1961 SUNBEAM ALPINE. EXCELLENT CON-dition. O/drive, radio, heater, etc. £265. Plt. Off. J. M. Ashton, Tel.: Emsworth 2318 (Hants). (3278

1948 ALVIS TA14 ABBOTT-BODIED estate. Recent top overhaul, timing chain, pistons re-ringed, partly undersealed; spare gearbox. Taxed July 1968. M.o.T. March 1969. £60. Redwood, 545 South Leigh Rd., Emsworth, Hants. Tel.: Emsworth 2711. (3279

M.G.-B, 1963. LIGHT BLUE. OIL COOLER, Cinturatos, tonneau, radio aerial, speaker, reversing lights; recent new clutch. Excellent condition. Photograph on request. £460 o.n.o. Hodgson, 32 Whitby Ave., Guisborough, Yorkshire. (3280

M.G.-A, 1959, CONVERTIBLE. REALLY immaculate condition, extras, five excellent tyres. Taxed. New batteries. Best offer over £245. Tel.: Warninglid 245 (Sussex). (3281

RILEY 1½-LITRE, 1953. TAXED, M.O.T. Excellent throughout, engine overhauled, new tyres, spots, reversing lamps. £165. Tel.: Nottingham 263634. (3282

JENSEN 541R, PRINCESS GREY. NEW tyres, many extras and maintained regardless of cost since new 1960. £625. 292 Benfleet Rd., Benfleet, Essex. Tel.: South Benfleet 2268. (3283

1931 RILEY 9 MONACO FABRIC SALOON. One owner. Not run since 1942. Complete and original. Bargain £200 o.n.o. Tel.: Sheffield 29962 (day), Hoyland 2470 (evenings). (3284

BRISTOL, 1952, 401. EXTREMELY GOOD condition, but low oil pressure, hence low price. £195 o.n.o. Tel.: Sheffield 29962/Hoyland 2475. (3285

BRISTOL 401. RED WITH BISCUIT TRIM. Paint and plating just restored, believed recent mechanical history. C.R. BW/S gearbox. Offers on £325. Tel.: Ashtead (Surrey) 2119 (evenings). (3286

M.G. PA, 1934. PARTIALLY REBUILT. M.o.T. 1969. Inquiries: Pickup, 11 Museum Rd., Oxford. (3287

LOTUS CORTINA, AUGUST 1965. LEAF springs, radio, s/belts, radials. £695. Hire purchase. Jones, 32 Hollingworth Avenue, Sandiacre, Notts. (3288

1949 BENTLEY MK. VI TWO-DOOR CON-vertible by Park Ward—factory reconditioned unit, excellent all-round condition. 1,000 guineas or v.n.o. Hall Farm, Cotes, Loughborough, Leicestershire. (3290

1951 2½-LITRE MK. V JAGUAR SALOON. One owner 16 years. Black, silver. Original condition. M.o.T. £90. 14 Eden Croft, Kenilworth. Tel.: 55713. (3291

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A.C. ACE SPORTS COUPE, 1937, GOOD condition throughout. £150. Thompson, 30 Phillip St., Manselton, Swansea. Tel.: 54629. (3295

DAIMLER BARKER SPECIAL SPORTS, 1951, in ivory and gold. Rare, beautiful car in very good condition except for oil leak. Unsuitable for married man living on a cart-track. So £200. Plunkett, Old Park, Bryanston, Blandford, Dorset. (3296

BRISTOL 401, V.G.C. RESPRAYED. RE-conditioned engine. 405 front suspension, servo system, Kenlowe fan; new Pirelli tyres, new back axle. £350. Reconditioned engine (short) 85C and 100 series, also some spares. 7, Barnsley Rd., Birmingham 19. Tel.: 021-BEA 2220 or 01-450 6176. (3297

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1935 A.C. ACE COMPETITION MODEL 2-litre, 2-seater. Expensive respray, rechrome, retrim and mechanical rebuild just completed. New tyres, battery and hood. £675 or nearest offer. London. Box No. 0759. (3299

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EXCELLENT LOTUS CORTINA. BODY and mechanics perfect. £200. Extras include Webasto roof, wire wheels, leaf-spring conversion. No exchanges. £600 o.n.o. Graham, Tel.: Kineton 322 (evenings). (3301

LANCIA AUGUSTA, 1934, DROPHEAD coupé. Over £600 recently spent on renovation. Very rare car. £350 o.n.o. Tel.: Robertsbridge 650 (Sussex). (3302

1935 MORRIS 10/4, SUNSHINE ROOF. TEL.: FIV 7256 (after 7.30). (3303

ASTON MARTIN, 1958, DB3 SALOON, good all round condition. Offers. Tel.: Arreton (I.o.W.) 332. (3304

DAIMLER CONQUEST, LUXURIOUS DARK green and golden sand. In really outstanding condition throughout. Tyres, battery, brakes, sealed-beam headlights and flashers all new. Taxed for a year and M.o.T. Save economical years of trouble-free motoring. £175. Tel.: Brownhills 2880. (3305

IMMACULATE MK. 3 T.V.R. COMPLETELY rebuilt on Mk. 4 chassis. Tuned 1,622-c.c. New tyres. Taxed December. Retrimmed red, sprayed metallic blue. Regd. 1968. £500 o.n.o. 9 Fleming Sq., Maryport, Cumberland. (3306

RILEY 2½-LITRE, 1950. B.R.G. AND IVORY, fawn leather upholstery, mahogany facia and door surrounds. Seat belts, reversing and spot lamps, tachometer, flashing indicators. Largely overhauled during last 12 months, including full bottom overhaul. Beautiful car, in excellent condition. £220. Bartlett, 20 Gallows Hill, King's Langley, Herts. Tel.: 5176. (3307

MAY 1961 SPRITE MK. I. 55,000 MILES. Wire wheels, new SPs, new hood and side-screen, leather s/wheel, oil cooler, a/roll bar, new Firmarides, radio, extra instruments and lamps. *Concours* throughout, hence £295. Would consider Cooper in part exchange. Tel.: Cardiff 757450 (evenings). (3308

JAGUAR MK. II: FIVE, COMPLETE WITH tyres, wire wheels and hub nuts. V.G.C. Any offers: M. Read, 193 Wetherby Rd., Harrogate, Yorks. Tel.: 84663. (3310

TWO LOTUS CORTINA ENGINES, EX-Works, still in crates, for sale due to change of plans. Write, Box No. 0760. (3311

M.G. TF, 1,250 C.C. INDIGO BLUE. RE-upholstered throughout, rewired completely; five perfect Michelin "X" tyres. An enthusiast's car. £335 o.n.o. 44, Guildford Rd., Seven Kings, Essex. Tel.: 01-590 9441 (day), 0814 (evenings). (3312

1966 M.G. MIDGET. P.R.G. WIRE WHEELS, tonneau, belts, Cinturatos LPJ2D £565. Flack. Tel.: 01-242 2191 or Aldershot 25551 (both 9-5). (3313

XK150S F.H.C., REGD. 1968, W/W., S/BELTS, spots, etc., very good condition throughout. New brakes, steering, tyres, etc. Exchange T.V.R., Olympic Spridget, TR, Alpine, W.H.Y.? Tel.: Treforest 2182 (business). Hulm, 5 Stradling Close, Cowbridge, Glam. (3309

JUNE 3RD — CONCOURS D'INTERET, Shottesbrooke Park, White Waltham, Berks. Entries: Hayward, "Risboro", Oldfield Road, Maidenhead, Berks. (3289

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ROCHDALE OLYMPIC PHASE II WANTED. Preferably with Ford 1500 engine. Please contact, even if not selling for next few months. Box No. 0761. (3314

XK150 D.H.C. UP TO £400 FOR BEST example offered. Urgent. Full details please to: Beauvoisin, Woodrake Cottage, West St. Lilley, Nr. Luton. Tel.: Offley 295 (night), Harpenden 62311 (day). (3315

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BERMUDA HARD-TOP FOR M.G.-B. Write stating age, colour, price, to: 9 Highpool Lane, Newton, Mumbles, Swansea. (3318

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AEROFLOW CORTINA GT, 4,000 MILES on works exchange engine; belts, lamps, mirrors, alarm, etc. For Daimler SP250, or sell, £475. 19 Granville Ave., Northborough, Peterborough. (3219

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MY SUPER WHITE AND BLACK 1966 Cooper 1275S, immaculate condition, Microcell fully adjustable seats, etc., not rallied or raced, in exchange for similar condition 1965/66 M.G.-B. Monty, Tel.: Edenbridge 3636. (3221

EXCHANGES—continued

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EXCHANGE COOPER FOR M.G. TF. Utterly reliable, unmodified car. Five good G800s, reconditioned engine, gearbox; re-sprayed white, black roof. Might consider TD. Tel.: 021-HAR 5364. (3224

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MISCELLANEOUS

ALFA ROMEO OWNER'S CLUB INVITES all Alfa Romeo enthusiasts to write for details of the Club, and a copy of the latest monthly Magazine, to the Secretary, A.R.O.C., 27 Goffs Park Rd., Crawley, Sussex. (2934

AUTHENTIC 1920's OPEN-MOTOR COAT "Teddy Bear"—maxi-style, excellent condition. Offers for view to Box No. 0722. (2935

REGISTRATION "NLA 100" FOR SALE, with log book. Offers. J. Ammundsen, 115 Craven Rd., Rugby. (2936

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SHORROCKS SUPERCHARGER WITH installation for Triumph 1,147-c.c. engine. Very low mileage. Best offer over £25. Bradbury, 8 Clifton Close, Camp Rd., Bristol 8. (2938

UNOBTAINABLE TYRES — SALE : FIVE Michelin 6.50 x 16. Three Goodyear 6.00/50 x 17. As new. Offers. Bolton, Defford, Worcester. (2939

28/36 DCD WEBER, £10. TAURUS INLET and exhaust manifolds for B.M.C. 1100, £5. Somerville, Wolfreton Garth, Kirkella, Hull. (2940

M.G.-B TONNEAU COVER, £4; SAFETY belts, £4; Manual, £1; Alpine badge bar and ammeter, £1 each. Tel.: Enfield 5090. (2941

PAIR OF BLACK BUCKET SEATS, MICRO-cell Contour 6, £16. Mota Lita 15-in. woodrim steering wheel, £4—suit Triumph. Tel.: Caterham 44608. (2942

REGISTRATION M, ME, OR EGE WITH low or interesting number wanted. State price. Box No. 0724. (2943

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A.C.-BRISTOL—PAIR TUNED EXHAUST manifolds from Le Mans car. Greatly increased performance. Fraction original cost at £15. Dempsey, 8 Eaton Mews North, London, S.W.1. (2945

REGISTRATION NUMBER 10 CRA FOR sale. Best offer secures. 48 Belton St., Shenshed, Leics. (2946

REGISTRATION TP 3 FOR SALE, £100, with log book. 14 Trowley Hill Rd., Flamstead, Herts. (2947

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REGISTRATIONS FOR SALE : CKT 88, ENO 66, 444 DHK, AKJ 7, DPJ 800, EYV 1, with log books. Mackay, Tel.: Erith 36728. (2950

TWO UNUSED 820 x 120 DUNLOP TYRES and tubes, £28. Ryland, 118 Penn Rd., Wolverhampton. (2951

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VINTAGE STRAP-ON TRUNK, suit large luggage grid, £4. MacDonald, Rose Cottage, Callander. (2953

AUSTIN MINI ENGINES : ONE 9.5 C.R., gas flowed, very good condition, £20. One standard, ditto, £15. Box No. 0725. (2954

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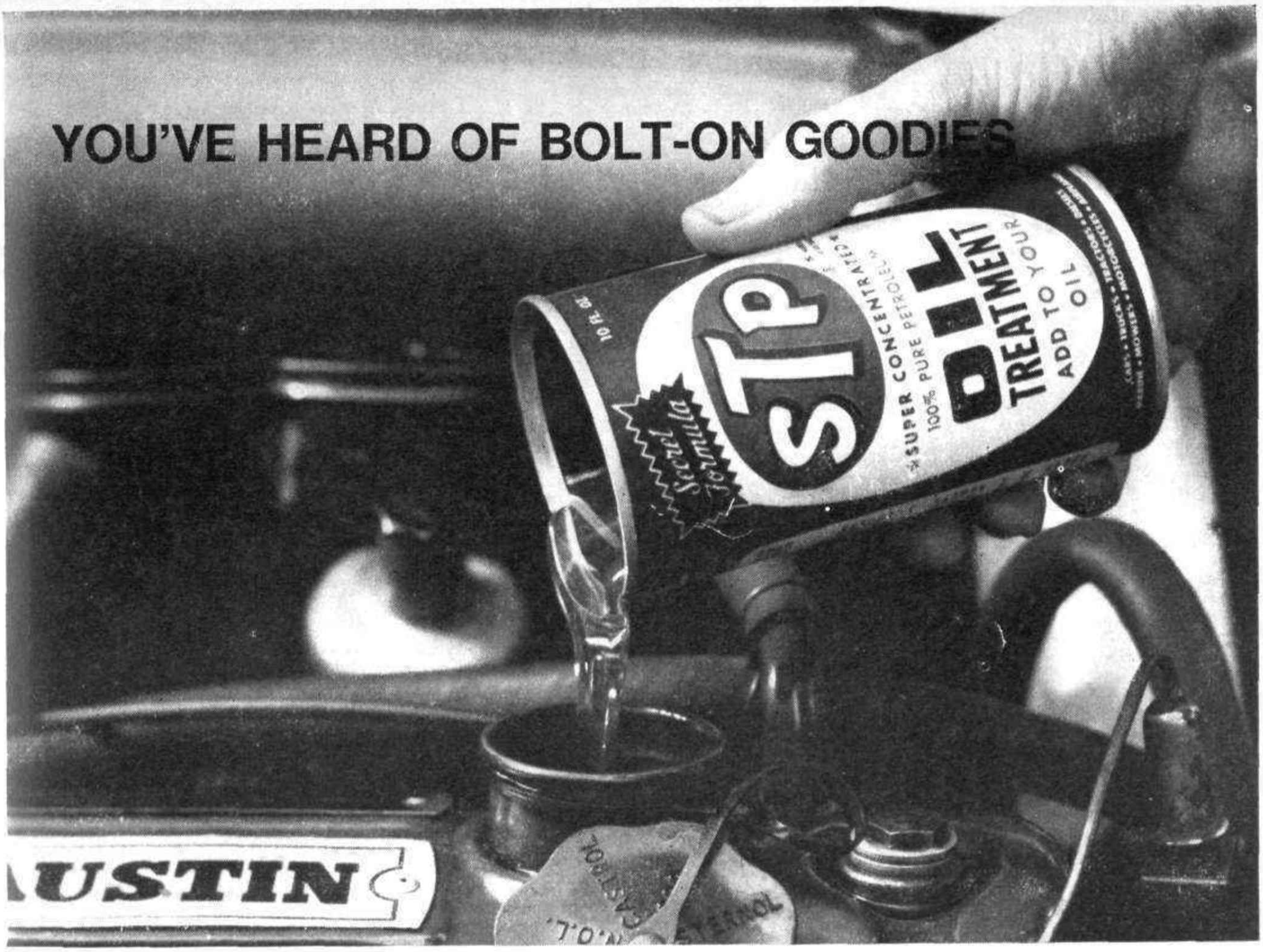
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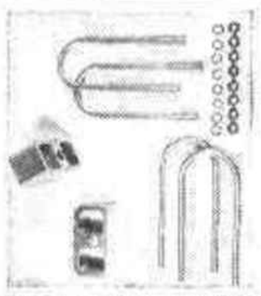
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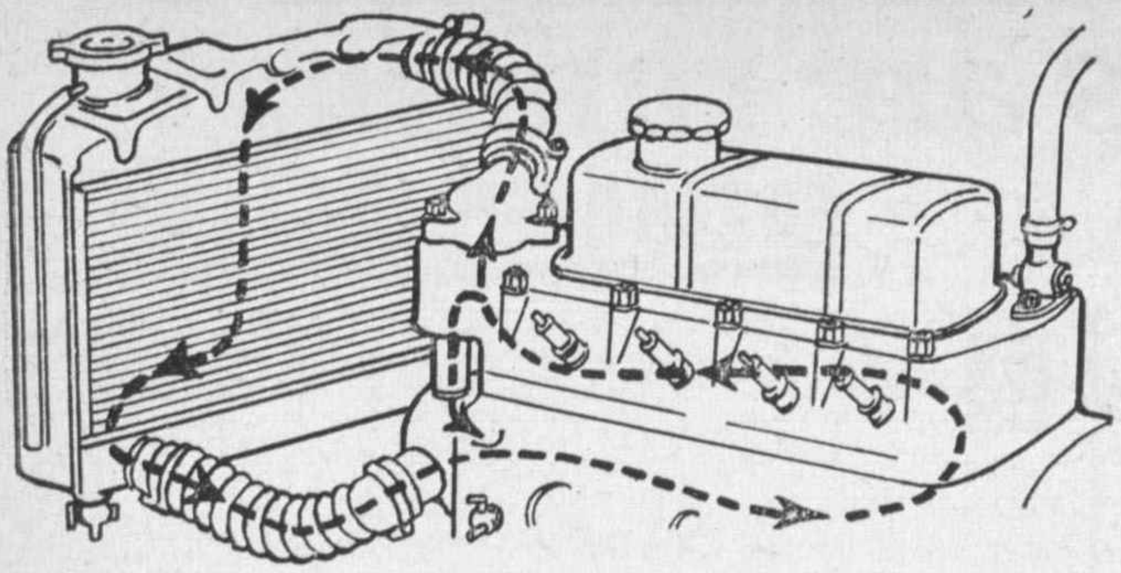


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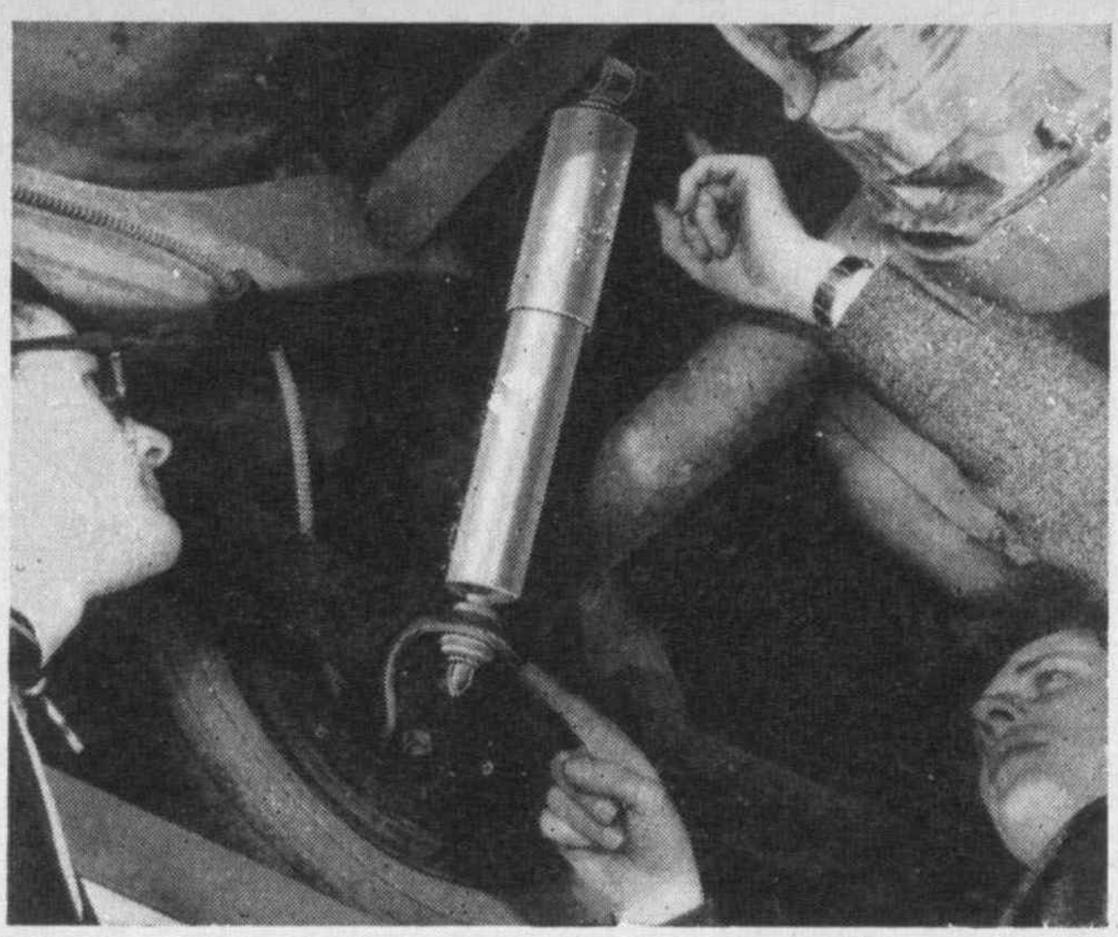
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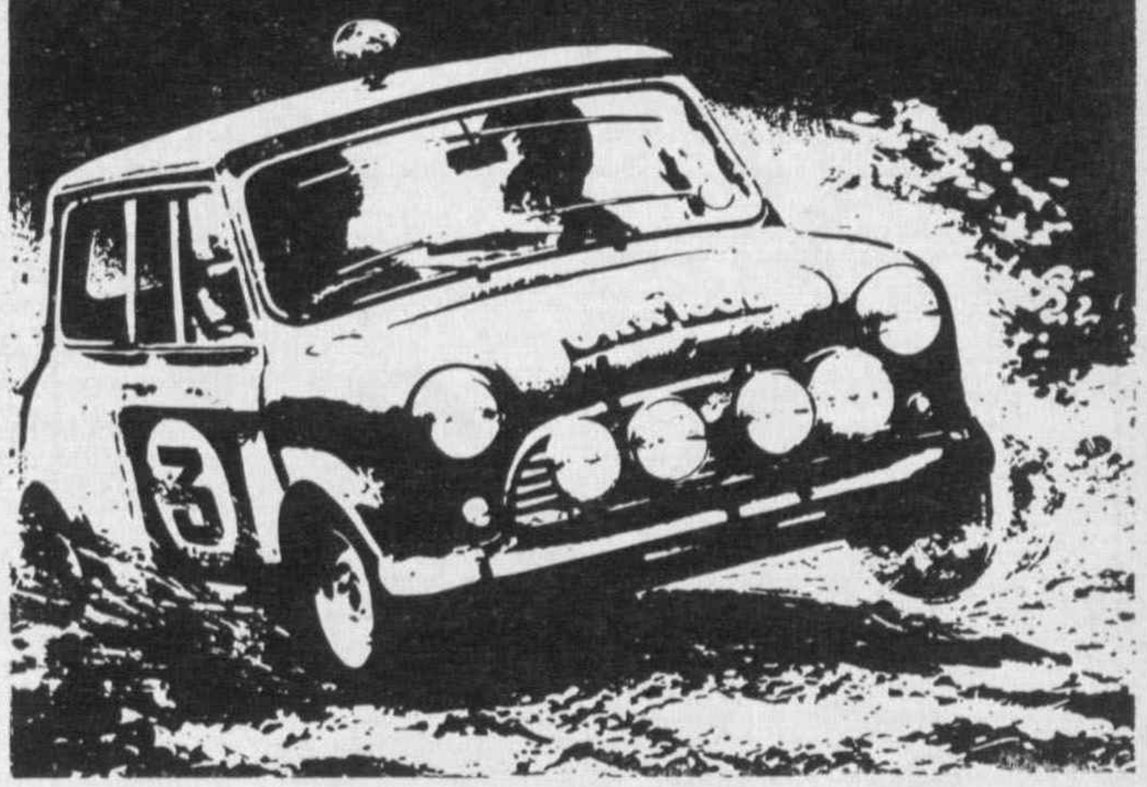
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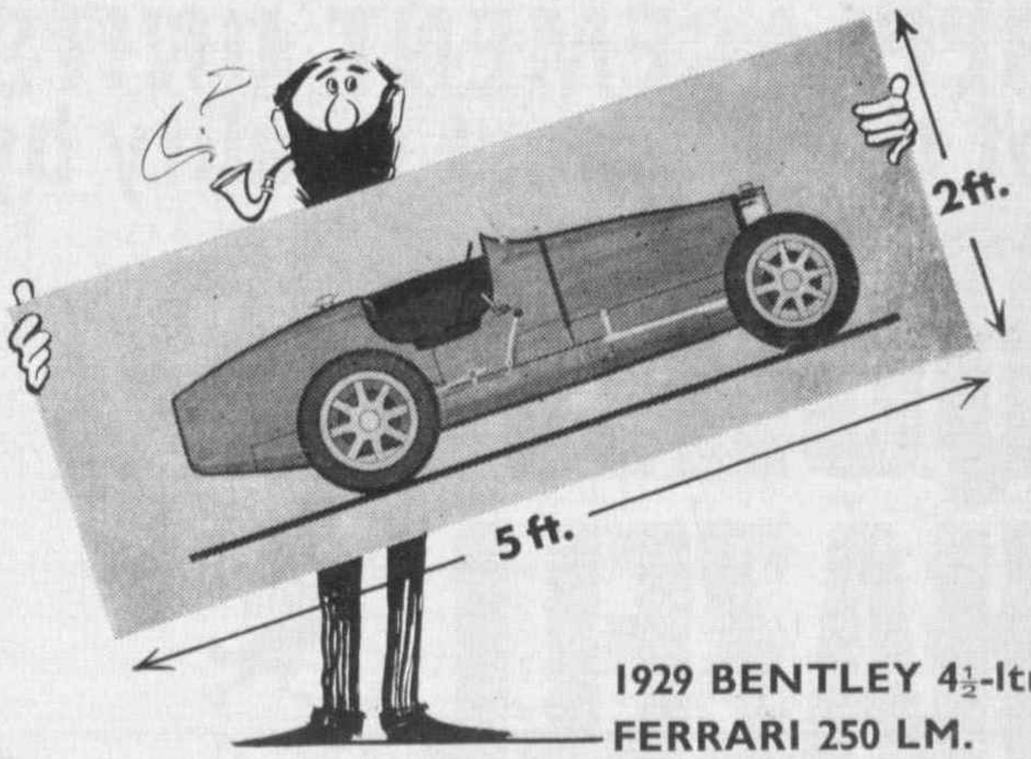
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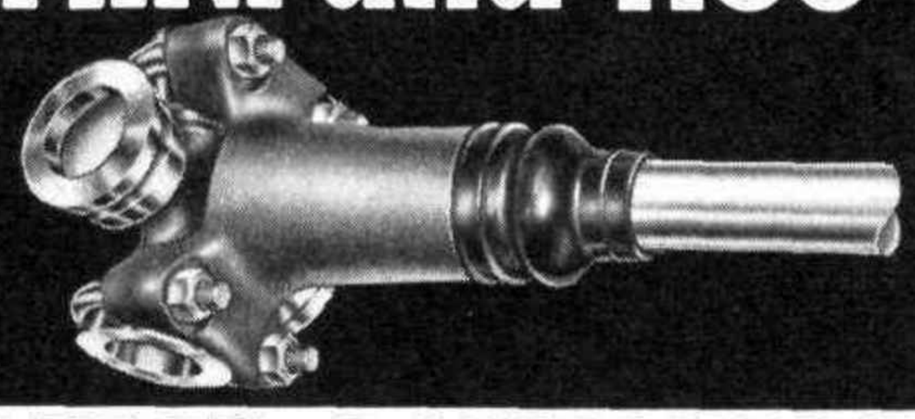
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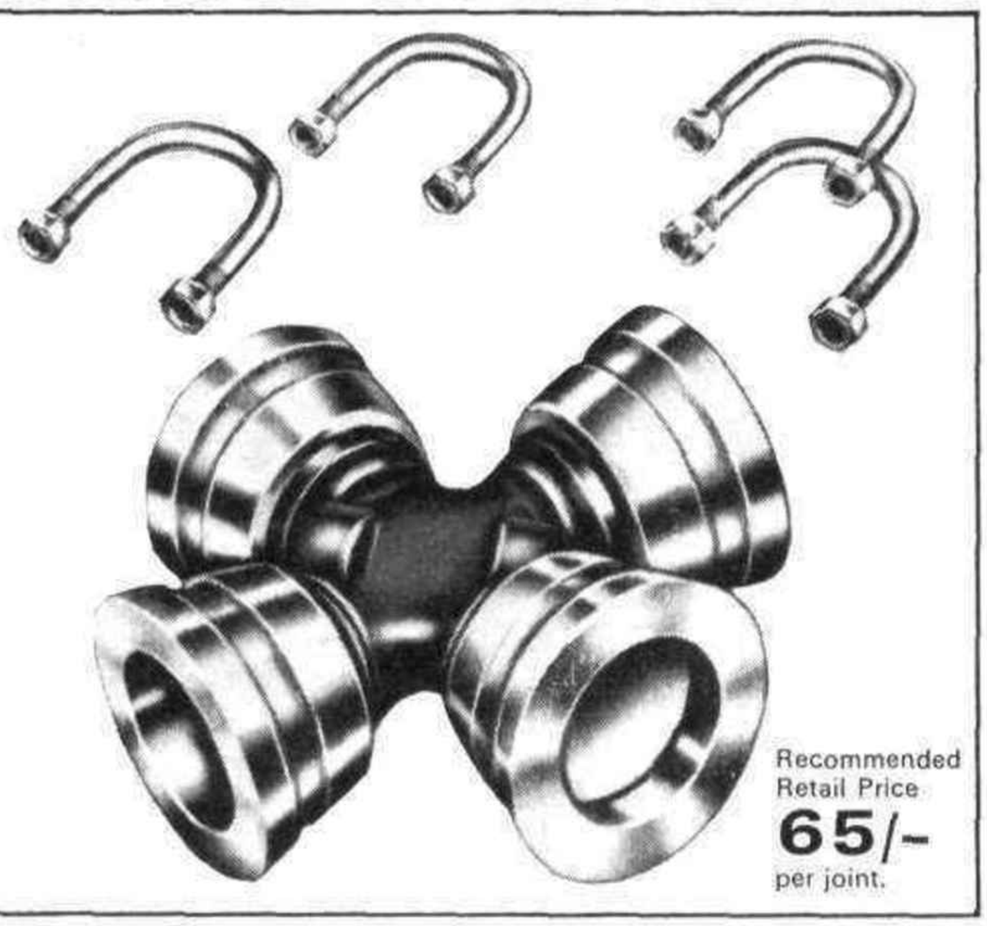
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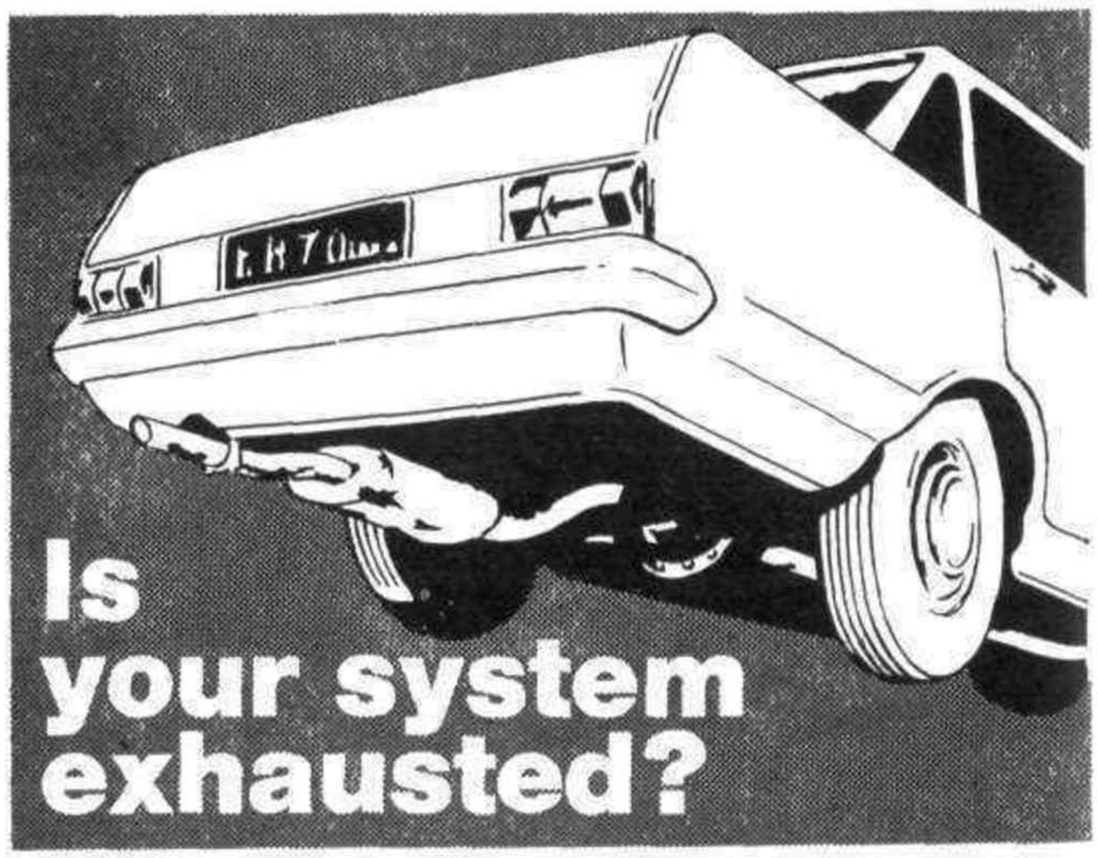
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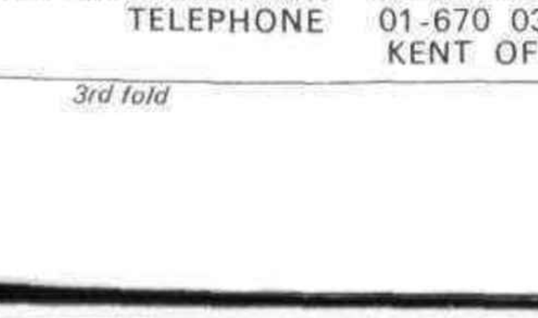
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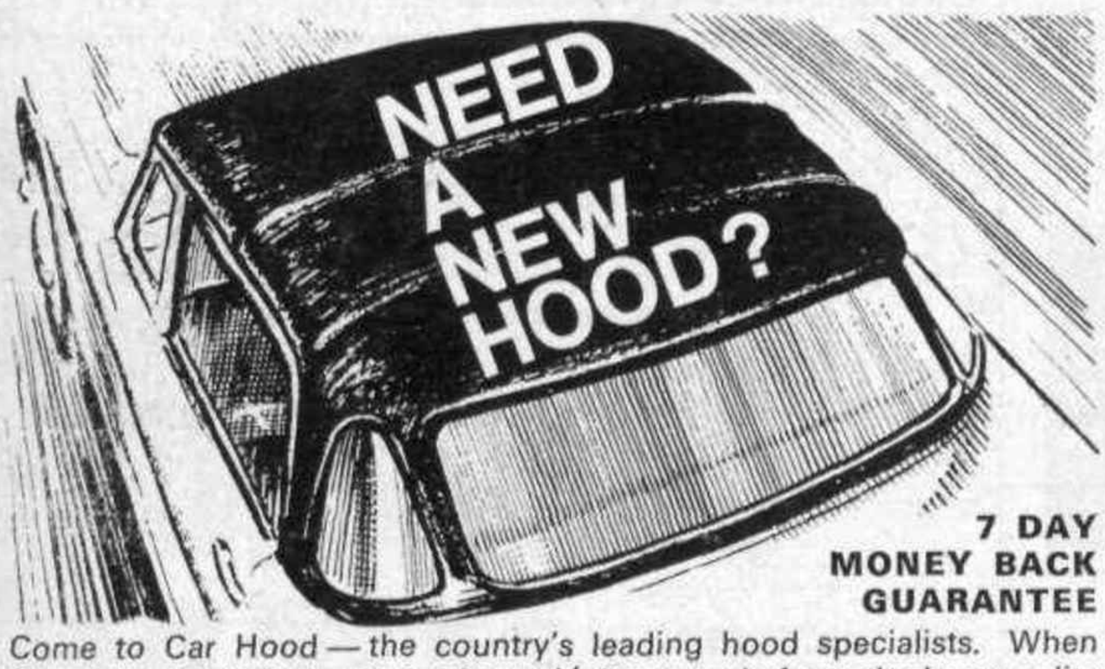


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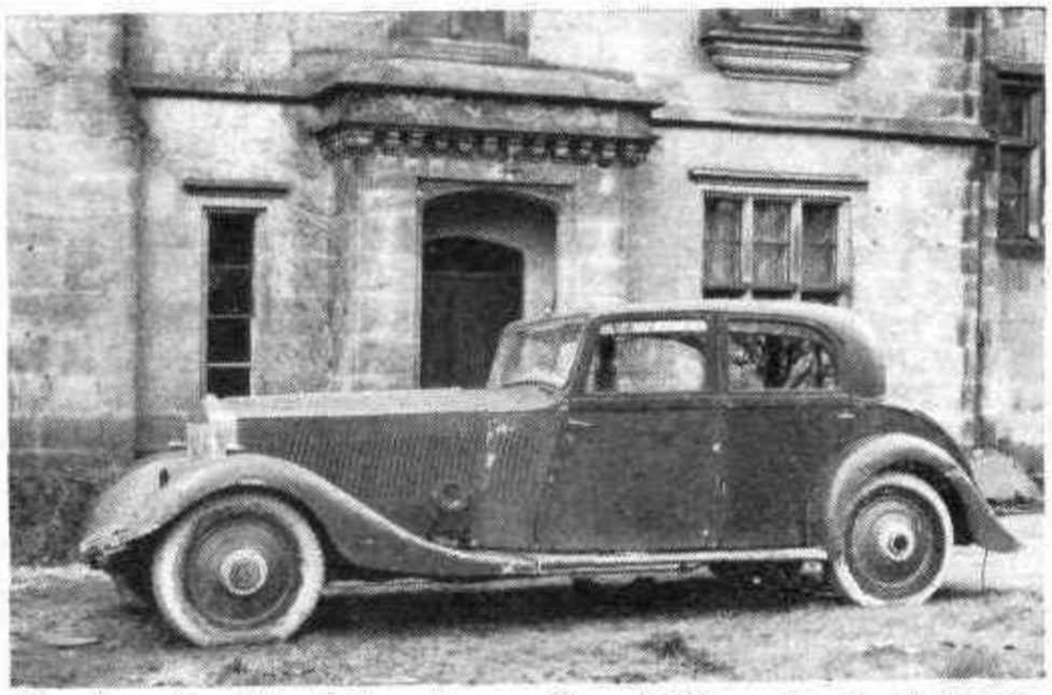
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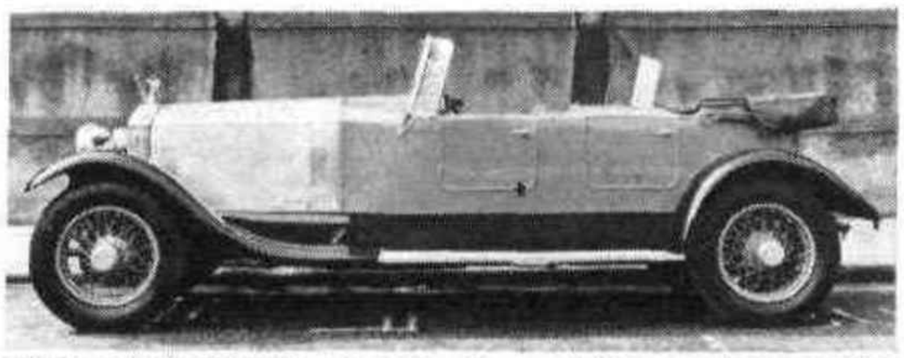
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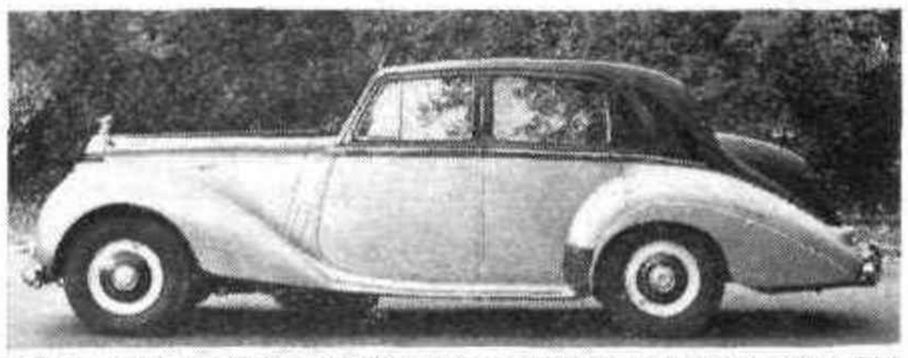
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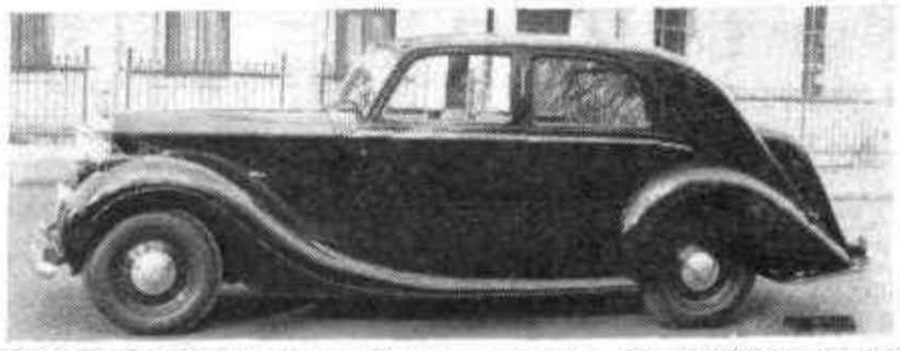


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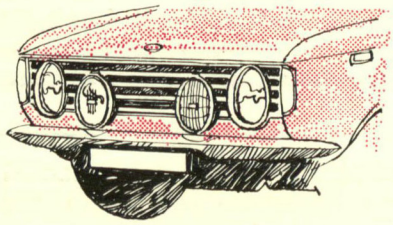
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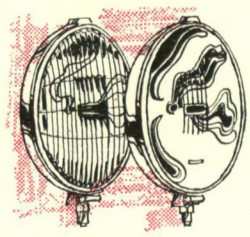
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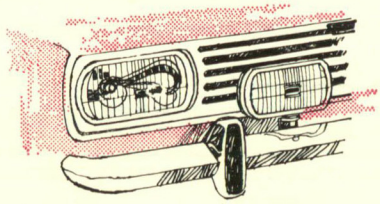


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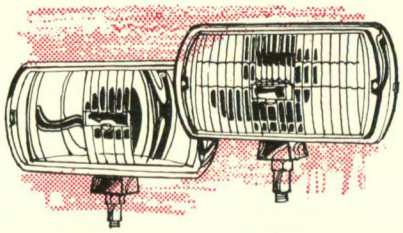
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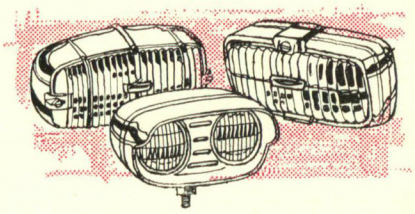
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