Vol. XLIV No. 3 TWO SHILLINGS AND SIXPENCE March 1968

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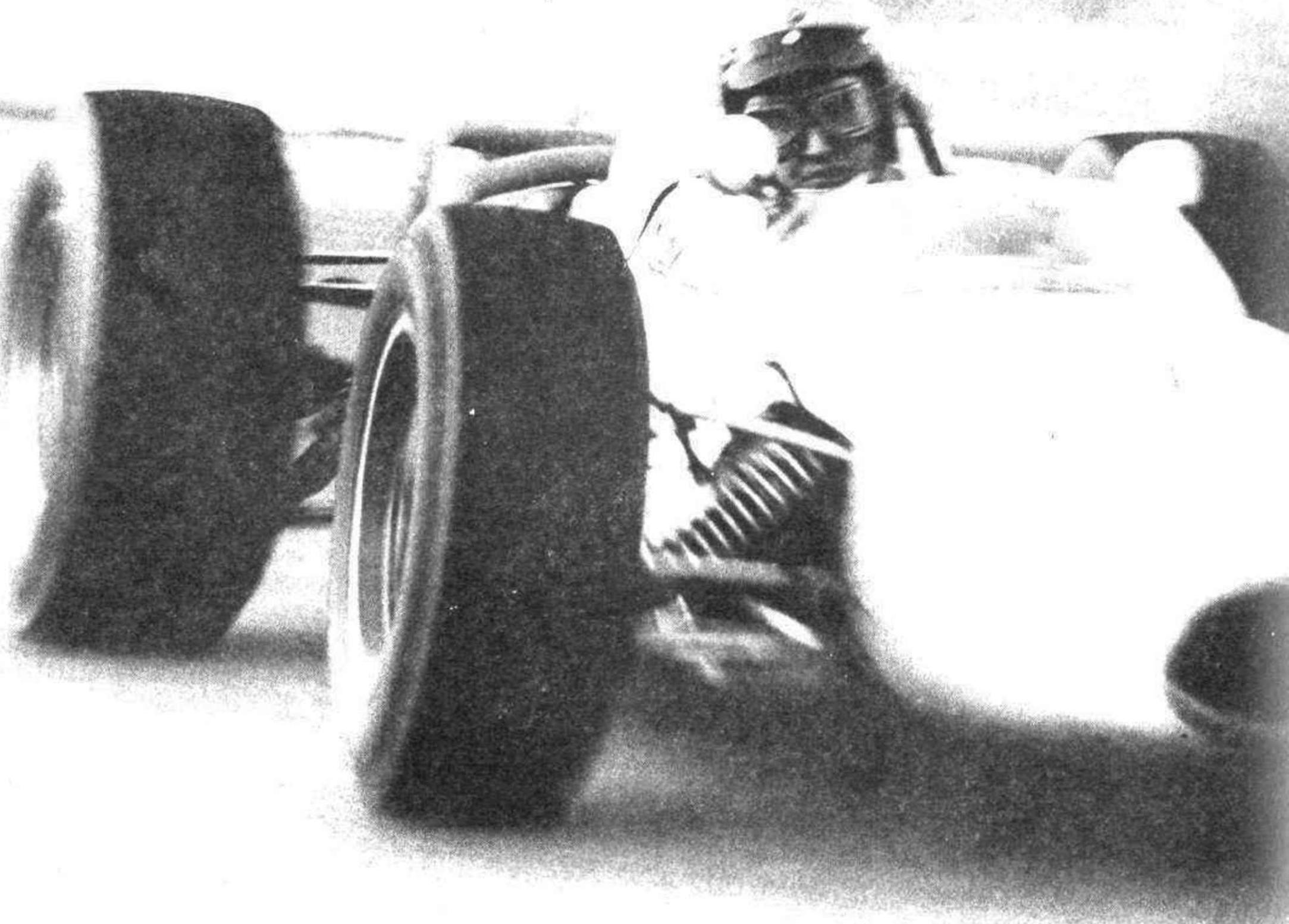
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A Gold Cross Special Report on Jim Moor

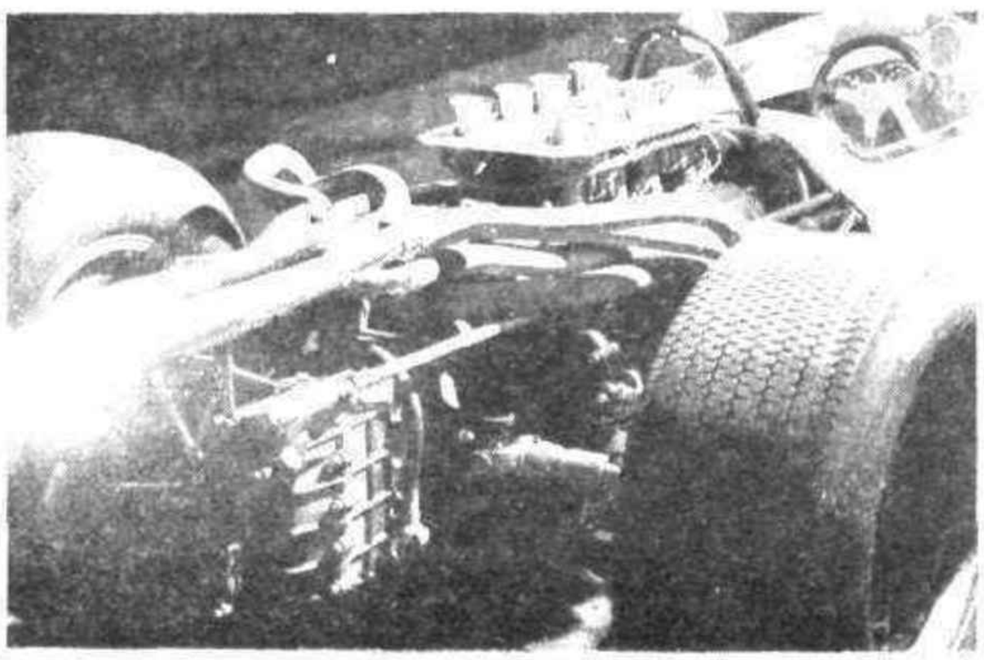


"Lapping Brands in 53 isn'

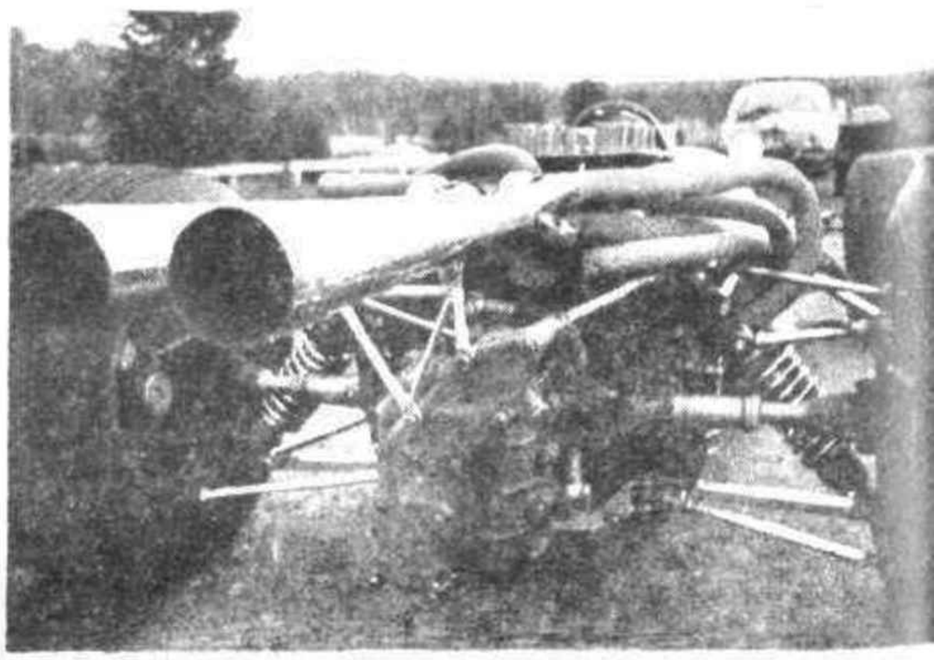
Practice day at Brands Hatch. It's late afternoon and the sun is long gone. We're stamping our feet in the pit area. Mike is huddled inside the track trying to keep his camera warm.

There's a smattering of Clubmans, Saloons and F.11's on the track, but we're not interested in them. We're hoping for a look at the car and driver everyone's talking about – Jim Moo and his Kincraft.

Ten minutes to go. We're about to pack in when there's a booming from the entry ga The Kincraft has arrived. No time to warm up the track is clear and the marshals wave h through. The big white and blue car boils o on to the track. A quick wave and he's away



"...the Kincraft has arrived"



"...a 4.7 flame popper"

re and the Kincraft



t exactly dawdling..."

We begin to understand why he's won 19 Formula Libre races this year. He's back already, rocketing up the straight. The other cars haven't really stopped as he passes, it just looks that way. Through the corner close enough to shake hands with the cameraman. The 4.7 litre engine pops flames from the exhaust as he backs off behind a slow saloon, then he's around it and away. Three more laps and nobody's watching any other car. Then practice is finished and the marshals flag the cars in.

There aren't many people in the pits, but most of them are gathered round the Kincraft as we talk to Moore. He's built to the same scale as his car — big, blond, cheerful. Last month he was voted the Most Promising Driver of the Year. He doesn't trust anyone else with the preparation of the Kincraft, does it all himself. He seems to know what he's doing.

He has his own tuning business in Thornton Heath. He runs the Kincraft on Gold Cross 20w/50 Motor Oil by REDEX. Why Gold Cross? He shrugs. When the best is available, why not use it?

He apologises for the slow lap times. If the car had been warmed up, he could have done better. It's obvious he's not just making excuses. A bystander asks him his times. He averaged 53 seconds.

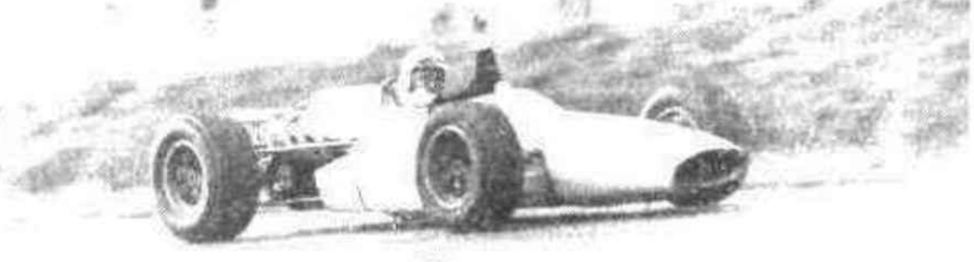
"What's the record?"

"52."

"You weren't exactly dawdling then."

We all smiled. That's something this car and this driver will never do. Nov, '67

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BOAC INTERNATIONAL 500



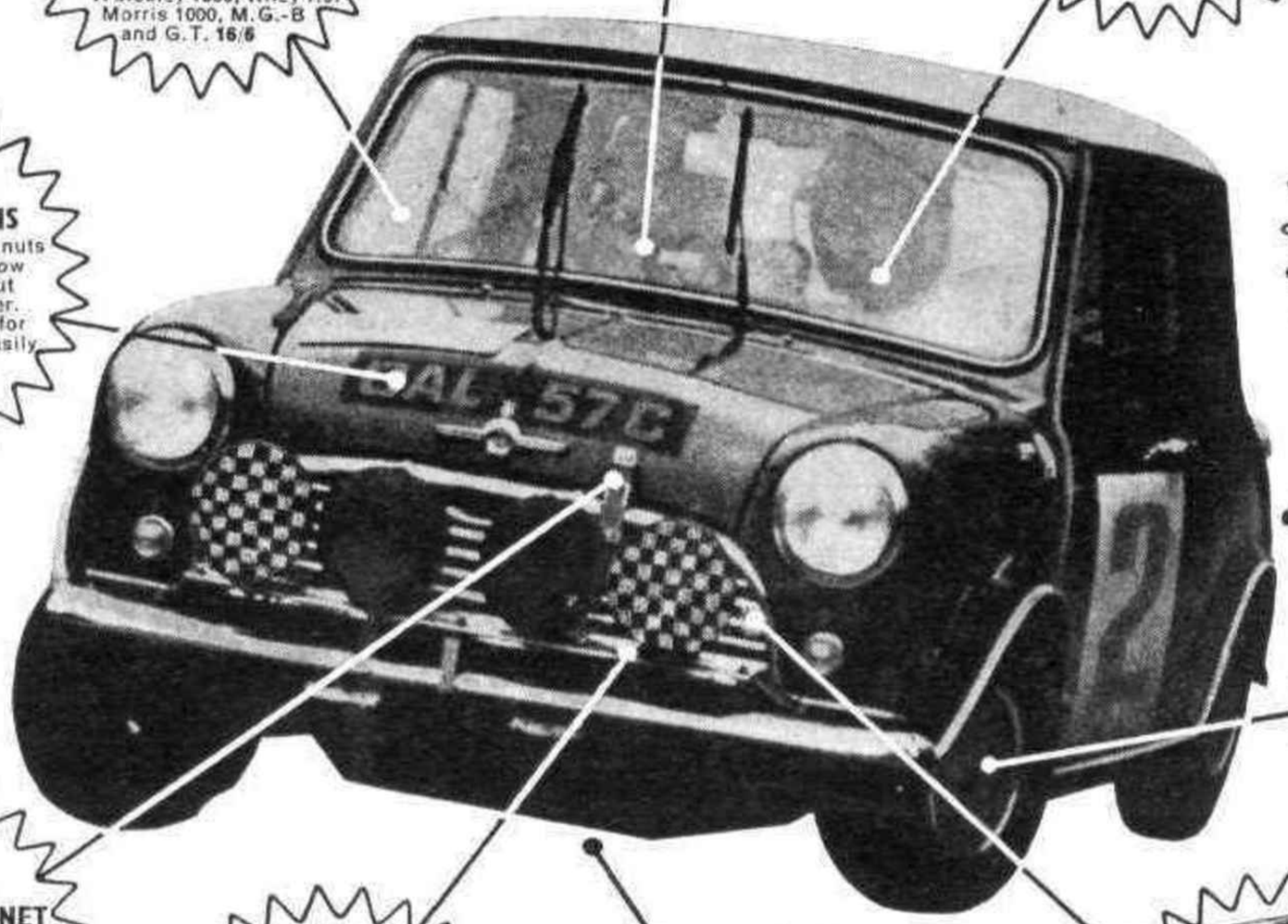
The flag will soon be raised for the race that became a classic overnight. The BOAC International 500 at Brands Hatch. Six hours of highly tuned music and high octane atmosphere from Alfas, Porsches, Ferraris, a new British Ford and other potent beasts as they attack Brands from Paddock Hill to Clearways.

Last year it was the mighty Chaparral by a minute or so. Whose turn in '68? Witness it for yourself at Brands Hatch on Sunday, **April 7th** at 12 noon.

And don't get left at the starting line in the sprint for tickets. Write to: **Brands Hatch Circuit Ltd., Fawkham, Kent,** for your advance booking form *now.*

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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**

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SUMP GUARD
Soundly engineered in 3/16in. heavy plate steel. Full sump and gearbox protection. Machine drilled to allow air flow between sump and guard. Minis **£5.5.0**
B.M.C. 1100s **£5.15.0**
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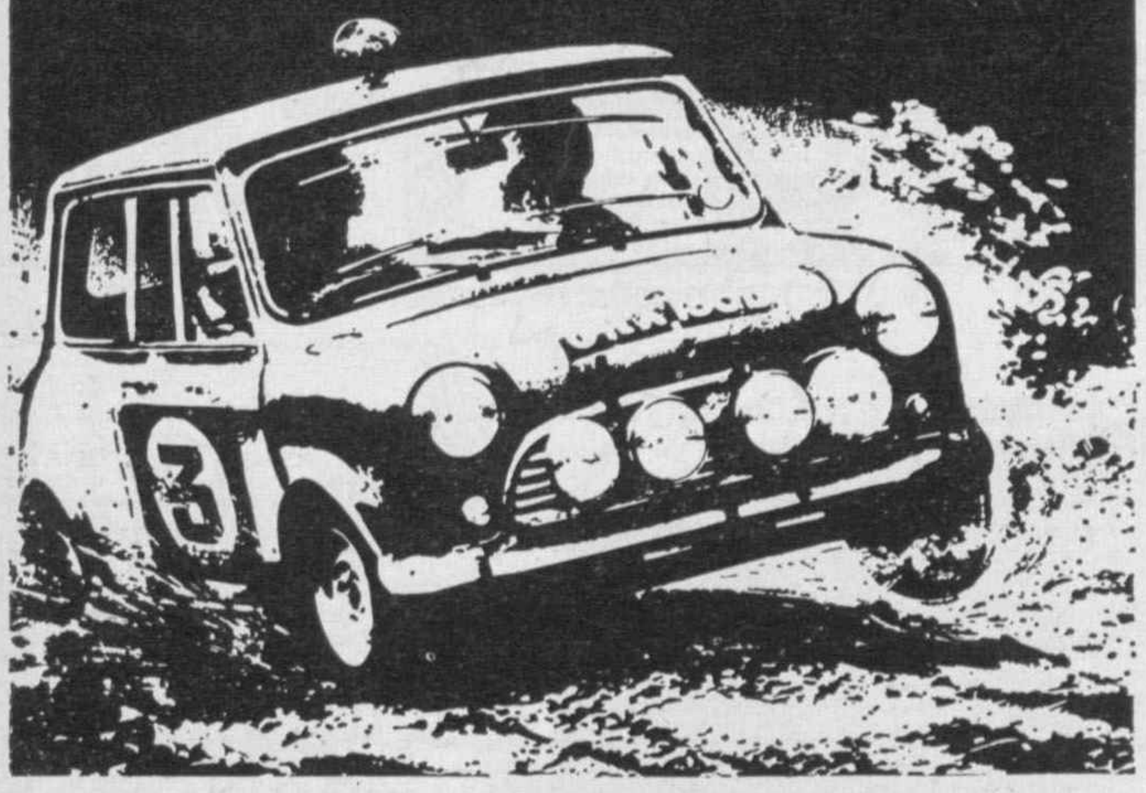
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As a pilot or observer in the Royal Navy you could fly in a Sea King—or in one of our other modern helicopters. You would carry out anti-submarine exercises and fly rescue missions, of course. And, since we are a fighting service in a troubled world, you could well find yourself on patrol off hostile coasts or on amphibious operations with the Royal Marines.

You get all the benefits of being a Naval Officer. You see the world, lead an outdoor life and enjoy good company with legendary hospitality. What's more, as a married Lieutenant of 25, fully qualified as Pilot or Observer, you can earn up to £2,300 a year.

Short Service Commission

You can serve for 8 years—with tax free gratuity of £1,750; 12 years with tax free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission. You must be between 17 and 26 with at least 5 'O' levels.

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You must be between 17 and 19½, with at least 5 G.C.E. subjects including 2 'A' levels. For full details, send this coupon. *Today*.

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'Safety Plates' are number plates faced with reflex-reflecting material — the material that makes road signs shine brightly when picked up by headlight beams at night. This material forms the background of the 'Safety Plate'. It is white on the front plate and yellow on the rear plate. High contrast black letters and numerals are superimposed on it.

How do they make it safer to drive at night?
They give vital advance warning to following traffic. At night, 'Safety Plates' can be seen six times farther away than ordinary number plates — a distance at which a car with normal reflectors is completely invisible. Whatever the weather, however dark it is, 'Safety Plates' ensure that other drivers see your car up to a 1000 feet away. If your lights fail or your car is stopped at the roadside with its lights off, 'Safety Plates' can prevent a serious crash. They give you, your family, your car and other road users valuable *extra* protection.

Are they Government-approved and tested?
Yes, they have been specifically authorized by Parliament in the Road Traffic Lighting Act of 1967. What's more, they have been tested for 2 years by the Road Research Laboratory and by U.N.O. safety experts. 'Safety Plates' have been proved in Canada, the United States and 15 other countries. In the State of Maine, U.S.A. they have been in use since 1950.

How much do they cost?
Only a little more than you would pay for your ordinary number plates and there's no fuss or red tape about having them fitted.

Where can you get them?!
All leading number plate manufacturers supply them through normal outlets. For your own safety and the safety of your family get *your* 'Safety Plates' right away!

'Safety Plates' faced with 'REFLECTO-LITE' reflective sheeting conform precisely to the B.S. specification (B.S. AU 145) approved by Parliament for 'Safety Plates'. 'REFLECTO-LITE' reflective sheeting is the material used world-wide from Labrador to the Philippines for 'Safety Plates'.

3M COMPANY
REFLECTIVE PRODUCTS GROUP

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Two Beauties from Fiat



There are three types of GT's. The ones that are little more than ordinary saloon cars, nicely packaged. The ones that are hot, but leave you cold aesthetically. And the ones that are real stoppers to look at—real goers when you get behind the wheel. Like the Fiat 850 Coupé and Fiat 124 Coupé.

The Fiat 850 Coupé is 11' 10" of sheer motoring excitement. The specially tuned 843 c.c. engine musters a generous 52 b.h.p. at 6400 revs. to give a top speed which is barely short of ninety. The interior is luxuriously finished and the safety features include an impact-resisting passenger compartment which is unknown in any other car of this class.

The Fiat 124 Coupé sports a twin overhead camshaft 1438 c.c engine with five bearing crankshaft delivering 96 b.h.p. Acceleration from 0-50 takes well under eight seconds. Top speed is well over 105 m.p.h. The instrumentation is lavish and refinements include separate heating and ventilation systems. Radial tyres, servo-assisted disc brakes all round and a fully padded impact-resisting passenger compartment give a degree of safety unheard of in GT's of this class. Bonus point: the Fiat 124 Coupé offers a standard of comfort for four that would shame many a costly saloon car.

Take a test drive. Service and spares are provided by a nationwide network of 500 selected dealers.

FIAT 850 coupé

FIAT 124 coupé

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MOTOR SPORT

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

VOL XLIV No. 3 MARCH 1968

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

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CONTENTS

	Page
Matters of Moment	157
Book Reviews	160
New Zealand Racing	161
American Comment	162
Racing Wolseleys	163
Alan Mann Racing	170
The Daytona 24-hours	171
Photography	172
Veteran—Edwardian—Vintage ...	174
Thruxton Circuit	178
The Opel Kadett Rallye Coupé ...	180
Rally Review	181
The Specialists	182
Vauxhall Victor 2000	187
New M.G.-C Sports Car	190
Pictorial Review	193
The 1968 Humber	201
Letters from Readers	202

FRONT COVER PICTURE : ANOTHER PORSCHE WIN.—After scoring rally successes in the Swedish and Monte Carlo events, Porsche won the opening round of the Manufacturers' Championship at Daytona. The winning car was crewed by Elford/Neerpasch, and helped on by Siffert, Stommelen and Herrmann.

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MATTERS OF MOMENT

■ REPLY TO THE PETITION

Although we have not had a reply to our anti-70 m.p.h. petition from the Minister herself, her Parliamentary Secretary, Mr. John Morris, has taken up the matter on her behalf. When we presented the petition we also wrote to every member of Parliament, yet only a handful have expressed any interest—very surprising in view of over 280,000 potential lost votes in the next elections. We wish to make little comment about the contents of Mr. Morris's letter, except to point out that it contains nothing that has not already been said by the Ministry of Transport in defending the blanket speed restrictions; it is simply reiterating the very points which we have continually criticised in the past. No doubt readers will have some strong views to air on this subject. The Parliamentary Secretary's reply is published in full below.

" In the Minister's absence, I am writing to thank you for your letter of 11th December and for the petition which you presented recently at the Ministry.

" We have considered carefully—both in the past and again since receiving your petition—the views you put forward in your letter, and I am afraid that we cannot accept either that the 70 m.p.h. limit on motorways should be removed, or that it will result in increased casualties. As the Minister said in her statement to the House of Commons on 12th July, she accepts the conclusion of the Road Research Laboratory that in 1966, with the 70 m.p.h. limit in operation, there were some 480 fewer persons injured on motorways than would have been expected without a speed limit. This reduction includes 58 fewer people killed, and where there is a possible saving in life and injury of this order we simply cannot forego it. She has seen no evidence since July which would justify her reaching a different conclusion. On the contrary, additional evidence we have recently received from America strikingly supports the value of speed limits on motorways by showing that those with lower speed limits have lower accident rates than those with high limits.

" We do not accept your suggestion that the R.R.L. Report is based considerably on conjecture. As an independent scientific body, the R.R.L. very properly recorded any doubts they had and qualified their statements as accuracy required. But there is no conjecture about their conclusions, which were reached only after painstaking research over a period of 12 months. This contrasts with your own unsupported statement that you " feel sure " that the fall in casualties resulted from other causes. In fact, in its report the Laboratory considers in detail most of the factors you mentioned and explains how their effects were either statistically insignificant or allowed for as far as possible in drawing conclusions from the experiment.

" Nor can we accept your argument that ' bunching ' and multiple vehicle accidents have been increased by the 70 m.p.h. limit. Because of the comparatively small mileage of motorways then in existence, little evidence is available on the extent of bunching before the limit was imposed, but the data we have suggest that even before the 70 m.p.h. limit there was a growing tendency for vehicles to bunch on motorways. The Road Research Laboratory consider that if there is any increased tendency for vehicles to bunch (and this is not certain) much of it probably results from the heavier traffic flow. Moreover, one would expect any accidents that do occur in these circumstances to be on the average less severe with a limit than without.

" The main thing is not whether bunching exists or what causes it, but whether it produces more accidents per vehicle-mile travelled. On this, the Laboratory's report shows that following the introduction of the limit there was no increase in the number of accidents on M1 in which one vehicle ran into the rear of another nor in the number of multiple-vehicle accidents. The evidence we have about some recent accidents of this kind on M4 suggests that they were the result of drivers travelling at such a speed that they were unable to stop quickly enough when an emergency arose.

" You also mentioned the effect of the limit on the motor industry. In reaching her decision the Minister took this factor carefully into account and I am quite sure that the prohibition of speeds of over 70 m.p.h. will not be seriously damaging. At present a considerable proportion of British sports cars are sold to the U.S.A. despite the fact that in that country virtually all expressways are subject to speed limits. These are nowhere above 80 m.p.h. and few are above 70 m.p.h. I think this shows that high performance cars are valued as much for their acceleration at lower speeds and for their manoeuvrability as for their ability to travel at the highest speeds. A great deal of scope remains, therefore, for British car manufacturers to develop improved features which are consistent with an overall 70 m.p.h. speed limit and yet capable of conquering foreign markets.

" You also asked for a thorough review of speed limit policy as it affects all-purpose roads. The Ministry has, in fact, been conducting such a general review of speed limit policy for the past 12 months, and we have undertaken to report further to Parliament, in the light of further studies made by the Ministry, on our policy for speed limits on non-motorways. This we shall do as soon as the work is complete. We have also undertaken that we shall continue to watch the effects of the 70 m.p.h. limit on motorways. If experience shows that it would be right as our

highways network develops to consider other possible limits or variations of the limit, upwards or downwards, then we shall not hesitate to do so. I hope you will agree that in these ways, at least, we are already doing what you have requested.

"Finally, I need hardly say that our speed limit policy is in no way intended as a substitute for other longer term measures to improve driving behaviour and improve road safety generally. We entirely agree with you on the desirability of measures of this kind and we are doing all in our power to promote them. However, that is no reason for giving up the considerable immediate and continuing advantages of the 70 m.p.h. limit on motorways.

"I am sending a copy of this letter to Earl Howe, who joined you in presenting the petition."

■ CIRCULATION

It would appear that it is becoming more and more popular to be excited about circulation figures. In the past we have claimed the largest nett sales of any motoring journal and readers may be happy to know that the Audit Bureau of Circulations' monthly figures of MOTOR SPORT for July to December, 1967, were 163,774.

RIVERSIDE 500—CALIFORNIA (January 21st)

Once again Gurney won the 500-mile race for NASCAR saloon cars on the 2½-mile road circuit at Riverside, this being his fifth victory in six years. He was driving a 1968 factory Ford V8 Torino, and Fords netted the first four places in this long saloon-car race, contested by a mixture of Grand Prix drivers, USAC oval-track drivers and NASCAR stock-car drivers.

Results :

1st : D. Gurney (Ford V8 Torino) ... 4 hr. 57 min. 55 sec.—161.896 k.p.h. (100.6 m.p.h.)
2nd : D. Pearson (Ford V8) ... ... 4 hr. 58 min. 30 sec.
3rd : R. Parnelli-Jones (Ford V8) ... 4 hr. 58 min. 42 sec.
4th : R. Allison (Ford V8) ... ... 1 lap behind
5th : C. Yarborough/A. Unser (Dodge V8 Charger).

THE THINGS THEY SAY . . .

"For instance, investors in motor racing do not want to have their stake diluted by insecticides, paints, and varnish—as in Grovewood Securities, the Brands Hatch firm."—Raymond Doyle, writing about financial mergers in the *Sunday Express*.

DEVALUATION AND PRICE INCREASES

Increased prices of new cars, inevitable because the £ has been devalued, are reflected in a revised price-list issued by Fiat (England) Ltd., one of the first to reach us. The increases range from £5 for the 600 saloon to £105 for the l.h.d. Dino coupé. The Fiat 500 now costs £429 9s. 5d., an increase of £12, but this sun-roof saloon remains by far the least expensive four-wheeler on the British market. These increases are quite apart from anything in the forthcoming Budget.

THE P4 ROVERS

We have remarked previously on the quite remarkable number of P4 Rovers which are still serving their owners and the majority of which are in extremely presentable condition. On average you encounter at least one every ten miles if you count them on a journey and only recently, having remarked on a pristine 95 I turned a corner and, lo, there was another immaculate P4. This is why we ran a three-page article on these cars of the 40/50s last May. The Rover Owners' Association is aware of this phenomenon, because the current issue of its *Review* contains a photographic tribute to the other models, which illustrates five, in typical settings; it is interesting that they are referred to even in this Rover publication as "our favourite motoring 'aunt'." Indeed, the full affectionate description is : "... they have the manner of a well-loved relative who, though not quite of this age and a little overweight, still retains the admiration and respect of the younger members of the family."—W. B.

ANNUAL CONFERENCE OF THE H.V.C.J.C. (Feb. 10th)

THE Second Annual Conference of the Historic Vehicle Clubs' Joint Committee organised by *The Veteran & Vintage Magazine* was held at the R.A.C. under the Chairmanship of Lord Montagu. A. S. Heal reported on the Committee's 1967 activities. He told the meeting that No. 2 Sub-section 2a of the new headlamp regulations (H.M. Stationery Office publication No. 1933) will apply neither to pre-1931 vehicles, nor to those with non-electric lighting or no lamps at all. The Committee had also looked into revised regulations relating to Heavy Motor Cars, etc., meeting three officials of the M.o.T., who were most sympathetic. It was agreed that commercial vehicles made prior to 1939 will be exempt and that the increased tax on such vehicles (as much as £140 a year in some cases) will not apply to those not used by the Trade or for carrying goods or for hire and reward, which should exempt those of H.C.V.C. members. The Committee hoped to get the date revised to pre-1940. (The aforesaid pre-1931 date was fixed by the M.o.T. themselves.)

Mr. Heal thanked the V.C.C. for providing headquarters and an office, and Mrs. Dass for acting as Secretary, and said the Committee now had the services of a solicitor from the Lagonda C.C. and a Parliamentary Draughtsman from the Delage Register; R. Barker is now Vice-President. The generosity of the larger clubs had relieved the financial burden on the H.V.C.J.C. Led by S. Sedgwick (Bentley D.C.) the meeting expressed its keen appreciation of the excellent work performed by the Committee.

Lord Montagu explained what the F.I.V.A. is all about, likening its meetings to those of the United Nations in New York but in general approving of having one controlling body. He announced future International V. & V. Rallies as : 1969, Italy; 1970, Australia; 1971, Brussels/Madrid; 1972, New Zealand. Mr. Lorch then explained the Bean/Elga "Vintage Car of the Year Show," to be on price classification (over and under £600 original price) instead of by engine capacity this year, with the final at Bracknell Stadium on September 22nd, but Sedgwick opposed it, saying the Bentley D.C. will not support it, as it is an unsatisfactory way of finding the so-called best vintage car; no-one contested this opinion. The Pre-War Austin 7 Club proposed a National Association of *Concours* Judges but this received little support and much condemnation. The Manchester V.C.C. proposed that the R.A.C. be asked to relax rally restrictions for vintage cars in non-timed road events, their Mr. Bacon slating the R.A.C. for allowing the Manchester–Blackpool and the Morecambe Carnival Run to take place on the same day this year, but Peter Hull (V.S.C.C.) explained that the Police, not the R.A.C., control such things.

The Chester V.E.C. felt concerned about dubious clubs and proposed that a National Register of Pre-1940 Clubs be formed to investigate all such organisations. Lord Montagu replied that such a Register would have no legal jurisdiction over clubs outside any such Register, and the Singer O.C. suggested that R.A.C. affiliation was the hallmark of a respectable, honest club. The Daimler & Lanchester O.C. reminded this speaker that it had been four years before they had obtained manufacturer recognition, without which they could not get R.A.C. affiliation. A vote showed that by a minimal majority the meeting wanted clubs investigated, and it was suggested the H.V.C.J.C. might look into this with the R.A.C., but later Heal said such activities were outside the scope of the Committee, which was more concerned with safeguarding the appropriate clubs in respect of new regulations, etc.

The N.E. Club for Pre-War Austin 7s proposed that the qualifying date for vintage cars be changed to 1939. M. Ware (M.M.M.) said only two clubs approve this dating but the Cornwall V.V.S. put the point that to call the later pre-war cars "vintage" would raise prices, to the discomfort of the younger enthusiasts. B. Blackwell (Armstrong Siddeley O.C.) felt that some new label was needed for cars of the 1930s, some of which are rarer than many vintage cars, but M. Sedgwick remarked that rarity is not necessarily a virtue, as it may imply bad design and/or construction! The Clyno Register approved the proposal even if it meant inflated prices for later cars but Barker (V.S.C.C.) said while 30/40s cars were fine, the V.S.C.C.'s definition of vintage had stood for over 30 years and was Internationally recognised and, while all the older cars were worthy of preservation, could you call a Ruby Austin a classic? The Pre-War Austin 7 Club felt additional classifications were undesirable and would put up prices—what was wrong with "pre-war"? The S.S. Register agreed but advocated "30/40s." The N.T.E.C. speaker told us that in the traction-engine world pre-1900 engines are not of abnormal commercial value but post-1930s are much sought after, and made the sensible point that in the car world chromium plating, horrid shapes and the end of coachbuilt bodywork started after 1930, a pre-1930 Austin 7, for example, looking quaint but a post-1930 ditto resembling a choc.-box, so the pre-1931 date for vintage cars is absolutely correct. Put to the vote, the meeting was unanimously of the opinion that the date should not be tampered with.

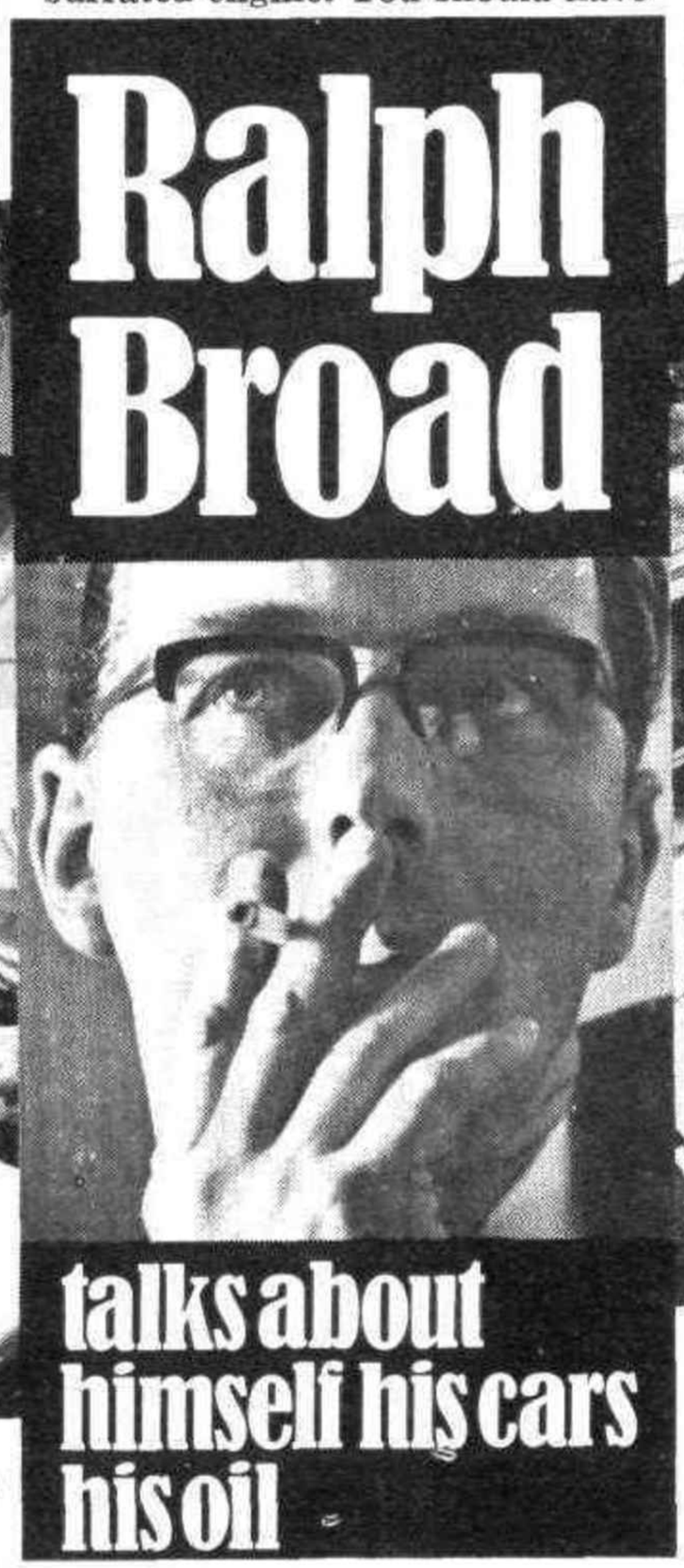
Under "Any other Business," the Wolseley Hornet Special Club rather pathetically asked if there is a one-makes' organisation which would enable their Club to compete against Singers and M.G.s, etc., as on its own they are too small to run such events? (At my suggestion the Inter-Register Contest was started between some of the Registers some years ago; they compete annually in combined events for a Shield, won last year by Fiat, from Humber, 12/50 Alvis, S.T.D., Austin 12/4 and Model-T Ford, in that order.)—W. B.

Ralph Broad talks about himself his cars his oil

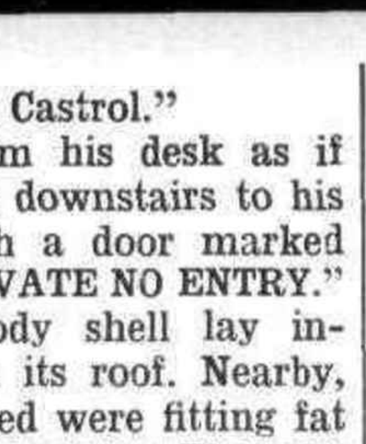














"Instinct. Pure instinct. Seat-of-the-pants stuff." One of Britain's most successful saloon-car tuners dismissed his gifts in a few jerky phrases. "If it looks right, if it works right . . . it's *all* right." The telephone rang. "Excuse me."

Ralph Broad plunged for the phone, interrupting his caller's query with a precise and detailed answer. Already his mind was a length ahead of the conversation, as a racing driver's is of his car.

Broad, head of the Broadspeed Team, is a bony, bespectacled man whose hair seems permanently dented by crash-helmets. His movements are birdlike, his speech hurried. Before the telephone was back in its cradle, he was anticipating our next question.

"How would you describe your pol—."

"Our policy? *Basic engineering.* Start from scratch."

A born improviser, Broad started from scratch himself, hurling a big A90 round the rally scene as far back as 1954. He began to tinker with its insides, and was amazed at the results. "It became so hairy, I rolled it in '57, and prudently switched to Minis."

On his first Mini trip, Ralph managed to get completely lost. He went on rallying, but became increasingly fascinated by the tuning and design of saloon-car racers.

Then, in 1966, Fords offered him an Anglia for "treatment." He agreed.

"Thought the rear axle wasn't positive enough. So I designed a more suitable suspension unit to hold the car to the road. Suspension plays a bigger part in winning races than most people realise."

"What else did y—."

"Put in a down-draught carburrated engine. You should have seen it eating up Brands that July."

Witnesses still talk about this legendary race meeting, when John Fitzpatrick, driving Ralph's 1000 cc. Broadspeed Anglia, won the Championship by 4/10 second against cars twice the size and three times as powerful. The British Saloon Car Championship went to Broad first time out. He was famous.

"What is your present ambi—."

"Want that championship again, for a start. Got just the car for it, too. New 1300 cc. Ford Escort. Drivers, Chris Craft and John Fitzpatrick. Oil, Castrol."

He leapt from his desk as if stung, clattered downstairs to his garage, through a door marked "STRICTLY PRIVATE NO ENTRY." One Escort body shell lay incongruously on its roof. Nearby, Team Broadspeed were fitting fat racing tyres to another. The new secret engine lay snugly on its test bed in the running-room. He gazed approvingly at a pile of empty Castrol cans.

"What's your opinion of Cas—."

"Fan-tastic. Been racing on it for two years non-stop. Never burned an engine. Never changed bearing shells. Never lost pressure." "What about your consump—."

"Fan-tastic. And that goes for its anti-wear properties. If Castrol can take the thrashings we give the firm's Cortina GT (86,000 miles and it's as clean as a whistle), it's the oil I want for saloon car racing."

Ralph Broad warns about the "points of lubrication stress" in any engine—crankshaft bearings, camshaft followers, cylinder bores and rings. These are the points where Castrol with 'Liquid Tungsten'* generates an extra protective compound in the body of the oil itself.

Over five million motorists now demand Castrol. On and off the track. Some from experience. Some from instinct.

Castrol

*long chain tertiary alkyl primary amine tungstate

BOOK REVIEWS

"Automobile Year, No. 15" Edited by Douglas Armstrong. 268 pp. 12½ in. × 9½ in. (*Patrick Stephens Ltd., Brooks House, Upper Thames Street, London, E.C.4. 75s.*)

This luxury annual appears again in its accepted form, full of fine action pictures, colour plates, 33 of these, four as two-page spreads, the results of 1967's important races and rallies, John Davenport, covering the latter. These reports are backed up with 81 pages of charts, diagrams and technical tables. The advertising is complementary to the rest of the book, most of it being in high-class colour, and the leading article in this 1967/68 edition is a history of B.M.W. by Gunther Molter.

The Cars of the Year are also presented but the technical tabulation is not to our taste, taking up much space with pictorial symbolism more suited to under-tens.—W. B.

"Sun on the Grid," by Ken Stewart and Norman Reich. 232 pp. 11¼ in. × 8½ in. (*Hugh Keartland (Publishers) (Pty.) Ltd., P.O. Box 9221, Johannesburg. R7.50.*)

This is a complete history of the Grand Prix and endurance races which have been held in S. Africa. The coverage is complete and the text is backed up by some very fine illustrations. The chapters cover the formative years of racing in S. Africa, which brings back some pungent memories of Seaman, Howe, Straight, the Auto-Union team, and Kay Petre and Fay Taylour, etc., the serious racing of 1960-67, the lady drivers who competed there and endurance racing. An appendix lists the results of races from 1934-67 and there are outline maps of 11 of the circuits used.

The pictures are especially good, both of modern racing and of the old days, the latter including a full-page study of a Buick tourer (with fold-flat screen) sliding a corner during a hill-climb and Kay Petre chatting to members of the Auto-Union team, I think on the occasion when she tried one of these cars. This is a useful addition to the motor-racing archives.—W. B

"Early Commercial Vehicles," by David J. Trussler. 22 pp. 13⅝ in. × 18¾ in. (*Hugh Evelyn Ltd., 85, Lower Sloane Street, London, S.W.1. 70s.*)

This is the latest of those enormous tomes of colour plates with accompanying text, in which this publishing house specialises. The vehicles covered are some horse-drawn commercials, an 1898 Daimler truck, 1908 Unic taxi, 1914 Dennis fire-engine, 1914 Ford van, 1916 Vulcan covered lorry, 1917 Berna lorry and 1919 Leyland R.A.F. van. The pictures are ideal for the decoration of studies and TV sets, etc.—W. B.

BOOKS NEWS

The Bentley D.C. has commissioned an illustrated history of the Bentley car, to coincide with next year's 50th anniversary of the old Bentley Company. G. T. Foulis & Co. ask us to point out that an American edition of "Grand Prix Bugatti" has been published and it is for this reason that the British edition is not sold there, to avoid opposition to the U.S.A. edition, and that photolitho printing was used to get the pictures in exactly their proper positions. Autobooks Ltd., Bennett Road, Brighton, are publishing a comprehensive range of workshop manuals, with the approval of the car manufacturers, embracing cars from Alfa Romeo to Vauxhall. These are bound durably for use in the garage and packed for damage-free transit. Service engineers and private owners can obtain details, on application, to Autobooks, who have also extended their reprint volumes of road-tests, etc., from the weekly journals to embrace Lagonda, M.G., etc.

CARS IN BOOKS

I HAVE encountered no cars in books for this month, but this is not because there are no more to be encountered. Indeed, a reader, Mr. I. D. Tibbenham of Braintree, has kindly drawn attention to the following: In "Us Four," an autobiography by Cyril Heber Percy (Faber & Faber, 1963), there occurs this: "The carriage was moth-eaten and no longer used, for Daddy now had a Renault, with a hood and large brass headlights, which took a lot of winding to start. Daddy drove it, sitting bolt upright. The noise of his gear-change shattered everyone's nerves and made walkers a hundred yards away turn round. He invariably missed his gears on a hill, usually stalled the engine, and was given to reining back on the steering-wheel, murmuring "Whoa" when he wanted to stop." This was probably around 1900. Later, in the 1914/18 war, "Daddy was recruiting officer for the district and had to travel long distances at night. His car was fitted with solid tyres as he had never learned to change a wheel. The effort of coping with a puncture on a cold night would probably have been too much for his asthma." Before this, perhaps in 1910, "At last the Hall was fitted with electric light. A Ruston Hornsby engine was installed in the old dairy by the stables. Charlie France took charge, keeping the engine-room spotless and the fittings burnished. The room was always locked and we were seldom allowed a peep at the large flywheel whizzing round. Daddy could never understand electricity. He thought that if a bulb or stopper to a wallplug was missing, whatever it was that made the light, oozed out and wasted." Then, soon after the war, "Algy had a B.S.A. and I had a Diamond with a J.A.P. engine. I would sit behind Algy on the B.S.A. with Bruce the labrador on my knees, and Algy would have a gun slung across his back."

Then there is this, from "Filling the Gap," by none other than Terry-Thomas (Max Parrish, 1959): "The first car I had was a bull-nosed Morris; open, of course, with a wonderful little dickey-seat and a Hotchkiss engine, I was told. I mean if I hadn't been told I would never have known. I can see I shall have to be absolutely honest with you (and I know this will probably shock my very good friend Stirling Moss), but engines are just bits of metal to me. The next car that I had, which I completely wrecked, was a front-wheel drive A.C. I remember stripping all the gears somewhere on Exmoor, and I certainly remember having to abandon the car and walk." There was, of course, no front-drive A.C. and one wonders if the author intended to write Alvis; or is this one of his jokes?

Mr. Tibbenham also tells me that in "Houdini—The Man Who Walked Through Walls," by William Lindsay Gresham (Gollancz, 1960), Houdini's acquisition of a Voisin biplane is recounted, a machine said to have been designed three years earlier by Santos Dumont, with a 60/80-h.p. E.N.V. engine. Apparently Houdini paid 25,000 francs for it, rented a shed and a mechanic named Brassac, and was flying it in two weeks. There is mention in "My Own Story," by Bernard M. Baruch (Odhams, 1958), of a Paris-Bordeaux Panhard bought in 1901 by the author, and later of a yellow 40-h.p. Mercedes which cost 22,000 dollars in America. The Mercedes was raced at "Long Branck track," perhaps a misprint for Long Beach, where we are told it did over 60 m.p.h. I think the author is incorrect in saying it had hot-tube ignition. Finally, an Arnolt-Bristol figures in the fictional work "Loo Loo's Legacy," by David Dodge (Michael Joseph, 1960).

MINIATURES NEWS

Recent Lesney "Matchbox" miniatures cover a Ford Zodiac Mk. IV and a Mercedes-Benz Binz ambulance (Nos. 53 and 3, respectively). Corgi has a Dodge tipper (No. 483) at 8s. 3d. and a 3¾ in.-long Commer news-reel van in the livery of Samuelson Film Service Ltd., No. 479, which sells for 10s. 6d. complete with camera operator on its roof.

NINTH STANDARD REGISTER RALLY

On May 26th the Standard Register stages its annual gathering at Gamecock Barracks, Bramcote, near Nuneaton, and also plays host to other surviving pre-war Coventry-made cars. The Herbert Museum, Coventry, are expected to field four or five of their interesting cars, including a 1932 SS I Coupé, 1911 Daimler, 1908 Riley, 1910 Swift and possibly a 1910 Maudslay or 1927 Humber and it is hoped to demonstrate their Monaco-winning Lotus-Climax Formula One car which was the last Climax engined car to win a Grand Prix. Gamecock Barracks are now the home of the Junior Leaders Regiment, Royal Artillery, and their Gun Museum will be open to visitors. Bramcote was once a Royal Naval Air Station, and is still an emergency landing strip, so an invitation has been extended to the Vintage Aircraft Group (within the Popular Flying Association) to arrange a "fly-in," weather permitting, and half-a-dozen pre-war light aircraft are expected to appear. Details from: J. R. Davy, The Standard Register, c/o., Standard-Triumph Sales Ltd., Fletchamstead, Coventry.

NEW ZEALAND RACING

WHILE Europe spends the winter months thinking about new racing cars for the 1968 season and running snow-covered rallies, the continents of New Zealand and Australia are in full swing with their summer racing season. In between National events the two countries run a series of International events that count for a Tasman Championship and these are run to a capacity limit of 2½-litres. When the 2½-litre Grand Prix Formula ended in 1960 the British made a lot of noise about keeping it going in place of the 1961-65 Formula which had a 1½-litre limit. This idea was not supported in Europe, but the Tasman race organisers endeavoured to lend support by running their events to this obsolete limit, hoping to attract European entries. There were numerous 2½-litre 4-cylinder Coventry-Climax engine " down-under " and they thought they were keeping faith with their national drivers by retaining the old 2½-litre Formula. This was true for a year or two, but the 4-cylinder eventually became obsolete and could not match good 1½-litre V8 engines. Even when Grand Prix racing changed to a 3-litre capacity limit in 1966 the Tasman series stuck to 2½-litres in spite of new 3-litre engines being built in Australia, so that we now have the rather absurd situation where anyone going to the Tasman races from Europe has to build a special engine that is quite useless in any other form of racing. This is done for a small series of short sprint races that are out of step with all other forms of single-seater racing, and the result is that most of the local drivers have obsolete machinery that is hopelessly outclassed, their only hope being to buy a one-year-old ex-factory Tasman special.

The Tasman series can be useful in being a testing ground for new cars, new drivers, new tyres and new ideas before the serious season of Grand Prix racing begins, but it involves a lot of expense and work that would not be necessary if the " down-unders " ran in line with the Grand Prix Formula. There is hope on the horizon for they are considering a 3-litre Formula for 1970, except that by then the 3-litre Grand Prix Formula may be nearing a change.

For the 1968 Tasman series three major European teams prepared cars and built special engines. Team Lotus sent the second of their G.P. cars, 49/2 with a special 2½-litre version of the Cosworth V8 installed, this being for Jim Clark to drive. The Cosworth V8 underwent a change of bore and stroke from 85.72 × 64.77 mm. to 85.67 × 54.10 mm. to reduce the capacity to 2½-litres. Ferrari squeezed a 2.4-litre version of the 3 valves-per-cylinder V6 Dino engine into one of the abortive 1967 Formula Two cars for Amon, and B.R.M. took two new cars with V12 cylinder engines, reduced to 2½-litres, for Rodriguez and McLaren, these 1968 cars being designated P126. They also took two of the old 2.1-litre V8 cars, one as a spare and the other to sell but the deal did not materialise. Tim Parnell was in charge of all this. As a private-entry World Champion Denis Hulme had the 1967 Brabham F.2 car that Rindt raced last year, but with only 1,600 c.c. he had little hope of being competitive, which was not good for his Champion status. Courage had the Coombs' McLaren F.2 car and the local driver Palmer had a similar car. Of particular interest was the entry of a " special " owned by Alec Mildren and driven by Frank Gardner. This was a Brabham chassis powered by a 2½-litre version of the 4 o.h.c. V8 Alfa Romeo engine used in the Autodelta Tipo 33 cars last year in Group 6 racing. It drove through a Hewland FT200 gearbox and was a very competitive machine, winning on its first outing in a National Australian event.

This small but interesting collection of cars first came together at Pukekohe for the New Zealand G.P. on Jan. 6th where the Lotus 49 was securely in the lead when the Cosworth V8 broke and this let the V6 Ferrari win with the Brabham-Alfa-Romeo V8 in second place. Hulme had a lurid accident and wrote off the ex-Rindt car, salvaging only the engine and gearbox. The V12 B.R.M.s were far from right and Rodriguez drove one of the old V8 cars in the race, but it and McLaren's V12 B.R.M. both retired with various troubles. With such a high standard of machinery on the front of the grid the organisers put a limit of 10 seconds between fastest and slowest qualifying in practice and this reduced the 30 entries down to 21 for the race.

The following weekend, January 13th, saw everyone except Hulme at Levin near Wellington on the North Island of New Zealand. Once again the Lotus 49 was setting the pace but Clark had an excursion off the track which let the Ferrari V6 into the lead. While trying to catch the Ferrari, Clark hit a kerbstone and bent the rear suspension of the Lotus and was forced to retire. Gardner went off the track with the Brabham-Alfa Romeo and damaged the suspension, while both V12 B.R.M. cars retired with engine problems and Amon had an easy win from Courage and Palmer in their F.2 McLaren-Cosworth FVA cars. With a lap time of around 47 seconds for the fast cars, any locals more than six seconds behind were not qualified to start.

The next race was at Christchurch on January 20th on the 2.3 mile aerodrome circuit for the Lady Wigram Trophy and here the Lotus 49 led from start to finish, Clark never putting a wheel wrong. By this time Colin Chapman had announced the financial tie-up between John Player, the cigarette people, and Team Lotus, so Clark was entered by the Gold Leaf Team Lotus organisation and the car was painted red, white and gold. Some race organisers appear to be equally out of touch with European decisions as they are about capacity limits for there were some ticking noises about all the advertising. Amon ran second with the Ferrari V6 and Hulme was third in a car built up from his ex-works F.2 chassis of last year and the engine from his crashed car, the upset not affecting his driving at all, as one would expect from the rugged New Zealander. The two V12 B.R.M. cars finished, but were not really in the running, while the Alfa Romeo V8 engine blew a head gasket. The Lotus 49 was doing 164 m.p.h. on the straight, with the Ferrari in its slipstream.

The final round of the New Zealand part of the Tasman Championship was held on January 28th at Teretonga Park and whereas the other races had been in hot weather, this final one was held in rain. The standard practice in these New Zealand races is to run two short Heats, one for cars under 1½-litres and the other for over 1½-litres, the results deciding the starting grid for the main race. This means that official practice times only count for the Heat starting grid under normal conditions. The wet weather made a complete nonsense of this system for on the way to the start the Ferrari got its electrics wet and was withdrawn, the Brabham-Alfa Romeo had no decent wet weather tyres so Gardner did not start and during the 10 laps McLaren crashed the V12 B.R.M. he was driving. In the poor conditions Clark won, with Courage second. The 1½-litre Heat had been held in better conditions so the grid would have been very muddled; the organisers scrubbed the whole idea and drew up the grid for the main race on the practice times, which gave Amon the pole position, with Clark alongside and Courage back in row two, so that all their efforts in the wet Heat had been wasted. However, it was a very impressive front row, with left to right, Ferrari V6, Lotus 49, B.R.M. V12 and Brabham-Alfa Romeo V8, the B.R.M. having been repaired after its crash in the Heat. Once again the Lotus was well in the lead but with only seven laps to go Clark got out of control on a bump and spun off the track at very high speed, coming to rest unhurt but with the Lotus nose cowling smashed. He got going again, stopped at the pits to have the damaged cowling removed, and finished second. Amon had been in second place when he spun off the track and a marshal ran across the track to help him just as Gardner appeared and in taking avoiding action the Brabham-Alfa went off as well. All this let a lucky McLaren into the lead with a B.R.M. V12, and he just kept ahead to the end.

After a weekend break the series started up again in Australia on February 11th for the second half of the Tasman Championship, and these races will be reviewed next month.

NEW ZEALAND G.P.—PUKEKOHE—(January 6th)

Results :
58 laps of 1.75-mile circuit

1st : C. Amon (Ferrari V6—2.4-litre) .. .. .. 59 min. 20.1 sec.—164.953 k.p.h. (102.5 m.p.h.)
2nd: F. Gardner (Brabham-Alfa Romeo V8—2½-litre) 59 min. 57.8 sec.
3rd : P. Courage (McLaren M4A-Cosworth FVA—1,600 c.c.) .. 56 laps
Fastest lap : C. Amon (Ferrari V6), in 59.3 sec.

LEVIN G.P.—LEVIN—(January 13th)

63 laps—75 miles

1st : C. Amon (Ferrari V6—2.4-litre), 50 min. 40.2 sec.—143.232 k.p.h. (89.0 m.p.h.)
2nd: P. Courage (McLaren M4A-Cosworth FVA—1,600 c.c.) .. 51 min. 40.2 sec.
3rd : J. Palmer (McLaren M4A-Cosworth FVA—1,600 c.c.) .. 60 laps
Fastest lap : C. Amon (Ferrari V6), in 46.8 sec.

LADY WIGRAM TROPHY—CHRISTCHURCH—(January 20th)

44 laps of 2.3-mile circuit

1st : J. Clark (Lotus 49-Cosworth V8—2½-litre) 59 min. 10.8 sec.—165.4 k.p.h. (102.75 m.p.h.)
2nd: C. Amon (Ferrari V6—2.4-litre) .. .. 59 min. 18.5 sec.
3rd : D. Hulme (Brabham BT23-Cosworth FVA—1,600 c.c.) .. 43 laps
Fastest lap : C. Amon (Ferrari V6) and J. Clark (Lotus 49), in 1 min. 19.6 sec.

TERETONGA TROPHY INVERCARGILL—(January 28th)

69 laps of 1.6-mile circuit

1st : B. McLaren (B.R.M. V12-P126—2½-litre) .. 1 hr. 08 min. 17.9 sec.—136.795 k.p.h. (85.0 m.p.h.)
2nd: J. Clark (Lotus 49-Cosworth V8—2½-litre) .. 1 hr. 08 min. 28.5 sec.
3rd : F. Gardner (Brabham-Alfa Romeo V8—2½-litre) 1 hr. 09 min. 09.5 sec.
Fastest lap : J. Clark (Lotus 49), in 61.6 sec.

SOUTH AFRICAN RECORD

After David Piper had set the local speed record to over 189 m.p.h., de Udy took his Mk. 3 Lola T70 coupé out and recorded 191.8 m.p.h., powered by a 5.9-litre Chevrolet V8 engine.

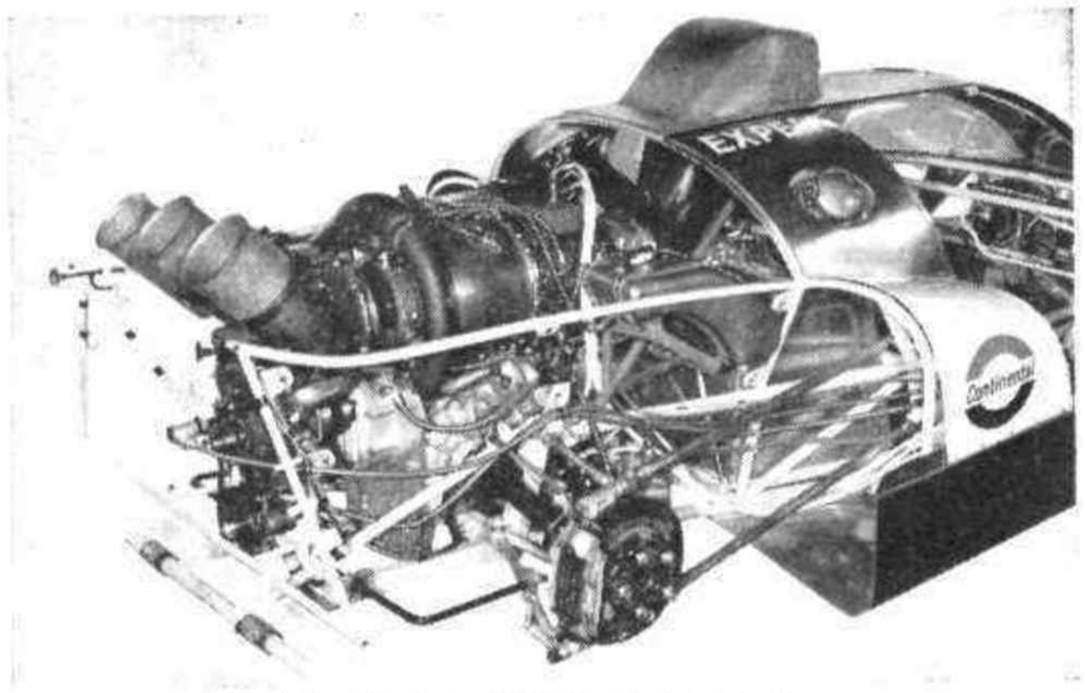
AMERICAN COMMENT

A FULL REPORT on the 24-hours of Daytona is given elsewhere in this issue and, as M. J. T. indicates, it was a lack-lustre meeting emasculated by the C.S.I.'s premature plunge into the 3-litre sports/prototype limit. Only 14 of the 63 starters were in the prototype category and of these only one, the Howmet Turbine Experimental which was described briefly last month, was classed as a 3-litre car. Although the TX failed to go the distance (it ran for 1 hr. 22 min.), Daytona was the car's first race and the team learned a great deal in a short time. And since the car is now a confirmed entry in the B.O.A.C. 500 next month it may be of interest to examine it further.

Two versions of the Howmet TX were taken to Daytona : the original " show " car and a newer " race " car that had a 2¼-in. longer wheelbase and an engine producing about 20 b.h.p. more than the show car's 325 b.h.p. on a standard day at sea level. However, the team suffered a severe setback on the Wednesday before the race when a bearing broke up in the race car's engine after only 19 laps of practice. This engine was known as a " short-life engine," which means that it had not run long enough for the manufacturers, the Continental Aviation and Engineering Corp., to be certain that there were no human errors in its assembly. After a certain number of trouble-free hours an engine graduates to the " long-life " category and one can be reasonably certain that it will run for as long as 1,000 hours without a tear-down.

The show car's engine had graduated to the long-life category, but unfortunately it is much more complicated to change turbine engines than it is to swap reciprocating units. The Continental engine expands about 60-thousandths of an inch when it is running and must be very accurately aligned in the chassis to prevent undue loads on the drive train and shaft bearings. The Howmet car utilises a 3-point engine mounting system. At the left rear there is a tripod which prevents movement in any direction. A bipod at the front restricts vertical and lateral movement but permits fore-and-aft movement. A monopod at the right rear restricts vertical movement but permits both lateral and fore-and-aft expansion. A somewhat exotic device is needed to align the engine accurately on its mounts, and when the team lost its first engine it was left with two choices : switch engines without the device and run with no guarantee of correct alignment, or use the show car. The second alternative was obviously preferable but even so an entire day's practice was lost transferring a number of parts from the race car to the show car. The most important of these was a set of massive new Kelsey-Hayes ventilated discs (11½ in. in diameter, 1¼ in. thick, and fitted with Girling calipers) which were designed for the race car after the show car's brakes proved inadequate. Despite the extra weight of the new brakes the show car weighed in at 1,507 lb., 170 lb. lighter than the race car and only 77 lb. over the 3-litre minimum weight.

Thompson then qualified the show car seventh fastest at 2 min. 1.14 sec., after only 24 laps, and some of the team's confidence returned. This compared with Gurney's qualifying time of 1 min. 55.10 sec. in a 7-litre Mk. 2 Ford last year and Ickx's qualifying record of 1 min. 54.91 sec. this year in one of the J. W. Automotive 4.7-litre GT40s. Both Thompson and Lowther were agreeably surprised by the car's braking and stability. On braking they said they could go as much as one marker deeper into the corners than any other car in the field. As for stability, Thompson said he could enter the banking at full chat and never had to move the wheel. Even coming off the banks the car required only a ¼-in. of wheel movement to straighten it up. Thompson, Lowther and co-driver/project engineer Heppenstall commented frequently that it was the only car on the track that could run and pass where they wanted it to on the 31° banking—whether up against the wall, in the middle of the banks, or down on the apron.



The Howmet TX Turbine exposed.

The car's main problem throughout the week was a sticking throttle or, more accurately, a sticking butterfly valve in the waste gate, which is the device the driver uses to divert the expanding gasses from the power turbine. Here I should clarify a point in last month's column in which it was said that " the waste gate never diverts all of the gasses from the power turbine because it is this turbine which drives the gas-generating turbine." The first part of that statement is correct, but the second is not. The Continental TS325-1 is a " free " turbine, with the compressor turbines (one axial stage, one centrifugal stage) and the gas-generator turbines (two axial stages) mounted on a common shaft. The power turbine (one axial stage) is mounted on a separate shaft, " free " of the other two. It is the gas-generator turbines, which absorb over 500 of the engine's 900 b.h.p., that drive the compressor, the starter/generator and the other accessories. The waste gate is installed between the gas-generator and power turbines.

The sticking throttle problem is caused by the number of functions it has to perform and by the design of the waste gate. The first one-third of throttle movement controls the fuel supply to the gas-generator turbines and the final two-thirds operates the waste gate. Whenever possible the car is driven " on the waste gate "—*i.e.*, within the final two-thirds of throttle movement, because then the fuel flow is not reduced and the gas-generator turbines continue to spin at maximum r.p.m. This is the technique used on the faster parts of the track and on the faster corners. On very slow corners the driver may be forced to back off into the first one-third of the throttle movement, thus reducing the fuel flow and slowing down the entire engine. This is undesirable because when the driver wants to accelerate out of the corner there would be a lag as the gas generator built up to maximum speed. To overcome this problem a different technique is used on slower corners. The driver backs off the throttle early, both opening the waste gate and reducing the fuel flow. When he is deep in the corner—and still braking—he gets back on the throttle but must be careful only to open it one-third of the way. The fuel supply increases again and the gas-generator turbines build up to maximum speed while the car is cornering. This eliminates the lag, so when the driver wants to accelerate out of the corner and depresses the throttle the final two-thirds of its movement, thus closing the waste gate, full power is delivered instantly to the power turbine.

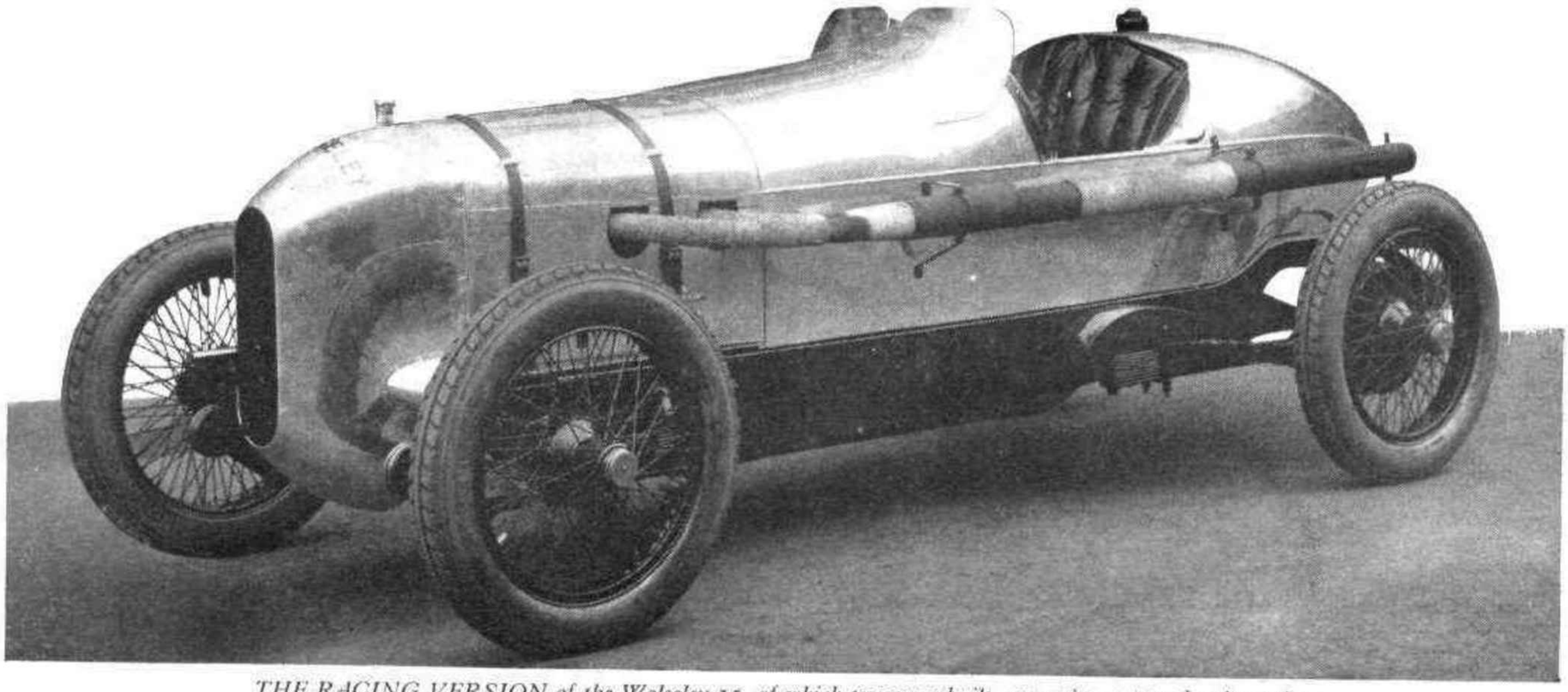
As mentioned earlier, however, the design of the waste gate itself has presented some problems. The valve in the waste gate is a simple butterfly disc, not unlike the damper in a stovepipe. A groove is cut in the periphery of the disc and on the first engine a cast-iron ring was inserted in the groove to act as a seal. This didn't prove entirely satisfactory and on the second engine a Stellite sealing ring was used. When the second engine seized in practice its entire waste gate was transferred to the first engine because the Stellite seal was considered more satisfactory. Unfortunately the Stellite ring also showed a tendency to jam, which meant that although the driver had lifted his foot the waste gate remained closed and full power was still being delivered to the power turbine.

It was the result of just such a jamming incident early in practice that Lowther found he could go into the banking at full chat. He lifted his foot coming off the back stretch but the waste gate jammed closed, so he was forced to go into the banking at full speed. Nothing untoward happened and his lap times improved a couple of seconds a lap.

This same problem occurred during the race, only it happened at a much more critical part of the course and resulted in the car's retirement. Thompson had advanced the car to fourth and eventually third overall when he made his first pit stop for fuel (which the car was consuming at a prodigious rate) after 22 laps. Lowther took over and was still in the top 10 after another 12 laps when he came into the tight 130° corner that leads from the infield road course back on to the banking. He lifted his foot but the waste gate butterfly jammed closed, and he was forced into the corner at full power. The car slid across the track and sideswiped the wall, breaking the right front brake disc and damaging the right rear suspension.

Heppenstall is already hard at work on a number of possible solutions to this waste gate problem and is also considering a more radical alternative that may do away with the waste gate altogether, or at least use part of the gas flow to slow the car down (as is done in aircraft applications). The changes will be incorporated in the car for the Sebring 12-hour race this month.—D.G.

RACING WOLSELEYS



THE RACING VERSION of the Wolseley 15, of which two were built, one going out to the Argentine.

It so happened that when reporting last year's Clubman's Championship at Silverstone the Sports Editor of *Motor*, having commented that Alec Poole led from start to finish in the Saloon Car Race with his rapid Wolseley Hornet, went on to say that this is " probably the most successful Wolseley racer since the days of the Gordon Bennett cars." This reminded me that the exploits of the Wolseley racing cars at Brooklands from 1921 to 1930 must have been completely overlooked by this experienced writer; I do not propose to check on exactly how many races Poole won last season but I feel sure that the Wolseley racers of Capt. (later Sir) Alastair Miller, which I referred to briefly in the Wolseley Viper history published in the January issue, took more " firsts " than this saloon, which some of us might regard as just as much a front-drive B.M.C. Hornet or a Mini-Cooper as a Wolseley anyway, has ever done. Incidentally, I see that on the occasion in question Poole's little car lapped the Silverstone G.P. circuit at 81.81 m.p.h., admittedly in the wet, this being 6 m.p.h. slower than the speed at which Miller's Wolseley was capable of going round Brooklands 46 years earlier. Both had an engine capacity of approximately 1.3 litres. . . .

It is true that Wolseley built some highly exciting racers for the still-earlier Gordon Bennett contests but these were dismal failures. If success is measured in the number of places taken and records broken which can be advertised to the public, they were not in the same category as the Wolseleys Capt. Miller raced in the nineteen-twenties. Admittedly these scored only in English races, but the publicity value of their performances, at a time when both small and vast companies in the Motor Industry were struggling for a foothold towards prosperity during the post-Armistice slump, must have been considerable. So, as the third instalment of some winter Brooklands history, I propose to look in some detail at these convincing Wolseley performances. It may make for tedious reading to recapitulate such successes and failures race-by-race but only by so doing can the full weight and worth of Miller's efforts be appreciated; those allergic to the past can take comfort in the knowledge that this is the last article of its kind scheduled to appear in MOTOR SPORT for some time to come. But I know that many readers of various generations enjoy looking backwards as well as forwards at the motoring scene, so perhaps no apologies are needed for what follows.—Ed.

THE FIRST racing Wolseley was built by the Wolseley Tool and Motor Car Company in 1902, and the exercise was discontinued in 1905. These cars were notable because, with Napier, they were the sole representatives from Britain in Continental road races. They were the work of Mark Wild (chassis) and H. Pitt (engines), and all followed Herbert Austin's inclination to use nothing but horizontal engines. Anthony Bird, in a Profile, has told us that " In outright speed none of the Wolseleys was spectacularly fast. The designers' aim was to combine reasonable performance with reliability and good handling. Alas! the reliability they sought eluded them until nearly the end of their racing career." Speed is rather important in a racing car; reliability is also very important; the racing Wolseleys of a later era possessed both to a far higher degree than Austin's racers, as I shall endeavour to prove.

To dispose briefly of the Edwardian racing cars, the first was virtually a hotted-up, stripped 20-h.p. touring car, used for sprints. Then came the 1902 G.B. car of a reputed 30 h.p., which clocked 43.6 m.p.h. over a flying kilometre at Welbeck but retired from the race with broken crankshafts (the plural is correct, as a spare had been fitted *en route*), although Austin himself was driving it. Three 4-cylinder 5½ in. × 5½ in. Wolseleys started in the 1903 Paris–Madrid, but Austin's and Foster's broke down and Porter's crashed, killing the mechanic. One of these Wolseleys retired from the Circuit des Ardennes that year but a 72-h.p. car driven by Girling finished ninth.

For the 1904 G.B. race a team of three 96-h.p. Wolseley " Beetles " was entered, very exciting-looking cars, the pictures of which in " Ten Years of Motors and Motor Racing," by Charles Jarrott, thrilled me as a schoolboy. In spite of their formidable appearance they did no better than ninth (Girling) and 12th (Jarrott). In that year's Circuit des Ardennes Girling soon retired but Bianchi finished 12th, at 46.4 m.p.h. Britain was represented by a Napier and two 96-h.p. Wolseleys in the 1905 G.B. contest, and the latter came home eighth (Rolls) and 11th (Bianchi). Apart from insignificant sorties in minor events, that was all the racing this make did, before the First World War.

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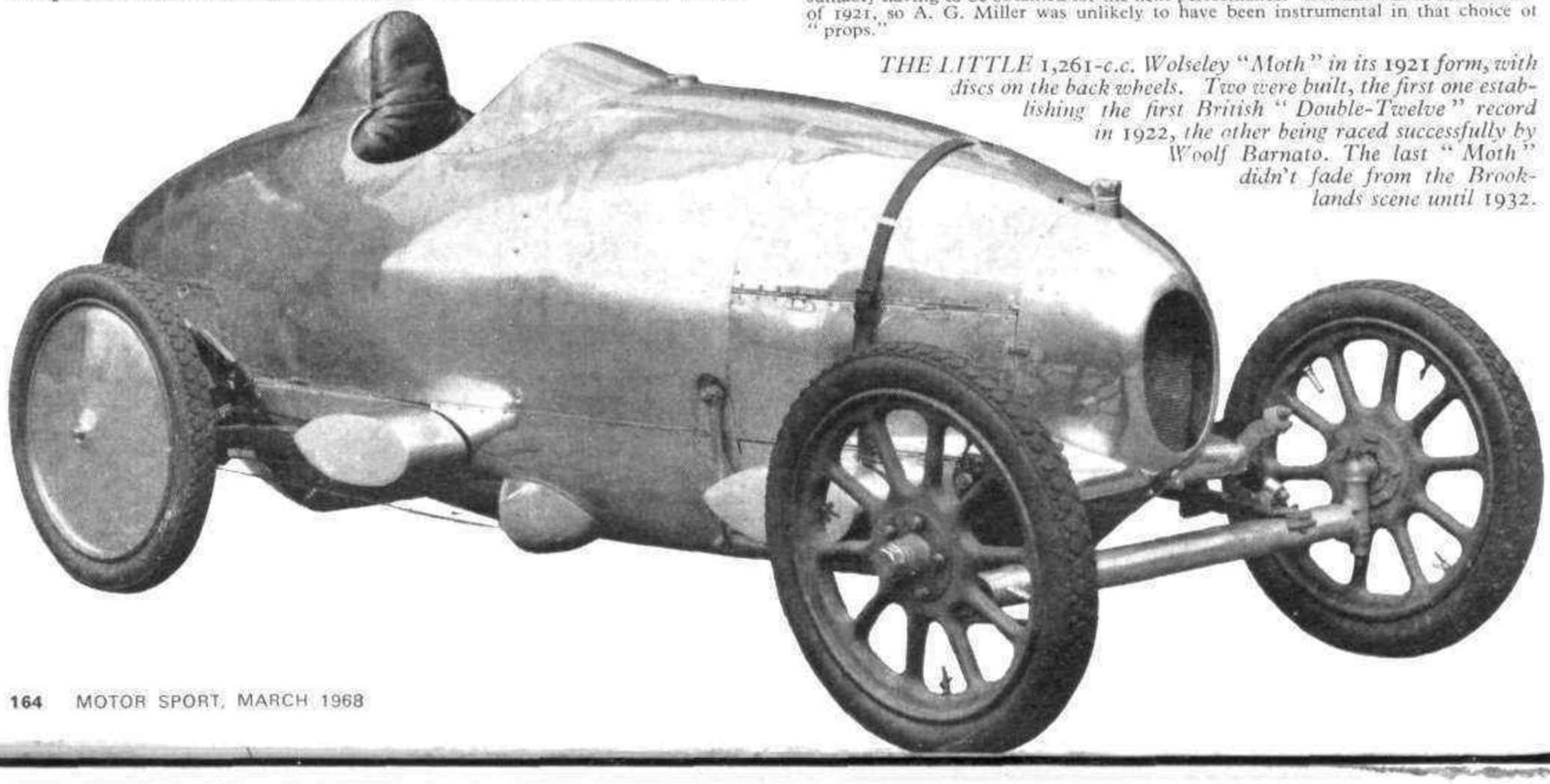
Wolseley had been taken over by the great Vickers armament concern in 1901 and when Austin resigned in 1905 they acquired the Siddeley Autocar Co. This gave them motor manufacturing and trading centres in Birmingham, London and Crayford. Before the 1914/18 War Wolseley was one of the largest motor manufacturers in the country, producing lorries, taxis, marine, aeroplane and stationary engines, and machine tools, in addition to cars. In order not to miss the small-car boom, they produced the Stellite, with 4-cylinder i.o.e. engine, 2-speed gearbox in the back axle and ¾-elliptic springing. In spite of extensions made to the Adderley Park factory in 1914 this small car was made at Aston and later at Ward End (to which Wolseley eventually moved) by the Electric and Ordnance Accessories Co., a Vickers' subsidiary. It proved a foil for the Standard, Singer, Swift and other light cars of the period but the war killed it off.

After the Armistice the Motor Industry met the difficult situation of a boom in motoring followed by a slump. This it often tried to counter with either a luxury model for the munitions' profiteers or a small car for demobbed officers and other ranks. Some makers went in for both, Wolseley among them. They had their semi-luxury 6-cylinder 20-h.p. £1,000 chassis ready by 1920, but they also catered for the small-car market. Deciding that the short-lived Stellite was not suited to the more sophisticated post-war demand, a new Wolseley Ten had been devised, which retained ¼-elliptic springing and a worm-drive back-axle gearbox but had three forward speeds, the styling cleaned up, and an entirely new engine installed. During the war Wolseley had built Hispano-Suiza V8 aero-engines and from them had developed the very similar Wolseley Viper engine which had so effectively powered the S.E.5 fighters. For their post-war Ten and 15-h.p. cars Wolseley used engines in which slightly-inclined o.h. valves were operated by an overhead camshaft and rockers. From the front of the crankshaft a duplex chain drove a jack shaft, from which bevel gears took the drive *via* a vertical shaft, to the camshaft. This was claimed to be a refinement over the aero-engine, which had a normal vertical-shaft drive. That the war-time aero-engines had some influence on the car engines is unquestionable. But St. John Nixon, in his Wolseley history (Foulis, 1949), is going rather far in saying they "followed closely the Hispano engine," because not only did the car engines have the chain-driven jack-shaft but rockers were imposed between camshaft and valves, whereas the Hispano-Suiza car and aero-engines had no chain drive and the camshaft operated directly on the stems of the vertical valves. When the Wolseley Ten became the 11-22 in 1925 the chain was deleted and the o.h.c. Wolseley engines became "all-gear" power units, but the rockers were retained. The latter is true of all subsequent Wolseley o.h.c. engines; the Hornet had a dynamo incorporated in its vertical-drive, and later a chain o.h.c. drive, in two stages on the Hornet Specials.

The new Wolseley Ten was announced at the beginning of November 1919 but delays ensued and it wasn't until late in 1920 that the Press was allowed to try the car, and it was not until the end of February 1921 that it was put into production. It was a well-made vehicle, but expensive at £545, and in spite of having complicated valve gear for a light car, its performance was distinctly pedestrian. Road-test reports spoke of these little o.h.c. Wolseleys running all-out at 40 m.p.h., with a level-road cruising speed of 30-35 m.p.h. The similar-sized Singer Ten, which also had a back-axle gearbox, and a smaller *side-valve* engine, sold for £385 in sporting form, and its top speed was quoted as about 45 m.p.h., while the normal two-seater Singer had much the same performance as the more expensive and elaborate Wolseley. So by the time the Wolseley Company was ready to build the Ten at the rate of about 60 a week it was no doubt very concerned to boost sales, to do which it had to overcome any idea that its little car was unusually sluggish! To combat the high price a Wolseley-Stellite version, without a lighting set or starter and of plainer finish, was offered at £465 in March 1921. Some special publicity was obviously vital if the Ten was to succeed, especially as a 7-h.p. flat-twin Wolseley was about to be introduced, to look after the inexpensive end of the light-car market. It was this, I assume, which prompted Mr. A. J. McCormack, who had been appointed Joint Managing Director of the Wolseley Company in 1911, to agree with Capt. Miller (who had successfully raced the 1914 G.P. Opels at Brooklands during 1920) that he should run a team of Wolseley racers at the Track. At all events, Miller set to work and by the autumn of 1921 had the first of these racing Wolseleys in action. Admittedly, they could only win fame in this country, mainly on Brooklands Track, but large crowds were attending the re-opened Motor Course and race appearances there, and onslaughts on officially-timed records, would be a valuable source of publicity in the keenly competitive battle for light-car sales. And if Miller was discouraged by the low performance of the Wolseley Ten in catalogue form, at least he had good materials, in the form of Vickers' steels, to play with, and a £3-million Company behind him.

The car Miller evolved was an attractive single-seater of polished aluminium. In those days so much store was set by reducing wind-drag that the well-streamlined body, with high-sided cockpit and head-rest behind the driver, was augmented by fairings over the anchorages for the ¼-elliptic springs and the brake gear and a fairing over the front axle, while when it first appeared discs covered the rear pair of artillery wheels. A small circular cowl enclosed the radiator, from which the characteristic indented Wolseley filler protruded, and the exhaust pipe ran along the n/s of the body. Although there was nothing unconventional in this excess of streamlining and the racing Wolseley Ten was a very pretty little car, it occasioned some journalistic comment, one paper explaining that it was not a submarine and another likening it to an aeroplane fuselage. All Miller had done was to sweep the bonnet and the scuttle (which was secured by a separate strap) up to a high cockpit so that the driver was enclosed up to his shoulders. Because he had adopted a central driving position the body was quite wide, presumably being built round standard chassis dimensions. Indeed, the chassis was frequently described as "practically standard" and although judging from the speed attained Miller presumably used a special camshaft, h.c. pistons, etc., and perhaps enlarged valves and ports for the Zenith carburetter, it is true that the engine dimensions remained at 65×95 mm. (1,261 c.c.) and that the back-axle gearbox, with a raised axle-ratio, was retained. As far as I have been able to ascertain, the cars were prepared, and their bodies built, in the Wolseley tool-room in Birmingham, four special engines being laid down, after which the cars were taken to Brooklands, where Miller housed them in his sheds and readied them for races. He later called the single-seater Tens "Moths," after a troupe of chorus-girls with whom he was friendly—Miller was a great patron of the theatre and the leading West End restaurants and clubs and in 1931 he directed the Midnight Revuette "Kettner's Follies." (One wonders whether it was he who had been instrumental in getting George Robey to use a Wolseley Ten tourer, or "torpedo" as Wolseley still termed this body, in 1922 for his celebrated motoring act "Round in Fifty" at the London Hippodrome?*) He was a big man, so getting into the Wolseley

* This was not the first time a Wolseley light car had appeared on the stage, for one starred in "Out to Win" at the Shaftesbury Theatre. The story goes that two ladies who saw the play were so enamoured of the car that they insisted on having it. They went to the theatre, bought it, and drove off to Derby in it, a substitute presumably having to be obtained for the next performance. But this was in the summer of 1921, so A. G. Miller was unlikely to have been instrumental in that choice of "props."



THE LITTLE 1,261-c.c. Wolseley "Moth" in its 1921 form, with discs on the back wheels. Two were built, the first one establishing the first British "Double-Twelve" record in 1922, the other being raced successfully by Woolf Barnato. The last "Moth" didn't fade from the Brooklands scene until 1932.

must have presented difficulties; this prompted *The Light Car and Cyclecar* to publish a cartoon of him with one foot in the little Wolseley the other in the Viper, accompanied by this couplet :

The streamline car of modern times
Is long and lean and thin;
But drivers must be streamlined too,
Or else they can't get in!

The first Wolseley racer was ready for the last B.A.R.C. Meeting of 1921, being entered by Miller for the 75-m.p.h. Short and Long Handicaps. Alas, in the first race Walton's Bugatti lost its prop.-shaft and swerved into the Wolseley, hitting the "Moth's" o/s front wheel before overturning. Neither driver was hurt and Miller took a front axle from a standard Wolseley Ten that was in the Paddock and was able to start in his second race, but after an opening lap at a mere 56.4 m.p.h., he retired. This was an inauspicious start. But late in November Miller made a great impression with his new car by taking records in the 1½-litre class, although his engine was of less than 1.3 litres. As co-driver he had G. A. Vandervell, later of Vanwall fame, and between them they set out to take long-distance records held by Silver Hawk and A.C. cars, superintended by Mr. McCormack himself. To facilitate replenishment the Wolseley was provided with a long tube, terminating in a cap which could be removed through a hole cut in the n/s of the bonnet, for replenishing the sump after the old oil had been drained off by opening an accessible drain tap. The driver was given a little extra protection from a shallow cowling on the scuttle, but no aero-screen was fitted. The car had been prepared by Miller's mechanic Wood. It was on the Track for 6¼ hours, during which time it broke the 250, 300, 400 and 500-mile, the 400 to 800 kilometres, and the three to eight-hour class records at speeds of from 64.3 to 82.82 m.p.h., the latter being its average for four hours. There were only two unintended stops, one for a puncture, caused by a nail, the other when Vandervell inadvertently turned off the fuel. Dunlop tyres were used and although the standard Wolseley had coil ignition, the racer used a B.L.I.C. ZA4 magneto. It ran on Shell petrol, Speedwell oil, Timken roller-bearings and Sphinx plugs. As a sort of preliminary canter, Miller had had the car on the Track in October 1921, making an officially-observed run of from 5 to 200 miles, at speeds of from 71.42 to 85.97 m.p.h., the latter over the f.s. 5-miles, as confirmed by Brooklands Certificates Nos. 894 to 903.

Nineteen twenty-two commenced for Capt. Miller with trying out a Wolseley 15 sports model, making business calls in London and at Brooklands in a Wolseley Ten (which a 'bus rammed in Piccadilly) and a Wolseley 15 saloon (he was using various "slave" cars at the time), and lunching with Mr. McCormack at the Bachelors Club to discuss future policy. He also attended B.M.C.R.C. Meetings, as a Committee Member, and went to a Kop hill-climb in a green Wolseley 15 saloon. Nights were often spent at the "Hand & Spear" while the racing Wolseley Ten and Miller's own Wolseley Viper were being prepared. On April Fools' Day the former won a 3-lap scratch match-race against the fastest motorcycle, Stewart's Trump-J.A.P., after a fine duel, at about 71 m.p.h. at a Public Schools M.C.C. Brooklands Meeting, Miller fitting this in between office work in London in the morning and dining in town that evening.

The season really opened with the Easter B.A.R.C. Meeting, at which McCormack had entered the little Wolseley for the Light Car Race and the 75-m.p.h. Short and Long Handicaps. After dining at the Vaudeville Club the previous night, Miller arrived at the Track and lapped at 63.34 m.p.h. in his first race, after which a plug blew out. The car was very slow, with laps at 63.26 and 64.38 m.p.h., in the next race, but matters improved in the "75 Long," and by lapping at 72.39, 77.09 and 73.24 m.p.h. Miller finished third, behind a Hampton and a Marlborough to which he had given an appreciable start. Then followed many journeys between London and the Track in a Wolseley saloon, while the Ten was tuned by a Zenith expert in preparation for another record-attack. At the J.C.C. Spring Meeting the Wolseley Ten was down on power but would have taken a third place had Miller not mistaken the location of the finishing line.

By now McCormack must have been wondering whether he had backed a sufficiently good horse, although he had the 1921 records to advertise and the car had shown that it was capable of some 90 m.p.h. On the Monday following the J.C.C. races, however, Miller commenced a very ambitious record-attack. It was permissible to try for a 24-hour record at Brooklands providing the car was locked-up during the night, and it was this "Double-Twelve" run at which the Wolseley was aimed. It was Miller's intention not only to establish the first British "Double-Twelve" record but to do this with a light car.

Very bad weather and some minor troubles hampered the first run and it was abandoned after eight hours. The next day Miller tried again. He had established his depot at the Fork, with wooden jacks for tyre changing, and coloured signal flags. The Wolseley ran without wheel discs, with part of its radiator cowling cut back, and with a speed/r.p.m. chart attached to a steering-wheel spoke. The attempt started at 8.30 a.m., C. F. Temple driving. A change was made every two hours, Miller and then Vandervell taking over. The speed was held rather lower than before, but in spite of a nail puncture the average after four hours was 72.21 m.p.h. Soon after Vandervell had taken over the car came in, because metal straps holding the scuttle fuel tank had come adrift. A mechanic, inserted head first into the cockpit, effected temporary repairs. Twenty minutes later the tank had to be inspected again, and the body cut away to attend to it as it was fouling the throttle control. But thereafter the little car went on and on, and at the end of the day had taken five records, from 8 to 12 hours, at around 70 m.p.h.

Resuming on the Wednesday, Temple opened up too soon and although the engine oil had been warmed with a blowlamp, a big-end ran. Undaunted, the mechanics took off the undershield, dropped the sump, removed the offending con.-rod, fitted its piston to a new rod, and got the car restarted in under two hours. Later, however, a camshaft bearing seized. Still refusing to admit defeat, a camshaft was taken from a Wolseley Ten two-seater and the racer continued, although its speed seems to have been reduced by about ten m.p.h. Heavy rain in the morning returned in the evening but the run was successfully concluded, with 13 records broken, the "Double-Twelve" speed being 61.06 m.p.h. for the 1,465.6 miles. The best lap was at 79.05 m.p.h., suggesting that the Wolseley was either higher geared or less highly tuned than it had been for the November records; it weighed out at 1,536 lb.† The Dunlop tyres did well, one front one doing over 3,108 miles (800 of them on the Monday), the other front tyre ran the distance and had been on a back wheel during the Monday run, but two back tyres were changed, one punctured, the other cut. Speedwell oil and K.L.G. plugs were used. Miller, who at the time was contesting the "girl-bride" divorce case, celebrated at the Vaudeville Club, and by having a tooth out and buying a dog. . . .

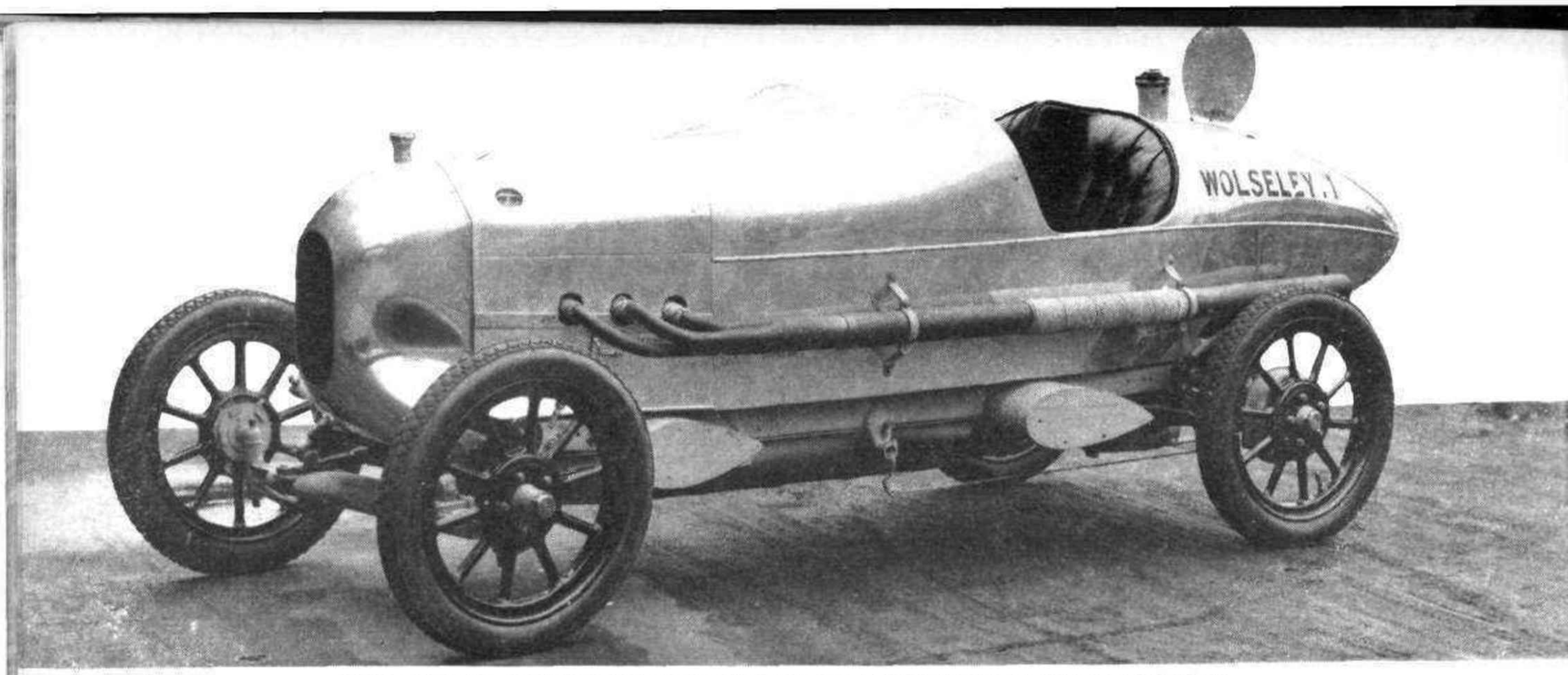
The Wolseley had created a lot of interest so was rested from the May Meeting. It ran at the Essex M.C. Royal Brooklands Meeting, without success. But before that Miller watched a B.M.C.R.C. Meeting, to which his father came in a new Wolseley Twenty, and the day after the Essex races he went for a drive in a new Wolseley Twenty tourer that had been sent down to him, perhaps as a replacement for the "slave" car which Col. Stewart had crashed. . . .

As a result of the publicity Wolseley had gained through Miller's efforts on the Track, they introduced a sports version of the Ten, which, appearing first as a rather sober-looking disc-wheeled model, was catalogued for 1923 with artillery wheels, Hartford shock-absorbers, the extended oil-filler evolved for the racer, an outside exhaust system, and a guaranteed speed of 65 m.p.h. over the mile, these "Brooklands Speed" models, priced at £695, being built under the direction of Miller's competition department.

McCormack entered Miller for the "75 Long" at August but although lapping at 78.31 m.p.h. he was unplaced, after racing level with England's A.B.C., which was almost as fast.

There had been talk of entering three small Wolseleys for the I.O.M. road race but this did not materialise. However, Miller had proved a sufficiently good investment for Wolseley to extend their racing activities. I have said that the post-war models embraced a 15-h.p. as well as the Ten, this having virtually the same engine, but of 80×130 mm. (2,614 c.c.), with a spring-blade damper incorporated in the vertical drive to the o.h. camshaft, a 3-bearing crankshaft, and a 3-speed gearbox *separate* from the underslung worm back axle. Curiously, for a car of 9 ft. 10 in. wheelbase, ¾-elliptic springs sufficed for this chassis. The Wolseley Company had already made sporting bodywork on the 20-h.p. chassis and a bulbous-tail sports-tourer on this 15-h.p. chassis, so this image fitted in well with a racing programme. Miller had a conventional two-seater racing body put on one of these chassis, with cowled radiator, faired-in spring anchorages, outside hand-brake, and a facia carrying splendid "period" instruments and air-pressure pump, etc. Head fairings behind driver and passenger were sometimes fitted. At first the racing Fifteen had bolt-on artillery wheels but these were later replaced by Dunlop centre-lock wire wheels shod with 33×4½ Dunlop Cord tyres, there being a transitional period when only the front axle was so converted. The axles, transmission and springing were standard, except for a raised

† After the record-breaking run the Wolseley Company was so confident that the racer closely resembled a standard model that it invited the R.A.C. to make an official comparison; the R.A.C. could not comply with this request.



THE TWO-SEATER racing Wolseley 10 *which was built for the* 1922 *J.C.C.* 200-*Mile Race.*

axle-ratio, but the cylinder head had very large ports and, as the valve gear of the racing Ten had given some anxiety, it was strengthened on this engine.

At the Southend Speed Trials in July 1922 H. J. Line and Miller were second in two classes, respectively with a 15-h.p. and a 10-h.p. Wolseley, but as these classes were for standard touring cars, presumably they were not using the racers on this occasion. In both cases they were beaten by Cushman's Bugatti, but the Ten was 4.6 sec. faster than the bigger Wolseley, so may have been the "Speed" model. While waiting for the new 15-h.p. racer Miller took the Ten out again to try to recover its 12-hour class record, which had been broken by Aston-Martin. K. Don, Brian McCormack and Miller took three-hour spells at the wheel but just after Miller had taken over he strained the gear-selector mechanism and had to hold the lever in top gear, so the run was concluded, after the 3, 5 and 6-hour records had been raised to 83.54, 82.9 and 82¼ m.p.h. About a week later another attempt was made but was abandoned after two magnetos had given out, before which the car had lapped consistently at 85 to 86 m.p.h. On this occasion class records from 250 miles to 800 kilometres (seven in all) were taken, at around 82 m.p.h., the car running for just over six hours.

The new big Wolseley made its debut at an Essex M.C. Meeting at the end of July, with its "mixed" wheels, provision for carrying a spare wheel on the body side and the oil-filler protruding flush with the bonnet, but on the o/s. It netted a third place, as did the Ten in another race. Driven by B. McCormack, the smaller car won its race at the Ealing M.C.C. Meeting, at 75.12 m.p.h. Miller had no luck at the B.A.R.C. August Meeting, being too heavily handicapped, although the Ten lapped at 81.77 m.p.h. and the bigger Wolseley, its stroke increased to 140 mm., giving a capacity of 2,716 c.c., at 88.78 m.p.h. and, in a later race, at 89.58 m.p.h. The 2.7-litre engine was said to develop 77 b.h.p.

Meanwhile, there was another task ahead of Miller. In 1921 he could not run in the J.C.C. 200-Mile Race because the Wolseley had been built as a single-seater. For the 1922 race, with the Birmingham factory geared to his requirements, he was able to enter a very attractive polished aluminium Wolseley Ten two-seater, streamlined like the single-seater, but with Dunlop centre-lock wire wheels. It had a special camshaft, larger carburetter and aluminium pistons but otherwise followed the specification of the standard "Speed Model," for which customers could, if they wished, order aluminium pistons. The typical oil-filler arrangement was incorporated to assist pit-work and the bonnet was painted yellow to comply with race regulations. The fuel tank was in the tail, although gravity feed was retained, and the fly-off hand-brake had a button controlling its pawl. The car had to be entered in the 1½-litre class, although 239 c.c. undersize. Although running mostly last, delayed by needing water, a plug-change to cure pre-ignition, and because Miller stopped to inform officials that Chassagne's Talbot-Darracq had gone over the Byfleet banking, in spite of the fact that he was reported as finding the Wolseley hard to hold at the Vickers sheds, so that it finished outside the time limit but was allowed to continue, to be placed 12th overall out of 13 finishers, or eighth and last in its class, at 66.2 m.p.h., it had shown reliability and was used subsequently for many shorter races.

The 15-h.p. racer, now with wire wheels all round, was driven in the Southsea Speed Trials without success and then, at the end of August 1922, was given the task of recapturing the "Double-Twelve" record, which the Wolseley Ten had lost to A.C. in the light-car class (71.23 m.p.h.) and to Spyker in the World's category (74.27 m.p.h.). The Wolseley carried a riding mechanic and made its first stop at 240 miles for the o/s front tyre to be changed, and for refuelling. Miller and Don shared the driving and stopped at the 173rd lap to change the o/s rear tyre, at the 208th lap for an unnecessary change of plugs, and at the 211th lap to change the magneto and the n/s rear tyre. After 270 laps a new contact-breaker was needed, as this, like the magneto, had shed a platinum point, and the n/s rear tyre was changed again, this being necessary also at 329 laps as a piece of steel had punctured it. The final stop that day was merely to give Miller a rest, as the Wolseley had been lapping at 88 to 94 m.p.h. It finished at 91 m.p.h., having been replenished during the stops. The wheels were now changed, in case tyre wear accentuated the wheel wobble which had been experienced. Fuel consumption had averaged 16 m.p.g. and the only real anxiety had been heavy rain early on and the breaking away of the exhaust pipes from the manifold, which altered the exhaust note and sent vivid tongues of flame curling within the bonnet. But the 12-hour record had fallen, at 76.2 m.p.h.

Given the time-keepers' signal the next morning, 17 min. 25 sec. were spent acetylene-welding the exhaust branches and examining the car. Don, tired out through coping with standard Wolseley suspension and uncomfortable seats, was not present and Miller had damaged his wrist, so Le Champion, who had ridden in the car the previous day, took over. For two hours the speed was badly down, at under 80 m.p.h., so a halt was called and when a defective exhaust valve was discovered the cylinder head was changed and the exhaust system again welded, in 48 min. 20 sec. Miller took the car on, but his wrist was troubling him, so Le Champion resumed, lapping at 90 to 92 m.p.h., with one lap at 93. As he came in with a badly skinned back a pin fell out of the torque-tube, and while it was replaced with a bolt from a lathe, S. C. H. Davis, who was reporting the run for *The Autocar*, was persuaded to take over.

The Wolseley then went on and on, holding 2,700 r.p.m. to lap at 90 m.p.h., although a tread left a tyre on one occasion. The run was completed at an average of 80.1 m.p.h. for the 1,922 miles 1,620 yards, beating the Spyker's record by 140 miles 614 yards. Thirty-nine Class D records were captured as well. This fine performance was achieved with the aid of Shell petrol, Speedwell oil, Lodge plugs, a B.L.I.C. magneto (or magnetos!), Dunlop wheels and tyres, a Zenith carburetter and Hartford shock-absorbers. The Wolseley Company stated that it was prepared to supply similar cars, guaranteed to lap the Track at 90 m.p.h., for £700 and one was delivered to the Argentine, after being tuned-up by Miller.

S. F. Edge tried to break this "Double-Twelve" record but his

Lanchester single-seater experienced steering gear trouble, which could not be rectified, although Miller sportingly offered the use of his Brooklands workshops. Eventually, after several failures, Duff's 3-litre Bentley put it out of Miller's reach, at 86.79 m.p.h.

As if Miller had not seen enough of Brooklands, he took the Ten, with a rather "peaky" radiator cowl, out for the S.E. Centre A.C.U. Meeting and won the Lightning Handicap, at 76.97 m.p.h.

Having done so well in Class D with the new big Wolseley, Miller devised a scheme for running it as a Class B car. In 1922 the revised International capacity classes were some years ahead and Class B covered cars of 101 to 125 cu. in., or a maximum of 2,048 c.c. So Miller used the resources of the Wolseley works to produce a special engine of 77.8 × 104.87 mm. (1,991 c.c.), which was installed in the 15-h.p. chassis. What might be described as the "Miller patent oil-filler extension" was used on the o/s, a big updraught Zenith carburetter fed into a two-branch manifold in this side and there was a breather on the valve cover. It was this engine with which, late in September, Miller attempted the Class B 12-hour record. An exhaust valve stuck up after six hours and the run had to be abandoned, but not before Miller and Le Champion had taken 12 records, from 150 miles at 80.84 m.p.h. to five hours at 75.26 m.p.h. He relied on his usual equipment, for which he must have drawn useful bonus money, but reverted to Sphinx plugs.

Next it was back to racing, Miller entering for all four handicaps at the Essex M.C. Brooklands Championship Meeting. He was well up but unplaced in the "Junior Short," in which George Newman drove the 200-Mile two-seater, but was third in the "Junior Long." Early in October 1922 Miller had the 2-litre-engined Wolseley out again, for a long-duration record bid. His depot was again at the Fork, Le Champion his co-driver. They had a wonderfully successful run, although discomforted by heavy rain which penetrated flying helmets and goggles, stopping only to refuel and to replace as a precaution first the n/s and then the o/s Dunlop tyres. The Wolseley, running on Shell aviation spirit and Speedwell "White Ideal" oil, mopped up 23 Class B records, starting after five hours at 78.2 m.p.h. and continuing for 12 hours at 77.93 m.p.h. The car was in action from 7.45 a.m. to 7.45 p.m., the stops occupying 7 min. 53 sec., including pulling up and restarting.

For the last B.A.R.C. Meeting of 1922 Miller entered the single-seater Ten and Newman the 200-Mile car, which had black wheels. The former never got going and a best lap at 77.81 m.p.h. availed the latter nothing. Miller brought out the 2.7 Wolseley for the "90 Short" but in spite of lapping at 92.23 m.p.h. a place again escaped him, until the "90 Long," when this car came home third behind Joyce in the very fast 1½-litre A.C. and Cook's 30/98 Vauxhall, the Wolseley lapping at 74.68, 91.5 and 92.23 m.p.h. There was still the "75 Long," in which Miller and Newman kept close company throughout, the latter, giving the single-seater 10 sec. start, being 1.96 m.p.h. slower on the first lap, but 1.53 m.p.h. faster on the next round, so that, while Miller was fractionally quicker on his last lap, Newman won, although the official race-speed was obviously mis-declared. Clement's scratch Bentley brushed between them to take second place, with Miller third.

The Track was then booked for an attempt by the big Wolseley on the class hour record, but it was never achieved, perhaps because the car was called in for being excessively noisy. At the same time Mrs. Knox took out the 200-Mile car and averaged 71.16 m.p.h. for an hour's lappery, an unofficial "record" but good publicity.

At the Armistice charity Brooklands Meeting the Wolseleys were decorated with Flanders poppies but Newman's non-started in the first race and both were off-form in the next, although Newman finished third in the 100-m.p.h. Handicap. That concluded the Wolseley team's first full season, with which Miller and McCormack cannot have been displeased.

In spite of rumours to the contrary, the Wolseleys continued to race in 1923 under the control of Capt. A. G. Miller, who had spent the winter in Monte Carlo, trying his luck at the Casino, calling at Voisin's *en route* to try and fix an agency. Indeed, a second single-seater Ten was built, to the order of Capt. Woolf Barnato, who was later to control the destiny of Bentley Motors and race Bentleys at Le Mans. His car was virtually identical to Miller's, even to the polished aluminium body, and it was now that the name of "Moth" came in useful, the older car being called "Moth I," the new one "Moth II." Both had the original shape radiator cowl, with its small circular air entry. Miller spent much time in his sheds working on them, staying overnight at the "Ship" in Weybridge.

At the B.A.R.C. Easter Meeting Newman took over the big Wolseley in 2-litre form but it soon fizzled out. Barnato then appeared on "Moth II" in the "75 Short" and, lapping at a rousing 84.41 m.p.h., came home second, behind Bertelli's Enfield-Allday. Miller and Newman drove "Moth I" and the 200-Mile car, respectively, from the limit positions in the "90 Short" but fastest laps at 80.72 and 76.97 m.p.h. availed them nothing. The 2-litre car didn't get going in the "90 Long" but the 75-m.p.h. Long Handicap produced a memorable Wolseley race, the two "Moths" starting together and Miller doing his initial lap 1.11 m.p.h. faster than the "customer." Barnato was, however, 2¼ m.p.h. quicker on the next lap and fractionally faster on the third, so that as the two little silver cars ran up the Finishing straight Barnato was about a length ahead as they crossed the line, his average 78.74 m.p.h., a veritable battle of the "Moths." Whether Miller let the "customer" win, or whether the newer car had the true advantage, we shall never know, but it was a great race, Campion's A.B.C., which was third, being passed by both Wolseleys on the last lap. Scarcely anyone can have noticed that Culmer had non-started in the 200-Mile car, entered by Harveyson, in two races. Miller celebrated that evening at the Savoy.

Having begun the season so well, Miller sought for further victories. In a mixed car-and-motorcycle race at a Public Schools M.C.C. Meeting Le Champion, in one of three Wolseleys running, was second to Eyston's Aston-Martin. The next victory came at the J.C.C. Spring races at the Track. After Newman's Ten had taken third

SUCCESSES OF THE MILLER WOLSELEYS IN THE MAIN BROOKLANDS RACES

"Moth I"

1921 B.A.R.C. Easter Meeting
75-m.p.h. Long Handicap (A. G. Miller), 3rd.
1922 B.A.R.C. Autumn Meeting
75-m.p.h. Long Handicap (A. G. Miller), 3rd.
1923 B.A.R.C. Easter Meeting
75-m.p.h. Long Handicap (A. G. Miller), 2nd.
1923 B.A.R.C. Whitsun Meeting
75-m.p.h. Long Handicap (A. G. Miller), 3rd.
1927 Surbiton M.C. Meeting
50-Mile Handicap (D. Froy), 1st, at 82.31 m.p.h.

"Moth II"

1923 B.A.R.C. Easter Meeting
75-m.p.h. Short Handicap (W. Barnato), 2nd.
75-m.p.h. Long Handicap (W. Barnato), 1st, at 78.74 m.p.h.
1923 B.A.R.C. Summer Meeting
75-m.p.h. Long Handicap (W. Barnato), 2nd.
1923 B.A.R.C. August Meeting
75-m.p.h. Short Handicap (W. Barnato), 3rd.
1924 B.A.R.C. Easter Meeting
75-m.p.h. Short Handicap (W. Barnato), 3rd.
75-m.p.h. Long Handicap (W. Barnato), 1st, at 79.25 m.p.h.
1924 B.A.R.C. August Meeting
90-m.p.h. Short Handicap (W. Barnato), 2nd.
75-m.p.h. Long Handicap (W. Barnato), 3rd.
1924 B.A.R.C. Autumn Meeting
90-m.p.h. Short Handicap (W. Barnato), 1st, at 76.5 m.p.h.
90-m.p.h. Long Handicap (W. Barnato), 2nd.
1930 B.A.R.C. August Meeting
Cornwall Junior Short Handicap (A. G. Miller), 1st, at 71.08 m.p.h.

200-Mile Race Car

1922 J.C.C. 200-Mile Race (A. G. Miller), 12th, at 66.2 m.p.h.
1922 B.A.R.C. Autumn Meeting
75-m.p.h. Long Handicap (G. Newman), 1st (see text).
1922 Armistice Brooklands Meeting
100-m.p.h. Handicap (G. Newman), 3rd.
1923 B.A.R.C. August Meeting
75-m.p.h. Short Handicap (G. Newman), 2nd.
1923 J.C.C. 200-Mile Race (G. Newman), 10th, at 76.25 m.p.h.

Wolseley 15 (2.7-litre engine)

1922 B.A.R.C. Autumn Meeting
90-m.p.h. Long Handicap (A. G. Miller), 3rd.
1923 B.A.R.C. Summer Meeting
90-m.p.h. Long Handicap (A. G. Miller), 2nd.

Wolseley 15 (2-litre engine)

1923 B.A.R.C. Whitsun Meeting
90-m.p.h. Short Handicap (G. Newman), 3rd.
90-m.p.h. Long Handicap (G. Newman), 3rd.

N.B.—These cars were built primarily to break records and an account of their achievements in this field is given in the text, together with their not inconsiderable successes at the lesser Brooklands Meetings.

BEST LAP SPEEDS IN B.A.R.C. RACES

1921:	"Moth I" (A. G. Miller)	56.44 m.p.h.
1922:	"Moth I" (A. G. Miller)	81.77 m.p.h.
	200-Mile Race car (G. Newman)	79.43 "
	Fifteen (2.7-litre engine) (A. G. Miller)	92.25 " *
	(* *On two occasions*)	
1923:	"Moth I" (A. G. Miller)	88.15 m.p.h.
	"Moth II" (W. Barnato)	87.22 "
	200-Mile Race car (G. Newman)	82.59 "
	Fifteen (2-litre engine) (G. Newman)	88.87 "
	Fifteen (2.7-litre engine) (A. G. Miller)	91.89 "
1924:	"Moth I" (Norris)	79.05 m.p.h.
	"Moth II" (W. Barnato)	85.72 "
	200-Mile Race car (Randall)	61.13 "
1925:	"Moth" (J. Noel)	68.22 m.p.h.
1926:	"Moth I" (A. G. Miller)	86.92 m.p.h.
1929:	"Moth II" (A. G. Miller)	76.85 m.p.h.
1930:	"Moth II" (C. Paul)	84.27 m.p.h.
1932:	"Moth" (A. Lyon-Clark)	72.39 m.p.h.

place in the " Junior Long " and Miller had been awarded the Sealed Handicap, at 78.06 m.p.h., with Newman second, Miller won the Grand 10-lap Handicap in fine style, at 81.25 m.p.h., from an A.B.C. and Eyston's Aston-Martin, Newman experiencing mis-firing in this race. At this meeting bonus was earned by running on 28×3½ Belgrave Cable Cord tyres.

The Ealing & Dist. M.C.C. races brought further honours. Eyston's 200-Mile Aston-Martin, doing close on 100 m.p.h., outmatched Newman's Wolseley in the 3-lap 1½-litre event, but it was second, well ahead of a Horstman, and then Miller took second place in the unlimited race behind Temple's Horstman, with Newman in the big Wolseley third.

Even better publicity was to accrue from the results of the B.A.R.C. Whitsun Meeting. Barnato's " Moth II " opened with a lap at 83.7 m.p.h. but was unplaced. Newman's 200-Mile car non-started and both " Moths " were unplaced in the " 75 Short " but Newman, driving the 2-litre Wolseley, was third in the " 90 Short," with a best lap at 84.41 m.p.h., which was nearly equalled by Barnato's " Moth II " (83.9 m.p.h.); it retired from the " 90 Long " but the 2-litre car, increasing its lap-speed to 85.87 m.p.h., got Newman a third place, which Miller repeated in the " 75 Long " in " Moth I " with a splendid fastest lap of 87.22 m.p.h., the 2-litre and " Moth II " defaulting.

At the Essex Meeting Miller's Wolseley won the Senior Short Handicap at 75 m.p.h. By the time the B.A.R.C. Summer Meeting came round it might have been expected that the handicappers would have tied up the Wolseley's chances. Perhaps the number entered confused them, however, for although the 75-m.p.h. Short Handicap produced nothing for them, in spite of " Moth I " lapping at 88.15, " Moth II " at 84.84, and the 200-Mile car at 82.58 m.p.h., Barnato was second in the " 75 Long " (best lap=85.57 m.p.h.), although no rival for Marshall's Bugatti. Miller's 2.7 Wolseley III filled the same place in the " 90 Long " (best lap=91.89 m.p.h.) although caught by Fiennes' Bentley. Successes continued to be scored almost to the point of monotony. At the Surbiton M.C. Meeting Miller took one second and three third places in various Wolseleys, apart from winning the 75-m.p.h. Short Handicap at 82.31 m.p.h. De Heaume drove " Moth I " at this meeting and Lucas a standard sports model, which he also ran at Bexhill. The B.A.R.C. August Meeting saw Newman finish second and Barnato third, in the " 75 Short," with less than 2 m.p.h. lap-speed between the 200-Mile car and " Moth II," but Miller used an A.C. to win at an Essex M.C. Meeting.

Finally, so far as 1923 is concerned, H. J. Line was given the task of preparing Newman's two-seater for the 200-Mile Race, his mechanics having been employed on the record bids. The engine out of " Moth I " was apparently used, with a solid head gasket and a longer suction-pipe on the oil pump to obviate starvation when first started-up. More castor action cured the tendency to wander about the Track and Newman trained by running round Hyde Park! The car, now on Englebert tyres, made another steady run, non-stop this time, finishing 10th in its class, last but for the Hillman, although others failed to get home within the time-limit. It averaged 76.25 m.p.h.

Mr. McCormack resigned from the Wolseley Directorship at the end of 1923 and the link between Alastair Miller and Wolseley was severed. During the 1924 racing season, however, Barnato continued to race his " Moth II," taking two second and two third places at the main Brooklands Meetings and winning the 75-m.p.h. Short Handicap at Easter at 79.25 m.p.h. and the " 90 Short " easily at the Autumn races, at 76.5 m.p.h. Pop Cory, the actor, who had had a share in the Viper, ran " Moth I " without success, Norris driving it on one occasion, and Randall entered the 200-Mile car, without gaining a place. Barnato had a number of retirements, the radiator leaking at a J.C.C. Meeting, although he took another second, on a day when Miller took time off from Bianchi preoccupations to drive his old " Moth," which retaliated by shedding a rocker. He drove it at other small meetings at the Track, getting a third in an M.C.C. race, while Cantle appeared with the 200-Mile car in a 50-mile Handicap at an Essex M.C. Meeting, achieving a lap lead before serious misfiring caused it to retire.

By 1925 these cars, the design of which originated *circa* 1919, seemed at last to have ended their long and auspicious racing career, although Miller used " Moth I " for the ambitious Essex M.C. 100-Mile Race, and got as high as second in five laps, before No. 4 plug scooted up, a difficult one to remove, after 26 of the 37 laps. J. Noel entered one, painted black, its engine size declared as 67×90 mm. (1,270 c.c.), for the Whitsun and Summer Brooklands races, when it ran badly. (*Unless it was the 200-Mile car this may have been " Moth I,"* as I believe Miller painted it about this time and displayed the name " Moth " on the radiator cowl in big letters, for the first time.) J. S. Worters and Douglas Hawkes were to have driven Barnato's " Moth II " at the Autumn Meeting, but non-started. Miller made a re-appearance with " Moth I," now with a red stripe along its body and red bonnet, at the 1926 B.A.R.C. Autumn Meeting but although it was going extremely well, he was out-classed. The following year " Moth II " passed into the hands of F. W. M. Matthews and had black wire wheels (perhaps from the 200-Mile car?), this fact even being noted in the race-card. It cost him a three-sov. entry fee but never appeared. Later in the season, however, Dudley Froy drove " Moth I " to a convincing victory in the 50-Mile Handicap at a Surbiton M.C. Meeting, winning by 1½ miles, at 82.31 m.p.h. Even now, the " Moths " refused to lie down and die.

Miller entered one (as the original car) in 1928, still with aluminium body and black wheels, in one race, for K. C. Dodson, who lived in a nice house in Hampstead (today occupied by the attractive and well-mannered young ladies of St. Godric's Secretarial College), but it failed to appear, so was probably too slow to be any use. But in 1929 a rather remarkable thing happened.

It seems that Miller was told that a racing Wolseley had appeared in a showroom in Henley-on-Thames. Hastening there, he apparently found it to be " Moth II," in good fettle. The salesman spun him a tale, perhaps telling him that it had been raced by Segrave or Malcolm Campbell, but Miller was able to date the car as already ancient and obtain it at his price. He had set his heart on winning the Founders' Gold Cup, awarded for the Cornwall Junior Short Handicap at the 1930 B.A.R.C. August Meeting. Dodson and Miller shared the car during 1929 but made no impression. It came out again at the 1930 B.A.R.C. Whitsun Meeting, with a good handicap. Then, at the 1930 August Meeting, entered by Dodson, Miller started 4 sec. after Horsman's Triumph Super Seven single-seater, caught Horsman, lapped at 71.45 and 83.28 m.p.h., and stayed ahead to the end, winning the magnificent cup at a speed of 71.08 m.p.h., pursued by S. C. H. Davis in the experimental blown Riley 9, which, boiling, was 14 sec. behind but just pipped the Triumph to the finish by 1 sec., as Victor Gillow slid along the Railway straight underneath his s.v. Riley, which had burst a tyre—exciting; I was there to see it. *The Autocar* brushed the winning Wolseley off as " a quaint-looking car, rather like a goldfish on wheels," but I am sure that as Miller climbed out of the deep cockpit of the nine-year-old racer, he must have felt very pleased with himself. After all those years its speed had hardly diminished and it had taken the Gold Cup from a field of 13, which included Bouts' 5-litre Sunbeam, Dunfee's Ballot and Waite's works supercharged Austin 7. . . .

" Moth II," still aluminium and black, ran again, driven by Bamber, and at the Autumn Meeting by Cyril Paul, but it was now out-handicapped. It was for sale in Gt. Portland Street in 1931, at £125. That year the axe had fallen on pre-1931 cars at Brooklands, but in 1932 P. C. A. Thompson and A. Lyon-Clark somehow resuscitated one, which they soon painted green and black, and later red. This did nothing to alleviate a long run of trouble, and that was that. . . . But these little Wolseleys hadn't done too badly in their ten seasons of activity.

The effectiveness of the " Moth " engine was perpetuated in the Becke Powerplus, in which the spare engine laid down by Wolseley when their racing project was initiated was installed, *circa* 1928. This car performed creditably at Shelsley Walsh, etc., for many years both before and after the war and is, of course, still in existence, its capacity now reduced to under 1,100 c.c. The two-bearing crankshaft stands up to a boost of some 15 lb./sq. in. and a c.r. in the region of 9.0 to 1, but the original c.i. flywheel disintegrated during the Brighton Speed Trials one year, with unhappy results.

What became of the Miller Wolseleys is a mystery. All vanished without trace. During the war I heard that one of the " Moths " had been owned by a Law graduate at Oxford and was in a shed behind the " Three Tuns " at Henley. No trace of it was found, but it appears to have been converted into a two-seater by flattening and widening the bonnet, and fitting fixed cycle wings, lamps and horn. It had been registered for road use as UD 1570 and this, and its radiator cowl and artillery wheels, suggest that it was " Moth I."

* * *

Although this saga of the racing Wolseleys ends in 1930, the Track performance of the late 6-cylinder 57×83 mm. (1,271 c.c.) Wolseley Hornets, notably as modified by Michael McEvoy, must not be overlooked. Kay Petre, B. H. Wickens and Vic Derrington ran them in 1932, but even the last-named, with a blown car, did not go as fast as the old " Moths." But a team of them, driven by F. S. Hutchens, Wickens and E. J. Erith, won the L.C.C. Relay Race that year, at 77.57 m.p.h.—W. B.

Excelsior. The new push-button seat belt.



"The Government propose to require seat belts to be fitted to cars made in 1965 and 1966".
ROAD SAFETY – A NEW APPROACH
Ministry of Transport White Paper July 1967

- **3-point lap and diagonal design** (fig. 1)
- **Ultra slim push-button buckle**
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Fig. 1. 3-point lap and diagonal


Fig. 2. Positive lock

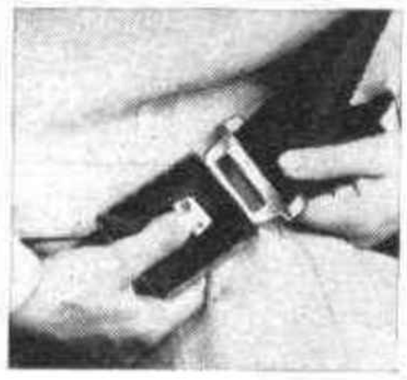

Fig. 3. Instant release


Fig. 4. Tilt-lok adjustment


Fig. 5. Stowage hook

Alan Mann Racing

WHEN Ford (England) go racing this season with competition versions of the new Escort and a Cosworth V8-powered Group 6 coupé, the cars will be run by Alan Mann from his Byfleet factory. Some people will wonder why Team Lotus are not running these aspects of Ford racing, but with the Grand Prix team, Formula two and Group 4 sports-car racing, the Norfolk firm have more than enough to do. The choice of Alan Mann is nothing new, for Mann has been very closely connected with Ford racing since 1963 when Ford (U.S.A.) made their first probes into European motor competition.

In the spring of 1957 I happened to be passing a local military test track when I heard the sound of a racing car and on going in I found Alan Mann motoring round in an H.W.M. single-seater, running-in a new engine. At that time he was a completely unknown enthusiast who wanted to have a go at motor racing, and had bought the old H.W.M. with the hope of getting a drive in some Formula One races. Although he competed in one or two events the project was a failure, principally because the car was already outdated, but also because he found it a difficult beast to drive and continually frightened himself. Unlike some people Mann was sensible enough to realise his limitations and appreciated that he was trying to run before he had learnt to walk, and packed up the Formula One project. He went into the garage business, like so many people, because he liked cars and racing, and concentrated on Club racing with various cars.

By 1962 he was confident enough to tackle something bigger than Club racing and had a go at the 6-hour saloon-car race at Brands Hatch, with a Ford Anglia, and the following year took to saloon-car racing in a serious way with a Ford Cortina, and was soon noticed by the Ford factory competitions department as his Cortina, tuned at his own garage, was as quick, if not quicker than the Dagenham-supported cars. An agreement was soon struck between Alan Mann and Ford (England), and he took charge of the Cortinas when they went to America for saloon-car events. The big Ford (U.S.A.) offensive was under way, and the more successful American tuning shops and Hot Rod boys were being contacted by Detroit and being roped in for various parts of the programme. While looking after the Ford (England) Cortinas in America Mann was approached by John Holman of Holman and Moody, to help modify the Ford Falcons for rally work, for H. and M. knew very little about chassis tuning, being principally engine men. When the Ford (U.S.A.) offensive swept into Europe in 1964 it was natural that Alan Mann should be carried along, and Alan Mann Racing was formed in a factory at Byfleet, near the old Brooklands Track, there to look after the rally and racing programme of the Mustangs and Falcons for 1964, while Ford (England) commissioned him to look after the Cortina saloon-car racing in Europe.

With Ford money behind him he was able to expand in men and materials and offer positions to sound and experienced mechanics and fitters, and the Byfleet-prepared cars gained a good reputation for being well turned out. In 1965 the firm looked after the Cobra racing in Europe, with good results, and continued with the English Ford Cortina racing in Europe. All this activity was for class or category results, rather than overall victories in the big events, so that the results of Alan Mann Racing's efforts never hit the big headlines, but it was good, sound backing for the overall Ford offensive. In 1966 the Byfleet concern were part of the big Ford effort in long-distance racing, running GT40 coupés as part of the Ford (U.S.A.) team, along with Shelby and Holman and Moody, and they were loaned a 7-litre Mk. II Ford for some races. The Ford (England) contract was still in effect, the team running Cortinas in the European Championship and in American racing. Knowing that Ford (U.S.A.) would withdraw from Europe when they had achieved their objectives, Mann undertook various contract work for the Motor Industry, to keep the factory fully occupied. This paid off handsomely, for in 1967 Ford (U.S.A.) concentrated all their efforts on Detroit and ran the Le Mans effort as a 100% American Ford project.

With the Ford (England), Team Lotus and Cosworth Engineering tripartite under way there was no direct Ford support for Alan Mann Racing, but they had plenty of contract work in hand, among the projects being the design and construction of a number of large Edwardian-type touring cars for a film company, and a Group 7 two-seater for Can-Am racing for Holman and Moody. This meant that Alan Mann Racing could keep their factory going, and in order to keep the active racing department going Mann bought a Ford Falcon and entered it for British events with Frank Gardner as driver, and it was one of the highlights of British saloon-car racing. Although fully occupied with running the factory and looking after the financial and organising side of this one-car racing team, Alan Mann found time to have the occasional race in the Falcon himself. Modifying a production saloon for Group 5 racing in which almost anything can be done, appeals to Mann and his team for whereas single-seater racing calls for straightforward basic design knowledge, the modifying of saloons calls for a lot of ingenuity and conniving to get as close to regulations as possible and to alter a production car until it becomes a competitive racing vehicle.

With the English part of the Ford empire keeping the flag flying in European racing in 1968, Alan Mann has been given the task of running the saloon-car and Group 6 efforts for 1968, all the design and building being done at Byfleet. Ford saloon-car racing is directed at Group 5, which allows almost any changes to be made, except that cylinder heads must retain the same number of valves as original. This latest F.I.A. rule has put paid to the use of the 16-valve Cosworth FVA engine for the European Championship events. However, the R.A.C. have allowed its use in British events so there will be two teams of Escorts at Byfleet. Those to be raced in British events will be powered by the Formula Two Cosworth FVA engine and those for European events will have Vegantuned Lotus-Ford "twin-cam" units installed. The Ford Escort body-shells are very modified underneath, to take coil springs and radius arms at the rear, and as with all Group 5 saloon cars the Escorts will only look like Escorts, they will go like small projectiles and in reality be "Ford Specials by Alan Mann Racing." With the factory cars to prepare and run the well-known red and gold Falcon has been pensioned off. The new long-distance Ford 3-litre coupé is due to be shown publicly in the near future and already the Brands Hatch circuit news-room has said that at least one will be entered for the B.O.A.C. 500 on April 7th.

Alan Mann has come a long way since I met him in 1957 and since the Ford onslaught in all types of competition he has built up a sound development firm and a racing team noted for its attention to detail and ability to sort out knotty problems. This little firm in Byfleet, Surrey, should be well in the news this coming season.—D. S. J.



The Ford Falcon that Alan Mann Racing campaigned all last season. In this car Frank Gardner drove to numerous first places.

SPRITE SEQUEL

Early in the New Year the Austin-Healey Sprite Mk. IV sports car came back to us for a final fuel check. During a week-end journey consisting largely of a fast run up and down the M1 motorway it gave the excellent consumption of 35.3 m.p.g. of premium petrol and proved great fun, both on the wide open but Castle-restricted spaces and in London traffic.

THE DAYTONA 24-HOURS

A dull start to the season

DAYTONA, FLA., *February 3rd-4th*

WHEN the F.I.A. changed the regulations in the middle of last year governing sports prototype racing, it didn't give a fair chance to the two long-distance races early in the year at Daytona and Sebring to obtain a very good entry. So, as was expected, the 24-hours of Daytona was only a shadow of the battle between Ferrari, Ford and Chaparral that took place during the 1967 race.

With the demise of the giants the Porsche team were prepared for an outright win to start the season. A new 907 prototype arrived in December and did a series of tests, only to finish in pieces when Neerpasch crashed in a spectacular way, but without much personal injury. This car, and three others completed since, were to be driven by Siffert, Herrmann, Elford, Neerpasch, Mitter, Stommelen, Buzzetta and Schlesser. The new 907, as the car is called, is long, like last year's Le Mans cars. The engines are flat-eight 2.2-litres, giving 270 b.h.p. The engine is a development of the ones used in hill-climbs and annually at the Targa Florio. The Bosch fuel-injection inlets have been moved to the very lip of the downdraught air intakes from the original position of right into the manifold. The oil radiator has been moved further forward until it is now right in the point of the wide nose, the hot air ducting out over the nose. The cars weighed 1,353 lb., which is lighter than the 2-litre flat-six, one of which was entered by Steinemann/Spoerry.

Another factory team, although doubtful as outright winners, were the Alfa Romeo T33s. The two-litre V8s had been drastically face-lifted, using the same "H" layout large-tube frame that had been fitted with a completely new body. The oil and water radiators had been moved from the front and were now placed either side in front of the rear wheels in a similar manner to that of the Chaparral. More power had been obtained from the engine, which was giving 260 b.h.p. at 9,200 r.p.m. Ing. Chiti fixed a race rev. limit at 8,300 r.p.m., which he hoped would give him some finishers from his drivers, Andretti, Bianchi, Schutz, Vaccarella, Zeccoli, Cavoni and Galli.

An F.I.A. change in regulations last December, now makes it possible for turbine cars with the right size air intake to compete for points on equal standing with ordinary piston-engined cars. This enabled the Howmet turbine, using an 11.6 sq. in. intake to an experimental Continental TS325-1 free turbine engine, to compete as a prototype and not as the original entry, experimental demonstration. The inlet gave the McKee-designed car just under the 3-litre limit. The power equivalent was 330 b.h.p. at a shaft speed of 6,700 r.p.m., which was stepped down from the power turbine speed of 44,000 r.p.m. via gears. The free-running two-stage axial flow, gas generator turbine ran at 57,000 revs. To stop this compressor turbine slowing with the power turbine as the car braked for corners, a waste gate, which let the gases run free while the car was braking and the foot was off the throttle, was fitted. When full throttle was given coming out of a corner, the response to the wheels was almost instantaneous as only a few thousand revs. were lost instead of tens of thousands. The two drivers, Thompson and Lowther, are both competent drivers in conventional cars, but neither seemed to make as much use of the car as was potentially possible.

Before the new 3-litre prototypes with Ford, B.R.M., Matra, Porsche, Alfa and, perhaps, Ferrari engines are ready, there was always a possibility that a Group 4 sports car could beat all the prototypes available early in the season, and two such cars were entered by J.W. Automotive Engineering. One of these was a brand new Ford GT40 for Ickx and Redman and the other was a Mirage brought back to GT40 specifications for Hawkins and Hobbs. Other entries of interest were two cars from N.A.R.T., a Ferrari Dino for Rodriguez/Kolb and a 275LM for Gregory/Piper. Both of these cars were fast but both were also well raced and as such were unlikely to finish. World Champion motorcyclist Mike Hailwood was teamed with Nelson in the latter's Ford GT40 which recently did so well in South Africa.

In the GT class a group of Corvettes were by far the fastest, but these American cars are much more suitable for one-hour sprints than 24-hour grinds. The TransAm classes over and under 2-litre were a race within a race for the prize money for the winner of this class was as much as that for the outright winner. The battle in the big class was between the two Shelby Mustangs of Bucknum/Titus and Moffat/Follmer and the Camaros, the two most potent being entered by Roger Penske for Donohue/Johnson and Smokey Yunick for McLaren/Hall. The latter car had been so bent away from what the regulations allowed that there was not enough time, nor the inclination, to change the car back to the rules governing TransAm racing. The rest of the field was made up of a cluster of Porsche 911s, Alfa Romeo GTAs, Lancia Fulvias, Triumph Spitfires and TR4s, and, last, an aging Morgan Plus Four, which was to be driven single-handed, the driver taking an hour's rest in the pits after every four-hour spell to comply with the regulations.

Practice took place on Wednesday and Thursday, with qualifying on Friday. The prophets were correct, and it was the ex-Mirage team which made the best times with Ickx's 1 min. 54.91 sec. (192.106 k.p.h.) being faster than Gurney's practice time last year in a works Mk. 2 Ford. The next four cars were the whole 907 Porsche team followed by the Turbine, which had a sticking throttle some of the time. Thompson must have the dubious "first" of blowing up a turbine engine. In practice on the first day a bearing began to break up, causing the compressor shaft to slow; this in turn fed in more fuel, which resulted in a loud blow-back. Fortunately there were two cars and, by cannabalising them, a complete runner was prepared.

The Alfa Romeo T33s came next, interspersed with the two N.A.R.T. Ferraris, then over the next full minute the "also-rans," finishing up with the Morgan at 3 min. 0.01 sec., a speed which meant being lapped every second lap it completed. So to race day, and again the crowd was quite small, as two high-schools bands played alternately as the cars were wheeled into two-by-two grid order. The weather was good, warm and clear, with a light breeze. At 2.50 p.m. the engines were started and the cars went off on their 1½-pace laps. (The flag drops on the back straight before the fastest banking.)

FASTEST PRACTICE TIMES

1st	J. Ickx/B. Redman (Ford GT40)	1 min. 54.91 sec.
2nd	P. Hawkins/D. Hobbs (Ford GT40)	1 min. 57.00 sec.
3rd	R. Stommelen/G. Mitter (Porsche 907)	1 min. 57.31 sec.
4th	J. Siffert/H. Herrmann (Porsche 907)	1 min. 57.60 sec.
5th	V. Elford/J. Neerpasch (Porsche 907)	1 min. 58.15 sec.
6th	J. Buzzetta/J. Schlesser (Porsche 907)	2 min. 00.14 sec.
7th	D. Thompson/E. Lowther (Howmet Turbine)	2 min. 01.19 sec.
8th	M. Gregory/D. Piper (Ferrari 275LM)	2 min. 01.96 sec.
9th	U. Schutz/N. Vaccarella (Alfa Romeo T33)	2 min. 02.21 sec.
10th	C. Kolb/P. Rodriguez (Ferrari Dino)	2 min. 02.29 sec.
11th	M. Andretti/L. Bianchi (Alfa Romeo T33)	2 min. 02.37 sec.
12th	R. Steinemann/D. Spoerry (Porsche 907LM)	2 min. 02.59 sec.

When it fell the GT40s pulled away slightly from the Porsches but the leaders kept their formation. For a full minute the cars streamed by the pits completing the first half-lap. Some of the tailenders had not been able to keep up with the pace car. On the third lap the first misfortune struck the GT40s: Hawkins went to the pits with misfiring and before the loose plug lead was replaced he had lost just one lap. This is not much out of 600 plus and at the end of the first hour the two cars, still together, were first and sixth, with the four 907 Porsches between them. An early retirement was the Howmet Turbine which ran into the wall where the road part of the circuit meets the banking. This was a disappointment and didn't show the car's potential to its best, for though a sticking throttle was the reason given for retirement it was seldom on the same line in the corners.

Just as darkness fell the leading GT40 failed to complete the lap and Redman walked back to the pits to report a gearbox failure. The Hobbs/Hawkins GT40 took up the lead at this point and began to pull out a good lead. Several of the cars on wide tyres were coming in with punctures caused by sharp sea shells which were thrown on to the road from the hard, sandy, verges. In all, over 50 flat tyres were changed in the pits. It was a slow puncture which caused the only serious accident. A Mustang dropped a swathe of oil when its engine broke on the shallow banking opposite the pits. Mitter arrived at the braking point halfway round the banking and started to lose control due to a soft tyre. Touching the oil completed the lack of control and the 907 Porsche tore on to the grass in front of the pits. The tubeless tyre was torn off and when the wheel dug in, the car rolled and continued towards the corner on its roof. As it regained the circuit clouds of sparks and burning magnesium marked its progress. Gregory, in the 275LM Ferrari, seeing the fireworks, braked extra

hard right on the oil. As he spun he hit the 2-litre Porsche driven by Spoerry, which shot the Ferrari high into the air at 160 m.p.h. and it bounced and rolled along the track. Elford was driving the next car to arrive and as he braked and tried to get above Spoerry's spinning car he was lucky to keep off the oil. At the last moment, as Spoerry hit the wall and stopped, Elford cut down and missed all the wreckage. By now, the yellow lights were on and everyone was on the lookout for trouble. Each of the three drivers stepped from their wrecked cars uninjured and seemed less shocked than the pit staff who saw the whole thing.

The GT40 held its lead until midnight, when a long pit-stop to remove brake backing plates which had burred after being worn down to the metal, dropped it to third place. In the early morning, Hobbs/Hawkins began to pull back the lost laps but all in vain, for at just after 6 a.m. when the car was refuelled a puddle of fuel was found on the road as it pulled out. Team manager David Yorke signalled the car in and it was retired with a split fuel tank. This left the three remaining works Porsches in an unassailable position. At dawn, Elford was lying third and would have remained there but for long pit stops by the two leading cars, for a broken throttle link and a burnt-out dynamo. However, to make the winning car carry the full team, von Hanstein had all five drivers out in the closing laps, the exception being Mitter who had been slightly shaken by his overnight experience. This made a slight nonsense as Herrmann and Siffert both won and came second.

Another nonsense was the formation driving during the last half-hour when the Porsches lined up abreast with the fourth car, the TransAm Shelby Mustang just behind. The Alfas, which came fifth, sixth and seventh, lined up with the two GTAs just behind and cruised slowly round, a dull finish to an uninspiring race. What a difference to last year's exciting event!

Among the 30 finishers there were eight 911 Porsches, one of which was the winner of the under-2-litre TransAm class. Penske's Camaro had both cylinder heads changed, which put it well out of the running; although 64 laps behind the Mustang it was still second in class. One of the Corvette teams changed five axles during the race, which should give someone at the General Motors Technical Centre food for thought.

It is doubtful whether there will be any new entries before Sebring on March 23rd, so this class of racing won't get really worked up until later in the season, perhaps starting with the B.O.A.C. 500 at Brands Hatch in April.—M. J. T.

POSITIONS AT :

SIX HOURS :

1st	Hawkins/Hobbs (Ford GT40)	173 laps
2nd	Siffert/Herrmann (Porsche 907)	172 ,,
3rd	Schlesser/Buzzetta (Porsche 907)	171 ,,
4th	Elford/Neerpasch (Porsche 907)	171 ,,
5th	Andretti/Bianchi (Alfa Romeo T33)	159 ,,
6th	Donohue/Johnson (Chevrolet Camaro)	159 ,,
7th	Titus/Bucknum (Ford Mustang)	157 ,,
8th	Vaccarella/Schutz (Alfa Romeo T33)	150 ,,
9th	Casoni/Biscaldi (Alfa Romeo T33)	150 ,,
10th	Ortega/Merello (Ferrari 275LM)	132 ,,

12 HOURS :

1st	Siffert/Herrmann (Porsche 907)	345 laps
2nd	Hawkins/Hobbs (Ford GT40)	342 ,,
3rd	Schlesser/Buzzetta (Alfa Romeo T33)	341 ,,
4th	Elford/Neerpasch (Porsche 907)	339 ,,
5th	Vaccarella/Schutz (Alfa Romeo T33)	321 ,,
6th	Titus/Bucknum (Ford Mustang)	317 ,,
7th	Donohue/Johnson (Chevrolet Camaro)	315 ,,
8th	Andretti/Bianchi (Alfa Romeo T33)	311 ,,
9th	Revson/Yenko (Corvette roadster)	305 ,,
10th	Biscaldi/Casoni (Alfa Romeo T33)	304 ,,

18 HOURS :

1st	Siffert/Herrmann (Porsche 907)	515 laps
2nd	Elford/Neerpasch (Porsche 907)	509 ,,
3rd	Schlesser/Buzzetta (Porsche 907)	498 ,,
4th	Titus/Bucknum (Ford Mustang)	474 ,,
5th	Andretti/Bianchi (Alfa Romeo T33)	471 ,,
6th	Vaccarella/Schutz (Alfa Romeo T33)	470 ,,
7th	Biscaldi/Casoni (Alfa Romeo T33)	470 ,,
8th	Ortega-Merello (Ferrari 275LM)	452 ,,
9th	Gregg/Axelsson (Porsche 911)	450 ,,
10th	Grant/Morgan (Corvette coupé)	440 ,,

RESULTS — 24-HOURS OF DAYTONA

1st : V. E. Elford/J. Neerpasch/J. Siffert/R. Stommelen/H. Herrmann (Porsche 907) 673 laps, 4,126.607 kilometres (170.702 k.p.h.)

2nd	J. Siffert/H. Herrmann (Porsche 907)	668 laps
3rd	J. Buzzetta/J. Schlesser (Porsche 907)	659 ,,
4th	J. Titus/R. Bucknum (Ford Mustang)	629 ,,
5th	U. Schutz/N. Vaccarella (Alfa Romeo T33)	617 ,,
6th	M. Andretti/L. Bianchi (Alfa Romeo T33)	609 ,,
7th	G. Biscaldi/M. Casoni (Alfa Romeo T33)	594 ,,
8th	J. Gunn/G. Ortega/F. Merello (Ferrari 275LM)	592 ,,
9th	P. Gregg/S. Axelsson (Porsche 911)	580 ,,
10th	J. Grant/D. Morgan (Corvette)	580 ,,

PHOTOGRAPHY

I GREW up with the simple child-like faith in the saying that " the camera cannot lie." Life was straightforward and pleasant until one day in the mid-Thirties I opened my favourite monthly motor paper and saw a photograph of C. E. C. Martin in a 3.3-litre Type 59 Bugatti which appeared to have left-hand steering. By this time I had learnt that all Bugattis of the offset-driving position Grand Prix type had right-hand steering, so I was puzzled. The racing number on the car was 1 and the truth soon dawned on me that someone had printed the negative back-to-front and because of the number had not realised what they had done. The culprit obviously knew very little about Bugattis or he'd have spotted the left-hand steering position.

Not long after this my faith was shaken once more when a well known fuel company carried an advertisement in the National papers, depicting a Talbot-Darracq sports car at Donington Park. This also had left-hand steering when we all knew that the 4-litre Darracq had right-hand steering. In addition the photograph was taken on the hump of the bend at Donington called Hairpin, which was a swooping right-hander, yet the advertisement showed it to be a swooping left-hander. My first thoughts were that the negative had been printed back-to-front, like the Bugatti, but the racing number was 10 and that was clear enough, or so it seemed. Eventually I came across the identical photograph printed the right way round and comparison showed that some clever artist had " touched-up " and faked the number 10. From then on I was convinced that though " the camera cannot lie " the people who operate and manipulate cameras were well capable of lying and frequently did so to cover up mistakes or poor photography.

When my favourite monthly motor magazine started using colour photographs on the cover I was very sceptical (and still am) and on one cover there was a photograph of the start of a Grand Prix, with numerous blue cars in the picture. I queried this sarcastically, saying that I thought Lago-Talbots and Gordinis had long since given up racing. I was given a very convincing (!) explanation about how the blue of the sky reflected on the green cars, changing the colour, and the camera had recorded this accurately. The fact that I *thought* I saw green cars when watching the start was purely a question of conditioned reflexes!

A short time ago Daimler-Benz sent a 300SLR Mercedes-Benz sports car to Silverstone for Stirling Moss to drive in a parade, to commemorate his classic Mille Miglia victory. I was able to accompany him, as I had done in 1955, and many photographs were taken. The 300SLR we used was not the actual Mille Miglia car, but was virtually identical and like all these sports/racing cars had left-hand steering. In other words, I sat on Stirling's right, as in the race. A friend sent me a German magazine, some while later, with a photograph of the occasion in it, and I was sitting on Stirling's left. It all looked perfectly genuine, but was back-to-front. And so it goes on. Like good scientific inventions the faults lie in those who make use of them. Nuclear fission was a brilliant scientific step forward in research; the fact that the results were abused and turned into weapons of war was no fault of the scientific research workers. Last month we started colour photography in our centre spread photographic feature. The fact that Graham Hill was depicted wearing a green crash-hat was not the fault of the basic principles of colour photography but of the manipulators; the " colour-etcher " in his enthusiasm to help made a nonsense, forgetting that Hill wears a dark blue helmet with vertical white stripes.

The camera cannot lie, but the operators and manipulators can, and often do.—D.S.J.

[I couldn't agree more. I remember one very well-known motoring writer who, wanting to illustrate Nuvolari's Alfa Romeo trouncing the German cars in the 1935 German G.P., used a picture of this great driver in a *monoposto* Alfa Romeo, only it wasn't going round the Nurburgring but was taking part in a French G.P. on the Montlhéry road circuit. Never mind, they could fake the racing number! They did this both in a magazine and in a book. But the background to the corner gives it away . . .

So far as Graham Hill's green crash-hat in our first venture into a regular colour-section is concerned, apparently I must take all the blame, for I am told an editor is responsible for every error, including libel actions he doesn't start, printing errors he didn't print, and pictures he doesn't see. But, although I am partially colour-blind even I know that Hill wears a dark blue helmet with white stripes.—W.B.]

You twister

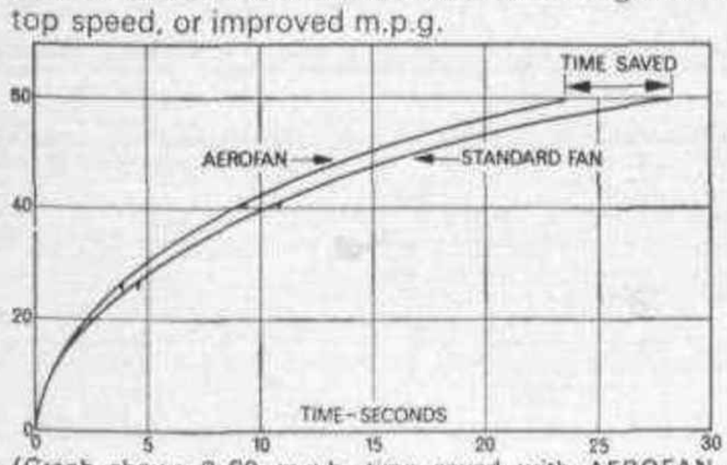


Adding an extra
5 m.p.h. on my top speed.
Shooting me away
at the lights.
Squeezing an extra
4 m.p.g. out of me.
I used to be a big noise
till I fixed you.
You're so quiet and simple,
you can't go wrong.

Aerofan is the result of a £100,000 four year design and research project by International aeronautical experts into the problems of power-loss caused by engine cooling fans.

The conventional radiator fan absorbs up to 10% of the maximum engine horse power. By fitting **Aerofan** this loss can be cut to as little as 1%.

Saving of this needless waste of power provides a reserve for increased acceleration and greater top speed, or improved m.p.g.



(Graph shows 0-60 m.p.h. time saved with AEROFAN during a controlled test).

Aerofan has spring loaded blades which automatically move from a coarse pitch through to a fine pitch as engine speed increases. This reduces the fan's resistance to the air, cuts drain on engine power and allows maximum engine efficiency.

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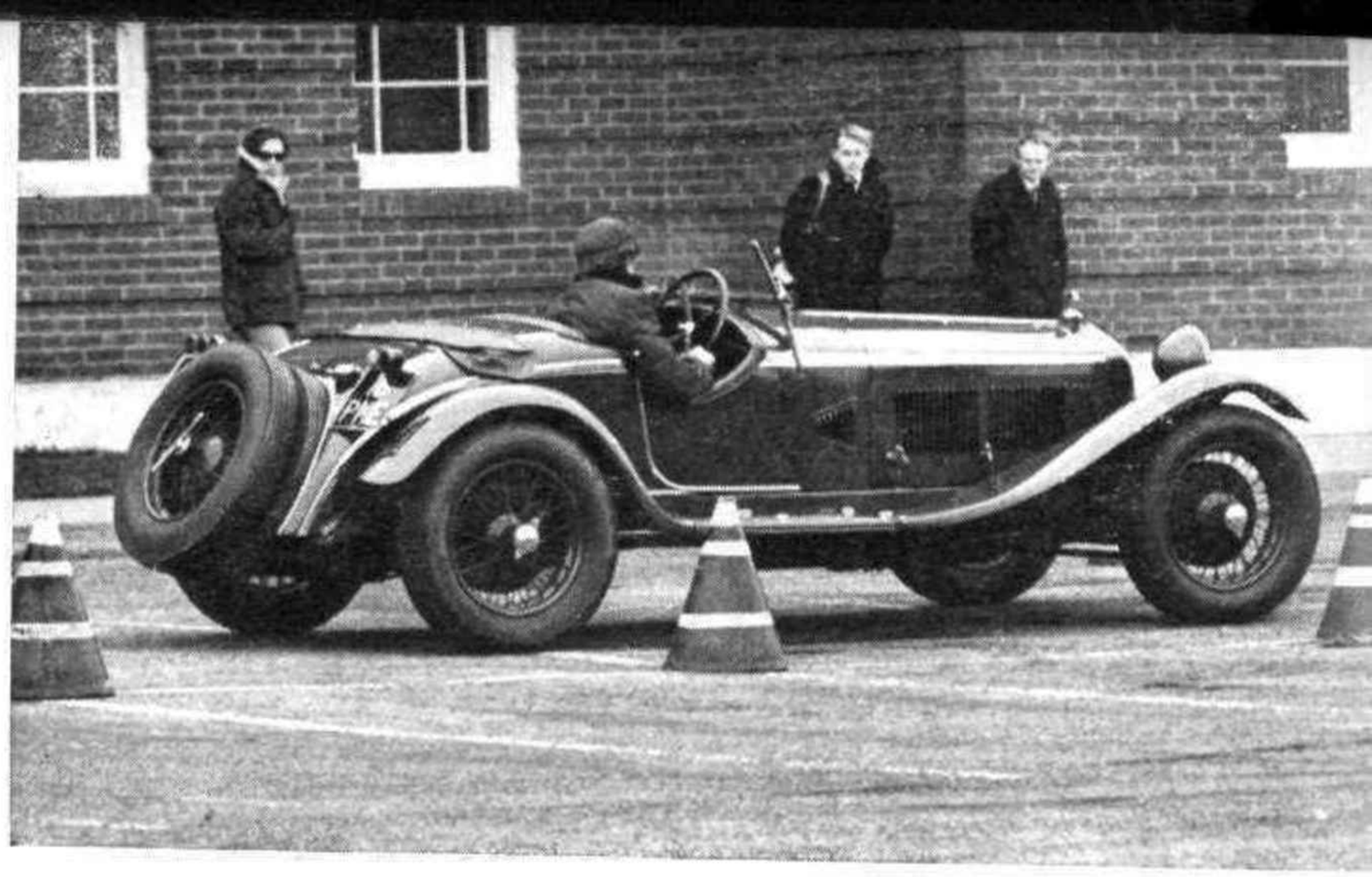
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VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



DRIVING SKILL.—The Pilkington blown 1,750 c.c. Alfa Romeo taking part in the V.S.C.C. Shrivenham Driving Tests last month. It won a 1st Class Award in the category for standard sports cars.

V.S.C.C. DRIVING TESTS, SHRIVENHAM (Feb. 4th)

THE VINTAGE SPORTS CAR CLUB season opened with this event, on the day following the traditional Marshals' Dinner in London, the venue used last year being substituted for Charterhouse School on account of the foot and mouth epidemic. An entry of 71 pre-1940 cars was obtained and it wasn't the Club's fault that a bitter wind produced intense cold and made conditions thoroughly miserable. There were four classes, to cater for different types of vintage and p.v.t. cars, and act as an equaliser. The Modified Sports Car Class attracted 17 entries, the Touring Car Class 16, which included such sporting (we would have thought) motor cars as Goodman's Amilcar Italiana and Conway's 16-valve boat-tailed Bugatti, while there were 38 Standard Sports Car entries. Naturally, there were some non-starters, like Hill, whose O.M. had flung a rod through both sides of its crankcase on the way from Wolverhampton to London the previous day (and *not* on a Motorway), Dods' 1936 A.C. the oil-pressure of which was getting too low for it to continue, and Eyre's Lea-Francis, which said it didn't want to risk bringing F. and M. germs with it.

Looking round the assembled cars in the biting wind the mind was numbed but contrived to register that Angela Cherrett had brought her very nice 1933 2.3 Alfa Romeo with somewhat later Figoni two-seater body, with helmet wings, the spare wheel being partially recessed into the o/s front wing, that St. John's Type 55 Bugatti two-seater, another Figoni-bodied car, was very smart, had Bosch headlamps and was shod, perhaps not surprisingly, with Dunlop Racing tyres, and that Van Essen's open Railton straight-eight had the Power Dome s.v. head and single dual-choke Carter downdraught carburetter. Marsh's Ulster Austin 7 had a non-original belt-driven Ventor supercharger on the n/s and 4.75 × 16 Dunlop Universal rear boots, and Peter Moores' smart Ulster Austin was also blown in non-standard style, with a big S.U. carburetter protruding from its bonnet, and hydraulic brakes.

Ely was using his Riley Ulster Imp this time, and Riley and Austin cars were very well represented, the deceptively loose surface of the Shrivenham Parade Ground favouring Chummy Austins. The car park for spectators also revealed a few items of interest, such as a *modern* Alfa Romeo needing a push-start, Tony Mitchell and an enormous dog departing in a most unusual Rolls-Royce Twenty sedan with interesting mudguards not, we think, made in Derby, and a rare S.S. tourer with bonnet straps. Brian Morgan had brought Tom Rolt in his Lamborghini P400, with which he is extremely pleased. We found the glass-windowed body of the 1930 Sunbeam Sixteen a blessing under the prevailing circumstances, even if one does not have much privacy when lunching.

There were six tests, the Zig-Zag, Garaging and a Back-Out (watch those ancient back axles!) before lunch and three more afterwards, a Figure of Eight, and two more parking frolics, for those who could be persuaded to leave the warmth of the Shrivenham pubs and return to business. Not all could, the Conways, for example, leaving early. We did likewise, making the excuse that we wanted to enjoy the run home through the interesting Lambourn valley, where the Danes repelled those invaders, to the "Home of the V.S.C.C." and beyond, in daylight. But it *was* bitterly cold!

However, we had watched the driving in the Zig-Zag test. Tooth's 1933 Riley was fast, Mrs. Cardy very neat in her Austin Chummy which left an oil-haze in its wake, Day's 4¼-litre Bentley was a bit tail-slidy, and the only Edwardian entered, Collings' splendid Brixia-Zust, thundered round with an occasional deep-throated pop-back, by no means disgracing itself. In contrast, Collins' well-known Star was dignified and sedate. Even more sedate was Condon's Anzani-A.C., on its b.e. tyres.

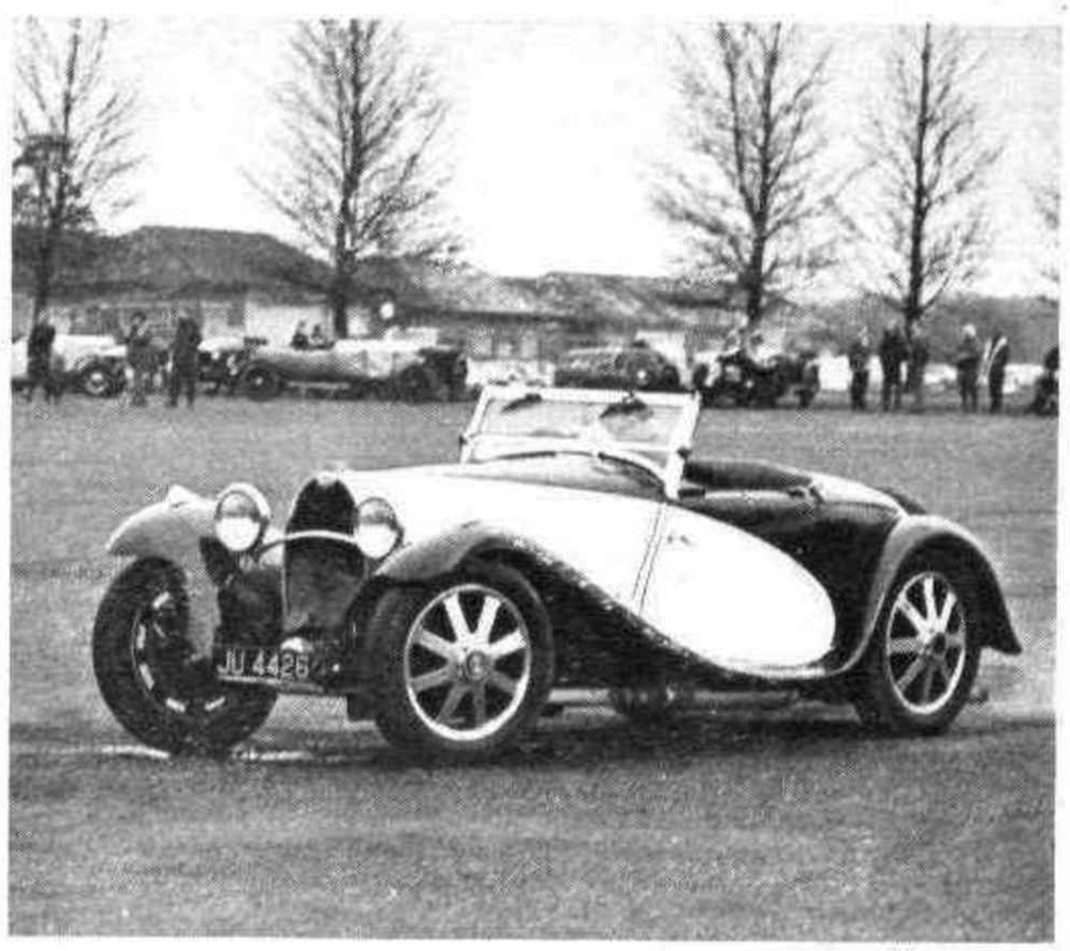
Mrs. Cattermill was inclined to be untidy, in her beetle-back Alvis Silver Eagle, Goodman's smart Amilcar was fast, tail-sliding to the stop-line, Harper drove bravely, correcting deviations in his Chummy Austin, which had ridiculously small-diameter back wheels, King sensibly kept the hood up on his 1929 Chummy Austin, Lock's similar car had the hood down and was driven raggedly, and Marsh's Ulster Austin Special lurched to rest after quick zig-zagging. Macmillan made his usual determined run in the Rolls-Royce, which rolled like a drunken dowager, Richmond's Trojan gave the best tail-slide yet in ceasing forward motion, Vallance put up the neatest Chummy Austin run, rolling to the stop-line, but Cox's Riley, half its cooler blanked off (I'm not surprised !) tended to untidiness. Young Conway was neat and fast in the multi-valved Bugatti, an erect hood and side curtains did not detract from the fire of I'Anson's handling of his 9/20 Humber, and Pilkington was fast, too, in the blown 1750 Alfa Romeo, which, like Dodds' Mk. III Riley fabric tourer, had its radiator blanked off in deference to the winter wind.

Hannis presented a somewhat scruffy Riley Lynx, Arnold-Forster didn't *look* all that fast in his understeering Frazer Nash, whereas Bell did, in his duck's-back Alvis, which also understeers. Bowman created the first real diversion, when he understeered into the l.h. finish-pylon, knocking it down and having to reverse so as to stop on the line. Buckle used fistfuls of steering wheel to master his Lancia Lambda, which locked its back wheels at the finish, Conway's Type 43 Bugatti made lovely blipping noises but he seemed cautious, Firmin's Meadows H.R.G. was extremely rapid but braked a trifle early, Fletcher put up a very good run in his Alvis 1926 TE tourer, but perhaps Giles was the best of them all, a rug covering the radiator of his Frazer Nash. He stalled at the line, but by then the test was over. Griffin worked hard on a fast run in his M-type M.G. Midget which has a petrol tank instead of a pointed tail and very squeaky anchorage, Grist drove neatly his big 4-litre Delage but its brakes belied their promising appearance, because he overshot the finish and was obliged to reverse.

Harris (Frazer Nash) didn't seem as fast as he usually is, Hutton provided light relief by appearing in a sort of fabric look-out tower built on to a 4½-litre Invicta chassis, and Maskell was truly deceived by the loose Shrivenham surface, spinning his 1939 328 B.M.W. as he opened up too quickly out of the last "zag." St. John also accelerated between the swerves but his Bugatti remained in control, May was neat in the Anzani Frazer Nash, Sismey's driving was matched to the racing appearance of his big Alvis, Jones, who was seen adjusting the front brakes of the 30/98 Vauxhall on arrival, only just managed to turn into the stopping area, Swann's Invicta was neat, the Railton very neat, stopping with quite a tail-slide, Weatheritt's nice 3-litre Bentley, the top panel of its screen open (which you cannot do in any



NICELY-ORIGINAL.—E. G. R. Cox's 1928 fabric-bodied Riley Nine tourer, likewise trying its prowess on the Shrivenham Parade Ground.



FIGONI-BODIED.—G. S. St. John's very smart Type 55 Bugatti in action at the V.S.C.C. Shrivenham driving tests.

of the 1968 cars !) was quickly through, and Winder's Ulster Austin was really racing.—W. B.

Results :

Modified Sports Cars : *First Class Award :* K. M. Hill (1930 Alvis). *Second Class Awards :* E. R. Fuller (1937 Bentley), T. Ely (1934 Riley), P. G. Cole (1935 Bentley) and N. J. Teeth (1933 Riley).
Touring Cars : *First Class Awards :* Mrs. G. C. Cardy (1925 Austin) and C. P. Marsh (1929 Austin). *Second Class Award :* S. D. Harper (1928 Austin). *Third Class Awards :* I. Lock (1929 Austin) and D. Macmillan (1928 Rolls-Royce).
Standard Sports Cars : *First Class Awards :* R. A. Pilkington (1931 Alfa Romeo), H. G. Conway (1928 Bugatti), B. Sismey (1934 Alvis) and R. F. Griffin (1930 M.G.). *Second Class Awards :* P. J. E. Binns (1927 O.M.) and A. D. Jones (1923 Vauxhall). *Third Class Awards :* F. Giles (1931 Frazer Nash) and W. S. May (1926 Frazer Nash).

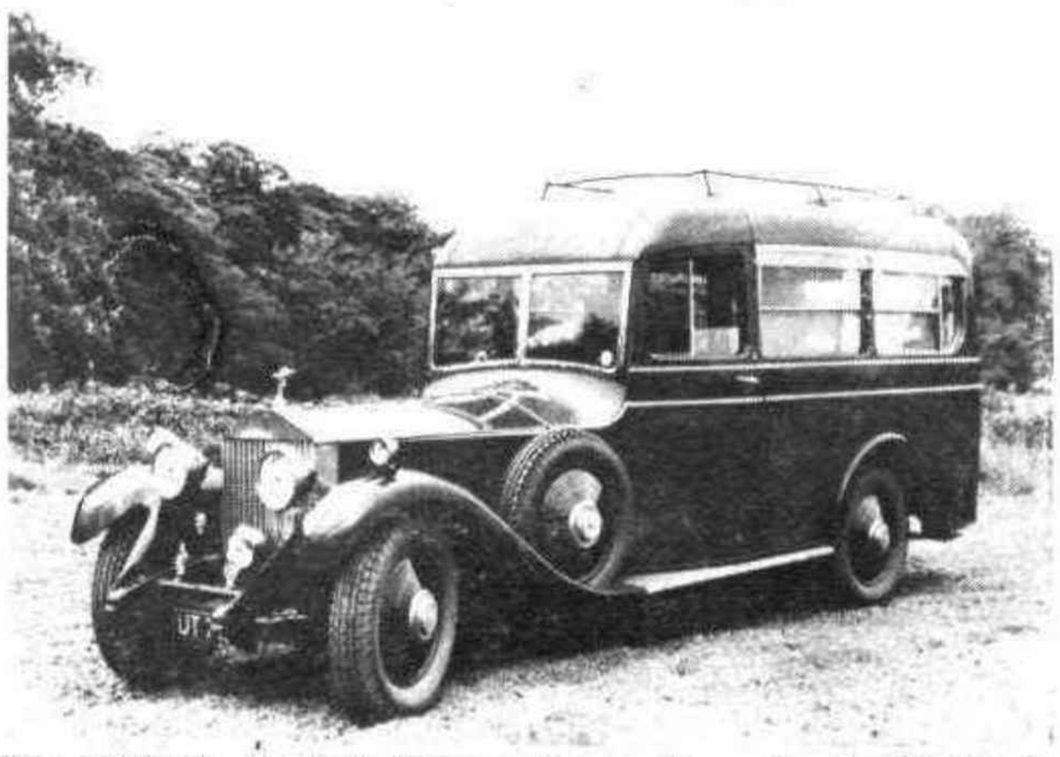
V.E.V. Miscellany.—Two dates for the diary—The Singer O.C. has its National Singer Day at Rootes' works at Ryton-on-Dunsmore outside Coventry on July 16th and the Daimler & Lanchester O.C. has its National Rally at Beaulieu on May 12th. Due to unforeseen circumstances, the Morgan 3-Wheeler Club did not issue its usual printed monthly magazine at the end of last year but the duplicated circular which replaced it referred to engagements, marriages and births amongst the membership. Could this be a consequence of the tight fit of a Morgan cockpit ? The Delage Section of the V.S.C.C. has introduced a duplicated *Delage Journal*, the first issue of which appeared last autumn.

The very ambitious four-day London-Edinburgh Run of the Veteran Car Club will take place from May 16th-22nd and promises extraordinary excitement. Amongst the "Autobook Workshop Manuals" published by Autobooks of Brighton is one on the De Dion Bouton, covering models D of 1899 to models AU to AZ of 1907 and selling for 40s. Last year a Welsh newspaper published an item which reminded us that Mrs. Beatrice Phillips, who lives in Penarth and still has a driving licence, was one of the first three women in Wales to drive a car, using a single-cylinder Alldays & Onions in 1903.

John Oldham, author of "The Hyphen in Rolls-Royce," who is Chairman of the Jersey Old Car Club and owns four Rolls-Royce cars, is having a special five-seater Victoria coupé body built on his 1930 Phantom II chassis, by Wilkinson, Oldham driving the chassis up to Derby for this purpose last December. This car has an interesting history, being owned originally by Sir Julian Cahn, who had an Arthur Mulliner limousine body made for it. It passed later into the hands of Mrs. Bower Ismay, who used it in Africa in 1933. When it returned to this country it was endowed with an 18-seater Grose 'bus body and employed as the estate car at Heselbech Hall, Northamptonshire, where it remained throughout the war, and was left to Mrs. Ismay's chauffeur, together with five other cars, when she died, aged 91, five years ago. Oldham acquired the car, had the interior converted into a four-berth luxury caravan, and has used it to tour Scotland and Ireland. It cruised at up to 65 m.p.h. and gave 12 to 14 m.p.g. Incidentally, this body is for sale and would fit any long-wheelbase Phantom Rolls-Royce.

Some pre-war Austins, possibly Twenties, are in use as hire cars in Wales, where a large ironfounders keeps a Burford truck as a works hack, operating on private roads, and an A.J.S. saloon is reported standing derelict on a small-holding.

A 1937 6-cylinder Lanchester saloon lies derelict in Dunbartonshire and could be useful for spares. A single-cylinder Sizaire-Naudin, with spare engine, has left England for Malaya. Among the old vehicles reported in Madeira are two Willys fire-engines still in use, and several Nash sedans used as taxis, while a Boyd-Carpenter Austin 7 exists in the Azores. This year's Shuttleworth Trust Open Days are on March 31st, April 28th, June 30th, July 28th, August 25th, and September 29th; in addition, flying will take place on June 15th and July 13th. Admission to these old aeroplane displays is 5s. per adult, or 4s. on the last two dates, children half-price, car-park free. They hope soon to acquire a 1909 20 h.p. 3-cylinder Buchet aero-engine which stood for years as an ornament on an occasional table. An invoice on the wall of Mr. K. K. Gibbs' office, at the James Walker "Lion" gasket manufacturers' premises, refers to a Spyker delivered to the founder of the Company in 1906; it cost £485, but a 12½% discount was obtained. Renault announce April 21st, at Mallory Park, as the date of this year's Rallye Renault, which features all ages of Renaults and is this time to include a "Lost Causes," or defunct makes, class.



John Oldham's PI Rolls-Royce as it was when endowed with this fine caravan body—see accompanying paragraph.

V.S.C.C. NEWS

The Club is installed in its new offices at Newbury, these being modern premises because it was impossible to find a suitable period building that would not soon fall down. During the Marshals' Dinner the President asked for a big hand to be given to guest Dean Delamont of the R.A.C., who has personally looked into the question of the Napier-Railton being allowed to go on racing, providing its disc brakes are equipped with dual master cylinders and a guard is fitted over the exposed prop.-shaft. This is excellent news but we felt like asking for a big hand for the late John Cobb, who drove this splendidly-engineered car very fast for long distances without disc brakes and with no cover over its prop.-shaft. . . . But it is good to know that the Brooklands lap-record holder should be seen in races again this year. The Pomeroy Trophy contest this month is not open to spectators but the first 1968 Silverstone Race Meeting definitely is—more details next month but the date is April 20th. A number of very fast post-war historic racing cars not previously seen for many years may compete. The *Course de l'Age d'Or* race at Rouen in which V.S.C.C. members take part has been cancelled. Club membership stands at 4,250 Full Members and 1,425 "other ranks." The Club has been invited to the V.C.C. hill-climb at Prescott on June 29th-30th and may promote a race meeting at Thruxton this year or next. It has no intention of departing from its ruling that vintage cars are pre-1931 and that only specified 1931-40 cars are eligible for membership. There is a possibility that revenue may be earned from allowing the TV cameras to operate during historic car races but the V.S.C.C. (and the Bentley D.C.) have stated that advertising will *not* be permitted on cars competing in their events.—W. B.

V.E.V. Odds and Ends.—A member of the A.C.O.C. is building a replica of the racing Anzani A.C. that Meeson drove in the 1924 200-Mile Race and which was afterwards owned by Sir Ralph Millais. The same person is hoping to rebuild a pre-war Raymond Mays sports car, a V8 Standard engine having been found for it. A very exciting recent discovery has been that of the steam-driven G.N. built years ago by Alex Moulton of Hydrolastic suspension fame. It has been rebuilt over a period of some 30 years and may be seen in action again, later this year, running under its own steam ! An o.h.c. Rhode light car has changed hands within the V.S.C.C. The drawings of all the Wolseley cars ever made were rumoured to be in danger of being destroyed but should now be in appreciative hands. The road transport exhibits now in the ill-fated Museum of British Transport at Clapham are apparently going to be looked after by the L.P.T.B. after the railway exhibits go to York and the latter hope to open a museum of their own.

The history is sought of a 1922 10.4 h.p. Calthorpe, Reg. No. EH 3611, which is now in Leicestershire. It has a racing body but



Remarkable how they still turn up.—The 1922 10.4 Calthorpe which has been unearthed and is now in Leicestershire.

does not appear to be one of the Brooklands cars and is probably the one which we discovered in the North during the war, with an odd tool-box formed as a dumb-iron cowling. In the same area a blown 2.2-litre O.M. is being restored. Another 1908 Napier is in good hands in Yorkshire. We learn with great regret that Gordon Hendy, who raced Austin 7s at Brooklands in the 1920s, notably in the J.C.C. 200-Mile Races, died about 18 months ago.

IT'S ALL HAPPENED BEFORE . . .

Owen John, writing in *The Autocar* dated November 26th, 1926 : " In Pittsburgh (Pa.) the city traffic is so dense that the local authorities solved the Gordian knot by forbidding all traffic to come within a fixed distance of its centre. In London it seems that something very similar will shortly have to be done, unless some stronger man or body than at present appears to exist can be discovered."

WOLSELEY REGISTER RALLY

The Wolseley Register, which caters for all Wolseleys built prior to 1941, including those active when Capt. A. G. Miller was racing cars of this make, as described in this issue, is holding its Third Annual Rally at Putterden Manor, near Lingfield, Sussex, on June 30th. Details from : R. S. Burrows, 17, Hills Avenue, Cambridge.

VINTAGE POSTBAG

The Wolseley Viper

Sir,

I was most interested to read your history of the Wolseley Viper, particularly from 1922, because my part in the life of this vehicle commenced in the early part of 1920, when I was employed by A. G. Miller Ltd. of Scrubs Lane, Willesden, as chief mechanic and tester.

The 60-h.p. Napier chassis, minus engine and body, together with a 220-h.p. Hispano-Suiza aero-engine, was handed over to me, and at that time I was told that the Napier had originally been fitted with a shooting-brake body and had belonged to King Edward VII.

My job was to fit the Hispano engine into the Napier chassis and carry out any necessary alterations to the chassis components, the first major item being the designing and fitting of a sub-frame to enable the engine to be mounted in the forward part of the chassis. After this a suitable flange had to be made to enable a clutch to be mounted on to the propeller end of the engine crankshaft. I well remember the difficulty experienced in obtaining a suitable steel billet from which to machine the clutch flange, but eventually I discovered a solid steel mill roller, nine inches in diameter, in a scrap metal yard at Willesden. With the assistance of my fitter's mate, a Mr. Minel, it took us two days to cut off a suitable section with a hand hacksaw, during which time I lost count of the number of broken and worn-out hacksaw blades. Having obtained the steel I was able to machine the flange in the well-equipped machine shop of A. G. Miller, and also many other minor items necessary for this project. Regarding the clutch, you are quite correct. The first one fitted proved to be a failure; the next one fitted was a Hele-Shaw multiple-plate type, which as far as I know lasted the life of the car.

The only alteration to the chassis was the fitting of a new crown-wheel and pinion to the rear axle to obtain a suitable gear ratio, and these parts, together with new gears for the gearbox, were made by the E.N.V. Engineering Company at Willesden.

The vehicle was completed about the middle of 1921 and was taken to Brooklands, where we had much fun and many headaches testing and tuning on the Track. The Viper was kept in a workshop at Brooklands, leaving there for the first time when it competed in the speed trials at Southend-on-Sea, and was driven from Brooklands to Southend and back to Brooklands by my brother, H. J. Line, who also acted as mechanic during the early trials and races in which the Viper was entered. I would mention here that my brother was Works Manager of A. G. Miller Ltd. and was closely associated with the building of this vehicle and its early career.

Another important incident was the wrecking of the original Hispano engine which occurred before it took part in any races, trials or records. After my brother and I had been carrying out tests on Brooklands Track we drained the oil tank one Saturday, intending to refill with new oil before continuing our tests on the following Monday. On the Sunday, Miller, Kaye Don and friends (some female) decided to have a few joyrides around the Track and proceeded to do so without refilling with oil. I will not describe the resultant damage to the engine; suffice it to say that it was damaged beyond repair.

A replacement engine was obtained from the Wolseley Motor Company, this firm having manufactured these during the war, under licence, but these engines were only 180 b.h.p. and we were never able to obtain such good results from the replacement engine as from the original one.

My connection with the Wolseley Viper ceased at the end of 1922, when my brother and I started in business as Line Bros., specialising in the tuning and maintenance of sports and racing cars, and I think

Continued on page 203

safely there....



safely home again....



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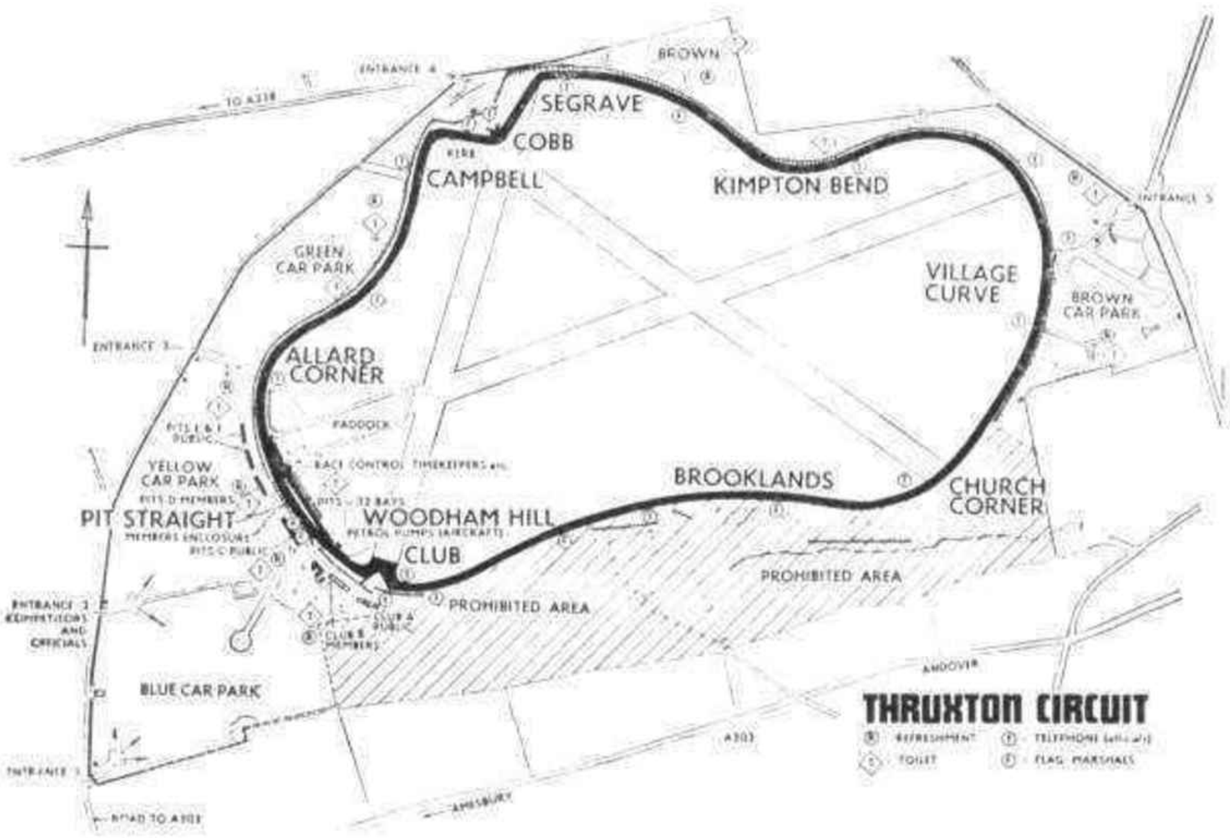


THRUXTON CIRCUIT

WORK is advancing satisfactorily at Thruxton, the circuit which will be the B.A.R.C.'s substitute for Goodwood since His Grace the Duke of Richmond and Gordon decided that there would be no more racing at the Sussex venue. The new circuit encircles Thruxton aerodrome, just to the West of Andover, off the A303, on the right-hand side going towards Amesbury, about 67 miles from London.

The lap-distance is slightly less than at Goodwood, at 2.356 miles. The circuit is exceptionally wide, at 48 feet (Brooklands had a width of 100 feet, but it was of a different period and intended for racing of a different kind) so that there should be no bunching at the corners and a lap-speed at Easter of over 100 m.p.h. by the F.2 cars is visualised. The map shows how the corners and fast curves vary from right to left and how they carry traditional names. One of the most difficult sections is expected to be the very fast Village Curve and Church Corner, an area from which the public will be prohibited, although otherwise they are free to walk round about two-thirds of the perimeter. To reduce speed coming into Club Corner and the approach to the pits it has unfortunately been deemed necessary to have a *chicane* at this point. The circuit is lapped clockwise. There is a proper service-road to the 32-bay pit area.

The club offices and B.A.R.C. and public enclosures are situated outside the course. The only entrance road, which is being widened to two-lane, connects with a minor road leading on to the A303. This entrance gives access to grass parking space on either side, with a capacity for some 11,000 cars. The Paddock, race-control building, time-keepers' box, and possibly a Press enclosure and car park will be on the inside of the circuit and a footbridge may be put up to give access during racing. The Paddock, being part of the rather rough main runway, has hard-standing but no shelter from the sun or rain. By using Club runway, a short Club circuit of about 1.4 miles would become available, but this, and the possibility of permanent rentable buildings for teams and commercial firms, are for the future. It may be possible to have a skid-pan, on which visitors can drive their own cars. For the Easter Monday International Meeting, bars in both the Members' enclosures will be open, and a temporary closed grandstand will be erected opposite the pits. This stand, and the pits structure, will be dismantled between meetings, to comply with planning regulations. Shell hope to have petrol on sale in the Paddock and the B.B.C. has been given facilities to televise, Dimmock permitting, from Allard Corner.



The cost of converting Thruxton into a race circuit exceeds £75,000. The perimeter fencing has cost £5,000 and the safety fencing a like amount. Goodwood-style ditches backed by earth banks safeguard the enclosures, from which a very good view of the racing should be obtainable. The levels undulate about as much as at Silverstone. As Thruxton is already the haunt of light aeroplanes, visitors by air will have good facilities (the radio call sign is 123.5). In fact, the aviation petrol pumps lie between the *chicane* and the pits' approach-road and will have to be protected by special barriers.

The track surface is similar to that which proved effectively non-skid and petrol-proof at Goodwood, being of bitumen-base small-chip granite, laid by the Wirksworth Asphalt Co. The earthworks have been undertaken by Fairchild Bros., fencing has been the responsibility of Goodman Bros., of Bristol, and the p.a. contract has gone to S.R.E. of Bristol, who operate at Castle Combe. Catering will be done by Wyborne Catering Services, who supply these facilities at Snetterton. The race-control building is a Portakabin with plug-in telephones, etc.; the pits will be supplied by the Bateman Tool and Engineering Co. A caravan will contain Press telephones, and a small uncovered Press stand is envisaged at the Easter racing.

My feeling is that Thruxton will provide fast, interesting racing on account of its wide curves but that the venue will, inevitably, be more bleak than Goodwood, being inland and on a plateau. The police are confident traffic problems can be solved and coming out on to A303 adjacent to a fast dual-carriageway will presumably be no worse than emerging on to the main road at Brands Hatch. The grass parking and single entrance/exit road may cause delays and the lack of a tunnel or vehicle bridge connecting the Paddock with outer space is regrettable. In the summer, traffic is congested through Andover, so those coming from London will have to bear with the one-way single-lane diversion which the Police put into operation round the town.

It is hoped to have a Thruxton practice day on March 2nd, and definitely a Club meeting there on March 17th. The main race at the Easter Monday Meeting will be for F.2 cars; it is hoped Clark and Hill will compete. (What a pity the old Goodwood opener of a F.1 try-out cannot be revived at Thruxton.) Practice will be on the Saturday only, admission being free to the holders of tickets booked in advance, otherwise at 5s. a head. Prices of admission "on the day" are available from the B.A.R.C. London office. Goodwood-style B.A.R.C. double brooch-sets will be issued at £5 and singles at £3 5s., available from the Thruxton enclosures—W.B.

THE DAILY EXPRESS LONDON—SYDNEY MARATHON

LAST WINTER rumours began to circulate about the most ambitious British race of all time, scheduled to go from London to Sydney in Australia. We even know of a Land Rover into which someone is inserting a 320 b.h.p. V8 Chevrolet engine, which might be a potential winner; although it would have to forgo four-wheel drive.

What this is all about is now revealed as the *Daily Express* London-Sydney Marathon, scheduled for November 23rd-December 17th this year, starting from London, under the Chairmanship of Sir Max Aitken of Beverbrook Newspapers, himself a one-time racing driver. The route is described as covering 10,000 miles of all kinds of terrain, and embracing all kinds of climate, from snow and ice in the Turkish mountains to dust and storms on the plains of Iran, floods in India and blinding heat in the Australian Nullabor desert in high summer. Moreover, the only break will be on a P & O liner between Bombay and Fremantle. The route will cross France, Germany, Austria, Italy, Yugoslavia, and Bulgaria to Istanbul. After being ferried across the Bosphorus competitors will continue through Turkey, Iran, Afghanistan, W. Pakistan, to Bombay. Open to private cars, the entry fee is £550 and only spares carried on the vehicles can be used without severe penalty.

This sounds like the most ambitious motor race since Paris-Pekin. It is essential for a British car to win! In congratulating the *Daily Express* on its initiative, we are delighted to see that the R.A.C. approves, because they are usually non-adventurous; for instance when a National Club and a motor journal wanted to offer a medal to any driver of a light car covering 10,000 miles within 50 hours on British roads in 1923, the R.A.C. stepped in and refused to sanction this harmless event.

We shall watch how this London-Sydney epic develops; provisonal regulations in four languages are now available from the Hon. Sec., *Daily Express* London-Sydney Marathon, 121 Fleet Street, London, E.C.4. The only way, we suggest, that the *Daily Mail* can counter this is to adopt MOTOR SPORT's suggestion for a trans-Atlantic air race in 1969, to mark the 50th anniversary of the Rolls-Royce engined Vickers Vimy crossing from America to Ireland, to follow their excellent and enjoyable "no holds barred" Channel Air Race of 1959 which commemorated Bleriot's first Channel crossing in his Anzani-engined Bleriot XI.—W.B.

CHAMPION WINS · CHAMPION WINS · CHAMPION WINS ·

Road impressions of

THE OPEL KADETT RALLYE COUPE

HAVING had mixed feelings about the 1.9-litre Opel Rekord saloon I tested last year, it was suggested that perhaps the Kadett Rallye coupé version of this popular German car, which is now available in Britain under the General Motors banner, would be of greater appeal. This proved to be true. Incidentally, General Motors are taking Opel sales in this country far more seriously than I may have conveyed previously, with a Lex service depot near Lord's Court and a growing dealer network.

This 1.1-litre coupé is a fastback four-seater. This type of body is very difficult to style successfully on a car of this seating capacity if it is also of modest size. In consequence the Opel has become a bit too bulbous externally, in order to encompass a wide back seat and sufficient headroom therein for normal adults. The effect is reasonably sporting, but in American fashion this is over-emphasised by crossed chequered-flag motifs on the body, which was, in the case of the test car, also rendered conspicuous by a red and black striped paint job and lining on the body sides.

When I commenced driving this Opel, with its twin-Solex 75 x 51 mm. (1,078 c.c.) SR engine developing 67 b.h.p. (S.A.E.) at 6,000 r.p.m., I thought it was terrible. The steering seemed indecisive, the brake pedal went almost to the floor, and visibility seemed bad. But having adjusted the comfortable reclining-squab seat closer to the wheel I quickly got the feel of this unusual car. Its engine is very quick to respond to the throttle but noisy in GT fashion—the throttle tended to stick, and even an increase in idling r.p.m. from 1,000 to 1,500 accentuated the "phizzing" from the power unit. Opened up further, it emitted quite a roar. The brakes continued to feel very spongy, which was useful for preventing wheel-locking on icy roads, but is less convincing in the dry. The steering, at three turns lock-to-lock, is extremely light, except at close to negative lock, and it is completely free from lost motion, giving accurate control. It suffers from some shake on bad roads; mild castor return action is present. The gear lever, apparently adopting the opposite stance to that of non-Rallye r.h.d. coupés, nestles very close to one's left leg, but this I did not mind, and it certainly slices the changes through. There is synchromesh on all four gears.

The two-door body has self-anchoring front seats, released for access to the back seat by pressing a button on the side of the squab. Like most German cars of any class, the interior finish and appointments are of high quality, this Opel possessing ventilated vinyl upholstery, a low-set wood-rimmed steering wheel, sill door locks, neat little pull-out inside door handles, anti-dazzle rear-view mirror, padded vizors, but no facia shelf or door pockets. There is a lockable cubby-hole, wide but not very deep, with odd-shaped lid.

Instrumentation consists of a tachometer reading to 7,000 r.p.m., with a yellow segment of its dial from 5,800 to 6,000 r.p.m., then red from 6,100 onwards, a Vdo speedometer, and a matching r.h. dial containing the warning lamps and coloured segments for TEMP. and TANK. A row of four terribly "fumbly" buttons to the right of these dials look after lamps, facia illumination and wipers; it is contrived to work the two-speed wipers and the rheostat instrument lighting from these buttons but this makes for stiff action, and I never could find the button I wanted in the dark. Another button controls the two-speed fan, which is noisy at full speed. Apart from the three facia dials, the Rallye Opel has additional small instruments down on the console, consisting of an ammeter, Vdo clock, and an



The rear view emphasises the rather bulbous lines of the Opel four-seater fastback coupé.



oil-pressure gauge normally reading 4 kg./sq. cm., but going to "5" at high r.p.m. These are not too easy to consult but are nice to have. I encountered again the Opel speedometer marking of a green segment to 35 m.p.h., orange from there to 60 m.p.h., and red thereafter! A l.h. stalk control sees to lamps dipping and flashing; the horn-push is in the steering wheel hub.

Full marks to the efficient screen-wipers, and to the equally efficient washers, once I had discovered a r.h. pull-out under-scuttle control worked them, and that this didn't open the bonnet! The Bosch headlamps are also very good—but have the usual very weak (and dangerous!) Continental dipped setting. The auxiliary lamps are quartz-iodine Hellas.

Worthwhile items include the roof-grabs, rubber-tipped bumpers, steering-lock, one big key for all locks, and special lift-up and push-forward catches for the ¼-lights, to defeat those trying to prise these open. A conventional and convenient central hand-brake lever is angled slightly to the right. Ventilation is aided by curious cold-air inlets, placed side by side in the facia centre, with caps for closing them, which generate rather more draught to the face than side inlets. The rear windows open as vents. The heater is entirely satisfactory but its hot-cold control became over-stiff to operate.

The engine is somewhat difficult to start from stone-cold (manual choke) and lots of revs. are needed to get away from rest. The clutch is rather heavy but the real shortcoming of this Opel is suspension which is too supple for a fast car; side winds have a bad effect on stability. The bonnet needs a prop to hold it up, and I fought for some time, as on the Rekord, with a fuel filler cap that is difficult to unlock. The tank holds 8.8 gallons and under winter driving conditions the little car returned 33.3 m.p.g. of premium petrol and had used a pint of oil in 580 miles. A Varta battery is fed by an alternator, which is tucked well away under the other machinery, so that one hopes it is reliable.

A long spell of snow and ice, during which the grip of the Continental tyres gave confidence, precluded taking performance figures but I rate this Opel a pleasant, willing little car, of unusual character, which is notably comfortable and accelerative. It was priced, before devaluation, at £999.—W.B.



The Opel Kadett was tested under somewhat difficult circumstances.

MONTE CARLO RALLY

GENERAL CLASSIFICATION

		Penalties
1st :	Vic Elford/David Stone (Porsche 911), Group 3	14,116
2nd :	Pauli Toivonen/Martti Tiukkanen (Porsche 911), Group 3	14,192
3rd :	Rauno Aaltonen/Henry Liddon (B.M.C. Cooper S), Group 2 ..	14,451
4th :	Tony Fall/Mike Wood (B.M.C. Cooper S), Group 2..	14,635
5th :	Paddy Hopkirk/Ron Crellin (B.M.C. Cooper S), Group 2	14,652
6th :	Ove Andersson/John Davenport (Lancia Fulvia), Group 2	14,666
7th :	Jean Vinatier/Jean-Francois Jacob (Renault Alpine), Group 3 ..	14,676
8th :	Leo Cella/Alcide Paganelli (Lancia Fulvia), Group 2..	14,807
9th :	Hannu Mikkola/Ainssi Jarvi (Datsun 2000), Group 3	14,948
10th :	Björn Waldegard/Lars Helmer (Porsche 911), Group 3	15,098
11th :	Bengt Söderström/Gunnar Palm (Lancia Fulvia), Group 2	15,103
12th :	Ake Andersson/Sven-Olof Svedberg (Porsche 911), Group 3 ..	15,210
13th :	Réné Trautmann/Claudine Trautmann (Lancia Fulvia), Group 2 ..	15,238
14th :	Pat Moss-Carlsson/Liz Nyström (Lancia Fulvia), Group 2	15,274
15th :	Sergio Barbasio/Ugo Barilaro (Lancia Fulvia), Group 2	15,477
16th :	Tom Trana/Sölve Andreasson (Saab V4), Group 2	15,559
17th :	Ove Eriksson/Lennart Berggren (Opel Kadett), Group 2	15,713
18th :	Henri Greder/Marie-Claude Beaumont (Opel Commodore), Group 1	15,969
19th :	Jean-Claud Ogier/Bernard Ogier (Citroën DS21), Group 1	16,096
20th :	Nicolas Koob/Aloyse Kridel (Renault), Group 1	16,142

Challenge Charles Faroux (Manufacturers' Team Prize) : Lancia (Söderström, Moss-Carlsson, Trautmann).

Coupe des Dames : Pat Moss-Carlsson/Liz Nyström (Lancia).



Deserted whilst its crew enjoy a welcome cup of tea, this B.M.C. service car, or "barge" as they are commonly known, displays on its bonnet the aftermath of a busy servicing session. These well stocked mobile workshops sent out by manufacturers carry every conceivable spare part and are well beyond the means of private entrants, whose support vehicles are generally the cars of club colleagues on a working holiday.

THROUGHOUT Europe in the past few years, rallying has steadily become so sophisticated that it is almost beyond comparison with the adventurous, shovel-laden journeys of pre-war and even post-war years. As rally crews have become more skilled, and professionalism more prevalent, so have the cars developed from well stocked and equipped production line models to powerful competition machines differing from racing cars only by reason of the need for long term mechanical reliability and crew comfort.

Likewise, rallies have increased their pace considerably in order to keep ahead of the cars which they attract. Like all the others, the Monte Carlo Rally has speeded up. But it nevertheless clings tenaciously to tradition, its organisers obviously happy to move with the times in one respect and yet, in another, extremely loth to do anything to suggest that the rally is not the Great Winter Classic it once was.

In the eyes of the public, it is doubtful whether it has changed at all, for many of them still look upon the event as a multi-start race through the Alps to Monte Carlo. But to those who know, it is now no more than a costly, 25-hour, special stage rally with a tedious, three-day run-in at the beginning and a supplementary, 12-hour rally added on the end, all sufficiently spaced to allow the Monegasque hoteliers and restaurateurs to reap their annual, off-season benefits.

But no-one will deny that much of the old glamour is retained. Pressmen and TV camera crews still flock to the Principality in numbers often greater than those of the competitors themselves, all hungrily seeking "stories" and generally adding to the atmosphere which makes Monte Carlo the greatest winter-time rumour factory in the world.

Although most of Europe's manufacturers realise that the Monte is much over-rated, they continue to enter the event since it affords an excellent opportunity to cut a slice of the publicity cake. Among the manufacturers who entered cars this year were B.M.C., Rootes, Saab, Renault, Citroën, Porsche, B.M.W., N.S.U., Wartburg, Trabant, Daf, Lancia, Skoda and Datsun, the latter with two cars shipped from Japan for crews from Finland to drive.

Even General Motors, notorious for its apathy towards competition, were represented indirectly by a team of Opels entered by the G.M. dealers of France and Sweden. Ford, on the other hand, had given the event a complete miss, unless one considers the publicity-catching Mustangs of Ford France, one of which was crewed by Henri Chemin and a nephew of M. Le Général.

During the long reconnaissance and practice sessions which invariably precede the Monte (the route, including special stages, is announced long beforehand) factory teams found an abundance of snow, but most of this melted away in an unexpected thaw only days before the rally started.

This immediately put the Porsches and Renault Alpines in a favourable position, these powerful machines being so much quicker than all the others on roads free from ice and snow. Another point which favoured these two *marques* (or, rather, did not favour their opponents) was the complete absence of any coefficient which took engine capacity into account when calculating penalties from actual times taken. This year, the general classification was based on scratch. In other words, the fastest man over the *cols* was going to win.

At the head of the list of favourites was Britain's Vic Elford, partnered in a Porsche 911T by David Stone. Elford is a great all-round driver and perhaps the most dedicated professional of them all. Not only will he practise thoroughly until he is convinced that his detailed "pace notes," read back to him by his co-driver during the event, are absolutely accurate, but he will practise each stage at the same time of day or night as it will be run during the rally.

But, after only two of the first group of seven stages, it was a Renault Alpine, driven by Jean-Francois Piot, which went into the lead. Later, he retired with a broken distributor. Nevertheless the 25-hour section from Monaco to Vals-les-Bain and back ended with another Alpine, that of Gérard Larrousse, in the lead by 14 seconds from Elford.

The absence of snow in its customary quantities meant that great heaps of studded tyres were left about unused, and there was the unprecedented sight of Monte Carlo Rally cars rushing about the Alps on racing tyres as they do in the Alpine Rally. This proved to be rather an embarrassment for B.M.C., whose Minis are generally considered to be supreme when snow lies in abundance. There was also a bit of a mix-up between B.M.C. and Dunlop, resulting in the proper tyres not being at the right places at the right times for inter-stage wheel changes.

The other trouble which beset the British team from Abingdon concerned the carburetters fitted to their four 1,275-c.c. Cooper Ss. These were based on 40DCOE twin-choke Webers, but one choke had been machined off each one and a short extension welded on so that the units could fit the standard manifolding. The extension was, of course, part of the prototype carburetters (permitted in Group 2), but the scrutineers felt that it constituted part of the mounting system which cannot be changed from standard in this group. Later, it was found that tapered bolts had been substituted for ordinary ones and this, too, gave rise to much finger wagging by the technical stewards.

In true Monegasque style, a meeting of the *Commission Sportif* was convened and, after much discussion, it was resolved to allow the Minis to continue the Rally, with the proviso that the matter would have to be discussed again should there be a protest at the end. When the end came, a Mini was not in the lead so there was no protest and the matter was forgotten.

Some people have said that, by fitting these non-standard carburetters, B.M.C. were deliberately setting out to achieve as much good publicity as they did two years ago when their winning car was disqualified for having non-original headlamp bulbs. This is a pretty shortsighted view. B.M.C. made no secret of their carburetters. They had sent technical descriptions to Monaco long before the rally started and it is my belief that it was a *bona fide* modification to improve performance and not an attempt to cloud the rally with controversy.

When the Mountain Circuit, as the *Epreuve Complémentaire* is popularly known, got under way, it was obvious that Elford had made

Continued on page 188

THE SPECIALISTS

The number of active one-make clubs and organisations emphasises the specialist nature of enthusiastic car-ownership. Inevitably, from this, has stemmed specialist garages and spares stockists covering certain makes of cars. If such firms exist, it is better usually to deal with them than with garages in general when spares or overhaul of a particular make is concerned. So we sent a reporter to take a look at some of these concerns; we must emphasise that they were chosen at random and do not necessarily represent the only concern in their particular field.—Ed.

ROLLS-ROYCE

Jack Compton has been in the family business of **Jack Compton Ltd.** all his working life. Seventeen years after its foundation he joined the company, which was then being run by his father, and has been looking after its affairs as Managing Director since that time. Founded in 1921, the company has developed a good reputation with both pre- and post-war Rolls-Royces.

Mr. Compton was quick to show us round one of the firm's two business centres, at his home in the Surrey village of Woldingham. He opened up barns and stables full of Rolls-Royce spares, engines here, wheels and headlights there, all piled on top of each other so that the mind began to boggle. As Mr. Compton is Secretary of the Rolls-Royce and Bentley Owner-Drivers' Club, their headquarters form nicely converted out-houses at Woldingham, and include a bar, recreation rooms and a bistro-type restaurant.

Mr. Compton, whose very appearance epitomises what one imagines to be a "typical" Rolls-Royce owner, explained that the company simply expanded progressively after his father had bought and sold a Rolls-Royce. More such transactions followed, although almost exclusively in the same type of car. Restoring a Rolls-Royce can be expensive and difficult, and Mr. Compton was quick to reel off a lot of advice that would be invaluable to a prospective customer—the Silver Ghost is difficult and expensive, there are not many Phantom Is but Phantom IIs are more common, etc. Jack Compton Ltd. also help Rolls-Royce at Crewe with queries over pre-war models, now that they do not have many older mechanics left.

Jack Compton could not say exactly what had made his firm successful, but he thought it must have spread by word-of-mouth through the trade, for they do very little advertising.

TALBOT

John Bland's compact little premises at 27 Southfields Road, Wandsworth, have seen a good many cars restored since he started trading there in 1935. But his experience goes back much further than that; Mr. Bland started in 1919 with a firm of piston makers, later moved to a garage in the country and became a works manager before starting up at Wandsworth. All the knowledge gained in those times is now being used to good effect as Mr. Bland is Chief Scrutineer for the Vintage Sports Car Club.

Mr. Bland's main interest is in Talbots, although he also renovates other makes, such as the occasional post-war Hotchkiss and Delahaye. He ran Talbots just after the 1914-18 war, when spares were virtually unobtainable, and to overcome this obstacle he started making them himself. He has been doing so ever since. One would not find any models very easy to restore, Mr. Bland stated, because there is practically nothing one could get spares for. For example, it would take six months to rebuild a chassis, but the coachwork may take longer still.

Mr. Bland, along with Robert Ashton, who has been with him for 26 years, make most of the spares and have a good range of machine tools for that purpose. This is rather difficult, though, for Mr. Bland said that Talbot did not issue any drawings to the Press and some models did not even have a parts list. A great many spare parts are also imported, mainly stuff that is unobtainable in this country, and in return Mr. Bland, like all of the specialists, sends his own parts all over the world. "There is virtually no other source of supply," he said.

MORGAN

"If it's a Morgan we are interested enthusiasts," was how K. F. "Duggie" Douglass described his company, **F. H. Douglass.** That is a fairly accurate statement, for they deal in Morgan vehicles and nothing else. Mr. Douglass said they worked a six-day week at their premises at 1A South Ealing Road, London, W.5—except for one week in the year when they take the Saturday off to go to the Motor-Cycling Club's Silverstone race meeting.

Mr. Douglass's father started the company in 1929. Mr. Douglass, Snr., had been the Manager of the firm of Maudes Motor Mart and when the Morgan Company brought out their first three-wheeler in 1910 Maudes were appointed agents. "We have had the Morgan bug ever since," Mr. Douglass stated.

"Duggie" Douglass joined the firm in 1946 and until 1950 the company dealt only in three-wheeler cars. Apart from that difference, the only way the Company as it was in the early days and as it is now has altered is in their stock of spares. Today's selection is far larger, although a lot of the spares, especially for some of the twins, are getting very dicey to obtain. Mr. Douglass recalls one customer who went to him with a list of 48 parts that he wanted. It took a month to locate some of them, but F. H. Douglass were able to supply all but two of them. Normally orders for spares are turned round the same day.

The firm are in touch with Malvern every day and are regular visitors for spares. These go all over the world, and Mr. Douglass related one incident which gives a good idea of the Company's reputation: five U.S. servicemen stationed in West Germany flew themselves over to this country for the day to get spare brake parts for a Morgan. They arrived in a jeep outside the shop, dressed in full flying gear, collected their spares and returned straight to Germany.

BENTLEY

The workshops of **Hofmann and Burton** at Henley-on-Thames are some of the most impressive of all. There is space (although the firm are finding they would like to expand once more), plenty of light and a methodical order about the place, which, when we visited them, was chock-a-block with cars, mainly Bentleys, in various stages of restoration. H. & B.'s reputation is so good that there is a waiting list of some three to six months before a car can be taken in. Hardly any of these are post-war.

Fred Hofmann first became a Bentley fanatic as a child when he saw a 3-litre chassis on test in Wembley. From that point he was determined to work with these cars and it was therefore no surprise when he joined Bentley as an apprentice in 1923. He remained with them until the outbreak of World War II.

When Mr. Hofmann's Company was started in 1949 it was in much smaller premises in Henley, doing work mainly for half a dozen local people. Now they have been in the modern new premises in Reading Road since 1955 and have customers all over the world. George Burton, who was formerly with Pat Whittet, the engine tuners at Lightwater, joined Mr. Hofmann in 1952 and deals with the business side, leaving the practical work to Mr. Hofmann. The Company have 12 employees, themselves all devoted enthusiasts.

At one end of the premises there are the machine tools—"There are no genuine spare parts these days," said Mr. Hofmann—and upstairs there are drawers and drawers of genuine Bentley blueprints, 25,000 of them in all. These original drawings have been entrusted to Hofmann and Burton by Bentley and are nowadays often used by Rolls-Royce/Bentley themselves.

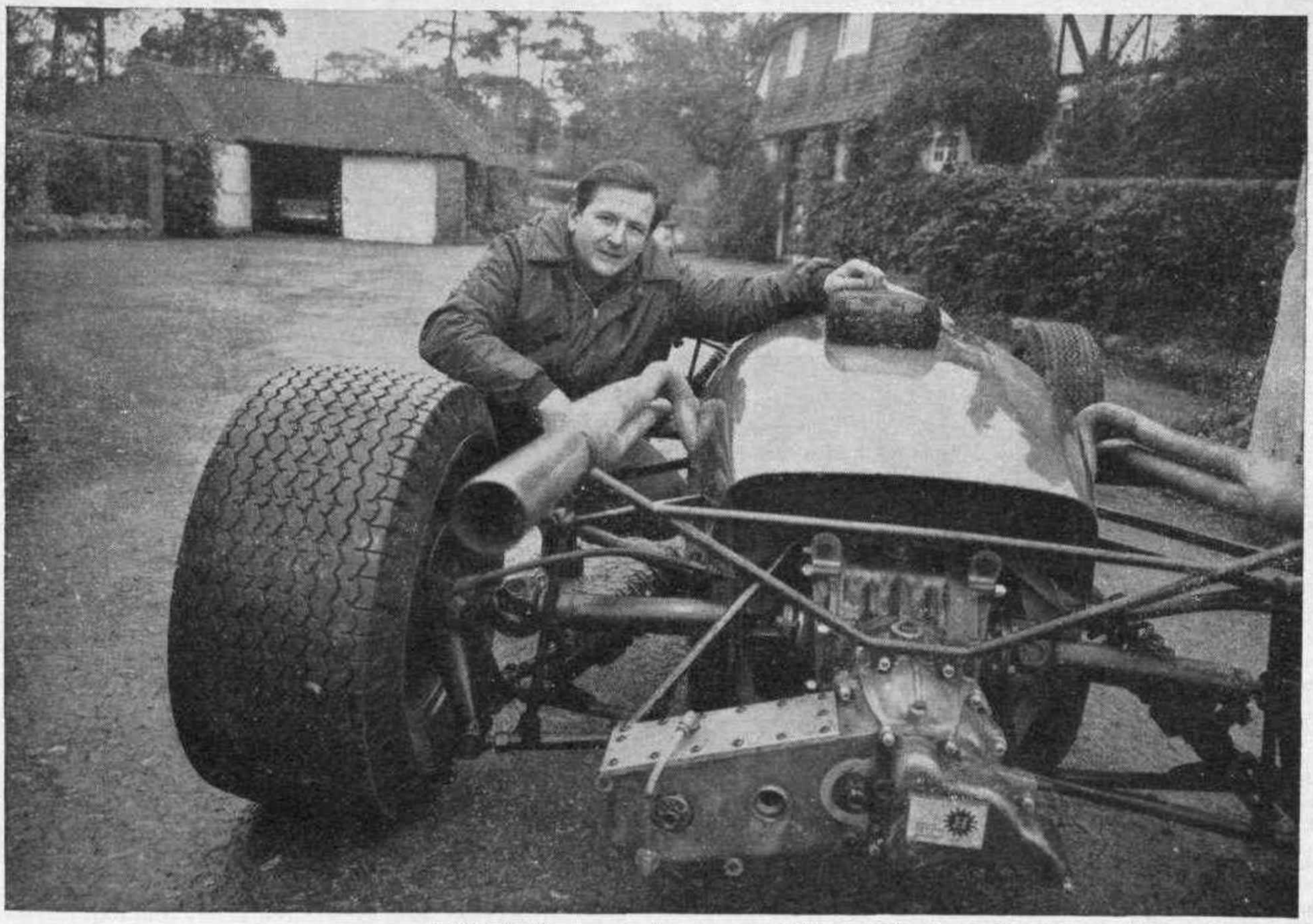
DAIMLER

Bernard Mason's motoring activities really started just after World War Two when he began a private car hire firm. Before the hostilities he had been an accountant but simply did not want to return to a nine-to-five job. In those first few years the hire firm began to flourish but Mr. Mason found that the main item of expenditure was on repairs to the cars, and it was from this point that the company as it is known today got into its stride. The cars being used were Daimlers, because of their suitability to hire work, and Mr. Mason's love of these cars grew with his knowledge of them. Nowadays, he prefers to specalise, "because I know my models," he said.

Mr. Mason's first garage was in Maldon Road, Enfield, which was opened in 1949. Shortly afterwards the company moved to Winchester Road—the location by which they are best known—and two places were run until a compulsory purchase order was served on them by Edmonton Council. Now Masons are in Bridge Road, Edmonton, and still looking for more suitable premises.

Bernard Mason, whose main out of work activity is local politics,

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believes the business was built up thanks to a personal touch. Customers, he believes, want to deal with the man in charge, not a works storeman. They have extensive Daimler spares but if a customer with another make of car came to them for help, Masons would probably not be able to help. They deal in Daimlers, do repairs and service to Daimlers but very little else. The company holds spares between 1932—and know where to locate certain others dating to 1924—which Mr. Mason values at about £15,000. They have eight people on the pay-roll, including Mr. Mason and his partner, John Popham. All are qualified mechanics; " We don't employ boys," Mr. Mason said.

BRISTOL

As **Anthony Crook Motors Ltd.** was formed to distribute and service Bristols by a partner of Bristol Cars, the company can surely be regarded as *the people to see about anything concerned with this* make. After being based at premises in Caterham, Esher and Walton-on-Thames, Anthony Crook Motors uprooted the whole firm five years ago and in order to centralise took premises near Olympia and along the Great West Road at Chiswick.

The Olympia premises are for exhibiting and demonstrating cars, while those in Chiswick deal with spares and service. The Chiswick works, whose Chief Tester is Donald Stock, the man who physically built the first Bristol, have spares for all models from the first in 1946. Mr. Crook told of the recently installed two-level drive-in bay where cars are serviced while the customers wait. No booking is needed for this and Mr. Crook believes that with this service and the amount of spares available, Bristol have the edge over their Continental rivals. Spares, he informed us, were little more expensive than those of a high quality mass-produced car although the bodywork, being made of aluminium, is costly to repair.

The staff of the Great West Road, the nucleus of whom have been with the company for 21 years, undertake to complete restoration of cars and their coachwork. From the 400 model—the first made—to the 406 all had Bristol 2.2- or 2-litre 6-cyl. overhead valve engines and a great many parts were interchangeable, although since the 407 was introduced in 1961 Chrysler engines made specially for Bristol cars have been used.

Anthony Crook Motors are Bristol people, although one of their regular customers is actor Peter Sellers, whom they supply with all his cars, no matter what make. Mr. Crook would like to take on more such customers but just do not have the time.

LANCIA

Scuderia Manning, as Harry Manning calls his company, is very much a one-man show. He does not have any employees but spends long hours at the workbench, and when we visited his premises in Upper Weybourne Lane, Heath End, Farnham, he was sitting surrounded by tools at the bench eating his lunch. Behind him were many Lancias, for it is in this make that Mr. Manning has chosen to specialise.

The company was started after Mr. Manning had been demobbed from the Royal Air Force just after the war. Before hostilities he had worked in a surveyor's department and so when he set up on his own it was without garage premises. At that time he travelled to customers' homes in order to perform the repairs and it was not until 1949 that a permanent site was obtained. That was next door to the present position, to which they moved four years ago. The company do all types of repairs but are not keen on bodywork jobs. They also trade in second-hand Lancias, but have been known to handle an occasional Alfa Romeo.

Most of Mr. Manning's dealings are with these second-hand Lancias, mainly Flaminias and Aurelias. He has no trouble finding spares for Aprilias, but for the Aurelia bits he makes about six journeys a year to Italy, filling a car with spares and bringing it back to this country. Relations with Lancias in Alperton are first class, Mr. Manning told us; all the jobs they don't want, especially on Aurelias, they send to him.

But what had made him choose Lancias in the first place? Before the war his father had impressed upon him that it was *the* car to have, and in order to save enough money to buy a second-hand model Harry Manning cycled to work, 26 miles a day for 18 months.

BENTLEY

Phantom Motors, which was started in 1960, deals in more modern Bentleys and Rolls-Royces. They also trade in a few pre-war cars, but vintage cars of this type are more in Hofmann and Burton's line. The owner of Phantom Motors is a well-spoken young man, Tony Worthington, who had worked in several other garages in the vicinity but wanted to own one of his own. He thought out the matter carefully, deciding that there was a genuine market for a good Bentley/Rolls-Royce specialist in the quite wealthy area of the Hampshire and Surrey borders. He finally bought what he describes as " three petrol pumps " in the little village of Crondall.

There are four employees in the garage, including two Rolls-Royce trained fitters, while the owner himself also works on the cars. On the day we visited him he had been called out to an emergency repair on the Hog's Back. The garage has been gradually added to, and, it is hoped, will shortly be extended further. Phantom Motors carry out all schedule servicing on these cars, including repairs to the bodywork, and deal exclusively in Bentley/Rolls-Royce.

They are not official concessionaires of these cars and since January 1st this year, Mr. Worthington informed us, all post-war spares can be obtained only from agents. Among the spares at Crondall are chassis parts such as brake systems, fuel and water pumps, electrical equipment, gaskets, hoses, valves, etc. There is a building stacked with these, about £220 worth of post-war material and about £350 of pre-war bits.

Tony Worthington had been working on these cars for some nine years and after that time was inclined to stay with them. They are *the* most satisfying car to work on, because everything is so well put together, he said. Post-war cars are cheaper to work on by virtue of their simplified design, Mr. Worthington believes, although workmanship is every bit as good and the materials probably better. They deal predominantly in post-war cars and it is becoming increasingly difficult for them to buy pre-war cars at reasonable prices. The cars are objects of speculation and, as Mr. Worthington said of his concern, " We are not exactly the Stock Exchange."—R.F.

	Compton	Bland	Douglass	Hofmann & Burton	Masons	Anthony Crook	Scuderia Manning	Phantom Motors
Cylinder-head gasket	£2 5s. 6d. (pre-war)	19s. 6d. (6-cyl.)	£1 (Triumph engine)	Bentleys up to 1931 had integral head/block.	£2 (16.2 model)	9s. 3d. (Bristol engine)	25s. (Aurelia)	23s. (Pre-war)
Set king-pins and bushes	£19 9s. 10d. (pre-war)	£7 10s.	£4 5s. (Plus Four)	£14	£4 (16.2 model)	£13 15s.	Do not exist.	£23 (Pre-war)

[These prices were quoted before the effects of devaluation had taken place.]

WINNING FOR BRITAIN

Sir George Harriman has sent a personal letter to each of his 100,000 employees as part of his " B.M.H. is out to win for Britain " campaign. After devaluation the company's production programmes in the first quarter of this year are 26 per cent higher than they were before devaluation was announced. The company pulled off a useful bit of publicity when it was announced that John Lindsay, Mayor of New York City, had been presented with an Austin London taxi, following a remark that something ought to be done about his city's taxis.

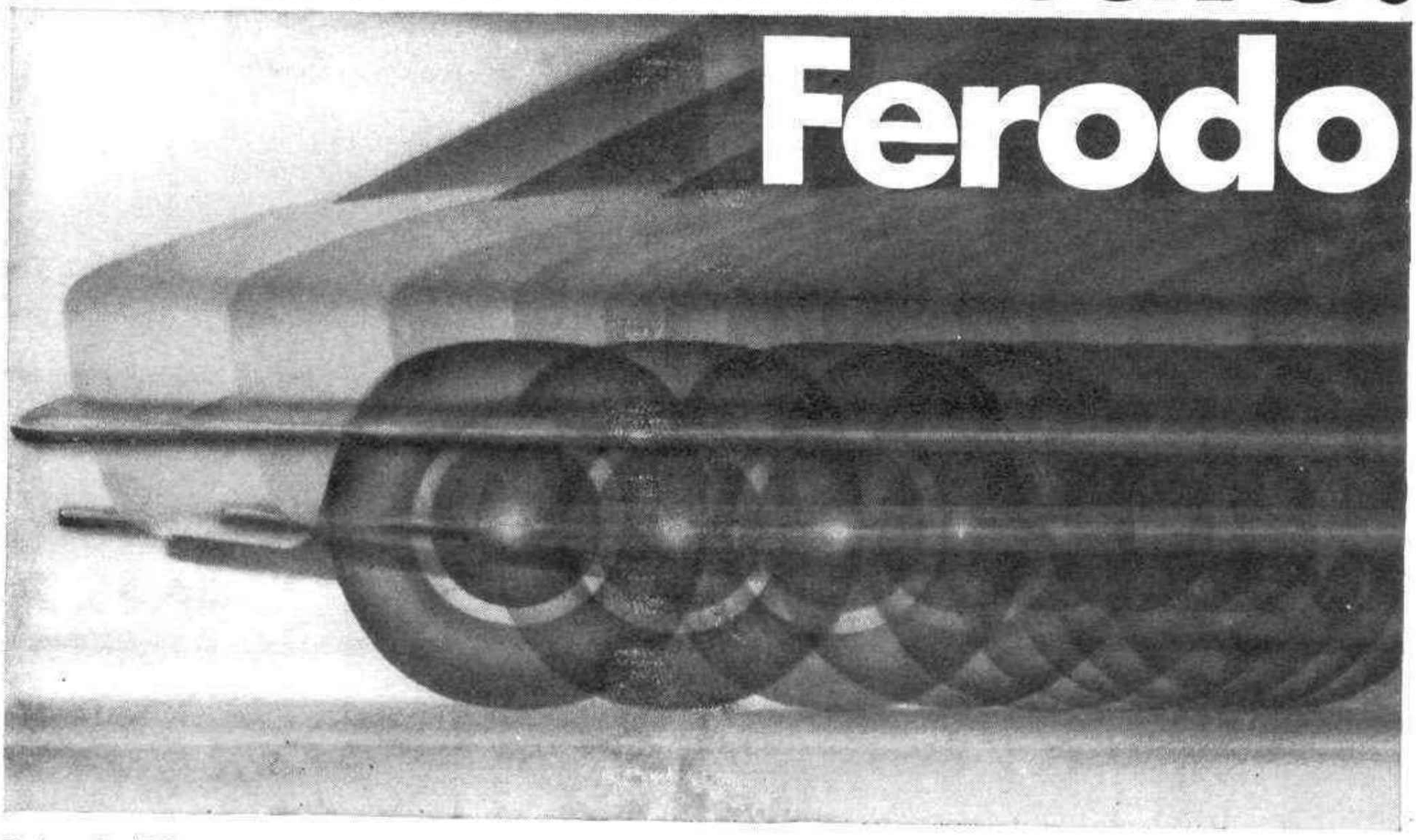
ALL NIGHT SELF SERVICE

In this world of increasing automation it came as little surprise to learn that British Petroleum are opening a 24-hours self service petrol station at Billericay, Essex. Customers put a £1 note into the machine and help themselves to petrol to that value. It will obviously have to be a fairly clever machine, for it will not be long before someone tries feeding in a piece of blank paper the size and texture of a £1 note. However, it may make a change from the usual service: one of MOTOR SPORT's staff has, within the last six months, been short-changed once, given short measure once and lost two filler caps when pump attendants had not put them back after filling up.

DIPPING LIGHTS

In one month's time it will be illegal to run a car without both headlights in working condition—and not before time. Birmingham authorities have for some time specified that cars should be driven at night on dipped headlights, and have since claimed a drop in the accident rate. Later it is expected that this regulation will be enforced in all towns in this country.

behind the wheels of all these new cars:



Bristol 410
Lotus Elan +2
Aston Martin DB S
Humber Sceptre
Ford Falcon

Austin Healey Sprite 1300
MGB MkII
MGC
MG Midget 1300

AC 428
Rover 3.5
Ferrari 365 GT 2+2

Saab 96
Triumph TR5
Sunbeam Rapier
Holden

and now- The Ford Escort G.T. and all disc-braked versions.

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Temptress

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She likes her men like that too
Men who get around
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Enough to tempt any man at £671.12.4.
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Meet her at your Austin showroom.

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VAUXHALL VICTOR 2000

GENERAL MOTORS have been developing sophisticated engines for their European family vehicles, with the high-level camshafts of the Opels and the belt-driven overhead camshaft, cross-flow head, 45° inclined power units in the latest Vauxhall Victors. Although Vauxhall beat Ford to o.h.c. valve actuation (but do not have a twin-cam Lotus head), they eschewed b-i-p combustion chambers as likely to run them into trouble with new American anti-pollution stipulations.

Nevertheless, the new Big Victor, with its 1,975 c.c. four-cylinder 5-bearing engine giving 104 (gross) b.h.p. at 5,800 r.p.m. has plenty of performance, as I discovered when I drove it last January. Unfortunately, this commendable urge is delivered with too much noise—the engine gets audibly busy when approaching 60 m.p.h. in third gear of the 4-speed gearbox, or at around 70 m.p.h. in the 3.9 to 1 top gear. The lower gears whine. In addition, there is some wind-noise at high speeds and, although the Vauxhall engineers are to be congratulated on the ingenious valve gear and tappet adjustment, either the jockey-pulley for the remarkably thin exposed toothed-belt which drives the o.h. camshaft, or the tappets, set up a nasty sound on the over-run, a sort of rattlesnake death-rattle, which is most irritating. Incidentally, already it has been decided that the tappets must be adjusted only when the engine is thoroughly warm, not from cold, and I think the tappet-adjusting screw has already had to be made stronger, suggesting that this part of the design has caused some initial headaches.

What of the new Victor as a whole? It has been restyled to advantage, with dual headlamps and a lower, re-formed body. It copies Rover in having the back seat moulded to fit two people, the third, if carried, having to find a place between the main seat cushions. It follows American methods in being sold with innumerable options, even the 4-speed floor-shift gearbox of the test car being an option. As a big family car it goes well, giving a top speed of 99 m.p.h., a third gear maximum of 72 m.p.h., and disposing of a s.s. ¼-mile in 19½ seconds. This is not remarkable for an o.h.c. car of this capacity but satisfactory for one that runs on 4-star petrol and sells for around £925, depending on the extras specified.

The coil-spring suspension with properly-located back axle gives a firm ride, so that roll is well controlled in normal cornering but the action is lurchy, with a somewhat squidgy feel if the brakes have to be applied going into corners. This, with the aforesaid high noise level, makes for an unfortunately fussy car—a passenger trying to sleep in the front seat as we devoured a Surrey by-road remarked: "It feels as if we are doing 100 m.p.h."; at the time the speed was not much over 60 . . .

The steering wheel declares that it is "energy absorbing" but I do not think this is intended to describe the effort required to cope with strong understeer by means of steering geared 4.4 turns, lock-to-lock. Yet this is already so heavy for parking that to give it a higher ratio would presumably be unthinkable, although I concede that it is very light when the car is in normal motion, at the expense of being very insensitive steering, which is most unusual with rack-and-pinion. Another disadvantage of the firm ride is that mild body shake is experienced over moderate road surfaces and conveyed to the steering wheel. There is casual, not violent, castor return.



OVERHEAD CAM.—The Vauxhall Victor 2000 was announced at the London Motor Show. It features a single overhead camshaft engine rack-and-pinion steering and Vivaa-like coil-spring rear suspension.

The seats are of generous size, upholstered in Ambla (which I can tell from real leather, available as an extra!) but the separate front ones lack adjustable squabs and the fixed ones are reclined too much for full personal comfort. As I do not use a safety-belt the criticism made of this car, that the controls are out of reach, did not apply. But there were a lot of items I did not like in this new Victor.

For example, the horrid bogus "grained wood" of the deep facia, which is unbroken by glove box or other useful fittings. Indeed, the only front-compartment stowage is a central oddments-box, lockable, but with its lock mechanism apparently deliberately contrived to remove the skin from the back of any hand foolish enough to try to extract a large object from the not very spacious interior. I dislike the key inserting into the door press-buttons and the location of the interior lift-up door handles on the ends of the arm-rests, just where a nervous Auntie May might clutch them and fall from the car (and we hear so much about designing for safety these days!) and the substantial-looking 2-position coil-spring door "keeps" which, nevertheless, all too easily allow the heavy doors to spring back and the clumsy bonnet-prop this Vauxhall shares with its German Opel cousins and the way the gear lever tends to baulk in bottom gear as the clutch is let-in, after the gear feels as if it has been engaged . . .

I did not much like the too-big gear lever knob or the time lost changing gear because the change is a bit sticky, particularly across the gate. I didn't like the clutch, which is light, but engaged only towards the end of its travel, making care necessary for smooth starts and sometimes needing to be dipped to get the car away quickly, perhaps because of a flat-spot in the Zenith carburation. Other dislikes were the horizontal blind spot where the (single-speed) wipers fail to sweep the extreme o/s of the almost flat screen, lack of a n/s vanity mirror (though this one didn't bother me personally!), the noisy two-speed heater fan, and sparsity of instruments. On the latter score, the speedometer (with just a total, with decimal, mileometer) is matched by a similar cowled deep-set dial, but this has merely warning lights for BEAM, TEMP., IGN., and OIL, and an uncalibrated fuel gauge, the needle position of which is difficult to read in certain lights and can be confused with the lining on the gauge face. Not much warning of an empty tank is given, the engine then cuts dead, and no ordinary can will replenish the horrid recessed horizontal filler, covered by an unsecured cap on the n/s of the body.

The heater has sensible controls (but as on so many cars, these are unilluminated) and functions splendidly; de-misting is hastened by air-extraction (no ¼-lights) and Ford/Rootes-like, if smaller, facia-vents. Four knobs before the driver light his cigarette, put on the o/s or n/s Butlers spot-lamps, select the side or (Lucas sealed-beam) dual headlamps—and, turned, this one brings in facia-lighting, the range between bright and dim being far less than on older Vauxhalls, and then the roof lamp—and work the wipers and washers. A r.h. stalk looks after turn-indicators, horn, and lamps' dipping/flashing. Simple and efficient, but not very inspiring. The gear lever is devoid of spring-loading and reverse is outside the bottom-gear location. I can overlook a facia pull-and-twist handbrake, and the delivery driver's warning that the engine was running rather fast and that the screen-washers gave spray instead of a jet didn't prove troublesome. But the n/s front ash-tray did—it fell off. And although fed 4-star, the engine had a sorry tendency to run-on after being switched off . . .

The brakes are pleasantly light, but spongy and not entirely convincing. The 13 in. Avon low-profile tubeless H.M. Wide Safety tyres gripped well; the spare wheel hardly obstructs the enormous boot. Sill interior door-locks, coat-hooks and wing mirrors were fitted, and entry and egress are very easy. Fuel consumption averaged 24.9 m.p.g. (tank capacity = 12 gallons) but I was surprised, on removing the extremely accessible dip-stick to find it reading almost at the lowest level, after a distance of 740 miles, although the low-pressure warning light did not go on. Half a gallon of oil was then required. Modern o.h.c. engines should not consume oil at that rate, but either this one did, or we must accept the unhappy solution that Vauxhall's Engineering Department had not replenished the engine correctly before submitting the car for test. The rather small Exide battery is very well placed, away from the heat, the radiator is ducted and was protected

Continued on page 188

RALLY REVIEW—continued from page 181

a bad start. On the first two of the six stages, Larrousse increased his lead, but on the third Elford astounded everyone by putting up a time which gave him a clear lead of 20 seconds. A fantastic performance which, had it been on a circuit, would undoubtedly have broken a record.

On the next stage, over the Col du Turini where spectators gather in thousands, came the incident which added yet another to the long list of Monte controversies. Larrousse crashed his Alpine and retired.

It was claimed that the crash was caused by snow shovelled on to the road by foolhardy spectators seeking morbid thrills. Indeed, that there had been such incidents cannot be in doubt. Many drivers reported seeing snow on some of the Turini's corners where there had been none on their previous run over the pass (the Turini was used three times). But whether there was any on the actual corner on which Larrousse crashed is another matter.

The unexpected appearance of a pile of snow can be highly dangerous when drivers are travelling at very high speed, relying implicitly on the accuracy of their co-drivers in reading out the pace notes. This is particularly so when the notes contain details of surface conditions supplied to them by their team managers, who often send reconnaissance cars over the stages immediately before the rally comes along.

Although the police arrested some local youths and were said to be charging them with endangering life, we have not seen any evidence that snow had been shovelled where Larrousse crashed. Indeed, three Austrian friends of mine claimed to have been 50 yards away when it happened and they said that they saw no snow whatsoever on the road surface at that spot.

Another pertinent fact which could be said to have a bearing on the issue is Larrousse's crash two nights before due to his throttle sticking open. On both occasions the impact was taken on the front left side wing, and, after the first, there had been time only to fit an additional throttle spring.

But whatever the cause of Larrousse's crash, it is important to realise (as many other publications did not) that he was not in the lead when it happened. To say that he was, and that Elford won merely as a result of someone else's misfortune, would be to do the British driver an injustice. In any case, if we counted all the ifs of rallying they would reach round the world many times over.

Although Elford won and another Porsche driver, Pauli Toivonen, came second, following up behind were three B.M.C. Minis, the fourth, Mäkinen's, having retired with a broken fan pulley. This was an achievement we must not fail to record, especially since we are entreated daily to Back Britain. But patriotic campaign or no, the Minis performed remarkably well on the dry roads, beating cars of considerably more power.

Going back to the Alpines for a moment, these ultra-light cars are going to be a force to be reckoned with on the smoother events this year, particularly as they have men of the calibre of Piot, Larrousse, Vinatier and Andruet driving them. But a considerable amount of strengthening will have to be done before they could safely be used on unsurfaced or undulating roads. Perhaps we shall see what a strengthened Alpine looks like pretty soon for it is strongly rumoured that Piot is bringing one over to enter the Circuit of Ireland at Eastertime.

One cannot allow a discourse on the Monte Carlo Rally to end without some reference to the Monegasque love of the rule book. Trivialities always seem to excite them far more than obvious breaches of the regulations. Last year, for instance, they insisted that the metal rally plates should be mounted vertically front and rear. This year, they did not seem to mind about this, but a great furore went up when one of the scrutineers reminded a competitor that advertising was permitted neither on his car nor on his person.

The result was a mad scramble to remove all traces of displays likely to be construed as advertising. Lucas lamp covers were turned inside out so that the firm's name was not in sight, Dunlop tags were torn off overalls and covered up on jackets, and trade mark stickers were even peeled off the webbing of Britax competition harnesses. Purism had indeed gone mad.

Whether the A.C. de Monaco continues its efforts to imbue a modern rally with the traditions of the Great Winter Road Race will remain to be seen, but we do feel that it should radically change its style. Firstly, it could become a multi-route endurance run in which ultimate power would be of secondary importance. Secondly, it could abandon all its starting points and have a single base at Monte Carlo. If the former happened, it would undoubtedly lose its status as a European Championship rally, and we don't think the organisers would relish that very much. If the latter, the tedious run-in would be removed and, after all, there were two fatalities on this rather unnecessary part of the event this year.

* * *

Following his outright win on the Rally, Vic Elford flew off to Daytona for the 24-hour race. With Jochen Neerpasch as co-driver, he won. He has a strong desire to devote more time to racing in the coming months—it will give him more time at home, among other things, for he will have fewer protracted reconnaissance trips—and it looks as if he is going to get his wish. But he still has at least one unfulfilled rallying ambition—to win the Tour of Corsica.—G. P.



Larrousse's second crash caused damage which could not be repaired in time to allow him to continue in the rally. This picture shows the adhesive tape used to repair the glass-fibre body of the Alpine after its first crash.

VAUXHALL VICTOR 2000—continued from page 187

with Vauxhall anti-freeze, the plugs are buried in shields between the four exhaust branches but are accessible if properly tackled; the low-set alternator looks highly inaccessible. Servicing is at 6,000-mile intervals; this Big Victor rates as a grade 4 insurance risk.

The Vauxhall 2000 is a lot of big modern car for a modest outlay, but it falls down on details. It is at its best on a long run. For instance it got along well, going from Brighton towards Guildford although, with traffic checks in its favour, I noticed that it made up nothing on a well-driven Rover 2000. I am sorry, too, that the Wardour Street service depot has been closed, for one associates Vauxhall with this part of London since the days of Shaw and Kilburn, and the 30/98. The Wyvern badge still exists on the ignition key-ring however.—W.B.

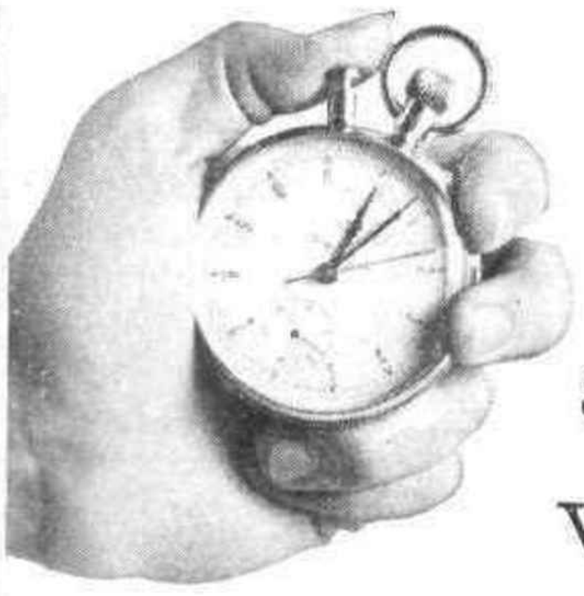


[Photo by courtesy of The Daimler & Lanchester O.C.

PROTOTYPE.—Since the Leyland/B.M.H. merger there has been speculation as to whether the name of Daimler will be allowed to die out, or what form future Daimler and Jaguar cars may take, with a V12 engine mentioned as a possibility for the latter. Here is what the Mk. II version of the Daimler SP250 sports car would have looked like had the Daimler Company not shelved it in 1962. It was maroon with a black interior and had a Jaguar E-type facia. It is believed to have recently been sold.



The Triumph 2-litre Vitesse...



If we told you it out-accelerates and out-manoeuvres eleven sports cars* would you believe us?

The Triumph Vitesse may be a four-seater, but it certainly doesn't act like one. In fact, 'Motor' calls it the sportsman's saloon. With its 2-litre, 95 b.h.p. engine she takes a mere 8.3 seconds to go from 0 to 50. But while surge is always there, noise never is. That's the beauty of six-cylinder motoring—you overtake so *quietly*

Mind you, the Vitesse is far from being just a straight-stretch performer. On fast corners, for instance, independent suspension keeps the wheels tight down on the road. All four of them.

You get this same security when you touch the disc brakes. Or handle the light, positive steering which gives you that fantastic 25-foot turning circle. So when you park, you can slot the Vitesse in almost anywhere.

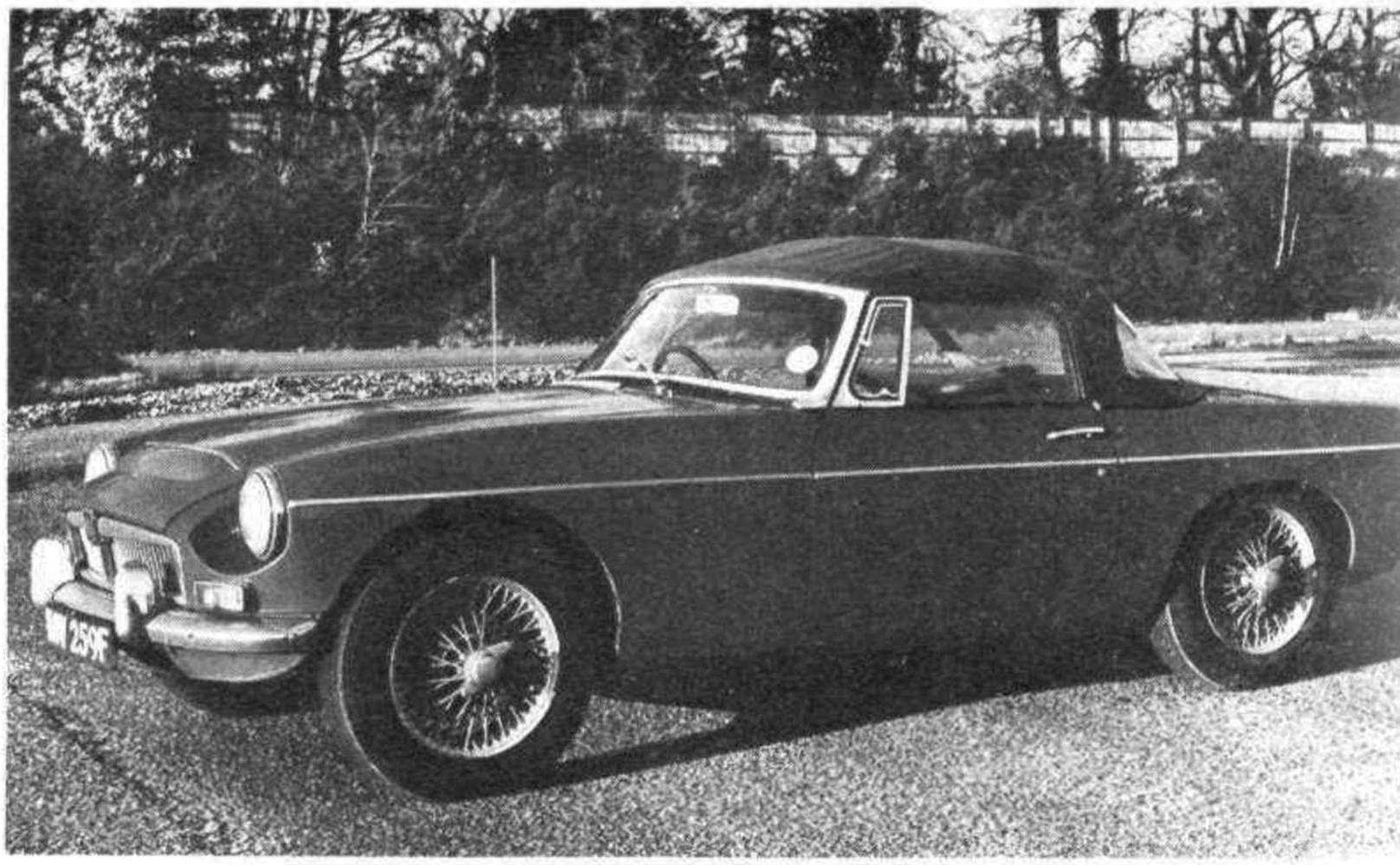
The price is equally impressive. For all this liveliness we ask just £838.15.7 for the saloon ; £883.0.7 for the convertible, purchase tax included. And a test drive, remember, costs nothing. How soon are you going to become a Vitesse man ? **Check the figures for yourself in 'Motor' Road Test Summaries.*

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Triumph puts you safely ahead TRIUMPH

ROAD TEST OF THE

NEW M.G.-C SPORTS CAR



SPOT THE DIFFERENCES.—All enthusiasts will note the big bulges on the bonnet of the M.G.-C but fewer will see that the wheels are slightly larger than on the M.G.-B. In fact the only drivers who seemed to notice the new car were drivers of M.G.-Bs.

IT HAD been MOTOR SPORT's intention to publish comparison road tests between the M.G.-C and Triumph TR5. Both cars were announced at Motor Show-time and both were six-cylinder improvements of existing models and so comparisons were inevitable. Obtaining the M.G.-C was no problem: B.M.C. were able to offer GT or convertible versions, with either manual or the newly-introduced Borg-Warner automatic gearbox. We chose an open model with the manual gearbox, because we expected that to be the type that would compare best with the TR5. It probably would, but we have not been able to find out. Standard-Triumph's Press Office are not providing cars for road test until the new Triumph is properly in production, which only happened in the New Year although the car was unveiled as long ago as October, 1967. We now publish impressions of driving the M.G.-C.

Not only were comparisons being drawn with the TR5, but also with the M.G.-B, which continues in production, and the Austin-Healey 3000, which doesn't. On the face of it, a combination of the qualities of these cars would seem to add up to a rather pleasant project. But devotees of the big Austin-Healey and the "B" will not be quick to warm to this hybrid. One feels that if there had never been an M.G.-B or big Austin-Healey then the "C" would have had better prospects. Perhaps the makers are aiming at another market completely, for while the M.G.-C is an enjoyable and tireless as a touring car, suitable for those unending continental roads, it is not a sports car in the Austin-Healey and M.G.-B sense.

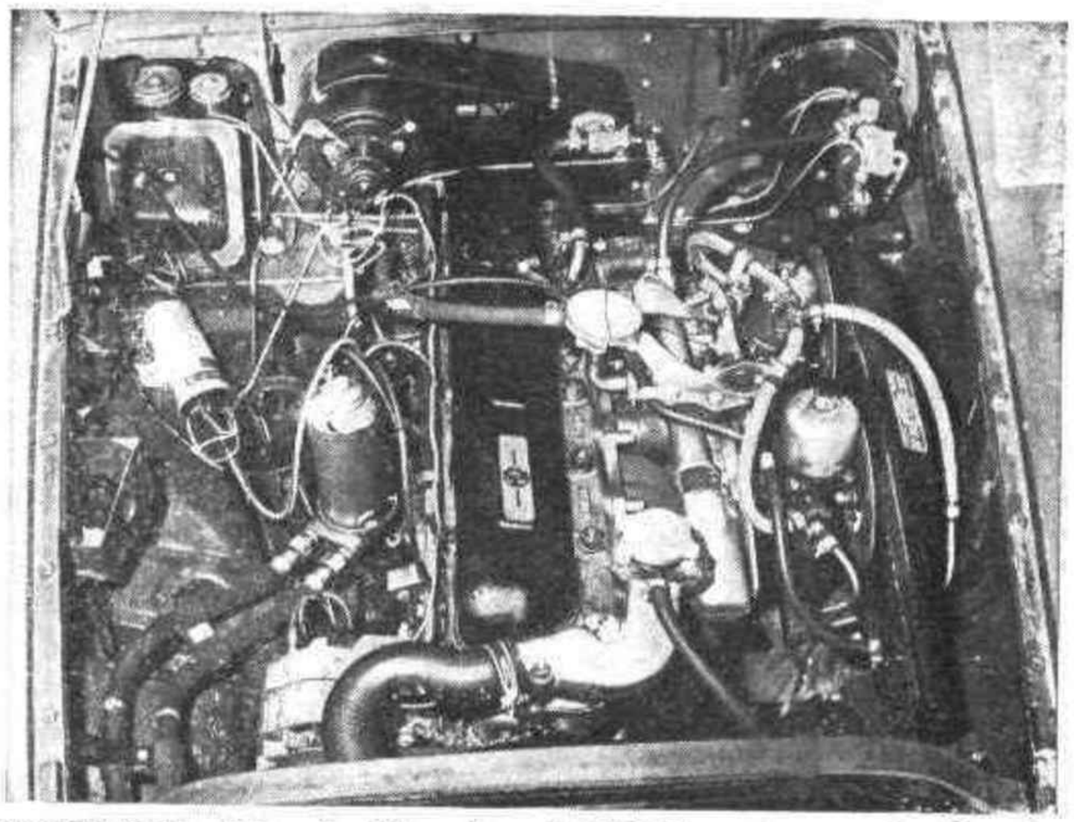
It may be unfair to refer to this model as a derivative of these two cars. B.M.C. are now able to use the same body pressing for two cars which are so different, which must be an economy measure. The engine, as is now well-known, is a modified version of the six-cylinder C-series, although the industry has been rife with rumours of something a little more exotic. The block has been redesigned to make it shallower—although it still necessitates the use of a sizeable power bulge on the bonnet—and lighter. It now has seven main bearings instead of four and in the process 5 b.h.p. have been lost. It develops 145 b.h.p. at 5,250 r.p.m., top torque of 170 lb. ft. being produced at 3,500 r.p.m.

The twin SU HS6 carburetters draw their supplies from a 12-gallon fuel tank. Fast cross-country cruising in the "C" returned a fuel consumption of 20.2 m.p.g., which does not add up to a very workable range. But then one cannot have it both ways; the fuel supply in the boot, together with the spare wheel—our car had wire wheels and the hub took up even more space—meant that precious little luggage could be carried there. It was a bit of a struggle trying to get in a medium sized suitcase, and we finally gave up and put it just behind the seats. The engine compartment was fairly full but due to the carburetters and exhaust manifold being grouped on one side, the dip-stick, plugs and oil filter, etc., were reasonably easy to reach. The rocker cover, which looked smart in its black crackle finish, had the out-of-place M.G. octagon badge mounted on top. Just in front of the water radiator is an oil cooler. The bonnet was light but the prop was difficult to unwedge.

The wheels have also grown a bit, being 1 in. bigger and wider. Having upped the power from 90 b.h.p. the brakes obviously had to be improved and behind the wire wheels and Dunlop SP41 radial ply tyres were, at the front, 11 1/16 in. disc brakes, and, at the rear, 9 in. x 2½ in. drums. To these have been added a vacuum servo and the result was braking that gave us no trouble at all. The extra 50 b.h.p. has been off-set by the extra 622 lb., mainly from the bulk of the engine. Using the M.G.-B method this would have made the steering intolerably heavy and B.M.C.'s answer was to increase the turning circle to 3½ turns lock-to-lock, half more than on the "B," and to advise owners to use higher pressures in the front tyres. The only other major change was to discard the "B's" coil springs and supplement instead two longitudinal torsion bars.

At first glance the "C" is immediately distinguished by the bulges, which rather spoil the lines but hint of a hairy car. The interior has been slightly altered, as has that of the 1968 M.G.-B mainly because of the American safety regulations. The dip-switch on the floor is in a better position, but still tends to act as a foot rest, and the same, 16½ in. steering wheel as used on the "B" now has a leather glove on it. It is this small point more than any other that emphasises the general public's apathy towards the "C": If a "new" car is being produced from an old one, why not make a clean sweep of altering those things which have been most criticised? The job has been half-started, for there are neat, flap-type door handles and rubber-surrounded window winders (which on our car were very loose). But while at it, why not put on a proper leather-rimmed wheel, redesign that facia, in particular those heater controls, have seats that give a little lateral support, provide a sun visor, give the car fresh air and efficient heating systems, and replace those tumbler switches with rocker type that do not project? These may be small points, and no doubt owners could learn to live with them. H.R.H. the Prince of Wales obviously thinks he can . . .

The transmission tunnel seems wider, and sitting on top of this is a nicely placed short gear lever, mounted by a circular knob about the size of a golf ball. (One feels reluctant to say that it feels "nice" because of what old Freud might have had to say.) There is a long travel between the forward and backward positions of the gearbox and an unbelievably small space between the gate. Initially, when changing from second to third it was all to easy to snick the lever into first. It would go in without any trouble, too, thanks to the synchromesh now fitted to first gear. Otherwise the gearbox, with its oddly chosen ratios, was fine to use, a little bit tight but that was no doubt due to its newness. The handbrake manages to sink between the driver's seat and transmission tunnel without being a nuisance. The clutch had a long travel before it began to bite.



GOOD FIT.—That familiar piece of B.M.C. equipment, the C-series, sits in unfamiliar surroundings. Most service points are easy to get at and the lightweight bonnet was easy to handle. Note the M.G. octagon on the rocker cover.

We picked up the car on the Friday before Christmas and drove it from B.M.C.'s Holland Park depot to Standard House, where the revelries of the office party were just starting. (To put B.M.C.'s mind at rest, we were very easy on the bottle; when we told the man we were in a hurry to get back because of this, his face developed an enormous hole where his mouth was.) The car was no trouble in the thick London traffic—and it was thick that Friday—with hardly a fluctuation in the temperature. We were using only first and second gears until we reached the outskirts of London later that evening. After being left out on the coldest of nights the car started first time, with the choke full out, and warmed up after a few minutes. We had heard reports of plug-fouling but never experienced any.

There had been no trouble with the M.G.-C in traffic; what would it be like on a long journey? We covered over 1,000 miles that Christmas weekend and became convinced that motorways would be where the car would be enjoyed best. At 70 m.p.h. in overdrive top the engine was hardly ticking over and at that speed normal conversation could be enjoyed, the main sound being that of the rather noisy plastic fan. The burbling of the big engine gave an impression of reliability and we had no doubt that the engine would go on for ever in such conditions. As rain began to fall we cursed the slow-working windscreen wipers—until we discovered that they had, at last, two speeds.

Once wound-up, the car was quite happy but getting there quickly was always a problem. The long-stroke engine does not develop full torque until 3,500 r.p.m. and in a slow-revving engine the gearbox had to be used to the full. On the face of it the M.G.-C should have proved a real flier, almost a small version of a Jaguar E-type. There was something missing but just *what* we would not like to say exactly. Overtaking, for instance, was not entirely trouble-free: a quick glance in the mirror, which is too small, use the indicator, which had to be held in position, drop into lower gear or flick the handily placed overdrive switch, and accelerate. As the car seemed slow in picking up speed perhaps the answer is to follow further behind. On the subject of the overdrive, which is a useful £61 extra, it takes a long time to function but appears much smoother than on the "B".

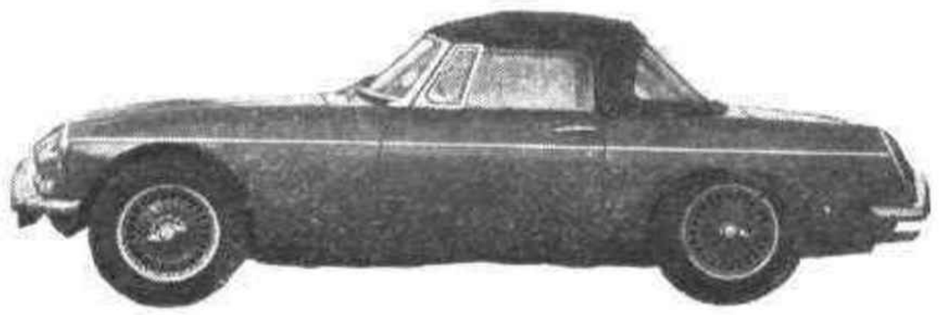
The M.G.-C is faster than the "B" but lacks the tautness and better road-holding of its smaller brother. The SP41s hold the road quite adequately, even in the wet, but from the very first time we tried one of these cars—at Shenington last October—it was evident that it would handle far differently from the "B". The changes to the front suspension set-up have made the "C" an inherent understeering car when driven hard, which became truly evident at our private test track, when no amount of extra throttle could induce out the tail. At slower speeds in the wet, the back could be made to come round with a quick dab on the accelerator which was rather nice when turning out of side streets although more tyre-conscious drivers would drive more sedately.

It is on twisty roads that the "C" comes off worst. The steering is still rather heavy, despite that extra half a turn, while the seats do not hold the driver, the steering wheel becomes rather fouled up with the driver's knees and the dip switch does not provide a very satisfactory foot rest. The seats have plenty of forward and backward movement and even the tallest drivers can be accommodated. However, we could visualise the problems of the shorter driver: the steering wheel and windscreen wipers, combined with the shallow windscreen, could well obscure his vision to a great extent.—R.F.



AGGRESSIVE.—The M.G.-C, with its one main power bulge and smaller extra one, looks as if it is "rarin' to go" from this angle. The Dunlop SP41 tyres are fitted to 5J wire wheels and stick to the road quite well.

M.G.-C CONVERTIBLE



Engine: Six cylinders, 83.36 x 88.9 mm. (2,912 c.c.). Pushrod operated overhead valves, 9.0:1 compression ratio, 145 b.h.p. at 5,250 r.p.m., 170 lb. ft. at 3,500 r.p.m.
Gear ratios: first, 9.86; second, 6.82; third, 4.34; overdrive third, 3.64; top, 3.31; overdrive top, 2.71.
Tyres: 165 x 15 Dunlop SP41 on knock-off wire wheels.
Weight: Approx. 23 cwt.
Steering ratio: 3½ turns lock to lock.
Fuel capacity: 12 gallons (approx. 240 miles).
Wheelbase: 7 ft. 7 in.
Dimensions: 12 ft. 9¼ in. x 4 ft. 11¼ in. x 4 ft. 2¼ in. (high).
Prices as tested: £1,239 (including overdrive, £61; wire wheels, £31; heater, £15; radio, £20).
Makers: M.G. Car Company Ltd., Abingdon-on-Thames, Oxfordshire, England.

Performance Figures

Acceleration:

0-30 m.p.h.	3.75 sec.
0-40 m.p.h.	5. 0 sec.
0-50 m.p.h.	6.75 sec.
0-60 m.p.h.	8. 4 sec.
0-70 m.p.h.	11. 4 sec.
0-80 m.p.h.	14. 9 sec.
0-90 m.p.h.	18. 9 sec.
s.s. quarter mile	16. 3 sec.

Speeds in gears:

First, 44 m.p.h.; second, 63 m.p.h.; third, 97 m.p.h.; overdrive third, 115 m.p.h.; top, 120 m.p.h.; overdrive top, 120 m.p.h.

you're in good company



on ***DUNLOP***

If you drive on Dunlop, you're on a good thing. Because every time Dunlop tyres carry the winner of a big international rally —as they do, in a big way—all Dunlop users benefit. It is this extensive experience in gruelling action-packed international events that helps Dunlop build the toughest, safest and longest-wearing tyres for the everyday motorist. Keep on driving on Dunlop—you're in good company.

Proved again in the 1968 Monte Carlo Rally

1st ***PORSCHE 911T***
V. ELFORD ***D. STONE***

2nd ***PORSCHE 911T***
P. TOIVONEN ***M. TINKKANEN***

3rd ***B.M.C. MINI-COOPER 'S'***
R. AALTONEN ***H. LIDDON***

and 6 class winners

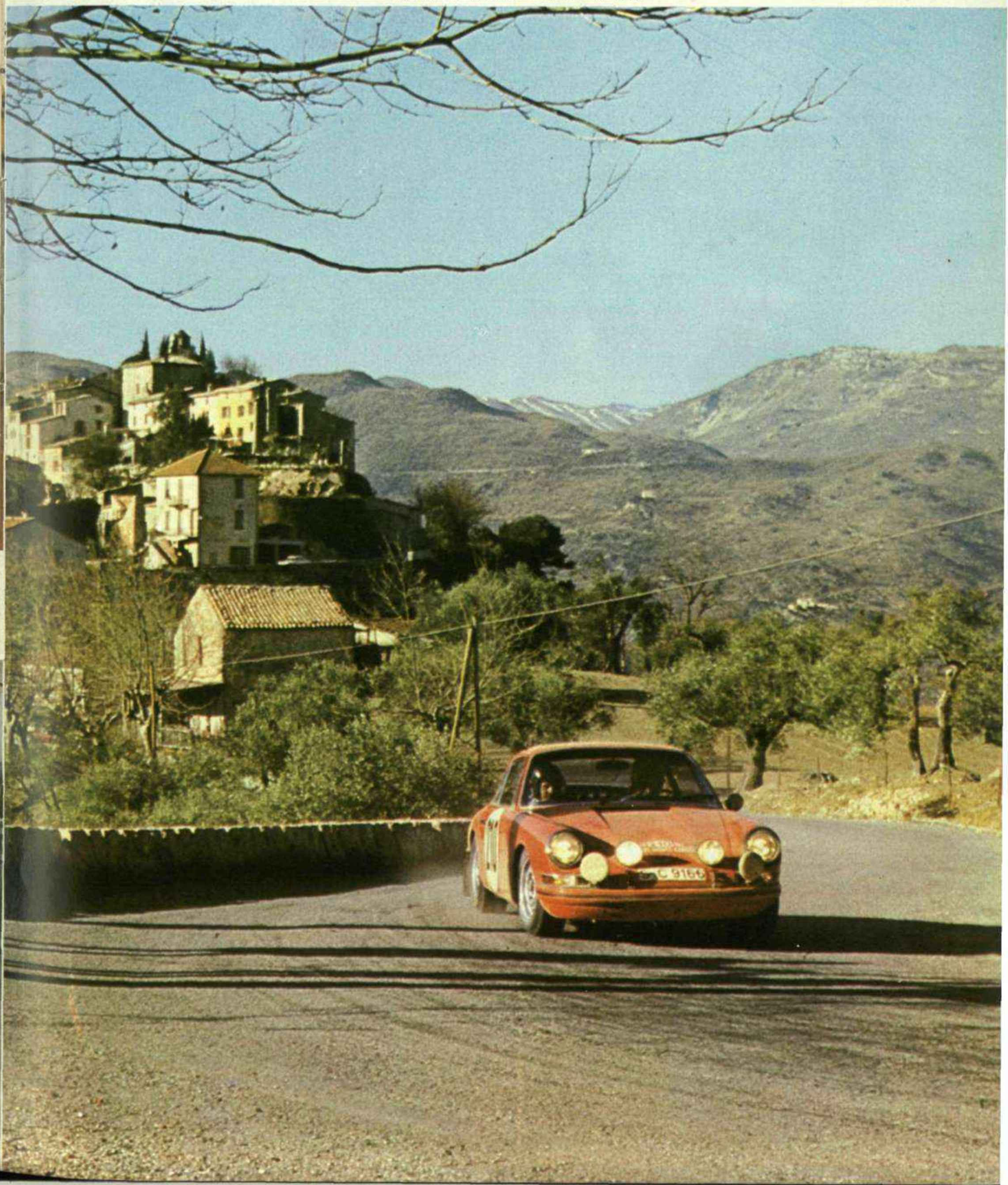
(subject to official confirmation)

DUNLOP THE TYRES BUILT ON SUCCESS

PICTORIAL REVIEW

MONTE CARLO RALLY DAYTONA 24-HOURS NEW FI COOPER AND McLAREN

MONTE CARLO RALLY WINNING PORSCHE.—With the village of La Roquette forming a background, this picture shows the Porsche of Vic Elford and David Stone on the Levens Special Test. A consistent pair, outright victory has often eluded them, but on this occasion they won fairly and squarely.



TOP LADIES.—Pat Moss-Carlsson and her Swedish co-driver, Liz Nyström, were having their first drive for Lancia, who were rewarded by the girls' 14th place overall and the Coupe des Dames. They also won the team prize with Bengt Söderström/Gunnar Palm and Réné Trautmann/Claudine Trautmann, all in Fulvias. Another works Lancia crashed in Jugoslavia on its run-in from Athens.

FIRST BRITISH CAR:—In the early stages, B.M.C. drivers could not get the tyres they wanted, but their times improved later and works Minis, this one driven by Hopkirk, finished 3rd, 4th and 5th.

EARLY LEADERS.—Gérard Larrousse and Marcel Callewaert, in their Alpine, led narrowly from Elford and Stone after the first night, but were overhauled by the Porsche on the Mountain Circuit.



You can buy a car for twice the price of the 100 mph Triumph Spitfire Mark 3

But still only have half the fun

Look in the back pages of 'Motor' magazine and you'll find over 380 cars which cost more than the Triumph Spitfire Mark 3.

So straight away you can see that it's a pretty competitive car.

But the really enthralling thing about the Spit Mark 3 is the sheer volume of undiluted pleasure it provides for £717 including tax.

Now it's not just how fast the Spitfire goes. (Top speed: 100 mph. 0 to 60 mph in 12.5 seconds.)

Or how comfortable it is to drive.

(Contoured bucket seats. Snug new hood whizzes up in under a minute.)

Or how it holds the road. (All-independent suspension. Steel girder chassis.)

It's just that the latest Spitfire is such a spirited sports car. The steering is spot on. The brakes bite crisp and even. (9″ discs up front.) The gearbox is smooth as butter. The turning circle is an eye-popping 24 feet. (Gobbles up alpine bends like nothing else on four wheels.)

It all adds up to a terrific sports car.

And a great piece of engineering.

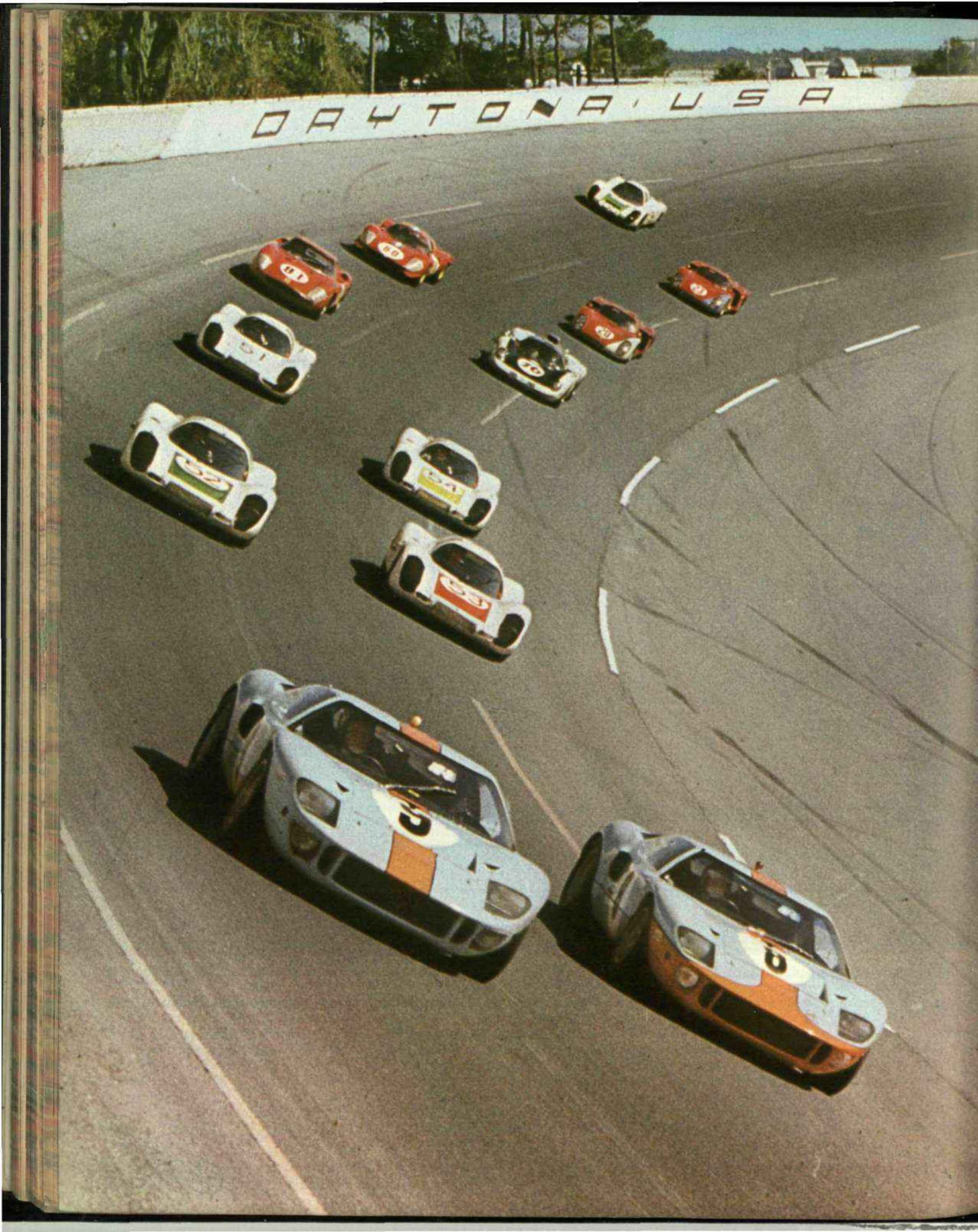
At £717—a snip.

Special insurance rates. Standard-Triumph have made arrangements with a leading insurance company to provide special insurance facilities for Spitfire drivers at favourable rates. Ask your Triumph dealer all about it.

Now come and discover the most exuberant Spitfire ever. £717.1.11 including P.T. (Hardtop model £751.10.3.)

STANDARD-TRIUMPH SALES LTD. LONDON SHOWROOMS, BERKELEY SQUARE, LONDON W1. GROSVENOR 6050.

Triumph puts you safely ahead — LEYLAND TRIUMPH


DAYTONA·USA

DAYTONA 24-HOURS WHOOSH!—The Howmet Turbine car comes on to the banking at the point where only a few laps later it hit the wall. Behind is one of the TransAm cars.

ALFA OVER PORSCHE.—The Alfa Romeos of Andretti/Bianchi and Schutz/Vaccarella sweep over two Porsche 911s at about 170 m.p.h. Lane discipline on the banking is essential but not always adhered to.

START.—When the flag fell on the straight before this banking the field were already doing over 100 m.p.h. Here, still in formation, the faster cars are already clear of the next batch. Leading are the two Ford GT40s of Ickx (below) and Hawkins. Then (above and below) come Siffert and Mitter, followed by Schlesser and Elford. The two Ferraris nose to tail are those of Piper and Rodriguez. Below is the Turbine, followed by the two Alfa Romeos of Schutz and Andretti, with Steinemann's 2-litre Porsche at the end.

PLACE MEN.—The best placed Alfa Romeo T33 driven by Schutz/Vaccarella is about to be passed by the second placed Porsche of Siffert/Herrmann.

WINNERS ALL.—The five winners on the front of the winning car surround another winner, Miss Universe, who presented the trophy. From left to right are Neerpasch (behind), Elford, Siffert, Herrmann and Stommelen. In the background, and holding up the vast flower garland, are the jubilant Porsche mechanics, without whose aid the drivers would not be in the victory lane.

HECTIC STOP.—The leading Porsche makes a routine pit stop in the closing laps and instead of Elford taking over from Stommelen, who co-drove after his car was destroyed, it was Siffert who was waiting to put in a few laps and so get his name on the winner's list. Fifteen minutes later Herrmann went out for his stint before the car was handed back for Elford to finish.

NEW FORMULA ONE McLAREN McLAREN-COSWORTH.—Work is progressing well on Bruce McLaren's Cosworth V8-engined Formula One car. In these three photographs it can be seen that the gearbox has the rear suspension mounted indirectly on to it, with the monocoque of the chassis ending at the bulkhead behind the driver. The two cars, for McLaren and Hulme, should be ready for the European season opener, the Race of Champions.

NEW FORMULA ONE COOPER COOPER-B.R.M.—The Cooper Car Company will use B.R.M. V12 engines in their Formula One cars. The monocoque on this car extends well back and has the rear suspension members attached to it. Front brakes follow traditional Cooper practice in being placed well out in the airstream. The company hope to have two cars, for Scarfiotti and Redman, completed in time for the Race of Champions at Brands Hatch on March 17th.





THE 1968 HUMBER



Rootes' " executive " Hillman Hunter.

THE Mk. III Sceptre is now the only car to carry the honoured name of Humber, but should really be described as a de luxe, or in modern jargon " executive," Hillman Hunter. When I tried a Hunter last year I liked it, and I expressed the hope that it would help to retrieve Rootes Group fortunes. The Sceptre is nicely contrived within, as a four-seater four-door saloon, a folding armrest and a lidded stowage-bin dividing the back seat into virtually two separate ones, as in a Rover 2000. The front seats, which have reclining squabs, the controlling lever being very stiff to operate, are on the small side, and not particularly comfortable. The luxury touches come from a dark veneered-walnut facia and deep matching window surrounds nicely blended with ambla trim and upholstery, pile carpets on the floor, an illuminated lockable cubby-hole of ample size, a lift-up vanity mirror within this, a veneered console extending the length of the floor and containing ash-trays and lighters for front and rear compartments, sensible roof grab-handles, *decor* on the steering-wheel spokes that is intended to impart a sporting flavour, adjustable steering-column, sliding interior door-locks, facia-vent and rear-extractor ventilation like that on Fords, but retaining front ¼-lights, shaped seat cushions, two-speed wipers, four headlamps and a Vinyl-covered roof. The facia is secured by small Allen screws and the lack of veneer at the surrounds of the recessed instruments is unpalatable. A noisy Smiths clock occupies the front of the console.

There is full instrumentation, with tachometer and speedometer having total and decimal-trip odometers flanking a fuel-gauge, and oil-gauge (normally showing just over 40 lb./sq. in.), ammeter and thermometer to the left. The usual Rootes Continental calibrations of fuel-gauge and speedometer are incorporated. Around the former, like jewels on the wooden facia, are five warning lights, of which that for low fuel level shines in the driver's eyes when about three gallons remain in the 10-gallon tank. The latter gave an absolute range of 273 miles, but a fuel-consumption check returned the excellent figure of 30.1 m.p.g., so maybe the tank capacity is not quite as much as the amount listed. There is a rather unfortunate horizontal fuel filler closed by an awkward unsecured " hot-water-bottle " cap.

As this Sceptre accelerates about as well as an M.G.-B sports car and will go to nearly 99 m.p.h., its twin Zenith-Stromberg engine poking out 88 net b.h.p. at 5,200 r.p.m. and running smoothly up to 6,000 r.p.m., the m.p.g. figure is creditable; admittedly it was taken with judicious use of o/d, which operates in 3rd and top gear, and without opportunity for very fast cruising, but the local runs were not conducive to maximum economy.

A left-hand flick-stalk selects o/d, which goes out of use when a lower gear is used. A heavier r.h.-stalk controls turn-indicators, flasher, and sounds the horn. A well-placed central gear lever controls a very nice gearbox, and the brake lever is out of the way on the right of the driving seat, where it does not impede entry or exit. There is a full-width parcels shelf below the facia. Tumbler buttons work the minor services; I found these " fumbly," particularly as those for side/headlamps (foot dipper) are adjacent. The heater-fan works quietly and the heater is very adequate, although demisting seemed slower than on a Ford. Good exterior mirrors aid vision when the back window is misted up, but are of " vanishing " type, which the interior mirrors are not.

The Sceptre is not very nice to drive. The ride is soggy, the steering spongy, low geared and rather heavy, and the ride is lurchy, especially under braking. The brakes are good but somewhat sudden, although very light (servo, disc/drum), and better grip in the wet would have been appreciated; the test car was on Dunlop C41 tyres and things might have been different on SP41s; I liked the way the Hunter handled; it was on radial-ply Dunlops.

There is plenty of sound damping in the Sceptre but it is not an outstandingly quiet car. Its main appeal is full equipment at a price of £1,146 and very creditable urge from its 1.7-litre power unit, allied to notable economy. But unless the customer is hard up for a few hundred pounds, wants to save a little on fuel bills, or insists on a " conventional " car, the Rover 2000TC is, in my opinion, a more satisfactory purchase. In Arctic weather, parked overnight in the open, its engine protected with Smiths Super Bluecol, it was a very prompt starter, and in 540 miles the rather tucked-away dip-stick showed that only ½ a pint of oil had been used.—W. B.



Sceptre tail-piece—old and new.

CITROEN/MASERATI LINK

After many rumours Citroën recently confirmed that an agreement for co-operation in all aspects has been reached by the French firm and Maserati. Although this may seem " small fry " in comparison with the banner-headline news of the B.M.H.-Leyland deal, it brings together two technically advanced companies. Citroën know-how on marketing and manufacture and Maserati engine knowledge should prove a worthwhile link.

FEBRUARY CORRECTIONS

Apart from the inevitable printing mistakes which changed the sense of what was intended in a few places, we omitted the maker's 0-60 m.p.h. acceleration claim for the Twin-Cam Ford Escort when introducing this new car. It should have read 9.89 seconds.

NOT CASTROLITE

Perhaps because his Rover 2000TC uses no oil between 5,000-mile servicing periods, last month the Editor referred to lubricating it with Castrolite; the grade recommended by the makers for this car is Castrol XL.

CLOUDBURST AT BRANDS HATCH [Photo: J. A. Creswick



LETTERS FROM READERS

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

THE REAL HEALEYS

Sir,

For years now I have had a monthly grumble after reading MOTOR SPORT! Mr. P. D. Mace's letter in your January issue has brought this matter to the point where I must protest.

Why do people who have purchased that first instance of badge engineering in the sports-car world, the Austin-Healey, persist in calling the car a Healey? The two are as different as chalk and cheese.

When some lucky person bought a new Healey back in 1946 or '49 he did at least know that only a very few cars, and all these with much larger engines, could equal their performance. What of today's happy young man with twelve hundred pounds to spend, however? If he buys an Austin-Healey 3000 what can he expect? Peerless performance, to be eclipsed only by Cobra-engined monsters? Oh dear, no! Only the certainty that he will be outgunned by the first clapped-out 1,200-c.c. Lotus Elite that he comes up against. Not to mention other possibles.

Are Mr. Mace and the many others like him shy about the Austin bit in the name? I think they must be. If this is so, then B.M.H. or Leylands, or whoever controls it all now, should put their thinking caps on, and come up with something to equal that achievement of the Healey Motor Co. of long ago—they should set out and build themselves (and us) the World's fastest production saloon. This was done on a shoestring over twenty years ago—surely this mighty empire can do it now. Then Mr. Mace and Co. might start using the Austin bit of the name again, and all the owners of real Healeys would be spared the appropriation of an honourable name by those not entitled to it.

Grenoside. M. TRICKETT.

* * *

"I SAY, VOLVO O.K."

From Sir Clive Thomas, Bt.

Sir,

I think Mr. Boddy must have had a very bad Volvo 144 or a very bad luncheon beforehand. I have now done nearly 3,000 miles with my 144S, and have never experienced any of the faults he mentions. Indeed the car's road-holding and general performance are excellent, the gearbox is exceptionally pleasant to use, the engine exceedingly smooth and quiet. These remarks also apply to the original demonstration car I tried for a week-end before making my purchase. Volvos also pay most courteous attention to the slightest inquiry.

Isle of Man. CLIVE EDWARDS.

[No luncheon!—ED.]

* * *

TAKE THOSE FINGERS OUT!

Sir,

I wonder if it would be possible for you to draw car manufacturers' attention to the danger of young children having their hands or fingers damaged by cooling fans or belts, when this could surely be avoided economically by enclosing them in wire mesh?

London, W.C.1. A. EDDINGTON.

[Why not enclose the kids in wire-mesh? Seriously, the belt-drive to the o.h. camshaft on the new Vauxhall engine sounds very dangerous but at idling speed it is as visible as the fan, so should not constitute any greater danger.—ED.]

* * *

STAINLESS STEEL

Sir,

We would like to thank you for your kind mention of our tailpipe trim under your review of "My Year's Motoring," Rover 2000TC, page 102. However, respectfully, we would point out that our "Nevarust" trims are not chromium as stated, but solid stainless steel.

Further, we are proud to inform you that the trim in question is now an official Rover Approved Accessory, and is available through all Rover dealers. Also, by the end of next month, Rovers will be marketing our trims for the pre-1967 $1\frac{7}{8}$-in. diameter tailpipe Rover 2000, and all Rover 3-litres (not $3\frac{1}{2}$, V8). We still distribute "Nevarust" stainless steel exhaust trims to fit the majority of other cars.

M. J. STEVENS,

Leicester. *p.p.* M.R.A. Motor Accessories.

POLICE PERSECUTION . . .

Sir,

In spite of the advice of the Highway Code to use headlights in reduced visibility in day-time and the extensive campaigns by the Ministry of Transport and the Royal Society for the Prevention of Accidents to encourage this, any driver who does must be only too well aware of the reaction of a not inconsiderable proportion of road users to what they appear to regard as a most heinous sin.

Having been waved at, shouted at, flashed at, and driven at for driving on dipped headlights in day-time fog, the ultimate imbecility was to be stopped recently on the A35 at Lyndhurst by a motorcycle patrol of the Hampshire Police because, in his opinion, I should not have had my lights on. This after having driven for twenty miles in conditions of patchy fog and drizzle against a background of forest plantation and very low cloud.

My complaint to the Chief Constable having been dismissed as "trivial" I would appreciate your readers' views on this matter.

[Name and address supplied.—ED.]

* * *

. . . BUT IT'S WORSE ABROAD

Sir,

Your reader Peter Frazer (Letters, January issue) thinks we are a Police State, and quotes an experience when he broke, or perhaps bent, the law by temporarily running his car without bumpers. Well, just listen to this one:

I used to live in Zürich, Switzerland, and one night, returning from a dance in Baden, about 25 kilometres away, I was unfortunate enough to make sudden contact with a large, solid wall. Not my fault, I hasten to add, but in swerving on slippery snow to avoid another car that had already lost control, I lost control, managed to avoid the car that caused the trouble but could not avoid the wall which came out of the side of the road and hit me. Result was a dented wing, radiator grille and smashed headlight.

Now, in Switzerland, it is required by law to have all lights in pairs—including spot/fog lights—and therefore by driving further I was committing an offence by only having one headlight. However, at 1 o'clock in the morning, with a miniature blizzard raging and with my pride and joy bashed in around the front end, I was in no mood for minor technical legalities. The *Polizei* were.

It was back in Zürich in an area of street lights they got me. I explained that it had only just happened half an hour before and how else was I supposed to get home at that time in the morning, but to no avail. It was after dark and it is written that cars must have two headlights, not one. But there are street lights all the way from here to where I live, I explained, but it was after dark and cars must have two headlights, not one. Just to prove his point, the policeman removed the ignition key and told me that if I cared to call at the police station the following day I could have it back. Thus powerless, I called a taxi home, and went to bed thinking of all the unpleasant tortures I could cheerfully have subjected the horrible little whatsit to.

Next day, Sunday, I went to the police station at about 1 o'clock in the afternoon—in daylight—to claim my car. The police station was closed. (I'm sure not many English cop-shops close their doors and go home just because its Sunday!) A telephone call to the alternative number given in the book for out of office hours informed us that the police station was closed, but if we'd like to wait around for about an hour he'd come and open up for us. The prospect of an hour's wait in the snow was not very inspiring, but when he was eventually sighted, at 4 o'clock, three hours later, I was decidedly cold—apart from under the collar! However, I wanted my car back, so decided not to comment. I was taken to the office and after an hour's lecture on what I, as a foreigner, must and must not do in Switzerland, and after innumerable forms had been filled in, I was handed my key and allowed to drive my one-eyed car home. But by this time it was gone 5 o'clock, and already dark. . . .

N. Wembley. RON FISHER.

STOP-GO-STOP

Sir,

I wonder if any other motorists feel as I do about the irresponsible placing of, and in fact sometimes the existence of, temporary road signs at the site of road repairs. To be confronted with a "STOP" sign along a stretch of open road (presumably one stops until the sign is removed), mixed with other signs, all usually equally meaningless, seems to indicate to me an attitude of mind among contractors that, as long as a sign exists, they are absolved from all further responsibility towards road users. And why not make it compulsory to have "ROAD CLEAR" signs at the end of such road works? I don't know if plans already exist to bring about such control but, if not, then it is surely time that something was initiated towards this end.

Grimsby. J. T. ALVEY.

[Yes! And we had two instances of stupid/dangerous temporary *traffic-lights* on one journey recently. At new road works between Basingstoke and Newbury there was an extremely long one-way stretch of road, guarded by temporary lights. It was so long that drivers had every justification for thinking the lights had failed at red. One driver, at the head of the queue, did start to drive on, and had to reverse back as another vehicle approached. A special notice, "long dwell lights" or suchlike, was called for here, or else embarrassment if not an accident may well result, especially after dark—remembering these contractors' traffic lights have no legal significance.

Then, the opposite applied on the downhill run into Newbury from the Whitchurch/Newbury road—temporary lights guarded a short stretch of road so wide that two 'buses could probably have passed safely in opposite directions.—ED.]

* * *

COME ON, CHAPS!

Sir,

Can anyone help a distressed young lady with problem! My 1964 navy Fiat 500 saloon was parked in town just over a fortnight ago for a period of two hours. When I returned to the car I discovered that the metal strip along the bonnet had been torn away. Ever since, I have made several futile attempts to acquire a replacement. In vain—my local garage at Kingsbury tell me it might take about six weeks—the main Fiat dealers in Wembley and Battersea say that the strip will have to be ordered from Fiat's in Turin, and this could take anything from one month to three months. Other garages give the same story.

Are there any suggestions any kind person could make as to how and where I could obtain this strip, quicker than in three months?

Edgware. AVRIL WALTERS (Miss).

[No 'phone number—letters can be forwarded!—ED.]

VINTAGE POSTBAG—continued from page 176

we were the first firm to specialise in this type of work. I regret that I am unable to shed any light on the ultimate end of the Viper, although I continued to follow its career until about 1926.

Bristol. ERNEST L. LINE.

* * *

Le Champion

Sir,

I have enjoyed very much indeed the article "Career of the Isotta-Maybach." It brought back memories of Le Champion. As a youth at the time I was resident in Rugby, and often saw Le Champion driving through the streets of Rugby. It was a grand sight, this huge monster with its outside 6-in. exhaust, and if Le Champion was returning home about midnight, it was a marvellous roar. You could hear it from one end of the town to the other, much to the delight of the young at the time, but much consternation to the Police.

Le Champion was a very educated man, and I think a wonderful pianist. I would like to know what eventually happened to him and whether he is still alive? I remember about the time he purchased about half a dozen motorcycles to take with him to the Malay States or somewhere out East. Thank you for the article.

Birmingham. FRED T. LAWRENCE.

[Le Champion died some years ago. One of his last cars was, I believe, an S.S. 100.—ED.]

Sir,

I have suffered my share of faults in new cars but have usually had them put right by the dealer. Now I find my favourite motoring magazine is slipping, through final inspection with faulty assembly and no dealer to fall back on! Fortunately, I sorted out the snags myself and enjoyed the Isotta-Maybach article in its correct order.

What prompted me to write were the references to Le Champion in this article. I used to live between Rugby and Crick (my mother still does), and my father often used to talk about him, and his driving and flying. One of the legends you mention was that he could drive the three to four miles from the Half-Way House on the A5 near the M1 junction to Rugby Station in under three minutes. This was probably not as impossible as it would be now but gave him a reputation that made my father refuse to ride with him, and on one occasion to fly with him.

I have seen references to his racing and to his flying from Lilbourne in a B.E.2e, D.H.6 and A.W.FK8 but no story of the man himself. Thank you for the only non-aviation magazine I subscribe to.

Caerleon. M. P. MARSH.

* * *

Lamberjack—Coach Driver!

Sir,

Reading the contribution to the "Vintage Postbag" from your "Anon." contributor, it might amuse you to know that in the original draft of my article on Amy Johnson, the following passage appeared: "Mdlle. (or Doctor) Lamberjack was, incidentally, the daughter of the well-known old racing driver of that name. He once achieved unique fame in the early days by entering a vast autobus for the Monte Carlo Rally and driving it down from one of the Arctic starting controls (I think, Tallinn) with a full complement of passengers; quite an achievement on the primitive tracks with deeply rutted ice and snow."

However, I deleted this passage as it had no bearing on the subject of Amy Johnson and I wished to keep the article reasonably short.

When one remembers those old open-topped charabancs of the 1920s and early '30s, this must have indeed required fantastic endurance from the passengers, perhaps even more than from the very tough driver! Lord—how chilly! It was still spoken of as an epic when I heard of it in the mid-1930s.

After the war, Mdlle. Lamberjack was no longer among the French rally drivers; I was told that she had gone to live somewhere over in western France and was practising as a doctor. But that was back in the very early 1950s.

Faringdon. BETTY HAIG (Miss).

* * *

Whose Mascot?

Sir,

I wonder if anyone could tell me the origins of a radiator mascot I picked up in a scrap dealer's yard recently for 10s. It consists of a finely-modelled head of a stag, which is cut off flat at the back of the neck, with a moulded podium beneath it; and appears to be in an aluminium alloy, which maintains its shine well.

Chippenham. P. B. COOKE.

TAILPIECE

[Photo: P. H. Wells



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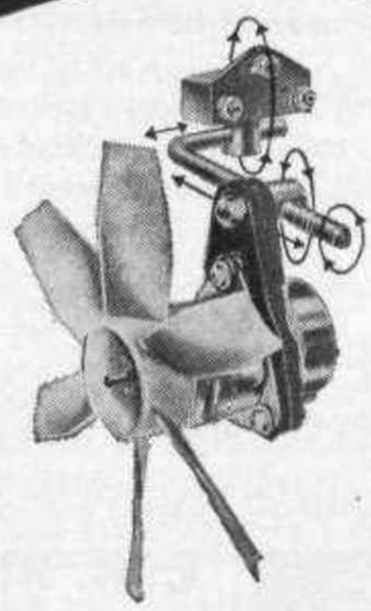
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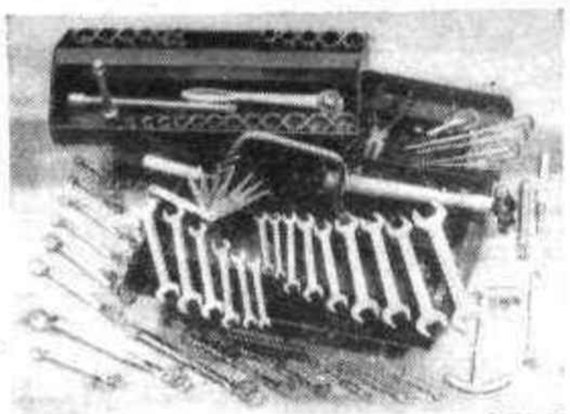
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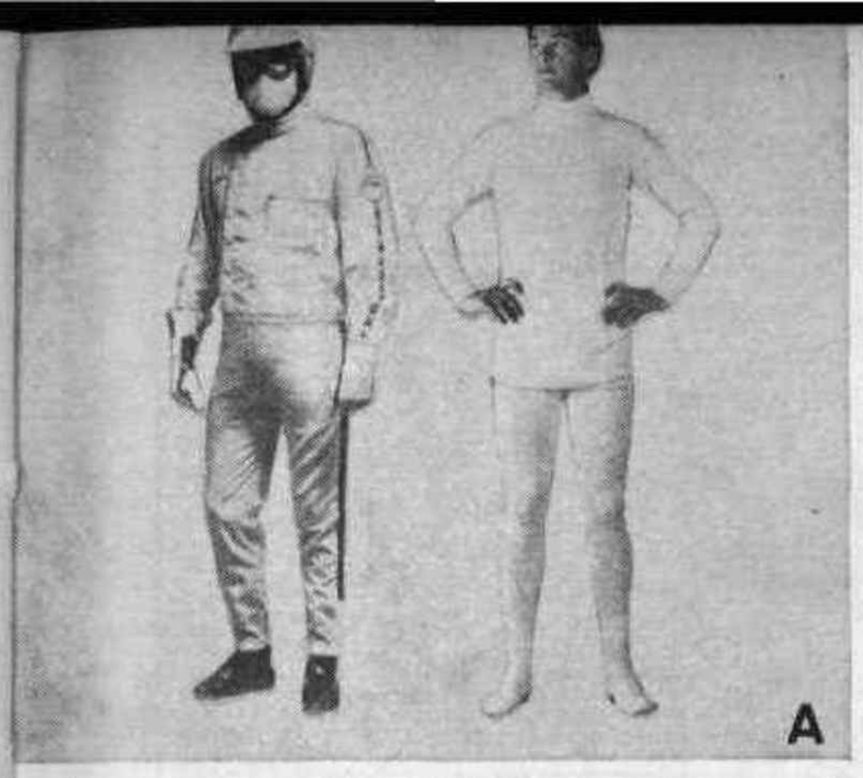
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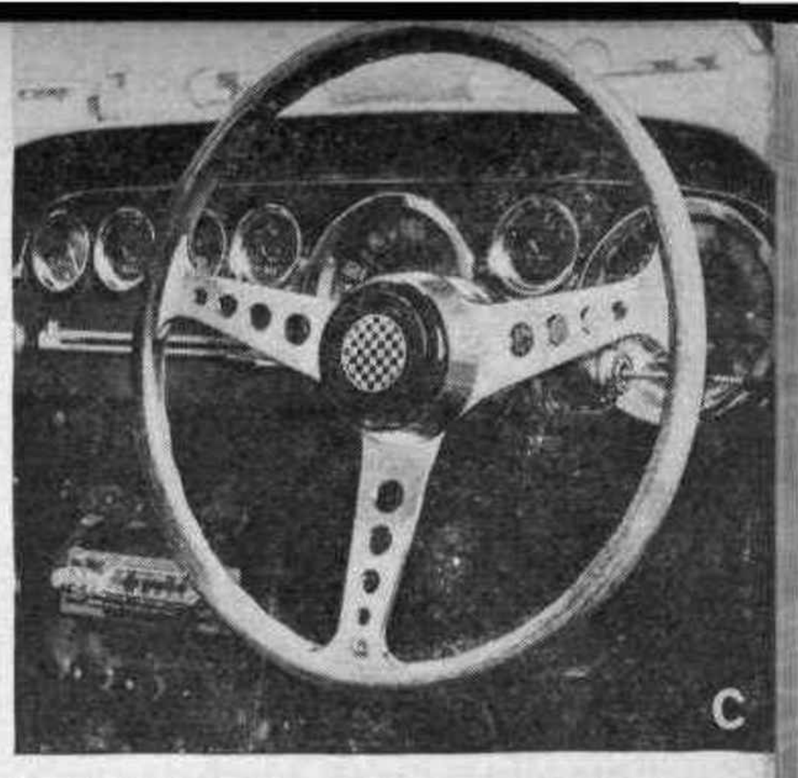
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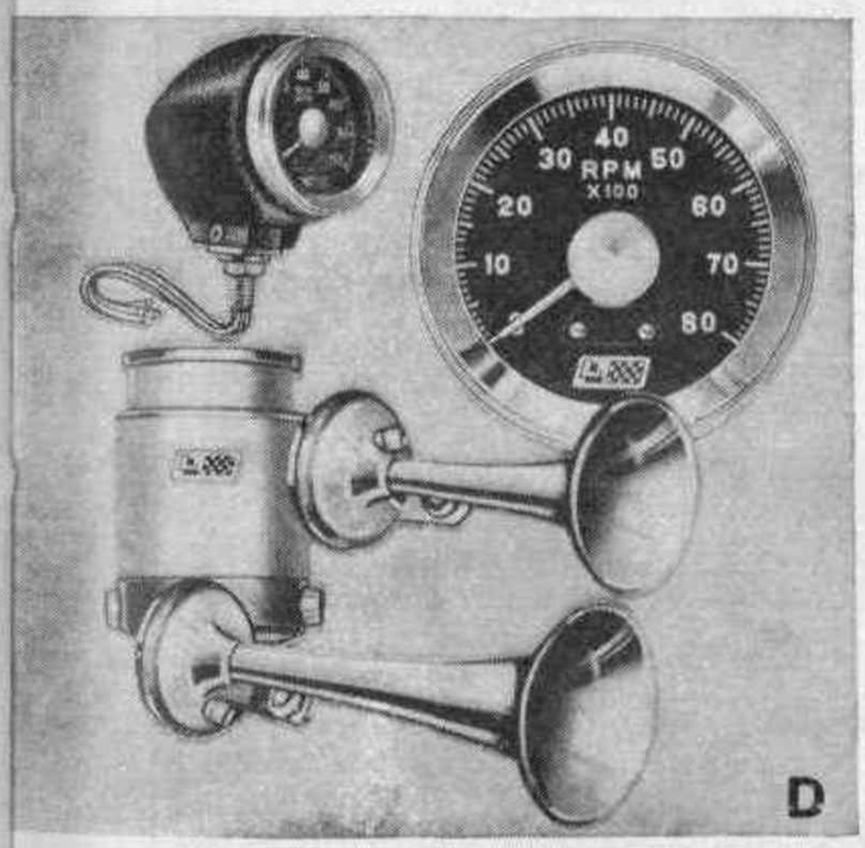


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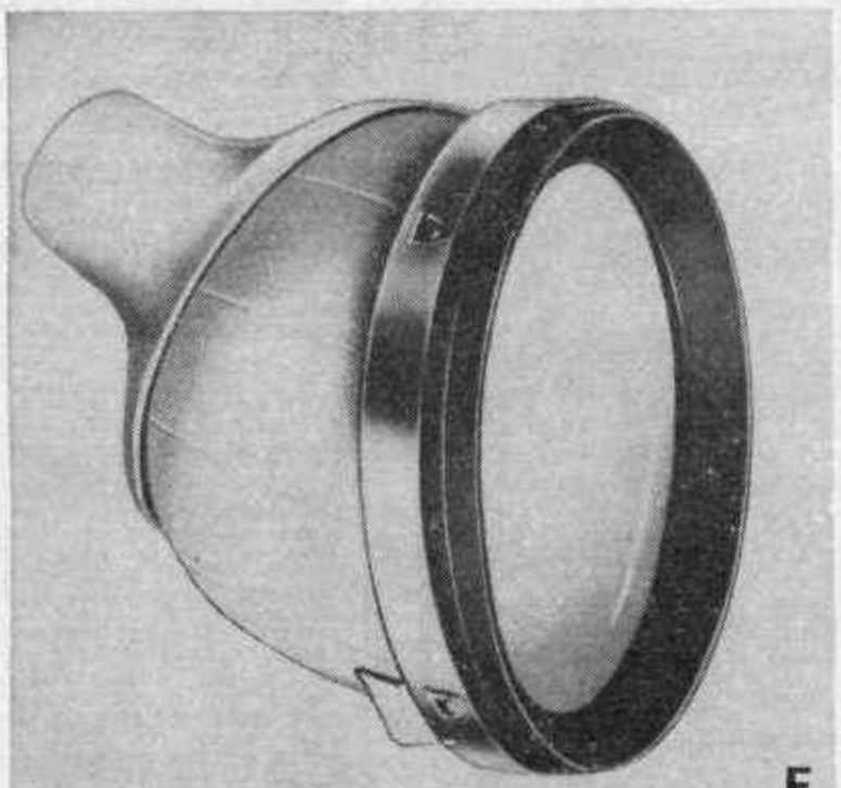

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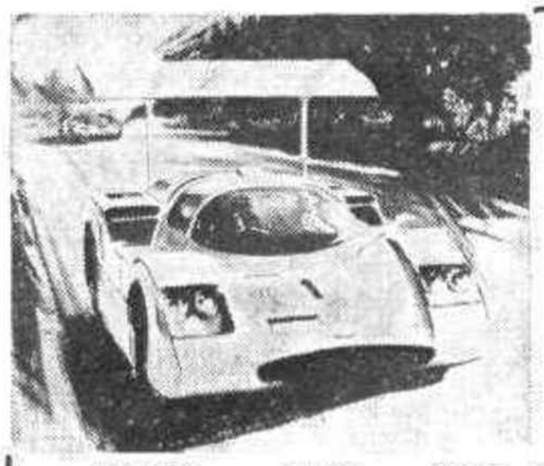
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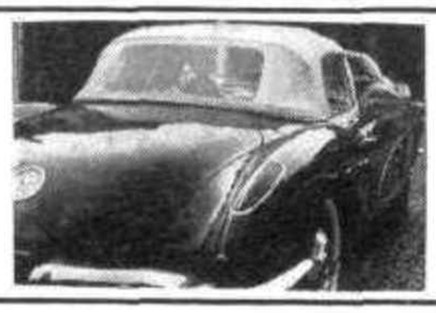
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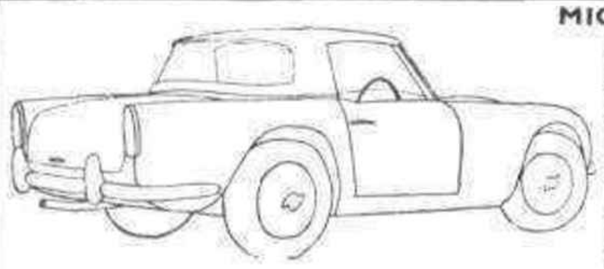
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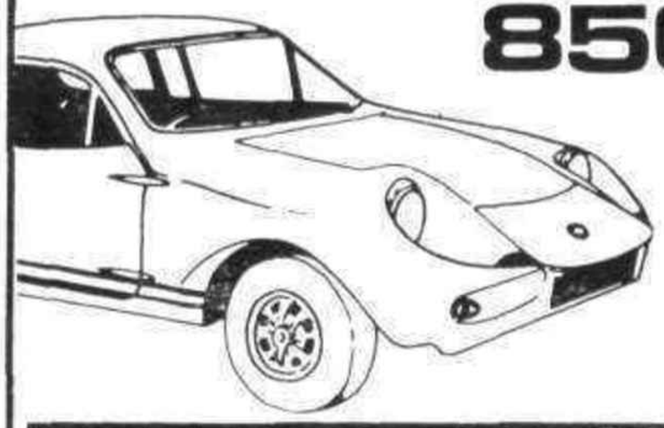
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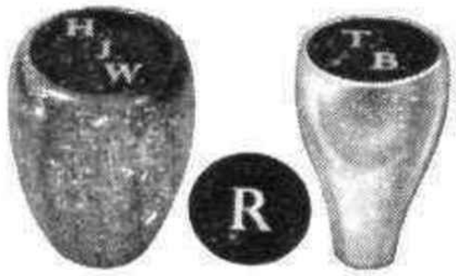
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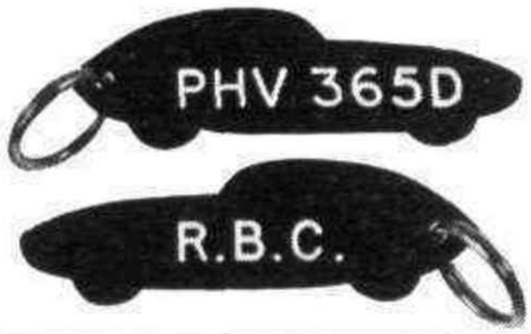
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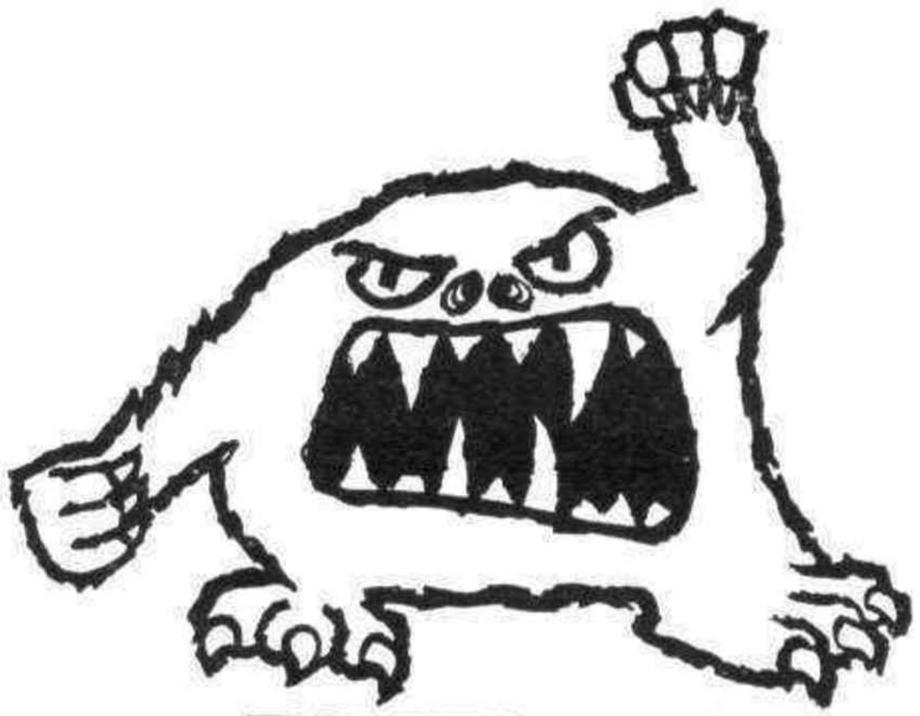
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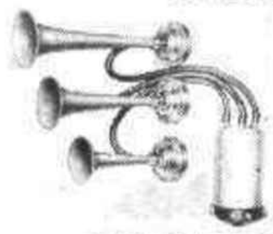
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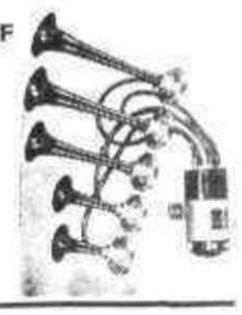
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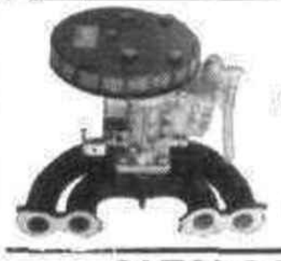


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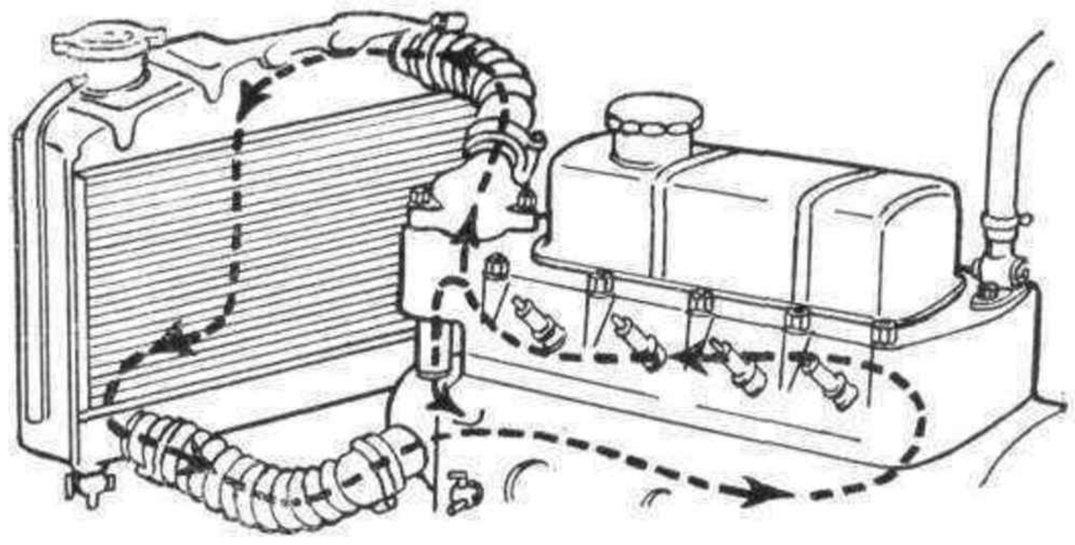
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Ideally and scientifically, the pH value should be pH7. (pH is the symbol for the "Power of Hydrogen" which, by and large, expresses the ease with which ions can join with the Hydrogen to form acids or alkalis.)
Below pH7 the coolant is acid (affects iron and steel) and above pH7 it is alkaline (affecting light alloys).
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Summing Up
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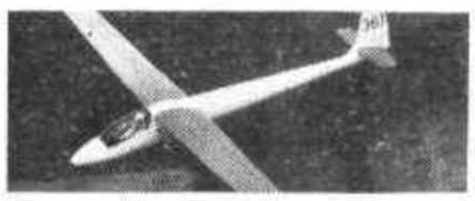
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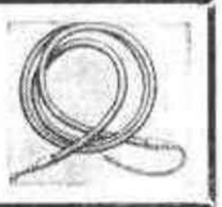


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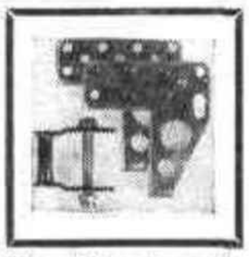
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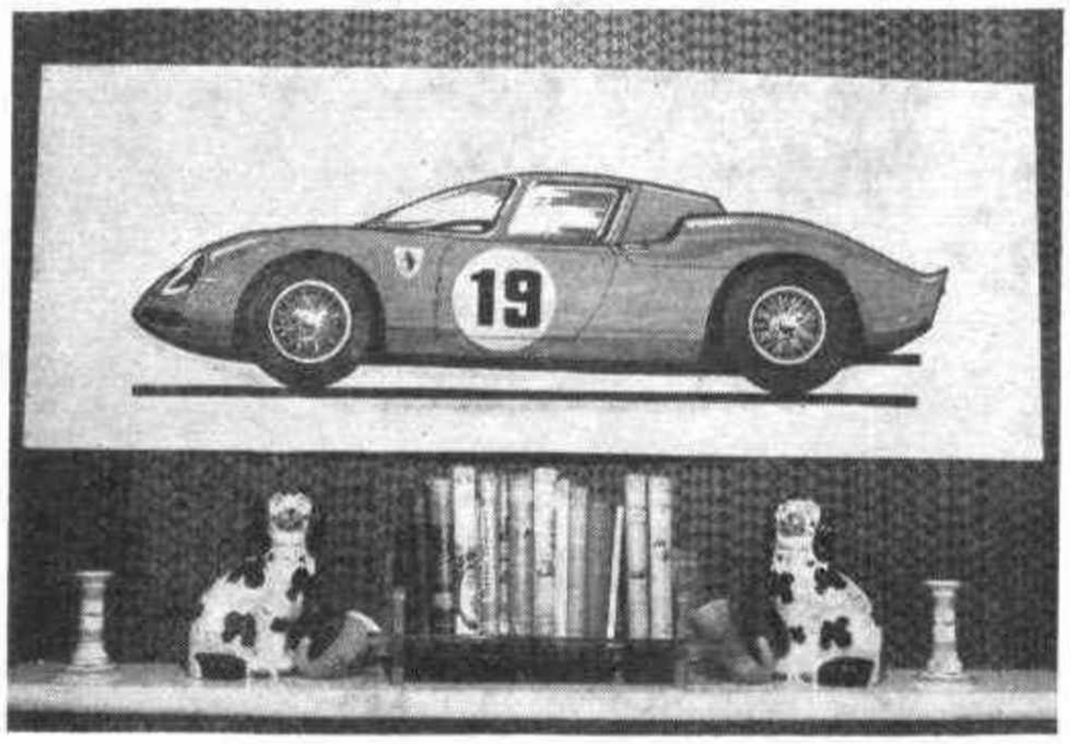


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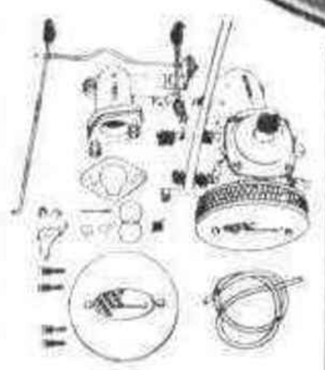
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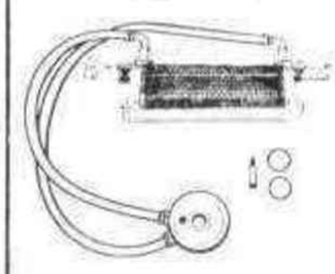
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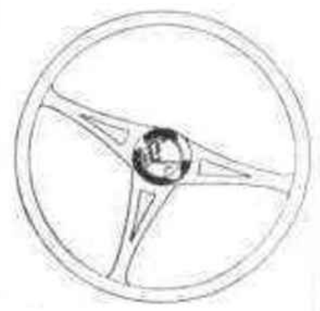
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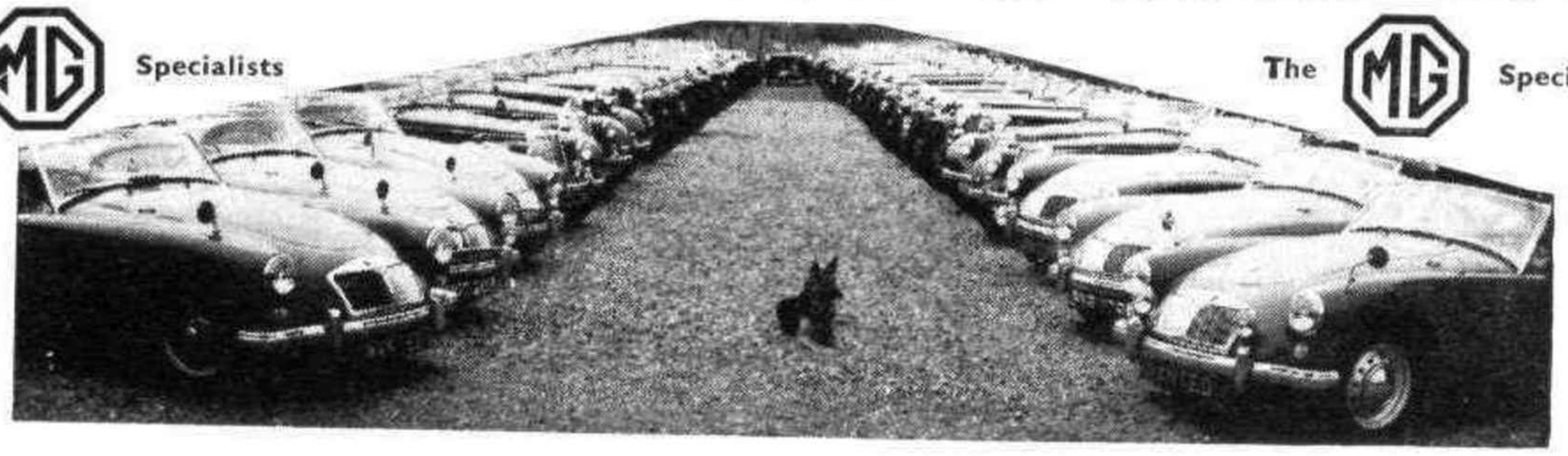
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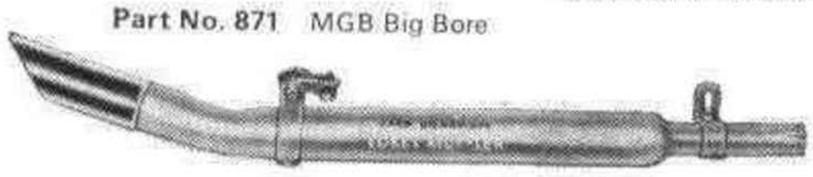
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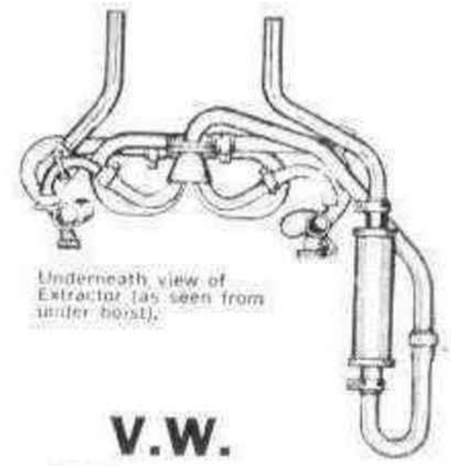
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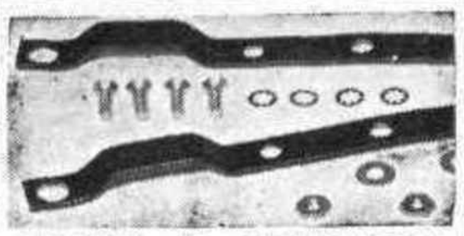
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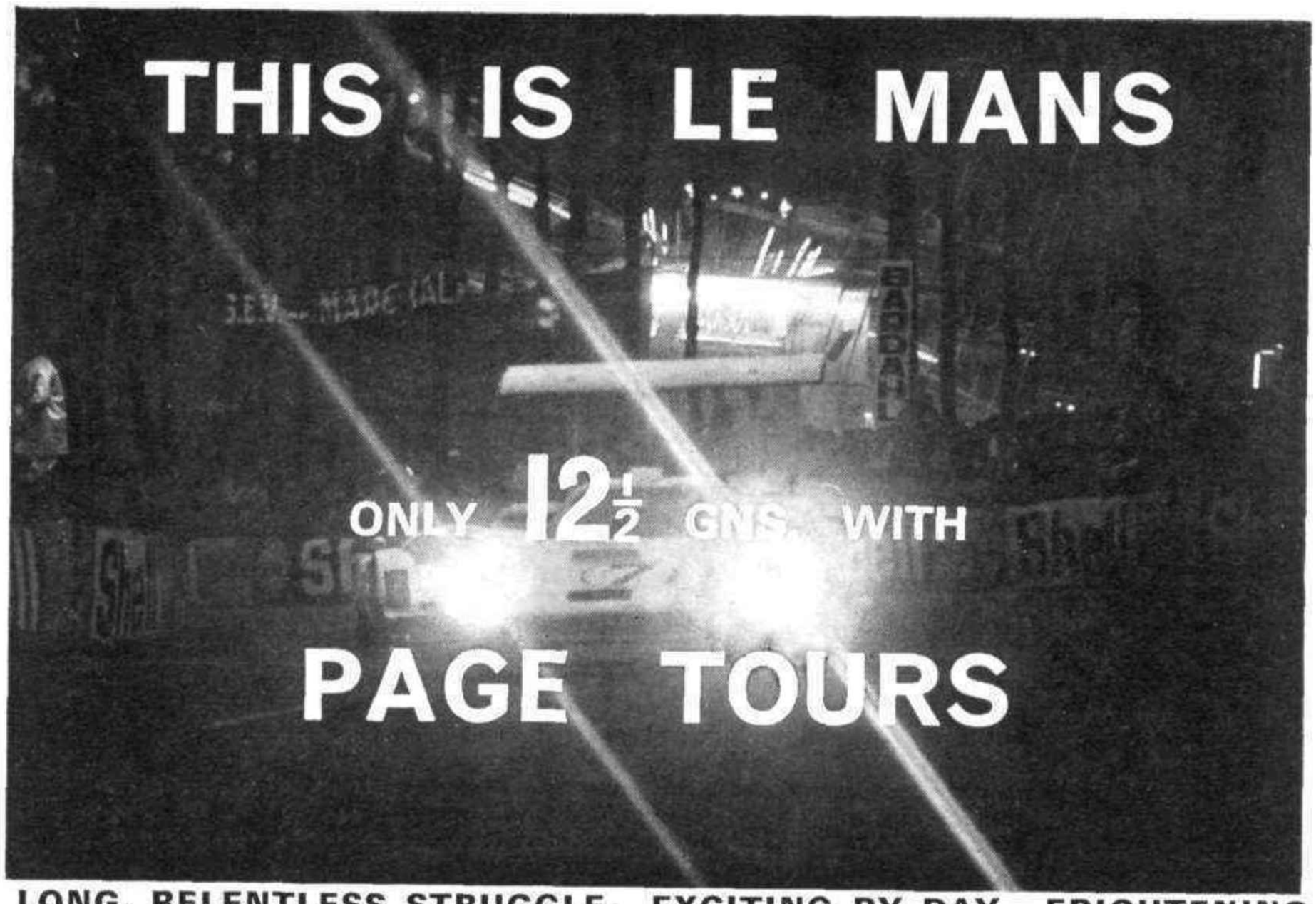
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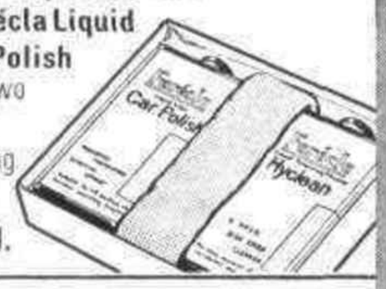
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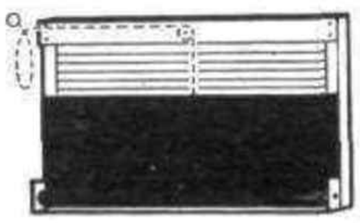


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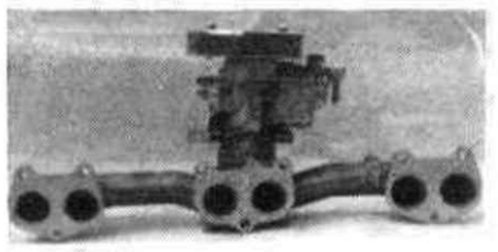
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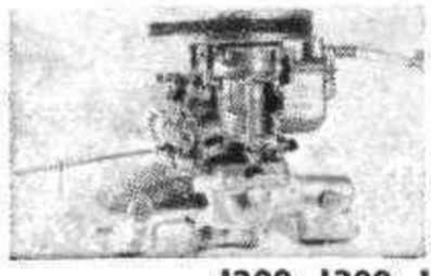
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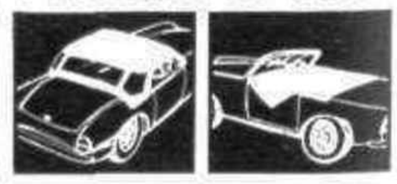
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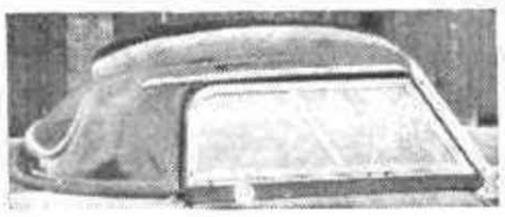
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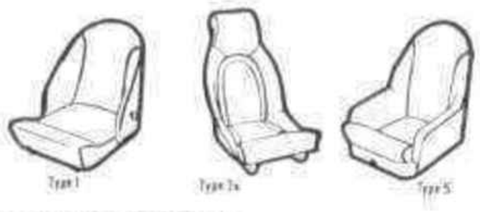
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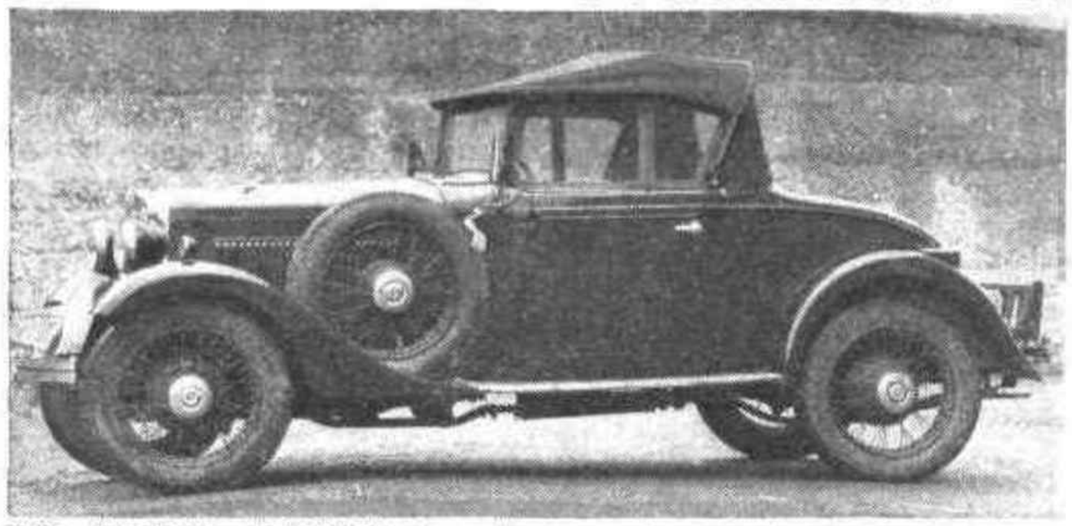
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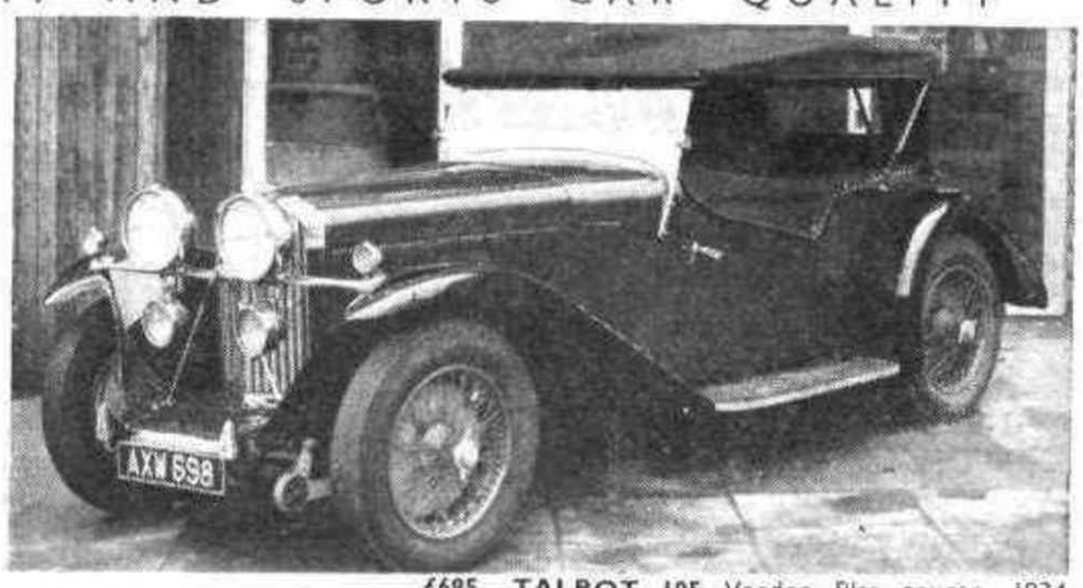
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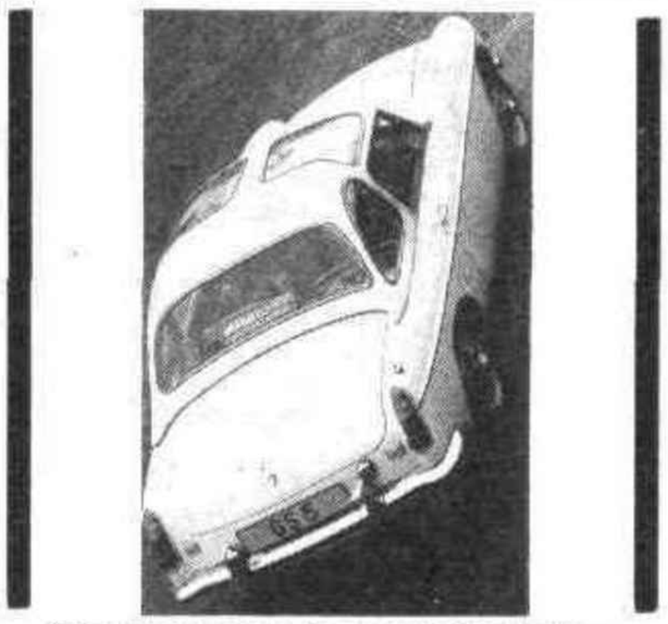
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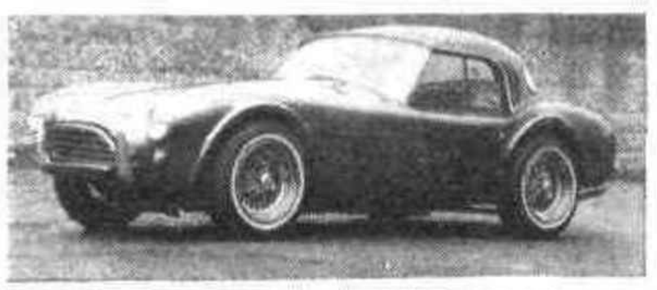
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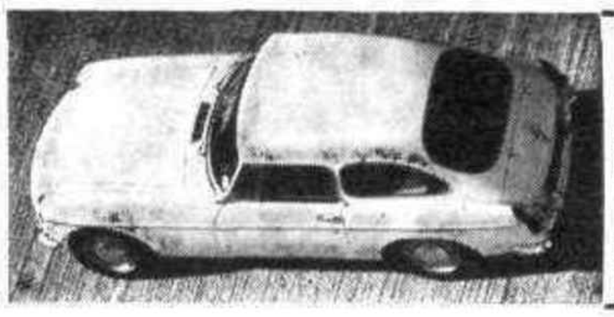
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A distinctive AM registration is most urgently required. A two digit example is preferred, but anything reasonably distinctive will be considered, and a sensible price will be paid. Information leading to the location and purchase of an AM will be suitably acknowledged. Any offers? In the meantime, business continues as usual.

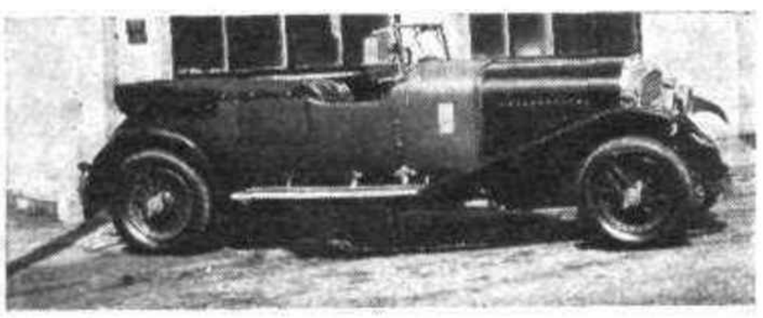
1954 "R"-type BENTLEY Park Ward drophead, completely reconditioned inside and out to highest standards. Immaculate. **£1,495. 1951 Mk. VI BENTLEY** James Young 2-door sportsman saloon, fully documented, **£435. 1951 Mk. VI BENTLEY** saloon, truly magnificent condition. **£395.**
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Vintage Autos Ltd.

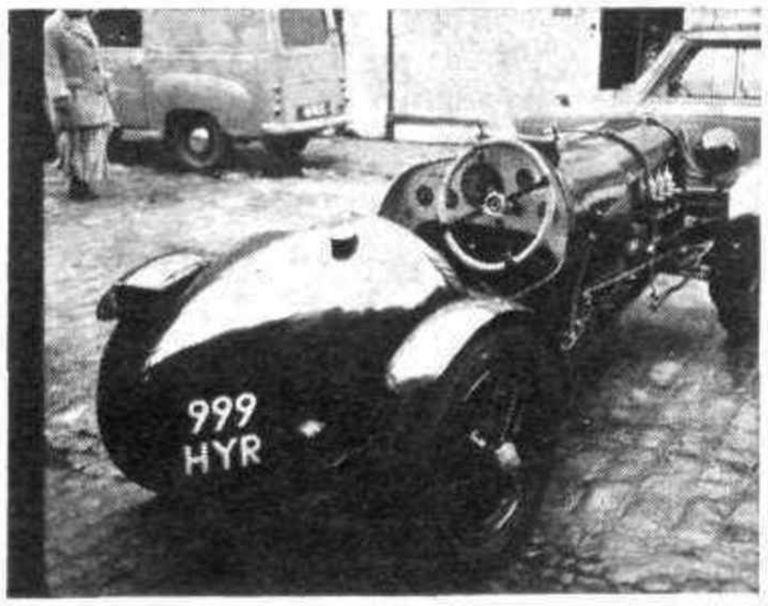
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BENTLEY 4½, 1930, sports tourer by Vanden Plas (similar to the above photo). Unused since a complete rebuild by Bentley Specialists. This is an original Vanden Flas body and not a replica. It must be the finest 4½ V.D.P. in England and a certain *concours* winner. Complete history, etc.



AMILCAR/RILEY 1928 G.P. offset two-seater. Just completely rebuilt as originally raced at Brooklands. In "as new" *concours* condition. Complete history, etc.

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 OR SOLD.

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20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

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(THE BIG LANGSTON HOTEL, Free House.) £3 10s. (£6 15s. doubles), which includes: Supper Saturday night, Free Admission to the Night Club Discotheque *(residents can drink and dance all night).* Bed, Breakfast and Sunday Luncheon, plus a Tour of the Countryside by our famous Stage Coach.

NON-STOP DANCING EVERY FRIDAY & SATURDAY NIGHTS (8 till very late) at the Fabulous
BIG L RANCH ROOM DISCOTHEQUE
Superb Continental Night Club Atmosphere. Saloon bar prices, excellent low-cost food, late-night supper licence.
Drink and dance till very late.

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Kingham lies halfway between Chipping Norton and Stow-on-the-Wold, Oxford 24 miles, Banbury 17 miles, Stratford-upon-Avon 25 miles, Cheltenham 25 miles, London 79 miles.

FOR SALE—continued

JENSEN 541. 1957. SUPERB 4-SEATER saloon in Jaguar blue with seat belts, radio, etc. £450 o.n.o. Lymington 2823. (1737

DAIMLER BARKER SPORTS. EXCELlent respray beautiful dark maroon and snowberry white. Superb condition throughout. Unique opportunity. Taxed and year's M.o.T. £195. Tel.: Brownhills 2839 (anytime). (1710

ROLLS-ROYCE 1930 P.I. PRETTY Mulliner 4-light saloon. Used occasionally over last 20 years towing pony. Very good engine (very quiet) and chassis. Body needs considerable work. £350. Major Chichester, Wiscombe Park, Colyton, Devon. (1711

ALVIS 12/50 TG. 1926. V.G.C. NEW trim, flywheel, electrics, etc., etc. Beautiful job. M.o.T. to July 1968. £425. Serious inquiries. 01-958 8983. (1712

BENTLEY MK. VI. 1949. BLACK/SILVER £250. Bond, 34 Marlowe Rd., Worthing, Sussex. (1713

BENTLEY SEPT. 1949. 4¼ MARK VI standard steel, small boot. Genuine 65,000 miles, mechanically 100 per cent, runs like a clock, body little rust, interior original, requires respray. 4 years ownership, ready for change, only reason parting company. £300. Interested in Alvis TD21 manual. Must be 100 per cent. Heath, 263 Marlow Bottom Rd., Marlow, Bucks. Marlow 3133. (1714

ALFA ROMEO GIULIETTA TI 1961. £250 o.n.o. 4-door saloon. "Andromeda," Oakfield Ave., East Wittering, Sussex. West Wittering 3350. (1715

SUPERB CONDITION THROUGHOUT. Terraplane Six saloon. Taxed, M.o.T. £95. 13 Cosby Rd., Countesthorpe, Leicester. (1716

TURNER 1965. BLUE/BLACK TRIM. 1650 c.c. Supersped engine, twin Webers, diaphragm clutch, wire wheels, heater. 20,000 miles. £445 o.n.o. Apply: 27 Balmore Drive, Caversham, Reading. (1717

TURNER CLASSIC MK. II. AUG. 1962. Very nice example in Jaguar opalescent blue, black trim. £275 o.n.o. Coulson, tel.: 01-660 6023. (1722

SPRITE MK. 3. RED. IMMACULATE condition, 19,000, heater, seat covers, radio, Xs, undersealed, new discs and pads, clutch and exhaust system. Used as second car. £425. Guiseley, Leeds. Tel.: 2045. (1720

SP250. RED/BLACK. SPEC. B. RECENT new axle. £395. Consider Mini van in part exchange. Lingfield 2622. (1728

FIAT 1500. 1964. WHITE. ONLY 2,800 miles. As new. £425. Tel.: Lymm 3691 (Cheshire). (1731

MORRIS MINI TRAVELLER. 1963. UNmarked pale blue. 4 new tyres, very good condition throughout. Offers above £250. Marsh, 10 Culverden Park Rd., Tunbridge Wells. (1730

1931 ALVIS 12/50 OPEN SPECIAL. 2-seater, new tyres, M.o.T. £300. Checkendon 544. (1718

DOWNTON AUSTIN 1100 IN BEAUTIful condition. 1964, only 37,500 miles. Radio and other extras. 100 m.p.h., 0-60 11.7 secs. New Xs, no exterior signs of conversion. Really superb motoring in this family saloon with safe sports performance. £435 for first comer. Tel.: Marlow 4986. (1723

ALFA GIULIETTA TI SALOON 1962. R.H.D. Engine rebuilt 10,000 ago by Alfa specialist. Body good. £325 o.n.o. Burgh Heath 53723 (after 7.30 p.m.). (1724

XK150S ROADSTER 3.8-LITRE 1960. One of few remaining of the rarest of all 150s. Absolutely superb condition, bordering on the mint! Mechanically magnificent with a particularly sweet running "chassis." Power discs, power lock differential, overdrive, radio, wire wheels (excellent Cinturatos), new hood, Kenlowe fan. Possibly the best remaining in England. £595. 01-876 9878. (1725

ASTON MARTIN DB2/4. FITTED 3-litre Vantage engine. 1953 Earls Court show model. Former property of Air Marshall and present owner for four years. Immaculate B.R.G. Wire wheels, radio, etc. £485. Some h.p. possible. South Godstone 2158. (1726

A.C. 1952 SPORTS SALOON. GOOD condition, many spares and accessories. Bronze aluminium coachbuilt body. No rust. Offers. Day, 01-248 3341/2; evening, 01-550 0339. (1721

SUNBEAM TALBOT 90 IIA. £120 O.N.O. Reconditioned engine, M.o.T. January 68. Taxed. Body above average, sun roof, Alpine bonnet. Black. Lancing 5231 (9 a.m.-5 p.m.). (1727

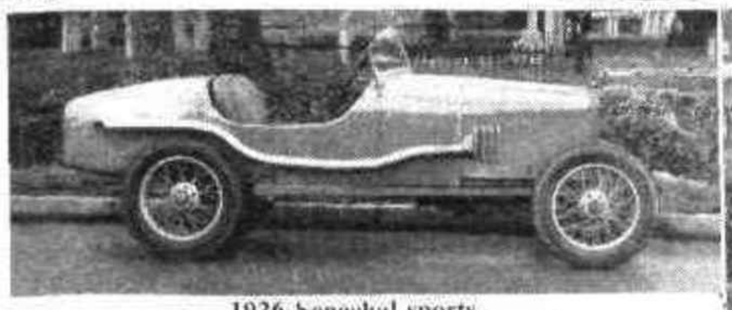
JAGUAR XK140 F.H.C. 1955. OVER-drive, radio, heater, new batteries, M.o.T. Perfect throughout. B.R.G. £240. Nuttall, 30a Todmorden Rd., Littleborough, Lancs. Tel.: 79288. (1729

M.G. MIDGET MK. III. 1967. B.R.G. Wire wheels, heater, etc. £615. Wright, 3 Silver Street, Ottery St. Mary, Devon (weekends only). (1719

TERRIER MK. II. 997 FORD 105E FULL race engine, close ratio gearbox, 5½J wheels, racing tyres as new. Body polished aluminium, engineer owned and maintained in excellent condition. Illness forces sale. £380 o.n.o. R. Hardman, Villa Farm, Burton-on-Stather (tel. 270), Scunthorpe, Lincs. (1732

GOING OVERSEAS APRIL. THERE-fore must sell immaculate 1965 M.G. Midget. Many extras, including seat belts, radio, folding hood, wire wheels, etc. £465. Tel.: Crowborough (Sussex) 2689. (1733

Greatford 288 **ANTIQUE AUTOMOBILES LTD.** *Greatford 288*



1926 Senechal sports



Station Brougham by Barker →



1925 Vauxhall 23/60 tourer

1963 Maserati 3500 GT 2+2, £1,450 o.n.o. and a **1964 Ferrari 330 GT** in excellent condition, **£2,950.** These Grand Touring cars have covered approximately 34,000 miles each. **1926 Hispano Suiza 37.2 h.p.** with sedanca de ville coachwork by Proux of Paris. **1900 De Dion** tricycle, **£450. 1923/4 Ballot 2LT** limousine in very fine original condition, but needing paint, **£680.** *Circa* **1923 Sunbeam 14/40** running chassis with doctor's coupé body to fit, **£175. 1929 Austin Light 16** in splendid condition. **We have an enormous stock of Vintage, Veteran and Edwardian accessories : lamps, horns and instruments (a specimen selection of which appeared in last month's advertisement). Also tyres and some wheels, carburetters and magnetos. We are open seven days a week, and visitors are cordially invited to inspect our stock.**

35-39, Main Street, BASTON, Nr. Peterborough

THE CHEQUERED FLAG

THE LEADING SPORTS CAR SPECIALISTS

7-Litre week!

Choice of two fabulous **SHELBY Mustang GT 500s** in white or pale blue. Each has the full 7-litre Cobra engine with two 4-barrel Holly carbs., 4-on-the-floor gearbox, wide mag. wheels, Inertia harness, all black interior, with radio, heater, etc. Both are 1967 (F) registration cars, one has stereo tape deck and the other air conditioning. The performance is truly shattering : 0 - 8C in 5 and a touch seconds, MACH .2 on any suitable stretch of road. **£2,850** apiece.

Also a **7-litre SHELBY Cobra,** 1966, in midnight blue, just rebuilt by our racing mechs. **£3,250.**

Two pristine **PORSCHES, a 911** de luxe (with 911 registration) in Aga blue and black leather, chrome wheels, high speed SP tyres, etc., **£2,385,** and an **SC Coupé,** 1965, in white with red trim, quartz spot, mirrors, headrests, G800s, etc., **£1,465.** Both are moderate mileage cars with radio, heater, reclining Reutter seats, etc.

Not to mention a superb **ASTON MARTIN DB4 GT** which would shame most DB6s on the road. Unmarked in white with black trim, radio, heater, air horns, twin spots, etc. Twin-plug Vantage unit with Webers, etc. Terrific performance for **£1,265.**

A pretty pair of **LANCIA 3C GT Coupés** with coachwork by Superleggera Touring of Milan. These are 2.5-litre V6 triple-Weber-carburetted coupés of very advanced specification, and offer outstanding Continental touring capabilities at **£895** apiece.

To come down to more mundane motoring, we have an **AUSTIN HEALEY 3000 Mark 3 Convertible,** 1966, in red with black trim and all the listed extras at **£895,** plus three other earlier **3000 Mark 2s** from **£435.**

We also have four **SUNBEAM Alpine Mark 4s,** which are pleasant touring cars, and start at **£495**; odd things like a 1965 **ELVA Courier** with the M.G.-B unit at **£625** and a 1966 **T.V.R.** with the same unit, a very pretty car in white with an impressive performance for **£865.**

We keep tripping over **Midgets and Sprites,** not to mention **Spitfires,** and these start at **£265** for a horrible '62 Sprite, up to **£585** for a '66 Midget with wire wheels and everything else.

Nestling in a corner is a 1967 **ELAN Drophead,** white with black trim, which has had one owner, with electric windows (the car, not the owner), radio, heater, etc., at **£1,095.**

A couple of **Scimitar Straight Six GTs,** both 1966, both loaded with extras, one silver, one white, at the same price as the Elan.

A couple of **Coopers,** a '65 **1275 'S'** with a Downton unit, wide wheels, SP44s, thousands of spotlights, etc., at **£495,** and a very pretty '63 **Cooper** in Jag. blue with black buckets and special dash, Downton unit, Cosmic wheels with SP3s, for only **£365.**

We still cater for the enthusiast who appreciates earlier cars and have, for example, three **TR3As** from **£325,** two **M.G.-A Roadsters** at the same price, and a 1948 **H.R.G. 1100** in red that had one owner up to a few weeks ago.

We also have two **JAGUAR XK150s,** a superb 1960 **3.8 'S' drophead,** beautifully recellulosed in white and retrimmed in pale green, overdrive, wire wheels, spots, etc., at **£595,** and an earlier **3.4 fixed-head,** also overdrive and wire wheels, at **£395.**

Then there is a very fine **ASTON MARTIN DB Mark 3** Tickford Convertible in maroon with black leather interior, for which we hold bills for some £800 recently spent, which must make it good value at **£795.** Also an earlier **ASTON Convertible 2.6-litre** in midnight blue with white hood and a couple of £100s cheaper.

We keep falling over **Minis, Heralds, Saabs, VWs,** etc., so if you have a sports car and want economical 4-seat motoring pay us a visit and we will sort something out.

Our branch at **Nottingham** is in Arkwright Street and adjoins the Midland Station. They have a similar but smaller selection of hand-picked sports cars and can demonstrate any of the cars from London by appointment. Their telephone number is Nottingham 89282, but please don't ask our Mr. Briggs for joy-rides up and down the Motorway in the Shelby Mustang !

We are keen cash buyers of well-maintained accident-free sports cars of the type advertised. Please seek our quotation as the leading specialists first, your car may be worth more than you think.

Don't forget we are distributors or agents for : M.G., LOTUS, RELIANT SCIMITAR, and AUSTIN HEALEY and can offer most models for immediate or early delivery.

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NEW LOTUS SEVENS

AVAILABLE IN COMPONENT FORM COMPLETE FROM £620 OR LESS ENGINE & GEARBOX £485

SPECIAL H.P.

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Export L.H.D. or R.H.D. arranged.

LOTUS Seven, 1500 Cosworth 95 b.h.p. New in component form **£715**
LOTUS Seven, 1500 Cosworth **£495**
LOTUS Seven, 1500 G.T. ... **£465**
LOTUS Seven, 997 c.c. Choice **£350**
Racers
LOTUS Seven, 1500 Cosworth Clubman's, I.R.S., ex Clive Lacey **£595**
LOTUS Seven, 1000 Cosworth Clubman's. Fully modified... ... **£495**
A/H Sprite Mark III **£400**
A/H Sprite Mark II, 1,098 c.c. **£365**
A/H Sprite Mark II **£300**
A/H Sprite Mark I. Choice from **£185**
LOTUS Elite, 1962 S/E ... **£625**

H.P. WITH THIRD PARTY INSURANCE

SEVENS AND SPRITES WANTED FOR CASH

CATERHAM CAR SALES



TOWN END, CATERHAM (Tel. 45762), SURREY

FOR SALE—continued

LOTUS ELAN 1967 (F). F.H.C. £1,225 N.O. 7,500 miles to date. Hall, 2 Lings Lane, Hatfield, Nr. Doncaster, Tel.: Evenings, Hatfield Woodhouse 736. (1478

BUICK STRAIGHT 8. 1936 McCLOUGHlin. In absolutely immaculate condition. Hall, 2 Lings Lane, Hatfield, Nr. Doncaster. Tel.: Evenings, Hatfield Woodhouse 736. (1479

MARK VI BENTLEY 1951. GOOD order. £195. Gaylard, West Monkton 454 (Somerset). (1480

M.G. TF 1250. 1954. B.R.G. EXCELLENT condition. New hood, sidescreens and tyres. £350. Box 0547. (1481

RILEY KESTREL 12-4 (SIX LIGHT). 1937. Attractive car in regular use, but needs some maintenance. With useful spares. What offers? Stephenson, 9 David House, Aubyn Square, London, S.W.15. (1482

CLASSIC ROADSTER. BASED ON Rover 12 1946. Chassis completely rebuilt 1967, radiator to stern. M.o.T. Now fitted rebuilt TR3A engine, gearbox. Rebuild cost a lot of money, but could haggle around £130. Perkins, 16 Northam Close, Eye, Peterborough. (1483

RILEY 1½ RME 1954. EXCELLENT condition. Bills for recent complete mechanical overhaul. Original black/green interior, new roof. £185. Cross, "Bromhams," Sandhurst Rd., Yateley, Nr. Camberley, Surrey. Crowthorne 3131, ext. 2263 (daytime). (1485

1930 Straight 8 Packard



Not ex Bonnie & Clyde, but ex one previous careful owner.

In first class condition. Only licensed 16 times. 30,000 Miles.

See in London. £750.

Box No. P.217

FOR SALE—continued

LANCIA APRILIA 1938. EXCELLENT bodily and mechanically. Xs. £120. Hemel Hempstead 52516. (1484

LANCIA AURELIA B12 SALOON 1954. Completely reconditioned 2½-litre GT engine not yet run in. Terrific performance. Very comfortable. Body completely sound. All other mechanics overhauled 10,000 ago. S.A.E. details, Groves, 140 Woodland Rd., Sawston, Cambs. Sawston 3485. (1486

OFFERS REQUIRED FOR M.G. TD with total mileage of 45,000 since new. Original black and chrome factory finish. All interior trim original and unworn. No rebuilding carried out or necessary. A unique specimen of this classic model. Photograph and complete list of extras from Mr. Wood, "Spinneys," Hardwick, Bury St. Edmunds. Tel.: 4750. (1487

1964 M.G.-B. B.R.G. NEW 5-BEARING engine, Cinturatos and clutch. Many extras. £525. Tel.: 061-DID 4831. (1488

TVR GRANTURA 1960. M.G.-A UNIT. Downton mods. £285. Brown, HOL 5384 (day): Gerrards Cross 84827 (evenings). (1489

AUSTIN SEVEN TYPE 65 SPORTS. 1933 aluminium bodied sports model manufactured for one year only. Almost entirely original after extensive work. Many valuable spares. M.o.T. £115 o.n.o. Write J. Rance, 5 The Green, Potten End, Berkhamsted, Herts., or call evenings or weekends. (1491

VINTAGE AND P.V.T. CARS

Specialists in rebuilds and repairs for any quality cars. (Tel. Ninfield 259)

For Sale : 1937 Riley Adelphi, very good orig. cond. **1935 Rolls 20/25** sports saloon, 40,000 mls, one owner. The last **Rolls 20, 1929,** tourer, rebuilt.

WANTED : CARS, ANY CONDITION, TYPE — GOOD PRICES

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AUDREY BURVILLE - Gasket Sets: 12-h.p., now **£2 17s. 6d.; 9-h.p.,** now **£1 10s. High-Compression Head Gaskets: 12-h.p., 17s. 6d.; 9-h.p., 12s. 6d.** King Pin Sets, Steering Ball Joints, Brake Linings, Clutch Linings, Shackle Pins, Speedo./Rev.-Counter Cables, Brake Cables, Silencers. Instrument repairs. All engine repairs undertaken. **13 Railway Viaduct, Ealing Rd., Alperton, Wembley, Middx.**

FOR SALE—continued

1929 AUSTIN CHUMMY. JUST CONverted hydraulics, 10 coat respray, needs finishing. With 1927 spare engine and gearbox assembly. £100 o.n.o. Tel.: Maldon (Essex) 3579. (1492

ROLLS-ROYCE 20/25 1934. LIMOUSINE bodywork by Thrupp and Maberly. Newly painted ivory and black. Good tyres; all instruments, excellent engine and electrics, mascot and nice light brown leather upholstery interior. Taxed, M.o.T. A genuine Rolls at £325. Talbot, 15 Sinclair Court, Shepherd Rd., St. Annes. Tel.: 26529. (1493

TORNADO TALISMAN 4-SEATER GT. Finished in zircon blue with all black interior. Many extras. Must be the best Talisman left. 35 m.p.g. and 110 m.p.h. all for £465. Part exchange considered. Penn (Bucks) 2292, office hours. (1494

SUNBEAM ALPINE HARRINGTON LE Mans. Series III. Nov. 1963. Red, black interior, overdrive, wire wheels, radio, fog. 20,000 miles only. £525. Mrs. B. M. Wood. Tel.: Horsley (Derby) 296. (1495

1964 M.G.-B. OVERDRIVE, WIRE wheels, balanced engine, Pirellis, red. £575. Terms arranged. Cowell, 32 Sydney St., Brightlingsea, Essex. 2275. (1496

BRISTOL 403. MECHANICALLY REliable, good engine, tyres and appearance. Many new items. £285 o.n.o. Scott, 110 Leggatts Way, Watford. (1490

RELUCTANT STABLE CLEARANCE

1907 RENAULT 6-h.p. 2-seater with dickey, mint condition.

1937 ROLLS Phantom III, Thrupp and Maberly body. £850 mechanical overhaul under 3,000 miles ago.

1938 S.S.100, overhauled throughout, ready to go anywhere.

1938 BENTLEY 4¼-litre saloon, very nice example.

1933 AUSTIN 7 saloon, in running order.

1937 B.M.W. 501B six-cylinder saloon **(Cheap).**

1949 FORD V8 Pilot, radio, spots, etc.; immaculate throughout.

Genuine inquiries only please.

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565 WATFORD WAY, MILL HILL, N.W.7

NEW AND USED JAGUAR AND HIGH PERFORMANCE CARS

1965 A.C. Cobra. Magnificent example in British racing green with black hide interior and chrome wire wheels. Pirelli Cint. recently fitted... ... ... **£1,395**

1964 (Oct.) AUSTIN HEALEY 3000. Excellent example in red with black interior. Fitted overdrive, wire wheels, radio, spot-fog lamp, badge bar, reversing lamp. Pirelli tyres **£695**

1965 ALFA ROMEO Giulia Sprint GT. White with black interior, radio. One owner from new. A very nice car greatly reduced for swift sale... ... **£995**

1966 ALFA ROMEO Giulia Sprint GT. Really beautiful one owner, genuine 14,000-mile specimen in dark blue with red interior, radio. Reduced... ... **£1,195**

1965 BOND Equipe. Maroon with black interior, well maintained in good mechanical and body condition **£545**

STINGRAY Corvette fixed-head coupé. Quite magnificent in silver metallic grey with navy interior. Outstanding performance, automatic gearbox, electrically-operated windows and self-seeker radio. Five new tyres and complete new exhaust fitted **£1,495**

1965 JAGUAR 3.8 Mark II sports saloon, with wire wheels in dark blue with red leather interior, in really first class order **£995**

1965 RENAULT Gordini 1100. Smart car with Webasto roof. Reduced... **£545**

1967 HONDA fixed-head coupé. Metallic grey, black interior, only 2,800 miles, entirely as new. Now £150 under list **£795**

1965 'E' JAGUAR fixed-head coupé. Really exceptional example in warwick grey with special upholstery, fitted chrome wire wheels, heated rear window and radio. New clutch **£1,295**

1964 LANCIA Flavia 1.8 Farina coupé. Grey with beige interior. Excellent one owner car in first class condition throughout **£1,045**

1967 LOTUS Elan drophead coupé. Really smart one owner special equipment model in red with black interior and tinted screen, radio and reel type safety belts **£1,275**

1960 MINOR 1000 convertible with special modified twin-carb engine. Recent bills for over £200 work. Four new G800 tyres... ... ... **£225**

1966 M.G.-B GT. Beige with red interior. Fitted overdrive and wire wheels and Pirelli tyres. Offered cheap **£845**

1960 SUNBEAM Alpine. Red with black hard-top and wire wheels. Noisy first gear so cheap **£295**

1964 SUNBEAM Alpine. Exceptionally low mileage GT with wire wheels and automatic gearbox, in really good condition **£595**

1965 TRIUMPH TR4A. The finest one available in Wedgwood blue with blue leather trim, overdrive and wire wheels and Pirelli Cints. and a detachable hard-top only two owners and really sparkling **£795**

1966 TRIUMPH TR4A. Particularly nice one owner 15,000-mile specimen in white with black interior. Fitted overdrive, wire wheels, push button radio and G800 tyres **£875**

1967 VOLVO P.1800S. 800 (eight hundred) miles only and obviously entirely as new. Red with black. Saving nearly £300 ... ... **£1,595**

1955 JAGUAR XK140 convertible. Without doubt the most magnificent specimen available. Maintained in superb condition both bodily and mechanically. A new hood has recently been fitted, the interior is incredible and the performance startling. Specification : colour black, red interior, chrome wire wheels, "C"-type head, overdrive, radio. Guaranteed **£395**

1964 FORD Capri GT. Excellent example of this unusual and sought-after model. Blue with white flash, blue interior and radio **£495**

NEW CARS AVAILABLE

Spitfire. Royal blue with wire wheels, also Jasmine.
TR5. Royal blue with overdrive, also white **BOND Equipe 1300 GTS.** White with black. Heated rear window.

★ THREE-MONTH GUARANTEE ★ FULLY QUALIFIED JAGUAR MECHANICS ★

NEW TRIUMPH GT6, TR4A, SPITFIRE, VITESSE ALWAYS AVAILABLE

JOHN BRITTEN

If buying a sports car is your intention, nip round to the Post Office and draw out your pension. Must apologise for not appearing in last month's *Motor Sport*; we got left out by mistake. Naturally all our friends(??) in the trade leapt to the conclusion that we had gone out of business. To change the subject, for about the fifth month running I am typing this out at home having forgotten to bring the list of cars, so please forgive if some cars are missing/unpriced/mispriced. Photo below shows my new car, a TVR Tuscan S/E, with which I am very pleased. We recently lent it to a big oil company



for some publicity photos, which you should be seeing in their advertising fairly soon. A crisp £1 to anyone who stops me when driving it and challenges me with the words "you are that ******* ****** John Britten". 1965 Nov. Triumph TR4A conifer, black trim, overdrive, wire wheels, new XAS, radio, 1 owner, £725. 1967 AC Cobra, green, RHD, 4.7 engine, coil springs, hard and soft tops, tonneau, radio, £2,250. MG Midget, 1966, Tartan red, £515. Expecting another one, similar but w/w and other delights, a bit more money. A/H Sprite, 1959, Nevada beige, red trim, £240. MG-B, 1965, BRG, overdrive, wire wheels, Cinturatos, tonneau, leather wheel, £695. A friend of mine, Sir Tim Wreford, has a VGC MG-B of 1963 vintage which I sold him 2 years ago and which, to pay for his new TVR Vixen, he wants to sell for a reasonable sum. Ring St Albans 53643. MG-B, 1964, black with black trim, overdrive, wire wheels, 1 owner, £645. Sprite, 1959, blue hard and soft tops, 994 engine, 731 cam, big SUs, many other extras, £260. MG-B GT, 1966, overdrive, remaining details cannot be called to mind. Triumph TR3, 1957, Freudian red, £225. Austin Healey Sprite Mk II, 1962, Iris blue, dark blue interior, £310. Triumph Spitfire, Nov 1965, blue, wire wheels, new tyres, £495. 1965 Mk I Spitfire, red, about £440. Triumph TR3A, 1961, racing green (largely original), red trim, overdrive, steel hard-top, soft-top, tonneau, oil cooler, Cinturatos, £425. TR4, 1962, white, numerous unimportant extras, around the same price. Triumph Spitfire, 1966, signal red, £530 I believe we are asking for it. Several other sports cars, including some Sprite and Midgets such as the one shown below which is a '63 1100 Midget with hard-top, SP41s, wire wheels, etc., at £370. New TVR Vixens in Regal red, Silver Fox, Ermine white and Diamond blue. One Tuscan for early delivery. New Scimitar V6, choice of colour.



Generally speaking, we sell only used cars at Arkley and new cars at Moscow road, where our Vixen 1600, Tuscan and Scimitar demonstration models normally reside, but please ring up to make sure. All but the very old sports cars we sell have rigorous pre-sales service and inspection, fresh oil and filter, new brakes/tyres/exhaust/battery if necessary, all functions tested, two road tests, parts and labour guarantee. This servicing procedure was at one time only used for cars which were going to have an AA or RAC Inspection. Then, about 2 years ago, I decided that all our later cars ought to be prepared in this way, and I think it is true to say that we get more satisfaction from selling you a decently turned-out vehicle for, say, £505 than the same car in "as is" condition and very much of an unknown quantity for £499. Unless your change your car about once a week I'm sure the extra few £££ won't put you in Carey Street. HP with 3rd party insurance, bring Dad if under 21; we also do the Lombank tax plan, for which you have to be over 21 and the car has to be under 3. Vast stocks of Pirelli Cinturatos at 25% discount, also many special bargains in infinitesimally blemished radial and cross-ply tyres, discounts from 37½% to 50%. For instance, 520-10 Michelin 300B, brand new, not remoulded, latest tread pattern, fits all Minis, £2.15.6 fitted free. Our blemisher has just blemished a batch of SP41s in assorted sizes, ring Barnet 1146 for the gruesome details. Always a few odds and ends for sale: 2 Goodyear 500-13 racing tyres, latest compound, £12 pr. Philips transistor push-button car radio, short-wave, £12. Sprite I branched exhaust £2. Sprite I screen plus frame plus pillars £12. Sprite I seats, red, £8 pr. TR3A engine, about 5,000 miles, £35. Sprite I engine, good, £18. Sprite I gearbox, bad, £8 (jumps out of top). Spitfire I hood, new, half price. Sprite 1¼in. SUs complete on manifold, new, half price. 649 cams, £5 each. Tonneau covers from £1 to £5 depending on condition and scarcity. MG-A r/axle complete £2. Chrome boot rack £1. Mini gearbox, good casing, very bad inside, £2. Mini short engine, £2. Elderly hoods for Spitfire, TR4, etc., about £1 each. Heron hard-top for late Spridget, new, £34. Ditto but unpainted, less rear window, £17. Small but well-stocked stores; we keep most consumable sports-car spares. Lenham GT conversions, fit Sprite/Midget, also Little E-Type bonnet, standard-shape fibreglass bonnet and JB lightweight back with integral hard-top and boot-lid, mostly ex-stock, send for illustrated leaflet. Look out for my team of three orange MG Midgets on the circuits this season. We have one 1293cc car which I will drive in up-to-2-litre events, one 1144cc car to be driven by the attractive but determined Mrs. Gabriel Konig in the smallest class, and finally the well-raced SS 1800 which I have used for the past 18 months will be used as a spare car and will run as an 1150 or a 1300 as the occasion demands. By mid-season, however, we hope to run all three cars together at some events. Picture shows the start line at Brands with Mr JB advising Mrs GK to drive carefully (she has borrowed his car for this event). Both branches open to 7pm, closed Sundays. At Arkley we do Vane electronic engine tune-ups, 1-day service, fixed prices, why not release the full potential of your engine?



TVR

Vixen 1600, crossflow GT engine, 115mph, luxury trim, optional 1800 unit, from £998.
Tuscan SE, 306bhp V8, 175mph, iron hand in velvet glove, £2364.

Scimitar

Scimitar GT 2+2, 3 litre V6, overdrive, relaxed high-performance motoring, £1577.
Scimitar 2·5 litre V6 from £1395.

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31 Moscow Road, W2
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Sports cars: 31 Moscow Road, Bayswater W2. Park 2707.

60TH ANNIVERSARY B.A.R.C. INTERNATIONAL EASTER MONDAY MEETING

★ EUROPEAN CHAMPIONSHIP FORMULA 2 RACE
★ BRITISH CHAMPIONSHIP SALOON CAR RACE
★ EUROPEAN CHAMPIONSHIP FORMULA VEE RACE

ADVANCE BOOKING

GENERAL ADMISSION .. .. 17/6d.
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(not including admission)
PADDOCK TRANSFER .. .. 12/6d.
(not including admission)
CHILDREN (under 14) FREE - PARKING FREE

THRUXTON

MONDAY 15th APRIL 1968

PRACTICE SATURDAY 13th, 9.0 a.m. ADMISSION 5/-

TICKETS & FULL DETAILS FROM
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LENHAM G.T. JAGUAR "E" HARDTOP
clean, crisp styling, superb finish, quickly detachable—just £60, send now for full details.

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send for fully illustrated brochures and price lists stating make and year of your car.
look out for the new prototype Lenham G.T. being track tested this season.

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LENHAM, KENT. tel Lenham 428 or 216

FOR SALE—continued

DELLOW/FORD SPORTS FOUR-SEATER special. Any reasonable offer considered. 14 Gawsworth Rd., Macclesfield. (1734

XK140. 1955 COUPE. TINWARE FAIR, top end, front suspension ball joints overhaulcd, one big end suspect. £30. Whitwell 449. (1738

STORK DICTATES. TR3 1957. B.R.G. Hard top, discs, underseal, Xs, maker's o/p, perfect soft top, tonneau. Utterly reliable. Body good. £150 for quick sale. Huntingdon 2384 (evenings). (1739

M.G.-A 1600. B.R.G. HARD AND SOFT tops, tonneau, Gold Seal engine 15,000 miles, excellent mechanical condition. Reluctant sale. £225, Parkstone (Dorset) 5863. (1740

SINGER LE MANS 2-SEATER, 1½-LITRE 6-cylinder 1936 Speed model. Chassis number LM64 (71 produced) 63 b.h.p. 450 mile range. Original condition. Classical appearance. Handbook. First £300. Hindhead 1325. (1741

1951 JAGUAR XK120. NEW TYRES, batteries, wheel cylinders, water pump, etc. £150. Sale or exchanne small saloon. Guildford 60136 (5.30-7.30 p.m. weekdays). (1742

M.G. PB 1935. SUPERB RESTORED 2-seater. E93A/M.G. gearbox. £150. Write, 41 Edgerton Rd., Lowestoft. (1743

1100 DOWNTON 1200 ENGINE 'S'. Close ratio gearbox, instrumented, reclining seats, every extra. Immaculate. 100 m.p.h. 1964½ Austin £435. 01-965 5070. (1744

M.G.-A 1962 1600 MK. II. EXCELLENT condition throughout. Reconditioned engine, Cinturatos, heater, tonneau. £390. Rugate 45614. (1745

SINGER LE MANS 1937 2-SEATER. 9 h.p. rebuilt engine, steering, etc. M.o.T. July. Good tyres, also heap of spares. £110 o.n.o. Adams, Finstall Croft, Nr. Bromsgrove, Worcs. (1746

MORRIS COOPER. MAY 1965. 28,000 miles, 4 new Cinturatos, Cooper 'S' wheels and spacers, big-bore exhaust, woodrim wheel, Lucas washer, headlight flasher, racing mirrors, many other extras, replacement gearbox and clutch fitted December, mechanically perfect, grey, white roof, paintwork and chrome absolutely mint. Owner going abroad. £385 o.v.n.o. Bennett, 158 Station Rd., Beeston, Nottingham. (1747

TVR GRANTURA 1962. 1622 C.C. M.G.-A engine (115 b.h.p.), discs, wire wheels, Konis, etc. Excellent condition. £450. Tel.: Poole (Dorset) 4954. (1748

MERCEDES BENZ 300B 4-DOOR CON-vertible. 1954. R.H.D. Taxed, insured, M.o.T. Needs attention. Around £255. Smith, 38 Malpas Rd., Brockley, London, S.E.4. (1749

SPRITE MK. I. M.o.T. HEATER, SEAT belts, screen washers, tonneau, luggage grid, spot, fog, etc. £155 cash o.n.o. 15 Gloucester St., Coventry. CU1 3BZ. (1750

AUSTIN NIPPY. RESTORATION AL-most complete. M.o.T. £100. 01-864 1873. (1751

SUNBEAM TALBOT 10 H.P. 1946. RE-conditioned engine, brakes relined, steering overhauled, 4 new tyres. M.o.T. Nov. 1968. A lovely little car in excellent order for £80. Tel.: Mortimer 370. (1752

LANCIA FLAVIA FARINA COUPE. IM-maculate white, dark blue interior. Mechanically sound throughout, superb handling, f.w.d. 30 plus m.p.g., styling as current model. £820. Interesting P.E. considered. Leeds 663078. (1753

DAIMLER CENTURY ROADSTER TWO-seater. Very rare model. 2500 c.c. 1957 in extremely good condition. Paintwork ivory with new p.v.c. hood. Very fast. One owner, must sell, reason for price. £350 or part exchange. Tel.: Radlett 5527. (1754

BENTLEY 1953 R-TYPE SS SALOON. Mechanics and tyres good, body not first class. £325 o.n.o. Bowler, Chorleywood 2277. (1755

ROLLS. 1933 20/25 HOOPER SALOON. £350 o.n.o. Webster, 131 Eastfield Rd., Westbury-on-Trym, Bristol 627272. (1756

XK150 F.H.C. OVERDRIVE, W RE wheels, twin spots, opalescent blue. £395 o.v.n.o. Tel.: 021-429 4785. (1757

LANCIA APRILIA 1938. 3 OWNERS only. Should be seen. £240 o.n.o. Tel.: 01-890 6158. (1758

GINETTA G4 1500GT. OCT. 1965. Second car, 18,000 miles. Cost £760. £485 o.v.n.o. Exchanges considered. Port, Midsummer Cottage, Organford, Poole, Dorset. Tel.: Lytchett Minster 107. (1759

SUNBEAM TALBOT 90 MK. II. IM-maculate condition. Metallic blue. 48,000 genuine mileage, new tyres, condition generally too fantastic to describe, so tel.: Llangarron (Herefordshire) 209 for a £125 o.n.o. opportunity. (1760

BENTLEY R TYPE 1953 MODEL. Black, beige hide, 2 new tyres, silencers, all extras, taxed, M.o.T. May. Runs beautifully. £350. Oxford 61432 (evenings). (1761

ROLLS 20 1928 CHASSIS, MANY PARTS replaced, 5 brand new tyres, ideal basis for tourer. No time. £200. Buyer collects. Oxford 61432 (evenings). (1762

M.G.-A 1600 FIXED HEAD COUPE. 1960. Red. Outstanding condition. £350. Perceval, Home Farm, Mackworth, Derby. (1763

RACING CAR. EX-TOM NORTON Cooper-J.A.P. Mk. 10, vee-twin 1100. Excellent condition with spares and trailer. £460. Tel.: Rumfold 2410. (1764

M.G.-B SEPTEMBER 1963. BLUE, WELL above average. Radio, seat belts, Cinturatos, excellent performance. Taxed. £495. Guildford 63767. (1765

FOR SALE—continued

LAGONDA 3-LITRE TICKFORD COUPE. 1954. 18,000 since engine reconditioned. Well shod, newish hood, needs loving care. Sensible offer nearest £235. Joyce, Stowcroft, Lower Camden, Chislehurst. 01-467 2789. (1766

A.C. 2-LITRE. OVER £100 SPENT IN the last year on engine overhaul, new clutch, brakes relined and four new tyres. Very good condition throughout. M.o.T. till February 1969. £95 o.n.o. Photo on request. 34 Pen Close, off Tremnant Rd., Saffron Lane, Leicester. (1767

TWO JAGUAR XK150 COUPES. BOTH with overdrive, both mechanically good, but both have very rough bodies. 1958 £45, 1959 £55. No offers. If enough enquiries might break. Holmer Green 2214. (1768

ASTON MARTIN DB2/4 1956 3-LITRE saloon. New big ends, mains, pistons, liners and replacement crankshaft. British racing green with black interior. Fitted radio and heater. Also rear shocks replaced and brakes relined. Avon Turbospeeds, spare liners and pistons. Immaculate. Only 100 miles since engine rebuild. £550 o.n.o. P. Nicholas, 47 Stafford Rd., Cannock, Staffs. (1769

ALFA GIULIETTA SPRINT 1959. Radio, rear seats, superb £295. Witcombe, Gloucester 3156. (1770

H.R.G. 1100, 1946. NEW UPHOLSTERY. Recently repainted deep blue, new tyres, new battery, etc. Very good condition throughout. Offers to P. Elliott, 61 Dunkeld Rd., Sheffield 11. (1771

SUNBEAM ALPINE 1965. BLUE. RADIO. hard/soft tops, tonneau, wire wheels. Excellent condition. Tel.: Leek 4329 (daytime), Wetley Rocks 563 (evenings). (1772

GILBERN 1964. M.G.-B. OVERDRIVE, Xs, B.R.G. Reason new car—budget panic. £400. Simmons, Ely Court, Staplehurst 209.

M.G. TC 1949. NEW HOOD, SIDE screens, good tyres, M.o.T. £160. Leigh, Lancs., 71183 (evenings). (1774

MORRIS 10/4 1935. ENGINE PRO-fessionally rebuilt. Towable, will break. Offers: P. Pickup, c/o 1 Windmill Rd., Hemel Hempstead, Hertfordshire. (1775

1932 A.C. 2-SEAT TOURER WITH dickey. 6-cylinder triple SUs, basically sound, needs restoring. £65. Pearson, Whittlebury, Northants, Silverstone 210. (1776

ALVIS TC 21/100 LATE 1955 SALOON. Wire wheels, new tyres, Alvis maintained by one previous owner. £230. Hardman, 12a Clovelly Drive, Penwortham Hill, Preston. (1777

1955 ALFA ROMEO 1900 SUPER SAL-oon. R.H.D. Fast and reliable, mechanically excellent, 5 good Xs. M.o.T. until January 1969. Body needs attention. £70 o.n.o. Would consider exchange. 01-807 2384. (1778

SPORTSCAR GARAGES



DAIMLER 2½-litre 4-str. drophead coupé' with special aluminium coachwork by Barker. Black, green hide interior. Recent o'haul, incl. brakes. New tyres, king-pins, steering joints, r/springs, etc. Replated chrome. Excell. orig. order thro'out **£300** (Another, in grey.)



DAIMLER Barker Special Sports, 3-str., 2½-litre. Maroon over ivory, fawn hood and interior. Alloy coachwork, preselector gearbox, overdrive top. Recent new hood, Repl. tyres. Exceptionally well kept, one elderly owner many years ... ... **£395** (Another, in navy blue and silver, new hood, new chrome, **£325**. Also one in black over gold, also rechromed, new hood, **£335**.)
JAGUAR XK140 drophead coupé, 1956. Red. Excellent engine, rebuilt gearbox; recellulosed, retrimmed and re-carpeted. Recent Repl. hood, 'X's **£255**
LAGONDA 3-litre saloon, Tickford alloy body, 1957. Blue. Excellent history, stored some years **£475**
ALFA Giulietta T.I. R.H.D. saloon, Nov. 1961. Ivory. Recent engine rebuild, Repl. 'X's **£285**
AUSTIN 7 Ruby saloon, 1938. Black, sunroof. Shabby, but goes very well ... **£47**

42, TWYFORD ST., LONDON, N.1
Open: 10 - 7 | TERminus 3766 | Tube: King's X

FOR SALE—continued

MY TRULY IMMACULATE TVR IIA IS still for sale. Stage IV Climax, ZF gearbox, new Konis and suspension parts all round. A really genuine marque car now offered at £525 (See February's Motor Sport, page 142). Tim Frost, 2 Littlepark Mansions, Titchfield Lane, Wickham 2030 (Hants). (1779

M.G.-B 1963. EXCELLENT CONDITION. Extensive engine/gearbox overhaul recently completed, brakes and electrics reconditioned and new folding hood fitted. Usual extras. £450 o.n.o. for rapid sale. Part exchange considered. Tel.: Hucknall (Notts) 4130. (1780

1958 AUSTIN HEALEY 100/6. VERY sound, plenty of spares. £180. Bedworth (Warwicks) 5296. (1781

TR4 1964. OVERDRIVE, WIRE WHEELS, radio, power brakes, belts, undersealed, unbeatable. £540. Coventry 62423. (1782

SPITFIRE MK. 3 1967. SOFT TOP, heater, tonneau, burglar alarm, manufacturer's warranty. Nuptual sacrifice. £600. 021-SOU 2131. (1783

1750 C.C. TWIN CAMSHAFT VINTAGE Alfa Romeo. Rare 10ft. 3in. 1928 long chassis car with attractive drophead coupé body. In magnificent condition throughout. Upholstery just a little bit "off." £535. Apply I. D. Kennedy, 2 Barton Rd., Luton. Tel.: Luton 23640. (1784

BENTLEY 1938 P.V.T. 4¼-LITRE PARK Ward saloon. Superb original condition. 20 m.p.g. Sand/sable with manual. £500 o.v.n.o. Tel.: Chelmsford 72444. (1785

TR4 HARD TOP. 1964 MODEL. WHITE, black trim, overdrive, wire wheels, Xs, servo-assisted brakes, twin Marchal spots and fogs, wood-rimmed steering wheel plus other extras. Excellent condition throughout. £550. Marlow 3646. (1786

AUSTIN SEVEN RUBY SALOON 1935. One owner 32 years. Excellent unspoilt condition including rust-free original finish. Six good tyres, spotlamp. M.o.T. £125. Burgess Hill (Sussex) 3995. (1787

1963 M.G.-B. BLUE. 32,000 MILES. Overdrive, radio heater, seat belts, Cinturatos, v.g.c. £500 o.n.o. H.P., part exchange. Tel.: Kidderminster 5531. (1788

TR4 1963. SURREY TOP. WHITE Undersealed, overdrive, servo brakes, wire wheels, Cinturatos, Le Mans headlights, radio, rear seat, wooden dashboard, steering wheel, electric washer, belts, f/s/r lights, clock, flasher, lighter, recently renewed r/springs, clutch, battery, wiper motor. £525. Tel.: 947 2777. (1789

PORSCHE 1600 1957. EXCELLENT mechanically. Attractive dark green. £275. Exchanges. Sheffield 368337. (1790

ALVIS TA14 1947 ESTATE CAR. EX-cellent engine and transmission. Offers around £50. Withey, Chilcote, Wells, Somerset. Tel.: 2325. (1791

1936 AUSTIN 7 2-SEATER TOURER. Good condition. M.o.T. £85 o.n.o. East Horsley 2676. (1792

ALVIS 1938 SILVER CREST SALOON. 55,000 miles. Offers near £100. 01-527 3606. (1793

ROVER 1905 VETERAN, AS ADVER-tised February's M.S. now available to best offer. Tel.: Clandon 628 (Surrey). (1794

GOLIATH SALOON, 2-CYLINDER, 2-stroke. Fuel injection. R.H.D. Excellent condition. Fast and economical with complete car for spares. £60 o.n.o. Tel.: 01-804 5477. (1795

1955 SUNBEAM MK. III OVERDRIVE saloon. Taxed and M.o.T. October. Reconditioned IIIS engine. Many accessories. £175. 01-467 5675 (Kent). Box 0582. (1797

EXCELLENT ALFA ROMEO SPRINT 1600. R.H.D. Rebuilt engine, clutch, gearbox (5 speed). Resprayed, chromed, etc. Rear seats, radio, seat belts. Sole reason sale: going vintage. Offers circa £675. Box 0583. (1798

CHRONOGRAPH

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BUY ON 7 DAYS' APPROVAL



Swiss precision Chronograph watches, 17 jewel, Incabloc lever movement, tachometer and kilometre scales, stainless steel, waterproof, diameter 1⅜" approx., press-button split second timing to 1/5th second with instant zero set. Guarantee. Free leather strap. Send Cheque/P.O. **£10.19.6** plus 4/6 registered post.

EXCHANGE & MART of Boscombe, 33 CURZON ROAD, BOURNEMOUTH, HANTS.

FOR SALE—continued

1933 RILEY MONACO SALOON. 85,000 miles. One owner from 6,000 miles. Original finish except recovered and relined top. Appearance almost new. Mechanically sound. £150. Box 0584. (1799

GINETTA 1963 G4. 1500 C.C. LOW mileage, two owners, road use only. Box 0585. (1800

RILEY 1½-LITRE 1948. GOOD CON-dition. Recent engine overhaul, new tyres. M.o.T. October. £100 or near offer. Box 0586 (Surrey). (1801

BENTLEY 4¼ PARK WARD SPORTS saloon 1936. Major engine rebuild less than 1,000 miles ago. £350 or offer. Box 0587. (1802

MORGAN 1949 I SUPER. EXCELLENT mechanical condition, good general condition. £110. Box 0588. (1803

1965 SPRINT COUPE. 1600 S/E. WHITE with royal blue interior air and electric horns, steering lock, heater, washers, etc. Factory undersealed, recent engine overhaul, new tyres, brakes and battery. A true four-seater sports car that turns a head wherever it goes. £545. If you want a private h.p. or part exchange an interesting car come along and talk about it. Fulmer 2212 (evenings or weekends). (1804

VINTAGE SPEED SIX BENTLEY. 1929. Registration UL 8141. Reconditioned engine and chassis 1968. Sound two-seater aluminium body. £1,745. Box 0589. (1805

1923 RENAULT 9. THREE-SEATER tourer. One owner since 1927. Stored since 1952. Completely original. Offers. Box 0590. (1806

BELIEVED TO BE THE ONLY L38 OLDS-mobile 1938 straight eight sedan. Fine original black finish. Perfect luxurious interior. Five virtually new tyres, whole car in excellent running order. Good offers please. Box 0591. (1807

BMW 1957 502. 3.2. BLACK/RED leather. Becker radio, new RS5S, meticulously kept. £475. Box 0592. (1808

ALVIS SP20 OPEN TOURER MACH 1932. Rebuilt throughout, immaculate condition. £800 o.n.o. Box 0593. (1809

M.G. TD 1953. ORIGINAL CONDITION. Low mileage. B.R.G. Exceptional. £275. Taylor, 85 Gorsty Hill, Halesowen, Worcs. Tel.: 021-559 1389. (1810

1933 RILEY MARCH SPECIAL IN EX-cellent condition. Overhauled engine. Green. Offers please. Box 0594. (1811

? THE LAST ROVER 100 MADE. REGIS-tered February 1968. Black/grey, grey interior. Bench seat, belts, 35,425 miles. Immaculate. Private sale. Devon. £435. Box 0595. (1812

M.G.-B GT. MAY 1967. RED. 8,000 miles only. As new. Cost £1,145. Undersealed, heater, wire wheels, SPs. £998 o.n.o. Tel.: 01-638 7092. (1813

PORSCHE 356A CARRERA. EX-KARL Richardson. Fitted 1965 SC engine and gearbox. Complete history and bills available. Tel.: 01-286 1832. (1814

PETER HOLLAND'S PERSONAL E-type. £750. Absolutely astounding condition for 1962 series. Red, black hood, fawn interior. Selmar alarm system, Motorola, etc. To view this superb low mileage car tel.: SHE 5202. (1815

ASTON MARTIN DB4. 1960 WITH many later modifications, including oil cooler. Works repaint and replacement engine 3 years ago. Nearly new Turbospeeds, radio, licensed. Aston maintained £950. Shipley, Englefield Lodge, Egham 2948. (1816

M.G. MIDGET. OCT. 1965. B.R.G. 20,000 miles, one owner, wires, oil cooler, anti-roll bar, radials, tonneau, other extras. £495. Apply Oakley. Tel.: Business, LAN 4711; home, PAD 5942. (1851

BUICK STRAIGHT EIGHT ENGINE. Singer and Standard 4 and 6-cylinder. Wire wheels 18in. dia. knock-on 2 Tapleymeters. Box 0604. (1852

BENTLEY 1950 MK. 6. SUPERB CON-dition, reconditioned engine and suspension, etc. 18,000 miles ago. £465 o.n.o. Potts, 50 Rowney Croft, Hall Green, Birmingham. SPR 5215. (1853

M.G.-A TWIN CAM ROADSTER 1959. Average condition. Xs all round. £270. Write M. Haywood, 11 Priory Terrace, Cheltenham. (1854

ROLLS-ROYCE P111 LIMOUSINE 1936. Coachwork by Abbott. Originally owned by Lloyd-George (log book available). Engine just overhauled. At present being retrimmed in hide. £750. Tel.: Aberkenfig 645. (1855

ROLLS-ROYCE 20/25 GURNEY NUT-ting saloon. 1935. Resprayed, retrimmed. Original owner Ramsay Macdonald. (Original guarantee with car). £350. Tel.: Aberkenfig 645. (1856

750 C.C. SPECIAL. FULLY MODIFIED engine, close ratio box. I.F.S. Enthusiast's car. £65 o.n.o. Tel.: Weybridge 45168. (1857

SPECIMEN 1938 4¼ BENTLEY PARK Ward saloon. Virtually a one owner car. Absolutely original with handbook, all tools, etc. Complete history known. A unique opportunity to obtain what must be one of the few immaculate examples remaining. A substantial price required. Curtis, Burgh House, Saffron Walden, Essex. Saffron Walden 3486. (1858

VOLVO 122S. 1960. TWO OWNERS. New engine, reclining seats, belts, etc. 1967 condition and appearance. £350. Brodrick, Sylvainne, Hall Lane, Longton, Preston. Longton 3809. (1859

ROLLS-ROYCE RAD ATOR 1936 20/25. Any offers? Curry, 5 Wiseton Rd., Sheffield 11. Tel.: 65973. (1860

BRISTOL 400. GOOD MECHANICS, tyres and M.o.T. £125. Also 400 less engine and gearbox. Offers: 7 Barnsley Rd., Birmingham 17. 021-BEA 2220. (1861

THE THOROUGHBRED CAR COMPANY LTD.

We must admit that, over the past month, we have been directing our energies as much to finding a suitable new base in Edinburgh itself—for the considerably greater convenience of our many customers from the South—as to augmenting our already quite varied stock of vehicles. At the same time, a good number of the new cars which we have taken on require work in varying degrees, and will not therefore be available for some time yet. They include such delectable pieces as a superb 1933 Triumph Vale Special, a 1933 Morgan Super Sports and the 1930 Austin Boyd-Carpenter which we had some time ago but which, following a prang, we have back for a very major rebuild which is already halfway completed.

ROLLS-ROYCE 20/25, 1933. Connaught close-coupled owner-driver coachwork. A faultless vehicle with an excellent history. Now greatly reduced in price for a quick sale **£700**

ROLLS-ROYCE Park Ward **Silver Wraith,** 1949. Excell. example **£825**

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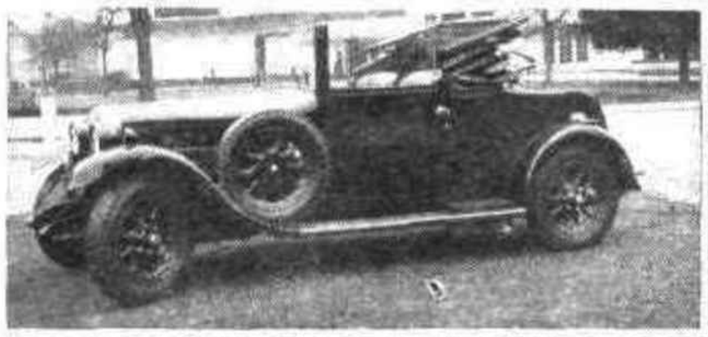
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Unique 1929 model (Reg. March, 1930) **AUSTIN 20-h.p.** 6-cylinder " Doctor's " coupé, coachwork believed by Flewitt's of Birmingham; history being investigated, but so original and outstanding that it could virtually be a one-owner car; dark green, black wings and hood, original dark grey leather in car and dickey seat. Taxed and ready for use. **£950**



ROLLS-ROYCE Silver Wraith owner/driver sports saloon by James Young, 1953, 4½-litre engine, manual gearbox, Silver sand on sable, beige interior. No history as yet known, but last owner 5 years and entire car in extremely nice order both mechanically and bodily. **£1,150**



Another **AUSTIN,** perhaps not so unusual, but nevertheless a remarkably fine and highly original 1928 **Chummy,** completely restored (engine, bodywork, chassis, etc.), black and peacock blue. Offered on behalf of a customer who, not unreasonably, is expecting a price in excess of **£500**

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. **£695**

ROLLS-ROYCE Phantom III Hooper 4-light sports saloon with projecting boot and electric division, immaculate black paintwork, outstanding interior in brown hide with exceptional woodwork, mechanically excellent and indicated mileage of 75,000 possibly genuine; in titled ownership for most of its life. **£1,445**

ROLLS-ROYCE 25/30 Windover sedanca, 1936, first-class mechanically, recent major engine overhaul, very fair coachwork but not without faults, hence offered as seen at **£490**

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.**

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**

1954 BENTLEY R-Type automatic, black on grey, grey interior, mileage 106,000, maintained by us past three years and mechanical condition can therefore be vouched for, paintwork quite good but there are some blemishes and bruises, and the car is therefore realistically priced at **£575**

BENTLEY Mk. VI standard steel, 1949, black and grey. Nothing remarkable but a very fair, sound car and very good value at **£225**

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 Conquest saloon, 1954, in no way exceptional save that it's very sound and has been maintained by Stratstone's for many years and is remarkably good value at **£75**

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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**

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Interesting item for restoration—a **BEARDMORE** taxi-cab, landaulette type, *circa* 1936, very rough but complete. **£75**

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LAGONDA RAPIER 1934 ABBOTT Tourer. 1104 c.c. twin cam. Pre-selector gearbox. Good order. 17in. tyres, fronts new. Garaged near Edinburgh, seen weekends or tel *Wideopen 3452 (weekday* evenings). Rennie, Greendykes, Macmerry, East Lothian. (1500

M.G. TF 1250 C.C. 1954. WIRES, ENGINE overhauled, spots, new hood, tyres. Excellent condition. £270. M.G. TF 1954, very sound, bargain. £230. Formby 2778. (1501

SUNBEAM MK.III. REGISTRATION POW 3. 1956 *saloon, pine/cactus green,* seat belts, 63,000 miles. Maintained since new by original Rootes distributor, records available. Only one owner previous to present owner at 16,000 miles. £160. Parsons, 45a Westwood Rd., Southampton 54833. (1502

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£575 ALFA ROMEO GIULIA TI. LATE 1964. Dark green. An immaculate specimen owing to careful use and enthusiastic maintenance. Reason for sale, owner reduced to new car. 10 Chandos Rd. South, Chorlton, Manchester. (1505

TR4. SUPERB CONDITION. LOOKS younger than 1963. Overdrive, wire wheels, tonneau. £525. 1115 Kingsbury Rd., Birmingham. Stechford 4526. (1506

TVR MK. IIA 1962. NEW 1622 C.C. M.G.-A engine fitted. 5,000 miles only. *Every extra including wire wheels,* Cinturatos, Kenlowe fan, tinted rear window, radio. £450. Guildford 3600. (1518

1929 M.G. M. SOUND BODY. RECON-ditioned engine. Original. £45. 38 Netherhall Rd., Leicester. (1508

H.R.G. 1948. 1500 C.C. GWY 1. LIGHT-weight aluminium body, new engine being fitted, needs completion. Parts available. *Offers, tel.: Cambridge 46584 (after* 7 p.m.). (1509

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LEA FRANCIS 1950 SALOON 1767 C.C. M.o.T., taxed. Running order. £40. 01-539 2704 (evenings). (1510

M.G.-B GT 1966. ONE OWNER. SANDY beige. Overdrive, heater, underseal, radio, SP41s, belts, spots, Stebels, mudflaps, anti-thief switch. Offers. Box 0549. (1511

1951 RILEY TOURER 2½. VERY GOOD condition throughout. Taxed Aug. £300. Stocksbridge, Nr. Sheffield (Yorks). Tel.: Stocksbridge 2283. (1512

1933 FORD V8 DROPHEAD COUPE, with dickey. R.h.d. The star in Bonnie and Clyde seen on TV and national press. Completely restored throughout. Very rapid. £525 or GT Anglia plus cash. Frank Ogden, 160 Reddish Rd., Reddish, Stockport. Tel.: 061-STO 3651. (1513

MERCEDES 190SL. LATE 1960. WHITE/ red upholstery, good condition. Mich. X tyres, radio, new battery. £775. Tel.: 01-777 3745. (1514

SPITFIRE. WHITE 1966. WIDE WHEELS etc. A.A., R.A.C. inspection welcome. £555. 01-504 6595 (evenings, weekends). (1515

BRISTOL 401 1952. 85C ENGINE. Mechanical and general condition good. All accessories complete (radio, heaters, spots, belts, etc.), M.o.T. cert., taxed. £200 o.n.o. 75 Montagu Rd., Walton, Peterborough. (1516

1959 AUSTIN HEALEY SPRITE. WHITE. Good condition. Ashley bonnet, air horns, belts. £195. *Milroy, 60 St. Meddans St.,* Troon 911. (1517

SS100 2½-LITRE 1938. A MUCH sought after sports car. Entirely original. Genuine enquiries only. £700 o.n.o. Tel.: Bearsted Green 2418. (1507

M.G. TC 1949. BLUE. MAJOR MECH-anical overhaul, including engine to Stage I two years ago. Used as a second car *since then. Present owner 4 years, previous* one 9 years. £200 o.n.o. "Rayoso," Knights Meadow, Carnon Downs, Truro. Tel.: Perranarnworthal 341. (1519

1930 ASTON MARTIN 1½-LITRE IN-ternational in very good original condition. Must sell. Best offer. Tel.: Evenings, House Lymington 3815. (1520

SPORTS SALOON. FORD CLASSIC 1963, fitted with tuned 1500 GT engine, Powerstop, Cinturatos, radio, Maseratis, etc. No ape-tape. Just immaculate black coachwork. £320 o.n.o. Tel.: WEM 2183 (day); ENT 2633 (evenings). (1521

M.G.-B 1964. ONE OWNER. IRIS BLUE/ black, overdrive, wire wheels, Cinturatos, oil cooler, heater, tonneau, extras. £585. 01-946 2441 (after 7 p.m.). (1522

MERCEDES 220S CABRIOLET 1957. Metallic blue/grey. L.h.d. Good condition. £275 o.n.o. Tel.: 01-449 2792. (1523

M.G.-B 1965. RED, WIRE WHEELS, overdrive, heater, anti-roll bar, tonneau, woodrim, new tyres, relined brakes. Well maintained throughout. £655. 01-527 1896. (1524

SUNBEAM ALPINE GT 1964 SERIES IV. Steel grey. Probably one of the best around. Fitted recent Radiomobile £30 radio, seat belts, spotlight, woodrim wheel, overdrive, wing mirrors. Reason for sale, returning to sea and impending marriage. £560. D. Smith, 16 Stone Lane, Yeovil, Somerset. (1525

M.G. MIDGET 1965. B.R. GREEN. Radio, heater, tonneau cover, seat belts, luggage rack, etc. Immaculate. £465. Tel.: *061 CHE 4236.* (1526

£365 BUYS YOU A SPECIMEN 1965 970 c.c. Cooper S. Well maintained and carefully used. H.P. and insurance arranged. Preston 78461 (Lancs) 6-7 p.m. (1527

1937 **MORGAN 4/4. REWIRED, RE-**sprayed. New hood, new battery. £115. Tel.: Hereford 4804. (1528

M.G. TC. RED/BLACK, REBORED, RE-wired, king pins, half-shafts, heater, re-upholstered, o/s rears, overhauled carbs., etc. Bills. £165 o.n.o. 146 Station Rd., Cropston, Leicester. Anstey 2198. (1529

RARE AND ONCE BEAUTIFUL 1939 Rover 14 drophead. Chassis and engine o.k. but new hood and lots of hard work on body required. £3. Evenings, 01-977 5789. (1530

FOR SALE—continued

ALFA ROMEO GIULIA SPRINT GT. First registered 1966. New Motorola. Engine rebuilt by Alfa agent 4,000 miles ago, just run in. Five new Cinturatos, just resprayed Triumph white. Must be best example available. £975 o.n.o. Tel.: Roman Way 4489 or apply to: 180 Greenfield Cres., Cowplain, Nr. Portsmouth, Hants. (1531

M.G. TD 1953. B.R.G. COMPLETELY rebuilt engine 8,000 miles. New shocks, battery, electrics, good tyres, fogs, indicators. Good all round. £260 o.n.o. Evans, SPEedwell 6183 (7-9 p.m.). (1532

MERCEDES 190SL DROPHEAD 1960/1. £745. Mercedes service log since new. 2 Rooks Hill Cottage, Bramley, Surrey. Tel.: 2379. (1533

1963 HEALEY 3000 CONVERTIBLE. Red, wire wheels, overdrive, adjustable steering, car alarm, new Pirellis, battery, coil and distributor. Very well maintained. 30,000 miles. £500. Tel.: 01-653 8045, Norwood, London (evenings). (1534

ALLARD SALOON. REFINISHED IN metallic scarlet, reupholstered and now in concours condition. Must be one of the finest available. Offers in the region of £500. Mk. 7 Jaguar, 1957, and one owner from new. Can only be described as "outstanding in every way," and must represent excellent value at £250. Exchanges considered on any of these vehicles. Contact: Major D. Nesbitt, Jump, Nr. Barnsley. Tel.: Hoyland 3091. (1628

CITROEN ID19. 1964. FRENCH BUILT. Power steering and brakes. Beige with cloth upholstery. 38,000 miles. Fitted belts. Taxed May. H.P. possible. £430. Seibourne Wanborough (Wilts.) 485. (1648

ROLLS-ROYCE 20/25 1928. EX-BARKER Tourer, fitted with shooting brake body. Chassis and mechanics good, body sound but square. Sell or exchange vintage touring car, TF, TD M.G., or Morgan Super Sports. Cash either way. A quantity of 18in. tyres at reasonable prices. Collinson, Hillside, Angarrack, Hayle, Cornwall. Tel.: Hayle 2298. (1630

1934 VAUXHALL "BIG-SIX" (20 H.P.). One most careful owner, genuine 50,590 *miles, first class condition. Tested and* taxed to December 1968. Some spares and literature available. Viewable Chester/London. Offers invited around £350. Particulars from Roy Smith, tel.: 01-727 4765, or write Box 0579. (1651

M.G. TD II 1953. BLACK RESPRAY. 25,000 replacement engine, Cinturatos, Abarth exhaust, heater, luggage rack, spot, badge bar. Would exchange for Mark II Spitfire, plus cash, preferably GT hard top or sell £300. Chapman, 32 Lumley Terrace, Chester-Le-Street, Co. Durham. (1632

MR. CYRIL PIPER, OF 77 WARREN Road, Ickenham, Middlesex, offers for sale one of the finest examples of 1947 TC M.G.'s in England. Car is in immaculate condition. Engine completely overhauled, colour black, red leather trim, new beige hood and side screens. Price for this much admired car, £475 o.n.o. For further details tel. Ealing 0696 (day), Uxbridge 38889 (evenings). (1633

LEA FRANCIS 1951 14/70 SALOON. Excellent bodywork, mechanics, towing attachments, spare engine, gearbox, etc. Photographs available. £135. Richardson, 7 Homeleigh Rd., Ramsgate. (1634

ASTON MARTIN DB4. OCT. 1960. Dark blue, white interior, wire wheels, radio, 63,000 miles. £1,100. Cottrill, Lymm Hall, Lymm, Cheshire. Lymm 2255. (1635

MAGNETTE VARITONE. NOV. 1958. Due unexpected absence abroad was unable to honour advertisement in November/December issues. Please refer. Grey/grey, red hide. Every extra. Magnificent condition. 63,000 miles. Gold Seal 24,000. £300. Buxted (Sussex) 2132. (1636

1937 ALFA ROMEO 6C 2300B PININ-farina coupé. New gearbox, clutch, Turbospeeds. Attractive and rare thoroughbred. £500. Seen Gloucestershire weekends. Sir Anthony Stamer, Black Horse Inn, Teffont, Nr. Salisbury, Wiltshire. Teffont 251 (weekends, Uley 236). (1637

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1939 ALVIS 12/70 4-seater d/h. coupé. A rare P.V.T. Very sound. **£165.**

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1953 BENTLEY R-Type with manual change. Steel grey with red interior. Recent engine overhaul. Nearly new tyres. Exceptional. **£675.**

1960 JAGUAR 2.4 Mk. II. Overdrive, Cinturatos. Very moderate mileage. Two owners. A really unmarked and outstanding example. **£365.**

1965 MORRIS 1100. Stage I Alexander. One owner, low mileage. **£425.**

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A.C. DROPHEAD 1948. RARE MODEL. Good condition but engine rough hence £85 o.n.o. Parsfield (Hants.) 209. (1638

MORRIS COOPER 998 C.C. REG. DEC 1966. 13,000 miles. Garaged, one owner. Offers. MUN 4608. (1639

1939 LANCIA APRILIA. SUPERB CON-dition. Mechanically and bodily. One owner until 1967. Very original. Tools, etc. £350. Also spare engine and gearbox complete. £30. 17 Oaks Way, Ditton Hill, Surbiton, Surrey. Tel.: 01-398 6214. (1640

ROLLS-ROYCE SILVER DAWN. 1952 r.h.d. export model. 97,000 miles. Two owners. Havana brown and beige. Needs attention. £400 or near offer. Box 0577. (1641

RILEY 9 1935 KESTREL SALOON 5 Series. Black. In excellent condition throughout. A sound, reliable car. New tyres, battery. Ideal car for Riley enthusiast. Best offer over £135. Box 0578. (1642

1965 LOTUS ELAN SII CONVERTIBLE. British Racing Green. 5½J Magna wheels, flared wheel arches, high ratio final drive, radio, taxed. Sensibly priced at £795 o.n.o. Write R. J. Adams, 228 Overndale Rd., Downend, Bristol, or tel.: 2680 (business hours). (1643

SAAB V4. NOV. 1967. 6,000. GENTLY run in. De luxe. Extras. White. £780, or exchange Porsche coupé. Tel.: HOL 6922, *ext. 195, evenings EMP 3892.* (1644

M.G.-A 1961. T.O.H.C. ROYAL BLUE. One of the very latest of this very popular and fast motor car. Discs all round, Cinturatos, engine and brakes recently completely overhauled, new hood. In excellent condition. £325 o.n.o. Philips, 24 Glyn Mansions, Addison Bridge, London, W.14 (01-603 9091, evenings/weekends). (1645

ALFA ROMEO GIULIA TI 1964. WHITE, grey upholstery, moderate mileage, showroom condition. £575. Tel.: 01-699 2246. (1646

MORRIS 8 SERIES E. 1948. EXCELLENT condition. Tested December 1968. £40 or offers. 98 Olive Walk, Starbeck, Harrogate. (1647

M.G. TA. GOOD CONDITION, ENGINE reconditioned, new battery, hood. 12 months M.o.T., taxed. £135. Southampton 47402. (1629

1931 AUSTIN 7 SALOON. SOUND CON-dition. Must sell. £100 o.n.o. Tel.: Convey Island 2067. (1649

TVR GRANTURA MK. II. TUNED 997 c.c. 110 m.p.h., 35 m.p.g. Bargain £275. Tel.: Wolverhampton 38459. (1650

TIGER, TIGER (SUNBEAM 1965). Chauffeur maintained. 20,000 miles. Dark blue, soft and hard tops, usual extras. Sensible offers for this unblemished motor to tel.: 01-937 2316 Now! (1631

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HEALEY-ABBOT. 1953. ENGINE, REAR axle and suspension spares. King pin wear. Shabby. New tyres, brakes relined. £70. Fox, 129 Keyham Lane West, Leicester. LE5 1RT. (1653

BUGATTI TYPE 35 GRAND PRIX. Serious enquiries only please. Box 0580. (1654

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1963 SUNBEAM ALPINE. SOFT TOP, overdrive, wire wheels, Kenlowe fan, twin Weber 40s. Xs. High performance engine. £475. 01-428 1517. (1656

AUSTIN NIPPY 1936. EXCELLENT condition. Two sets wheels and tyres. *Spares. Needs battery, hood repaired.* Photo. £115 o.n.o. Jayne, 3 Pleasant Rd., Bishops Stortford, Herts. Tel.: 4039. (1657

CITROEN 6H 1954. 2866 C.C. F.W.D. Xs. Autocar test car. Excellent all round. £90 o.n.o. Tonbridge (Kent) 4968. (1658

MORGAN 4/4 1958. B.R.G. TONNEAU. M.o.T. Extensively reconditioned. £185. *Write, Brown, 14 Orchard Rd., Kirkby,* Notts. (1670

1951 PEUGEOT 203. SUITABLE SPARES. £25. Tumman, Munnion Rd., Ardingly, Sussex. (1671

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62 RILEY ELF, exceptional ... **£295**
61 JAG. 3.8, wire wheels, Webasto, power steering, overdrive, radio, one owner **£475**
53 M.G. TD, exceptional ... **£325**
30 AUSTIN Chummy tourer **£85**
49 BENTLEY Mk. VI, clutch gone, but reconditioned engine and new tyres **£100**

WANTED: Spitfires, Midgets, Sprites, 1275 S", for cash or part exchange with our 64 Cortina 1500, 63 Anglia, 62 Mini van, etc.

We can do hp for you with 3rd Party Insurance only, and we can arrange first-class insurance for customers at any age on our sports cars at reasonable rates.

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Kingston 9292

FOR SALE—continued

LATE 1954 SUNBEAM ALPINE. VERY good condition. Recent gearbox overhaul and respray. New Xs. £275 o.n.o. Also 1961 Mini £165. Cox, Dean Buildings, Chipping Norton, Oxon. (1660

ZB MAGNETTE VARITONE. NOV. 1958. *53,000 miles. One owner.* Scrupulously serviced, delightful condition inside and out. Tyres virtually new. Radio. Bigger car necessary. £340 o.n.o. Chester 22945. (1661

M.G. MAGNETTE ZB VARITONE 1958. A thoroughbred car in sound condition. £150. Watson, 47E Russell Terrace, Leamington Spa. (1662

NOTABLE M.G.-B 1963. HEATER, hard top, new soft top and SP41's. Many useful extras. £495 o.n.o. Simmons, 01-777 4561. (1663

M.G.-A 1600 MK. II F.H.C. RED, WIRE wheels. Immaculate condition. 33,000 miles. £470. Tel.: Midsomer Norton 2119 (Bristol). (1665

1951 JAGUAR 2½-LITRE. BLACK, TAN leather upholstery. Large headlamps. Immaculate. M.o.T. cert. Serviced and maintained regularly. Girling. Wold Cottage, Broad Campden, Glos. Campden 456. (1666

1932 MORRIS COWLEY. OPEN WITH dickey. Rebuilt completely 1966. In superb condition and excellent running. Spare engine and parts. New hood and tonneau. £240. Brunton, 01-858 4501. (1667

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For all cars made between 1919 and 1940.

60 CHERTSEY ST., GUILDFORD
Guildford 64545 (4 lines)

FOR SALE—continued

HEALEY 3000 MK. II CONVERTIBLE. 1962. Many extras. Good condition. £425 o.n.o. Jenkins, 62 Conway Ave., Tile Hill (66790), Coventry. (1668

BRISTOL 403. IMMACULATE COACH-built car. £450 or part exchange smaller car. You will not be disappointed. Tel.: Letchworth 3108 (Herts.). (1669

EMIGRATION TO AUSTRALIA FORCES sale of desirable little piece of machinery. M.G. Midget 1966. Speedwell stage 3. Weber twin choke carb., wide wire wheels. Rally seat, racing steering wheel, never been raced or rallied. Cheap for quick sale. £550 o.n.o. Tel.: Evesham *2982/3 during office hours or write* Mumford, Cropthorne, Pershore, Worcs. (1659

M.G. TC 1949. B.R.G. EXCELLENT condition. No money spared during complete rebuild 2,500 miles ago. Stored through winter. Genuine reason for sale. £220 o.n.o. Mr. D. Meakin, 104 Darras Rd., Ponteland, Newcastle-upon-Tyne. Tel.: Ponteland 2613 (evenings). (1672

SUNBEAM TALBOT MK. 3. FINE EX-ample in two tone opalescent grey, of this distinctive model. £200. 37 Witherford Croft, Solihull. (1673

FREE DUTCH CIGARS OFFERED WITH my hairy frog-eyed Sprite. 112 m.p.h. of carpeted Downton GT luxury. Offers around £245 not unnecessarily refused. R. K. Gurney, 94 Kingston Rd., Oxford. (1674

RILEY 1938 BIG FOUR. SUPERB CON-dition. Box 0581. (1675

ASTON MARTIN DB4 FOR SALE, 1960. The car must be sold and so low price of £950. For information tel.: Rochdale 47728 (day) and 79393 (night). (1676

MORRIS MINI-MINOR. CHERRY RED. *Regularly garage maintained* (receipts available). "Thirty three good horses needing a good stable!" Berry's Luck, Frome-Saint Quintin, Dorchester, Dorset. (1677

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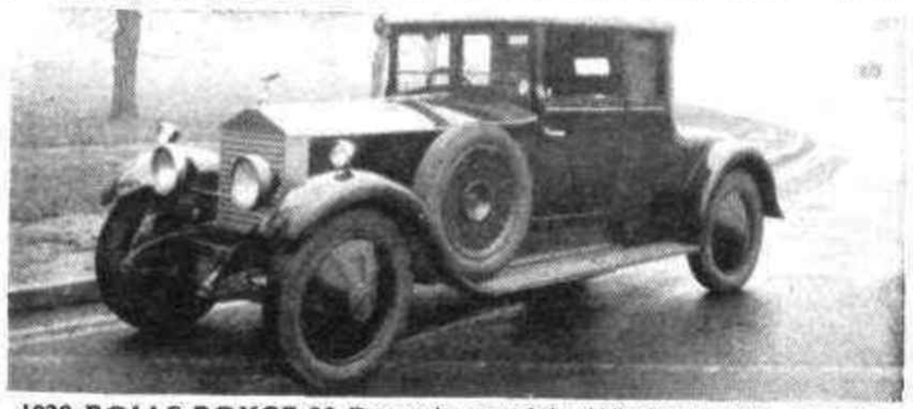
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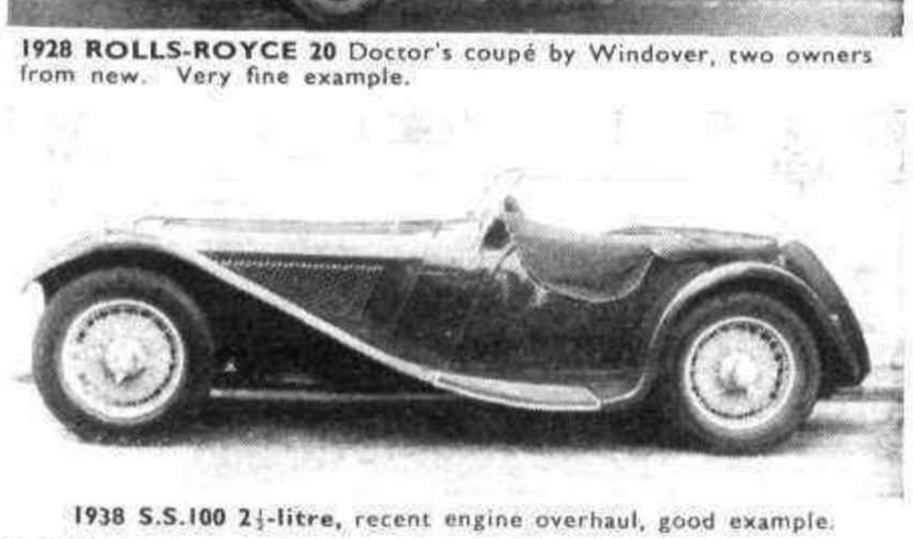
MERCEDES 220S 2 seater cabriolet "A" 1953 L.H.D. new engine recently fitted, exotic, fast and practical for a modest **£350.** 30's **PACKARD** super 8 Lim. Registered KE5. Cool as a Corvette in the Kings Road **£145.** (according to the Sunday T, number plate worth this). Just acquired another **FORD "B" Tudor.** This one's '33, only 2 owners, new paint job, a honey **£195.** From our game reserve, a brace of lithe black **JAGUAR** f.h.c.'s, **XK140** '56, **XK150** '59. Both near perfect examples with full service history. **£325** and **£425. TALBOT 75** sports saloon '33. Superb car **£225** (vastly superior to a grotty Bentley at double the price). **LAGONDA Rapier** Abbott, 2 seater '34, very pretty, **£375.** O Come all Ye Faithful. '49 **CONNAUGHT "L"-type** sports 2 seater, all new guts ex Dermott Harvey **£225. ALLARD "M"-type** d.h.c. exceptional, **£250.** And in our schmatter section this month, '56 **MINOR** tourer genuine mits ear at **£60.**

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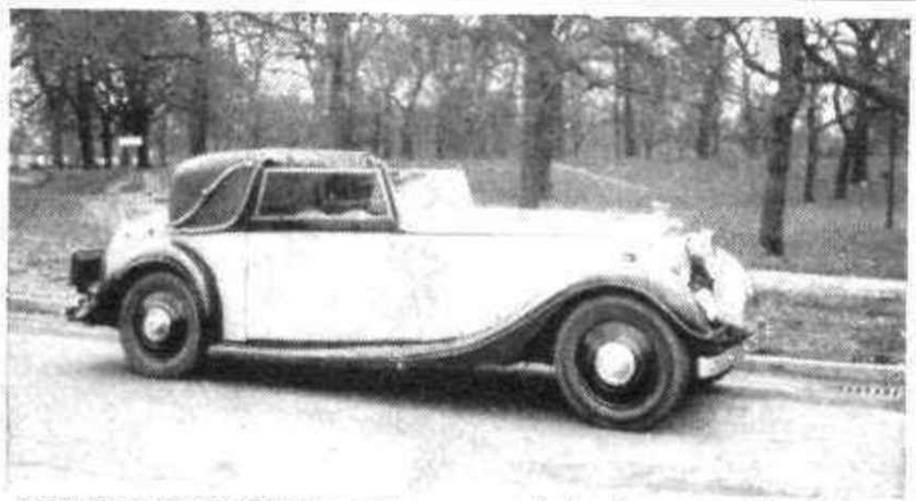
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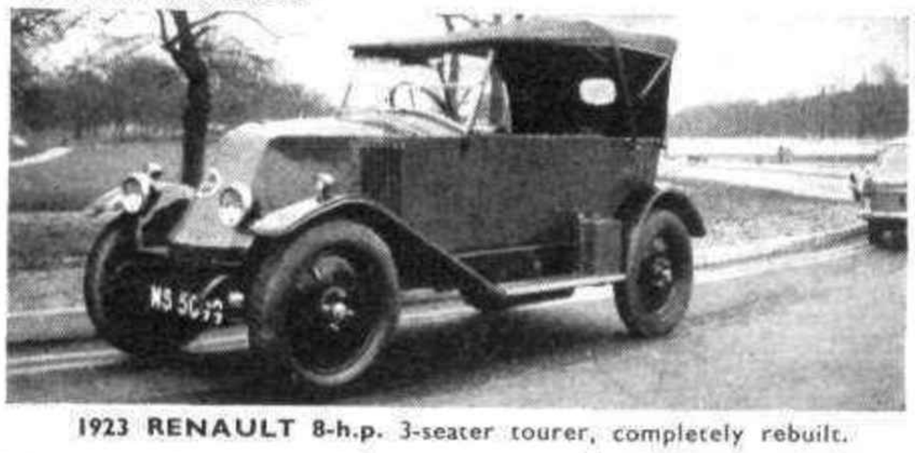
1928 ROLLS-ROYCE 20 Doctor's coupé by Windover, two owners from new. Very fine example.



1938 S.S.100 2½-litre, recent engine overhaul, good example.



1934 BENTLEY 3½-litre sedanca coupé by Freestone & Webb, restoration in progress.



1923 RENAULT 8-h.p. 3-seater tourer, completely rebuilt.

1938 ROLLS-ROYCE Phantom III, DL Series, landaulette by Hooper, superb example **£1,750**
1929 ROLLS-ROYCE Phantom II sedanca de ville by Hooper, restoration in progress.
1929 ROLLS-ROYCE 20 fabric saloon by H. J. Mulliner, original **£750**
1930 ROLLS-ROYCE 20/25 sedanca de ville by Hooper, restoration in progress.
1932 ROLLS-ROYCE 20/25 sports saloon by A. Mulliner **£950**
1933 ROLLS-ROYCE 20/25 Special Sports saloon by Park Ward, restored ... **£1,250**

1930 BENTLEY 4½-litre saloon with alloy coachwork, excellent chassis **£1,450**
1937 BENTLEY 4¼-litre sedanca coupé by Gurney Nutting **£875**
1938 BENTLEY 4¼-litre Overdrive Series sports saloon, engine overhauled ... **£475**
1954 BENTLEY "R"-type Automatic S.S. saloon, very good example **£695**
1939 SUNBEAM-TALBOT 3-litre sports saloon, one owner, under 20,000 miles **£295**

1965 FERRARI GTB, 16,000 miles, in outstanding order ... £3,600

HIGHEST CASH PRICES PAID FOR ALL ROLLS-ROYCE AND BENTLEY CARS AND GOOD VINTAGE AND P.V.T. CARS

36 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 KNIghtsbridge 7332

FOR SALE—*continued*

M.G.-B 1963. TARTAN RED. BERMUDA hard top, wire wheels, heater, radio, spots, 3 wind-tone horns. Price £520. Alcester 2414 (9 a.m.-5 p.m.); evenings, 2649 (Warwickshire). (1862

BENTLEY. 1931 4-LITRE WITH FREE-stone and Webb Sedanca drophead body. Very original. £850. Also 1936 3½-litre with Hooper Airline coupé 2-door body. Very elegant and rare. Non runner due to cracked block. £175. Baldock, Sycamore Cottage, Ightham, Nr. Sevenoaks. Borough Green 2606. (1863

E-TYPE. 1964 F.H.C. EXCELLENT condition both bodily and mechanically. Dark blue, heated rear window, seat belts. £985. Huddersfield 23930 (6-7 p.m.). (1864

XK140 FIXED HEAD. 1955. SOUND throughout, but needs tidying up. Bargain. £85. Tel.: Rugby 2736. (1865

RILEY 1.5. RED. NOVEMBER 1959. Immaculate inside and out. Two owners. Only 39,000 miles. M.o.T. until November, taxed until May. Radio. £185. Birmingham. Tel.: 021-SPR 3316. (1866

ROVER 75. P3. 1948. £85 O.N.O. Boulter, 4 Fieldhouse Ave., Thornton, Nr. Blackpool. (1867

BENTLEY 4½. 1929. VERY SPECIAL sports two-seater. Rebuilt engine, beautiful condition throughout. A very impressive car. Grant, 10 Hazelrigg Ave., Dumfries. (1868

1960 SUNBEAM ALPINE. WHITE WITH black hard/soft top. Overdrive. Good condition. £250. Tel.: York 68044. (1869

SUNBEAM MK. III 1957. EXCELLENT condition and perfectionist maintained. Floor gear change, overdrive. 40,000 miles only. Highest offer over £200 accepted. Oxshott 2799. (1870

4½-LITRE BENTLEY. 1930 LE MANS replica body. £2,250. 3-litre 1925 Red Label Competition 2-seater (see middle page 1967 Brighton Speed Trial programme). £2,600. Both perfect condition. 143 Maidstone Rd., Chatham. Medway 43047. (1871

CORTINA GT. DEC. 1965. LOW MILE-age, white, black interior, taxed, radials. £570. 01-989 9405. (1872

SS II SPORTS SALOON 1934. MAGNIFI-cent condition. Canary/black. Rare and beautiful car. £265. Highest offer accepted. Box 0605. (1873

SUNBEAM TALBOT ALPINE MK. III. 1955. Metallic blue, original equipment, smart, sound body, very healthy engine. £200 o.n.o. Tomlinson, 94 Huntingdon Rd., Cambridge. Tel.: 52173 (day). (1874

M.G. TC 1949. RESPRAYED B.R.G. 16in. rears, tonneau, good hood and screens, front tyres brand new, just taxed and tested and in first class condition throughout. £225. Luton 28678. (1875

AUSTIN HEALEY 100/6 1959. FINISHED in gleaming blue cellulose with unmarked chromework. Superb mechanically and good tyres all round. This classic vehicle has covered a genuine low mileage from new, as will be verified by the condition of the seats, carpeting, etc. *Real opportunity to acquire a thoroughbred* sports car at £350 o.n.o. Enfield 6413. (1876

LANCIA AURELIA CONVERTIBLE B12 1955. Unique 4/5 seat Farina coachwork. Sound throughout. New hood. £275 o.n.o. Tel.: FLA 4351. (1877

JAGUAR XK150S 3.4 ROADSTER. Superb B.R.G. with red leather, new exhaust system, carpets and tonneau, excellent hood and X tyres. Taxed and year's M.o.T. £525 o.n.o. Might exchange *for AMI 6 or similar plus cash.* Aslett, Pier Street, Lee-on-Solent 79770. (1878

M.G.-B OCT. 1966. BLACK WITH BLACK trim. Wire wheels, overdrive, heater, radio, woodrim wheel, servo brakes, Cibie lights and burglar alarm. H.P. available. Lamb, Stone Manor, Stone, Nr. Kidderminster, Worcs. Tel.: LYE 3471 (9 a.m.-5 p.m.). (1879

J2 M.G. IN GOOD RUNNING ORDER for sale. In weekly use to Luton. Viewing at weekends only. Original engine, leather seats, rechromed. Tel.: MITcham 3992 (anytime). 1880

VOLVO 122S 1963. EXCEPTIONAL condition. Servo, new G800s. £520. H.P. possible. Wilmslow 22463. (1881

HOTCHKISS-AMILCAR 1184 C.C. GREG-oire's Precocious 1939 aluminium chassis frontdrive thoroughbred. New manufacturer's replacements throughout. £400 spent. Sacrifice acceptable. 20 Romeyn Rd., S.W.16. 01-769 2309. (1882

BENTLEY R-TYPE SPORTS SALOON. Nov. 1953, regd. Sept. 1963. Automatic transmission, duo grey with red interior. Radio and heater. Superb condition. £595. 01-527 7330. (1883

SOMETH NG FOR THE ENTHUSIAST!! 1964 Healey 3000 Mk. III in really tip top condition. Red with red interior, wire wheels, overdrive and lots of other extras. This car really is in showroom condition. Further details, tel.: Woodhouse Eaves 243 (anytime). (1884

M.G. MIDGET 1967. 1275 C.C. ENGINE. B.R.G. Heater, tonneau cover, etc. 7,000 miles. Showroom condition. £595 o.n.o. Reading 28023. (1885

RILEY RME. ABSOLUTE SPECIMEN. Undoubtedly one of the finest available. £295. Tel.: 0222 27791. (1886

1955 LAGONDA 3-LITRE SERIES II drophead coupé. Superb original condition. Offers. Preston 58458 (daytime). (1887

MINI COOPER 1965. RED WITH BLACK roof. 21,000. 3 spots, air horns, steering lock, 13in. leather steering wheel. £375. 91 Hillhouse Rd., Stone, Nr. Dartford, Kent. (1888

1954 RME RILEY. NOT PERFECT, BUT reliable. £100 o.n.o. Morley, 65 Chinnor Rd., Thame, Oxon. (1909

FOR SALE—*continued*

JAGUAR 3.4 SALOON 1963. COTSWOLD blue, grey leather, genuine 49,000, radio, overdrive, seat belts, reclining seats, heated rear window, Konis, £565. Ford Anglia 1962. 39,000. £150. H.P. available. 26 Queen St., Haverhill, Suffolk. Tel.: 2150 (daytime); Linton 796 (night). (1889

1936 DAIMLER FIFTEEN, RANALAGH sportsman's coupé. One owner since 1946. Complete, original throughout. Any offers welcome. M.o.T. New tyres, battery, etc. Stubbs Cottage, Crossbush, Arundel, Sussex. Tel.: 3338. (1890

M.G.-B 1964. B.R.G. BEAUTIFUL CON-dition, hard and soft top, tonneau, Motorola radio, oil cooler, iodine quartz spot. Must be seen to be believed at £545. Glanville, 33 Deane Croft Rd., Eastcote, Middx. 01-868 8770. (1891

TRIUMPH SPITFIRE 1963. NEW EN-gine. Light blue. Very fast. We both can't go to Canada. Cheap at £345. Nottingham 52683. (1892

AUSTIN 7 SPECIAL. SUPALOY CON-version, fibre glass body. Condition fair. £45 o.n.o. Trott, 3 Leechwell Lane, Totnes, Devon. (1893

BMC 1960 TURNER. REBUILT. RE-bored engine. Carefully maintained throughout. Soft/hard tops, heater, radio, Cinturatos. £165. Fothergill, 144 Harley St., W.1. (1894

1963 MINI COOPER. SUPERB CONDI-tion. Seat belts, screen washers, mirrors, etc. Taxed till April. New battery. £210. 23 Milton Rd., Wallington, Surrey. (1895

PORSCHE S75B. 1960. RED. SPs. £525. Tel.: 01-727 0914, Dorking 81556. (1896

ALFA ROMEO GIULIETTA TI 1958. New engine, many extras, owner emigrating. Must sell immediately. Offers? 01-567 2915. (1897

CORSAIR GT 1966. IMMACULATE condition 2000E engine £615 o.n.o. Exchange considered. H.P. possible. 56 Arnside Rd., Bestwood, Nottingham. (1898

DAIMLER SP250 1961. THIS MUST BE *the finest in the country. 1 most meticu-*lous owner. Type B specification, very low mileage. Immaculate blue cellulose, interior in grey, with Connolly hide seats and unmarked Wilton carpets. Full four-seater model with hard and soft tops. The vehicle has been maintained regardless of expense by Britain's foremost tuning establishment. Now privately offered through change of plans at £445. Tel.: 01-348 4208. (1899

PORSCHE 356C 1964 COUPE. MAG-*nolia. Under 30,000. Fully maintained.* £1,150. Ramm, 14 Westcroft Parade, New Milton, Hampshire. (1900

LAGONDA 1932 16/80 SPECIAL SIX tourer. Green, for sale, good condition. Details, Boden, 21 Beach Rd., Elmsworth, Hants, 3606. (1901

SPITFIRE 1964. VERY CLEAN AND smart condition. Has been driven with love and care. Low mileage. White, many extras. £410. Hastings 3417. (1902

AUSTIN 7 1933. M.o.T. VERY GOOD condition, new battery, clutch, engine rebuilt, Claxton, good tyres, spare wheels, 2 gearboxes. Also Austin Big 7 1937. Generally good but sump leak. New exhaust, battery, good tyres, spare engine, gearbox, etc. £150 for both, will separate. J. Bouckley, 539 Chester Rd., Wylde Green, Sutton Coldfield, Warwickshire. Tel.: work, 021-236 2282. (1903

HEALEY 3000 1963. 2/4-SEATER. 31,000, white convertible, overdrive, wire wheels, tonneau, servo brakes, leather wheel, undersealed. Immaculate mechanically and bodily. £525. Newcastle, Staffs. 69782. (1904

1964 M.G.-B. B.R.G./BLACK INTERIOR. Low mileage, immaculate. £560. Tel.: Newbury 1936 (weekends) or "Rellew," High St., Wheatley, Oxon. (weekdays). (1905

MORRIS COOPER 998. RED/BLACK. 1965. One owner, full instrumentation, undersealed, unmarked, unbent, new Cints., goes like a bomb. First to try will buy at only £320. Stott, 36 Park Ave., Stafford. (1706

TVR 1960 MK. II. 1500 C.C. MAG. wheels, Cints., requires attention. £250 o.n.o. Manchester 061-962 5909 (evenings). (1907

RILEY 1½ 1952. BLACK, GOOD CON-dition with spare engine and gearbox. £125 o.n.o. Box 0606. (1908

BERMUDA HARD TOP DE LUXE. B.R.G. As new for M.G.-B. £65 o.n.o. Also tonneau, bootrack. Chandler, 24 Colindeep Lane, N.W.4. Hendon 9281. (1910

M.G.-A 1500 1959 ROADSTER. RED. Really immaculate condition. Much above average throughout and reliable. Very good tyres, heater and extras. M.o.T. full year. £280. Warninglid (Sussex) 245. (1911

M.G.-B 1963. BLACK, RED LEATHER, overdrive, wire wheels, Cinturatos, tonneau, heater, radio, spotlight, wing mirrors, leather steering wheel, Kangol seat belts, air horns. £525 o.n.o. Byfleet 42339. (1912

1953 M.G. TDII. VERY GOOD CON-dition. New hood and sidescreens. £250 o.n.o. BUC 0815. (1913

"ALEXANDERISED" SUPER MINX 1964. Excellent performance. Cinturatos. Price £395 or exchange for Mini. H.P. terms possible. Tel.: Amesbury 3056. (1914

RARE STUDEBAKER CHAMPION. R.H.D. Excellent condition. Overdrive, radio, taxed, tested. Change of employment forces sale. Must sell. £90 o.n.o. 161 Hollins Lane, Accrington, Lancs. (1915

1172 FORMULA TRIALS SPECIAL. Needs detail work to finish. Many new parts. Registered. Space frame, fiddle brakes. £45. French, 11 Etchells Rd., Cheadle, Cheshire. Mercury 4876. (1937

FOR SALE—*continued*

M.G. TC 1948. RED. VERY GOOD condition. £185. Wheathampstead (Herts) 2130. (1916

FORD V8 PILOT. WELL PRESERVED with brand new engine, clutch, brakes, etc. Want £75 but must be sold. 17 Verdun Rd., Wisbey, Bradford 6. (1917

GINETTA G4 GT. F.H.C. 1966. 1500 C.C. 110 b.h.p. Close ratio box. A beautiful car in immaculate condition, fully trimmed and carpeted. Finished in brilliant white with wire wheels and special exhaust system. This car has travelled only 16,000 miles and is for sale at £660. Tel.: 01-300 6480. Sidcup. (1918

RILEY 2½. 1951 TWIN CAM, 100 B.H.P. Excellent condition throughout, new tyres, battery, exhaust, spare clutch, head, valve gear and carbs. Must be seen. £140. Mulligan, 61 Nortons Way, Five Oak Green, Tonbridge. (1919

M.G. MIDGET. OCT. 1966. B.R.G. Extras include unused tonneau, heater, 5 new whitewalls, wires, oil cooler, a/r bar, h/flasher, underseal, etc. Absolutely immaculate. Taxed. Genuine reason for sale. £600 o.n.o. Tel.: Weymouth 6944. (1920

AUSTIN SEVEN SALOON 1932. V.G.C. Resprayed, new clutch and battery. £130 o.n.o. Rose, 96 London Rd., Shrewsbury. Tel.: Shrewsbury 6903. (1921

BE PREPARED! REMEMBER THE LONG winter evenings will probably last all through the summer. Why not buy the finest of all do-it-yourself kits, comprising *Rolls-Royce Phantom III chassis*, minus engine, with low-built Gurney-Nutting four-light touring limousine coachwork, plus separate post-war rebuilt 8B0 eight-cylinder engine. Kit also includes five brand new 7.00 x 18 tyres and tubes and manufacturer restored P100 headlamps. Price £660 o.n.o. Box 0607. (1922

TRIUMPH TR3 1956. REBUILT EN-gine, hard/soft tops, overdrive, tonneau, spot. £175. Evenings, 01-769 4563. (1923

AUSTIN HEALEY SPRITE 1966 IN B.R.G. *with Ashley GT hard top*, wire wheels, seat belts, soft top and tonneau. Excellent condition. £575. Tel.: 01-508 4900 (Loughton, Essex). (1924

1946 1½-LITRE JAGUAR. PROBABLY most original available. Good condition. Photo available. Quick sale, hence £130. Cassin, 68 Roundfields, Bucklebury, Reading, Berks. (1925

ALVIS FIREFLY 1932 WITH LATER body. Non-runner, but includes rebuilt radiator block, rechromed radiator shell, new silencer and four good *remoulds*. Towable. £30. Drake, 1 Cromwell Place, S.W.7. 01-584 5740 (evenings or weekends). (1926

VOLKSWAGEN KARMANN GHIA 1500S. 1964 but in perfect condition, low mileage 21,000, radio, two tone blue/green with white roof. £675 o.n.o. Wanted early Rover/Triumph 2000, Volvo 122S/P1800 or similar. Grantham 4960 (Lincolnshire). (1927

MARCOS MINI. REG. 1966. RED. *Bucket seats, etc. 850 c.c. Good condition.* £320. Tel.: Wagstaff, Swalcliffe 302 (evenings). (1928

XK150. 1960 F.H.C. SE MODEL. EX-cellent bodily and mechanically. Low mileage, two previous owners. £575 o.v.n.o. Tel.: 021-458 4572. (1929

BENTLEY 4¼-LITRE ALUMINIUM sports saloon by Thrupp and Maberly, November 1937. Excellent condition inside and out. Recent top overhaul, new clutch and dynamo. One owner last 7 years. *M.o.T. tested* £250 o.n.o. 021-744 5533. (1930

BOND EQUIPE (NOV. 1964). EXCEL-lent condition, no competition use. 28,000 miles. Lanyon, Polsue Way, Tresillian, Truro. Tel.: Tresillian 218 or 298. (1931

A COOPER S. 1071 C.C. 1963. B.R.G./ O.E.W. SP3s, Konis, competition brakes. Stage 2 engine (safe at 7,500 r.p.m.), twin tanks, laminated windscreen, sliding roof, one owner from new. Full history. M.o.T. £395. Tel.: D. W. Bell, Chester 25265 (business). (1932

SPITFIRE MARK II. JUNE 1965. WHITE, wire wheels, new hood, four new Cinturatos, tonneau, belts, etc. 26,000 miles. £475 o.n.o. Tel.: PARk 7934. (1933

ROLLS PHANTOM 2. HOOPER LIMOU-sine. Chassis No. 130 SK. Scruffy interior otherwise quite presentable. Best offer over £200. The Covert, Kenyon Lane, Kenyon, Nr. Warrington. Tel.: Culcheth 2859. (1934

GIANT WHITE LAND CRAB. AUSTIN 1800, July 1966. 16,000. Black interior, special steering, Cinturatos, automatic belts, Motorola, etc. Around £695, commensurate to number of extras on vehicle. Box 0608. (1935

WELL USED, BUT NOT ABUSED MK. 1 Sprite. H/s tops. Gold Seal engine, Speedwell conversion, many extras. Tel.: Redbourn 2487 (near London) or write Le Mare, 21 Highfield Ave., Sale, Cheshire. £200. (1936

APRILIA 1937. ENGINE REQUIRES AT-tention. Spare engine included. £30. 36 Bradwell Drive, Heald Green, Cheshire. 061-MER 5405. (1938

1965 CORTINA GT. DARK GREEN, balanced engine, competition suspension, 4½J rims with Cinturatos, tinted laminated screen, full harness seat belts, superb condition. Never racer or rallied. £525. Wykeham, Northroyd, Crimp Hill, Englefield Green, Surrey. Egham 2554. (1939

EXCELLENT LANCIA B20 1956. NEW brakes, clutch, rear springs in 1967. £550. Frilford Heath 268, Amey, Rowleigh House, Besselsleigh, Abingdon, Berks. (1967

JAGUAR XK150 1960. NOW £265 O.N.O. See February Motor Sport. 1377 Lincoln Rd., Peterborough. (1968

FOR SALE—continued

M.G. TF 1954. RESPRAYED OLD ENG-lish white. Reconditioned engine. £400 o.n.o. Leverton, 183 Lonsdale Rd., Stevenage. Tel.: Stevenage 3972. (1940

1967 HONDA S800 FIXED HEAD WITH sunshine roof, white with black interior, radio, safety belts, 7,500 miles. £775. Tel.: Camberley 3618. (1941

MINI COOPER. JUNE 1964. ONE owner. Yellow/white. Irving belts, excellent condition. £295. Joscelyne, Braintree 425. (1942

LAGONDA ASTON 3-LITRE ENGINE model. Floor change. All independent suspension, Tickford aluminium body, 53,000 miles only. £425 o.n.o. Any exchange considered. Private sale, tel.: Sheldon 2254 (Birmingham), Solihull 2074. (1943

ASTON MARTIN ENGINED LAGONDA Tickford 5-seater saloon body. All aluminium, all independent suspension, etc. £425 o.n.o. Any exchange considered. Tel.: Sheldon 2254 (Birmingham), Solihull 2074. (1944

BENTLEY. LATE 1939 MX PARK WARD saloon. Almost original. History. Offers. Hole, 19 Mayfair Gdns., Woodford Green, Essex. 01-504 2907 (evenings, weekends). (1945

ELAN S2. RED, BLACK TRIM. ONE owner, beautiful condition. £855. Enfield 1089. (1946

MORGAN PLUS 4. 1956 2-SEATER. TR3 engine. B.R.G. Taxed. M.o.T. Bills to show £150 spent since April. £230. Headley *Down (Hants)* 2260. (1947

JAGUAR XK150 1958. FIXED HEAD coupé. Good bodywork, mechanics, dark blue, grey interior. Overdrive, radio. £280 o.n.o. Muir, Bristol 681824. (1948

LOTUS SEVEN 1962. SUPERB CONDI-tion, modified 105E. Full weather equipment. American specification, new tyres, leather wheel, taxed. £350 o.n.o. Shurdington 266 (Gloucestershire). (1949

UNIQUE 1935 ALVIS 20 MAYFAIR D.H.C. Very attractive and sound. Many *major spares*. £400 o.n.o. Tel.: 01-650 8946. (1950

MODIFIED 850 MINI 1962. ESTATE body. Cooper inlet exhaust, 731 cam, Gp.II head, special instruments, seats, trim, G800 tyres. £200. S. Smarden, Didcot 3180; or R. Fuller, Oxford 59911 (working hours). (1951

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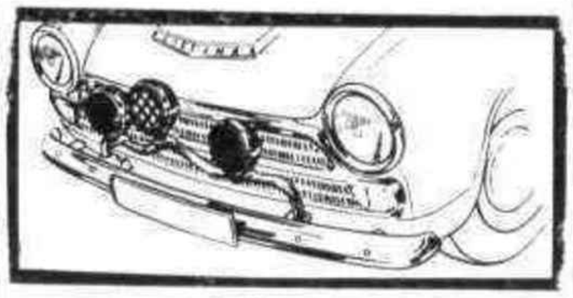
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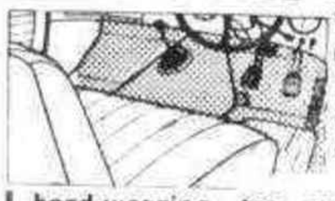
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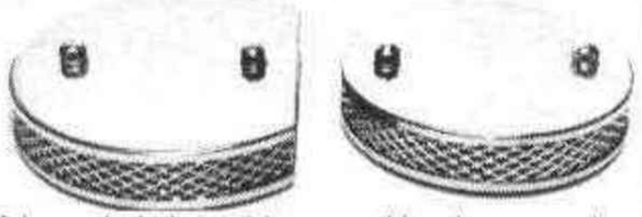
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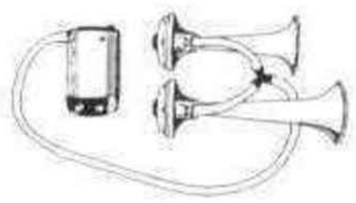


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HEALEY 3000 MK. II OR III. WANted—interior trim, seats, etc., hard top, wire wheels, 60/72 spoke or write-off. Sinclair, 212 Showell Green Lane, Birmingham 11. (1820

WANTED—JENSEN 541R. 1959-62. Manual gearbox. Top cash price paid for first class condition example. Bristol. Tel.: Winterbourne 2311. (1821

ALVIS TA21. SOUND ENGINE WANted or offers for car less engine. C. D. West, 51 Nottingham Rd., Kimberley, Notts. (1981

E-TYPE JAGUAR WANTED FOR CASH. Any condition, bent, rusty, rotten. 33 Tomlinson Rd., Castle Bromwich, Birmingham. (1982

WANTED—1967 LOW MILEAGE M.G.-B GT. For sale or part exchange, 1965 M.G.-B, 12,500 miles, one owner, in very good condition. Tel.: Ripon 2602 (8.30 a.m.-5 p.m.). (1983

LUGGAGE RACK FOR HEALEY 3000 BJ 7, 1963. Leeds 22288 (business hours). (1984

LOTUS WANTED. 1966 ELAN D.H.C. Cash for best car. 01-460 2566. (1985

SPITFIRE OR SIMILAR. MUST BE sound in wind and limb. Up to £400. Tel. (evenings): 021-353 4148. (1986

WANTED — 2-SEATER BULLNOSE Morris. Good going order. Worden, "Corner Oak," Lache Lane, Chester. Tel.: 28201. (1987

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VW WANTED, RECENT CABRIOLET or Karmann Ghia convertible. Wood, Market Place, Kegworth, Nr. Derby. Tel.: Kegworth 255. (1989

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JENSEN 541, BRISTOL 405, PEERLESS or similar for cash or part exchange sound 1959 Jaguar 3.4. 284 Dyke Rd., Brighton. Tel.: 53073. (1991

C-TYPE OR GOOD XK120 (PREFERably alloy) wanted. Newport (I.o.W.) 2355. (1992

WANTED—DB3, E-TYPE, XK150S. CONsider SP250. Must be convertible. Up to £750, one-third deposit. Mr. Dening, 01-242 1577 (office hours). (1993

XK150 F.H.C. WANTED. LATE MODEL in tip top condition by North West London enthusiast. Full details and price required to Box 0614. (1994

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EXCHANGES

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M.G.-B WANTED. GT PREFERABLY. Part exchange Jaguar 3.4 Mark 2 1960, perfect condition, or sell £295. Needham, Gorstage Hall, Sandiway, Cheshire. (1840

1959 2.4 JAGUAR. SILVER GREY. IMmaculate and unmarked. 29,000 miles since new. Laid up 3 years, engine untouched and 100 per cent. Fitted radio, Turbo discs, etc. for 1958-59 Aston Martin DB3 in exceptional condition. Good cash difference paid for an immaculate example. Answers required from genuine current private owners only. (Returning U.K. shortly). Write Cowell, P.O. Box 691, Mwanza, Tanzania. (1841

ASTON MARTIN DB2/4. 1954 3-LITRE Vantage. £475 o.n.o. Exchanges. Tel.: Wolston 2377 (Coventry). (1842

MODIFIED REBUILT TR2. EXCHANGE Peerless, around £160, consider slight damage. Pugsley, Beaconsfield House, Upton, Gainsborough, Lincs. (1843

M.G.-B 1963 (DETAILS SALE COLUMN) exchange for Midget, red or dark blue. Wire wheels, 1965/66. Cash adjustment if necessary. (1844

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MISCELLANEOUS

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E-TYPE HARD TOP, BLACK WITH white liner. Good condition, £38. High Green House, Brooke, Norfolk. Tel.: Brooke 372. (1829

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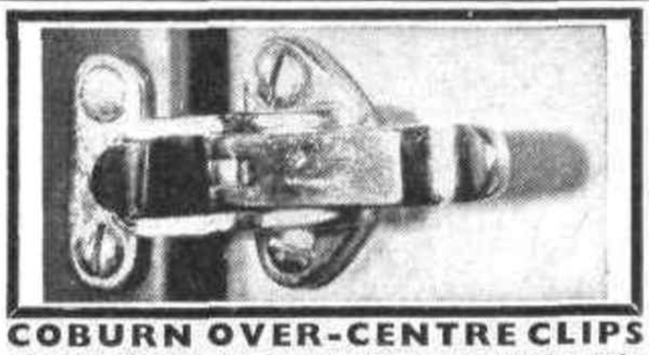
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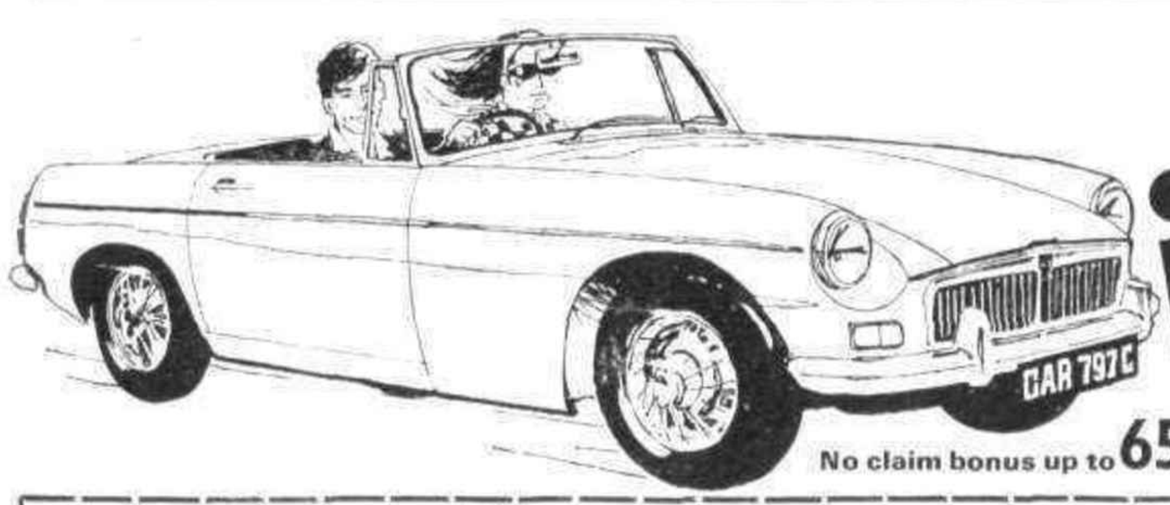
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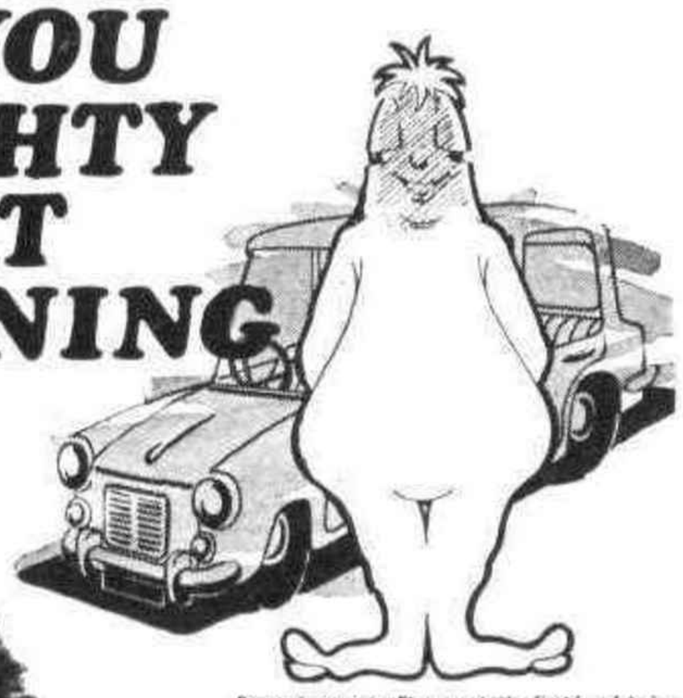
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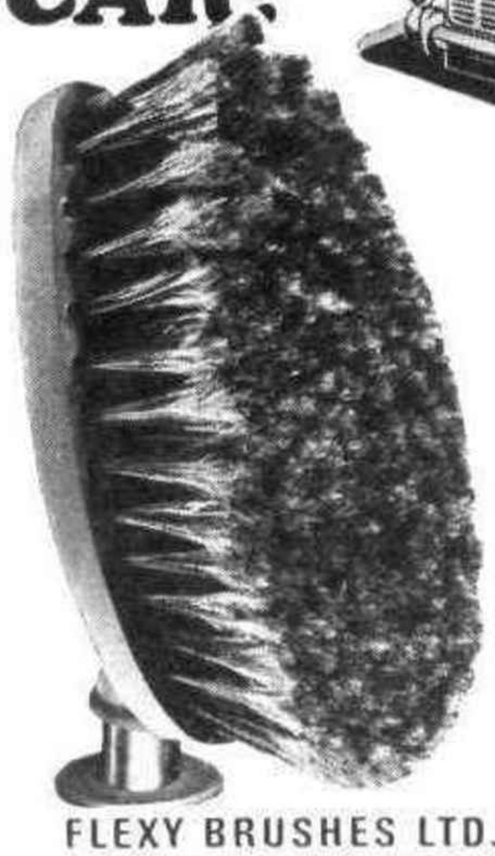
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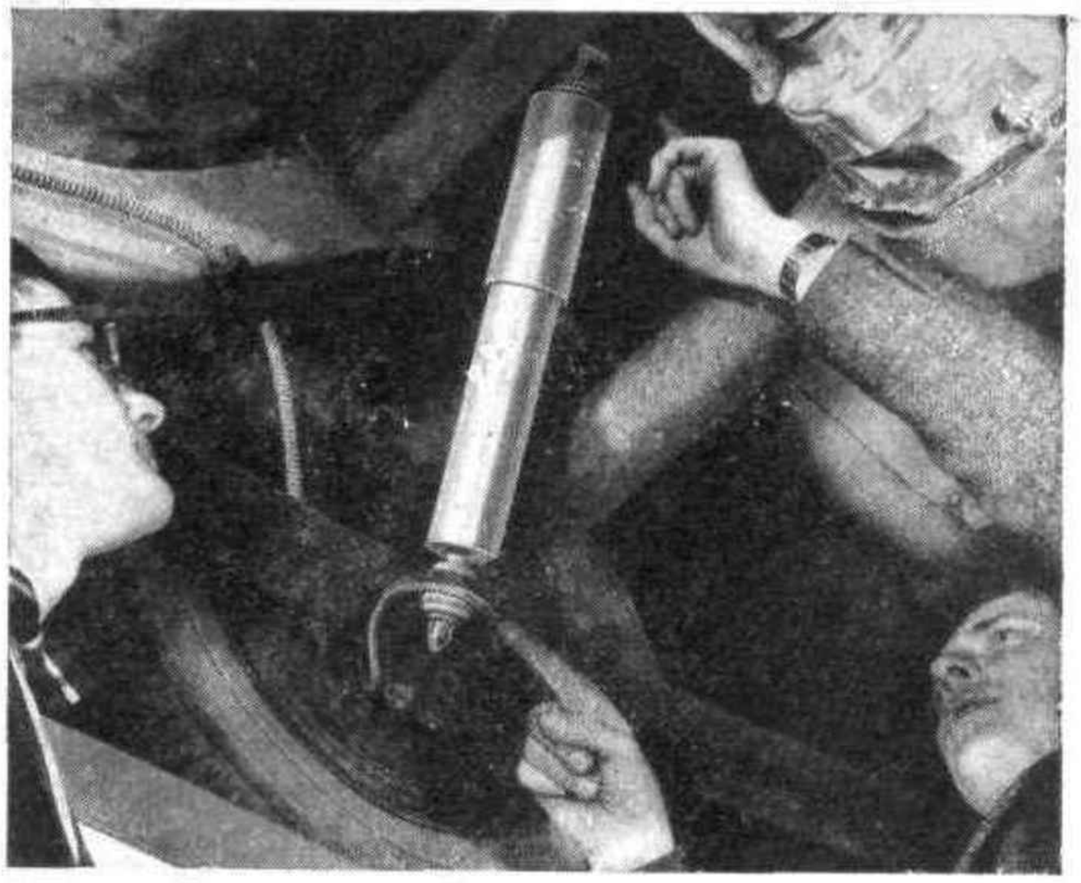
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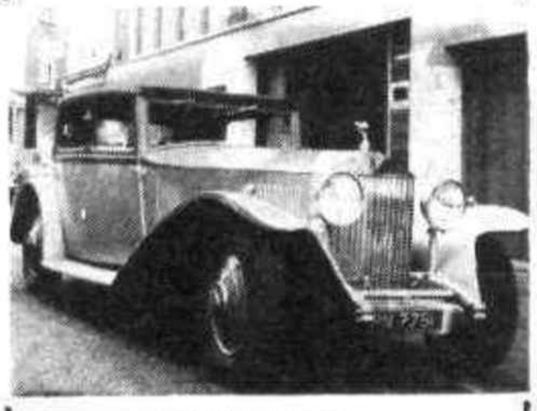
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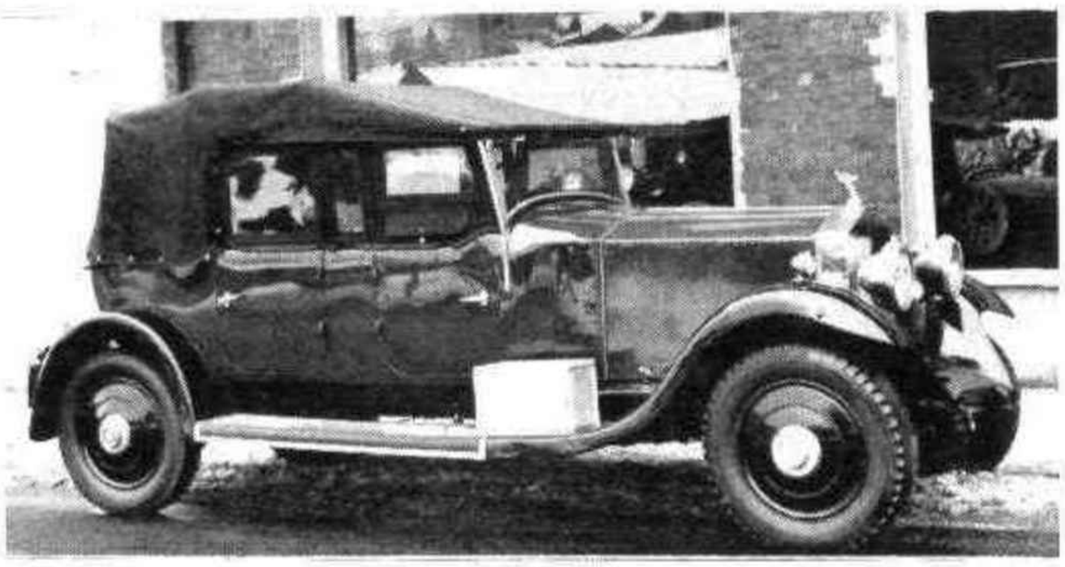
Fuller details of the above cars on application.

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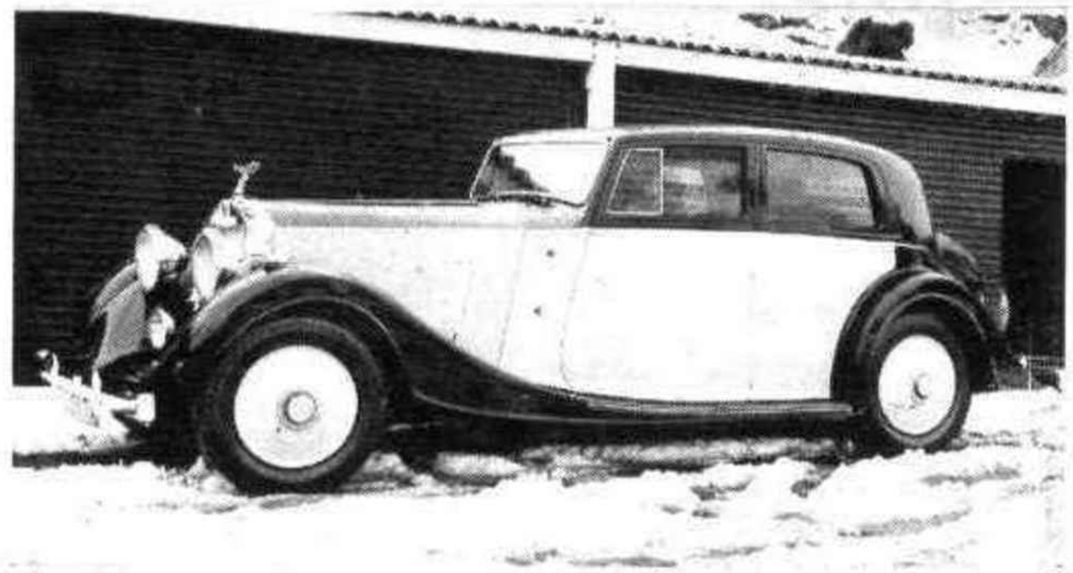
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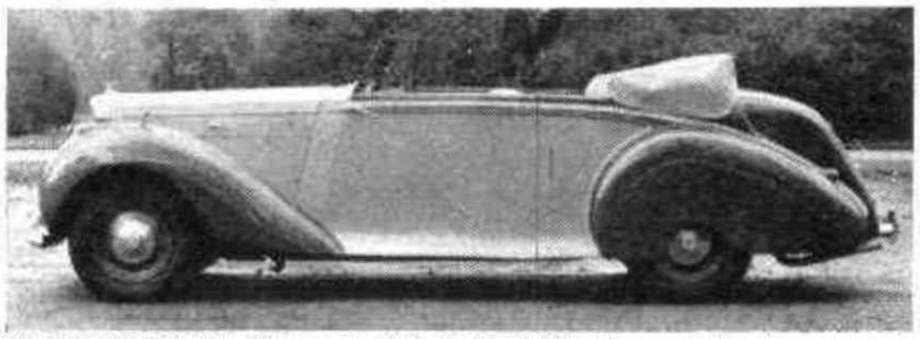
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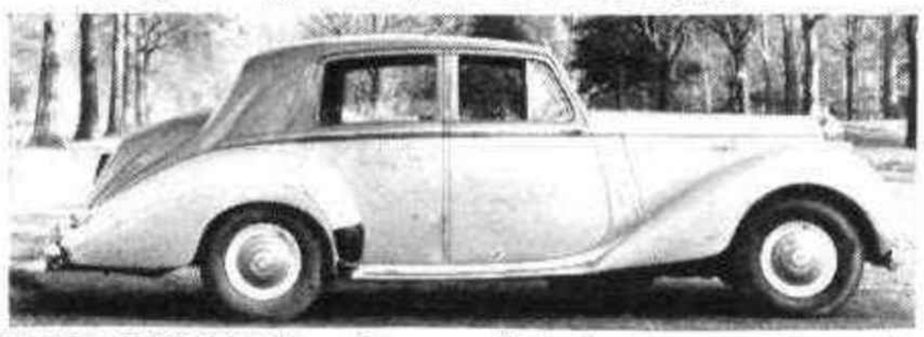
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