

Vol. XLII No. 2

TWO SHILLINGS

February 1966

# MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR







**Yours  
easily  
through**

**UDT**

Every UDT dealer is in business to help his customers. This not only means supplying the best possible car—it means supplying the best possible kind of finance, too. So if you're thinking of buying a car on credit, make sure you go to a dealer who offers UDT finance. Backed by Britain's biggest and most experienced finance company, he can give you the finest service you can get. Remember—you can insist on UDT finance.

**P.S.** Ask your car dealer about the UDT Tax Saving Plan; it can save you money!

**UNITED DOMINIONS TRUST (COMMERCIAL) LTD**  
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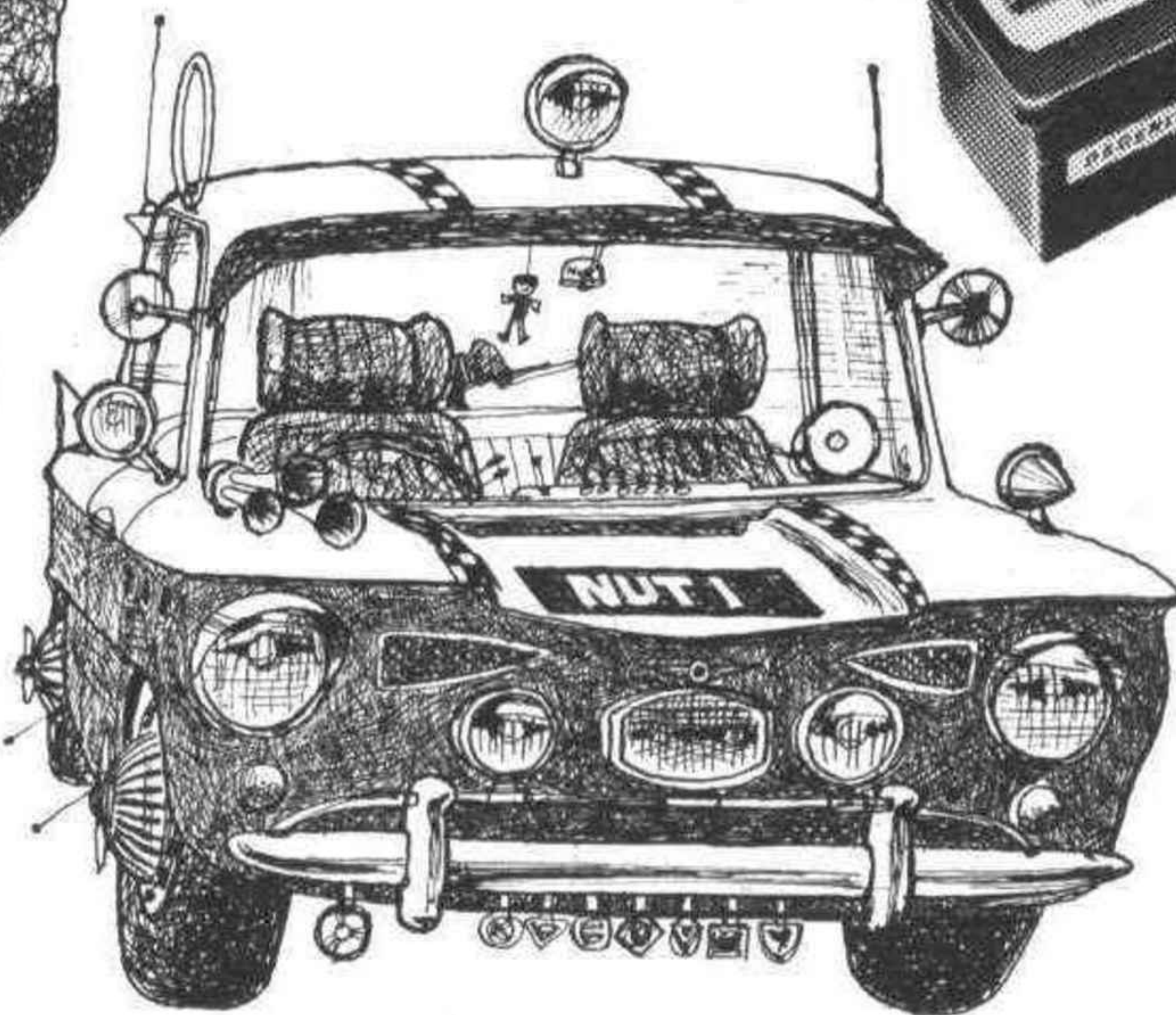
**Britain's Biggest Finance Company**



Buying on instalments? Your UDT dealer will give you the finest service you can get.



Gimmicky? You think this new **DAGENITE EASIFIL** is too clever by half? But look how easy it makes topping up! Nothing to touch for inspection—just one lid to lift for filling—and that's all. If that's a gimmick, you've got to agree it's a pretty practical one!



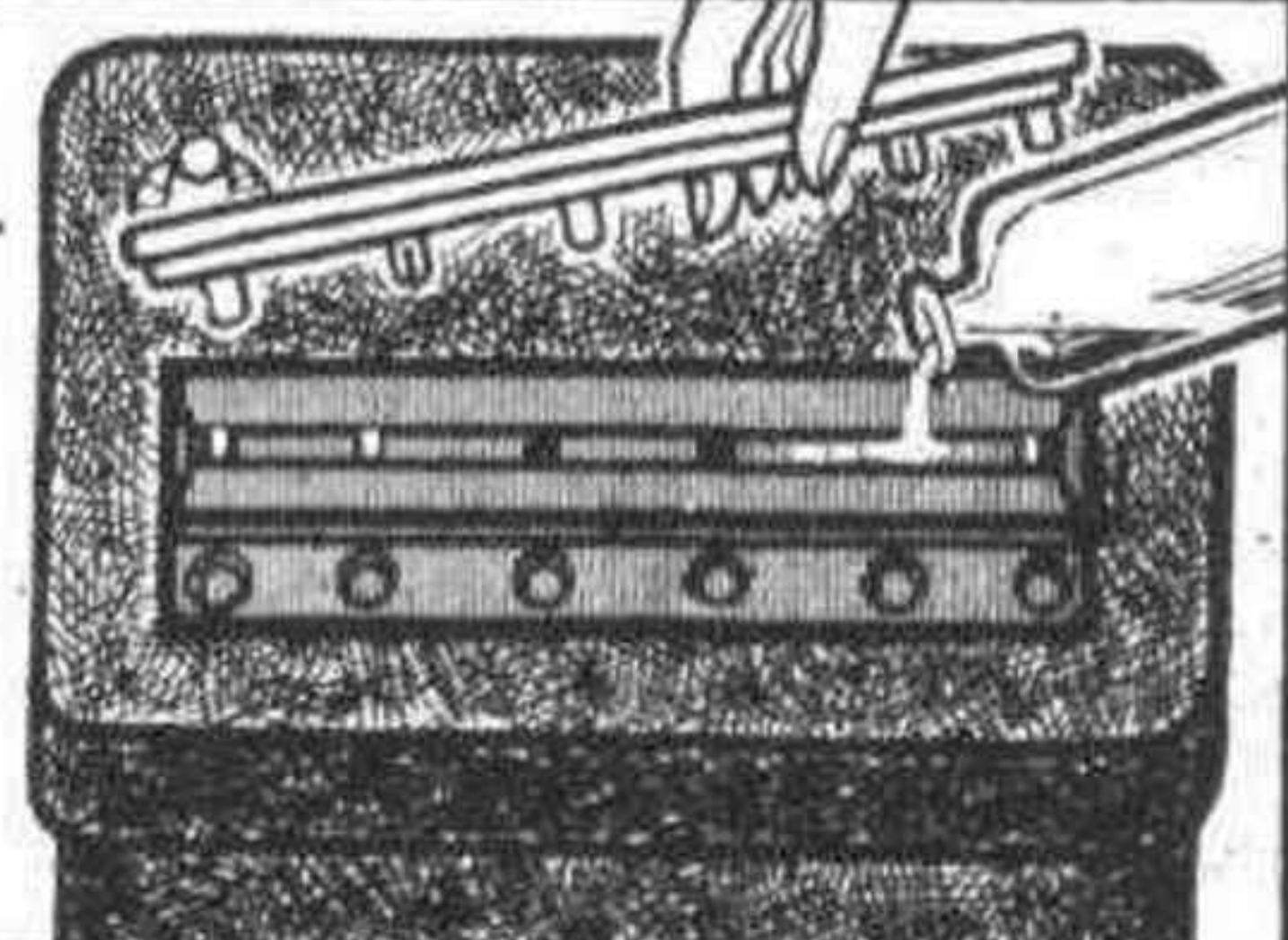
**Easy to check-**

One glance and you know if your Easifil needs topping up. No need to touch a thing. If any of those funny little floats has dropped, you need water. C'est tout!



**Easy to top up-**

Lift the lid, pour water into the trough, put the lid on again. Too easy to be true, you think—but it is true, honestly! And it will need topping up less frequently too.



PG91C

**TIME-SAVER! THE DAGENITE EASIFIL**

Has been especially designed for people who value their time. If your time costs money, the Dagenite Easifil is a gilt-edged investment. Dagenite Easifil batteries are now available for all cars taking a 12-volt 7-plate or 9-plate battery. They are insured for the first two years of their life, and you can buy them on easy payment terms. So next time you need a replacement, ask your dealer for a Dagenite Easifil.



**1/2 normal price +  
2 year guarantee =  
MACAULAY BATTERIES**

**BUY DIRECT FROM THE MAKERS!**

Macaulay motorists keep costs of driving down! New, long life heavy duty Macaulay Batteries give unsurpassed service — for half normal cost! Fully guaranteed for first year, proportionately for second — Macaulay Batteries are Britain's Best by every test. Exchange your old battery for a Macaulay — NOW.

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The 'SUNWARD' service is designed for the motorist — also for the passenger travelling without a vehicle. From Southampton to Spain takes 36 hours, to Portugal 48. This fast, luxury liner has one-class accommodation, vehicle deck, swimming pool, cinema and many other amenities, yet offers an economical fare structure — £46 return per passenger; cars under 12' 6" overall length £8 return, rising to £24 for cars of 18' 6". Motor cycles and a limited number of caravans and small boats can also be carried.

First Sailing — 25th June

Write for details or ask your Travel Agent.

**POST COUPON TODAY!**

To: Klosters Sunward Ferries Ltd. Dept. MS2 197 Knightsbridge London SW7  
Please send me the "SUNWARD" Brochure.

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Address .....

Name and Address of travel agent (if any) .....

or phone (day or night) Knightsbridge 3225.

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Lubysil SC100 packs a new kind of punch. The only silicone oil treatment, Lubysil boosts speed and mpg dramatically, vastly improves starting, gives zippier acceleration, reduces friction on all moving parts.

These are the claims, now here's the proof!

Lubysil passed stringent laboratory tests with flying colours. Added to a Ford Zephyr on the Crypton Heenan Rolling Road, it sent the mpg soaring a whole 12 1/2% and the mph rose 6 2/3%.

As part of a rigorous test programme under every conceivable road and weather condition Lubysil was tested in the 1965 RAC Rally of Great Britain — and you can't say rougher than that! An Austin Mini Cooper S entered by Silicone Lubrications Limited, and given the full SC100 treatments, performed brilliantly in the RAC Rally and went on to pile up honours in the gruelling 4th International Welsh Rally, gaining no less than four 'FIRSTS'. The amazing 'Lubysil car' was FIRST AUSTIN, FIRST BMC CAR, FIRST PRIVATE ENTRY and FIRST CAR UNDER 1500cc PAST THE WINNING POST. What's more, after starting 30th, it came in 3rd overall.

Driver Bill Fritchey 'surf-boarding' the Lubysil car during Welsh Rally.



So what are you waiting for? Get your Lubysil SC100 now from Halfords, reputable garages and accessory shops; or post the coupon below. Remember, Lubysil costs only 12/6 for 5,000 miles and actually saves you money! **GO ON, GET GOING ON LUBYSIL.**

**SILICONE LUBRICATIONS LIMITED**  
Dept. MS26, Abbey Barn Rd., HIGH WYCOMBE, BUCKS  
Tel.: High Wycombe 21379

Please send me.....bottles of Lubysil SC100 at 12/6 each.

I enclose PO/cheque/MO value.....in respect of order (delete as applicable).

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ADDRESS .....





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Your cheapest way to the Continent with or without a car.

SEND TODAY  
FOR FULL  
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M.R.

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from a background of  
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technical achievement

## The Unbeatable New LOTUS ELAN COUPE

To complement the Elan Convertible and for the man who wants even higher standards of comfort and luxury, Lotus have produced the Elan Coupé. Advance specification includes mono-coque glass-fibre body with steel backbone chassis, Four-wheel independent suspension, Disc brakes, Twin overhead camshaft 105-b.h.p. engine, Electric windows, Large capacity boot, Adjustable steering column — One of the World's finest sports cars.

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|------------------|---------------|---------------------|
|                  | ELAN<br>COUPE | ELAN<br>CONVERTIBLE |
| Component Kit:   | £1,312        | £1,179              |
| Built Inc. P.T.: | £1,620        | £1,435              |

Full details on request. Credit terms available



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SPECIALISTS  
FOR SALES  
AND SERVICE



### I.W.R. CONVERSIONS For Lotus Cortina and Elan

|         |  |      |
|---------|--|------|
| Stage 1 | H/L exchange cams and re-choked carbs.   | £45  |
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| Stage 3 | Comprising Stages 1 and 2 together with balanced crank, flywheel and clutch, special main and big end shells, oil pressure release valve, etc. | £146 |

These prices include all parts, fitting, tuning and testing.  
Credit Terms Available



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OF ALL AGES

*Safety fast!*

**MIDGET** Lively and responsive in the MG tradition with the perfect road-holding of a true thoroughbred.

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| MIDGET    | from £40 |
| M.G. 1100 | from £40 |
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Credit Terms Available



Demonstrations by  
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any time.

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New **RR** INSURED Plan

### rates your driving skill—not someone else's!

For years, high-performance cars have automatically carried very heavy insurance premiums—regardless of the skill and experience of their drivers. So the responsible driver has been badly penalised for the costly errors of others.

**Now the RR Plan has changed all that!** Because whatever car you drive... however fast... however expensive... you can enjoy fair insurance rates based on your RR—the Responsibility Rating accorded to your skill and experience.

**You could cut your insurance premiums by as much as 40%!**

For instance, a responsible driver with a

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**Extra benefits too.** The RR Plan not only gives you all the normal comprehensive insurance benefits. (Special provisions can be made to safeguard your no-claims bonus if your windscreen shatters.) And if you do have an accident, and are not at fault, the club fights to protect your bonus and does not merely accept a knock-for-knock verdict.

If you are a responsible driver with a good record and are 30 years of age or more, find out about the RR Plan now.

**To: HIGH VELOCITY CAR CLUB LIMITED,  
48, Windmill Street, Gravesend, Kent. Tel: Gravesend 63515**

Please send me full details of your new low-cost RR Plan for high-performance car insurance, without placing me under any obligation.

NAME .....

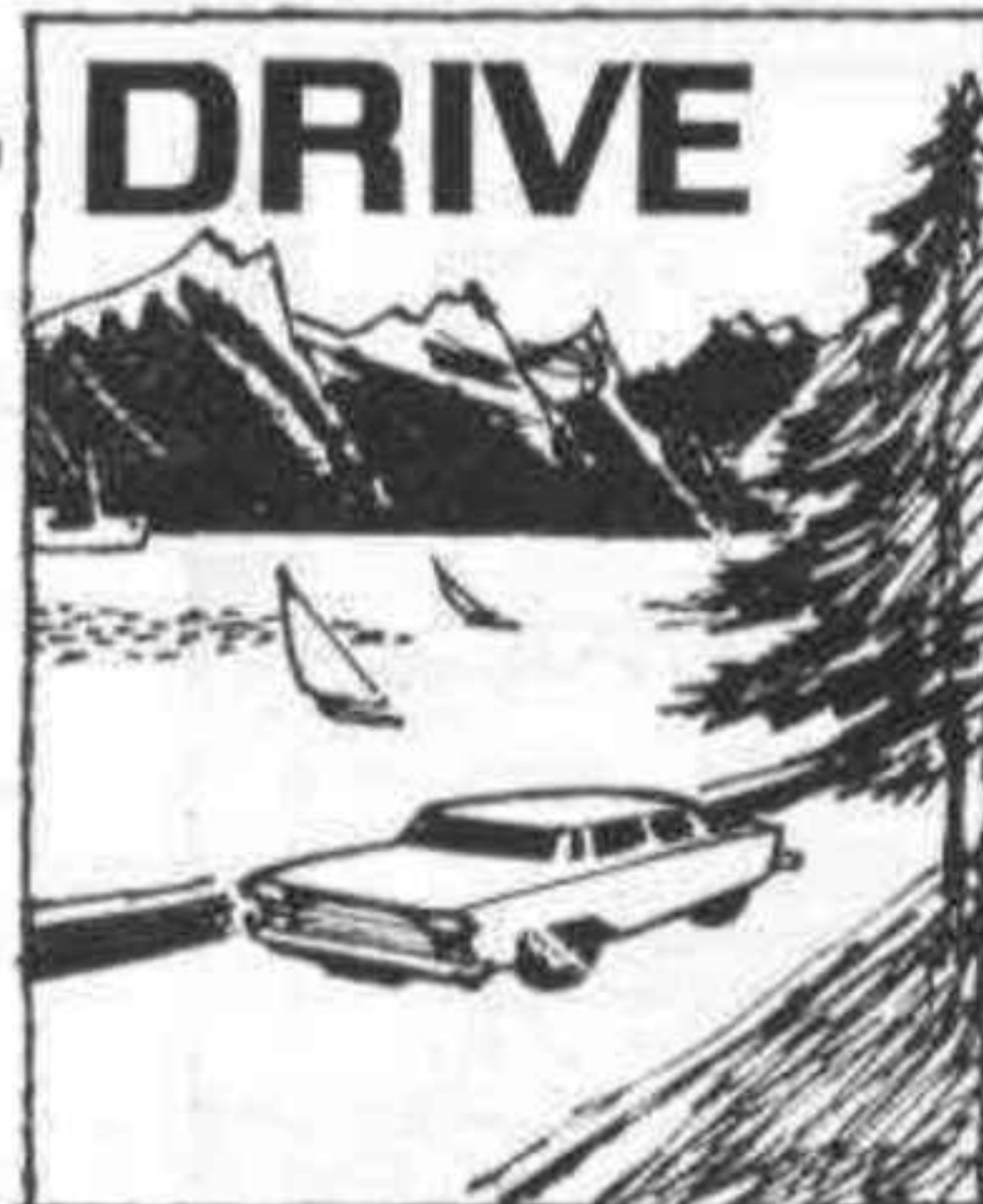
AGE .....

MAKE OF CAR .....

YEAR .....

ADDRESS .....

## HOLIDAY IN NORWAY CRUISE & DRIVE



### IT'S SHEER JOY ALL THE WAY!

First, enjoy the comfort, relaxation, fine food and invigorating air of a 36-hr cruise in a superb ship. Then, in Norway, use your own car to explore the magnificent scenery—mountains, pine forests, fjords—and the attractive towns. Car freights (Newcastle—Oslo) from as low as £12 return for Minis, Morris 1000, Ford Anglia, etc. (larger cars according to length). From mid-October to mid-June there is a reduction of £2 on return car fares.

For FREE booklet "Motor Touring in Norway" and other descriptive literature, write to:—

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MOTOR TOURING (M.3), 229, REGENT STREET, LONDON, W.1



### They're beginning to see the light...

By courtesy of a cool, crystal clear Skyscanner roof. Available for all popular makes of car, a Skyscanner Perspex roof lets the sun in, keeps the rain out. Anti-glare around the sides. The curved, sliding blind under the Perspex keeps you warmer in Winter and cooler in Summer than any other type of roof, and gives you privacy when you want it. Why not try a new sense of driving freedom? With the sun above your heads by day... and the stars by night?

Patent Application 43104/65

I'd like to see the light. Send me details about the transparent Skyscanner roof.

Name .....

Address .....

Type of car..... MS

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# For security's sake fit a WASO LOCK

Your **GUARANTEE** of vehicle security is the *exclusive* key of a WASO lock.

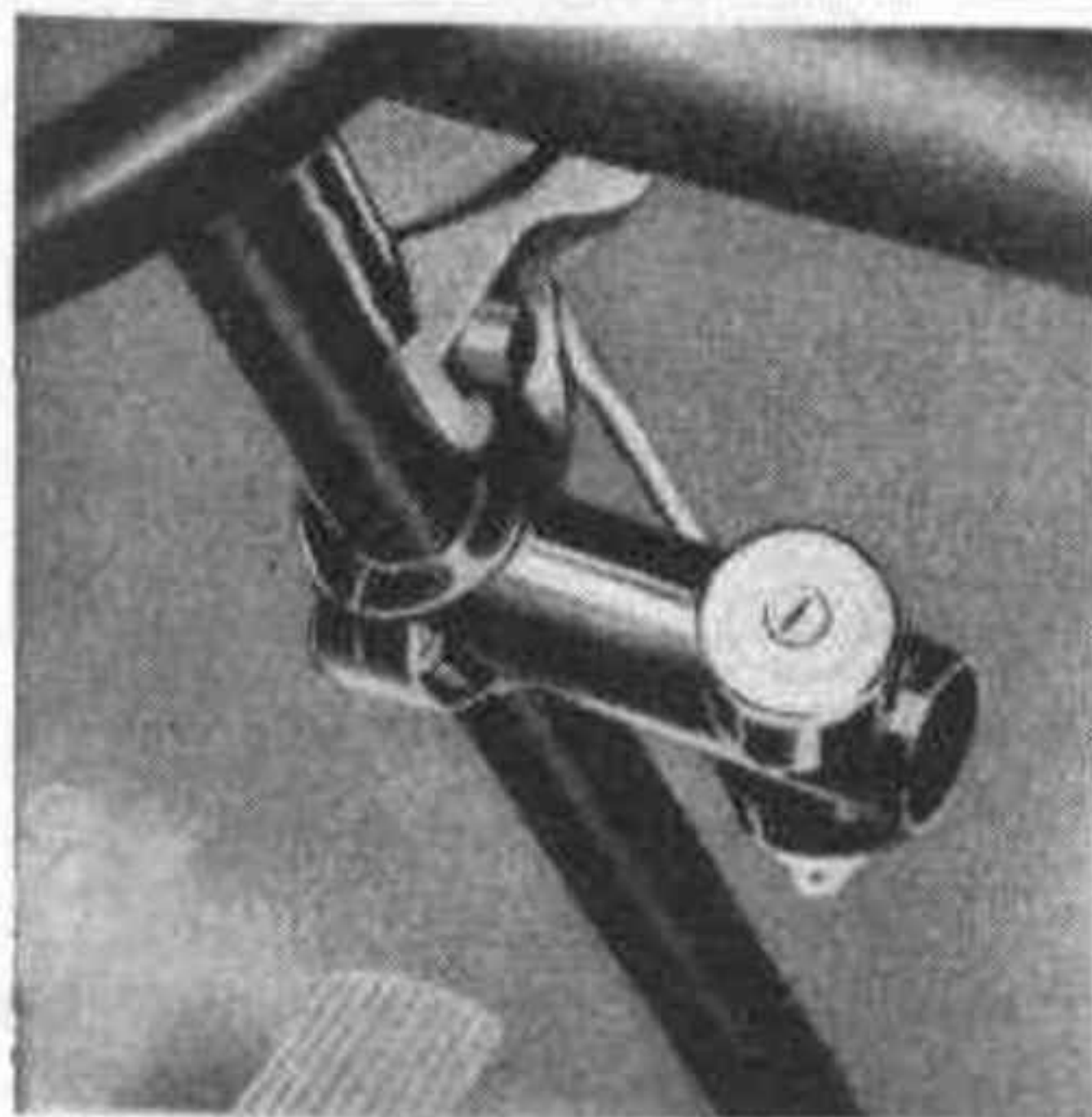
With this on your key-ring you're **CERTAIN** of driving home again.

Duplicate keys are supplied **ONLY** to the owner registered with **WASO LIMITED**.



**WASO GEAR SHIFT LOCK**  
£4.19.6

Models available for both floor and column mounted gear levers. The gear lever is securely locked in the reverse gear position. No one but YOU with your WASO key can drive the car away again.



**WASO STEERING LOCK**  
£7.0.0

This lock also has a switch incorporating electrical services, ignition and starter. Removing the key in the "lock" position automatically locks the steering. Only YOU with your exclusive WASO key can free the steering wheel.

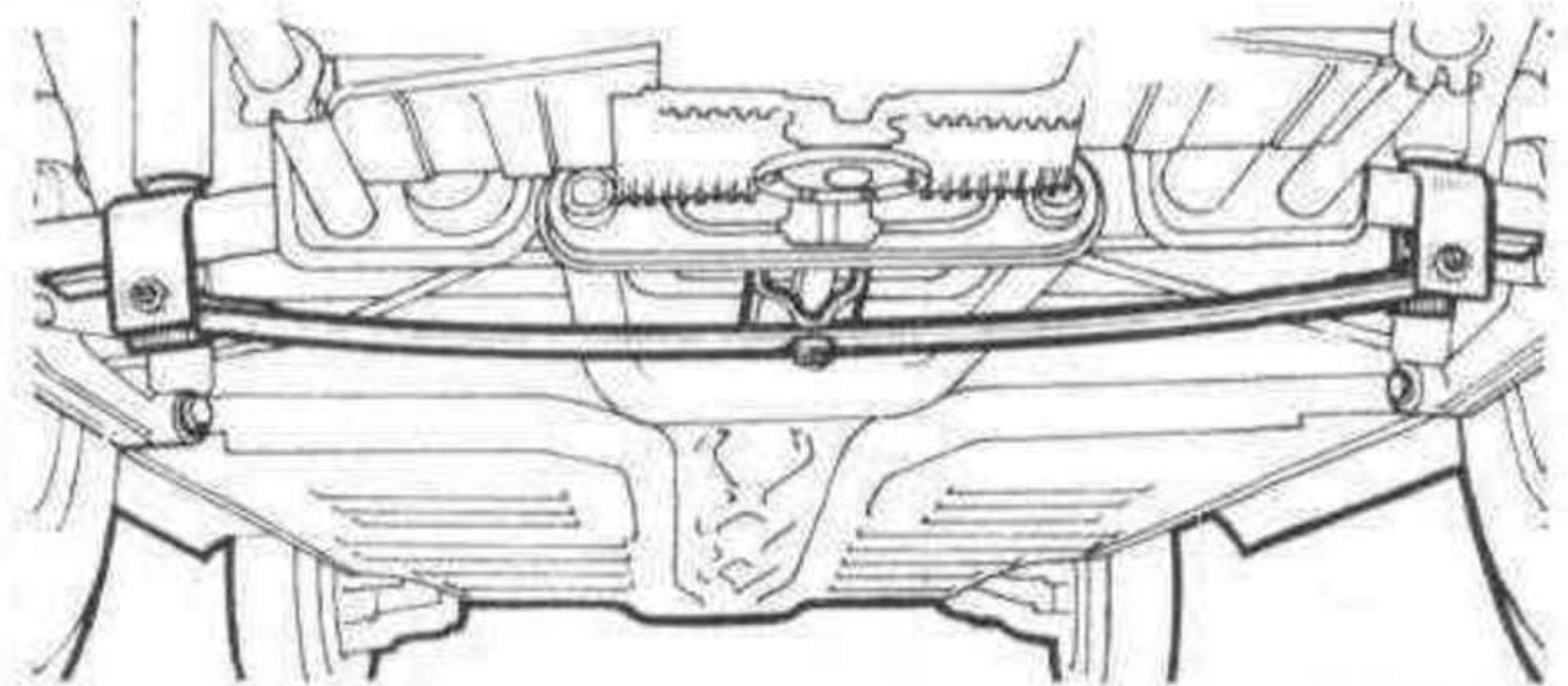
Consult your local dealer or agent for details of the WASO security lock applicable to your make of car. An application list showing the type of WASO LOCK suitable for any particular vehicle will gladly, in the interests of car safety, be supplied on request to:



## WASO LIMITED

1 TRIBUNE DRIVE, TRINITY TRADING ESTATE, SITTINGBOURNE, KENT  
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## the Speedwell Camber Compensator



### perfects road holding on your Volkswagen

The Speedwell Empi camber compensator gives really improved cornering and road holding. As the car corners, body roll results in a weight transfer from the wheel on the inside of the bend to the outside wheel. The camber compensator keeps the wheel on the road and improves both the stability and steering response. Traffic driving or fast cross country runs are made more enjoyable and safer with this unique and easily fitted Speedwell component.

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From Garages, accessory shops, any branch of Halfords or direct. (Carriage 5/- extra)



*"Tested by use on over 100,000 cars in England, U.S.A. and the Continent the Speedwell camber compensator makes a major contribution to better and safer driving."*

Graham Hill, Chairman of Speedwell.

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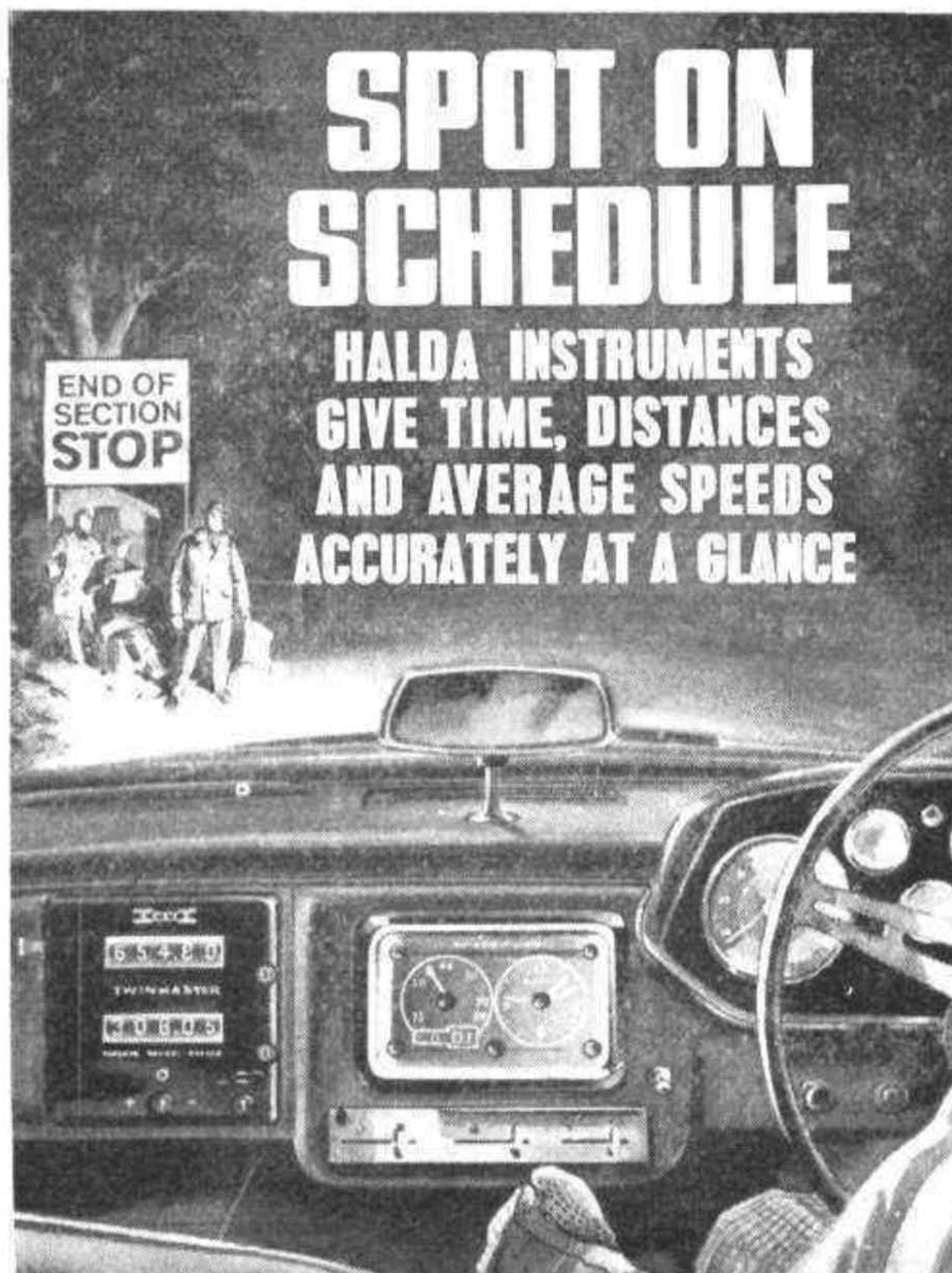
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Spot on schedule at every checkpoint with time, distance and average speed automatically computed by the Mark V Speedpilot. Price £26-17-6 plus surcharge £1-10-6.

Perfect teamwork is obtained by using the Speedpilot with the Twinmaster or Tripmaster to find the answer to any kind of rally.

Twinmaster gives all the answers on accurate distance measurement, setting to - will automatically correct an error of navigation, twin counters, and gear shift allowing simultaneous or alternative work as required. Tripmaster has same features but with single counter.

Twinmaster £26-10-0  
Tripmaster £17-10-0

Get all the answers on Halda Rally aids by writing immediately for fullest details.

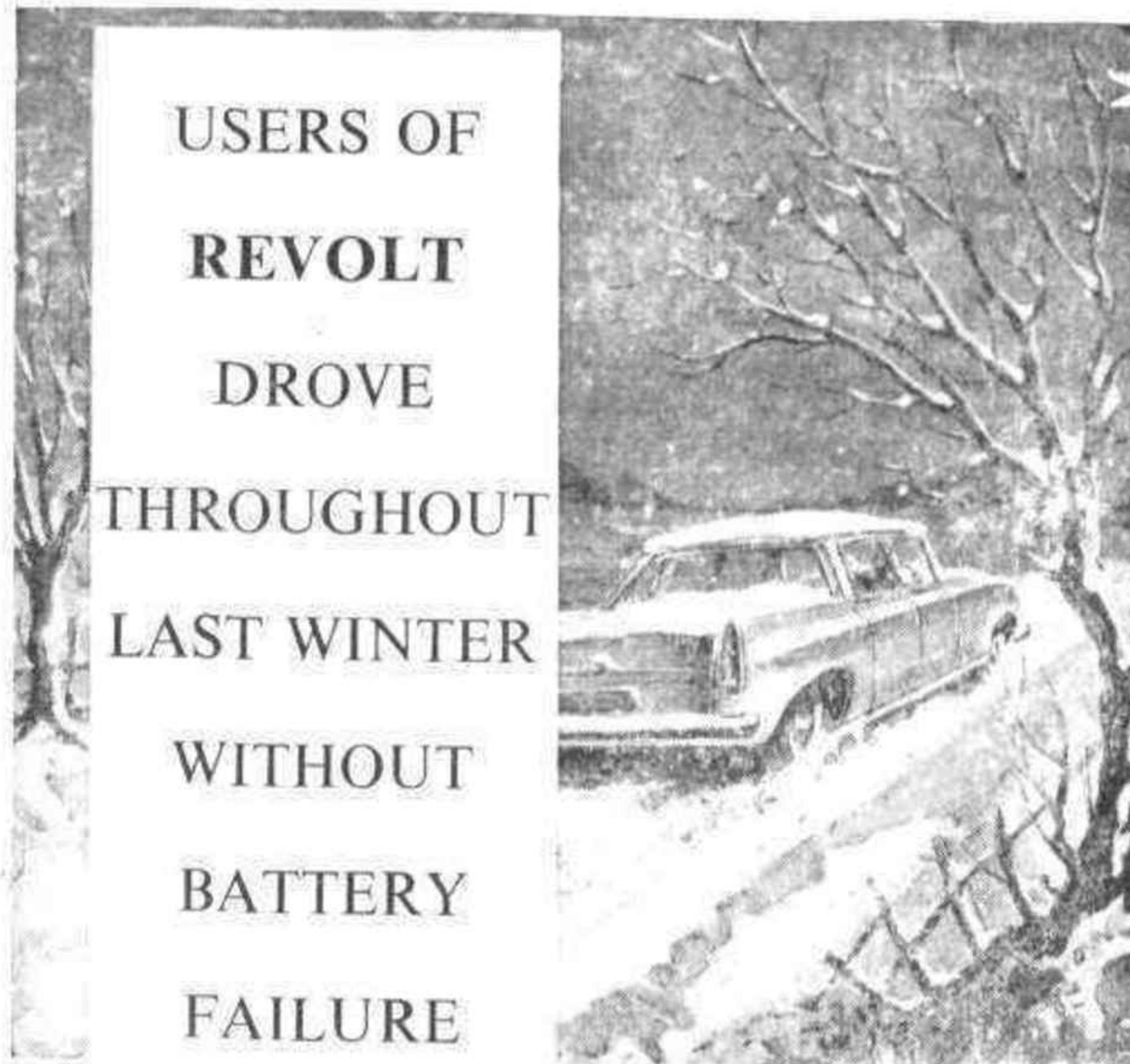


**halda**

BRANDON ROAD, YORK WAY, LONDON, N.7

Phone: NORth 1207





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REVOLT  
DROVE  
THROUGHOUT  
LAST WINTER  
WITHOUT  
BATTERY  
FAILURE

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**REVOLT**, the new battery additive, has been specially prepared to save the motorist money on costly maintenance and time, lost when that old battery becomes sluggish and refuses to start the engine.

**REVOLT GIVES OLD BATTERIES NEW LEASE OF LIFE**

It has been specially prepared to protect and prolong the life of overworked batteries. Even 'dead' batteries can be revived providing they are mechanically sound. Revolt is made from a scientific formula, comprising a chemical combination which, when added to the electrolyte in a battery, stops the main causes of battery failure—sulphation, overcharge, grid corrosion and excessive temperature.

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**MAINTAIN YOUR BATTERY THIS WINTER WITH REVOLT**

the revolutionary new rejuvenating additive.

**UNIQUE REVOLT GUARANTEE**

Should REVOLT fail to do its job your supplier will be happy to credit the full purchase price (12/-) against the cost of a new battery of your choice.

Available through all branches of Halfords, good garages and accessory shops at 12/- per unit.

If difficulty is experienced in obtaining REVOLT post handy coupon below.

**D. GORDON GRIFFITHS (Engineers) Ltd.**  
 ABBEY BARN ROAD · HIGH WYCOMBE · BUCKS

Please send me..... units of Revolt Battery Additive at 12/- per unit. I enclose P.O. Money Order Cheque to value.....in respect of order (Delete as applicable).

Name \_\_\_\_\_

Address \_\_\_\_\_

MS 2/6

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### The helicopter pilot! (Royal Navy or Royal Marines)

The helicopter is one of the most important single pieces of equipment in service. It plays many varied, vital roles. It is truly ubiquitous—continually in action over land and sea. But, like any other machine, it's only as good as the men who handle it.

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You'll be well paid too. As a Sub-Lieutenant in the Royal Navy, or a Lieutenant in the Royal Marines, you get at least £1,000 a year as a qualified pilot or observer. And you'll have a varied social life, plenty of sport and worldwide travel. Where could a young man find a more worth-while career than in the Fleet Air Arm or Royal Marines?

**Entry Qualifications:** Preferably 'A' levels, but at least 5 'O' levels in G.C.E. (or equivalent certificate) inc. English and Maths.

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ADDRESS \_\_\_\_\_

Date of birth \_\_\_\_\_



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# MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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## MATTERS OF MOMENT

### THE MOTORIST IN SOCIETY

The overall 70-m.p.h. speed-limit, the departing Fraser's panic idea, together with innumerable other anchorages applied to the motoring Briton, has resulted in nearly as much attention being focussed on road legislation as on World affairs. How does the modern motor-car user show up as a member of society? Pretty well, we would have thought. Using vehicles over millions of miles, day and night, sun or fog, in an over-populated island of dismally antiquated roads and towns, he and she has accidents, each of which, sadly, represents an individual tragedy, but which, compared to mishaps in the home or premature death through disease or neglect, do not need to be over-magnified, as biased official statistics magnify them.

There are probably more inexperienced drivers than careless motorists in our midst, more thoughtless manipulators of mechanically-propelled vehicles than reckless fools, and the recent protest meeting of the newly-formed Motorists' Action organisation (run by Lotus' Sales Manager but *not* with Lotus' support) adjacent to MI on a Sunday morning certainly proved that vexed car-owners, whom the Government glibly relieves of thousands of millions of pounds for the privilege of keeping this country efficiently mobile, are not hooligans, are, indeed, perhaps the only demonstrators who have caused the Police and their fellow citizens no embarrassment during a public protest gathering.

This being the case, wouldn't you have thought that the Minister of Transport might have seen some point in encouraging good, law-abiding driving by addressing road-users, encouraging instead of damning them, and getting over vital aspects of safe-driving behaviour, an opportunity which has never been more easily afforded by such mediums as radio and television, as the leaders of the three main political parties are well aware. It is a suggestion we offer to Mrs. Barbara Castle, the latest M.O.T., whom we are not going to criticise because she hasn't a driving licence (the War Minister doesn't go to the office in a tank or the Minister of Ag., Food & Fish sail a whaler), providing she proves, and soon, that she makes proper use of advisory staff who do know what road travel in 1966 is all about.

Another aspect of the Motorist in Society is that of the bad odour in which enforcing all manner of petty motoring regulations has put the Police. Those who know far more about the matter

than we do have said that with the sharp rise in crime it is absolutely essential that the Police have the help and sympathy of the British public. The matter, they tell us, is urgent and vital—with train-robbers breaking out of jail, children molested daily, break-ins commonplace and scores of murders unsolved, Britain is rapidly in danger of becoming another Chicago. So wouldn't you think the Police would try to improve their image in the eyes of some 8,000,000 motorists?

Yet we still see able-bodied policemen, constables who in some areas can apparently earn something like £1,000 a year before they are trained, operating radar speed-traps, devices which more than once have been proved fraudulent in Court, to apprehend drivers exceeding the 30-m.p.h. speed-limit by a few miles-an-hour along some straight, deserted road. Do they honestly think this helps to reduce road accidents? At known danger spots, maybe, but not in 90% of the cases? Why, the things are operated usually for a few hours at a time, once a month or so, on any given road, and the latest dodge is to load the apparatus into a Police car, move it a few hundred yards, and set it up again, in the hope of trapping those drivers who had previously been aware of where they should go slowly. It used to be said that a Police patrol car was a deterrent to bad driving; radar trappers are not content, evidently, to be merely an effective deterrent! What a farce, what a terrible waste of policeman-power in this age of continual crime and violence. In a country where

innocent children, visiting the Schoolboys' and Schoolgirls' Exhibition, were molested by adults each day, can we spare so many coppers for controlling their radar toys?

Why, we wonder, do the luckless bobbies, put on to operating these traps, stand for it. With the present shortage of police they cannot fear dismissal if they refuse, surely? Perhaps there are reasons why a policeman has to do as he is told, but they might at least agree to report only those cars doing over 45 m.p.h., or something like that, because, from handling their own cars and patrol cars, they must know that 30 m.p.h. is painfully slow on most of the roads where they set up their traps. Indeed, raise the limit on the majority of town roads to 40, leaving drivers to use their own discretion about what pace is safe, but double the fines for offenders, and most motorists would probably obey the Law all the way—another thought we present to Barbara Castle.

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Front Cover Picture : PETER WESTBURY needs no introduction to hill-climb followers, but his appearances at circuit races are indeed rare. He is seen at Brands Hatch on Boxing Day in his 4-wheel-drive Felday-B.R.M.



## Motoring Sport Events For February

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

| DATE         | CLUB                              | RENDEZVOUS                     | NEAREST PROMINENT TOWN       | CATEGORY                           | TIME       |
|--------------|-----------------------------------|--------------------------------|------------------------------|------------------------------------|------------|
| Feb. 4/5th   | Bristol M.C. & I.C.C.             | Temple Meads Motors            | Bristol                      | Driving Tests (C.)                 | 10.30 p.m. |
| Feb. 5th     | Queens University M.C.            | Maghaberry                     | Lisburn, N. Ireland          | New Year Rally (C.)                | 9.00 p.m.  |
| Feb. 5th     | 553 M.C.                          | Wareham, Dorset                | —                            | Winter Touring Trial (C.)          | 7.00 p.m.  |
| Feb. 5th     | Windsor C.C.                      | Maidenhead                     | —                            | —                                  | —          |
| Feb. 5/6th   | <b>Sports Car Club of America</b> | <b>Daytona</b>                 | <b>Jacksonville, Florida</b> | <b>Daytona 24-Hour Race (INT.)</b> | —          |
| Feb. 5/6th   | Airedale & Pennine M.C.           | Appleyard's Garage             | Bradford                     | Snowdrop Rally (R.)                | 10.30 p.m. |
| Feb. 5/6th   | Highland C. & M.C.C.              | Mackay's Garage                | Inverness                    | Snowman Rally (R.)                 | 11.00 p.m. |
| Feb. 5/6th   | Owen Organisation M.C.            | Bungalow Garage                | Shrewsbury                   | A.G.B.O. Rally (R.)                | 11.00 p.m. |
| Feb. 5/6th   | Hampton & D.M.C.                  | 160/957850½                    | —                            | Oak Trophy Rally (C.)              | 11.00 p.m. |
| Feb. 5/6th   | Rhyl & D.M.C.                     | Braid's Garage                 | Colwyn Bay                   | Braid's Rally (C.)                 | 11.00 p.m. |
| Feb. 6th     | Chiltern C.C.                     | Brands Hatch                   | Farningham                   | Sprint (R.)                        | —          |
| Feb. 6th     | De Lacy M.C.                      | High Eggsborough               | Pontefract                   | Autocross (C.)                     | 1.00 p.m.  |
| Feb. 6th     | Hagley & D.M.C.                   | 130/756663                     | Great Whitley                | Sporting Trial (R.)                | 10.30 a.m. |
| Feb. 6th     | 750 M.C.                          | Normandy Hill, Ash             | Aldershot                    | Walsingham Trial (C.)              | 11.30 a.m. |
| Feb. 6th     | N.A.L.G.O. (Metro) M.C.           | Mun. Offices, Stoke Newington  | London, N.16                 | Ember Rally (C.)                   | 10.00 a.m. |
| Feb. 6th     | Lancashire A.C.                   | Black Bull, Old Langham        | Blackburn                    | New Year Rally (C.)                | 12.30 p.m. |
| Feb. 9/13th  | <b>Kungliga Automobil Klubben</b> | <b>Orebro, Sweden</b>          | —                            | <b>Swedish Rally (INT.)</b>        | 11.00 a.m. |
| Feb. 11th    | Queens University M.C.            | Smithfield Square              | Lisburn, N. Ireland          | Winter Rally (C.)                  | 9.30 p.m.  |
| Feb. 11/12th | Fylde M.S.G.                      | 94/306½ 363½/131/065½ 868½     | Blackpool/Birmingham         | Shunpiker Rally (N.B.)             | 7.30 p.m.  |
| Feb. 12th    | A.P.O.C. C.C.                     | Blue Star Garage               | Basingstoke                  | Aquarius Rally (C.)                | 9.00 p.m.  |
| Feb. 12th    | Hants & Berks M.C.                | The Punch Bowl                 | Hindhead                     | Navigation Rally (C.)              | 7.00 p.m.  |
| Feb. 12/13th | Four Ways C.C.                    | 149/762½ 228                   | Braintree                    | Rising Sun Rally (C.)              | 9.00 p.m.  |
| Feb. 13th    | Mid-Surrey A.C.                   | Brentford Market               | Brentford                    | Driving Tests (C.)                 | 10.30 a.m. |
| Feb. 13th    | <b>Australian A.R.C.</b>          | <b>Warwick Farm, Australia</b> | <b>Sydney</b>                | <b>Formule Libre Races (INT.)</b>  | —          |
| Feb. 13th    | Central Counties S.C.C.           | Ashfield's Garage              | Sutton-in-Ashfield           | Major Oak Trophy Rally (C.)        | 10.00 a.m. |
| Feb. 13th    | Mini Seven Club                   | Brands Hatch                   | Farningham                   | Saloon Race Meeting (R.)           | 12.30 p.m. |
| Feb. 17th    | Queens University M.C.            | —                              | Belfast                      | Little Circuit Rally (C.)          | 7.30 p.m.  |
| Feb. 19th    | Caerns & Anglesey M.C.            | Automobile Palace              | Llanfair P.G., Anglesey      | Palferman Rally (C.)               | 11.00 p.m. |
| Feb. 19/20th | De Lacy M.C.                      | 91/365735                      | Boroughbridge                | Seven Dales Rally (R.)             | 11.00 p.m. |
| Feb. 20th    | <b>Queensland M.S.C.</b>          | <b>Lakeside, Australia</b>     | <b>Brisbane</b>              | <b>Formule Libre Races (INT.)</b>  | —          |
| Feb. 24/27th | <b>Automobile Club d'Italia</b>   | <b>San Remo</b>                | —                            | <b>Rally of the Flowers (INT.)</b> | —          |
| Feb. 25th    | Avro (Woodford) M.C.              | 101/915½ 753                   | Macclesfield                 | Sternwood Trophy Rally (C.)        | 7.30 p.m.  |
| Feb. 26th    | B.A.R.C.                          | Goodwood                       | Chichester                   | Sprint (C.)                        | 1.30 p.m.  |
| Feb. 26/27th | Austin Healey Club                | Selator Garage, Mundford       | Thetford                     | Rally (R.)                         | 10.00 p.m. |
| Feb. 27th    | <b>Sandown Park M.S. Ltd.</b>     | <b>Sandown Park, Australia</b> | <b>South Yarra</b>           | <b>Formule Libre Races (INT.)</b>  | —          |
| Mar. 5/7th   | <b>Longford M.R.A.</b>            | <b>Longford, Tasmania</b>      | —                            | <b>Formule Libre Races (INT.)</b>  | —          |
| Mar. 6th     | Shenstone & D.M.C.                | 120/138102                     | Lichfield                    | Production Car Trial (N.B.)        | 10.00 a.m. |

### MATTERS OF MOMENT—continued from previous page

The row about the 70-limit has obviously made the Government think, and it is astonishing that nothing more has been heard of Tom Fraser since his resignation, even if the *Sunday Times* was premature in saying that Mrs. Castle is about to abolish it from the fast lanes of our motorways. Letters continue to pour into these offices, with reasonable arguments against this futile restriction, and although one Labour-advocate makes fun of our suggestion that the 70-limit may spell near-disaster for Britain, pointing out that this country has survived the suffragettes, a General Strike, two World wars, etc., remember that in those days we were not trying to export high-performance cars in the face of threatening competition from Europe and Japan or maintaining full peacetime employment.

### THE LAWLESS MOTORIST!

In a letter to one of our readers the Borough Engineer and Surveyor to the London Borough of Enfield, F. E. Laddy, M.B.E., E.R.D., M.I.M.U.N.E., M.INST.H.E., refers to his efforts to get radar checks on all main roads in the Borough, giving as his reason the need "to curb the largest class of law-breakers in the Country—the motorists." He also writes of "the general lawlessness of the motorist."

The Woking Court recently fined a doctor £10 and endorsed his licence; his crime—doing 48-50 m.p.h. in a built-up area while fetching drugs apparently urgently needed by a mentally-deranged patient.

### SOUTH AFRICAN GRAND PRIX Formula One (January 1st)

This year the South African race, held on the East London circuit, was not in the World Championship series, but nevertheless it was run to the new Formula One limits of 3 litres unsupercharged, 1½ litres supercharged. The only new Formula car to compete was the Repco-Brabham V8, driven by Jack Brabham and it would undoubtedly have won the race had the fuel-injection pump not seized, breaking the Gilmer driving belt in doing so. This retirement by Brabham allowed Mike Spence to have an easy victory in a Lotus 33, fitted with an enlarged Coventry-Climax V8 of 2 litres capacity. A second Team Lotus car was driven by Peter Arundell, having his first race since his 1964

crash at Reims, and he showed promise of a good rehabilitation by finishing third, behind Siffert who was driving his Brabham-B.R.M. V8 of the past Formula One. Arundell's car was one of last year's Team Lotus 1½-litre V8 Climax-engined cars.

Innes Ireland drove a Parnell Lotus fitted with a 2-litre B.R.M. V8 engine, and Paul Hawkins had a 4-cylinder 2.7-litre Climax engine in a similar car. The Stirling Moss team resurrected one of the B.R.P. monocoque cars, fitted with a 2-litre B.R.M. V8 engine, and it was driven by Richie Ginther, while Bob Anderson was driving his own Brabham-Climax, with a 2.7-litre 4-cylinder engine, and Bonnier borrowed the spare car from Team Lotus, a Type 33, with 1½-litre V8 Climax engine.

#### Results:

**60 laps of 2.43 miles circuit—145.8 miles (234.6 km.)**

**1st:** M. Spence (Lotus-Climax 2-litre V8) ... 1 hr. 29 min. 58.4 sec.—158.05 k.p.h.

**2nd:** J. Siffert (Brabham-B.R.M. 1½-litre V8) ... 58 laps

**3rd:** P. Arundell (Lotus-Climax 1½-litre V8) ... 58 laps

**4th:** D. Charlton (Brabham-Climax 4-cyl. 2.7-litre) ... 58 laps

**5th:** S. Tingle (L.D.S.-Climax 4-cyl. 2.7-litre) ... 57 laps

**6th:** J. Love (Cooper-Climax 4-cyl. 2.7-litre) ... 56 laps

*Fastest lap:* J. Brabham (Brabham-Repco), in 1 min. 25.2 sec.—165.6 k.p.h.

*Retired:* D. Prophet (Lotus 2.4-Maserati 4-cyl.); J. Bonnier (Lotus 33-Climax 1½-litre V8); I. Ireland (Lotus-B.R.M. 2-litre V8); P. Hawkins (Lotus 25-Climax 2.7-litre); R. Ginther (B.R.P.-B.R.M. 2-litre V8); J. Brabham (Brabham-Repco V8); D. Hulme (Brabham-Climax 2.7-litre); P. de Klerk (Brabham-Climax 2.7-litre); R. Anderson (Brabham-Climax 2.7-litre).

*Other finishers:* A. Jeffries (Cooper-Climax 4-cyl. 2-litre); D. Serrurier (L.D.S.-Climax 4-cyl. 2-litre); C. Puzey (Lotus-Climax 4-cyl. 2.7-litre); J. Pretorius (Lotus-Climax 4-cyl. 2-litre).

### BOXING DAY BRANDS HATCH RESULTS

**Formule Libre:**

**1st:** M. Daghorn (Felday-B.R.M.) ... 14 min. 54.2 sec. (74.88 m.p.h.)

**2nd:** M. Beckwith (Brabham-Ford)

**Saloons up to 1,000 c.c.:**

**1st:** R. Nathan (Hillman Imp) ... 11 min. 11.2 sec. (66.51 m.p.h.)

**2nd:** R. Calcutt (Hillman Imp)

**Sports Racing Cars:**

**1st:** J. Coundley (McLaren Elva Oldsmobile) 10 min. 0.0 sec. (74.40 m.p.h.)

**2nd:** P. Westbury (Felday-B.R.M.)

**Formula 3:**

**1st:** P. Courage (Lotus-Ford) ... 14 min. 22.0 sec. (77.68 m.p.h.)

**2nd:** C. Irwin (Repco Brabham-Ford)

**Grand Touring Cars:**

**1st:** D. Margulies (Ferrari 250 GTO) ... 10 min. 10.4 sec. (73.13 m.p.h.)

**2nd:** G. D. R. Marshall (Lotus Elan)

**Saloons over 1,000 c.c.:**

**1st:** A. Mann (Ford Mustang) ... 10 min. 15.2 sec. (72.56 m.p.h.)

**2nd:** M. Young (Ford Anglia)





The European Rally Championship was won by Rauno Aaltonen in his B.M.C. Mini-Cooper 'S', using Castrol.

The European Touring Car Champion Sir John Whitmore in his Castrol-lubricated Ford Lotus Cortina.

## More 1965 champions chose **CASTROL** than any other oil!

Last season, more European and World champions chose Castrol than any other oil. The new season just starting looks like being a repeat performance. Already, the B.M.C. and Ford Works Rally Teams have chosen Castrol for 1966. So has the world-beating Honda Motorcycle Team.

When they have the whole world of oils open to them, why do so many champions choose Castrol?

Because Castrol is the oil that gives that extra margin of engine safety. Castrol is the oil that never lets you down. In rallies, on racing circuits or just running around with the family.



**BRITAIN'S  
MOST  
SUCCESSFUL  
MOTOR OIL**



## Competition Notes and News

### News from Ford

THE Ford Advanced Vehicles establishment at Slough has been getting on so well with the production of the GT40 model, in both competition and road-going versions, that it has already been homologated by the F.I.A. under Category A, Group 4. This is for sports cars of which at least 50 have been produced in 12 consecutive months. Production of the GT40 has gone so well that already plans are well advanced for building a further batch of 50 cars, and with a handful of experimental ones as well, a total of 105 cars altogether is envisaged. The road-going version is to all intents and purposes the same as the competition one, except that the cockpit is finished more luxuriously, with leather covering, a more silent exhaust system, a cockpit heating system and other detail modifications to make the car more suitable for living in, while the chassis parts are covered with a protective coating against the weather. The 4.7-litre Ford V8 engine still uses four downdraught double-choke Weber carburettors, but a single 4-choke Holley carburettor is optional.

Ford must be getting rather muddled by F.I.A. thinking, as a lot of other people often are, for having named their "hot" family saloon the Cortina GT, whereas it is in truth a Cortina TI in accordance with the standards of Alfa Romeo and B.M.W. and the F.I.A. category, they then produced a real GT car in the 4.7-litre V8 GT40. They got this name more or less right, except that during 1965 it was a Prototype, not a GT car, but now that they have made sufficient numbers to demote it from the Prototype category to the GT category, the F.I.A. call the category Sports Cars, so that the GT40 is now a sports car in Group 4. It is all a bit confusing, but it still does not make the Cortina GT a GT car, for Group 3, which is Grand Touring Cars, is for cars made to a minimum of 500 and a maximum of 1,000, at which point you move into the Touring Car section of Recognised Production Cars. It would seem that Ford will never get in step, or else someone doesn't want them in step.

Nor are their troubles confined to Europe, for they have come up against opposition in their home country, the United States of America. Some while ago Ford (U.S.A.) produced a competition V8 engine with single overhead camshafts on each bank of cylinders, which was very much a racing-type engine, but not such a pure racing unit as the four-camshaft Indianapolis engine. This o.h.c. 7-litre engine has been used very successfully in dragsters in America, and this year Ford said they intended to use this engine in their racing saloons, such as run at Daytona and in other N.A.S.C.A.R. oval track events. Hardly had they made this announcement than N.A.S.C.A.R. and U.S.A.C., the organising clubs, said "Oh no you will not," and they specifically banned the 427 o.h.c. engine, saying: "We are simply following our rules which state that the engine must be representative of volume production, readily available to the public through normal trade channels. Eventually overhead camshaft engines probably will become part of the American production automobile, and thus will meet the requirements. Until that time, however, it is our feeling that in announcing their overhead camshaft engine for stock racing in 1966, the Ford Motor Company has put the cart before the horse. At this time their proposed overhead camshaft engine is strictly a racing engine and as such does not meet the spirit of the rules." And that is that; no question of being stock when a certain number have been built, or sufficient parts are made available, or other shallow regulations such as we get from



[Photo by Ford of Britain]

**ROAD-GOING.**—A certain number of the Ford GT40 coupés have been built for normal road use, with numerous additional creature comforts and detail finishing touches. In this form it should still have 160 m.p.h. on tap, and a standard of road manners and safety the same as the competition version. More of these road-equipped models are planned in the second batch of fifty cars that are being built.

the F.I.A. Good strong stuff telling the mighty manufacturer what he can do and what he cannot do, and I love the remark that the o.h.c. Ford V8 does not meet the spirit of the rules. After all, if you specified that 1,000 engines must be made and a manufacturer was determined to get his engine into racing, he could easily make the required number and throw them on the junk heap if no one wanted them, and if you say they must be sold, it is the easiest thing in the world to "arrange" suitable buyers.

The Ford four-camshaft Indianapolis engine is to continue in track single-seaters, and will no doubt monopolise the annual 500-Mile Race once more, but this year there will be no Lotus-Ford tie-up between Dearborn and Lotus Cars. In buying Colin Chapman, Jimmy Clark and Team Lotus in order to achieve their objective Ford did a sensible thing, and in the overall scene did a fantastic job to win Indianapolis at their third attempt, but having achieved the objective the partnership is now ended. However, the general principles are likely to continue, for the Gurney/Shelby syndicate are making a serious onslaught on Indianapolis with their "Eagle" cars of the All American Racers Team, using Ford Indianapolis engines in chassis designed by Len Terry, who did the 1965 Lotus for Colin Chapman.

While Ford have got their GT (sports car) project into production and their Indianapolis engines in a similar state, they have not dropped development, and the Alan Mann Racing Team will be running Prototype Ford GT40 cars in the major long-distance events, while Dearborn have already produced a new, lower and sleeker version of the mid-engined coupé, which is designated a GT/P and will compete in Category B (special cars), Group 6, Prototype-sports cars. The Slough branch of Ford Competition will look after any official Category A racing, while Alan Mann looks after the Category B cars, which is a reversal of 1965. Then John Wyer and his team were trying for an outright win with experimental cars and Alan Mann was aiming for a class win, this being sufficient to achieve the objective desired by Ford. This year Alan Mann's team have got to win outright, whereas Wyer can be content with a class win with a production car. Alan Mann has already got himself a master card in signing on Graham Hill and Jackie Stewart to drive one of his GT Prototypes.

### News from Porsche

Last year Porsche were very successful with the GTS 904 coupé, running them in their own team as well as selling them to numerous private owners who also achieved a great deal of success. More than 100 of these fibreglass coupés with the flat-four o.h.c. engine were built, and it was homologated as a production GT car. During the year the works ran some experimental 904 cars fitted with flat-six engines as used in the production 911 model, with a greater power output and more racing characteristics. These were prototype cars for an entirely new model that has now been announced, which will be built in a batch of 50 to qualify as a Group 4 Sports Car. Known as the Carrera 6, this new car has a tubular space-frame, independent suspension all round by coil-springs, the 2-litre 6-cylinder engine and 5-speed gearbox mounted behind the driver, and a fibreglass body with gull-wing doors. The engine will develop 210 b.h.p. (DIN) at 8,000 r.p.m., with a maximum of 8,200 r.p.m. The bodywork is a most unusual shape and extremely functional rather than aesthetic, and is a mere 3 ft. 2½ in. in overall height, while the dry weight is a bit over 11 cwt. The production run on this new model is expected to be completed in time for it to be homologated before the beginning of the European season, and if the speed of production of the 904 was anything to go by, the 50 Carrera 6 models should present no difficulty to the Porsche factory.

The British Concessionaires, which means the Aldington brothers, intend to return to active racing with a Carrera 6 run by their own works in conjunction with the factory, and Mike de Udy will be the driver. The Aldingtons have formed a new company—Porsche Cars Great Britain Ltd.—who will handle all Porsche activities in Britain, and this firm will enter the Carrera 6 in suitable races. A.F.N. Ltd., who used to build and market the Frazer Nash and have been handling Porsches in this country, will still exist, but for purposes other than Porsche. They will also have a second Carrera 6 as a spare, and another one will be coming to this country for sale. Of the production batch of this new model, many of the regular 904 drivers and teams have already placed orders for the Carrera 6, and it will undoubtedly carry on the competition name of Porsche as worthily as its predecessors.

After a run of some fourteen years the 356 production model Porsche, which stemmed from the original prototypes built by



Porsche around 1950, came to a complete stop last summer, and all production turned over to the 911 and 912 series. The little fat beetle-like Porsche that grew up from the first 356 through 356A, 356B, 356C and 356SC, will live forever in motoring history as a conception that was so right that it outlived even its designer's wildest dreams. Over the years there are few cars that remain virtually unchanged over a span of more than 10 years and at the same time remain competitive with all their rivals, both as regards performance and looks. The beetle-Porsche looked right and was right when it first appeared, and was still looking right 10 years later, like the original F.W.D. Citroën of the mid-thirties, or the DS series Citroëns of 1955. Many cars begin to look dated after a few years, and most of them really are dated in performance after a few years. An 1,100-c.c. Cisitalia coupé that was a revolutionary standard in the immediate post-war years of new cars, now looks big and gormless, and simple cars like the upright Ford Popular and Morris Minor 1000, that were all right when they were conceived, lived on too long and illustrated a depressing lack of knowledge and taste in the buying public. Some cars have a long production run for good reasons and others for the wrong reasons, and I feel the E-type Jaguar coupé will have a long life, because it will not "date" quickly in looks or performance. The 356 Porsche was a fine example of this category of car, and will presumably become accepted as a classic in the world of automobile production engineering. The Lotus Elite is a car that should have come in this category, but fate seemed to be against it. There must have been many workers at the Porsche factory who wept a silent tear as the last 356 model left the assembly line. Let us hope that it was specially marked so that in many years' time some ardent collector can scoop it up and display it proudly, that is if Porsche themselves have not already put it in their own museum.

While motoring in Germany this summer you may well see a special Volkswagen van on English number-plates plying between England and Stuttgart. It will be unusual in that it will be covered in locks, bolts, bars, wire mesh and all manner of other devices to stop anyone getting into the goods-carrying part. Porsche Cars Great Britain Ltd. have had this van modified to comply with a multitude of H.M. Customs regulations, and it now makes flat-out trips from Isleworth to Stuttgart and back once a month to collect a load of spare parts and service material for Porsche cars. The normal commercial lines of communication between a concessionaire and a parent factory in a foreign country have proved so laborious and inefficient that the Aldington brothers have made the bold step of sending their own van to collect things from the Porsche factory. Members of the firm's staff do the driving, thereby benefiting from a personal visit to the Porsche factory, instead of dealing with paperwork names and personalities, and the round trip is done in five days, over a week-end. This means that any spare can be guaranteed delivery in a maximum of one month if it is not already in stock, and if you happen to want something that is not in stock just as the van is leaving it can be with you in five days. Thanks to the TIR organisation (Transports Internationaux Routier) frontiers are crossed with little delay, providing the seals affixed at the beginning of each run are unbroken, the formalities of customs duty and import licences, etc., being dealt with directly by Porsche Cars Great Britain Ltd., instead of having to wait for numerous agents and handlers to fit it into their run of business. This must surely be a feather in the cap of private enterprise, as well as a boon to Porsche owners in Great Britain.

**News from Ferrari**

After the numerous ups and downs and battles with the F.I.A., Ferrari has at last got the 275LM homologated, as a Group 4 sports car (50 off), and it is to continue in production during 1966, so that it can be in direct competition with the Ford GT40 in the major races that have a production category, which means most of them. Oddly enough, the front-engined 275 GTB has been homologated as a GT car, which is Group 3 (500 off), with little or no discussion. Admittedly the GTB and the open version, the GTS, are being made in profusion and are quite a common sight even in England, but I feel sure the F.I.A. did not bother to go out and count all 500. Perhaps they feel they have been sufficiently beastly to Ferrari for the time being, and are saving their spleen for when he offers the Dino coupé for homologation under the 50-off category.

Serious testing has been going on recently at Monza with the latest version of the Prototype cars, in readiness for the long-distance races such as Sebring and Le Mans. Among the drivers that were at Monza, in addition to those who drove in 1965, were



[Photo by Van Hallan

**BOLTED AND BARRED.**—The Customs-sealed Volkswagen van that journeys between Isleworth and Stuttgart once a month, collecting spares for the British concessionaires, is seen arriving at the Zuffenhausen factory in a gentle snowstorm at the end of its maiden voyage.

Bob Bondurant and Mario Casoni. Bondurant needs no introduction to the racing world and Ferrari could hardly have failed to be conscious of his ability during 1965, for it was often his Shelby-Cobra Daytona coupé that was in front of the best GT Ferraris. Mario Casoni is a spirited young Italian driver who seems to shine in mountain-type racing as well as circuit racing, winning the arduous Mugello Circuit race and the high-speed Enna race last year with a 275LM, as well as putting up numerous other worthy performances. Among the regulars doing the testing were Parkes, Scarfiotti, Vaccarella, Biscaldi and Baghetti, but oddly enough not Bandini. Latest news of Ferrari's number-one driver, John Surtees, is that he is up and about on sticks, and at home and making good progress.—D. S. J.

**MINIATURES NEWS**

Rather different from the usual run of miniatures is the Danish Tekno die-cast model of a four-berth Sprite Musketeer caravan, to 1/48th scale, a sensible size which is apparently universal for these beautifully finished and splendidly detailed models. This caravan replica has a fully-fitted interior with coloured plastic furniture, seen through an openable door or by removing the body, is independently sprung, and has a screw-down jockey wheel. A tow-bar with self-tapping screw enables the miniature Sprite to be towed by suitable model cars. It is available in Britain only through Sprite dealers, who are selling it as a sort of celebration that a full-size Sprite holds the caravan speed record at 102.2 m.p.h. The price is 12s. and members of the Caravan Club and similar bodies will no doubt be avid customers for this excellent miniature. W. B.

**TRIPLE-M REGISTER**

Apologies to Mike Allison for changing his sex last month. He (not she) is Secretary of the Triple-M and Vintage M.G. Register—address: 25, Meadow Close, Grove, Wantage, Berks.

**NEW ZEALAND GRAND PRIX**

**2.5-litre Tasman Formula (January 8th)**

Only three European drivers made the trip to the other side of the world for this year's New Zealand Grand Prix, these being Graham Hill and Jackie Stewart, with 1965 Formula One B.R.M. works cars fitted with 2-litre V8 engines, and Jim Clark with a works Lotus fitted with a 4-cylinder 2½-litre Coventry-Climax engine. Clark was virtually eliminated on the starting line, for bottom gear broke as he started and he was rammed from behind by Frank Gardner's Brabham-Climax, which had been propelled forwards by Andrew Buchanan's similar car. Although Clark carried on for a few laps he was no opposition for Hill and Stewart, who gave a B.R.M. "demonstration" to the New Zealand crowd, being followed home by the local drivers.

Results:

40 laps of 2.1-mile Pukekohe circuit—84 miles (135 km.)

|     |  |                   |
|-----|--|-------------------|
| 1st | G. Hill (B.R.M. V8 2-litre)                | 62 min. 56.5 sec. |
| 2nd | J. Stewart (B.R.M. V8 2-litre)             | 62 min. 58.0 sec. |
| 3rd | J. Palmer (Lotus-Climax 4-cyl. 2½-litre)   | 38 laps           |
| 4th | D. Marwood (Cooper-Climax 4-cyl. 2½-litre) | 38 laps           |
| 5th | L. Geoghegan (Lotus-Ford 1.5-litre)        | 37 laps           |
| 6th | K. Sager (Brabham-Ford 1.5-litre)          | 37 laps           |

Fastest lap: G. Hill (B.R.M. V8), in 1 min. 25.7 sec.

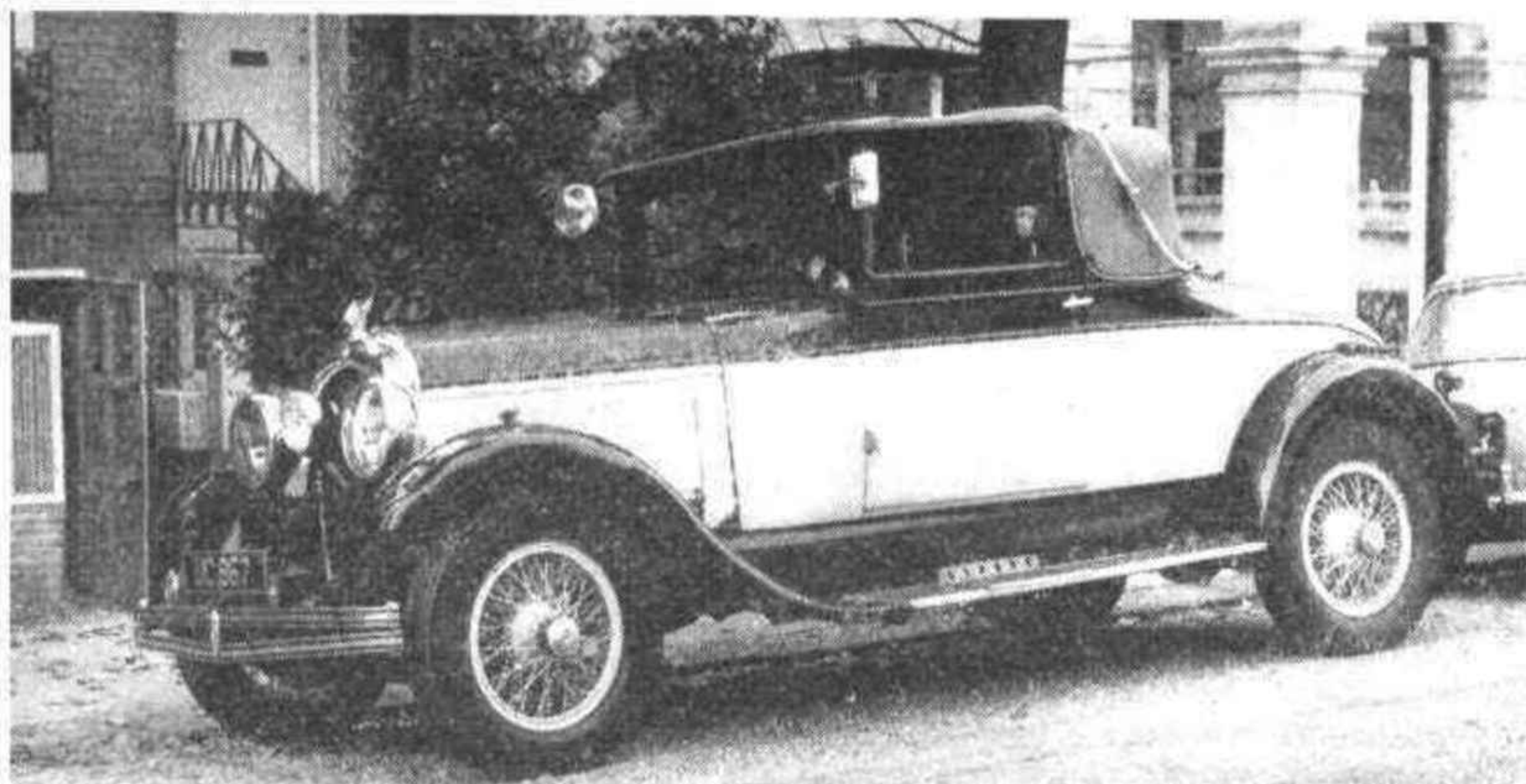
**Correction:** Avon point out that the included angle of the plies in their Avon Radial tyres is 40°, the plies being at plus or minus 20° to the circumference, and not as stated in G. P.'s article "The Latest in Tyres" last month.



# VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to  
Old-Car Matters

VINTAGE AMERICAN.—Mrs. de York's 1927 Chrysler 72 coupé outside her house in London—see reference on page 96.



[Photo by Roy Kirby]

## IRISH VETERAN & VINTAGE RALLY

The 7th International Veteran & Vintage Rally will this year be staged in Ireland. On May 18th it gets off to a Civic Reception in Cork, visits the Blarney & Veteran Car Museum the following day, goes to a reception at Killarney on May 20th, where, on May 21st, participants can view the Muckross Estate, etc., and attend another reception. The event concludes at Cork on the 22nd, where jollifications will take place and the prizes be presented. Throughout there will be four different routes, to suit cars of different ages. The cost will be £12 12s. per driver, to cover two passengers, extra passengers being charged £17 17s. This includes lunch, dinner, bed and breakfast on the three full days of the rally, b. & b. on the first evening, and lunch and a fork supper on the final Sunday in Cork. Details from: Miss C. Rosborough, 124, Patrick Street, Cork.

Those who go over for the International Rally are likely to stay over for the Irish V. & V.C.C. rally round the Carlow-Kilkenny-Kildare districts; on May 24/25th, when the 1903 G.B. course will be covered and a plaque unveiled to commemorate Jenatz's victory in this race for Mercedes. There is an invitation to attend the Kinsale U.D.C. Festival on May 23rd, so from May 18-24th we can expect that many English vintagers will be in the Emerald Isle.

## V.S.C.C. MEASHAM TROPHY RALLY (Jan. 8/9th)

### Vintage Sports and Standard Sports Cars:

**Measham Trophy:** W. S. May (1926 Frazer Nash).

**First Class:** H. Moffatt (1923 Bugatti) and F. E. Day (1929 Bentley).

**Second Class:** J. W. Rowley (1927 Vauxhall) and P. J. E. Binns (1927 O.M.).

**Third Class:** J. M. Hill (1929 O.M.).

### P.V.T. Cars:

**Best Performance Cup:** F. Giles (1934 Frazer Nash).

**First Class:** J. Stoton (1937 Riley).

**Second Class:** A. Darley (1935 Riley).

**Third Class:** P. W. Abbott (1934 Bentley).

### Vintage Touring Cars:

**Jeddere-Fisher Trophy:** A. D. Mitchell (1927 Rolls-Royce).

**First Class:** D. Hodgson (1929 Austin).

**Second Class:** E. R. Fuller (1929 Austin).

**Third Class:** R. Andrews (1929 Rolls-Royce).

**Light Car Award:** K. M. Hill (1930 A.J.S.).

**Frazer Nash Award:** W. S. May.

**Best Regional Team:** Midland.

**Vintage miscellany.**—The protests over absurdly high prices asked for vintage cars continue, many readers offering evidence that there is an appreciable difference between what is asked and what is actually accepted for advertised pre-war cars, while the Early Standard Car Register has expressed the hope that "the new owners of the cars sold at Sotheby's will at least use them on the road and in rallies where the public will have the opportunity to see them in action, and not place them permanently in their collections to gather dust and even further appreciate in value"—adding that a 1930 Avon Standard sold there exceeded by approximately £100 the Registrar's opinion of its true market value, namely £120. *The Railton O.C. Monthly Bulletin* also deals with this vexed question of stupid prices, suggesting that realistic figures would be in the region of £20 for a non-runner, £100 for a good one, £150 for a very presentable specimen, and £300 for an exotic Railton (not the £125 which a very battered example fetched at the Measham Auction Sale). The 12/50 Alvis Register

has also returned to the subject, confirming its earlier findings, and generally it seems that clubs catering for enthusiasts are extremely vexed about high sale prices. The moral seems to be to buy privately and avoid the dealers and auction sales.\*

Atrocious copy caused last month's fatuous reference to the A.B.C. Register, which has nine cars on its books, out of approximately 1,400 built originally. When the Lancs and Cheshire Distributor for B.M.W. cars held a demonstration at Oulton Park last year an exhibition of past and present cars of this make was held, which included A. Smith's 1938 328 and J. A. Harris' 1928 l.h.d. Dixie saloon, the latter the German version of the pre-war Austin 7. A very original-looking 1927 Austin 7 Cummy has been bought by British Auto Parts Inc. and shipped to San Francisco, where it will be used to meet visiting British businessmen.

In addition to the cars we referred to last December, which included some Bugattis, the garage concerned has now added a small Clement-Bayard 2-seater, a Villard 3-wheeler with single front wheel, friction drive and Beshard acetylene lamps, an 8.3-h.p. Renault tourer, an Edwardian 15.9-h.p. Renault chassis, and a Darmont-Morgan 3-wheeler, while also at this garage is an ancient 2-cylinder Amedée Bollée with landaulette body and a 1914 Type 13 or 23 Bugatti radiator. Some or all of this collection seems likely to be for sale, and letters can be sent on to our informant.

The December issue of *The Veteran Car*, the V.C.C. journal, contained an interesting article on how Stanley Sedgwick, President of the Bentley D.C., discovered a 1910 45/50 7½-litre Mercedes open-drive Lawton limousine and had it restored to full working order. At the end of last year the Ford Model-T Register had 155 members. Last year's Inter-Register Contest was won by the 12/50 Alvis Register, by 3½ points, from the S.T.D. Register. This year's contests open with a Fiat Register trial in April. The current issue of *The Chain Gang Gazette* includes a book review of Thirlby's *Frazer Nash History* by D. S. J., in which the latter makes it clear that he considers a 328 B.M.W. far superior to any chain-driven Nash for vintage-type motoring, and that his Jaguar E-type is better than either! The Austin Ten D.C. announces the First National Austin Ten Rally at Beaulieu on July 3rd, their membership increases and they know of Arrow and Flewitt-bodied versions and seven vans, four of which are runners. G. Wadeson, whose 1928 Austin 12/4 tourer tows a 1924 Eccles caravan, suggests a Vintage Caravan Club—his address is: 84, Mill Lane, Chadwell Heath, Essex. G. Hall wonders if anyone knows what became of the 1921 11.9-h.p. Bean 2-seater, Reg. No. XE 8150, owned by his father-in-law until 1925, and another reader points out that the camouflage on Birtle's Bean "Sundowner" was composed of maps of Australia.

## CECIL CLUTTON, C.B.E.

Congratulations to Cecil Clutton on receiving the C.B.E.—they must have seen his courageous driving of the 1908 G.P. Itala!

\*[Readers have been pointing out that Editorial policy in this matter is inconsistent with some of the advertisements which appear in the back pages of this journal. MOTOR SPORT's policy is that there is no connection between Editorial and Advertising and it works detrimentally in this case.—ED.]



# The choice of the enthusiast



*Warwick Banks combines successfully two careers—a well-known driver of Mini-Coopers and a busy aerial photographer.*

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*A MOTORING LANDMARK.—The origin of these fine brass plates, which flank each side of the entrance to Stratstone Ltd.'s Brixton Hill premises, where Daimler and Jaguar cars are now serviced, is unknown. Perhaps they were put up in Coventry when Daimler, which had been taken over by B.S.A. in 1909, absorbed the Lanchester Company in 1931? Incidentally, these spacious Stratstone premises were formerly an L.C.C. tram depot.*

#### HOW THE "WENSUM" GOT ITS NAME

The following is the answer provided by Bill Ward of Vauxhall Motors Ltd., to a reader who owns one of these fine cars:—

The 30/98 Vauxhall "Wensum" was inspired by the 30-ft. sailing-yacht, owned by the then-Vauxhall Works Manager, A. J. Hancock. He kept the yacht *Wensum* at Burnham-on-Crouch and often sailed it over to France. One of his sailing companions was a Mr. Arthur Brasher, the then-Styling Manager for all Company-built bodies of the period: 23/60 "Kingston" tourer, 30/98 "Velox," 14/40 "Princeton" open tourer (or titled "Kingston"), 14/40 "Melton" open 2-seater, and 14/40 "Norfolk" saloon, the interior of which could be rearranged for sleeping.

The boat probably originated at Boulton & Paul's, adjacent to the river Wensum, hence its name, and subsequent inspiration of the 30/98 "Wensum." Betty Carstairs owned one. She was a great speed-boat enthusiast, which could be a clue to A. J. Hancock having a fast boat on the river Wensum at Norwich (he never owned a power boat). On the bonnet sides of her car where these joined the radiator and just under the famous Vauxhall flutes were the letters NEWG. On an occasion when the car had been in for a general tune-up, upon handing it over to her I asked the significance of the letters and if they stood for anything special. They certainly do, she said—"not entirely without grace."

It would be more correct to say the interior of the hull of the "Wensum" body was mahogany planking. The little bit of decking at the "cruiser stern" was white pine caulked with pitch. All panels were hand-beaten.

I once accompanied A. J. Hancock and A. Brasher from Luton to Dover, into which harbour their yacht had been driven when returning from France the previous week-end. My job was to bring the car back, because Hancock's car was at Burnham-on-Crouch. When we got to Dover they couldn't put to sea due to a heavy sea mist, so we all slept aboard the *Wensum* and they sailed her round to Burnham the next day.

**Vintage odds and ends.**—In Scotland Lord Doune has one of the rare 4½-litre Ballot-built Hispano-Suiza cars. Dick Nash hopes to get his 1912 15-litre G.P. Lorraine-Dietrich "Vieux Charles Trois" out of retirement at Easter. A 1927 Chrysler 72 coupé is in regular use in London; when its radiator mascot was stolen recently American Chrysler dealers were circularised and a replacement, which had been serving as a paperweight in Colorado, was resilvered and forwarded to the grateful lady owner. The January issue of Rootes' house journal *Modern Motoring* contained an illustrated history of the Singer car. Members of the Jowett C.C., which was founded as the Southern Jowett Club in 1923, who numbered 460 at the last count, have among their cars a 1922 Jowett sports 2-seater said to be the only one of its kind build by Jowett Cars before the war, a Weasel believed to be the

prototype of this model, now owned by a lady, and a Javelin which was once used by Gerald Palmer, who designed this post-war Jowett.

The Chairman of the Trojan O.C., having taken over the Trojan which used to belong to the late G./Capt. A. F. Scroggs, has no further use for his own Trojan tourer, which was dismantled for storage some years ago, while the Club is trying to find someone in the South of England who will restore and use the prototype rear-engined Trojan saloon which was presented to them by the Company (and so cannot be sold) and which used to be driven in M.C.C. Trials by Basil Monk, Managing Director of Trojan Ltd.—the engine runs, spares are available but the fabric body needs renovating. Details from D. Graham, 10, St. John's, Earlswood Common, Redhill, Surrey. A 1935 Daimler straight-eight Hooper limousine was laid up at the end of last year and is languishing in a Surrey garden. The old Andrews launch, re-named *Alba* but formerly called *Eyot-Noll*, to be seen on the Thames around Windsor, was salvaged in 1964 and still uses its original 1921 model-T Ford engine.

**Discoveries.**—Last month a Crossley chassis, probably a just-post-vintage 2-litre, was seen on tow behind an XK140 Jaguar in Bucks, so maybe another Crossley is to be rebuilt? A 1933 Armstrong Siddeley Twelve de luxe saloon in good order is for sale in Kent. An Austin 10/4 saloon and a Gordon England cabriolet are seeking new owners, and a V-twin Humberette and ancient Austin chassis are in a Bedfordshire breaker's.

## VINTAGE POSTBAG

The H.E.

Sir,

I was an engineering pupil at the works in Wolseley Road, Caversham, between January and September, 1923, when I was 18.

It would be interesting to know if there are any of these fine cars still in existence. [Yes!—Ed.] My father owned two. Both were very reliable and the first ran 90,000 miles, the only major replacement being a camshaft chain. In 1923 we were turning out about seven cars a week, mostly Clover Leaf open 2-litres, at £450. But, alas, the firm ran into financial difficulties and production ceased in, I think, 1927 when Thornycrofts took over the factory.

H.E. stood for Herbert Engineering. The Works Manager was Mr. Edwards and Vic Curtis was Running Shop Foreman. The designer was Mr. Sully, whom I remember very well because he smoked 80 cigarettes a day! I went quickly through all departments, starting in the machine shop. My first job was to drill holes in 2-litre flywheels. After a day of handling these by the already cut starter rings my hands were cut and bleeding! But I greatly enjoyed it and later I did turning and milling and worked a Fellows gear shaper. One day I dressed like a diver and tried my hand at shot-blasting crankcases shut in a steel chamber that could only be opened from the inside.

In the Fitting Shop I was first put in the "odds and sods," as we were called, and lined hundreds of brake shoes, assembled hand-brake levers with their ratchets, and did other menial jobs before being promoted to fitter's mate, when I assisted with the erection of lots of gearboxes, rear axles, steering gear and engines. Even after all these years I can well remember the thrill when I was handed the scraper by the fitter and told to go ahead and fit the bearings of one engine on my own, under the eyes of patient, kindly, charge-hand Frank Mutton. He went to Julian's of Reading when H.E. closed down.

The engine was a simple robust side-valve 4-cylinder with aluminium head. We had an H. & F. brake and after running in off the shafting for many hours each engine was run under its own power, and to pass had to give 30 b.h.p. at 2,400 r.p.m. (They would actually go to 3,000 r.p.m. and give over 40 b.h.p. but the other speed suited our brake better!) If they failed we would buff the pistons and try again!

Finally I went into the Running Shop, where I helped in repair work, tested chassis with chain-smoking "Fuggy" Freeman, and at the end drove a chassis every day to Union Motors at Battersea, where the bodies were built, and brought a finished car back in the evening. This I much enjoyed, and could tell many a tale of some adventures on the road 42 years ago when there was hardly any traffic!

A famous occasion was when we won a handicap race at Brooklands, the racing car being driven by Bill Brooks, but the date I



have forgotten. The same car, I am almost sure, held some short-distance records at Brooklands in a rather obscure class at a speed of about 87 m.p.h. It was a modified side-valve. A 16-valve 4-cylinder push-rod racer was also constructed about this time but was not a success. It was driven by Tommy Hann. I remember the engine well—it had 48 valve springs and volute springs on each valve and an extra spring on each rocker and push-rod. The first time it ran at Brooklands several of the volute springs failed and a valve broke about a mile after the start. I spent many hours hand-lapping the bores in the block in an effort to rectify the damage. The car was sold later and I believe ran in a few minor hill-climb events in the hands of a private owner, but I cannot be sure about this.

Chassis testing was a pleasant occupation in good weather. We fitted on quite substantial seats and a charged battery, drew four gallons of petrol and pushed off to go where we liked, the only test laid down officially was the climbing of Bix Hill, near Nettlebed, in top gear. On return we adjusted the tappets to  $1\frac{1}{2}$  thou. (yes,  $1\frac{1}{2}$ !), and if satisfied handed over the chassis to Vic Curtis, who took it "round the houses" for a final test.

During my time at H.E.s I lived with my parents at Wood Cottage, near the top of Streatley Hill (turn off A329 by "The Bull"), and rode to work and back on a fearsome  $90 \times 77\frac{1}{2}$  mm. twin Brough Superior-J.A.P. The Angus-Sanderson car my father had was sold, because it would not climb the hill, and replaced by an A.C. The two H.E.s followed later. I now run a Triumph Herald. Yes, those were happy days!

Dorridge.

H. PAXTON-PETTY.

#### Dr. Finlay's 11/22 Wolseley

Sir,

There is a slight mistake in respect of the cars used in the B.B.C. TV series "Dr. Finlay's Casebook." The Bullnose Morris which has been used since the series began is *Dr. Cameron's* car—it is still appearing from time to time. The change has occurred in *Dr. Finlay's* car—he used to appear with a 2-seater Sunbeam (about 1914, I think), but this car was badly damaged in an accident when the car was on its way to the R.S.A.C. rally in Glasgow. He now has a 1927 Wolseley 11/22 tourer. This car is in beautiful condition; it is the property of Tom Pate, who lives in Ayr. He restored it himself and it is to be seen at most of the Scottish rallies. The Bullnose Morris belongs to W. Dale.

Fife.

A. JAMES PRICE.

#### Keep Old-Cars Price Down!

Sir,

No one seems to have shown enough interest to enlarge on your frequent comments on the high prices sometimes being asked for veteran and vintage cars; my own ideas may be of interest.

It is obvious, speaking generally, that it is the potential buyers who decide the price of a car, the seller can only *ask* a certain price and sit back hopefully for the postman. If he doesn't want to be left with the car on his hands he accepted the best offer.

This system works well if both buyer and seller are experienced; high prices are asked usually through a mixture of cupidity and ignorance, engendered by ill-informed publicity from the Press and Television.

For example: I was recently offered a post-vintage car of no great interest which had been lying in a tumbledown outhouse for years, the price—£150. When I asked why, he stated that he'd read that "veteran" cars were fetching a lot of money these days.

I wonder how many of the cars I have seen advertised at ridiculously high prices recently have actually been sold? I have been running vintage cars for 20 years, and frankly admit that on nearly every occasion I have paid much less than was asked and received much less than I expected when I sold, and this I think is a healthy sign that the vast majority of enthusiasts just refuse to pay over the odds.

May I suggest that, as a help to the many newcomers to the movement, MOTOR SPORT prints a notice at the head of the advertisement section advising would-be buyers to contact one of the many one-make clubs for expert advice not only on price but also the cost and availability of spares. I have found to my own cost that money spent on renewals and renovations hardly affects the value.

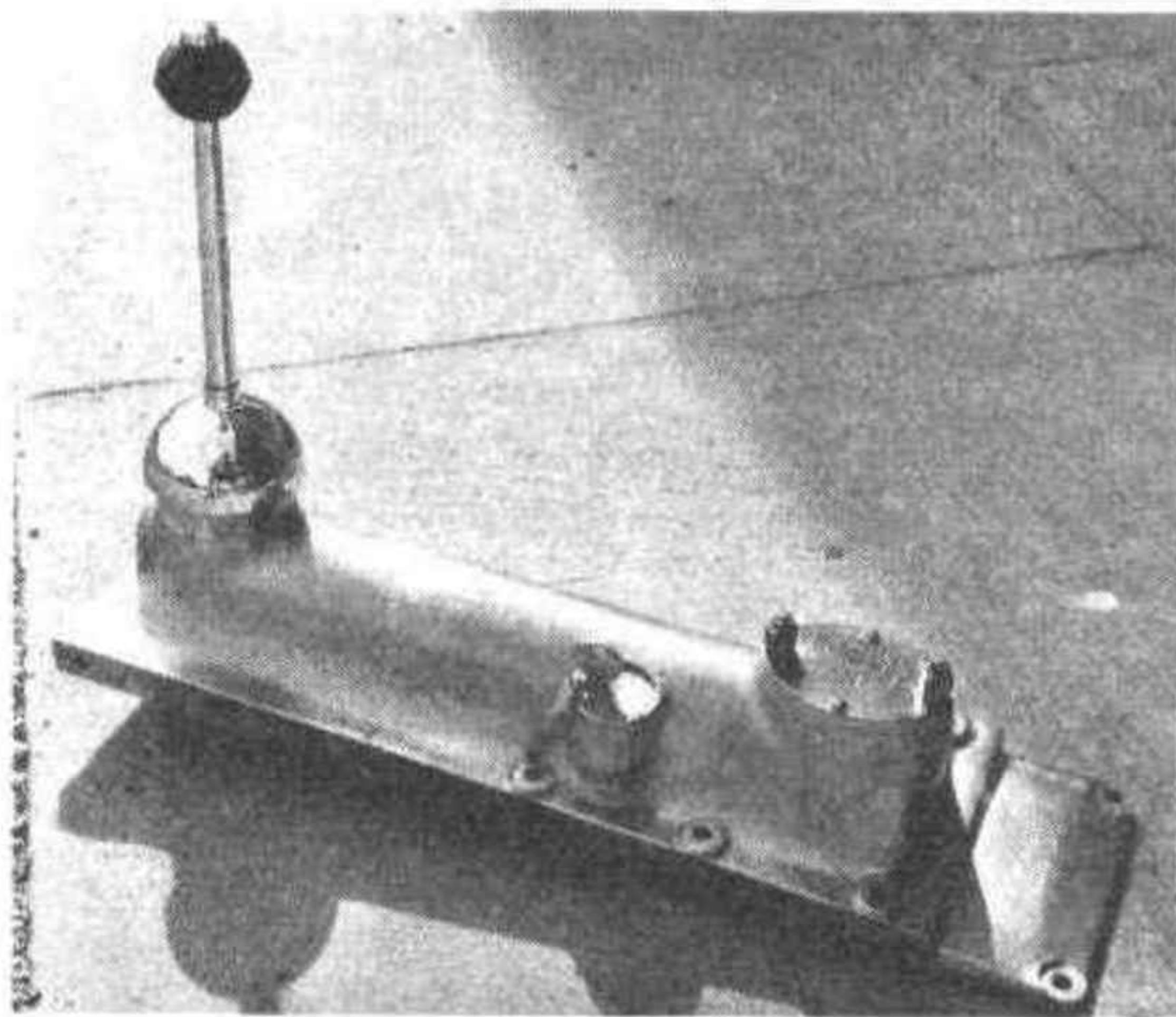
Boulmer.

DONALD D. DAVIDSON.

#### Identified

Sir,

January's "Vintage Miscellany" asked: "Will someone con-



18/80 M.G. remote gear-lever tunnel—see letter from Mr. Allison.

firm the identity of the nondescript truck in "The Beverly Hill-billies"?"

Publicity material from the American programme makers quotes producer Al Simon as saying: "It is a 1921 8-cylinder Oldsmobile. At one time it might have been a touring car but the back seat had been cut away when we got it, and a flat body installed to make it into a truck of sorts."

The vehicle was found in a backyard in Burbank, California, after a three-months' search for a suitable conveyance for the Clampett family.

Eastbourne.

ANTHONY DAVIS.

Sir,

Referring to p.961 of the November issue of your excellent magazine, there is a point which I would question in your report of the V.S.C.C. Welsh Rally and Trial. This concerns Mellor's 18/80 M.G. 2-seater. This car, being a Mk. II, would have a 4-speed gearbox fitted with a remote-control gear lever, of the type you describe. I enclose a photograph of the part in question. The "blanking plate" is actually the oil filler, and access to selector forks. The Yale lock was an anti-thief device. The Mk. I, of course, had the 3-speed gearbox with long Morris-type gear lever.

Abingdon-on-Thames.

MICHAEL ALLISON,

The M.G.C.C.

#### The Carson Special

Sir,

Mr. Samson's letter is most interesting but if the car described by him and pictured in the November issue is the special built by Mr. Carson in 1934 it has obviously been extensively modified. He states that Mr. Wilson has made it into a recognisable 30/98, which it certainly was not in 1934 when MOTOR SPORT failed to identify it at first meeting, but gives the erroneous impression that the cowl date from the original construction.

In 1934 the chassis was fully reversed but has apparently since been cut through and the front half returned to normal. The front axle came from a 3-litre T.T. car and had smaller brakes and different hub caps from the present one. A Rover radiator was mounted ahead of the axle, and the bonnet and scuttle were perfectly flat with only a small aero-screen in front of the driver. The car was described and illustrated in MOTOR SPORT for September, 1934, in an article which also told of a Trikappa-engined Lambda built for Mr. R. A. Samuel. Does anyone know what has become of this car?

May I quote the opening sentence on that article as an example of the change of outlook that has taken place in the past thirty years:—

"Half the fun of possessing an old car, especially one of the sporting type, is that the chassis and body may be modified to suit the owner's requirements on quite a small expenditure, for 'bits' which will fit in may often be bought very cheaply from a car-breaker, or picked up for a mere song at a local auction." Imagine the uproar if MOTOR SPORT were to express such sentiments today!

Billericay.

W. B. HATFIELD.

VINTAGE POSTBAG—Continued on page 105.



## BOOK REVIEWS

**"The Packard Story,"** by Robert E. Turnquist. 286 pp. 11½ in. × 8½ in. (W. H. Allen & Co., 43, Essex Street, London, W.C.2. 105s.)

With excellent histories of Rolls-Royce and Lanchester recently published, it is only right and proper that America's leading luxury car, the Packard, should receive similar treatment. Published in New York last year, this big volume is now available here. It is nothing like so readable as Bird's volumes, but does cover a vast amount of Packard history, if in rather a disjointed manner, and it also concerns itself with how these cars should be restored if they are to be accepted as "classics" in their country of origin, with plenty of hints and tips bearing on this—and a depressing tendency to harp on re-sale values.

The author served for 12 years as a Director and for six years as President of the Classic Car Club of America and is currently their Vice-President, his speciality being the Packard.

The book opens with the Second Series Eight and Third Series Six Packards, eschewing a dreary account of very early Packard history; thereafter each chapter covers a different Series of a make rivalled only by Cadillac and Lincoln as America's top automobile. After chapter three each chapter covers one Series, from the Sixth to the Twentieth, the closing chapter being right up to date on recent Packard productions, to when Studebaker stopped production in 1962.

Particularly useful is the Appendix, which lists pictorially and by specification every model from the 1899 Model-A to the 1941 Twentieth Series car, the data panels including production figures for each model.

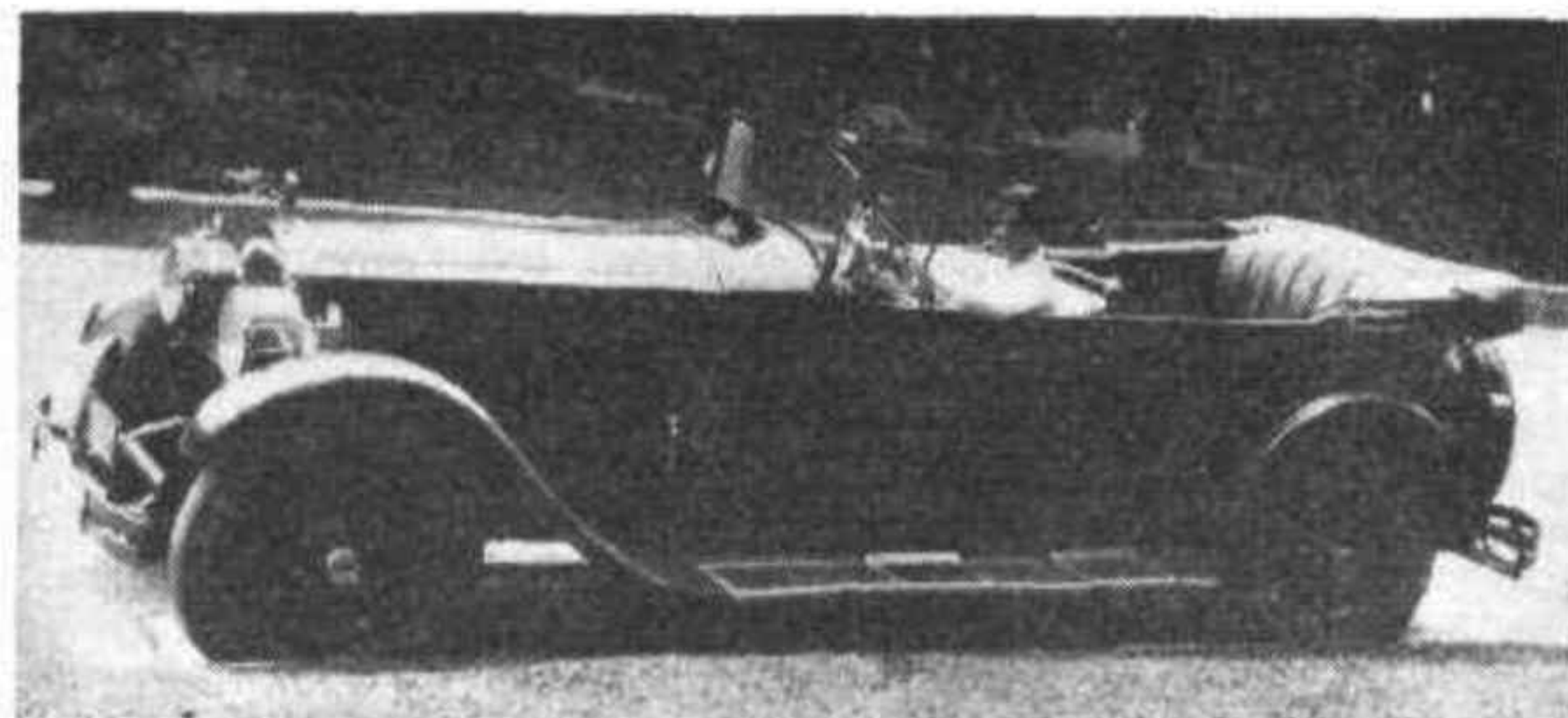
Although the photo-litho reproduction may not be entirely acceptable and some printing errors have crept in, this book is a most valuable addition to the growing list of one-make titles and it is certainly most copiously illustrated, including eight art pages in colour, one of which consists of a chart of the colour combinations applicable to the Ninth Series Standard Eight Model 901 Packard sedan when it was a new car. This is obviously included to benefit restorers and should be very useful, remembering that 1,305 different colours were available to American car buyers in 1931 (today the number is around 122). The book also has a very attractive dust-jacket.

It is interesting that in 1927 Packard outsold Cadillac by 3 to 1 and, according to Turnquist, "was the undisputed leader in the prestige field. In every corner of the earth it was recognised as the symbol of wealth and success." Nevertheless, output was enormous by our standards, 50,000 in 1928, compared with 2,212 Rolls-Royce Phantom Is over a five-year period. It is claimed that Packard had the World's fastest concrete track for endurance and speed tests when it completed its 500-acre proving ground at Utica, Michigan, at this time—faster than Monthéry?

Packard racing and aero-engine exploits are touched upon and, given patience, the reader can unravel minute changes in specification of the leading Packard models, while the names of specialist coachbuilders, Packard executives, famous owners and so on are a prominent aspect of the book, although research is rendered more difficult because there is no index, apart from chapter sub-headings.

The author makes some controversial and some dubious statements, which at least add interest. For instance, he refers to the Bijur one-shot chassis lubrication system as being "still incorporated in the new Rolls-Royce," whereas it was abandoned by R.-R. 10 years ago and certainly doesn't figure in the Silver Cloud or Silver Shadow, and says this "is responsible for the many classic Packards that are still running today," whereas surely the oil-lines soon became blocked, rendering this system more of a liability than a long-life insurance? There is also confusion in the author's mind as to whether it oiled or greased the chassis components. Controversy may rage when Turnquist says of Packard going over to i.f.s. in September 1936 "this one change alone gave a riding quality that has never been surpassed, even in the modern Rolls." He offers some interesting "firsts," claiming that Packard's Detroit plant was the World's first reinforced concrete factory, that it was a Packard agent, E. C. Anthony of Los Angeles, who put the first petrol pumps at the kerb and the attendants in uniform, etc.

Comparison with other luxury cars, details of how Packards were built and tested, and discourses on the six different badges (which, we are told, are in the category of fine jewellery),



Readers of "The Packard Story" should be able to identify the Series of this imposing Packard touter.

the four different radiator ornaments, woods used for bodywork (which should interest those who took part in the recent MOTOR SPORT correspondence about ash!), leather, paint (with a possible explanation of how metallic paint was discovered by accident), basketwork, etc., written as much for rebuilders as for historians, add to the book's stature, although background history encompassing other makes is too sketchy to be of much value. The f.w.d. Twelve, the R.-R. Merlin engine contract, how Russia became heir to the Packard dies, experimental models, and the Studebaker-Packard merger all find a place.

Not many Packards survive in Britain, but the owners of those which do survive should not be disappointed in "The Packard Story."—W. B.

**"Automobile Year—No. 13,"** edited by Ami Guichard. 223 pp. 12½ in. × 9½ in. (Edita SA, Lausanne. English Agent, G. T. Foulis & Co. Ltd., 1-5 Portpool Lane, London, E.C.1. 55s.)

Every year about this time "Automobile Year," that luxury annual, arrives from Switzerland. It is an excellent historical documentary for those who have collected it since 1953, and a splendidly uplifting piece of motor literature, even if rivalled in recent times by similar publications.

The contents of the 1965-66 edition are less varied than in the past but the quality remains—beautiful illustrations, many of them in colour, and comprehensive coverage of the past year's competitions and cars. This time Douglas Armstrong reviews the G.P. and GT races, with *Autocourse*-type lap charts, starting-grid, circuit map and table of previous winners, for each race. Indianapolis and the great Lotus-Ford victory is covered (but far too superficially—one page, and three pictures). Sprinzel looks at rallies, Nielsson writes historically of America's big-engined sports cars, and Edward Eves contributes a history of Rover, containing much new material. The Editor tests 4.2 Jaguar E and Ford Mustang 350 GT, the new cars of 1965 are dealt with pictorially (but one misses the previous explanatory text Wilkins used to contribute), Dunlop, Firestone and Goodyear explain their racing tyres, and Tommy Wisdom muses about driving on the right in Europe.

"Automobile Year" isn't as good as it used to be, but is still a very fine production, the quality advertisements (on better paper than the editorial contents!) enhancing rather than detracting from it. It is not for historians or vintage car enthusiasts, however, because, apart from some early Rovers, old cars are totally ignored, which seems curious in view of the enormous interest they now create.—W. B.

**"Formula One,"** by Anthony Pritchard. 336 pp. 8½ in. × 5½ in. (George Allen & Unwin Ltd., 40, Museum Street, London, W.C.1. 42s.)

This had all the makings of being a first-class book but for the fact that the publishers brought it out too soon. Instead of waiting until the end of 1965 when the 1½-litre Formula ended, and a suitable era could be pigeon-holed, the author was forced to finish writing early in 1965 and end his tabulated results with the 1964 season. This defeats the whole usefulness of the book as a work of reference, apart from putting into print such remarks as "Brabham will not be supporting the new Formula" (1966). Added to this the author's knowledge is a bit limited, as are his sources of information, so that the book is not truly authoritative on "Grand Prix Racing Since 1946" as it purports to be. At times one gets the impression that the author is wearing a bowler hat and carrying an



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umbrella, while a Union Jack waves in the background, whereas Grand Prix racing is an International affair. Numerous Continental names are misspelt or muddled, while many facts and figures can be found to be wrong by merely turning up old race reports, and some details of cars such as Ferrari and Maserati do not tie up with the details given in the official publications from those firms. For the sake of the V.S.C.C. Gould bought an ex-works car, no. 2514, which Spero now drives, not Bira's old rigid rear-axle car of 1953/54. As a history book this is not a good one, as a primer to Grand Prix racing since 1946 it is probably all right.—D. S. J.

Autopress Ltd., Bennett Road, Brighton, have published "Ford Autobook One," by Philip H. Smith, A.M.I.MECH.E (160 pp., 10 in. x 8 in.), which is an illustrated workshop manual applicable to all Ford cars derived from the 105E from September 1959 onwards, i.e., Anglia, Super Anglia, Classic, Capri, Cortina, Cortina GT, Lotus-Cortina, Corsair and Corsair GT. Over 2,000,000 Fords already in use are covered by this manual, and 1,000 more are coming on the road each week. It includes wiring diagrams, tuning notes, list of Ford dealers, etc., and costs 40s., post free.

Calendars are becoming quite a business! There is the fine Pirelli production, produced at a cost of £14,000, which involved flying the girls who appear scantily clad in its pictures out to Morocco, accompanied by a B.B.C. camera-team to see how it was done. *Les girls*, still in bikinis, went in a Rolls-Royce to the Carlton Towers Hotel for a reception to launch this exotic publication which, we hear, has a print-run of 32,000 copies. Applications for this Pirelli calendar have been coming in at the rate of 400 a day, a staff of five being required to deal with them. . . . And there is the Vespa calendar, in which different model girls, each one named, pose, in bathing attire during the warmer months, with their Vespa scooters. But we apologise to those readers who tried to get Evershed's of St. Albans Vintage-Car calendar, to which we referred last month—it will not be ready until 1967 and then not from book-sellers, although it might be worth trying to coax one from your local garage or motor agent, and trade reps. may care to order quantities now.

The Smithsonian Institution in Washington has published a detailed account of the early work of Chas. and Frank Duryea, of interest to veteran-car historians. The title is "The 1893 Duryea Automobile," by Don H. Berkebile, Paper 34, pages 1-28, from U.S. National Museum, Bulletin 240.

To mark the centenary of the R.Aero.S., the Science Museum has issued a very beautifully-produced Four-in-One Book, "Aeronautics," covering Early Aeronautics from 1868-1909, by C. H. Gibbs-Smith, Flying Since 1913, by G. W. B. Lacey, the Power to Fly (engines), by W. J. Tuck, and Aeronautica (prints, stamps, etc.), by W. T. O'Dea. The book (6 in. x 6 in.) has 80 fine colour plates on very high-grade art paper and the introduction is by H.R.H. the Duke of Edinburgh. It is sold at 18s. by H.M. Stationery Office, Atlantic House, Holborn Viaduct, London, E.C.1.

### CARS IN BOOKS

THIS series has by now had such remarkable continuity that it seems it need never end, yet I am still astonished that almost every non-motoring book I read invariably contains some reference to one or more cars by make. With the more recently published works this is to some degree understandable, inasmuch as motoring and cars are of universal interest to people of all ages, both sexes and most nationalities, so novelists and biographers may be expected to include what they know or remember of cars in their books. I can now almost sense when reference to matters motoring is imminent, at all events in certain instances, but I confess to satisfied surprise when, reading "Bid Time Return," by Humphrey Pakington (Chatto & Windus, 1958) on Christmas Eve, I came upon such things, amongst the author's memories of naval warfare in the two World Wars.

What could be more appropriate, with the prices of old cars sometimes at such ridiculously elevated levels, than the following? "Meanwhile life was expanding for us . . . when a friend of mine started to hawk around a bull-nosed Morris for £30, I closed the offer, took driving lessons, and decided to make my first independent appearance on the roads by driving the family from London to Dorset, a distance of 138 miles. Mrs. Johnson,

as we had named the bull-nosed Morris, had been led out of the garage on the previous night, and was standing before the house with a somewhat hang-dog air when I got down at half-past five on a grey summer morning. One of the tyres was flat, and there was considerable difficulty in inducing Mrs. J. to start, but we sailed off eventually, my wife, myself, and the four children, Nannie and Cook being left to come on by train. We sailed off, and we sailed into a dead-end at Hammersmith. I prefer to call it a 'dead-end', though the highway authorities seem to think 'cul-de-sac' more refined. I was not yet adept at backing, or at turning in a narrow space, and my crew, though willing, were not much use. However, a little pushing and pulling got us back into the main stream once again, and we sailed happily along till a car passed us, drew up ahead, and signalled us to stop. The driver advanced. 'You do know that one of your back wheels is nearly off, don't you?', he said." Anyway, a garage secured the loose wheel, the journey continued with a stop to picnic in a field beyond Salisbury—"on a downhill slope we touched 35 m.p.h."—and after "a passing mechanic" had adjusted the clutch, the family reached their destination, Chideock, at 4 p.m., grazing the wall of the house on arrival.

No longer can one condone such light-hearted learner-driving but it is a happy throwback to the golden age, when frequent punctures, infrequent garages, engines difficult to start and other drawbacks were offset by the real freedom of the road. As I gained my initial experience at the wheel of vintage Morris cars, admittedly flat-nosed Cowleys, these passages were particularly agreeable. . . .

The author parted with the Morris "after six months of faithful service. Having paid only £30 for the old lady I did not expect to get a large price, and when my garage suggested—as I understood—35s. I closed with the offer readily enough. I was therefore very pleased to receive in due course a cheque for £35. . . ." He then bought a new Essex d.h. coupé (christened Elizabeth), using it to cruise from village to village while preparing a book for Batsford, "and only once in all that time did I have to put up the hood—when I ran into a thunderstorm." That would have been in the late thirties.

There is also, in this book, reference to hiring a Daimler "with chauffeur and footman complete," for a Court function at Buckingham Palace, but I find myself wondering whether the communication between passengers and chauffeur really was by ringing a bell, as Pakington describes, and when he writes of the courtyard "being rent with the noise of the engines, and the smell of petrol rising into the air," I feel he is being rather harsh on the silence-factor of pre-war luxury cars, and probably meant "exhaust fumes" anyway!—W. B.

### NORTH-SEA FERRIES

A break for those living in the Midlands and North, and wishing to travel to the Continent with their cars without the tedium of driving to the south coast car-ferris, is provided by the new Drive on—Drive off m.v. *Norwave* which operates between Hull and Rotterdam. Although she flies the British flag, is British registered and has a British crew, she was built in Bremerhaven; but it is not in my province to discuss the politics of this arrangement. The *Norwave*, built in 1965, has a gross tonnage of 3,950, carries 235 passengers, 200 cars and 65 trucks, and is powered by Smit-Bohnes diesel engines developing 5,600 h.p. She has a Tranquiduct stabiliser and Decca radar, etc.

Instead of the tiring road journey south, passengers can have dinner, and sleep in adequate cabins, whilst their cars are being transported across the North Sea to the new Dutch Europort. The other side of the coin, and there always is one, is the nerve-racking experience at night of knowing, and hearing in rough weather, that the cars and heavy freighters "straining at the leash" are on the decks above the cabins; but there are some Special Class cabins above these decks.

The maiden voyage, laid on for the Press, was a specially testing one as Force-10 winds were raging, and we were assured that on a schedule trip she would not have put out to sea.

Costs are very reasonable and include dinner, bed and breakfast. Passenger fares range from Standard Class single at £6 10s. (unberthed, £5 10s.) to £15 return for Special Class; children are free up to one year and half-fare up to 11 years. Cars are conveyed from £4 single up to 11 ft., to £25 return for those over 16 ft. 6 in.

Further details from: North Sea Ferries Ltd., King George Dock, Hedon Road, Hull.—W. O. B.



## ROAD TEST—

# THE B.M.W. 1800 TI

**A Four-Cylinder Overhead Camshaft 110-b.h.p. German Saloon providing the Comfort and Convenience of a High-Grade Family Car Allied to Extremely Good Performance and Handling**

*FAMILY CAR WITH TI PERFORMANCE. —The B.M.W. 1800 TI retains the striking, rather Alfa-like frontal styling of the normal 1800 from Munich, somewhat marred by headlamps planted in the wide grille.*



**B**AYERISCHE Motoren Werke A.G. of Munich have earned an enviable reputation for building high-quality cars that are a pleasure to drive, from the days of the pre-war sports 328, and before. When I was in Germany taking a look at the B.M.W. factory four years ago I was able to sample the then-new single-overhead-camshaft 1500 saloon, an experience which showed this to be an extremely desirable newcomer. Since then this excellent 1½-litre saloon has been developed into the larger-engined 1800, and from this B.M.W. took the logical step of listing a high-performance version of this car, correctly termed a TI, although it can leave behind a number of so-called GT cars. This outwardly sober but smart-looking car, with its wide bonnet and Alfa-like radiator grille, can run up to 110 m.p.h. and dispose of a s.s. ¼-mile in just under 18 sec.

Under the self-propping bonnet, released by means of an under-scuttle lever on the n/s, which also pulls the bonnet closed in the best Rolls-Royce tradition, the 84×80 mm. (1,773 c.c.) engine, canted over to the o/s, has two horizontal twin-choke 40PHH 32-mm. Solex carburettors, and the c.r. raised from 8.6 to 1 to 9.5 to 1. In this form the single o.h. camshaft power unit with light-alloy cylinder head, the camshaft chain-driven, delivers 110 (net) b.h.p. at 5,800 r.p.m., which is an improvement of 20 b.h.p. over the normal B.M.W. 1800. The axle ratio has been raised from 4.22 to 1 to 4.11 to 1.

Owners of the TI sometimes say that this extra and very usable power makes the car unnecessarily noisy, and certainly when accelerating hard the air-intakes do make a considerable roar. Conversely, when idling the power unit is completely inaudible, so that a glance at the tachometer is necessary to reassure the driver that it hasn't stalled. The presence of four Champion NgY sparking plugs in the glove locker of the test car suggested temperment, as did the instruction that the choke control should only be used in very cold weather. In fact, the spare plugs were not required, the engine being quite content to idle at near-zero revs. and negotiate traffic without wetting those already in use, and, by almost but not quite ignoring the choke knob, I got very willing starts, hot or cold, after twice depressing the accelerator prior to using the starter.

There is, in fact, nothing of the rorty, attention-provoking competition car about the B.M.W. 1800 TI, and it can be driven like any family saloon if the owner so desires. Yet it has very real power, delivered with turbine smoothness, which translates into extremely usable acceleration, the gear ratios being so spaced that they give maxima of 30, 52 and 80 m.p.h. in the indirect gears. This is achieved by going well beyond the power peak, the engine being happy up to 7,000 r.p.m. and quite ready to go to 6,200 in the gears (the tachometer has the red marking between that speed and 8,000 r.p.m.), although normally something on the lower side of 6,000 r.p.m. suffices. Certainly this is an engine which likes to be kept busy, and frequent recourse to second gear is a natural procedure in traffic motoring.

This ability to go on revving fast in the gears without fear of doing damage, the very high top-speed for a car of this type, and particularly the extremely effective pick-up—0-60 m.p.h. in 11 sec., to 70 in 15 sec.—render the B.M.W. 1800 in TI form a

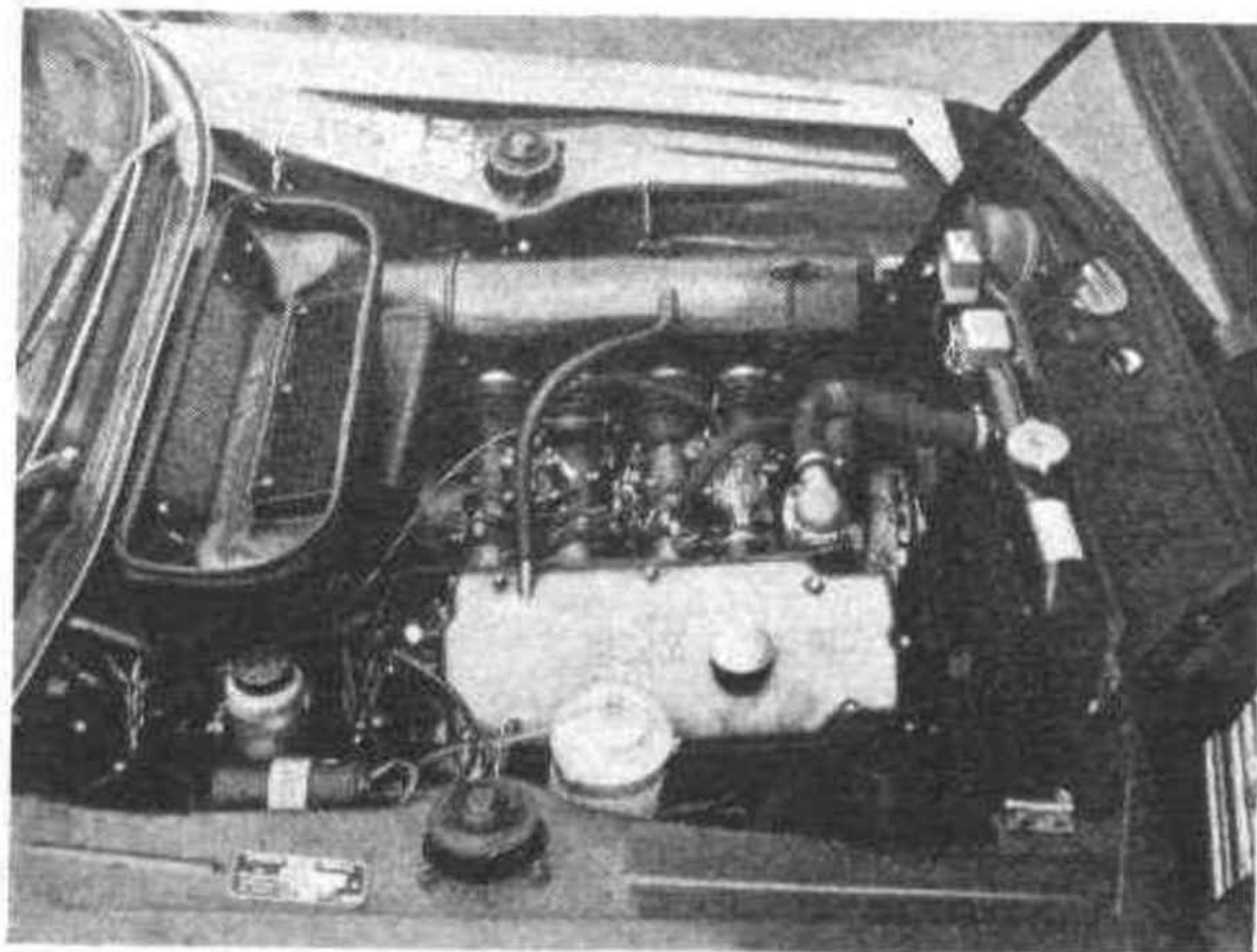
very safe vehicle in which to cover the ground in a minimum of time.

This is the more so because, in spite of quite flexible all-round-independent suspension which gives a notably comfortable ride—it is by MacPherson struts and wishbones at the front, with anti-roll bar, by semi-trailing arms, also in conjunction with coil-springs, at the rear, damped telescopically—the B.M.W., if inclined to lean a bit when cornered out of family-saloon context, clings to the road remarkably well. The damping is reasonably effective, too, the only time I felt some increase might be called for was when the car became rather lively at high speed over uneven road surfaces.

The B.M.W.'s combination of front disc, rear drum brakes are light to apply, being vacuum-servo assisted, and very effective. Indeed, they gain power for a crash stop and so are nicely progressive for normal retardation. The steering wheel is set somewhat high, but as it is out of the line of vision, this is no criticism. Of ZF worm and roller type, the steering is fairly light while the wheels are rolling, heavier for parking, but with a notable absence of lost motion. It calls for 3½ turns, lock-to-lock. The cornering characteristic is neutral, and the Dunlop SP41 TL tyres with which the test car was shod gave confidence on wet roads.

The gearbox is controlled by a central lever, well located but with rather long movements and a big, pimply knob. Very rapid changes are possible but if they are indulged in there is the penalty of beating the synchromesh when going from 1st to 2nd

*Continued on page 104*



*The o.h.c. B.M.W. 1800 TI engine has two twin-choke Solex carburettors, and develops 110 b.h.p. at 5,800 r.p.m. It safely exceeds this peak speed, however, and is notably smooth and quiet when ticking over.*



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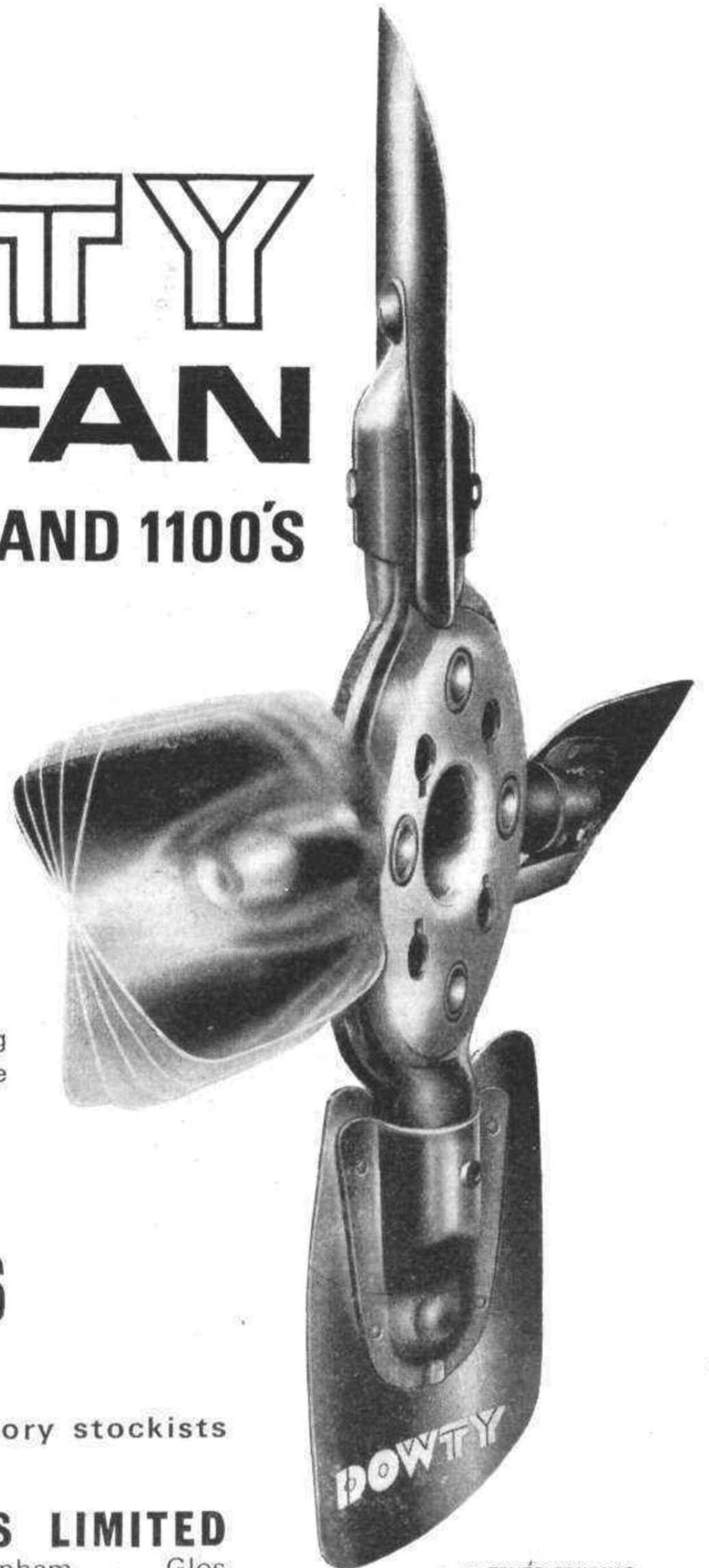
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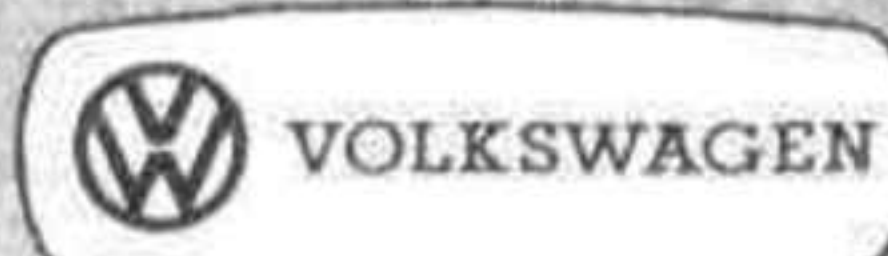
This Volkswagen doesn't look at all like a Beetle. But it's got all the solid Volkswagen virtues.

Open it up on a test run. At just £998\*, the 1600 TL Fastback looks pretty good on paper. It's better still on the road.

*\*(Recommended retail price £998.8.9 inc. P.T.)*

## new Volkswagen 1600TL **FASTBACK**

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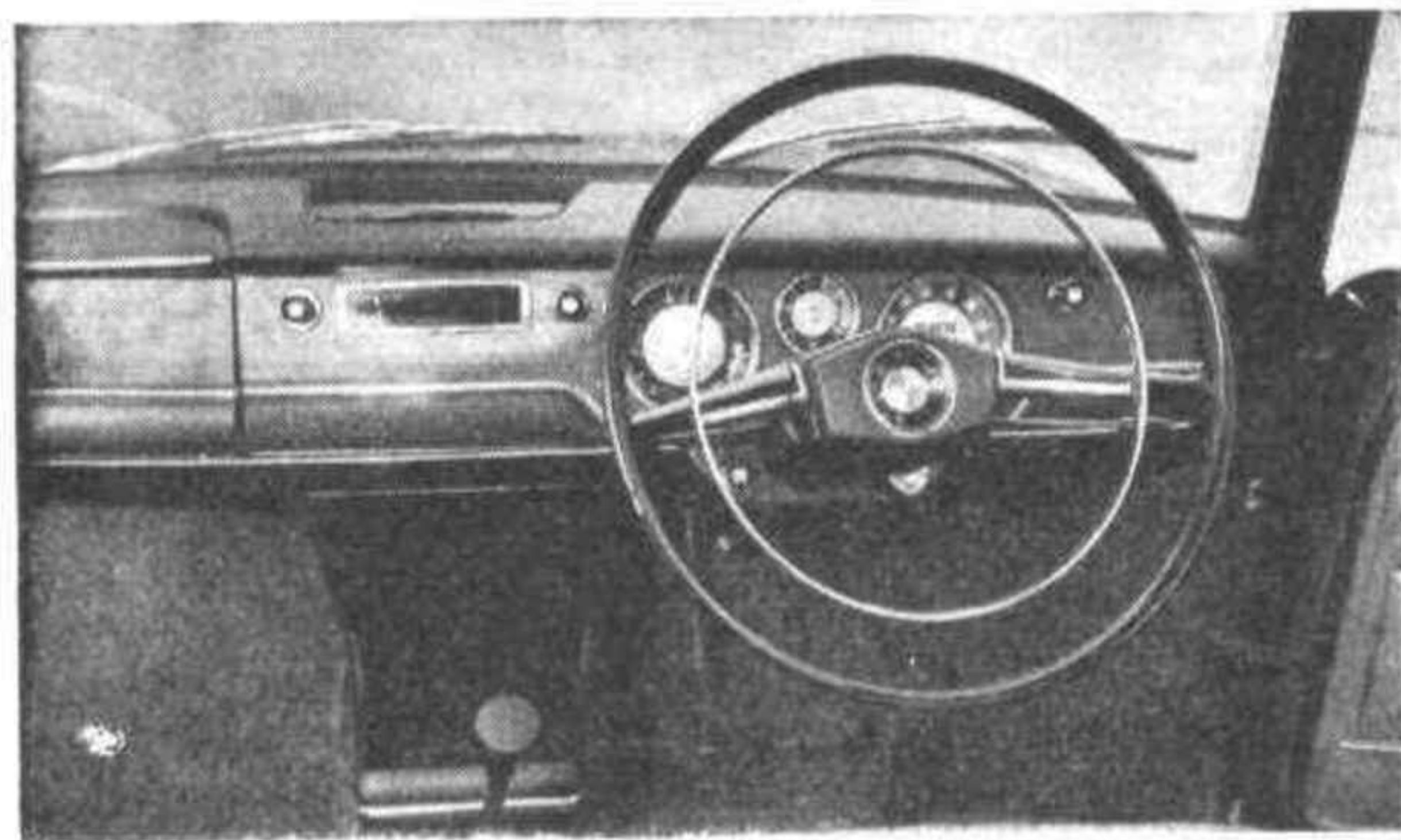
The B.M.W.'s boot has low-level loading by reason of the shape of the lid, which is retained in the open position by torsion bars.

#### B.M.W. Road Test—continued from page 101

gear. However, this "non-mechanical" gear-change, if very slightly sticky, is extremely good, and bottom gear (which has synchromesh) engages easily, reverse, beyond bottom, even more easily. The clutch pedal has a long travel, is inclined to bring the clutch in fiercely, and is not complimentary to the gearbox, and does not feel too durable for continual sprint starts. The handbrake lever is perfectly conventional in pulling up from between the front seats and, as such, very effective.

The luxury aspect is very evident from the interior of the B.M.W. 1800 TI. The big front seats are comfortable, in the soft-cushion fashion, and have levers to adjust the spring-loaded squabs, the action surpassed only by the knob-control of a Mercedes-Benz. The seats are of generous dimensions and the driver sits upright, as in a vintage or p.v.t. car, which should be good for his health. The upholstery looks like leather but is really p.v.c.—frequently the case on modern German cars. The back seat is less acceptable, I am told, due to the spring rate of the cushion being out of phase with the car's suspension, but it provides plenty of space for three occupants, especially as curved window glasses give additional elbow-room, and the occupants' feet are accommodated in woven-carpet foot wells.

The doors open wide, held by good "keeps," and the interior handles are located safely beneath the arm-rests. There are sill door-locks. The windows wind fully down with  $3\frac{1}{2}$  turns of



The fascia, with p.v.c. stuck onto metal to suggest wood, and mediocre instrumentation, is not in keeping with the B.M.W.'s performance. Note the crash-padding and full horn-ring.

### THE B.M.W. 1800 TI SALOON



**Engine:** Four cylinders, 84 x 80 mm. (1,773 c.c.). Overhead valves, operated by an overhead camshaft. 9.5-to-1 c.r. 110 (net) b.h.p. at 5,800 r.p.m.

**Gear ratios:** 1st, 15.68 to 1; 2nd, 8.5 to 1; 3rd, 5.4 to 1; top, 4.11 to 1.

**Tyres:** 165 x 14 Dunlop SP41 TL, on bolt-on steel disc wheels.

**Weight:** 21.6 cwt. (kerb weight).

**Steering ratio:**  $3\frac{1}{2}$ -turns, lock-to-lock.

**Fuel capacity:** 11½ gallons.

**Wheelbase:** 8 ft. 4½ in.

**Track:** Front, 4 ft. 4 in.; rear, 4 ft. 6 in.

**Dimensions:** 14 ft. 11 in. x 5 ft. 5 in. x 4 ft. 8¼ in. (high).

**Price:** £1,445 12s. (£1,748 inclusive of p.t.).

**Makers:** Bayerische Motoren Werke A.G., Munich, W. Germany.

**Concessionaires:** B.M.W. Concessionaires Ltd., Victoria Road, Portslade, Sussex.

#### Performance Data

##### Acceleration:

|   |          |                 |           |
|---|----------|-----------------|-----------|
| 0-30 m.p.h. . .   | 3.7 sec. | 0-70 m.p.h. . . | 15.0 sec. |
| 0-40 " . .  | 5.7 " "  | 0-80 " . .      | 20.0 " "  |
| 0-50 " . .  | 8.0 " "  | 0-90 " . .      | 29.4 " "  |
| 0-60 " . .  | 11.0 " " | s.s. ¼-mile . . | 17.9 " "  |
| <b>Speeds in gears:</b> 1st, 30 m.p.h.; 2nd, 52 m.p.h.; 3rd, 80 m.p.h.; top, 110 m.p.h. |          |                 |           |

the winding handle. The quarter-lights are opened and closed by knobs, for precision and tamperproofness.

The B.M.W.'s fascia is simple to the point of being uninspiring if not actually unacceptable. What appears to be a narrow strip of unpolished wood is actually metal with p.v.c. stuck on to it! Three unlabelled, spaced-out knobs look after lighting cigarettes, and putting on the 2-speed wipers and the lamps. The main dials comprise the speedometer on the right, reading to 120 m.p.h., with total and trip odometers which do not have decimal readings, a German aspect, and a clock flanked by difficult-to-read needles and coloured warning lights labelled, even on this r.h.d. car, "Blinker," "Kraftstoff," "Oeldruck," "Zundung," "Was-sentemp" and "Fermlicht," which is flattering to the ego but pretty uninformative to the majority of British owners. . . . In any case, the fuel-contents gauge is vague and the oil-pressure gauge varies from 1 to 4½ according to engine revs. Temperature was normally around 75° C. Between the two big dials there is a tiny tachometer, not adequate for an engine which goes so quickly to 6,000 r.p.m. and likes to be driven that way. Instrumentation is by Vdo.

The big steering wheel (16½ in.) carries a full horn-ring and its boss is padded. Neat, well-contrived black crash-padding surrounds the seemingly-anaemic-wooden fascia and constitutes the *decor*, a nice feature of many German cars. Two simple-to-understand horizontal heater quadrant controls occupy the centre of the fascia and operate a heater which, if it seemed to lack volume, demisted the screen and windows effectively. I never did find the fan switch, and never needed it.

Close to the steering column are the ignition/steering lock and the little-needed choke knob, plated in contrast to the fascia knobs. Two stalks are fitted, the r.h. one operating the turn-indicators and also, if pulled upwards, wiping and washing the screen, in an ingenious manner, the blades continuing for three sweeps after the squirts have stopped—excellent, except that I found myself sometimes signalling a left turn while indulging in this screen valeting. The other stalk dips the headlamps and provides for flashing them.

The horn has a Continental note and equipment includes twin vizards with vanity mirror, door pockets with sprung flaps in the



front compartment, a reasonable-sized but unlockable cubby-hole, a rather open but commodious parcel-well ahead of the gear-lever, "pulls" incorporating coathooks on the roof, a courtesy roof lamp with switch easily reached by the driver, a rigid grab-hold on the fascia for the front-seat passenger (useful for a standing child, I was told!), anti-dazzle mirror, wrap-round wipers, rubber-tipped bumper overrides, driver's exterior mirror, etc. The wipers seem to have been intended for a L.H.D. car and the Hella headlamps look like an afterthought—stuck into the grille. The electrical system is, surprisingly, 6-volt, with Bosch components and a Varta battery.

A very good feature of the B.M.W., at all events for the aged or otherwise weak, is the easy-load boot, the self-supporting lid of which is also the back panel, making for low-level loading; the spare wheel is under the floor. The car's four doors shut with that desirable dull "clonk."

The only trouble experienced during a considerable mileage was an occasional mysterious cutting out of the engine on r.h. bends. Low fuel level and carburettor flooding were suspected, but the fault was probably in the ignition lock, although driving the car in circles failed to reproduce the symptom. Fuel consumption is interesting—some drivers have got very poor results from the TI, but I gather improvements to the carburation and correct setting-up have given better figures. Driving really fast the 1800 TI would not do more than 20 m.p.g., probably less. But with some fairly rapid motoring combined with London traffic and negotiation of the entire length of the pathetically

congested North Circular Road round that town, I obtained 24.5 m.p.g. of high-octane fuel. Due to a misunderstanding with a colleague over mileages, oil consumption wasn't assessed; a quart would have been needed in a distance probably approaching 700 miles.

It is a car which, as an immediate change-over emphasised for me, has better road-holding, greater acceleration and a smoother engine than a Ford Cortina GT—and so it should, because in this country it costs over twice as much (£1,748). It is sometimes said that these B.M.W.s are the impecunious man's Mercedes-Benz. I do not agree—the Mercedes is a more solid car, in the luxury-carriage tradition, in which you are more comfortable even than in a B.M.W., but which in saloon form with bigger engine, is not as quick as a B.M.W. TI; they are a different class of automobile.

This B.M.W. 1800 TI impressed me, in fact, as a very pleasant but not quite an exceptionally outstanding car—a vehicle of definite "Jekyll-and-Hyde" character, inasmuch as it can be docile, quiet and untemperamental until you use the power of its over-square o.h.c. engine, when, with a purposeful "hard" sound, it shows itself to have very excellent acceleration, especially if the gearbox is used, and to be able to exceed the ton by a very handsome margin. Indeed, ambling along at 10 m.p.h. above the maximum speed now permitted on Britain's roads and motorways, this fast version of the B.M.W. 1800 is having a very easy time indeed, and so are its comfortably-ensconced occupants. —W. B.

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### THE FIRESTONE DEMONSTRATION AT CHOBHAM

A COMPARATIVE test of various makes of tyre is something one rarely sees being carried out by one of the tyre manufacturers themselves, at least not publicly, a reservation which might be attributed either to a shyness of competitor reaction or to an incomplete faith in their own products. When we were invited by Firestone to participate in such a test of radial-ply tyres we therefore accepted at once and, on a rainy day in mid-December, I was one of two motoring journalists who drove the test car, a standard Ford Cortina 1500 saloon, on smooth, wet tarmac at the Fighting Vehicles Research and Development Establishment at Chobham. The same car was used throughout the test, which consisted solely of straight-line stopping from an indicated 40 m.p.h., the wheels and tyres being changed after each succession of runs. We both made between two and four runs on each set of tyres, the mean being taken for the final figure. Cornering abilities were not compared. [Why not? There is a skid-pan, steering pad and zig-zag track at Chobham?—ED.]

The same test was carried out privately by Firestone in October, when they achieved slightly shorter braking distances, but as we were using the same batch of tyres our longer distances can be attributed to the fraction of tread depth which was scrubbed off on that occasion. All tyres we used, however, appeared to be equally worn.

The timing was effective but would not have produced an absolutely accurate figure if used for a single set of tyres. A cartridge, mounted outside the car close to the ground, was activated by an extremely sensitive switch fitted to the brake pedal itself. This was fired by the slightest pressure, fractionally before braking actually began, but as the test was purely comparative the device was acceptable since the tolerance was the same for all the tyres used. In the tables below we present both the figures obtained by Firestone themselves and those achieved in our independent test. We do this purely as a matter of interest and we make no comment on their be-all-and-end-all accuracy. We did note, incidentally, that the Firestone P.R. man had Avons on his Bristol 404.—G. P.

**FIRESTONE TEST**

| Tyre              | No. of runs | Mean Braking Distance |
|-------------------|-------------|-----------------------|
| Firestone F.100   | 4           | 41 ft. 0 in.          |
| Goodyear G.800    | 4           | 45 ft. 6 in.          |
| Dunlop SP.41      | 4           | 48 ft. 0 in.          |
| Avon Radial       | 4           | 48 ft. 0 in.          |
| Pirelli Cinturato | 4           | 52 ft. 6 in.          |
| India Autoband    | 4           | 53 ft. 6 in.          |
| Michelin X        | 4           | 56 ft. 0 in.          |

**INDEPENDENT TEST**

| Tyre              | No. of runs | Mean Braking Distance |
|-------------------|-------------|-----------------------|
| Firestone F.100   | 5           | 46 ft. 2 in.          |
| Pirelli Cinturato | 5           | 47 ft. 8 in.          |
| Avon Radial       | 5           | 52 ft. 9 in.          |
| Goodyear G.800    | 6           | 54 ft. 7 in.          |
| Michelin X        | 6           | 55 ft. 2 in.          |
| India Autoband    | 5           | 56 ft. 1 in.          |
| Dunlop SP.41      | 6           | 56 ft. 4 in.          |

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### PROJECT 12

**The Birth and Development of the Peugeot 204** is a film produced for grown men and of enthralling interest. Clubs should not miss the opportunity of seeing the meticulous and detailed care that goes into the production of a new model. The 16-mm. film runs for about 20 minutes; the colour is good, the sound perfect, and it is available on application to Distributors Peugeot Ltd., 468-472, Purley Way, Waddon, Croydon.

*VINTAGE POSTBAG—continued*

**A Talbot "First"**

Sir,

Sump oil with gearbox oil—did not the Talbot 14/45, c. 1928-30, have this arrangement? A car ahead of its time for the private motorist.

F. S. WALBURN.

Colwyn Bay.

\* \* \*

### Bean History

Sir,

I was delighted to see your article on the Bean in last month's issue, forgotten make or not! May I take this opportunity of correcting a point you raise about the "Imperial Six" Bean. This was, in fact, a completely separate model from the 19/50 car and designated Model-10 by the factory (the 18/50 was Model-7).

When Hugh Kerr Thomas took over as Bean's General Manager in 1926, he was never officially Chief Designer, though the post-1927 cars and commercials were largely his work. Thomas felt that the new Beans should be rather more fleet of foot than the earlier 14- and 12-h.p. models, and the 14/40, which appeared at the end of 1927, heralded the first of the "new look" cars. Up to this date Bean's had not bothered with a separate export model, the overstrong 14-h.p. car looking after sales both at home and abroad. The Imperial Six was to be the new Overseas car and, unlike the 18/50 model with its Meadows engine, had a 82.54 x 120.6-mm. Tipton-made 6-cylinder engine with Ricardo head. In view of what happened *en route* to India, it is perhaps just as well that only one prototype was made and the model dropped. The full story of this trip is ably recounted in M. H. Ellis' book "Express to Hindustan."

Thomas seems to have been unlucky with 6-cylinder engines, as his 69 x 120-mm. effort in a coach chassis (Model-9), somewhat unfortunately named "Sir Galahad," failed to reach the production stage despite its appearance at Bean's Stand at the 1927 Commercial Motor Show.

Incidentally, the 14-h.p. car "Scarlet Runner," driven across Australia by the Ellis/Birtles/Simpson expedition in 1924, is unfortunately no longer in the Science Museum. In 1928 it was returned to the Tipton works and hauled into a loft where it remained under the mid-thirties, when it was sold for scrap.

Thank you for providing such an interesting and informative article.

JONATHAN WOOD,  
Historian, Bean C.C.

Reading.



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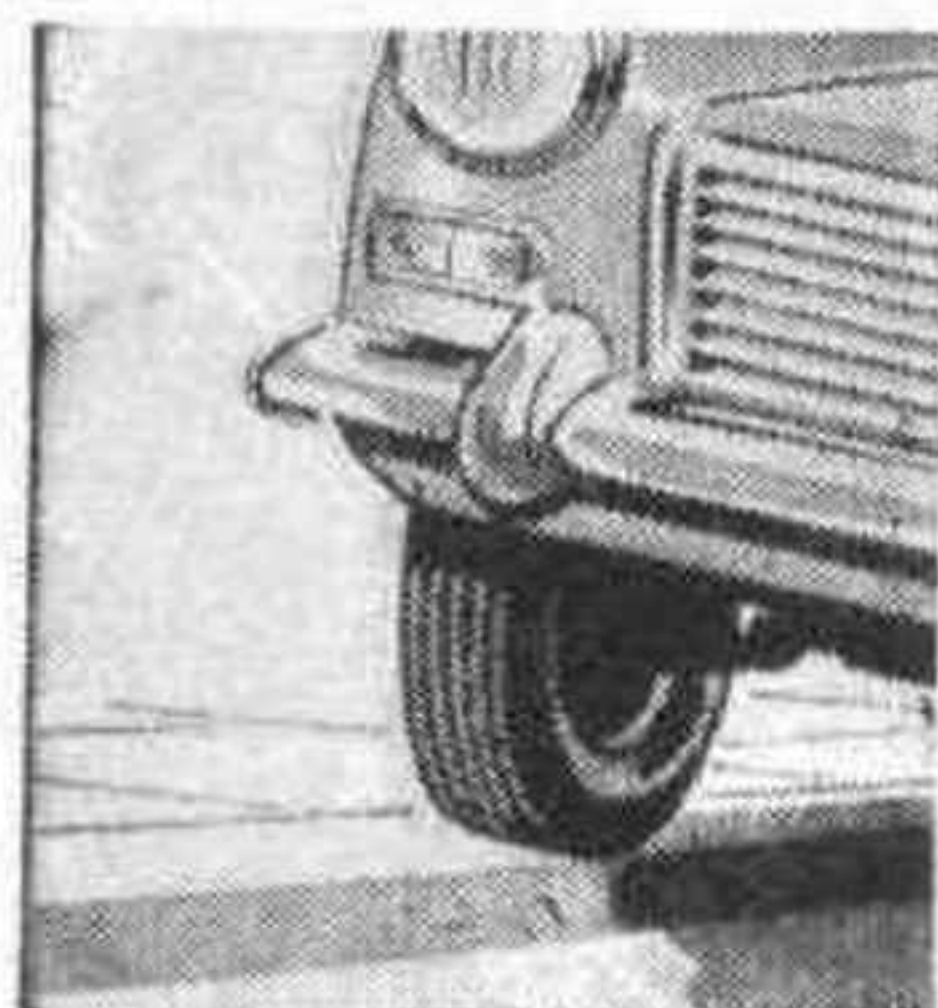
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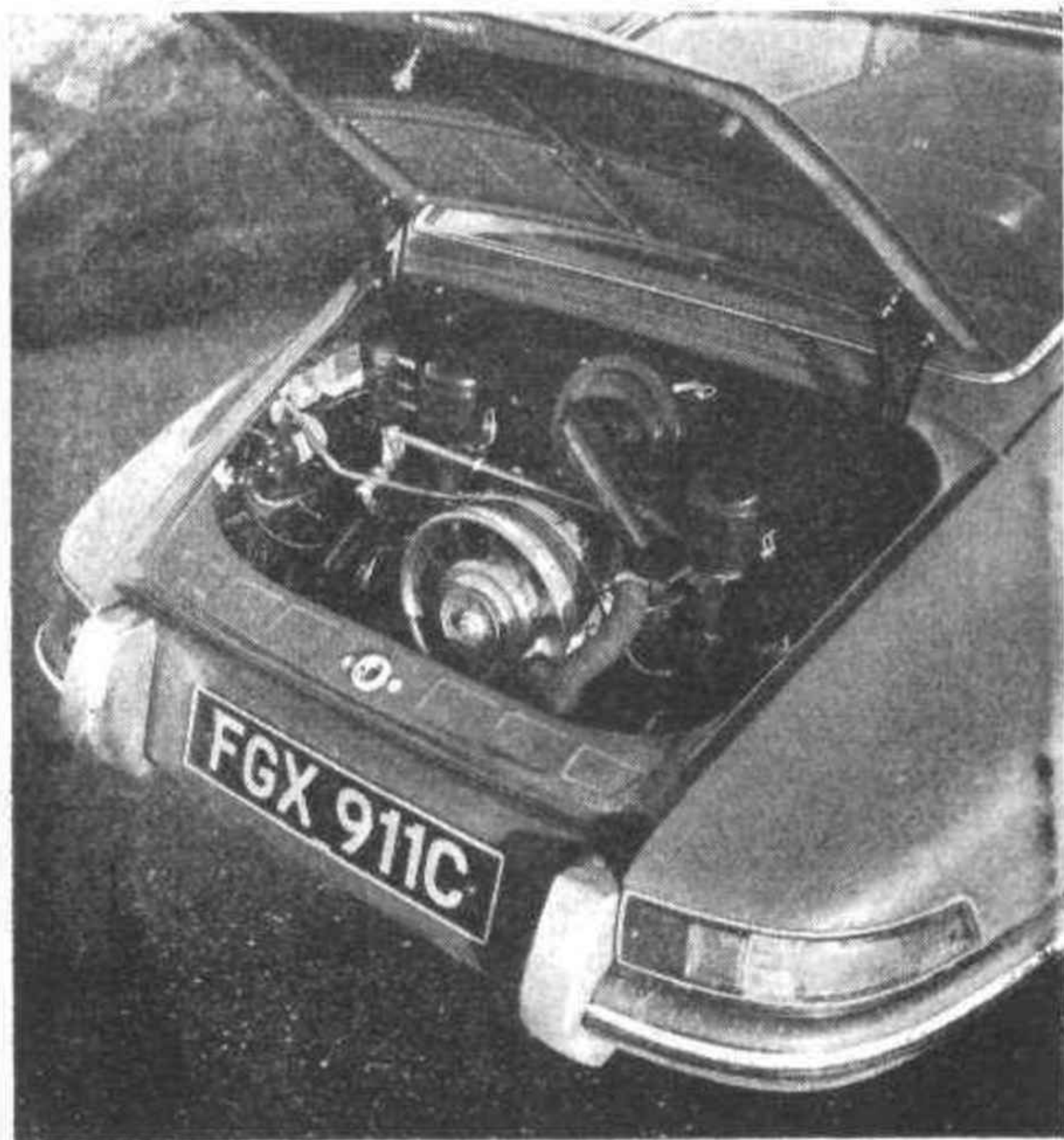
# On the Road with a Porsche Type 911

A REAL G.T. CAR

**J**UST before the Government clamped the 70 m.p.h. limit on this unhappy motoring country of ours, the Porsche Concessionaires for Great Britain said they could let us have a 911 on loan. As luck would have it the Editor was rather busily engaged with other road-test cars so he suggested that I might like the Porsche. There were two other reasons as well, which were that (a) I had driven well over a quarter of a million miles in Porsches over the past 10 years, so I should know something about Porsches, and (b) the 911 was the model I had marked down as my 1965 car until economic and policy reasons caused me to change my ideas and have a 4.2-litre E-type Jaguar instead.

After covering some 1,200 miles in a week, most of them at fairly high speeds, a report on the 911 Porsche is the easiest thing to write, for without question it is the best car Porsche have yet built for normal road use. However, if I finish the road test here and now by merely saying "this is one of the best cars I have ever driven," and leave it at that, the Production Manager will start ticking and complain about empty pages, while the more inquisitive readers will be asking "Why is it one of the best cars you have ever driven?", so I will now try and analyse one of the best week's motoring that I have had for a long time.

The Porsche 911 is the 2-litre flat-six-cylinder engine car which first appeared over a year ago, and was a complete break-away from the old 356 series that was derived from Volkswagens way back in 1950/51. Apart from being an entirely different shape from the accepted beetle-like Porsches of old, the 911 was the first production break from swing axle suspension at the rear and trailing-arm links at the front, although torsion bars are still retained. The front suspension uses a Macpherson-strut layout and wishbone, and wide-base triangular trailing members support each rear wheel completely independently. The engine is air-cooled, like all Porsches, and is a horizontally opposed six-cylinder, with three cylinders to each bank, the inclined overhead valves being operated by rockers from an overhead camshaft



Engine room. The engine compartment of the 911 is packed. Visible here is the belt driven cooling fan, the air intake and air cleaners and the throttle linkage. Note the neat rear lighting that merges into the body shape.



Good looks. The 911 Porsche has attractive lines and is a true GT car. Here it is parked in a quiet village square in Castle Hedingham.

layout, the camshaft on each bank being driven by chain from the crankshaft, while a belt drives a multi-blade fan that blows air through ducts downwards onto the cylinder barrels and heads, the air then being ducted out underneath the car. As on previous Porsches the engine is mounted behind the centre-line of the rear axle, though, unlike the 4-cylinder Porsches, this power unit is supported at both ends, the front on the gearbox/axle unit and the rear on a transverse mounting. The gearbox is a 5-speed and reverse unit, which lies ahead of the rear axle centre-line. Disc brakes are fitted to all four wheels, and the test car was shod with German Dunlop SP tyres. When this model was first released by the factory it was known as the 901, and was due to be followed by the sports/racing 904, but due to various reasons the 904 appeared first, and when the 901 eventually got into production it was renumbered the 911. This can be pronounced "nine-eleven" or "nine-one-one" the former being the more usual name for the car. The same car, fitted with a push-rod 4-cylinder engine is also available and is known as the 912, but our interest lies in the high-performance 911 model.

On first acquaintance the car seemed a little disappointing, having no particular character about the interior when you first sit down, unlike the old 356 series, which you felt could only be Porsches. Driving quietly away this lack of character was even more noticeable, so that seasoned Porsche owners commented that it was all right, but hardly a Porsche, and in fact it could have been almost any sort of reasonable GT car. But once I had sorted out all the controls, found my way about the car and got out into the open country the whole car immediately became alive and was unmistakably a Porsche in all the true traditions of the Stuttgart firm. The more I drove it and the harder I made it work the more Porsche-like it became, so that by the end of the week I had no doubts at all that this was a car from the brains of Dr. Porsche and his men, and could not possibly have come from anywhere else, and I was continually saying to myself "Why don't all manufacturers make cars like this? It can't be so difficult."

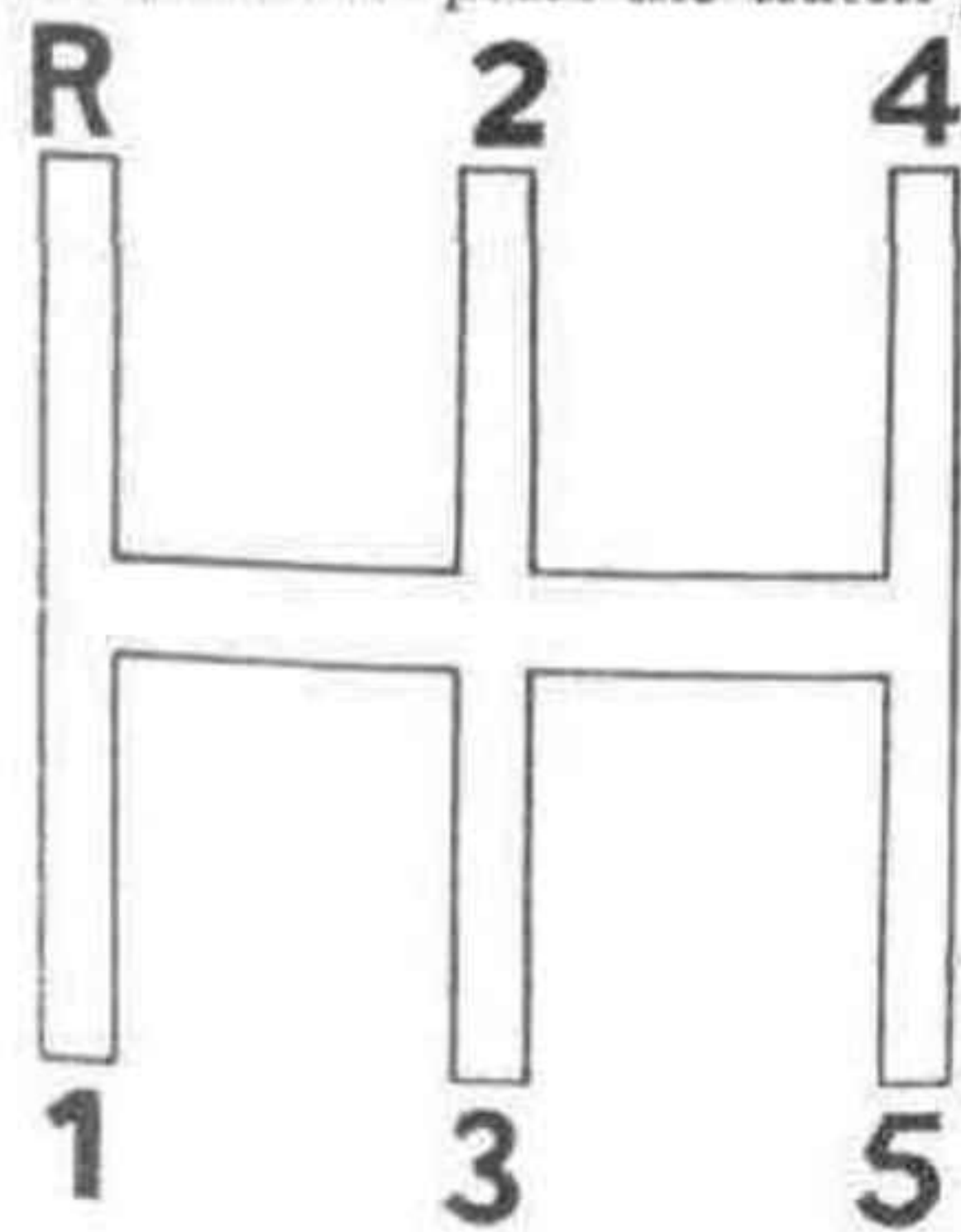
The most outstanding attribute of a Porsche is the remarkable one-piece feel of the whole structure, for no matter what sort of surface you are on, or what speed you are travelling at, you never get the feeling that anything other than the suspension is moving. There is no kick-back through the steering wheel, no movement of the doors, seats or body structure, and you never get the feeling that something is going to fall off. In short, the whole car has a feeling that it is indestructible, unlike many other cars in the GT category in which you feel that even if the exhaust system doesn't rattle off, the doors will fly open, or the bodywork begin to split somewhere. This one-piece feel in the 911 is coupled with suspension, ride, road-holding, steering, braking and general good manners that are truly modern, and the nearest to perfection that production cars have yet reached. The steering looks, on paper, to be unnecessarily complicated, and unlikely to provide good



results, but it has set a new standard in my estimation, even better than the 230SL Mercedes-Benz power steering, which used to be my idea of the best. The Porsche has a very short steering column, from which a universal joint takes the motion to the centre of the car and then another universal joint couples to a shaft incorporating a flexible damper joint, which operates the rack and pinion mechanism which itself is mounted rigidly on a tubular cross-member. The short primary column from the steering wheel is carried in a tubular housing that tapers into a flat plate at its forward end, where it is bolted to the body/chassis structure. In the event of a head-on crash into a solid object this housing will collapse and the driver does not get four feet of steel tube through his chest, as with a normal steering column assembly. There is absolutely no lost motion in the system and you can feel exactly what the wheels are doing at all times, without any of the usual "kick-back" associated with rack and pinion steering. The actual steering characteristics are almost complete neutrality, and I never achieved cornering powers on the open road that would cause the 911 to show signs of breakaway at either the front or the rear, and, believe me, the German SP tyres, which the Porsche suspension kept firmly on the road, can absorb some pretty high cornering forces. On a closed aerodrome it was possible to reach the limit, and then the rear went first, as with most cars, but under normal fast road-driving there is little indication that the engine weight is overhung at the rear. Since the first of the 911s was built, one of which I tried in 1964 round the Solitude circuit, the amount of roll has been reduced enormously. The early cars seemed to roll on an axis parallel with the ground, rather like a DS Citroën, but this trait has now disappeared.

Truly outstanding about the Porsche 911 are the "ride" characteristics, which smooth out road surfaces in a most impressive manner and put the car in the same category as Citroën and Rover 2000. It is the sort of level ride that all family saloons of good quality should have, but very few achieve, and Porsche have it in a pure GT car. Along a local "test" road which has a bumpy and wavy surface, where 60-65 m.p.h. is good going in most cars, the Porsche was quite happy at 85-90 m.p.h. One of the secrets of good suspension is shock-absorbers, and the telescopic shockers on the Porsche have progressively-acting rubber buffers inside them.

Every year the list of manufacturers who use Porsche baulk-ring synchromesh patents in their gearbox designs gets bigger and bigger, and it makes you realise that Porsche must know something about gearboxes. Anyone who has driven the old Type 356 cars will appreciate the Porsche gearbox, and the 5-speed box that followed the various versions of 4-speed on the earlier cars takes over where the old ones left off. The present 5-speed gearbox is truly fantastic and you find yourself changing gear just for the fun of the thing, or to "show off" to your friends. An accompanying illustration shows the layout of the gear-lever positions, and the lever has to be pressed against a spring to get 1st or reverse, so that when changing from 1st into 2nd you merely apply a forward pressure. If you apply any sideways force you can almost guarantee that you will change from 1st to 4th. I let four friends try the car on a sprint course, and two muffed their first change and two didn't. Porsche have never built cars that require any brute force, finesse in driving being assumed to be a natural talent for Porsche owners. From 2nd to 3rd you can pull the lever back as fast as you like, and then the change from 3rd across the gate to 4th is one of those outstanding things in motoring. If you are on full power in 3rd, with 6,800 r.p.m. on the tachometer, you can flash the lever across into 4th as fast as possible, but you must press the clutch pedal sufficiently to free the plates.



The layout of the five-speed Porsche 911 gearbox.



BONNET SPACE.—The spacious luggage compartment under the bonnet of the 911. The shaped fuel tank has the spare wheel fitted into it.

The hard, crisp exhaust note as you continue on at full throttle in 4th gear is sheer heaven. Vintage enthusiasts get enormous pleasure from a rapid clutchless-change on a crash gearbox, being able to demonstrate their prowess, but the change at peak r.p.m. from 3rd to 4th in a Porsche 911 will match any such pleasures, and what is more you are beginning to travel pretty quickly by this time. The change into fifth is similar to that from 2nd to 3rd. For most road work there is no need to use 1st gear, other than for starting off from rest, for providing the wheels are actually rolling the car will pull away well in 2nd gear; consequently you can treat the gearbox as a 4-speed unit, with an emergency low gear, but it is a close-ratio, high-geared box and the benefits from using it intelligently are really outstanding. For those who appreciate gearbox ratios, a study of the figures given in the accompanying panel will be most illuminating, for they are virtually to sports/racing motorcycle standards.

Coupled to this best of all gearboxes is an engine that thrives on r.p.m. When you first start it up and let it idle it sounds like a bucket of old nails, and is noisy compared with many 6-cylinder engines, but touch the throttle pedal and the rattling and clanking immediately turn into a whine that soon becomes a hum. Accelerating really hard up the rev. range in the gears you can't help being impressed by the way the engine becomes more like a dynamo the higher the r.p.m. go. Peak power is developed at 6,100 r.p.m., but 6,800 r.p.m. is permissible in the gears, though it is pointless to go so high in 1st or 2nd. Like all Porsches there is no hope of over-revving in top gear, for the Zuffenhausen engineers believe in high gearing and a close-ratio gearbox, a principle with which everyone who enjoys real motoring must agree. You can wind the 911 up to 6,800 r.p.m. in 4th gear and it will then comfortably reach 6,000 r.p.m. in 5th, which is a pretty honest 120 m.p.h. After that the revs take some time to build up higher, 6,200 often being seen, but 6,400 needing a Motorway. At that you are doing close on 130 m.p.h., which is not bad going for a fully equipped 2-litre car. Once there you feel you could hold it flat-out for ever, for the engine is so smooth and it seems to thrive on such r.p.m., unlike many other engines which get rough or fussy when they are on peak power. The old 1,600-c.c. Porsche 4-cylinder engines had exactly the same feeling about them, showing no signs of stress at peak power r.p.m. in top gear, and my old 1600 Super did many miles at 5,200 r.p.m. on full throttle in top gear. With the 911 even at Porsche's hoped-for maximum of 6,500 r.p.m. in 5th gear you still have 300 r.p.m. in hand before you reach the red line on the tachometer, and this gives a wonderful feeling of confidence, which I know from 10 years of Porsche driving to be justifiable confidence.

Like all Porsches, the 911 likes to be driven hard with the driver using the tachometer intelligently, and for this reason this instrument takes pride of place in the centre of the instrument panel, the two-pronged steering wheel giving a clear and unobstructed view of the 8,000 r.p.m. dial. Slightly to the right is the 150-m.p.h. speedometer, with mileage and trip recording, but this is rather



a vaguely annotated dial, with markings at every 15 m.p.h. and figures only at 30, 60, 90, 120 and 150, so that by the time you have tried to decide what m.p.h. it is indicating you are probably doing some other speed. The fact that the speedo. is vaguely marked, smaller in diameter than the tachometer, and off to the right, rather indicates that Porsche do not intend it to be taken very seriously and it is there merely to comply with the law. The tachometer is the instrument to be used. After all, the 911 feels so safe and sure at any speed that mere m.p.h. becomes purely academic or legal, you drive the car at a speed commensurate with road conditions, for you know that it can use any road to the road's maximum capability.

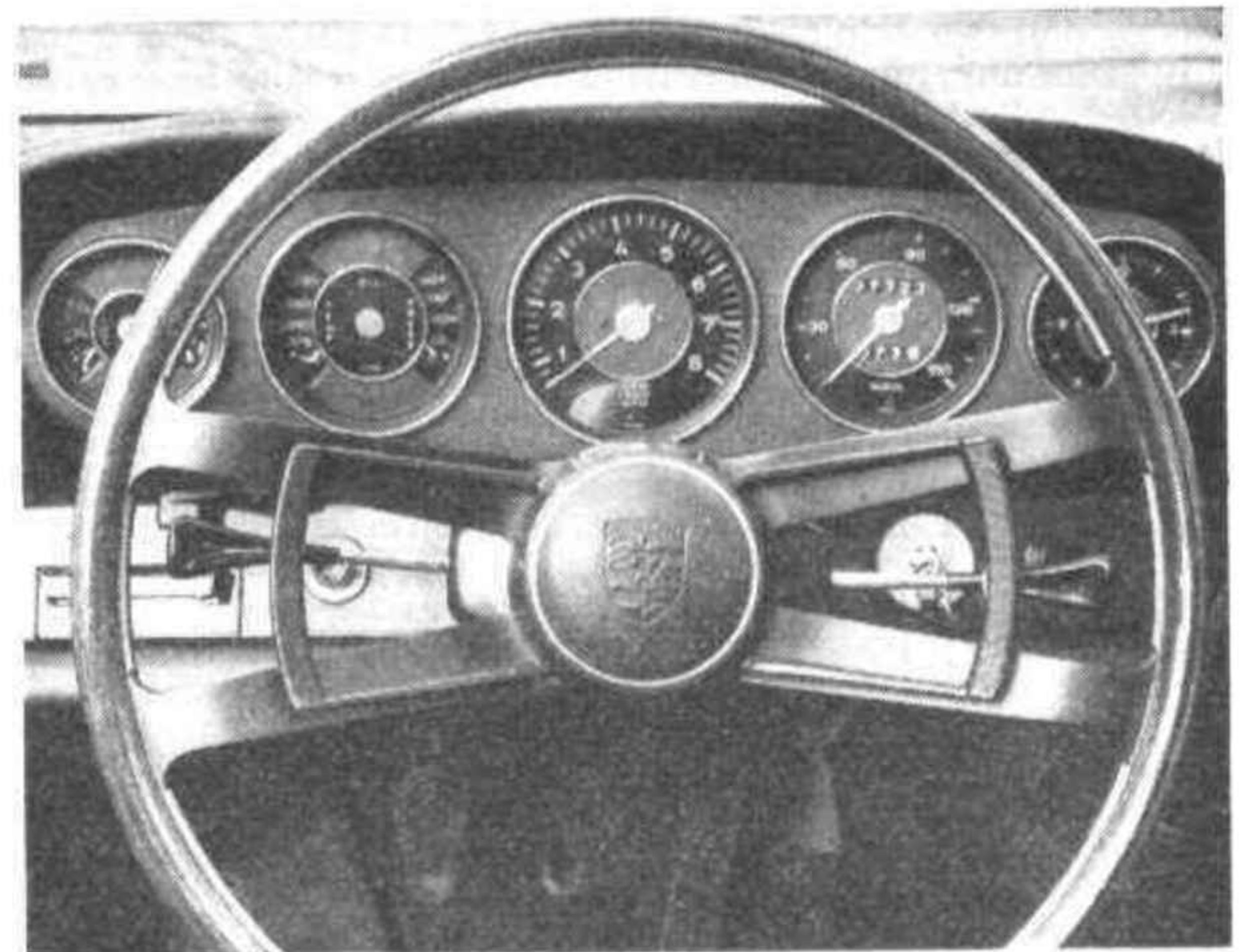
The other instruments include a large-dial electric clock on the far right, with an adjustable red pointer for keeping a note of starting time, or appointment time, and on the left of the central tachometer are two combined instruments. The first tells you all you want to know about the condition of the oil in the dry sump lubrication system and the second tells you the quantities of liquids contained in the Porsche. The first dial has temperature in degrees-F. on one side and pressure in lb./sq. in. on the right. When under full sail, with everything functioning normally, the pressure is 80 lb./sq. in. and the temperature is 175° F. The second dial shows on one side fuel tank contents which says vaguely that you have 2/4 for half a tank, or 4/4 for a full tank. There is a red light indicating about 1½ gallons as a reserve, but I feel it is a pity that the old foolproof three-position tap has been dropped, but this is due to a complete revision of the fuel tank and system, as will be explained later. On the other side of this second dial is a clever little indicator that shows you how much oil you have in the dry-sump oil tank. With the engine warm (at least 140° F.) and after idling for a little while, the needle will settle down and indicate the contents in the tank in litres, six litres being adequate, four litres being too low. Just in case you have no faith in electrics, there is a conventional dipstick in the oil tank, which is mounted on the right of the engine compartment.

While on cockpit equipment it is worth mentioning that there is the usual sort of key-starter, and the engine never seems to fire until you have let go of the key (voltage drop?), a two-position lights switch, for sidelamps and headlamps, and this knob also controls a panel light rheostat, but it unfortunately does not extinguish the panel lights completely. Behind the steering wheel are two column-stalks, the right-hand one moving up and down parallel to the wheel rim for operating direction indicators, pulling backwards against a spring for headlamp flashers, and clicking from the neutral position away from you for full-beam headlamps. This arrangement is very good, for it means that when on dipped lamps no matter which way you move the lever in the heat of the moment you get full beam, which is often essential when travelling fast at night. The left-hand stalk controls wipers and washers, the wipers having a 3-speed motor operated by moving the stalk downwards in the plane of the steering wheel, while pulling the stalk towards you operates the washers. The heating and ventilation systems have a number of controls and ringing the changes on these can produce almost any desired condition. Just in front of the gear-lever is a short lever controlling the flow from the heater; pulling it rearwards closes air gates, by cables, which deflect hot air from the engine along the chassis members and into the car through vents just in front of the seats and through vents on the scuttle at the foot of the windscreen. The floor vents have sliding gates to control the flow, and a control on the scuttle opens a fresh-air vent in front of the windscreen which lets air into the base of the screen, along with the hot air. The rear quarter-light windows hinge open and their use is essential for ensuring a good flow of air, while the porous roof lining lets hot air pass out through vents across the top of the rear window, this large expanse of glass being warmed by air pipes from the main heating system. By juggling with the volume of heat from the centre control, the amount you let in from the floor vent, the opening of the rear quarter-lights and the fresh-air vent on the scuttle, you can get a very comfortable situation of being warm around the lower portions, while having cool fresh air on your face. The quantity of heat sent in from the engine cooling system is quite remarkable, and when travelling really fast you could easily suffer from scorched ankles! But to return to road driving again, for that is what the 911 is built for.

Forward visibility is outstanding, for the falling front gives a completely unobstructed view of the road, while visibility through the back and across the rear quarters is also very good for manoeuvring, the only criticism being the messy quarters around the windscreen pillars. Small swivelling panels are provided at the front of the side windows, and these make the windscreen pillars a bit thick, as well as having another vertical pillar in your

line of vision when looking outwards for three-quarter forward vision, and pedestrians and cyclists can easily be lost in this area. Personally, I can find no use whatsoever for swivelling panels in the side windows, never having had them on my old Porsche, nor having them on my present E-type Jaguar. Apart from reducing three-quarter forward vision their only use seems to be to cause cold air currents on the passenger's legs, and for the driver to throw cigarette ends into the faces of overtaking motorcyclists. The seats are well up to Porsche standards, and have adjustment from the vertical to the horizontal for the squab, effected by a small lever at the base of the seat, while they have the normal fore and aft movement. Behind the front seats is a large luggage area, which lifts up in two halves to reveal small seats for the occasional, short-duration journey by short-stature passengers. With the large sloping rear window extending well forward along the roof, sitting in these rear seats seems very exposed, the glass being almost overhead. Night driving is very satisfactory, the lights being good for 120 m.p.h. on known roads, while 110-m.p.h. cruising in the dark on motorways is very relaxed. The headlamp full-beam indicator is nicely subdued, as is the turn-indicator warning light.

When you visit the Porsche factory in Stuttgart you are more than likely to see Dr. Ferry Porsche arrive in one of his latest models, for he not only designs Porsche cars, but uses them as well, while Husccke von Hanstein, the Racing Manager, covers great mileages all over Europe in Porsches. If you go to Le Mans or the Targa Florio you will find members of the technical department in production Porsches as well as experimental ones, and because the people at Porsches use Porsche cars the customer gets the benefit of this in great attention to detail from the user point of view. In some makes of car you wonder whether the chief engineer or the managing director has ever driven them at all, but with Porsche it is the opposite. On the 911 there are three typical examples that immediately spring to mind. When the radio aerial is retracted it goes in flush with its base and can only be withdrawn again by means of a small key-cum-hook attached to the ignition key. This may seem a strange thing to do, but if you have had your aerial pulled up and then bent at right-angles by French or Italian hooligans, as I have, while the car is parked outside a hotel at night, you will appreciate this feature. The fuel filler is concealed beneath a flap on the top of the left-hand wing in front of the windscreen, this flap being opened by a release knob and cable on the instrument panel. Inside this recess is a rubber apron that has to be unfolded before the tank cap is revealed, the apron then lying over the edge of the aperture guarding the paintwork of the body against clumsy petrol pump attendants who knock chips of paint off with the hose nozzle, while it also catches the inevitable drips. The third detail is the provision of two lights in the front luggage locker that light up when the lid is raised. These sort of details, so typical in the 911, come from usage by members of the factory staff with real motoring experience. Similar things are the provision of coat hooks behind the seats, a safety catch on the passenger seat to prevent it pitching forward under heavy braking when it is unoccupied, clips to retain the hinged rear seat-backs when they are unoccupied, a funnel in



Instrument layout. The rev.-counter by its size and position is the most important instrument, as, of course, it should be in a GT car.



the neck of the windscreen washer bag to facilitate filling, the provision of a rubber bag for the washer fluid and, not a glass bottle like some people still fit, push-button interior operation for the doors instead of levers, anti-dazzle rear-view mirror, a towing hook built into the front of the chassis, useful map pockets in the doors and on the sides of the bulkhead, and a simple white light in the oil gauge's dial to show that the hand-brake is on when the ignition is switched on.

The lid of the engine compartment is opened by a knob recessed into the left-hand door pillar, concealed when the door is closed, and the front luggage compartment lid is released by a knob under the instrument panel. Both lids are self-supporting, controlled by pneumatic dampers to stay in any position. The front luggage compartment is very much larger than on earlier Porsches and presents a useful carpeted space into which small objects can be put without being lost. This is achieved by mounting the spare wheel flat in the bottom of the nose, and building a shaped petrol tank that surrounds the spare wheel, the 12-volt battery taking up one corner of this area. In spite of the tank filler neck having to run upwards through some curves to the wing flap it is possible to put full petrol pump pressure into the filler without any blow-back occurring. It is this low mounting of the fuel tank that prevents the use of the old Porsche/VW type of reserve petrol tap, for the tank lies well below the level of the carburetters and a Bendix electric pump sucks the petrol to the rear of the car.

Carburation on the 6-cylinder engine is by a series of three Solex carburetters to each bank of cylinders, and these operate on the "weir" fuel feed system. The Bendix pump feeds a collector box below each trio of carburetters, from whence a pipeline runs to a mechanical pump that feeds a gallery running along the level of each trio of chokes. The jets take what fuel they require and the surplus drains down into the collector boxes, there being a mechanical pump for each row of carburetters, these pumps being driven off the rear of the left-hand camshaft. In accordance with new American constructional regulations the engine and oil tank breathers are fed into the carburetter intake filters, which is all very well, but if the oil tank is inadvertently overfilled and frothing occurs it can cause oil mist to pass through the engine, so that quite a cloud of blue smoke will come out of the single, large-diameter exhaust pipe when starting up. In case oil should collect in the main air-filter body there is a drain pipe to lead it away into the nether regions of the gearbox, but during the test this little rubber pipe fell off. Due to some misinformation I overfilled the oil tank, with the consequence that an ominous layer of oil began to appear on top of the engine, but A.F.N. Ltd. soon solved this problem for me.

As will have been gathered by now, the new Porsche 911 is a most interesting car technically and is one that is a real joy to drive. Its first-class stability, hard-working engine, perfect gearbox, accurate steering, high cornering propensities, and one-piece feel make it a real GT car, a car that is intended for hard motoring. The harder you drive it the more it seems to come alive, and you can almost hear it chuckling to itself as you really begin to use it the way Dr. Porsche meant it to be used. No matter what you do it never seems to become embarrassed, like many so-called GT cars, and I imagine it would be terrific on a journey through rugged mountain country (perhaps I can borrow one for this year's trip to Sicily). It has all the creature comforts desirable for long journeys, is a 2-seater with plenty of luggage room, and tiny occasional seats for giving a lift to the inevitable third person; in fact, all the attributes that go to make a real GT car. Above all else it is a car that makes it very clear that it enjoys being driven hard and fast, and it is with you all the way through thick and thin; an incredibly safe car that you know you can trust, and if you make a mistake when driving it fast it will stay with you and help you to sort things out, in true Porsche fashion, and not give up and embarrass you at an inopportune moment, like some well-known cars.

Now if Dr. Porsche could find some way of getting the power and torque of a 4.2-litre Jaguar engine into the 911 we would have something approaching the perfect GT car. As it is, Porsche have made an outstanding car in the 911, that carries on from where the old 2-litre Carrera left off, and it sets standards towards which everyone should endeavour to arrive. Needless to say nothing is perfect and there are probably things about the 911 which would upset and annoy many people, such as the engine noise at tick-over, or the wind noise at 100 m.p.h., or the fact that it doesn't have a boot like a Ford Zephyr, or that it doesn't have an automatic gearbox, and no doubt many professional road testers will write sneering remarks about the shortcomings of the 911. If they do then all I can say is that they can't be capable of enjoying

motoring with a capital M, motoring for the sheer fun of handling a good car. The Porsche 911 is such terrific fun to drive fast that if you cannot forgive it a few defects then you don't deserve to be driving it and you should be in a "Crootmobile" or some other family saloon.

During the test period the British Drag Racing Association were holding a practice meeting on the standing-start  $\frac{1}{4}$ -mile, so I took the opportunity of pitting the 911 against the electronic-beam timers, and it recorded a best time of 15.62 sec., with numerous runs just under 16 sec. A driver completely strange to the car also got under 16 sec. on his first attempt. For the quarter-mile it was only necessary to use 1st, 2nd and 3rd gears, the finishing line being crossed at 6,800 r.p.m. in 3rd gear, a speed of approximately 92 m.p.h.—and there remained the nice thought that there were still two more gears to come!

As with most good things there is always a snag, and with the 911 it is the price, which is a total in Britain of £3,438 1s. 3d., which includes purchase tax, import duty, and all the other costs that are involved in importing cars from a foreign country. The lucky Germans can buy this splendid car for about the price we pay for an E-type Jaguar. Another small snag is the fuel consumption, especially for a 2-litre car, for it showed a little over 18 m.p.g. overall, while if you keep it above 6,500 all the time it will drop to nearly 16 m.p.g. However, I presume that if you can afford the total purchase price you are not very worried about fuel consumption, and if you enjoy motoring and value things as a ratio of enjoyment/consumption/cost, then the 911 comes out very high. After a glorious week with the 911 Porsche I rate it as one of the great cars of today by all standards.—D. S. J.

#### THE PORSCHE TYPE 911/2000



**Engine:** Six cylinders, horizontally opposed, 80 x 66 mm. (1,991 c.c.). Inclined overhead valves operated by overhead camshafts and rockers on each bank of cylinders. Camshafts chain driven. 9-to-1 c.r., 130 (DIN) b.h.p. at 6,100 r.p.m. (148 S.A.E. b.h.p.). Dry sump lubrication.

**Gear ratios:** 1st, 2.833 to 1; 2nd, 1.778 to 1; 3rd, 1.217 to 1; 4th, 0.962 to 1; 5th, 0.821 to 1. Axle ratio: 7 to 31 (4.428 to 1).

**Tyres:** 165 HR15 SP Dunlop, on bolt-on steel disc wheels.

**Weight:** DIN kerb weight, 21.2 cwt. (manufacturer's figure).

**Steering ratio:** 1 to 16.5.

**Fuel capacity:** 13 $\frac{3}{4}$  gallons (Imperial).

**Wheelbase:** 7 ft. 3 in.

**Track:** Front, 4 ft. 4 $\frac{1}{2}$  in.; rear, 4 ft. 3 $\frac{1}{2}$  in.

**Dimensions:** 13 ft. 8 in. x 5 ft. 3 $\frac{1}{2}$  in. x 4 ft. 4 in. (high). Ground clearance: 5.9 in.

**Price:** £2,844 plus £594 1s. 3d. purchase tax—total U.K., £3,438 1s. 3d.

**Makers:** Dr. Ing.h.c. F. Porsche KG., Stuttgart-Zuffenhausen, W. Germany.

**Concessionaires:** Porsche Cars Great Britain Ltd. (late A.F.N. Ltd.).



## WINTER TYRES

We follow our comments on radial tyres last month with some words on another type of tyre popular among enthusiasts—those which have been designed specifically for use in snow, mud and on soft ground generally. Winter tyres, or “knobbles” as they are popularly known, are mainly of cross-ply construction, although recent introductions do embody radial plies. They all have a characteristic chunky tread pattern designed to cut into soft surfaces, and consequently do not grip as well as tyres with normal treads on hard-surfaced roads. Another disadvantage is the relatively high heat generation produced by the treads. For this reason, it is generally unwise to use such tyres at high speeds, general maxima being about 80 m.p.h. for cross-ply tyres and about 90 m.p.h. for radials. A feature of the rubber quality in winter tyres is its ability to remain relatively flexible at very low temperatures.

Many winter tyres have been designed to accept tungsten-carbide studs in order to provide maximum grip on ice or hard packed snow. Studs have been in use in Sweden for a number of years, particularly for rallies and ice races, and we have the Swedes to thank for their introduction to Britain. Ideally, if studded tyres are fitted at all, they should be fitted to all four wheels, but if relatively short distances are to be covered on icy roads two on the rear driving wheels will suffice. Front-wheel-drive cars should have them on all four wheels, since two on the front only will produce marked oversteer. Fifty studs per tyre is an ordinary minimum, but many hundreds are quite common for rallying. On dry roads they are rather noisy, but are claimed to wear at a rate no faster than the tyre itself. Cost of studding a 5.20-10 tyre could be as little as 25s., but may be as much as £20 or more for competition work. They can be of two types—pin and hollow ferrule.

### Avon Waymaster.

A cross-ply winter tyre with recommended stud positions marked on the tread.

5.20-10 : Tubed, £5 os. od. Tubeless, £5 17s. 6d.  
6.40-15 : Tubed, £8 5s. 6d. Tubeless, £9 3s. od.

### Dunlop SP.44 Weathermaster.

This combines radial construction (with fabric bracing bands) with the winter tread as used on the conventional cross-ply Weathermaster. It is available in four sizes only, but the range will soon be extended. It is suitable for studding and the recommended stud positions are marked. A competition version is available which has fewer sipes to increase the number of rubber blocks available for studding.

145-10 : Tubed, £6 4s. 6d. Tubeless, £7 2s. od.  
185-15 : Tubed, £10 7s. od. No tubeless.

### Firestone Town and Country.

Although this is certainly not a new tyre, we thought it worth mentioning for two reasons. Firstly it is not intended for studding and, secondly, the makers guarantee to pay the towing charges to a local garage, “without protest or argument,” of anyone who fails to keep going in snow, slush or mud using these tyres within 18 months of their date of purchase. It is of cross-ply construction.

5.20-10 : Tubed, £5 os. od. Tubeless, £5 17s. 6d.  
6.40-15 : Tubed, £8 5s. 6d. Tubeless, £9 3s. od.

### Goodyear Ultragrip.

This is a cross-ply winter tyre which can take studs, although the unbroken areas of tread are limited in number.

5.20-10 : Tubed, £5 os. od. Tubeless, £5 17s. 6d.  
6.40-15 : Tubed, £8 5s. 6d. Tubeless, £9 3s. od.

We hear from a reliable source that a radial-ply version of this tyre will soon be introduced. Certain cars in the R.A.C. Rally were fitted with Ultragrips which appeared to be extremely radial-like to say the least, and it may well be that the event was used as a proving ground.

### India Super-Multigrip.

A winter-treaded tyre of cross-ply construction which can be studded. In fact, the makers recommend it and “clear areas” of tread are marked for studs; 104 are recommended for 5.20-10 tyres and 132 for 6.40-15. Although stud makers say that only new tyres are really suitable for studding, India claim that further

studs can be fitted when the tread is one-third worn and additional clear areas are exposed by the wearing down of rubber blocks to below the level of the sipe cuts. Largest size is 5.60-15, but 6.40-15 will become available during 1966.

5.20-10 : Tubed, £5 os. od. Tubeless, £5 17s. 6d.

**John Bull Deep Grip.** John Bull Tyres Ltd., Allington House, 136-142, Victoria Street, London, S.W.1.

This is a cross-ply winter tyre which is suitable for studding.

5.20-10 : Tubed, £5 os. od. Tubeless, £5 17s. 6d.  
6.40-15 : Tubed, £8 5s. 6d. Tubeless, £9 3s. od.

**Kelly Springfield Explorer.** Kelly Springfield Tyre Co. Ltd., 1-3, Redhill Street, London, N.W.1.

A cross-ply winter tyre with a cross-slotted tread. It is only available in a limited number of sizes which does not include 5.20-10.

6.40-15 : Tubed, £8 5s. 6d. Tubeless, £9 3s. od.

### Michelin Allgrip.

This is a textile cross-ply winter tyre which can be supplied with a siped tread pattern or without sipes in the outer tread blocks to take studs. Tubed versions are only available in certain 15-in. sizes and three 13-in. sizes.

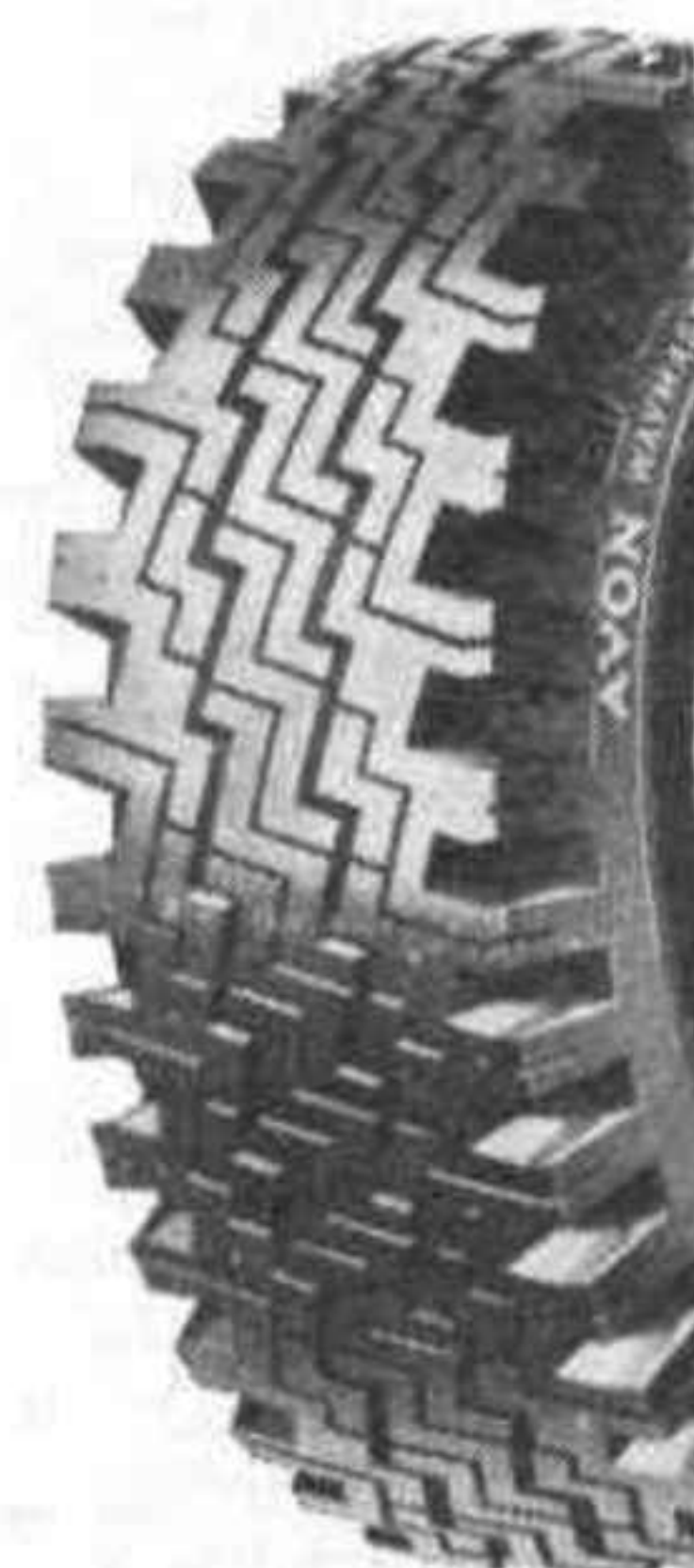
5.20-10 : Tubeless, £5 17s. 6d.  
6.40-15 : Tubeless, £9 3s. od.

**Pirelli Etna DP.34.** Pirelli Ltd., 343/345, Euston Road, London, N.W.1.

Unlike the familiar Cinturato, this winter tyre has a cross-ply structure. The tread is pre-moulded with sockets to facilitate studding.

5.20-10 : Tubed, £5 os. od. Tubeless, £5 17s. 6d.  
6.40-15 : Tubed, £8 5s. 6d. Tubeless, £9 3s. od.

—G. P.



Avon Waymaster.



Kelly Springfield Explorer.



Dunlop SP44 Weathermaster.



Goodyear Ultragrip.



Pirelli Etna DP34



India Super-Multigrip.



## BITS ON THE BOAT SHOW

**E**ARLS COURT really is the end. Having received an invitation from the Directors of Beaverbrook Newspapers and the Executive of the Ship & Boat Builders' National Federation to attend the opening of their 12th International Boat Show, we presented ourselves at the notorious exhibition hall over an hour before the reception was due to start, to find all the official car parks full. The attendants, shown the imposing invitation card, put on a calculated display of couldn't-care-less, telling us we could park in the street, if any space could be found.

This may be all right for the exhibitors who are at the Show in the hope of making money (and whose vehicles, along with those of the Federation's Council, occupy all the limited official parking space anyway) but it is poor treatment of those invited to attend it because they can provide free column inches which should bring more people through the turnstiles and help to sell the wares exhibited. Earls Court is so awkward to go to by road that we shall never visit another exhibition there except for the Motor Show, and that under duress.

Having faced a dreary walk to the exhibition's portals, with the risk of getting as wet as if we had been in an Off-Shore power boat we decided to regain the time wasted by skipping the alcoholic reception and taking a quick look at the exhibits from the motorists' viewpoint. There was no apparent lack of affluence amongst the boating enthusiasts and boat makers of Britain, which some people try to tell us is now a small-time Nation, rapidly running down. We shall know, after April 13th, whether Fraser has made a gift of much former-motorists' money to the Boat Trade, because if the 70-m.p.h. speed limit isn't rescinded, those who might have spent handsomely on high-performance cars will surely think instead in terms of boats, houses, swimming pools—anything but fast cars?

Because boats look even more out of their element, static on dry stands at a show than cars, and because we are now too old to be all that interested in swim-suited mannequins seen from afar parading on a dummy jetty within the compass of the Metropolis (why not stage the next Boat Show off the Battersea Pleasure Gardens and let the boats and the girls really swim?), we went aloft to look at marine engines. In any case, the sight of an enclosed garden seat priced at nearly £25, made by sawing off the sharp end of some discarded old rowing boat, repainting it and up-ending it, had sickened us for the ground-floor exhibits. . . .

But in the engine section (we nearly wrote engine-room) names familiar to motorists abounded. We remember one year when Mercedes-Benz, presumably incorrectly briefed as to the purpose of the Earls Court Boat Show, occupied its stand with one simply enormous diesel engine, suitable for a sizeable liner. This year the great German firm had got things in proper perspective, with a tasteful display of its small marine engines, of from 36 to 40 b.h.p., with all sorts of drives, such as the Type OM636, developing 36 b.h.p. at 3,000 r.p.m., with Fairey hydraulic drive, which powers the Fiestabell II. Indeed, it was Rolls-Royce, perhaps fearing that Mercedes-Benz would steal their thunder, who showed the giant propellants, their D-range marine power unit being able to deliver 700 b.h.p. at sprint rating or 595 b.h.p. for continuous running, without exceeding 1,800 r.p.m.—this monster had its own engine stand, and even had its own Anti-Fyre fire-extinguisher. The Rolls-Royce SF65CM engine kept its much bigger brother company, its displacement increased over that of the SF65M, raising b.h.p. from 137 to 156, also at 1,800 r.p.m.

Ford had a stand on which were displayed petrol and diesel engines "marinised"—horrid word—by firms such as Parsons, Thornycroft, Watermota, Mangoletsi (of motor-racing memory), Aquaplane, OSC6, etc., the Parsons Barracuda based on a big 6-cylinder Ford commercial vehicle engine being notable for its polished brass valve cover and piping. These Ford engines run from 105E to 2602E (997 c.c. to 1,996 c.c.) in the petrol range, from 957E to 2709E (2,360 c.c. to 5,945 c.c.) in the oil-engine range. There was also a sectioned V4 petrol engine by Ford of Britain, looking rather forlorn, perhaps hoping boat-builders will regard it with more affection than it has won to date in the motoring world.

General Motors had on show a range of their GM Bedford diesels, in-line and vee, finished in sober grey, and when we came to the Kelvin stand we thought we were at the vintage-engines display, for some of the Kelvins still have a fine amount of copper piping, and chain-driven starters. This was particularly true of the 4-cylinder P4R, giving 20 s.h.p. at 1,500 r.p.m., and its "lesser half," the P2 twin, naturally claiming 10 s.h.p.

B.M.W. were tucked away in a corner but had on view an attractive typist and one each of 3-bearing Type 410 and 5-bearing Type 411 2-litre marine engines, developing, respectively, 115 and 130 b.h.p. at what seemed the high speed for a boat of 5,250 r.p.m. This is the sort of thing Meadows look after these days, making reduction gearboxes for a wide range of engines, of which Mercedes-Benz, Perkins, Britt Rud and many others were on their stand.

There was a highly-commendable hall of vintage marine engines, where famous power plants of the past were displayed in spacious surroundings and the cloistered quiet of a museum. They were attracting keen interest, at all events among the older generation. In aviation and commercial vehicle circles "vintage" means down to 1939 and in marine terms it apparently goes further, because the engines in this section included a huge 1940/44 Perkins T12 (850 h.p. at 2,300 r.p.m.) a 1944 108-b.h.p. horizontally-opposed Soriano Romani, and a 1947 Mercury, the last two outboards.

Oldest on show was Daimler-Benz's own 1890 4-cylinder marine motor, while someone else contributed an 1896 Daimler 10-h.p. engine with two very long cylinders and a delightfully primitive friction reversing gear. There were also a 1906 Kelvin (9 h.p. at 750 r.p.m.), a 1923 Petter V5 (8 h.p. at 550 r.p.m.), a 1930 Rolls-Royce Hawk adapted for marine purposes, a Rolls-Royce Merlin as used in torpedo boats, a 1926 K-type 2-cylinder two-stroke Watermota, a 1908 Gardner 4CR with four separate blue-enamelled cylinders and a glass sight-feed oiler to each crankthrow, and a 1930 Rolls-Royce record-breaking power unit with six separate cylinders, on which a suspiciously modern-looking distributor was driven off the end of the o.h. camshaft to supplement the magneto. There were hosts of ancient outboards, such as Evinrudes from 1909 to 1931, Pentas for 1916 and 1920, a 1921 PE Fortis, 1922 Watermota and 1927 Elton, as well as Johnson outboards of 1928-29 and '30 and 1906 Watermota and 1921 Archimedes.

These nostalgic exhibits were backed up by a 1921 Model-T Ford conversion by Wortham Blake, a 1921 Thornycroft 9-h.p. petrol/paraffin motor, a 1904 5.2-litre Aster petrol engine with its pots in pairs, two unknown singles, a pre-1907 Penta BL, a 1910 Balldridge reversing gear, a 1910 Rober speed-controller and reversible twin-propeller unit, a 1905 5-h.p. Evinrude industrial engine, and a 1939 Onan generator plant. Particularly fine was the 1902 Stuart Turner No. 3 compound steam engine, consisting of a big lagged boiler with very tall copper funnel, supplying a 2-cylinder engine of almost model size. Finally, a 7-h.p. Parsons paraffin/petrol engine. A stout show!

After looking it over we went below, and, feeling younger, cast our eyes over a bikini-clad model on the aforesaid jetty and the girls in sailor-blouses on the stands, before commencing the long walk to our M.G. 1100, wondering if it had had its tyres or radio removed, been towed away, or merely been written on by belligerent small boys.—W. B.

### THE THINGS THEY SAY . . .

"The shame is that the motorist is completely unorganised. The two big associations, the R.A.C. and the A.A., have failed utterly to do their job. Where they should be fighting every yard of the way they have dithered and dallied like UNO in the Congo. But after this latest Home Office report on convictions (over 1,000,000 in 1964), if we don't make them fight, then we deserve the injustice that is certainly coming to us."—Robert Glenton in his splendid fighting article, "This War Upon the Motorist Has Gone Too Far," in the *Sunday Express* of December 19th, 1965.

\* \* \*

"The nonsense of giving medals to sportsmen goes on, though if Brian Statham, who is obviously a very fine fellow, gets an honour, why doesn't racing driver Graham Hill, who is also a very fine fellow and rather more renowned, get one?"—Anne Edwards, in the *Sunday Express* of January 2nd.

\* \* \*

"The pin-up girl will be forgotten. The axe has dropped on her pretty neck. I don't think many of the modern soldiers will miss her kind of cheesecake, although she has been an institution for twenty years and some soldiers may have mixed feelings. The modern soldier is much more likely to stick a picture of a veteran car or the vital statistics of a satellite on the wall of his quarters." Peter Wood, Editor of *Soldier* as quoted by the *Daily Telegraph*.



# My Year's Motoring

*The Editor Looks Back on the Cars He Drove in 1965*



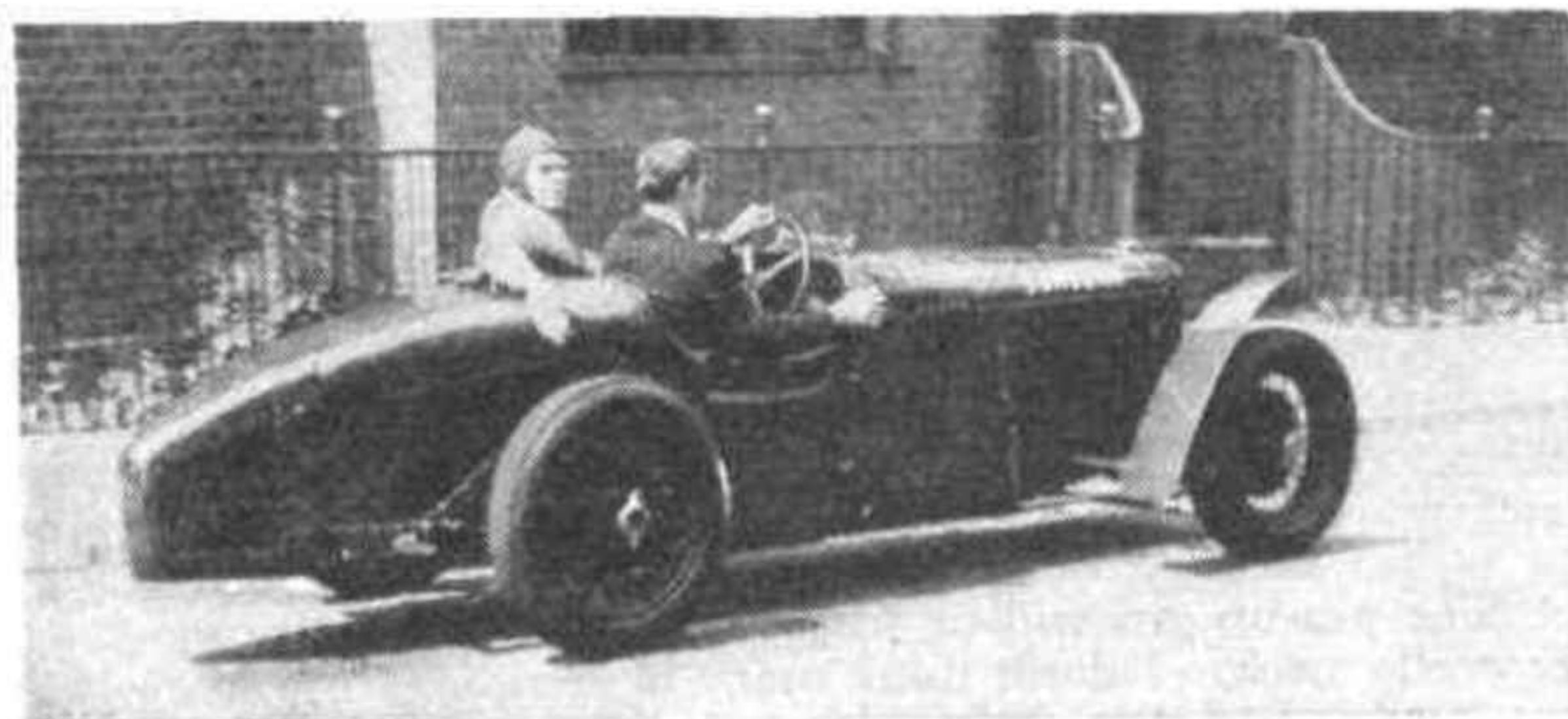
*ONE OF THE BEST CARS tested last year was the Sunbeam Tiger, here seen at speed on MOTOR SPORT's test track. The smooth flow of power from the lightly-stressed Type 260 Ford V8 engine, excellent Borg-Warner gearbox, old-style sports-car demeanour, good finish and comprehensive equipment, at a price of under £1,500, make this a car which came up to, in fact surpassed, expectations.*

THIS annual review is intended as a refresher course for those readers who are interested in the good, bad, and indifferent aspects of the cars that came to us for road-test during the past twelve months. Consequently, it will not be a résumé of the Good Life, as provided by D.S.J. last month. Nor do I claim to have toiled so hard at my motoring last year that I flaked out, although compiling road-test reports can be quite tedious work, if a car is analysed conscientiously all the time it is being driven and an honest appraisal is written in reasonable detail. (In fact, I didn't have time to have influenza until November, when it coincided with the Veteran Car Run and was cured speedily by a dose of fresh-air and rain-water taken on the exposed driving seat of Lord Montagu's 1904 Brushmobile.)

These observations behind me, let it be said that I found 1965 very satisfying and all this motoring as enjoyable as ever. I see from my Dunlop diary that I drove a total of 36,900 miles in sixty different cars. This varied motoring embraced cars with 2-stroke, 4-stroke and rotary engines, with from one to eight cylinders or no cylinders at all, possessing carburettors or injection pumps for petrol or diesel oil, having engines of from half-a-litre to 6½-litres, and valued at from £410 to £8,926. I did not have a single clash with the police (fingers crossed), a fact I should not have thought worth comment, had I not read in a courageous and revealing article by Robert Glenton in the *Sunday Express*, that in 1964 over a million convictions against drivers were registered, amongst a total of 8-million motorists (who paid something like £1,000-million in duty and taxes—and over £5-million in fines)! Obviously, I was one of the lucky seven out of every eight drivers using our congested roads.

It was a significant year because at last I was able to road-test a modern Rolls-Royce and I also gained experience of that other fabulous motor car, the Mercedes-Benz 600, while the revolutionary N.S.U. Wankel Spider came along for trial, as well as such sports or sporting cars as the Sunbeam Tiger 260, a couple of Mercedes-Benz 230SL, the B.M.W. 1800 TI, Sunbeam Alpine Series V GT, Morris Mini-Cooper S, Fiat 2300S, Austin Mini-Cooper, Alfa Romeo Giulia TI and Giulia SS, Ford Cortina GT, and 1926 30/98 Vauxhall.

Although, judging by the overall 70 m.p.h. speed-limit, suggested spot-checks for supposedly drunken drivers, the attempt to ban private cars from London, increased motor taxes and a slowing down of the road development programme, the Labour Govern-



*AN EARLIER SUNBEAM.—The Editor being driven by John Rowe of Rootes through the streets of Wolverhampton last summer in the 1924 2-litre Grand Prix car "The Cub," thanks to the enthusiastic co-operation of a helpful constabulary.*

ment wants to discourage motoring, the British Motor Industry is doing its best to sell its products and maintain prosperity and full employment. This being the case, and the motor car being a universal topic for discussion by both sexes, great importance is placed on road-test reports in reputable motoring journals. A little Editorial publicity is worth a great many costly column-inches of paid-for space. Sales (and reputations) are undoubtedly made and lost from what the technical Press writes about the automobiles submitted to it for test. So it isn't surprising that the Big Five in this country are well geared-up in Press and Public Relations and that each organisation runs an efficiently-conducted Road-Test Department.

The British Motor Corporation has its central publicity offices at Longbridge, where the able and popular Brian Turner is Director of Publicity, but Press cars are allocated by Ken Revis, B.M.C. Press Executive, Cowley, and can be collected conveniently, by London-based scribes, from B.M.C.'s Holland Park depot, where cheerful and ever-obliging Vic Gorge, helped by George Edwards, is in charge of this side of things. Although Revis was blinded in a war-time bomb-disposal misadventure, and therefore cannot himself read the pungent criticism or flowing praise we may bestow on the cars he provides for us, I am sure that his charming secretary keeps him fully informed as to what each report contains! Ken Revis is a remarkable person, who has driven an M.G. at 100 m.p.h. on an airfield runway, steered verbally by his wife, pilots a glider after someone has got it aloft (and down) for him, and was telling me the other day how much he enjoyed going to the Daimler-Benz Museum at Stuttgart, to the Le Mans for the period of the 24-hour race and to another museum in Paris to "see" the Cugnot steam-carriage. After a brief conversation with him I always feel that my insignificant day-to-day afflictions cannot decently be griped about! Before the war he drove a Riley 9 Monaco saloon, of which the splendid scale model in his office is a reminder. . . .

The Ford Motor Company's Public Relations Department is housed in the very modern new building at Warley in Essex, presided over by Sid Wheelhouse, tests being arranged by Harry Calton. Write's based in the Metropolis may, if they wish, collect Press vehicles from Lincoln Cars, on the Gt. West Road, where there is enough space, since the Competition Department moved to Boreham, for the never flustered, calmly-efficient Alf Belson, to whom nothing is too much trouble, to look after the demanding requirements of those Gentlemen of the Press who are due to hammer unmercifully the latest products of Dagenham.

The Rootes Group runs its publicity from palatial premises at Devonshire House, Piccadilly, overlooking Green Park. Due to frequent staff movements, who is in control at any given time is a subject for speculation, but the Press fleet is garaged when necessary in the old Talbot factory at Ladbroke Grove, where Georges Roesch once held court, and here it is always pleasant to be welcomed by Mr. Boness, and to receive cars immaculately turned out by that enthusiastic head-mechanic Ron Moye.

Standard-Triumph publicity is looked after by Keith Hopkins, who can be contacted in Coventry or Berkeley Square on the firm's





**MARQUE TIME** We're showing you a picture of the MGB because this is the car most people think of when they hear the name. (And there's no doubt it does represent so well the forty-odd years MG have been supreme as manufacturers of high-performance cars). However, the term sports car covers a wide field nowadays. We make four different kinds of sports car, of which the MGB is the fastest and the most exhilarating. But if the MGB is the outcome of all our experience, so are the others. We like to make sure that all our cars are properly in step.

MGB 1800 cc Sports Convertible, disc brakes, wind-up windows and every luxury £855.5.0 (inc. £148.15.0 P.T.)  
*Backed by BMC Service—Express, Expert, Everywhere.*



**MG MIDGET** Mk II Sports Convertible with 1098 c.c. engine, front wheel disc brakes and wind up windows. £623.17.1 (inc. £108.17.1 P.T.)



**MG 1100** with Hydrolastic suspension, front wheel drive and front wheel disc brakes. 4-door de luxe: £742 5.5 (inc. £129.55 P.T.)



**MG MAGNETTE** with automatic transmission £982.2.6 (inc. £170.12.6 P.T.) or with manual gearbox £899.19.2 (inc. £156 9.2 P.T.)

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The **BRITISH**  
 Motor Corporation  
 Limited





direct 'phone-line and whose Press cars can be collected from the conveniently-situated S-T Service Station on Western Avenue.

Vauxhall Motors have the experienced and perennially-patient Michael Marr at Luton to govern their overall publicity and an excellent arrangement whereby Press cars can be picked up at the Wardour Street premises in London, formerly Shaw & Kilburn's, adjacent to the strip-tease clubs and film-premières. Here conscientious Derek Goatman extends a warm welcome and unrivalled hospitality to us whenever there is a new Vauxhall to sample. General Motors, operating from their own building in Buckingham Gate, off Victoria Street, have their Press affairs in the hands of a very helpful American executive, Robert Johnson, who lives in a delightful flat overlooking Marble Arch, far above the traffic, so that from his windows a study can easily be made of the cornering power of different cars.

Thus do the biggest producer of automobiles in the World and our Big Five possess machinery which ensures that the publishing world in this country is well served. Most of the smaller manufacturers and the concessionaires of the great European and American companies have similar set-ups, although there is increasing employment of advertising agents and publicity consultants for this task.

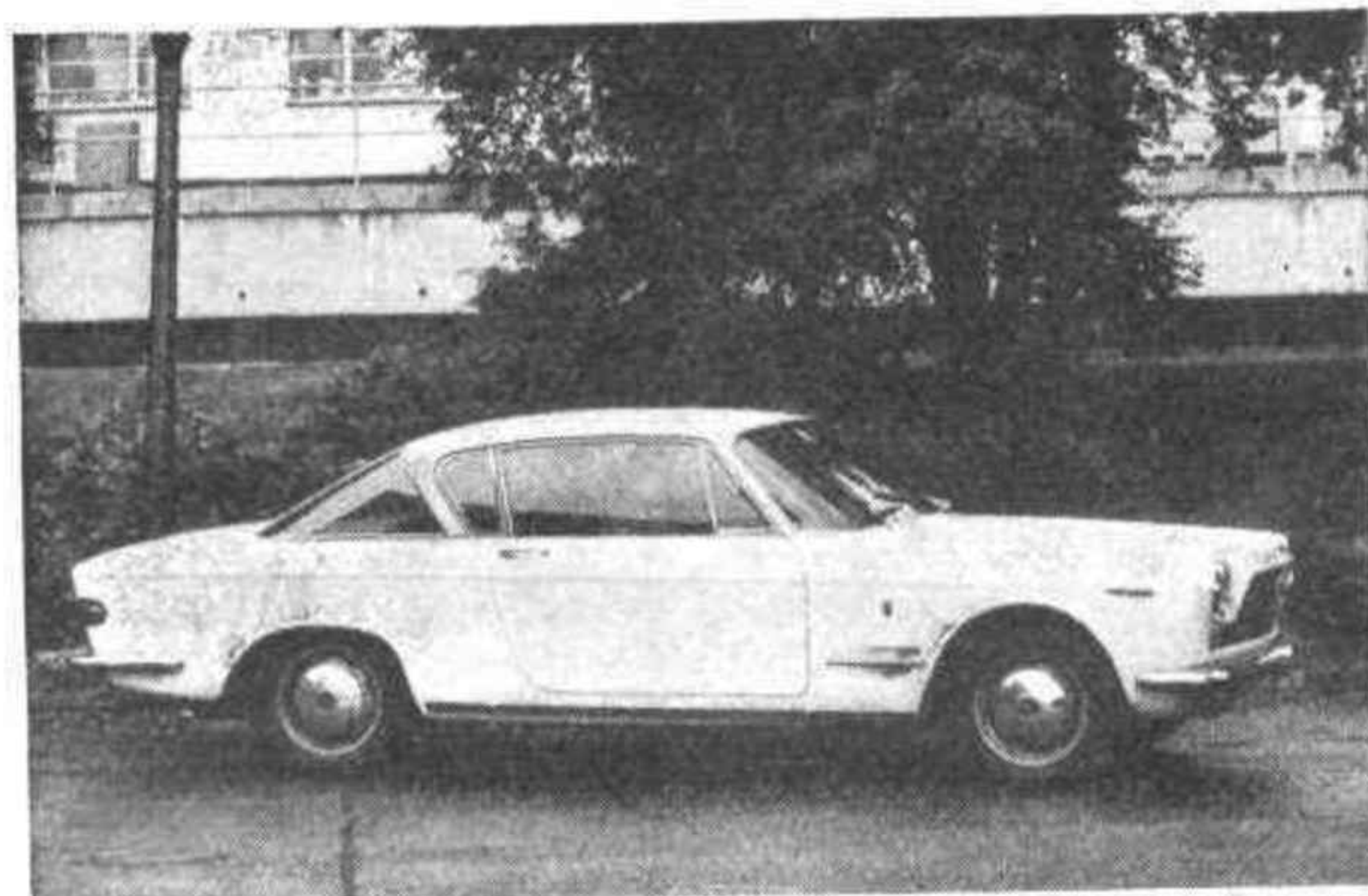
Aided by these helpful people I was able to enjoy another full year of road-testing and when it commenced it did not seem pointless, as it does at present, to think in terms of 150 m.p.h. in an E-type or 0-100 m.p.h. in the space of 15 seconds in a DB6.

I covered the greatest distance, 5,864 miles from late September onwards, in a Ford Cortina GT, but as this excellent car was dealt with last month, I need not recap here, except to remark that the efficiency of the Weber carburation and Ford "KwikFil" battery was confirmed when, on mornings so cold that the windows were frozen and refused to be wound down, the engine never failed to start with reassuring promptitude. A few days from the end of 1965 the boot lock, stressed when it froze, came out in its entirety (but was put back and still worked) and the number-plate light failed, but otherwise this was a truly trouble-free GT. A Mercedes-Benz 220SEb and the latest Sunbeam Alpine GT were also dealt with too recently to merit further mention. Besides the aforementioned Ford, another car I—or rather "we," because my driving daughters tended to monopolise it—had for long duration test was a **Fiat 500D**, an admirable little vehicle which served us with commendable reliability and gave over 55 m.p.g. on long runs, burning "cooking" fuel, in spite of being habitually driven flat-out and often heavily laden. It was the greatest possible fun to have around, and had the advantage of being fitted with an easily-openable and just-as-easily-closed sun-roof. Incidentally, among 32 test cars of which I kept a note, 11 were on Dunlop, six on Michelin, six on Pirelli, three on Firestone, two on Dominion and one each on Avon, Goodyear, Metzeler and Fuldo tyres.

I enjoyed a four-figure mileage in a 1,275-c.c. **Morris-Cooper S**. It was naturally enormously enjoyable and a splendid traffic-killer, if noise, vibration and choppy road-holding were not objected to. In more than 1,200 miles this incredible little high-performance package gave no anxieties, was decently economical of lubricant and petrol, but would have been even more enjoyable in traffic had the throttles not opened too suddenly at the commencement of each private dragfest. . . . In the right hands no car, certainly of comparable price, is more safety-fast and I have no particular feelings about Hydrolastic suspension having been applied to this fastest of the Minibric family. The remote gear-change suits the car, the test version of which was on Dunlop SP41s and had those excellent B.M.C. reel-type safety-belts.



*ANGLE OF LEAN* is well-controlled on this Ian Walker-modified Vauxhall Viva, when being cornered fast on a private testing ground in Surrey.



*HANDSOME, FAST AND HIGHLY INDIVIDUALISTIC,* the Fiat 2300S Ghia coupé was one of the memorable cars tested during 1965.

Another car in which I exceeded 1,200 miles was a perfectly normal **Vauxhall Viva**, in which I went twice to Wales and back, down into Kent, up to Silverstone for the Eight Clubs Race Meeting, and to Goodwood on Whit-Monday. This small Vauxhall served me very well over the Whitsun holiday, at a time when the **MOTOR SPORT Morris 1100**, about which more anon, was in dire need of new parts for its front-drive internals, which B.M.C. in London couldn't procure for some three weeks. I came to regard the Viva as of convenient size for a commuting car, it was decidedly sparing on petrol, and I liked its gear change and the lightness of its steering, clutch and brakes. But if I were ordering one for permanent use I would want sound-damping, better seats and I would ask Ian Walker to stiffen up the springing. Perhaps all this has been done on the newer Viva SL90?

Coming to something more sporting, I covered almost a four-figure mileage in the handsome and beautifully-equipped **Fiat 2300S Ghia coupé**, leaving the office one Thursday afternoon in the usual downpour, bound for Oulton Park and the always enjoyable V.S.C.C. Race Meeting. Trying to be clever and avoid a monumental evening traffic jam in Banbury after leaving the M1, I got lost in country lanes. But in this sort of motor car such set-backs are of small moment on a run of this length. Comfortable, well-appointed, and providing a top speed of around 120 m.p.h. without the driver deceived by the "fast" speedometer, this Ghia coupé comes somewhere between the genuine sports car and a GT car, and effectively puts the miles, or kilometres, behind it. With an engine which will go up to 6,000 r.p.m. but doesn't normally need to be pushed beyond 5,000 r.p.m., over 80 m.p.h. is available in third gear, and cornering and braking are well in line with such performance, which is delivered to the accompaniment of a satisfactory "hard" engine note. Hailing from a land where men are built on the willow pattern, it was a surprise to find quite a lot of effort needed to steer, stop, de-clutch and change gear. But that is really no criticism of this individualistic Fiat from my point of view. Indeed, I found it a very acceptable car, better finished and furnished than a Jaguar E-type, somehow more of a "possession," if less exciting. Fully-reclining seats, a rigid man-sized gear lever, woodrim steering wheel, etc., enhance the car's luxurious demeanour but I could have done without the "alarm clock" which rang loudly whenever I committed a minor driving indiscretion, like leaving the choke-knob slightly out or the hand-brake ever so slightly on, etc. Electric window lifts, which didn't always, were a more major irritation.

Another car in which the electrically-operated windows failed, so that as rain came on my eldest daughter had to rush it back to the metropolis, where it was met by those who had loaned it, armed with blotting paper with which to dry the seats, was a **Pontiac Parisienne**. I do not consider my motoring education complete unless I drive an American automobile occasionally but I confess I approach these monsters with some unease, not because they poke out many hundreds of horses and go very swiftly, but due to their vague steering when their very bulk demands precision of control, their soggy suspension, and their sudden braking, which is, conversely, liable to extreme fade. However, they improve every time I try one and after initial misgivings I came to regard this rather flamboyant, and bouyant,





*PARISIENNE ABOVE, THAMES BELOW.*—This Pontiac model, with 195-b.h.p. V8 engine, looks flamboyant in England but can certainly swallow a large family and all its goods and chattels.

Pontiac as reasonably acceptable, and undeniably extremely roomy, transport. It took me up to Silverstone and later in the year I was to make its acquaintance again, when a Chevrolet Chevelle due for test was found to have a faulty windscreen wiper motor and, General Motors being unable to rustle up a spare one in this country, Bob Johnson generously had the familiar Pontiac brought round to his office so that I need not have recourse to trains and taxis.

This time nothing went amiss and I had a delightful journey to Wales, which commenced well by blast-off down the excellent M4, although I felt conscious of lacking the cigar and chewing gum of the typical Pontiac driver, who contrives to chew both together. On this occasion I had to bring back more people and luggage than I had driven down there a fortnight before in a Rolls-Royce Silver Cloud III, which had only just swallowed the load. So I was glad to be in this all-automatic, Fisher-bodied Parisienne, which is lower but wider and more spacious than the Silver Cloud, and the boot of which certainly held more luggage.

When the **Chevrolet Chevelle Malibu** did come along for appraisal it could hardly have been more different, having a simple in-line o.h.v. 6-cylinder engine, and manual steering, brakes and window-lifts—the least-developed of these massive American automobiles. But as this antiquated engine, when idling, and the automatic transmission were smoother than those of the Rolls-Royce, General Motors came out of the comparison very favourably.

I had, in fact, got to know their 1965 products earlier in the year, through experience of the **Chevrolet Impala Sport**, "sport" in this instance centring on the body styling and not on performance or handling characteristics. The car slightly sullied its reputation when a loose wire came adrift and all those muffled Detroit-horses silenced themselves as dusk was settling over one of the remoter sections of the Hereford-Ross-on-Wye road. Luckily the Continental Correspondent was with me and he has a knack of making faulty components and connections confess



*WIDE JOB.*—The frontal styling of the Chevrolet Impala Sport is interesting. The test version had the 250 b.h.p. 90° V8 Turbo-Fire 327 engine, which gave a s.s. ¼-mile time of 18 sec. Note the scuttle-mounted driving mirrors.



*ROLLING.*—The Vauxhall VX 4/90 objects to being cornered aggressively. It had a top speed of 96 m.p.h., covered a s.s. ¼-mile in 19.6 sec., and was a considerable improvement over the earlier versions.

their weaknesses, so we were soon on our way. The load of vintage car spares we were carrying in the boot resulted in a distinctly nose-up attitude which, when this coincided with ice-covered roads, hardly enhanced my opinion of the road-clinging, finger-tip steering and crash-braking typical of cars from the U.S.A. Nevertheless, nothing untoward occurred and such vehicles are unbeatable as effortless prime-movers of multiples of humanity and enormous quantities of chattels. This Impala gave 13-14 m.p.g. and although it had the modest 5.3-litre 250-b.h.p. Type 327 engine, on the test track a s.s. ¼-mile was covered in 18 sec. and 90 m.p.h. was reached from rest in fractionally over half-a-minute. And there were such sensible items of specification as an alternator, coat-hooks, anti-freeze washers, a free-wheeling coolant fan and dual Guide headlamps.

A car in which I covered an appreciable mileage, which does not necessarily mean that I had it for a long period, was a **Vauxhall VX 4/90**. When the VX 4/90 was first mooted I felt that I might want one as a regular means of transport. The earlier models did not quite add up, but I found the 1965 version a much improved car, capable of 96 m.p.h. and a s.s. ¼-mile in 19.6 sec. Vauxhalls are noted for practical, well-contrived vehicles and have a happy knack of imparting an air of well-being at a modest price. The sporting VX 4/90 is no exception and its engine goes very readily to beyond 5,500 r.p.m., equal to a genuine 68+ m.p.h. in third gear, the penalty being some mechanical cacophony. It is in the steering and road-holding departments that some further improvement is overdue; the gear change is pleasant, the vacuum-servo disc front brakes effective. The engine of the test car was 1° under, developing a falter at low speeds, quickly cured at Wardour Street, and calling for the most expensive fuel, which it consumed at the rate of 28.1 m.p.g. It should, of course, be borne in mind that these remarks apply to 1965 models and Vauxhall have since introduced improved versions of the Viva and other models.

Nineteen-sixty-five was a personal red-letter year because Rolls-Royce Ltd. at last made me welcome at Crewe and allowed me to road-test their Silver Cloud III. It might be thought that I regretted having embarked on a description of how this old-fashioned motor carriage was made and how it motored when it was soon to be superseded by the technically far more-advanced Silver Shadow. This is not the case, because the Silver Cloud will retain its unique niche in the world for at least the next decade, and some people may even come to regard it as the last of the *real* Rolls-Royces.

At first the audible idling of the 6½-litre light-alloy V8 engine, the roll when cornering, the jerkiness, under certain circumstances, of the automatic transmission, and the comparatively narrow body and restricted luggage capacity marred appreciation of this legendary motor car. Obviously these were definite shortcomings, for Harry Grylls and his team of modest, almost self-effacing engineers have since eradicated them (as far as the paper specification and a 9-mile drive have convinced me) from the Silver Shadow and Model-T Bentley. Yet I am sorry in a way that this had to be. Because, sitting high in the dignified **Rolls-Royce Silver Cloud III** and travelling with a sense of complete security imparted by good power-steering and those very powerful mechanical-servo drum brakes, in uncanny *overall* silence at very impressive cruising speeds, in a motor-car impeccably equipped





*IN A CLASS OF ITS OWN.—The Rolls-Royce Silver Cloud III, the overall excellence of which overrides certain shortcomings.*

and so sensibly-contrived, is to be presented with a motoring experience no other car can provide. I was still of the opinion that the Silver Lady belonged to the past and that she paid lip-service to the three-pointed star of Stuttgart. Yet the feeling of comfortable isolation and dignified insulation from the cares lesser travellers may be assumed to suffer was very tangible from behind the wheel of this remarkable, inimitable Rolls-Royce. Mere technical considerations are a different matter altogether.

I was disappointed that higher speeds were not possible unless there was a motorway on which to work up to them, but I was impressed by road-holding unaffected by a very heavy load, even if the ride-control is nothing like as sensitive as those on the Bentleys I drove before the war. I was troubled about the notchy action of the gear lever when trying to get maximum performance by using the "hold" positions of the automatic gearbox, and by the metallic noise the doors make when you shut them. But almost everything else about the Silver Cloud was impressive, its magic irresistible. The reliability was a solid, inbuilt factor you could almost feel and the pleasure I could derive were I able to own a Silver Cloud would have made its price of £6,000 seem insignificant. The Magic of this particular Name is no myth, and I hope that in due course I shall be persuaded that the more complicated Silver Shadow is fully compatible with the very high standards of upper-class travel set by the Silver Cloud and is, in fact, its logical successor.

Even more automated than this much-discussed Rolls-Royce Silver Shadow (which in **Bentley T-Series** guise I drove briefly last year) is the **Mercedes-Benz 600**. A day's drive in the saloon version of this great car proved to me that it is no freak, that items like the hydraulically-actuated door-locks, etc., which on paper sound just too fantastic, couldn't be more practical when one comes to use them; also that its road-holding and cornering are of a very high order—and I drove the 600 on a very wet night in London as well as at high speeds on deserted roads in winter sunshine. The "handiness"—I use the term in a comparative sense—of this 2½-ton, 10 ft. 6 in. wheelbase monster endeared it to me but it is really motoring of a different kind from that provided by the Rolls-Royce Silver Cloud. As with those controversial 2000s, the Rover and the Triumph (neither of which came my way in 1965) I am not sure these cars can be fairly compared, albeit both represent land travel on the highest plane. If I were spending £15,000 on land travel it is possible that I would like to have both these prestige cars in my motor house. . . .

Before leaving these treasured memories of Rolls-Royce affairs I feel inclined to recount how, leaving my place in Radnorshire in the Ford Cortina GT to attend the auspicious dinner given in Crewe to celebrate the release to the Press of details of the new Silver Shadow—"the first entirely new Rolls-Royce for ten years"—I remembered that my wife had forgotten to put any braces in my luggage. I was too far behind schedule to turn back and the only hope lay in driving as fast as possible over the notoriously winding road that links Cross Gates with Knighton, in the hope of catching the shops still open in the latter town. Behind me was an Alfa Romeo Spider and by the way it was being cornered, observed in the mirror, I assumed its driver was trying as hard as I was along this desolate road on that dull October evening. The Ford managed to keep ahead and, although this was a "little" Alfa, as the least-expensive open model costs £1,448, the Cortina GT comes off well, I think, in the matter of value-for-money against average-speed performance. The other driver probably thought I was enjoying myself. I was, but uppermost in my mind was the urgent need for a pair of braces. . . .!

A quite small car which came my way last year was the **Singer Chamois**, or in effect a de-luxe Hillman Imp. I have a very

good opinion of the later Imps, which are pleasant to drive, with good road-clinging qualities and a delightful gear change. They are very handy to load through that lift-up back window, which Issigonis apparently didn't think of for the Mini—a pity, for Peter Ware and his design team didn't hesitate to borrow the Issigonis door-pockets for their Imp! The brakes of the Chamois were less tiring to prod than those of the Imps I drove in 1964 and this rear-engined small car understeered on its Dunlop SP4rs, but this didn't unfortunately prevent it from wandering about alarmingly when caught in a cross-gale on the A5, when coming fast from the Pomeroy Trophy frolics at Silverstone to a party for his Press friends that Bob Johnson of G.M. was giving at his aforesaid delightful apartment overlooking Hyde Park. There was also a troublesome hold-up to the test when a bolt fell out of one of the rear universal-joints. The local Rootes dealer didn't have the correct replacement in stock but Ladbroke Grove went into action and I drove away four hours later, the alarming clonking and Chamois leaps cured—but would a customer have fared as well?

What should have been one of the highlights of the 1965 test programme was at last, after much patient waiting, being able to try an Alfa Romeo—in fact, not one, but two of them. The first to arrive was the Alfa Romeo Giulia TI saloon. I was beginning to be delighted with the urge and sense of wanting to get on with the job of motoring in a thoroughbred manner which the lively twin-cam 5-bearing engine conveys, providing the 5-speed gearbox with the nicely spaced ratios is freely used, and was getting used to the considerable degree of roll during ambitious cornering, reassured by deceptively excellent brakes and light, accurate steering, while following D.S.J. on a run across the downs near Upavon, when the Marcos 1800 he was driving expired. "Ha," I thought, "that is the penalty you pay for using specials from small factories," as I took our Continental Correspondent aboard the Giulia TI. Little did I know! For I had hardly decided that the high driving seat was not to my liking and that the fascia of this otherwise-very-desirable Alfa Romeo possessed too many winking warning lights, when the clutch pedal went to the floor and stayed there, perhaps startled by a Meteor 7 which had just crashed in a near-by field, unfortunately killing its pilot.

I got the car home by that age-old dodge used by those afflicted with absence of a clutch—sticking the gear lever (heavily spring loaded, I recall, and rather tiring to use on this r.h.d. car) into gear and rolling the car off with the starter-motor. I offered to drive it thus to T. & T.s. Instead, they came and took it away. I have not seen it from that day to this. . . . A pity, because the other Milanese model I had for test, an **Alfa Romeo Giulia Sports Speciale**, was not at all impressive to anyone wanting to use it for other than impressing their girl-friends. The handling at anything over 80 m.p.h. was terrible; there was an unpleasant deflection of the steering even on quite good surfaces, and over-steer under power changed disconcertingly to understeer with power off, impressions confirmed by a colleague and others. The springing was too supple, the brakes were heavy and therefore fatigue-making, the syncromesh had disappeared from the lower gears, the clutch pedal travel was excessive and the pedal too close to the transmission tunnel; moreover the clutch slipped when taking acceleration figures (0-60 m.p.h. in 10 sec., s.s. ¼-mile in 18.1 sec., nevertheless).

Twin Weber carburettors make the racket within the car very tiresome but there is no denying the effective manner in which this 120-m.p.h.-plus, Sprint Speciale covers the ground. But to

*TECHNICAL PINNACLE.—The Mercedes-Benz 600, notable for its comprehensive hydraulic servos.*







*THE TWO ALFA ROMEOS tried during the twelvemonth were a disappointment. The Giulia SS (on the left) was for impressing the girls rather than fast driving, which may or may not make it worth £2,394 to you. The Giulia TI saloon was excellent in most respects but its clutch became inoperative, after which it was either in such demand or took so long to repair that we never saw it again...*

me it seemed not worth the £2,394 it costs in this country, except to avid Alfa fanatics, and I said so. Nor did I like its bulbous lines....

This called forth a correspondence-raspberry from my old friend and sportsman Reggie Tongue, Chairman of Thomson & Taylor (Brooklands) Ltd., which I was astonished to find contained the accusation that I was jaundiced, biased, infused with rancour and ill-tempered, inaccurate and distorted, when expressing my opinion of Alfa Romeos—which Mr. Tongue sells! In fact, I liked the Giulia TI so much I had thought of asking MOTOR SPORT to buy one for me and was only sorry I was not able to obtain performance and fuel consumption figures for it. The outcome was that readers wrote in, taking sides, as readers do, and it did appear that not all of them were happy with their cars or with Alfa Romeo servicing in this country. This has naturally put me off this illustrious make—but I was *not* the chap who flung that Earls Court ashtray...!

A car which appealed to me very much indeed and one which stood up to getting into it immediately after driving down from Crewe in the then-current Rolls-Royce, was the **Vanden Plas Princess 1100**, in which I went along the congested Bournemouth road to Weymouth (on business, not to bathe), amongst other journeys. It has been endowed with sufficient creature comforts to disguise the fact that basically it is a B.M.C. 1100, although the splendid ride and handling derived from the engineering aspects of the car enhance its very definite appeal. There could well be more performance, but speed is no longer a criterion in this out-



*LUXURY WITH RUNNING ECONOMY.—The Vanden Plas Princess 1100, a car appropriate to present-day motoring in Britain.*

moded little Island and what there is of it is quietly delivered, although some engine noise and gear-train hum regrettably intrude. Yes, I like this well-contrived small car, although it is expensive when compared with an M.G. 1100, for example, which many people find sufficiently luxurious for their needs, as well as a bit faster about the place.

My first encounter, favourable, with Moulton Hydrolastic suspension on the miniature B.M.C. cars came when I drove a

jolly little **Riley Elf Mk. II**, always a useful and acceptable little saloon.

Experience of Rootes' intelligent blending of Ford V8 engine and Sunbeam Alpine to form the **Sunbeam Tiger** was eagerly awaited. Being busy, I let the Continental Correspondent conduct the first test, but a fast run to Goodwood and back, including storming S. Harting hill (where the J.C.C. once let racing cars loose) in top gear showed what sheer fun owning this near conception of compact sporting car would provide. D.S.J. contrived to time it over a s.s. ¼-mile in under 17 sec. and expressed some disappointment over the Tigers top speed only because he thought it had a 4.8-litre Ford engine and not the very "cooking" but completely-unstressed push-rod 4.2-litre power unit. Later I was able to do a full road-test in another of these highly-desirable cars. Although the Sunbeam Tiger has bad features, such as back-axle tramp if accelerated hard, rather small brakes, steering kick-back, and the need to be fairly feather-footed when driving on slippery surfaces, its effortless pick-up in the pre-war Ford V8 tradition (only more so!), its silent running with 90 m.p.h. coming up in 3rd gear of the nice Borg-Warner gearbox and quite effortless 100 m.p.h. cruising speed on the 2.88 to 1 top gear, with a good deal more speed to come, make it one of the best propositions I encountered in 1965 and a tempting "buy" at less than £1,500. It is a typical, even somewhat old-fashioned British sports car with a flavour of America about it—I liked it enormously!

During last year I took another look at Volkswagen and although all the old fascination remains, the more so since I have invested in an exceptionally well-preserved "Beetle" as a family hack, and remembering the ability of D.S.J.'s even more hack-like VW transporter to pull big loads quietly and quite astonishingly quickly considering its 1,131-c.c. engine, the current **VW 1500S** didn't come up to scratch, performance-wise. It is a vehicle possessing all the good features that have made the VW Europe's best-seller, and some less desirable ones, such as handling that left me in no need of a reminder that the i.r.s. was by swing-axle, rather bouncy torsion-bar suspension, and disappointing fuel consumption. The latest **VW 1200**, however, proved very enjoyable, regarded as practical, down-to-earth transport, and gave 33.6 m.p.g. of the least expensive petrol. It had many improvements over the 1955 VW I once drove daily but used more oil, possessed heavier steering, and had an engine that I am sure was much noisier. Perhaps 1955 was the vintage-year of the "Beetle"? Certainly there is no denying the irresistible charm of VWs of all ages—they are everywhere and all my friends seem to have one. I hope that when the VW 1300 and VW 1600TL come

*FORDS IN EVIDENCE.—Usually fords in this country have dried up or been bridged but when the Ford Cortina GT was photographed the water behind it was much in evidence and looked impassable. Some years ago when we published a similar picture one or two readers found no difficulty in identifying it. Does anyone recognise the location of this one?*







*EXCELLENT FINISH, not much performance and heavy petrol thirst sum up the VW 1500S.*

along for appraisal they will demonstrate useful performance to match those other qualities which have made VW the World's universal car, the "Beetle" doing today what the Austin 7 did pre-war (now, of course, pre-1931 Austin 7s are historic machines, which should be preserved instead of used as hacks, as members of the Vintage Austin Register and the Austin Seven Register of the 750 M.C. well know).

A nice touch of luxury, which would have cost only £1,796 had I been buying it, was provided by a **Humber Imperial**, a very fully-equipped Thrupp & Maberly saloon, the clock of which was noisier than the 3-litre 6-cylinder engine when the latter was idling. Spoilt for me by soggy suspension and that awful "Hydro-steer" power-steering, until I resigned myself to being a Humber driver and not hurrying, this palatial carriage conveyed me from Wales to Cheshire and back to dine with Maurice Falkner, and represented notable value-for-outlay.

A definite milestone in the year's motoring was that of getting 760 rapid miles behind me in a **Mercedes-Benz 230SL**—in fact I tried two of them, one Automatic, the other with a normal gearbox. I like all the products of Daimler-Benz and these were truly beautiful cars, yet I admit to some disappointment, but not in the road adhesion, which wet or dry is fantastic, nor with the finish or top speed of 120 m.p.h. I expected more acceleration, found the very powerful brakes spongy and a bit indecisive, and did not like either the Automatic or the change-'em-yourself transmissions. I also found the manual steering of the second car altogether too heavy. I preferred the greater charm and individuality of the Fiat 2300S coupé, although had I to choose I would probably decide in favour of the rugged dependability and handsome lines of the very safe and squat Stuttgart product.

Nineteen-Sixty-Five was a good Peugeot year and these endearing French saloons are always possessed of character and sound common-sense. So I was very pleased with the long-legged stride of the fuel-injection **Peugeot 404KF2**, which displayed the usual Peugeot qualities of quiet-running, remarkable petrol economy and a roomy interior, although the servo brakes were not commendable, having a disconcerting lag. This is a sensible family saloon, very well ventilated and warmed (Peugeot dispensed with quarter-lights long ago), able to exceed 100 m.p.h. and capable of 75 m.p.h. in 3rd gear—yet no-one bothers to call it a GT, or even a TI!

*ONE OF THE SAFEST FAST CARS we drove last year was the Mercedes-Benz 230SL, on account of truly tenacious road-clinging and predictable power steering.*



*LUXURY AT A MODEST PRICE—but the Humber Imperial possessed the sort of suspension and "Hydrosteer" assisted-steering that didn't encourage high speed.*

To compare it with the KF2 I drove a normal **Peugeot 404** again and this was enjoyable, too, as all Peugeots are, and only 3½ m.p.g. heavier on fuel. Later there was the **Peugeot 404D** to try and while I am aware that private cars digesting heavy-oil have, with development, become more and more compatible, this Peugeot was quite one of the most acceptable that I have tried. It had enough performance, delivered with not too much harshness, which became apparent in the course of discovering that the journey from Silverstone (where we had been for the V.S.C.C. Race Meeting) to my place in Wales is quite painless (on the map it looks frightful), this first occasion being memorable because a gracious hotel in unchanging Chipping Camden produced a light meal when we didn't require a full-course dinner, pleasantly, quickly, and in the nicest of surroundings. Returning to Hampshire on the Monday we encountered considerable floods and it was comforting to know that the Peugeot's engine did not rely on electrical sparks or other components adverse to the ingress of dirty water! To be honest, however, I would only want to keep this car if I owned a diesel-fuel supply as well, so that I could really benefit from its 41 m.p.g.



*PEUGEOTS are always pleasant cars to drive, with controls logically arranged, plenty of interior room and engines giving notable economy. This was the 41-m.p.g. 404D diesel saloon.*

A couple of two-stroke cars which came my way in 1965 were a Saab and a D.K.W. I tried hard to enthuse over the **Saab Sport** but felt only lukewarm enthusiasm for it at the end of a long test. There is no denying that a Saab is rugged, well-appointed, planned with serious motoring in mind, and that it is rapid indeed round corners and on those unavoidable runs from A to B. It is just that I don't like its *manner* of being rapid. I grew tired of continually engaging a lower gear with the steering-column lever in order to make the voracious if ultra-smooth 3-cylinder engine poke out a bit of power.

The **Auto-Union D.K.W. Froz** wasn't much more to my liking. I drove it an almost identical mileage to the Saab, using it to attend the Daimler-Lanchester O.C. Rally at Beaulieu, amongst other things, and ended up thinking the steering and braking quite mediocre, the suspension poor. Again there was a





**THE VALVELESS ONES.**—Top, the Saab Sport, bottom, the Auto-Union D.K.W. F102, latest two-stroke cars from companies which, up to now, have specialised in two-cycle engines. Are these the last of the type we shall see from these factories?

steering-column gear-change you had to be continually snatching at, otherwise the triple cylinders felt as if they had swallowed cold semolina pudding. And again there was that terrible craving for petrol—26.2 m.p.g. compared with 20.9 from the more sporting Saab. . . . I hope two-stroke fans will understand—after all, if we all had the same preferences we should all marry the same girl!

The **N.S.U. Wankel Spider** was interesting, mainly because this revolutionary engine proved entirely reliable. It could be set spinning and then forgotten and its solitary sparking plug never had to be changed. The gear lever has to be pumped to get any sort of performance, although if this is done the car—regard it as 1,000 c.c.—is of true sports-car order, for 99 m.p.h. from a car of this capacity is excellent indeed. In fact, apart from heavy consumption of a grade of lubricating oil it was difficult to buy, the Wankel part of the car earned as much praise as it attracted curiosity. The rest of the car, good finish apart, didn't do justice to an outstanding power plant innovation, in which I now have every confidence.

Another recent model from the German factory was the **N.S.U. 1000L**, a 1-litre car with lots of room inside its 2-door body but not much for luggage. This air-cooled transverse-rear-engined o.h.c. 4-cylinder small car from Neckarsulm had a delightful gear change, the expected high-class paint-job and finish, but became too noisy when cruising at over 65 m.p.h. (I concede that Fraser, before he resigned, had made this acceptable!) and at anything over that speed developed front-wheel shake if the surface was not absolutely smooth. The fuel economy was good but I had hoped for better, the suspension shock-absorbing but too lively, and side winds caused oversteer. I was not so impressed as I had hoped to be with this "grown-up" N.S.U.

Apart from the Ford Cortina GT which regular readers will know has served me very well, I drove two other Fords last year, a **Ford Corsair Crayford convertible** which was sufficiently rare to create some favourable interest when I took it to the Castle Combe V.S.C.C. Race Meeting, but which went out of production when it became impossible for the makers to get any more 2-door bodies, and the new **Ford Corsair V4** of which my impressions, as yet not very favourable, were published in *MOTOR SPORT* last November.

When not driving road-test cars I continued to use the Editorial Morris 1100 for 6,800 miles, until it finally expired with an exhausted battery and faulty starter after 28,332 miles. It had emerged from a pretty thorough overhaul, following misfiring and weak brakes, 4,000 miles earlier, only to develop drive-shaft failure. After this had been rectified, the notoriously-frail turn-indicators control broke and the doors still couldn't be locked.



**THE YEAR'S MOST REVOLUTIONARY.**—The reliable rotary-engined N.S.U. Wankel Spider.

Not very satisfactory, but it is difficult to resist the famous Issigonis concept, for the combination of f.w.d. and Hydrolastic rubber independent suspension gives cornering power (enhanced in this case by Dunlop SP41 tyres) and comfort which are outstanding among lightweight cars, while the interior space in relation to parking size still impresses me after half-a-dozen years' continuous experience of B.M.C. small cars. Indeed, last year, apart from the B.M.C. products already referred to, I extended this experience by driving Minis at both ends of the spectrum, a **Morris Mini de luxe** and a 998-c.c. **Austin Mini-Cooper**, the former with that unpleasant gear change that calls for "under-arm bowling" to throw the ratios in, but which gave really excellent petrol economy, while the Cooper had a quite intolerable driving seat, a heavy thirst for fuel, and vibrated as furiously as an Edwardian monster when idling. Just before the year ran out I made re-acquaintance with the **M.G. 1100**, which went a considerable way towards re-establishing my faith in B.M.C. small cars, albeit I still think the twin-carburettor engine should poke out more power, and when the driver's door refused to be locked in the first week of "ownership" it was apparent that it was following the Morris 1100 as a car-snatcher's delight. In fact, this M.G. was the first car I drove in 1966, when going to fetch my youngest daughter from a New Year's Eve party—*tempus, confoundit, fugit!*

That's about it, except for limited experience of the new f.w.d. **Triumph 1300** over Welsh gradients during its coming-out party (a car of considerable ingenuity in basic specification and interior details, I didn't drive it long enough to form a true opinion), an old-model 3-speed **Vauxhall Cresta** which overlapped from the 1964 test programme, and a **Vauxhall Velox**, also a 1964 3-speeder, which performed yeoman service towing a vintage Léon Bollée commercial vehicle (generously given to me by the L.C.C. Parks Committee) from Surrey to mid-Wales, on a very useful trailer lent by Rootes.

There was also an **Ian Walker-modified Vauxhall Viva** and, although D.S.J. has remarked that I do not respond well to "going down on my hands and knees" to drive real GT cars, I did try the flat-six **Porsche 911**, in pouring rain on indifferent roads, while he was testing it—and who better, with his previous experience of Porsche cars? Even in this restricted run the 911 convinced me it was a very real motor-car, exceptionally good window area, heavy but precise steering, the splendidly solid "one-piece" feel of a Porsche and road-holding unperturbed by rough roads, being items especially in its favour. D.S.J.'s impressions of this very fast Porsche will be found on pages 109 to 112, and last year he also reported on the Marcos 1800 and took a Lotus Elan to Sicily and back. Other specialised cars road-tested by *MOTOR*

**BIG BROTHER.**—After enjoyable commuting in twin-cylinder N.S.U.s the Prinz 1000 proved to have affinity with the curate's egg, being good—in parts.







**DIFFERENT DRIVES.**—The Editor was able to gain considerable further experience last year of three cars of widely different basic layouts, all of which were in use over the same period—a Ford Cortina GT with water-cooled in-line engine driving the back wheels through a propeller shaft and having leaf-spring suspension of a rigid back axle, Morris 1100 and M.G. 1100 cars with transverse water-cooled engine at the front in conjunction with front-wheel drive and Hydrolastic rubber all-round independent suspension, and a VW with rear-mounted, air-cooled flat-four engine driving the rear wheels, independently sprung on torsion-bars. These cars ran, respectively, on Firestone F100, Dunlop SP41 and C41, and Michelin tubeless tyres.

SPORT in 1965 included an Alan Fraser racing Hillman Imp and another Lotus Elan. I missed trying an Elan myself while such cars were still worthwhile on British roads, which I regret deeply; it seems there may yet be plenty of time, however, for when driving the Sunbeam Alpine GT I caught up with an elderly gentleman in overcoat, scarf and bowler hat, smoking a pipe, in one of Colin Chapman's very fast, glued-to-the-road sports cars!

Vintage and Veteran affairs were not entirely neglected last year. I took the 1904 Brighton Museum Brushmobile through the Brighton Run, rode with Louis Giron in a 1914 model-A14 Albion lorry on the Commercial Vehicle Brighton Run, grappled with a monstrous Renault 45 tourer, spent a warm and entertaining day sampling Vauxhall Motors' Vauxhalls of 1905-1926, had a fleeting encounter with a tired 1931 Sunbeam Sixteen Tickford saloon and investigated a number of pre-war Rolls-Royce cars. (The last-named made me curious to know whether, say, a contemporary straight-eight Daimler might not possess, if not the magic, at least much of the merit of the better-known R.-R. cars?) There was, too, an unforgettable drive through the streets of Wolverhampton in Rootes' throaty 1924 G.P. Sunbeam, with John Rowe as *pilote*, heading the cavalcade which forms part of the annual S.T.D. Rally, an occasion when I saw the mobile police in a very enthusiastic and human frame of mind, and a successful 160-mile journey in my middle-daughter's 1934 £7 Austin 10/4 (no inflated prices here!) which seems to have been considerably more reliable than a later and larger pre-war Austin used by a contemporary weekly for its Christmas road-test. I also found time to judge a few (car) beauty shows and marshal a number of vintage-car events, to show I am an enthusiast at heart!

So there it is, or was—another full year of driving and reporting on a diverse selection of motor-cars. Motoring represents for many of us a way of life; indeed, I would have said it was man's most popular and engrossing pastime; we must fight strenuously for our right to enjoy the freedom of the road.—W. B.



**TIGHT FIT.**—Last month D. S. J.'s VW transporter was shown carrying a couple of fast vehicles. Here it is seen conveying the 1904 Brushmobile, which the Editor drove in the Veteran Car Run, from Beaulieu to Marble Arch before the event.

**PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1965**

| Car                                 | Petrol Consumption | Oil Thirst                                |
|-------------------------------------|--------------------|---|
| Chevrolet Impala Sport saloon ..    | 13.3 m.p.g.        | None, in 450 miles.                       |
| Vanden Plas Princess 1100 saloon    | 32.4 ..            | Minimal, in 880 miles.                    |
| VW 1500S saloon ..                  | 28.3 .. †          | 1 pint, in just over 1,000 miles.         |
| VW 1200 saloon ..                   | 33.6 .. †          | 1 pint, in 450 miles.                     |
| Vauxhall VX 4/90 saloon ..          | 28.1 ..            | 2 pints, in 1,000 miles.                  |
| Ford Cortina GT ..                  | 30.1 ..            | 1 pint, in 600 miles.                     |
| Humber Imperial saloon ..           | 17.2 ..            | None, in 475 miles.                       |
| Riley Elf Mk. II saloon ..          | 42.6 ..            | Infinitesimal, in 350 miles.              |
| Alfa Romeo Giulia TI saloon ..      | 24.4 ..            | Approx. ½-a-pint, in 580 miles.           |
| Alfa Romeo Giulia SS two-seater     | 21.7 .. †          | 4 pints, in less than 1,000 miles.        |
| Singer Chamois saloon ..            | 39.1 ..            | None, in 840 miles.                       |
| Peugeot 404 KF2 saloon ..           | 31.1 ..            | None, in 733 miles.                       |
| Peugeot 404 saloon ..               | 27.6 .. *          |   |
| Mercedes-Benz 230SL Automatic coupe | 20.0 ..            | None, in 575 miles.                       |
| D.K.W. Auto-Union F102 saloon       | 26.2 .. *          | 2½ pints, in 760 miles.                   |
| Saab Sport saloon ..                | 20.9 .. †          | Fractionally under 4 pints, in 450 miles. |
| Pontiac Parisienne Automatic saloon | 14.1 ..            | 1 pint, in 780 miles.                     |
| Vauxhall Viva saloon ..             | 40.1 ..            | None, in 1,238 miles.                     |
| Fiat 2300S coupe ..                 | 15.4 ..            | Scarcely any, in 1,000 miles.             |
| N.S.U. Wankel Spider two-seater     | 52.0 ..            | 1 pint, in 120 miles.                     |
| Peugeot 404D saloon ..              | 41.0 .. †          | None, in 570 miles.                       |
| N.S.U. 1000L saloon ..              | 35.6 ..            | None, in 600 miles.                       |
| Rolls-Royce Silver Cloud III saloon | 11.7 .. †          | 4 pints, in 1,245 miles.                  |
| Sunbeam Tiger 260 two-seater ..     | 20.6 ..            | None, in 700 miles.                       |
| Chevrolet Chevelle Malibu saloon    | 18.1 ..            | None, in 800 miles.                       |
| Ford Corsair V4 saloon ..           | 23.5 ..            | None, in 1,000 miles.                     |
| Sunbeam Alpine Series II GT ..      | 24.0 ..            | 2 pints, in 996 miles.                    |
| Austin-Cooper S saloon (1,275 c.c.) | 34.6 .. †          | 1½ pints, in 1,500 miles.                 |
| Fiat 500D saloon ..                 | 55.2 .. †          | Less than 1½ pints, in 3,097 miles.       |
| B.M.W. 1800 TI saloon ..            | 24.5 .. †          | 2 pints in approx. 700 miles.             |

† Cheapest-grade or "cooking" petrol.

\* Mixture-grade petrol.

‡ 100-octane petrol.

N.B.—The mileages at which oil consumption was checked is not necessarily the total test distance.

§ Diesel fuel.

|| Approximate.

**"THE CAR OF THE YEAR"**

JUST after Christmas, possibly because of the shortage of news, some of the motor journals devoted considerable space to a poll organised by *Auto-Visie* to decide which new car deserves the title of "The Car of the Year." Points are awarded by a panel of motoring writers, which last year numbered 32 from ten different countries, on the basis of design and technical features, ignoring price. [According to a hand-out from the British Press Office of Renault Ltd. these writers included the *Rédacteur en Chef Motor Sport, Londres*, although in fact I do not read *Auto-Visie* and wasn't asked to vote—perhaps I have been demoted?—ED.]

The result of this poll was that the Renault 16 came first, 17 points ahead of the Rolls-Royce Silver Shadow, while third place went to the Oldsmobile Toronado, 22 points behind the new Rolls-Royce. The runners-up were the Peugeot 204 and Triumph 1300, while Auto-Union Audi, Jensen C-V8 FF, Glas V8, B.M.C. Minimatic and Fiat 850 coupé occupied 6th to 10th places.

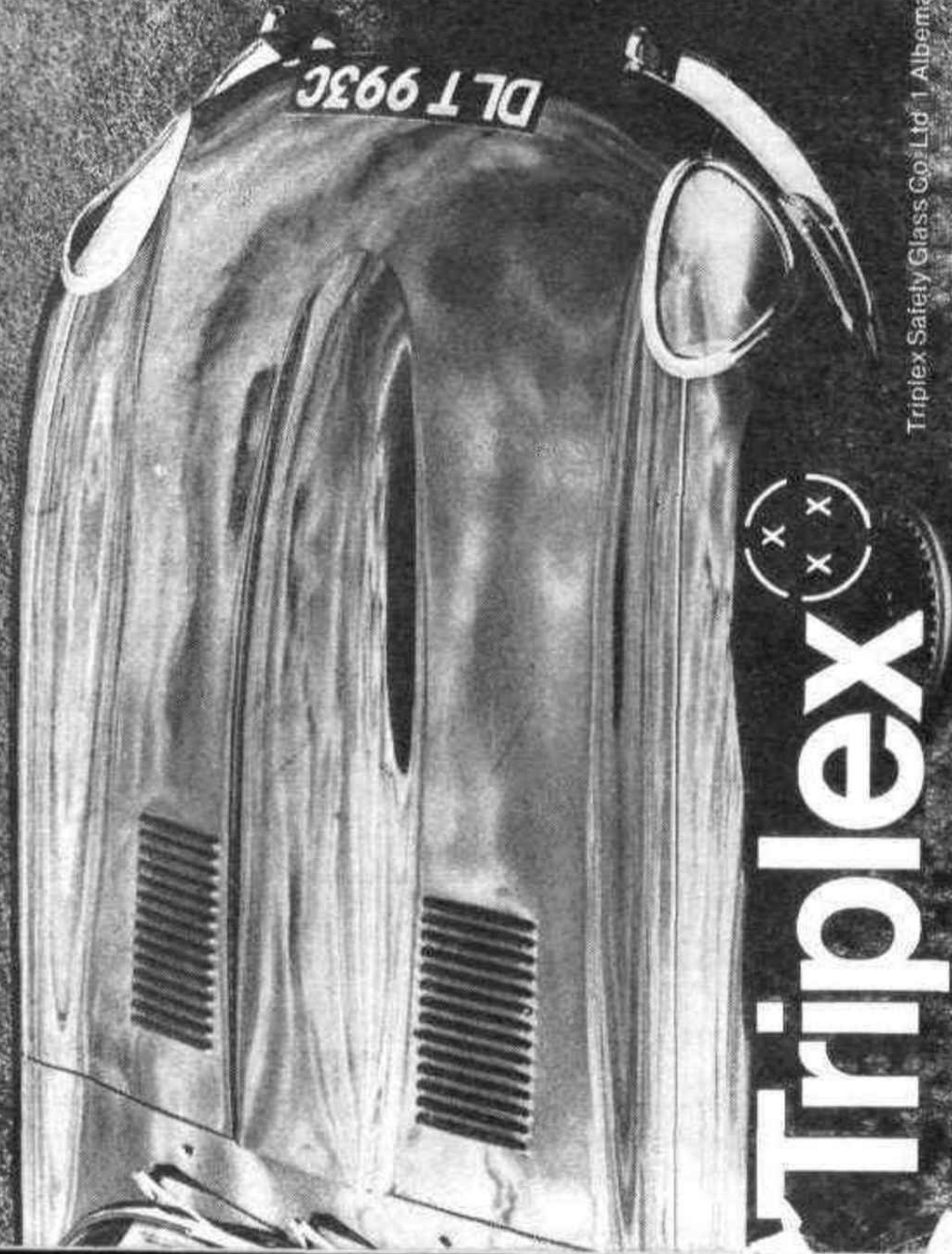
With the proviso that not all the voters could have driven these cars very far, Renault are to be congratulated on the result, inasmuch as it has given them some useful publicity for their new family saloon. Some of the comments about this Renault 16

read: "The car designed for today's way of life"—which we hope doesn't imply that it won't exceed 70 m.p.h. "The first truly practical family car which offers at the same time comfort and good performance," and "A new approach, until now little understood, of the way the automobile should serve its user." All of which makes us look forward to gaining a proper assessment of this car in the course of a full road-test in the not-too-distant future, especially as no Renaults came to us for test last year. After all, it has been described as *une voiture de famille qui amuse le sportif*.

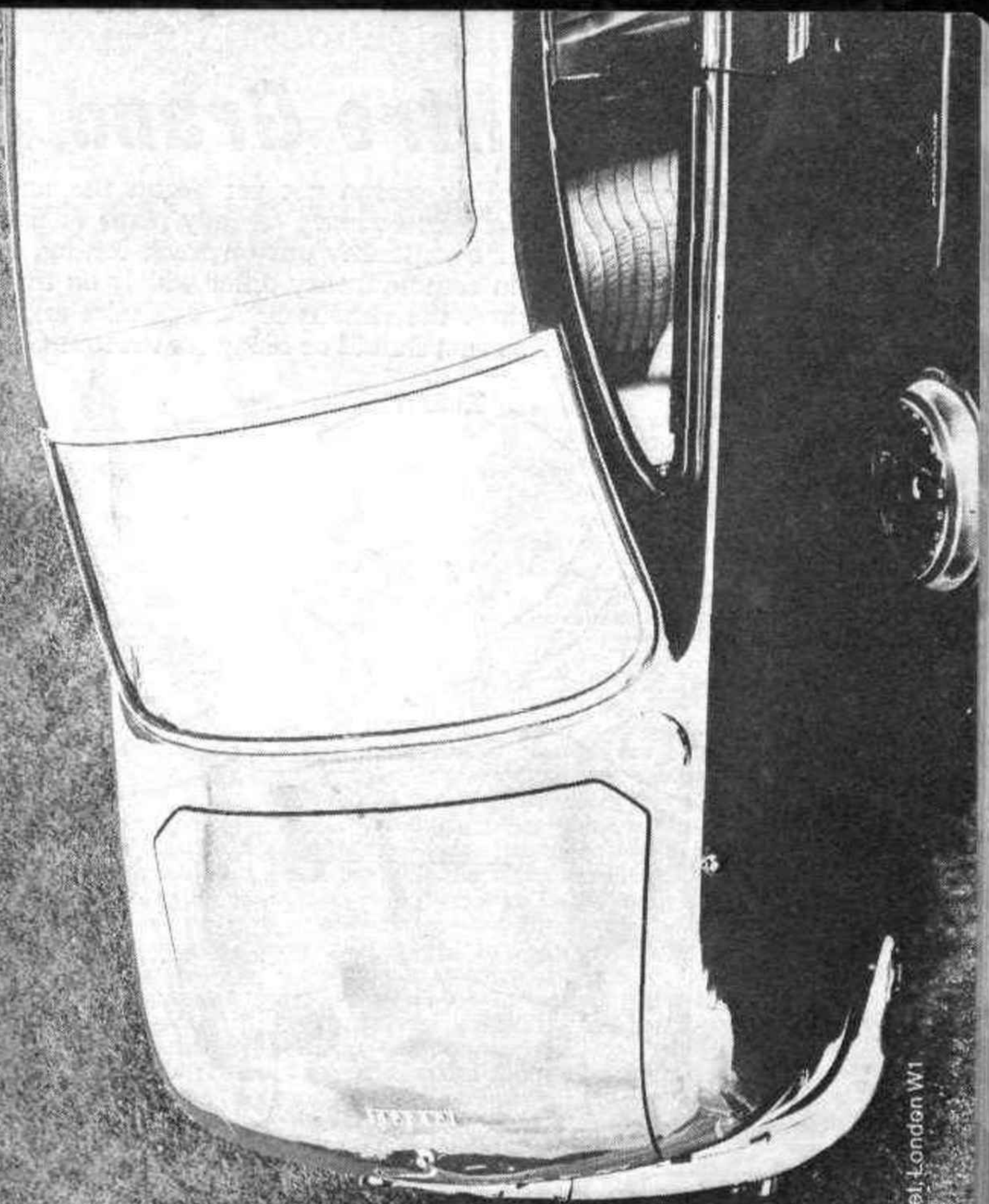
Renault will receive the "Car of the Year" Award at the Amsterdam Hilton later this month, but one comparatively young monthly motoring journal, which did not vote, does not agree with the views of the select 32, its Editor having commented: "*Motor* billed this the most significant new car of 1965. It is nothing of the kind. It is simply a perfectly ordinary front-drive 1500, designed on principles little more advanced than Citroën used 30 years ago. . . . The R16's much-touted 'convertible' bodywork, with umpteen different positions for the back seat vis-a-vis the luggage platform, looks to me like a gimmick and feels like it in the back."—W. B.



**Vision goes electric:** Rear Windows now - windscreens to follow - misting no problem - snow and ice - no problem either  
Right: Ferrari - standard equipment - Left: 'E' Type Coupe - optional as on all Jaguars and most other British makes - family cars included - Winter's on us - Write for details giving model:



**Triples** (x x x x)

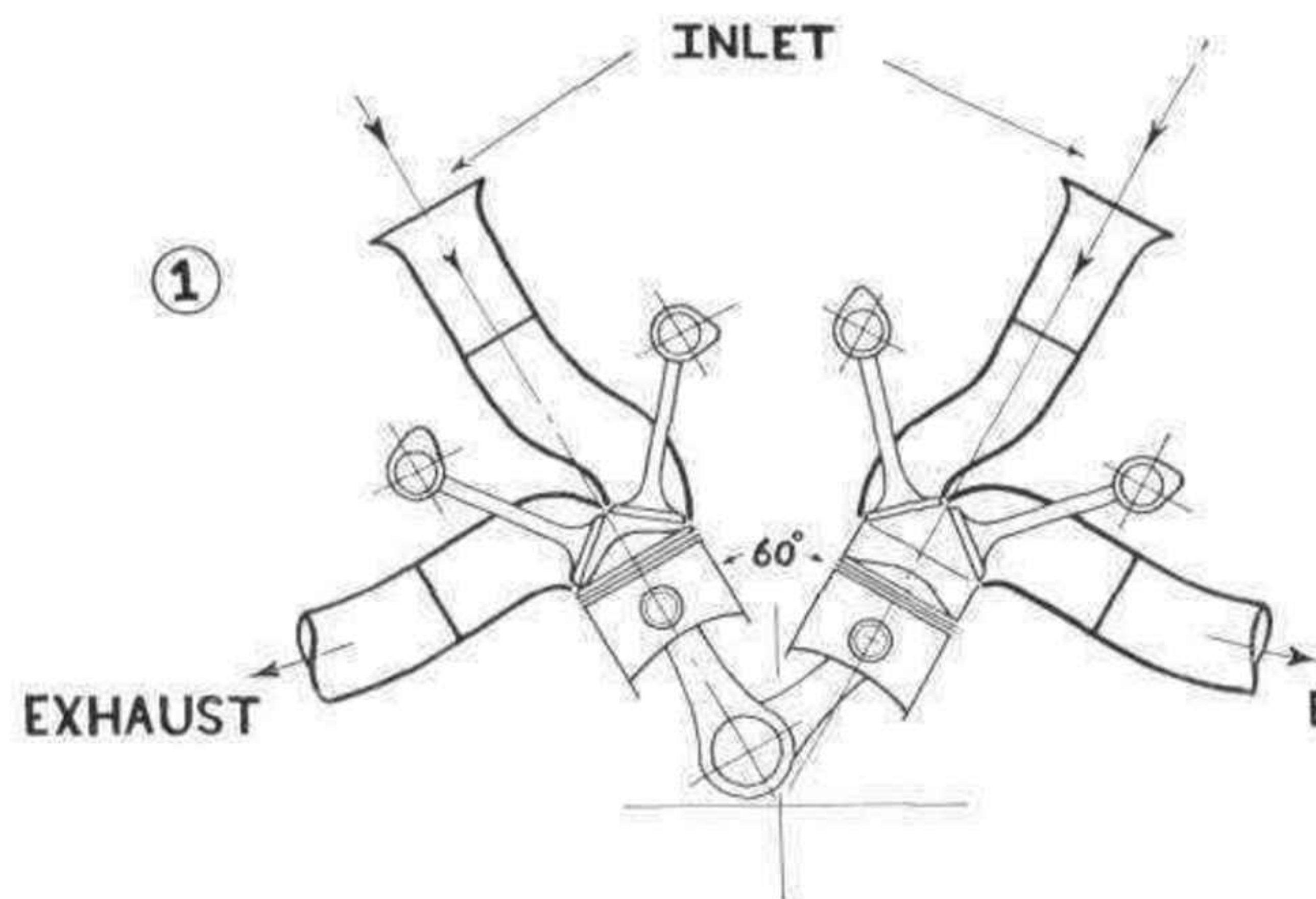


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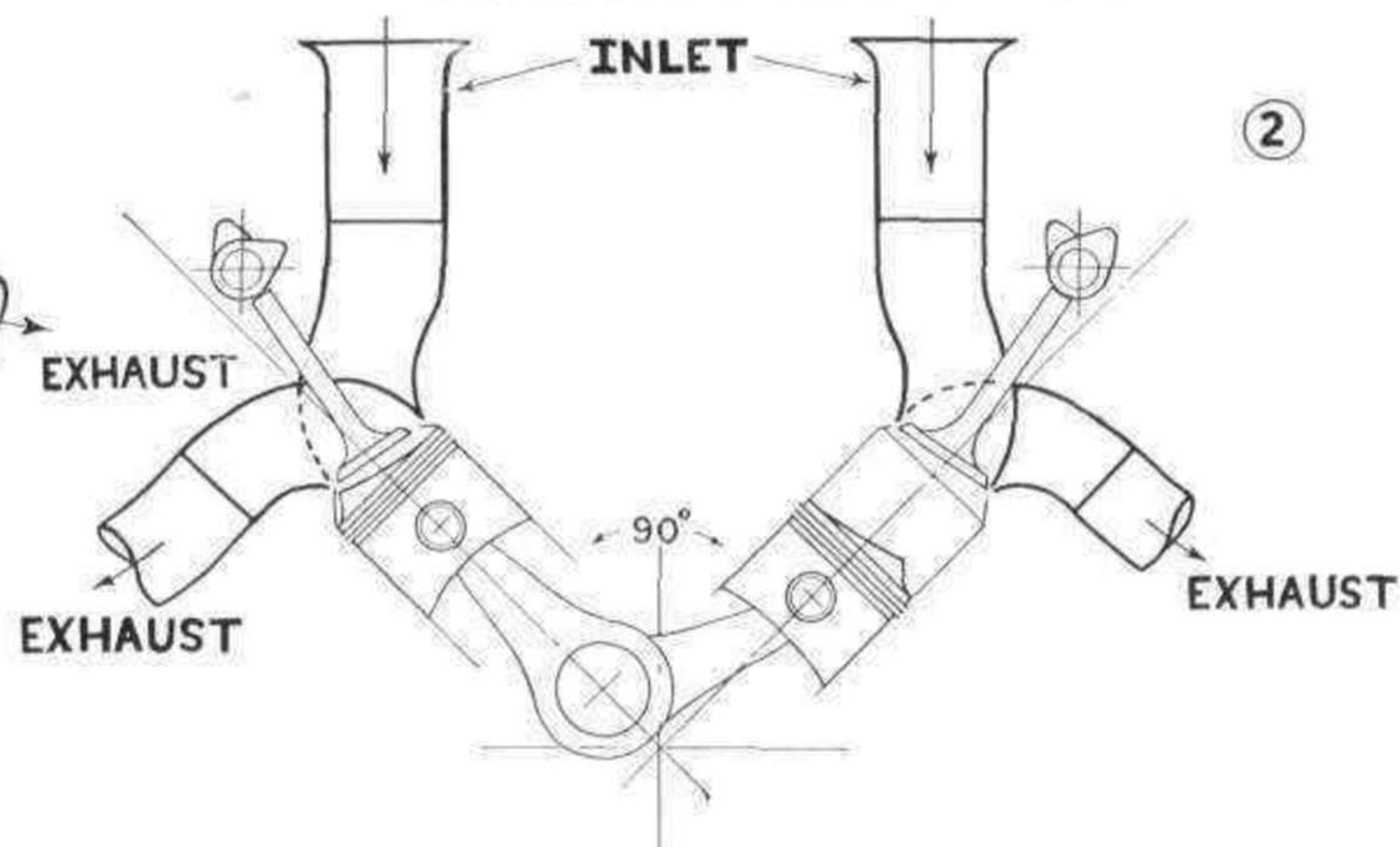


# 3-litre Grand Prix Engines

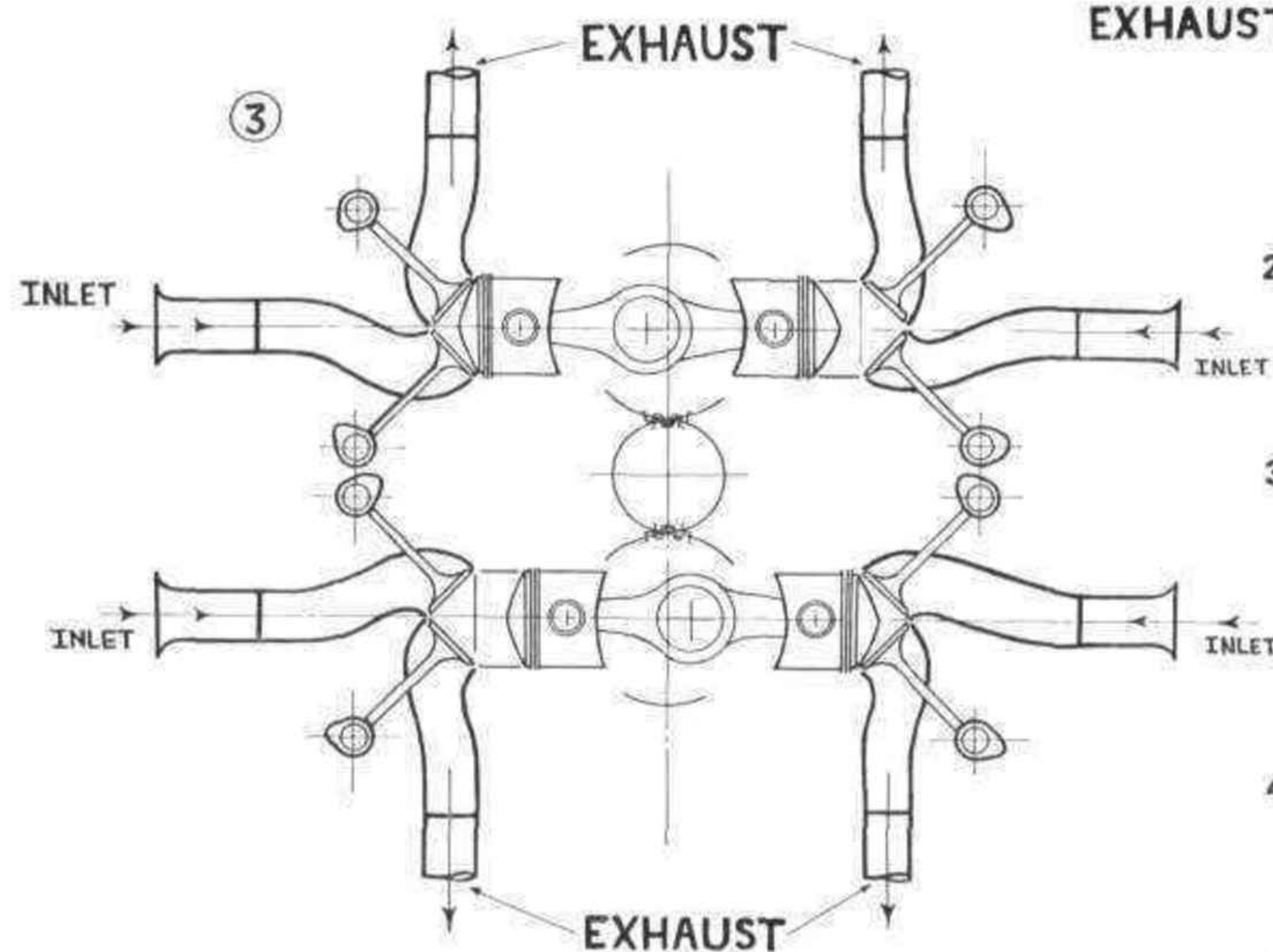
With the European Grand Prix season not yet begun the activity in the engine world is most interesting, and augurs well for the future of Grand Prix racing. Already plans of five different engines have been released, of which one has actually been raced, another consistently out on track testing, two on the test beds, and the fifth not far off that state. While having some things in common, they differ widely on the question of porting, and the accompanying diagrammatic drawings are intended to show the various layouts of inlet and exhaust ports, as well as cylinder and camshaft positions on the five major contenders that should be ready for the first Grande Epreuve. As yet there has been no detail news on the Gurney-Weslake V12, or the Honda engine.—D. S. J.



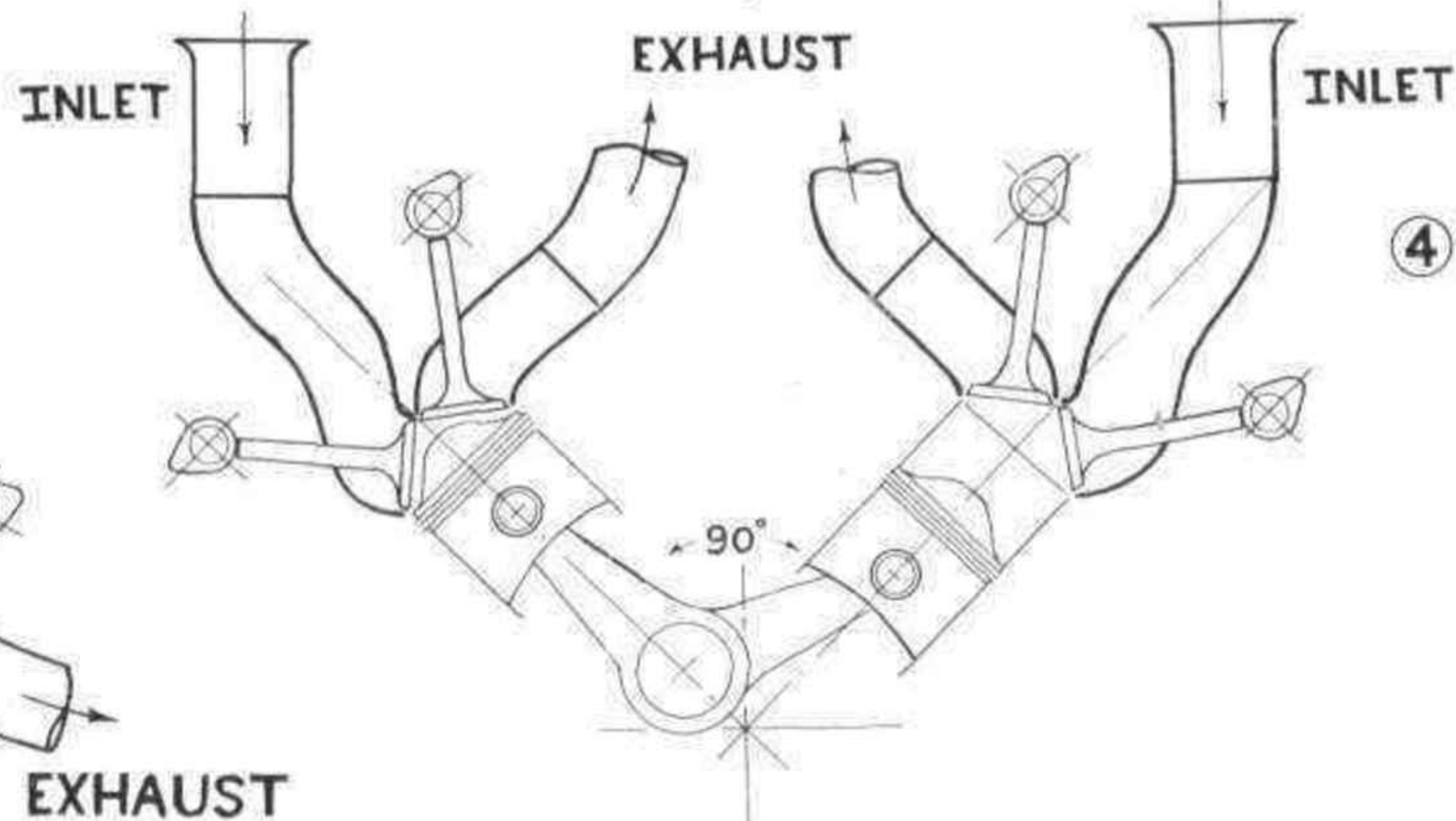
1 Left: MASERATI V12-CYLINDER, four overhead camshafts, inlet ports downdraught between the camshafts on each bank of cylinders. This engine will be used by the Cooper Team for Jochen Rindt and Richie Ginther and the privately-owned Coopers of R. R. C. Walker and Guy Ligier.



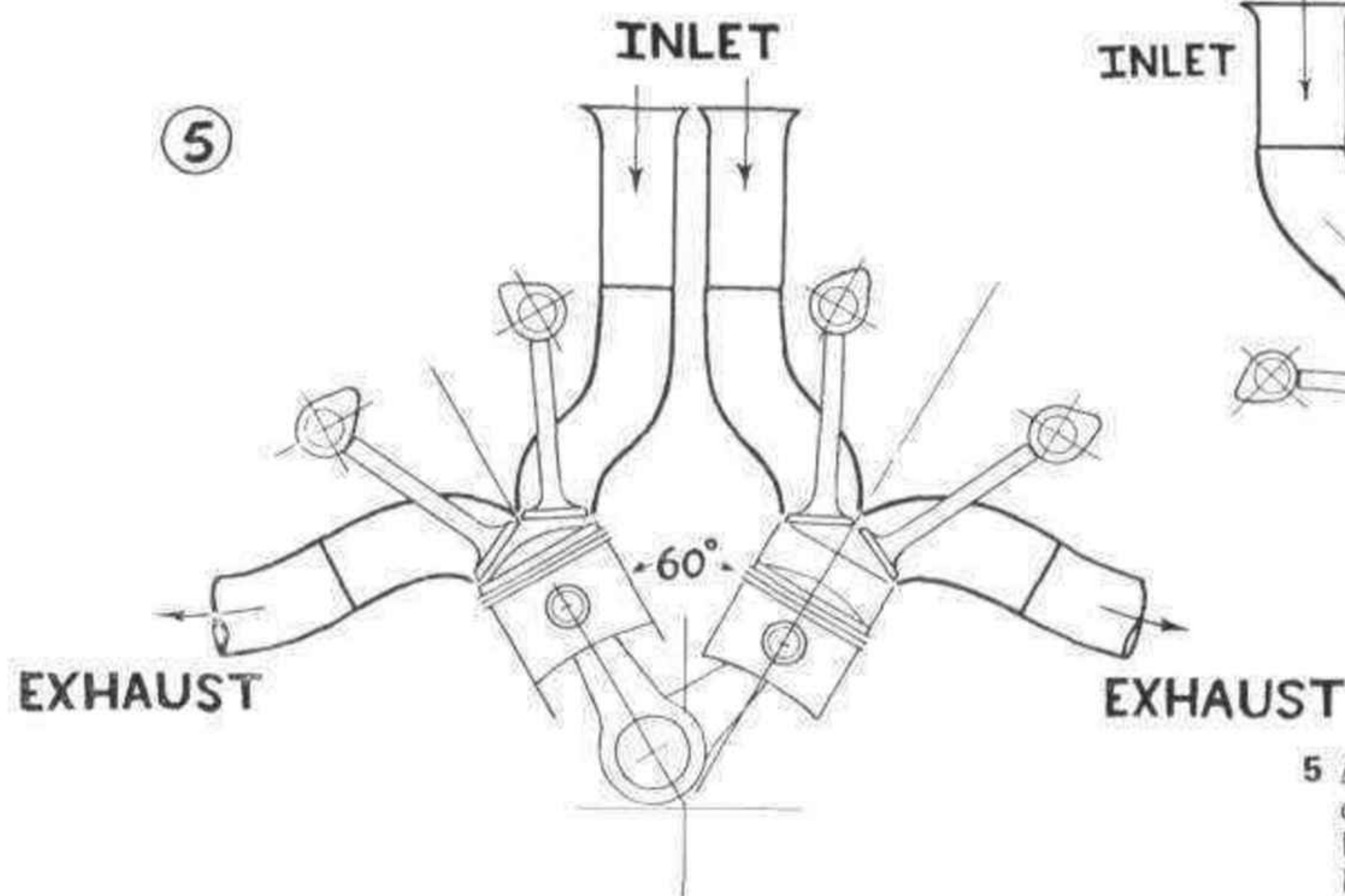
2 Above: REPCO-BRABHAM V8-CYLINDER, based on light alloy Buick engine. Repco cylinder heads have single camshaft operating in-line valves, downdraught inlet ports. This engine will be used by the Brabham team, for Jack Brabham and Denis Hulme.



3 Left: B.R.M. H-16-CYLINDER, being basically two horizontally-opposed 8-cylinder layouts one above the other, coupled by gears to a central gear. First engines will have four camshafts on each side, but later a single camshaft on each side will operate the inlet valves. Inlet ports are horizontal and lie between the valves of each cylinder. These engines will be used by the B.R.M. team for Graham Hill and Jackie Stewart, and will also be on sale to other chassis builders.



4 Below: FORD V8-CYLINDER, based on 1964 Indianapolis Ford engines. Four overhead camshafts, with downdraught inlet ports between camshafts on each bank and exhaust ports in middle of vee. These engines are modified by McLaren for use in the McLaren cars driven by Bruce McLaren and Chris Amon.



5 Left: FERRARI V12-CYLINDER, with four overhead camshafts, conventional inlet and exhaust port layout, and based on the 1965 Ferrari Prototype Le Mans cars. This engine will be used by the Ferrari team, whose drivers are not yet settled, other than John Surtees when he is fit again.



## LETTERS FROM READERS

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

### THE 70-LIMIT

Sir,

I have just heard about your 70-m.p.h. speed limit and a few thoughts struck me. I think that this will affect your Motor Industry very badly since a car capable of over 70 m.p.h. will be unnecessary. If this limit is made permanent, manufacturers should direct their thoughts to a car with a top speed of 70 m.p.h. with "dragster"-like acceleration to that speed.

The motorways will become crowded with cars travelling three abreast at 70 m.p.h. and no hope of overtaking.

It seems to me that one is going to end up in a mess no matter whether one crashes at 70 m.p.h. or 100 m.p.h.

The only solution I can offer is to come over to Ireland, with its excellent roads with few speed limits, and very few cars (five per mile of road, I believe, compared to your 20), and help to increase our dwindling population.

Dublin.

E. H. BROOKS.

Sir,

It's napping at last. The inevitable climax to years of bumbling, ineffectual, ignorant transport control; the universal speed limit.

When will "they" realise that speed alone is never an accident cause. When will "they" realise that the only way to decrease the accident rate is to improve the standard of driving, attacking the problem at its true source. Make the driving test much more comprehensive; covering all kinds of driving, at night, at speed, skid control, etc. Make the driving test recurring, at say, five years, for every driver.

A positive solution is the only one which will ever be effective. Has Britain to become a nation of Fiat 500 drivers? What will happen to the home sports-car market? The outcome of this revolting measure doesn't bear thinking about. It is up to the responsible drivers, to the readers of MOTOR SPORT—always the voice of motoring sanity—to do something positive about this, the most negative of all motoring restrictions, ere motoring loses all its remaining vestiges of self-respect.

Dumbarton.

STUART D. CAMPBELL.

### A POLICEMAN'S POINT OF VIEW

Sir,

As a police officer and an M.G. TC owner, I enjoy your excellent magazine, the issue of which I look forward to each month.

I accept your articles and comments on motoring because they are written out of experience and years of knowledge in the "game." But Sir, how regrettable it is, when you sink to the sad level of such remarks as you made on page 29 of your January issue.

We are all too well aware of motoring problems in this day and age. While it is easy to criticise on information taken at face value, it would be wiser to verify the truth of that information, before trying to satisfy the appetites of the minority of "anti-police" motorists.

I suppose I am in the privileged position of being able to see both points of view. We, in this profession, do not delight in prosecuting the innocent motorist. Speaking for my part of the world, I would lay down my month's wages against any insinuation that we stop the occupants of motor cars for no reason. The motorist of today, must be in possession of the knowledge of his obligations to the law, and while in many cases a verbal warning is sufficient, there are times when a report must be made. Let us face facts, Sir. There are too many motorists whose terrible driving, and road manners are a menace. Even worse, there are those whose vehicles which would disgrace a scrap heap!

Now, as for being armed. Well, for the benefit of your readers, who may at some time come into contact with police, we have our wooden truncheons, and sometimes our torches. Attention, gentle thug, armed with pistol, baseball bat, iron bar or sand-filled cosh, copper at large with "Ever Ready two-cell." Come Sir, we are losing perspective. If the police dealing with the train robbers require arms, it is not because they are frightened. It is because the Government in its monumental weakness is incapable

of providing the powerful anti-criminal legislation, that this country, and its police force, so desperately require. Furthermore, the police, and especially my own comrades would give a great deal to avoid the use of such weapons. Regrettably, the law is so merciful that the professional thug can use any instrument of death he chooses, and be assured of no more than a few years in jail, regardless of the ghastly injuries, and grief, he causes.

We need your support Sir, not your sneers! Please confine your remarks to motoring and refrain from making comments on subjects about which you have no experience.

[Name, address and number supplied—ED.]

[We are always glad to hear what the Police think of us and a sensible letter from a policeman is most acceptable. It is only too true that the Government's weakness over the punishment of criminals and the Police Authorities' insistence that its officers and constables should harry motorists has given a bad odour to a Force that was, once, the pride of every law-abiding British citizen. We think it probable that there are P.C.s like our M.G.-owning correspondent who do not go out of their way to report minor motoring transgressions, but the fact remains that many time-wasting petty charges are heard in our Courts; just as it is a fact that far too many murderers and armed robbers are at large, a fact that the policemen surrounding those train-robbers still in captivity are armed, which is not in accord with our one-time boast that Britain does not permanently arm her Police, and a fact that far too many able-bodied constables are set to work radar traps (and may soon be manning breathalysers tests) at a time when criminals and hooligans have never had it so good and safe.—ED.]

\* \* \*

### MINI v. IMP

Sir,

If you are going to continue the correspondence about the Hillman Imp, may I join in?

Qualifications: mine is 2½ years and 38,000 miles old, and was one of the first sold to an ordinary customer (in June 1963).

Bad points first: the water pump (I'm now on the fifth); the never-need-greasing turning gear (one king-pin and both outer universal joints have had to be replaced); road-rumble and body-drumming; a leaking windscreen; the undersized clutch (the first one had to go at 30,000 miles).

Good points next: low tyre wear (the original C41s would have gone at least 30,000 miles to bare, but I had SP41s with tubes put on at 27,000 and after 11,000 miles these are showing little observable wear); low fuel consumption (average to date a shade below 40 m.p.g. on a combination of London rush-hour and fast cruising); the quite indefatigable gearbox, which is still as sweet as ever and takes the fastest change it is humanly possible to make; the unburstable engine (I regularly travel the whole length of M1 at sustained speedo readings of 85-90 m.p.h.—but not since 22 December!); the utterly predictable handling and road-holding—but what a difference SP tyres make to cornering speeds; the suspension, which gets more comfortable as speed increases; the relaxed and comfortable driving position and convenient controls.

Sir, I could go on—I like the Imp!—for a small car which has had the treatment that mine has, still to show no drop in performance after this mileage must surely be entirely to its credit. Oil consumption is now 600 instead of the earlier 800 m.p.p. and there is a big-end rumble—but who can blame it?

For one who foolishly bought a radically new car at the time of its announcement I have been fully justified in placing my confidence in the Imp—and I have had very good attention from Rootes and their dealers almost without exception.

Special points: the original pneumatic throttle and auto choke are still entirely satisfactory, and tyre wear is so even that changing round every 5,000 miles is largely of academic interest.

Usual disclaimers. Next car? An Imp, perhaps, but the Triumph 1300 looks interesting.

Ealing, W.5.

C. J. LISLE.



## THE MOST DISAPPOINTING CAR OF 1965?

Sir,

May I give you the most disappointing car of 1965, the Corsair GT V4? Having owned two Ford Cortina GTs over the last 2½ years, I have just bought a Corsair GT V4 after having a short test drive in one—too short.

Previously I had driven a Corsair straight-4, of which I found the road-holding quite good for this type of car. After running-in my GT V4 I find the car rolls on corners, the suspension soft, the steering has too many turns on it. The engine is noisy and rough when accelerating through the gears.

Two smaller points, the fuel and temperature gauges cannot be seen, and the demisters do not clear all the windscreen, the outlets being too close together.

In all, a very disappointing car, except perhaps for top gear pulling which is good; also the finish is very good. I get about 29 m.p.g. on a run.

The biggest thing missing from this car is a V6 engine and a 19 m.p.h.-per 1,000 r.p.m.-top gear, like the Ford Taunus 20MTs. The price well pays for a V6 compared with the old GT. Now no Weber, perhaps soon no GT badges?; a pity to have scrapped a great engine just for a van.

Nailsea.

M. J. REYNOLDS.

[We have yet to test the Ford Corsair GT V4 but as its top speed, 0-50 m.p.h. acceleration time and petrol consumption are apparently no better than those of a normal Corsair de luxe, this is not yet one of the Ford Motor Company's better efforts. Another correspondent remarks on the interchangeability of many of the Dagenham's V4 components with those of the earlier German Ford Taunus V4 and V6 power units, suggesting that this much-vaunted British Ford V4 is not so new after all. My money goes on the well-tried Ford Cortina GT and it is significant that Ford of Britain, consistently the biggest motor vehicle exporter in the country, exported 142,000 Cortinas last year, compared with 104,428 in 1964 and that this model's overseas sales now exceed those of any other two British cars combined.—ED.]

\* \* \*

## LOTUS SEVEN MATTERS

Sir,

The letter from Mr. M. C. Mercer in last month's issue was of particular interest to me as during the last three years I have owned two Lotus Sevens. My latest Seven is the 1500 Cosworth model. My younger brother also owns a 1500 Seven, and we both have a number of friends who own Sevens of various types in the south of Hampshire.

Unfortunately, we have all found that assembly of these cars has taken considerably longer than advertised, and often parts are missing or do not fit properly. The Spare Parts Dept. at Lotus are often out of spares, and having to wait two to three weeks is not unusual. Although on some occasions delivery of parts has been very prompt, and I have found the same department very helpful at answering any technical queries. I would also like to add that whenever I have visited the factory and asked for a demonstration run I have always been given one with only a few minutes' wait.

I also find the car tremendous fun to own and drive. It does, of course, represent excellent performance for money value. The latest versions are very much more comfortable than many people seem to believe. Having to supply and fit one's own fuel gauge and external petrol filler cap (made up from tractor spares!) is, to say the least, annoying. I also feel that the seats could be greatly improved. Apart from the usual breakage of fan blades, half-shafts, and occasional cracking of the axle casing, the car has proved fairly reliable and cheap to run. As I am very much an enthusiast, I am able to overlook these shortcomings, and look forward to the day when I can afford an Elan.

Chandlers Ford.

P. A. BISSET.

\* \* \*

## THE FIRST WINDSCREEN WASHERS?

Sir,

Amongst the list of claimed American "firsts" reported in MOTOR SPORT for December, I was interested to note the claim that Studebaker were first with windscreen washers, offered as an option in 1937. I owned a 1935 Triumph Gloria for a long time, on which I found this feature included when I bought it in 1947.

It used a manually operated diaphragm type pump mounted on the steering column, connected by flexible rubber tubing to a small-bore metal pipe which passed through the top of the windscreen frame over the offside wiper, then continued across the outside of the frame to terminate over the nearside wiper.



Sir John Heygate, Bt., with his M.G.-A—See letter below.

Two small metal plates attaching the pipe to the windscreen were located respectively over the two discharge orifices and were shaped so that they served also to deflect the wash down the windscreen. The pump drew its water supply from the radiator header tank, to which it was connected via small-bore copper tubing and a take-off union about three-quarters of the way up the tank. The construction and finish of the installation were such that it was obviously a manufactured and not a home-made product. Inquiry of the previous owner has revealed that it was on the car when he bought it in 1941.

With other preoccupations current amongst our manufacturers at the time, I feel it unlikely that it would be produced between 1939 and 1941, so that it is probably at least pre-war, even if not fitted to the car as standard in 1935.

Would any other readers know more about this?

Coundon.

A. F. POYNTON.

\* \* \*

## "CARS IN BOOKS"

Sir,

I was most interested to read W.B.'s notes on my book "Motor Tramp" and the M.G.s. The answer to the question beneath the picture of the L-type Magna is "no"; I replaced the F-type with a "K" Magnette in 1934, and quite a lot of the travels recorded were made in this car. It actually appears, unrecognisably, in the photos on pp. 65, 66 and 169. This was an excellent car and I made many more journeys to Germany and Austria in it, returning to Berlin in it to work in the film studios in 1935, and driving to one of the Nuremburg rallies in it. It was sold in 1936 as it did not suit my wife.

In 1961 I thought I would return to M.G.s and discovered with delight that the Service Manager at Abingdon, on p. 129, Mr. John Thornley, was now Lt.-Col. Thornley, General Manager of M.G.s, whose excellent book "Maintaining the Breed" he was kind enough to send me. I acquired a 1,600-c.c. M.G.-A, which I thought and still think is a marvellous car. But I found, driving in Ireland where I now live, that the occasions when you could put down the hood were too rare, and age with its weakness for comforts indicated a saloon. This took the shape of a M.G. 1100, which I regret to learn, is not made at Abingdon, but at least carries the M.G. radiator.

I must protest against your note on "sinus." You never get anything with the windscreen flat, and you can fit half moon windshields as I did on the Magnette—or you used to be able to. But I suppose I am out of touch and out of date. Before the Magna I drove a 1932 Midget with the boat-shaped tail on the Continent, and I am not sure that wasn't the best of all.

Bellarena.

SIR JOHN HEYGATE, Bt.

\* \* \*

## NO SLUGGARDS!

Sir,

I hope that MOTOR SPORT, which I have been reading on and off since 1926, will quickly refrain from casting "nasturtiums" at the DAF Daffodil. In my untuned DAF on cooking petrol



I regularly cruise at 70 m.p.h. on the A1 M (Darlington by-pass) and increase to 75 on the uphill section of A1 after the M going to Scotch Corner.

Included in the jibe of being incapable of exceeding Fraser's top speed was the Fiat 500D, *re* which you yourself in June wrote: "Long runs with the accelerator flat on the floor, speedometer needle off the dial (it records to 70) . . ." Trimdon Station.

D. H. C. RUDD (Rev.).

[We can only remark that the *timed* speed of the DAF Daffodil is under 65 m.p.h. The Fiat 500D's *speedometer* certainly indicated over 70 m.p.h. but its true top speed was 62 m.p.h. Both, though, are excellent of their kind—incidentally, we hope this reverend gentleman is never apprehended for driving his DAF at the furious speed of 75 m.p.h. in modern Britain!—ED.]

#### THOSE ABSURD PRICES

Sir,

The November editorial equates strangely with later advertisements in the same issue at prices similar to the very ones deprecated. Since it should be presumable that the editorial is an expression of policy, it is an important extension of this policy not to promulgate such provocative matter. I stoutly defend the right to submit these advertisements but even more so the Editor's right and duty to refuse publication. Let us see no more of them; there have already been too many.

It does encourage me to see one car at £395 apparently unsold since the August issue, and I hope this means the buying public is showing good sense and temporary self-abnegation as a protest against this growing opportunism. Less exotic vehicles may afford equal satisfaction to owners who have worked and suffered over their improvement and restoration, and such may still be found with diligence at prices not too bizarre. Certainly I face the future more tranquilly with my 1928 open Riley Nine than I would with a £6,000 1929 Bentley 4½, since my car is for motoring—I have already motored over 300,000 miles in it—not for speculation. Moreover the spares position, both new and second-hand, is more favourable. When my crankshaft broke this summer, fitted secondhand eight years ago, I had a free replacement from a Register owner from Stourbridge in three days.

It grieves me to think of the unpleasant plight approaching the owners of certain makes, pumped in with the followers of Mammon who, by their commercial mortmain, will be depriving more worthy men. It is said that this at least preserves cars for posterity which would otherwise be lost. To hell with this I say. Keep a few in museums by all means, but let the rest be liberated for enthusiastic use or let them perish.

Liverpool.

J. E. MCGOWEN.

[*Re* the opening paragraph of this letter, I refer you, with regret, to the footnote on another page.—ED.]

#### ASH FOR CARS

Sir,

I was delighted to see the interest shown by your correspondence columns in the use of timber in the construction of cars. As an engineer using this material in different conditions of service it is pleasing to find so much appreciation of one of the oldest structural materials.

A characteristic of timber not so far mentioned in correspondence is its capacity to accept short-term loading up to about twice the value of the sustained loading which would cause failure. In the design of fendering for piers and jetties where impact loading from ships berthing is provided for, this high impact strength is extremely useful. Surely much of the peak loading in a vehicle body must derive from impact as road shocks are absorbed, and hence this almost unique characteristic must be advantageous.

On the subject of decay, many timbers are more resistant than the ash, which is so popular with coachbuilders, to decay. However, if the timber is properly seasoned before use and properly protected in use, the moisture content should be below that required for decay to take place. If a timber is to be used green or unprotected a dock or harbour timber such as Greenheart would prove a better proposition.

In terms of strength and other mechanical properties, tests on clear specimens published by the research organisations show ash to be similar to many other hardwoods generally available. All timber moves with changes in moisture content and the degree of movement normal to the growth rings is not the same as that tangential to the growth rings. The ratio of radial to tangential shrinkage is the characteristic which largely indicates the twisting and warping which will occur in service, and this

must be of great importance to coachbuilders. I do not know the ratio for ash but observation leads me to believe it can scarcely be bettered. Many of those timbers which have a greater strength also have a large differential shrinkage factor and would not be considered.

Steel and concrete are manufactured and the process can be varied to produce characteristics called for by the designer. A naturally occurring material can only be selected, and a good grade of the wrong species will probably provide better services than a bad grade of the best species. With timber the craftsman is required to select as well as he can build.

I see that in "Grand Prix News for 1966" D. S. J. refers to the use of a balsa-aluminium sandwich sheet material in the McLaren single-seater. So timber is still being used in cars! Can your readers tell me why so much highway furniture must be in concrete? Modern techniques can produce light, strong, graceful units of timber which do not suspend lethal masses over the troubled motorist like the sword of Damocles.

Billericay.

BRIAN HALL.

[This matter has moved here from "Vintage Postbag" as this letter concerns wood in *modern* car construction, another car using wood being the Marcos. The subject is now closed.—ED.]

#### JUSTICE?

Sir,

I feel that the following may possibly be of interest to you, particularly in view of the fact that we are about to have an overall speed limit of 70 m.p.h. imposed upon us, and that one can lose one's driving licence merely because one hasn't signed it!

Three months ago I was driving with my wife and three young children on the Swindon/Marlborough road on a Sunday evening, when over the crest of a hill just ahead came one vehicle overtaking a line of traffic. I braked down to about 10 m.p.h. before I put my vehicle right up the bank as far as I possibly could, leaving about two feet of my car still on the road. The overtaking vehicle still collided head-on with me, writing off both vehicles and causing considerable injury. On the evidence of drivers of cars which had been overtaken by the vehicle which collided with me, they were already travelling at 60/65 m.p.h. when it pulled out to overtake them on the wrong side of double white lines. After colliding head-on with me, he bounced back and collided with one of the vehicles which he had been overtaking, causing extensive damage to this car also.

The Police had reason to believe that the driver was drunk, but were unable to prove this because of his injuries, so in due course he was charged with dangerous driving, pleaded guilty, and at Marlborough Magistrates' Court recently he was fined £40 and his licence was *endorsed*.

What a chaotic state we live in; we disqualify drivers for not signing their licences; we impose ridiculous 70-m.p.h. speed limits to reduce death on the road, yet in the case I have just quoted, this man can carry on driving. Where is the logic? Can anything be done?

Winterslow.

G. P. DOBBINS.

#### VW OIL CONSUMPTION

Sir,

Further to Mr. C. V. Lewis' letter (December issue) regarding the oil thirst of the Imp and the VW. I am not surprised that Mr. Lewis has not found it necessary to add any oil, his car only just being run in at 34,000 miles.

My own VW was rallied and thrashed about in general for over 86,000 miles, and even at this mileage never needed any oil between changes.

Mansfield Woodhouse.

R. WOOLLEY.

#### A SATISFIED TRIUMPH 2000 USER

Sir,

I read with interest the letter you published from Mr. A. R. Cawthorne about the Triumph 2000. I also have one of these cars and can fully endorse Mr. Cawthorne's opinion of it. Mine, used mostly for long runs and being fitted with overdrive, averages 33 m.p.g., and its accelerative powers and road-holding make it very safe in modern driving conditions.

However, soon after I acquired the car, I decided the steering wheel was too big and clumsy, and replaced it with a wood-rimmed one advertised as being of the type fitted to the works rally cars. From then on, a judder in the steering became apparent at 60 m.p.h. and upwards that was so severe that after fifty miles or so of motorway driving, I could neither hold a teacup nor write my own name.



The local agents went to great trouble to trace the cause, their efforts being complicated by the uneven wear that was taking place in the SP41 tyres with which the car was fitted from new. Seven were consumed in about 12,000 miles.

Eventually, we put Cinturatos on all round, which accentuated the judder. The car went back to the works, who reported nothing wrong.

At last we tried replacing the original bus-type steering wheel, and the trouble vanished. It is evident that the inertia of the steering wheel is an important factor.

Apart from this trouble and the rate of wear in the SP41s, and a manifold gasket as on Mr. Cawthorne's car, the 2000 has behaved impeccably. Since it replaced a 3-litre B.M.C. Princess, my journeys have been made in approximately 10% less time on about half the petrol. It has now completed 21,000 miles and the Cinturatos show very little wear as yet.

Hitchin. RICHARD WALKER.

LOTUS SERVICE—CHESHUNT REPLIES

Sir,  
As a company we are naturally very concerned when any of your readers complain about Lotus service.

As you know, we are a comparatively small organisation with an impressive growth record, yet over the last few years the very problems of survival have been uppermost in our minds, and the continued existence of Lotus as a viable organisation when others have faded from the scene, indicates that we are still progressing. During these turbulent times we may not have been able to offer the type of service expected from a larger manufacturer, although it has improved out of all recognition over the last two or three years. With our recently announced expansion programme we have plans for a further major step forward in service facilities, and although even this may not satisfy the most demanding customers we feel certain that the average customer, with the assistance of our 40 sales and service dealers in the U.K., will have little or no cause to complain about Lotus. Meanwhile we ask all past, present and future Lotus owners to bear with us as we tackle a problem which has given headaches—even to the giants.

G. J. ARNOLD,  
Lotus Cars Limited.

Cheshunt.

"VARIETY"

Sir,  
I deprecate "bread and margarine!" Bread and "the best butter"—perhaps? Jam too—with automatic transmission! I refer to my fourth Ford and second Cortina 1500.  
Chandler's Ford. HUGH D. PARR.

HAPPY ENDING

Sir,  
As a sequel to my letter regarding the Triumph 2000 steering fault, the rest of the story may be of interest. Following your publication of my letter, I received a number of telephone calls from Standard-Triumph, who were most anxious to discover why my steering had not been modified before and to ensure that it was dealt with satisfactorily at no expense to me. Furthermore they examined the parts removed from my car and pronounced them sound and of the modified type. Thus my local agent was perhaps over-conscientious in requiring them to be changed; but since the work, as the result of my letter, was done under warranty, I have no cause to complain. In fact, Standard-Triumph have been to considerable trouble to correct the poor impression previously reported and to restore confidence in what is, after all, a first-rate product.  
Church Crookham. A. K. CAWTHORNE.

DAIMLER MAJESTIC MAJOR SHORTCOMINGS

Sir,  
Ever since Mr. Boddy road-tested this model in 1963 he has frequently expressed the opinion that it is one of the best British luxury vehicles currently available. I feel that it is high time this was put into perspective, as I believe Mr. Boddy's enthusiasm for performance has biased his judgement on this car to an unfortunate degree.

Mr. Rolfe draws attention to the absence of a headlamp flasher, but does not mention such other interior shortcomings as the primitive and difficult-to-operate heater controls, the single-speed

heater fan, the lack of a rheostat-control for the panel lights, and the outdated steering-wheel-boss indicator switch. There is no cigar-lighter in the rear compartment and no separate heater outlet either—two refinements which one can surely expect in a car costing £2,700.

No one would deny that the performance of the Major is exhilarating, and its cornering abilities are remarkable for a car of this size. But comfort, surely, is the prime function of a vehicle of this nature, and the ride of the Major is more akin to a sports car than a luxury saloon.

Not only is the ride far too hard but the seats are nowhere near as comfortable as those in many cars costing considerably less—the Humber Super Snipe springs readily to mind. The brakes, whilst outstanding at high speeds, are poor at low speeds and require excessive pressure despite the servo assistance. And when in the passenger seat I shudder to think what "the very large and useful wood map holder below the fascia on the near side" would do to my knees in the event of even a relatively slight accident.

It may be that some, including Mr. Boddy, would dismiss such comments as these as unimportant when weighed against the Major's outstanding performance and handling. But it would seem to me that an intending purchaser would do well to consider whether performance alone outweighs the lack of interior refinement and a needlessly hard ride, two unforgivable shortcomings to my mind in a true luxury limousine.

London, N.12. CHRISTOPHER M. CANSICK.

[After the test in 1963 the car was left for me to drive. I took one look and turned away, remarking "You can keep that hearse." Persuaded to try it, I reluctantly drove it on to the Southend Road, and within twenty miles I was driving at 100 m.p.h. among the Saturday-morning traffic in perfect safety. The generosity of the Jaguar-owned Daimler Co. enabled me to buy one at the full market price. Thousands of miles have now been completed more quickly and tirelessly than in any other car I have ever driven. One hundred miles in one of Mr. Cansick's soggy cars would soon produce the desire to stop and stretch your weary body.

I'm sure this heavy saloon with the magnificent sports-car performance just happened—surely no-one would admit to having designed it—so aren't we being a bit pedantic to expect more than is offered at the low price of £2,235? Headlight flick-switch quite well placed, adequate as a flasher. Heater controls efficient if not fancy; panel lights recessed and unnecessary to dim, indicator switch finger-tip control, no stem to break off. So when I'm 70 I'll sink into one of Messrs. Rolfe's or Cansick's soggy cars, travel at 50 to 60 miles per hour, use my backseat cigar-lighter and quietly pass away with lung cancer. However, those MOTOR SPORT readers who want to get safely, quickly and tirelessly from place to place will find the Majestic unbelievably exciting, and when on the M1 in a very heavy cross-wind will enjoy passing E-type and Mercedes sports-cars when they have been blown off their fast lane by gusts that have no effect on the Majestic.—W. J. T.]

TAILPIECE



So watch out . . .!



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**JAGUAR XK150** 1958 model fhc, o/drive, discs, wire wheels, radio, htr, w/rim wheel, air horns, exceptional mechanical and body cond. £360. 5 Zetland Rd, Malvern. Tel: 3923. (5364)

**1955 R-TYPE** Continental Bentley, 4.9 engine, manual box, 2-door saloon body by Franay, full history, 2 owners, 31,000 miles, Hythe Rd and Agents maintained and personal devotion for last 11,000 miles. £2,450. Full details on request, any inspection welcomed. SLO 9078. 44 Chester Row, SW1. (5365)

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**BRISTOL 401**, very good cond. £250 ono. Details on request. 28 Great North Rd, N6. FIT 0877. (5373)

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**1936 AUSTIN 7** Special, Jaguar R.G. Heron fibre glass body with h/top and new seats, new Girling hydraulic brakes with new D-type back axle, stiffened radius arms, all engine parts except crankshaft include high comp head, oversize valves, cross flow rad, very smart runabout. £90 ono. MacDougall, Stadhampton 321. (5378)

**BENTLEY Mk VI** 1949 with James Young Continental body, bodywork is excell and mechanically very sound. £275 ono. Box 1541. (5380)

**SMALL GAS TURBINE** for sale, ex Ministry unused, in original packing case, complete integral reduction gear with splined output shaft. Price £100 delivered. Photo upon request. REFA, Wood Lane, Rothwell, Nr Leeds. Tel: Rothwell 3258. (5382)

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**FOR SALE**, 1964 Ford Corsair GT, Westinghouse Hobbs automatic transmission, Wilmet engine conversion, Weber carbs, cost £1,100, nearest £700. Part exchange considered. Thompson, 208 Marton Rd, Middlesbrough. Tel: 44305. (5385)

**STORK STRIKES** again! Forcing sale of my beautiful red Triumph Roadster 2000, htr, new hood, etc. Merely £125 to a comfortable home. Mitchell, 18 Butts End, Hemel Hempstead, Herts. (5386)

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**REGISTRATION MARK** HER 3 with or without Land Rover. Offers, Dunstable 63085. Box 1545. (5393)

**ATLANTIC AUSTIN**, excell bodywork, good tyres, engine needs attention. £30. 40 Victoria St, Glossop (5394)

**CHEAP LUXURY!** £325 ono, 1962 Herald, 1 owner, extras include starting handle, electric fan, oil, water, ammeter, reverse lights, immobiliser, bonnet locks, rear suspension mod, u/seal, etc. STOnegrove 5121. (5395)

**PRE-1910 BUS**, make unknown, unusual body, in fairly sound cond; also Model T Ford chains and rear transmission, solid tyres, and 1929 A7 saloon. Castell, Forest Lodge Farm, Stoke Goldington, Newport Pagnell, Bucks. (5397)

**1935 AUSTIN 16** saloon, running order but needs some attention, disc wheels. £25. B. Ash, 93 St Johns Rd, Buxton. (5398)

**RILEY 1½** litre 1953, absolutely immaculate, completely renovated in the last year, new roof, carpets, engine and g/box completely o/hailed 600 miles ago, steam washed and u/sealed Sept. £175. Burrell, 33 Dryburgh Rd, Putney SW15. (5399)

**PORSCHE 356A** cabriolet 1956 (Sept), white/black, vgc. £480 or exchange Mini Cooper. 83 Brain Valley Ave, Black Notley, Braintree, Essex. (5400)

**VIVA 1964**, navy, light blue flash, new Cinturatos, Silent Travel, 20,000 miles. £410 ono. Tompkins, 67 Peartree Rd, Luton, Beds. (5401)

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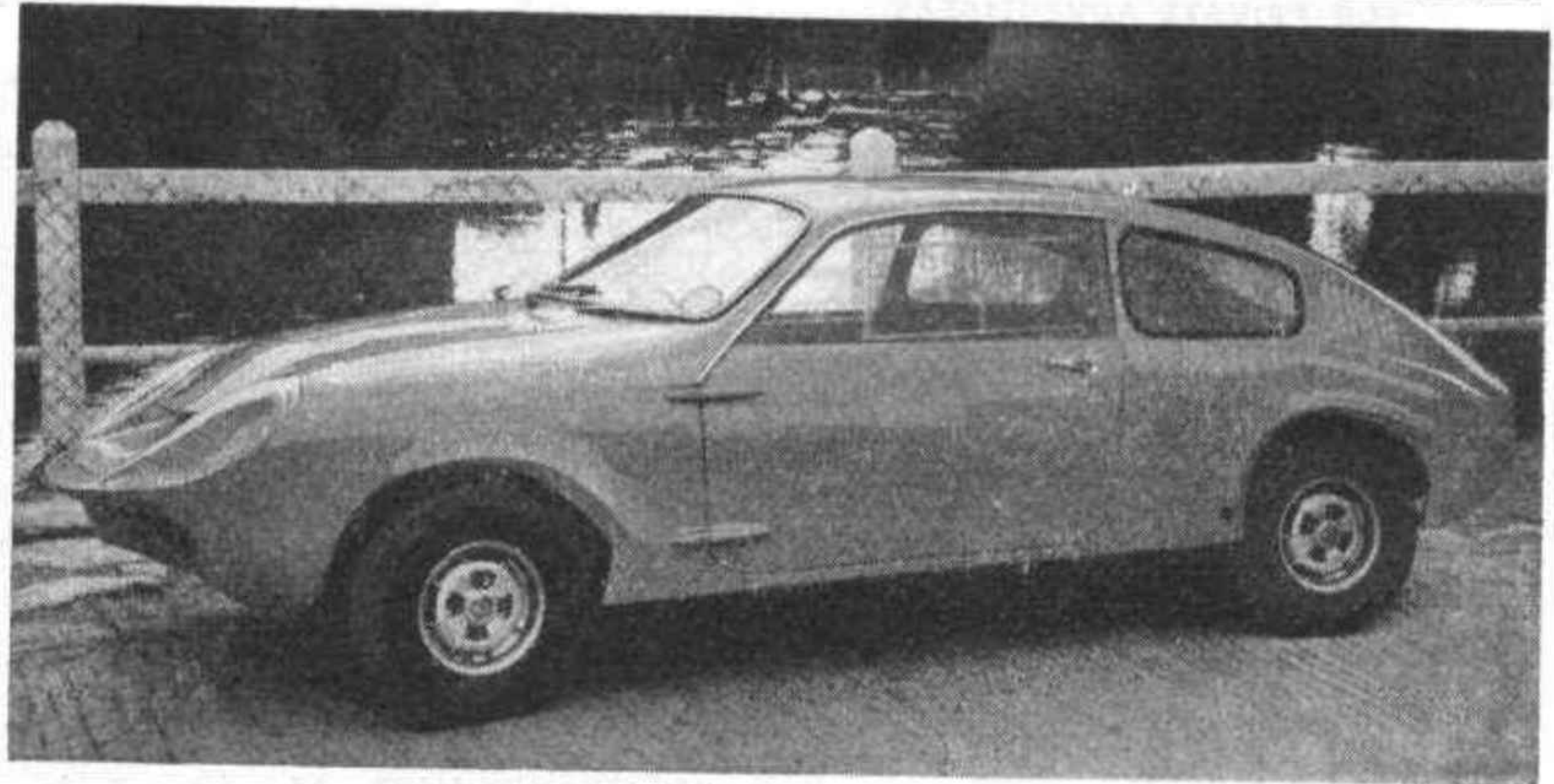
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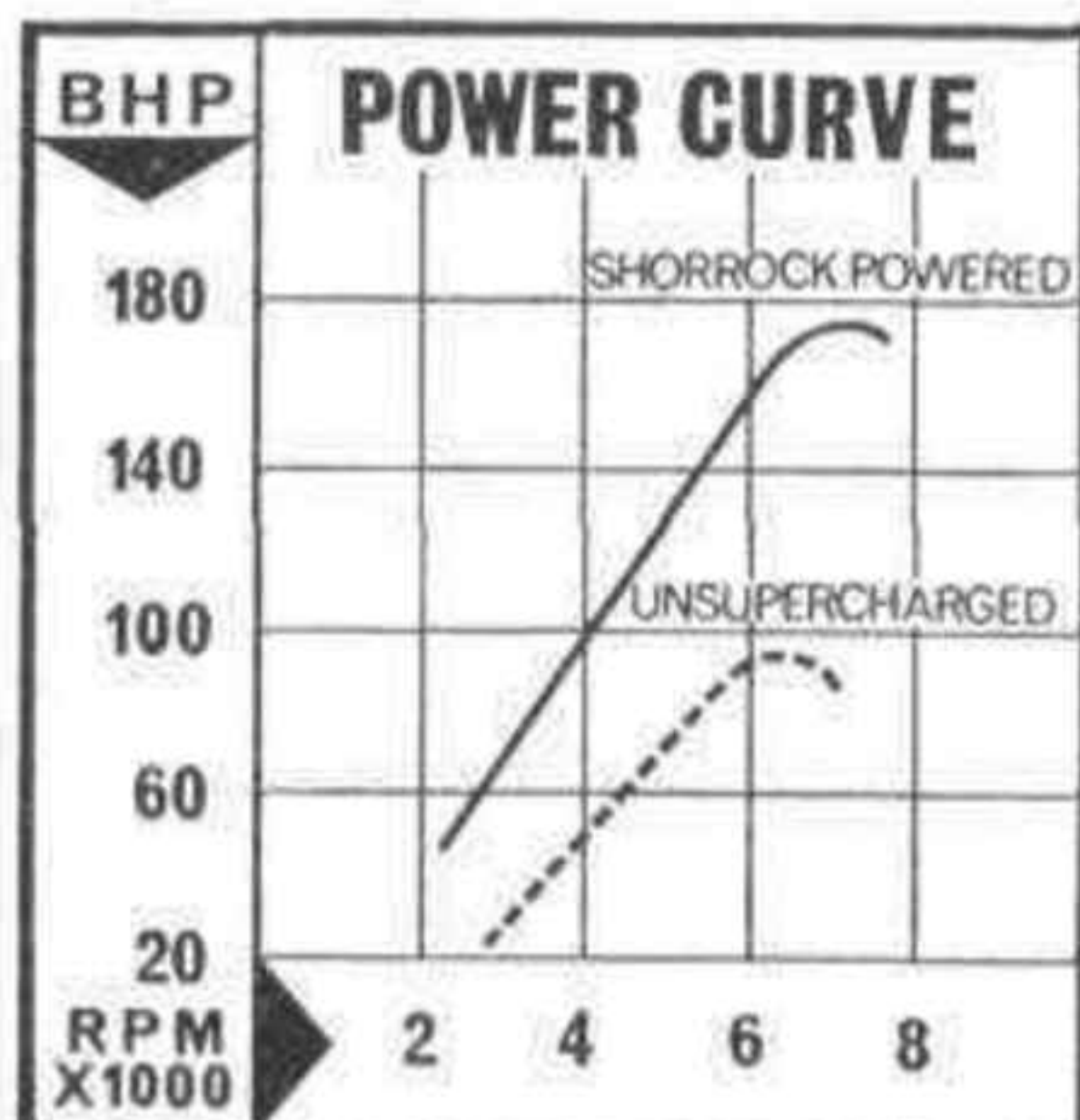
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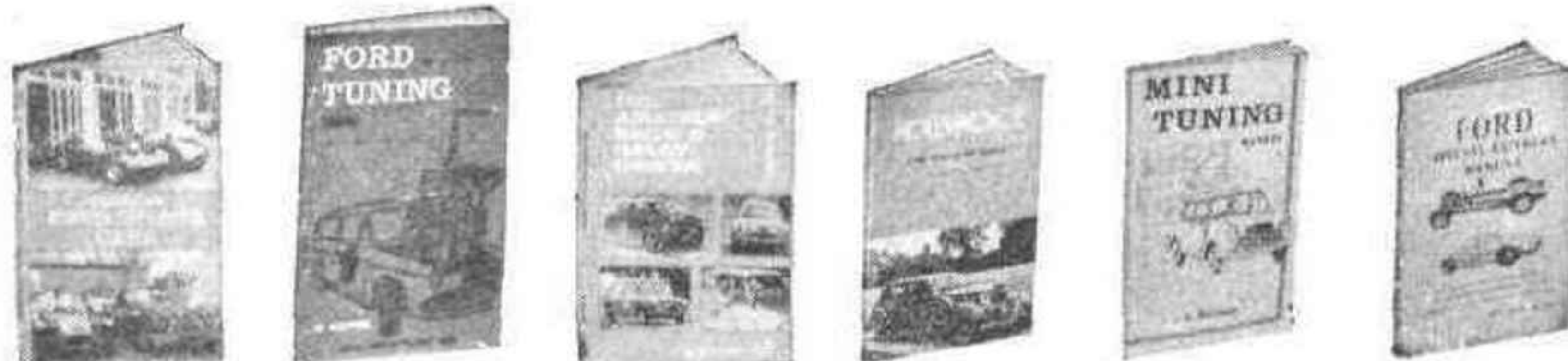
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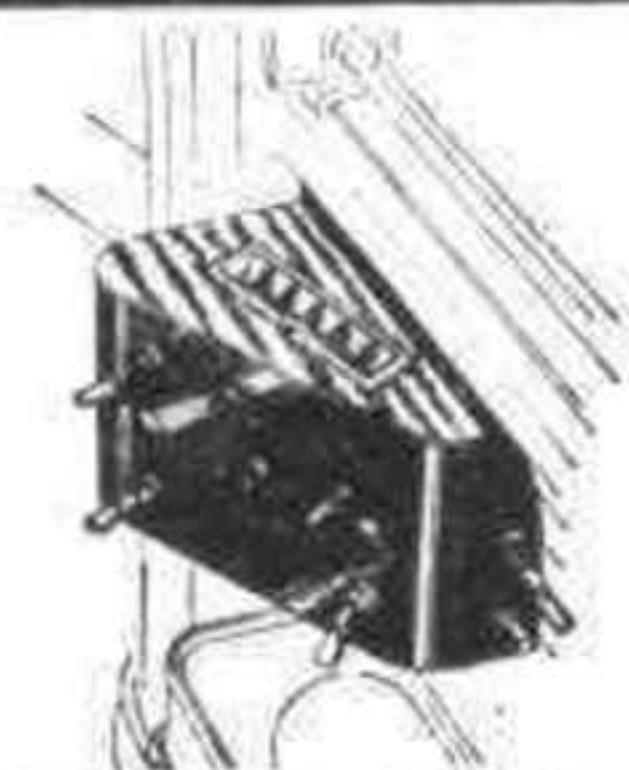
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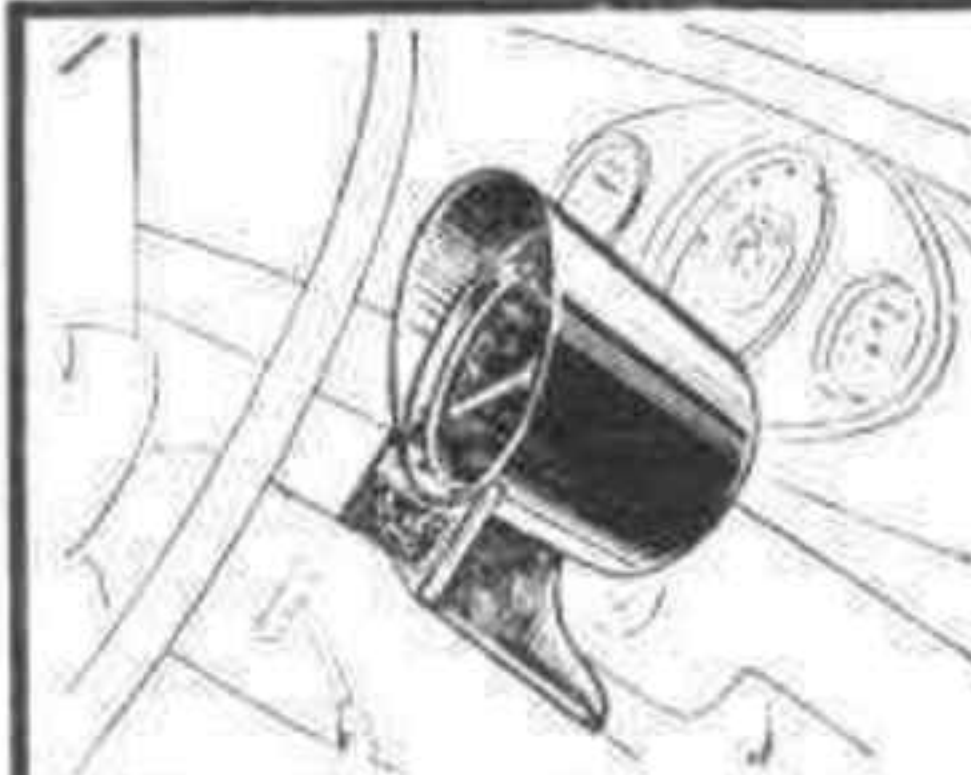
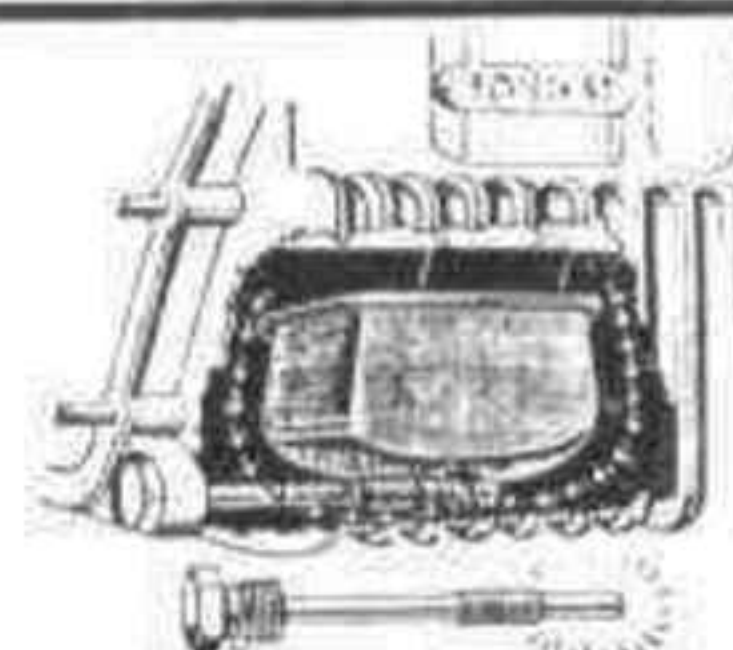


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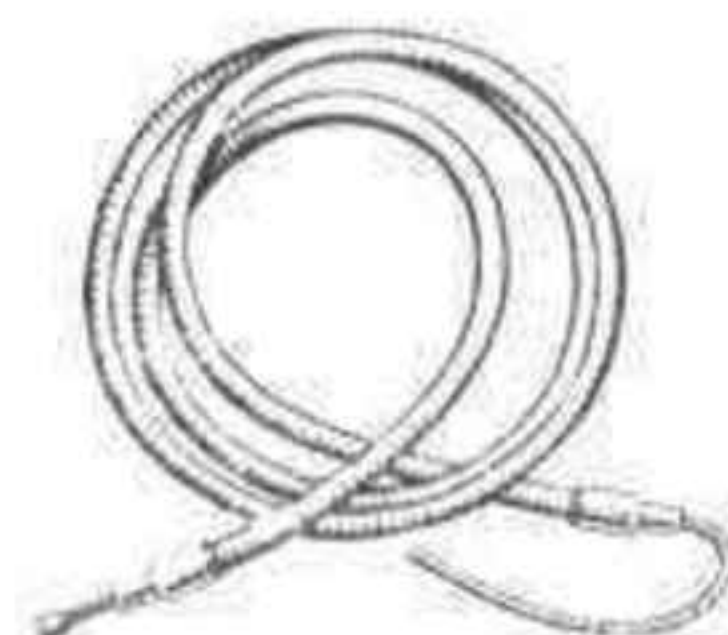
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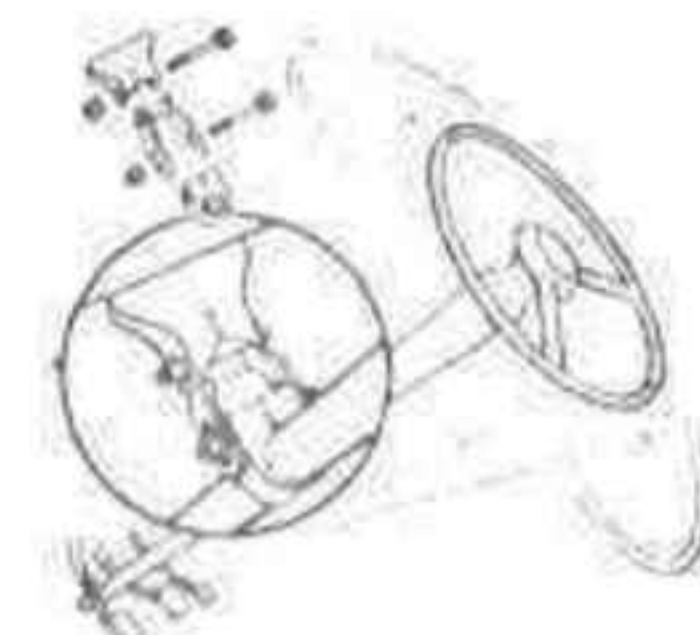
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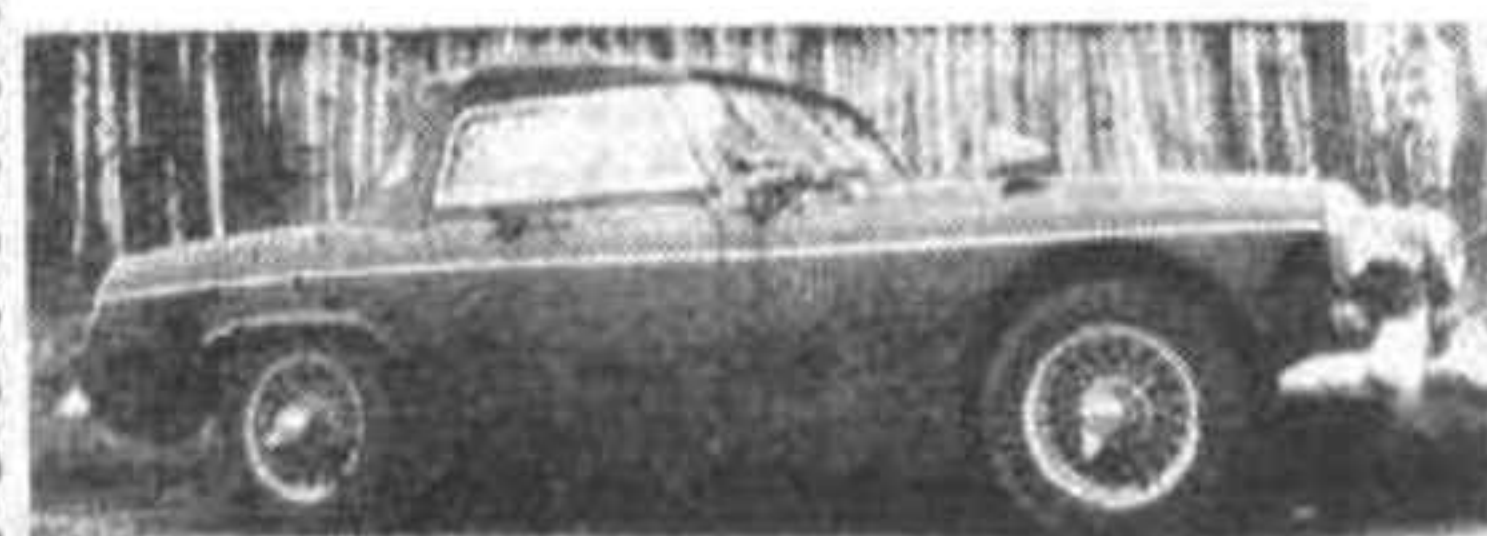
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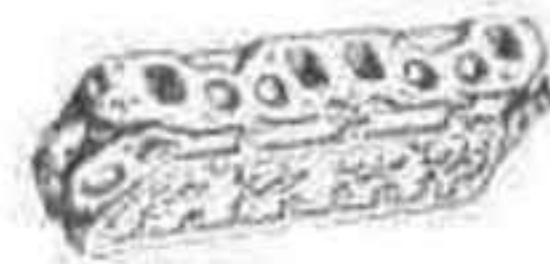
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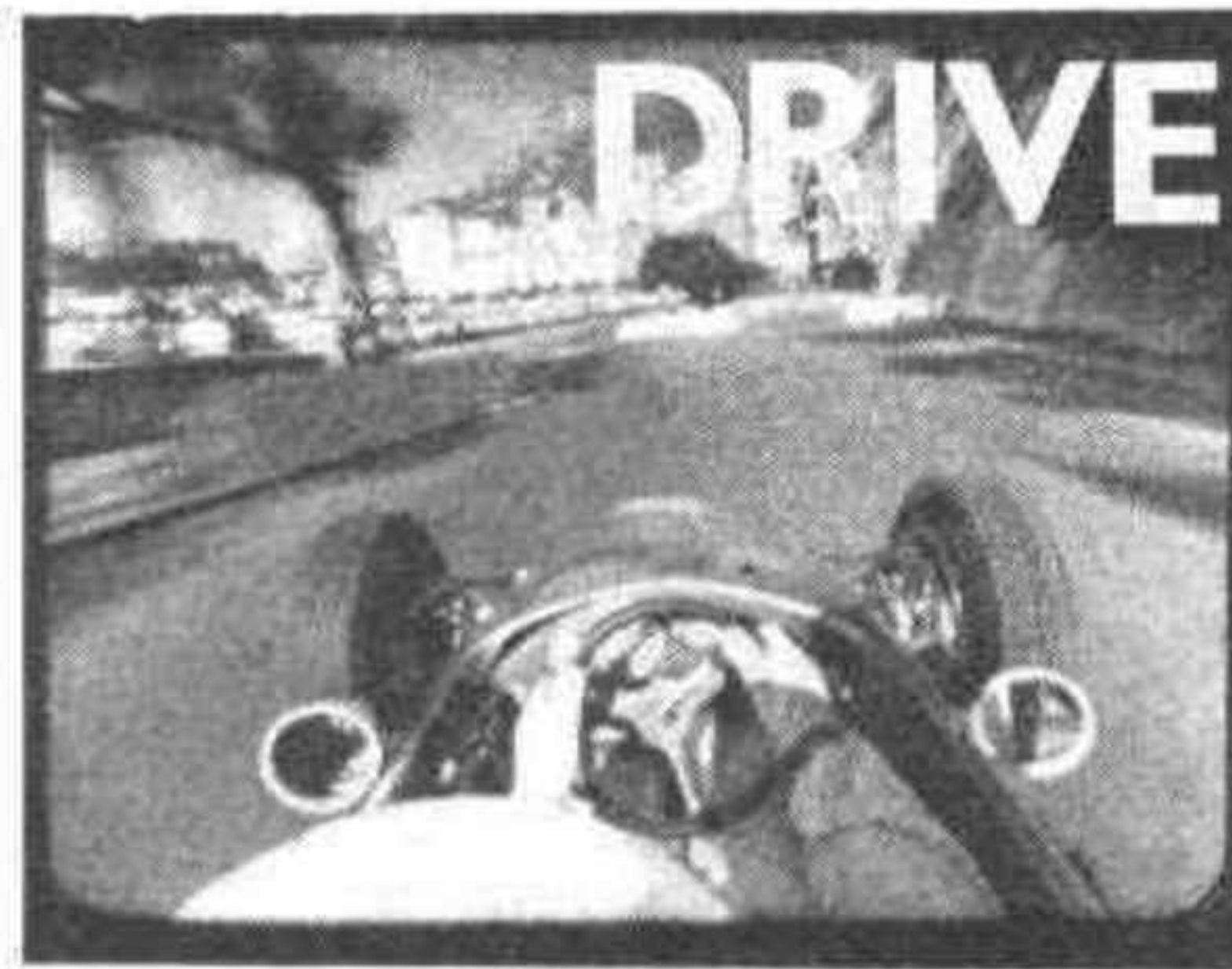
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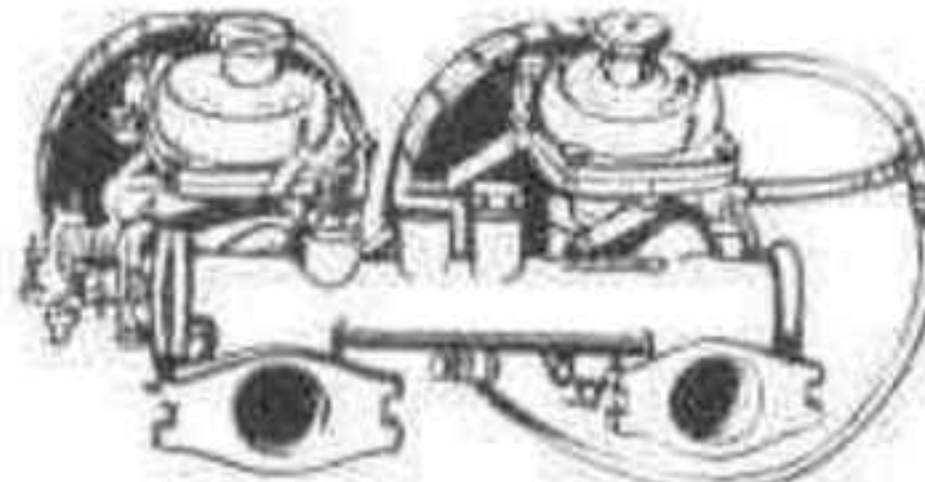
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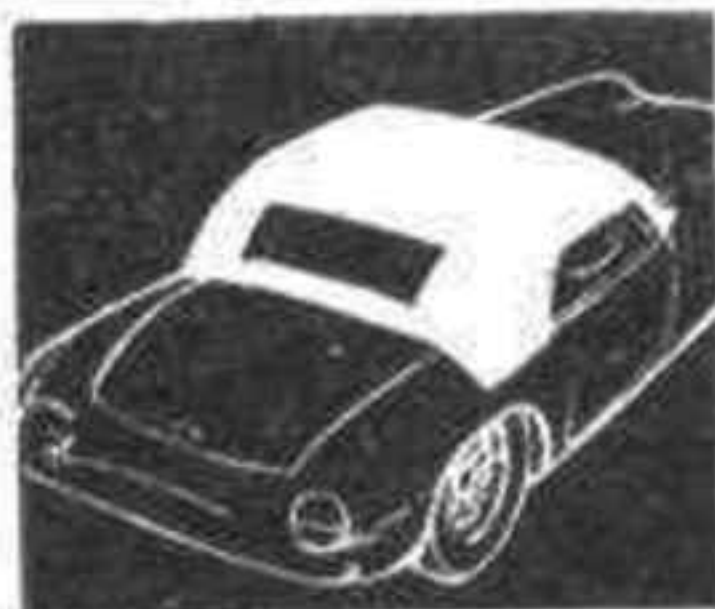
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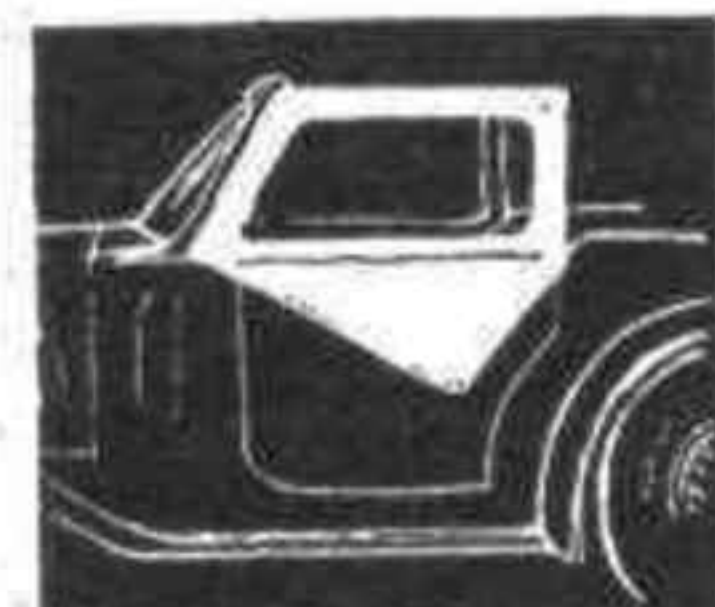
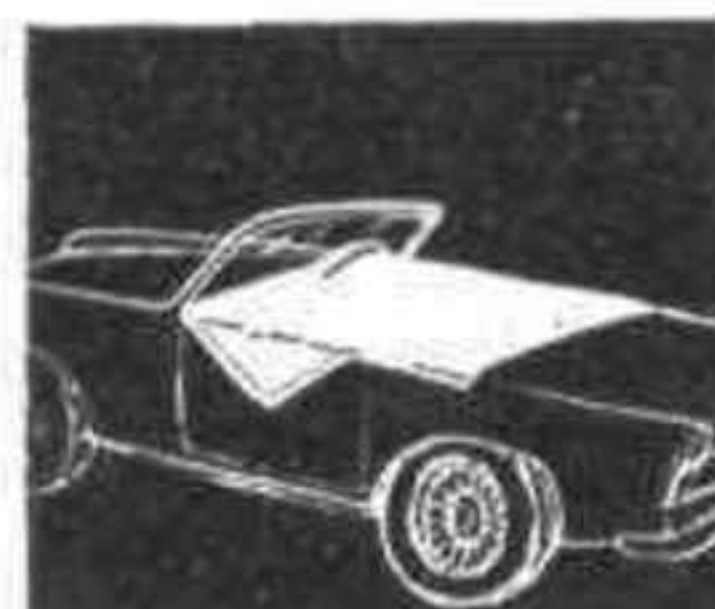
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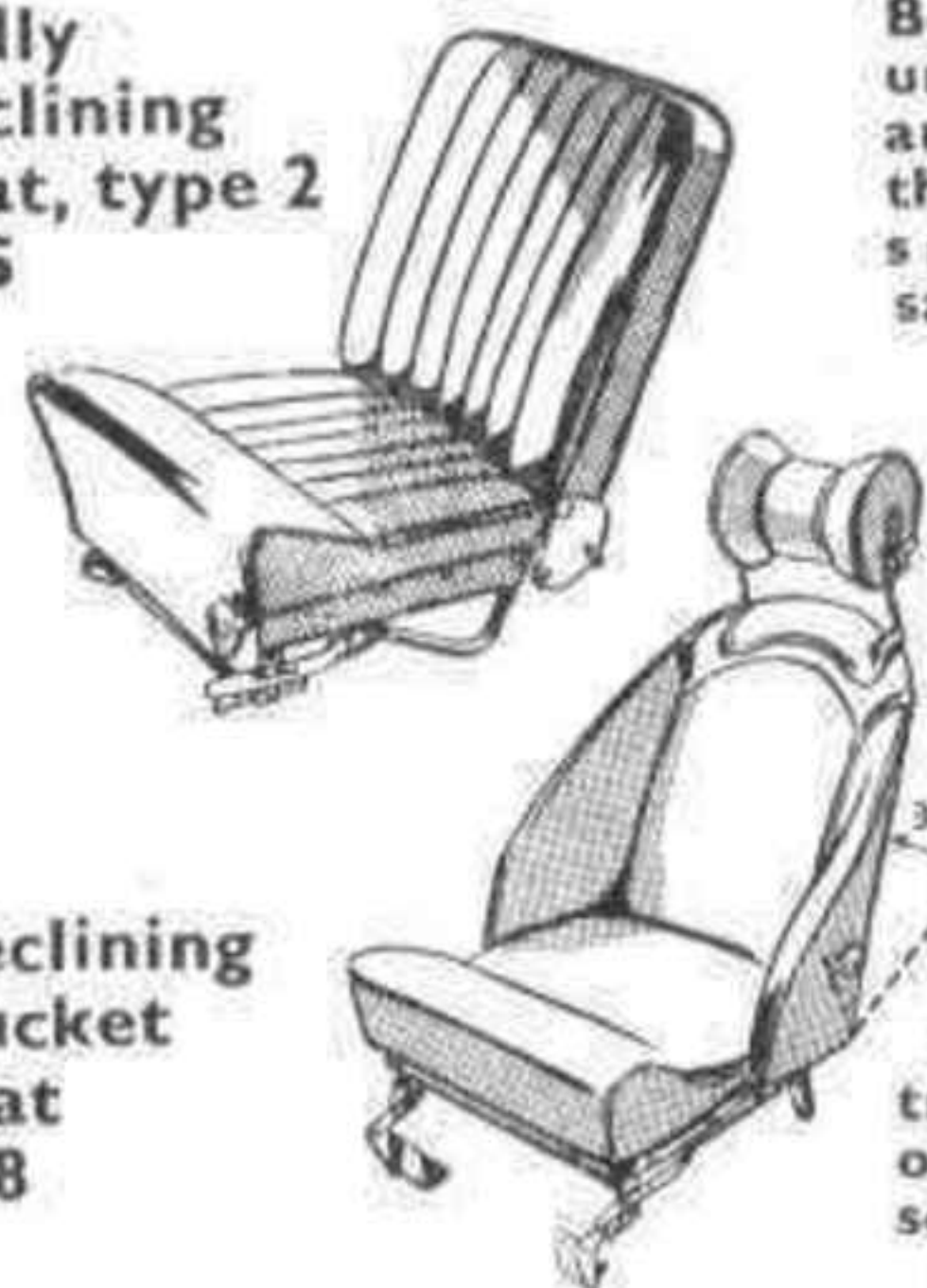
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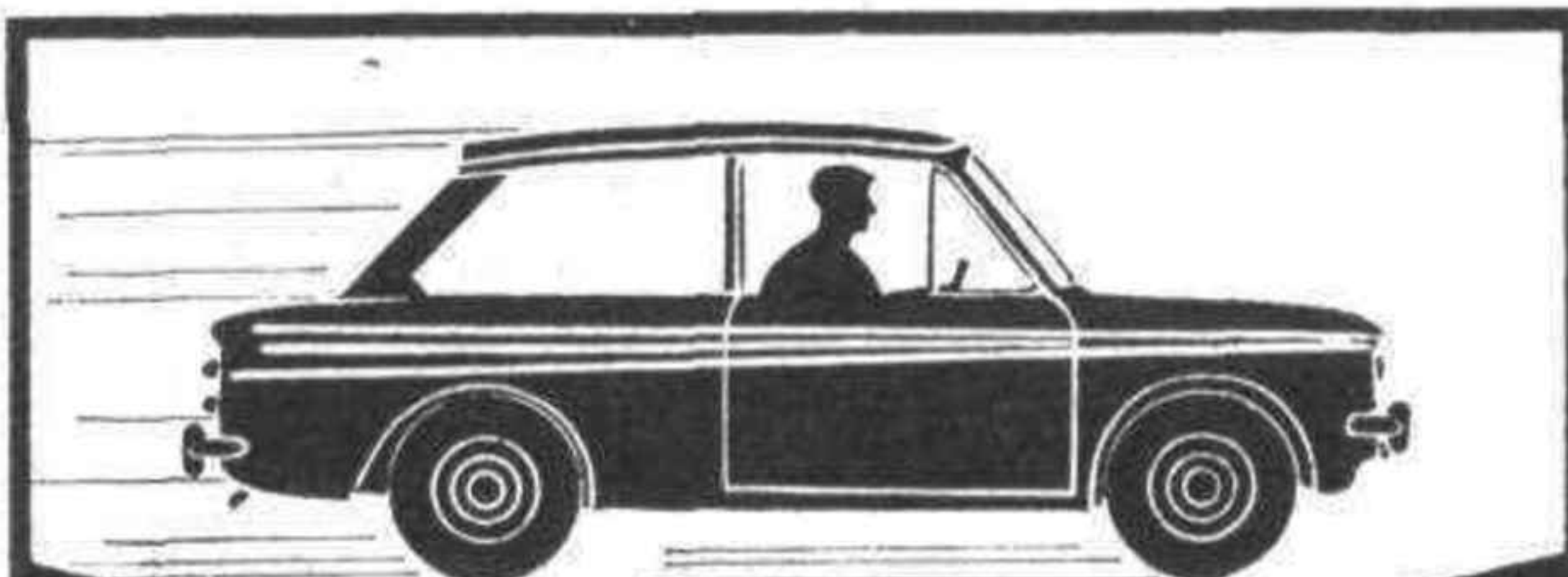


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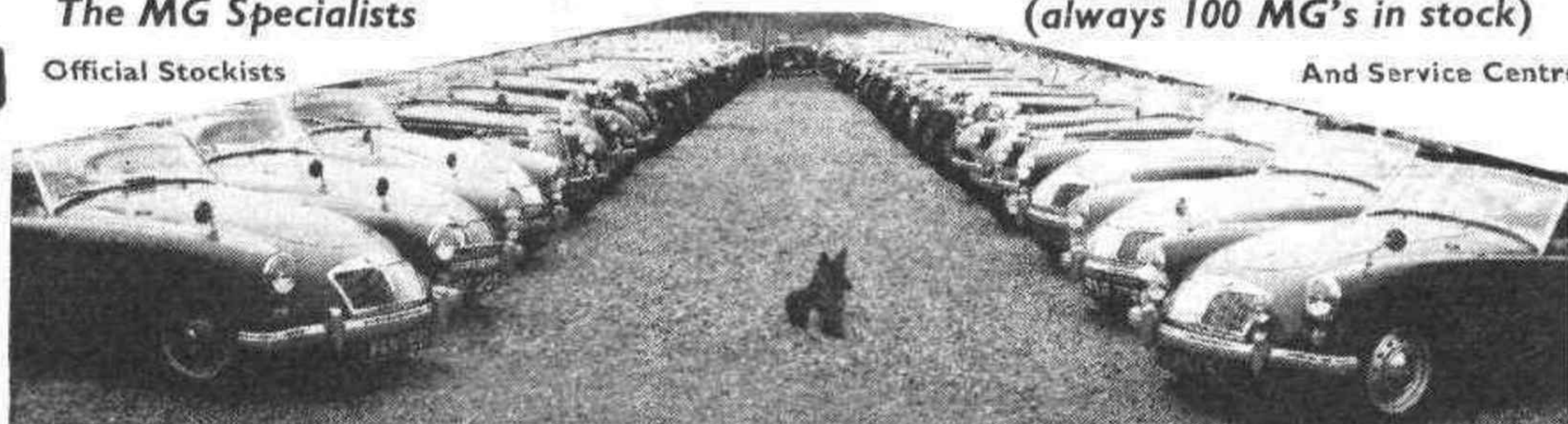
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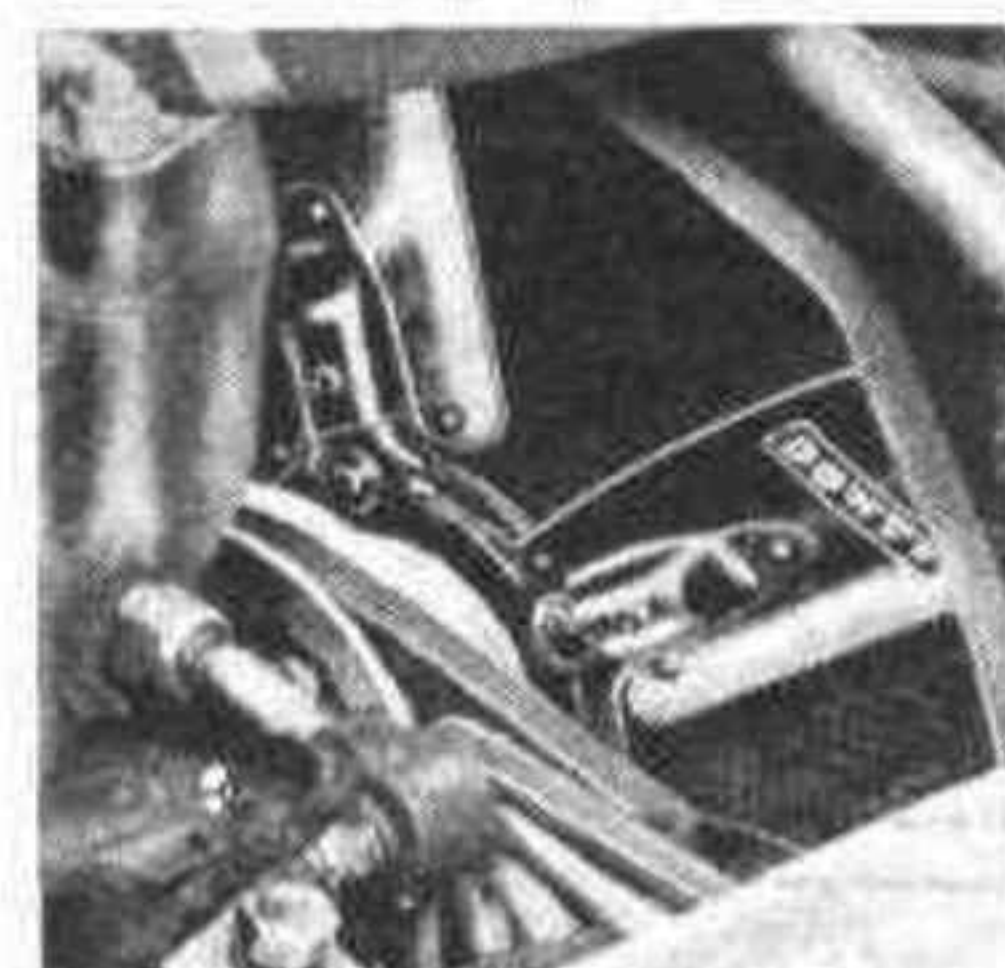
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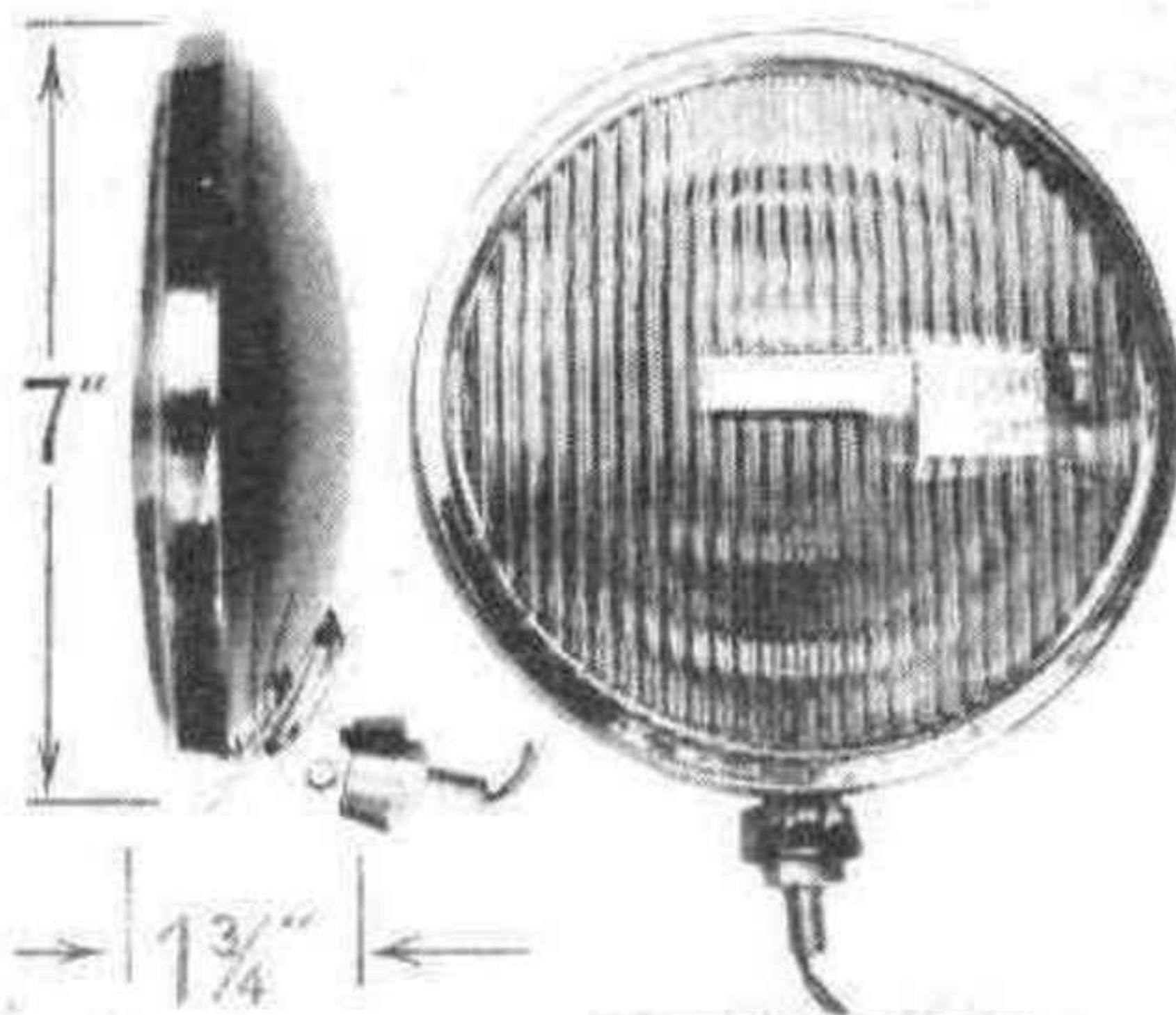


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**SUNBEAM ALPINE** series III, touring, Oct 1963, A1 cond, white with red upholstery, white hard top, Mich X tyres, htr, belts and 5 other accessories, 1 owner, 15,500 miles. £585 ono. FREmantle 2819 or LONDON Wall 7311. (5536)

**LOTUS IX**, famous car, hot M.G.A unit, new starter, clutch, dynamo, battery, lights, elec tachometer, Cinturatos; must sell. Haggle at £250. Ready for road or track use. Write for appointment to view, Winchester, Forge Cottage, Essex Way, Benfleet, Essex. (5537)

**MK III SPRITE** June 1964, white, 1 owner, immac, htr, radio, Selmor Alarm, u/sealed, 18,000 miles, owner going abroad. £495. Tel: Neston 1148 (Ches) after 5 pm. (5538)

**H.R.G.** alloy head for 1489 B series, used on road only with Riley 1.5 giving 95 mph plus economy. £30 ono. Cherry Wood Common Rd, Radnage, High Wycombe, Bucks, Radnage 2035-evenings. (5539)

**JAGUAR E-TYPE** 1965, carrying red with black upholstery, radio, safety belts, Webasco roof, Cinturatos tyres, excell cond. £1,650. Smith, 31 North St, Hornchurch. Tel: Hornchurch 42349. (5540)

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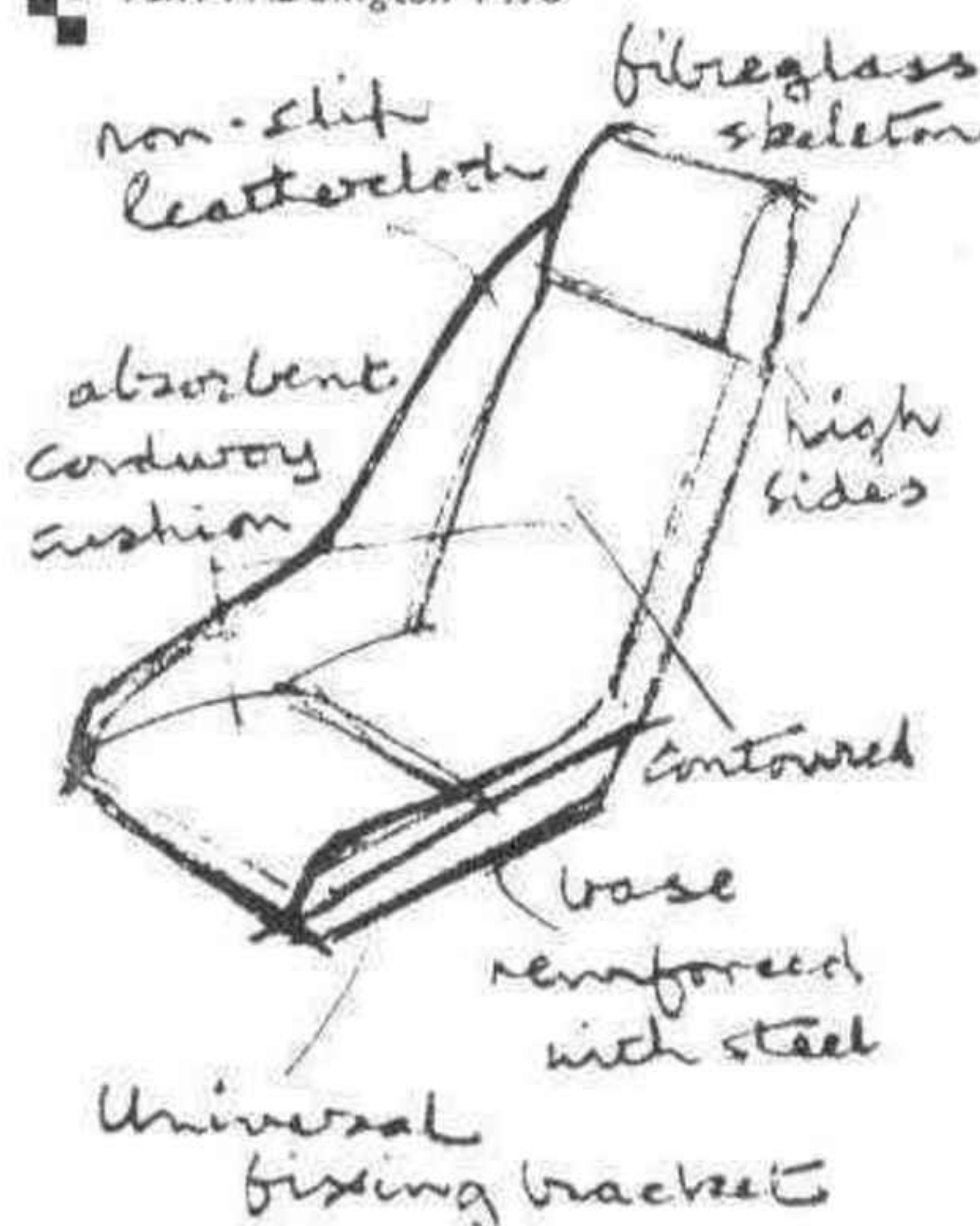


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**1965 SPITFIRE 4**, 9,000 miles, BRG, 1 lady owner, fitted Ferrari type hard top, w/rim wheel, but lhd so £480. Miss Stone, KNI 5792. (5549)

**VERY RARE 1933 Alvis Firefly** open tourer with dickey, possibly only one in existence, good cond, MoT. £165 ono. Photos available. Chambers, Wallington 5728. (5550)

**M-TYPE M.G. 1930**, excell cond, a real eye catcher in yellow, MoT, 43 mpg, spare engine, g/boxes, steering boxes, dynamos. £120, Mr Cowell, 10 Lenthall Ave, Grays, Essex. (5551)

**VINTAGE HILLMAN Wizard 1934**, excell cond. Highest offer secures. Tel: Medway 77081. (5552)

**GILBERT GT 1965**, burgundy, o/drive, htr, plus other extras, perfect and unmarked cond throughout. 1895. Tel: Willenhall 66321 after 6 pm or write Dallow, Lynwood, The Manor, Willenhall. (5553)

**LOTUS 7 1960**, BMC A engine, fully tuned, balanced, weather equipment. £295 ono or exchange 1962/3 Spridget, cash adjustment. Glasgow Pollock B381. (5554)

**SUNBEAM ALPINE 1960**, carnival red, black upholstery, hard/soft tops, htr, radio, s/straps, Xs, taxed, excell cond. £375. Box 1577. (5555)

**1936 RAILTON** Fairmile saloon, a real showpiece, just back from the coachworks, rechromed, recellulosed in duo grey, new crown wheel and pinion, new MoT. £185. C. Andrews, 140 Hill Lane, Southampton. Tel: 25647. (5556)

**DAMAGED! 1960 M.G.A 1600**, £65. Also 1960 A/H Sprite, £65. SAE. Box 1578. (5557)

**CORTINA GT Sept 1964**, 12,000 miles, prepared by Willment, full rally equipment, extras too numerous to list. Around £700. Tel: High Wycombe 28647. (5558)

**1937 M.G. TA** with TC engine, red, mirrors, spot, engine good, many new parts, incl hood, s/screens, tyres, taxed and tested. £95 ono. Sharpthorne (Sussex) 446 after 7 pm and weekends. (5559)

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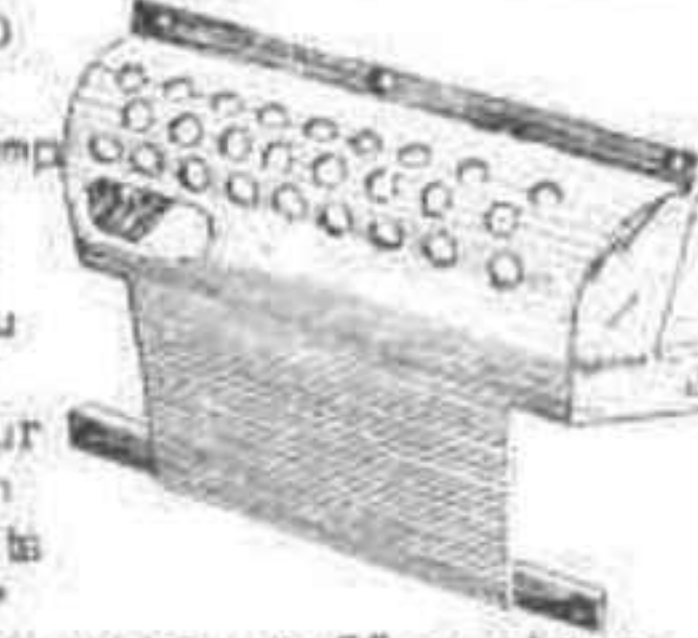
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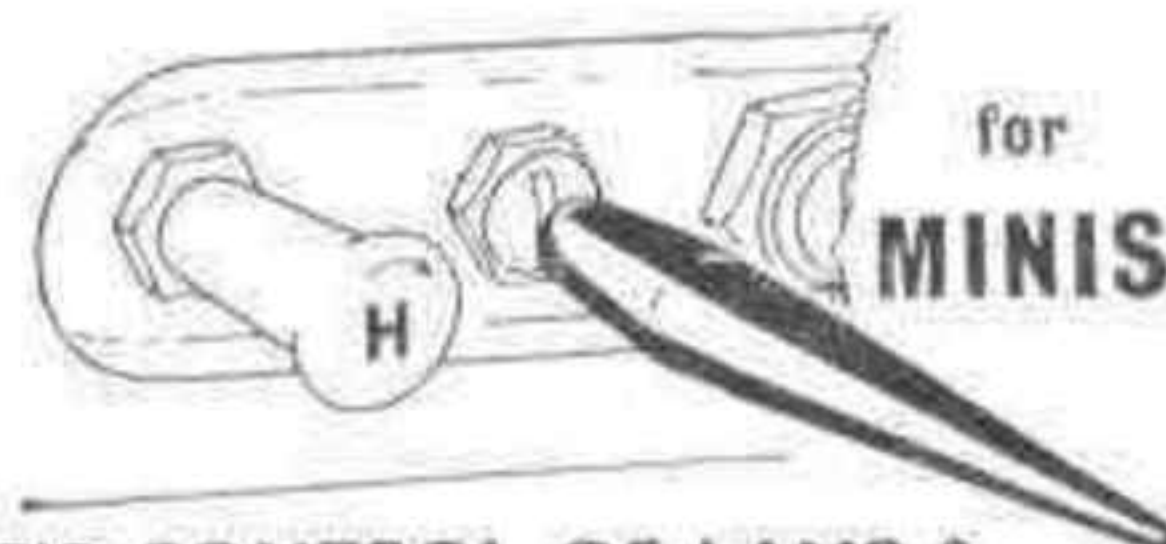
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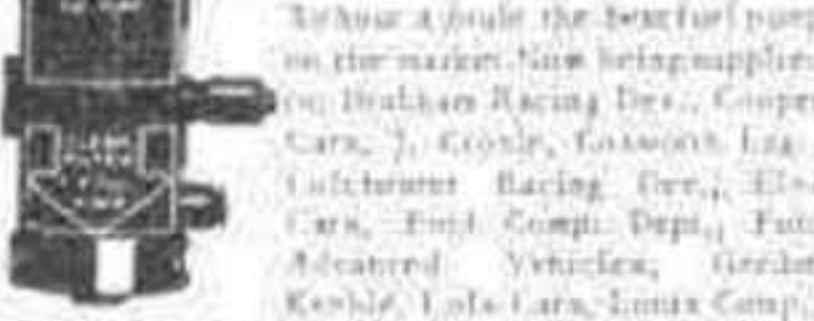
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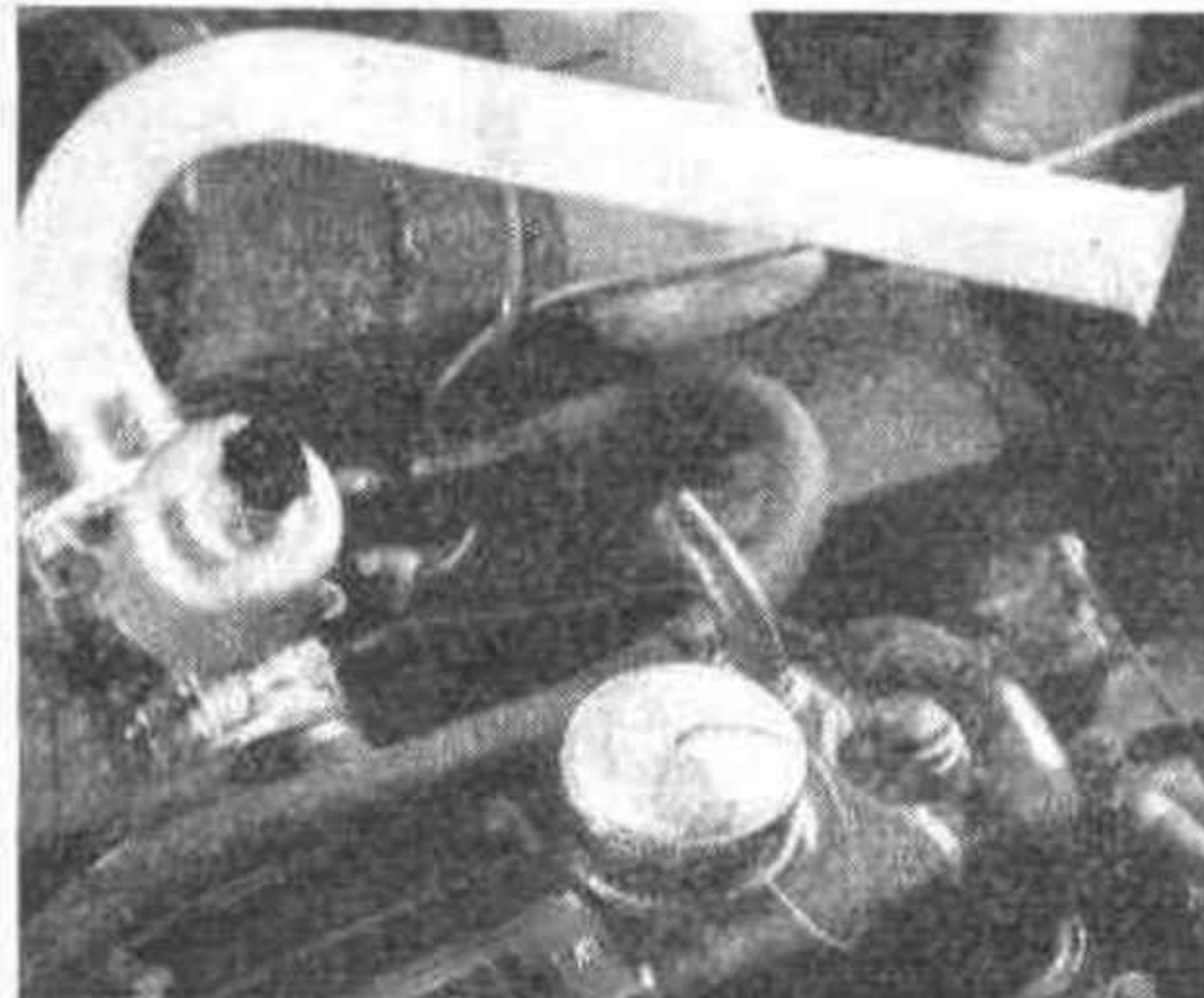
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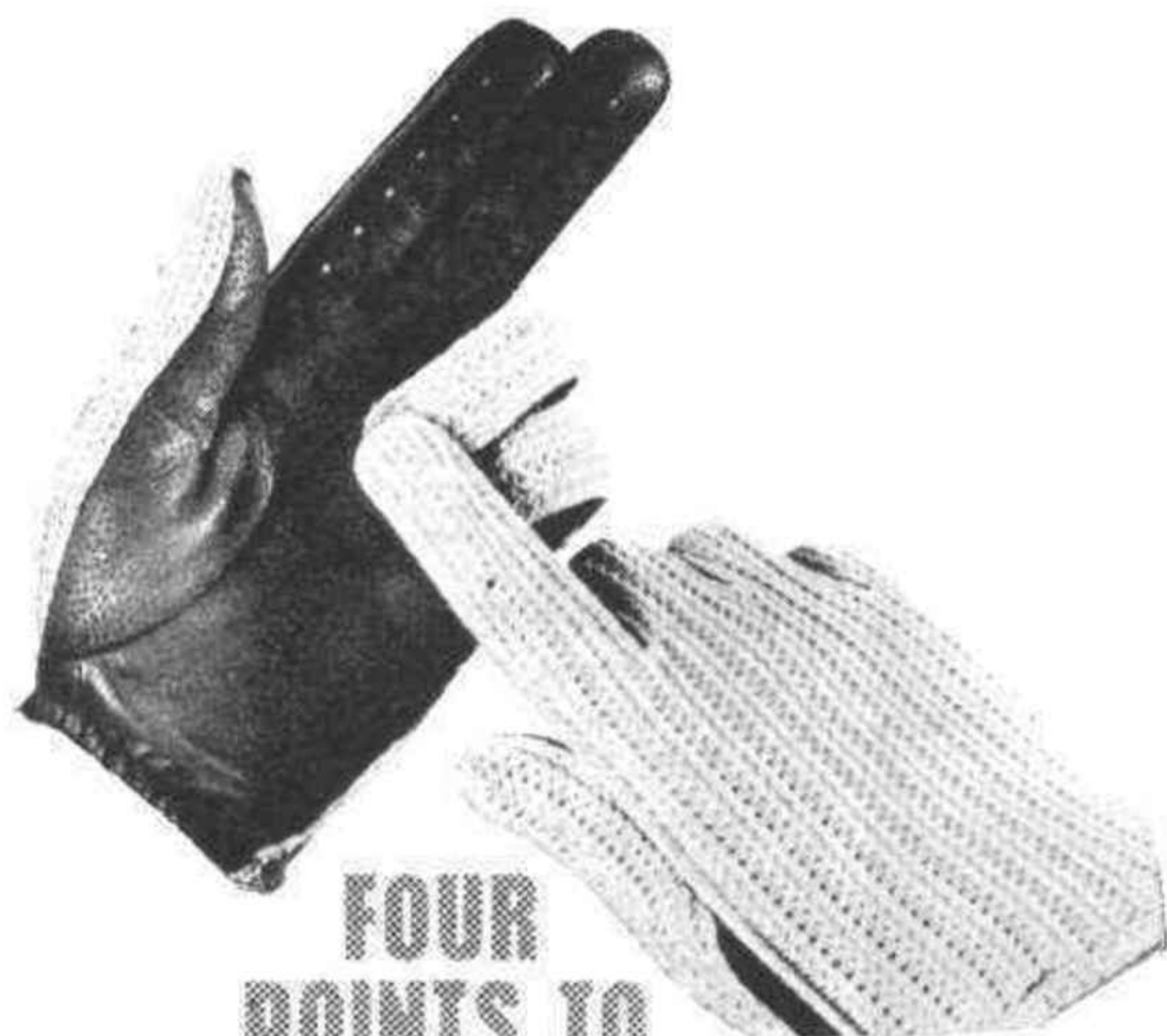
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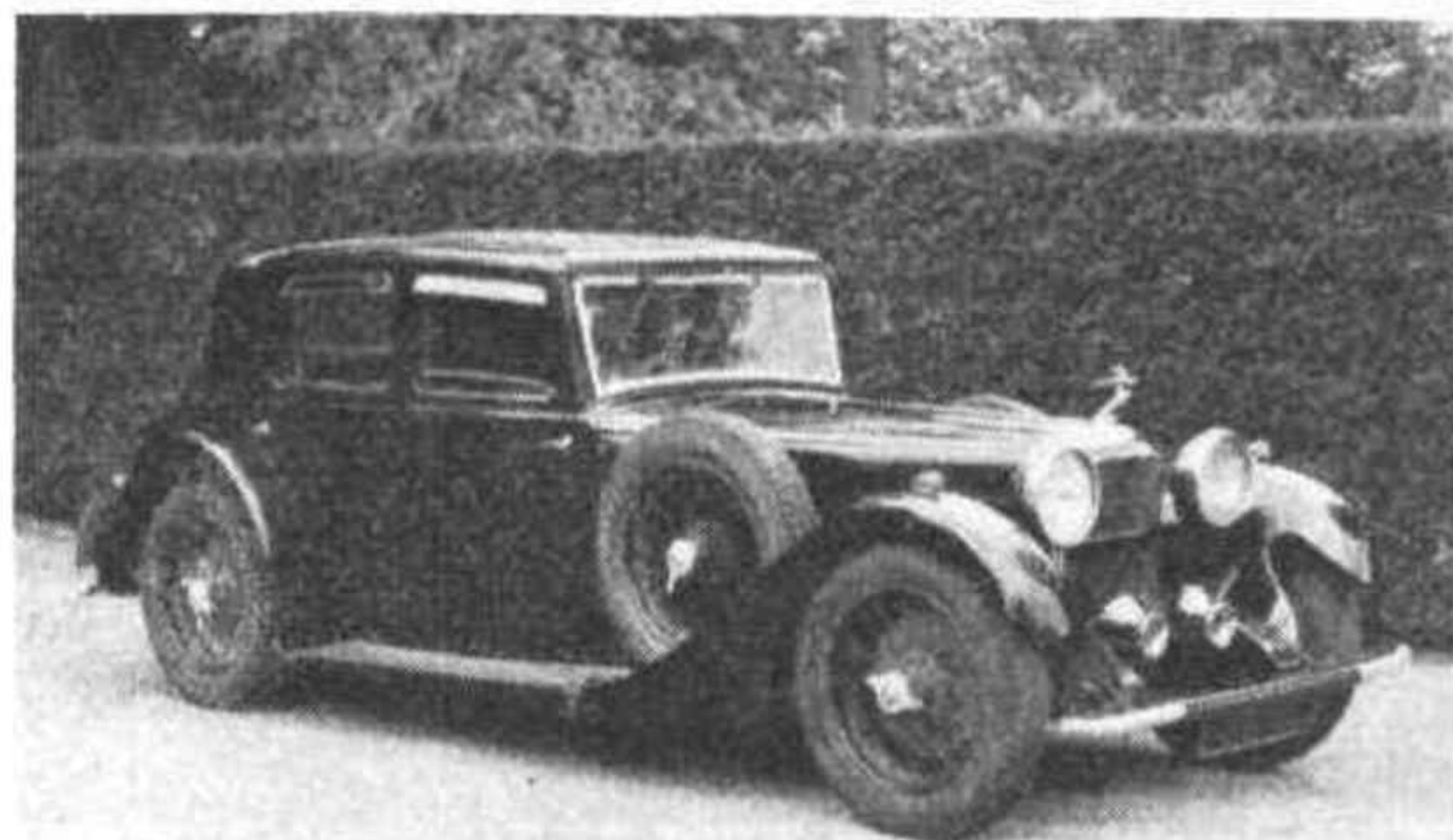
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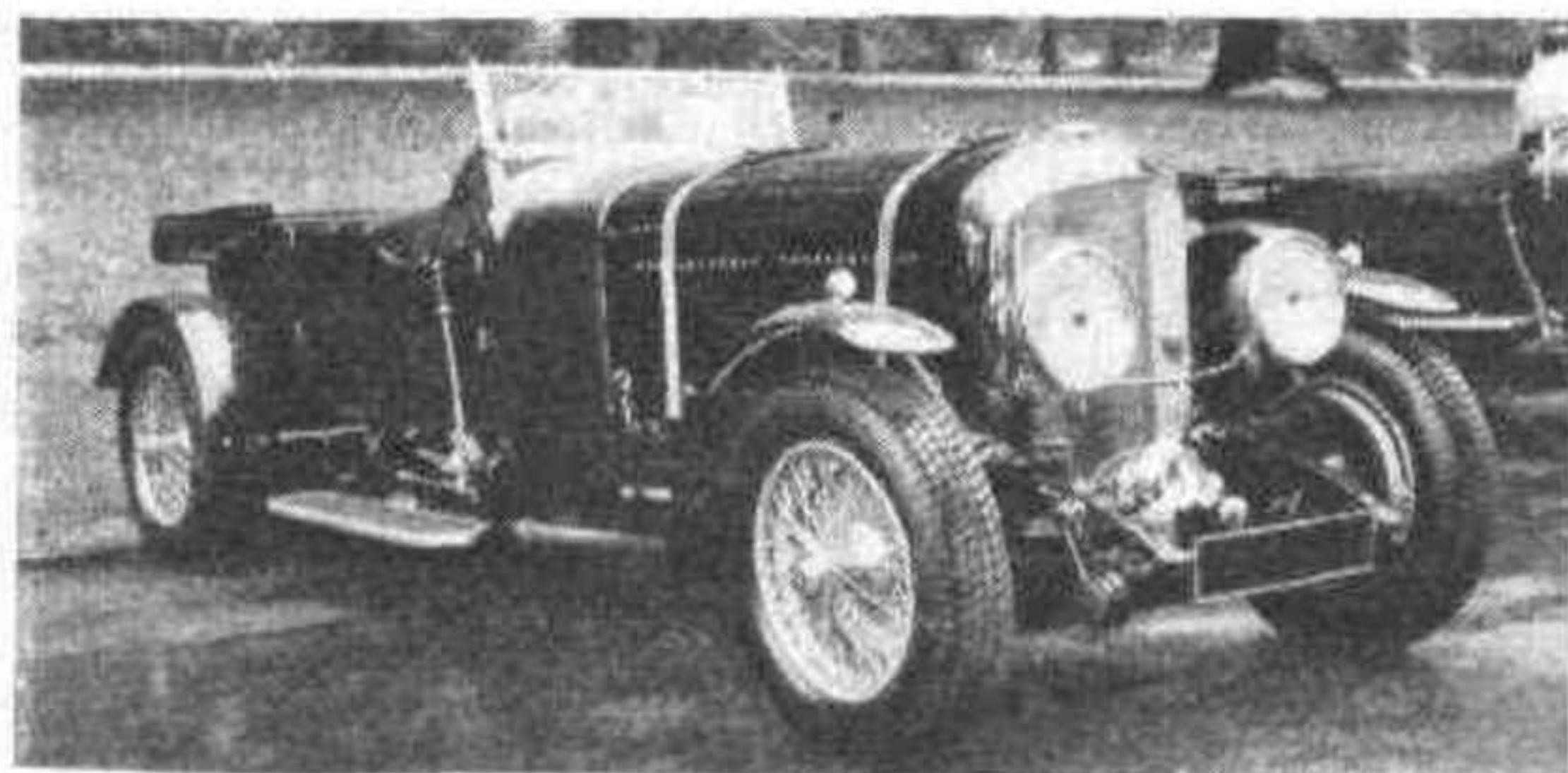
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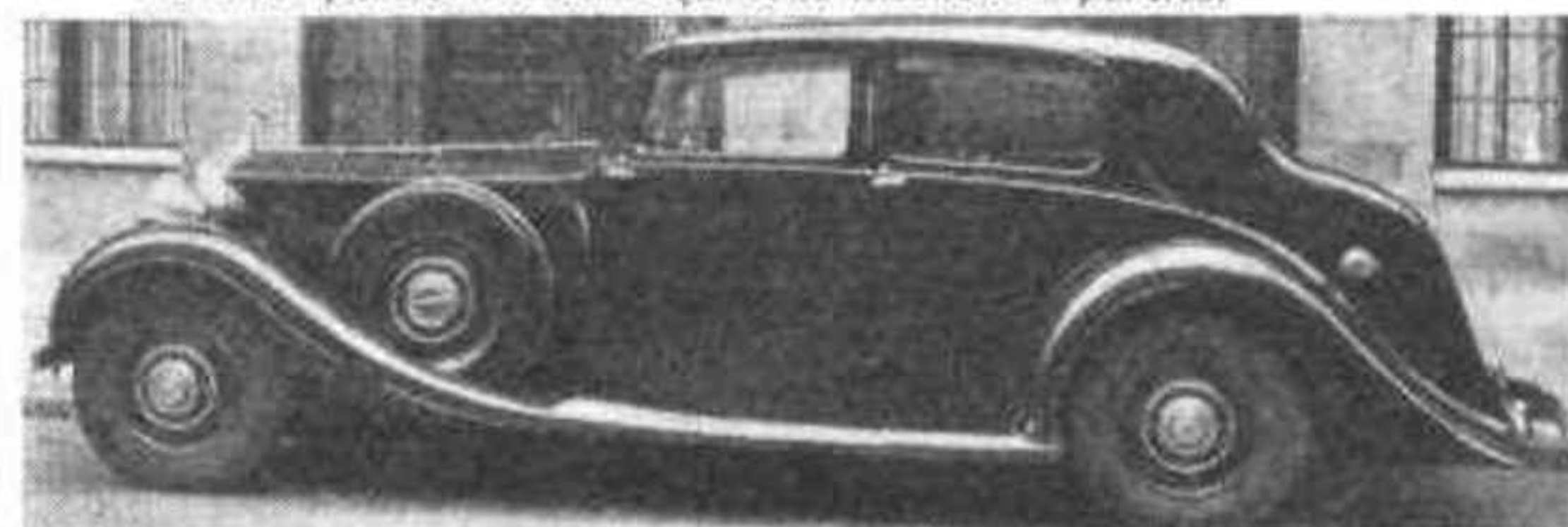
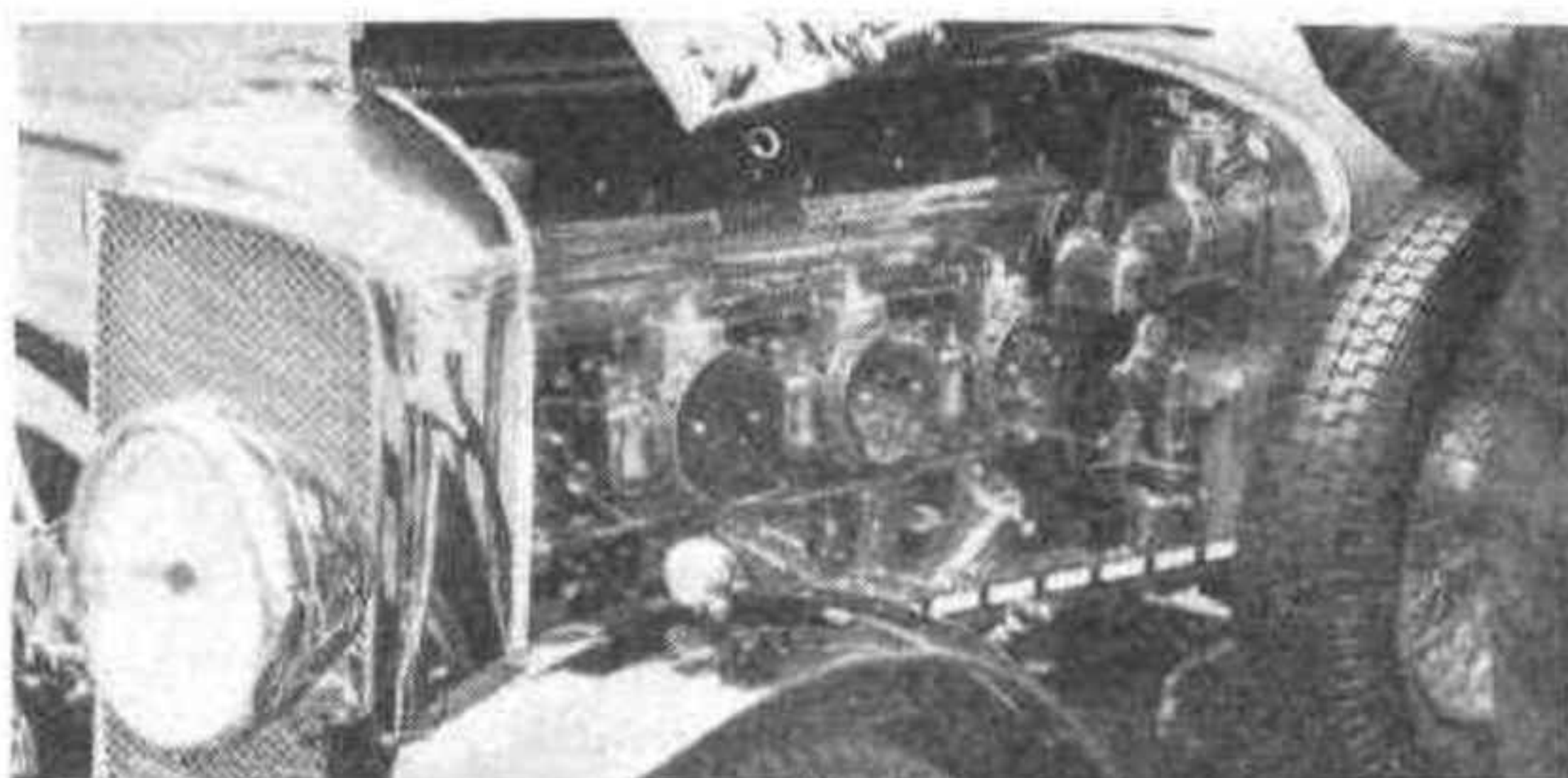
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1963 MONTE CARLO rally works entry, Cortina GT laden with goodies, rally console, Halda Speed Pilot, triple spots, flamethrower reversing lamp, p/b radio, seat belts, map-lamps, fused circuits, lowered rear suspension, wide rims, new F100s, exhaust system, recent valve gear, steering o/haul, etc, a very quick car in good cond. £535. Tel: Brentwood 1302. (5663)

1952 BENTLEY, full flow 4½, twin exhaust, recon engine, excell tyres, exterior and interior, good history. Price commensurate with law of supply and demand. Tel: Coventry 73822. (5664)

1922 ROLLS Ghost, with front wheel brakes, originally built as tourer, wings, bonnet, scuttle, etc, complete except body, hood, no time to finish, runner. £500 ovno. Handbook. Else, Prospect 7563. (5665)

CITROEN 2CV, 2 horses giving an individual and economical travel. £125. Alder, 5 Goodyers End Lane, Bedworth, Warks. (5666)

TRIUMPH TR2 1954, good cond, htr, 2-speed wiper, Xs. £140, will haggle. Hammond, 21 Grovelands Cres, Fordhouses, Wolverhampton. (5667)

SUNBEAM ALPINE 1960, glen green, black h/top, s/top, o/drive, wire wheels, Xs, immac cond. £370. Letchworth 3991. (5668)

1931 TALBOT 75, excell cond, complete mechanical o/haul, new tyres and battery. Box 1594. (5669)

DAIMLER SP250 1960, 2 new tyres, htr, washers, tonneau, new engine 7,000 miles ago. £320. Hoara, Tangley House, Oak Ave, Hampton, Middx. Tel: Molesey 5166. (5670)

CANNOT AFFORD my immac 1962 (Nov) 2.6 Alfa Romeo Spider, 25,000 miles, cream with black hood and interior, so must sell for £1,100 or part exchange for less exotic car, HP arranged. MOU 1396. (5671)

## FOR SALE—continued

HOOPER EMPRESS on Daimler chassis and 2½ litre sports engine, similar lines as Rolls, Dec issue page 1135, built 1951, beautiful car, radio, htr, taxed, MoT. Sensible offers about 300 guineas. Box 1595. (5672)

1928 FIAT 2-str tourer, dickey seat, very original, good runner, no rust, but needs a repaint. £225. Box 1596. (5673)

TR3A 1959, o/drive, steel h/top, soft top, tonneau, 4-branch exhaust, w/rim wheel, radio, l/rack, low mileage. £370 ovno. Tel: Newbury 1990. (5674)

1963 Mk III T.V.R., excell cond, new Cinturatos, superbly maintained. Box 1597. (5675)

FRAZER NASH T.T. Replica, twin-cam Blackburne, original in all respects, no mechanical or body defects, BRG, good weather equipment, tyres, etc, in daily use. £525 or near offer. Box 1598. (5676)

FRAZER NASH Targa Florio 2-str 1955, carefully used and maintained, wire wheels, c/r gearbox, B.5.1 Mk 3 engine, a superb car, very fast and easy to handle. £725. Box 1599. (5677)

1924 SILVER GHOST Barker torpedo tourer, fully restored, concours cond. Nearest £2,000. Weston, Hill-side, London Rd, Prestbury (88140), Ches. (5678)

HILLMAN MINX GT class convertible, stage 3 Alexander conversion, new hood, dynamo, battery, complete engine o/haul, excell cond. 1 owner. £240 ovno. Goode, 443 Church Rd, Birmingham 33. STE 2984 evenings. (5679)

1952 ALVIS TA21 coupe, during last 6 months, engine rebored, crank reground, new pistons and bearings, clutch and brakes relined, new hood fitted and body resprayed silver, immac cond with new battery and tyres, also many spares incl Grey Lady engine. £250 the lot. Baty, The Hill, Newbiggin, Stanton, Pen-rith, Cumb. (5680)

RILEY 1½ 1952 RME, superbly maintained, immac cond, mechanically perfect, 2 families only, history available. £210. Heron, Northgate, Gawsorth, Macclesfield. Tel: 4905. (5681)

M.G. TC 1947, excell cond, new upholstery, hood, recon engine. Offers around £160. Gay, 6 Woodchester Rd, Dorridge, Solihull, Warks. Knowle 2841. (5682)

M.G. TD 2, 1953, black, chrome, engine excell, recent g/box o/haul (bills), Xs, htr, luggage rack, very sound. £210 ovno. Tel: Southall 4255. (5683)

JAGUAR XK150 1958, extensively maintained, carefully driven, green, htr, 4 new Avon tyres, renewed discs, radio, htr, spots, absolute bargain at £300. Tel: Mansion House 3332. (5684)

1939 BENTLEY 4½ litre MX series 4-door Park Ward saloon, grey, good cond. £450 ovno. Seen in London. Box 1600. (5685)

BRISTOL 403, metallic blue, fawn hide, twin speaker shortwave radio, twin fog and reversing lights, recent decoke, brakes, master cylinder and radiator, well cared for and in excell cond, genuine 5 seats, 105 mph, 25-28 mpg. Asking £375 (Porsche being purchased). Kolar, Lansdell Ave, Booker, High Wycombe (Hayes 5131, office). (5686)

COOPER 1963, ivory/black, balanced engine, latest g/box, original one still in use, oil cooler, Girling Power Stop, SP41s, Webasto sunroof, Mixo horns, 19,000 miles, many regrets at selling. £365, no offers. B. Batley, Bedruthan House, Bedruthan Steps, St Eval, Wadebridge, Cornwall. (5687)

### BENTLEY 4½ Park Ward saloon, 1937. A specimen car. £235.

Austin Ruby and Big 7, £30 pair, suit enthusiast. Also 1933 B.S.A. saloon, Wilson box, needs tidying, £20. 1925 Rover 9, dismantled, no body or rear axle, £40. Bentley 4-litre Rad., £50.

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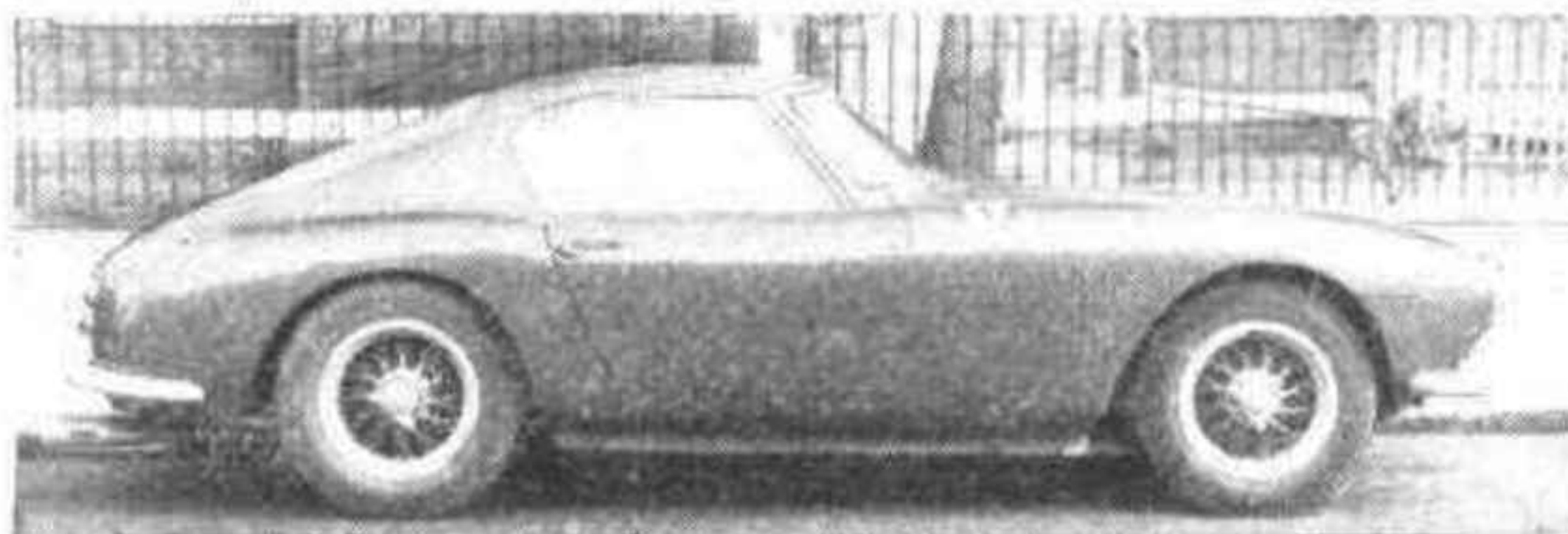
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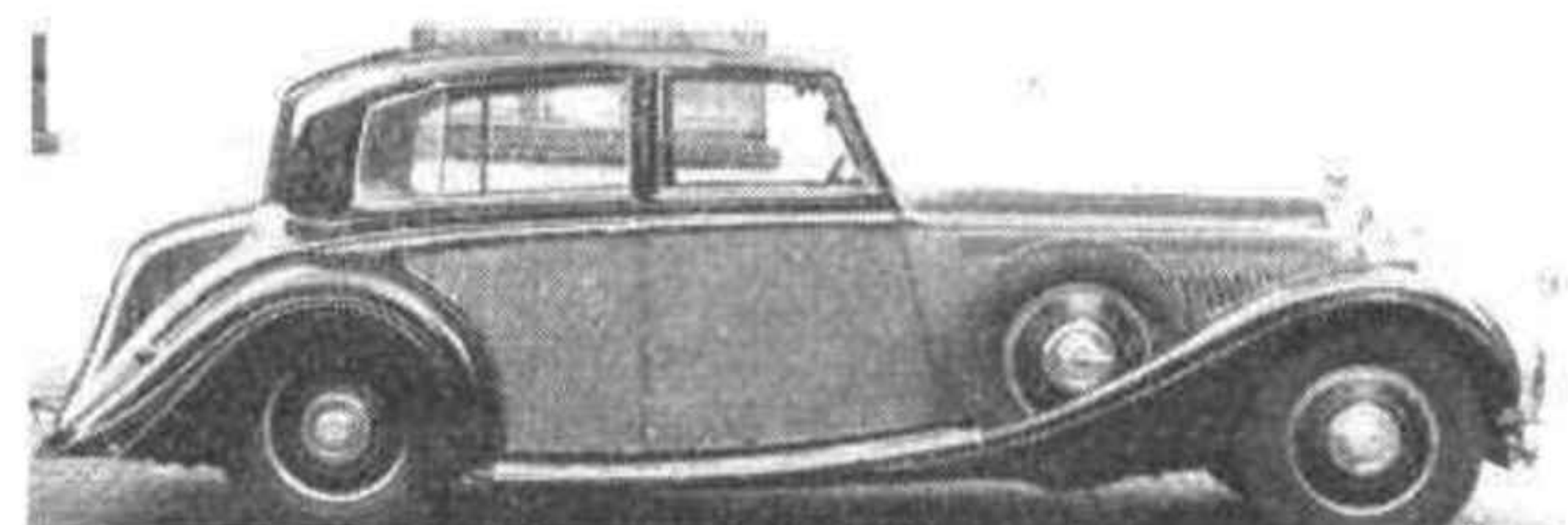
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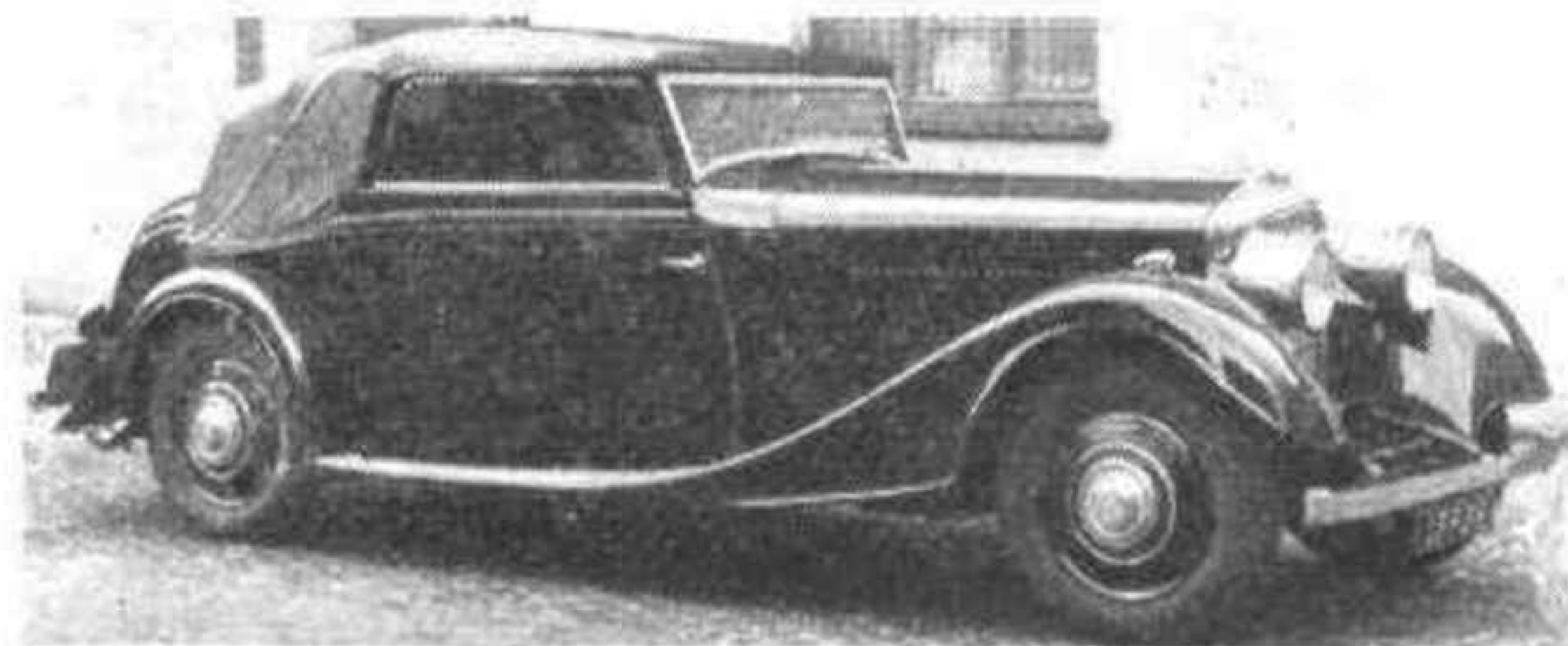
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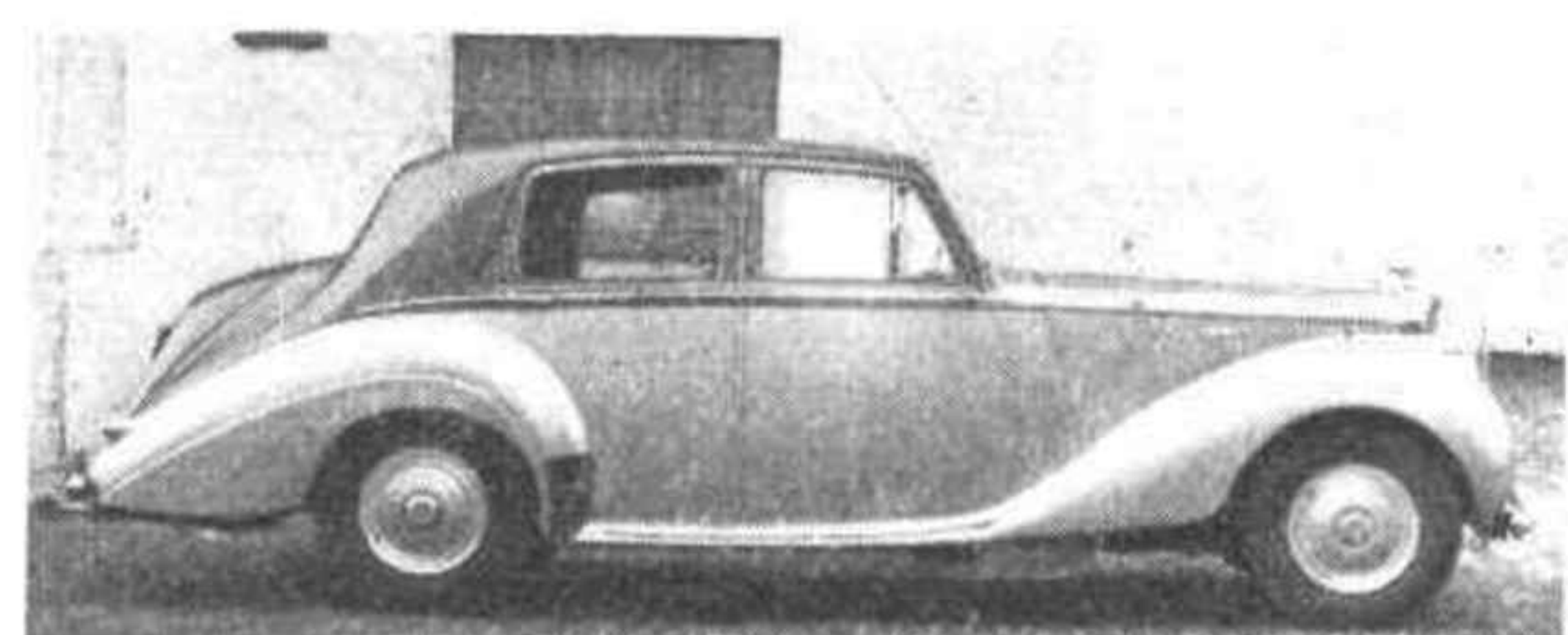
FERRARI 250 GT Scaglietti light weight Berlinetta coupé. Low mileage, excellent example. Further details on request.



1939 BENTLEY 4½-litre MR Series. High vision saloon by Mulliner. Very attractive example. £695



1934 BENTLEY 3½-litre three-position drophead coupé. Coachwork by Van Vooren. Extensively restored, bills for over £500. Finished in dark B.R.G. with beige leather. £995



1953 BENTLEY R-type saloon. Manual gear change. Exceptional chassis with immaculate coachwork. £695

1933 ROLLS-ROYCE 20/25 drophead coupé by Park Ward. 65,000 miles, believed genuine. Excellent chassis with coachwork and interior restoration just completed. £1,550

1926 ROLLS-ROYCE 20 drophead coupé by Salmon. Undergoing complete recellulose and retrim. Around £1,250 when ready.

1924 ROLLS-ROYCE Silver Ghost, 2/3-seater with very unusual and sporting coachwork by Cunard £2,850

1933 ROLLS-ROYCE 20/25 2-door coupé by Freestone & Webb. Some restoration carried out. £495

1933 ROLLS-ROYCE 20/25 sports saloon by Thrupp & Maberly. Very original low mileage example in excellent condition. £675

1934 ROLLS-ROYCE 20/25 sports saloon by Park Ward. Good order. £325

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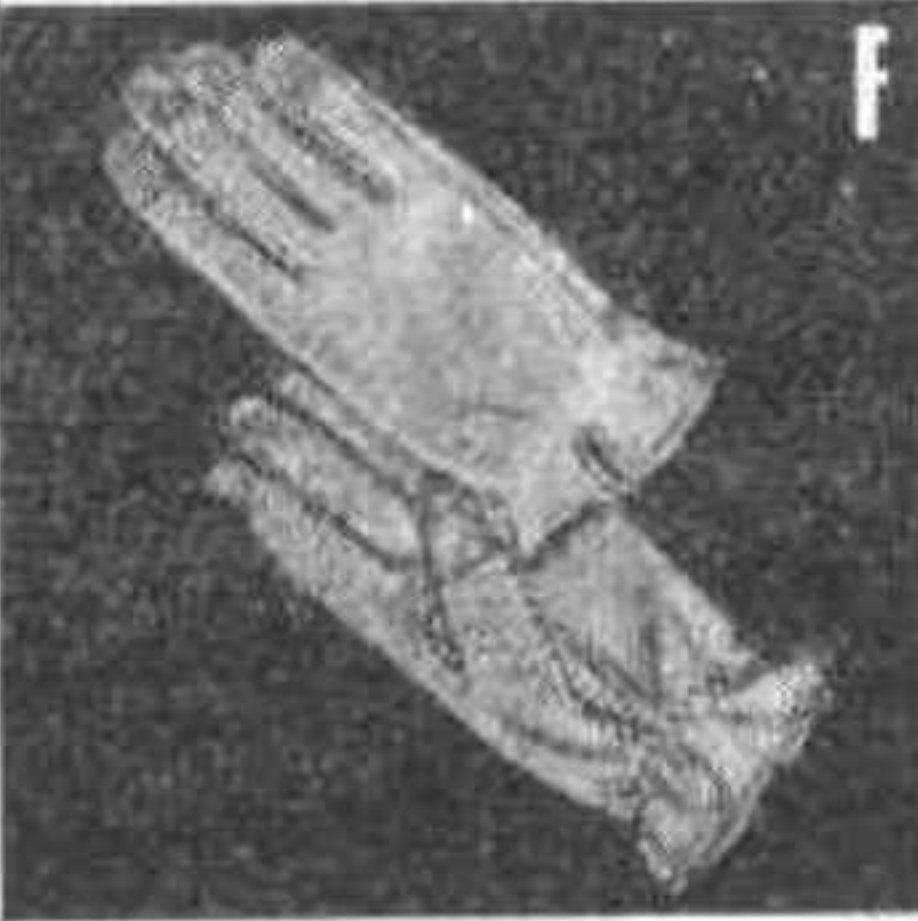
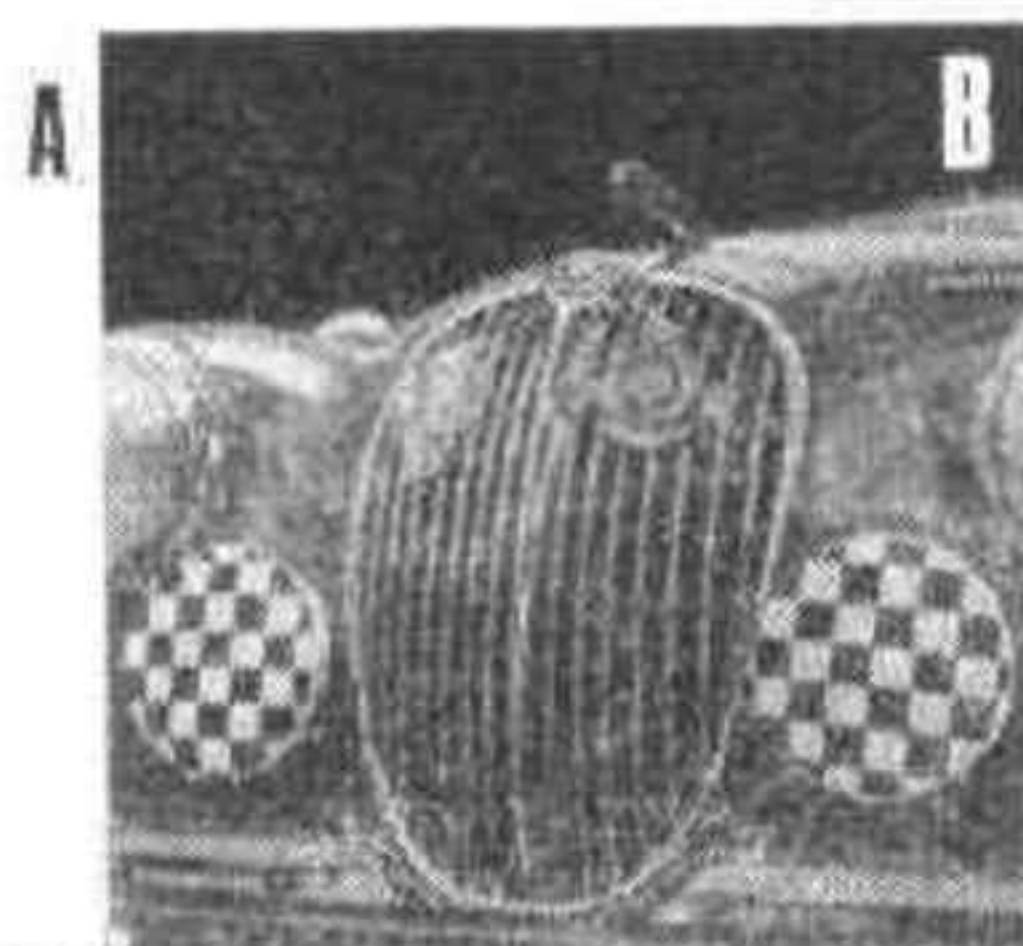


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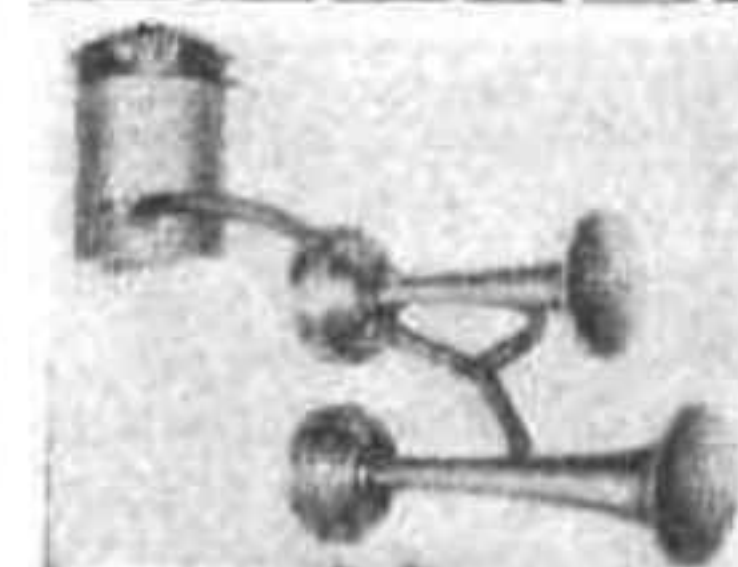
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RILEY LYNX Sprite 1937, excep cond throughout. £180. 57 Holland Ave, Cheam, Surrey, Vigilant 9558. (5774)

1937 BENTLEY Mulliner 4¼ aluminium saloon, most attractive and unusual body, vee w/screen, mechanically wonderful order, some work body to perfect, 20 mpg, swift, reliable, potent, taxed, MoT, both till Sept, wonderful opportunity to acquire most desirable vehicle. Investment at £170, offers. Bardolph, Seaton 688, 7-4 evenings only. (5775)

1964 RED Spitfire, 15,000 miles, extras include radio, tonneau, director's second car, beautiful cond. Bargain at £475 for quick private sale. George Zell, 284 East Park Drive, Blackpool. (5776)

'63 COOPER 997, going cheap, excell mech cond, few mods, original engine, 5Ps and extras. Bargain at £320 ono. Tel: Peterborough 72155. (5777)

ITS GOT TO GO—1953 M.G. TD 11, damaged offside wing, hood, w/screen, extras. £225. Box 1611. (5778)

AUSTIN HEALEY Sprite Mk 3 1964, fiesta yellow, 1 careful lady owner, works tuned and maintained, extras include Motorola radio, twin spots, tonneau cover, 11,000 miles, £525 or nearest offer. Apply J. Edmans, 20 Ulverley Green Rd, Olton, Solihull, Warks, Tel: B'ham ACO 0936. (5779)

SILVER WRAITH full razor-edge close-coupled saloon by Park Ward, finished in deep velvet green with beige leather interior, cocktail cabinet, picnic tables, footrests, radio, htr, demisters etc, handbook, mascot, tools, outstanding cond throughout. £750. 39 Mount St, Cirencester. Tel: 2855. (5780)

JAGUAR XK140 fixed head coupe, Old English white cellulose, truly unblemished and rust-free, with wheel spats, luggage rack, radio, htr, C-type engine. £245 (exchange considered). C. Andrews, 140 Hill Lane, Southampton. Tel: 25647. (5781)

M.G. TF 1600, 85 bhp M.G.A unit, c/r g/box, discs, bodywork/interior perfect. £340. Reeves, 5 Westbourne Rd, Birmingham 15. Tel: Edgbaston 933. (5782)

AUSTIN 12/4 coupe 1928, completely restored, Mason, Thatch Cottage, East Stourmouth, Canterbury, Kent. (5783)

1960 TR3A 2.2 litre 120 bhp engine, wire wheels, h/top, s/top, tonneau, o/drive, Cibie headlights, htr etc. £425. Also spare TR3A engine £15, 105E block, crankshaft, Holbay sports/racing camshaft £15. Ipswich 51348. (5784)

LANCIA AURELIA GT, rhd, floor change, excell appearance and mechanical order, replaced by Mascanti, £220. Henley, Oxon 4155. (5785)

1928 AUSTIN 20/6 limousine, good order, very original, excell tyres, brass lamps etc. £150. Medway 6117. (5786)

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TYRES, 525/550 x 19 Michelin, 45 per cent worn, walls perfect, 57/6 each plus carriage. Gors, Trefener, Aberystwyth, Nebo 203. (5788)

M.G. TC 1949, immac cond, recently resprayed and re-trimmed, 16in rears and telescopic shocks, new clutch, electronic tach, spot lamps, wood rim wheel and side screens. £190. Andrews, Hill-top, Wolston Heath, Wolston, near Coventry. (5789)

1932 MORRIS Minor 2-seat tourer, taxed, MoT, new hood, repainted, very reliable, drive anywhere. £55 ono. Mr P. Bloor, 28 Mornington Rd, Sneyd Green, Hanley, Stoke-on-Trent. (5790)

1933 AUSTIN 7 2-str, rebuilt engine, new hood and s/ screens, original body, re-upholstered, MoT, excell cond. £120 ono. R. Webb, Wheeler End, High Wycombe. (5791)

MORRIS COOPER S 1,071 cc 1964, Beta head, Konis, rev counter, wide rims, almost new G800s, numerous other extras, 23,000 miles, no competition motoring, regularly serviced and in vg cond. £535 ono. Loft-house, 6 Hallow Rd, Worcester, or Tel: 22807 after 6 pm. (5792)

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FIAT 1800 saloon 1960, good cond, low mileage, htr, owner emigrating. £395. St Albans 51957. (5796)

1932 STANDARD Little 9 saloon, MoT, good running order. Any reasonable offer accepted. 349 Blackburn Rd, Bolton. Tel: 27930. (5797)

LOTUS CORTINA, no competition use, 14,000, new Cinturatos, fastidious engineer owner, impeccable. £700. Box 1613. (5798)

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1959 MORGAN 4/4 competition model, green, black upholstery, half tonneau, full tonneau, washers, dipping spot, reversing light, immobiliser, 2 owners, 45,000 miles only, excell cond throughout. £285. Apply V. L. Chambers, 108d Hadham Rd, Bishop's Cleeve, Herts, Tel: 51507, or 31 North Lodge Terrace, Darlington, Co Durham. (5800)

SAAB 1964 October, 4-speed, 10,000 miles only. £475, terms. 49 Khama Rd, SW17. (5801)

1956 DAIMLER Regency, only requires slight attention to body to be immac, taxed, tested. £70. 1947 S/S 3½ litre saloon, taxed, tested, £40. Langhorne, 30 Upper Aughton Rd, Southport 68708. (5802)

M.G. TD with a difference. P.100, cycle mudguard wings, straps over bonnet, twin spare wheels, radio, htr, many extras, good cond. £235. 23 Queen St, Darwen, Lancs. (5803)

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AUSTIN HEALEY 3000 1961, 2/4-str, white/black hardtop, o/drive, w/wheels, many extras inc radio, 1calent, spot and fog lights etc, very good cond. £460. 43 Ackers Rd, Stockton Heath, Warrington. Tel: 61728. (5805)



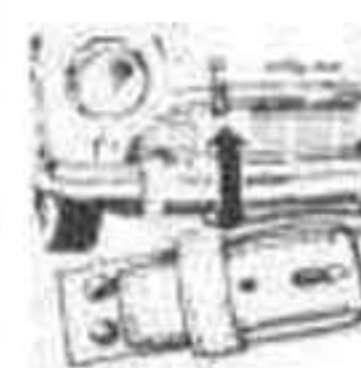
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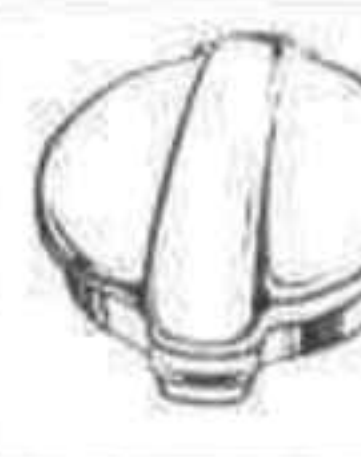
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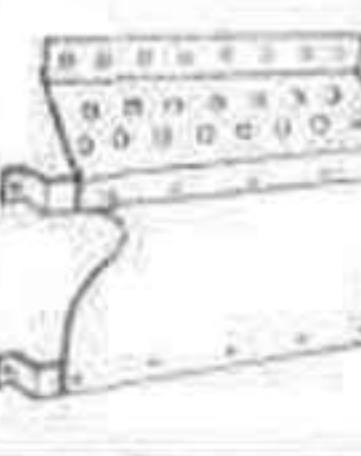
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**KX140 FM coupe 1955**, gunmetal, C-type head, wire wheels, recent rebore, mains, ends, good Turbospeeds, sound cond. £170. Dorking 3970. (5807)

**AUSTIN 12 fabric saloon 1929**, runs but needs minor restoration. Shears, Exeter 76894 evenings. (5808)

**AUSTIN HEALEY 3000 Mk II 1963**, BRG, o/drive, radio, w/wheels, lights, tonneau, Turbospeed tyres, etc. Cost £1,300, accept £650. Monaghan, 4 Beacon Way, Skegness, Lincs. Tel: 1334. (5809)

**LANCIA AURELIA GT 2500 1959** (6th series), floor change, new carb, brakes relined, Konis, excell cond. £670. Ashted 4334. (5810)

**BENTLEY 1924 Red Label 3 litre short chassis speed model**, full Le Mans wings, new VDP 4-str fabric body, complete car rebuilt as new, repeat, as new, at cost of over £2,000. Offers over £1,850, part exchange thoroughbred considered. Mike Berry, '92 Ashfield St, London E1. Stepney 3102. (5811)

**TR3A 1960**, immac red bodywork/chrome, mechanically excell, hard/soft tops, o/drive, htr, w/washers, occasional rear seat, Mich X tyres, many extras. £395. Tel: Marple 1612 (Nr Stockport, Ches). (5818)

**1956 H.R.G. Emperor**, similar D-type body, tuned M.G. 1500 unit, ifs, irs, Borransis, Alfins, R55s. £190 ono. R. Syer, Tel: Hassocks (Sussex) 3253. (5819)

**1965 (MARCH) Austin Cooper 998 cc.** white/black, vgc, original cost with extras £780; extras include Microcell recline seats with headrest, Motortune dash with rev counter, Benselite grille with fog/spot lights, s/belts, spacers, Xs, race mirrors, armrests, sound-proofed, u/sealed. £560 ono. Bob Day, Tel: Biggleswade 2091 office hours. (5832)

**MG 2418 1933 M.G. J1**, 1172 engine, M.G. g/box, hydraulic brakes, good mechanics but tatty 2-seat body and hood. £50 ono. Tel: Sevenoaks 51995, write 13 St John's Hill. (5833)

**ALFA ROMEO 1900 super saloon 1956**, available from 15 Feb, good but not perfect hence £190, or will exchange for Fiat 600 or 500. Smith, 47 Alexandra Rd, Leamington Spa, Warks. (5834)

**LANCIA AURELIA GT B20 1955**, rhd, good cond, floor change. £300. R/C 8335. (5835)

**CINETTA 1964**, 105E engine, dark blue, only 13,000 miles. £450 ono. Garnett, 13 South End Rd, NW3. (5836)

**1963 SPRITE**, 1,098 cc, htr, radio. £420 ono. 158 Bcrstal Rd, Rochester, Kent. (5837)

**M.G. J1 4-str**, partially rebuilt, MoT Nov '66, needs work to complete. Offers? POLiards 6410 evenings. (5838)

**M.G. TF**, new hood, screens, tonneau and Xs, engine o/hailed, stage 2 head, usual extras. £280. Nuneaton 5656 9.30 to 5.30 weekdays. (5839)

**SUPERB SUNBEAM Alpine S II**, h/top, o/drive, belts, htr, tonneau, 1/grd etc, engine o/haul 3,000 ago, magnificent cond throughout. £485. Deliver Paisley, London or between. Johnson, 47 Salkirk Ave, Paisley. (5840)

**VINTAGE MARCHAL 12in headlights**, completely rebuilt, replated, silvered and unused since. Offers. Smith, Elder Cottage, Rogersdale, Nr Cockermouth, Cumberland. Lorton 254. (5841)

**MORRIS MINOR 1000 convertible** (reg Nov '57), excell mechanical and bodily cond. £165. Campion, 2 Wellington Court, Wellington Rd, Hampton Hill, Middx. (5842)

**TWO NEW Michelin X 155-15 radial tyres** £4 10s each. New Smiths elec tach (rev counter) £8. Healey (pre-BMC) wheels £1 10s each. Windscreen washer set £1. Emson, 37 London Rd, Maidstone. Tel: 51690. (5843)

**TR3 NOV 1957**, TR3A grille, h/top, tonneau, hood, htr, radio, well above average cond. £240 ono. Rickmansworth 72698. (5844)

**A.C. 2 LITRE 1951**, good cond, new tyres, battery, brake linings, 15,000 miles since engine o/haul, new liners etc, genuine reason for sale. Will accept nearest offer to £100. W. J. Down, 3 Herne Gardens, Rustington, Sussex. (5845)

**TR4 1962**, BRG, w/wheels, o/drive, X tyres, radio, htr, burglar alarm, reversing light, excell cond throughout. £575. Tel: Rogate (Sussex) 349. (5846a)

**TR4 BLACK** soft top complete with pram type rods £4. Tel: Rogate 349 (Sussex). (5846)

**HEALEY ABBOTT** ohc, fast handsome car, good cond. £120 ono. EDGware 2488. (5847)

**1939 ROLLS-ROYCE WRAITH**. Black and grey. Original paintwork. Only 67,000 miles from new. Windover body with electric division. Fantastic condition both inside and outside. £1,250.

**1954 ALVIS GREY LADY**. Beautiful condition. Must be seen to be believed. £265.

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**1964 Wolseley 16/60 saloon**. Rose Taupe. Radio, underseal, seat belts ... £625

Also:

**1965 (Nov.) WOLSELEY '1100'**. Toga white. 3,000 miles ... £695

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## CHISWICK

**1965 SUNBEAM Tiger**. Company Director's personal transport. Unblemished in midnight blue with pale blue trim. Push-button radio, heater, etc. Cost new circa £1,500. Unbeatable value at ... £1,095

**1962 LOTUS Elite**. Recently recellulosed in white with silver grey roof, mechanically excellent. Specification includes disc brakes all round, wire wheels, heater, etc. ... £765

**1963 AUSTIN HEALEY 3000 Mk. II** convertible in British Racing Green with black upholstery. Superb one-owner car with overdrive, wire wheels, recent new India Autoway tyres, luggage rack, tonneau cover, anti-theft alarm, etc. etc., mileage of 18,000 almost certainly genuine. ... £695

**1962 M.G.-A Mk. II roadster**. Rare "twin-cam" Chassis model (disc brakes, knock-on wheels) but push-rod 1,622 c.c. unit. Many extras include hard-top, close-ratio gears, heater, spotlight, tonneau cover, etc. One owner ... £495

**1963 M.G.-B roadster**. Red with matching cockpit trim. Very reasonably priced and equipped with wire wheels and heater ... £595

**1965 M.G.-B**, very attractive in Chelsea grey with red leather seat trim. Wire wheels, heater, wing mirrors. One owner, 7,000 miles only. Current spec. i.e. five-bearing crank and oil cooler. ... £795

**1965 SCIMITAR GT**. A one-owner, low mileage example with most extras—overdrive, push-button radio, also has Pirelli Cinturato tyres, wire wheels, 2-speed windscreen wipers, servo disc brakes, etc., new cost £1,400 ... £1,185

**1961 T.V.R. Grantura Mk. II**. Powered by a sensibly modified Ford 109E 1,340 c.c. unit. Bodywork in dark blue, interior light grey. ... £375

**1965 TRIUMPH Spitfire Mk. II**. Very smart in Conifer green and black trim. 6,000 miles only by one owner (family increase forced sale) ... £595

**1963 M.G. Midget Mk. I 1100**. Choice of three cars, white, red or B.R.G. All have heaters and various useful extras. Priced from ... £435

**1964 AUSTIN HEALEY Sprite Mk. III** (wind-up windows). At present four cars in stock, white, black and red. Heaters and extras on all. From ... £515

**1960 Sprite Mk. I**. One family owned (father and son). Cherry red, new gearbox and clutch Dec. '65. Excellent bodywork and interior. Heater and tonneau cover ... £245

**1961 SUNBEAM Alpine Mk. II 1600 roadster**. Red with black interior trim. Overdrive, heater, radio, tonneau cover. Above average two-owner model ... £425

**1962 TRIUMPH TR4**. Maintained by us from new, 36,000 miles and never driven hard. Black with red trim. Overdrive and heater ... £575

**1965 JAGUAR 4.2 E-type roadster**. A first-class beautifully kept car in metallic silver grey and black trim. Fitted Philips tape recorder and tapes. Radio, luggage rack, electric aerial, nudge bars, etc. ... £1,695

**1963 AUSTIN HEALEY Sprite Mk. II, 1,100 c.c.** In red with a white hard-top and all black interior trim. Disc brakes front and heater. Very lively performance. ... £445

## CHISWICK

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## NOTTINGHAM

**1965 BOND Equipe GT 4S**, white with black interior trim and fitted with wire wheels, safety belts, special exhaust. This car has covered only 4,500 miles and cost new nearly £900. Save £150 at only ... £745

**1964 LOTUS Elan**, most attractive in red, this very special Elan has been converted by Harold Radford Coachworks and is of the same specification as Jim Clark's own Road Car. Part of its specification includes detachable hard-top, electric windows, radio, luxurious interior trim, very extensive sound-proofing, etc., etc. This car costs £2,100 and now offered at ... £1,195

**1962 TRIUMPH TR4**, British Racing Green with black hard-top and red interior trim and fitted with overdrive, wire wheels, radio, heater, wood rim wheel and rear seat. This car could almost be described as indistinguishable from new and without doubt is the finest example for its year that we have yet offered at the reasonable price of ... £675

**1964 ALFA ROMEO Giulia Spyder**, Italian red with white interior trim, this exciting one-owner car is fitted with radio, Cinturato tyres, heater, disc brakes and five speed gearbox. Competitively offered at ... £965

**1963 AUSTIN HEALEY 3000 convertible**, Old English White with black interior trim, fitted with overdrive, wire wheels, heater and tonneau. This low mileage 2/4-seater car has just been fitted with its first set of new tyres and is attractively priced at ... £695

**D.K.W. MONZA Coupé**. First registered 1958. Finished in red with black interior trim. This very rare left hand drive production coupé has a fibreglass body and is powered by the 1000 SP 896 c.c. unit. This car is offered at the most reasonable price of ... £345

**1960 TRIUMPH TR3A**, bright red with black Works hard-top and grey interior. Extras include soft-top, heater, wing mirrors. A very fine example offered at ... £425

**1960 TRIUMPH Herald convertible**, red and white with red interior trim and fitted with heater. This popular model sensibly priced at ... £295

**1963 M.G.-B**, attractively finished in two-tone grey with red interior trim, fitted with radio, heater, and full tonneau cover ... £665

**1963 M.G.-B**, in Iris blue with black upholstery and carpeting. Extras include heater, twin spots, and the rare convertible hood. Competitively priced at only ... £595

**M.G. TD**. An above average example first registered in June 1953. The body of this car has been fully restored externally and is cellulosed in a rich unblemished dark green. Being also very sound mechanically this vehicle is fitted with heater, spot lights, tonneau cover and seat belts and is sensibly priced at ... £245

**1953 M.G. TD**, another of these rare vehicles in British Racing Green with green interior trim. Fitted with heater, winking indicators and reversing lamp. Sound all-round condition with good tyres ... £225

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## FOR SALE—continued

V.W. '55, rhd, recond engine, very quiet, sealed beam conversion, Philips radio, well instrumented and maintained. MoT, taxed Aug. £130. Reading 71572. (5688)

**McLAUGHLIN BUICK** 1934 NA straight eight 29 hp saloon, recent engine o/haul, new radiator, superb body and probably the best example left of this traditional and good looking Buick (see radiator, separate headlights, wire wheels, spares in wings). Nearest to £125 buys. From Thurston, 24 Church St, Long Buckby, Rugby. Tel: Long Buckby 292. (5689)

**FOR SALE**, 1909 Delaunay-Belleville 2-str, engine recond but not assembled, some non-original body parts but simple to restore. £1,250, offers. 1900 de Dion voiturette, mint original cond. £2,650, offers, exchange early Ghost chassis. Harper (Manchester), Didsbury 2050. (5690)

**TR4, OVERDRIVE**, wire wheels, tonneau cover, hood, white with red interior, Cinturatos, 1st reg July 1962. £620. Owner unexpectedly going to Chile again. Tout, 4 Manor Rd, Teddington. TED 2529 after 7 pm, CRO 8334 during day. (5691)

**BRISTOL** 405 dh coupe, BRG, o/drive, new tyres, immac, genuine 57,000 miles, emigrating. Offers. 64 Kingswood Rd, Fallowfield, Manchester 14. Tel: RUS 1042 after 6 pm. (5692)

**1962 COOPER**, balanced 1,197 cc stage III, rebuilt Aug 1965, bucket seats, s/shine roof, w/rim wheel, Motortune dash many extras, Cooper S beater, never rallied/raced. Sacrifice £340 ono. Tel: Bridgnorth 3188. (5693)

**RILEY KESTREL** Sprite SS27K, sound body, cross flow head, front Armstrong shock absorbers, well shod, recent battery, taxed, MoT. £130 ono. Tel: BRAMhall 5226. (5694)

**RADAR DISINTEGRATOR**, I15 plus 2.4 Jaguar, med/spears would fill column, exceptional opportunity for enthusiast. £350 ono. Domestic sale. Write, 92 Donnington Ave, Nuneaton, Warks. (5695)

**MORGAN** 4/4 1949 sports, beautiful cond. Offers over £100. 6 Broading Cres, Kendal, Westmorland. (5696)

**ROLLS-BENTLEY** 4 1/4 Mk VI 1949 CGR 597, black/grey, good ro, radio, well shod, MoT, taxed. Nearest £300. Joll, 28 Glenfield Cres, Bitterne, Southampton. (5697)

**XK140 DHC** 1956, new clutch, top o/haul, v good cond. £170 ono. 47 Wittsend Caravan Park, Arksey, Doncaster. (5698)

**SUPERB** 1959 Alpine, blue, wire wheels, nearly new tyres, taxed, MoT. Offers, exchanges. Tel: Kidmore End 3385 (Oxon) after 6.30 pm. (5699)

**A.7 SPECIAL**, recond engine, hc head, hyd brakes and shock absorbers, good tyres, al body, many spares. £30. Astle, 286 Leigh Rd, Worsley, Nr Manchester, WALKden 2491. (5700)

**A.C. BUCKLAND**, recent respray, excell order throughout. £150. Gibbon, Flat 8, 2 Carlton Rd, Manchester 16. (5701)

**BENTLEY** 1949 Mk VI, good cond, black, radio, new Xs, s/roof, many bills. Sell £285? exchange sports saloon and cash. Lester, 1023 Cathcart Rd, Glasgow 52. (5702)

**RILEY** 1.5 saloon 1964, dove grey, 12,000 miles. £450. E. Cosham, 13 Curtlington House, Burnt Oak Broadway, Edgware, Middx. Tel: WOR 3658 (evenings). (5703)

## FOR SALE—continued

**JAGUAR XK150S** fhc, an immac example finished red, red upholstery, chrome wheels, host extras, Selectaride shockers, twin speaker radio, htr, 2-speed wiper, genuine 265 hp 3-carb motor, Powerlok diff etc, as fast as an E-type with more room. Sell for £600, or exchange M.G.B or Cooper S. Monty, 1 Norman Court, Hampton, Middx. Molesey 1942 after 7 pm. (5704)

**1954 MORGAN** plus 4 4-str, less rear seats, bills £150, new engine, clutch, battery, weather equip, body good. View London arranged. £265. Reason for sale. Gordon-Johnson, Officers Mess, Coltishall, Norwich (5705)

**RILEY PATHFINDER** 1956, dark green, tan hide, htr, exceptional cond throughout. £175 or near. H. Shipp, Ditchingham, Bungay (Tel: Bungay 275), Suffolk. (5706)

**ALPINE** 1962 Ser II, red, o/drive, radio, Xs, wood rim wheel, many extras, superb cond, well maintained. £490. Kent, West Malling 3164. (5707)

**AUSTIN** 10, 14.12.33, good history, good running order. MoT to 10.1.67. £45. D. Goswell, 78 Quantock Rd, Durrington, Worthing, Sussex. (5708)

**MINI MODS**, Yanspeed stage 3 head, downdraught Weber, heated inlet manifold, freeflow exhaust, SPQR remote control, Motortune wood rim, £50 the lot or will split. J. Montgomery, 57 Newbold Terrace, Leamington Spa 22012 after 6 pm. (5709)

**SUNBEAM-TALBOT** 3 litre saloon 1939, excell order. £40. Winterbourne 3267 evenings. (5710)

**AUSTIN HEALEY** 3000 Mk 2 1962, wire wheels, o/drive, h/top, good tyres. £450. Tel: Stevenston, Berks 350. (5711)

**1933 RILEY** 9 Monaco, engine o/hailed 1,500 miles ago, MoT, good body and coachwork, many spares. Domestic pressure forces sale. £65 ono. P. Benson, 1 Manor Park, Ruddington, Nottingham. (5713)

## FOR SALE—continued

**M.G. TA**, bodily and mechanically sound, TC engine fitted, 16in rears, M.G.A bucket seats, spot, flashers, MoT, £115 ono. 17 Russel Drive, Amptill, Beds. (5712)

**3.8 JAGUAR** engine, only 7,700 miles. £75. I have proof of this mileage. All Mk 9 spares incl old engine parts, 2 new batteries, 2 new tyres, half price; new Lodge plugs, 6 RL53, 8 HLN, 4 3HLN, 2 10RL49, 1 10RL51. Pope, Widbury Villa, Jeffries Rd, Ware, Herts, Ware 2059. (5757)

**1949 BENTLEY** drophead by Hooper, sage over velvet green, green hood and interior, mahogany woodwork; this car is to excell general cond and fully equipped. Full-flow engine. £795. Newbury 1346. (5758a)

**1960 FERRARI** 250 GT Pininfarina coupe, luxury version with Reutter seats, ample luggage accommodation, power discs. £1,795 or exchange for anything interesting. Newbury 1346. (5759)

**1939 ROLLS-ROYCE** Wraith with modern station wagon bodywork, total o/hailed mechanically. £595. Newbury 1346. (5759)

**NO REASONABLE** offers refused. Numerous TR2/3 spares must be sold incl hood, sidescraps, tonneau, chassis, front suspension, instruments, etc, etc state your requirements. Taylor, 6 South Ave, Cleveleys. Tel: Cleveleys 5601. (5760)

**"MOTOR SPORT"** Vols 7 and 8, complete set of "The sports Car" (M.G. magazine). Best offer by the end of the month. Wanted, early motoring posters. J. Barron, 6 Park Rd, East Twickenham, Middx. (5761)

**BROOKLANDS TYPE** Riley 9, rebuilt and re-registered 1939, very attractive car and in excell order. Offers. Seymour, Clarendon, Netherfield Rd, Battle, Sussex. Tel: Battle 2631. (5762)

**1958 M.G. ZB** varitone, genuine low mileage, with new Cinturato tyres, brakes, engine o/haul 7,000 miles ago, excell throughout. £275 ono. White, 64 Chapmanslade (Tel: 342), Nr Westbury, Wilts. (5763)

**M.G. TA 1938**, in daily use, licenced 1966. £110 ono. Tel: Huddersfield 27898. (5764)

**LANCIA APRILIA** 1938, ex-Forrest Lycett, 3 owners from new, good mechanically and bodily. £95 ono. 47 Evelyn Ave, Ruislip, Middx. Ruislip 5710. (5765)

**LEA-FRANCIS** 1951, excellent. About £100. Yard Cottage, Pippingford Park, Nutley, Sussex. Tel: 2473. (5766)

**JENSEN** 541R 1960, first class. £780. Tel: Market Harborough 2946 before 6 pm, 2974 after 6.30 pm. (5767)

**M.G.A 1,600 cc** roadster 1960, oil cooler, anti-roll bar, twin spots, tonneau, new clutch, shockers, pads, faultless? £280. Stephen Pilkington, Ormskirk 3209. (5768)

**M.G. SA** 1939, not working but repairable. £20. Deliver around Hampshire. Finney, Trinity Hall, Cambridge. (5769)

**A.C. 1952** 2 litre saloon, enthusiast's car, engine, bodywork peak cond, 51,000 miles. £285. Trewin, Red Lion, Much Hadham, Herts. Tel: 28. (5770)

**TWO FOR ONE** plus cash. 1965 (July) Cooper S 1275, 7,000 miles, £585. 1963 DKW 800 S, 20,000 miles, new engine (300 miles), £285. Both 1 owner cars. Wanted Mini estate or similar, or sell separately. Box 1610. (5771)

**STANDARD AVON** Special 1932, partially rebuilt, pressure of work forces reluctant sale. £50, no hagglers, only really interested persons need apply. SUN 0013. (5772)

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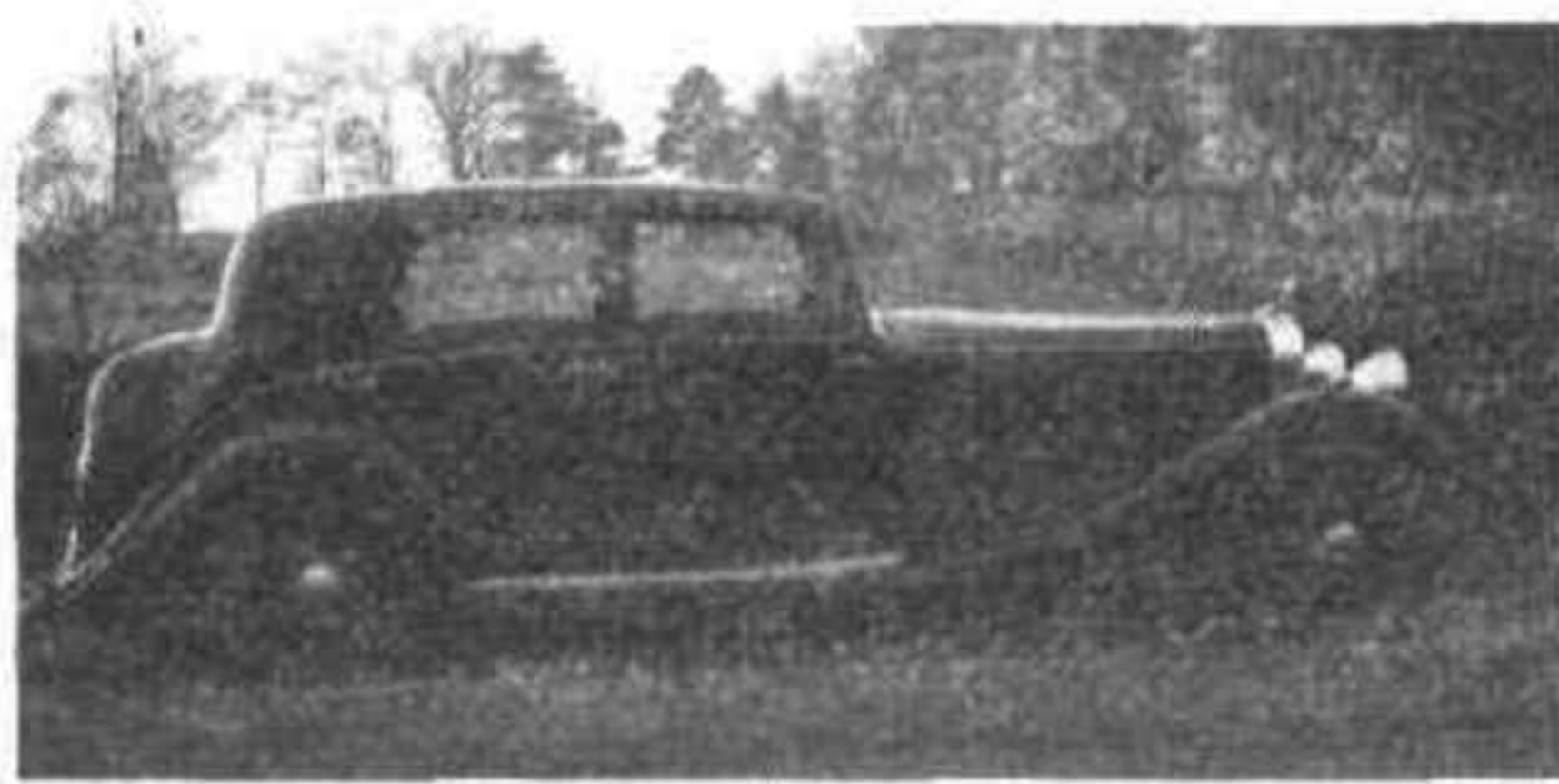
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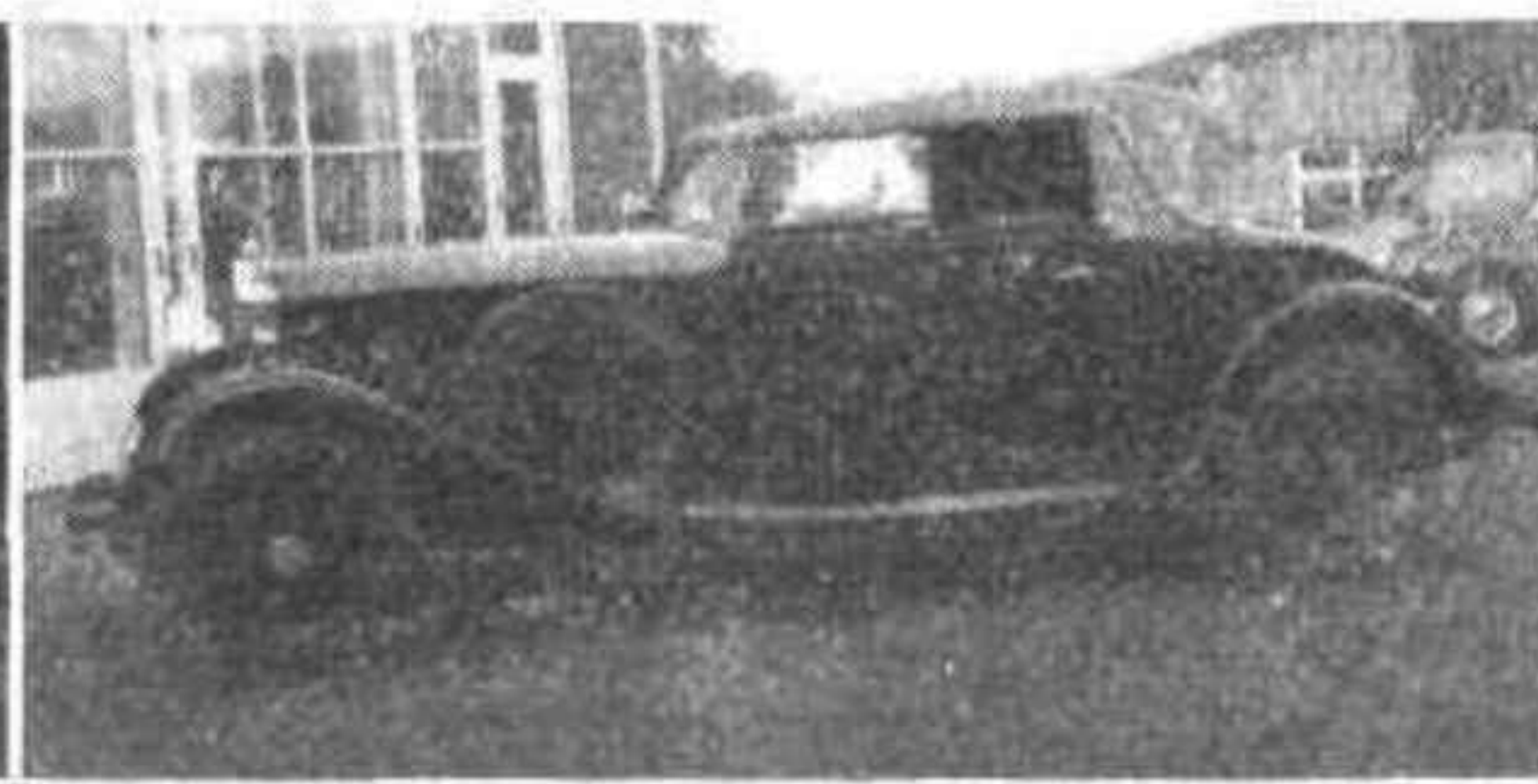
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**HISPANO-SUIZA** 12-cylinder, 1935, Hooper coachwork fitted to the order of the late Montague Grahame-White. Crimson and black with dark blue leather. This rare car has covered a comparatively low mileage and is in superb order throughout. £2,500



**ROLLS-ROYCE** 20/25 Windover convertible (1932), black with beige hood and interior. Marchal headlights, very quiet engine, extremely good chassis and altogether an excellent specimen ready for immediate use. £1,100



**ROLLS-ROYCE** Phantom III CM. Series (solid tappings), 1939, Thrupp & Maberly coachwork. Moderate mileage, three owners only, recent new radiator, new tyres and in excellent order throughout. £750

**ROLLS-ROYCE** Phantom III Hooper sports saloon, 1939, CM. Series (solid tappings). The outstanding but original condition of interior and the general excellence of the chassis and body, allied to the original registration book indicates mileage of 77,000 could well be genuine. £1,750

**ROLLS-ROYCE** 20 h.p. (1929) Windover All-Weather tourer. Needs new engine (cracked block), and body renovation, but unusual coachwork alone justifies its price as seen of. £500

**BENTLEY** S.1, 1956, most distinctively styled coachwork by Hoopers for Eastern potentate. Indicated mileage of 67,000 and entire car in absolutely outstanding condition. £1,675

**BENTLEY** R-type, 1953, manual gearbox, midnight blue, blue-grey interior. Three owners, moderate mileage and in extremely good order throughout. £665

**BENTLEY** Standard Steel saloon, Aug. 1951, big-bore small boot. Two owners from new, mileage 145,000, maintained by us for past two years. Still a very fair car at a realistic price as seen of. £295

**BENTLEY** 4 1/4, 1938 Windover sports saloon. Sand and Sable. A pretty car in very good order. £450

We are negotiating for a 1948 BENTLEY Mk. VI Hooper convertible in excellent order.

**BENTLEY** 3-litre Red Label short-chassis Speed Model open sports 4-seater. Completely restored and with all desirable modifications. An outstanding specimen. £1,750

All vehicles sold in running order carry a M.O.T. Certificate. Immediate Hire Purchase and Insurance facilities can be arranged.

ANOTHER similar car, but mildly non-original, nevertheless in excellent order. £1,175

**ASTON MARTIN** DB2/4 3-litre 1955. Three owners, mileage 75,000, new engine at 40,000, excellent chassis, fairly extensive, but repairable coachwork damage. Bargain for enthusiast with facilities. £200

**CITROEN** Safari Estate, 1960. One owner, fairly high mileage, but a very sound specimen just repainted. Fitted radio, roof rack etc. Outstanding value at. £425

**FORD** V8, 1937, with rare 4-door convertible coachwork. One titled owner from new, low mileage. At present having coachwork renovated, new clutch etc. Completed, price approx. £300

**LAGONDA** 3-litre 2-door sports saloon, 1954, but in really remarkable order for its year and outstanding value at. £325

**LONCOLN** Zephyr sports sedan, 1939. Bills for over £600 on chassis and engine and in absolutely first-class order throughout. £550

A similar car, but 1938. Again with completely overhauled engine and again a first-class specimen. £450

We have a number of interesting vintage vehicles including a 1925 AUSTIN 12 Windsor saloon in excellent order, a similar aged tourer, original but needs restoration, a 1929 DE SOTO 2-seater roadster in nice order, a very fine 1924 HUMBER 12 saloon, a 1924 "bull-nose" COWLEY tourer, original and running but scruffy, and a 1928 DAIMLER 25 h.p. sleeve-valve hearse. Prices vary between £145 and £500. Further details on request.

All types of part-exchange considered.

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## GARAGE



### JAGUAR XK150 3.8 'S' Drophead Coupé

Property of Managing Director of Jaguar distributors, maintained regardless of cost; overdrive, wire wheels, Cinturatos, radio, Suede green ... £595

JAGUAR XK150 3.8 'S' fixed-head coupé. A lovely specimen in indigo blue; overdrive, wire wheels, radio, Pirelli Cinturatos ... £575

JAGUAR XK150, 1959, fixed-head coupé. B.R. Green; overdrive, wire wheels. A really outstanding one ... £395

JAGUAR 'E'-type roadster, 1962. B.R. Green; fitted radio, Pirelli Cinturatos, seat belts. Excellent value ... £825

JAGUAR 'E'-type fixed-head coupé. A really attractive example in golden sand; fitted radio, seat belts ... £1,095

JAGUAR 'E'-type fixed-head coupé. Opalescent imperial maroon, with biscuit trim, a really mint car. Low mileage, radio, etc. ... £1,295

JAGUAR 2.4 Automatic, 1961. Such an attractive one in pearl grey with red trim; radio, new tyres. Must be seen ... £595

SUNBEAM Alpine. A sparkling example in fiesta red with black trim; fitted wire wheels, heater, woodrim wheel ... £395

SUNBEAM Alpine, 1961. Lake blue with black trim; hard-top, overdrive; radio, Pirelli Cinturatos, heater, etc. Superb in every way ... £495

SUNBEAM Alpine, 1962. White with red trim; fitted overdrive, wire wheels, heater. A lovely performer ... £525

MINI-COOPER, 1964. Red with black roof; one owner, 15,000 miles; fitted radio, heater, seat belts, all good tyres ... £425

ASTON MARTIN DB4 saloon, 1960. An immaculate one-owner car in Carmen red; radio, reclining seats, twin spots. Must be seen ... £1,295

ASTON MARTIN DB2.4 Mk. II. Moss green, must be one of the nicest in the country. Bill for engine, etc. ... £595

AUSTIN HEALEY 3000 convertible, 1964. Ice blue/white, one owner, moderate mileage; wire wheels, overdrive ... £795

AUSTIN HEALEY 3000 Mk. II. Blue with matching trim; det. hard-top, in white, soft-top, overdrive, wire wheels, radio, spot, fog, reversing light, Dunlop SP41s ... £545

AUSTIN HEALEY 3000 Mk. II, 1961. A magnificent example, red/black trim; wire wheels, tonneau, heater. Lovely to drive ... £495

AUSTIN HEALEY 3000, 1960. Hard- and soft-tops, overdrive, wire wheels, tonneau. Really attractive in red and black ... £475

AUSTIN HEALEY Sprite, 1960. Leaf green, a really clean specimen, engine recently overhauled, brakes relined, new tyres ... £275

AUSTIN HEALEY Sprite, 1959. Black/black trim, very well maintained; fitted heater, tonneau, twin spotlights ... £260

DAIMLER SP250. A delightful one-owner car; hard- and soft-tops, radio, tonneau, Pirelli Cinturatos, red/black top. Excellent value ... £695

**PART EXCHANGES:** Any car, van, motorcycle, 3-wheeler, etc., taken in. H.P. accounts settled.

**H.P.:** Very attractive terms offered for all cars.

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### LOTUS ELAN S.2, 1965

One owner, 9,000 miles, superbly maintained, B.R. green/black trim, hard-top, soft-top, Radiomobile radio, etc. ... £1,095

LOTUS Elan, 1963. Spotless in Carmen red, with black trim; fitted radio, Pirelli Cinturatos. Really recommended ... £795

LOTUS-CORTINA, 1965. One owner, 5,500 miles. This car is as you would expect, virtually as new; fitted radio, Pirelli Cinturatos ... £845

LOTUS-CORTINA, Nov. 1964. One owner, 15,000 miles; fitted Motorola radio, Pirelli Cinturatos, seat belts. Excellent ... £745

LOTUS-CORTINA, 1963. One owner, 24,000 miles, full servicing history; radio, record player, Pirelli Cinturatos ... £645

LOTUS Super Seven, 1965. Holbay modified engine (twin Webers, etc.), close-ratio gears, Pirelli Cinturatos, heater, 12,000 miles only ... £525

LOTUS Seven, 1958. A very nice example, Elva head, twin S.U.s. Really outstanding value ... £275

MERCEDES 300SL roadster, 1958. A lovely specimen of this rare car, a truly great motoring experience. Cost over £5,500 ... £1,295

MORGAN 4/4, 1959. Immaculate in red with black trim, a lovely car to drive. Recent hood and tyres ... £295

MORGAN 4/4, 1963. This car has covered 27,000 miles and in every way could be just 7,000. B.R. Green, heater, tonneau, etc. ... £475

TRIUMPH TR4 hard-top coupé, 1964. White with red trim; overdrive, wire wheels, radio, heater. One owner, low mileage ... £795

TRIUMPH TR4 roadster. A sensational local Bournemouth car, red with black trim; det. hard-top, overdrive, wire wheels, radio, tonneau, heater, seat belts, etc. ... £795

TRIUMPH TR4 roadster, 1963. One owner and particularly well cared for; fitted overdrive, tonneau, Pirelli Cinturatos ... £665

TRIUMPH TR4 hard-top coupé. B.R. Green with red trim; as clean as they come; overdrive, Surrey soft-top, Michelin 'X', heater, etc. ... £595

TRIUMPH TR3A, 1960. Unmarked in primrose yellow and black interior. A splendid car to drive; radio, heater, tonneau, etc. ... £395

TRIUMPH TR3A, 1958. Signal red with black trim; fitted overdrive, heater, Michelin 'X' tyres. Difficult to fault ... £325

TRIUMPH Spitfire, 1963. White with black trim, a well cared for example; heater, tonneau, spot and fog lights ... £445

TRIUMPH Spitfire, 1963. Jonquil with black trim, a magnificent one-owner specimen; radio, heater, luggage carrier, tonneau, woodrim wheel ... £465

TRIUMPH Spitfire, 1965. An immaculate one-owner, low-mileage car. Conifer green with black trim; radio, heater, tonneau, woodrim wheel ... £565

M.G.-B roadster, 1965. A delightful one-owner local car, 5,000 miles only; fitted det. hard-top, wire wheels, radio, etc. As new ... £845

M.G.-B roadster, 1964. Unmarked in B.R. Green with black trim; fitted wire wheels, radio, tonneau, etc. ... £695

M.G.-B roadster, 1964. One local owner, low mileage, excellent in tartan red; quite a few extras ... £645

M.G.-B roadster, 1963. Iris blue with black trim; tonneau, heater, twin spots, etc. A really clean one ... £595

M.G.-A 1600 Mk. II roadster, 1962. A really lovely low mileage example; heater, tonneau, spots. Red with black leather ... £495

M.G.-A 1600 roadster, 1960. One owner, extremely well maintained, new set of tyres just fitted, recent new hood ... £375

M.G.-A roadster, 1958. Tartan red with black trim; fitted heater, tonneau, spot and fog light, good tyres. Very bright ... £295

M.G. Midget Mk. II, 1965. B.R. Green, 5,000 miles only and unmarked; heater, tonneau, Pirelli Cinturatos ... £565

M.G. Midget, 1963. Speedwell blue/blue trim; fitted det. hard-top, heater, tonneau, Michelin 'X' tyres. A spotless little car ... £465

M.G. Midget, 1963. Speedwell blue/blue trim; fitted radio, heater, tonneau, etc. Excellently maintained by qualified engineer ... £395

M.G. TD 2-seater sports. An excellent example in B.R. Green; engine recently overhauled. Wonderful value at ... £195



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## FOR SALE—continued

**1930 STANDARD 9** Teignmouth fabric saloon, stored 25 years, 30,000 from new, £50. Michael Dowry, Eight Gables, Battlefield, Shrewsbury. (5848)

**BENTLEY 4½ litre 1938** Park Ward close coupled sportsman saloon in superb cond, excell body inside and out, mechanically near perfect, 4 good original tyres, all original equipment, £320. Box 1618. (5849)

**MORGAN PLUS FOUR 1959**, TR3A engine, BRG recent respray, extras include disc brakes, Cinturas, w/rim wheel, luggage rack, washers, well maintained and in immac cond. Tel for appointment to view Cuffley 2305. (5850)

**POWER PLUS, XK150** with Triumph Vitesse body, ideal club racer for brave man, taxed and insured, £595 ono. Barry Hawkins, Salisbury 5709. (5851)

**A.C. GREYHOUND 2 litre coupe 1948**, in very sound order, £265. 3½ litre Bentley 1934 Park Ward saloon, blue grey colour, in good running cond, £190. K. Walton, 192 Tamworth Rd, Long Eaton, Notts. (5852)

**SUNBEAM ALPINE 1954**, would make specimen car, red with white vinyl hood and cover, 53,000 miles, MoT tested Oct 1965, engine and bodywork in good cond, only g/box needs attention, £145. Tel: Pangbourne (near Reading) 255 weekends only. (5853)

**AUSTIN-COOPER 1964**, superb cond, must sell with genuine regret. Offers: 4 Brookside Ave, Woodbank Drive, Wollaton, Nottingham. (5854)

**£39. WOLSELEY**, much admired 1947 18/85 saloon, 4 Brookside Ave, Woodbank Drive, Wollaton, Nottingham. (5855)

**ASTON MARTIN DB2/4 Mk 1**, lhd, reg 1961, has been in storage 5 years, genuine 40,000 miles, Vantage engine, requires some work. Best offer: Jaguar XK120 fh 1953, modified engine, wants tidying up. Best offer: P. Ibbotson, Southways, Doncaster Rd, Branton, nr Doncaster. (5856)

**ALVIS GREY LADY 1954**, blue, wire wheels, radio, £125. Harrogate 69500 or Wetherby 2410 after 6. (5857)

**PORSCHE 356A 1959** dark green coupe, fawn interior, with sunroof, body and mechanics in excell cond, many extras, 2 owners since new, complete history, £680. Mason, Nuneaton 3950. (5858)

**THUNDERBIRD** drop head coupe reluctantly offered by returning California resident; this elegant 3-str 1957 model is in superb cond, removable h/top, automatic transmission, power steering and brakes, chrome luggage rack, British Racing Green with full custom tailored leather interior, sensible about petrol consumption; this rare Thunderbird is much admired wherever it goes and has a lot to offer for only £800. Tel: evenings RUSper (Sussex) 378. (5864)

**M.G. NA Magnette**, just rebuilt, resprayed, rechromed, instruments o/hauled, spare engine, g/box etc. £130 ono. Barrett, Downsview, Watchfield, Berks. (5865)

**M.G.A TWIN-CAM**, August 1959, white, vgc, fast, rack etc. £308 ono. Lewis, 4 Queens Square, Lancaster. (5866)

**100 DOLLARS**. Bentley 3 litre original twin winged radiator cap mascot from 1925 3 litre, perfect cond, or offer. London. Box 1619. (5867)

**ALPINE 1961** Oct, h/top, director's second car, moonstone/black, hood unused, tonneau, extras, 2 owners, maintained regardless expense, superb cond, 35,000 miles, £375. Greenhalgh, day FITZroy 4009, evening FOXlane 1333. (5869)

## FOR SALE—continued

**M.G. TC 1949**, recent engine, g/box, new kingpins, regulator, rear springs, sound body, £145. 36 Barkers Lane, Sale, Cheshire, or Tel: Shrewsbury 4875 weekends. (5868)

**1953 R-TYPE Bentley**, black over silver grey, pearl grey interior, fitted S-type lighting, winking foglamps etc, above average cond, very original including unused tool kit, £645. Gibbons, 1606 Chorley Old Rd, Bolton, Lancs. Tel: 41586. (5870)

**1936 FORD 10 hp tourer**, good cond, used daily, complete with many spares, £90. 75 Wansford Rd, London E18. Buckhurst 9669 evenings only. (5871)

**WESTINGHOUSE HOBBS** automatic g/box, Ford 1500 GT type, as new, £55 ono. Sandbach 3557. (5872)

**M.G. TF** in original cond, 1 owner only since new in May 1954, certified mileage 52,000, this car is not to be confused with modified or rebuilt examples, immac black and chromium, £310 required, no offers. Details, photo, write Box 1621. (5873)

**RILEY 1.5 1949**, black, mechanically and bodily in very good cond, £85 ono. S/Lt Highton, RNEC, Plymouth. (5874)

**M.G. TA 1938**, good all round cond, twin spots, reliable, MoT. Offers for quick sale. Tel: Woking 5624 evenings. (5875)

**AUSTIN CHUMMY 1928**, restoration started, excell body, many spares incl chassis, £75. Box 1622. (5876)

**VOLKSWAGEN 1500 saloon 1962**, red, Xs, excell throughout, £525 ono. Highcliffe (Hants) 2587. (5877)

**SIMCA MONTLHERY saloon**, Oct '60, 4/5 seats, blue/black, new 5 bng engine 10,000 miles, 90 mph, 30 mpg, splendid cond, £270. (HP possible), 34 Tottenham Close, Harrow. WOR 8648. (5878)

**TORNADO TALISMAN GT Mk II 1964**, 10,000 miles, red, Motorola radio, many extras, works maintained, finest example in the country, £750. Willis, 44 St Mary's Ave, Northwood, Middx. Northwood 24459. (5879)

**M.G. TA 1935**, red, good hood, side-screens and tyres, recent o/haul, MoT. £90. Newton, Squirrels, Talbot Ave, Streetly, Staffs. Tel: STR 1267. (5880)

**AUSTIN HEALEY 100/6 1957**, black and red, very good cond, £220 ono. Davies, 19a Crouch Hall Rd, N8, Mountview 1320. (5881)

**TURNER-CLIMAX 1960**, h/top, red, htr, wire wheels, discs, close ratio g/box, 30,000 miles, recent decolce, fast, £320. D. Smith, 27 Alma Ave, Highams Park, London E4, or Tel: KNightsbridge 7681 9.30 am-5 pm. (5882)

**THE BIRDCAGE, M.G. TF 1500**, resprayed deep red, new Cinturatos, push button radio, luggage rack, unusual reg, £375 ono. Tel: Rochdale 41572. (5883)

**BENTLEY 3½ litre Park Ward saloon 1934**, reg No AUW 7, body and engine good, interior tatty, 4 brand new tyres, £150. 2 Fawley Ave, Hyde, Cheshire. Tel: HYD 3668. (5884)

**JAGUAR Mk 7 1952**, manual gears, 1 owner 12 years, birch grey with beautiful red upholstery, whole car immac, photos available, £145. Rushen, 37 Bath Rd, Swindon, Wilts. (5886)

**1961 BERKELEY Bandit**, white, 17,000, Earls Court model, only 2 made, excell cond, discs, independent all round, Ford Classic engine, g/box, 110 mph, 45 mpg, htr, washers, w/rim wheel, tonneau, taxed, £350. Mahood, Manor Farm Cottage, Green St, Sunbury, Middx. Sunbury 2134. (5889)

## FOR SALE—continued

**ALVIS 1955 3 litre Grey Lady sports saloon**, 1 owner, 55,000 from new, taxed, tested, excep throughout, any trial. Offers over £200, would consider exchange for smaller car, Mini etc. Flat, 43a Northway, Scarborough. Tel: 4152. (5895)

**1962 Mk II Sprite**, blue, h/top, s/top, tonneau, htr, Cinturatos, other extras, taxed, £360. Long, 89 Parkfield Cres, South Ruislip, Middx. Tel: Business, Watford 23211. (5887)

**AUSTIN HEALEY 3000 1960**, o/drive, w/wheels, h/top, spots etc, 27,000 miles. Lewis, Troutbeck Bridge, Windermere. Tel: Windermere 3955. (5888)

**1948 TRIUMPH 1800 roadster**, body clean, engine needs attention, £50, or would break. Oxshott 2306. (5890)

**RILEY 1½ 1946**, running, tested, £40 or best offer. Hunt, Merleswen, Dunholme, Lincoln. (5871)

**RILEY 1952 1½**, ends going. Offers, or would break. 18 Merton Rd, Ambrosden, near Bicester. (5892)

**REBUILD J2 M.G. 1172**, Aquaplane, hydraulics, new battery, tyres, spare J2 motor, b/axle, g/box, tyres, wheels, hood, P/E, w.h.y. or £120. Coombs, Minchinhampton, Stroud, Glos. (5893)

**AUSTIN NIPPY 1935**, original body but modified engine, suspension and brakes, MoT Sept '66, £70. Halifax, Redwings, Bell Lane, Amersham, Bucks. (5894)

**1962 OLYMPIC**, midnight blue, Austin Healey wire ko, modified suspension, 105E tuned, radio, 15,000 miles, X, tyres, Microcell seats, £320 ono, 42 Cyprus Ave, Beeston, Nottingham. Tel: Nottingham 259530. (5895)

**ASTON MARTIN DB2/4 Mk 2**, late 1957 (last but 1 made), 1,000 miles recent motor, pb radio, htr, fully equipped, excell cond, £565 ono. Nixon, Ingatstone (Essex) 2513. (5896)

**1959 SPRITE Mk I**, Xs, s/screens, sound but needs slight attention, £199. Consider exchange TR, AH100 or w.h.y. C. J. Goodacre, Fiat 6, Boundary Garage, Reepham Rd, Norwich. (5897)

**1960 JAGUAR 3.8 Mk II o/drive special equipment saloon**, finished Rolls-Royce silver grey, radio, many extras, £495. Tel: Leamington Spa 23141 9 am-6 pm. (5898)

**M.G. TF 1954**, red, body and hood in very good cond, recent engine, Xs, l/rack, htr, £325. Coombe, 543 Newark Rd, Lincoln. (5899)

**CRUISE AT 69.9 mph** in a M.G.A 1500, good engine, Cinturato tyres, htr, £230. Potter, BUS 3569, 6-7 pm. (5900)

**CROSSLEY ENGINE 1942 16 hp, recond, £75 (trade) spent, no mileage. Offers, Artie, Church Rd, New Romney. (5901)**

**ALLARD TYPE L** tourer 1950, 45,000 miles from new, 2 owners, very good cond, most pleasant to drive, £150. Part exchange considered. Shrewsbury 51698. (5902)

**FIAT 1500 saloon** in perfect cond and as new, blue, has covered only 14,800 miles since July 1963, and offered at £595 ono. Richards, Hambrook, Chichester, West Ashling 262. (5903)

**M.G. TF 1955 1500**, black, £325. Tel: Bristol 79362. (5904)

**1922 DODGE saloon**, original and in running order, needs tidying up. Offers around £325. 9 Hollywood Way, Woodford Green, Essex. (5905)

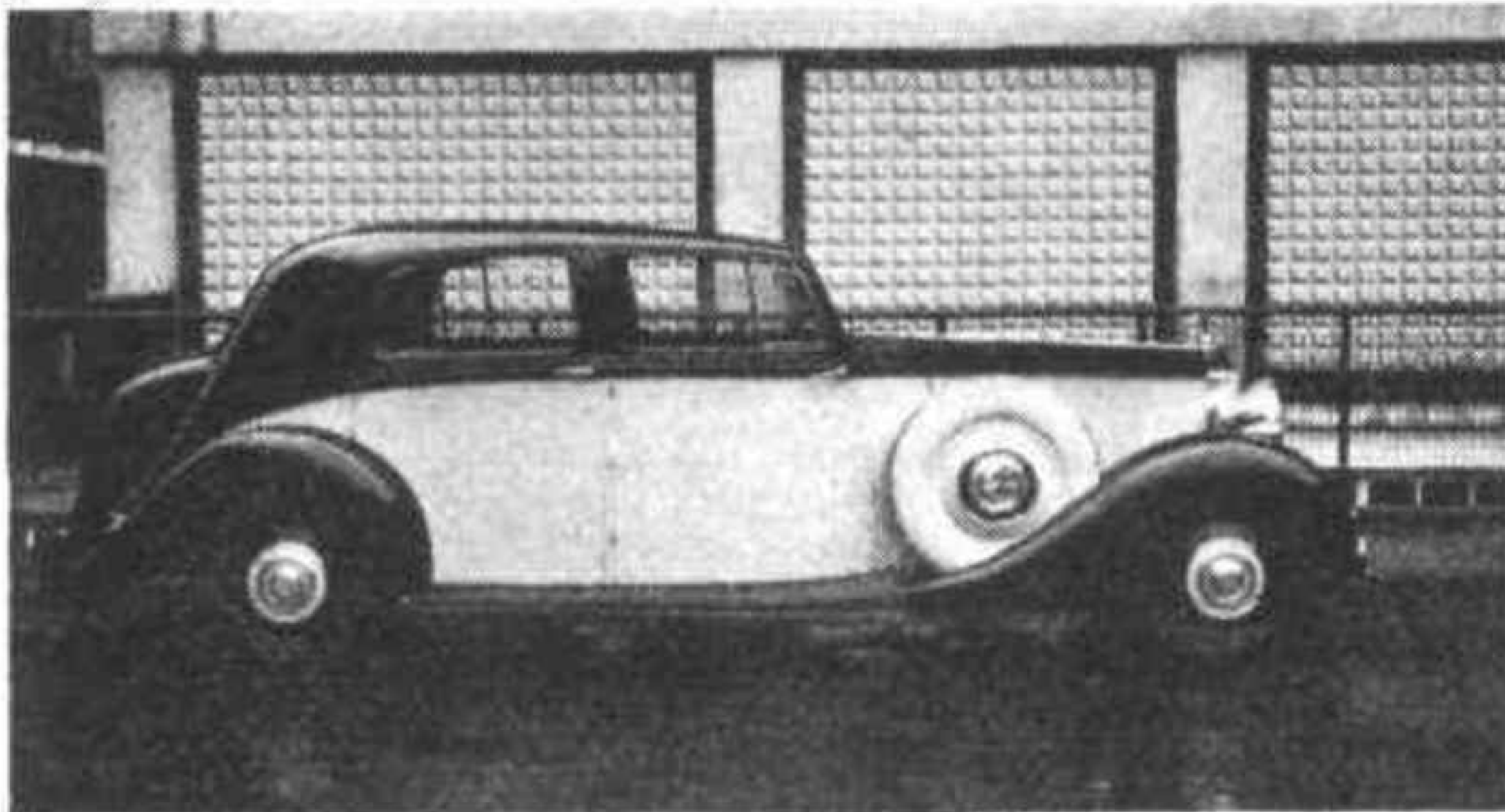
**ALVIS GREY LADY**, beautiful, around £350. Murphy, 88 Whitehall Rd, Chingford, London E4. (5906)

**JAGUAR E-TYPE** coupe '62, chrome wire wheels, radio, £845. Ashted (Surrey) 2197. (5908)

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**ROLLS-ROYCE 1939 WRAITH** sports saloon by Park Ward. Rolls history, two owners and 102,000 miles since new. Engine, etc., just rebuilt by Rolls Agents and still to be run-in. Just resprayed primrose and black and all parts rechromed. A superb example of a small-bodied Rolls, and now in "as new" condition.

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**ALVIS Speed 25, 1937**, d.h. coupé. (Should be finished in three months.)

**BENTLEY 8-litre, 1931**, open 4-seater. (Should be finished in two months.)

**DELAHAYE 1951**, convertible, new hood being fitted and coachwork renovated.

**BENTLEY, 1939, MX Series** sports saloon by Park Ward, now being resprayed.

**ROLLS 20, 1929**, limousine by Hooper, now being resprayed.

**ROLLS 20/25, 1934**, sports saloon by Hooper, now being resprayed.

**ROLLS P. II, 1933**, Continental coupé de ville by Van Vooren. (Should be finished in two to three months.)

**ROLLS P. III, 1937**, sports saloon by Park Ward, very low mileage, now being resprayed.

**ROLLS 25/30, 1938**, razor-edge sports saloon by Park Ward, now being resprayed and reupholstered. (Should be finished in two months.)

**ROLLS P. I, 1927**, "dual cowl" open 4-seater. (Complete restoration should be finished in four months.)

**ROLLS Silver Wraith, 1955**, sports saloon by H. J. Mulliner, now being resprayed.

Also many other unusual classic cars in stock.



## FOR SALE—continued

**RILEY** 2½ litre, 1952, just o/hailed, skimmed head and lined for high performance, very fast, superb cond. £150 Johnson, 6, Lancaster Mews, W2, PAU 5948. (5921)

**JAGUAR** 3½ 1946, good cond, in daily use. Tel: Warrington 31643 after 5 pm. (5907)

**LANCIA AURELIA GT** 2500 1957, immac original cond throughout, having £300 o/haul incl engine, pale blue with usual quality extras. £425 or cash exchange runabout value £100. Tel: Quartermaine, Dunstable 64222 (business hours). (5922)

**1930 TOURING** Humber, spare wheels mounted in wings, original and in superb cond. £285. Tel: PAL 5276. (5923)

**JAGUAR E-TYPE** Le Mans 1964, £1,000 extras, cost £3,000, company director's property, unmarked roadster, 15,000 miles only. £1,195. 3 Mudeford Quay, Chirstchurch, Tel: 853. (5924)

**EX WORKS** International Rally Ford Zephyr, complete modified head, 3 1¼in SU's, export suspension, heavy duty springs, special seats, extra tanks, Halda, extra lights amongst many other accessories, specially prepared by Lincoln Motors, history known, £300. Also very fast 1963 Austin Cooper S, stage 2 conversion with many extras incl bucket seat, laminated w/ screen, headlight flasher, rev counter, ammeter, air horns, seat belts, £400. Both cars fitted with radio and new Cinturatos, getting married, both cars must go. Box 1627. (5925)

**CONNOISSEUR'S DREAM.** Very rare 1957 Lagonda drop head by Tickford, radio, sand with biscuit hood and interior, authentic 43,000 miles only since new, 2 wealthy owners have maintained this car in impeccable cond, original paintwork unmarked, without question this is the finest Lagonda drop head in existence. £675. Byfleet 45595. (5926)

**M.G. TC 1948,** cream, engine, brakes and steering rebuilt, 1,000 miles, 2 new tyres, new side screens, body without rot or rust, sale due to overseas appointment. Price £170. Raist, St Cuthberts Lodge, Hawick 3479, Scotland. (5927)

**M.G.A FIXED HEAD** coupe, Nov '59, u/sealed, radio, htr, beautiful car, completely o/hailed Oct '65, new battery, new bal crankshaft, close ratio g/box, oil cooler, new rad, lightweight cam followers and push rods, modified head and rockers, special camshaft and distributor, oil coil, recon starter, generator and new htr motor, never raced or rallied, Mid Range tuned, £425. Also 1960 Alvis TD21 sports saloon, £575. Private enthusiast, too many cars. EMP 0585, 9 Argyll Mansions, London W14. (5928)

**M.G. TA 1938,** MoT, vgc. £100 ono. Fallowfield, Orchard Lodge Fiat, Whitehill Rd, Hitchin, Herts. (5929)

**CONTINENTAL CAR-WASH,** as used by leading rally drivers, now available in polythene 1 gall containers at 10s 6d plus 2s carriage. Taylor Williams & Co, 6 South Ave, Cleveleys. (5930)

**M.G. MAGNETTE ZB 1958,** £250 ono. Bradbury, 8 Stanley Grove, Basford, Newcastle, Staffs. (5931)

**ARMSTRONG SIDDELEY** 2.3 litre saloon 1951, in excell cond, many extras £50. Roebuck, 198 Lubbesthorpe Rd, Braunstone, Leicester. Tel: Leicester 895454. (5932)

**ROVER 2000 1964,** willow green, black leather, safety belts, u/sealed, Konis, new battery, 1 owner, excell cond. £925, HP available. Also some Rolls-Royce 20/25 items incl new unused P-100 headlights. Oxford 61432. (5933)

**GT CORTINA 1963,** blue, usual extras, F100s, no competitions, £495, or P/ex recent 1,500 cc or Herald Estate, 28 Ennisdale Drive, West Kirby, Ches. (5934)

**UNIQUE DAIMLER** pillarless sports saloon 1938 in silver and maroon by Windovers, 1 owner, genuine 77,000 miles, beautiful post-war 2½ litre experimental engine. £250. MALDEN 4575 (Surrey). (5935)

**1964 TRIUMPH** Spitfire, conifer green, under 15,000 miles, in immac cond, htr, hard and soft tops. £530. Tel: Oxford 62134. (5936)

**AUSTIN COOPER S 1.071 cc 1964,** red/black, low mileage, £495, Eyles, 43 Sunderland Ave, Oxford. (5937)

**HAVE CAR,** need cash. First reasonable offer secures 1960 Simca Elysée, 88 Fairway, Keyworth, Notts. (5938)

**FIANCEE** And Bank Manager insist I sell my 1954 M.G. TF, resprayed, new hood, s/screens, suspension, rebuilt motor, insurance arranged. £345 ono. Also 1947 TC, Gold Seal engine, solid coachwork, many spares, £115 ono. Tel: OSO2 558936 evenings. (5939)

**RILEY SPRITE 1936** 2-str sports, just sprayed and mechanically o/hailed, eligible VSCC racing. Offers. Box 1628. (5940)

**LANCIA AURELIA B20 GT** 4th series, mechanically perfect, resprayed, retrimmed, magnificent machine. £365 or exchange Morgan, w.h.y. plus £250. Tel: Chalfont St Giles 3689 (Bucks). (5941)

**RILEY RME 1½ litre,** 1955, nearly the last manufactured, immac chromium plate, bodywork and mechanics, recon engine (10,000 miles), htr, metallic blue cellulose, grey leather upholstery, 72,000 miles. £225. Uplands 9349, Longacre, Great Woodcote Park, Purley, Surrey. (5942)

**M.G. TF 1952,** birch grey, recent engine o/haul, htr, very good throughout. £280 ono. Dr Milner, Tel: NEW 4380. (5943)

**PORSCHE BODYSHELL,** 1959 356A, stripped, sound, the damaged front end having been cut away (between bulkhead and axle tubes), £15. Transmission 716 complete, sound, £40; 519 dismantled, £20. Racing seat, many other parts. 16 Woodside Close, Tolworth, Surrey. Elmbridge 4512. (5944)

**SPORTS RACING/hill climb/sprint** Mallock U2, Climax 1098/BMC g/box, 5½ J rear wheels with yellow spots, mag alloy front wheels, crank regrind and complete strip and o/haul mid-1965, cross flow radiator, full flow filter and oil cooler, never bent, has been in the money 8 times out of 9 last year, very flexible engine with plenty of torque in the right places, would possibly split, or sell car less engine. £295 ono. Box 1629. (5945)

**MORGAN PLUS 4 1959** 4-str, good all round cond, black with light blue leather upholstery, wire wheels, washers, small/large tonneau, htr. Offers. Box 1630. (5946)

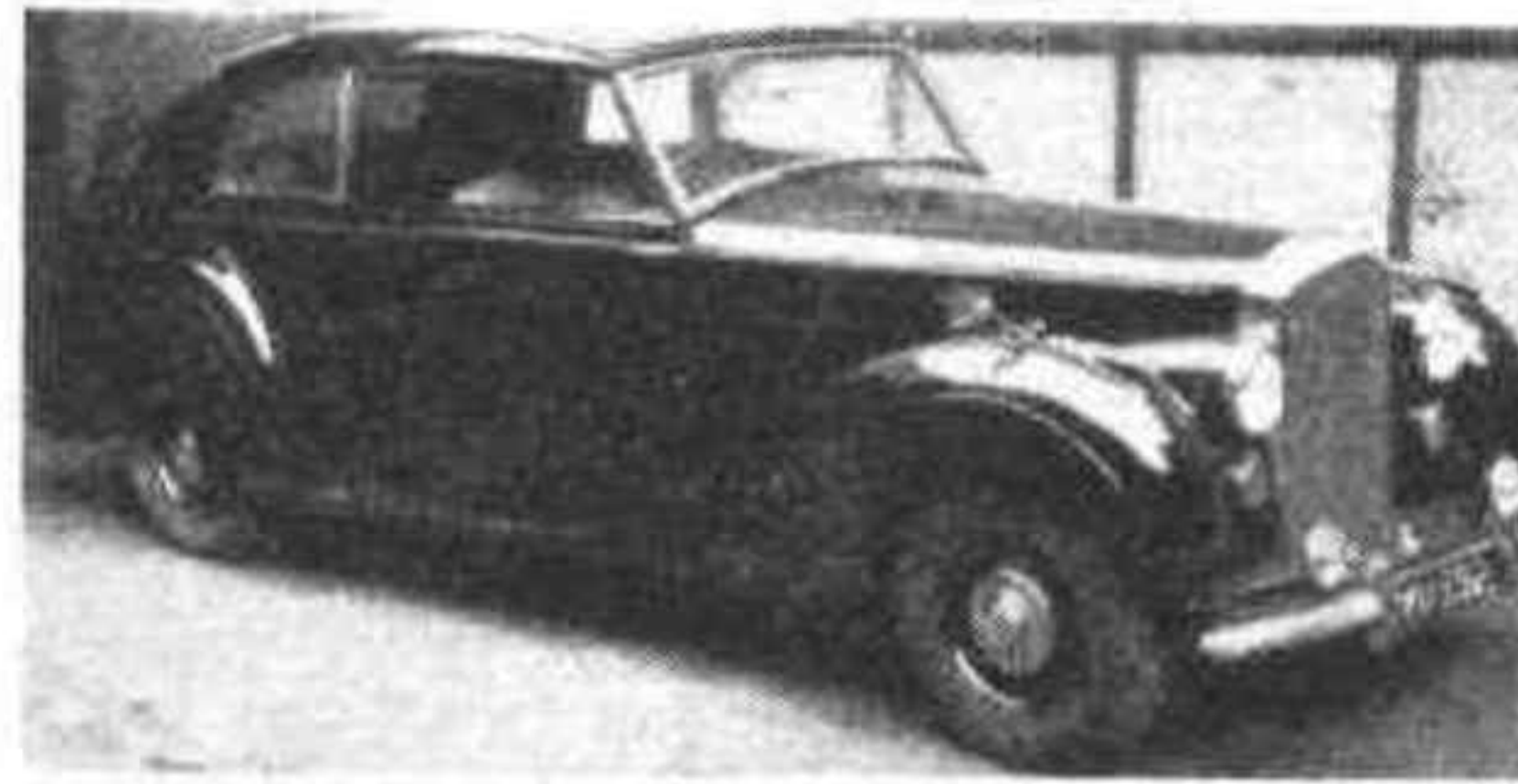
**M.G.A TWIN-CAM,** 1 of the last made, low mileage, health only reason for selling. £425. 2 Margaret Ave, Shenfield, Essex. (5947)

**1960 SPRITE,** Sebring h/top and bonnet, 100 mph, many extras, immac cond. £280. R. Harvey, 56 York Rd, Newbury, Berks. (5948)

**LOTUS ELITE,** '62, S/E, stage 2, ZF g/box. £625 ono. Tel: High Wycombe 23744. (5949)

**M.G. TF 1500 1955,** red, new hood, htr, 1/rack, sound, HP available. Offers around £275. Tel: Dronfield 7761 after 7 pm (Nr Sheffield). (5950)

## SPORTS CAR GARAGES



**BENTLEY 4½ James Young 2-door Aluminium Sports sal., 1948.** Blk. Fitted Webasto S/roof, new tyres, carpets. Offered as faultless thro'out £465



**JENSEN 541 GT 4-str. 1955 (Nov.).** Fibreglass body, 3-carb. eng., repl. tyres, carpets. Midnight blue ... .. £445



**SILVERSTONE HEALEY (2.4 Riley) M/comp.** head, new bearings, P.V.C. hood, tonneau, 'X's. £365



**XK150 F.H.C., 1958, blue.** O/drive, w/wheels, disc brakes, radio, htr. £349. Also XK140, 1955, O/d., w/w., radio, htr. £269. XK120 Super Sports, rep. 140 eng. £185.



**M.G. TF 1,250 c.c., 1954.** Recent respray and retrim, as-new tyres and P.V.C. hood ... .. £269

**LANCIA GT, reg. '63, £365. BRISTOL 401, '52 Series, £210. HEALEY 100/4, £199. LEA-FRANCIS 1½ sports saloon, '51, £145.**

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TER 3766

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## FOR SALE—continued

**AUSTIN HEALEY 3000 Mk 3,** white, black trim, bargain, save £361 on 16 month old Mk 3, mileage 12,000, many extras incl radio, adjustable steering, o/drive in 3rd and 4th, must sell, am traveling. Sacrifice at £875. Tel: Alton 2224. (5951)

**BRISTOL 400 1949,** radio, htr, twin spots, Windtones, MoT, washers, Xs, etc, immac appearance. £120 ono. 18 Lower Dagnall St, St Albans. (5952)

**VITESSE OWNERS.** Triple SU carbs, manifold, ram pipes, £20 ono. Racing steering wheel, £4. All as new. Tel: Peterborough 72291. (5953)

**1964 TR4,** all possible extras. £750 ono. Tel: Fleetwood 4613. (5954)

**SINGER LE MANS 1½ litre,** completely rebuilt, re-chromed, resprayed, block cracked, spare engine. Offers. Cullen, 49 Grove Rd, Ansty, Nr Coventry. (5955)

**M.G. TC 1949,** BRG, black hood, screens and trim. Offers to R. Kendrick, Southfleet (Kent) 212. (5956)

**M.G.A 1600 1959,** new engine and clutch, 15,000 miles, new tyres, tonneau, mirrors, good cond. £315. Bishop's Cleeve 2210 (Glos). (5957)

## WANTED

**PRE-WAR RACING** M.G. wanted urgently. J3, J4, K3, KB, ND, NE, Q or R type, cond immaterial. Box 1538. (5958)

**BLOWER DRIVE** for Salmon San Sebastian, other parts. C. Draper, 15 Green Lane, Watford. (5959)

**SUPERCHARGER,** Marshall B5 or B7 or Centric equivalent, suitable for 1½ litre engine, also carb inlet elbow for above and inlet manifold to suit N type M.G. Willies, 4 Union St, Luton, Beds. (5977)

**ROCHDALE OLYMPIC** phase II wanted. Details please to Box 1547. (5978)

**REGISTRATION LETTERS** KEN and smallish number, all letters answered. Box 1548. (5979)

**FRAZER-NASH 1925-38,** consider anything in original state, restorable or concours, reasonable price and good home offered by appreciative VSCC enthusiast. Box 1550. (5980)

**REG NUMBER** for a 21st birthday present wanted. FH7, single or distinctive number preferred, quote price. Box 1551. (5981)

**HUMPHOILE STRAIGHT 8,** car No M16211, information concerning date and original registration earnestly sought from any knowledgeable source. Also suitable body (back half) required. Otherwise can anyone build me a proper replica open body? Serious enquiry. Box 1552. (5982)

**WANTED** SS100, work taken if complete. Roberts, 53 Solihull Rd, Shirley, Solihull, Warks. Tel: day MID 0191, night SHI 1620. (5983)

**REG NUMBERS** PAN1, PAN2, A1925, A1926, 1PAN1, 2PAN, 1925A, 1926A. 12 South Drive, Cuffley, Herts. (5984)

**LATHE WANTED,** Myford or similar metal turning machine. Watford 22648 (office hours). (5985)

**WANTED.** Left-hand drive saloon, must be in excell order, preferably post-1958. Bromley, 22 Chancery Lane, London WC2. (5986)

**COOPER 500,** Lotus FJ, or similar, less engine/gearbox. 8 Tilling Rd, Thornbury, Bristol. (5987)

**REG LETTERS** GFC, GC, DGC, DC, LJC, LC, with or without vehicle. Coaker, Carnewas, St Eval, Cornwall. (5988)

**FOR 1912 GHOST,** low chassis and radiator, rims or complete wheels for b.e. 895 x 135 tyres, square flange carb and inlet manifold, any exhaust parts, Elliott Speedometer or similar, 3-speed box, g/box mounted air pump, any other parts, Phantom I luggage grid. Lake, Little Water Farm, Ashurst Wood, East Grinstead, Sussex. (5989)

**ROLLS-ROYCE P.III** or lhd Aston Martin DB2/4, state year, cond, details and price. Finkhouse, 16 Woodside Close, Dersingham, Norfolk. (5990)

**T.V.R. GRANTURA Mk 3 1600,** wire wheels, low mileage. Pagham (Sussex) 2217. (5991)

**REGISTRATION** DH or DJH with single or distinctive numerals. State price. Box 1560. (5992)

**TR4 WANTED,** any year, must be immac, o/drive, w/wheels essential, private buyer. Bacon, Haven Hotel, Shell Haven, Essex. Stanford-le-Hope 3106. (5993)

**LEA FRANCIS** Hyper Sports, must be genuine 1928-1933 model. Reply, Advertiser, 20 Hendon Ave, Finchley, London N3. (5994)

**LAGONDA 16/80,** any spares or whole car, not over £50. Drew, 585 Old Lode Lane, Solihull. (5995)

**WANTED, VINTAGE** M-type M.G., any cond, must have original radiator. Griffin, Church Hill, Swanington, Leics. Tel: Osgathorpe 442 evenings, Osgathorpe 346 days. (5996)

**WANTED,** high performance conversion equipment for Ford 100E Anglia. All letters answered. Box 1566. (5997)

**CMP, TIG** or CP registration required, single or distinctive number. Box 1567. (5998)

**TA M.G.** cylinder block, if possible rebored with pistons, will pay for shipping, packing, costs of rebore and pistons. Berent, 265 Poplar Plains Rd, Toronto 7, Ontario, Canada. (5999)

**FANTASTIC PRICE** paid for reg No 5HT. 72 Halifax Rd, Staincliffe, Batley. (5503)

**WANTED URGENTLY,** 1961 Austin-Healey 3000, must be good. Full details to Richardson, Elm Tree House, Bigby Rd, Brigg, Lincs. (5505)

**WANTED,** Climax 1,097 cc engine FWA/B or parts. 55 Lower Rd, Heckley. Tel: Hullbridge 268. (5506)

**20/25 R-R** in good overall cond and reasonable price for VSCC and R-ROC member. All details and price to McGee, 34 Hayburn Rd, Offerton, Stockport. (5508)

**WANTED URGENTLY,** March '65 issue "Motor Sport" to complete vol. Any offers? Moorey, 127 Sunnyhill Rd, London SW16. (5509)

**HARDTOP,** Wedgwood blue, for Spitfire. Chapman, White House, Conduit Head Rd, Cambridge. (5511)

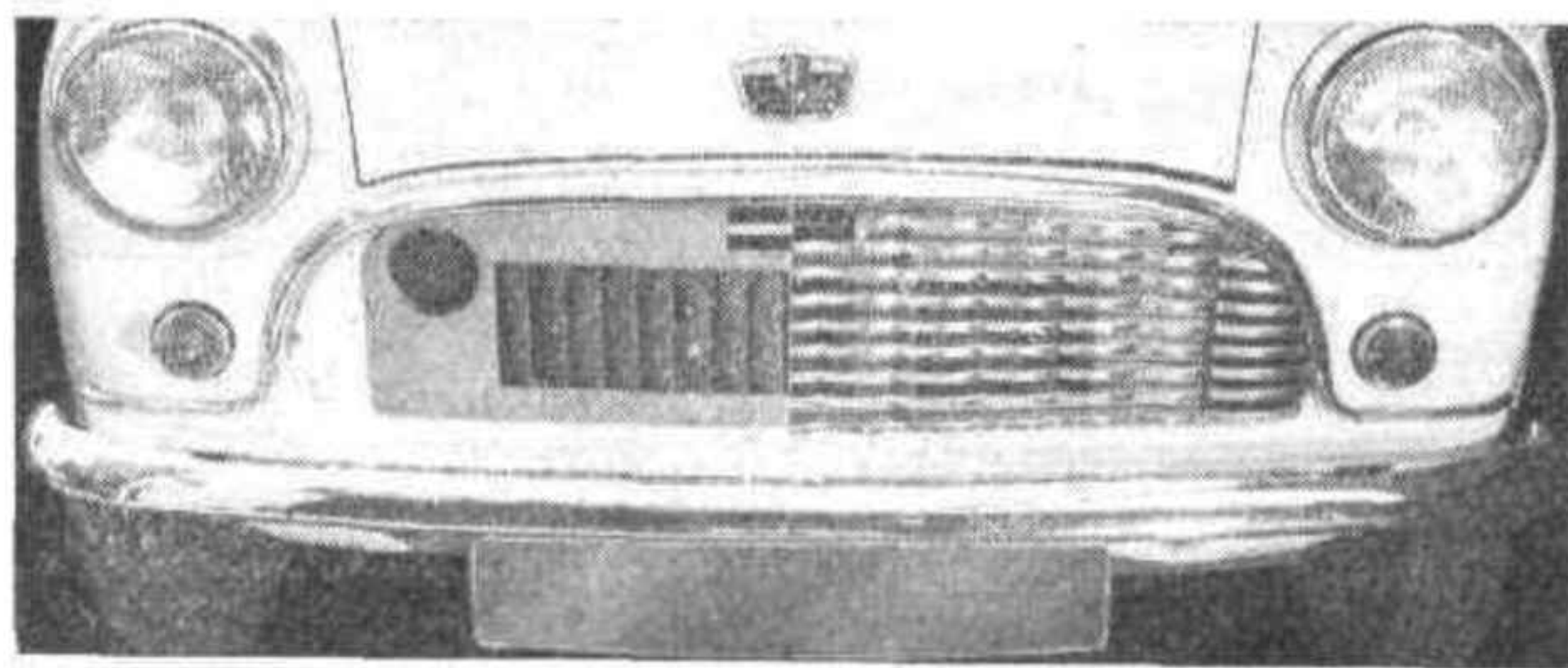
**AQUAPLANE** alloy head or similar for Ford 100E. 1 Nab Wood Drive, Shipley, Yorks. (5510)

**WANTED!** Jaguar 2.4/3.4, Mercedes, others considered. lhd/rhd, in part exchange for M.G.A 1958, new Xs, good, fast, warm car, MoT Nov, taxed, or sell £250. 32 Orchard Way, Ormesby, Middlesbrough, Yorks. (5526)

**M.G.A OR T.V.R.** wanted, any cond, preferably minus engine and g/box, no extensive body/chassis damage though superficial damage acceptable. Also M.G.B works hard top. Box 1574. (5527)

**WANTED, E-TYPE** Jaguar bonnet, don't mind slightly damaged. Farrin, 2x Charlton Lane, SE7, GRE 7302. (5543)





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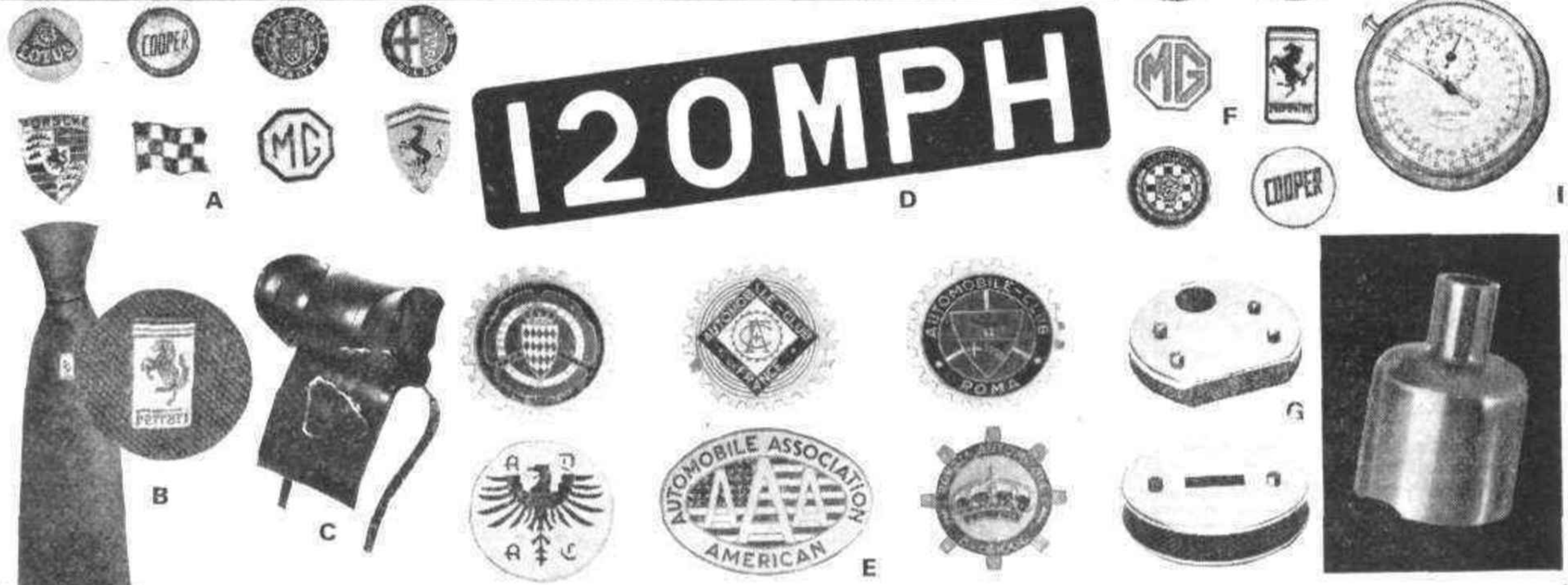
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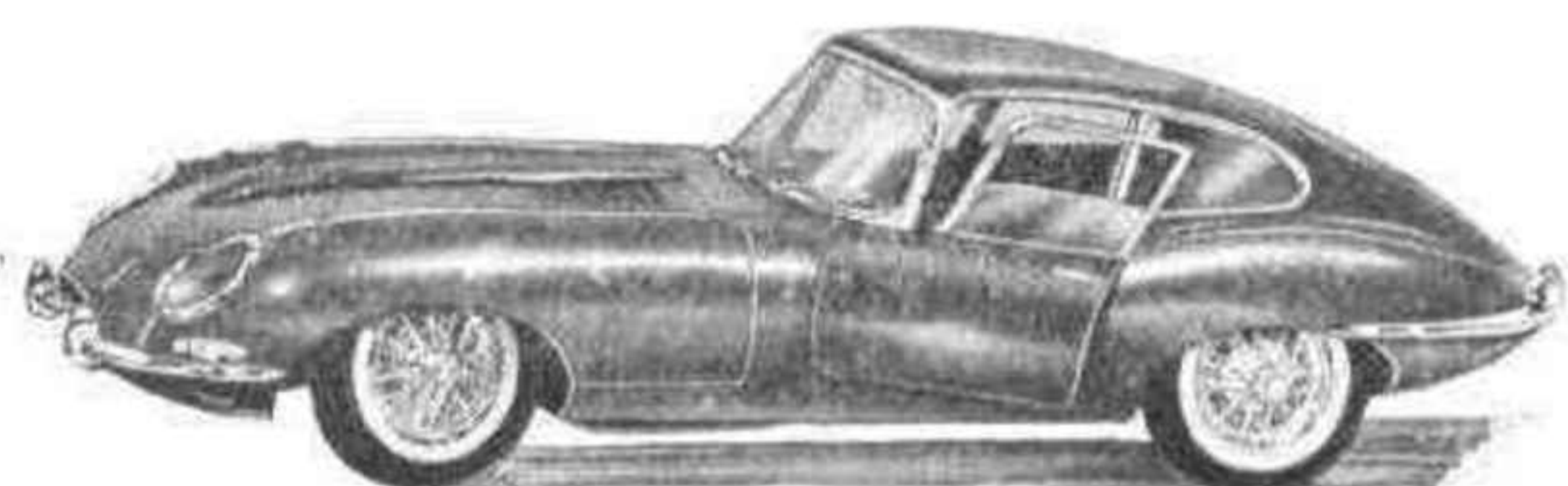
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## WANTED—continued

**T.V.R. OR LOTUS 7**, in good cond, wanted. Tel: Andover, Hants, 2036. (5534)

**BENTLEY 6½** or 8 litre in any cond if complete, body-work immaterial. Dunn, 37 Sion Hill Rd, Drumcondra, Dublin 9. (5545)

**HARD TOP** for Jaguar E-type 1962, preferably black. Browne, 21 Galpins Rd, Thornton Heath, Surrey. (5547)

**REG NUMBERS** GW or GRW, single or distinctive numbers. State price and whether with vehicle. Box 1576. (5548)

**WANTED, ROLLS-ROYCE** about 1957, left hand drive, excell cond. Box 1587. (5714)

**SS100 WINDSCREEN**, parts or complete, any cond, also rear lamps. Box 1588. (5715)

**LEND US** your car. Got a hairy sports car to lend 2 hard up competent students for a Continental holiday, or any other car? Elan? E-type? Servicing paid for. Box 1589. (5716)

**RR, SRK, ROB** or KEY reg letters wanted, preferably interesting numerals. Robert Key, Clare College, Cambridge. (5717)

**RILEY GAMECOCK**, good cond. Cliff, 108 Heathbank Rd, Cheadle Hulme, Cheadle, Ches. (5718)

**BUGATTI**, any model, at decent price and cond desired by genuine enthusiast. Please send photo with details to Box 1590. (5719)

**MORGAN 4/4** series II or early series IV. Write, S. Crossart, 143 Woodside Ave, Coventry, Warks. Tel: CV5 69688. (5720)

**A-H SPRITE** or similar wanted, good cond essential, £175 available. Crawley 21424. (5721)

**REG NUMBERS**, low or unusual reg numbers required. D.N. Ltd, 67 Atlantic Rd, London SW9. (5722)

**WANTED**, any parts for model T Ford. Box 1591. (5723)

**20 HP ROLLS** for VSCC member. Stewart, 19 Beltinge Rd, Herne Bay. (5724)

**SUNBEAM ALPINE** 1953-56 series, good cond essential, consider tourist, cash waiting. Sanby, 89 Harold St, Sheffield 6. (5725)

**GOOD CONDITION** chrome wire wheels for Jaguar XK150. Mr D. B. Rhodes, Tel: Preston 53132 (office hours). (5726)

**ALFA ROMEO** 1500 or 1750, supercharged 2-str preferred, or parts, any quantity, any cond. Roy Slater, 2 Ulleswater Villas, London N14. (5727)

**XK150 S** fixed head wanted, good price offered for well maintained 1 or 2 owner car. Cliff, The Croft, Larkfield Drive, Rawdon, Leeds. Tel: Rawdon 3062. (5728)

**REG LETTERS** DCR, DR, D, DAV, Ross, 27 Grange Loan, Edinburgh 9. (5729)

**M.G. TD** speedometer and rev counter. Graham, 31 Bradleys Lane, Coseley, Bilston, Staffs. (5730)

**WANTED**, open Alvis 12/50, 12/60 or Silver Eagle. Heath, 60 Saxonhurst Rd, Northbourne, Bournemouth. (5731)

**URGENTLY WANTED**, TR2 dhc, any year but good cond. Haggle around £150. Will collect in SE England. Box 1601. (5732)

**WANTED**, Silver Ghost car, chassis or parts wanted, any year, any cond, exceptional price if pre-1914. Harper, 121 Palatine Rd, Didsbury (2050), Manchester. (5733)

**COACHBUILDERS DRAWINGS** by Hooper, Barker etc, as supplied with each Rolls-Royce and Bentley car pre-1940. Best price paid. Box 1602. (5734)

**RILEY IMP** required by private buyer for cash, must be in good order and original. Smith, Waterfall Cottage, Chelmsworth, Ipswich. (5735)

**MORGAN 4/4** series III, IV, V, in good cond. Write giving history, Herbert, 23 Linden Rd, Newcastle-on-Tyne 3. (5736)

**MORGAN 4/4** or Plus 4 1955/60, also room for your Lotus 7. Box 1603. (5737)

**BENTLEY SALOON** or drop head 1934-39, good or restorable cond, also 700 x 19 tyres. Hillside, Shelleys Lane, Knockholt, Sevenoaks. (5738)

**REG NUMBERS** JG, JCG, PAP with interesting numerals. Goldsmith, Moorings, West Dumpton Lane, Ramsgate. Tel: Thanet 53127. (5739)

**£1,000 OFFERED** for finest 1963-64 Jaguar E fhc, silver grey, chrome wire wheels, low mileage essential, no dealers. Box 1604. (5740)

**ASTON MARTIN** International urgently required in good cond, all letters answered. Box 1605. (5741)

**M.G. TC** completely rebuilt and in top cond throughout, immediate cash. Box 1606. (5742)

**MORGAN PLUS 4** wanted, immac 1950/55 2-str sports. Details to Parkes, 4 Park Hall Rd, Walsall. Tel: 21188. (5743)

**ROLLS-ROYCE** chassis, Ghost or Phantom, in excell cond. Advertiser wishes to install replica Torpedo body. Woolfenden, Billerica, Mass, USA. (5649)

**LAGONDA WANTED** for spares, any model, cond or location if cheap. Box 1614. (5812)

**M.G.B OR TR4** 1962/3, o/drive, cash buyer, Hill, Abingdon 1600 ext 253. (5813)

**1936/40 LAGONDA** required, no objection to some restoration, attractive styling essential. Witcock, Laybrook Farm, Goose Green, Pulborough, Sussex. Tel: West Chiltington 2164. (5814)

**JEENAY CHILD'S** car seat wanted in good cond. Fit. Lt. Bassett, RAF Coltishall, Norfolk. (5815)

**HUMBER 9/28** spares, especially engine and g/box; Woiseley Hornet 14 hp engine. David Finn, Morton Mains Farm, Fairmilehead, Edinburgh. (5816)

**REG NUMBER** AZ as brief as possible. 21 Boundary Rd, NW8. Tel: Reliance 5253 (must be from private car). (5817)

**1955 M.G. TF** 1500, must be in very good cond throughout with wire wheels and usual extras, will pay good price for good specimen. Bob Day, Tel: Biggleswade 2091 office hours. (5856)

**FRAZER NASH** chain gang parts, any cond, all parts required. Richardson, 33 Trumpet Rd, Cleator Moor, Cumberland, Lorton 254. (5857)

**ROCHDALE OLYMPIC** wanted, details and price to Scarff, Flat 1, 152 Abbey Rd, NW6. (5858)

**LUGGAGE RACK**, rev counter, hard top for Mk 1 Sprite, state price, cond. Michael Dowley, Eight Gables, Battlefield, Shrewsbury. (5859)

**J.A.P.** 500 cc racing engine wanted and any spares, also 12 volt car radio. Box 1620. (5909)

**ROLLS-ROYCE** drop head or open coachwork wanted, car needing restoration not objected to, providing basically sound and price reasonable. Box 1624. (5911)

**TR4 OR CHEAP** E-type Jaguar. Clarke, 13 Wheelers Green, Nazeing, Essex (CAN 5610 day only). (5912)

**REGISTRATION** K, KM, KAY, numbers 1 or 21 wanted, urgent please. T. Mason, Wissenden Corner, Bethersden (Tel: 202), Kent. (5914)

**SU 1½** in horizontal carb, side draft. Write, Curry, 256 Park Rd, London N8. (5919)

## EXCHANGES

**1964 ZODIAC** Mk III automatic, Xs, 13,000 miles, for 1964 TR4 hard top. Write, Kenchington, Tara, Dockenfield, Farnham. (5829)

**1935 3½ BENTLEY** Park Ward saloon, above average, exchange interesting car, preferably diesel conversion, or sell £150. Parmenter, Springfield, Chilbolton, Stockbridge, Hants. Chilbolton 224. (5369)

**EXCHANGE** my 1220 FWE Climax or Laystall-M.G. XPAG 1,500 cc or both engines for good quality shot gun, or rifle (any age) or transporter for 2 cars or good quality camera plus cash, or aeroplane. Tree Tops, Curly Hill, Ilkley. (5387)

**P/EXCHANGE** my immac Mk 2 Sprite for clean Mk 1 or similar. Maidenhead 28352. (5411)

**M.G.B 1963**, white, for Volkswagen, or sell best offer. Manby, Bournemouth 24044 (office). (5413)

**WANTED**, Ford special, exchange for 1956 Morris ½ ton van plus cash. Wesson, 6 Brynmor Tce, Aberystwyth. (5495)

**EXCHANGE** bound volumes "Autosport" 1 to 31 complete for volumes 1 to 5 "Motor Sport". Rambaut, Toppin Hill, Willowmead Park, Prestbury, Ches. (5524)

**TR3 GOOD COND**, Xs, o/drive, £160, p/exchange for T.V.R. 105E. 49 Colgrove Rd, Loughborough. (5546)

**RBP9 AUSTIN HEALEY** BN1, red, htr, w/wheels, o/d, vgc, will exchange for car more suited to town use, preferably Mini, or sell. Lamb, 3 Laburnum Grove, North End, Portsmouth, Hants. (5822)

**FACEL VEGA** HK500 coupe, metallic blue, electric windows, stereo radio, natural hide interior, effortless performance. £750, exchange for Volvo P1800, Alfa, M.G.B, TR4 or similar. Brandon, 31 Park Court, New Malden, Surrey. Tel: MAL 7950. (5823)

**1964 AUSTIN HEALEY** 3000 Mk III in white, very good cond, extras incl o/drive, radio, etc, value around £800, exchange or part exchange recent M.G.B, Lotus Elite, TR4, Sprite, Midget etc, or Mini. Tel: Skegness 1803. (5824)

**RENAULT 750**, 1959, rhd, htr, good cond, £60, exchange for open car, age and hp unimportant, cash either way. J. Pemberton, 9 York House, Kew Gardens Rd, Richmond 5591. (5825)

**TOW BAR** A35, exchange for Riley 1.5 low bar without ball hitch. Bird, Greenwell, Castle Carrock, Carlisle. (5826)

**TR4 OCT 1964**, as new, 13,000 miles only, o/drive, radio, htr, rear seat, etc, £785, exchange M.G.A fhc or w.h.y. approx £300. Unwin, Grays Thurrock 3288, 9-6. (5827)

**ROLLS-ROYCE** Silver Ghost 1921, excell chassis, low mileage, interesting history, completely original, 15 x 52 axle, Drake column, 4-str open touring body contemporary but not original, v-screen and Auster rear screen, wings, etc, but no upholstery, exchange for 20 4-str tourist in top order. Box 1615. (5828)

**ALFA ROMEO** 1900 super saloon 1956, good cond, available from 15 Feb, straight swap with Fiat 600 or 500. Smith, 47 Alexandra Rd, Leamington Spa, Warks. (5860)

**CITROEN DS19**, rhd, reg UK 12/62, excell cond, exchange Porsche (lhd acceptable) or Mini. Little Heath, Hurn Rd, Ringwood, Hants. (5915)

**1962 RAPIER** IIIA, low mileage, very clean dark blue with light blue top and upholstery, o/drive, Xs, usual extras, exchange Alpine, early B or w.h.y. similar specification, small cash adjustment. Box 1625. (5916)

## MISCELLANEOUS

**GL 45 REGISTRATION** on grey 1960 Jaguar 3.8 o/d model, good cond, new Cinturatos, shock absorbers, dynamo, electric aerial, £485. Tel: London RENown 4763 evenings only. (5464)

**JOWETT CAR CLUB**. Details: N. H. Spawton, 18 Partridge Croft, Bell Green, Coventry, Warks. (5318)

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**REG NUMBERS** COD500C, COD501C, MU0253, NU0755, OER84. Best offers please. Tel: St Maw-an 314. (5451)

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**A HARE MASCOT** for an Alvis vintage car required. What offers? Tel: Mrs Watkins, Trafalgar 2703 during office hours. (5470)

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**REG NUMBER** EUK1 with log book for sale. Offers to Jones, 24 Clifton St, Wolverhampton, Staffs. (5502)

**PLUS 4 MORGAN/Vanguard**, many spares to clear. Mike Dun, 191 Speedwell Rd, Bristol 5. (5510)

**CLYNO OWNERS**. Join the Clyno Register SAE details from Registrar, Chimley Corner, High St, West Lavington, Devizes. Lavington 2293. (5512)

**MATCHED PAIR** 40 DCOE2 (de-luxe) Webers, perfect. Offers. Ferndown 2332, Bournemouth. (5513)

**VINTAGE AND** prewar motoring magazines and literature for sale. SAE list. Box 1539. (5514)

**SPARES, EVERYTHING** available for Daimler EL24, Citroen Lt 15, also g/box for Austin heavy 12/4, quantity 700 x 18 tyres on wire wheels, new camshaft for Vauxhall VX 4/90, 12v Klaxon horn, best offer. SAE requirements. 2 Park Way, Rickmansworth, Herts. Tel: 73072. (5517)

## MISCELLANEOUS—continued

**ENTHUSIAST OFFERS** good price for very clean early 20 hp Rolls-Royce tourist preferred. All letters answered. Hart, 6a Church Lane, Ormesby, Middlesbrough, Park End 635. (5515)

**"MOTOR SPORT"**, disposal copies 1930-48, bound volume 1963, sell/swop for wanted copies. Box 1540. (5518)

**LARGE COLLECTION** of historic commercial vehicles (some twenties, but mostly thirties) offered for sale as present owner and sole administrator no longer wishes to cope. Price, which will include sizeable building, land, private roads, etc, will be £24,000. Located in Southern England and forms an ideal basis for a working museum. Genuine buyers only please. Box 1570. (5519)

**INSTRUCTION BOOKS**, Rolls 20/25, P.II, P.III, Wraith, Bentley 3½ litre, all mint. 18 Lower Dagnall St, St Albans. (5522)

**PEERLESS AND WARWICK OWNERS' CLUB** want details of your car in return for information about us from the Registrar, 7 Forebury Ave, Sawbridgeworth, Herts. (5525)

**REGISTRATION** EAS, ES, TS, with or without interesting No required. Quote price to E. Savory, 17a High St, Watton, Thetford, Norfolk. (5528)

**TWJ REG NUMBER** for sale. Offers. Trevor Jenkins, 28 Thorpe House Rise, Sheffield 8. (5544)

**MONACO IS** now only 2 hours and 36½ gns away. For the quickest flights, best choice of hotels, 3 litre racing, plus of course the Mediterranean sunshine, book now with Page Tours, 88-92 New Walk, Leicester. Tel: 27941/3. (5744)

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**PROTECT YOUR** car and accessories with a Selmar car alarm. Any attempt on spotlights, windows, etc will cause the horn to sound for up to 60 seconds. Immobilises ignition. Fitting instructions supplied. £6 from Murphy, 58 Knowl Rd, Firgrove, Rochdale. (5746)

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**BELL MAGNUM** racing helmet, size 6½, worn twice, as new. £15 ono. P. Bridger, Column House, London Rd, Shrewsbury. (5748)

**SHY YOUNG** enthusiast wishes to meet young lady with similar interest willing to act as navigator. East Midlands area. Box 1607. (5749)

**HUNDREDS OF** enthusiasts will travel with Page Tours to Le Mans again this year. As officially appointed ticket agents we hold the best allocations for all seats, plus our own camping and refreshment facilities within the circuit. Have you booked yet? (5750)

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**BUSINESS PROPOSITION**. Considerable capital backs desire to take active full-time part in running medium sized garage. Lancashire/Cheshire area preferred. Details to Hampshire, 7 Ellesmere Rd, Eccles, Lancs. (5753)

**YOUNG LADY** interested in motor racing, rallying, willing to act as navigator, sought by enthusiastic sports car owner. East Midlands area. Box 1608. (5754)

**CO-DRIVER WANTED** by young man (21) for return trip to Athens in M.G. TC, early March, share expenses. Box 1609. (5755)

**"MOTOR SPORT"** 1955-1965, buyer collects. 41 Bromley St, Derby. (5756)

**NUMEROUS M.G.A** spares must be cleared, state your requirements. Any reasonable offers considered. Tel: Cleveleys 4638 evenings. (5820)

**"MOTOR SPORT"**, 1924 to 1966, volumes bound, unbound or odd copies wanted, for sale or exchange. Charles Mortimer, Pincott Farm, West Horsley, Surrey. East Horsley 2308. (5821)

**MINI TRAVELLER** 1961, Gold Seal engine, quite useable but pranged back, enthusiast's opportunity. £145. Box 1623. (5910)

**VINTAGEANTS**. Spares no longer obtainable? Consult A. Moore, Allerdale House, Gt Clifton, Worthington (Worthington 3387 after 5 pm). We specialise in 1-off jobs. Water pumps, dynamos, panel beating, alloy casting, precision machining. (5913)

**"MOTOR SPORT"**, Jan 1959 on, complete, mint. Offers. Tel: Warrington 31643 after 5 pm. (5917)

**BRAND NEW** Girling disc brake kit, consists of front hubs and discs, calipers, brackets, powerstop servo, all preformed piping, intended for Consul, Zephyr 1956 on, £25. New Lucas Flamethrowers, £7 pr. Bosch 130, £5 10s pr. Two k/o wire wheels, 75s, ex Triumph 11n drums, hubs, excell 4.50 x 19 tyres, £7 10s. Stacey, 44 Ambleside, New Occerton, Notts. (5918)

## SITUATIONS WANTED

**ENTHUSIASTIC** ex public school boy (19) requires interesting position connected with motor racing, GCEs, 3 working foreign languages, clean licence and hot Midget. Box 1549. (5415)

**MOTOR ENTHUSIAST**, 20, public school education with 7 "O" levels, seeks position in motor industry, willing to study. Box 1569. (5507)

**FAST LADY** driver (22), with M.G. seeks position, anything considered in motor trade/sport. Box 1617. (5830)

**MOTOR MECHANIC** (24), Ford, Jaguar, BMC experience, seeks position abroad, Spain, France etc, or with tuning/racing concern. Box 1626. (5920)

**YOUNG MAN**, 6 "O" levels, speaks German, French, Spanish, has 6 months sales experience, would like something similar dealing with high performance cars. London area. Box 1546. (5402)

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**OWING TO** commitments abroad, working director of a garage business covering all aspects of the motor trade wishes to sell his ½ share, turnover exceeds £21,000, excell income, company expanding, minimum capital required approx £1,500. Full details to bona fide interested parties. Box 1616. (5831)



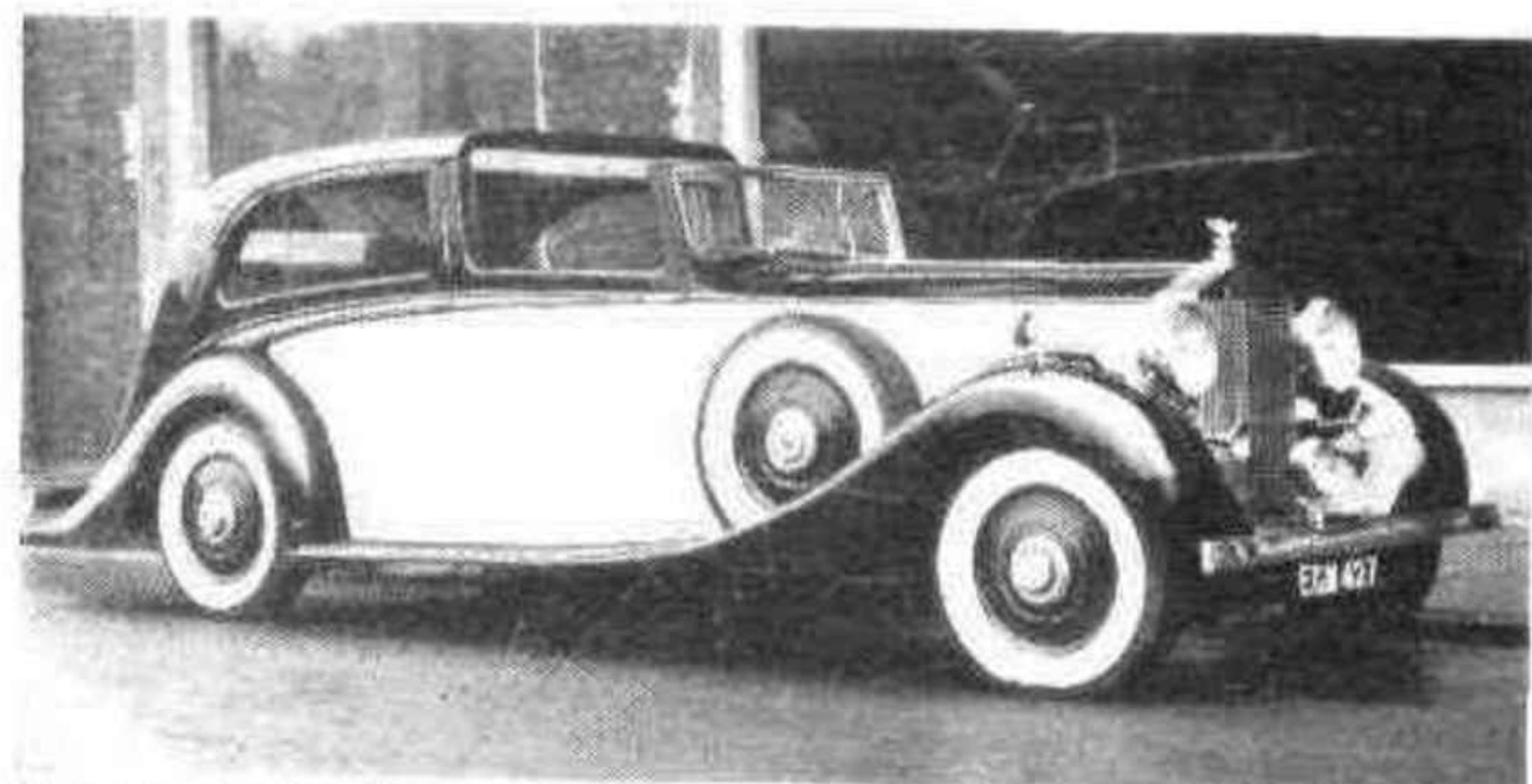
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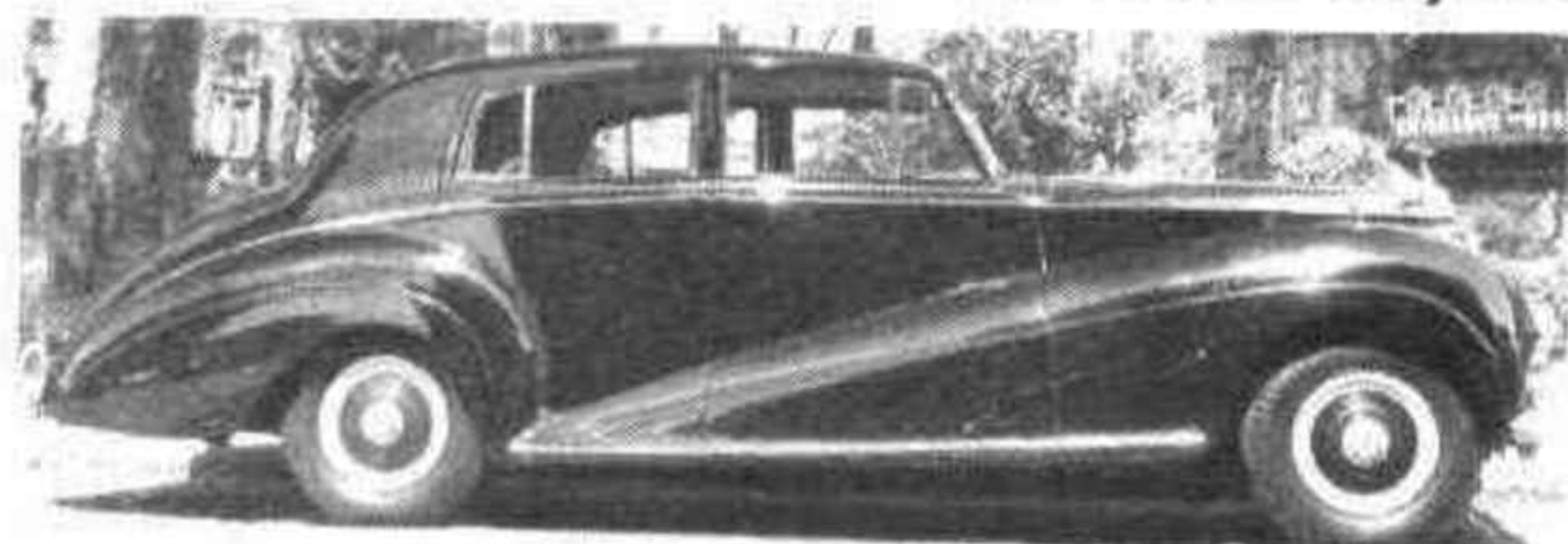
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**1954 'R'-type Sports saloon** by Hooper, polychromatic blue and beige hide, maintained by R.-R. Agents; fully automatic, sun-roof; recorded 56,000 miles ... £1,395



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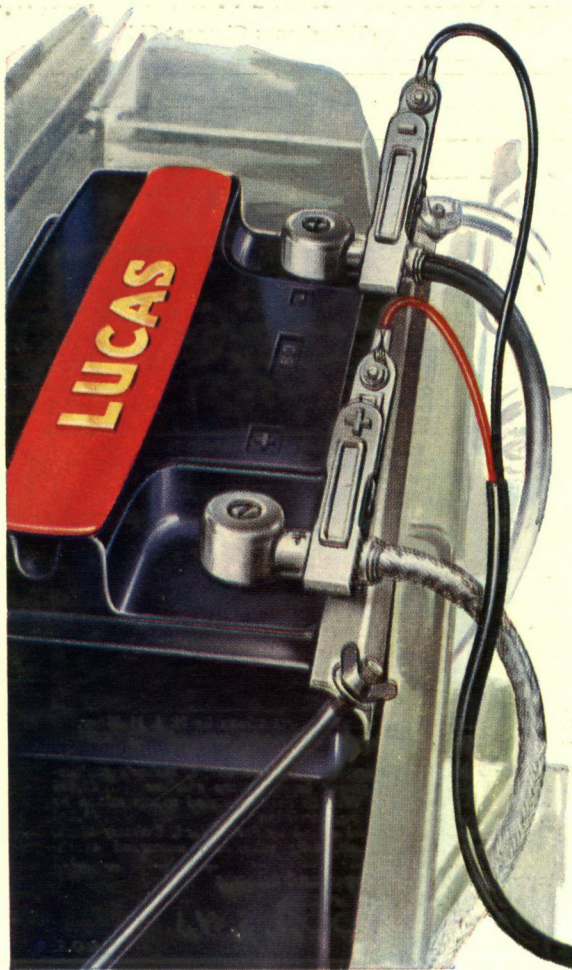
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