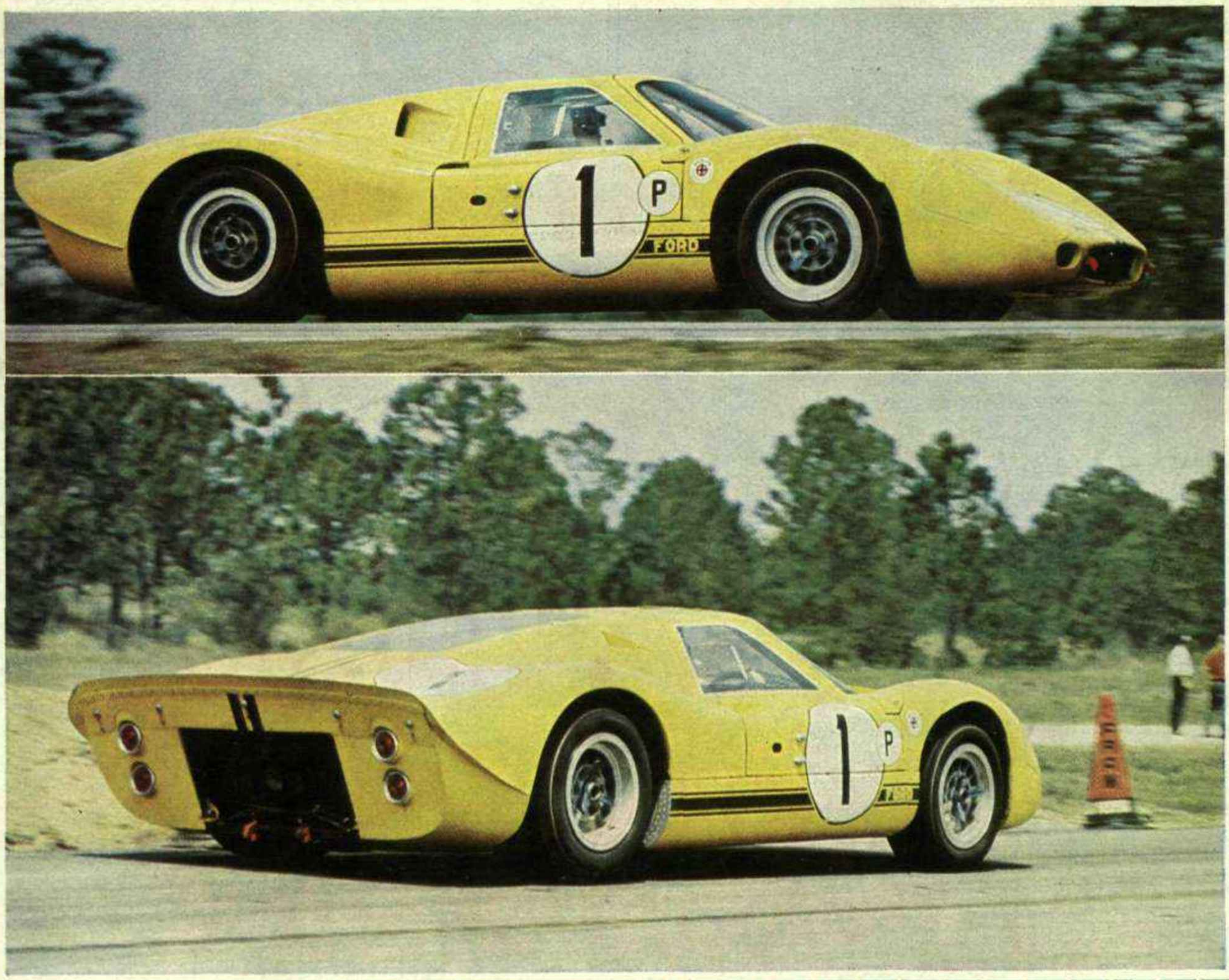
Vol. XLIII No. 5 TWO SHILLINGS May 1967

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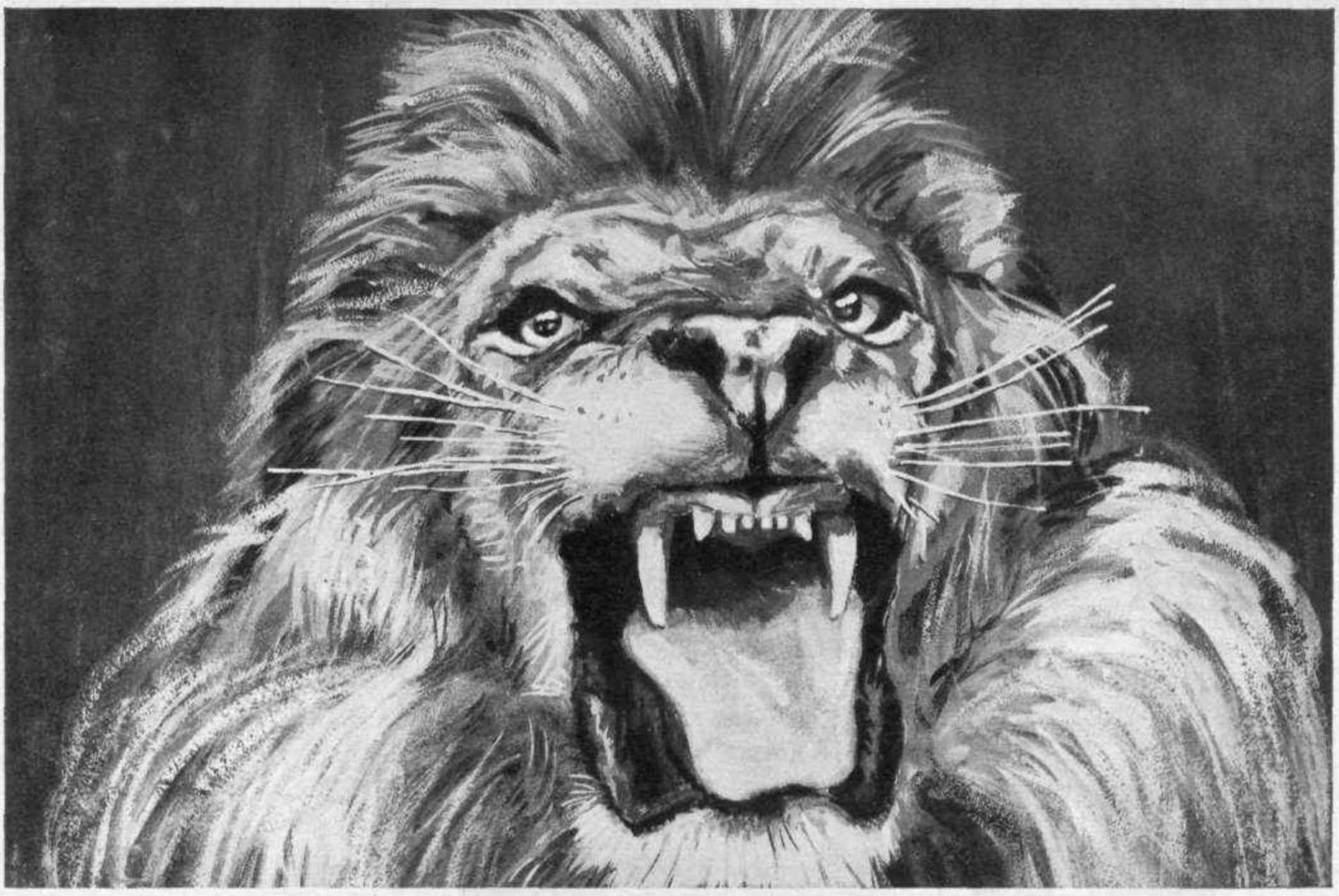


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Every year for seven years the Peugeot 404 has proved its outstanding reliability in the World's toughest car rally — supported this year by the amazing 204 which not only won its class but was the highest placed car under 1300 cc. **Peugeot is the undisputed KING of the East African Safari!**

Results prove Toughness and Reliability

CLASS 'D' —
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CLASS 'B' —
Peugeot 204 1000 - 1300 cc 1st, 2nd and 3rd

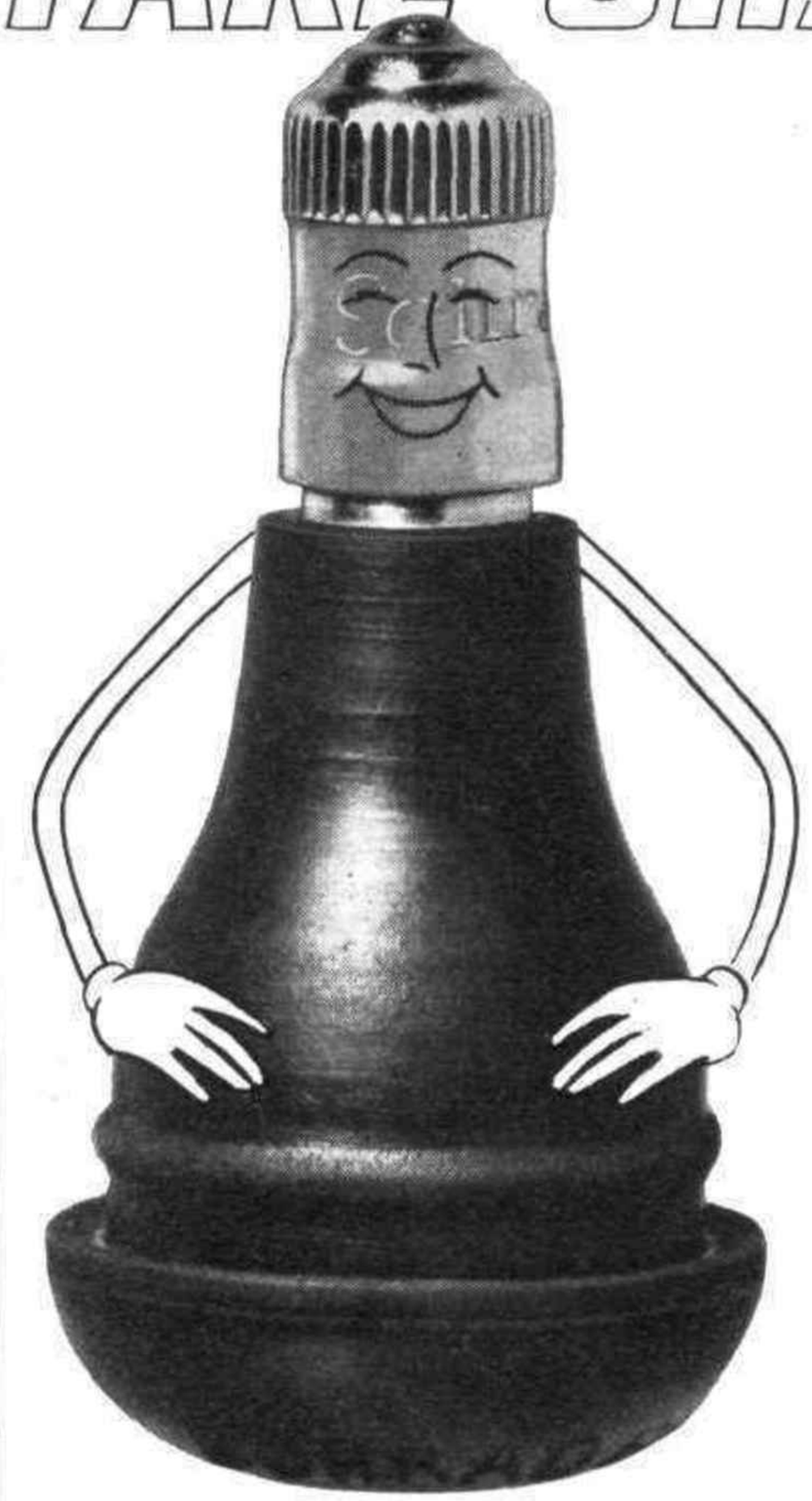
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The snap-in valve is used to control the air in the tubeless tyre and to permit easy pressure-testing and inflating. But its *vital* job is to seal the rim hole to keep the wheel airtight. Schrader's cleverly designed suppleness into the snap-in valve to maintain this air seal even when the valve is knocked out of alignment. Naturally this suppleness, this elasticity, is greatest when the valve is new. Prolonged compression in the rim lessens the flexibility of the rubber at a point where it cannot be seen.

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Has it ever struck you that you (yes, you) can probably afford an Alfa Romeo?

A lot of people go around thinking that all Alfas are fabulously expensive. This one (the Giulia Super) isn't. It costs £1599·12·10.*

What do you get for your money? You get a 112 bhp, 5500 rpm engine; 5 forward gears; discs all round; seats for yourself and four other admirers; spanking acceleration; incredible road holding; easy cruising at 70; and, if the law would only let you, a top speed of 110.

You also get the uplifting feeling that you are driving one of the most sophisticated cars in the world —which you are!



Is the Giulia Super a sports car that looks and handles like a saloon? Or a saloon that handles and performs like a sports? Take one on the road— and decide for yourself.

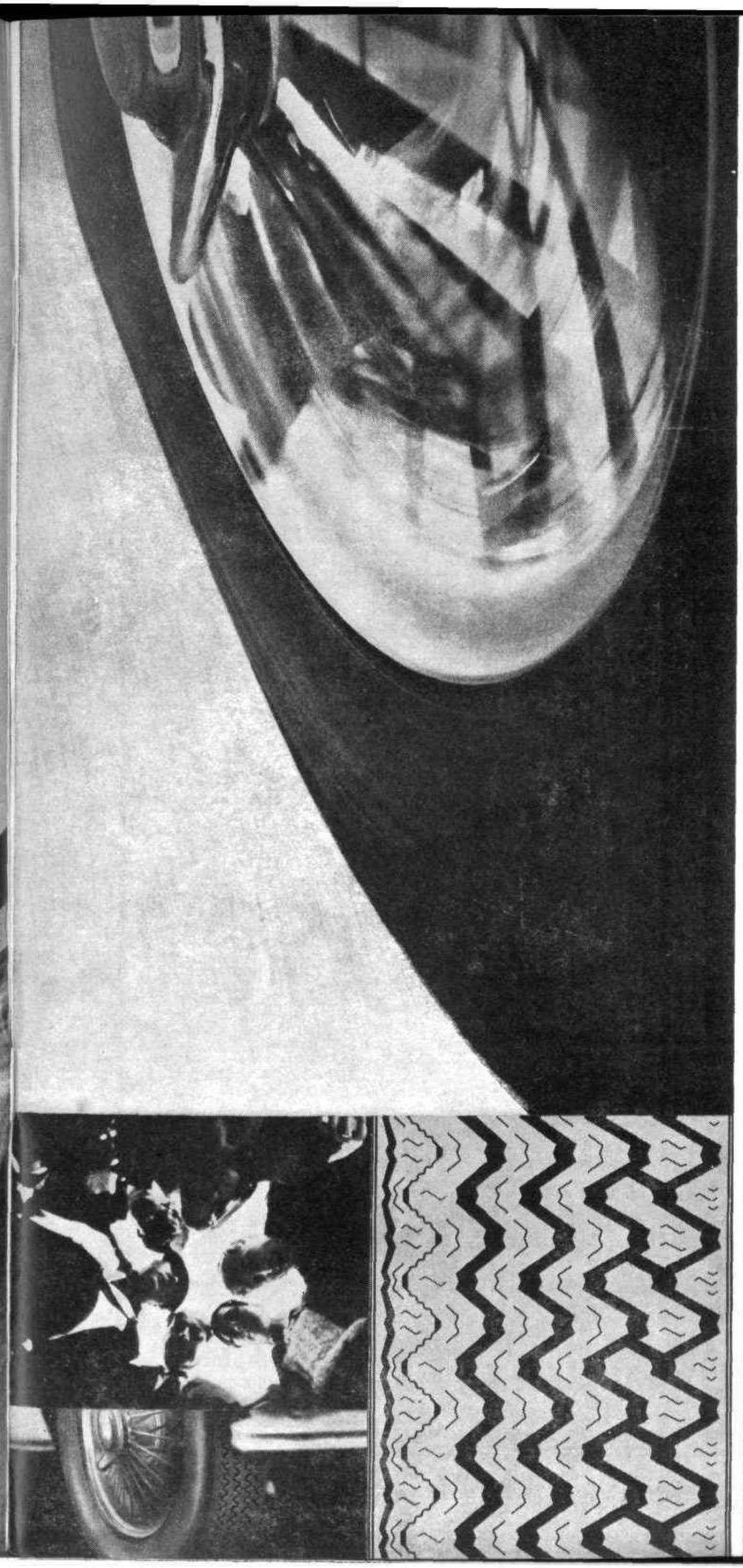
To arrange a test drive in the Giulia Super (or any Alfa) get in touch with: Alfa Romeo (GB) Ltd., 164 Sloane Street, London S.W.1. Belgravia 7746/7/8.

ALFA ROMEO

*Recommended retail price

Cornering on the world's first and only asymmetric radial tyre





The new Michelin XAS. The radial tyre for high performance cars.

The Michelin XAS is the world's first and only asymmetric radial tyre. The tread pattern, as you can see, is off-centred. It varies from a close-ribbed heavy rubber shoulder on the outer edge to widely spaced individual island blocks on the inner.

The advantages this brings are considerable. It gives you:

Incisive braking: like all Michelin X tyres, the new XAS has a **steel-braced tread** to bite down hard and fast into the road.

Controlled adhesion: at all speeds, even under limit cornering conditions.

Extended life: from the built-up shoulder of rubber on its outer edge–the part of a tyre that takes the greatest pounding at speed.

Fantastic grip in the wet: the deep, openly ribbed inner tread squeegees away a vast amount of water quickly.

Michelin's new XAS tyres are currently available to fit:
Austin-Healey 3000;
Citroen DS, ID; Corsair GT;
Cortina GT; Daimler SP 250;
Lotus Cortina; Mini Cooper type S;
Peugeot 404 injection;
Sunbeam Alpine Mk IV & V;
Sunbeam Rapier; TR4A;
Vauxhall VX4/90FC; Volvo P1800.

Note: The XAS is so special you must fit 4 tyres: and each must be fitted with its built-up shoulder on the outer side.



MICHELIN XAS

67/4/GB

Terrific grip in the wet! Plus up to 80% more mileage.

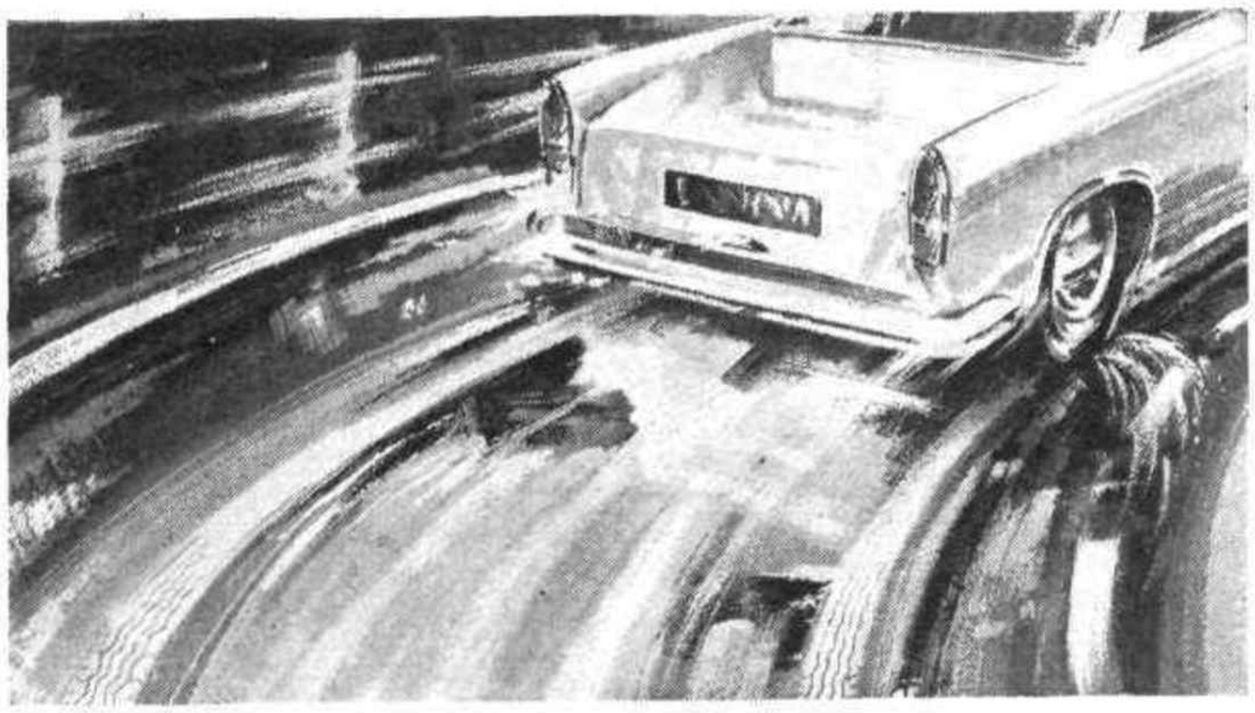
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F100 Radial Tyres

SAFER GRIP
14% extra tread contact on the road gives positive road and braking grip.

SUPER MILEAGE
New F100 radial construction and unique Sup-R-Tuf rubber compound give much more mileage than ordinary cross-ply tyres.

PETROL SAVINGS
More miles per gallon due to less rolling resistance.

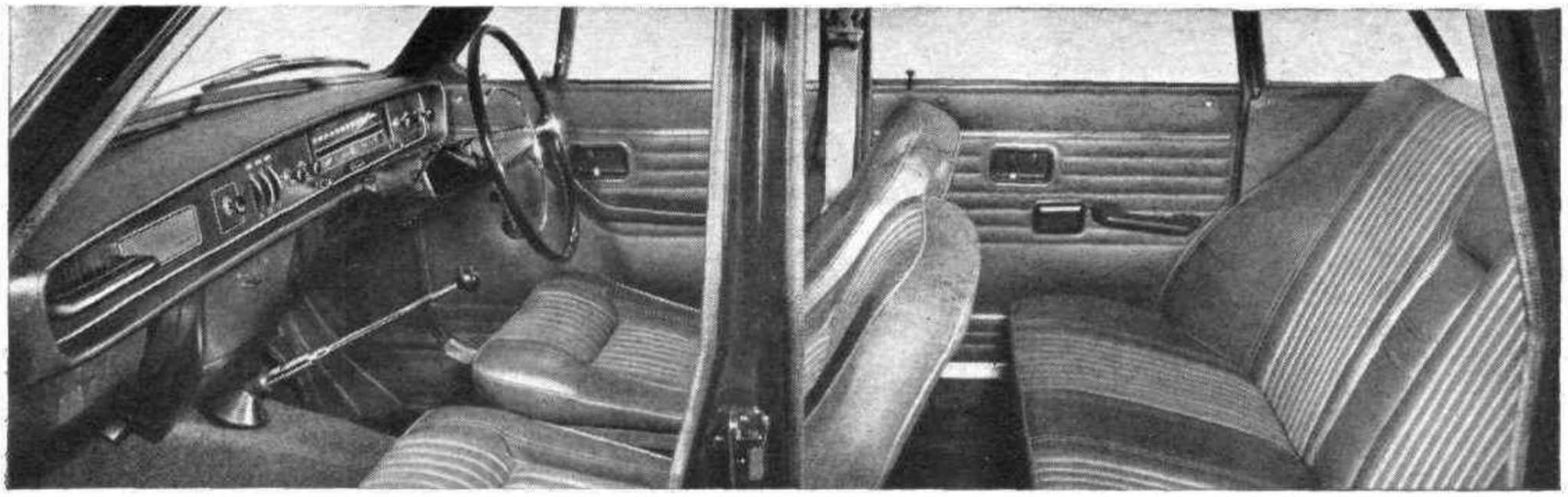


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Safety Note: Radials should preferably be fitted on all wheels or as a pair on the rear wheels only.



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Volvo take a lot of care with their cars. Everybody *knows that. But they've never been more thorough* than with the new 144S.

They've built a sleek, smooth, reliable car. It has a big 115 BHP engine up front; disc brakes all round. The Volvo 144S moves you fast, stops you fast. Gives you up to 30 m.p.g. And it has more safety features than any other car in the world. Some examples: a dual-circuit brake system, pop-out safety windscreen, energy absorbing front and rear ends, steering column which collapses on impact and burst-proof door locks.

All the care in the world has gone into the 144S. You see it as soon as you get into it. So why not do just that?

Your local dealer will be pleased to arrange a test drive. *There are four models: the 144S with or without overdrive* (115 BHP, B-18 engine), the 144 with 85 BHP, B-18 engine and the 144 automatic with 85 BHP, B-18 engine. Prices from £1,353. (No import duty–Sweden is one of our EFTA partners. Volvo, in fact, spend £14 million each year in this country.)

The well-known 120 series (including the Estate car) and the 1800S are unchanged. Prices from £1,064. When you buy a Volvo you pay less for insurance. For the first year the full comprehensive insurance is free. After that, your premiums work out at 12½% less than normal. And you get your no claims bonus.



NEW VOLVO 144

For the address of your local dealer please write to:
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If you're looking for a 1500, try this little number.

There's an extra lively Beetle at your Volkswagen dealer's now. We call it the Beetle 1500.

It has a powerful 1500 c.c. engine. It's got new disc brakes. Improved independent suspension. And with twelve million Volkswagens on the roads it's got a big reputation to live up to.

The car is pure VW. The engine is air-cooled, naturally. So it's tough, reliable, long-lived. And as in all Volkswagens, the engine is rear-mounted to put extra grip on the drive wheels. (VWs keep going when even the road gives up.)

If you're looking for a 1500, this hot new Beetle is worth looking at closely. It is the lowest-priced 1500 c.c. car on the market. And the safest Beetle ever. Practically every refinement we've made this year has been with your family's safety in mind.

Phone for a test drive at your nearest VW showroom. It could be your best move today.

Recommended retail prices: 1500 Beetle £697. 8. 7. inc. P.T. (1300 Beetle £661. 3. 4./1200 Beetle £585.11.6.) Test drive them and see the 1600 Fastback at your VW dealer's now.

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12v. 38. a.h.	"	5. 2.0.
12v. 46. a.h.	"	5.17.6.
12v. 56. a.h.	"	6. 5.6.
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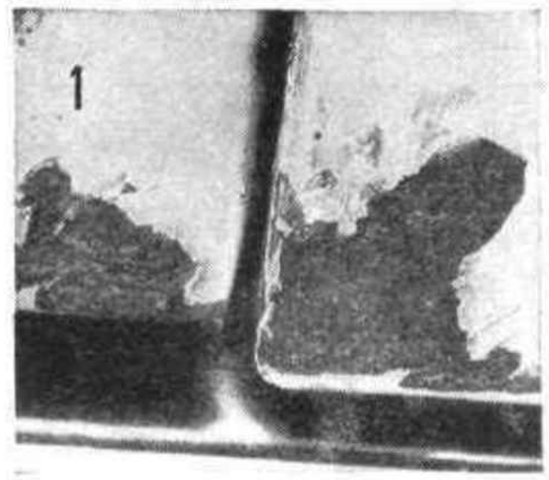
KURUST

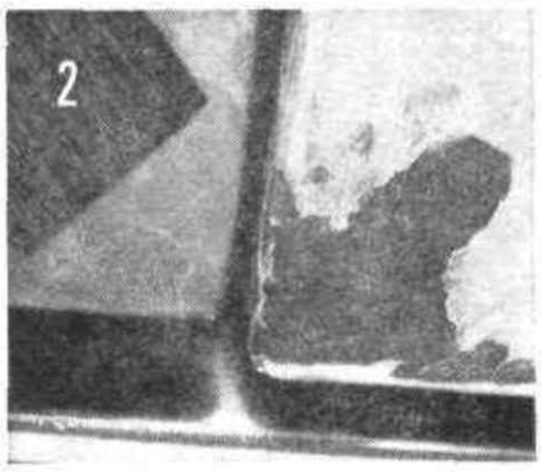
cures rust permanently

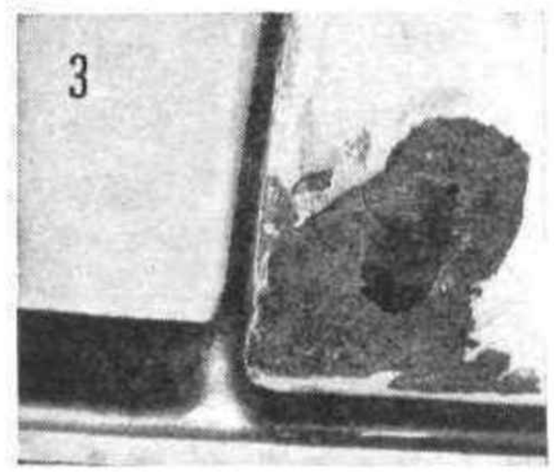
1 Section of car body work showing rusted areas.

2 Rust patch on left is treated with Kurust. (Kurust forms a rustproof metallic coating from the rust itself. This means that there is no rust left under the surface to continue eating into the metal). Other patch untreated.

3 The Kurust patch has been painted for some time and as you see, this section shows a perfect rustproof finish, but on the untreated portion rust has eaten right through the metal.



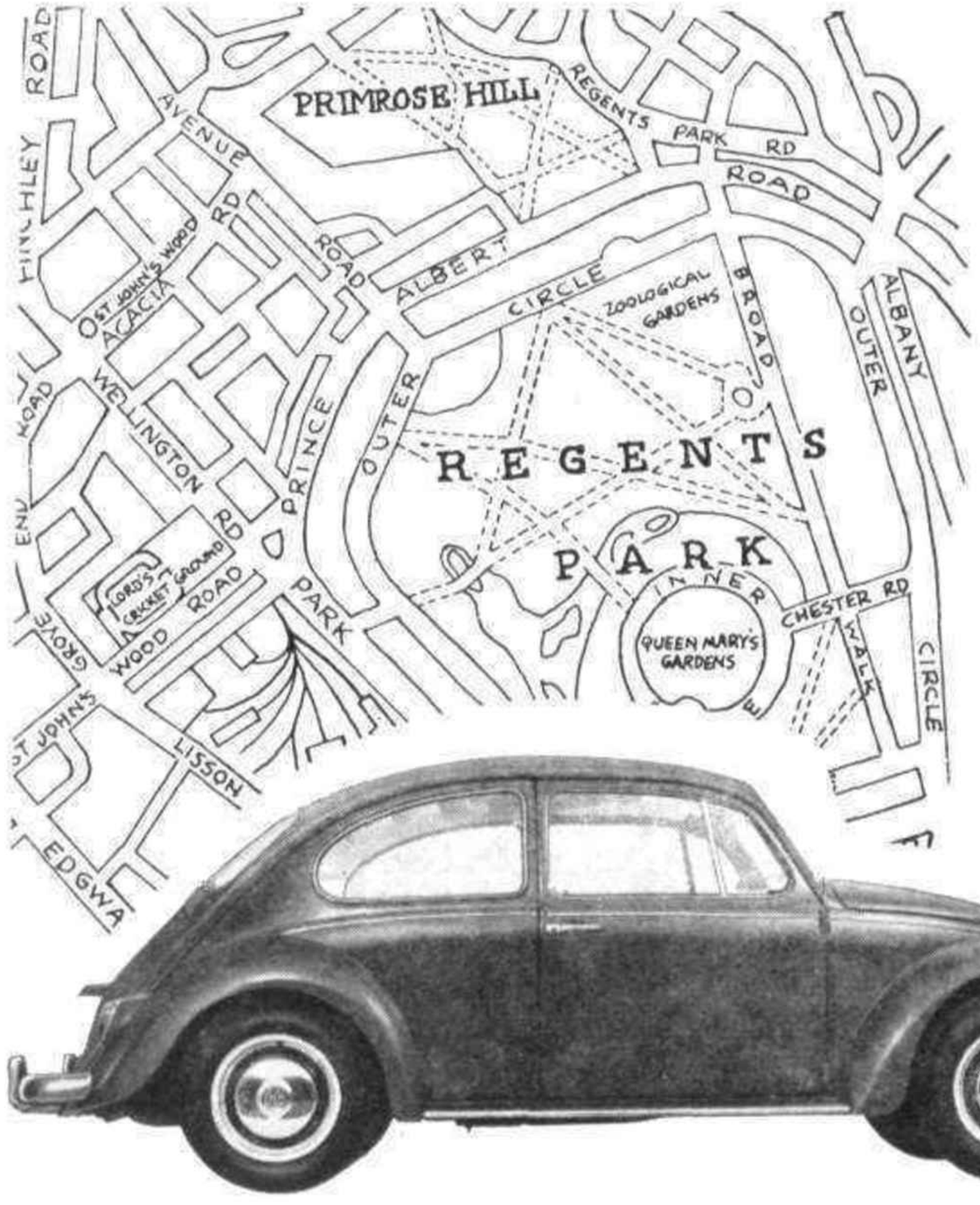






TURNS RUST INTO RUST PROOFING

Made only by A SANDERSON & CO LTD • HULL



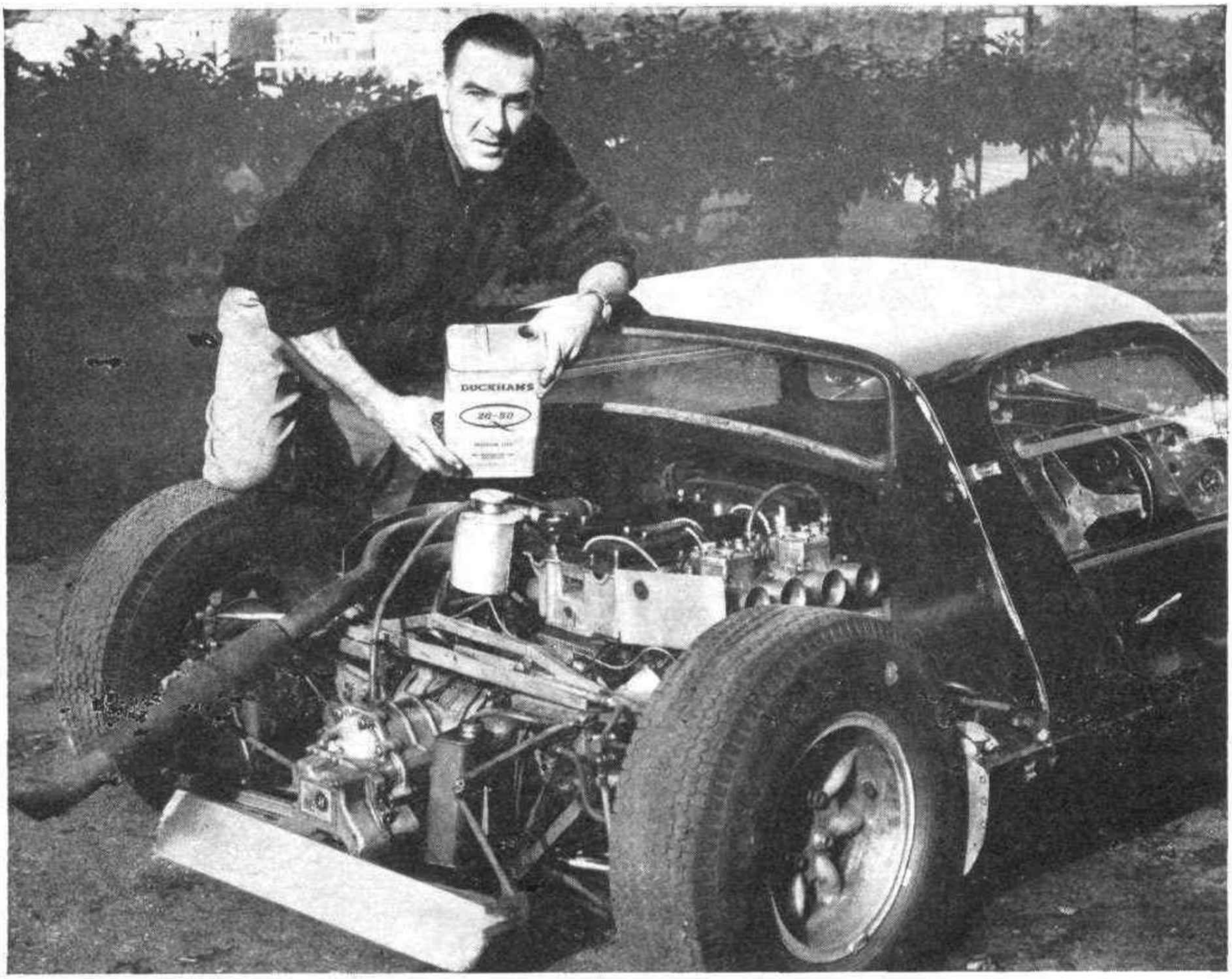
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You need to drive the new 1500 Beetle to really appreciate it. The same goes for every VW. So why not call round at one of our showrooms for a test drive today—either at Lords or Dover Street (just off Piccadilly).

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MOTOR SPORT

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

VOL XLIII No. 5 MAY 1967

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

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FRONT COVER PICTURE : FIRST APPEARANCE.—The Ford Mk. IV (known previously as the "J" type) driven by Bruce McLaren and Mario Andretti convincingly won the 12-hours at Sebring. The two angles give a very good idea of this car and show it to be much more attractive than the previously tested versions.

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MATTERS OF MOMENT

■ PEUGEOT'S SAFARI

Thanks to the publicity boys, the Monte Carlo Rally is still the biggest "plum" a rally-conscious manufacturer can win. All praise to B.M.C. for producing little cars that put down so much power through their front wheels that they were invincible in this event. But the toughest rally in terms of car-bashing high speed is the E. African Safari, which a weekly contemporary describes as "still the fastest, roughest, most exciting competition in the World" and refers to as "motoring's last great adventure."

So we are very pleased that the Shankland /Rothwell fuel-injection Peugeot 404 won the 1967 Safari Rally outright, because MOTOR SPORT has long held this make in high esteem, as a reliable, individual, comfortable, spacious family-car. Its reliability and stamina have again been proved, even if the dry conditions this year enabled more cars to get to the finish than is usually the case. Peugeot, by winning this horribly tough contest for two years running, with virtually a privately-prepared car driven by the only non-Kenyan to have been victorious, by taking five of the first ten places, and by gaining third place with their team of 204s, those so-refined f.w.d. small cars, behind the Ford Cortina GTs in the Manufacturers' Team Prize category, have once again endorsed the worth and strength of these likeable cars from the long-established French factory.

Ford, even if they didn't gamble quite the £50,000 so often quoted on winning the Safari, did the next best thing to Peugeot by taking the coveted Team Prize with 99-b.h.p. Cortina GTs and second place with a 1966 Cortina-Lotus. Our Rally Reviewer explains on a later page the bad luck Ford encountered in having two of their cars eliminated while in the lead by striking, respectively, a culvert and an impala—the latter has no bearing, incidentally, on the Ford-General Motors axis! But there should be no "ifs" and "buts" in motoring sport and although it is traditional that MOTOR SPORT's correspondents are allowed to express their opinions without editorial interference, the fact is that Peugeot, not Ford, won outright, by ten minutes, this very important and testing rally. Some of the Fords experienced serious mechanical troubles, so the Peugeot lion is fully entitled to its victory roar.

Overall, however, cars which we have frequently advocated for reliability and quality were the only ones really in the picture—Peugeot, Ford Cortina and Volvo 122S. And this event is quite unique, with political native-thrown rocks added to the hazards of the road, which is hardly a feature of European rallies, even if violence between ordinary road-users in Britain is on the increase and is not being helped by the unjust findings of Magistrates willing to accept the evidence of biased witnesses who bring charges against drivers the abilities of whom these often unbalanced persons are not qualified to assess. That licence-endorsement and stiff fines are imposed in such cases even though no accident has occurred, and the convicted driver may have been unaware that he has been reported until the police inform him, is a sad and serious reflection on the fairness of British Justice—but we digress!

Those who shop for cars on Safari results will buy Peugeots and Ford Cortinas this year; the Japanese did not invade this rally, their works Datsun 2000s fading like a setting sun with serious mechanical failures. The tyre war was carried into Kenya, those excellent all-round radial-ply Dunlop SP41s being on the winning Peugeot and the Cortina-Lotus which was second, the works Fords using Goodyear Ultragrips.

■ STARS AND OCTANES

Petrol is worth selling in this country in spite of the savage Government tax on it, which last month's Budget did nothing to reduce. For many years its selection has been haphazard, many motorists choosing the brand they bought on the basis of the stamps, gifts, gambles, contests or —well, alluring pump-girls associated with various companies' products, and the grade they used on the basis of what economies they could effect without alarming noises emanating from the combustion chambers. Of course, sensible car-owners bought the fuel used by their favourite racing drivers. . . .!

The British Standards Institution has now attempted to sort things out, so far as grades are concerned, distinguishing octane-ratings on the basis of number of stars awarded. Thus, instead of asking those dizzy blondes or blistering brunettes for regular, mixture, premium or super, which in the case of premium could have been Extra (Esso), Special (Mobil), Mixture (National Benzole) or Super (B.P.), you can now captivate the pump-girls by asking simply for a tankful of two-, three-, four- or five-star.

This simplifies matters but it does not go far enough. Two stars merely mean that the fuel concerned has a *minimum* octane-rating of 90, by the research method three-star petrols a minimum

Continued on next page

Motor Sport Fixture List For May

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
May 1st	**R.A.C. de Spa**	**Spa**	—	**Spa G.P. (SP)** *(INT.)*	—
May 3rd/10th	**Shell Canada Ltd.**	**Vancouver**	—	**Shell Centennial 4000 Rally** *(INT.)*	—
May 6th	Ulster A.C.	Bishop's Court Airfield	Co. Down	Race Meeting *(R.)*	14.15
May 6th	750 M.C.	Silverstone	Towcester	Race Meeting *(R.)*	13.30
May 6th	Yorkshire S.C.C.	Croft	Darlington	Sprint *(C.)*	14.15
May 6th	B.A.R.C.	Castle Combe	Chippenham	Race Meeting *(R.*	14.00
May 6/7th	Aberdeen University M.C.	Bucksburn	Aberdeen	Rally *(C.I.)*	23.00
May 6/7th	Mid-Thames C.C.	Fortes Motor Lodge	Oxford	Rally *(R.)*	23.00
May 6/7th	Bruern M.C.	Bruern Abbey	—	Rally *(R.)*	21.00
May 6/7th	Port Talbot M.C.	Towy Garage	Towy	Rally *(R.)*	22.31
May 6/7th	John O'Gaunt M.C.	John O'Gaunt	Sutton	Rally *(C.I.)*	23.30
May 7th	**A.C. de Monaco**	**Monaco**	—	**Monaco G.P.** *(INT.)*	**14.30**
May 7th	Shenstone & Dist. C.C.	Curborough	Lichfield	Sprint *(C.)*	09.30
May 7th	Chess Valley M.C.	North Medburn Farm	Elstree	Players Autocross *(NAT.)*	—
May 7th	Airedale & Pennine M.C.C.	Leeds United A.F.C.	Leeds	Driving Tests *(C.I.)*	11.00
May 7th	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb *(NAT.)*	11.00
May 7th	Midland A.C.	Blackgreaves Farm	Lea Marston	Autocross *(R.)*	14.30
May 7th	West Essex C.C.	Snetterton	Thetford	Race Meeting *(R.)*	14.00
May 7th	Vauxhall Motors M.S.	Chaul End	Luton	Sprint *(R.)*	14.00
May 13th	B.A.R.C. (N.W. Centre)	Oulton Park	Tarporley	Race Meeting *(R.)*	14.00
May 13/14th	Lancashire A.C.	Tholt-y-Will	Isle of Man	Hill-Climb *(R.)*	—
May 13/14th	West Hants & Dorset C.C.	Wiscombe Park	Colyton	Hill-Climb *(NAT.)*	12.00
May 13/14th	B.A.R.C. (Yorkshire)	Hazelbush Café	York	Driving Test Rally *(R.)*	12.00
May 14th	**A.C. de Palermo**	**Palermo**	**Sicily**	**Targa Florio** *(INT.)*	**08.00**
May 14th	Coventry & Warwickshire M.C.	Shennington Aerodrome	Banbury	Driving Tests *(R.)*	—
May 14th	B.A.R.C. (Surrey)	Brands Hatch	Farningham	Race Meeting *(C.)*	14.30
May 14th	N. Staffs M.C.	Childs Ercall Airfield	Market Drayton	Driving Tests *(C.)*	14.00
May 14th	Whickham & Dist. M.C.	Hamsterley Mill Service Station	Consett	Rally *(C.I.)*	09.00
May 20th	V.M.C.C.	Cadwell Park	Horncastle	Race Meeting *(C.)*	12.30
May 20th	Hagley & Dist. L.C.C.	Castle Combe	Chippenham	Race Meeting *(R.)*	14.00
May 20th	Standard Register	Packington Park	Meriden	Driving Tests *(N.O.)*	—
May 20th/21st	Glossop & Dist. C.C.	Double Rivers Service Station	Crowle	Rally *(R.)*	23.00
May 20th/21st	B.A.R.C. (E. Midlands)	Sea Front	Skegness	Driving Test Rally *(C.)*	16.00
May 20th/21st	Glossop & Dist. C.C.	104/782106	Scunthorpe	Rally *(R.)*	23.00
May 21st	Alvis O.C.	Crystal Palace	London	Driving Tests *(C.)*	10.30
May 21st	Oxford Univ. M.D.C.	Cowley	Oxford	Driving Tests *(C.)*	—
May 21st	Dukeries M.C.	Edwinstowe	Mansfield	Autocross *(R.)*	13.30
May 21st	Sevenoaks & Dist. M.C.	Great Danes Hote	Maidstone	Autocross *(R.)*	14.00
May 21st	Eastern Counties M.C.	Sea front	Felixstowe	Driving Tests Rally *(R.)*	10.15
May 25/28th	**A. & T. Club of Greece**	**Acropolis**	**Athens**	**Acropolis Rally** *(INT.)*	—
May 27th	M.C. Car Club	Silverstone	Towcester	Race Meeting *(C.)*	13.00
May 27/28th	S.O.D.C.	Woburn Park	Beds.	Hill-Climb *(NAT.)*	—
May 28th	**A.D.A.C.**	**Nurburgring**	—	**1,000 km.** *(INT.)*	**08.00**
May 28th	M.C.C.	Findern	Derby	Edinburgh Trial *(C.)*	00.01
May 28th	Taylor Woodrow M.C.	Empire Stadium	Wembley	Driving Tests *(R.)*	10.30
May 29th	**R.A.C.**	**Oulton Park**	**Tarporley**	**Tourist Trophy** *(INT.)*	—
May 29th	**B.R.S.C.C.**	**Crystal Palace**	**London**	**Race Meeting** *INT.)*	**13.30**
May 29th	Truro & Dist. M.C.	Carlyon Estate	St. Austell	Hill-Climb *(C.)*	—
May 30th	**U.S.A.C.**	**Indianapolis**	—	**Indianapolis 500** *(INT.)*	**10.00**
June 3rd	Singer O.C.	Castle Combe	Chippenham	Sprint *(R.)*	13.00
June 4th	**R.A.C. West**	**Zandvoort**	—	**Dutch Grand Prix** *(INT*	—
June 4th	Lincoln & Dist. M.C. & L.C.C.	Cadwell Park	Horncastle	Sprint *(C.I.)*	13.00

MATTERS OF MOMENT—continued from previous page

of 94, four-star a minimum of 97 and five-star a minimum of 100-octane. Esso gained much publicity and increased sales from recent welcome price reductions, which caused other petrol distillers to cut their prices. But *Motoring Which?* has flung a little grit in the tank by remarking that when they did this Esso cut their former four grades, *which tended to be at the higher end of the octane-rating for each grade*, to three grades, of two-, four- and five-star rating, which in the two top grades are *at the bottom of the octane range for these grades*. Whereas Shell left their four grades and octane ratings alone when they chopped prices, although they have not cut as much off the cost as Esso.

We cannot help you here, because we have not done laboratory tests to measure octane-ratings, and neither has *Motoring Which?* But the crux of the matter is that neither has the British Standards Institute, or if it has, it does not require octane-ratings to be marked on the pumps from which we buy our very heavily-taxed petrol. It only stipulates that the star-gradings shall be shown, which to date has ranged in our experience from Shell pumps with octane-ratings on them to some Total pumps in which the stars had been put on, almost illegibly, apparently with lipstick.

The star-rating is convenient and may eventually cause copy-writers to drop names like Super Plus and similar superlatives, but the real criterion must be based on quality/octane-rating/price. This remains obscure and in a country where children can be kept quiet on long journeys by getting them to spot a given pump out of Abco, Amoco, Ascot, Atlantic, Bowen, B.P., Cleveland, Conoco, Curfew, EP, Esso, Fina, Fleetline, Gainsborough, Globe, Good Gulf, Heron, Imperial, Jet, Little David, Major, Mex, Mobil, MS, Murco, MW, National Benzole, No-Nox, Octane, Olympic, Regent, Rowilco, Shell, Total, or V.I.P., maybe the gimmicks and the girls will continue to grab sales for a long time to come!

■ BROOKLANDS OPEN DAY

The Godalming Round Table, which is organising a rally on behalf of Vickers-Armstrongs and the B.A.C. to commemorate the 60th anniversary of the opening of Brooklands Motor Course, at what remains of it, look like surpassing anything the smaller motor clubs have done, if all comes up to expectations.

When Brooklands opens its gates to the public for the first time since 1939 it is hoped that some 8,000 cars will be admitted, at £1 per car, profits to go to a charity named by B.A.C. This admission charge, we are informed, includes a 32-page illustrated souvenir programme. Those who will not be at Le Mans and wish to be part of this gigantic rally should apply for tickets to Godalming Round Table, Crownpits Lodge, Godalming, Surrey. The attractions will include driving-tests by some 500 pre-1940 cars marshalled by the S.W. Centre of the B.A.R.C., and a demonstration by ex-Brooklands racing cars and motorcycles. The entry has expanded from an uninspiring beginning, when the cars listed included an E.R.A. which never ran at the Track and a " very rare A.J.S. saloon," to embrace the lap-record Napier-Railton, Barker's 1908 Napier, the 1908 G.P. Austin, the 1908 G.P. Itala, the Montagu Motor Museum 350-h.p. Sunbeam, the ex-Cobb 10-litre Fiat, the 10½-litre V12 Delage, an ex-Barnato 3-litre Bentley, a Brooklands Morgan 3-wheeler, two straight-eight 1½-litre G.P. Delages, Derrington's Salmson, Lindsay's ex-Cobb Monza Alfa Romeo, the V8 Harker-Special, Dunham's Alvis, many E.R.A.s, etc., backed up by motorcycles ranging from a 1908 N.L.G. to the ex-Noel Pope lap-record Brough Superior. These will contribute sight and sound rather than speed, because they have to run on part of the main runway, not on the Track, and for insurance purposes have to accelerate in pairs *away* from the public enclosures. Not all of them will be run, but the static exhibits will add to the spirit of the occasion.

Continued on page 376



A MONOGRAPH ON PERPENDICULAR ROVERS

Some notes on the now-defunct P4 models

I HAVE wanted for a long time to be like Sherlock Holmes and write a monograph. So I decided to do one about those now-defunct Rover P4s which roam our roads in such considerable numbers that they are obviously going to survive for at least another decade. For this I was given valuable clues by Mr. H. B. Light, Rover's Company Historian.

With the prevailing high values of almost all pre-war cars of any quality, it is often necessary to turn to post-war products for a desirable car at bargain price. While these do not compare for rarity, allure or manners with the better pre-1940 makes and models, and all too often rust is holding together precariously their vital elements, the decidedly economic outlay for which Armstrong Siddeley, Jaguar, Lagonda, Bristol, Alvis, Daimler, Lanchester, Riley, Jowett Javelin and similar cars that have weathered a decade or two can now be picked up, makes perusal of the small advertisements less depressing than this pastime might otherwise be to those not endowed with unsqueezed credit.

I could have built my monograph around any of these and as one who likes, in varying degree and with reservations, *almost* all cars that have any pretension to being elderly, I might have done this with some enthusiasm. But I have chosen the Rover, because the number of these P4 " aunties " still in service is quite astonishing and so many of them are so well cared for that they obviously constitute a particularly attractive and sought-after form of used-car purchase. The other makes are in general covered by one-make organisations but this popular solid Solihull saloon seems to justify a brief discourse. There will be those who consider any space devoted to these pedestrian perpendiculars completely unjustified in the pages of MOTOR SPORT; I can only plead that in their faster forms they would exceed 100 m.p.h. at a period when very few saloon cars of any size were as quick; moreover, the Rover had acceleration to match, if a s.s. ¼-mile quicker than a Lotus 7 could cover it counts, yet it was a dignified luxury model in its own right.

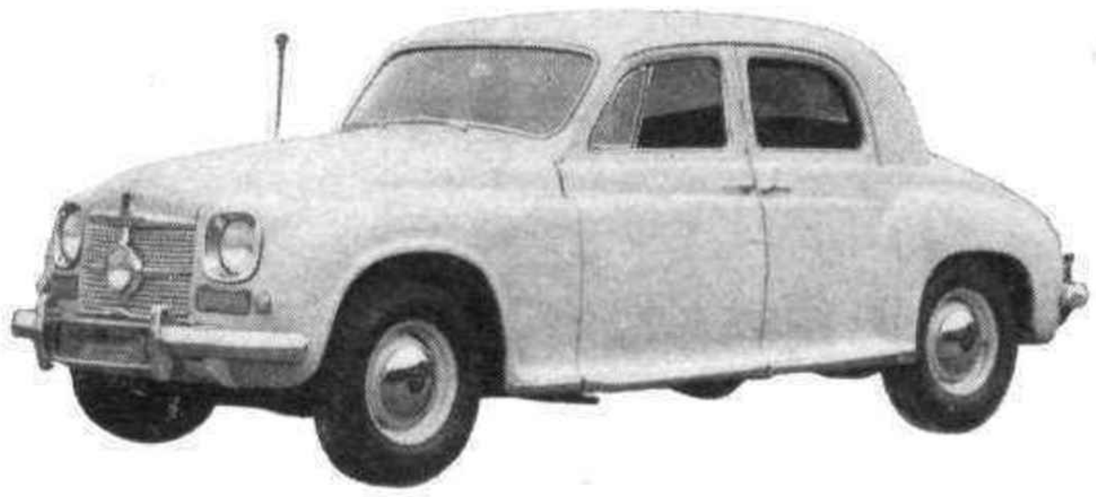
Rover had a long career making a varied collection of cars, with sporting forays ranging from winning the 1907 T.T. race, racing the complex 16/50 single-seater " Odin " at Brooklands in 1926/7 and my old friend Dudley Noble beating the Blue Train across France in a 1930 Light Six, to the far-more-recent turbine-car performances. Rover also won the R.A.C. Dewar Trophy in 1925 for fifty consecutive ascents and descents of the then formidable Bwlch-y-Groes hill with a 14/45 saloon which used less than ½-a-pint of water, while after the introduction of the " Blue Train " Rover a few " Speed Meteors " were built with some reticence at the Seagrave Road depot in London. They were raced at Brooklands by drivers who included Major Gardiner, Munday's lapping at 97.85 m.p.h. in 1932.

However, these performances did not bring prosperity to the Company and in 1932 S. B. Wilks and F. Ward set about reconstituting it. They introduced a range of new Rover models which were luxuriously equipped with leather upholstery, free-wheel, sliding roof, fitted tool-kit, an oil-level indicator in the fuel gauge, a Lucas " Startix " automatic engine starter and other items which made these new Rovers " much more than a pale shadow of the contemporary Rolls-Royce and Bentley," as someone has expressed it.

It took eighteen months for the new cars to emerge, so that they appeared late in 1933 and immediately gained notable victories in the R.A.C. Rally, then a long-distance road event, Wilks driving one of the successful cars and a new model being named the " Speed Fourteen Hastings " coupé in consequence, the Rally having finished at the sea-side resort of that name.

These refined, dignified 10, 12, 14 and 16 h.p. Rovers retrieved the fortunes of the Birmingham concern and were continued up to the war.

After the war the old models were retained for a time as a stop-gap but were superseded in 1948 by the P3 range. The bodywork was not greatly altered but new power units, one a 4-cylinder, the other a six, were used, having cast-iron cylinder heads, i.o.e., as on contemporary Rolls-Royce and Bentley cars, a design completed before 1939 but shelved during the war. However, sumptuously-equipped as they were, the i.f.s. P3 Rovers could not hold their own with the trend towards all-enveloping bodies and at the 1949 London Show the first P4 model appeared, known as the Rover 75. The body style of the P4 range went virtually unaltered, apart from styling changes, from then until 1964. This one-body policy and the provision of basically two engines, a four and a six, of which only 15,161 of the former were made, enabled the Rover Co. Ltd. to sell these luxury cars with their fine interior appointments and extremely sound construction at



IN THE BEGINNING.—The "cyclops" version of the Rover 75, first of the P4 range, which appeared in 1949 and lasted for an entire decade.

highly competitive prices, always around that of the cost of today's Rover 2000. During the thirteen years these P4s were in production a total of 145,503 were built, an average of well over 200 a week for the entire production-run. When I visited the factory in the summer of 1958 I was very impressed by the meticulous care with which these Rovers were made, finished and tested. From what I saw on that occasion I can well understand why so many have weathered so well the passage of time and miles.

Although all the P4 variants had the same body shape and are identifiable to the casual observer only by the type-designation on the body sides and boot (when these are displayed) the differences between these outwardly similar cars are rather interesting.

The late Mr. H. J. Loker, Chief Body Designer, styled the P4 under the direction of the late Mr. C. M. Wilks, scale models and full-size wooden mock-ups being prepared by the late Mr. L. Jackman. Mr. F. Underwood supervised the practical aspect of the body design, the detail drawings for which were prepared by Mr. H. H. Lloyd and Mr. A. S. Ostler. Prototype P4 bodies were made in the jig-shop under the control of Mr. C. Nichols and Mr. G. Savage. The chassis was the responsibility of Mr. G. Bashford, Mr. J. Swaine developed the two-carburetter alloy cylinder head for the P3 engine, and Mr. F. Shaw designed the steering-column gear-change.

The first experimental P4 was disguised with a Studebaker body and was known in the works as "The Roverbaker." Searle and Bashford drove it to Torquay and back and subsequent development was in the hands of Mr. C. A. Ward, assisted by C. J. Goode and W. A. Worster

SOME OF THE MEN RESPONSIBLE FOR THE ROVER P4

Production : Mr. W. J. Robinson.
Body Assembly : Mr. R. Dribble.
Paint Job : Mr. J. Alford.
Trim : Mr. P. W. Hall.
Electrics : Mr. S. Smith.
Chassis Assembly : The late Mr. J. McCutchion.
Finishing Line Foreman : Mr. L. Barrow.
Quality Control and Inspection : Mr. C. T. Newsome.
Stores and Material Control : Mr. F. W. Allen.
Works Manager, Tyseley Factories : Mr. A. J. Worster.
Production Manager : Mr. F. C. Holland.
Assembly Superintendent : Mr. H. E. Davenport.
(see also text)

Production Key to P4 Models

60	75	80	90	95	100
1953-59	1949-59	1959-62	1953-59	1962-63	1959-62

105R	105S	110
1956-58	1956-59	1962-64

The first of the P4 range was the 75, the now familiar 4-light 4-door body with the doors locked on the centre-pillars, using the former 6-cylinder 75 engine of 62.5 × 105 mm. (2,103 c.c.) but with a new alloy head and two-carburetter inlet manifold, which raised the power by three b.h.p., to 75. Rather unusual coil-spring i.f.s. with the lower arms of the suspension assembly sweeping back to pivots below the gearbox was a feature and to accommodate three on the bench front seat a steering-column gear-change was provided. These early 75s had the fog-lamp mounted centrally, cyclops-like, in the middle of the radiator grille. Some of these pre-1952 Rover 75s are still to be seen going unobtrusively about their lawful occasions, a few, one presumes, in the hands of their original owners. They were capable of 84 m.p.h. with a petrol consumption of 27-30 m.p.g.

I imagine that Sherlock Holmes went into minute detail in his monographs and, as I have many road-test reports and other data appertaining to these Rovers, I could follow suit. However, this I will refrain from doing; those who are that interested can obtain copies of MOTOR SPORT's Rover road-test reports, which are listed hereafter.

Suffice it to say that apart from minor styling and interior changes, the 75 was unaltered until January 1952, when the cyclops foglamp was abandoned, circular instead of square headlamps were adopted, and rubber body mounts and suspension seatings brought even quieter running. In the summer of 1953 the rather unsatisfactory steering-column gear-change gave way to a very long central floor lever joined to a vertical upright, lateral adjustment being provided, and a horizontal r.h. brake lever was adopted. Later, by Sept. 1964, the unusual gear lever was matched on all models by a reversion to the equally-unusual "shepherd's crook" r.h. handbrake, which, together with the neat metal instrument panel on the W. African walnut facia, tool trays, petrol reserve, and big-lidded cubbyholes, became the hall-mark of all P4 Rovers and endowed them with unmistakable individuality.

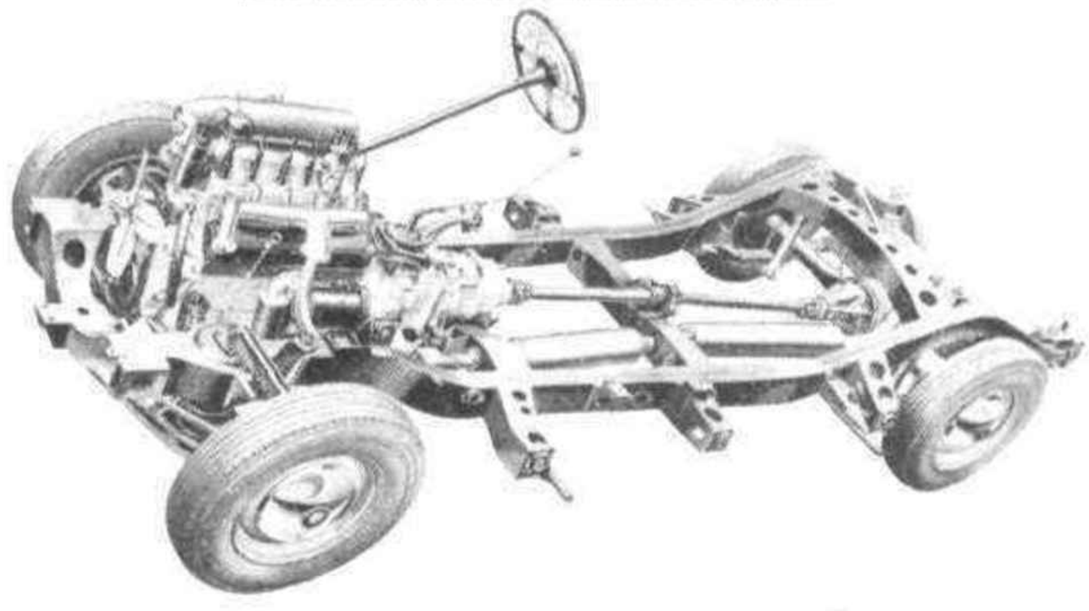
The gearbox now had synchromesh on 2nd as well as on the two upper gears. At the same time, two new models were announced, the 4-cylinder, 77.8 × 105 mm. (1,997 c.c.) 60 and the 6-cylinder, 73 × 105 mm. (2,638 c.c.) 90. These model numbers indicated the developed horse-power.

The Rover Co. now had a range of three identical-looking luxury cars appealing to a wide circle of discerning buyers. Production was facilitated by using a common body shell yet, by defining the different models so clearly, different stratas of customer were well satisfied. A 75 Farina convertible was not proceeded with.

For the 1954 Show a short-stroke version of the 90 engine, of 73 × 90 mm. (2,230 c.c.), was introduced for the Rover 75, incorporating all the refinements of the larger 90 power unit, both having a single S.U. carburetter. At the same time a three-piece wrap-round back window was fitted and the 6-cylinder versions were given wider front brake drums. Rover now had three cars, offering 75 m.p.h. and 26-30 m.p.g. in the case of the 60, 85 m.p.h. and approx. 24 m.p.g. from the 75, while the 90 would do 88 m.p.h. on the higher of two optional axle-ratios and some 20-22 m.p.g. A year later a slightly more powerful engine (7.5 to 1 c.r. instead of 6.73 to 1, giving 93 instead of 90 b.h.p.) was used for the 90, raising the speed to over 90 m.p.h., and optional overdrive was introduced for the 90, the traditional Rover free-wheel being discarded. Separate front seats could be specified on any model and to meet its increased performance vacuum-servo two-trailing front-shoe brakes were provided for the 90.

For the 1956 Show the front-end styling was changed slightly, with ribbed wings and projecting lamps, etc. The free-wheel remained available on the 60 and 75 but overdrive could be had on these models if preferred. In ten years, more than 43,000 75s were built, while during its six-year run 36,000 Rover 90s were made. Even with so many permutations on a common theme, Rover still had something

TOUGH.—The Rover 90 chassis, showing boxed frame, divided prop.-shaft, gaitered rear springs and unusual gear-lever, etc. A total of 36,000 of this model were manufactured.



New 2-litre Triumph Vitesse out-accelerates and out-manoeuvres eleven* leading sports cars!

*check the figures for yourself in 'Motor' Road Test Summaries

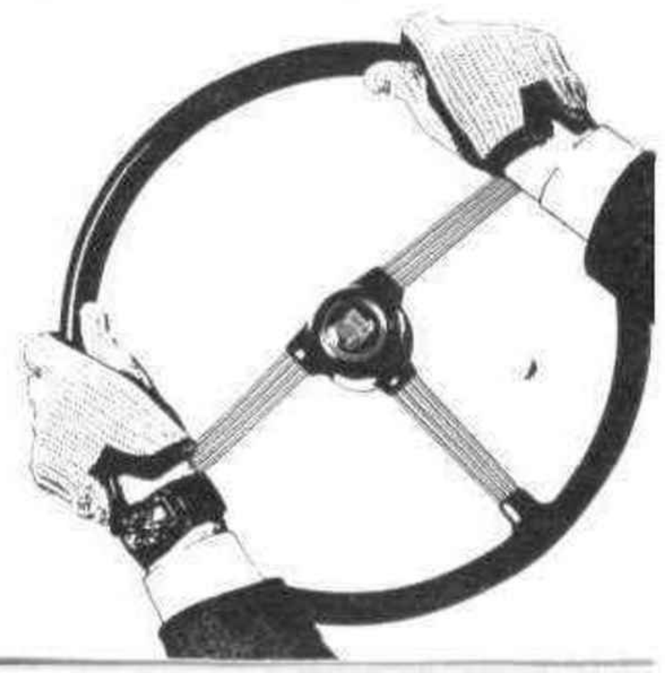


The only way you can really appreciate the new 2-litre Triumph Vitesse is to drive it. It's the only four-seater under £1,000 with 6 cylinder power. And here's what it does for you. 0-50 in 8.5 seconds! Acceleration like that means safe, quick overtaking. The kind that gets you and your family out of tight spots in a hurry.

Vitesse manoeuvrability is outstanding too—disc brakes, positive rack and pinion steering, independent suspension all round. And a tiny 25 ft. turning circle lets it park in spaces only 36 inches longer than itself. You'll also appreciate the luxurious seats in the Vitesse. Particularly the driver's seat. Specially shaped padded edges and 72 driving positions combine to give you maximum comfort under all driving conditions.

Saloon **£839** · Convertible **£883** *(inc P.T.)*

Get behind the wheel of a Vitesse! Words can't possibly describe its amazing performance. A test drive can. Give your Triumph dealer a ring. Today.



TRIUMPH **Triumph puts you safely ahead**

Standard-Triumph Sales Ltd. London Showrooms: Berkeley Square, London W1. Telephone: Grosvenor 6050

in store—before 1956 was out the 105S and 105R models were announced.

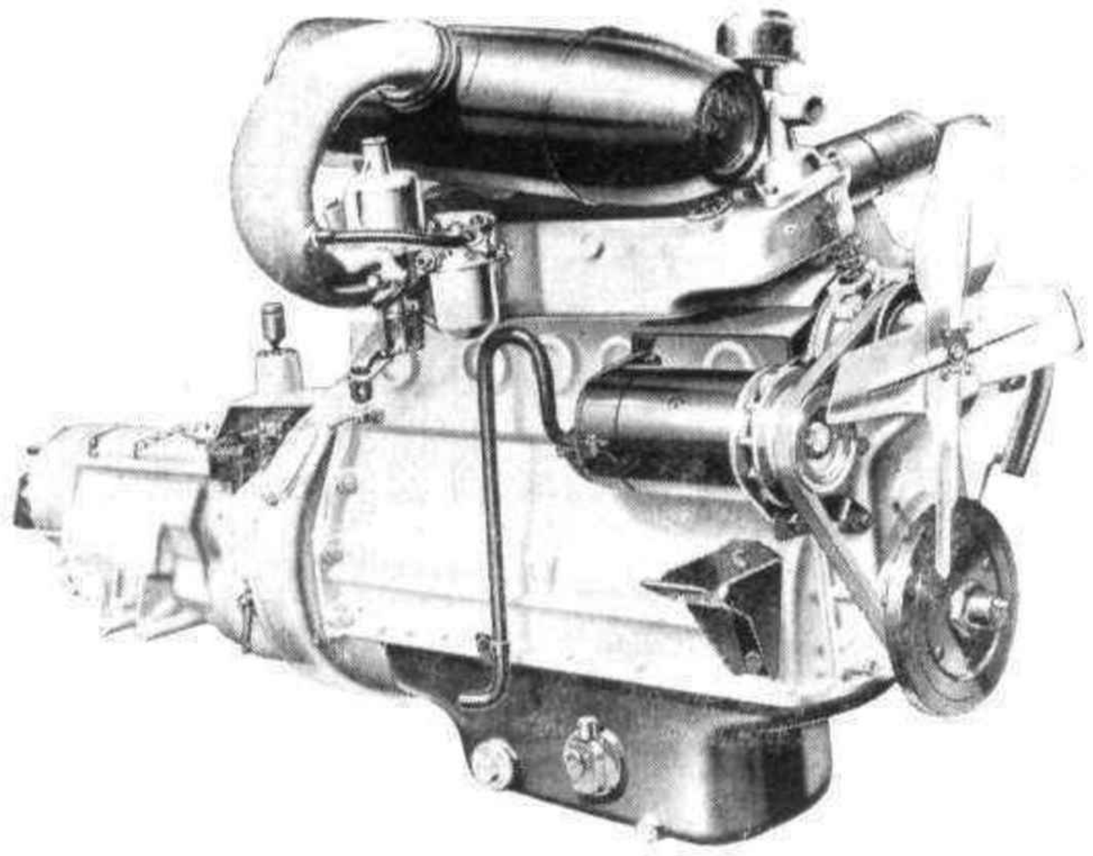
The 105S—S for synchromesh—had a 108 b.h.p. development of the 90 engine with 8.5 to 1 c.r. and twin S.U.s, the integral water jacketing and manifolding of which involved an expensive casting, and was quite a sporting proposition for auntie-Rover, with a top speed under favourable conditions of over 101 m.p.h. In 1957 MOTOR SPORT took a 105S fast across France to Italy. It was timed at 98.9 m.p.h. in the Laycock overdrive along the Turin-Milan *autostrada*, it was thrashed over the Splugen, St. Bernadino and three other Swiss passes, and it carried a very heavy load. The overall fuel consumption for the 2,500 miles was 19.5 m.p.g. and oil consumption 5,000 m.p.g. That same year the Continental Correspondent made a 4,500-mile journey through France, Spain, Morocco, Italy and Switzerland in a 105S, which " never missed a beat " and which he described as " A good British car !" But for both of us driving was marred by the Girling brakes, which worked splendidly for a time and then let the pedal descend to the floor on the next application, a problem that has presumably been overcome on the many 105S Rovers still in service.

The 105R—R for Roverdrive—truly catered for Rover's sedate clientele, having the same engine as the 105S, coupled to Roverdrive automatic transmission, with overdrive, for which B. Silvester and F. Shaw were responsible. The famous P4 shape won further fame in 1950 when a 3-abreast-seater version, JET 1, was endowed with a 200 b.h.p. Rover gas-turbine engine in its tail, taking class records at Jabbeke at almost 152 m.p.h. in 1952, and when two years later a 120 b.h.p. Rover gas-turbine was installed in the back of a 75.

Still more production variants of the P4 design were to follow. After eighteen months of a rationalised programme of 2.3-litre 4-cylinder and 2.6-litre 6-cylinder i.o.e.-engined cars, the 80 was brought out in the summer of 1959. It had an all-o.h.v. 90.5 × 90 mm. (2,286 c.c.) 4-cylinder 77 b.h.p. engine, a sturdy unit as used in the Land Rover. At the same time the 100, with 77.8 × 92 mm. (2,625 c.c.) 6-cylinder 104 b.h.p., i.o.e. engine joined the other new model and at the 1959 Show these 80s and 100s replaced all former models. Both had switch-actuated Laycock overdrive and Girling disc/drum brakes. Outwardly unchanged, these immortal Rovers were now technically up-to-date. The 80 and 100 versions lasted for four years, to be replaced in 1962 by the 95 and 110 models. Although they were by now becoming dated, the 110 was another Rover that would just exceed 100 m.p.h.; its 6-cylinder seven-bearing 115 b.h.p. engine retained o.h. inlet and inclined side exhaust valves. Only today, not a mile from home, I saw an absolutely as-new specimen, its radiator muff unfurled as protection from the cold, as old ladies open their umbrellas against the wintry winds. The 95 was virtually the former 100, with no overdrive for its manual transmission. The 110 used the earlier 100 engine, its power increased by raising the c.r. from 7.8 to 8.8 to 1 and using a larger S.U. carburetter. Incidentally, Rover were one of the first to eliminate chassis greasing; the 110 had but one grease point, needing attention every 6,000 miles. They also accommodated the spare wheel in its own compartment under the boot.

Rover were concentrating on an even more sumptuous model for top-bracket aunts, the 3-litre, so in July 1964 the 95 and 110 were discontinued. After a life of nearly nine years these well-established Rovers went out of production. They represented a significant part of Rover-renaissance and won the affection of a great many upper-class motorists. Their longevity can be attributed not so much to staid driving as to careful assembly (in which rubber insulation of body and suspension was predominant, the back ½-elliptic springs were in grease-packed gaiters, and the seats were mounted on the welded box-section chassis and not on the body shell), to individual testing of every engine, matching of road springs, Parkerising of all nuts and bolts and to the use of rust-proof Birmabright aluminium alloy for bonnet, doors and boot-lid of all models prior to the 80 and 100, the latter having these components of rust-proofed steel. Tyre sizes were 6.00 × 15 throughout. The colour was originally black but duo-tone finish came later. (Those who want more detailed information on these cars are referred to our back-numbers/photostat-copy department: " To Italy in a Rover " (105S), was published in November 1957, " How Rovers Are Made " in July 1958. The road-test reports were as follows : 90, Sept. 1956; 100, Oct. 1961; 80, July 1962.)

The P4 Rovers, which some people regard as very much in the Rolls-Royce image, made a material contribution to Rover prosperity and their value-for-money high-quality is maintained in the present Rover 2000 and 3-litre models.—W. B.



ENGINE.—Carburetter side of the Rover 90 unit showing the integral alloy water passages and manifolding and single S.U. carburetter.

QUOTES FROM THE ROAD-TEST REPORTS

Rover 60 : " . . . a surprisingly brisk car, although it is only when one comes to check its abilities against a stop watch that its true liveliness is appreciated; on first acquaintance, its sweetness and, above all, its silence are apt to delude a driver into doing it less than justice."

Rover 90 : " . . . the Rover 90 is a model which shows a thoughtful approach to the needs of experienced drivers, a degree of quality and finish which is far above average and a performance which is as unobtrusive as it is satisfying to the man whose needs vary from town usage to fast main-road motoring."

Rover 105S : " In short, the Rover 105S follows closely the Rover tradition for quality, refinement and finish, with the added degree of performance which brings it almost into the 100 m.p.h. class."

Rover 105R de luxe : " The Rover 105R stands as the senior member of an impressive range of fine motor cars and as such is most likely to appeal to senior men and women anxious to obtain transportation which combines speed, safety and reliability amidst the dignified accoutrements of first-class British engineering."

Rover 80 : " Whilst the traditional Rover virtues have always been maintained, recent modifications to chassis components of a relatively minor nature have produced surprising changes in the general character of the car which will certainly increase its appeal to the faster driver who values good handling and steering. The Rover 80 is a versatile car capable of satisfying the widely different tastes of different members of a family and as enjoyable for shopping or leisurely sight-seeing as it is for serious long-distance driving at high speeds."

Rover 100 : " In the case of Rover buyers, quality stands high on their list; but it is not the sole factor. In the products of Solihull, many business, professional and family men also find traditional appearance and amenities blended with up-to-date mechanical features in a combination which causes them to turn again and again to the *marque* Rover when they want a new car in the medium-powered range. Altogether this Rover 100 is a car which, by reason of its good performance, good standard of fuel economy, and, above all, its beautiful engineering and finish, will undoubtedly continue to appeal to those who want a medium-powered car of above-average quality."

Rover 110 : " The Rover 110 is unlikely to appeal to the sporting driver but it certainly remains a very safe car, even when driven fast. It will be valued for its fine trim; it runs quietly, and is well engineered, although not slavishly fashionable. It is a refined, unostentatious saloon with excellent manners and obviously comes from a good family."



MERCEDES-BENZ IN BRITAIN

Developments at Brentford and some comments on the 250SE from Stuttgart

ONE OF THE BEST ENGINEERED CARS IN THE WORLD.—The fuel-injection Mercedes-Benz 250SE, the revised lines of which are apparent in this picture.

EVERYONE should drive a Mercedes-Benz at least once a year, in order to appreciate just how mediocre by comparison many other cars are. Apparently Mercedes-Benz in Great Britain know this, for scarcely a twelvemonth goes by without them offering me a car to try. This year it was a 250SE, which I had the pleasure of using for the Easter vacation.

I do not propose to describe this latest Mercedes saloon in detail, because broadly it has close similarity to previous models, of which I have written at length in these columns. The body styling has been improved in a subtle but satisfactory manner, of course, and if this has made the boot slightly smaller I was not conscious of it when we packed in an enormous load of holiday clobber. The boot of a Mercedes-Benz is about the most capacious stowage-space of which any motor car can boast, ideal, for instance, for moving house, so it is not surprising to find that the low-pivot swing axle i.r.s. now has a new hydro-pneumatic compensator to prevent the rear of the car from sagging under heavy loads; this is, in fact, a simple form of self-levelling device.

Disc brakes all round with twin hydraulic circuits are but part of the many built-in safety factors on which the Daimler-Benz engineers are so very keen. (The test car had no seat-belts.) The new models use 14 in. instead of 13 in. wheels and the body dimensions are slightly larger than previously, the length having been increased by 25 mm., width by 15 mm., but height has been reduced by 60 mm., or nearly 2½ in. Curved side windows and a better interior layout have increased shoulder space by 90 mm. in the front and by 70 mm. in the back of the body, and by lowering the floor in front of the back seat by 20 mm. extra leg-room for the occupants of the rear compartment has been obtained. The lower body lines have improved the already excellent visibility, the screen area alone having increased by 17% compared to that of the 220S. There is now a hint of the great Mercedes-Benz 600 about the broad radiator grille, which lifts with the bonnet—I recall a friend saying that a Mercedes-Benz seems in sympathy with Wagnerian music as it pursues its purposeful way at high speed along an *autobahn*.

Inside the 250SE there are changes for the better which are immediately apparent. For example, the rim of the steering wheel is no longer an effeminate white and the old vertical ribbon-speedometer has given place to a normal circular-dial 140-m.p.h. Vdo instrument. The needle of the oil-pressure gauge still goes to its stop no matter what the lubricant temperature, but no longer (and I was sorry about this) does it lie in line with the normal reading of the water-thermometer, as on earlier models, in which a quick glance was sufficient to tell if correct heat was being maintained in the top and bottom of the power-unit. However, this is a small penalty to pay for the improved speedometer although the needle now hides the first digit of the odometer at times. The oil and water readings, by the way, are normally 45 lb./sq. in. and 175 deg. F.

Everything about this Mercedes-Benz is sensibly planned and it is a car possessing impeccable manners. The driver's seat can be adjusted for height as well as for fore-and-aft positioning, depending on which lever is used, a very acceptable manual variant of the automatic seat-adjustment of the 600. Big grab-handles on doors and roof, a simple lever action to open or shut the front ¼-lights or set them in two intermediate positions, a light, to show the kerb, which comes on when the driver opens his door, good stowage pockets, a parcels-tray between the front seats, and single-cluster headlamps and/or fog lamps selected by means of one neat little button, are typical but much appreciated Mercedes details. I would also praise the r.h. stalk-lever which enables the driver to control the speed of the 2-speed overlapping wipers, the turn-indicators, or dip the lamps without removing his hands from the steering wheel. There is a foot-operated screen-washer. The firm but comfortable, easily-reclinable front seats and recessed interior door handles of the M-B are well known and its restrained wood *decor*, not used at all for the facia, and ventilated plastic upholstery, which looks like leather, are in keeping with the times.

The heater is not only fully effective but has the most logical controls once you have mastered them; pinching the four horizontal levers together, broadly, shuts off heat. The quiet 3-speed fan demists a steamed-up screen quicker than I have ever seen it done before and there is venting below the back window. All this is supplemented by separate fresh-air vents, fully controllable for flow and direction, at each end of the facia. At present these look a bit frail, being made to fold up on impact, but in future they will be silvered to resemble those used by Ford for their "Aeroflow."

The padded steering-wheel centre and neatly cutaway horn-ring are retained and the new cars have a great deal of rubber buffering on their substantial wrap-round bumpers, while the test car had Firestone Phoenix tyres with a rib running round the side wall to protect the wheel nave-plate from contact with a kerb, these tyres having been developed specially for Mercedes-Benz. However, as the most enthusiastic repetition can be boring, I will just say that on points of detail I found the 250SE entirely acceptable. Just let me add one item. The lockable cubbyhole appeared to be unopenable without using its key, as it has no grip. This puzzled us, because, we thought, German logic and Uhlenhaut's thoroughness would not permit such an inconvenient arrangement. The solution was simple—you use the beading of the facia trim as a handle, as you do to pull out the ash-tray; neat and effective, and the epitome of logic!

This big Mercedes-Benz 250SE is about the easiest car to drive I have encountered and I had no qualms about letting a 21-year-old girl (a daughter!) take it over in London traffic and launch herself into the Oxford Street G.P. without having driven it previously. The power steering is excellent, the automatic gearbox functions splendidly. I had a car with what they call the "sports gear gate," the box controlled by a little central lever protruding from a notched nylon gate as on the 230SL and giving hold in 2nd and 3rd with 70 m.p.h. available in the latter. The 250SE has been called a car with poor torque, so that top-gear acceleration is not good. But push this neat lever into third and there is all the pick-up any owner of a big, luxury saloon should ever need. I cannot think a single sale will be lost on this score, but perhaps the very unobtrusive way in which the 250SE gathers speed, the measure of its performance, if a stopwatch isn't employed, being appreciated only by the manner in which lesser cars disappear behind it, is to blame for any words of criticism on this score. The previously-mentioned good visibility, from a driving seat that can be set as high as one wishes, helps enormously (there is a door-level exterior mirror also, this being required by law in Germany), and the brakes, which now have a control valve to obviate rear-wheel locking, give enormous confidence. They are almost too eager to arrest this heavy car, so that the procedure is to back them off after the initial application, the Mercedes coming to a final halt with

Continued on page 377

LINE OF IMPROVEMENT

The Ford Cortina-Lotus, developed for the public by the Competitions Department



WHEN the 1967 Cortina-Lotus was introduced, perhaps rather quietly by Ford's standards, there was a general feeling that this was a toned-down version of a car which had earned so many competition successes, and perhaps much of the character had been removed.

But the proof of the pudding is in the eating. On paper the specification has been improved, driving the car underlines its superiority, and detailed investigation shows that nine months of rigorous development, in the right hands, has made it a vastly better product. Much of the groundwork experience was put into the Cortina GTs taking part in the Safari Rally, and their mechanical reliability was such that, presuming Ford take part again next year, there will be virtually no specification changes other than running with the Lotus twin-cam engines.

Towards the end of the GT's proving trials last April two new cars were fitted with Special Equipment Lotus engines developing 115 b.h.p. gross and handed over to Henry Taylor's Competitions Department at Boreham Airfield, Essex. Under the supervision of Bill Meade, the Rally Engineer, two mechanics commenced a punishing programme of development to eliminate the faults of the previous Lotus version.

First of all the cars, one with left-hand drive, were lowered by one inch front and rear and fitted with wide-rim wheels and Goodyear or Pirelli radial-ply tyres. Early testing consisted of high-speed runs over a "rally route" at Bagshot Heath to prove the strength, and the selected drivers, Ken Wiltshire and Mick Jones, put in favourable reports about the improved suspension, finding it particularly good through a trough which could break the front struts of the old cars. Heavy-duty export bodyshells are used exclusively for the Lotus versions, having stronger welds around the suspension mountings.

During the summer and right through to January testing continued at Bagshot, at the Motor Industry Research Association proving ground, and at Lommel, a Belgian proving ground. Each car covered up to 25,000 miles in this time, including 5,000 miles on corrugations and pavé, 4,000 miles at maximum speed and 2,000 miles testing engine durability.

It took five weeks at Lommel to select the damper settings, the suspension going into production with higher spring rates. Compared with the previous model, the new car has forged top camber arms, angled front springs and specially treated bushes to reduce "stiction" and offset the side loading. Rear suspension geometry has been altered so with the wider track and lower centre of gravity the handling has been altogether transformed, eliminating the "lurch" that preceded roll previously.

Mechanical changes are more far-reaching than we imagined, partly because the Lotus version has been specially developed by rally engineers and partly because it is now in production on Ford's own production lines at Dagenham and Halewood, subject to an extremely strict quality control which demanded at least a dozen improvements straight away. Engine durability testing revealed piston failure, which has been cured by a new specification, and the throttle linkage has been made heavier and stronger. Thicker gauge metal in the exhaust manifold has cured a resonance and the system is suspended in O-rings instead of straps. It was also found possible to incorporate two mufflers in the system instead of three.

Noise level was a major consideration and it took several months to evolve a new, large AC air cleaner which has cut induction noise to a minimum. Such is the size of the unit that the battery had to be moved to the boot, incidentally improving the car's weight balance. Ignition timing has been altered, again in the interest of durability, and the dynamo has been made more reliable with thicker field wire. Trouble on the Safari Rally, incidentally, was caused by dust entering the generator and should not therefore be a problem in normal use.

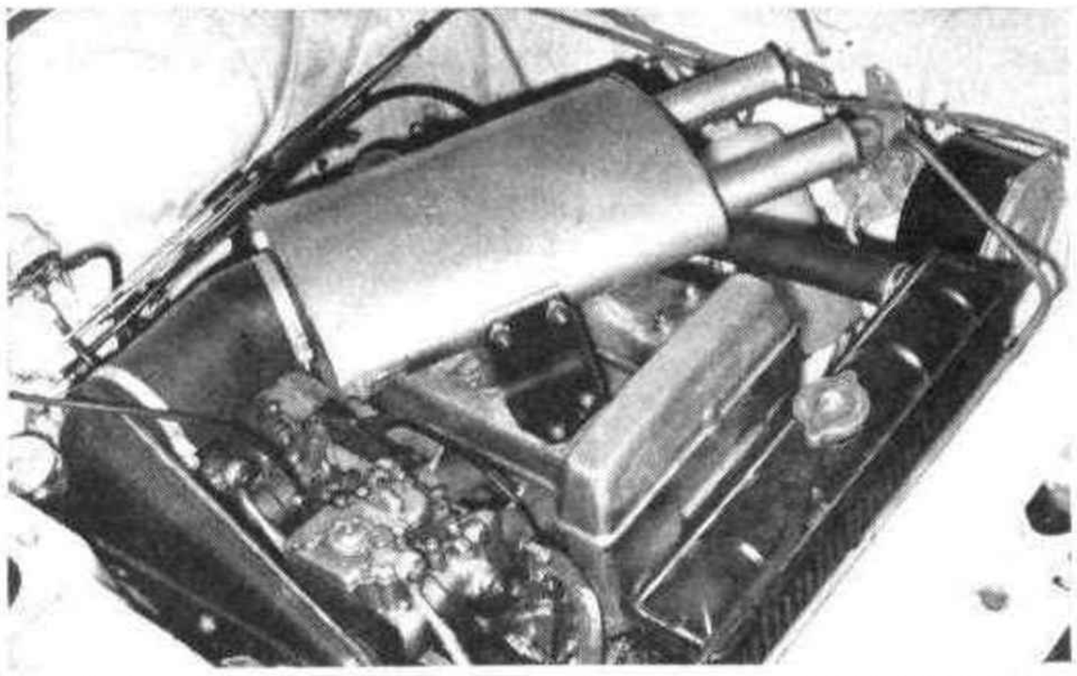
A hydrostatic (self-adjusting) 8-in. clutch is incorporated with much lighter pedal pressure, 30 pounds instead of 50, and the gearbox is improved. The box, similar to the one used latterly on the old version and now fitted to the 2-litre Corsair, has a better shift integral with the extension housing which cuts out the "fizz," and it will be noted that reverse is located right-and-back instead of left-and-back. The driveshaft is now split and jointed, eliminating whip which occurred at high speeds, and with competitions in mind it will cope with speeds up to 8,000 r.p.m. in top gear, possibly over 130 m.p.h. depending on gearing. Also new is the 3.77 ratio axle, exclusive to Lotus versions and much stronger than previously; having high-tensile nuts and bolts on the differential carrier, it is known to cope with up to 140 b.h.p. in competition use.

Brakes, with servo assistance, are the same as those used on the Corsair 2000 and a dual system has also been developed for the American market. Handbrake efficiency is improved, while all markets share a benefit of better crankcase emission control demanded by U.S. regulations. Finally, a 10-gallon petrol tank replaces the 8-gallon tank fitted previously, increasing the range to approximately 250 miles.

With pride, Ken Wiltshire and Mick Jones claim that the ride is better than on the GT even though the car is an inch lower, using the same spring rates but higher damper settings. There is no export specification now since the suspension was developed mainly on the Continent and is considered suitable for all territories except possibly darkest Africa, so far as the customer is concerned. It was with new respect that we drove the test car back to London from Boreham, appreciating that it certainly handles better than the old Lotus.

Responsible for Cortina-Lotus development were Henry Taylor and Bill Meade (foreground), seen here with test drivers Ken Wiltshire and Mick Jones. George Baggs, Special Vehicle Manager, was responsible for the programme.





It took several months to evolve the most efficient air-cleaner, substantially reducing induction noise, and the battery was moved to the boot.

Although the ride is slightly firmer than that of the GT we soon ceased to worry about running over potholes, because the anticipated shock is not transferred through the car. Most of the testing was done on Pirellis, which are fitted to about half the production cars, but the test car was shod with Goodyear tyres which have a new rubber mix, perfectly adequate on the wide rims to cope with wet weather conditions. The only complaint about the car is that rain gathers at the bottom of the screen at high speed and is forced upwards, proving too much of a task for the single-speed wipers.

Without the pronounced induction noise the " C-range " Lotus is not the boy-racer some people expect, being quiet, comfortable and refined—it needs a stopwatch to prove that it is quicker, the extra horsepower rating having overcome a small weight disadvantage. All the controls are very light, the clutch particularly so, and right up to maximum speed the car is smooth and restful to drive.

Clearly there is a ready market for " performance-plus " cars, since a sixth of the 1,500 Cortinas manufactured every day are GT or Lotus versions. Whereas in the past difficulty may have been experienced in obtaining modified parts for competitions, dealers should now be ready, willing and able to supply a car modified practically up to the specification of the works cars raced and rallied. We say practically because on April 29th Graham Hill was due to drive a Cortina-Lotus at Silverstone equipped with the new Ford-Cosworth 16-valve Formula Two engine, and there is a long waiting list for this power plant! Among the performance items which can be supplied are Jackson-Tecalemit petrol injection (£60), alloy door panels (£13 10s. each) or bonnet and boot-lid (£12 10s. each), a limited slip differential £(25), close-ratio gearbox (£60), sump-shield (£12 10s.), high-ratio steering box (£11 19s. 6d.), engine modifications and a good many more items listed in a catalogue.

As we started off by remarking, there is a good deal more to the new car than meets the eye.—M. L. C.

" Go and test the cars in rally conditions," they said. The best drivers make mistakes sometimes but this car suffered little damage, and the doors remained shut.



On the road the Cortina-Lotus, although the most exciting of the C-range of Ford cars, accomplishes extremely well what Dagenham intends it to do, namely constitute a saloon of exceptional performance (see table) so docile and well-mannered that it will be bought by family men, whether for prestige purposes or because it will appeal to the older members of a household while offering the competition flavour younger drivers desire.

The test car was in 2-door form, carrying the Lotus badges and " speed flashes " along the body-sides. This twin-cam Cortina is nicely finished within, with comfortable seats, although long-legged drivers will probably prefer to reverse the brackets of the driver's seat, so as to raise the cushion when the seat is in the fully-back location. The full instrumentation of the push-rod Cortina GT, the " Aeroflow " ventilation and Weber 40DCOE carburation, are amongst the car's best features. Indeed, until it is driven hard this Cortina-Lotus feels and sounds almost like the Cortina GT, except for faintly more cam-noise from under the bonnet. The ride is not too bad, and the old understeer and weaving tendency have been eliminated. Indeed, there is a tendency for basic oversteer to make the nose dive inwards on corners, even on a light throttle opening, and in the wet power oversteer can be provoked, although normally the wide-base Goodyear G800 tyres hold satisfactorily. The servo brakes are powerful and progressive; cornering normally quite neutral, with little roll. The steering ratio is the same as on the GT (3½ turns lock-to-lock, plus sponge), the action light and precise.

Gone are the heavy clutch, high bottom gear and notchy close-ratio box of the first exciting Cortina-Lotus I enjoyed so much in 1963. The 1967 Ford-built version has an *extremely* light clutch and well-chosen gear ratios, with a sensible bottom gear. It is a far more refined car than Chapman's version, or even the version I tried last year, but I am delighted that it is back in the Ford catalogue. The Ford/Lotus/Cosworth engine now gives 108(net) b.h.p. at 6,000 r.p.m. (it is governed to a maximum of 6,500) and in spite of slight misfiring at high revs., the test car would hold a sustained speed of nearly 100 m.p.h. without anxiety. In catalogue trim, costing £1,068 2s. 11d., this is a fascinating, easy-to-drive, dual-purpose car for which there are available a host of enthralling extras, like *durable* magnesium wheels, for instance. Fuel consumption of 100-octane petrol averaged 24.6 m.p.g. and after 600 miles sump level had scarcely dropped. The " racing-engined " Cortina is now a very nice, fast saloon; the only version of similar urge and even more effortless functioning is the Pirelli-shod car Henry Taylor commutes in. This has the 3-litre V6 Ford engine mated to a Corsair gearbox, in a two-door Cortina body shell. But this one is *not* in the Ford catalogue !—W. B.

THE FORD CORTINA-LOTUS
TWO-DOOR SALOON

Engine : Four cylinders, 82.5 × 72.75 mm. (1,558 c.c.). Inclined overhead valves operated by twin overhead camshafts, 9.5 to 1 c.r. 108(net) b.h.p. at 6,000 r.p.m.
Gear ratios : First, 11.2 to 1; second, 7.57 to 1; third, 5.27 to 1; top, 3.77 to 1.
Tyres : 165 × 13 Goodyear G800, on bolt-on steel disc wheels.
Weight : 18 cwt.
Steering ratio : 3½ turns, lock-to-lock.
Fuel capacity : 10 gallons. (Range approx. 250 miles).
Wheelbase : 8 ft. 2½ in.
Track : Front, 4 ft. 3½ in.; rear, 4 ft. 2½ in.
Dimensions : 14 ft. ¼ in. × 5 ft. 2½ in. × 4 ft. 5¾ in. (high).
Price : £869 (£1,068 2s. 11d., inclusive of p.t.).
Makers : Ford Motor Company Ltd., Dagenham, Essex, England.

Performance figures

0-30 m.p.h.	4.0	sec.
0-40 "	5.75	"
0-50 "	7.8	"
0-60 "	11.0	"
0-70 "	14.8	"
0-80 "	20.2	"
Standing-start quarter mile	17.6	"

Speed in gears :

1st	37 m.p.h.
2nd	55 "
3rd	78 "
4th	105 "

Fuel consumption : 24.6 m.p.g.

LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W. B.,

It was good to get back to France, where officialdom seems to understand about motoring, and where I could settle down to some 100 m.p.h. cruising in the Jaguar E-type without the fear of everyone I passed, stopping and reporting me to the police. The way things are going in England these days we soon will not be able to trust each other. The French tried overall speed limits ages ago and gave up the unequal struggle and now they seem to be losing interest in double white lines (actually yellow over here), only repainting them in the more obvious places that need them and not haphazardly, regardless of local conditions. Something that always impresses me about motoring in France is that you get the feeling that road markings, road signs and such like have been planned by someone intelligent driving about the place pretty rapidly in a DS21. In England you get the feeling that such things are done in an office from a large-scale map, so that in consequence there is little or no allowance for local conditions. The classic example is where the word HALT painted on the road has been overpainted with the word STOP; when *Autocar* had a photograph of the resulting mess, that looked like a Russian word, I thought it was funny, a rare mistake in some far-off remote part of the country, but then I found one not far from home, on the way to Basingstoke! And while on the subject of our sign-infested country, how about these gloriously absurd " recommended speeds for corners " signs in Worcestershire. In the E-type I can just scratch round at twice the recommended speed, but in our 1930 16.9-h.p. Sunbeam I find that the recommended speed is not really desirable; about eight-tenths of the figure is quite adequate. I wonder what " standard " the M.o.T. official used for deciding on 25 m.p.h. or 30 m.p.h. for the various corners? Imagine a heavily laden A.E.C. articulated truck trying to keep to the " recommended speed ". . . .

However, I digress from Europe. You know how we both have a very healthy respect for Peugeot cars, well the other day I followed a 404 for some way at a steady 75 m.p.h. That in itself was not remarkable, but it was towing a large trailer which contained a cow and the poor old thing was tottering about trying to stay on its feet as the 404 driver pressed on. I had just passed through a village in which a market was being held so presumably the farmer had just bought the cow and was motoring home—at a steady 75 m.p.h., with the cow padded with old sacks to stop it damaging itself on the sides of the trailer. The French people seem to understand about motoring and they are well conscious of the distances that have to be covered in France.

Before leaving I fitted those yellow plastic headlamp covers that " Uncle Joe " Lucas sent us for test and I must say they are very effective. The elastic clips just hook onto the headlamp rim and as the whole thing is sealed off from the weather, under the E-type covers, they should last for ever. Apart from being a simple way of converting your white lights to French regulation yellow they are formed as lenses which turn the dipped beam to the right, instead of the left. They cut down the light quite a bit, but with the Jaguar 75-watt main headlamp beams there is still plenty left to allow 90-95 m.p.h. cruising at night. A lot of people going to France do not bother about having white headlamps, but I think it is only common decency to comply with their yellow headlight laws. Apart from that I learnt the hard way many years ago when I was pushed onto the grass by oncoming lorries who objected to my white lights. Motoring fast in daylight I also find that if you flash yellow lights when coming up behind a big lorry, and some of them *are* big, they move over, but if you flash white lights you can find your own way past.

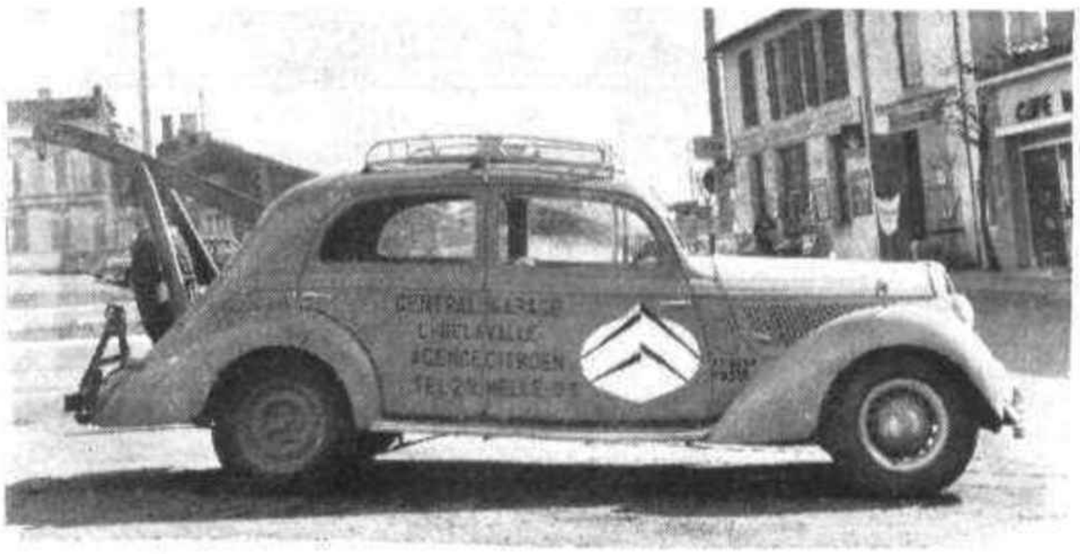
My first trip across the Channel this year was a bit early and British United were still running a skeleton Air Ferry service from So'ton to Cherbourg, and were full up so I took the Thoresen Ferry Boat which was very restful, even if it did take a long time. It is a very simple drive-on at the back and drive-off at the front ship and the amenities are very civilised while there is very little fuss. The loudspeaker system on the dockside at Southampton, which keeps you in touch with what is happening while you line up to drive on is of a remarkable quality and it would be a good idea if some of our racing track public address systems enquired into this quality equipment; or is it the sea-air that gives it clarity. I don't know much about the Thoresen firm, but it appears to be a Danish concern which seems a very odd business to me. I can understand a Danish boat doing a car-ferry service between Denmark and England, but a Danish boat taking English people from England to France suggests that our boat people are not very enterprising, apart that is, from Townsend Ferries who do jolly friendly service from Dover to France.

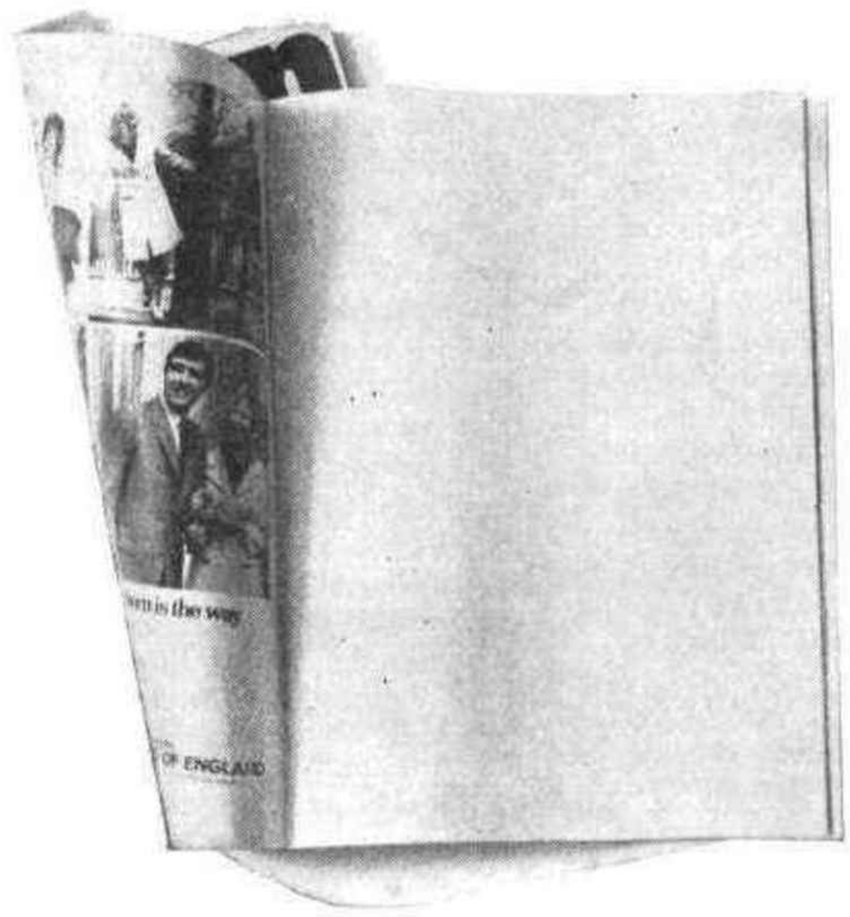
I was able to pass some of the time on board talking to the two New Zealand lads who look after the Roy Winkelmann Team Brabham Formula 2 cars, for they were using the Ferry to take their transporter across the Channel. I am sure that one of the reasons for the success of the Winkelmann Team is its simplicity, for apart from these two fellows there are just the drivers, Jochen Rindt and Alan Rees, the latter doing all the paperwork organising and the team-manager's job as regards entries, booking, etc. While the " team-manager " is out on the track racing everything in the pits is peaceful and the two mechanics have a very happy time, just as they do while preparing the cars for a race. Contented mechanics must mean contented machinery and that must lead to contented drivers. This tight-knit little group don't try to do too much, concentrating only on Formula 2 racing, and at the moment it's certainly paying off. Roy Winkelmann himself spends most of his time in America, presumably making money to finance this well-organised little team and he must have really enjoyed his Easter.

While the motoring public of France are pretty clued up, the country suffers like England from " weekend drivers " and just as in England, they tend to bump into each other, not terribly seriously, but on one Sunday I saw three " chingles " within about 20 miles. I suppose if you only drive a car on Sunday you are liable to get your feet crossed and press the wrong pedal. We are very fortunate in being able to motor all day and every day, so that pedals and steering wheel are controlled by reflex actions rather than conscious thought, unless one is " having a bit of a go " and then you tend to concentrate your thoughts directly on your actions. Do you remember, when I arrived at your place in Wales for Christmas, having driven our vintage Sunbeam some 160 miles, I said I had had a marvellous motoring trip, and you said " I bet you didn't have to use your judgment or reflexes once on the whole trip?" You were absolutely right, for being conditioned to 100-m.p.h. motoring, bowling along at 35 m.p.h. in the Sunbeam is very relaxing and split-second decisions and reactions are non-existent. Someone who does all his driving at 35 m.p.h. must have to use his judgment and reflex system at that speed as I do at 100 m.p.h. It is like driving in fog; if you are used to 80 m.p.h. cruising, then your reflex system can cope with a reduction of 75% which is 20 m.p.h. A habitual 40 m.p.h. driver must be forced down to 10 m.p.h. for the same safety factor.

I read in *Vintage and Veteran Magazine* last month that someone was enquiring about the fate of all the P.V.T. Hotchkiss saloons, of 1935-39. I enclose a picture of one in France, where they are used as breakdown wagons. This one had the main girder of the crane running through the back and down between the front seats and anchored to a cross-member. They are quite a common sight in France and there is a really nice one in Le Mans that might even be a Paris-Nice Hotchkiss.

I must stop now or there will not be space or time for race reports, and I think there are going to be some very worthwhile races this season.—Yours, D. S. J.





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*Those who know why we're so superior may still take advantage of this offer. They're friends of ours.

To

343 Euston Road London NW1

Please send me your colour brochure and Tyre Tread Safety Gauge

Name

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Make of car

MSI

BOOK REVIEWS

"The French Grand Prix," by David Hodges. 253 pp. 7½ in. × 6½ in. (*Temple Press Books, Bowling Green Lane, London, E.C.*1. 35*s.*)

This is the fourth book in this series covering classic motor races, the previous titles being the Monaco and German G.P.s and Le Mans. Because of its arrangement for easy reference, its small but fascinating pictures, and its authoritative treatment of the subject, this is an extremely welcome addition to motor-racing history.

Having said that, I must qualify these remarks by saying that there are three reasons why another book about the French G.P. needs a good deal of justification. First, the subject has been admirably covered, from 1906-1914, by Kent Karslake's original work, secondly, it has been expanded quite recently in both Mathieson's and Court's great tomes, and, lastly, the race lost the significance it once had after the First World War, when similar races were held in other countries and these sometimes overshadowed the French one. And, of course, the race goes on, so that Hodges, by concluding with 1966, has written an unfinished symphony.

The only way now remaining by which justice could be done to this race would be to live in France for a year, interviewing those who remember all the races, taking pictures of the circuits as they are now, and digging up views of them, and the cars, as they were, delving deep into any archives the French clubs and museums may preserve. I hope perhaps Karslake will do this in his retirement. . . .?

Meanwhile, Hodges gives us a good concise reference work on this classic race. He writes of radiator *grilles* on the 1914 cars—was this so?—and throws more light on the leading Peugeot's retirement in that race, quoting a dropped No. 3 exhaust valve, scored cylinders, an engine near to seizure, broken spokes in the steering wheel, and brake drums blued with heat, their drums distorted. He says "there seems to be no evidence to back up cogent arguments blaming a broken back axle"—which may or may not reopen that controversy! He covers briefly how the G.P. came into being, refers to the forerunners of 1895-1903 that launched it, lists starters and finishers for every race of the series up to last year, with enough descriptive matter to hold this together, and provides his usual fascinating appendices about the circuits, drivers and cars. The drivers span Abecassis to Zuccarelli, the cars run from Alcyon to Weigel, and there are tables showing the fate of the leading cars by nationality and make—an enormous task. Good show!—W. B.

"The Vintage Alvis," by Peter Hull and Norman Johnson. 400 pp. 9 in. × 6 in. (*Macdonald & Co. Ltd., Gulf House, 2, Portman Street, London, W.*1. 126*s.*)

This long-awaited one-make, almost one-model, history by Peter Hull of the V.S.C.C. and Norman Johnson of the 12/50 Alvis Register may be expensive but it comes fully up to expectations and brings Macdonald to the forefront of specialist one-make book publishers.

The Alvis car in general has been dealt with by K. R. Day in *his* book, so Hull and Johnson have concentrated on the vintage aspect of this famous and still popular make. They deal in great and absorbing detail with the origins of the Company, the competition successes and failures of the Coventry firm, and particularly with the advent of front-wheel-drive and how Alvis adopted this form of transmission.

Contemporary road-test reports are quoted, each model from 1919 to 1930 is described in considerable detail and given its proper perspective, and there is interesting correspondence from T. G. John of the Alvis Company about racing, and answering those who complained to him that after 1930 the quality of the product dropped.

The Foreword is by Mrs. Urquart-Dykes, who raced vintage Alvis cars so enthusiastically, the frontispiece is in colour, and the great bulk of this Alvis volume is packed with excellent pictures and line-drawings. The different hare mascots are illustrated and almost half the book is devoted to maintenance notes and diagrams, reprints of articles from contemporary and more recent journals (including the late John Cooper's article on tuning the 12/50, from MOTOR SPORT of 1940, with subsequent erudite correspondence from Michael May), a description of Racing Alvis No. 1, and a register of all the vintage cars on the books of the 12/50 Alvis Register when the tome went to press.

The maintenance section alone will be invaluable to vintage Alvis folk and must be something like as informative, about specifications and settings as well as servicing, as the Bentley D.C.'s notable work on the construction of vintage Bentleys. We have no idea of the print-run but all vintage Alvis owners should make certain of securing a copy of perhaps the most notable one-make history yet published, before the stock is exhausted.—W.B.

CARS IN BOOKS

IT REALLY is quite remarkable! Having referred last month to Fred Coleman's book about driving in the R.A.C. Corps in the 1914-18 war and mentioned therein a Baker Carr who, I was informed by the Imperial War Museum, drove a borrowed Mercedes on the same tasks, Baker Carr's own reminiscences have come to hand—"From Chauffeur to Brigadier," by Brig. Gen. C. D. Baker Carr, C.M.G., D.S.O. (Ernest Benn, 1930).

The book was lent to me by a reader, the Hon. Geoffrey Wilson, who used to run a Wolverhampton Sunbeam and now has a 1927 Morris-Cowley two-seater, two Packards, one a 1929 6th-Series, and is restoring a 1920 Model-420 Chevrolet. In his book Baker Carr refers to the make of car he drove in the war as a Mercedes, and tells of borrowing it from "an elderly patriot" and of equipping it with a set of new tyres "free of charge, from a German company that had been taken over by the British Government." This could have been Continental and makes sense when one knows the car to have been a Mercedes. The R.A.C. Corps which sailed from Southampton on August 17th, 1914, is described as "a motley collection" which included "several well-known racing drivers, Toby Rawlinson, brother of Gen. Sir Henry (afterwards Lord) Rawlinson, Oscar Morrison, and Jimmy Radley." Coleman is also mentioned.

There is not a great deal about cars in the book, which is mainly an intriguing account of the formation of the Machine Gun Corps and the coming of the tank. But one difficult incident is described, when a tiny spring in the petrol pressure pump of the Mercedes broke, so that when the engine was allowed to stop it could only be restarted by two persons, one pumping up pressure, while the other cranked up. The author allowed pressure to drop while under gun-fire and was only able to extract his car after an Officer had produced a rubber band with which to replace the spring and then only after a French *poilu* who was at the radiator helping to crank disappeared, shot through the head by a stray bullet. The car was driven fast, once it had been started, for two miles over *pavé* at the head of a horse-drawn gun-battery whose passage it was blocking.

Several times the car's occupants were fired upon because a Mercedes looked so suspicious that sentries could not restrain their trigger-fingers. Yet this German car did yeoman service for the British Army. It was a tourer, and speeds of 50 to 60 m.p.h. are frequently mentioned, while it reached 70 m.p.h. in an emergency. It survived hitting a cow in the dark and was peppered with German bullets. And once, when Baker Carr had covered the five miles to Le Cateau in about six minutes and was coming downhill into the town at 50 m.p.h. a column of horse emerged from a side street. He jammed on all his brakes, swung the steering wheel, skidded onto the pavement, missed a wagon by a foot, grazed a lamp-post and rejoined the road. The General he was carrying got out trembling with rage—or fear? For some time, when Baker Carr was driving Major Price-Davies of the 60th Rifles, they made a daily journey of 200 or 300 miles, such as from Ferè-en-Tardenois to Ypres and back. Once the cemetery gates at Soissons had to be opened to admit the Mercedes because the road from Compiègne had a huge chasm across it—do these gates still exist, I wonder? The car obviously had electric lighting. There is mention of only one other car by name, Sir John French's Rolls, but the W. & G. taxis are referred to as "not designed for the service demanded of them," which probably explains the picture in Coleman's book of a body of one being used as an office! All most interesting!

W. B.

BROOKLANDS OPEN DAY—continued from page 366

Given a fine day nostalgia should go unadulterated and we commend J. B. Richardson, Clerk of the Course, and his young colleagues for their initiative. Richardson, we hear, has resigned from one of the specialist clubs after complaining of their inefficiency, and has told them that if they want to see how a rally should be run they should go to Brooklands next month! So he is obviously confident that his rally, which may well break all previous attendance records for an affair of this kind, will be competently run. We look forward to reporting in due course that this was so.

The significant thing is that Brooklands, after 28 years, is again opening its gates to the public, which should make June 11th an historic occasion, embellished by the presence of some of the most famous racing cars in the land. Aeroplanes, which were so much a part of Brooklands, seem to have been overlooked and the organisers are strangely reticent about naming the illustrious Patrons who have agreed to lend support to this brave venture.—W.B.

OPEN DAY AT OLD WARDEN

The Open Day held at Old Warden grass aerodrome by the Shuttleworth Collection on April 1st to celebrate the 49th anniversary of the formation of the R.A.F. and the near-anniversary of the first operational patrol by Bristol Fighters, which took place with No. 48 Squadron on April 5th, 1917, was one of the most enjoyable flying displays I have attended.

The Flying Museum is itself well worth seeing, with well-housed and labelled exhibits and such facilities as clean indoor toilets, refreshment supplies and shops selling books and other aviation material. When admission to this Museum is coupled with a two-hour display by pre-war and war-time aeroplanes the admission charge of five-bob per adult head, kids half price, can only be regarded as extremely good value.

I arrived in time to watch Desmond Penrose of Hawker Siddeley test-flying the 1916 Sopwith Pup and making four attempts before setting it down, on the blip-switch. The display proper commenced at 2.30 p.m. with a flight by Penrose in the replica 1910 Avro triplane 4 built for film work and using a Cirrus engine. To see this early aeroplane with its warping wings disappear over the trees and return low down in dignified flight must represent the height of nostalgia to anyone who remembers Brooklands or Hendon before the First World War. It was nice to hear the crowd clap the pilot as he stopped the Avro by the enclosure.

This item was put on to compensate for the absence of the replica Fokker E III which Joan Hughes was to have flown but which had allowed its Permit to Fly to expire. Air-Commodore Alan Wheeler next took up the beautifully restored 1915 Avro 504K No. E3404, with 110-h.p. Le Rhone rotary engine. It was to have had a mock combat with the Pup but unfortunately after Penrose had demonstrated the latter, including a couple of loops, the port wingtip touched the ground on landing and the engine refused to restart. But while it had been in the air the superior performance of the Pup was evident and it must have been the envy of the Avro pilots!

The great event of the afternoon was the flight by Bristol Fighter No. D8096, powered with a 275-h.p. Rolls-Royce Falcon engine. Not only is this the only Bristol Fighter in airworthy condition but its engine is the oldest R.-R. aero-engine still flying. The pilot, Bert Russell, in 1914/18 Army uniform, and his gunner, P. Brown, in an R.F.C. "maternity jacket," were driven out to their aeroplane by M. Frazer in a flat-radiator Crossley touring car with rear windscreen protecting the officers, and Bleriot headlamps. They were followed by a Hucks starter, a D.H.-built version on a 1927/8 black-radiator model-T Ford chassis with 33×5 Spencer Moulton back tyres and smaller Dunlop Cord front tyres. The engine of the Bristol Fighter was started by the Hucks starter after the latter's wheels had been chocked to obviate T-creep.

As before, the aeroplanes were attended by Air Mechanics and Flight Sergeants in authentic R.F.C. khaki. They had primed each cylinder of the rotary engines in the Pup and Avro, for instance. After the rear gunner had been strapped in, Russell gave a convincing demonstration in the Bristol Fighter, he too looping-the-loop more than once.

Incidentally, in one hangar the Elva-B.M.W. 1600S which holds the 2-litre Snetterton lap-record was keeping company with the racing D.H. Comet G-ACSS, while it was interesting to note the apparently special valve rockers and head-securing bridge-pieces of the A.B.C. flat-twin engine in the Wren motor-glider. These Open Days at Old Warden are excellent value and strongly recommended. During the summer they are scheduled for June 24th and 25th, July 30th, August 27th and 28th, September 24th, and October 29th.—W. B.

CONTACT!—The Model-T Ford Hucks starter about to engage the propeller boss of the Bristol Fighter flown last month at Old Warden.
[Photo by J. R. Stoop



MERCEDES-BENZ 220SE—continued from page 371

that firm retardation and final curtsy which reminds me of a Rolls-Royce. Typical of Stuttgart—the handbrake has its own drum, which takes care of parking without involving the discs.

The Mercedes-Benz 250SE has the new 7-bearing 2½-litre engine with six-plunger fuel-injection pump, whereas a two-plunger pump was used on the 220SE. This six-cylinder engine runs up to a safe 6,300 r.p.m. and gives 170 b.h.p. (S.A.E.) at 5,600 r.p.m., providing a top speed of 118 m.p.h. It was an absolutely reliable starter and gave me an overall consumption of 19.5 m.p.g. of four-star petrol. In 1,300 miles I added no oil to engine or gearbox but after about 800 miles a rattle developed under the car and was traced to loose bolts allowing the prop.-shaft to run out of line, which the Brentford depot cured in half-an-hour. The big fuel tank gave an absolute and commendable range of 378 miles, a discreet warning light remaining on when 67 miles' worth of petrol is all that was left.

Altogether I regard this 250SE as one of the World's finest cars. There may be a handful of fortunate people who regard the motoring ultimate as something emanating from Crewe, Modena or Sant Agata. But to many discerning folk, a Mercedes-Benz represents the ultimate reward for a life of hard toil and conscientious endeavour. But the 250SE, splendid all-rounder that it is, perhaps the best-engineered car in the World, is but a modest model in the range Stuttgart produces. Here it costs just under £3,000 but its price in Europe is rather an eye-opener, making it difficult to see how you can sell, say, Jaguars to Germans any more than Ruhr coals to Newcastle.

Whether Britain enters the E.C.M. or not, Mercedes-Benz (Great Britain) Ltd., of the Thomas Tilling Group, are expanding fast. I have referred at other times to their tasefully-decorated premises beside the Great West Road at Brentford, now rather overshadowed by the M4 overpass. The spares warehouse, formerly in what were the Auto-Union showrooms on the opposite side of the road, has been moved to Slough and the old building is now occupied by an IBM1440 computer in its air-conditioned room, and the staff to whom this machine, rented for £20,000 a year, administers. This, the first computer to be installed by a car importer in this country, maintains supplies of spares at the right level, handles distributors' orders, and simplifies invoicing. The stock check has now become a daily instead of a weekly procedure, in spite of some 35,000 part numbers covering millions of parts, representing £1¼-million of spare-parts business a year. To keep a sense of proportion this computer has been taught some party pieces such as playing of Bach-type music and the reproduction on its printer of the warning message on the door to the computer room. This reads—

"ACHTUNG ALLES LOOKENPEEPERS"

"Das computermachine is nicht fur gofingergepoken und mittengrabben. Ist easy schnappen der springenwerk, blowenfusen und poppencorken mit spitzensparken. Ist nicht fur gewerken bei das dummkopfen. Das rubbernecken sightseeren keepen hans in das pockets—relaxen und watch das blinkenlights!"

Much of this spares business stems from accident repairs and in the repair shop at Brentford it is possible to see not only how Mercedes-Benz body construction saves lives but how crashed cars that are seemingly write-offs can be repaired. In the 7-storey main building at Brentford there is a staff canteen, the steam-cleaning plant for removing the protective coat from imported cars, a new baking oven in the paint shop, and office extensions, all pointing to the rapid expansion consequent on the big demand for Mercedes-Benz products in this country. At the time of my visit, unpleasant only because I was returning the 250SE, a Unimog that had satisfactorily completed a stint as a railway engine on the Bass brewery private railway line and a 175-b.h.p. 5-speed super-sumptuous (integral construction) Mercedes-Benz Type 0302 high-speed coach with two-speed axle were amongst the interesting items to be seen at the London headquarters of Mercedes-Benz in Britain. At Brentford a complete range of demonstration models is maintained, which less-well-stocked dealers can borrow, these including variants of basic types, with automatic as well as manual gearboxes, power and manual steering, and two 600s, the last-named representing some £20,000 or more of tied-up capital, although the limousine 600 is useful for meeting V.I.P.s from Stuttgart at London Airport! It is interesting that more and more customers are ordering their Mercedes-Benz with automatic transmission and power steering—62% in the case of 250S models and 82.5% of 250SE cars, a total of 76%. Last year Mercedes-Benz 230SLs were sold here, representing £¾-million-worth, and of these sports models 80% were ordered with power steering and the automatic gearbox. Time marches on!—W. B.

FURTHER THOUGHTS ON FORMULA 2

IN THE March MOTOR SPORT I looked at the new Formula 2 from a mechanical standpoint and it all seemed most interesting and clear cut, but now I am not so sure. I rather rashly suggested that if you had sufficient money you could buy a Brabham chassis, a Cosworth 16-valve engine and a Hewland gearbox and go Formula 2 racing. As things are turning out it is not as simple as that for the professional teams seem to have a stranglehold on Formula 2 already and the private owner or newcomer has little hope of getting a look in. To buy the essential equipment, such as engine and gearbox, you not only need money, but influence, and friends who can pull strings and the same goes for getting entries in some races. At the time of writing we have had four Formula 2 races in quick succession and they have all been dominated by the professional drivers and the professional "special-builders" all using Cosworth 16-valve engines. One must give full marks to Cosworth for producing so many engines in time for the first race of the season, but it has resulted in a monopoly and "one-class" racing. This certainly provides close racing between drivers, but I feel that motor racing should provide more than just "driver-racing," the mechanical components should be a factor as well, and there should be some ultimate purpose behind racing. At the moment the purpose behind all the activity in Formula 2 is not very clear, but perhaps it will emerge as the season progresses. The first races have proved to be a very profitable "travelling circus" act for a close little group of professionals, but already there seem to be doubts among organisers about the worth of this "travelling circus." There cannot be much difference in hiring Team Lotus for a performance with Formula 2 or with Formula 1, with Clark and Hill as drivers and the cars and equipment not so vastly different, and the same goes for the hiring of the Brabham Team. I wonder if some organisers would not make more profit from large crowds if they had a Formula 1 race instead of a Formula 2 race.

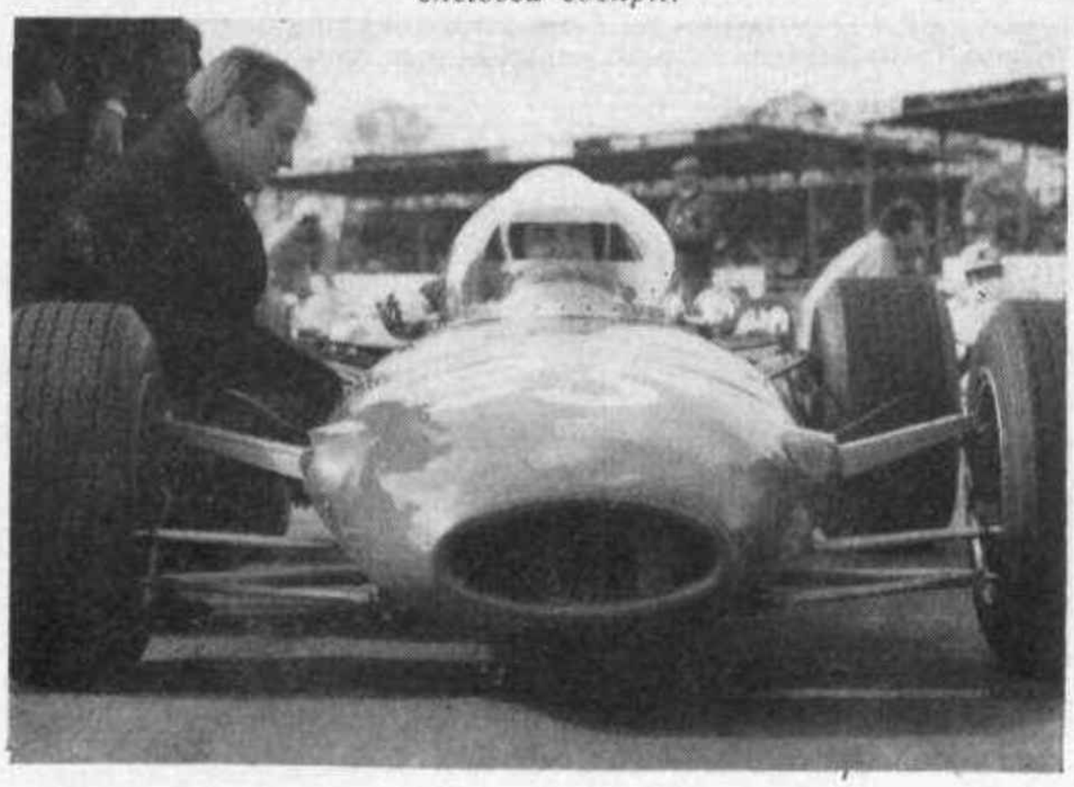
I had visualised Formula 2 racing as being a minor-league affair for up-and-coming drivers, and the lesser works team drivers, but when an entry list contains Clark, Hill, Stewart, Brabham, Surtees, Rindt, Hulme and McLaren it can hardly be called a minor league. The F.I.A. were conscious of this problem and drew up rules for a European Championship restricted to non-graded drivers, but made the mistake of letting the graded drivers take part in the individual races, but not in the Championship. Certain organisers agreed on a financial arrangement whereby the non-graded drivers competed for good sums of prize money, that extended right down the entry list, but got no starting-money; in other words, a system of "payment-by-results," which was not a bad idea. The graded drivers do not compete for this money, but get large starting-money and nominal prize money. This results in a situation where someone like Alan Rees drives splendidly to be first non-graded driver and wins £500, while a graded driver who finishes way behind Rees may get £800 starting money, whether he drives well or badly. Another problem arose here with the French organisers who could not agree to the European Championship arrangement, for it meant that they had to pay Brabham, say £800 appearance money, with the hope that he would draw in a big crowd of spectators, and the French star Beltoise would have to appear for nothing (hoping to win some prize money) even though he would draw as big a crowd as Brabham in a French race. Consequently, the French opted out of the European Championship and are running their own Championship known as the French Trophy for Formula 2. Their series includes Pau, Reims, Rouen, Montlhéry and Albi and the first man home is the winner, there being no differentiation between graded and non-graded drivers, while starting money is by individual arrangement, in the old fashioned way of "what are you worth as a crowd puller?" One or two other European organisers are also getting cold feet about the European Championship arrangements, fearing that some professional teams who have one graded and one non-graded driver, may demand a high enough fee for the graded driver to pay for both, or they may demand that the organisers pay "over the odds" for the number one driver, or the number two will not be entered, and if the number two is in the running for the European Championships this could make a race a bit of a farce. It is all good tricky business, but it is rather unhealthy in the overall picture of motor racing.

To turn to the mechanical side of Formula 2, which is always much less sordid and complicated than the organising and human side of racing, some people have been amazed at the performances of the Cosworth 16-valve-engine-powered "specials." There is a tendency to think of them as developments of the old Formula 2, but this is wrong, they are more like developments of the old Formula 1 of 1961-65 and when you think that the 1½-litre engines of those days were designed five years ago it is not surprising that the 1.6-litre Cosworth engine is surpassing their performances, even though it has only four cylinders to the 1½-litre 8-cylinders and 12-cylinders. Racing must encourage development, for it it does not it will stagnate and if a 1967 Cosworth combustion chamber is not more efficient than a 1962 B.R.M. or Coventry-Climax combustion chamber, then Keith Duckworth, who designed the Cosworth engine, has been wasting his time these past 12 months. The same goes for tyre designers, brake designers, and chassis designers.

At the moment there are numerous solutions to the utilisation of a Cosworth engine, though no one has yet been different enough to put it anywhere other than behind the driver. Brabham and Cooper use fairly orthodox tubular space frames, Lola and McLaren use bath-like stressed skin aluminium monocoque frames, as do Matra, the driver sitting in the centre of the "bath" and the engine in the back, and Lotus use a combination of the two layouts. The Lotus 48 has a single-piece stressed skin centre section containing the driver, with the front suspension attached to the forward bulkhead and a tubular structure attached to the rear bulkhead. This tubular structure contains the engine and also supports the rear suspension in the fashion of an aircraft engine mounting. A break from accepted chassis design is the Protos, a car designed and constructed by Frank Costin, brother of Mike who is the Cos of Cosworth. The Protos is backed by Ron Harris, who used to run the Lotus F2 and F3 teams in the past, and has a stressed-skin chassis constructed of aircraft plywood. Like most of the other special builders Costin uses a 16-valve Cosworth engine and Hewland gearbox and the car is notable for having a very wide track, swept-back front wishbones operating coil springs within the chassis and a very smooth body profile. It has a large Perspex cockpit canopy that almost envelops the driver, he looking through a slot in the Perspex so placed that little or no air enters the cockpit. The full name of this project is the Harris-Costin-Protos-Cosworth, which is a lot more cumbersome than the actual car.

By the time this is being read the Formula 2 Ferrari should have raced, in the hands of Jonathan Williams and the B.M.W.-engined Lola should have proved more race-worthy than it did on its first appearance. Formula 2 is still in its early days and much will happen during this first season, but whether it will go the right way or the wrong way is a matter of opinion.—D. S. J.

DEBUT.—The wooden-construction Harris-Costin-Protos-Cosworth FVA made its first appearance at Silverstone on Easter Monday, driven by Brian Hart who is seen looking out of the almost totally enclosed cockpit.



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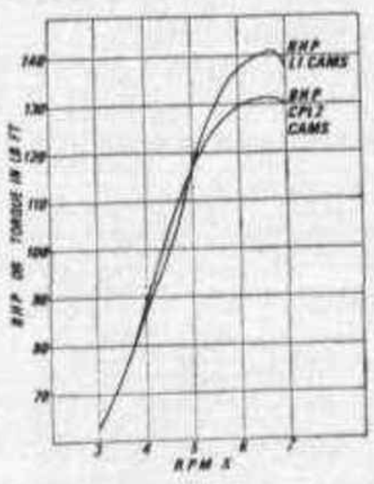
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INTERNATIONAL SPRING CUP MEETING

OULTON PARK, *April 15th.*

AS AN addition to the International calendar the Mid-Cheshire Motor Racing Club organised a special meeting at Oulton Park on behalf of various medical organisations that benefit motor racing. No prize money was awarded and no starting money given, all the finances normally dispensed to the racing teams being donated to the medical fund. The main event was for the Spring Cup and was a combined Formula One and Formula Two race, the small but interesting entry giving their services free of charge. A very good crowd attended the meeting, at the pleasant Oulton Park circuit, and all the gate money was put into the medical kitty.

Brabham and Hulme drove works Brabham-Repco V8 cars, Brabham having the latest 3-litre V8 engine, which is only an " interim " unit in fact, and while it has the new cylinder heads with the exhaust ports in the vee of the engine, it retained the 1966-type cylinder block; he was also using a new type of Goodyear rear tyre, with incredibly wide tread. Stewart and Spence were driving the latest versions of the works H16 B.R.M. cars, these having completely revised rear suspensions and improved brakes. Above the gearbox is a complicated structure fabricated from sheet steel and providing the supports for the top suspension members which are in effect wishbones, but in fact almost parallelograms. These tubular suspension members are self-supporting fore and aft, so need no radius rods. A single transverse tubular link is used below the drive shaft on each side with a radius rod, these links and the top members being adjustable so that the rear wheels can be set at any required angle. Very thick perforated discs are used on the brakes and the rear ones are " inboard " of the new rear hub carriers. Coolant is carried in external pipes on top of the body and the fuel system is now operated by a mechanical pump driven by a cog-belt, in place of electric pumps, though there is a small electric pump for use when starting. Stewart's car had louvres cut in the top of the nose cowling. The McLaren team entered one car, for the owner, this being their Formula Two-based car with 2-litre B.R.M. V8 engine, and it had the latest Hewland gearbox with Powr-Lok limited-slip differential in place of the more usual ZF. Surtees was with a lone Honda V12 car, the one used at Brands Hatch in March, and it was running as a sort of endurance test, the engine having completed nearly 1,000 racing miles without being stripped down. It was getting a bit tired and smoky, but the object was to complete an endurance run at this minor meeting. Team Lotus had hoped that one of the new V8 Cosworth-Ford Grand Prix engines would be ready in time for this meeting, but they hoped in vain, so entered Graham Hill with a Formula Two car, with 16-valve Cosworth engine and ZF gearbox, this being a Lotus 48, and he was supported by Oliver with the white and green Lotus 41b space-frame car, also with 16-valve Cosworth engine, but with a Hewland gearbox. These were the only two Formula Two cars competing. Tim Parnell entered his Lotus 25 with 2-litre B.R.M. V8 engine for Courage to drive and Anderson entered his 4-cylinder Brabham-Climax 2.7-litre. These ten cars comprised the starters but there were five other cars entered, none of which started, and these were the Pearce Cooper-Ferrari, a Pearce-Martin V8, Pitt's Brabham-Climax 4-cyl., an A.A.R. Eagle and Walker's Cooper-Maserati V12, which Attwood should have driven. There were no works Coopers or works Ferraris entered, nor any of the " professional " Formula Two teams.

The race was run in two heats and a final, the heats being over 10 laps each and the final over 30 laps, all ten cars starting in each heat and the grid for the final being decided on the finishing order in Heat 2. In Heat 1 the grid was according to practice times and Stewart was on pole position with the very fast time of 1 min. 32.2 sec., which was 4.4 sec. below the existing lap record. The Heat 1 grid was as follows :

↑

3 J. Stewart (*B.R.M. H16*) 1 min. 32.2 sec.	2 D. Hulme (*Brabham-Repco V8*) 1 min. 33.4 sec.	7 J. Surtees (*Honda V12*) 1 min. 33.8 sec.
1 J. Brabham (*Brabham-Repco V8*) 1 min. 33.8 sec.	4 M. Spence (*B.R.M. H16*) 1 min. 36.2 sec.	
14 B. McLaren (*McLaren-B.R.M. V8*) 1 min. 36.6 sec.	6 R. Anderson (*Brabham-Climax 2.7*) 1 min. 37.2 sec.	11 G. Hill (*Lotus 48-Cosworth FVA*) 1 min. 37.4 sec.
12 J. Oliver (*Lotus 41b-Cosworth FVA*) 1 min. 37.8 sec.	5 P. Courage (*Lotus 25-B.R.M. V8*) 1 min. 39.0 sec.	

Hulme, Surtees, Brabham and Spence had all improved on the lap record of 1 min. 36.6 sec. set up last year by Brabham and Hulme, and it was clear that the 3-litre Grand Prix cars were really getting into their stride. In a very tight bunch the ten cars shot off into Old Hall Corner, with Hulme leading from Brabham, Surtees and Stewart, but on the second lap Stewart forced the B.R.M. through into third place. It did not last, however, for as they rounded Cascades on the third lap the H16 B.R.M. slowed and Stewart waved Surtees by, and the remainder also went by. The cog-belt to one of the injector units had broken and Stewart limped round to the pits, while Hulme went on out in front, lapping at 1 min. 33.0 sec., which Brabham in second place improved to 1 min. 32.8 sec. and then 1 min. 32.4 sec., which brought him up close behind his number two car. Surtees was holding third place with the Honda but it was beginning to misfire a bit as the plugs were fouling up. Anderson had stopped with his exhaust pipe adrift and Spence was leading the rest, but not keeping up with the leaders. He had Hill right on his tail, the little Formula Two Lotus going splendidly, setting a Formula Two lap record of 1 min. 34.4 sec., and Hill was enjoying himself. On lap 8 Brabham's engine cut out and he coasted to a stop, an ignition pick-up wire having come off (again!), and this left Hulme to have a comfortable win at an average speed way above the old lap record. And there were people before the start suggesting that as it was a charity meeting the drivers would not try and would " put on a show " to please the organisers and the public. They put on a show all right, but it was very genuine. Hill just failed to pass Spence as they crossed the finishing line and they were so close they were given the same race time.

Results :

HEAT 1—10 laps—27.75 miles (44.66 kilometres)—Cool and dry

1st :	D. Hulme (Brabham-Repco V8)	15 min. 44.4 sec.—105.25 m.p.h. (169.38 k.p.h.)
2nd:	J. Surtees (Honda V12)	15 min. 57.8 sec.
3rd :	M. Spence (B.R.M. H16)	16 min. 03.2 sec.
4th :	G. Hill (Lotus 48—1,600 c.c.)	16 min. 03.2 sec.
5th :	B. McLaren (McLaren-B.R.M. V8) ..	16 min. 10.4 sec.
6th :	J. Oliver (Lotus 41b—1,600 c.c.)	16 min. 14.8 sec.
7th :	P. Courage (Lotus 25-B.R.M. V8) ..	16 min. 34.6 sec.
8th :	J. Brabham (Brabham-Repco V8)	7 laps (not running at finish)
9th :	J. Stewart (B.R.M. H16)	6 laps

Fastest laps :
Formula One : J. Brabham (Brabham-Repco V8), in 1 min. 32.4 sec.—107.57 m.p.h. (173.112 k.p.h.).
Formula Two : G. Hill (Lotus 48), in 1 min. 34.4 sec.—105.29 m.p.h. (169.444 k.p.h.).
Retired : R. Anderson (Brabham-Climax 4-cyl.), 4 laps, exhaust pipe adrift.

After a handicap race for lady drivers the ten single-seaters came out for Heat 2, with Hulme, Surtees and Spence on the front row and Hill nicely placed in the second row behind Hulme and Surtees. As the flag fell the Lotus 48 went off like a bullet and was in behind the Honda, which had made the best getaway, so that the first lap order was Surtees, Hill, Hulme, Spence, Oliver. In Heat 1 Stewart had rejoined the race from the pits, with a new pump belt, but was way behind so had to start from the back of the grid, as did Brabham. On the second lap Hulme got his Brabham-Repco past the cheeky little Lotus 48 but could not get rid of it, and on lap 4 he challenged the Honda for the lead and Hill was still with them, having set another Formula Two lap record in 1 min. 33.8 sec., but then a stream of oil smoke poured from the back of the Lotus and when Hill found a moment to glance in his mirrors he also saw the smoke and stopped at the pits. The rubber sealing ring on the oil filter had split and the rear of the car, and much of the circuit, was sprayed in oil. Hulme went by the Honda, to command this second heat as he had the first one, and Brabham and Stewart had worked their way up into third and fourth places and were locked in combat, but on this short circuit there was little hope of the 16-cylinder B.R.M. getting past the wily Brabham, who was determined to finish third and get a front row position on the grid for the final. In this heat Anderson had his right-rear tyre deflate and Courage had a water hose pipe split.

Results :

HEAT 2—10 laps—27.75 miles (44.66 kilometres)—Cool and dry

1st :	D. Hulme (Brabham-Repco V8)	15 min. 57.2 sec.—103.84 m.p.h. (167.11 k.p.h.)
2nd:	J. Surtees (Honda V12)	16 min. 02.0 sec.
3rd :	J. Brabham (Brabham-Repco V8) ..	16 min. 20.8 sec.
4th :	J. Stewart (B.R.M. H16)	16 min. 21.0 sec.
5th :	B. McLaren (McLaren-B.R.M. V8) ..	16 min. 25.4 sec.
6th :	M. Spence (B.R.M. H16)	16 min. 29.6 sec.
7th :	J. Oliver (Lotus 41b—1,600 c.c.) ..	16 min. 30.6 sec.

Fastest laps :
Formula One : D. Hulme (Brabham) and M. Spence (B.R.M.), in 1 min. 32.8 sec.—107.11 m.p.h. (172.372 k.p.h.).
Formula Two : G. Hill (Lotus 48), in 1 min. 33.8 sec.—105.97 m.p.h. (170.538 k.p.h.).
Retired : G. Hill (Lotus 48), 5 laps, oil leak; R. Anderson (Brabham-Climax), 9 laps, flat tyre; P. Courage (Lotus 25-B.R.M. V8), 9 laps, water leak.

With not much of an interval the competitors had to appear again for the 30-lap final, this time with Hulme, Surtees and Brabham on the front row, Stewart and McLaren in the second row and Hill right at the back, his oil leak cured. There may have been only ten cars on the grid, but they made a very worthwhile sight and sound as they roared off for the third time, this time " for keeps," and it says a lot for the controllability of Grand Prix cars and the skill of the drivers that such a tight bunch can get away amid furious wheelspin and power slides and nobody nudges anyone else, unlike saloon cars or Formula Three cars. Perhaps the stars have learnt to drive nicely!

This time there were no ifs or buts and Brabham took command from the first lap, with Hulme right behind him, and they dominated the opening laps with Surtees chasing them in the rather out-of-breath Honda, while Hill led the rest of the runners, with Stewart not seeming very happy with the H16 B.R.M. Brabham was lapping at 1 min. 36 sec. and seemed to be holding up Hulme, who looked anxious to press-on as the Honda was close behind him and Hill still had the Formula Two Lotus in sight of the 3-litre cars. At ten laps the order was unchanged and the total field was reduced to nine cars for Courage came to rest with a broken B.R.M. engine in the Parnell Lotus, and the next lap Stewart went off the road at Cascades and damaged his front suspension. Although he got back to the pits he was forced to retire as a wishbone was bent. At 14 laps Surtees was right alongside the second Brabham and he took second place as they went into Old Hall Corner; Hulme was in trouble as his Brabham was slowing and on the next lap, which was half-distance, Hill got by and took third place. These four were way ahead of the rest, who were now being led by Oliver in the white Formula Two Lotus, with green stripe. On lap 19 the Honda engine began to cut-out completely, due to an electrical fault, and Hill went by into second place but he had only just done this when his own car had trouble. The throttle slide stuck in the fully open position, due to part of the linkage going " over-centre " and fortunately this had the effect of cutting off the fuel supply at the injector unit, so everything went dead and Hill was able to coast into the pits. With the Honda engine switching itself off intermittently Hulme was able to get back into second place behind Brabham, who was now lapping at 1 min. 35.0 sec. and there was no great hurry. The Lotus trouble was soon rectified and Hill rejoined the race in last place and set out to catch Anderson, which he did.

Brabham's car was running faultlessly and he reeled off the remaining laps, to win the final, slowing down and waiting for Hulme at the end so that they could cross the line together, well ahead of the ailing Honda. Oliver had driven well to lead home McLaren and Spence, and on the last lap Hill had a recurrence of his stuck throttle trouble and was lucky to coast over the finishing line. The day was concluded by a saloon car race, with the inevitable " dodgem car " act on the first corner.—D. S. J.

Results :

FINAL—30 laps—82.25 miles (134 kilometres)—Cool and dry

1st : J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Org.) 47 min. 21.4 sec.—104.94 m.p.h. (168.88 k.p.h.)
2nd: D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Org.) .. .. 47 min. 21.8 sec.
3rd: J. Surtees (Honda V12) (Entrant: Honda Racing) .. .. 47 min. 43.8 sec.
4th: J. Oliver (Lotus 41b—1,600 c.c.) (Entrant: Team Lotus) .. 48 min. 46.4 sec.
5th: B. McLaren (McLaren-B.R.M. V8) (Entrant: McLaren Racing) .. .. 29 laps
6th: M. Spence (B.R.M. H16) (Entrant: Owen Racing Org.) .. .. 29 laps
7th: R. Anderson (Brabham-Climax 4-cyl.) (Entrant: D.W. Racing) .. .. 29 laps
8th: G. Hill (Lotus 48—1,600 c.c.) (Entrant: Team Lotus) .. .. 29 laps

Fastest laps :
Formula One : J. Brabham (Brabham) and D. Hulme (Brabham), in 1 min. 33.4 sec.—106.42 m.p.h. (171.262 k.p.h.).
Formula Two : G. Hill (Lotus 48), in 1 min. 33.4 sec.—106.42 m.p.h. (171.262 k.p.h.).
Retired : P. Courage (Lotus 25-B.R.M. V8), 10 laps, engine; J. Stewart (B.R.M. H16), 11 laps, accident.

LADIES' HANDICAP RACE—10 laps—27.75 miles (44.66 kilometres)

1st : Gabriel Konig (Austin Healey Sprite) .. 21 min. 37.6 sec.—78.03 m.p.h. (125.577 k.p.h.)
2nd: Mary Taylor (M.G.-B) .. .. .. 21 min. 42.0 sec.
3rd: Anita Taylor (Ford-Lotus Cortina) .. .. 21 min. 45.8 sec.
4th: Margaret Cooper (Alfa Romeo GTC) .. 22 min. 02.0 sec.
5th: Jean Denton (M.G.-B) .. .. .. 22 min. 13.8 sec.
6th: Natalie Goodwin (Ford-Lotus Cortina) .. 22 min. 48.8 sec.
Fastest lap : Anita Taylor (Ford), in 2 min. 01.4 sec.—87.87 m.p.h. (131.757 k.p.h.).

REDEX GOLD CROSS TROPHY—Saloon Cars—12 laps—33 miles (53.1 kilometres)

1st : D. N. Smith (Ford Anglia 1,822 c.c.) .. 23 min. 32.2 sec.—84.46 m.p.h. (135.925 k.p.h.)
2nd: J. Handley (B.M.C. Cooper-Mini) .. .. 23 min. 53.0 sec.
3rd: H. Ratcliffe (B.M.C. Cooper-Mini) .. .. .. 24 min. 00.0 sec.
Class A (up to 1,000 c.c.) : 1st : L. Hickman (Ford Anglia).
Class B (1,001-1,300 c.c.) : 1st : J. Handley (B.M.C. Mini).
Class C (over 1,300 c.c.) : 1st : D. N. Smith (Ford Anglia 1,822 c.c.).

* * *

Oulton Park Paragraphs

The small Formula One entry did not detract from the race and it was a very pleasant event, at Britain's " Friendly Circuit." We could do with a lot more small Formula One races.

The Honda ran on Dunlop tyres for the first heat, Goodyear tyres for the second heat, and Goodyears again in the final. Its next appearance may be on Firestone tyres.

When is someone going to be courageous and organise a handicap event for Grand Prix cars and drivers. Hill with 1,600 c.c. is very nearly as quick as most people with 3,000 c.c.

While bits keep falling off the cars the arrangement of two heats and a final allows them to keep catching up, but if we had a really long motor race it would encourage teams to repair their cars at the pits and rejoin the race, making for interesting activity in the pits.

There is another Formula One race at Oulton Park on September 16th which should be well worth a visit for the noise alone as the cars rush down through the woods to Lodge Corner.

THE name of Alfa Romeo has always been held in great respect in the sporting world and it is reckoned that when Alfa Romeo go racing they make a proper job of it. One of the classic racing cars of all time was the 158 Alfa Romeo, and when the Grand Prix team finally withdrew at the end of 1952 it was a sad day for racing. Although the Milan firm never went back into Grand Prix racing they still kept an interest in competition, having a go at sports-car events with the Disco Volante coupés and later being very active in GT events with the 1900C and the Giuliettas. The compact little Giulietta coupé was the beginning of a long line of racing development that was closely tied up with production and led to the Giulia series in GT and Touring car categories, culminating in today's very effective GTA saloon. A few years ago Alfa Romeo consolidated their racing activities in the Autodelta firm who undertook all the official works racing activities under the command of Engineer Chiti, who came from Ferrari and the abortive A.T.S. effort. The very purposeful looking and extremely noisy Autodelta team of racing Giulia TZ coupés enlivened the European scene and the long-distance races, and were good class winners. Alfa Romeo, through Autodelta, have now started off on a much more serious racing project with a pure racing prototype 2-litre car for Group 6 racing; a direct challenge to Porsche and the Dino Ferrari.

Continued on page 384

Alfa Romeo type " 33 "





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LE MANS TEST WEEKEND

LE MANS, FRANCE, *April 10th*

OVER the weekend of April 8th/9th the Automobile Club de l'Ouest closed the Le Mans circuit to traffic and set in motion the vast organisation that operates during the famous 24-hour event in June. The full circuit was available from 8 a.m. to 4.45 p.m. on Saturday, 9 a.m. to 12.30 p.m. on Sunday and again from 2.30 p.m. to 4.30 p.m. Sunday afternoon and the object was to allow competitors for the race in June to test their cars and drivers. As some 30,000 spectators turned up to watch it was also a test for the organisation.

The atmosphere was charged with interest for this year Le Mans looks like being a real needle match between Ford and Ferrari, for the Italians have already won the Daytona 24-hour race and the Americans have won the 12-hour race at Sebring. Throughout the weekend there was a terrific feeling of speed and power, such as Europe has not seen for a long time, and you felt that the two giants were manoeuvring into position with a quiet rumbling noise before letting fly at each other. Saturday provided excellent conditions and Ferrari let fly with some high pitched salvos on his P4 cars, while Ford rumbled ominously but did not press the button. Throughout the day the P4 Ferraris, driven by Bandini, Scarfiotti, Amon and Parkes, went faster and faster, the consistent and reliable scream of the wonderful V12-cylinder engine rising to magnificent heights as the 1966 lap record of 3 min. 30.6 sec. was improved upon time and time again, any of the four drivers circulating continuously at around 3 min. 26 sec. The two Fords were driven by McLaren and Donohue and though there was the occasional belly-rumble from the big 7-litre V8-cylinder engines, there was no attempt to turn on the pressure during the first day. The two Ferraris seemed very well set up for the Le Mans circuit, there being no mechanical or aerodynamic problems and tests were mainly directed on tyres. There was quite a lot of fiddling about in the Ford camp, including a lot of effort fitting two small fins to the tail of the Mk. IV which had little or no effect. To the observer it seemed that the Ferrari team were happily "playing with a racing car," while the Ford team were conducting a "scientific experiment with a complicated mechanism." Between these two was the brand new Lola-Aston Martin V8, driven by Surtees and David Hobbs, and while they busily got on with their first experience of high-speed motoring with the car, the two giants kept an eye on them, Ford knowing that their whole racing effort was born of the brain of Eric Broadley and Ferrari knowing that Surtees can never be underrated.

By the end of the day Bandini had recorded the fastest official lap in 3 min. 25.5 sec., a speed of 235.813 k.p.h. (146.5 m.p.h.) which for those only used to speed in Great Britain is the *average* speed for the 8¾-mile circuit, which includes three very slow corners. Along the Mulsanne straight the Mk. IV Ford was timed at 205 m.p.h., which Ford's themselves had recorded as 206 m.p.h. on the instrumentation on the car. The two Ferraris were doing 198 m.p.h. which makes you realise that Le Mans is fast. Ford had been juggling about with various combinations of wheels and tyres and McLaren was confident of beating the Ferrari lap speed any time he wanted to, knowing how much he still had in reserve and estimated that he could pull 215 m.p.h. along the straight and get down to about 3 min. 22 sec.

Unfortunately Sunday morning dawned wet and cold and it stayed that way throughout the day, so the Ford challenge could not be seen, for while it rained they did not run and McLaren only did a few slow exploratory laps and the 7-litres spent the whole day doing nothing. On the other hand Ferrari and Lola profited from the wet conditions to do some more tyre experimenting and both were fairly happy with the handling on the wet circuit, if anyone can really be happy in the wet. Surtees was doing some impressively fast motoring in the rain, proving that there was not much wrong with the Lola part of the all-British combine, while the only fault with the V8 Aston Martin engine seemed to be a reluctance to go over 6,000 r.p.m., whereas it should have been running to 6,400 r.p.m. In spite of this the Lola was third fastest, behind the two Ferraris, so that those of us who are hoping to see the beautiful dark green coupé leading the pack in June are not being over optimistic or too patriotic. Although on paper Ferrari left Le Mans as top dog, no one was being fooled by the freak circumstances, for had it been dry on Sunday it might have been a different story and both teams were very impressed with the Lola-Aston Martin efforts, remembering their own experiences when running a brand-new design for the first time. It seemed that Ford did not want to run in the rain for fear of a repetition of the accident to Hansgen last year and the resultant bad publicity, but what if it rains in June, and it can rain very hard at Le Mans.

With all this high-speed motoring going on mishaps were inevitable, but unfortunately one of them on Saturday proved fatal. Young Roby Weber, a Matra Formula 3 driver, crashed inexplicably on the Mulsanne straight in the new Matra with 2-litre B.R.M. V8 engine and was killed.

The two P4 Ferraris were the ones used at Daytona, one with open cockpit and the other with a closed cockpit and both looked a bit second hand, but certainly did not lack speed. They had the latest 4 o.h.c. V12-cylinder engines of 4 litres capacity, with Lucas fuel-injection, the latest gearboxes and the disc-brakes all hub mounted, instead of the rear ones being "inboard" close to the gearbox. The two 7-litre Fords, now run as official factory Ford entries, were a Mk. IV and a Mk. II, the former looked after by Carroll Shelby's men and the latter by Holman & Moody's men. The Mk. IV was identical to the winning car at Sebring, even to being painted bright yellow, and had a 7-litre pushrod V8 engine and 4-speed manual gearbox. This was one of the "honeycomb" construction cars, that last year were very experimental and called J-cars; now that they are raceworthy and out of the experimental stage they are known as the Mk. IV. The lone car at Le Mans was fully instrumented on practically all the moving parts and wired to a Chrondek recorder which received all the information on a tape or micro-film and this could be analysed in a mobile laboratory behind the pits. The Mk. IV bodywork has been greatly improved since the J-car appeared this time last year and is a very fine looking machine. The Mk. II car was similar to last year's winning 7-litre, painted gold and looking a bit old fashioned already. The Lola-Aston Martin coupé was every bit as purposeful looking as its competitors and the 4 o.h.c. Aston Martin V8 engine of 5 litres was very compact. At present it is running on Weber carburetters, but will soon be on Lucas fuel injection. The exhaust pipes are very long and end in two tail pipes with enormous megaphone ends, and two systems were tried, one with the megaphones very wide apart, the other with them close together. The engine drives through a Hewland gearbox and the very large disc brakes are a combination of Kelsey-Hayes, Girling and Lola. The roof of the coupé body extends horizontally along to the tail, with a valley in the middle in which the engine air-intakes are situated. In an attempt to solve engine breathing problems the end of this valley was blanked off with Perspex, but with no great effect.

These then were the giants of the weekend, but backing them up was a lot more interesting machinery, led by two special Ford GT40 coupés built and prepared by J.W. Automotive Engineering of Slough, who used to be the old Ford Advanced Vehicles organisation. Mechanically these two cars were basically production GT40 cars, but had lighter chassis and numerous detailed improvements and completely revised bodywork on the lines of the Mk. IV Ford. Sponsored by the Gulf Oil Company these two cars were painted light blue with a "Gulf orange" stripe down the middle and in June should have special 5-litre Ford V8 egines, having normal 4.7-litre units at present. They were driven by Attwood and Piper, the latter "going

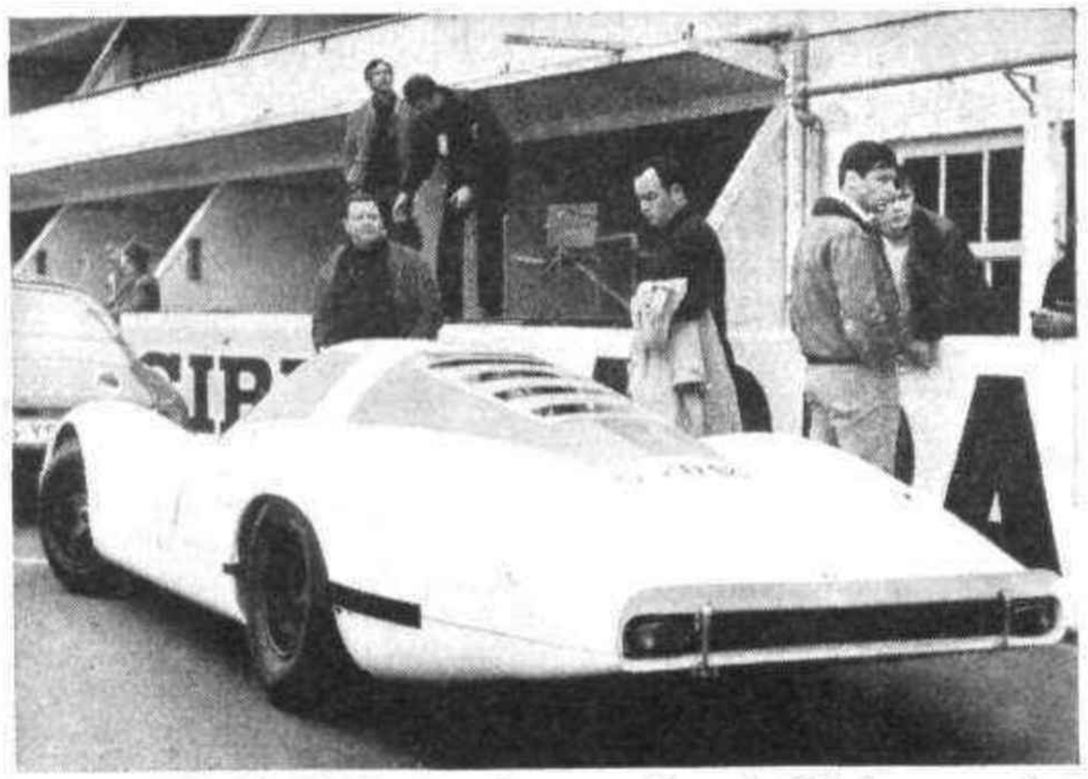
ROAD ROLLER.—The Mk. IV Ford has the spare wheel mounted in pure vintage fashion on a bracket, in the vertical position. It is alongside the gearbox and protrudes out of the tail alongside the twin exhausts.



Ford " only while awaiting his new P4 Ferrari, and while getting used to Ford motoring on Saturday morning he locked a rear wheel at Mulsanne and slid into the bank, damaging the fibre-glass body, but it was skilfully repaired for Sunday practice. Being experimental special cars, outside the main Ford experimental work, these cars were not called Fords, but Mirage, a simple name for French commentators to pronounce!

In the 2-litre category there was much of interest for Porsche had a pair of 910 cars, with very long tails so that the exhaust pipes finished inside the fibre-glass construction, exhausting into a large box with a slot at the rear. They were getting problems with fumes blowing forward into the cockpit and never seemed to cure the problem completely. The long sloping rear window had slots in it for rear-vision purposes, but even so the organisers were "sticking" a bit about rearward visibility. Throughout the weekend the Porsches did not do very much really serious running and if it had been anyone but Porsche one would have said they were in trouble. They had quite a lot of opposition to keep an eye on, for Autodelta arrived with three Tipo 33 cars (described in detail elsewhere) and proceeded to go quite quickly and reliably, the 2-litre V8 engines sounding very raceworthy even if the cars looked a bit old fashioned as regards "streamlining." It looks as though Alfa Romeo have decided that no one knows anything about aero-dynamics as applied to racing cars so they have made a chunky, rotund-looking two-seater that looks as though it is going to confuse a lot of people by its speed and stability. The oil tank filler cap is a joy, it is identical to that on vintage 1,750-c.c. Alfa Romeos, and why not. Rather overcome by the unhappy disaster to their young French driver, the Matra team were not really in the 2-litre picture, but the latest car, with centre-exhaust B.R.M. engine as used in the Tasman cars should be competitive. It was one of these latest versions that crashed. Like Porsche they have the problem of the exhaust pipes ending well short of the long-tailed body and the French answer was to cover the complete exhaust system with a long metal duct, at the same time injecting air into the front of the duct. The car was fitted up with three large temperature gauges recording air temperatures at various parts of the engine compartment. One of last year's Matra-B.R.M. coupés had had the Bourne engine removed and a 4.7-litre Ford V8 engine installed in its place, the result being a very competitive car, the equal of a Ford GT40.

The French Alpine team were very happy, using their 1966 cars for the simple reason that they considered the shape, for the overall size, to be about as near perfect as possible. As one of them, with 1,300-c.c. engine was doing 150 m.p.h. last year, they had every reason to be complacent, this year they installed a 1,500-c.c. Gordini-Renault engine and Mauro Bianchi lapped in 3 min. 58.6 sec. (approx. 125 m.p.h.) and reached 156.5 m.p.h. on the straight. Gordini is working on a V8 engine made up of two of these 1,500-c.c engines, and this 3-litre will fit into the same body/chassis shell as the 1,500 c.c. so it should be very fast. With this progress it will soon be



EXHAUSTIVE SLOT.—The Prototype Porsche 910 has a very long fibre-glass tail with a slot in the end from which exhaust gases should find their way out from the short tail pipes. Also seen are the visibility slots in the very sloping rear window.

possible for the organisers to impose a *minimum* lap speed of 120 m.p.h. and this with a maximum lap speed around 145 m.p.h. would be a more than big enough speed differential for the peace of mind of the really fast drivers. The only justifiable reason for keeping small, comparatively slow cars at Le Mans has been that this category had an almost 100% French entry. As things stand at present this would rule out nearly half the entry, but with the big cars genuinely topping the 200-m.p.h. mark, can there really be room for production Porsche 911 coupés or 1,200-c.c. Prototype cars that can only just lap at 100 m.p.h.? Nobody wants another holocaust like the 1955 Le Mans, but more important is that the sporting world has only just recovered from the effects of that accident, as far as repercussions are concerned, and many aspects of motor sport never did recover. Another disaster could well have repercussions from which nothing would recover. If the motor sporting world were left to their own devices all would be well, but the "do gooders" of this world will never leave us alone.

The 1967 Le Mans 24-hour event is going to be quite a motor race, with the accent on MOTOR racing rather than DRIVER racing, and those people who have been prattling about the "Return of Power" and "Big Bangers" should not miss June 10th/11th, and certainly not June 10th at 4 p.m.—D. S. J.

ALFA ROMEO—continued from page 381

Known as the "33" this new Alfa Romeo has already appeared in open competition and looks to be a worthy bearer of the famous Alfa Romeo badge. It is an open two-seater, with independent suspension to all wheels and a mid-engine position and rear-mounted gearbox, bearing no resemblance to anything in production. However, Alfa Romeo made it very clear that it is their intention to use much of the knowledge gained with these prototype racing cars in a future production car and already they have built "exhibition models" using the same 2-litre V8 engine. The chassis is most unusual in that it is formed of two side-members which are in the shape of long cylindrical fuel tanks, made of light alloy, which are joined together by a third cylindrical member, also a fuel tank. This "cross-member" is at the rear of the cockpit area, the other two members running along the sides, forward to a magnesium-alloy casting that forms a front bulkhead to which steering and suspension are attached. Two legs cast from similar material stick out the back, from the main structure, and are joined by a sheet metal fabricated "saddle" carrying the rear suspension. In the space between these rear legs sits the 2-litre V8 engine, with its four overhead camshafts, and it is coupled to a 6-speed gearbox. Disc brakes are used, with ventilated discs, the rear ones being "inboard" close to the differential housing, and bolt-on alloy wheels of 13 inches diameter, suspension being by wishbones and links, with radius rods at the rear, and coil-spring/damper units all round. The bodywork appears to make few concessions to aerodynamics, such as they are, and the fuel injection system in the vee of the engine is fed by an enormous duct sticking up high above the cockpit, facing forwards, and looking like an old-fashioned head-rest. A left-hand driving position is used, and air from the radiator comes out through two large openings on the nose of the car in front of the very curved windscreen.

Testing and final preparation was well under way last winter and in March one of the Alfa Romeo 33 cars took part in a hill-climb in Belgium, driven by Zeccoli, and he made fastest time of the day, ahead of Zweifel with his 4.4-litre McLaren V8 single-seater and Vogele with his 2.7-litre Climax-engined Brabham. Autodelta were also down in Sicily, testing on the Targa Florio circuit, and went to Sebring for the 12-hour race, where they made a good impression while they were going. They returned from there to Le Mans for the test weekend, where they tried out a new tail, formed in fibre-glass like the rest of the body, which did not have the high air intake and was altogether smoother.

Alfa Romeos are returning to serious racing in a big way with the "33" and they should enliven the racing scene this season, especially in the 2-litre class.—D. S. J.

Specification :

Engine : 90-degree V8, 78 × 52.2 mm. bore and stroke, 1,995 c.c. capacity, hemispherical combustion chambers and four overhead camshafts. Fuel injection into the ports and 10-mm. sparking plugs, 12-volt coil and distributor with alternator.

Dimensions : Wheelbase : 2,250 mm.
Front track : 1,325 mm.
Rear track : 1,380 mm.
Overall length : 3,600 mm.
Overall width : 1,690 mm.
Tyres : 5.25 × 13 front, 6.00 × 13 rear.

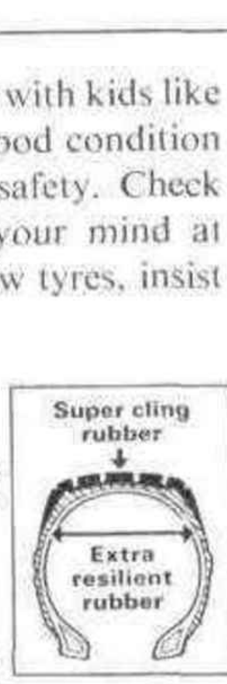


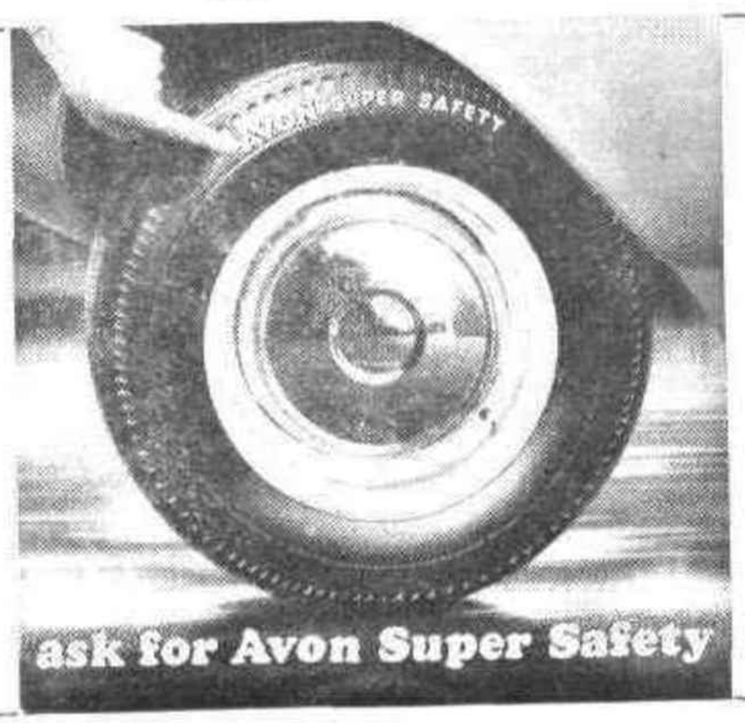
With Avon tyres get peace of mind

...and safely home again!

You can't take chances with kids like yours. Good tyres in good condition are essential to road safety. Check regularly. And to set your mind at rest, when you need new tyres, insist on Avon Super Safety.

NEW! UNIQUE! New S38 polymer, exclusive to Avon, gives you 38% more grip in the wet. Only Avon has S38 because only Avon twofold construction makes it possible to use it! It's man-made rubber with exceptional grip on wet roads. High hysteresis the scientists call it. *To you it means 38% more grip in the wet — and peace of mind!*





AVON
SUPER SAFETY

. . . for safety's sake

VETERAN — EDWARDIAN — VINTAGE

A section devoted to old-car matters



TOGETHER AGAIN.—Anthony Blight's team of Talbot 105s lined up in the specially reserved car park at Banbury at the conclusion of the V.S.C.C. Pomeroy Memorial Trophy Meeting. All the three Talbots won awards and the 110-engined car BGH 23, driven before the war by Mike Couper, won the Pomeroy Trophy outright, thereby proving it to be one of the finest touring cars of any era. It now has a replica body but the original is available. GO 52 was written up in MOTOR SPORT *in August,* 1963.

"POMEROY" POSTSCRIPT

AS PRINTING deadlines make it impossible to report the V.S.C.C. Silverstone Meeting which took place on April 22nd in this issue, the alternative is to look back at the Pomeroy Memorial Trophy Contest. This is an important V.S.C.C. fixture, designed to discover the best all-round touring car. This year, as reported last month, it was won for the second time running by Anthony Blight's ex-Mike Couper 3-litre Talbot 105 BGH 23.

Mr. Blight tells us that study of the results always fills him with awe at the brilliance of the Formula under which the contest is run. It looks as if Corner's Jaguar D-type or Lindsay's Ferrari could have won had they not fluffed a test each. To win the Pomeroy it is vital to do well in the first two tests, steering and braking, and in these a weighty, long-wheelbase car will be at a disadvantage; this year the steering test was worth 300 marks, as opposed to 100 previously. The braking test is really a balance between acceleration and pulling up, and this year's long run-in favoured accelerative cars. But Blight was very pleased with the Talbot's performance, which proved his contention that it has brakes the equal of modern discs. He thinks the Sunday navigational run may have been measured on an odometer that was 4% or 5% "fast," because the careful preparation by the Talbot team, whose drivers had little charts showing elapsed miles against elapsed stop-watch minutes, carefully corrected for tyre sizes, did not work out. Fortunately, Blight was already 50 marks in the lead and anyway no less a person than the President of the V.S.C.C. told him severely that he was four minutes early at the last check but one, so he paused, and was spot-on at the final control. Incidentally, this was a sporting gesture on the President's part, as he was himself competing, in his immaculate Lancia Dilambda Pininfarina coupé de ville. And, not so incidentally, this should be looked into for 1968, as it would be a disaster if the Trophy were lost to someone who had run accurately to time, but dropped 15 or 20 marks to someone who was consistently 5% "fast" but not penalised.

Although the Talbots had their hoods erected for the f.s. ¼-mile to gain the 25 bonus marks, Blight now wonders if this was worth while. BGH 23 apparently lost a good quarter of a second over the s.s. ¼-mile and half a second over the f.s. ¼-mile, allowing for the 20-knot head-wind, compared with previous times. So Blight could well have lost fewer marks by keeping the hood down—scientific stuff for Pomeroy! It is not the hood which causes drag but the big screen which has to be raised around the aero-screen (see illustration). Blight remarked after winning that BGH 23 has a good 15 b.h.p. more this year, the c.r. now being 9.6 : 1, but that it is as smooth and flexible as ever and still runs on 99-octane petrol.

The other Talbot team drivers could have won First-Class Awards had Michael Bowler not run out of petrol half-a-lap short of his set number of laps in the One Hour lappery and Curtis not lost the first control on the Sunday. However, both took Second-Class Awards—apologies to Bowler for putting him into a Bentley, which his father drove, instead of at the wheel of Talbot GO 52, in last month's results

I can only plead jadedness, after getting up at 5 a.m. to go out and marshal a passage control, although admittedly D. S. J. and I used a comfortable Ford Corsair 2000E for this task, after having gone to Silverstone the previous day in the 1930 Sunbeam.—W. B.

EASTER VINTAGERY

Among the considerable amount of motor racing over the Easter holiday was the 7-lap race for historic racing cars at Oulton Park. This was won absolutely convincingly by Charles Lucas in his Maserati 250F, at 86.39 m.p.h. He drove so quickly that he set a new class lap-record of 87.65 m.p.h., in a time only a fifth-of-a-second slower than Stirling Moss' best lap in a similar Maserati in 1955. This class of racing is being taken very seriously these days, with new parts like turbo-finned brake drums being imported from the Maserati factory and Cameron Millar, whose Maserati wasn't ready on this occasion, bringing a spare engine over from Australia. John Brown held second place at Oulton Park until the engine of his Tipo 625 Ferrari unfortunately disintegrated, letting Neil Corner's Maserati 250F into this position, with Bergel's Maserati 250F third.

A much more gentle vintage affair took place on Easter Sunday, when some 70 V.S.C.C. members and friends from S. Wales were entertained to tea at the Editor's place in Radnorshire. In spite of very wintry weather a dozen appropriate cars and almost as many moderns followed the 1930 Sunbeam Sixteen "glasshouse" from the rendezvous at Llandrindod Station to Llwynbarried Hall, these comprising four Rolls-Royce saloons, early and late-model Austin 12/4s, Jones' impressive Duesenberg-engined Roamer tourer, a flat-radiator Morris-Cowley tourer which was very welcome in spite of its local registration letters, an M45 4½-litre Lagonda tourer with central gear-lever, a 3-carburetter 6-cylinder Riley Kestrel saloon, and a 1934 Aston Martin Mk. II. It was significant, in view of the cold weather, that the only car with its hood down was the last-named, driven by Mrs. Cockburn. The Austin Twelve contingent inspected a 1926 Austin 12/4 farm-truck that shelters in the barn, and during the day Boddy's 1927 Morgan Family-model 3-wheeler was exercised up and down the drive.

THE BULL-NOSE MORRIS CLUB

We understand that flat-radiator cars will after all be catered for, the Secretary of this section being Michael Wortley, 90, Leicester Road, Shepshed, Leics.

V.E.V. Miscellany.—A reader in Newcastle who has restored a 1926 Rhode and remembers seeing another of 1925 vintage in the now-defunct Measham Motor Museum, wonders how many Rhodes are still on the road? A mid-1930s Austin drophead has been seen in a Kent breaker's yard. A 1925 Dennis lorry has been given to the Lincolnshire V.V.S. It is thought to be a type C.A.B., a platform lorry converted to pneumatic tyres, and is to be rebuilt. An ex-Bishops Stortford 1935 Leyland fire-engine with Merryweather wheeled escape and Braidwood body has found a new owner. Ind Coope have opened a public house half-a-mile from the Morris Motors' factory at Oxford called the "Bullnose Morris." Ken Revis, M.B.E., President of the Bull-Nose Morris Club, performed the opening ceremony and several bull-nose Morrises attended. The inn sign features a bull-nose and the *decor* likewise but Ind Coope are wrong in suggesting that theirs is the first pub to be named after a motor car. What about the "Old Ford Inn" at Brecon, whose sign, depicting a model-T crossing a ford, was illustrated in the February issue of the *Ford Times*?

The Clyno Registrar is rebuilding that 10.8 Calthorpe chassis referred to recently in these pages. The Maidenhead Cadet Division of The St. John Ambulance Brigade has for disposal a 1936 Canadian Buick with ambulance body, in running order, to aid Brigade funds. Vintage cars noticed at the Old Warden Open Day ranged from a Chummy Austin 7 to a Rolls-Royce and included an immaculate Wolseley Fifteen tourer. The Armstrong Siddeley O.C. now has 249 members and 251 cars if the Club's Sapphire truck is included. Of these, 28% are pre-war models, of which 6½% are vintage. Two members of the U. & D. V.V.S. own Austin farm tractors and a 1916 Holt caterpillar tractor, said to weigh over 10½ tons, has come to light in Kent.

The Standard Register asks us to point out that its Annual Rally is open this year to any pre-war Coventry-built car, as well as Standards. The date is May 20th, at Packington Park near Meriden on A45. The remains of an RE 8 biplane have turned up in Warwickshire, and are in the possession of the Northern Aircraft Preservation Society

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V.M.C.C. BANBURY RUN

The Vintage Motor Cycle Club's Banbury Run takes place this year on June 25th. Entries close on May 17th, at £1 for members and £1 5s. for non-members. The event is open to solo and sidecar machines and 3-wheelers made prior to 1931. There will be four classes, for machines prior to 1909, 1910-1914, 1915-1924 and 1925-1930, the schedule speeds being set at an average of 12, 18, 20 and 24 m.p.h. respectively. The distance will vary from about 22 miles and 50 miles for the first two classes to about 70 miles for the last two. Machines of less than 250 c.c. may run in one class lower in speed, if requested. Details are available from: J. G. Boulton, 11A, Ounsdale Road, Wombourne. Wolverhampton, Staffs.

VINTAGE POSTBAG

A Military G.W.K.

Sir,

Reference to the G.W.K. cars reminds me that as a D.R. I carried a dispatch from Eight Brigade to Cavalry Corps headquarters near Ypres in 1914 and saw a G.W.K. in the ditch. Upon enquiry at H.Q. I was informed that it was the property of an officer on the Signals staff and that it had a habit of going off the road due to flats on the friction disc and the steeply cambered slippery Belgian pavé. Apart from these antics the car was very reliable. Perhaps Mr. Wheeler knows a bit more about this G.W.K.?

Quite a few cavalry officers had their cars shipped over to Flanders. On the Eighth Brigade we had two Sunbeams, one Alphonso Hispano, and a Delauney Bellevue which Lord Northampton had sent up from Paris. They were all tourers. I drove them all at every opportunity; I was often personal D.R. to General Byng on the 3rd Cav. Div. who owned a 90-h.p.h Benz tourer. This was a marvellous car to drive.

I remember that on one occasion in October 1914 in the 1st Battle of Ypres we captured a high-ranking Prussian Guards officer. We took him in the Benz to headquarters. This officer was about 6 ft. 4 in. tall and together with his picklehaub helmet was a magnificent sight. I shall always remember him sitting in the rear seat, as stiff as a ramrod. The tops of the rear seats of the Benz were very shallow and were well below his waist. It would be interesting to know if any of your readers have any information relating to famous cars in wars.

Penzance. W. R. Hobbs.

* * *

More About the Zephyr Light Car

Sir,

I hope that my following information may be of some help to clear up a few doubts about the Zephyr Light Car.

It was in 1911 that Messrs. E. G. Davisom, J. M. James and E. Talbot set up the Zephyr company at a former skating rink in Freemantle Road, Lowestoft. The name Zephyr covered all parts manufactured at the works and it was owned by Mr. Talbot who had registered it originally for a piston he invented and patented.

After the war the car went on view at the Motor Show and was years ahead of its time; for one thing the springing was arranged to compensate for varying loads.

With parts for 400 cars, and the Motor Show success, the outlook should have been good, but the company lacked the financial resources to get over the hump in the following trade depression. The company was liquidated in 1920. Apart from test models, only five were completed.

Mr. Talbot went on making his pistons at Lowestoft until the early 'thirties.

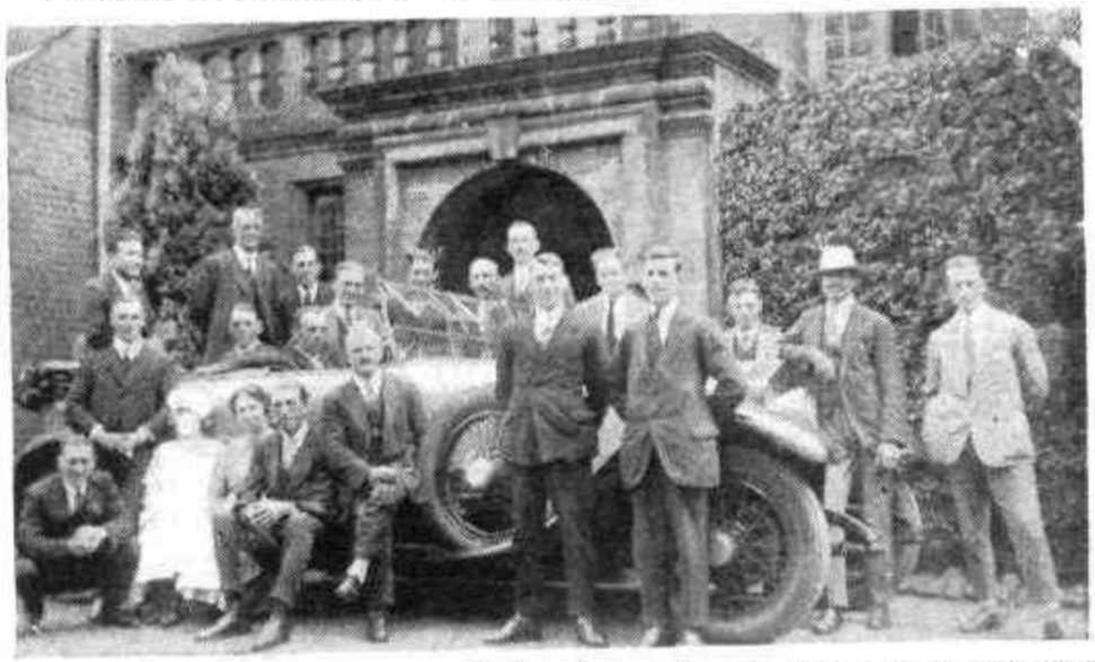
Lowestoft. J. Goldsmith.

* * *

The Rolls-Royce School of Instruction

Sir,

I was interested to read "Training to be a Rolls-Royce Chauffeur."



Readers may be interested in the enclosed photograph showing "pupils" of the School, taken *circa* 1925. I am pleased to say that the Mr. Hitchcock whose son has kindly loaned this to me, "passed out" of the course with a certificate identical to that which you illustrated!

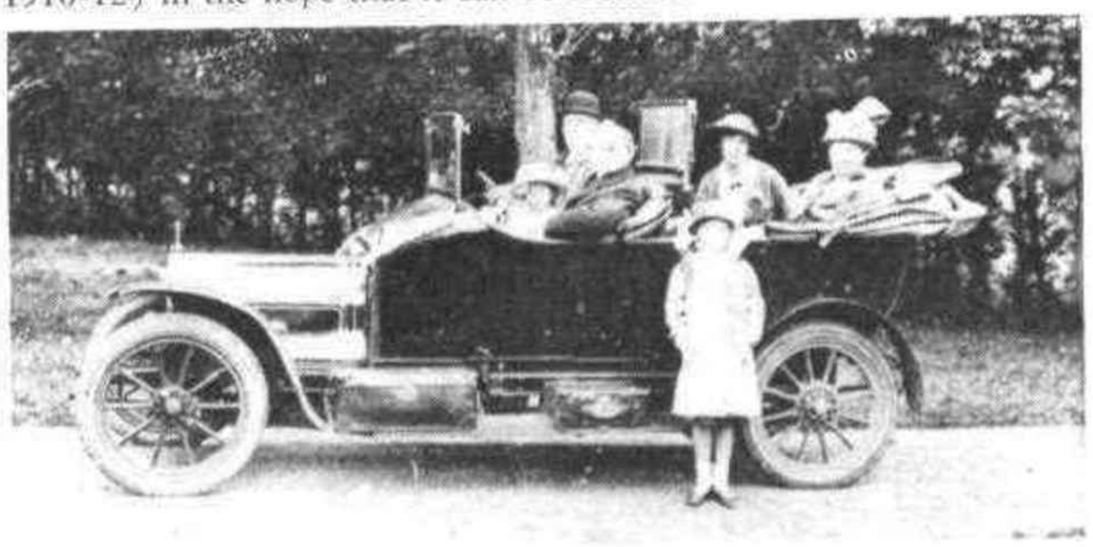
Canterbury. Michael Worthington-Williams.

* * *

What is it?

Sir,

I am enclosing a photograph of my grandfather's car (around 1910-12) in the hope that it can be identified as to make.



My grandfather (the late Magnus Volk, inventor and founder of the Brighton seafront electric railway) is seen occupying the driver's seat.

Brighton. Eric K. Volk, C.Eng., M.I.E.E.

[Could it be a Clement-Talbot?—Ed.]

Continued on page 389, second column

See how **INDIA AUTOBAND RADIALS** give you greater

CORNER GRIP



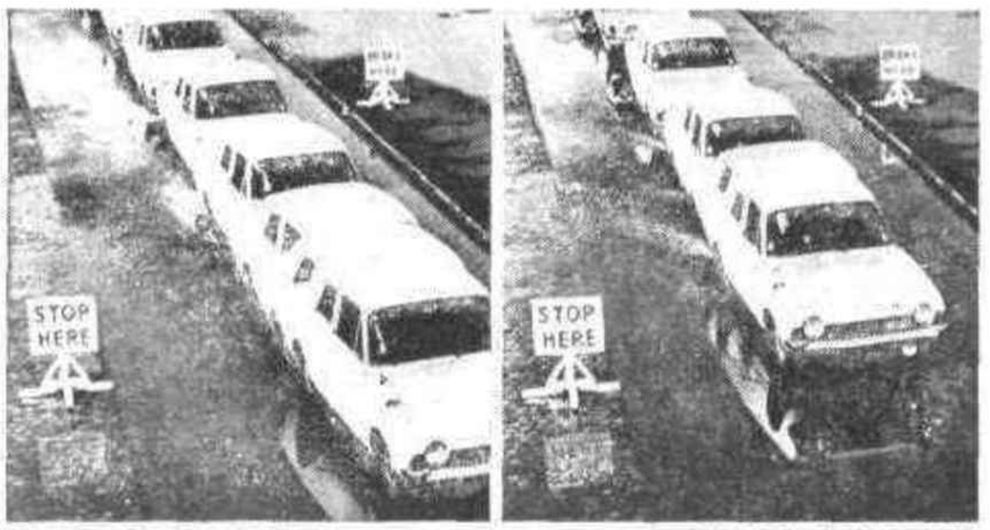
ORDINARY CROSS-PLY TYRE



INDIA AUTOBAND RADIAL

PROOF Same car. Same speed. Same bend. Same conditions. On the left, fitted with ordinary cross-ply tyres, the car's rear wheels break away and only skilful driving prevents it from skidding off the track. On the right, fitted with India Autoband Radials, the same car takes the bend in complete safety, without a sign of slip. The reason for the Autoband Radial's phenomenal corner grip is this. Unlike ordinary tyres it has extremely supple sidewalls and powerful bracing layers beneath the tread. These allow the tread to lie *flat* on the road. At all times. The entire tread-width remains in contact with the road even when you corner. Another thing. The Autoband Radial's tread pattern doesn't close up under stress. It stays open—gives you full road-holding power around the sharpest curve.

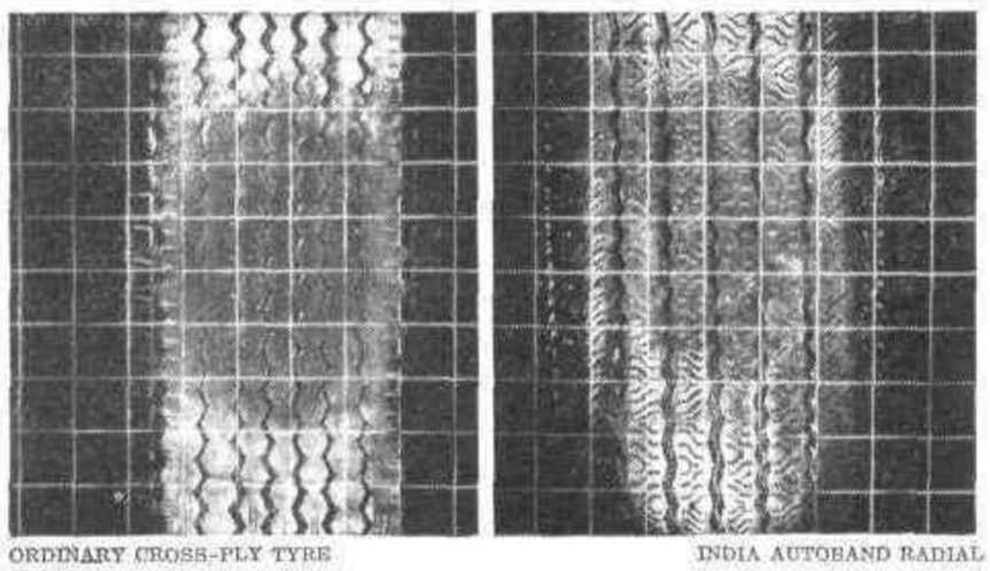
STOPPINGPOWER



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

The Autoband Radial's full tread-width contact with the road and ever-open tread pattern work for you when you need to stop in a hurry, too – give you braking power no ordinary tyre can match.

AVOIDWEAR



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

When you drive on ordinary cross-ply tyres, the tread opens and closes many times a second. And every single movement causes *wear*. But because the Autoband Radial's tread lies *flat*, tread movement is restricted, and rate of wear considerably reduced.
What's more, because the full width of the Autoband's tread is always in contact with the road, the small amount of wear that does take place is spread more *evenly* right across the tread.
Result: the India Autoband Radial stays above MOT safety standards for *thousands* more miles than a cross-ply. True, it costs around 25% more, but if you're the kind of motorist who gets through a lot of miles and gives his tyres a hard life, it'll give you a hefty saving in the long run.

AND AS IF THAT WASN'T ENOUGH . . .

you get remarkable road-holding in the wet (the Autoband Radial's tread pattern removes water *fast* from the contact area) – plus better acceleration; better traction; better high-speed performance; up to 5% more miles to the gallon; and, at over 40 m.p.h., less road roar and a more comfortable ride.
Ask your India dealer to tell you more about the remarkable India Autoband Radial. It costs only 25% more than ordinary cross-ply tyres remember. A small price to pay for so much extra mileage, so much extra performance, so much extra safety.



STOP ACCIDENTS

INDIA AUTOBAND RADIALS

Brook's Super Sparker

Mr. Buxton's letter in Vintage Postbag recalls a gadget which nad a certain vogue in the early days when I was getting my first taste of Edwardian motoring.

The device was usually known as the "spark gap" and was based on the theory that a gap in the H.T. leads from distributor to sparking plug would intensify the spark at the plug.

Mr. Buxton's specimen, as he has deduced, would be made for a four cylinder engine, and was probably meant to be fitted on the dashboard, where it could be seen and easily adjusted by the driver. The sparking gap was sometimes fitted under the bonnet, which would save a few feet of H.T. cable, but could be a cause of fire if the sparks were not covered.

As to when it was in use, I should say from around 1904 to 1912 or 1913. The Autocar Handbook of 1918 mentions it as being obsolete by that date, and casts doubt on its usefulness.

Angmering-on-Sea. EDWARD SAWERS.

[This has been exploited in recent times as an easy-starting gimmick.—ED.]

V.E.V. Odds and Ends.—We were wrong in saying the D.H. Tiger Moths in the film "The Blue Max" were masquerading as SE 5s. Apparently they were pretending to be Pfalz 111s; the SE 5s were specially built for the film. And the race won by Napier in 1902 was the Gordon Bennett, not a G.P. as stated in last month's editorial. A proof-reader who thought he knew better than the Editor altered G.B. to G.P. A straight-eight Daimler hearse, probably post-war, has been discovered in Hampshire, where a 1929 M-type M.G. is being meticulously rebuilt by a student. Two vintage cars and an Edwardian are to be chosen on past performances to represent Britain in the forthcoming Canadian Vintage and Veteran Rally. Two Edwardian tricars, an A.C. and a Warrick, were found on a Welsh farm some two years ago and bought by a member of the A.C.O.C., for £3 each. The farmer was also trying to sell a 1928 Ariel motorcycle. Rochester, Chatham & D.M.C. is compiling its history and P. Harrington, 26 Polhill Drive, Walderslade, Chatham, seeks data on the Club in pre- and post-1914/18 times. The spring issue of the *Lancia M.C. Journal* contains a fascinating account of how Julian Jane turned a Lancia Lambda into a trials car. Mr. Tom Lightfoot left England recently in his veteran Mercedes, to honeymoon in America.

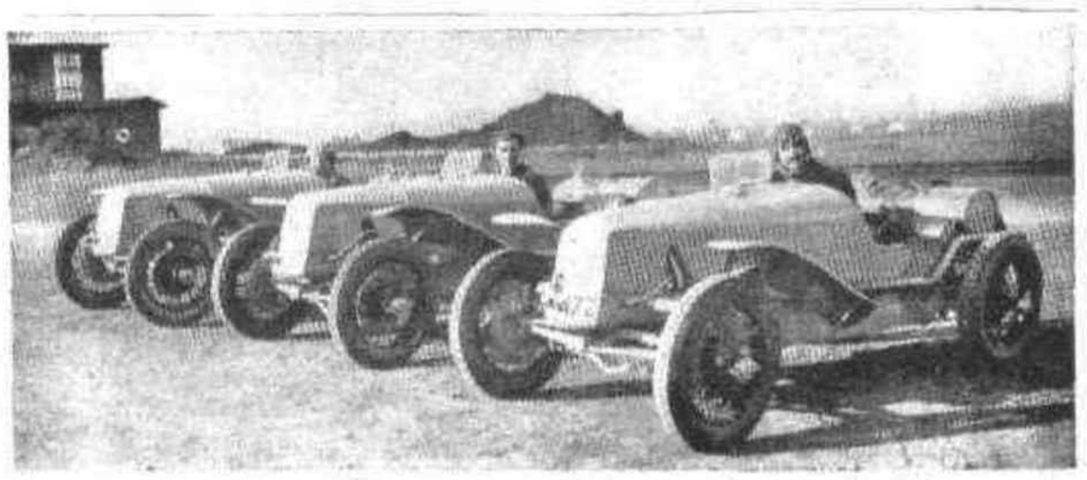
THE IRISH INTERNATIONAL VETERAN AND VINTAGE RALLY

The Irish V. & V.C.C., under the auspices of the F.I.V.A., is holding this rally, which was ruined last year by the shipping strike, from May 6th-10th. There will be a sprint on the Carrigrohane straight on the first day, the G.B. commemoration on the 10th and, after the main rally, a run to Kirkistown on the 11th, concluding with a race on the 13th. Neubauer of Mercedes-Benz will unveil the G.B. monument at Athy on May 10th.

THE VETERAN & VINTAGE CLUBS' CONFERENCE

Lord Montagu of Beaulieu, on behalf of the *Veteran and Vintage Magazine*, instituted a very useful conference of appropriate Club and Register secretaries, following a very good lunch in the excellent setting of The Great Gallery at the R.A.C. on April 8th. Items on the agenda included the Jowett C.C.'s suggestion that a standard set

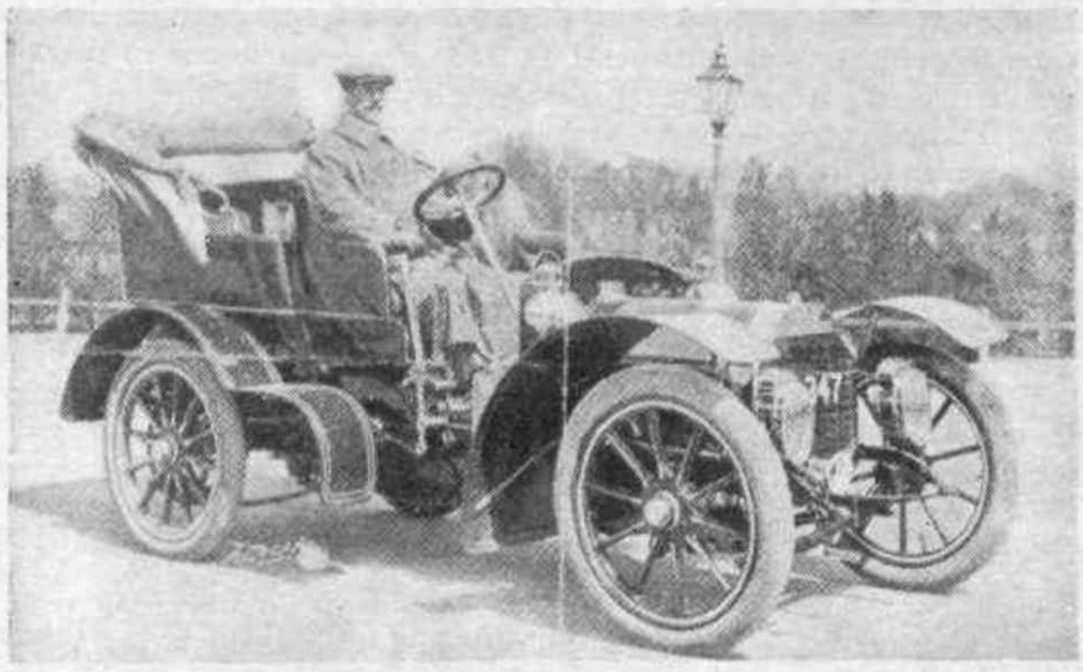
Continued on page 392



The backbone Tatra Eleven is a well-known Czechoslovakian car but this picture of a team of three racing Tatras, said to have been prepared for a Targa Florio, which a reader sent to us, may be new to many British historians

FRAGMENTS ON FORGOTTEN MAKES

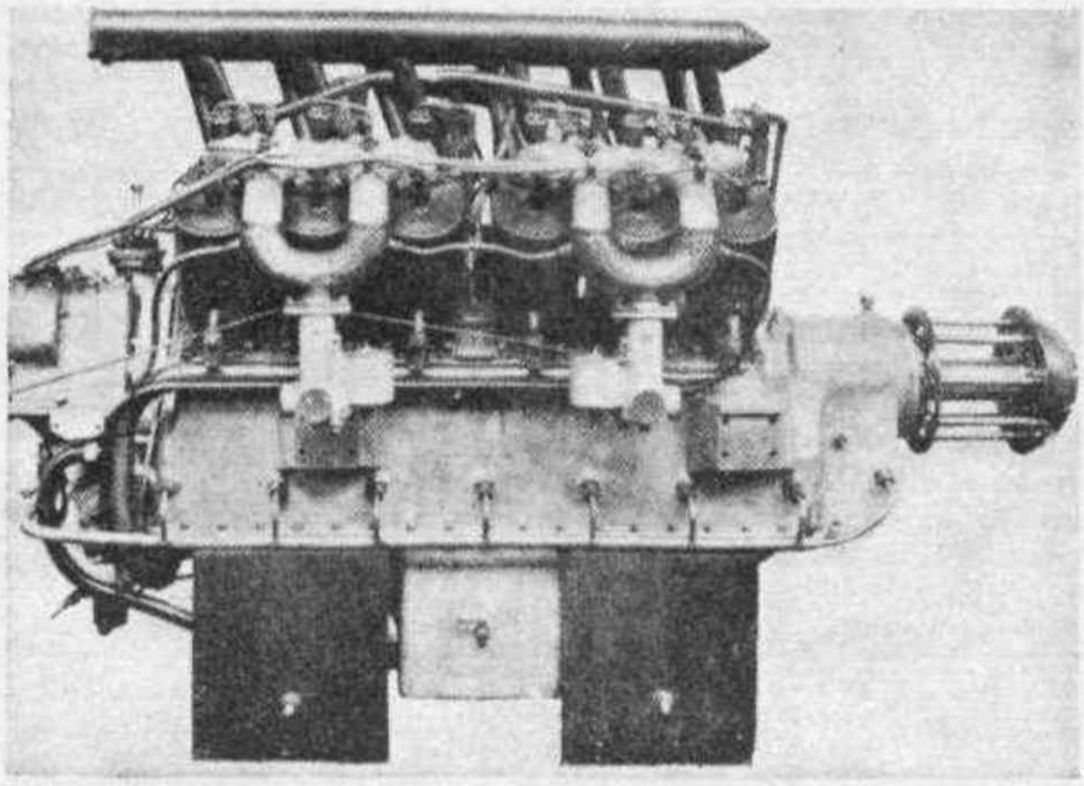
No. 37: THE BROTHERHOOD



The prototype Brotherhood car, with Percy Richardson at the wheel, after it had satisfactorily covered nearly 9,000 miles.

IN 1867 the engineering business of Peter Brotherhood was established in London. They became well known as manufacturers of compressors, steam-turbines and as precision machinists. The Company was founded by Peter Brotherhood, who was born in Maidenhead in 1838, the son of Rowland Brotherhood who had been associated with Brunel in the construction of the G.W.R. The first works were under the railway arches in Compton Street, London, but in 1882 it was necessary to expand to new premises on the South bank of the Thames close to Westminster Bridge. When the L.C.C. took over these works and adjoining property as the site of the London County Hall in 1906/7 the business was transferred to Peterborough, where Peter Brotherhood Ltd. still flourishes.

They become famous for their three-cylinder radial steam-engines which were ideal for driving dynamos, pumps, fans, capstans, ships' steering gear, hoists, etc:; the Company's badge still depicts this engine. After Peter Brotherhood's death in 1902 his son Stanley carried on the business. By 1905 it was decided to enter the growing Motor Industry. A separate firm was formed, called Brotherhood-Crocker



During the 1914/18 war Brotherhood produced this V12 aero-engine. It was claimed, obviously erroneously, to be the first water-cooled engine of this type.

Motors Ltd., with offices at 16 Hanover Square, and a works at 158a Norwood Road, West Norwood, in S.E. London.

The partners were Stanley Brotherhood, Mr. Crocker and Percy Richardson, and the design of the car was entrusted to the last-named, who had come from the Daimler Company. Engines, gearboxes and other components were made in the Westminster factory and assembled at Norwood. The Brotherhood had a four-cylinder 3.9-litre engine rated at 20 h.p. and giving maximum power at a modest 900 r.p.m. It drove via a four-speed gearbox and side chains.

This 20/25 h.p. Brotherhood was exhibited at the 1905 London Motor Show. Percy Richardson retained the prototype, touring the country in it, perhaps in search of orders, covering a claimed 9,000 miles without trouble. Nine other Brotherhoods were built. Countess Amherst had the first production model, fitted with a Mulliner 7-8-seater double landaulette body. The third car was delivered to the Hon. Charles Forester who used it for long journeys without carrying a mechanic. The next went to a Mr. Fred Kelly, and was driven by his second coachman, who found it simple to control and able to climb unfailingly a ¾-mile 1 in 6 hill in second gear. It apparently did 7,000 miles without so much as a puncture.

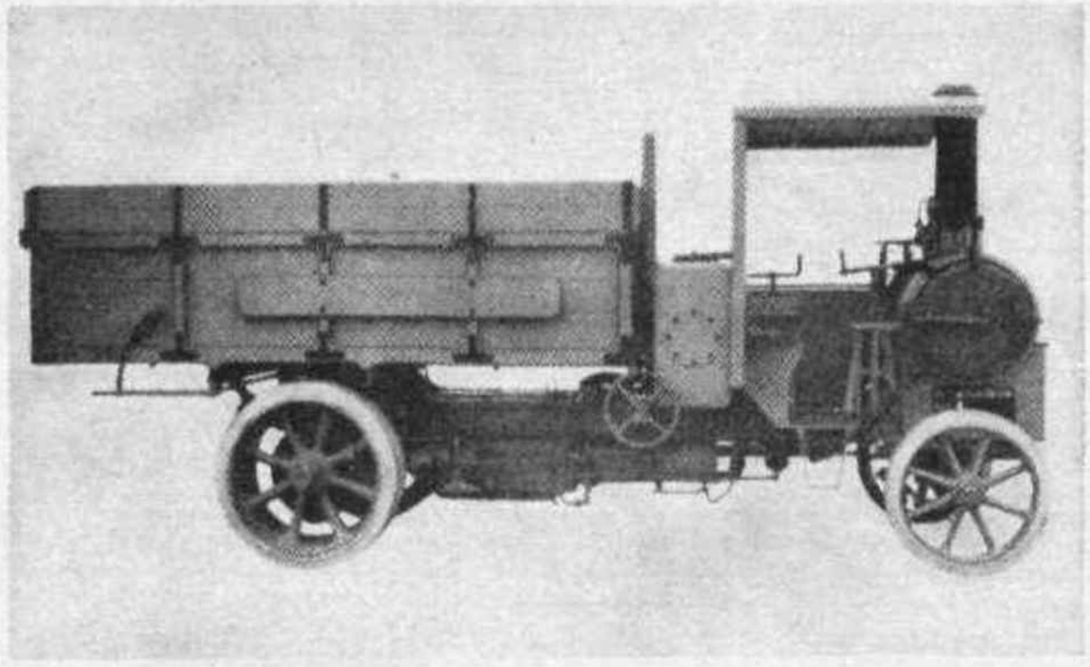
Earl Fitzwilliam had a Brotherhood with a double-phaeton body, costing 1,000 gns. The chassis price at the time was £675, so this must have been an elaborate body. The Earl of Mar and Kellie had a Brotherhood with Hooper limousine body, Sir Max Waecheter a landaulette which his head coachman drove, while Percy Barlow, M.P. for Bedford, was an owner and Mr. R. H. Fowler, head of Fowler's of Leeds, ordered two Brotherhoods.

The Company's connections in the world of steam and shipping seemed to have got their car off to a good start but in January 1906, perhaps on account of the pending move from London, Stanley Brotherhood disposed of his interest in the car side of the firm. It was moved to elaborate new premises in Tinsley, Sheffield, but the name did not survive much longer, the new factory apparently being used by Percy Richardson, financed by Earl Fitzwilliam, who had owned the expensive Brotherhood phaeton, for the manufacture of his Sheffield Simplex six-cylinder cars, which were intended to sweep the Rolls-Royce Silver Ghost off the map.

During the 1914-18 war the Brotherhood Company had built a 200 h.p. V12 water-cooled aero-engine for Naval aeroplanes and in 1922 introduced the Brotherhood undertype steam waggon with transverse boiler. A year later it made the Brotherhood tractor, powered with a 30 b.h.p. Brotherhood-Ricardo paraffin engine, which would also run on producer gas.—W. B.

* * *

I am indebted to Mr. G. N. Jacklin of Peter Brotherhood Ltd. for the above information. It is interesting that, to celebrate the centenary, the Company is holding a veteran and vintage rally and *Concours d'Elegance* at its sports ground in Lincoln Road, Peterborough, on July 1st.



The undertype Brotherhood steam waggon of 1922.

RESIGNATION

The Editor of MOTOR SPORT has resigned from the Presidency of the Armstrong Siddeley Owners' Club.

VINTAGE SUNDAY

Following the H.C.V.C. Brighton Run on May 7th, the V.S.C.C. Beaulieu/Fawley Driving Tests, the Alvis O.C. National Alvis Day at the Crystal Palace and the Rallye Renault at Woburn Abbey all take place on Sunday, May 21st. What a pity these important fixtures clash!

ESSO

Choice of champions





JACK BRABHAM
WORLD CHAMPION 1959, 1960 & 1966



JIM CLARK
WORLD CHAMPION 1963 & 1965



GRAHAM HILL
WORLD CHAMPION 1962

PUT A TIGER IN YOUR TANK WITH ESSO EXTRA

V.E.V.—continued from page 389

of rules might be drawn up for use by existing and prospective Clubs. This met with the response that the R.A.C. already issues such rules.

Lord Montagu then spoke of a matter he is raising in the House of Lords, namely, the desirability of the Government scheduling certain historic vehicles which it would be an offence to export, remarking that such a law exists in Italy and to a lesser extent in France. This met mainly with disapproval, as an infringement of the liberty of the citizen, as possibly preventing the exchange of foreign makes with British ones and as unnecessary, except perhaps in the case of museums. But if it applied to only about 50 very old or historic cars (the G.P. Vanwall was cited), it was thought worth investigating. Although not many valuable British heirlooms have gone abroad in recent years, and the last two Silver Ghost Rolls-Royces sold at Sotheby's stayed in this country, one does recall the 1903 G.B. Napier, a 1914 G.P. Mercedes, a team Bentley, and a big Peugeot, etc., as being no longer seen at our rallies. F. Hutton-Stott said he would like to see about two-thirds of the 40 or so de Dions that take part in the Brighton Run exported, so that Adams-Farwells or such-like could take their place (laughter).

Mr. Lorch then explained in very persuasive terms the Vintage Car of the Year Show, which Elga Products are sponsoring, with the Final at Beaulieu. It is based on a system of standardised *Concours d'Elegance* judging, similar to the rules governing the Horse of the Year Show, and although Mr. Lorch overcame objections to the mileage clause by saying that this would not affect results unless mileages of over 10,000 a year by Concours cars were involved, the classification of entries, which will be under- and over-2-litre categories, was fully discussed, without original price, weight, or "social status" being proved acceptable. It occurs to us that whereas an intelligent horse may be proud of being acclaimed the horse of the year, a vintage car will probably be quite indifferent about this. Stanley Sedgwick, President of the B.D.C., was against standard judging cards.

The Wolseley Register pressed for special taxation systems for old cars, under a heading their Mr. Burrows termed P.O.M., for Privileged, Occasional and Monthly, because he said that under the present taxation system old cars paid 11½d.-a-day on an annual basis or 1s. 1d.-a-day on a quarterly licence in spite of only occasional use. Much discussion followed but John Bolster (in a letter), Tim Carson of the V.S.C.C., and others suggested caution in case the M.o.T. responded by requiring *all* old cars to use restricted licences. Someone made the point that it is insurance for four months, not the tax, which vintage-car users find so costly, or difficult to obtain. But it was suggested that if the flat-rate tax was ever changed for a sliding-scale tax based on h.p. or c.c., then old-car owners would have a case, because they could argue that a 1925 3-litre engine, for instance, gives far less power than a modern engine of perhaps half the size. We agree that it is far better for the Government to be left alone, any restrictions it might introduce being fought as they arise, rather than suggesting reasons why a vintage car may be suitable for only restricted use, nice as any Government concession is—we still have the tax-concession on pre-war 6 h.p. and 7 h.p. cars, incidentally.

The *Vintage and Veteran Magazine* was warmly congratulated on its annual list of One-Make and Vintage Clubs. Anthony Heal then reported on the excellent work of the Historic Clubs' Joint Committee, which is composed of the V.C.C., V.S.C.C., V.M.C.C., H.C.V.C., N.T.E.C., 30/40 M.C., and the Museums. The V.C.C. has nobly carried the entire cost of this Committee, which was formed last year to represent the interests of its member clubs should an unfavourable method of car-tax become law. This did not happen but the Committee has kept a watchful eye on changes in the Use and Construction Act as they affect old vehicles and Lord Montagu had been able to put the objects of the Committee before the Minister of Transport herself. It seems that the Government is very reasonable in not framing new regulations that would be difficult for owners of historic vehicles to carry out. The sterling worth of this Committee was appreciated perhaps for the first time by some of those present and it was felt that the one-make clubs might give it their support, perhaps by making a small financial contribution to its costs. D. Goode of the Armstrong Siddeley O.C., suggested the formation of a new Committee to represent the small clubs but this was felt to be quite unnecessary, the present Committee being so well constituted and in such good *rapport* with the M.o.T.

Brian Blackwell, Secretary of the Meeting, delivered a fluent lecture on the merits of cars built between 1930 and 1940 but not recognised by the V.S.C.C. and appealed for their acceptance, under the class name of either Classic, Traditional or Georgian. Or perhaps something beginning with V, to accord with vintage. This was unfavourably received and when put to the vote only six people wanted such cars to be called Georgians, 16 voted for post-vintage, but 26 felt that 30/40 was quite adequate. The Editor of MOTOR SPORT said that when he was a comparatively young man the V.S.C.C. had been formed and the fun was to find a pre-1931 car, very different from prevailing modern cars, so that one could join it. Now he was confused! What constituted an old car? Did a 1966 or 1965 model count? Because if you were to accept 30/40 cars on the same level as vintage cars you would soon get 40/50 and 50/60 classes. Surely, he argued, an antique has to be reasonably old, as well as good, to make the tracking down and restoration of it worthwhile? The one-make clubs cater very well for most of the post-1930 non-p.v.t. cars. Blackwell's plea that the reason for not recognising the 30/40 cars as the equal of vintage was because they are in the hands of young people who are thought not the right sort of owners, caused Boddy to say that, on the contrary, young people should be encouraged to experience the joy and art of old-car ownership, by restoring and running these 30/40s, but that if as a class they were given fine names, the dealers would be delighted and the Georgian Austin 10/4 or Classic Morris Eight would be doubled in price—thanks to Brian Blackwell. Admittedly they are worthwhile cars, taken in the right spirit and with a sense of proportion, but if they had to be called something beginning with V he could think of various suitable names; as there were a few ladies present, he would refrain from quoting them. . . . (laughter).

Before this very valuable meeting concluded Stanley Sedgwick and Michael Sedgwick both moved that it should be convened annually. Lord Montagu said he would try to arrange this. Voting showed that the majority favoured a Saturday after-lunch meeting and it is hoped this will be possible, perhaps with some contribution from the interested clubs towards the cost.

SOME EDWARDIAN/VINTAGE FIXTURES

DATE	*ORGANISER*	*RENDEZVOUS*	*NOTES*
May 7th ..	H.C.V.C.	London-Brighton run	Vintage Commercial Vehicles. Starts from Battersea Park
May 13th ..	Enfield & Dist. Veteran Vehicle Society	"The Railway," South Street, Ponder's End	Display of Veteran and Vintage vehicles 2-11 p.m.
May 14th ..	Hayling Island Chamber of Trade, 42a West Haye Road, Hayling Island, Hants.	Havant Car Park	Parade of Historic Vehicles. *Concours* at Royal Hotel, Beachlands 11.30 a.m. to 1 p.m. start
May 14th ..	Pre-War Austin 7 Club, 7 Leopold Street, Derby	Staunton Harold Home, Ashby-de-la-Zouch	Fifth annual rally, any make of car, commercial vehicle or motorcycle pre-1939
May 20th ..	Vintage Car of the Year Show, Hale House, Churt, Surrey	Hale House, Churt	*Concours* and Parade
May 21st ..	Renault Ltd., Western Avenue, London, W.3	Woburn Abbey, Bletchley, Bucks.	Rallye Renault, all models 1899 to date
May 29th ..	Bury St. Edmunds Round Table, The Old Rectory, Fornham St. Martin, Bury St. Edmunds	Bury St. Edmunds	Hardwick Fete, Parade and *Concours* for veteran and vintage cars, motorcycles and c.v.
May 28/29th ..	Montagu Motor Museum, Palace House, Beaulieu, Hants.	Beaulieu	Traction engine rally
May 29th ..	Elham Village Hall Assn. c/o Caffyns Ltd., Park Farm Road, Folkestone, Kent	Elham	V. & V. car rally and Steam Engine Rally
June 4th ..	Lancashire Automobile Club/Blackpool Corpn./*Daily Telegraph*	Town Hall, Manchester, 9 a.m.	5th Manchester-Blackpool V. & V. Car Run



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Whatever the car ... whatever the weather

1501 GLS

Some notes on the biggest of the Simcas



ODD THINGS GO ON IN THE DEPTH OF THE ENGLISH COUNTRYSIDE!—While assessing the Simca 1501 GLS we came upon this notice saying "Danger—Low-Flying Aircraft" at what is apparently a private landing strip beside a newly-erected hangar in otherwise remote rurality.

THERE was a time when British family cars lagged far behind the Continental equivalents. This is no longer the case, as simultaneous testing of a Hillman Hunter and a Simca 1501 GLS emphasised. The type-designation of the good-looking Simca caused speculation—in fact its engine size is 1,475 c.c. The "S" stands, apparently, for Super, both GL and GLS models having the 5-bearing engine with 9.0-to-1 c.r. and Weber twin-choke carburetter that gives 81 b.h.p. at 5,400 r.p.m.

This Simca has a pleasing air of Continental individuality and those who travel in it do so in comfort, the supple suspension and spongy seats providing a good if sometimes lively ride superior to that of the Hunter's. There is an artificial-wood upper facia, very large separate front seats with reclining squabs having roll tops, and what I call "beachball"-type, too-soft, ventilated plastic upholstery (but they are more comfortable than the Hunter's), two lidded but unlockable cubby-holes which are automatically illuminated (plus pockets on the scuttle but no facia shelf), a very capacious boot (with spare wheel under its floor) that needs a key to open it, roof grabs with coat hooks, sill door-locks, safety interior door handles under the arm-rests, a good anti-dazzle mirror, a curved screen, vizors (with vanity mirror) that are too shallow, a steering-column lock, reversing lamps, and extractor ventilation but no fresh-air vents. The trim was loose on one roof-grab and the wipers' knob came off in one's hand.

The Simca 1501 has a horrid gear-change, like most Simcas I have driven. The central lever is too far back, the knob is flexibly mounted on rubber, and the very powerful spring-loading further detracts from what could be a precise control. The hand-brake is a facia twist-and-turn affair, all lamps-selection is done with a r.h. stalk the turn-grip of which is badly shaped, the 2-speed wipers are switched on with a facia knob but the washers are foot-operated, and the steering is inaccurate, changing from light to sticky, and becomes heavy on lock, its big wheel high-set. Some vibration and minor rattles are transmitted.

Instrumentation consists of a Veglia speedometer with decimal trip recorder, an accurate Ultra clock, and thermometer and fuel gauge calibrated merely with coloured blobs. A good point, however, is that the fuel warning light, which flashed for a day, did not finally stay on until over 310 miles had elapsed from filling the tank; thereafter 40 miles' petrol remained. This suggested extremely commendable economy; a check gave a figure of 29.4 m.p.g., using premium Total, on fast runs. At the end of 500 miles, one pint of oil was needed.

Above the lamps-control is the shorter turn-indicators' stalk. The horn is sounded with a cut-away horn-ring. A bad safety feature is the use of metal hooks for the safety-belts. In fact, this Simca didn't have safety belts, so I suppose some journalists would have refused to test it! The Pye Petite radio functions without using the ignition key (as does the horn) but its clip-on aerial has untidy wiring and there was continual static when the engine was running.

When cornering ambitiously there is a good deal of roll, understeer changing to lurch oversteer, the Kleber Colombes tyres didn't grip particularly well in the wet and are apt to squeal, and noise level when accelerating is of the "fizzy" sort, while there is a good deal of road noise. I have no specific complaint about the brakes, which are commendably powerful. Top speed is given as 93 m.p.h. but on the long straights of A30 *en route* for Stockbridge the speedometer was not anxious to climb more than five m.p.h. above the legal speed-limit for our open roads. Admittedly there was a stiff head-wind blowing.

This Simca 1501 GLS is a nice-looking, economical car, with wheels made to resemble centre-lock wire wheels with radial-finned brake drums, and it has lots of interior space. But overall it cannot claim to be outstanding, being by now out-dated, so I do not see how it can be sold here for £1,019 15s. 6d., except to rabid Francophiles who are captivated by the "big-car" feel of the Simca and its smooth-running engine.—W.B.

THE FORD CORSAIR 2000E

— an excellent car

THE development of the V4 and V6 Fords is interesting. When MOTOR SPORT tried them last year in various forms they were disappointing, the 60 deg. engines being rough when idling and having vibration periods, the comparatively poor performance of the Corsair V4 GT underlining our general disillusionment.

But the 3-litre Zodiac Executive proved that these early shortcomings had been largely overcome; it is a very acceptable car. Likewise, the Corsair 2000E, or Executive Corsair, is, taken all round, an excellent car. It replaces the unhappy Corsair GT, its V4 engine being provided with bigger ports, a new camshaft, and a double-choke Weber 32DIF carburetter instead of a single-choke Zenith Stromberg. These modifications have produced 97 b.h.p. at 5,000 r.p.m. in place of 88 at 4,700 without spoiling the torque curve, so that the result is a truly lively and enjoyable car in the Ford tradition.

The Corsair 2000E has been given the luxury touch, as well as the more powerful engine. So you have good seats upholstered in Cirrus 500 pvc, the front ones perhaps a bit too hard but having excellent reclining squabs. The walnut veneer facia carries tachometer (with red segment from 5,600 to 7,000 r.p.m.), a 110 m.p.h. speedometer with decimal odometer, and two dials combining fuel-gauge, oil-gauge, accessories and turn-indicators, warning lights, generator light, ammeter and thermometer. Calibration is casual but oil-pressure normally sits at the segment equivalent to 50/55 lb. sq. in. The gear lever positions have been altered and the r.h. stalk which controls turn signals, headlamps flashing and dipping has been relieved of blowing the horn, as a half-horn-ring is now fitted.

There is the impeccable Ford "Aeroflow" ventilation, deep pile carpeting which the Ford sales-literature says "would look luxurious

in a penthouse," and elegant trim in black vinyl that "maintains this subtle atmosphere of leisured luxury," so that it was unfortunate that you could peel it off the console as you sometimes can an inexpensive covering off a kitchen table. Moreover, this trim does not prevent the plating on the console reflecting in the windscreen in certain conditions of light. Additional special 2000E features include reflectors built into the o/s doors to give warning after dark that they are open, a gear-lever gaiter, carpet in the boot and a vinyl cover over the spare wheel, a good dipping mirror, illumination of boot and engine compartment, coat hooks and roof grabs, but no vanity mirror in the n/s vizor. There are also special wheel trims, rubber-capped over-riders, reversing lights, individual radiator grille and crested motif, and the black vinyl covering to the roof which is becoming the mark of the pseudo-executive automobile.

The main facia contains the control knobs for the n/s and o/s fresh-air gimbels (the knobs worked far too stiffly), cigarette-lighter and choke. The 2-speed wipers/washers knob is well placed for the right hand on the lower facia but, because this is recessed, the switches for lamps, panel-lighting and heater-fan are "fumbly." Stowage is confined to an unlockable cubby-hole and under-facia and rear shelves. It is good to find that ¼-lights have been deleted but a pity their frames remain. The heavy bonnet still needs a prop.

Other aspects of this likeable Corsair follow accepted Ford practice, so do not need much embellishment. Powerful acceleration, aided by a light and pleasing gear change, has long been an outstanding aspect of the Cortina GT. The Corsair 2000E goes from 0-50 m.p.h. in 9.3 sec., to 60 m.p.h. in 13½ sec. and to 70 m.p.h. in 18.7 sec. This betters comparative figures of 9.5, 13.9 and 19.2 sec. by the early Cortina GT and needs no further praise.

The ride is still lively and lurchy but has been improved, the Servo disc/drum brakes work rather fiercely, with a slight clonk as play in the pedal takes up but are powerful and fade-free, cornering for a family car is good, the neutral sweep through fast bends, the light steering getting heavier towards full lock, being particularly reassuring, aided on the test car by those excellent Goodyear G800 radial-ply tyres, of 165 x 13 section. The facia hand brake is well positioned for the left hand but horrid to operate.

The V4 engine is still not free from roughness when idling or at speed and is too noisy (approx. 4,000 r.p.m. at 70 m.p.h.) for an executive car. There are also some annoying body rattles and drumming, and for a time loud squeaks came from a steering-column bush whenever the wheel was turned, as they had on the Cortina GT I tried last Christmas. The driver's internal door handle tended to stick. But the Corsair 2000E is notably sparing of petrol. I had one of the fastest runs ever from my place in Radnorshire to my other home in Hampshire in this Ford, presumably because of its ability to so quickly resume cruising speed after a hold-up, and on a number of careful checks, odometer corrected, its thirst for premium ranged from 25.9 to 27.7 m.p.g., with an overall figure of 26.7 m.p.g. The absolute fuel range was 259 miles. The oil level hadn't dropped after 800 miles. The dip-stick is housed between battery and radiator hose.

Incidentally, the very nicely printed catalogue with colour plates is amusing; I can only assume that the couple motoring in their Corsair V4 and wearing safety belts on a deserted Waterloo Bridge at 4.30 a.m. are afraid to go out in daylight because their car isn't carrying registration plates, but I note that another, younger, couple in a Corsair V4 estate car have at least ventured down the drive, although their Ford is also devoid of number plates!

Joking apart, the Ford Corsair 2000E is an excellent car. It is rather expensive at £1,007 18s. 4d. but it should be a sales-winner nevertheless. Not everyone needs luxury fittings in a car of this class, so the same 1,996 c.c. engine in the ordinary Corsair, or in the new Cortina, might be an even bigger success.—W.B.

MINI-SPRINT GT

Stewart and Ardern transform the Mini bodyshell

WHEN the Mini was introduced most people thought a family saloon car could not be made any smaller if it was to seat four people in reasonable comfort, but someone always has to prove public opinion wrong and the first to do so, we believe, was Neville Trickett. His idea of lowering the car has been put into production by Stewart & Ardern Ltd., the Morris distributors, who skilfully cut the body in two places to reduce overall height by 4¼ in.

In fact the demonstration car is 5 in. lower than standard since the Hydrolastic suspension has been dropped, and it drew as much attention in the street as some exotic American cars we have been testing recently—not presumably because it is so startling, rather because it is obviously a Mini . . . but different. There is a definite trend toward "personalised" popular cars and this one might well catch on in limited quantity despite a large price label which reflects the amount of surgery done on the bodywork.

The basic Mini-Sprint conversion, which costs £335 onto the price of a Cooper or Cooper S, involves cutting the body above and below the waist-line, taking out a depth of 1½ in. at each level and increasing the rake of front and rear windows. The Mini-Sprint GT conversion costing £400 takes an extra 1¼ in. from above the waist, making a total of 4¼ in., removes all the welded seams which stand proud of the normal bodywork, replacing them by butt or lapped joints which present a neater and smoother appearance. Perspex is fitted in all side and rear windows (the back side-windows no longer hinge outwards) and of course the doors, wings, and boot-lid have all been cut to size. Included in the specification are an acrylic paint finish, in any colour, rectangular Cibie headlights, a small diameter leather-trimmed steering wheel and column rake adjustment.

This is obviously a very sizeable operation and the workmanship is extremely good; it is not possible to see where the cutting has been done. However, despite special optional front seats and rear seat trim, we did not feel that the general appointments of this car lived up to a £1,000-plus price tag and would prefer to spend some of the money on Radford treatment such as nice, well-fitting carpets, soundproofing, electrically-operated windows, an instrument console and so on to make the car feel more luxurious.



It looks like a Mini but . . . the bodywork has been lowered five inches by skilful surgery, and seams removed. Headroom is just adequate for a six-footer.

Wind noise has been slightly reduced by the elimination of seams, but the 1275S engine in the demonstration car was such a rough, noisy unit—as they all are—that it feels an exciting experience anyway to reach 100 m.p.h. which we estimated to be the maximum speed, an extra three or four miles an hour deriving from smaller frontal area and slightly reduced weight.

Lowered suspension adds to the overall effect but while improving the high-speed handling, it was not ideal for roadwork as the Mini-Sprint was really harsh on bumpy roads and the front wheels sometimes hit the wheel arches. The wheels, incidentally, were magnesium alloy with 4½J rims costing £70 for a set of five.

Individuality costs money and with a car like this it is hard to assess a reasonable price. Considering the work involved the cost is undoubtedly justified, especially since the bare bodyshells can be bought for £230 or £260 depending on the conversion and built up from there, and while we can think of better ways of spending up to £1,250 this is very much a matter of taste.—M. L. C.



Austin Healey Sprite Mark IV from £671.12.4 (incl. £126.12.4 p.t.)

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Austin Healey brings driving to life!

BMC AUSTIN

THE BRITISH MOTOR CORPORATION LTD.

EAST AFRICAN SAFARI

EASTER in Kenya means Safari-time. The East African Safari Rally; the name itself chills spines as you imagine man and machine pitting skills against the ragged car-eating terrains of Tanzania and Kenya or the precipitous escarpments of the mighty mountain Kilimanjaro. All very romantic really, but in fact the myths that surround this great event are slowly being unravelled. To sum it up, the one real aspect that makes this event so memorable is that it is the only real road-race left. Nothing since the *Liége* has been able to match the Safari for its abundance of un-made roads and unlimited high-speeds. However, the truly romantic side of it, the image that Joe Public has, can be shattered quite easily when you realise that it is only a rally; for a start it can be recced! Crews spend weeks going round the route making accurate distance notes or even pace notes of the tighter sections, so for one thing the idea that local knowledge is all-important can be dispensed with as far as route-finding goes. Not to take the glory from the locals for indeed they score heavily in knowing how to conserve a car in the rough, and they score even more when its wet for murram isn't just murram—there are several types of it, and the deceptive red soil takes getting used to.

Which brings us to another point. The last four years have seen finishers lists read 9, 16, 21, and 7, but this year there were, due to the dry conditions, 49 finishers. An early Easter as this year means a dusty run instead of the deluged events of the past four years. The mud is the biggest single eliminator, for the constant effort of pushing and digging one's own car out, let alone the numerous cars bogged down in front, invariably accounts for many retirements through sheer physical exhaustion. Two other alterations, by popular request from the manufacturers supporting this event, were the seeding of the entry list and admission of Group 2 cars. So with more power—which always makes fast driving that bit less strenuous—and with people in their correct order a bigger finishers list was to be expected. One of the claims of the Kenyans is that no "visitor" has won the Safari (you can't say "European" for the Kenyans are still considered Europeans and all others apart from locals are "visitors"). This isn't completely surprising for the percentage of visitors to locals is pretty low, and of course the percentage of absolute top visiting drivers is even lower still, Söderstrom and Aaltonen were perhaps the two top "visitors." The former very nearly did win, while the latter had a slightly unsuitable car. Which quite neatly brings us to the next point, the cars. Or more important still, the works entries.

After the event several hundreds of words were written about it and quite a few of those hundreds were devoted to a quiet dig or back-handed sneer at the attempts of the Ford Motor Company. Something which one finds difficulty in agreeing with. It's quite easy to sit back and smirkingly say "Fords bought Le Mans" and then follow this up by saying that they're trying to buy the Safari as well by taking a rumoured budget of £30,000 and a six-pronged attack. But to my way of thinking any manufacturer who is prepared to compete in the public eye, and in the most testing game, with a new car at that should be applauded whatever the result. Top manufacturers team, five out of the six cars entered finished (83⅓%), four of these in the top *seven* and second and third overall. Whose lion? The cars Ford used out there were the new '67 shape Cortina GTs. At first people like Bengt Söderstrom had bewailed the fact that they couldn't have an established Lotus Cortina, but after the event, even after practise, the chubby Swede had changed his opinion, and certainly from the way that the GTs went and held together it is apparent that Fords have got themselves a winner. Even Boreham has been pleasantly surprised by the inbuilt strength of their new cars. When the F.2 Cosworth 4-valve head and either Lucas or Tecalemit fuel-injection get going we should see some sparks fly in the racing field, and for the rallyist this should be the cheapest way of obtaining really competitive motoring. Many of last year's competition developed parts are standard on the new Lotus. The Lotus-engined version is now homologated in Group 2 and although only a few official appearances will be made this year 1968 should see More Cortina (excuse pun). Apart from the Boreham contingent the only British support out there was the lone BMC Cooper S of Rauno Aaltonen—with Stuart Turner making "positively his last appearance." A big car is better suited to the rough than a small-wheeled vehicle quite obviously and since BMC are going to develop the 1800 range we might even see a team of the ADO 15s out there next year, and there's no reason why the strong f.w.d. cars shouldn't be successful. One wishes that some of our other manufacturers would take a little more interest; for example Triumph 2000s would do well, and in fact the E.A. Leyland Group supported car of Viscount Mandeville finished ninth overall, only to be dropped three places for a speeding offence. Similarly there was only one official Volvo, the 122S of the dusky and cheerful Joginder Singh (outright winner in 1965); he finished fourth this time. Local dealers put in a team of VW 1600s and a team of Datsun 2000s, while there was one mis-prepared Lancia Fulvia for Bettoja, but quite obviously the top drivers were shared amongst Peugeot and Ford. On the Peugeot side they had the eventual winner Bertie Shankland, accompanied as last year by Chris Rothwell, while teammate "Nick" Nowicki showed flashes of inspired driving. The fuel-injection 404 "Pugs" are incredibly strong cars and although lacking in the acceleration department they will forge effortlessly on in the high-speed brackets for hours on end. However, to harp on a point, the Peugeots are a French entry—dealer network entered—while Fords are a *British* concern (although American controlled) and their spending the so called vast quantities on promoting a *British* product in an important export field. One shouldn't "knock the rock" (to quote someone!).

The Cortinas were well paced throughout the event, all drivers being told to take things steadily. Söderstrom, as always with Gunnar Palm next to him, set the pace out in front, aided undoubtedly by having a dust-free road. He calmly dominated the event for the complete Southern Loop. His fine run, with an unmarked car, came to a tragic end when a distance mix-up over two recently dug drainage culverts caused him to crash spectacularly into the first one. Shankland (trailing by eight minutes) then assumed the lead. However, Jack Simonian, previous co-driver to Henry Taylor on the 1964 trip, was told to speed up and just on one section he pulled ten minutes back and then, in the lead, had the misfortune at 90 m.p.h. to hit a buck impala which had chosen to block a main road. After de-ditching he finished sixth. Shankland then was back in the lead, and although Vic Preston and Peter Hughes both increased pace the opportunity to catch the Peugeot had gone. Therefore both Cortinas were removed from the lead by virtue of the chancy business of running first on the road. Talking of chancy business the natives in recent years have been getting more restless, and now consider it good sport to throw rocks and other sundry debris at the speeding cars. Several drivers were hurt, one quite severely. It's not as if the natives were plain marauding savages, but the sad result is that civilisation tends to bring with it decadence expressed in these outbreaks of hooliganism.

Interestingly all the GTs suffered from generator troubles just as the pre-Lotus cars did. Perhaps it was the smoothness of the twin-cam engines which stopped the early GT breakdowns; however, troubles they had, and all of a varying nature. One of the major sufferers was Roger Clark. Teamed with Ford Belgium driver Gilbert Staepelaere they made a formidable pair and got on famously together. It is unlikely though that we'll see them together much more since Staepelaere is interested in furthering his own career as a driver. Lucien Bianchi and Henri Greder were another top crew but they

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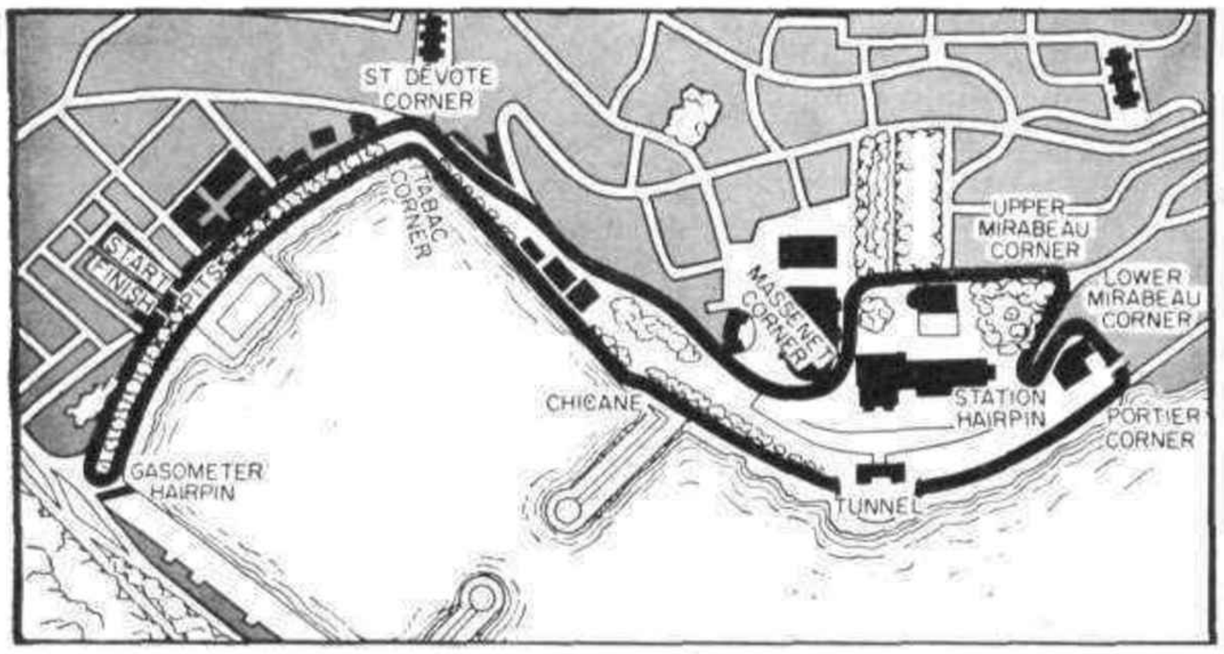
One reader's comment on post-Safari Rally publicity!

Cortinas go on Safari—and come back with the lion's share of the honours!

WHOSE LION?

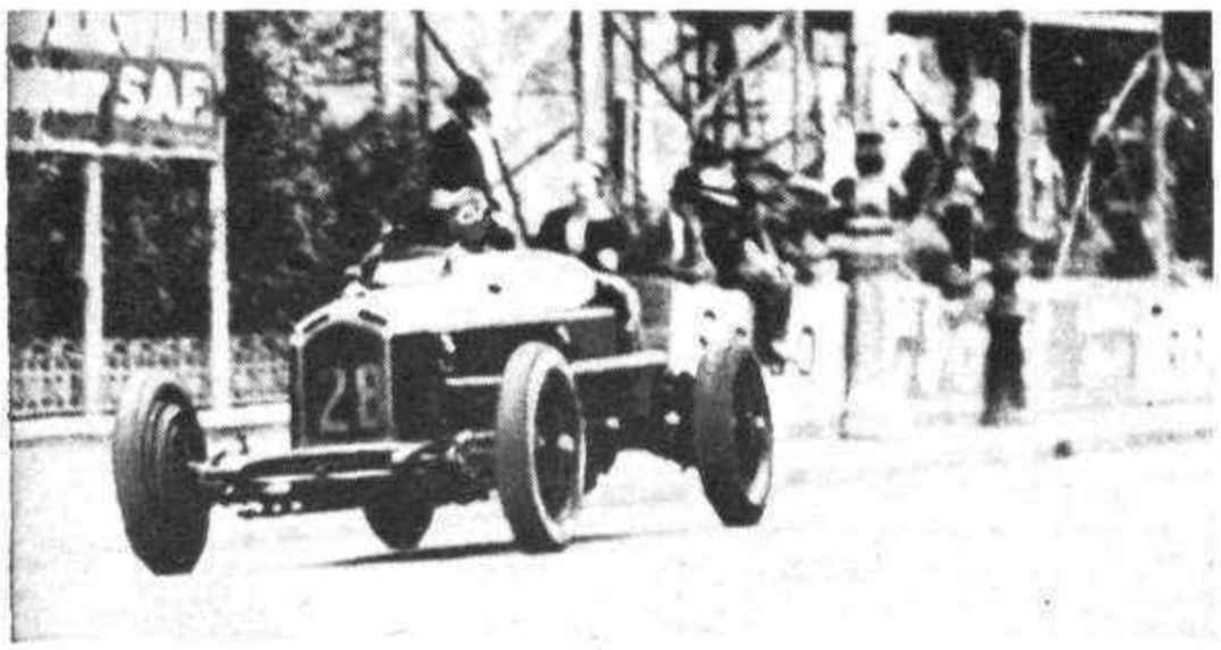


Monaco Mementoes



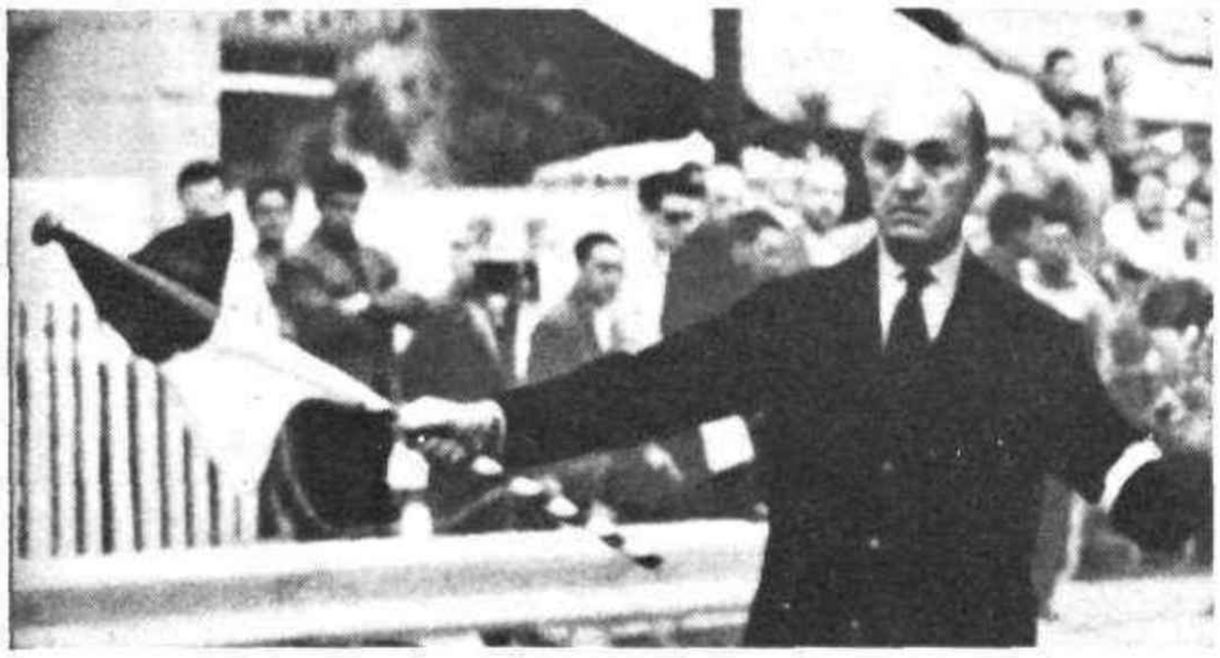
The Constant Course

Few circuits have changed less in their history than Monaco. In nearly forty years of Monégasque racing the only variant has been the positioning of the chicane and the startpoint. One other unchanging feature of the Monaco GP is for the victor to use Shell petrol and oil. On no less than nine occasions, the winning car has run on Shell.



1933 Duel in the Sun

The longest duel for leadership in grande épreuve history. Varzi in his Bugatti and Nuvolari in his Alfa Romeo passed and repassed each other for 97 out of 100 laps, Nuvolari leading for 66 laps, Varzi for 34. Then in the 99th lap a piston failed in Nuvolari's car. He jumped out and began to push. A mechanic, worried about a fire that did not exist, helped, and Nuvolari was thus disqualified. However, Alfa Romeo triumphed in 1932, in 1934 and again in 1950. And every time the driving spirit was Shell.



Chiron le Grand

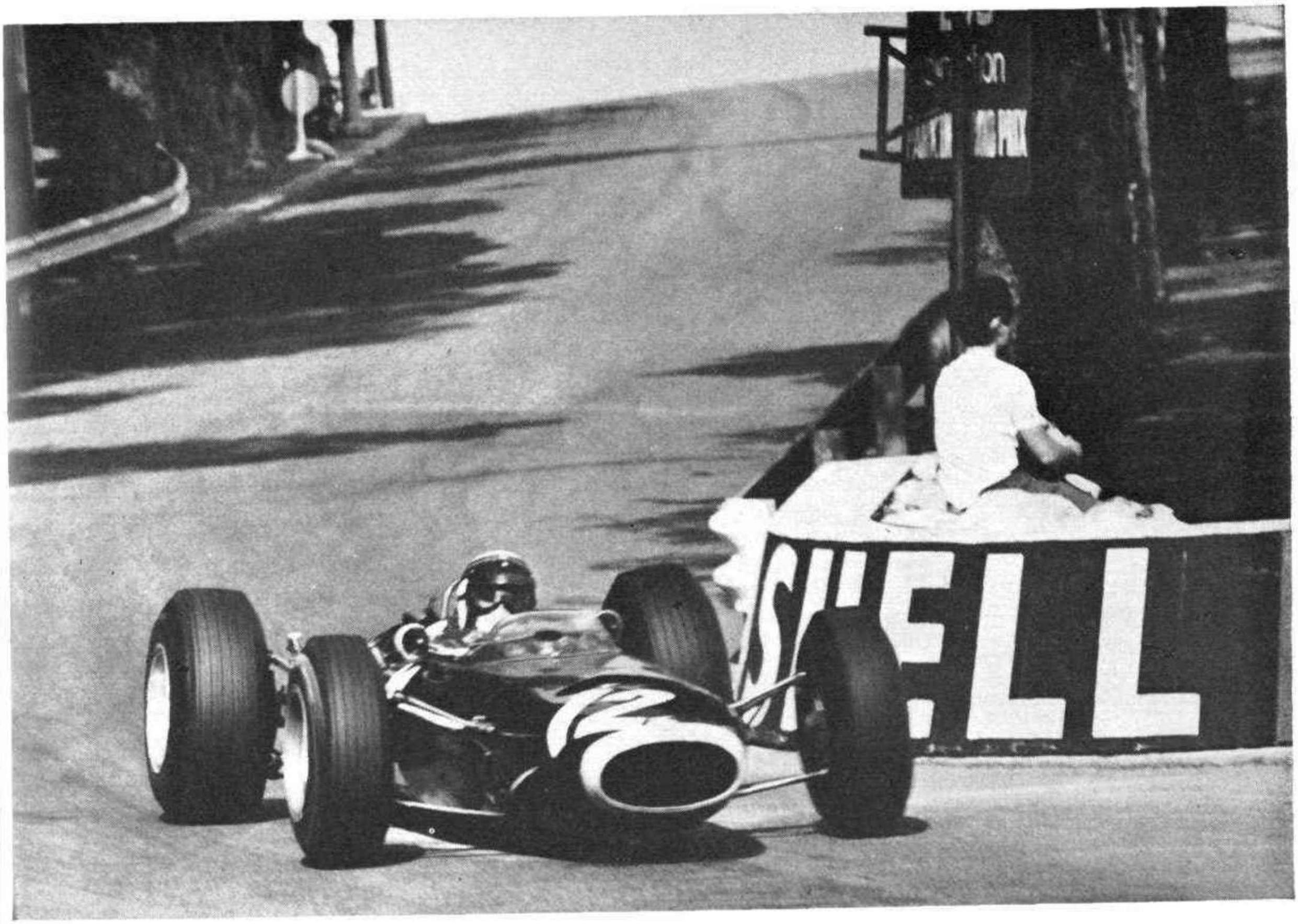
No one is more closely associated with the Monaco GP than Louis Chiron, now Race Director of the circuit. He won for Bugatti in 1931, and has also come 2nd, 3rd, 4th, 5th and sixth and crashed at the Chicane twice !



1963 BRM start a tradition

Driving a car which the previous year had helped BRM win the World Constructor's Championship, Graham Hill won the 1963 Monaco GP at the then record speed of 72.42 mph. The BRM/Hill combination was to triumph again in 1964 and 1965. 1966 saw a further BRM victory, this time with Jackie Stewart in the driving seat. But throughout, it has been Shell in the tank.

Salute to Stewart



Few drivers will go to Monaco with the augurs more in their favour than Jackie Stewart. His car—the BRM—has a four year record of success at Monaco, and he himself carried off the victor's palms last year. BRM are hoping to see their new H16 engine come to full flower under the Riviera sunshine after a winter of strenuous development work.

Stewart is a complicated man who defies most of the generalisations about racing drivers. He astonished many people by coming out in favour of the 70-mph speed limit. For the man most constantly tipped for a future World Championship he is touchingly modest and still feels strange when asked for an autograph. At a far remove from motor racing he is in the champions' class among claypigeon shooters.

He insists the only place for dicing is the track, and says he wouldn't go in for the RAC International Rally for £3,000—'It's far too dangerous for me'.

Naturally enough, a man with Stewart's logical mind has chosen to link his fortunes with the oil company who have been associated with success in motor racing for over 40 years.

Jackie Stewart and B.R.M. say: good-mileage Shell



BMC SHOW THEIR CLASS AT SEBRING



Two firsts and two seconds with four works entries!

We're no strangers to Sebring. Since 1952, we've taken 34 class awards and won the Team Prize four times. This year's great successes on one of the world's most exhausting circuits mean victory—yet again—for BMC reliability, roadholding, and endurance. Qualities that are built into your BMC car. Whichever one you choose: Austin, Austin-Healey, MG, Morris, Riley, Vanden Plas, Wolseley.

BMC

THE BRITISH MOTOR CORPORATION LIMITED
LONGBRIDGE, BIRMINGHAM

BMC SCOREBOARD: SEBRING 12 hr RACE

Sports Prototype
2,000-3,000 c.c. Class
1ST MGB GT
Paddy Hopkirk/Andrew Hedges
GT 1,300-2,000 c.c. Class
2ND MGB
Timo Makinen/John Rhodes

Sports Prototype
1,000-1,300 c.c. Class
1ST A/HEALEY SPRITE
Rauno Aaltonen/Clive Baker
2ND A/HEALEY SPRITE
Roger Enever/Alec Poole/Carson Baird

Sports Cars 1,000-1,300 c.c. Class
1ST A/HEALEY SPRITE
Billy Turner/Yogi Fretina
BMC 11th, 12th, 13th overall against some of the world's strongest competition.

4 hr Saloon Car Race
1,000-1,300 c.c. Class
1ST MINI COOPER S
Paddy Hopkirk/John Rhodes
Subject to official confirmation

SEBRING 12-HOURS

Ford Mark IV wins on first outing

AFTER the clash of heavy machinery at Daytona, Sebring was an anti-climax. The six Mk. II Fords, two 330 P4 Ferraris, two 330 P3/4 Ferraris and two Chaparrals had dwindled at this, the second round of the Manufacturers' Championship, to two Fords and two Chaparrals. Various excuses were given for Ferrari's non-appearance, the closeness to the Le Mans test day, and Ferrari's dislike of the track being the most likely. The N.A.R.T. cars were absent so that a writ of attachment tied up with last year's accident could not be served on the team.

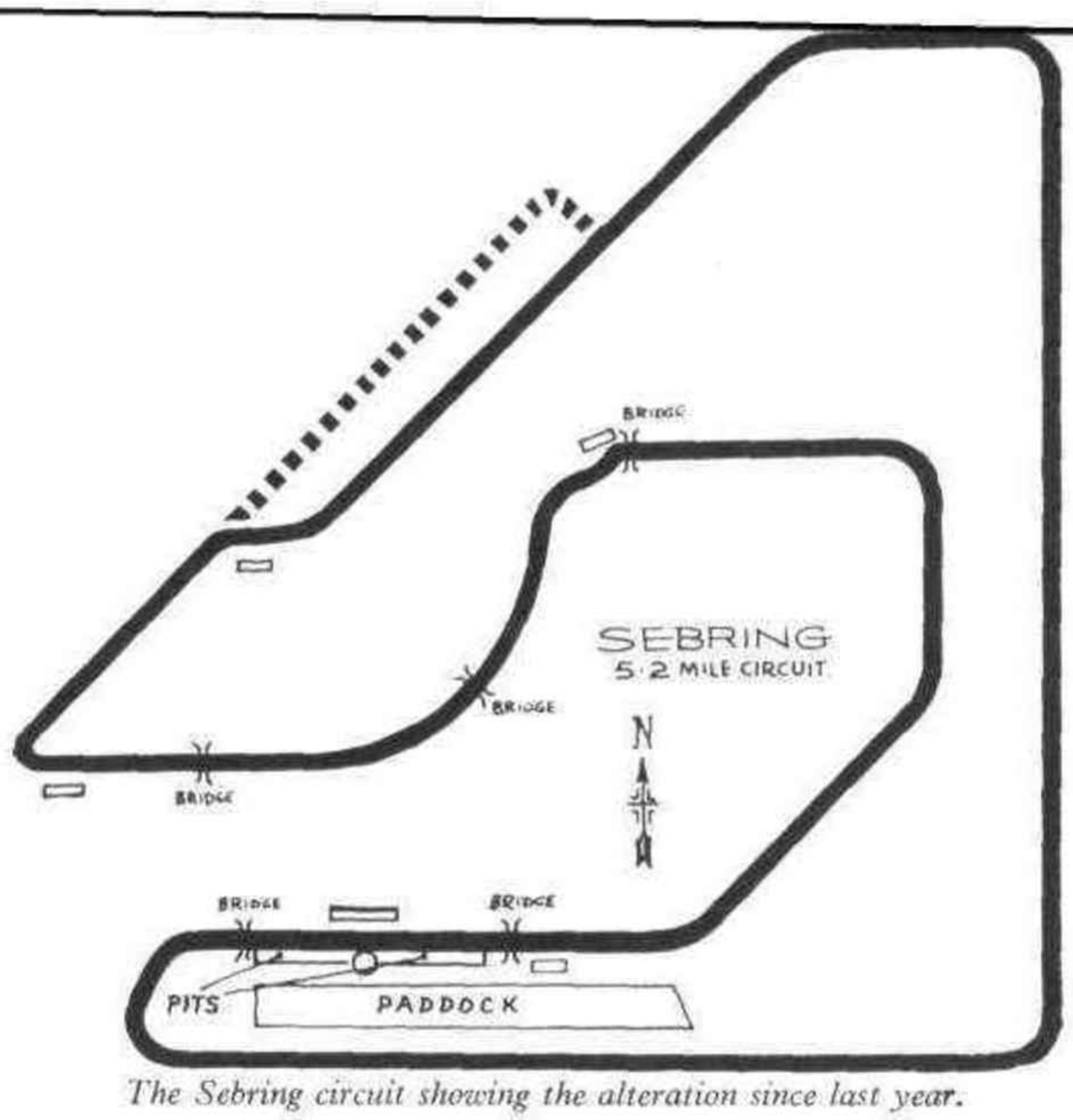
The two Chaparrals were very little altered from Daytona. On the 2F, however, the wing spoiler was now being worked in its two positions. One of the Fords was the older Mk. II, a mixture of the best from Holman and Moody and Shelby America and now entered by the Ford Motor Company, Dearborn. The second Ford was a new car. This was a development of the "J" car which appeared last year at the Le Mans practice and is now called the Mk. IV. The body-frame is made of glued honeycomb aluminium and has the number "J4" which left no doubts as to its parentage. Roy Lunn at Kar Kraft, which is an Advanced Concepts Department of the Ford Motor Company, has been trying to promote the "J" car for one year and the only receptive car was that of Bruce McLaren who has always said how good the car was.

Many of the ideas in the Mk. IV came from the aircraft industry. The honeycomb panels are glued with heat cured epoxy resin, and are light but rigid. On the car that ran at Sebring more rivets are used than on the J1, 2 and 3 cars. The doors and front and rear panels are in glass fibre and the weight saving is up to 60 kilos. The power unit is the well-tried 7-litre V8 using two 4-barrel Holley carburetters on new inlet manifolds. This produces 500 b.h.p. at 6,200 revs and has good torque in the right places. The suspension is double wishbone at the front and lower wishbone, top link and two radius arms at the rear. The automatic transmission used in the "J" car is replaced by a 4-speed manual box. The body is the greatest change from the "J" car. It was built and fitted in only one week and is much better looking than the original "bread basket" body.

The Mk. IV had few problems in practice and both McLaren and Andretti put in a lot of laps and set the pace on each of the three timed sessions with the fastest lap of 2 min. 48 sec. (111.428 m.p.h.). The 2F Chaparral in contrast was dogged with troubles, the worst being the oil surge that caused pressure fluctuations. Phil Hill's best time was 2½ seconds slower than McLaren's and Spence did hardly any laps at all. This meeting was not a happy one for Hill for after last practice he complained of pains in the stomach and was admitted to hospital to have his appendix removed. Jim Hall stepped in and with hardly any practice, took over.

The new Mark IV Ford in front of the pits at Sebring.





The Sebring circuit showing the alteration since last year.

Both the main contenders made poor starts. Spence was the last to move away and for the first two hours he was still getting used to the winged monster. From the third to the fifth hours the Chaparral was in the lead or just behind the Ford and Spence lowered the lap record six times altogether, leaving it at 2 min. 48.6 sec. (111.032 m.p.h.). The Ford pit stops were more frequent than planned as the fuel pumps were failing to scavenge the last ten or so gallons.

Full racing pressure remained until after eight hours, then Hall handed a slightly smoking car over to Spence who was back in the pits before long, with an overheated automatic transmission and the only opposition to the new Ford was out, leaving McLaren and Andretti to win. Neither of the other two big cars finished. The 2D Chaparral went out before the 2F when there was a complete ignition failure, and, even after replacing many parts the car refused to start. The Ford Mk. II was using a lot of oil and Foyt was given the slow-down sign for lap after lap, but it is not in his nature to drive slowly, even though after eleven hours he was nine laps ahead of the next car, a Porsche 910. When Ruby took over he slowed up, but the damage was done, so it was no surprise when he pulled into the pits with a seized camshaft drive, half an hour from the end. The regulations were such that the Mk. II was given second place even though the Mitter/Patrick Porsche completed the same number of laps.

The 2-litre class contained much more promise. Porsche now had two 910s for Mitter and Patrick, Herrmann and Siffert, and two 906s to back them up. The smart turn-out of the Porsches was contrasted by the rather scruffy state of the Alfa works cars. There were two of the latest V8 cars under the direction of Engineer Chiti, late of Ferrari and A.T.S. Although the cars looked rough, they were very steady on the road and were faster than the works Porsches and the privately entered Dino Ferraris.

The Dinos were in private hands, and three of them should have been competitive. However, very early in the race, two were out with overheating when the head gaskets went, and the other was damaged by an excursion over some rough ground. The Alfas were fast and Adamich got off to a good start taking the lead, which he held for one lap, but the temperature at Sebring was higher than it has been at test sessions in Monza this winter, and as a result certain ignition parts overheated, which eventually put out both cars, but not before they had shown considerable promise. In their now predictably efficient way, the Porsche team cars went on and on. In fact, all four would most certainly have finished had a large dog not collided with their tail-ender Schuetz in 8th place, badly damaging the suspension. The rest of the team went on, gaining third, fourth and seventh places, while sixth went to the long, Swiss-entered 1966 works car driven by Steinemann and Spoerry.

The J.W. Engineering GT40 was well in the lead in the sports class when it blew a head gasket and retired, letting the Italian-entered GT40 driven by Maglioli and Vaccarella win with a fifth place in the

Continued on page 404

BANK HOLIDAY RACING

THE circus that constitutes International racing in England put on two big shows over the Easter holiday, the B.R.S.C.C. organising a meeting at Snetterton on Good Friday, March 24th, and the B.A.R.C. running the same sort of show, with most of the same performers, at Silverstone on Easter Monday, March 27th. With the demise of the Goodwood circuit the traditional Easter Monday show by the B.A.R.C. was moved to Silverstone. The major event at both meetings was a race for the new Formula Two cars, of 1,600 c.c. maximum capacity and a limit of six cylinders, and virtually the same field took part at both meetings, cars powered by the new 16-valve Cosworth-Ford engine dominating the scene. The B.R.S.C.C. had the honour of organising the very first race for this new Formula and they ran their event in the form of two 10-lap heats, in which everyone took part, and a 40-lap final for all those still running. All this system seems to do is to provide two short races which decide the starting grid for the main race, making practice times rather superfluous. At Silverstone the B.A.R.C. had an entirely different arrangement, running their event in two parts, each of 20 laps, with the overall result being decided by the addition of the times for the two parts. This was rather like running a 40-lap race and stopping it half-way through so that the slower cars and lame-ducks could catch up before the race continued. Both meetings were sponsored by the cigarette and tobacco industry, Snetterton by Guards Cigarettes and Silverstone by W. D. & H. O. Wills. At neither meeting was the crowd overwhelming (at Silverstone it was sparse) so one hopes that all those enthusiasts who stayed at home and spectated on television were smoking furiously and putting up the profits of the two companies concerned.

Additional races at Snetterton were a 15-lap race for Group 4 sports cars, a qualifying round in the *Autosport* Championship, and a 15-lap race for Group 5 saloon cars, a qualifying round in the British Saloon Car Championship. At Silverstone similar races were run, for the same championships, over 20 laps each, as well as a Formula Three race. The Snetterton crowds were shown a demonstration by the rear-engined supercharged twin-cam M.G. record-breaking car, driven by Stirling Moss, and at Silverstone there was a splendid aerobatic display by an elderly American bi-plane with naked Pratt and Whitney radial engine.

SNETTERTON (March 24th)

2 p.m —Formula Two—10 laps—27.1 miles (43.6 kilometres)

1967 Brabham BT23 cars dominated the entry, all with Cosworth FVA engines, driven by Brabham, Hulme, Gardner on works cars, Rindt and Rees for Roy Winkelmann, and Widdows with his privately-owned car. Opposition came from McLaren with his own car, G. Hill with a works Lotus 48, Surtees with a works Lola, Stewart and Ickx with Matras of the Tyrell team and Beltoise with a works Matra, all these cars being powered by new Cosworth engines. A second works Lola, driven by Irwin had a 16-radial valve B.M.W. engine and a similar car was entered by the B.M.W. factory for Hubert Hahne.

The Austrian driver Rindt was in terrific form and out-drove all the big stars to win this short race, being chased home by the works Brabhams. Neither of the B.M.W. engined cars showed much promise and Hahne was a bit lost on the wide open spaces of the Snetterton airfield. Surtees retired with a broken shock-absorber unit and Stewart went out with fuel feed problems, but not before he had set the fastest lap.

Results :

1st : J. Rindt (Brabham-Cosworth FVA) .. 15 min. 02.8 sec.—108.06 m.p.h. (173.8 k.p.h.)
2nd: J. Brabham (Brabham-Cosworth FVA) .. 15 min. 06.8 sec.
3rd: D. Hulme (Brabham-Cosworth FVA) .. 15 min. 07.4 sec.
4th : B. McLaren (McLaren-Cosworth FVA).. 15 min. 13.8 sec.
5th : G. Hill (Lotus 48-Cosworth FVA) .. 15 min. 13.8 sec.
6th : A. Rees (Brabham-Cosworth FVA) .. 15 min. 15.6 sec.
Fastest lap : J. Stewart (Matra-Cosworth FVA), in 1 min. 28.2 sec.—110.61 m.p.h. (178.0 k.p.h.).

2.40 p.m. — Sports Cars Group 4 — 15 laps — 40.65 miles (65.42 kilometres)

This was four races in one for classes A (over 2,500 c.c.), B (1,601-2,500 c c), C (1,151-1,600 c.c.) and D (up to 1,150 c.c.) with the overall winner obviously coming from class A, comprising as it did eight Ford GT40s and five LM Ferraris. The German driver Koch (Carrera 6) spun at the first corner and eliminated himself and two of the Fords (Drury and Liddell) and it was Salmon (GT40) who led, but he was soon overhauled by Hulme (GT40) and Hawkins (GT40) while Piper (Ferrari LM) lay fourth. Hawkins pressed hard on the leader and after 13 laps he got by while they were lapping some slower cars on a corner, Hulme miscalculating and being forced off line, which allowed the waiting Hawkins to take the corner faster and jump into the lead, which he kept until the end of the race. Piper retired with a flat tyre.

Results :

1st : P. Hawkins (Ford GT40) .. .. .. 23 min. 55.4 sec.—101.95 m.p.h. (164.07 k.p.h.)
2nd: D. Hulme (Ford GT40) .. .. .. 23 min. 56.6 sec.
3rd : M. Salmon (Ford GT40) .. .. .. 24 min. 34.4 sec.
4th : B. Pon (Porsche Carrera 6) .. .. 24 min. 57.6 sec.
Fastest lap : P. Hawkins (Ford GT40), in 1 min. 33.8 sec.—104.01 m.p.h. (167.38 k.p.h.).
Class Winners :
A : P. Hawkins (Ford GT40).
B : B. Pon (Porsche Carrera 6).
C : W. Dryden (Lotus Elan).
D : Sir J. Samuel (Diva GT).

3.30 p.m. Formula Two—10 laps—27.1 miles (43.6 kilometres)

Although Rindt once more took the lead it did not last long as his ignition gave trouble and he retired, leaving the race to the works Brabhams with Hulme leading Brabham to the finish. None of the Lola cars or the Matras were in the picture, but McLaren challenged Rees and Gardner strongly for third place, while Hill just scraped into the results. Hahne retired from this heat with the works Lola-B.M.W. and Irwin in the sister car was in a lowly ninth place.

Results :

1st : D. Hulme (Brabham-Cosworth FVA) .. 15 min. 03.4 sec.—107.99 m.p.h. (173.79 k.p.h.)
2nd: J. Brabham (Brabham-Cosworth FVA) .. 15 min. 05.0 sec.
3rd: A. Rees (Brabham-Cosworth FVA) .. 15 min. 07.2 sec.
4th : F. Gardner (Brabham-Cosworth FVA) .. 15 min. 08.2 sec.
5th : B. McLaren (McLaren-Cosworth FVA) 15 min. 08.4 sec.
6th : G. Hill (Lotus 48-Cosworth FVA) .. 15 min. 12.8 sec.
Fastest lap : D. Hulme (Brabham-Cosworth FVA), in 1 min. 28.4 sec.—110.36 m.p.h. (177.60 k.p.h.).

4.20 p.m. — Saloon Cars Group 5 — 15 laps — 40.65 miles (65.42 kilometres)

Like the Group 4 sports car race this was four races in one for Class A (over 2,000 c.c.), Class B (1,301-2,000 c.c.), Class C (1,001-1,300 c.c.) and Class D (up to 1,000 c.c.) there being very few holds barred in the super tuning of these saloons, providing they look fairly standard from outside. Amongst the 4.7-litre Ford Falcons and Mustangs were two Alfa Romeo GTA saloons fitted with twin turbo-superchargers, driven by oil pressure, these being works entries from Autodelta S.p.a. However, one was struck in the rear at the start, and retired and the other went off the road on the second lap.

In Class A Jack Oliver headed home Gardner, driving Mustang and Falcon, respectively, and in Class B, Elford (Porsche 911) gave G. Hill (Lotus-Cortina) a lot of trouble, showing superior speed along the straights, until he overdid things on braking for the hairpin at the end of Norwich Straight and hit the bank. In Class C the works Mini-Cooper of Rhodes vanquished the Superspeed Anglias and in the smallest class Broadspeed Anglias beat the Fraser Imps.

Results :

1st : J. Oliver (Ford Mustang V8) .. .. 25 min. 46.0 sec.—94.66 m.p.h. (152.34 k.p.h.)
2nd: A. Mann (Ford Falcon V8) .. .. 25 min. 59.4 sec.
3rd : R. Pierpoint (Ford Falcon V8) .. .. 26 min. 24.6 sec.
4th : G. Hill (Ford-Lotus Cortina) .. .. 27 min. 18.4 sec.
5th : R. Bond (Ford Falcon V8) .. .. 27 min. 23.8 sec.
Fastest lap : J. Oliver (Mustang) and F. Gardner (Falcon), in 1 min. 41.6 sec.—96.02 m.p.h. (154.53 k.p.h.).
Class Winners :
Over 2,000 c.c. : J. Oliver (Ford Mustang V8).
1,301-2,000 c c. : G. Hill (Ford-Lotus Cortina).
1,001-1,300 c.c. : J. Rhodes (B.M.C. Mini-Cooper).
Up to 1,000 c.c. : J. Fitzpatrick (Ford Anglia).

5.15 p.m. Formula Two—Final—40 laps—108.4 miles (174.5 kilometres)

The starting grid for the 40-lap final was decided on each driver's best race time in either of the two heats. In spite of retiring in Heat 2 Rindt took pole position on the grid by reason of his Heat 1 victory, and he had Hulme and Brabham alongside him. Hardly had the field left the start than there was a collision between Fletcher (Brabham-Cosworth) and Beckwith (Cooper-Cosworth) which also involved Irwin (Lola-B.M.W.) and it caused the German powered car to turn over and do irreparable damage to the top of the engine, the driver fortunately not being seriously injured. Rindt dashed off into the lead again but this time Hill really challenged the Austrian and the team Lotus car took the lead at one stage. The two of them dominated the race, never more than a few lengths apart, but it was Rindt who crossed the finishing line first by the narrowest margin. His team-mate Rees gave worthy support by beating the Brabham

works team and McLaren, to take third place; a fine day for the Winkelmann team.

Results :

1st : J. Rindt (Brabham-Cosworth FVA) .. 59 min. 40.6 sec. 108.99 m.p.h. (175.39 k.p.h.)
2nd: G. Hill (Lotus 48-Cosworth FVA) .. 59 min. 40.6 sec.
3rd : A. Rees (Brabham-Cosworth FVA) .. 1 hr. 00 min. 23.0 sec.
4th : D. Hulme (Brabham-Cosworth FVA) .. 1 hr. 00 min. 35.8 sec.
5th : B. McLaren (McLaren-Cosworth FVA) .. 1 hr. 00 min. 49.0 sec.
6th : J. Brabham (Brabham-Cosworth FVA) .. 1 hr. 01 min. 04.0 sec.
7th : P. Courage (McLaren-Cosworth FVA) .. .. 39 laps
8th : I. Raby (Brabham-Lotus twin-cam) .. .. 32 laps
Fastest lap : J. Rindt (Brabham) and G. Hill (Lotus), in 1 min. 28.2 sec.—110.61 m.p.h. (178.0 k.p.h.).
Retired : M. Beckwith, (Cooper-Cosworth FVA), C. Irwin (Lola-B.M.W.), A. Fletcher (Brabham-Lotus twin cam), J. P. Beltoise (Matra-Cosworth FVA), F. Gardner (Brabham-Cosworth FVA), R. Lamplough (Lola-Lotus twin cam), J. Stewart (Matra-Cosworth FVA), T. Taylor (Cooper-Cosworth FVA), J. Surtees (Lola-Cosworth FVA), J. Oliver (Lotus-Cosworth FVA), R. Widdows (Brabham-Cosworth FVA).

SILVERSTONE (March 27th)

11.30 a.m.—Formula Three—20 laps—58.54 miles (94.2 kilometres)

After the very large field had got away safely the race resolved itself into a terrific scrap between Ahrens, Gethin, Chris Williams and Rollinson, all driving Brabhams, these four cutting and thrusting and giving no quarter. Some way behind them Bell (Brabham) and Nunn (Lotus) were similarly engaged but while the front four seemed to be hampering each other the other pair were making use of each other, with the result that they gradually closed on the leaders. Williams was beginning to dominate the leading foursome, which became three when Rollinson went out with a broken camshaft, and shortly after this the leader suffered the same trouble, so that Gethin and Ahrens were left watching each other for weak points. They were so engrossed that they overlooked Bell and Nunn who caught them up on the penultimate lap and as they came down to the last corner Nunn was through on the inside to gain a well-deserved victory.

Results :

1st : M. Nunn (Lotus-Ford) (Entrant: M. Nunn) 33 min. 50.4 sec.—103.79 m.p.h. (167.03 k.p.h.)
2nd: P. Gethin (Brabham-Ford) (Entrant: Sports Motors, Manchester) .. .. 33 min. 50.6 sec.
3rd : K. Ahrens (Brabham-Ford) (Entrant: Caltex Racing Team) 33 min. 50.6 sec.
4th : D. Bell (Brabham-Ford) (Entrant: Felday Engineering) .. 33 min. 50.8 sec.
5th : T. Lanfranchi (Brabham-Ford) (Entrant: Radio London) .. 34 min. 06.2 sec.
6th : M. Walker (Brabham-Ford) (Entrant: Frank Manning Racing)
Fastest lap : A. Rollinson (Brabham-Ford), in 1 min. 38.8 sec.—106.65 m.p.h. (171.632 k.p.h.) (*new F.3 record*).

12.30 p.m.—Formula Two—Part 1—20 laps—58.54 miles (94.2 kilometres)

With only minor differences the field of competitors was the same as at Snetterton, but the sole remaining Lola-B.M.W. was driven by Siffert, in place of Hahne, and Brian Hart was driving the Frank Costin designed Protos on its first public outing. All told there were 24 cars on the grid, with a front row consisting of Brabham, Lotus, Brabham and Matra, all with new Cosworth 16-valve engines and driven, respectively, by Rindt, Hill, Rees, Stewart. In the second row were Brabham himself, Surtees (Lola) and McLaren with his own car, these cars also using Cosworth 16-valve engines. Fresh from their success at Snetterton the Winkelmann team drivers shot off into the lead with Rees leading for a lap, but thereafter Rindt took command and ran away from everyone, only Graham Hill putting up any opposition, but his efforts came to nought after thirteen laps when the rear wishbone mountings pulled out of the chassis and even he could not cope with a four-wheel-steering Lotus. Rindt led unchallenged to the end of the 20 laps with team-mate Rees keeping the rest at bay, Surtees and McLaren battling against each other for third place all the way. The splendidly prepared, but quite standard, Winkelmann team cars were making all the factory teams look a bit amateurish and Brabham must have been wondering whether he had sold his new works cars to Roy Winkelmann by mistake!

Results :

1st : J. Rindt (Brabham-Cosworth FVA) .. 30 min. 03.8 sec.—116.83 m.p.h. (188.02 k.p.h.
2nd: A. Rees (Brabham-Cosworth FVA) .. 30 min. 14.0 sec.
3rd : J. Surtees (Lola-Cosworth FVA) .. .. 30 min. 23.4 sec.
4th : B. McLaren (McLaren-Cosworth FVA) .. 30 min. 23.8 sec.
5th : J. Stewart (Matra-Cosworth FVA) .. 30 min. 29.0 sec.
6th : J. Brabham (Brabham-Cosworth FVA) .. 30 min. 43.2 sec.
Other finishers : P. Courage (McLaren-Cosworth), J. Ickx (Matra-Cosworth), F. Gardner (Brabham-Cosworth), R. Widdows (Brabham-Cosworth), M. Spence (Parnell-Cosworth), J. P. Beltoise (Matra-Cosworth), C. Lambert (Brabham-Cosworth), J. Siffert (Lola-B.M.W.), all completed 20 laps.
Fastest lap : J. Rindt (Brabham) and G. Hill (Lotus), in 1 min. 29.4 sec.—117.87 m.p.h. (189.69 k.p.h.).

2.25 p.m. — Group 4 Sports Cars — 20 laps — 58.54 miles (94.2 kilometres)

Apart from those who eliminated themselves at Snetterton this was a repeat performance with a bunch of Ford GT40 coupés, Ferrari LM coupés, and Porsche Carrera 6 coupés making us realise that these are the road cars of the future. Hawkins was determined to out-drive Hulme again and shot off into the lead only to overdo things at Maggots Curve and spin all the way to Becketts Corner on the second lap, letting all his rivals go by. On the next lap he lost more ground when he had to go off the road at Copse Corner, avoiding Salmon (GT40) and Pon (Carrera 6) who were in trouble, but after that he forced his way through the field up to second place, but could not make any impression on Hulme who was comfortably out in front. Dean was obviously getting used to his new Porsche Carrera 6 and drove into a worthy fourth place and the winner of his category.

Results :

1st : D. Hulme (Ford GT40) (Entrant: Sydney Taylor) 32 min. 41.0 sec.—107.47 m.p.h. (172.95 k.p.h.)
2nd: P. Hawkins (Ford GT40) (Entrant: P. Hawkins) .. .. 32 min. 47.6 sec.
3rd : D. Piper (Ferrari 275LM) (Entrant: D. Piper) .. .. 32 min. 48.4 sec.
4th : A. Dean (Porsche Carrera 6) (Entrant: A. G. Dean Racing) .. 33 min. 14.8 sec.
5th : B. Pon (Porsche Carrera 6) (Entrant: Racing Team Holland) 33 min. 22.2 sec.
6th : D. Prophet (Ferrari 275LM) (Entrant: D. Prophet) .. .. 33 min. 22.2 sec.
Fastest lap : P. Hawkins (Ford GT40), in 1 min. 35.6 sec.—110.22 m.p.h. (177.38 k.p.h.).

Class Winners :
Class over 2,500 c.c. : D. Hulme (Ford GT40).
Class 1,601-2,500 c.c.: A. G. Dean (Porsche Carrera 6).
Class 1,151-1,600 c.c. : M. Crabtree (Lotus Elan).
Class up to 1,150 c.c. : I. Alexander (Diva GT).

3.25 p.m. — Formula Two — Part 2 — 20 laps — 58.54 miles (94.2 kilometres)

The entry lined up in the order of finishing Part 1, with Rindt, Rees, Surtees and McLaren on the front row. Since the end of Part 1 the Team Lotus mechanics had been doing a masterly job of bronze welding on the rear of the chassis of Hill's car, putting the wishbone pivots back in place and strengthening the mounting points with gusset plates. The B.A.R.C. were running the meeting strictly to schedule and were ready to start Part 2 at 3.20 p.m. as per programme but I.T.V. were behind on their time keeping so the B.A.R.C. agreed to postpone the start for 5 minutes and this was just what Team Lotus needed to complete the work on Hill's car, so for once the great god Television was a help rather than a hindrance! Even if Hill was to win this second part he would not figure in the results as the overall placings were being decided by the addition of the times for the two parts of the race, and as he was starting from the back of the grid his task looked hopeless. However, it was Easter Monday and Hill had come to Silverstone to do some racing so he was out to enjoy himself no matter what the outcome. The works B.M.W. team were not feeling in the same happy mood, their 16-valve engine not approaching the Cosworth engine, and they gave the second part of the race a miss and crept quietly away.

Once again the Winkelmann cars shot away into the lead, with Rees leading for two laps, but then Rindt took over and that was the end of the race as far as anyone else was concerned. The young Austrian was in terrific form, having no problems with his car and even if there had been any it is doubtful whether he would have noticed, for he was taking the long Silverstone curves right on the limit, keeping his reflexes working overtime, whereas a lot of far better drivers were being worried by " this not being right " or " that being wrong." The only one not being put off by the sight of Rindt's car in opposite-lock slides was Graham Hill who set off from the back of the grid with little hope of catching the star drivers up at the front of the grid, but determined to enjoy his driving and this took him steadily through the field right up to second place. It was one of the best bits of motor racing of the whole day, and though he was second to Rindt in Part 2 he did not figure at all in the overall results. A queer sort of racing the English encourage!

Brabham pulled into the pits on the nineteenth lap with a misfiring engine and none of the officials seemed to notice for he was left out of the results completely, even though he was sixth in Part 1 and only a lap behind in Part 2. Hulme was having gearbox trouble, causing him to over-rev and finally a big-end bolt broke and a connecting rod came out through the side of the block. Perhaps Brabham did sell the wrong cars to Winkelmann.

Results :

1st : J. Rindt (Brabham-Cosworth FVA) .. 30 min. 09.2 sec.—116.48 m.p.h. (187.45 k.p.h.)
2nd: G. Hill (Lotus 48-Cosworth FVA) .. 30 min. 13.4 sec.
3rd : J. Surtees (Lola-Cosworth FVA) .. .. 30 min. 13.6 sec.
4th : A. Rees (Brabham-Cosworth FVA) .. 30 min. 15.0 sec.
5th : F. Gardner (Brabham-Cosworth FVA) .. 30 min. 22.8 sec.
6th : J. Stewart (Matra-Cosworth FVA) .. 30 min. 24.2 sec.
Other finishers : B. McLaren (McLaren-Cosworth), J. Ickx (Matra-Cosworth), R. Widdows (Brabham-Cosworth), M. Spence (Parnell-Cosworth), all at 20 laps.
Fastest lap : J. Rindt (Brabham) and G. Hill (Lotus), in 1 min. 29.2 sec.—118.13 m.p.h. (190.11 k.p.h.).

Overall Result of Formula Two Race by addition of times :
1st : J. Rindt (Brabham-Cosworth FVA) (Entrant: Winkelmann Racing) 1 hr. 00 min. 13.0 sec.—116.66 m.p.h. (187.74 k.p.h.)
2nd: A. Rees (Brabham-Cosworth FVA) (Entrant: Winkelmann Racing) .. .. 1 hr. 00 min. 29.0 sec.

Continued overleaf

CIRCUIT OF BARCELONA (April 9th)

THE Cosworth-powered circus that performed so well at Pau on April 2nd moved across the Pyrenees to Barcelona for the following weekend and were joined by a few more runners, notably the Protos of the Ron Harris team, driven by Frenchman Offenstadt. The race was over 60 laps of the twisty circuit around the Montjuich park on the edge of the city. Clark was obviously well settled in to this new Formula for he notched pole position on the grid and Team Lotus seemed to have recovered from their disorderly start to the season. Twenty cars assembled on the grid, all with Ford-based engines; those that did not have the new 16-valve Cosworth engines had enlarged Cosworth SCA or Lotus twin-cam engines. Clark, Rindt and Brabham were on the front row, a mere tenth of a second separating the practice times of the first two, while Brabham got on the front row by a tenth of a second from Beltoise, in a works Matra.

Starting Grid

↑

J. Clark (*Lotus-Cosworth FVA*) 1 min. 34.1 sec.	J. Rindt (*Brabham-Cosworth FVA*) 1 min. 34.2 sec.	J. Brabham (*Brabham-Cosworth FVA*) 1 min. 34.7 sec.
J. P. Beltoise (*Matra-Cosworth FVA*) 1 min. 34.8 sec.	G. Hill (*Lotus-Cosworth FVA*) 1 min. 35.1 sec.	
D. Hulme (*Brabham-Cosworth FVA*) 1 min. 35.6 sec.	J. Servoz-Gavin (*Matra-Cosworth FVA*) 1 min. 36.1 sec.	J. Ickx (*Matra-Cosworth FVA*) 1 min. 36.3 sec.
A. Rees (*Brabham-Cosworth FVA*) 1 min. 36.4 sec.	J. Oliver (*Lotus-Cosworth FVA*) 1 min. 36.7 sec.	
J. Stewart (*Matra-Cosworth FVA*) 1 min. 36.7 sec.	R. Widdows (*Brabham-Cosworth FVA*) 1 min. 37.8 sec.	E. Offenstadt (*Protos-Cosworth FVA*) 1 min. 37.9 sec.
C. Lambert (*Brabham-Cosworth FVA*) 1 min. 39.2 sec.	B. Redman (*Brabham-Cosworth SCA*) 1 min. 39.6 sec.	
W. Habegger (*Lotus twin cam*) 1 min. 45.0 sec.	R. Lamplough (*Brabham-Lotus twin cam*) 1 min. 47.4 sec.	B. Frey (*Brabham-Lotus twin cam* 1 min. 54.9 sec.
F. Godia (*Lola-Lotus twin cam*) 1 min. 57.6 sec.	P. Robinson (*Alexis-Lotus twin cam*) —	

Clark set the pace for the race, but not with ease, for Brabham, Rindt and Hulme were hard after him, with Graham Hill leading the second pack. Rindt blotted his copybook by spinning, which dropped him back down the field and while Clark continued to dominate the race Rindt fought his way back to second place, assisted by the retirement of Brabham with a blown up engine, and the retirements of Hill and Beltoise.

Results :

FORMULA TWO—60 laps—227.439 kilometres

1st : J. Clark (Lotus 48-Cosworth FVA) (Entrant: Team Lotus) 1 hr. 35 min. 58.7 sec.—142.181 k.p.h.
2nd: J. Rindt (Brabham-Cosworth FVA) (Entrant: Winkelmann Team) .. .. 1 hr. 36 min. 50.3 sec.
3rd: D. Hulme (Brabham-Cosworth FVA) (Entrant: Brabham Racing Organisation) .. .. 1 hr. 37 min. 21.4 sec.
4th: A. Rees (Brabham-Cosworth FVA) (Entrant: Winkelmann Team) .. 59 laps
5th: J. Oliver (Lotus-Cosworth FVA) (Entrant: Team Lotus) .. .. 58 laps
6th: B. Redman (Brabham-Cosworth SCA) (Entrant: David Bridges) .. 49 laps
7th: B. Frey (Brabham-Lotus twin cam) (Entrant: B. Frey) .. .. 49 laps
Fastest lap: J. Clark (Lotus), in 1 min. 34.9 sec.—143.796 k.p.h.

In the Formula Three event the British contingent were once more beaten by the works Matra team, this time by Henri Pescarolo as team leader Jaussaud was at the Le Mans test week-end. The entry was divided into two heats, over 20 laps, with a combined final over 35 laps and Chris Williams won the first heat, from Bell, Knight and Daghorn, while Pescarolo won the second heat from Cardwell, Gethin and Svensson. In the final Williams spun and lost ground, but caught up the leaders again only to retire with mechanical trouble, as did Cardwell and Gethin.

Results :

FORMULA THREE—Final—35 laps—132.672 kilometres

1st : H. Pescarolo (Matra-Ford) .. .. 1 hr. 00 min. 26.2 sec.—131.713 k.p.h.
2nd: D. Bell (Brabham-Ford) .. .. 1 hr. 01 min. 00.3 sec.
3rd: M. Knight (Brabham-Ford) .. .. 1 hr. 01 min. 21.3 sec.
4th: M. Daghorn (Lotus-Ford) .. .. 1 hr. 01 min. 48.9 sec.
5th: P. Westbury (Brabham-Ford) .. .. 1 hr. 02 min. 04.5 sec.
Fastest lap: H. Pescarolo (Matra), in 1 min. 42.7 sec.—133.656 k.p.h.

THE THINGS THEY SAY . . .

Eric Cant, a 20-year-old policeman, when resigning from Fife Constabulary: " It became obvious to me that the role of the policeman is going to be to hound the motorist more and more."

NOTEK 777

The price of the Notek 777 iodine vapour spotlamp we referred to in March is £6 3s., and not as stated.

BANK HOLIDAY RACING—continued from page 403

3rd: J. Surtees (Lola-Cosworth FVA) (Entrant: Lola Racing) 1 hr. 00 min. 37.0 sec.
4th: B. McLaren (McLaren-Cosworth FVA) (Entrant: Bruce McLaren Racing) .. .. 1 hr. 00 min. 48.2 sec.
5th: J. Stewart (Matra-Cosworth FVA) (Entrant: Tyrell Racing Organisation) .. .. 1 hr. 00 min. 53.2 sec.
6th: F. Gardner (Brabham-Cosworth FVA) (Entrant: Motor Racing Developments) .. .. 1 hr. 01 min. 21.2 sec.
7th: J. Ickx (Matra-Cosworth FVA) (Entrant: Tyrell Racing Organisation) .. .. 1 hr. 01 min. 39.2 sec.
8th: R. Widdows (Brabham-Cosworth FVA) (Entrant: Witley Racing Syndicate) .. .. 1 hr. 02 min. 01.6 sec.

4.35 p.m. — Saloon Cars Group 5 — 20 laps — 58.54 miles (94.2 kilometres).

This was another repeat of Snetterton and looked all set for Gardner driving the Alan Mann Ford Falcon V8 but a snowstorm developed after the opening laps and it became a case of bravery rather than driving skill. Gardner spun at Beckett's Corner but continued and Muir took to the grass at Woodcote and then spun across the track into the barriers and did not continue, his Falcon V8 being rather bent. Although the snowstorm abated the track was very slippery and Oliver made the best of the conditions to win from Gardner. In the 2,000 c.c. Class, Hill (Lotus Cortina) renewed his battle with Elford (Porsche 911) but this time the German car failed through a faulty fuel pump.

Results :

1st : J. Oliver (Ford Mustang V8) (Entrant: D.R. Racing Division) 37 min. 41.6 sec.—93.18 m.p.h. (149.96 k.p.h.)
2nd: F. Gardner (Ford Falcon V8) (Entrant: Alan Mann Racing) 37 min. 57.0 sec.
3rd: G. Hill (Ford-Lotus Cortina) (Entrant: Team Lotus) .. 38 min. 44.2 sec.
4th: R. Pierpoint (Ford Falcon V8) (Entrant: R. Pierpoint) .. .. 38 min. 57.0 sec.
5th: R. Bond (Ford Falcon V8) (Entrant: R. Bond) .. .. 19 laps
6th: M. Young (Ford Anglia) (Entrant: Superspeed Conversions) 19 laps
Fastest lap: J. Oliver (Ford Mustang), in 1 min. 46.4 sec.—99.03 m.p.h. (159.37 k.p.h.)

Class Winners :
Class over 2,000 c.c. : J. Oliver (Ford Mustang).
Class 1,301-2,000 c.c. : G. Hill (Ford-Lotus Cortina).
Class 1,001-1,300 c.c. : M. Young (Ford Anglia).
Class up to 1,000 c.c. : J. Fitzpatrick (Ford Anglia).

. . . . and all this was just the International racing over the weekend, there was even more National and Club racing taking place throughout the country.—D.S.J.

SEBRING 12-HOURS—continued from page 401

overall results. One interesting car which practised but did not start was a machine called a Lola Mk. 3. Driven by Fulp and McClusky this Lola T70, doctored for GT prototype racing, went well until it damaged the front suspension on leaving the track during the last practice period. Four cars were entered from B.M.C. and they finished in 11th, 12th, 13th and 18th positions after a fairly trouble-free 12-hours' motoring.

After the proposed change of circuit, and general uncertainty of this race due to last year's unfortunate accident, the entry and the crowd were not up to expectation. The new straight that side-steps the old warehouse has increased the lap speed by about 2 seconds and turned the curve onto the runways into a very interesting corner. With a five-year contract now signed to continue the " 12 hours at Sebring," it should be the aim of the organising body to improve the facilities and organisation, both of which are lacking when compared with Riverside, Watkins Glen, Daytona or Indianapolis. Many drivers complained of hay all over the road in the esses, and most people with jobs to do at the race had some unpleasant experience at the hands of the multi-uniformed police, who spent most of the time swinging truncheons or black jacks and being obstructive. Ford's quick reply to the Ferrari P4's first outing win at Daytona, with a first-time win with the Mk. IV, will add to the competition at this year's Le Mans. which both companies are going all out to win.—M. J. T.

Results :

1st	M. Andretti/B. McLaren (Ford Mk. IV) ..	102.923 m.p.h.	238 laps
2nd	A. J. Foyt/L. Ruby (Ford Mk. II)		226 ,,
3rd	G. Mitter/S. Patrick (Porsche Prototype)		226 ,,
4th	H. Herrmann/J. Siffert (Porsche Prototype)		223 ,,
5th	U. Maglioli/N. Vaccarella (Ford GT40)		223 ,,
6th	D. Spoerry/R. Steinemann (Porsche Carrera 6E)		218 ,,
7th	J. Buzzetta/P. Gregg (Porsche Prototype)		215 ,,
8th	R. Grossman/W. McNamara (Ford GT40)		214 ,,
9th	R. Kirby/A. Johnson (Porsche 911S)		197 ,,
10th	D. Yenko/D. Morgan (Corvette Stingray)		195 ,,
11th	P. Hopkirk/A. Hedges (M.G. Prototype)		189 ,,
12th	T. Makinen/J. Rhodes/C. Baird (M.G.-B)		188 ,,
13th	R. Aaltonen/C. Baker (A.-H. Sprite Prototype)		187 ,,
14th	L. Cella/S. Munari (Lancia 1300)		187 ,,
15th	H. Ziereis/F. Opert (Porsche 911S)		186 ,,
16th	F. Van Beuren/P. Jett (Shelby American GT350)		185 ,,

Fastest lap : M. Spence (Chaparral 2F), 2 min. 48.6 sec.—111.032 m.p.h.

EASTER WEEKEND MEETINGS

PICTORIAL REVIEW



EASTER STAR.—Jochen Rindt at speed in his Winkelmann Team Brabham-Cosworth Formula Two car while winning the Wills Trophy at Silverstone. The star on the side indicates an F.1 graded driver who is unable to compete for the F.2 European Championship, though he may win all the races; this recognition mark was produced by the B.A.R.C. who organised the Easter Monday races.



TWO STARS.—Although Rindt won the Guards International 100 at Snetterton, organised by the B.R.S.C.C., he did not have an easy time, for Graham Hill in the works Lotus 48 challenged strongly, and is seen leading the ultimate winner through Russell Corner.



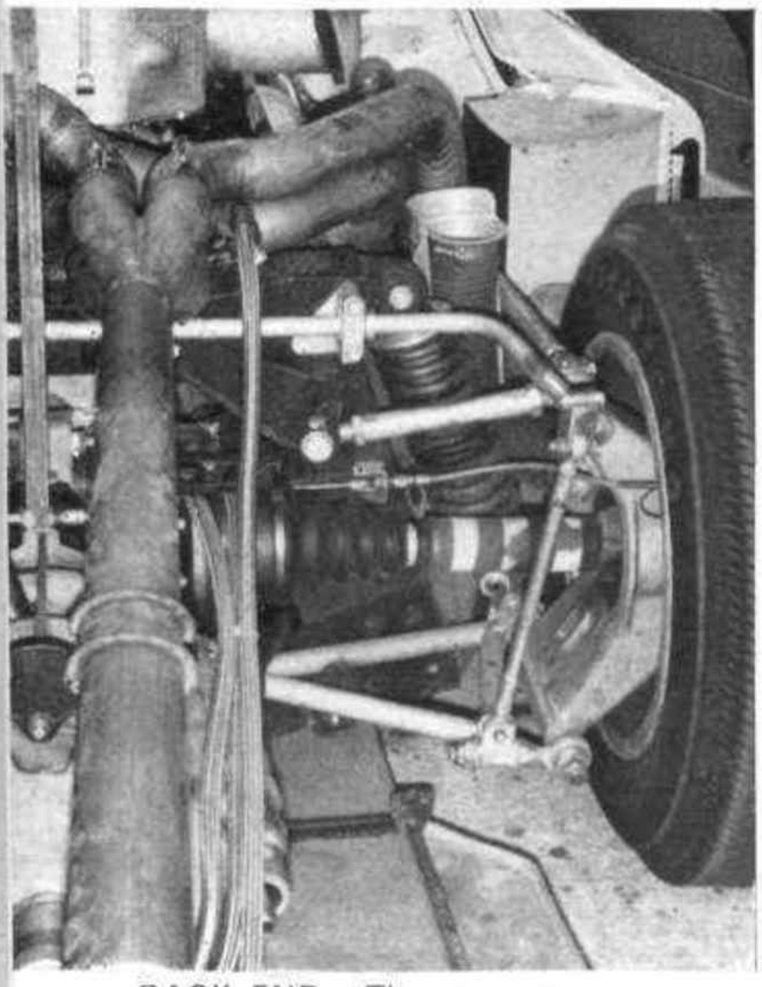
GROUP 4.—Denis Hulme drove the Taylor Ford GT40 at the two Easter meetings, finishing second to Hawkins, in a similar car at Snetterton, and winning the Silverstone race. He is seen cornering the white and green Ford coupe at Copse corner on Easter Monday.

CLOSE RACING.—The Formula Three event at Silverstone was a very closely fought event and the winner, Morris Nunn in his own Lotus-Ford, is seen leading from Ahrens (Brabham-Ford) and Gethin (Brabham-Ford) as they round Copse corner at the end of the furious twenty laps.

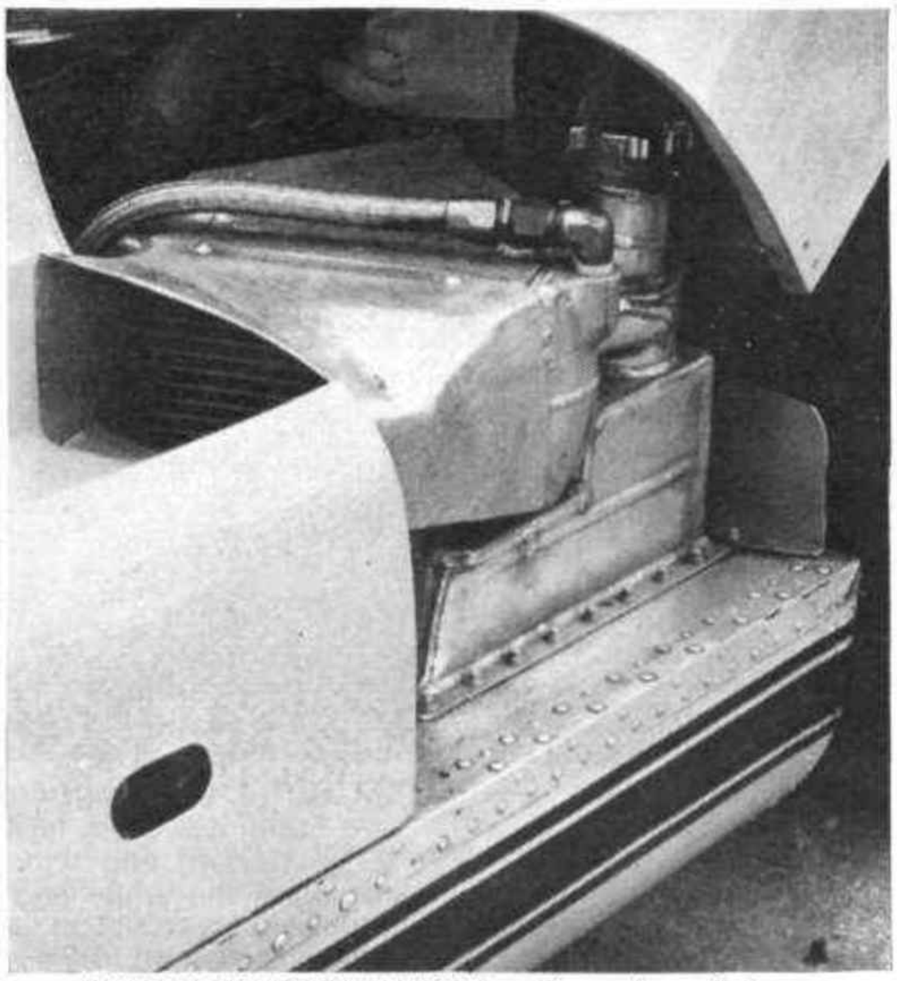


SEBRING 12 HOURS

FIRST TIME WINNER.—Bruce McLaren and Mario Andretti drove the new Mk. IV Ford to victory in the Sebring 12-hour race. The bright yellow Ford, based on the " J " car which has been tested for the last year, led for most of the race and coasted home to win when the only real opposition, the 2F Chaparral, retired.



BACK END.—The rear suspension of the Ford Mk. IV laid bare in the pits at Sebring.



AIRCRAFT KNOW-HOW.—The oil radiator mounted on the honeycomb fabricated body frame. The epoxy resin glue is strengthened by rows of rivets.



TORQUE.—The giant torque wrench is for replacing the centre bolt on the Porsche 910's wheels.

NEW ALFA.—The new Alfa Romeo V8 made its first racing appearance in the 2-litre class at Sebring. The speed and handling were impressive but development and testing in the cold of Europe overlooked certain overheating problems. Both cars retired with overheated ignition. The snorkle ducts air to the carburetters.



BAD LUCK.—The fourth Porsche works car was forced out of the race when it ran over a large dog. Here Schutz is passing one of the slower cars, the Shelby American GT 350 driven by West and Allison. A large number of saloons without much performance cluttered the tail end of the 60-car field.



TURBO COOL.—The turbo-finned cast wheel of the new Mk. IV Ford.



WINNER.—Supporting the 12-hour race was the 4-hour Trans-Am qualifier. The second round of the Championship was won by this Ford Mustang driven by journalist/Editor Jerry Titus. Works support for these races is turning this into a very important Championship.

FASTEST LAP.—This went to Mike Spence driving the 2F Chaparral. The winged car was using the wing/spoiler as it was designed in two positions. Phil Hill, who should have driven, listened to the race in his hospital bed after an appendicitis operation, so Jim Hall, designer and entrant, took his place. Gearbox failure put down to increased engine power put the car out just after half way.



Do you define a sports a high-powered engine, costing at least £2000?

Then here's one that seats five, does 108 mph and costs only £1068. (We even give it a racy Italian name.)

Some people define the new Cortina Lotus as a racing car disguised as a family saloon. Others say it's the other way round. Both definitions fit it exactly. With New Cortina Lotus you get a family-size saloon which gives rally-car performance. It's been built that way—for the driver who wants comfort and space combined with that dash of flair and extra power that lifts motoring out of the everyday. And the delivered price is geared well towards the medium-sized budget, too! Power! Top speed of 108 mph . . . 1558 cc twin overhead camshaft engine with two twin-choke Weber carburettors . . . acceleration of 0-60 in 10·4 seconds . . . these are only three of the exciting, racy engine features of New Cortina Lotus. Handling! And to handle this power-package: radial ply tyres on $5\frac{1}{2}$ J rims for sure, supple roadholding on all surfaces . . . servo-assisted brakes all round . . . anti-roll bar, radius arms and lowered suspension . . . all-synchromesh gearbox with floor-mounted remote gear lever for fast smooth changes. Looks! Upholstery and trim in Cirrus 200. Door-to-door fitted deep-pile carpeting. Stylish trim exterior, too—flowing body lines for a really distinctive look. Comfort! 'Aeroflow' ventilation for a complete change of air every 40 seconds. Front contoured bucket seats. Spacious back seat. Room to breathe, room to move. Extra Bonus—is the wide range of special Cortina Lotus racing rallying equipment available from the Ford Competitions Department.

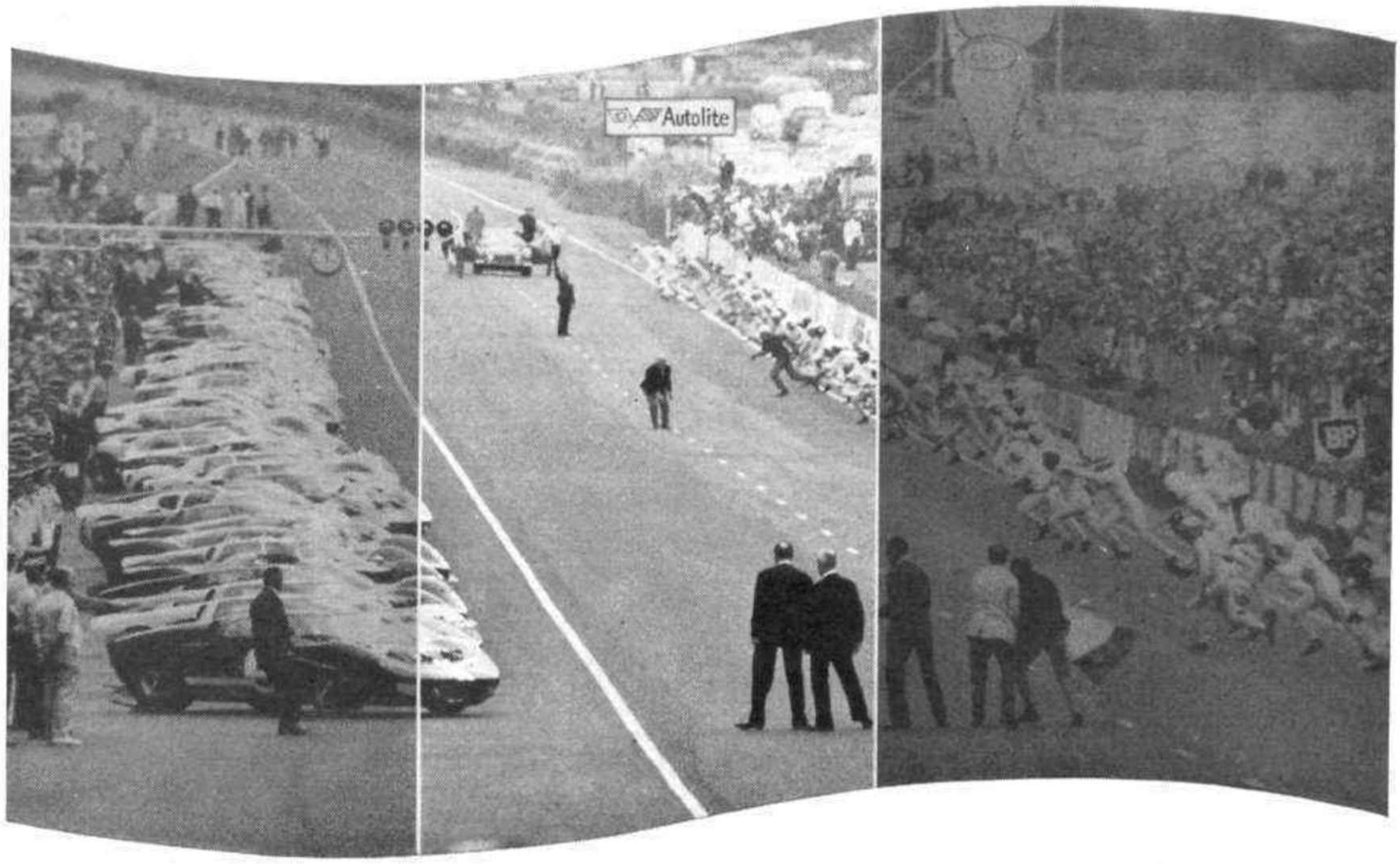
Recommended delivered price including purchase tax £1068. And this means exactly what it says—with Ford there is no extra charge for delivery. Factory fitted seat belts in accordance with statutory regulations at extra cost. (This price does not apply in Northern Ireland.)

car as having two seats,
a racy Italian name and



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Make a Le Mans start for your local Ford Dealers and book your trip to Le Mans now by ordering a GT or Lotus version of the exciting new Cortina or a new Corsair with the 2-litre V4 performance engine.

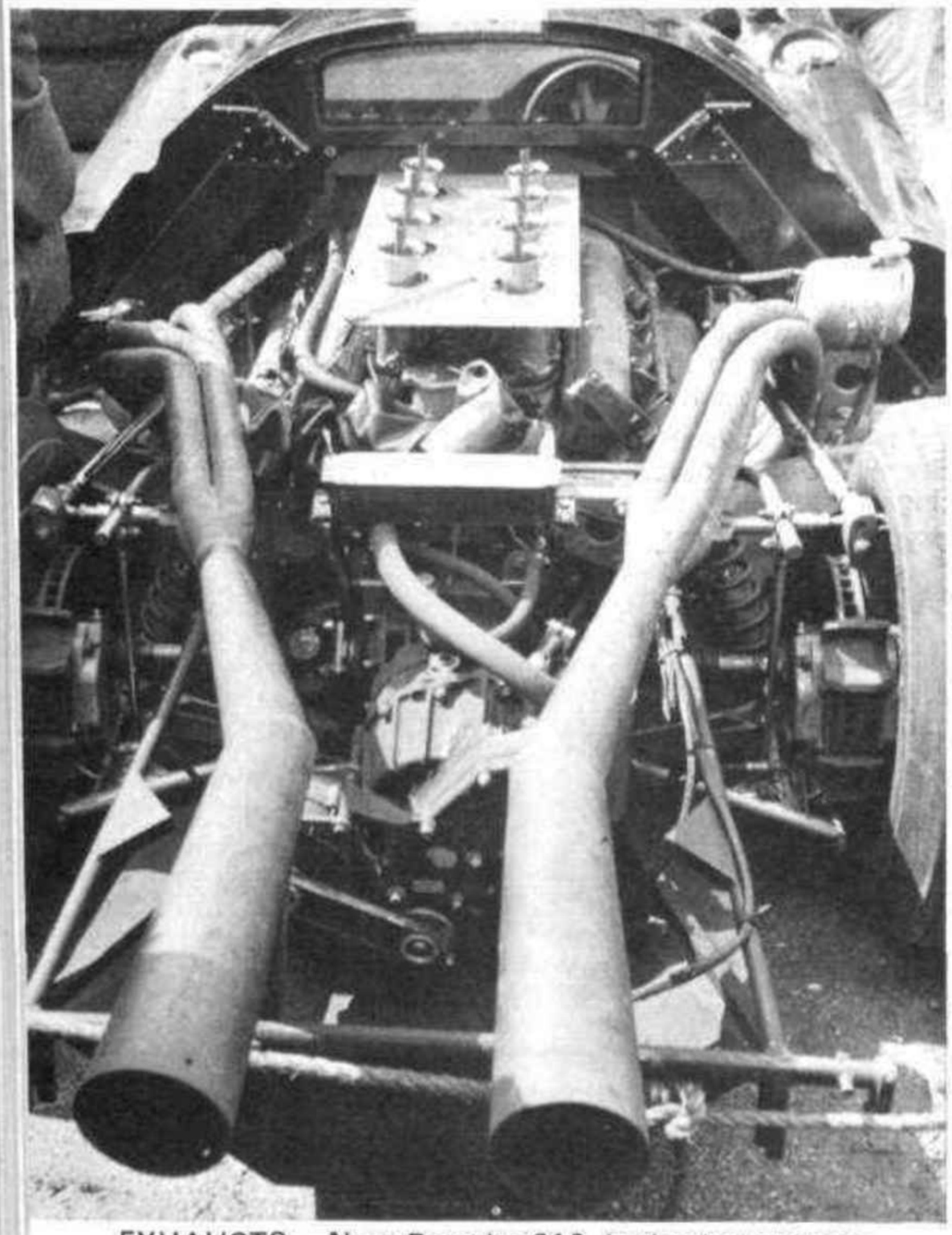
Ford

Top: OPENING LAP.—Out of the first hairpin at the start of the Pau race for Formula Two cars, Rindt (Brabham-Cosworth) is seen leading from Clark (Lotus-Cosworth), Brabham (Brabham-Cosworth), Stewart (Matra-Cosworth) and Beltoise (Matra-Cosworth); at the end of this lap the first two were side-by-side. A mechanic holds out a signal from the special signalling pits, and in the background is the funicular railway.

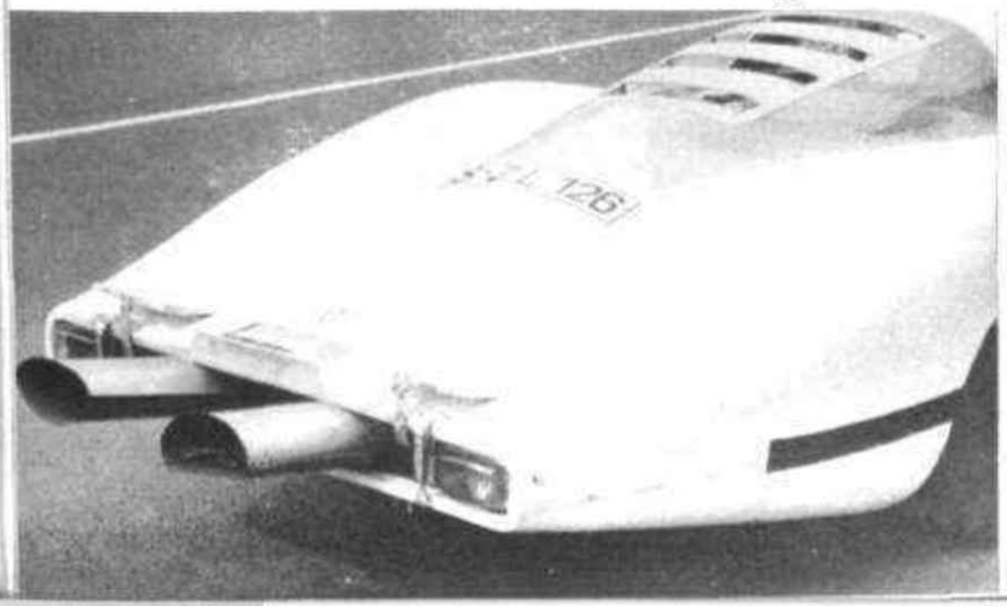
Bottom: END IS NEAR.—Hulme (Brabham) is seen pressing hard on the rear wheels of Stewart (Matra) around the halfway mark in the Pau G.P. The Cosworth engine in the Matra was soon to break its flywheel starter-ring and nearly vibrate itself out of the chassis. For seven laps these two remained this close, until the Matra was forced to retire. Note the solid stone wall on the outside of this bend, which hairpins under an iron bridge—very exacting racing.

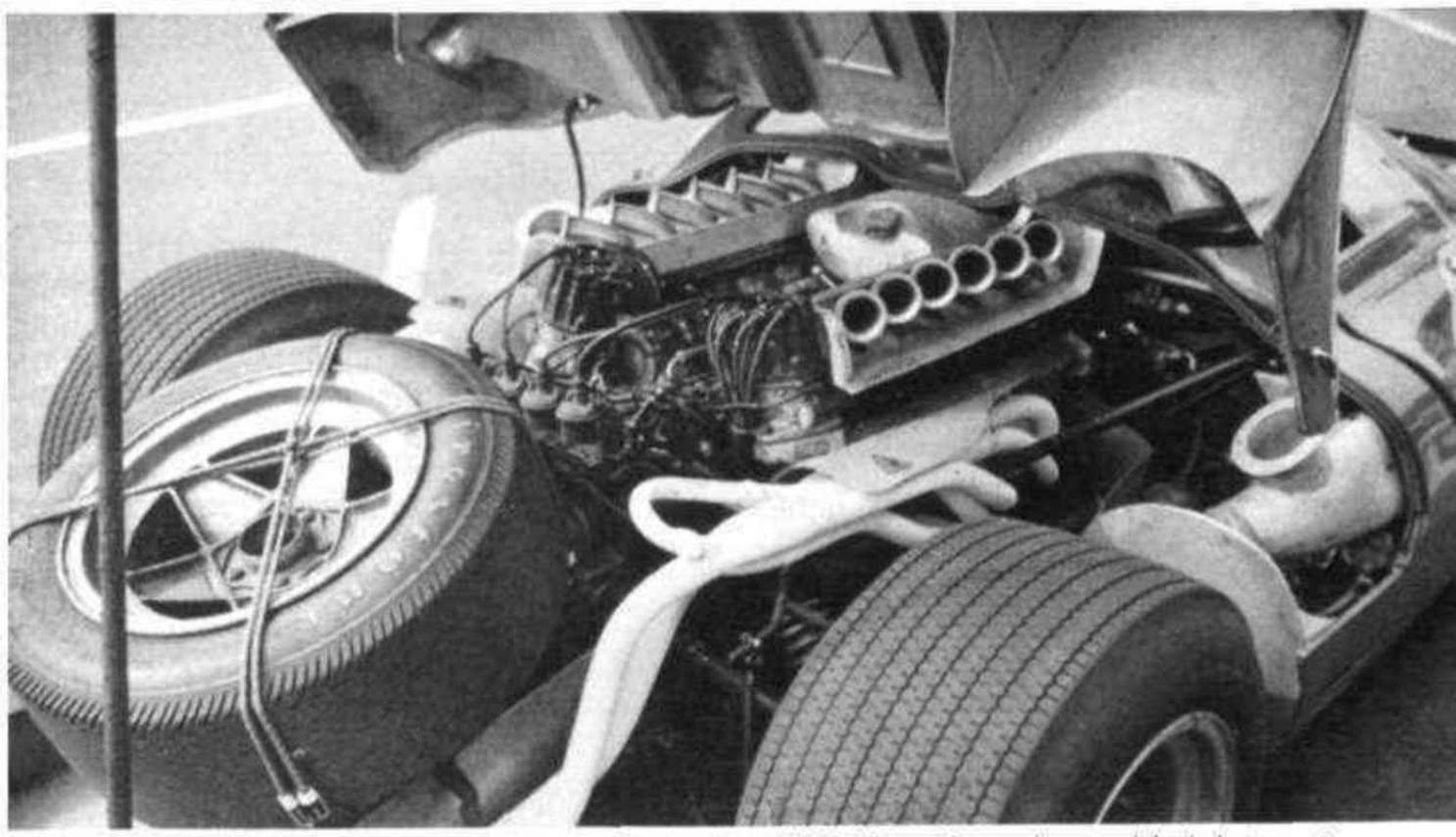
LE MANS TEST DAY

BRITISH HOPE.—The Lola-Aston Martin V8 made its first outing at the Le Mans test week-end and was very impressive; the white arrow is the Team Surtees insignia, they being responsible for this Le Mans effort. Fixed stabilizers were added to the tail-end and wind deflectors to the nose. (*Below left*) The V8 engine is compact and the exhaust pipes have megaphone ends; on the rear of the gearbox is a belt drive to an alternator.



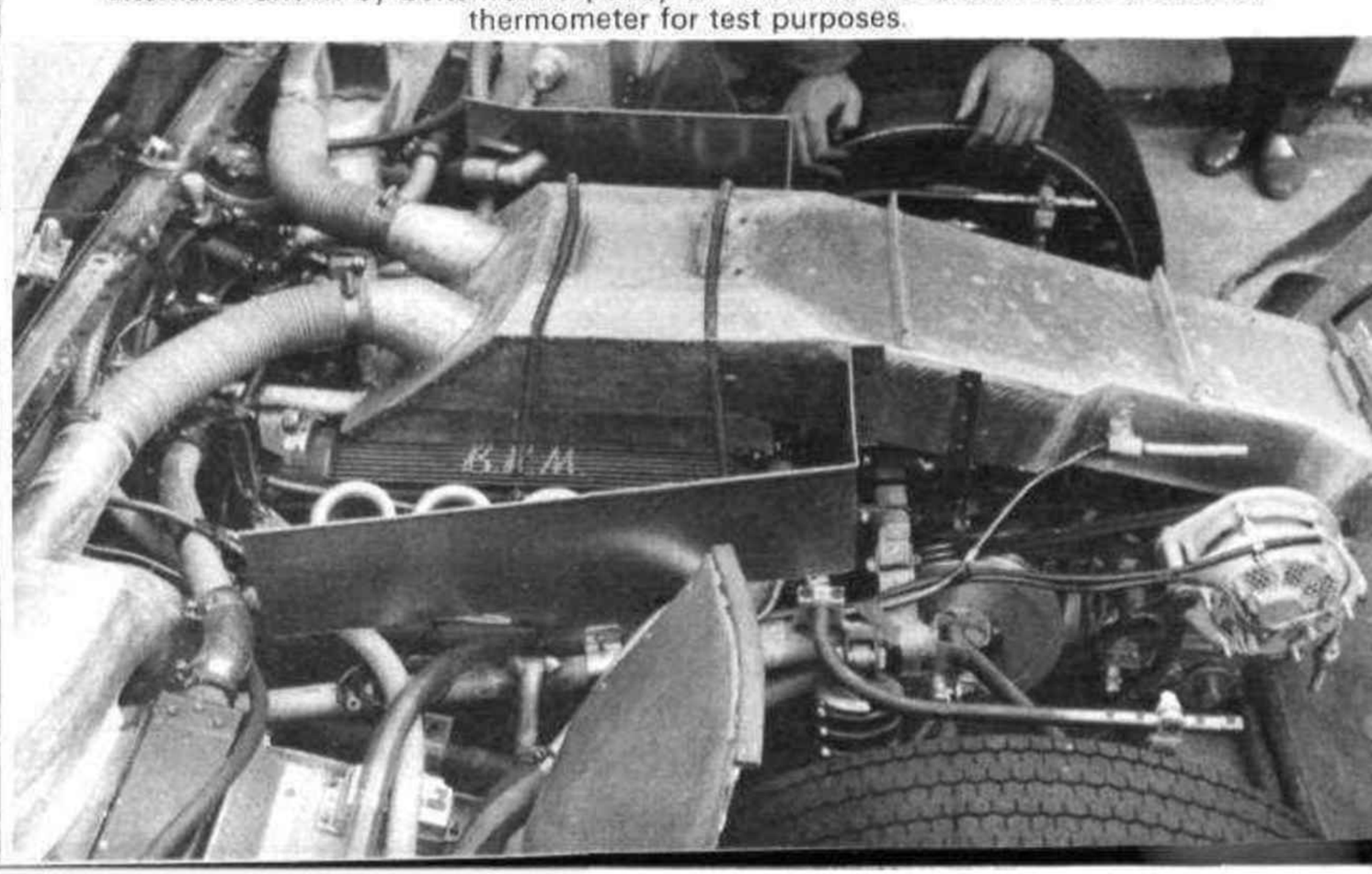
EXHAUSTS.—New Porsche 910 had exhaust gases in the cockpit. The slots in the rear window can be seen, with stabilizers and intake to the gearbox.





FERRARI P4.—The fuel injection, 4 o.h.c. V12 Ferrari engine, with inlet ports between the camshafts and spare wheel mounted above the gearbox. The strut on the left of the picture is a prop for holding up the engine cover while work is in progress.

DUCTING.—The V8 BRM engine in the Matra had the central exhaust system enclosed in an enormous duct, with fresh air inlets at the front. At the rear is the alternator driven by belts from a pulley on the drive-shaft, and above it is an air thermometer for test purposes.



9·4 secs

0–50mph in 7·6 seconds

10·1 secs



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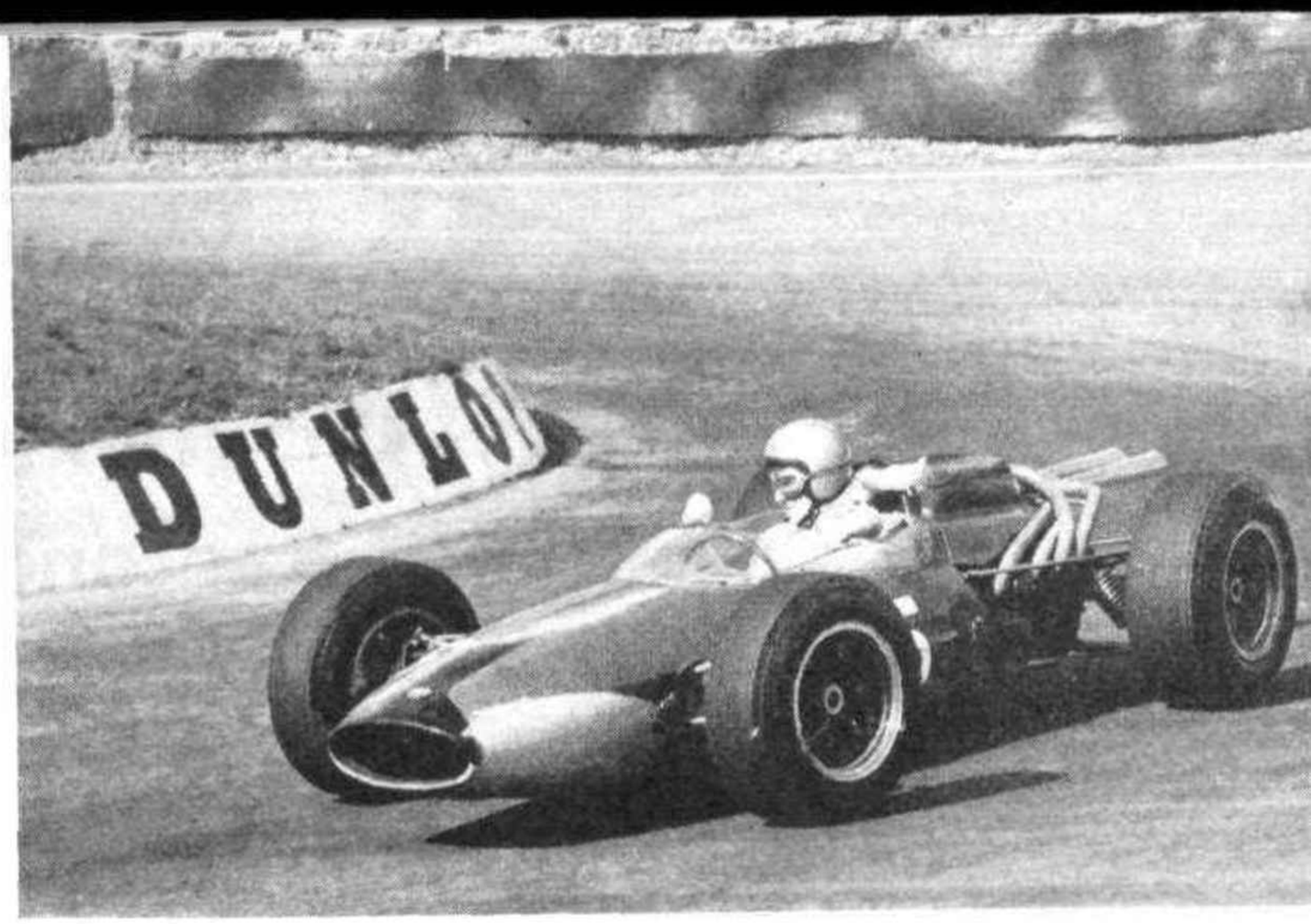
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THE COST OF MOTORING SPORT

5: Single-seater club racing



The ultimate in "club racers" is Jim Moore's Kincraft with a Len Terry designed chassis, powered by a 4.7-litre Ford V8.

NO MATTER how popular saloon car racing becomes, the added excitement of single-seaters will always ensure the survival of one or more formulae at club level. In fact, though it is now possible to race an 850 Mini for as little as £200 the monoposto classes are flourishing, so obviously the credit squeeze has not done anything to depress the generally wide base of motor sport.

Two months ago we talked to John Fenning about Formula Three racing and it became clear that to be in any way competitive it is necessary to spend at least £550 on a good engine, and a minimum of £1,000 will be invested before the beginner races for the first time, more likely £1,500—even then, there is not much hope of success for to be out in front one needs to spend at least £2,000. Also, of course, Formula Three is these days fast and fiercely competitive and may no longer be the best place for the newcomer to find his way around.

The real interest nowadays is centred on Formula Vee, Formula Ford, and Formula Four, plus the Monoposto Formula which is rather special and allied to the 750 or 1200 formulae we talked about last month. All these categories offer single-seater racing for £1,000 or less, with the added advantages of low maintenance costs, cheap repair bills, and relative similarity in performance. Going one stage further, to the ultimate in single-seater club racing, is Formule Libre which offers some very exciting (and expensive) possibilities. Some of the Formule Libre cars, like the Kincraft, are extremely sophisticated and may be almost as fast as a current Formula One car in the right hands, but one does not have to be a graded driver to race one. Neither, on the other hand, does the owner get contracts, substantial starting or prize monies, or trade discounts for appearing at national or international meetings, so this category must be classified along with other non-professional formulae.

All these amateur classes provide the individual with excitement and fulfilment, but they do not necessarily, or often, make good spectator attractions and for this reason race promoters are acting more out of charity than anything else when they put a race on the programme, that is in terms of cash. On the other hand they do owe it to the sport to encourage racing at its base and we should not be so strong in international racing, numerically at any rate, if amateur racing were not encouraged.

These formulae do not necessarily produce good drivers, either, but they do provide everyone with a yardstick. People who will never make the grade do find out to their own satisfaction, if they are honest with themselves, and good drivers will always find their own level.

Most of our readers would come straight to the point and ask: "How cheaply can I go single-seater racing ?" To start our enquiries we asked the R.A.C. about go-karting and discovered that no less than 4,000 licences are issued each year for the category, which means that more people drive karts than racing cars ! An average meeting at Blackbushe brings in some 170 competitors, yet the sport is more heavily subscribed in the Midlands and the North. A kart is not a racing car, we all know, but it is a start with the right sort of atmosphere and quite a number of drivers have gone on successfully into circuit racing. The average kart circuit is about half a mile in length, and the cheapest machine can be picked up for around £75 secondhand. A new kart chassis costs about £120 so a complete machine, with a 200 c.c. Villiers engine, will cost up to £175.

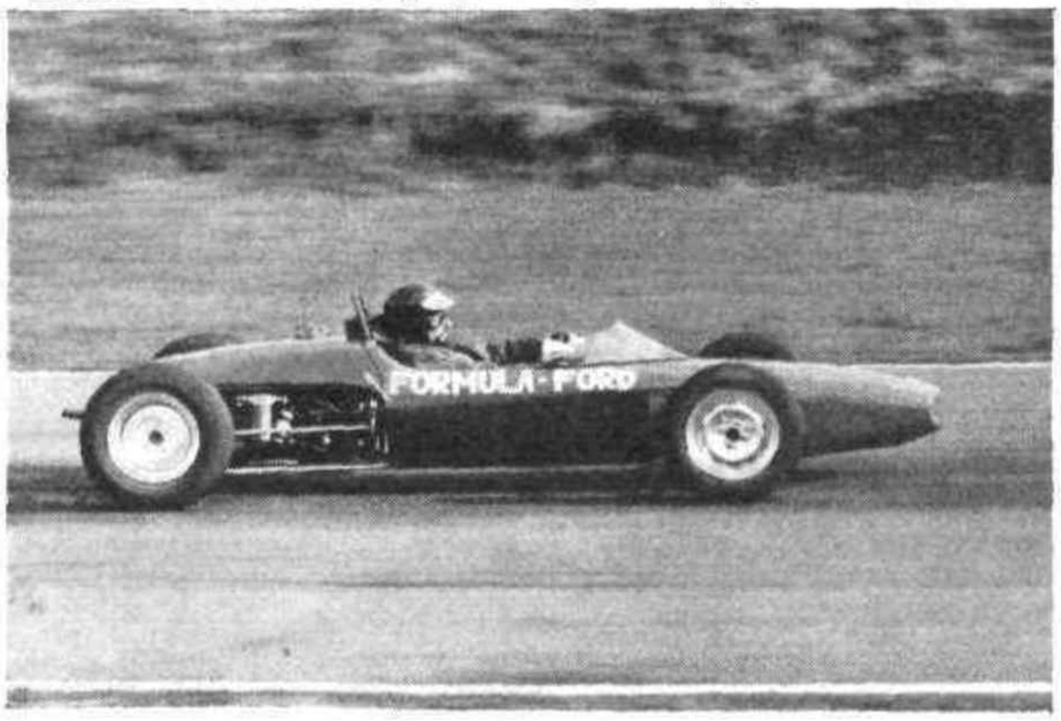
There are many classes in kart racing, and the experienced people go for the 250 c.c. class, where a maximum of around £250 may be spent. A 200 c.c. Bultaco-powered kart costs £230 and the alternatives in the next highest class are Villiers, Ducati or Montesi.

Essentially karting is a participant sport, and Formula Four interests may have over-reached themselves by trying to make this class of spectator interest before the machinery had reached a sufficient level of development. Johnny Walker, chairman of the Formula Four Association, designed and built a much more sophisticated single-seater chassis, clad with a glass-fibre body; both this and the Evad single-seater sold for £500 without the engine (a limit imposed) and were priced at £650 with a Merlin 250 c.c. engine or £645 with a Villiers. Unhappily the cars were not very reliable and a shortage of customers has left the future of this category in jeopardy, despite later efforts to introduce 650 c.c. and 875 c.c. classes at costs up to £700 and £800 respectively without engine. Without wishing ill on the effort, it looks already as though new and well-backed classes will have owners of Formula Four cars relegated to hill-climbs, sprints and Formule Libre events.

With little doubt the Monoposto Formula provides the cheapest "real" single-seater racing. Our first question is "how cheap ?"—the answer is £250—the second question "how much ?" For an answer, we are told that John Derisley's Class A (1,500 c.c.) monoposto cost £600, and as he was the 1966 champion it seems fair to say that the latter figure is a fair one for anyone ambitious to bear in mind. To do this Derisley bought an outdated Formula Three car, sold the engine and bought a Ford Cortina GT 1,500 c.c. push-rod engine with the proceeds, spending some money on Cosworth modifications. In Class B, up to 1,000 c.c., Anglia push-rod engines are favourite, and any amount of modification can be carried out so long as normal valve operation is retained and the engine is not supercharged.

Do not underestimate the Monoposto Formula. Although the chassis

The prototype Formula Ford on trial at Brands Hatch, powered by a standard Cortina GT engine, will offer racing for under £1,000.



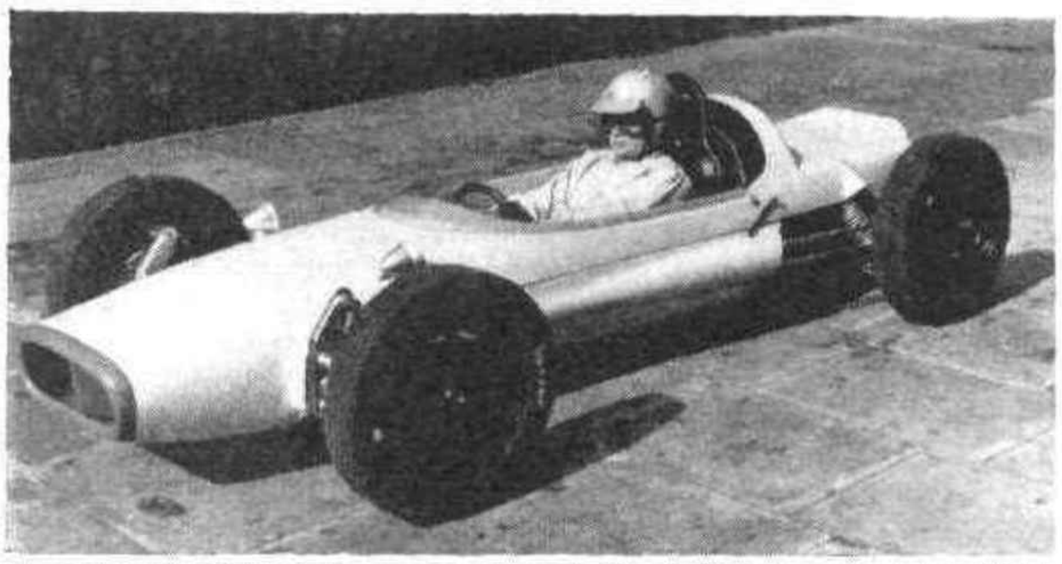
must have been built before the end of 1964 if proprietary, specials are encouraged and most people buy an old Cooper or Lotus space-frame chassis and up-to-date suspension modifications, making the classes both fast and competitive.

It would be fair to estimate that £250 is sufficient for a start, and maxima of £500 to £650 should take a skilful competitor to the front row of the grid. Works, trade-supported or sponsored entries and drivers are excluded, which in itself keeps the cost down, and there are at least 10 championship meetings on each year, starting at Silverstone on May 6th. The Monoposto Racing Club, which is affiliated to the 750 Motor Club, has 90 members and has just started a new and helpful magazine which should enable newcomers to learn what it is all about. Again, success depends very much on how much personal effort the competitor puts into preparation and modifications, and is therefore a good background for any form of professional racing later on.

Inevitably there are questions to be asked about the future of Formulae Vee and Ford, simply because they are as yet unproven. Anyone who had his fingers burnt last year might be forgiven for being apprehensive, but both appear to be substantially backed as Formula Vee is already an international formula, heavily backed in this country as elsewhere by the Volkswagen organisation, while Formula Ford has the backing of the Grovewood enterprise and will have a guaranteed life of five years.

Of the two Formula Vee is somewhat cheaper, since several makes of simple space frame chassis are already available in this country for about £325-£425 less engine and suspension. Various makes are available including the American Beach, South African Peco, the Belgian Apal and the Swedish Dolling.

Adding the cost of a 1,300 c.c. engine and gearbox, which are turned around in the chassis to give mid-engine configuration, wheels, front



Swedish-built Dolling is one of several Formula Vee cars available in Britain for the coming season.

axle and minor parts all available from VW agents, the total cost of a brand-new car will be about £750, though by picking up secondhand mechanical parts the enthusiast can fit up a new chassis for some £200 less. The regulations permit a small increase in compression and reshaping the combustion chambers on 1,200 or 1,300 c.c. engines, taking maximum power to about 55 b.h.p., but every other component including the camshaft, valves, etc., must be left strictly standard. Road wheels and tyres, normal suspension parts including ordinary drum brakes, all ensure that not only are initial costs kept down, but accident repairs are no more complicated or expensive than similar repairs on a family saloon.

A series of 12 races has been arranged in England and four in Scotland, those North of the Border carrying cash prizes, and these will carry points towards a British National championship. The B.A.R.C. are organising races at Silverstone, Croft, Castle Combe, the Scottish Motor Racing Club at Ingliston, Thames Estuary A.C. at Lydden and the West Essex C.C. also at Lydden. An entry of 20 cars has been guaranteed for the first event at Silverstone on June 18th.

Because it is a new concept, Formula Ford is not quite so far advanced but its sponsors expect to make a start in July—the rules about construction are due to be ratified by the R.A.C. and are expected to stipulate the use of space-frame chassis to the Formula Three minimum weight when completely assembled. Completely standard 82 b.h.p. Ford Cortina GT engines, save for oil-surge baffles in the sump, must be used but the choice of four-speed gearbox will be free (probably the Renault 16 transmission will be favoured). Motor Racing Developments at Brands Hatch initiated the formula and Lotus will be supplying them exclusively with a modified version of the 31, probably designated the 51—they will be sold for £995 complete with trailer.

The first dozen will have been delivered by the end of June if on schedule, but a number of rival companies such as Diva, Piper and Gemini are taking the first steps toward entering the formula so by next year the scene could be in a healthy state. M.R.S., incidentally, plan to hire their cars out for meetings and are starting a racing subscription scheme; they will also sell cars on hire purchase. The prototype car has lapped the short circuit at Brands inside the minute on road tyres, so the class should be providing novices with plenty of excitement when it gets going. There will not be any shortage of people buying up old Formula Three chassis and making their own cars for a lot less than £1,000, neither will they be very much handicapped by the lack of money to buy new equipment.

In terms of speed for money the Monoposto Formula appears to have most to offer, being similar to Formula Ford, necessarily less expensive because new chassis are barred, but without restriction on tuning. The two " commercial " formulae however will take more of the limelight because of the backing and the meetings selected, so as ever you pay your money and take your choice. At any rate, disillusioned Formula Three drivers must be rubbing their hands with glee !

Formule Libre (not formula, please !) has been slow catching on in the South but the B.R.S.C.C. run a popular championship on Northern circuits and really the sky is the limit so far as expense is concerned, though it offers excellent opportunities to the beginner who isn't too ambitious to start with.

Quite a reasonable Formula Three chassis can be picked up for between £300-£500. Front suspension can be brought up to date quite cheaply and the rear end will have to be modified fairly substantially to accommodate any of a variety of engines. Running through a list of engines recently advertised, we noted an ex-Formula Junior 1,100 c.c. Ford engine going for £70, and quite a number of Ford 1/1½-litre engines in various states of tune for under £200. More efficient, and more expensive to maintain, are the early twin-cam Coventry-Climax engines which start at £150. If you want a real " return to power " a Chevrolet or Ford V8 engine ready for racing can be picked up for upwards of £300.

The foregoing ideas are obviously going to take some skill and patience before fruition, and don't forget that Monoposto, Formula Vee or Ford cars are eligible, as well as Formula Three cars which are these days quick enough to hold their own in almost any company. Ready-made Formule Libre cars can be bought secondhand for under £1,000, good ones with twin-cam Ford engines for £1,500 or £2,000.

Talking of the " big-banger " single-seaters, which really capture the imagination, Chris Summers was the first to drop a Chevrolet engine into a Cooper chassis back in 1962, and he had a wonderful season in races and hill-climbs. The work was done by John Farley and Jack Newton at the latter's workshop in Thornton Heath, at an estimated cost under £1,000, and Newton has retained his interest in the formula as he now prepares and maintains Jim Moore's Cobra-powered Kincraft single-seater, which has had six wins in a row recently. Now that Group 7 cars have faded from the English countryside these cars may well flourish, and Moore tells us that the car was built for Jack Pearce in Staffordshire at an estimated cost of £14,000 including development work ! The Kincraft was designed by Len Terry, who designed the Eagle Formula One, and when Moore bought it thirdhand the price was £3,250. Moore has strong ambitions to be a works driver and reckons that his heavy investment is worth while—certainly his name is better known than most others, and his lap times are creditable.

The basic law of economies still applies, that if you are scratching around for every penny to buy a single-seater you must invest in a car which is cheap to run and repair. Engines and gearboxes should last a long time with the two new formulae, but Monoposto and Vee will provide the cheapest " real " racing.

Do not forget, while on the subject of cost, than any single-seater needs a trailer which costs upwards of £25, and the tow-car needs to be suitable for pulling about 12 cwt.—M. L. C.

Useful addresses

rank Tiedeman, Secretary, Monoposto Racing Club. "Peak Revs" 185 Swakeleys Road, Ickenham, Uxbridge, Middx.
H. E. Whitaker, Chairman, Formula Vee Association of Great Britain, 9 Cargreen Road, South Norwood, London, S.E.25.
ormula Ford, Motor Racing Developments Brands Hatch Circuit, Fawkham, near Dartford Kent.
. Cove, Go-Kart Section, Motor Sport Division, Royal Automobile Club, 31 Belgrave Square, London, S.W.1.
ormula IV Association, Johnny Walker (Racing) Ltd. Charfield Works Wotton-Under-Edge, Gloucestershire

PAU GRAND PRIX

PAU, FRANCE, *April 2nd.*

THE race at Pau is one of those that can always stand on its own merits no matter whether it is for Formula One cars or go-karts, for the circuit is pure street racing and remains the same year after year and is always an exacting test of driver and car. Unlike a lot of circuits you have to be right on line to the inch at Pau if you want to lap fast and consistently, or else you damage wheels and tyres on kerbstones. This year the Pau G.P., the twenty-seventh to be held, was the first round in the French series of races for the new Formula Two and a small but very select entry had been invited to participate. Works Brabhams were driven by Brabham and Hulme, works Lotus by Clark and Hill, works Matras by Beltoise and Servoz-Gavin, the Winkelmann Brabhams by Rindt and Rees, the Tyrell Matras by Stewart and Ickx, the Coombs McLaren by Courage, and Widdows with his own Brabham. All of these were using the 16 valve Cosworth-Ford engine and except for the two Lotus 48 cars, who were using ZF gearboxes, everyone was using the latest Hewland FT200 gearbox.

Practice was held on Friday afternoon at 2.30 for one and a half hours, which gave everyone plenty of time to get things adjusted properly. Clark flew in direct from Indianapolis where he had been testing the STP turbo-jet car, lapping at 163 m.p.h., so he must have found the 1,600-c.c. Lotus a bit underpowered. Even though it had rained in the morning and the circuit was still damp through the Beaumont Park, there was no problem about setting new lap records, with new cars, new engines, new tyres and new brakes, only the drivers being unchanged. The previous best lap time ever was 1 min. 26.0 sec., by Hulme last year in the 150 b.h.p. Brabham-Honda, so it was no surprise that 1967 Formula Two cars of virtually the same overall size and with 200 b.h.p. easily surpassed this time on a damp circuit. While most of the drivers had already done two meetings with the new cars, Clark saw his for the first time when he arrived at the circuit and he got straight into it and joined in, setting the pace within a few laps and making everyone chase him for pole position. Just after clocking 1 min. 25.4 sec. he stopped at the pits and said he thought there was something wrong with the left-front wheel. There was; the centre-lock hub nut had come loose!

On Saturday practice started at 2.45 p.m. and conditions were perfect, everywhere being absolutely dry and clean and the temperature cool so with a rush everyone was out again. The Tyrell Matras were improving, as though basically last year's cars they were being improved with new parts, such as suspension uprights and wheels; entirely new cars are due at the end of the month. Schlesser, not having his new Matra yet, borrowed a Lola with twin-cam Lotus engine, but it would not work satisfactorily. Hulme was in fine form and obviously out for a front-row-grid position and Stewart was not only going very fast but was outstandingly smooth. Clark was also going very fast, but having to work hard to keep the Lotus going where he wanted it, while Brabham was working overtime and getting the results. Courage crashed the Coombs red McLaren very badly, tearing wheels off and getting away unhurt, and Stewart overdid things and hit a kerb with his Matra, breaking a suspension upright, while Ickx spun his Matra into the straw bales at the station hairpin. He had done the same thing the day before, but this time made a good job of it, so that the Tyrell mechanics had a late night working session ahead of them. The Winkelmann team were quietly getting on with things, having no problems and, while not at the forefront, neither Rindt nor Rees were far behind the works drivers. The whole tempo of this practice session had been very high and some of the drivers seemed to be getting desperate and throwing caution to the winds. The result of it all was that Clark got down to 1 min. 20.8 sec., over 5 seconds faster than last year's best, which was a phenomenal improvement for one year and an increase of 600 c.c. Stewart, Brabham and Hill were all very close to one another, but quite a way behind Clark, while "new boy" Widdows was well below the old record lap.

By Sunday morning the Matras of Stewart and Ickx had been repaired and they were able to try them out, the Belgian boy's car having a blue nose cowling from a works car, which clashed with the dark green bodywork. The Coombs McLaren could not be repaired so Courage was a spectator, but Frenchman Servoz-Gavin was able to join the starting grid due to the generosity of Brabham. The second works Matra was lacking a Hewland gearbox and as his works cars had survived practice Brabham loaned his spare gearbox to the Matra team. Schlesser declined to drive the borrowed Lola twin-cam, so there were only twelve cars on the grid, but they were a very select twelve.

Throughout practice Brabham had been using some new ultra-low profile Goodyear tyres, on 15 inch wheels, on the rear of his car and he kept to these for the race, with normal 13 inch wheels and tyres on the front. The front row of the grid was shared by the three big tyre firms, Clark on Firestone, Stewart on Dunlop and Brabham on Goodyear and after a warm-up lap the 12 cars were ready for the 70-lap race. All except Oliver went off from the start like rockets, the white Lotus 41 with green stripe stuttered away from the line, but picked up all right later on. Hill had difficulty with his ZF gearbox on the opening lap and got pushed back down the field while he sorted things out, and though Clark led the opening lap Rindt was right alongside him at the end of the pits straight and he forced the green Brabham past on the inside of the right-hand bend in a most audacious manner and took complete command of the race from then on. It needed only six laps to sort the field out, with Rindt leading Clark and Brabham, then a gap before Stewart arrived followed by Beltoise and Hulme close behind. Beltoise had assumed that Stewart would streak off with the leaders and had tucked in behind the dark green Matra. Unfortunately Stewart's car was not handling like it did in practice and he could not challenge the leaders so Beltoise had "backed the wrong horse." Graham Hill was gathering himself up to pass Rees, having recovered from his gear fumbling and the rest of the runners were already way behind, Oliver having lost two laps through a pit stop to have his gear-linkage looked at. With Clark on his tail Rindt had to set a cracking pace and the race-average was way above the old record lap average speed.

After eleven laps Clark made a desperate bid to take the lead from Rindt and got right alongside him as they rounded the bend by the pits, but the young Austrian driver was not impressed and Clark had to drop in behind him again. On the sixteenth lap Clark had a moment's hesitation with his gear selectors and this let Brabham nip by into second place, for the leading trio were still very close. Graham Hill got by Hulme and they were both still close to the Matras of Stewart and Beltoise, but on lap 19 the Frenchman drew into the pits with a slipping clutch. Although adjustments were made and he did another lap he was hardly out of earshot before it was obvious that his race was run and when he returned to the pits the car was wheeled away. By this time Rindt had lapped Oliver, Servoz-Gavin and Widdows and the pace, like the sunshine was very hot. Brabham could not keep pace with the flying Rindt and as Clark could not get by the works Brabham, the Winkelmann car began to open up a measurable gap. Graham Hill was now hot on the heels of Stewart, who was still fourth, and just when the Lotus number two was preparing for his attack the gear selector arm broke in the ZF gearbox and that was that, so Hulme took over the job of pressing Stewart.

At 35 laps, or half distance, Rindt had a 5-second lead over Brabham, who still had Clark right on his tail. Stewart and Hulme were more than 40 seconds behind the leader and Rees was in danger of being lapped by his "pressing on" team leader. Ickx, Widdows and Servoz-Gavin were still running well, but Oliver could not hope to make up his time lost at the pits. Rindt was lapping consistently around the 1 min. 22.0 sec. mark and was looking fast and confident, his car running superbly, but on lap 37 Stewart stopped at the pits to enquire about a terrible vibration that had started. Pieces had broken off the flywheel outer ring, so he was not mistaken, and the Matra-Cosworth was wheeled away. On the next lap Widdows came to rest at the top of the circuit when his fuel injector unit seized up and flung off the toothed driving belt.

STARTING GRID

2 J. Brabham *Brabham-Cosworth* 1 min. 21.8 sec.	20 J. Stewart *Matra-Cosworth* 1 min. 21.5 sec.	6 J. Clark *Lotus-Cosworth* 1 min. 20.8 sec
26 J. Rindt *Brabham-Cosworth* 1 min. 22.1 sec.	8 G. Hill *Lotus-Cosworth* 1 min. 21.9 sec.	
16 J. P. Beltoise *Matra-Cosworth* 1 min. 23.8 sec.	28 A. Rees *Brabham-Cosworth* 1 min. 23.3 sec.	4 D. Hulme *Brabham-Cosworth* 1 min. 22.2 sec.
30 R. Widdows *Brabham-Cosworth* 1 min. 25.1 sec.	22 J. Ickx *Matra-Cosworth* 1 min. 24.6 sec.	
14 J. Oliver *Lotus-Cosworth* 1 min. 31.6 sec.	18 J. Servoz-Gavin *Matra-Cosworth* No practice	

Non-starters: J. Schlesser (*Brabham-Lotus Ford*), 1 min. 29.3 sec.
P. Courage (*McLaren-Cosworth*) 1 min. 29.9 sec.

On lap 40 Clark had an enormous moment when braking near the monument in the Park Beaumont and he didn't realise at the time that it was due to failing rear brakes. This caused him to lose complete contact with Brabham and on lap 47 he was lacking in rear brakes completely and as he passed the pits he indicated he would be in next lap. The nose cowling was taken off and the rear brake circuit reservoir was found to be empty of fluid, it having leaked out of a faulty cap. While more fluid was put in he lost a whole lap and rejoined the race behind Rees, in fifth place now. This made Clark pull out all the stops and he lapped every bit as fast as Rindt who was still leading and drawing away from Brabham all the time; Hulme was a lonely third and Rees a shaky fourth for Clark was bearing down on him remorselessly. At 54 laps Brabham's engine seemed to change its note ominously and at the end of lap 58 he coasted into the pits with low oil pressure. The oil tank was virtually empty, the contents having been used rather than leaked away, so he was forced to retire, FIA rules forbidding the addition of oil during a race. This left Rindt over a minute ahead of Hulme and Clark was about to wrest third place from Rees, which he did on lap 61 with a new lap record. He broke it yet again on lap 64, with a shattering 1 min. 20.4 sec. and on the very next lap he rushed into the pits complaining of a loose right-hand front wheel, just as he had with the left one in practice. The hub nut had come loose, later it was found due to a machining error on the hubs. After it was tightened he shot back into the race to try and catch Rees who had gone by into third place. With only a few laps to go it was not possible, but Clark did not relax and stormed on to the finish. Rindt was going as hard at the end of the 70 laps as he had gone at the start and had driven a brilliant race, consolidating his Easter victories and putting the Winkelmann team right on top of the new Formula Two, their two cars finishing as immaculately as ever.

In the Formula Three event a large entry list was whittled down to the fastest eighteen in practice being allowed to start. Beckwith was fastest on both days driving the new "special" constructed by the Chequered Flag team, comprising their own chassis frame with front suspension using Brabham and Lola parts and the rear end using Lotus parts. A Cosworth-Ford F3 engine provided the power driving through the latest version of the DAF variomatic belt-drive automatic transmission. Sponsored by DAF of Eindhoven and operated by the Chequered Flag team the car is referred to as a DAF, though it is really a Graham Warner Special. After getting pole position on the grid Beckwith crashed heavily after sliding on some oil and though he was not hurt the front of the car was written off and had to be posted a non-starter leaving the race to orthodox Matras and Brabhams.

The two French drivers Jaussaud and Weber completely outdrove the best British pair Gethin and Chris Williams and it was a high-pressure 35-lap race with the average speed being higher than last year's Formula Two race average.—D.S.J.

XXVII GRAND PRIX OF PAU—Formula Two—70 laps—193.200 kilometre Hot and Sunny

1st : J. Rindt (Brabham-Cosworth FVA) (Entrant: Winkelmann Racing Team) 1 hr. 35 min. 55.9 sec.—120.836 k.p.h
2nd: D. Hulme (Brabham-Cosworth FVA) (Entrant: Brabham Racing Organisation) .. .. 1 hr. 37 min. 11.9 sec
3rd : A. Rees (Brabham-Cosworth FVA) (Entrant: Winkelmann) .. 69 laps
4th : J. Clark (Lotus 48-Cosworth FVA) (Entrant: Team Lotus) .. 69 laps
5th : J. Ickx (Matra-Cosworth FVA) (Entrant: Tyrell Racing Organisation) .. .. 66 laps
6th : J. Servoz-Gavin (Matra-Cosworth) (Entrant: Matra Sports) .. 65 laps
7th : J. Oliver (Lotus 41-Cosworth FVA) (Entrant: Team Lotus) .. 60 laps
Fastest lap : J. Clark (Lotus-Cosworth FVA), in 1 min. 20.4 sec.—123.582 k.p.h. (*new record*).
Retired : J. P. Beltoise (Matra-Cosworth FVA), 20 laps, clutch; G. Hill (Lotus 48-Cosworth FVA), 24 laps, gearbox; R. Widdows (Brabham-Cosworth FVA), 37 laps, injection pump; J. Stewart (Matra-Cosworth FVA), 37 laps; broken flywheel; J. Brabham (Brabham-Cosworth FVA), 58 laps, loss of oil.

FORMULA THREE—35 laps—96.600 kilometres—Warm and Sunny

1st : J. P. Jaussaud (Matra-Ford) (Entrant: Matra Sports) 51 min. 58.4 sec.—111.518 k.p.h.
2nd: R. Weber (Matra-Ford) (Entrant: Matra Sports) .. .. 52 min. 05.1 sec.
3rd : P. Gethin (Brabham-Ford) (Entrant: Sports Motors, Manchester) .. .. 52 min. 20.0 sec.
4th : C. Williams (Brabham-Ford) (Entrant: Chris Williams) .. 53 min. 00.3 sec.
5th : H. Pescarolo (Matra-Ford) (Entrant: Matra Sports) .. 53 min. 05.0 sec.
6th : D. Bell (Brabham-Ford) (Entrant: Felday Int. Racing) .. 34 laps
7th : P. Westbury (Brabham-Ford) (Entrant: Felday Int. Racing) 34 laps
8th : R. Martini (Brabham-Ford) (Entrant: Winfield Racing School) .. .. 34 laps
9th : M. Daghorn (Lotus-Ford) (Entrant: Felday Int. Racing) .. 34 laps
10th : M. Walker (Brabham-Ford) (Entrant: Frank Manning Racing) .. .. 34 lap
11th : T. Blokdyk (Brabham-D.A.F.-Ford) (Entrant: Chequered Flag Racing) .. .. 34 laps
12th : J. Dubler (Brabham-Ford) (Entrant: Zurich Automobiles) 29 laps
Fastest lap : J. P. Jaussaud (Matra-Ford), 1 min. 27.4 sec.—113.684 k.p.h.
Retired : J. C. Guenard (Matra-Ford), A. Rollinson (Brabham-Ford), R. Fielding (Brabham-Ford), Depaillet (Alpine-Renault) M Bianchi (Alpine-Renault) P. Vidal (Matra-Ford)

RALLY REVIEW—continued from page 397

never really got going, and slowed even more after bending the rear axle casing in an excursion. John Sprinzel in the *Weekend-Telegraph* sponsored GT Cortina (prepared in three days out there by Ford mechanics) expired with a disintegrated blanking plug after he'd endured eighteen hours' driving with a rock-made eye-level hole in his windscreen. The most noteworthy Datsun 2000, that of John Aird went very strongly and he had hammered it to third place at halfway but the gearbox then disintegrated. Very evidently, other manufacturers are taking more interest in rallies, especially (take note!) the Japs in rewarding markets like East Africa.

The diminutive Cooper S of Aaltonen/Liddon had a sad trip. Beautifully (as is usual with Abingdon products) and very thoughtfully prepared the 1293S, using a 510 cam instead of the usual 648 "hot" cam and a lower compression head, lasted only a few hours before dust collected in the air cleaner, fell through into the carbs, blocked the jets thus weakening the mixture and so caused the overheating which finally "cooked" the engine solid. It would have been better perhaps if a Mini had been used on the recce instead of a "barge"! Anyway it's all over for another year, but on the subject of B.M.C. . . . The Gallaher-sponsored Circuit of Ireland Rally was won for the fifth time by B.M.C., the driver being Paddy Hopkirk, it also being his fifth win. Accompanied by Terry Harryman (on his third win) the "local boyo" had a steady and unexerted run. Hot competition was non-existent although two ex-works Minis were present and one ex-works Lotus-Cortina. The latter was in the hands of Welshman Malcolm Gibbs, being given a chance this year by Henry Taylor, who incidentally has formulated the idea of aiding coming men in countries afar as well as at home. This will take the form of Boreham-prepared cars, equipment and know-how being supplied to the national sales organisations of Ford dealers in Europe so that people like Norwegian champion Trond Schea can be given a run in the most competitive machinery.

Returning to the first-named comingman, he demolished the car along with a dry-stone wall, admittedly while lying third. Adrian Boyd took second place in the works 1293S which he's just bought. A creditable drive, for during the last few years he's hardly stepped in a Mini, always being Cortina mounted. Another very creditable drive was that of Roy Fidler, who, with your admiring scribe alongside, took fifth overall and his class in the Triumph 2000. Fidler is the only person who manages to keep a spark of interest alive in Triumph for having won the R.A.C. Rally Championship last year they have promised him a Group 2 car (pity it's not one of the superb triple-Weber Group 3 cars) for ten events this year. Charlie Gunn (Lotus Cortina) and the McCartney brothers Ronnie and Des, both in Cooper Ss, were the other quick people around on this well-organised 1,500-mile tour of fifty special stages. If only it were nearer the continent it would be sure of attracting better entries, which an event with stages over closed, tarmaced public roads certainly deserves. "Better entries" leads back to the tail end of March when the fourth round of the European Rallies Championship was held. This was the West German Rally, or the Stuttgart-Solitude, Lyons-Charbonnieres to give it its full name. Porsche 911Ss made everyone else look to their tuning departments as four of them headed by works drivers Vic Elford/David Stone, Hanrioud/Raray romped home in the first four places. Interesting to note, former Steyr-Puch exponent Sobieslaw Zasada has acquired one, private owned although works prepared, and he came third. If Zasada competes in all the Iron Curtain events he could well be Group 3 champ this year, he is of course the current reigning Group 2 champion. Two notable British results were in the form of Taylor's other protégé Tony Chappell, with your truly, coming first in class, while Rootes' honour was upheld by that quick young Swiss chap Patrick Lier in a Rally Imp—eighth overall. The Porsche landslide in this tough and partly snowbound miniature Alpine rally is an indication of things to come, but anyway with the F.I.A. being concerned about 2+2 cars we should see 911s stay in Group 3 in 1968, where they belong, rather than dominate the other two Groups as well, as has been hoped for this year. With four rounds of the championship past it's clear than Porsche will dominate Group 3, led perhaps by Elford, who incidentally is heading the very lucrative Shell-Berre challenge at the moment, while Group 2 is wide open although French Renault driver Jean Francois Piot has a two-point lead at 18 (Flowers win) over Söderstrom (Swedish win). Group 1 is being contested by the Citroën DS21s (Ogier leads with 29 points), Genta in a Lancia Fulvia (20 points, and another 2+2 car that will have to revert to Group 3 next year) and the Opel Rekord 1900 of current Group 1 champ Lillebror Nasenius.—A.E.A.K.



I've been hurt!

A small stone can chip off a big chunk of paint. A gouge happy cyclist can tear tramlines down a door panel. Your wife can clip the gate-post. Nobody's perfect. Small scratches can be big tragedies. ICI have something for the big tragedies. 'Belco'. Paint Touch-in 'Belco' over the damage and there isn't any damage. If you've got a big area to paint—give Brushing 'Belco' a try. *Both brands are available in a wide range of colours.* And the price is low enough to make you purr with pleasure.

nice ICI makes it better quickly

Also under the 'Belco' label are Primer Surfacer, Rubbing Compound, Cellulose Putty and Thinners. Use the 'Belco' range by ICI and it's almost as easy to repair scratches as to make them. Obtainable from garages, motor accessory dealers and Halfords branches.



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 AND BRITISH EXPORTS

Sir,

How right you are in your March editorial. The British family car which is already an uninteresting vehicle is likely to become positively useless in foreign parts if the legal limit remains at 70 m.p.h. I live in Germany where there is no such limit. It was tried but then prematurely abandoned because the resultant doziness on the autobahns only increased the slaughter. Family cars produced over here are better than their British counterparts, not because of superior brains or technology but because the local user is allowed to thrash them without restriction. Herr Schmidt, in any one of his fleet of medium-sized cars made by Mercedes, Opel, Ford and B.M.W., expects to cover the 100-odd miles from Hanover to Hamburg, door to door, in under 90 minutes. Quite often he succeeds in his Beetle too! The surface on that particular piece of autobahn is good, but elsewhere there are some very bad autobahn surfaces. Herr Schmidt is not deterred by a bad surface. He rightly expects his cars to be able to take bad roads at high speed—and they do.

Congestion on British roads has in the past prevented the home user from driving fast and exposing his vehicle's weakness. Now that there are motorways and the facilities for fast motoring, the 70 m.p.h. limit has taken over to stifle the motor industry. British cars will not improve if the home users cannot thrash them. Our motor industry is our biggest provider when it comes to foreign exchange. Mrs. Castle must not be allowed to wither the hand that feeds us by cutting off its life blood. That life blood is the continuous flow of information on how their products stand up to hard work. Once exported, hard work is certainly what will be expected of them. A dissatisfied owner abroad means the loss of many potential customers.

Out and out speed though is not the only factor. Inferior roads have helped enormously. In consequence Continental suspensions are generally superior to British ones. The local user, be he German, Italian, French or Swedish, will not tolerate a rough ride or rattle, even from old cars. This superiority of the Continental car is well illustrated by the fact that over 80% of the car-owning members of B.A.O.R. drive Continental makes. The patriotic few often pay dearly for the privilege. Further it is a very poor advertisement to the would-be German buyer of a British car to see four out of five British servicemen driving those Continental makes.

However it is not only the poor after-sales service and inferior durability of British cars which make people prefer the Continental alternatives. It is a free market here for N.A.T.O. servicemen. The enormous import tax on foreign cars taken into Great Britain which is designed to protect the home producers, smartly boomerangs and does untold damage to the industry. I would dearly love to thump down the autobahn waving the Union flag in a British car, but when I can buy a new Flavia coupé for under £1,200 I just have to be satisfied with the Italian product!

So away with the 70-m.p.h. limit and import tax. Let the industry compete on equal terms. It would succeed.

B.F.P.O. G. H. H. BROOK, Captain.

* * *

RECOGNITION FOR RACING DRIVERS

Sir,

Here in the United States we do not pretend to understand your honours system. In fact, we hadn't heard of it until you knighted the Beatles! However, as a member of the large United States automotive scene I can't understand how Colin Chapman of Lotus has failed to be rewarded for his amazing contribution to your export prestige over here, when Jim Clark and Jack Brabham have come home with the pieces of parchment or whatever they get. Is it because Chapman hit a cop? Jim Clark hit a Dutch cop much harder two years earlier!

If my memory serves me right, in 1965 Colin Chapman, who could have hired one of several drivers as good as Clark, won just about everything that could be won in single-seater racing, World Championship, Tasman Series, F.2 and F.3, plus Indianapolis, especially Indianapolis which had never ever been touched before by a British car and yet his cars won it, completely changed the design thinking of the United States racing world, and gave more of a boost to British automotive exports in one day than all the Prince Philip visits and British ballyhoo put together. Does Chapman have to lay his cloak in a puddle in front of Queen Elizabeth to get knighted or should he go get himself a guitar and sing us a few pop-songs?

Paramus, New Jersey. FRED OPERT.

[Too true, too true! Before the war Malcolm Campbell and Henry de Hane Segrave were knighted for breaking the Land Speed Record for Britain. John Cobb, though he went to Eton, and Capt. George Eyston, were not. Since the war Moss, Brabham and Surtees have been awarded O.B.E.s, Donald Campbell a posthumous O.B.E. That, in the exacting world of mechanised speed, is about all.—ED.]

* * *

DIMINISHING MIRRORS

Sir,

Over the years I have read in MOTOR SPORT your strictures on the rear-vision mirrors as fitted to Rover cars, varying from "I dislike the diminishing type rear-view mirror" in the October, 1961, issue to "The framed rear-view mirror is of the highly dangerous 'vanishing' variety" in the December, 1966, issue.

I own a 1957 Rover 105S, which is equipped with a diminishing-type mirror, and frankly I wouldn't be content with any other type. Perhaps the diminishing variety takes some getting used to, but it gives a far wider field of vision than the flat variety, hence surely cannot be dubbed "highly dangerous."

Takaka, New Zealand. F. H. E. KING.

* * *

MISSING DATA

Sir,

With reference to T. S. Millen's letter, how right he is! I normally spend my holiday touring in Europe and like Mr. Millen I carry camping equipment and four-up. In 1965 I bought a Ford Corsair, one reason for the choice being its large boot to hold the aforesaid camping equipment, without having to resort to a roof rack. Imagine my horror when I saw a list of boot loads was published the Corsair being one of them, and quoted as 100 lb. As an average frame tent weighs from 75-100 lb. this performance is quite absurd. Thinking there must be some mistake I had correspondence with Fords at Warley. They confirmed the boot load as 100 lb. and on top of this stated that the overall load of a Corsair was 720 lb. This of course means that with four 13 st. people in the car it is already fully loaded without any luggage. I still retain these letters from Fords to show my unbelieving friends. Needless to say I got rid of this quite useless (to me) vehicle with considerable financial loss and now own a Ford Zephyr Mk. III which with four up will carry all the luggage I require.

I would advise anyone contemplating camping, or otherwise carrying heavy luggage, to be very careful what car they buy; the Corsair was not the only car in that list whose capacity in terms of weight was inadequate.

As Mr. Millen states these figures do not appear in any test reports nor can I find it in any manufacturer's brochure I have read, except Continental cars who normally publish the load capacity. I think that this figure should be one of the essential statistics of a road report. How many unfortunate people spend their hard-earned money on a car, only to find it will not serve their purpose.

Whitby. R. G. HINES.

* * *

SETTING STRAIGHT A "SPRINT CHAMPIONSHIP"

Sir,

"Setting the record straight" is how Mr. Mackenzie-Wintle, of the Renault Club, describes his letter on the autocross Gordini, which, MOTOR SPORT reported, "narrowly beat" the Manifold VW in 1965.

With respect to Mr. Mackenzie, the record seems to have been a little bent. While MOTOR SPORT was perfectly correct in saying that the Gordini (cost £1,000-odd, rating 95 b.h.p.) narrowly beat Manifold's 1963 VW1300 (value then £450, plus £177 mods., rating 55 b.h.p.) by one-fifth of a second on two occasions, the VW earned some comment that year by soundly beating the far more powerful Gordini on two return-match occasions (Southsea and Plymouth).

No one can blame Mr. Mackenzie for waving the Renault flag and

pointing out that the Gordini won an event he calls "The British Sprint Championship" in 1965. It does sound impressive. There is, of course, no such championship! Assuming Mr. M.-W. means the '65 B.T.R.D.A. Sprint Championship, it is interesting to note that the B.T.R.D.A. reported in that year only seven other cars scoring championship points apart from the Gordini, and in consequence of this pathetic support, their Sprint Championship was abandoned altogether by the Association!

Unfortunately, the particular Gordini cited by Mr. Mackenzie.-W. did not put in an appearance in last season's B.T.R.D.A. autocross championship, but to judge from the fate of other R8 Gordinis that met the improved Manifold VW in 1966, it would not have made the slightest impression on the VW's outright win.

In view of Mr. Mackenzie-Wintle's claim that the Gordini in question was a standard 1,108 c.c. car, and that only the entry fees were paid by B.R.T. (Racing) Developments Ltd., his comments would be of interest regarding an advertisement a few weeks ago. His favourite Renault Gordini was offered for sale with a top speed of 110 m.p.h!

JACK BROWN,
Kew Green. Cambridge Engineering.

* * *

HOW I.C.I. SEE CYCLISTS *v.* MOTORISTS

Sir,

It is a credit, I am sure, to your publication that you attract readers of all sorts, and also to the appeal of road sport that it can be enjoyed by all wheeled-users, not just those with two, three or four. Hence, as a cyclist/motorist, I was just a little put out by the I.C.I. ad. which talked of gouge-happy cyclists tearing tramlines in the paint of a car.

My own experience over some hundreds of thousands of miles driving in eight or nine countries has been that no cyclist has gouged lumps, while many pedestrians have, with the odd motoring fracas to add. My latest came in a parking lot, while dining, a dent on my 14-day-old car, annoying, but one of the facts of life. In the past I have had matches struck, fireworks, nails and so forth, damaging the car.

Racing cyclists, and many use the 44 tracks in Britain, are frequently keen motorists. The reasoning is obvious, just try carrying a bike and three pairs of wheels with 3 oz. tyres to a track, you use a car. If you are an intelligent road-user, you use an interesting car, VW, Triumph, Cooper and so forth. Need we have this bickering between road-partners?

ALAN GAYFER,
London, E.C.4. Editor, *Cycling*.

[I have always felt that *all* users of the road, including pedestrians, should exist in friendly co-operation; road safety depends on their hands and feet.—ED.]

* * *

A SUNBEAM ALPINE ENTHUSIAST

Sir,

Having read with interest comments regarding the virtues or otherwise of various sports cars I feel it is time somebody put a word in for the Sunbeam Alpine 1,725 c.c. version.

When selecting my car I was looking for a comfortable fast touring car which was readily "converted" to the open state, that would take plenty of luggage for two and be if possible reasonably silent and good looking. I carefully looked at all the more obvious sports cars but found them lacking in one respect or another. Either the seats were not very comfortable and were non-adjustable for rake, or they were too cramped, or they made too much noise (which is very tiring on long runs) or the finish was shoddy, or the hood did not fold up and down quickly and easily. It is essential to be able to hold the hood up and down within less than a minute and preferably at traffic light stops, otherwise it does not get used. In the summer my hood goes up and down at least once a day on average and frequently more often.

However, I found all the above advantages in the Sunbeam Alpine 1725—plus extreme economy (over 30 m.p.g. on average) and a performance that was very adequate for my requirements—i.e. 0-60 in 11 sec. approx. The luggage capacity with a rack fitted is so great that we can take our Alsatian-sized dog with us, too—he goes behind the seats.

As a boat builder I have occasion to deliver craft over fairly long distances and recently we took two large 15 ft. 7 in. dinghies complete with masts, spars, booms and full sailing equipment, on a single four-wheeled trailer to Scotland. We had our usual complement of wife, dog and luggage in the car and the trip was comfortable and pleasant despite the constant rain and high winds that were blowing furniture vans off the M roads. Coming back with the trailer unladen we averaged speeds that I would not care to mention but suffice it to say that a heavy four-wheeled trailer unladen makes little noticeable difference to speed or performance. Petrol consumption over the 1,230 miles worked out at 31 m.p.g.

I have Dunlop SP41 tyres, which I regard as virtually essential and, with these, road-holding is everything one could wish for. The hood can be folded away in two ways; either one can take the trouble to stow it away carefully under its neat cover. This takes two or three minutes, or one can stow the hood on top of the cover and place a rubber shock cord over the folded side arms. This only takes about half a minute and is what I use for short journeys or if I think the hood will have to go up again very shortly.

All in all, I consider the Sunbeam Alpine an excellent general purpose fast touring car and looked at from every point of view (as opposed to the single point of view of "how fast does she go mister?") she must be hard to beat. Personally I think the "all-round" point of view is the only valid one, otherwise we would all have B.R.M.s or Ferraris! I have no association whatever with Rootes—not even shares!

Salisbury. J. L. GMACH.

* * *

EXPERIENCES WITH AN M.G. B

Sir,

A TR4A owner recently gave his impressions of a year's motoring and expressed his general satisfaction with the car. I should like to comment on the M.G. B which I consider to be rather nicer looking, with better handling and to have infinitely better seating. After four years and 54,000 miles of varied motoring the car is still "tight" and looks and feels good for another 54,000 miles.

Careful running-in extended to 3,000 miles with several oil and filter changes gave the car a good start. Sensible driving since, always within the car's limits, has paid off with an overall fuel consumption of 28-32 m.p.g. (non-overdrive) with present oil consumption of one pint between changes. I usually change up at 3,000 revs., never above 4,500 revs. Cruising at 4,000 revs. gives 70 m.p.h. and 30 m.p.g. An oil cooler is of course fitted.

A summary of the annoying aspects of the car would include:

(1) First gear (come on B.M.C., good 4-speed transmissions are not unique nowadays, look at the progress Ford and Rootes have made with theirs).

(2) The exhaust system. The car has never been rallied and is always driven on A-class roads but I have replaced two complete exhaust systems, three intermediate pipes, three rear silencers and five front silencers. Three of the front silencers have been replaced whilst the previous ones were still under guarantee. I believe many B.M.C. agents now recommend fitting of the better quality Servais system.

(3) The appalling ergonomics of the heater controls, dipswitch, headlight/windscreen wiper switches, permanently locked glove locker, etc.

(4) The steering wheel rim held on by faith to the spokes.

(5) The Lucas headlight flasher/indicator switch which in terms of an expensive unreliable accessory must be closely tying for first place with the silencer and the original Dunlop C41 tyres. (May I strongly recommend Pirelli Cinturatos, mine have now done 38,000 miles and are certainly good for another 5,000 miles—their road-holding is superb.)

Good points would include the excellent paintwork and chrome. The nicely finished interior with a pleasing and efficient matt black facia (other manufacturers please copy). Good leather seats, of course (I do not sit on any form of plastic on a £1,000-plus motor-car). The safe responsive handling and excellent road-holding are both so good that after five minutes the car seems part of you. The reliable and flexible old B-series engine is also a selling point to one who did 80,000 miles in a much-loved ZB series Magnette (and would buy another one tomorrow). Summarising, I would say B.M.C. have made a first-class attempt at a definitive two-seater sporting car. I genuinely like the car, which has provided a great deal of pleasure as well as comfortable reliable transport over the past four years. Next car? M.G. B GT perhaps, but at £1,200 with the essential extras, it is within £100 of the Rover 2000, with which it does not really compare in terms of ride comfort or human factors design. Perhaps a Rover 2000 or, if I am sensible a Viva 90SL, which seems very good value at around £700.

May I conclude by asking if any manufacturers have considered using a week's advertising budget to build a decent car simulator? This could be used to try out different control layouts and seating arrangements under five-hour "drives." Simulating all conditions, day and night, hot and cold, wet and dry—with the driver strapped in. What a good car the M.G. C would then be!

Limpsfield. P. REAVELEY.

TWIN O.H.C.

Sir,

Your correspondent, Mr. Blight, has made a sweeping statement which I must challenge. Without any reservation he says that Sunbeam made the only serious attempt before Jaguar to design a twin-cam engine for a touring car.

In 1934 the "Smiths and Joneses" were offered a small luxury touring car with a twin o.h.c. engine of classic design. Although the capacity of this little power unit was a mere 1,100 c.c. it developed 45 b.h.p. at 4,500 r.p.m. The motor car I am talking about is a Lagonda, type named "Rapier," designed from scratch by that talented engineer, the late Tim Ashcroft. I am old enough to remember these fine little cars in the days when their lucky owners were running them in. Those engines were quiet and amazingly smooth for four-cylinder units. Possibly they were far too good for "Smith" and "Jones," but the Rapiers were offered as fully-equipped cars for all to buy.

I have heard it said that Jaguars took a hard look at the Lagonda Rapier before the XK120 was designed. Mr. Blight should have done the same before making that sweeping statement.

Sunninghill. R. W. KERRIDGE.

Sir,

With reference to recent correspondence on the subject of twin overhead camshaft engines I would suggest that the 1,100 c.c. Lagonda "Rapier" deserves a mention—and so might the supercharged 1½-litre Squire. The latter was admittedly based on the Anzani, but still incorporated much original design work by the late Adrian Squire. What a superb motor car he produced, by the way: I owned one of the comparatively few Vanden Plas open two-seater bodied models for a time in the late 1930s, when uncrowded roads enabled its outstanding performance and excellent handling qualities to be exploited and enjoyed to the full.

Salisbury. G. P. LA T. SHEA-SIMONDS.

Sir,

I have learned a lot from the correspondence on this topic, but I must confess I have not found any cause to modify my views that twin o.h.c. were commercially unacceptable in 1930, or that Jaguar were the first firm to make them so.

Your correspondents have suggested some half-dozen twin cam engines made up to 1939 which achieved a high standard of refinement, namely Alfa Romeo, Sunbeam, Lagonda, Salmson, Bugatti and Duesenberg. The firms making the first three failed, thus supporting my case; the last two, I venture to suggest, were in no sense commercial productions, being aimed at the ultimate prestige market in which price was of very little significance. To paraphrase a famous remark, if you wanted to know the price of a Duesenberg or Bugatti, then you could certainly not afford one. I do not know how Duesenberg made out for money (and in the end they too failed), but I have long suspected that Bugatti was as individual about this as about everything else and subsisted comfortably on other people's, to their very great pleasure.

We are left with the Salmson, which at first sight appears to be the exception to the rule. I accept Martin White's view that this twin-cam unit—not, as I now learn, first built for racing—which remained in production until 1954 was a delightfully civilised engine, but from the technical papers he has kindly loaned me it is clear why this was so: it was detuned to such an extent that it gave far less power than most pushrod units. The figure quoted for the 2.3 Salmson in 1939 was 68 b.h.p., which—unless (like the Sunbeams) it was tested on the town gas supply—is hardly comparable with the 70 b.h.p. of the most "cooking" of all 2.3 Talbot engines in 1930.

The question remains of how such an inefficient and expensive engine remained in production for so long; I believe the answer is that the Salmson car, like the Bristol after it, existed only by the good grace of the parent aero-engine division, using its foundry, capital, and no doubt in slack times even its machinery and labour, with no overheads at all and no need to stand on its own feet.

Lastly I would say that I agree with every word in Brian Morgan's letter. To his list of snags in pre-war twin o.h.c. engines I would add the difficulties in disposing of the large quantities of oil required at the very roof of the engine; they tended either to escape down the outside, which was messy, or down the inside past the inlet valves, which was disastrous; the Lagonda semi-o.h.c. design was very good here. I also rather wonder whether the prophecy in his final paragraph is as well founded as it would have been years ago; from my reading of the technical press the long run of the inclined valve hemispherical head may be coming to an end, displaced by Roesch-shape combustion chambers in the piston crowns and lots of vertical valves in a flat head surface.

One thing I would dearly like to know from Mr. Morgan: what exactly *was* the b.h.p. of the Model-J Duesenberg engine?

Callington. ANTHONY BLIGHT.

[Except perhaps for comments about Model-J Duesenberg power output, this lengthy correspondence is now closed.—ED.].

* * *

JET PETROL IN THE EAGLE-WESLAKES

Sir,

I have long been an enthusiastic reader of D.S.J.'s excellent articles in MOTOR SPORT, but I was brought up short last month by a strangely-biased statement towards the end of his account of the "Race Champions" at Brands Hatch.

He affirms that although the victorious Eagle team stated officially that they raced on Jet fuel, his guess was that they were in fact using Esso Golden—this after he had contacted Team Manager Bill Dunne and been given the full facts after the race.

I am biased too, because Jet Petroleum Ltd. (whom God preserve) provide my daily bread, and I have a very soft spot for a firm who market a first-rate product without squandering a large proportion of their profits on futile advertising campaigns and gimmicks, thus being able to pass on the benefit to their customers in the form of lower retail prices. I was never one for keeping a tame herd of Advertising Executives in a way to which they weren't previously accustomed—I've seen a bit too much of such capers in my time. But I digress.

As it stands, D.S.J.'s inaccurate statement can do Jet's name precious little good, and must leave a nasty and quite unwarranted taste in many readers' mouths from the quality of fuel angle.

I feel that in all fairness you should now publish the true facts. The two Eagle-Weslake V12s were initially tested, then practised, and eventually put up their impressive performance at Brands Hatch on March 12th on perfectly standard Jet 100 octane fuel, obtained from the pump at Peter Berthon's Jet station at Rye and transported to Brands Hatch in drums. No special treatment—just normal pump Jet which you or I can buy at any time.

As an expanding Company, Jet is particularly careful of its quality control. If Jenks is honestly dubious, I would be happy to arrange for him to visit our laboratories, where in addition to regular checks on our own fuels we also continually analyse random specimens of all competitive products. Results were sometimes most instructive in the days before the recent introduction of the badly needed "Star" system of grading, and could well cause D.S.J. to revise a few of his previous and deeply rooted conceptions.

Teffont Magna. ANTHONY STAMER.

[D.S.J. comments:—"My apologies! I had no intention of belittling Jet petrol but the A.A.R. team were very non-committal and wanted to emphasise the fact that Esso, Shell and B.P. had given all their competition spending money to teams *who did not win* at Brands Hatch, and no one was eager to sign them up before the race.

"I did not know designer Berthon had turned garage owner, I was merely told 'a wayside petrol station, Jet or somesuch.' I am not the least bit dubious about Jet petrol as I often use it in the E-type and applaud strongly their cutting of costs by eliminating Tigers, Blondes, Knives and Forks and Personalities and just getting on with the job of selling petrol at competitive prices."]

* * *

THE HILLMAN HUNTER ROAD-TEST

Sir,

Having recently taken delivery of a Hunter, I was most interested in your article on this model in your April edition.

Comments made are most accurate, including the baulking in 1st gear, but you omitted to mention the vibro-massage obtained when travelling over 65 m.p.h., unless of course this phenomena is restricted to my particular vehicle, in which a 100-mile non-stop journey, including Motorways, is somewhat exhausting due to this vibration.

Formby. F. S. PAGE.

* * *

FIRST EDICT?

Sir,

I shall be obliged if you will inform me if the cannon in "Tailpiece" in April edition of MOTOR SPORT is the cannon which stands on the forecourt of that old English bastion Barbara Castle.

I note the maximum speed limit of 6 m.p.h. and take it that this is the same Castle which housed the Ministry of Transport at the time of the Battle of Hastings, when a shaft pierced King Harold's ego.

Huddersfield. J. WILBERT COCK.

VW1300 MOTORING

Sir,

At the risk of boring you and your readers with another Volkswagen eulogy, may my wife and I present the last 12 months' motoring statistics of our sunroofed, export-equipped VW1300.

From new, mileage run : 12,038 miles (we're average motorists).
Gasoline used (94-*octane* "*sludge*") : 358 gallons.
Miles per gallon : 33.63 (low due to many stop/start journeys—but one 2,000 miles trip to Rome and return).
Oil used : Nil (except for changes, natürlich).
Mechanical failures and replacements : Nil (actually we have purchased two dust caps and a new wash-leather).

With gasoline costing 2s. 7d. for approximately 2¼ gallons, our overheads have been :

Insurance, comprehensive, maximum N.C.B.;
Servicing;
Sundries, including autostrada and Dartford Tunnel tolls, licensing and registration;
Depreciation;
Interest lost on capital utilised;

giving an inclusive cost per mile of less than 2½d. This for two months in England, and ten months' usage in Germany.

You will have heard the praise before! Reliability, economy, and the knowledge that you are driving the Volks, not vice versa. We solemnly promise to buy a British car as soon as the price, quality and utter dependability are matched in an equivalent product.

May we invite statistics through the columns of your magazine on equivalent English models of 1,300 c.c. category? Isn't there a model blurbed as the "best in the world in its class"? Many thanks for an individual, intelligent motoring magazine. More power to your pens.

B.F.P.O., Germany. COLIN R. MORGAN.

* * *

THE POOR MAN'S FORMULA

Sir,

A lot of enthusiasm has surrounded the recent attempt to provide a poor man's formula, in the shape of Formula Ford. May I, as one of the infinite number of impoverished racing aspirants, express a view which, I feel, must reflect that of the whole of our unenviable fraternity.

The proposed combination of Lotus chassis and Cortina GT engine adds up to something of a dream concept—a car which could fire the imagination of any aspirant. And for most of us this is all it represents—a dream! A machine that is going to cost £1,000 might just as well cost £2,500 as far as I am concerned.

Perhaps my interpretation of a "poor man's formula" is distorted as well as prejudiced, but I feel £600-£650 must be the absolute ceiling regarding outlay. Johnny Walker had the right idea in mind with his Formula IV. Whilst his price was right, he was unable to provide a power unit with sufficient performance to render it an attractive proposition; his recent attempts to correct this have resulted in the cost going up.

Without doubt, Monoposto or Formula Vee appear to provide something of a practicable solution, despite the criticisms levelled at them.

Monoposto still allows the enthusiast with a little more capital to be more competitive, but at least it provides a start for an outlay of £400 or less. One cannot have it all ways.

Formula Vee must surely be a success in this country already were it not for, what I suspect is derived from dubious patriotic motives, the claimed lack of VW spares. John Hall, of Continental Car Conversions, Birmingham, has built one of ten bodies, which is well built, functional and attractive. He is prepared to offer these at £375 each and can guarantee VW parts to complete the car.

Despite the Formula Vee Association having complicated matters by including the VW 1300 engine in the accepted specification, the beauty of this formula must surely be in the close racing which is bound to result from machines with equal power output competing together. The snag? It would be something of a mortal blow if one were to invest £500 in a formula which did not come off.

Still . . . I suppose we poor men must be prepared to take the risk. Mind you, if the football coupon comes up this week, you will be on your own; this ex poor man will be driving a Brabham!

Wolverhampton. T. SCARRATT.

* * *

THAT NEW CAR

Sir,

I am surprised at Mr. Rogers: I am not very flexible but had no trouble in locating the jack on my Triumph Herald for a rear wheel change. No need to lie on one's belly. And what jack is he using anyway? The Herald normally comes with a mechanical (not hydraulic) jack which on my two Heralds was perfectly reliable. But I *did* complain about the lack of fuses when all the wiring failed simultaneously.

Prestwood. M. G. SLATTERY.

* * *

"COWBOYS"

Sir,

I would like to comment upon Mr. C. W. G. Russell's portion of letter concerning "Cowboys."

I am 19 and therefore cannot afford anything grander than a not-quite-worn-out 1956 Ford Popular, not to mention insurance (some of us are insured which your correspondent may find difficult to believe) and whilst I would enjoy myself enormously playing at Jim Clark one simply cannot entertain the idea in a Ford Popular or anything similar. So don't give up hope sir—we're not all potential suicidals or murderers. Although P.C. Russell could no doubt pass today's driving test I wonder how many of his age group could?

Just as a matter of interest did you know that a big bore costs some 30 shillings less than a standard replacement exhaust system?

Leicester. J. W. SAVAGE.

* * *

LAMPS FOR THE ROVER 2000

Sir,

Should your correspondent fit the continental beam Q.I. lamps he proposes, I think he would be well advised to wait till he gets back to hairy Zambia.

In my experience, excellent though the flat-topped beam is, deflection in the horizontal plane by bumps when in the dipped position makes oncoming traffic here think you are flashing from dip to main, and with Q.I. intensity he is likely to find he is driving against main beams all the way.

Beaminster. D. T. HARRISON-SLEAP.

Sir,

May I comment on Mr. W. M. Chalmers' letter on page 307?

We have supplied Cibié iodine lighting to many hundreds of Rover owners and, indeed, the Rover Company recommends our units to those owners who require Q.I. lighting.

We would say that with a four-headlamp system fitted, there is no need for pass lamps at all, and if Mr. Chalmers operates the car in Zambia only, the four-headlamp iodine system is adequate.

C. G. MEISL,

London, N.W.2. Britover (Continental) Ltd.

Sir,

Having had occasion to carry out some objective testing of Lucas and Cibié Q.I. light units fitted to Rover 2000s for the benefit of a number of high ranking policemen, I would recommend Mr. Chalmers to fit four Cibié Q.I. light units. On dipped beam, it was assessed that the standard lights were safe up to 30 m.p.h. and the Q.I.s up to 55 m.p.h. On main beam, object location was possible at 350 yards and 850 yards respectively. On Q.I.s with the flat, continental cut-off it is possible to drive head-on to within bumper-touching distance without discomfort to the drivers. Safe, incidentally, was regarded as the ability to see a pedestrian in dark clothing and to slow for avoidance without emergency braking.

D. J. H. DAY,

Dorking. B.Sc.(Eng.), C.Eng., A.M.I.Mech.E.

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FOR SALE

AUSTIN-COOPER 1275S; this car is it: one of the best equipped road cars in Britain; MD's car, never raced or rallied, white and black, black interior trim, over £500 worth of extras (instruments, VHF radio, lights, alarm system); C registration, has a 1966 engine (12,000m genuine), 1967 suspension; maintained solely by BMC, to park it creates a crowd. Private sale, £675. Martin, REG 2109, FRE 8579. (5134

1928 MORRIS doctor's coupé, engine rebored and o'hauled, completely restored 2 years ago. £350. Saunders. Tel: Gt Missenden (Bucks) 2093. (5135

SINGER 1933 9 sports Le Mans; new battery, hood, tonneau, valve gear, heaps spares. £50. Box 2781. (5136

V.S.C.C. APPROVED Austin 7 sports racing Ulster, non-orig body many awards in last 3 years at circuit meets; ready to race. £200. Madeley, Aldridge 52382 after 7pm. (5137

1953 A40 sports, red; new engine 20,000m; many extras, radio; believed to be best example of this model; recently renovated, very smart motor; enthusiast welcome. Apply details, Tidy, Ewell 1570 evening, Thornton Heath 3670 day. £145 cash. (5138

TR2, TAXED, tested, o/drive, h/top, l/rack, s/belts. £105. Prescot (Lancs) 4857. (5139

DB2/4 MK.II, exceptional cond mech and bodily. Bargain £395. Prescot (Lancs) 4857. (5140

1958 L.H.D. Karmann Ghia, carmen red, well maintained, bills for £50, new Cinturatos etc. £150 no offers. Watkins, 16 Douglas Rd, Caversham, Reading, Berks. Tel: Reading 55328 office hours. (5141

JAGUAR D-TYPE OKV3; this famous works car (winner Rheims 12hr 1954 etc) in immac orig cond. Box 2782. (5142

M.G. TF 1954 1,250cc, BRG recent spray, new interior, modified dash, radio, htr, full records, in daily use but now posted abroad. £375 ono. Tel: HAM 4805. (5143

BENTLEY 1949 Mulliner alloy semi-razor edge saloon, in superb order, recently coachpainted. £375 ono. Kegworth 778. (5144

1938 M.G. VA gearbox and old RAC badge. P. N. P. Mackenzie, 76 Enfield Rd, Derby. (5146

DRAGSTER. Ex-WORKS Allard Dragon with trailer, consistently successful and reliable. Offers. Elva ohlv E93A engine, 4 Amal carbs, spare head etc. High Wycombe 26554. (5147

1957 B.M.W. type 502 V8 3.2 litre, Becker-Mexico self-seeking radio, embassy black, £200 ono. 5 Park Close, Malvern Link, Worcs. Tel: MAL 5160. (5148

TR 1957, lightweight body, Le Mans front, flowed balanced TR4 motor rebuilt '67, c/r gears, large tank, racing s/wheel, buckets, SPs, tonneau, transmission, brakes, steering o/hauled '67; many spares, extras. £200. Allison, Beech Copse, West Mrors, Wimborne, Dorset. Ferndown 3344. (5149

TR3A, H/S tops, tonneau, htr, rear seat, new Cinturatos, recond engine, respray BRG, whole car first class cond inside and out, much money spent. £240 ono. J. Averill, Lea Bank, Hyde Lea, Stafford. Tel: 51514. (5150

M.G. TF 1500 1959, red with matching upholstery, in really superb cond throughout. £385. Talbot, Welwyn Garden 28128 office. (5151

M.G. J2, de luxe, cycle wing, restored, resprayed, BRG, new bucket seats, upholstery, carpets, hood/sidescreens, wiring, engine rebuilt, P100 headlights, immac. Offers to J. R. English, 8 Ringwood Close, Pinner, Middlesex. PIN 4739. (5152

VINTAGE MORRIS Cowley flatnose dickey tourer, yellow/black, televised and exhibited, fine cond. £250 ono. Box 2783. (5153

BENTLEY R-TYPE big boot/bore 1954/5 automatic, superb cond bodily and mech, S/R, all new tyres; one of the finest examples in the country. Bargain £945. 99 North Rd, Cardiff. (5154

AERO MINX 1935 coachbuilt d/head coupé by Abbott, rebored, new clutch, body ageing, tested. £50. Tel: OCHO4 2133. 5155

999COP REGISTRATION No for sale, l/book and plates. Tony Worsley (Car Sales), 210 St Annes Rd, Blackpool. (5156

JAGUAR 1959 2.4 o/drive; this car is in excellent solid cond, new Xs, battery, headlights, averages 25mpg and uses only one pint oil every 650 miles. £215 ono. 60 Kynance Gdns, Stanmore, Middlesex. (5157

TR4A 1965, must reluctantly offer this immac car, one owner, in order to accommodate larger family; a h/top convertible sports in Wedgwood blue, royal blue upholstery and carpets, o/drive, w/wheels trimmed and re-stoved silver; loving care, maintained perfect mech cond, extras. £795. 4 Hylle Close, Windsor, 62485. (5158

1964 HEALEY Sprite Mk3, Motorola radio, maintained to very high standard; only reason for sale, company car now supplied. £450 or sensible offer. 40 Church Ave, Pinner, Middx, or Tel: Northwood 24111 business hours. (5159

SPRITE MK.I 1960, white, sliding screens, new hood, very good cond, no modifications. £260 ono. Tel: Brentwood 7904 or 5562. (5160

SPRITE MK.II, black and immac, many extras, a snip for any enthusiast. £380. This is a bargain. R. Boorer, 9 Forest Drive, Sherwood Estate, Walderslade, Chatham, Kent. (5161

105 M.P.H. Imp conversion, 0-60 11.9sec, 62bhp, complete bolt-on assembled unit comprises cyl head (gas flowed and enlarged seats), high lift camshaft, larger valves, stronger springs, special 4-branch exhaust system, twin 1¼in SU carbs. This modification could cost you £126 plus your cylinder head, camshaft and carb. I offer this concours cond modification for £95. Barnet 2232. (5162

DAIMLER SP250 1961, h/s tops, C specification. £335. Brimscombe (Glos) 2098 (5164

FOR SALE—continued

AUSTIN 7 Cambridge 750 special, all mods, engine dismantled, new hood, body perfect, 2 spare engines, gearboxes, 5 spare wheels, new tyres, spare steering, axles, lots of dynamos, starters etc. £40 the lot. Tel: Whipsnade 283. (5163

ASTON MARTIN 1956 DB2/4 d/h coupé, BRG, 2 owners and 63,000m only, 20,000 since complete engine and chassis recond (cost £357); fitted built-in jacks, brake servo, full tonneau and hood cover; quite outstanding mech and coachwork; always been a second car, any examination. £750. Southall, 87 Monument Lane, Rednal, nr Birmingham. Rubery 3171. (5165

M.G. A twin cam 1958, a magnificent example in metallic bronze, recent recond engine, s/belts, spots, oil cooler, knock-off hubs, good Cinturatos, many others. A genuine sacrifice. Pritchard, Angorfa, St Davids Rd, Caernarvon. (5166

1935 ROVER 14, kingpins, bushes, relined brakes and recond engine make this vehicle mech perfect; only interior trim needs finishing to make immac. Start haggling at £50. 051WAL1asey 1919 evenings. (5167

1934 TRIUMPH Southern Cross, rare 4-str tourer, partially dismantled but in good cond for restoration. £40. Austin 8 gearbox £3. Paton, 20 Fiery Hill, Barnt Green, Worcs. (5168

VINTAGE MORRIS Isis 6 1930/31 saloon, wonderful family car, excell order; in use; 5 nearly new tyres, 2 spare remoulds, many spares, handbook. £150. A. N. Thorburn, Blakeley Green House, Tettenhall, Wolverhampton. Tel: 53127. (5169

JAGUAR 3½ litre MkV saloon, black/cream, genuine 45,000m, new SP41s, mech and bodily almost showroom cond; a collector's piece. £450. Tel: Bagshot 3366 evenings. (5170

TR2 1954, Orion red 3A fibreglass front end, good Xs, Cibie lights, taxed, London area. £150. No room. Box 2780. (5171

ALFA ROMEO 6C2300B Corto, 2-door one off body by Pininfarina, extensive rebuilt now completed, interesting history. £200. Tel: West Wittering 3316, Sussex. (5172

MORGAN 4/4 1966 series regd Nov 1965, htr, tonneaux. £550. JUN 2546. (5173

M.G. B 1963, low mileage, htr, radio, tonneau, Xs. £515. Tel: Walton-on-Thames 25116. (5174

PAMPERED GT Sprite Mk II in showroom cond, extras include new fastback h/top, Cinturatos, s/belts, w/mirrors, carpets etc; company car forces regrettable sacrifice at £335 ono. Ellis, Crescent Mount, Springfield Hospital, Manchester 8. Tel: CHE 4501 ext 247. (5175

AUSTIN 7 saloon 1937, not in use. £15 ono. Davies, 3 Wergs Rd, Tettenhall, Wolverhampton. (5176

RILEY 1½, rebuilt entirely, new engine 12,000, battery, resprayed, rechromed, recarpeted etc etc. £100. Ripley 2167. (5177

ROCHDALE OLYMPIC phase I, only 9,000m from new. £250 ono. Whiteoak, Sunnybank, Little Sandhurst, Camberley. Tel: Crowthorne 2175. (5178

M.G. TA with 1947 BMC recond TC engine, recent renewals/overhauls £70; MoT, taxed and insured to July. First enquiry at £200 ono. Three Acres, Brushford, Somerset, Dulverton 426. (5179

750c.c. FORMULA racing car, professionally built with all conceivable mods, including hydraulic brakes, 15in wheels, large section rears, fully tuned and rebuilt engine, 12v electrics, very attractive alloy and fibreglass body with road equipment, must be seen to be appreciated. £145. C. Soley, Graham Garage. Tel: Malvern 3736. (5180

BRISTOL 401 being dismantled for spares. 30 Tasmania Square, Marton, Middlesbrough. Tel: 35401. (5181

TR4 1963, red, low mileage, good cond. £485. Tel: 01-340 0307. (5182

RENAULT FLUORIDE engine and transmission, £20. H/top, slight damage, £5. Whitcher, 4 Station Rd, Kintbury 220. (5183

EMIGRATION FORCES reluctant sale of 1960 Downton 850cc Mini, 1½ SU, immac cond; engine, gearbox etc new in April 1966; oil cooler, full instruments. Offers to Iiton, 121 Pinner Rd, Harrow, Middx. (5184

FOR THE connoisseur/enthusiast, a splendid machine maintained in first class order throughout, recently completely retrimmed: 1937 Vauxhall 25 Wingham 4-door d/head, orig engine once rebored, still have to watch clock to see if she is running; extras and modifications include flashing indicators, screen washers, cigar lighter, enlarged rear window in new hood, 2 Frand new spots, spare front grille and front shock absorbers, also tonneau cover. Apply Dickie, 50a Netheravon Rd, London W4. Tel: CHiswick 8041. (5185

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GT ESTATE Cortina July 1963, radio, belts. £350. Box 2784. (5189

LANCIA APRILIA spares, engine, suspensions, 1939 wheels, everything. Ward, 43 Drury Lane, Coal Aston, nr Sheffield. (5190

1930 ARMSTRONG Siddeley, recond engine, brakes relined, rewierd, new battery, new hood and tonneau copied from orig; body and paintwork in excel order; good tyres, orig leather interior in good cond. Price £265 includes many spares including engine, block and gearbox. A unique opportunity to purchase a very rare motor car in first class order. H. Starkey, 3 Mallory Rd, Hyde, Cheshire. HYD 4473. 5191

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RELIANT SCIMITAR, regd Nov '65, 10,000m, in absolutely perfect cond throughout; reason for sale luxury can ill afford. Tel: South Normanton 506 any time. (5193

1935 VAUXHALL cabriolet, only 3 owners from new, genuine mileage 59515, MoT Sept 1967. A. Adams, 3 Cross St, Holt, Norfolk. (5194

MORRIS 10/4 1934, good orig cond, faultless mech. £45. Headley Down (Hants) 2260. (5195

1964 ALPINE GT series IV, red, h/top, o/drive, immac, 12,500m. £599. Tel: 01-686 3561. (5196

RARE JAGUAR 1½ special equipment model Oct 1946, MoT, outstanding cond £145. Pickering, 19 Manscombe Rd, Livermead, Torquay. Tel: 67641. (5197

M.G. J2 1934 sports, good cond, reliable. £110. Wolery, Wellands, Wickham Bishops, Witham, Essex. Wickham Bishops 637. (5198

SPRITE MK.I, recond engine, new hood, s/screens, retrimmed, carpeted, extras, exceptional cond. £265 ono. Smethwick 3891 day, Coventry 64708 evening. (5199

1938 MERCEDES 2-door d/head, rhd, completely restored to concours standard; twin spares mounted in wings, unusual classic body. £495. Also 1927 Fiat 509 4-str open tourer, also concours cond, ready for any events. £465. Tel: Hulme Hall (Manchester) 1887. (5200

'55 BENTLEY R big bore automatic big boot sports 4-door sun[illegible]on, excell order. £725. Southbank, Oakleigh Park North, London N20. (5201

1936 M.G. SA, excell orig cond; she would appreciate enthusiast owner; Mr Corrigan leaving country, must sell. £200 ono. 4a Nth Weald Gdns, Ernesettle, Plymouth. (5202

M.K. TK 1954 genuine only 2 previous owners, immac orig finish, low mileage, for sale to enthusiast only, many extras etc. Tel: Great Missenden 2587 after 7pm. (5203

VINTAGE BENTLEY spares, large quantity for sale. Tel: Tiptree 287. (3204

ROCHDALE OLYMPIC phase I 1963, Ford 1500 GT, engineer built car reluctantly offered at £375. Professionally sprayed, new Cinturatos, htr, Twemlow, Moelfre, Grangeway, Sandbach, Cheshire. Tel: 3512. (5205

1936 AUSTIN Ascot saloon, beautiful cond, little used, orig in every detail. £85. Also 1937 Triumph Dolomite 14/60 saloon with spares, very attractive car. £50. Further details on request. Ellor, 8 Westfield Ave, High Furlong, Blackpool 33806 or 32576. (5206

LANCIA APPIA series 3 1962, must still be one of the best 1,100cc cars on market; superb in blue, mech perfect; o/haul by experts; new clutch and brakes, OKd by Lancia. P/exch welcomed, HP arranged: £435. Fern Motors, East St, Farnham, Surrey, 5531. (5207

EX SKELLY single seater Frazer Nash, at present bodied similar Cobra in sports racing trim; chassis virtually in new cond, new Cinturatos, very presentable, genuinely accepted in Griffiths Formula and as historic racer if rebodied. £450. Gardner, 36 Lichfield Ave, Morecambe. Tel: 2534. (5208

LAGONDA 1957 saloon, dual metallic blue, fitted with a 4-litre engine, brakes and steering recently o/hauled, bodily and mech in excell cond; this engine would carry a higher back axle ratio but with a 70mph speed limit it produces fantastic acceleration; this car will be available at the end of May when it is being replaced by a firm's modern saloon; it is fitted with all the usual extras, twin speaker wireless etc. £365. Bilton, Canal House, Leven. (5209

4.8 FORD V8 fitted to Lagonda 1957 saloon giving startling acceleration and about 18mpg; the whole car is in good cond and may be seen in London by appointment on May 22/23. £385. Box 2786. (5210

ALVIS 1934 SP/20 VDP saloon, mech rebuilt, interior almost as new, bodywork good but wings tatty, many spares included. £325. Might exch later open Alvis. Smith, 50 Lonsdale Rd, Barnes, London SW13. (5211

LEA FRANCIS 1950, Sunbeam Talbot 1946, choice of either; both saloons and MoT for year. Hall, Hammer Mill Farm, Biddenden, Kent. Tel: Sissinghurst 255. (5212

BENTLEY FULL-FLOW conversion, Mk6 all aluminium special coachwork Freestone & Webb 1948, grey/grey, beautiful. £470 cash. Tel: Marden Kent 321. (5213

1925 F.N. motorcycle, 8hp 4cyl in line, elec lighting, balloon tyres, good orig cond; stored since 1931, 4 owners, very rare model. £120. Please write in first instance. A. George, Hillside, Tregorrick, St Austel, Cornwall. (5214

ROLLS-ROYCE SILVER Dawn 1955 automatic sunroof sports saloon, 86,000m, blue, absolutely mint cond, better than most S3 models. Certainly expensive at £1,475 but undeniably the finest available. P/exch considered. Mike Berry, 92 Ashfield St, Stepney, London E1. STE 3102/HIL 7242 evenings. (5215

2½ LITRE Riley. This fine black beauty in good order would reluctantly leave for a new stable for about £100 (new block thrown in). Giles, 20 Hawkswell Gdns, Oxford. (5216

1914 MODEL SD4 Studebaker 4-door tourer, yellow/black, remarkable mech cond; Edwardian vintage. £950 taxed. Tel: Tring 3183. (5217

HEALEY SPRITE June 1962, many extras, Cints, excell cond, 29,000m only. £310. Wentworth 2046. (5218

M.G. TC red, excell example, new hood, recond engine. 18 Lime St, Lockwood, Huddersfield. (5219

AUSTIN 7 Pearl cabriolet 1937, deep blue and black, excell cond, thoroughly reliable, orig tools and spares. £80 ono. Box 2785. (5220

1934, A very rare Hillman Aero Minx, just rebuilt, MoT and coach painted. Offers over £150. Nicholson, Hambleway, Dibles Rd, Warsash, nr Southampton. Tel: Locksheath 84166. (5221

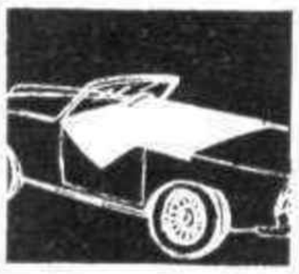
JAGUAR XK150 fhc 1959, silver green, o/drive, new brakes, tyres etc, marriage forces sale. £350. Tel HYD 7961 bus. (5222

OGK1 ALPINE 1953, blue, black hood, smart sports car with coupé insurance. £120. Kings Langley 5166. (5223

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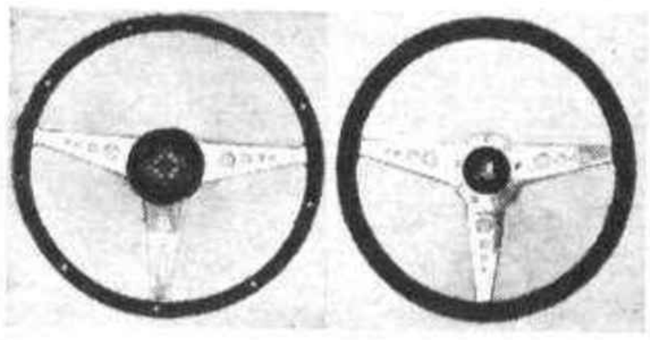
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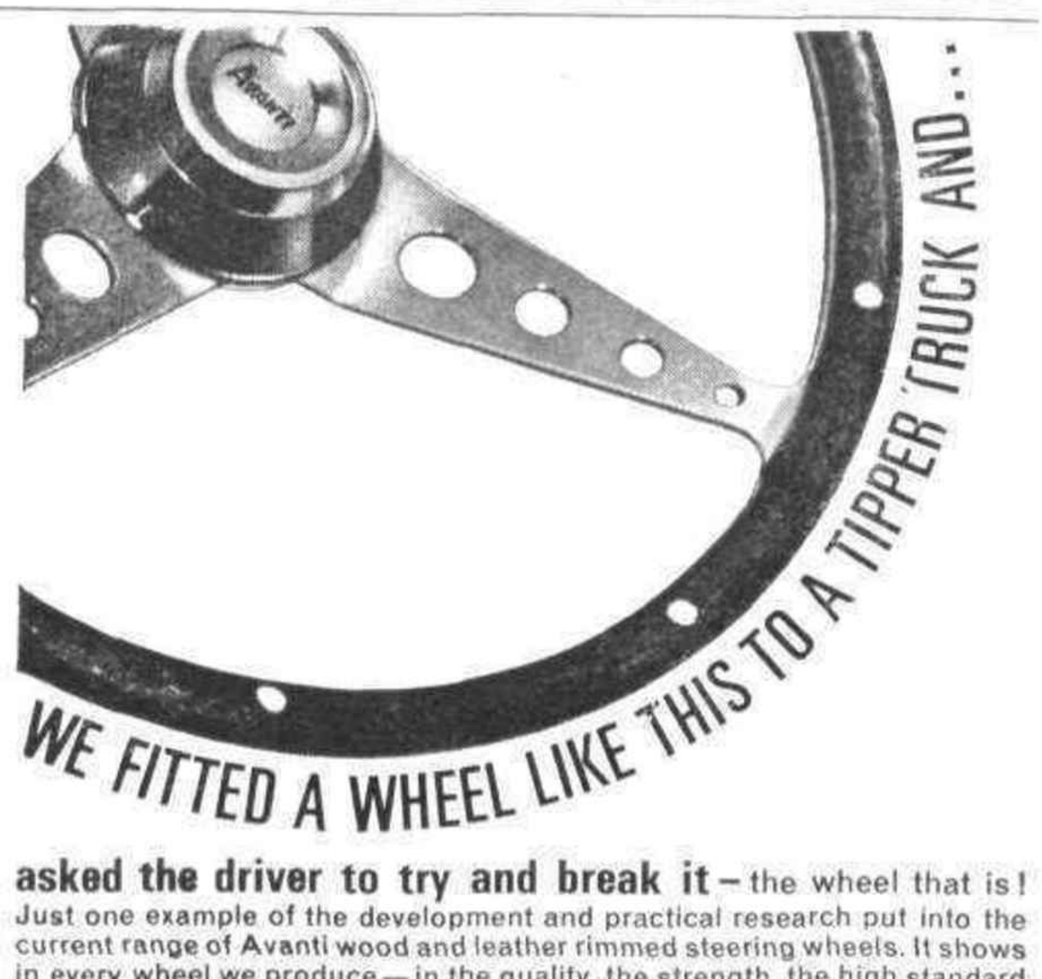
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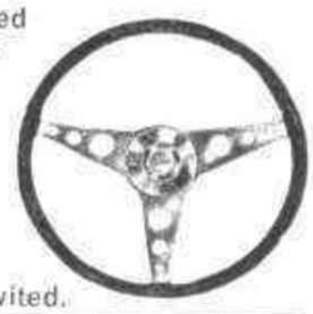
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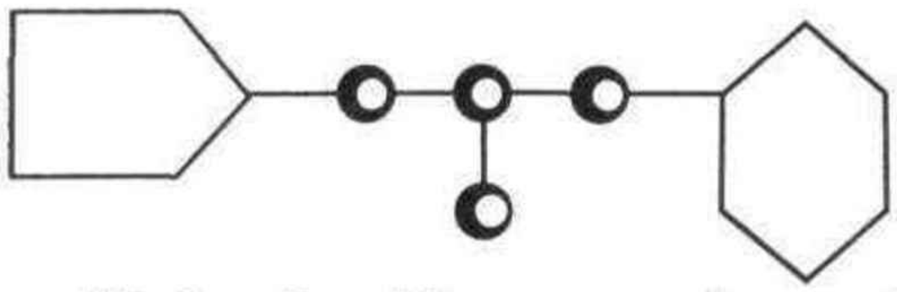
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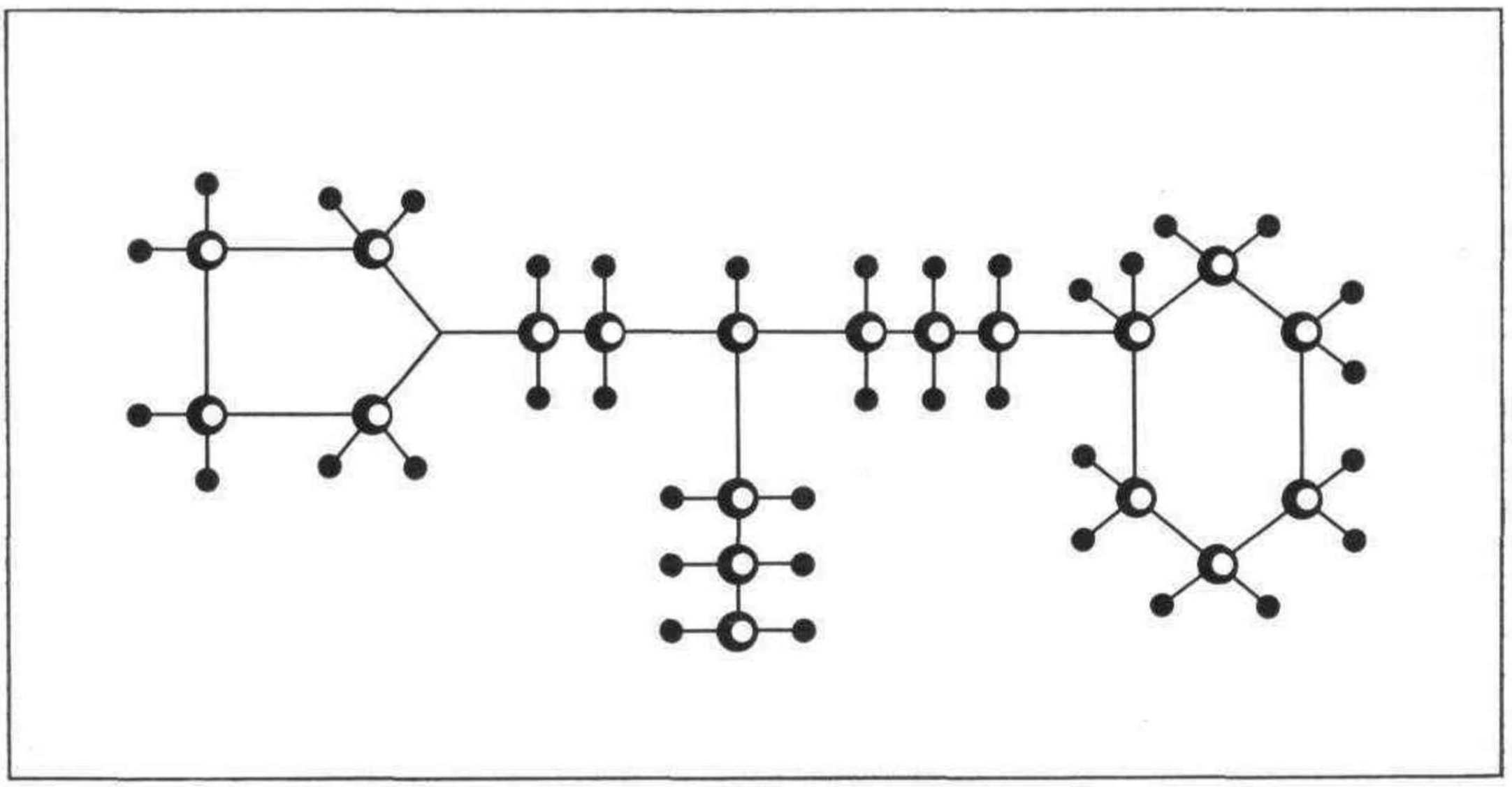
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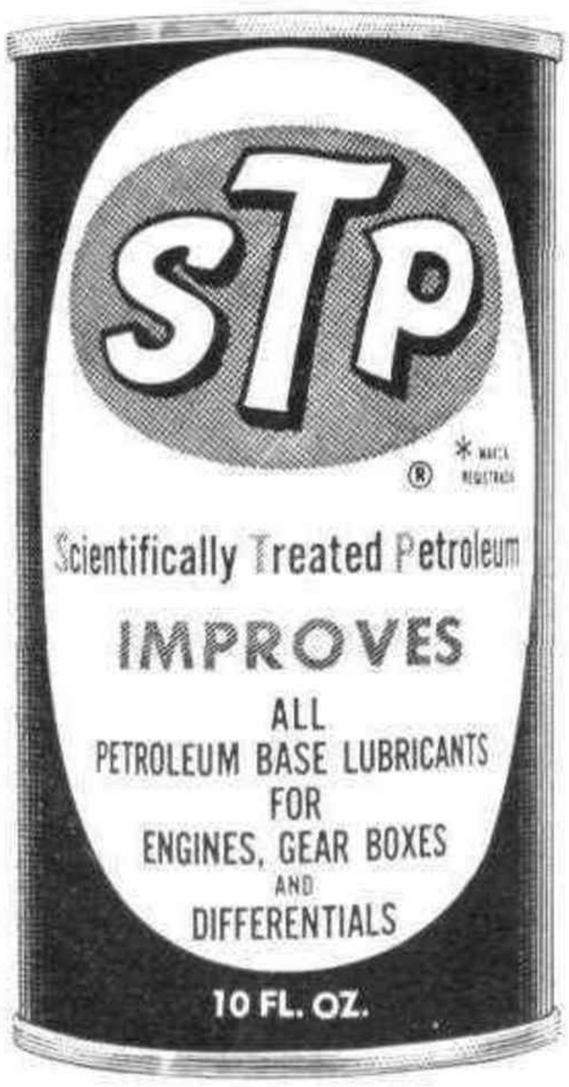
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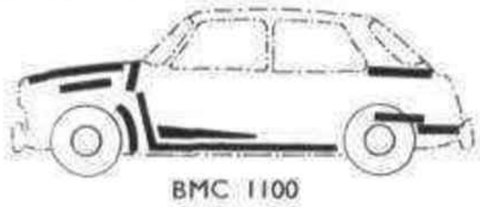
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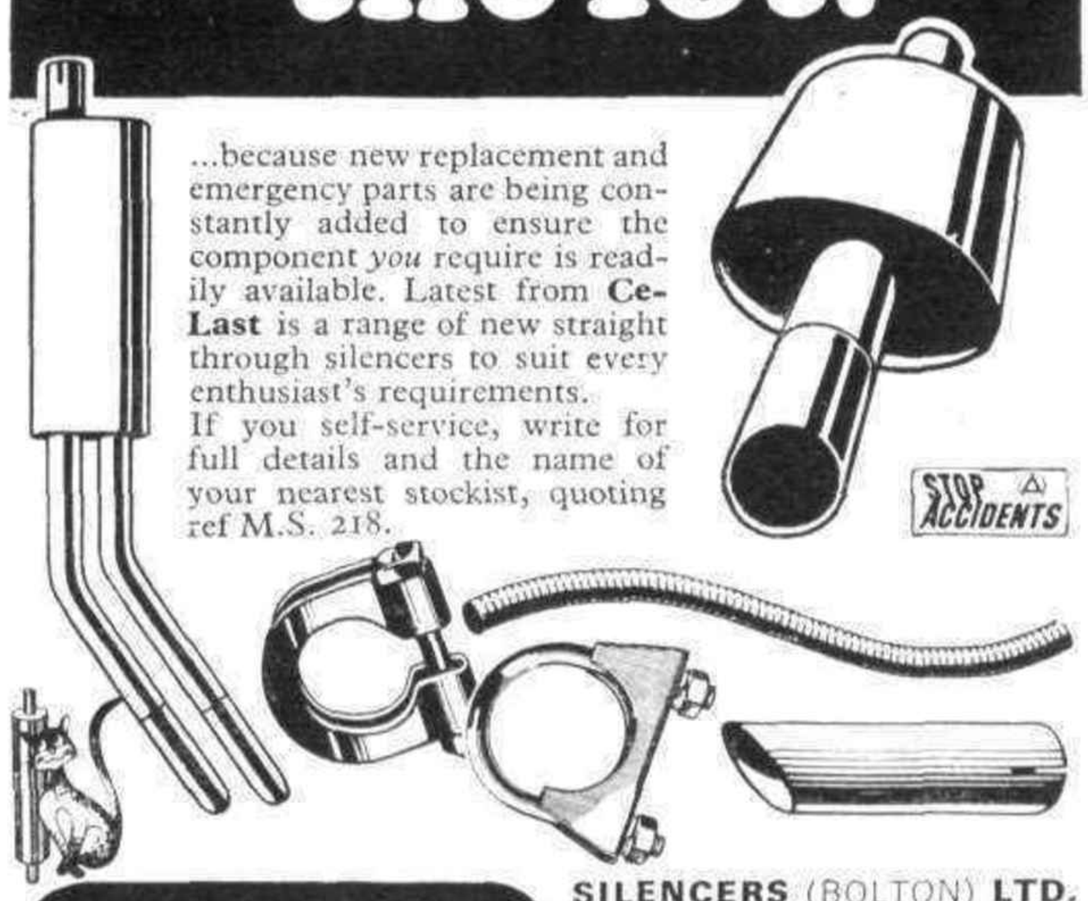
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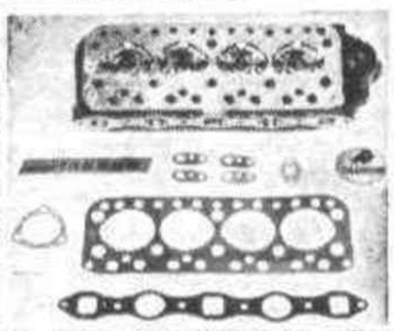
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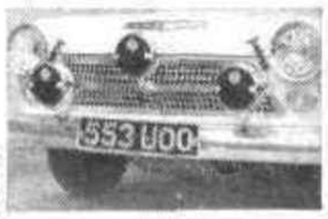




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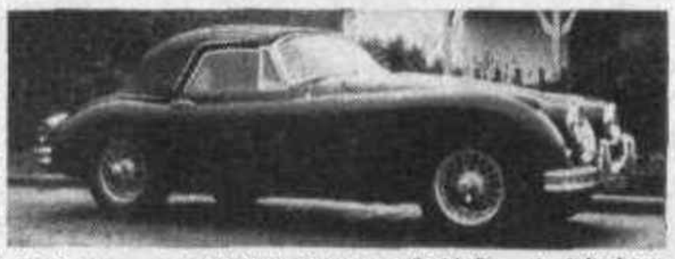


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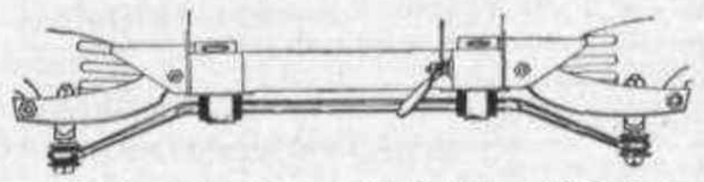
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MINI-COOPER, 1965. Model 1275S. Oil cooler, htr., spacers lowered, special Webers, exhaust etc. ... **£449**
MERCEDES BENZ 220 SEC. Convertible coupe, midnight blue with grey lthr. r.h.d., over £700 was spent last year bringing this car to concours stand. There is not a better one in the world... ... ... **£1,299**
PORSCHE Speedster. Red roadster with superb lthr. 1957, 1600 r.h.d. model, radio and heater... ... **£499**
PORSCHE 356, 1955 Cabriolet, grey with black hood and int. 1500 engine, near new tyres etc... ... **£299**
PORSCHE Super, 1962 white coupe with black leather interior, quite exceptional condition **£999**
PORSCHE 912. Red with black interior. 8,000 miles only, radio, heater, s/b., like brand new at ... **£1,999**
RENAULT Caravelle, 1963. Golden sand hardtop model, fitted heater, excellent cond. throughout **£499**
PANHARD CT 24. 2 door coupe, cream, 1963. Actual Autocar road test car. Beautifully kept **£699**

RENAULT R8 Gordini, 1965. French blue with black interior. Nominal mileage, very, very fast ... **£699**
N.S.U. Prinz 4, 1963. Very smart grey cellulose with grey interior. 24,000 miles only. Well kept ... **£269**
N.S.U. 110, 1966. Immaculate red with beige interior, fitted htr., 7,000 miles only. Little used... ... **£629**
ROCHDALE Olympic, Regd. 1966, but phase I model, although superbly built and presented. Heater ... **£399**
SUNBEAM Tiger, L.H.D., 1965 model 240 b.h.p. engine, Cinturato tyres. Red with black int. ... **£649**
SUNBEAM Harrington Alpine, 1961. Recently re-cellulosed and generally o/hauled after works test **£449**
SUNBEAM Harrington Alpine, 1963. Full Le Mans engine, overdrive heater, wire wheels... ... **£599**
SUNBEAM Alpine, 1961. Red and black hard and soft tops, wood wheel, overdrive, heater **£449**
SUNBEAM Alpine, 1963. Mk. 3. Special engine, two choke Webers, special exhaust, etc. **£549**
T.V.R. Grantura, 1962 Mk. 2A in B.R.G. with tan interior, well kept and very fast car **£449**
TORNADO Talisman, 1962. Metallic dark blue with black interior. Ford 1600 engine with Webers ... **£449**
TRIUMPH Spitfire, 1963. Black cellulose with white wheels, very smart combination. Cinturatos, etc. **£349**
TRIUMPH Spitfire, 1964. Red with red interior, radio, heater, Michelin X tyres, tonneau... ... ... **£439**

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TRIUMPH SPITFIRE 1965. White with red interior 1,200 miles only and just like new, heater ... **£549**
TRIUMPH Spitfire, 1966. Blue with black interior, modified engine. Negative camber susp., extras... **£629**
TRIUMPH TR3A, 1961. Overdrive, hardtop, wire wheels, htr., rad., wood wheel, racing mirrors... **£449**
TRIUMPH TR4, 1963 model. Green with black interior, Michelin X tyres, one owner only. Radio, heater... **£499**
TRIUMPH TR4, 1964. Surrey top, wood wheel, radio, heater, leather seating, extras **£649**
TRIUMPH TR4A, 1966. Roadster, red with black interior, overdrive, heater, very low mileage ... **£899**
VOLVO 122S, 1962, as brand new condition inside and out **£549**
VOLVO P1800 coupé, 1966. 8,000 miles only. Choice of two from only **£1,399**

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MOTOR SPORT

FOR SALE—continued

LANCIA AURELIA B20GT, rhd, imported 1960, but rare series 2 model; 2 litre engine, 2 Webers, floor change, irs, sound mech with excell bodywork, tested. £200. Tel: Northwood (Middx) 23825. (5353
SUNBEAM ALPINE 1954, floor change, new tyres, very sound cond throughout. Offers. M. Pearman, 60 Quarry Park Rd, Cheam, Surrey. (5354
BROOKLANDS RILEY, concours and very orig, full history available to genuine enquirers only. Box 2804. (5355
MPH RILEY 1934, very orig, in daily use but prefer less rare transport. Sensible offers or exch Elan. Christopher Mann, 5 Standard Rd, Downe, Kent. Tel: Farnborough 51673. (5356
XK150 1958 fhc in pearl grey, near complete mech o/haul but bodywork requires some attention; require garage space. Any offers. Gresford 498. (5358
BENTLEY R-TYPE 1954 automatic, immac cond, recent respray shell grey over Tudor grey, new tyres, 90,000m, taxed Feb '68, recent history. £800. Armstrong, Worcester Lodge, Conway Rd, Llandudno. Tel: 76371 evenings, 75803 day. (5359
DAIMLER BARKER d/head, mint cond, new hood, battery, tyres, 30,000m only, htr, radio etc; must be the finest available; taxed July 1967. £400. Armstrong, Worcester Lodge, Conway Rd, Llandudno. Tel: 76371 evenings, 75803 day. (5360
SPRITE 1959, red with black h/top, Sebring bonnet, recond engine, new clutch, battery, Xs, plus usual extras. £250. 13 Wren Rd, Sidcup, Kent. FOO 5327. (5361
M.G. VA 1939, exceptional cond throughout, only 3 owners and full history from new, recent engine o/haul, road lamp, twin horns etc, new battery and silencer, many extras and spares. Offers around £140. St Albans 55865. (5362
JENSEN PROTOTYPE 1953, 1,500cc BMC, Laystall Lucas head, twin 1½in SUs, spare engine, gearbox, immac silver grey 2 plus 2 coupé. £300. Full particulars and photo:
BENTLEY MK.VI standard steel saloon 1949, 102,000m, radio, sunshine roof, recellulosed by Rolls agents midnight blue with white panels; new brakes and tyres 1966, o/hauled exhaust system, o/hauled engine, new rings, bearings. £450. Godfrey, First House, Exeter Rd, Teignmouth. Tel: 1575. (5363
Carr, Flat 6, 72 Dorchester Rd, Weymouth. (5364
FOR SALE DVE515C Healey 3000; see Michelin XAS advert; finished in very attractive and eye-catching metallic blue, all usual extras. £790, will haggle. Tel: Watford 20956, or call 3 Cassiobury Park Ave, Watford, Herts. (5365
VOLVO 122S 1964, full Ruddspeed conversion, o/drive, reclining sets etc. £675. HP. 23 Den Hill, Eastbourne. Tel: 29687. (5366
FRAZER-NASH MEADOWS Chaingang 1934, unused last 8 years, now completely rebuilt to very high standard. £475. Available middle May. Write: Mill, 79 Plaistow Lane, Bromley, Kent. (5367
ASTON MARTIN DB11 saloon, over £200 spent recently, immac throughout, a car for a fellow enthusiast; p/exch good saloon. £395. Reynolds, Little Gaddesden 3247 or Berkhamsted 3851. (5368
MARK VI Bentley standard steel saloon in good cond, orig paint, no rust; £100 spent this year on engine and chassis with Rolls/Bentley specialist; properly maintained, everything works; owner buying R-type, this one too good to p/exch. £375. Snitterfield 253. (5369

FOR SALE—continued

1931 TALBOT 75 saloon, grey/black, orig, crash box, complete mech o/haul, good cond. Offers. Box 2803. (5357
TR3A 1959, royal blue, o/drive, fog, spot, reverse lights, b/rack, s/washers, h/flashers, htr, good Xs, tonneau, reasonable s/top, SAH hotted, Crypton due at 19,000. Genuine reason for sale at £310. can arrange insurance. Chandler, White House, Welby, Grantham, Lincs. (5370
RARE 1957 Coronet sports, 328cc engine, body, tyres very good; clutch and gearbox trouble; taxed, MoT. Will exch for small old saloon or offers. 75 Pringle Rd, Brinsworth, Rotherham. (5371
1952 DAIMLER Barker, general cond good, must go. Williams, Girsby Grange, Hainton, Lincs. (5372
SPARES, 2.6 Aston engine, gearbox, accessories, complete, £55. Body from type 40 Bugatti, unorig, £10. 1928 Bullnose Morris front axle, hubs, springs, 3 wheels, offers. Woodley, Gaddesby 419; The Bungalow, Barsby, Leicester. (5373
1965 SPITFIRE, h/top, o/drive, radio, f/exhaust, htr, many extras, 15,000m, blue. 181 Cromwell Lane, Coventry 64708. (5376

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FOR SALE—continued

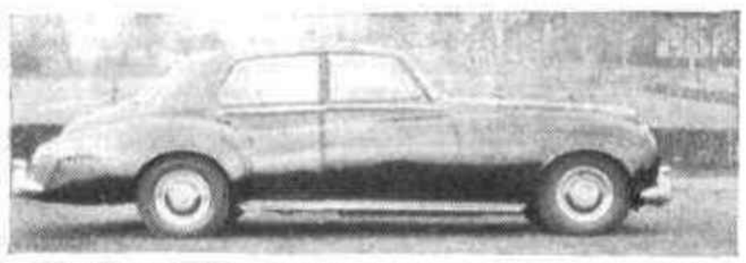
TR3 1957, 3A specifications. Reliable car for £175. Farrar, 44 Riddell Ave, Langold, Worksop, Notts. (5374
AUSTIN 7 parts, new hydraulic brake kit, lfs, 15in Dunlop green spots and braced chassis: rack and pinion steering gear, engine, gearbox, axle etc; small car trailer. Must sell. Tel: Winslow 2152. (5375
JAGUAR 3½ litre 1949, also spare engine. Davies, Barton Head, Tedburn, Exeter. (5377
1965 M.G. B, black, red interior, w/wheels, o/drive, anti-roll bar, new Pirelli Cinturatos, tonneau, rear cushion. £685. Dr Arthur, 25 Weymouth Court, Glasgow W2. KEL 4624. (5378
OGLE SX100, many extras. £350. 48 Woodstock Rd, Begbroke, Oxford. Tel: Kidlington 2140/2215. (5379
REGISTRATION DVK1, log book. Offers. Box 2808. (5380
ALVIS FIREFLY 1933 d/head, rare car, mech good, body rough but complete, many spares. £50 ono. Stokes, Errington House, Redrice, Andover. Abbotts Ann 358. (5381
VX4/90 1963, one owner, fitted D/C Weber, Konis, Cints, s/belts, recently used second car; dark green, smart. £390 ono for quick sale. Ridge End, Wickham Bishops, Essex. Tel: WBB 518. (5382
MORGAN 1966 Plus 4 4 seater, 3,400m only, red with black interior, w/wheels, radio, htr, wood rim wheel, tonneau, luggage rack, many other extras; as new. £825. Tel: 01-886 5276. (5383
1929 BENTLEY 4½, this beautifully kept low mileage saloon by Maythorn, was in one owner's hands for nearly all its life; the fabric covering all interior furnishings and even the gaiters are original and exceptionally well preserved; drives like a real Bentley should, and is mech faultless; recent engine o/haul. £1,475. 54 Baronsmede, Ealing W5. 01-567 1542. (5384
1948 BENTLEY SS saloon, £350 just spent on mech to include motor o/haul (crank grind, new mains etc); coachwork not good but could be easily restored by some enthusiastic attention. Absolute bargain for a first rate car, £145. 01-567 1542. (5385
ALVIS TA14 saloon 1947, used daily, mech sound. £65. 5 Marshall Close, Cove, Farnborough, Hants. Tel: 45818. (5386
M.G. A fixed-head, Sept 1958, dark blue/black, numerous extras; if you are interested in acquiring a really first class example, whatever age, you will never find one as nice as this; much money has been spent, I have some bills; virtually one owner; I would certainly invite any examination and be delighted in any p/exch, HP possibly. £325. Yes, expensive for year, but not for the car. Clandon (Surrey) 410. (5387
1933 M.G. J type special, ideal enthusiast's runabout, attractive cond, large lamps, external horns. £125 ono. Tel: 01-504 9678. (5388
1935 LAGONDA M45R tourer in immac cond, one owner. No offers considered under £800. Apply Box 2806. (5389
AUSTIN COOPER 1963, green/white, completely standard, 26,500m, service records since new available. £310 or exch for Volvo or Saab approx same value. Collins, 71 North Cray Rd, Sidcup, Kent. (5390
LOTUS LE Mans 1100, Climax engine, De Dion axle, new R6 Dunlops, completely rebuilt, ready for this season; it is the most original Lotus in existence. Newens, 286 Kew Rd, Kew. 01-940 2752. (5391
WIFE'S HEALEY Sprite MkII 1961, 28,000, new hood, battery; illness forces sale. £295. Ratcliffe, 10 Springdale, Woodlane, Hawarden, Chester. HAW 3505. (5250

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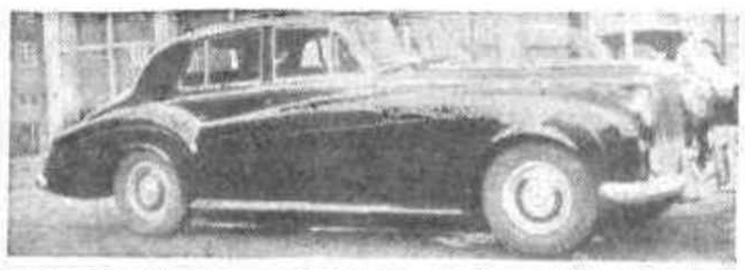
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BENTLEY S.1, similar to above but metallescent Black Pearl, beige interior, a late Series (Jan. 1959) 6-cylinder, electric windows, high compression engine etc. Mileage approximately 85,000 but one owner and Distributor maintained—consequently outstanding value at **£1,790**



BENTLEY R-Type, automatic, 1954 model, Standard Steel, black, red hide interior. Mileage approximately 120,000, no particular history, but a very good specimen in every way. **£675**



BENTLEY S.2, September, 1960, black, beige interior, all usual refinements including electric windows. One owner, indicated mileage 60,000. Distributor maintained and some history available. Remarkable value at **£1,990**

ROLLS-ROYCE Silver Wraith Hooper owner/driver saloon, 1949, oyster-grey and black, beige interior. (For photograph, see last month.) A very good specimen **£775**
ROLLS-ROYCE 20/25, 1935, owner/driver sports saloon with projecting boot; just decarbonised, new rings fitted, good chassis, sound body and fair interior, but again requires painting and general tidying up. **£295**
ROLLS-ROYCE 25/30 Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**
Available shortly, a 1955 Series (Nov. 1954) **BENTLEY R-Type,** black and silver, two owners only and at present undergoing a major engine and chassis overhaul and any body renovations required.
BENTLEY Mk. VI Park Ward power-top covertible, 1949. Dark green, brown hide interior. In excellent all-round order. **£625**
ARMSTRONG-SIDDELEY Sapphire limousine with power steering and manual gearbox. Neither sporting nor classic, but remarkable condition for its year (1956), having been owned by one large company from new. Black (of course) leather front and cloth in rear. **£375**
BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£175**
DAIMLER Majestic, 1960, black ,beige interior, mileage under 60,000. Maintained by us past two years and a very superior specimen of its type and outstandingly good value at **£395**
JAGUAR XK150 fixed-head, 1960, overdrive, wire wheels, B.R.G., matching interior—first-class in every way. **£475**
1965 N.S.U.-Wankel Spyder convertible, red, black interior and top, disc brakes, radio, one owner, 14,000 miles; ex-N.S.U. Ltd. and consequently all mods. completed and also converted to r.h.d. : originally costing over £1,500, virtually as new and now offered at **£775**
VERITAS-B.M.W. *circa* 1949. (See last month for photograph and further details.) **£275**
We still have the **1959 CHRYSLER Crown Imperial,** a top quality American, which now has all new tyres, brakes relined, complete transmission overhaul, has all the usual refinements, i.e. power-steering, electric windows and seats and air conditioning. White, red and white hide interior—all this for **£495**

VINTAGE

BUGATTI Type 30, registed 1925 but probably earlier. We are checking history which may prove interesting; in any event chassis has just been stripped and re-assembled, new shackles etc., all major components seem very sound and the car performs well on the road. Non-original, but not unattractive 2-seater body with cycle wings. No starter, but suitable dynamo and lamps available. Price as seen **£950**
1926 HUMBER 9/20 tourer, considerable work done by us on chassis and engine, also bodywork now excellent with new fawn hood, all bright parts nickel-plated, re-trimmed in red hide and very good paintwork in cream—having spent approximately £200 in bringing the mechanical side and the body up to at least reasonable standards, we feel the car is now good value at **£500**
We also have a highly original **1925 HUMBER 15/40** tourer with f.w.b., Michelin balloon tyres, Auster rear screen, all original lamps and instruments, good paint (dark green), original leather just passable, poor hood. We have done considerable work on the mechanical and electrical side and the car runs well and is excellent value at **£425**
1927 SUNBEAM 21 h.p. 5-seater tourer, one owner since 1934, very original and can obviously be made into a very fine car at not too great an expense. Price, running, but coachwork as seen. **£700**

VETERAN

We are offering on behalf of the owner, the unique **1907 HILLMAN-COATALEN** 5-seater tourer; this very fine car is in first-class order both mechanically and bodily and is very fully equipped with all lamps, Elliott speedometer, hood, mahogany-framed windscreen, Stepney rim etc. Paintwork is Royal blue, natural-coloured varnished wheels and black upholstery. Photographs and further details available, but no time-wasters, please! A suitable part-exchange could be considered, hire purchase facilities can be made available, but the car must remain in the U.K. Price **£1,750**

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

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

FOR SALE—continued

TR3A DECEMBER 1960, red/black, h/top, o/drive, recond engine, htr, radio, washers, tonneau, Xs, almost perfect, including new carpeting. £375. Offley (Herts) 295. (5392

COOPER 1275S, 25,000m, balanced and gas-flowed, 0-60 in 8½ sec, many extras. Exchanges? HP? £475. Mon-Thurs: 104 Huxley Rd, Leyton E10. Weekends: Coventry 75053. (5393

MARCOS GT, unregistered, built '63, 2-door GT fastback body, Martin Ford dry sump 1,100cc engine developing 105 bhp, twin choke Webers etc, 5½J wheels, racing tyres, full lighting equipment, mirrors etc; numerous awards, history available; complete with trailer. Purchased recently to race: due to commitments must sell, hence £495 ono. Tel: Maidenhead 20825 day, 27890 evening. (5394

ALVIS TA14 1950, mech perfect, 39,000m, 2 owners, body rusty needs respraying. £65, Mike Tinne, Bath Rd, Blagdon, Bristol. (5395

B.M.W. 327 coupé, Dec '38, Bristol engine, gearbox FNS series, all 12 volt, Alfin drums, Lucas Pathfinder, Bosch fog, Bosch racing coil, rear axle recently inspected, paint good. Kirby, 5 The Grove, Potters Bar, Middx. (5396

BENTLEY R-TYPE late 1953, silver grey, magnificent throughout, distinguished motoring. £550. Radio, htr, sunshine roof, picnic tables, handbook. GRE 0772. (5397

1929 AUSTIN 7 Chummy, recently recellulosed, excell orig cond. £200 ono. Wallington 8879. (5398

JAG./A.C. BASED on 2 litre saloon, 140 engine, gearbox, back axle, equals 4-str with remarkable performance; engine recently rebuilt. £100 ono. Phillips, 5 Avon Rd, Harwell, Berks. (5399

MERCEDES 190SL 1959, black with whitewall sports tyres, well maintained and regularly serviced; many extras, very reliable, good performance and most attractive. £615. Box 2807. (5400

1949 BENTLEY d/head by Park Ward in royal blue with blue and grey upholstery in hide, power hood in fawn, mech sound. £550. View by appointment. Tel: 500 3530 at 42 Forest Lane, Chigwell, Essex. D. Gilchrist. (5401

1960 M.G. A 1600 roadster, radio, many extras, 2 owners. £325. Sgt Witchard, Sgts Mess, RAF Wyton, Huntingdon. (5402

1948 HUMBER 7-str limousine, Thrupp & Maberly body, in perfect cond. £75. Also 1955 MG Magnette, good mech. £70. 5 Longley Ave West, Sheffield 5. (5403

BIRD WATCHER? Best view from Aston DB2/4 convertible. Only £430. Silver-blue, excell throughout, engineer maintained; brain-drain bargain! Mossip, 57 Church Rd, Hatfield Peverel, Chelmsford, Essex. (5404

CAPRI GT Dec 1963, grey/white, radio, wing mirrors, spot, reverse lights, Cinturatos, anti-theft lock, one owner, moderate mileage. £450. HP. 146 Northampton Rd, Broughton, Kettering. Tel: Broughton 383. (5405

ROLLS-ROYCE 20/25 Hooper sports saloon, completely rebuilt, retrimmed, engine rebored etc, rechromed, perfect body, paintwork. £795. Lagonda V12 d/head coupé, magnificent cond throughout, full history from new. £1,250. 2 Park Way, Rickmansworth, Herts. Tel: 73072. (5406

1966 M.G. Midget, BRG, h/top, s/top, tonneau, belts, htr, laminated w/s. Offers? Bidgway, Wantage 2911 ext 39, 9am-5pm. (5407

3.4 JAGUAR 1959 model, one owner, radio, SPs etc, engine o/hauled 1966, 27mpg, rustless, perfect cellulose, beautiful specimen. Nearest £220 or exch smaller. Higham, 43 Quebec Rd, Lammack, Blackburn, Lancashire. (5408

M.G. MIDGET 1965, w/w, Motorola radio, tonneau, htr etc, 12,500m, showroom cond. £495. Maidenhead 23852. (5411

FOR SALE—continued

LADY SELLING 1954 Sunbeam Alpine 2-str roadster, absolutely mint cond, striking porcelain white cellulose with red interior; radio, htr etc, new tyres, regn number JYP1; a sparkling car in concours cond. Price asked £295 or nearest offer. Owner returning to Canada shortly. Peg Andrews, 140 Hill Lane, Southampton. Tel: 25647. (5409

ALLARD K2 1951, outstanding specimen in concours cond, just completely resprayed, retrimmed and recarpeted, new tonneau, fitted aero screens, stoneguards etc. £280 or offer. Consider interesting car in p/exch. Tel: Coombe Hill (Glos) 362. (5410

1961 AUSTIN Healey 3000 MkII 2/4-str, black, red side panels and leather interior, fitted remarkable h/top, tonneau cover, w/wheels, o/drive, Cinturatos etc, faultless cond both mech and bodily, could be described as a specimen and won't disappoint genuine interest. £475 ono. Tel: Henley 3178. (5412

1947 SINGER 10 saloon in black with brown interior; this car has a recorded mileage of 13,000 and is as new in every respect; orig tyres etc; a collector's piece. £250. Tel: Kidmore End 2449. (5413

1926 PEUGEOT 6.4hp, 2 seats, restored 1953/1960, spare engine, handbook. Woking 60146. (5414

M.G. B 1964, excell cond, white, o/drive, w/wheels, htr, u/sealed, mirrors, Cinturatos. £640. H/top £40. Newdigate 463. (5415

FERRARI 250GT Europa 1956 lhd, first regd in this country Aug 1962, first owned by a gentleman in Holland, since had only 2 enthusiast owners by private sale; full history; sound cond throughout and mech perfect; reasons for sale purely domestic. £1,600. Virr. Tel: home Stourbridge 4709, office Dudley 52767. (5416

RILEY RME 1953, 60,000 from new, absolutely orig and unblemished, the finest available; photo available. £380. Tel: 01-743 7505 (5417

1935 S.S.1 open tourer, fully restored to concours cond. £450 ono. Also 1938 Hudson Terraplane saloon, one owner and 25,000m from new, mint cond. £350 ono. Weston, Brink Farm, Buxton New Rd, Macclesfield Forest, Cheshire, Macclesfield 2920. (5418

1964 N.S.U. Prinz 4, mileage 20,000, 47mpg, 75mph, 36bhp, ideal second car, easily maintained. £285. Harlow 23900. (5419

PERFORMANCE SALOON MG twin cam, specially designed by MG chassis designer, must be seen; numerous spares. £325 or exch 1100. Wallingford 3459. (5420

ASTON MARTIN DB2, late 1953, Vantage engine, Avon Turbospeeds, redesigned dashboard, s/belts. £310. Ferris, Chisbon House, Chisbon Heath, St Osyth, Essex. Tel. Weeley 474. (5421

M.G. B Feb '66, w/w, radio, rack, extras. £700 ono. Mr Cann, CHI 8464 day. (5422

1934 LE Mans 9hp, long ownership. Offers over £100. Aldeby 254 (Norfolk). (5423

RILEY 1950 1½, excell bodywork, interior and engine, and well shod; in same family since new, garaged throughout life and lovingly cared for; also spare back axle and gearbox. £180. Tel: 01-789 3683. (5424

LANCIA AURELIA B12 pillarless touring saloon, 2nd series, 2,266cc, built 1955, imported 1963, one owner since; grey and in excell mech cond, sound body, new Michelins, fast and economical; offered as estate car needed. Realistic price £205. Tel: 01-623 0024 day, Chorleywood 3958 evenings. (5426

ALVIS 1954 TC21 dhc, new hood, tyres, engine recond not yet run in. £220. Hamilton-Meikle, ATURM, Hamworthy, Poole 2826. (5427

FOR SALE—continued

SOUPER-SPRITE! MK.III 22/9/65, riviera blue, one careful owner, immac cond, new engine under warranty 6,000 miles, owner abroad. £495. HP arranged. Southwell (Notts) 3385 evenings, Nottingham 65527 office. (5425

LANCIA AURELIA B20, rhd, regd 1961, metallic maroon, new Xs, excell cond throughout. £280 ono. Tel: Oxford 35642. (5428

AUSTIN 750 formula, aluminium body, rebuilt engine, every modification, MoT. £85. The Cottage, The Green, East Knoyle, Salisbury. EK 399. (5429

REGISTRATION NUMBER MDK1 plus Jaguar VII 1954, good runner, new brakes taxed Dec. Offers. Kenilworth 53599. (5430

1937 RILEY Adelphi, Sprite engine, third owner. 23 Swinburne Rd, Eaglescliffe, Stockton-on-Tees. (5431

BRACE OF rare Auburns for sale, space needed for even more delectable machinery. Details, appointments to view, offers etc to Box 2809. (5432

TIRED OF present lover and will change affections for £455. Am red 1954 MG TF 1250 and incredibly fit. Ring me after 6pm Huddersfield 21207. (5433

1927 CITROEN B14 open tourer, immac, resprayed. £480 ono. Evenings 01-995 1644. (5434

ROCHDALE OLYMPIC for Riley 1.5 plus cash. 80 Mayswood Grove, Quinton, Birmingham. (5435

HEALEY TICKFORD F type saloon, 1954, practically all new auxiliaries. Cinturatos, radio, many extras and mods; lead bronze ends, Baldyne head, thermo fan, midnight blue/beige int. A. Morris, 01-994 6215. (5436

ALVIS 1934 Silver Eagle, body sound, mech very good, taxed, in daily use. £85 ono. J. Dodd, 5 Kensington Grove, Denton, Manchester. EAS 0126. (5437

1933 ROVER 10 saloon, engine requires attention, otherwise good cond, MoT Jan '68. Offers please. D. Attfield, 4 Green Lane Cotts, Badshot-Lea, Farnham, Surrey. (5439

TR3, BRG, 1957, excell, h/s tops, tonneau, o/drive, w/w, radio, htr, altogether over £210 worth of extras. Haggle £245 cash. Genuine enquiries 79 Doncaster Rd, Eastleigh, Hants. (5440

T.V.R. MK.II late 1961, excell cond. 26 Ravensdale Gdns, Walsall, Staffs. Tel: 24810. (5442

LANCHESTER 1951 LD10, coachbuilt; spent £100 engine, gearbox, new parts, ready for rebuilding; with manual; tog or spares. Offers. Mr Heron, 6 Quarry St, Leeds 6. (5443

M.G. TC 1949, new springs, wheels, lights, tyres, TA diff, some spares. Best offer over £100, or exch honeymoon. Kay, 7 Kew Terr, Edinburgh 12. (5444

M.G. TC, just decoked, very good body, interior, hood, 4 new tyres; getting married, must sell. £195 ovno. Cooke, Primrose Cottage, Hartpury, Gloucestershire. Tel: Hartpury 374. (5445

ACE-BRISTOL 1958, 155bhp, discs, oil cooler, Cobra-type nose, excell cond. £475. Dr Follows, Queen Alexandra Hospital, Portsmouth. Tel: Cosham 79451. (5446

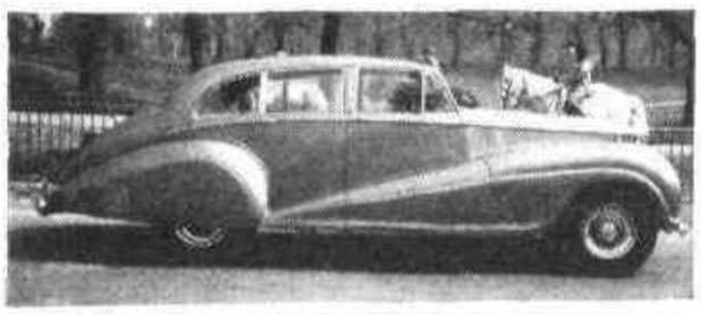
1965 B.M.W. 1800 T1, red, for sale. £1,050 ono. Tel: Norris, Tate Gallery 5646 ext 201 or 207. (5447

LANCIA AURELIA, silver, rhd, floor change, excell cond throughout. £350. Duvivier, Frobisher 1158. (5448

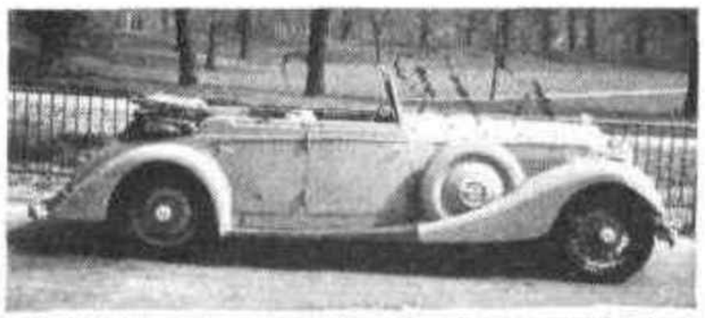
1930 ALVIS tourer, body stripped, now being repainted; brakes relined, recond mag and dynamo, good hood, seats, instruments. Offers over £300 to Lloyd, 165 Brackenbrae Ave, Bishopbriggs, Glasgow. Tel: Bishopbriggs 5585. (5450

ROLLS-ROYCE 1937 25/30, mech perfect and completely orig, Barker body in superb cond, 2 previous owners. Seen Staffordshire. £550, Box 2810. (5452

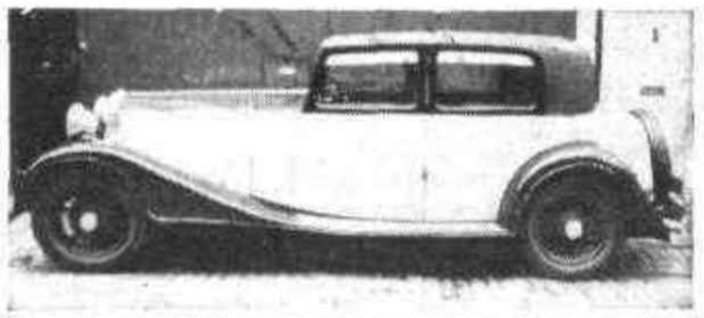
D. MARGULIES LTD



1955 ROLLS-ROYCE Silver Wraith Park Ward saloon, 50,000 miles. Hythe Road test report available... ... ... **£1,550**



1938 BENTLEY 4¼-litre Vanden Plas 4-door tourer, engine rebuilt, new hood, carpets, tyres ... **£925**



1932 ROLLS-ROYCE 20/25 Mulliner sports saloon, at present being re-painted, black and burgundy, new carpet, etc. Around **£900** when ready.



1952 FERRARI 225MM Vignale coupé. 2.7-litre V12 engine, 5-speed gearbox. R.H.D. Actual Mille Miglia car. Bills for £450 engine overhaul by Concessionaires. Immaculate in red with black interior **£975**



1936 ASTON MARTIN 1½-litre Mark II long-chassis tourer, recent engine overhaul, re-paint, etc.; in excellent order **£575**

1927 BENTLEY 3 litre Speed Model 2-seater in *concours* condition **£2,400**

1938 ROLLS-ROYCE 25/30 Rippon limousine, in sound condition **£395**

1937 ALVIS 4.3-litre 4-door pillarless sports saloon by Vanden Plas, fine original condition, new tyres, immaculate paintwork and interior **£595**

1950 BENTLEY Mark VI S.S. saloon, full-flow engine, excellent coachwork ... **£395**

1956 (Nov.) LANCIA Aurelia Series 5 GT coupé, good example **£395**

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1925 ROLLS-ROYCE Phantom I tourer by Gurney Nutting.

1925 ROLLS-ROYCE 20 saloon with Tickford fully opening top.

1937 BENTLEY 4¼-litre " Top Hat " saloon by Freestone & Webb.

1936 ROLLS-ROYCE 20/25 2-door f.h.c. by Gurney Nutting.

1923 VAUXHALL 23/60 Kington tourer.

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FOR SALE—continued

OFFERS INVITED 1931 25/30 Park Ward Rolls-Royce saloon, mech excell, interior tatty. Turk, Hilbury, Benenden, Kent. (5288

ROLLS 25hp 1929 saloon. £100 ono. R. Joice, Raynham, Fakenham, Norfolk. (5289

MORRIS 11.9hp 1929 saloon. £100 ono. R. Joice, Raynham, Fakenham, Norfolk. (5290

VERY RARE 1933 Wolseley 16hp saloon, good cond, some work needed; very similar car used by Elliot Ness of the Untouchables. £35 ono. R. E. Dunstone, 20 Clayford Ave, Ferndown, Dorset. (5291

AUSTIN HEALEY 3000 1960, excell cond, h/top, o/drive, wires, servo, new GBs etc; resprayed RR blue. £360 ono. Brighton 774917. (5292

DECEMBER 1964 Cooper 998, Hydrolastic, red/black, immac. Offers. Bailey. Tel: 01-237 5750. (5293

TR3A 1960, white, o/d, Cinturatos, immac. £335. HP arranged. Macarthur, 16 Colne Rd, High Wycombe, Bucks. (5294

DAIMLER SP250 1963, in superb cond; as second owner car maintained to above income level; exhaust system replaced, new disc units on all wheels, 5 new Cinturatos. £675. Or exch Aston Martin in similar cond. Fleet 4676. (5295

MINI-COOPER, see March issue p237 advertisement 4257. Price now £250 or p/exch for cheap machine. Box 2800. (5296

1935 SINGER Le Mans 2-str, needs renovating, big end knocked out but car complete. £45. Turk, Hilbury, Benenden, Kent. (5297

1937 M.G. TA, Regn No AJB43, recond engine, new hood, battery; resprayed BRG; going for a song. Offers over £110. Tel: Mike Tonge, Liverpool 727 5652. (5298

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1961 PORSCHE 356B. Immaculate, white ... **£725**
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1964 Model JAGUAR 3.4. One owner... ... **£595**
1964 MINI-COOPER 'S'. One owner... ... **£395**
1965 MINI AUSTIN. White, immaculate ... **£385**
1965 MINI MORRIS. Maroon, immaculate, dozens of extras **£385**
1962 M.G. Midget. Extras, immaculate... ... **£365**
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1961 ALPINE. O'drive, H/top, new engine ... **£345**
1962 MORRIS Minor tourer. A1 car **£265**
1959 SPRITE. Sound little car **£249**

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1938 BENTLEY 4¼ M.R. Series with overdrive, by Park Ward, in grey **£495**

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1963 SUNBEAM Alpine GT. Red **£510**
1962 MINI-COOPER. Red **£285**
1960 TR3A. Blue **£325**
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MORRIS MINOR 1929? Superb. Offers. 29 Axbridge Gdns, Newcastle on Tyne 4. (5299

VINTAGE STANDARD Swallow 4-str saloon 1930, bears the marque SS, and is therefore popularly accepted as absolutely the only surviving vintage of the Jaguar family; recently o/hauled, used daily, business forces sale. £200 ono. Tel Nottingham 262370. (5300

M.G. MIDGET 1964, white, 25,000m, tonneau. £455. Tel: Hullbridge (Essex) 338 (5301

OFFERS INVITED for a selection of 1932 to 1934 Austin 7s. Individual offers considered. Turk, Hilbury, Benenden, Kent. 5302

RILEY 1½ litre 1946, immac throughout, duo-green, green interior, excell roof, tyres, battery, perfect mech, new MoT. £95 ono. Mr Small, Park Farm, Stoneham Lane, Eastleigh, Hants. Eastleigh 3767. (5303

T.V.R. 1960, 105E, htr, cond better than most, MoT. £255. car or boat exch considered. Stillwell, 34 Old Eaton Rd, Rugeley, Staffs. Rugeley 3330 after 6pm. (5304

1956 SUNBEAM III saloon, htr, taxed, MoT Dec, good tyres, excell cond. £170. Similar but 1957, o/d, good runner, new tyres, body requires attention, hence £37 10s or £200 the pair. Tel: Fareham 4899 (Hants). (5304A

M.G. B, Oct '64, immac bodywork, BRG, w/wheels, l/rim wheel, a/r bar, Cints, Adjustarides etc. £610 ono. Lockwood, 49 Central Boulevard, Wheatley Hills, Doncaster. Tel: 4195. (5305

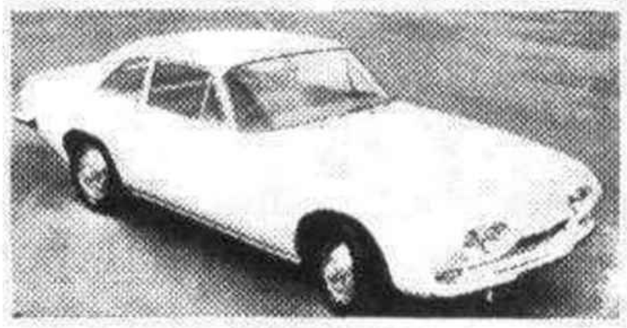
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Lotus Seven, 1,340 c.c., twin Webers **£375**
Lotus Seven 105E, two at... ... ... **£350**
Lotus Seven Series One... ... ... **£250**
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M.G.-A 1600 roadster, 1960. Superlatively maintained both bodily and mechanically, and finished in pale blue with black interior, fitted with black hardtop, radio and heater, soft-top, etc.... ... ... **£295**

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AUSTIN HEALEY Sprite Mk. 3, 1965. One owner only, 9,000 miles from new. Finished in Old English White with red cockpit. Wire wheels, hard-top, heater, seat belts, etc. Also one other in red with red hard-top and interior trim, two owners only. Both **£495**

M.G.-A 1600, 1959. Very good order throughout and finished in red with black trim, with 'X' tyres, heater. **£325**

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LOTUS Elan, 1963. Most attractive in Primrose yellow with black hard-top, wide-rim wheels, modified engine, etc. **£795**

RELIANT Scimitar, 1965. One owner, 12,000 miles only. Spotless pale metallic blue with black interior trim. Wire wheels, overdrive, heater, etc. ... **£995**

M.G.-B, 1965. One owner, 18,000 miles. In excellent condition in red with black trim and fitted radio and heater, seat belts, and twin spotlamps, etc. ... **£685**

AUSTIN HEALEY Sprite Mk. 1, 1958. Black with dark blue interior, and with Ashley GT bonnet, heater, wood-rimmed steering wheel, tonneau cover ... **£245**

M.G. TD, 1950. A delightful example in red with black trim, with twin spotlamps, wood-rimmed steering wheel, and aero-screen **£295**

TRIUMPH Spitfire, 1965. One owner, 8,000 miles only. Unmarked white with black cockpit, with heater, tonneau cover. This car has hardly been used at all **£545**

JAGUAR XK150 f.h.c., 1958. B.R.G. with matching interior in pale green, wire wheels, heater, overdrive, and twin spots **£395**

TURNER-CLIMAX 1,220 c.c., 1961. Very neat and very rapid, in white with black trim, wire wheels, disc brakes, heater, tonneau cover, wood-rimmed steering wheel, etc. **£395**

CONNAUGHT L3 sports, 1948. Ex-works car, ex-McAlpine. Dry sump 1,767 c.c. engine, 4 Amals, etc. Full weather equipment. Finished in red with black cockpit **£295**

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TRIUMPH ROADSTER 1948, orig Jaguar SS 1,800cc engine, 2-tone green cond excell, photos on request. £105 ono. Write or Tel: D. J. Green, South House, Upperwick Lane, Rushwick, Worcs. Worcester 28616. (5451

1930 INVICTA 4½ litre 2 door d/head coupé, a carefully maintained and orig sporting 4-str. Accept best offer. Manchester Didsbury 2050. (5453

M.G. TC 1946, black, immac, well shod, new springs, htr, MoT, mechanic maintained. £165 ono. Tel: Nelson 66271 during office hours, 46 Chatham St, Colne, Lancs, weekends. (5454

REGISTRATION NUMBER JRJ3 with rhd '55 Plymouth V8, auto, 10,000m since rebore, crank grind, foolproof auto, power brakes relined, MoT one year, taxed. £100 or offers. Deliver. Tobin, 126 Preston New Rd, Blackburn. 5455

ROCHDALE OLYMPIC 1962, Riley 1.5 engine, very good cond, Cinturatos, air horns, htr, Cible lights, s/belts. £325. Plymouth 34922. (5456

RILEY LYNX, s/top, 4-str, 1½ litre sports, 1937, one owner last 15 years, really sound cond; trial run with pleasure. £165 ono. Sharpe, Woodcote, Bedford Rd, Northill, Beds. Northill 339. (5457

1932 MORRIS Minor, engine, transmission, chassis; towable; spare 1931 engine. Also crossflow rad with header tank, 12v Klaxon with brass trumpet, Austin 7 racing engine with gearbox. Offers. Pashley, Abingdon 117 evenings. (5458

SPITFIRE 1963, red/black, tonneau, belts, Cinturatos, auxiliary lamps, gearbox/clutch recently renewed. £375. Macclesfield 7465. (5459

BUYING WIFE, selling Immac Cooper S; 1964, 1,071cc, new gearbox, recond engine, full Radford style interior, every conceivable extra. £445 ono. 9 Castle House, Castle Way, Southampton. 27907. (5460

XK140 JAGUAR dhc, white, over £200 spent this year, new hood, tyres, clutch, flywheel, battery, electrics, brakes; Motorola and htr; taxed end 1967; need a family car. Offers. Tel: Shephall 265 (Stevenage). (5461

JILTED! 1952 Morgan Plus 4, off road 2 years, bad cond. First offer £25 takes. MAL 6753. (5462

M.G. TF 1250, red, engine o/hauled, recent respray, new hood, s/screens, Xs, bills £90; owner going overseas. £375 ovno. 5 Park Flats, Latton, Cricklade, Wilts. After 5th May. (5463

1275 COOPER S, 1965, really Immac, no competitions, very carefully used, s/belts, Cinutratos recently fitted. £525. A. J. Leah. Tel: 061-STE 1358. (5464

AUSTIN HEALEY BN1, good cond, h/top, Xs. £130. Seth, 7 Clementhorpe Rd, Gilberdyke, E Yorks. (5465

MORGAN PLUS 4 dhc, 1954 Vanguard engine, MoT Dec, excell mech and body. £230 no offers. Gates, 1 Ladycroft, Cubbington, Leamington Spa, Warwickshire. (5466

TRIUMPH, PROFESSIONALLY rebuilt TR2, short doors, 3A apron etc, BRG. £150 ono includes extra wheels. Holland. Tel: Ashley (Leics) 3456. (5467

AUSTIN 7 Ruby cabriolet 1936, new hood, excell tyres, everything works. £75. 10 Woodland Grove, Weybridge 43667. (5468

TR2, OVERDRIVE, Xs, htr, washers, 110mph plus. £120 or exch Mini or 2.4 Jaguar. 27 Albert Rd, Southwick Green, Brighton, Sussex. (5469

1934 AUSTIN 7, Immac orig, MoT, owner reluctant to sell. Offers over £150. Lovegrove, 103 Southbrook St, Swindon, Wilts. (5470

V12 ROLLS! enjoyable, growing investment at £2,150. Accept early Cloud and cash. Box 2864. (5471

TR3/3A, SAH front, recond engine, reupholstered. £210. Tel: Wallasey 3479, Cheshire. (5472

M.G. TC 1949, rebuilt 1966, alloy fibreglass body, semi-race engine, rechromed, 16in rears. £285. Tel: Wallasey 3479, Cheshire. (5473

M.G. B Aug '65, 19,000m, BRG, radio, htr, w/wheels, tonneau, oil cooler, new hood, burglar alarm, w/mirrors, competition brakes, Immac cond. £680 ono. Also black de luxe fastback GT h/top, £75. Bastick, 90 Avalon Rd, Orpington, Kent. Tel: Orpington 31259 between 6-8pm. (5474

HEALEY TICKFORD 1951, increased family necessitates reluctant sale of this high performance quality car; the coachbuilt aluminium body has pale blue finish, with fawn leather upholstery and mahogany trim; the F-type Silverstone chassis has a new engine fitted 18,000m ago; a complete o/haul of steering and braking systems; 4 new Michelin tyres and a new thermostatic fan; this car is in very good cond and will continue to appreciate. £250. Crook, 16 Avenue Rd, Isleworth, Middlesex. ISL 8922. (5475

MERCEDES-BENZ 300B 4-door convertible 1955, rhd, 2-tone blue, one owner, 80,000m. £295 ono. Nr Windsor. Tel: Winkfield Row 2261. (5476

M.G. TD 1951 one owner, genuine 43,000m, new Vynide hood, tonneau cover, nearly new tyres, Marshall Nordic blower and standard carbs, alternative rear axle ratio; car kept in garage all its life abroad in most exceptional cond. £475 for the collector. Reynolds, Avenue 8755 ext 519, evenings Rudgwick 446. (5477

30TH BIRTHDAY. Morris 8 saloon, spare engine, gearbox, differential, radiator, not sold separately. £40 to good home for preservation. Beckenham 0543. (5478

DAIMLER CONSORT 1951, 2 owners from new, maintained regardless, unmarked black cellulose, mech and bodily perfect, orig tool kit, a real prestige car and 23mpg. £195 or exch useful d/head. Tel: Coppermill 6149 (London). (5479

328 B.M.W. for sale or exch vintage car. Box 2813. (5480

FORD ZEPHYR MkII, lowered suspension, wide-base rears, floor change, bucket seats, twin-choke Weber. £130. RAV 3235. (5481

M.G. MIDGET 1962, Ashley bonnet, Pirellis, extras. Best reasonable offer, must sell. Robinson, 21 Barrett Rd, Darlington. Tel: 68879. (5482

FORD FALCON MkII special, regd 1964, 10hp, 15,000m only, cr gears, 4.1 cwp, ifs, 15in wheels, tonneau, bucket seats etc. £235. 8 The Gap, Lowestoft, Suffolk. (5483

PLUS 4 dhc 1951, beautiful, recond engine, bills £40. Nearest £200. Richards, 7 Hall Lane, Hammerwich, Walsall, Staffs. (5484

1965 MK.II Spitfire in superb cond, specially sprayed gold with black h/top, s/top, new Cinturatos; forced sale. £485. Ruislip 2945. (5485

HEALEY SPARES. Mk1 3000, all parts available include engine, gearbox with o/drive, w/wheels with almost new Cinturatos, long range fuel tank, rear axle, front disc brake assemblies, many body parts. If what you want is here phone Marlow 3138, if it's not phone just the same, I probably have it. (5486

PVT STYLE motoring in comfort. Sunbeam Talbot MkIII 1956, o/drive. £135 ono. Box 2811. (5487

M.G. TD 1951, recent engine o/haul, respray, Cinturatos. £250 ono. Write or call evenings, 31 Maudslay Rd, Coventry. (5488

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M.G. Midget Mk. III. B.R.G., black trim, fitted wire wheels, tonneau, a/roll bar, heater.

M.G.-B. Red, black interior; fitted wire wheels, heater, tonneau, anti-roll bar, SP41s.

M.G.-B. Mineral blue, black interior; wire wheels, heater, tonneau, anti-roll bar, SP41s.

M.G.-B. White, black interior; fitted wire wheels, heater, tonneau, anti-roll bar, SP41s.

M.G.-B. Mineral blue, black interior; wire wheels, overdrive, heater, tonneau, anti-roll bar, SP41s.

M.G.-B. Mineral blue, black trim; fitted chrome wire wheels, o/drive, SP41 tyres, A/roll bar, heater, tonneau.

M.G.-B GT. Red, black trim, chrome wire wheels, o/drive, heater, SP41 tyres.

M.G.-B. Black with black trim; chrome wire wheels, o/drive, heater, SP 41 tyres.

USED CARS

1965 M.G. Midget. Riviera blue; fitted heater, tonneau, fog and spot lamp; one owner, low mileage, as new ... **£479**

1964 M.G. Midget. Blue, fitted wire wheels, heater, new 'X' tyres, wood-rim wheel, etc. Outstanding order ... **£429**

1964 M.G. Midget. White, radio, heater, tonneau, 1 very careful owner from new, superb **£399**

1275S Morris-Cooper, 1964, in blue and white. Seat belts, w/mirrors. Never raced or rallied. One titled owner from new. Outstanding order ... **£489**

1964 M.G.-B in blue, with black trim; fitted wire wheels, o/drive, radio, heater, tonneau, SP41s. Quite unmarked **£639**

1964 M.G.-B in gleaming white, black trim; fitted wire wheels, heater, radio tonneau, Cints., twin spotlamps. Outstanding order **£599**

M.G. Midget, 1962, in white, fitted heater, tonneau, spotlight, new tyres. A particularly well maintained car ... **£319**

1964 Spitfire, finished in metallic maroon, fitted radio, heater, new Cints. 1 owner from new **£489**

1966 M.G.-B in red with black trim; fitted wire wheels, heater, tonneau, G800 tyres. 1 owner, very low mileage. **£789**

1962 Jaguar Mk. II 2.4 in black, tan interior. 1 owner from new, very well maintained car **£449**

M.G.-B, 1963, in green; fitted wire wheels, radio, 2 owners **£499**

1966 M.G.-B, B.R.G.; fitted o/drive, heater, tonneau, w/mirrors. 1 owner, low mileage, as new **£789**

1963 Austin-Cooper, in green with white roof. Recon. engine, sun roof, Weber carb. One of our own Co. cars for past 2 years, excellent order ... **£339**

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FOR SALE—continued

M.G. B 1966, reluctantly selling, old white, red interior, o/drive, radio, 12,000m only. £795 ono. Abbey Farm, Ashow, Kenilworth, Warks. Kenilworth 53086. (5489

1935 15HP Daimler, Mulliner coachbuilt, history, usual refinements, excell. £100 ono. Sae. Sheppard, 24 Rustholl Ave, W4. (5490

M.G. B Sept 1964, going abroad, must sell; excell cond, many extras. 01-435 2173. (5491

JAGUAR XK150 S-type roadster 2-str, 1959, o/drive, rare, immac example, excell cond. £285, exch '64 Mini, Land Rover. Walton-on-Thames 29358. (5492

WARWICK GT 1961, ocean blue, excell cond, o/d 2nd, 3rd, 4th gears; new tyres. Price £375 or offers. Apply C. Glover, Rose Cottage, Dunton Bassett, nr Rugby. (5493

M.G. B June 1966, white/black trim, htr, radio, u/seal, spots, belts etc, superb cond, one careful owner. £750. Box 2812 or Tel: Epping 4736. (5494

1934 MORRIS 10/4, lovable 4-str close coupled coupé, complete and running; owner lacks time to restore. £25. Tel: Medway 30724. (5495

MORRIS 10/4 coupé 1934, with dickey, complete, requires restoration, cannot be towed. £25 but no reasonable offer refused. Tel: Wychbold 350 (Worcestershire). (5496

LANCIA AURELIA GT 2500 coupé 1957, floor change, radio, Xs, engine completely rebuilt, gearbox requires attention, reluctant to part. Gift, £195. Gould, 30 Preston St, Brighton. Tel: 27488. (5497

JAGUAR E-TYPE 1961/62, metallic grey; bodywork, interior and mech all first class; Motorola radio, new tyres, brakes etc, well maintained. £695 ono. Small saloon car wanted. WALlington (Surrey) 4071. (5498

MORGAN 4/4 1961 1,340cc 2-str, blue, black interior, rebuilt engine, new clutch, distributor, brakes, exhaust; front suspension renewed; Cinturatos, radio, htr, hood, full and half tonneau, paintwork needs **some** attention. Offers to Lloyd, FITzroy 2974 evenings. (5499

ASTON MARTIN DB2/4 1955, 3 litre Vantage engine, differential rebuilt, interior retrimmed, new carpets, recent respray, new Xs, mech good. £375. Gentry-Evans, 15 Crouch Oak Lane, Addlestone, Weybridge, Surrey. (5500

A/H 100/6 1957, black h/s tops, good cond. £270 ono. Richard, 37 Harlech Rd, N14. (5501

SPORTS RACING Aston BB1, ex works 1949 car rebuilt 1954 with aluminium body, similar BB3S or AC Ace; fantastic motoring. Offers around £375 to Parkwood, Balcombe Rd, Poundhill (2244), Sussex. (5502

JAGUAR 3.8 XK150S f/h coupé, Sherwood green, 25,000m only, completely orig cond, special Bristol type reclining seats, fitted suitcases, full Richmond harness, radio; spent cosseted life in heated garage, one owner. £750. Malthouse, Easton, Winchester. Itchen Abbas 237. (5503

ROLLS PIII *1938 Gurney o/d saloon, projecting boot, no engine.* £300. Spares for PIII, 20/25, 3½ Bentley. Daimler Charlesworth 1939 limousine, 3½ litre, projecting boot, one owner, 30,000m. £250. Bottle jacks 19/6. 01-398 6034 evenings. (5504

M.G. A 1500, resprayed E-type dark blue, excell body and mech, taxed. £250 or straight swop Mini, 1105E. Also brand new MG A 1600 tonneau. Scott, Oxford 41710. (5505

1933 WOLSELEY Hornet special, Immac, rare, MoT. Details, Tel: Tilbury 2935 evenings. (5506

ALVIS TA14 saloon 1948, good home wanted, only 2 owners, exceptional cond inside and out, brakes relined last July, engine excell, in daily use, MoT. Offers around £120. Lingfield (Surrey) 2848. (5507

MORGAN PLUS 4, 1961/65, 108bhp, red, mech and bodily top notch; fitted with w/wheels, Cinturatos, radio, htr, Konis, bucket seats, sliding screens etc. £420 ovno. 33 Dunstable Rd, Caddington, Beds. Luton 26062. (5508

ALVIS TC21/100 Grey Lady saloon 1955; this car is in superb cond and only requires detail work to bring to concours standard; new engine 30,000m, body resprayed in Connaught green and rechromed, £500 spent in recent years; reason for sale, owner short of time and space. Only genuine enthusiasts please. £275. Advertiser, 1 Woodthorpe Ave, Nottingham. Tel: 65850. (5509

ROLLS-ROYCE 20/25 1935 black Hooper aluminium 4-light saloon. Photos and further details 4 Devonshire Dr, Duffield, Derbyshire. (5510

1960 M.G. A 1600, dark, metallic blue, w/w, all useful extras, body and mech A1, needs new hood. £300 ono. Tel: Leicester 77703 weekends (5511

FRAZER-NASH B.M.W. 2 or 4 seater 1939; described by "Autocar" in a road test as one of the best pre-war sports cars; bills for over £500 spent on car in Germany and UK including recent bottom end o/haul, still running in; superb coachwork, fitted toolkit, manual, marvellous orig Reutter seats, excell hood, good tyres, very fast. £430. FLAxman 4872 after 6pm. (5512

TR3A 1959, superb in midnight blue, seeing is believing, usual bits. £275. Pargeter, 21 Gloucester Rd, Kingston, Surrey. (5513

LANCIA APRILIA 1947 series 2, dark blue with black leather interior, excell body and mech, Weber etc; must be one of the best available. £135. ELT 6050, FOO 8867. (5514

T.V.R. 1961 MkIIA, 1,622cc MG A engine, front discs, w/wheels, white, black interior, luggage rack, taxed, tested Sept. £270 ono. HP available. Tel: Garforth 3884, nr Leeds. (5515

LOTUS SUPER 7 1963, 1500 Cosworth engine, 16,000m only, unraced. Parkin, 10 Layton Lane, Rawdon, Leeds. Rawdon 2320. (5516

VOLVO P1800S, Aug 1964, white, 32,000m, o/drive, Select-a-ride, excell cond. £1,050. F/L Blyth, Officers' Mess, RAF Waddington, Lincoln. (5517

SPRITE II, light blue, htr, h/top, s/top, June 1961, must sell. HP available. £270 ono. Harwell 228 day. (5518

PEUGEOT 404 1963, fantastic cond, very low mileage. £495. Terms, exch considered. Tel: Ruislip 7262. (5519

JAGUAR E-TYPE 1964 fhc, one owner, chrome wheels. £1,095. HP arranged. Ruislip 7263. (5520

M.G. TD 1951, excell cond, Laystall head, comp clutch. £245. 20 Cameron Rd, Walsall. Tel: 22308. (5521

FORD Y saloon 1936, orig, good bodywork, recond engine. £95. Swanage 2979. (5522

WHITE BORGWARD convertible, extras, including radio, 2 spot lights, new hood and battery, good cond. £180. 15 Chertsey Rd, Chiswick, London W4. (5523

HOT A60 1963, full Derrington conversion, Weber, servo, SPs. £425. Possible HP. No window shoppers, joy riders or tw--ps. LIV 6600. (5524

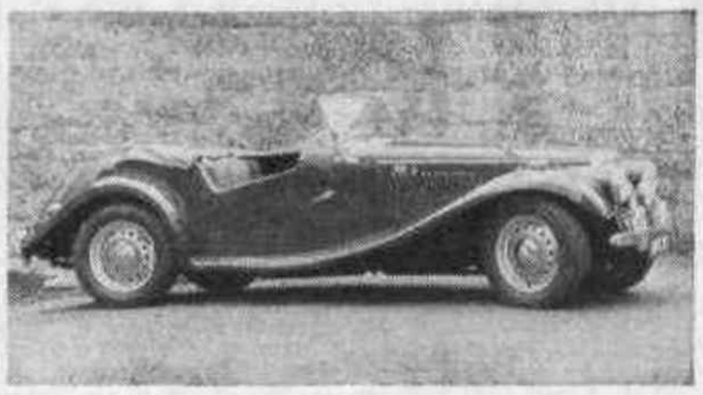
TR3 1957, BRG, immac, fast, radio, htr, extras, low mileage. £249. KIN 5368. (5525

XK140 F.H.C. 1956, red, o/drive, radio, first class cond. £200. Mrs M. Lancaster, Masham Cottage, Firby, Bedale, Yorks. Tel: Bedale 3159. (5526

TR3A 1959, fast, good cond, recond engine, MoT '68, Xs, Konis, oil cooler, f/s lights etc. £265. GLA 0757 evenings. (5527

JAGUAR 1½ litre coupé, broken, good parts, new hood. RUI 6768. (5528

AUSTIN 7 special, parts, engine, gearbox, fitted Cambridge head, sump; fibreglass body, boxed chassis. Offers. 76 Cleveland Rd, Worthing, Sussex. Evenings. (5529



£495 **M.G. TF, 1954, 1,250 c.c.** In B.R.G. *Concours.*

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£1,795 **MERCEDES 230SL, 1964.** White with black hard-top and soft-top.

£1,345 **LOTUS Elan drop-head coupé** in Carmen red, 3.5 axle, March '67, nominal mileage.

£1,195 **ASTON MARTIN DB4** in Fiesta red.

£1,095 **JAGUAR "E" Type fixed-head coupé, 1964.** In white, chrome w/w.

£995 **ASTON MARTIN DB4, 1960 series.** In Caribbean pearl. Bills for over £700 available.

£965 **M.G.-B GT, 1966.** In red. A choice from two others, various specifications.

£925 **JAGUAR "E" Type roadster, 1963.** In metallic regal red. A choice from two others, 1961 and 1962 cars.

£795 **MERCEDES 190SL, 1961 Series.** R.H.D., in blue.

£695 **LOTUS Elite S/E, 1962.** In silver grey.

£655 **M.G.-B, 1964.** In Iris blue, w/w., o/d., radio; another same specification, in green.

£635 **TRIUMPH TR4 coupé, 1964.** In white, one owner.

£575 **FORD Cortina GT, 1965.** One owner.

£575 **DAIMLER SP250, automatic, 1962.** In Mountain blue.

£575 **SUNBEAM Alpine Mk. IV, 1964.** In black.

£545 **TRIUMPH TR4, 1963.** In red.

£545 **LOTUS VII, 1966.** A choice from two low-mileage cars.

£545 **TRIUMPH TR4 coupé, 1962.** In powder blue.

£495 **M.G. Midget, 1965.** In black, w/w.

£445 **AUSTIN Mini-Cooper, 1965.** In green.

£435 **TRIUMPH Spitfire, 1963.** In red, many extras.

£425 **PEERLESS GT, 1961.** In red.

£385 **TRIUMPH Vitesse convertible, 1962.** In white.

£385 **TORNADO Talisman GT, 1962.** In dark blue.

£355 **M.G.-A roadster, 1960.** Also a choice from four other M.G.-As.

£345 **MORGAN** two-seater in maroon. A real collector's car.

£335 **M.G. Midget, 1962.** In mid-blue.

£315 **AUSTIN HEALEY Sprite Mk. II, 1961.** In yellow.

£295 **AUSTIN HEALEY Sprite Mk. I.** In cherry, with recent rebuilt engine. A choice from two others in blue and green.

£295 **RENAULT Floride fixed-head coupé, 1960.** In Bahama gold.

£515 **SUNBEAM ALPINE Mk. 3, 1963.** White extras include overdrive, etc.

£225 **M.G. TF, 1954.** In maroon, needs tidying.

£185 **M.G. TC,** in red; all bills available.

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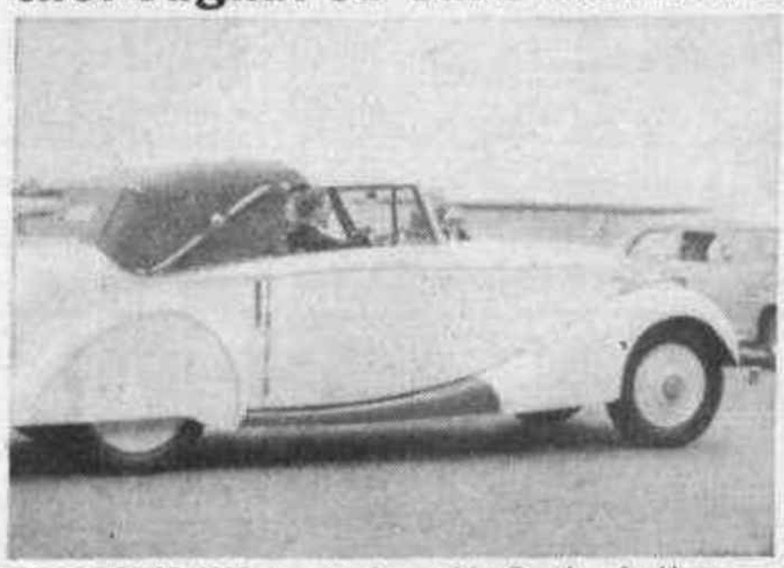
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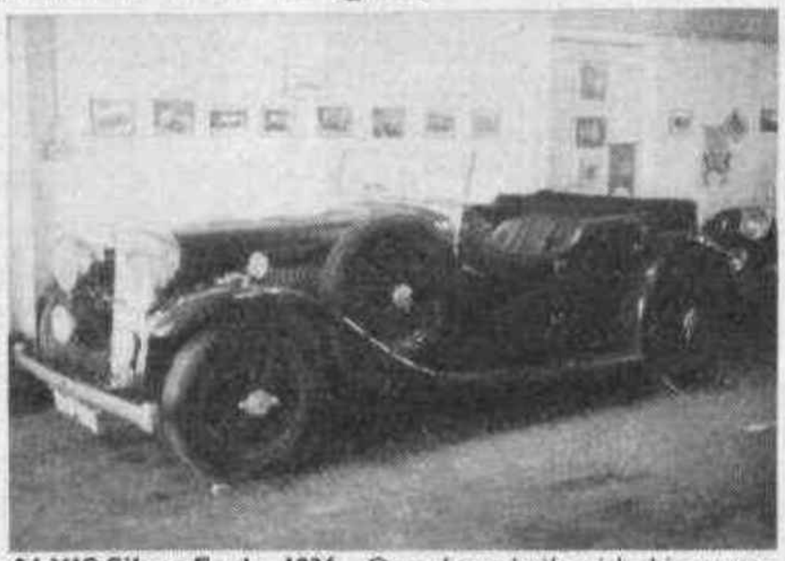
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ALVIS Silver Eagle, 1936. One of two built with this attractive open 4-seater sports coachwork, by Cross & Ellis. Just re-upholstered in leather, fitted new hood, side-curtains, tonneau, carpets, etc.; all parts rechromed, etc.

I am also restoring a 1936 Alvis Speed 25 and a **1932 Alvis Speed 20,** both with open 4-seater coachwork.

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FOR SALE—continued

1932 RILEY Monaco, smart 2-str in good running order. Offers. 01-467 6256. (5307

CITROEN 2CV 1960, rhd, 24,000 from new, body excell for type. Tel: Sheffield 36 1072. (5308

SAAB 96 April 1966, low mileage, radio, good cond. £525. Lawrence, Manchester Collyhurst 3900 day, Didsbury 7666 evening. (5309

DAIMLER SP250, beautiful example, ivory, 130mph, 1960. £370 ono. Terms. Tel: Chesterfield 2627. (5310

RILEY IMMACULATE 1939 touring saloon, sunroof, Sprite engine. New car forces gift price £75. Farrell, 138 Ansdell Rd, Blackpool. (5312

1958 **PORSCHE** 356A Super, white, Mich X, fog, spot, recl seats etc. £495 ono. Tagg, 89 Forest Rd, Paddock Wood, Kent. Tel: Hadlow 500. (5314

1960 XK150 dhc 3.4 litre, lavender grey, o/drive, radio, htr, 5 new chrome w/wheels, 5 new Pirelli Cinturatos, hood, mech and body excell. £475. Apply Lucas, 24 Pemberton Rd, E Molesey, Surrey. (5315

BENTLEY 1934 3½ Thrupp & Maberly sports saloon, black with brown hide, very good cond. £300 ono. Tel: Birmingham CEN 690., evenings Solihull 3379. (5316

SWALLOW DORETTI, rare model, light blue, TR2 engine needs some attention, bodywork fair, reliable runner in regular use. £160 ono. I. Lee, Willowdene, Hall Lane, West Winch, Norfolk. (5317

1957 **JAGUAR** 2.4, o/drive, good cond, recond engine 18 months old, new clutch, 4 new tyres. Offers. Box 2801. (5318

PEUGEOT 403, first regd 1960, in very nice cond. Offers. Box 2802. (5319

ROLLS-ROYCE 20/25 sports saloon 1933, showroom cond throughout, complete mech o/haul recently completed; mascot, tools; an orig car in excell order. £750. Box 2799. (5320

M.G. TD2 1953, black, fawn trimming, excell cond, many extras. £275. MOU 1136. (5321

1929 **AUSTIN** 16/6 tourer, handbook, tools complete, all orig, good running order, used daily, in family since new. £325 ono. Blackford, Gavea, Little Baddow, Essex. Tel: Danbury 2163. (5322

TR3 1957, 3A specifications, disc brakes, 3A front, high port engine, o/drive 2, 3, 4, tonneau, htr, inertia reel s/belts, adj s/column, rear seat, elec s/washers etc; re-carpeted, resprayed red/black interior. £245 ono. Gerrards Cross 82481. (5323

GINETTA G11 1800 GT, Oct 1966, 12,000m, works serviced, Sebring white, w/wheels, Restall seats, oil cooler, belts; comfortable, fast 2-str, plenty of luggage space; photos on request. Cost £1,150, £925 ono. David Shone, 48 Manor House Gdns, Crouch House Rd, Edenbridge, Kent. Edenbridge 2580. (5324

CONTINENTAL BENTLEY 1955 R-type, elegant lightweight 2-door d/head coachwork by Park Ward, D-series engine, manual gearbox, complete service history; just re-trimmed in suede green hide, black carpet, fully lined hood, recellulosed metallic moss green, superb veneer, chrome, tyres; identical styling to S1. £1,895. P/exch interesting vehicle considered. Mike Berry, 92 Ashfield St, London E1. 01-790 3102, HIL 7242 evenings. (5325

A.C. BUCKLAND tourer 1953, record engine, clutch, brakes, respray chrome etc, 10,000m. £145. Taylor, 1 Brett Manor, Brett Rd, London E8. Amhurst 4031. (5326

3.8 **JAGUAR** Mkll automatic, Aug '61, too hairy for small wife to drive. £465 or exch Mini Cooper S. Write Curnow, Clouds Hill Cottage, Barrows Rd, Cheddar, Somerset. Tel: evenings Cheddar 496. (5327

FOR SALE—continued

M.G. TC 1949, BRG, 16in rears, 2 brand new tyres, Brooklands wheel, high comp head, 1½in SUs, new hood, excell tonneau, good battery, recent MoT, MG Regn No; this is an outstanding example of the last real car MG produced and is the object of much admiration at MGCC meetings. Therefore not cheap, £250 ono. Tel: Harrogate 69190 evenings. (5328

CONNOISSEUR'S DREAM. 1962 DB4, black pearl, tan upholstery, Vantage engine, o/drive, Selectaride, electric windows, chrome wheels, Motorola radio; this magnificent very low mileage Aston is considered to be the finest in the country, truly concours cond inside and out; it isn't merely above average, it is the best. £1,545. Byfleet 45595. (5329

ROLLS-ROYCE 20/25 landaulette, good mech, fair bodywork. £265. 1926 James Young saloon, fine orig order. £485. West Monkton 454, Somerset. (5330

TWO ALVIS Silver Eagles, 1934, one minus engine, other minus body. Offers for pair, will not separate. Details from Harper, 34 Montpelier St, Brighton. Cars are in Yorkshire. (5331

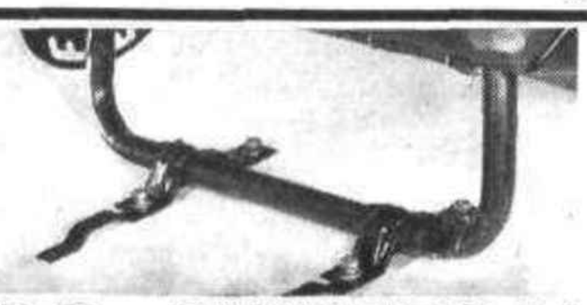
ACECA RUDDSPEED, engine o/hauled 8,000, crank, bearings, rebored, fan, radio, htr, washers, belts, spots. £330. Exch considered. W. Bell, 125 Mason Lathe Rd, Sheffield 5. (5332

1934 **MORRIS** 10/6 saloon, fair cond, taxed, MoT. £60 ono. Fareham 5848. (5333

ALFA-ROMEO 1600 Spider 1964, red with black trim, radio, htr, Kenlowe fan, tonneau cover, spotlamp. £625 or nearest. Tel: Jarrow 898572 after 6.30pm. (5334

BUICK, WELL preserved 30.6hp 1935, one owner. What offers? Tel: Tunbridge Wells 29595. (5335

1966 **VITESSE** 6SAH cam, head, manifold; finished in cactus with black flash. £570 cash, HP arranged. Will accept 62/63 Mini in p/exch. Tel: Stroud 2231 8am to 6pm, write: Clarke, Fort View, Selsley, Stroud, Glos. (5336



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At last—complete driving comfort! Seat adjuster brackets for all models of Anglia and Cortina (excl. Mk. II) range, incl. Lotus. Simply fitted, no drilling or screwing, uses existing mounting points. Extra leg room, rakes the seat back, yet keeps the full range of adjustment.

12s. 6d. per pair plus 1/- p. and p., ready to fit.

GROUP TWO ENGINEERING

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No callers please. Mail order only. State model.

FOR SALE—continued

M.G. TD 1953, BRG, mech excell, body, interior good. Travelling abroad so £250. T. Winlow, 2 The Causeway, Great Baddow, Chelmsford, Essex. Tel: Chelmsford 71537. (5337

DAIMLERS. TWO Barker bodied 2/3-str d/h coupés. One black/cream 2½ litre, bottom end suspect. One navy 3½ litre, sound. Not concours but both very sound and great potential. £100 and £175 ono. Tel: 021 SOL 6283 (5338

PORSCHE CABRIOLET 1964 regn, red with black h/top, black leather upholstery, reclining seats, r/h drive, 40,000 miles, Blaupunkt radio, hood, spot lights, taxed, etc, ex-cell order throughout, bargain. £750 ono. A. Green, Trenant, Redlynch, nr Salisbury. Tel: Downton 354 (5340

LANCIA FLAVIA Vignale h/top convertible 1964, r/h drive, Lancia dark blue, 22,000m, cond as new, reclining seats,, radio, taxed, etc, bargain. £1,200 ono. A. Green, Trenant, Redlynch, nr Salisbury. Tel: Downton 354 (5341

MINI-OGLE 999cc, fitted 1966, most attractive GT body, Ferrari red. Sell £440 or exch Turner, Sprite or interesting vehicle. N. Hall, Shenton Hall, Nuneaton. Tel: Stoke Golding 253 (5342

SUPERCHARGED RILEY 1½ RME 1954, preselector, 4.62 axle, manual clutch, gearbox available, bodywork excell, no rust, numerous extras. This unique vehicle must be sold at £225 ono. Butterworth, 304 Alexandra Park Rd, London N22. Tel: 01-888 1906. (5343

M.G. TC, exceptional cond, resprayed white, new crank, battery and tyres, MoT, £145. Tel: Droxford (Hants) 423 weekends. (5344

JAGUAR 3½ 1948, black SS type saloon, good mech and bodily cond, MoT Dec '67, taxed and insured. £100. Hill, Brookwood 3054. (5345

1928 **FABRIC** body Austin 7, beautiful cond, engine needs some attention. Offers around £300. Box 2805. (5346

HOTCHKISS SPORTS 1934, good mech cond, Cricklewood body requires respray. £100. Also XK120 sports, £30. Horley (Surrey) 3348. (5347

FERRARI 250GT lightweight Scaglietti Berlinetta, one of the few short chassis models in the country. First regd 1962. Le Mans car 1961; excell cond both mech and bodily, Ferrari red, black upholstery, l/h drive, low mile-age, very fast. £1,500. Large quantity of spares available. Darby, Ackleton 217. (5348

AUSTIN 12/4 saloon 1927, £350 ono. Many others. Tisbury 386 or Bath 21096. (5349

ALFA ROMEO Giulia Sprint GT, 1965 series, first regd Oct 1964, one owner, 20,000m, cost £1,795 plus standard Radford conversion £350, navy blue with coachbuilder's fine line, s/belts; reason for sale new Mercedes. £1,150. Tel: Blidworth (Notts) 2518 any evening. (5350

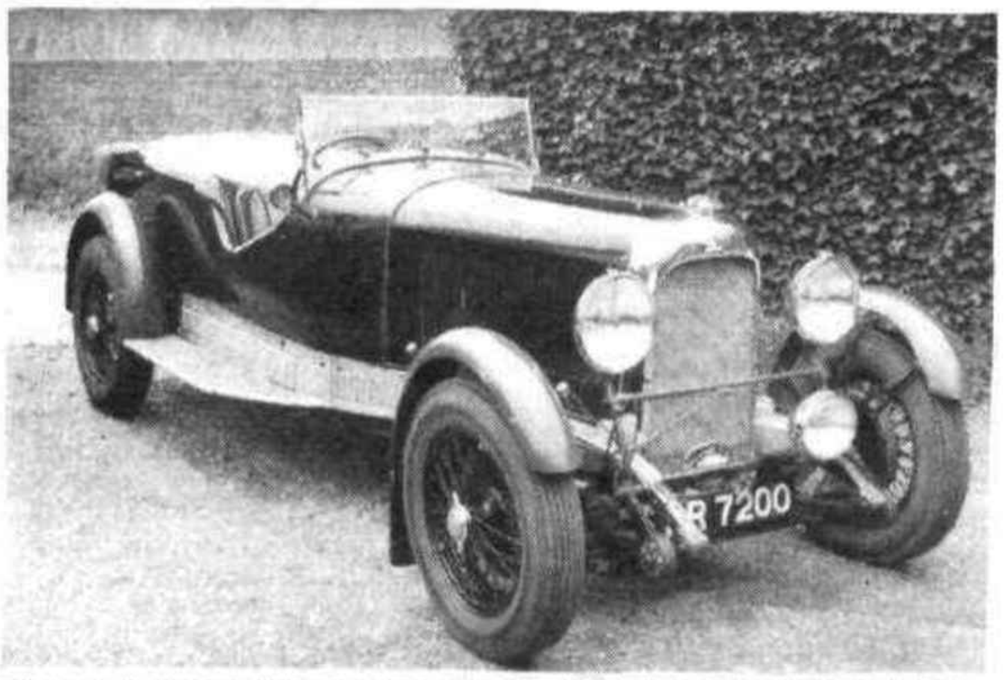
SUPER SUPER Mini 1966, cream with pale blue roof, immac cond, 9,500m; this engine is so smooth and lively it does not have to be improved; extras include Microcel reclining seats, SPQR gear change, SPQR door switch panel, Interior Silent Travel, u/seal, radio, fog and spot IQ lamps, Dowty fan. £470 including Road Fund licence to March 1968. Dr Marshall, 14 South Lynn Dr, East-bourne, Sussex. Tel: 765. (5351

BENTLEY 3½ litre Rippon sports saloon, recent respray, good example of a rare specimen. Tel: Cardiff 756307 evenings. (5352

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1930 LAGONDA 3-litre 4-seater tourer. Finished in black with red wings Full weather equipment and overall tonneau. A very well-maintained example of this rare model in excellent condition throughout. **£695**

1939 ALVIS 12/70 drop-head coupé. Cream with red interior and new red vynide hood. Very sound and reasonably priced ar **£125.**

1928 MORRIS Cowley 2-seater with dickey. Three owners only. Dark blue and black. Exceptional.

1911 RENAULT Type AX 7-h.p. 2-seater with dickey. Two owners from new and full history. Just repainted and in superb condition. **£1,500.**

1932 RILEY 9 Gamecock 2-seater. Very sound little car with entirely original bodywork. Recent complete engine overhaul. **£175.**

1928 SUNBEAM 20 saloon. Two owners from new. Low mileage. Black and maroon. **£425.**

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1951 ALLARD K.2 2-seater sports. Mercury V8 engine just reconditioned in our workshops. Outstanding original order. **£265.**

1964 AUSTIN HEALEY Sprite Mk. III. One very careful owner, B.R.G. wire wheels etc., spare unused, 21,000 miles, immaculate. **£450.**

1952 LAGONDA 2.6-litre drop-head coupé. New exhaust system, new tyres. Engine recently checked by Works and found to be excellent. **£165.**

1965 SUNBEAM Alpine Mk. IV. One lady owner. Low mileage. Many extras. Available shortly.

1964 TRIUMPH Spitfire 4. B.R.G. with black interior. Hard and soft-top radio and many other extras. Low mileage and unmarked. **£465.**

SPARES AVAILABLE :—Aston Martin 2.6-litre engine complete. M.G PA-type engine, complete. NO CORRESPONDENCE, CALLERS ONLY.

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JAGUARS

1965 (Nov.) 4.2 'E' drophead coupé, silver grey with red int., chrome wires; 12,000 miles, 1 o'nr **£1,445**

1965 4.2 'E' f.h.c., radio, heated rear window, Cinturatos; 1 owner, 22,000 miles **£1,195**

1961 Series XK150 'S' 3.8 f.h.c., o/d. and w/w., Powr-Lok; 2 owners, 31,000 miles. Mint ... **£695**

1960 3.4 XK150 d.h.c., o/d. and w/w., metallic green. Immaculate **£615**

1959 3.4 XK150 'S' f.h.c., o/d. and w/w., Powr-Lok, B.R.G.; 2 owners, 32,000. Outstanding ... **£645**

Superb 1959 Series XK150 drophead, 19,000 miles, in *concours* condition **£865**

1954 XK120, recent overhaul, retrimmed; wire wheels **£265**

1955 XK140 f.h.c. in grey, 55,000 miles; wires and radio **£295**

1956 XK140 d.h.c. in B.R.G., w/w. and radio; 56,000 miles. Really beautiful **£365**

1962 Mk. 10 in white with red interior; 14,000 miles; electric windows. Mint **£595**

1966 Lotus-Cortina, radio and Cinturatos ... **£765**

1966 Lotus Super '7', 12,000 miles; 1500 eng. **£595**

1965 (late) Lotus Super '7', 7,000 miles; 1500 engine **£535**

1964 Alfa Sprint GT, 1 owner; blue; Cinturatos; 21,000 miles **£995**

1962 TR4, powder blue, Cinturatos, tonneau, spots, wood wheel, belts, mirrors, etc. **£435**

1966 TR4A, overdrive and wires, *treble horns*, wood wheel, Cinturatos; 1 owner, 11,000 miles ... **£895**

1964 Volvo P.1800 'S', Webasto roof, overdrive and radio; white **£1,045**

1963 Volvo P.1800, o/drive; red; Cinturatos. Outstanding car **£875**

1962 Fiat 1500 'S', OSCA MASERATI engine. Removable hard-top; 2 owners; radio; 37,000 miles. New engine 17,000 miles ago ... **£445**

1965 Mini-Cooper, Cinturatos. Completely as new **£445**

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ASTON MARTIN DB4 Convertible, 1963. (Similar to above.) Magnificent specimen, dark blue/blue interior, expensive detachable hard-top, overdrive, chrome wire wheels, radio, superb **£1,695**

LOTUS Elan S/E, 1966. Unmarked B.R.G./black interior, centre-lock wheels, Radiomobile, c.r. gearbox, servo brakes, 115 b.h.p. engine, leather s/wheel, Inertia reel belts, SP 41 tyres, low mileage **£1,045**

LOTUS Cortina, 1964 (November). Unmarked Lotus colours, Motorola radio, belts, racing mirrors, excellent Cinturato tyres, outstanding **£595**

LOTUS Elite S/E, 1962. Striking in attractive silver grey, ZF gearbox, Cinturato tyres, wonderful performance **£595**

LOTUS Super 7, 1963. Polished aluminium primrose cowl and wings, "Autoway" tyres, excellent hood/weather equipment, 1,500 c.c. engine, new radio, low mileage **£425**

JAGUAR 'E'-type f.h.c., 1963. Immaculate opalescent grey/red interior, radio, belts, Dunlop RS5 tyres, genuine moderate mileage, a specimen **£995**

JAGUAR XK150 f.h.c., 1959. Distinctive pearl grey/red interior, overdrive, wire wheels, mirrors, twin spots, chrome rack, RS5 tyres, one owner, confirmed moderate mileage, specimen **£595**

M.G.-B roadster, 1964. Unmarked red/black interior, overdrive, wire wheels, visors, belts, Cinturato tyres, late garage proprietor, specimen **£645**

M.G.-B roadster, 1965. Virtually as new in Iris blue, matching interior, useful extras, sound tyres, and excellent weather equipment, extremely well maintained and must be one of the nicest **£695**

M.G.-A 1600 roadster, 1961. Unblemished dove grey, excellent hood/weather equipment, mirrors, first-class Avon Turbospeed tyres, quite exceptional **£375**

M.G.-A 1500 f.h.c., 1958. Spotless red, contrasting interior, racing mirror, three spotlights, excellent Goodyear G8 tyres, must be seen **£325**

M.G. Midget, 1963. Striking unmarked red, attractive hard-top, wire wheels, Michelin X tyres, spotlight, racing mirrors, specimen **£395**

AUSTIN HEALEY 3000 Mk. III Convertible, 1965. As new, in B.R.G./black interior, wire wheels, excellent hood/Cinturato tyres, low mileage and mint... ... ... **£745**

Also 1964, 1963, and 1961 models from **£425**

AUSTIN HEALEY 3000, 1960, 2/4 seater. Superb ice blue, overdrive, wire wheels, excellent weather equipment and tyres, wonderful performance **£395**

AUSTIN HEALEY Sprite Mk. II, 1963 (June). Superb blue/blue interior, hard-top, dark blue hood, wing mirror, excellent Michelin tyres, small mileage and only two owners **£395**

BOND Equipe, 1963. Attractive red/black interior, 'Restall' seats, Redex instruments, Leston wood-rim s/wheel, belts, spots, mirrors, excellent Cinturato tyres/wheel trims, vivid performance **£425**

M.G. TC, 1949 (November). Mint and quite original, unmarked black/tan interior, new hood, tonneau, air horns, twin spots, excellent Dunlop tyres, genuine recorded moderate mileage, *concours* condition... ... ... **£325**

M.G. TF, 1954 (June). Very genuine and original car, red/red interior, excellent tan hood, fitted 1,500 c.c. engine, excellent Michelin X tyres all round, rare opportunity **£365**



BRISTOL 406 saloon, 1960. Quite original in opalescent unmarked grey, full luxury equipment, useful extras, first class tyres, beautifully maintained specimen **£795**

TRIUMPH Spitfire Mk. II, 1965. Superb red/black interior, overdrive, radio, reversing light, excellent hood, racing mirror, spots, tonneau, maplight, Cinturato tyres, as new **£545**

TRIUMPH TR3A roadster, 1962. Attractive blue, overdrive, wire wheels, excellent tyres all round, one owner from new, outstanding **£445**

Also 1961 model at **£425**

TRIUMPH TR4A roadster, 1965 (July). Exceptional in signal red/black interior, overdrive, wire wheels, racing mirrors, belts, new hood, tonneau, excellent G8 tyres, one owner specimen **£795**

Also 1964 TR4s from **£665**

TVR Grantura Mk. III, 1964. Immaculate red/black interior, wire wheels, M.G.-A engine, wood-rim s/wheel, chrome rack. Roadspeed tyres one owner from new, mint **£495**

MORGAN 4, 1965 4-seater. Superb dark blue/black interior, excellent hood and SP41 tyres, belts, heater, rare sought-after specimen **£695**

Also 1964 model at **£465**

Part Exchanges Any car, van, motorcycle, 3-wheeler, etc. taken in, HP accounts settled. **HP** Very attractive terms offered for all cars. **Insurance** No problem to us. Free **Delivery** to any part of UK. **Expenses** Customers fares refunded. **Guarantee** Three months' written guarantee on all cars.

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FOR SALE—continued

T.V.R. IIA 1962, 1,622cc, htr, washers, discs, Konis, exceptional cond in blue. Brian Bourne, 67 Colebrook Rd, Shirley, Solihull, Warks. Tel: SHIrley 5300. (5530

1935 AUSTIN 7 2 plus 2-str tourer, good cond. £55. 1 Wirral View, Mold Rd, Connah's Quay, Flintshire, CQ 2910. (5531

M.G. VA 1939, wonderfully looked after for its 52,000m, MoT, taxed. Thomas, Winniards, St Margaret's Rd, Hereford. Tel: 5105. (5532

M.G. TD. XPAG, exceptional cond throughout, l/rack, many extras. £240. Loughton 5173 (Essex). (5533

M.G. TC 1947, BRG, engine completely o/hauled, 4 new tyres, excell appearance, many extras. £165. Cassley, 40 Greystone Lane, Dalton-in-Furness, Lancashire. (5534

RILEY SPRITE 1936, chassis, engine, gearbox, axles, 5 wheels, radiators. Offers. Silman, Anchorage, Burford Rd, Minster Lovell, Oxford. (5535

BEAUTY AND the Beast. Former Oct '63 M.G. Midget, Xs all round, htr, lam w/s, tonneau, radio if reqd, latter going abroad leaving broken heart unless new owner found at £395. N. C. Wuton, 30 Godwin Rd, Hove 4, Sussex. (5536

M.G. A 1600 MkII, Nov '61, w/wheels, Cinturatos, Radiomobile, htr, belts, l/grid, tonneau, spots, w/washers, immac bodily and mech. £430 ovno. 165 Nether Priors, Basildon, Essex. Vange 2699 evenings. (5537

AERO MORGAN bonnet and radiator, good cond. Offers. Also in June part restored 1925 Grand Prix Morgan, ohv/wc Anzani plus ohv/ac Anzani plus bags spares. Fisher, 30 Kent Gdns, Ealing W13. 01-997 0016. (5588

1952 AUSTIN Atlantic f/h coupé in superb orig cond, one owner, 49,000m from new, must be seen to be appreciated, still good for 100mph; colour smoky blue with black top and grey real leather trim, usual extras, wind down rear window, htr, spot light, w/m, s/w, new MoT, battery and brakes. Price £145. C. Holmes, 11 Little Park Mansions, Titchfield Lane, Wickham, Hants. Tel: Wickham 2030. (5589

A.C. 1927 4-cyl 2-str with dickey in extremely good cond, recently reupholstered and repainted wings, polished aluminium body. £350. King, Honeycroft, Mid-Lavant, Chichester, Sx. Tel: CHI 7585. (5590

1927 DAIMLER limousine in quite outstanding and orig order, excell performance with comfort. £300. King, Honeycroft, Mid-Lavant, Chichester, Sx. Tel: CHI 7585. (5591

PORSCHE 356A, ruby red, black hide interior, Blaupunkt radio, super performance. £525 ono. Tel: Nottingham 51974 before 6pm. (5592

MORGAN PLUS 4, Sept 1965, modified head, exhaust, twin Webers, electric fan, oil cooler, htr and washer; beautiful specimen. Offers around £725. Tel: Sheffield 362107. (5593

AUSTIN-HEALEY 100/4 1956, exceptionally good cond throughout, dark red, all extras. Offers around £200. Broderick, 42 Hastings Ave, Durham. (5594

JAGUAR E-TYPE 1962 fhc, excell cond, gunmetal grey, chrome wheels, Motorola radio, new RS5s, racing mirrors. £730. Bristol 45882. (5595

100/4, 100/M, two complete cars breaking, all parts. Sae lists. 14 Ouse Rd, Bedford. Tel: 61538. (5596

TR3A 1960, immac white, h/top, s/top, tonneau, discs, htr, XNs/Cinturatos, luggage rack, woodrim wheel. £295. Kent, Church Lane, Little Staughton, Bedford. Tel: 67466 ext 339 daytime. (5597

JAGUAR MK.IX, first regd Oct '59, '60 series (confirmed by Jaguar factory), immac example of this plutocrat's runabout. £325. All offers and exch considered. 45 Larkspur Way, West Ewell, Surrey. 01-397 6123. (5598

MERCEDES 190SL sports roadster, s/top, h/top, tonneau, Motorola radio, orig regd Oct '59, chassis no suggests '60 model; this exotic piece of bird-baiting equipment can be obtained by parting with approximately 795 sticky pound notes! All offers and exch considered. 45 Larkspur Way, West Ewell, Surrey. 01-397 6123. (5599

A.C. 1937 f/h coupé, sliding roof, reupholstered 4-str, fold flat passenger seat; fitted twin tone horns, double dipping Marchal headlamps, htr, recent £130 engine o/haul; view London or Newport Pagnall. £160 ono. Bruggen, 42a Elsworthy Rd, London NW3. 01-722 8495. (5600

M.G. A 1600 fhc, red, all extras, low mileage, regn no WOU1. £350. Weybridge 46080. (5601

COMPANY CAR forces turnover of old leaf. 1949 Lea Francis Westland coupé, 1,767cc engine, good and sound cond throughout, used regularly, well maintained and cared for. Offers. Box 2825. (5602

ROLLS-ROYCE WRAITH limousine 1938, in excell order; MoT test by the makers, 4 new tyres (not remoulds) and inners, excell spare; carb, hydraulic jacking system, petrol gauge and wiring, clock, regulator, starter and wiper motor o/hauled; distributor column rebuilt; headlamps dip to modern requirements; silencer partly rebuilt; rehosed throughout; handbook, mascot, many tools. £480. Please write to 110 Derwent Ave, East Barnet, Hertfordshire. (5603

JAGUAR XK150 FHC 1959, BRG/tan trim, new C type engine, clutch, starter, dynamo etc; o/drive, w/wheels, new tyres, modified suspension, Lucas sealed beam headlights, many more "fringe benefits". For full details and price Tel: Holmes Chapel 3294. (5604

LANCHESTER 18HP saloon 1932, excell order, all orig, 3 owners from new; photos on request and details. £300. Harrison, 48 Albion Rd, Handsworth, Birmingham 21. (5605

M.G. ZA Dec 1955, 2 owners, genuine 61,000. Hood, 13 Crossflat Cres, Paisley. (5606

ALLARD 91P saloon 1951, well shod, body perfect cond, used daily. Best offer secures. 30 Windsor Rd, Carlton-in-Lindrick, Notts. (5607

1947 M.G. TC, sound reliable car in excell cond, recent complete engine o/haul by MG specialist, new clutch fitted, car completely rewired, new hood and s/screens, 2 new tyres. View Hurstpierpoint, Sussex. £175. E. D. Young, SLOane 9945 office hours. (5608

M.G. TC. £130 ono. Recent engine o/haul, radio, spotlight etc. Apply D. Tansley, 21 Deanshanger Rd, Wicken, Wolverton, Bucks. (5609

1948 A.C. 2 litre saloon, MoT, excell engine, tyres, smart. £90 ono. Parsons, Copthorne 2876. (5610

3.8 JAGUAR, May, 1963, 38,000m, Sherwood green, usual extras, reclining seats, belts, immac throughout. 595 gns. Exch considered (London). 01-440 1133. (5611

SINGER CHAMOIS, factory conversion to 998cc rally specification Easter 1966, rally seat covers, servo, quartz fog, spot, reversing lamps, s/belts, leather rim steering wheel, sun roof, full instrumentation, u/sealed, serviced by Rootes, taxed, guaranteed to please any connoisseur. £600. D. J. Brown, 12 Wellsford Ave, Solihull, Warwickshire. Tel: SHEldon 4853 evenings and Saturdays only. (5612

DAIMLER CONSORT 1951, one driver to 1967, mechanic maintained, 65,200m, radio, twin spots, reversing light, MoT, excell. £85 or exch sports car, cash either way. 124 Stopes Rd, Little Lever, Bolton, Lancs. (5613

BENTLEY DROP-HEAD, MX203, 1940, last car of MX series, very good mech order, htr, radio, new Everflex hood. £400. Wickham, Coleshill, Wilts. Highworth 476. (5614

FOR SALE—continued

TURNER CLIMAX 1220, 24,000 from new. £375 or exch Daimler SP250, Porsche. 175 Queens Rd, Birmingham 26. (5615

M.G. PA 1934, occasional 4, excell restored cond, new hood, recond engine, enthusiasts only, tested. £175 ono. Shurdington 266 (Gloucestershire). (5616

SUNBEAM ALPINE 1960, superb cond, h/s tops, tonneau, radio, o/drive, w/wheels, Xs, resprayed moonstone, red interior. £350 ono. Shurdington 266 (Gloucestershire). (5617

T.V.R. IIA 1962, mint cond with all extras; new one coming. HP possible. Offers C. R. Freeman, MON 4040 day, Windsor 61070 evenings. (5618

M.G. 1934 NA Magnette, requires new hood, otherwise completely recond rewired etc. Best offer. Box 2827. (5618A

1934 ALVIS Speed 20 Lancefield sports saloon, ideal for restoration. Offers. 1949 Alvis TA14 saloon, excell cond. £60 ono. 47 Pembroke Ave, Luton, Beds. (5619

1964 ANGLIA de luxe, grey, twin SUs, 4 branch manifold, servo, 4½Js, new Cints, hardened rear suspension, tramp bars, tow bar, s/belts, twin spots, rev counter, dials etc. £340 ono. Exch Mk2 Sprite, Mk1 Midget approx same value. Dixon, 122 Tamworth Rd, Sutton Coldfield, Warks. SUT 6241. (5620

ROCHDALE OLYMPIC, MG A 1622 engine, resprayed BRG, every conceivable extra; without a doubt this must be the best of its kind on the road, a real head turner; first to see will buy. £435 ono. ENT 3572 after 6pm. (5621

RAILTON SALOON 1939, regn no FLO688; bodywork immac, good tyres, new w/screen, htr, exhaust system etc, MoT, taxed, Aug 1967. £95 ono. J/T Robinson G. F., Canb Rect, RAF Watton, Norfolk. (5622

BRISTOL 401, recent b/ends, s/ends, mains, new tyres, battery. £125 ono. 15 Southsea Ave, Leigh-on-Sea, Essex. (5623

RILEY 1½ litre 1950, BRG, u/sealed, recent engine o/haul, good tyres and battery, reliable and in good cond throughout, MoT April '68, taxed until Sept. £95 ono. A. J. Sharp, 102 Barrows Lane, Yardley, Birmingham 26. (5624

1949 TRIUMPH roadster 2000, immac throughout. £95. Tel: Stoke Goldington (Bucks) 233. (5625

M.G. PA 1934, good body, recent new hood, s/screens, MoT, one big-end gone but drivable; spare axles, wheels. £120 ono. Blidworth 2606 (Notts). (5626

1952 LANCIA Aurelia GT 2 litre, black. £245. Excell example of this exciting car After 6pm any evening. 121 London Rd, Peterborough. (5627

ALVIS TA14 saloon 1948, good cond all round, well shod, u/sealed, taxed, tested for year, metallic green; dismantled car for spares. £85. Tel: Sleaford (Lincs) 823. (5628

M.G. TD MkII 1953, good cond, engine and box recond. £250. Also XK150 fixed head 1958, exceptional cond. £375. Marsh, 4 Henrietta Villas, Bath. Tel: 64771. (5629

BENTLEY 1934 3½ sports saloon, BRG, good orig cond, one owner 7 years, good home essential. Offers invited, trial run by arrangement. Pacey, New Milton, Hants 1380. (5630

OUTSTANDING BENTLEY big bore, R type chassis, small boot 1952 velvet green saloon; full complement of tools and extras including radio and sunroof, virtually only 2 drivers; genuine 92,500m, recent o/haul at Hythe Rd. Offered in mint cond with 12 months MoT and licence, full history. £600. Seen London. Box 2826. (5631

RILEY 9 1931 open 2-str, good cond, ideal VSCC events. £200 ono. Minter, Bradfield, Leafy Grove, Keston, Kent. Farnborough 52924 evenings. (5632

TR3A 1960, red, h/s tops, tonneau, w/wheels, o/drive, htr, r/seat, new carpets, brakes, immac. £350. Wood, 19 Underhill Rd, Cleadon, nr Sunderland, Co Durham. Boldon 7470. (5633

M.G. A 1961, genuinely immac, 42,000, any inspection, will travel, must sell. 107 Clumber Dr, Radcliffe, Nottingham. (5634

READY FOR the summer? So is my 1964 Ferrari red TR4, countless extras include h/s tops. £625 ono. Richard Blair, Portsmouth 21425. (5635

SAE1 1953 Zodiac, good for age. £75 or would separate Tel: Garland, Whitchurch, Bristol 3146. (5636

TR2 1957, reground crank, new clutch, Xs and distributor, some rust but sound. £140. Fryer, 14 Henson Ave, Canvey Island. (5637

HEALEY SILVERSTONE, excell body and mech. £300. 9 Silverdale, Stanford-le-Hope, Essex. (5638

1929 MORRIS Cowley saloon, vgc throughout, very orig, used daily. £175 or p/exch any unusual pre-1934 vehicle. 16 Mavis Ave, Leicester. (5639

"DEJECTED", STREATHAM, reluctantly offers 1961 Daimler SP250, 2 owners, always garaged, B specification, servo brakes, no oil between changes, QI spotlamps, hood needs attention; wonderful car. £450 ono. Risdon, STR 6824 evenings after May 7th. (5640

TRIUMPH VITESSE 1965, Wedgwood blue/black, s/belts, immac cond throughout. Contact Mr Baird, Didcot (Berks) 3491 office hours. (5641

WORDS CANNOT describe my fabulous black 1959 2.2 TR3A, o/drive, Xs, h/top. £335 ono. Commander, 8 St Andrew's Rd, Coventry 73679. (5642

PORSCHE 356A 1957 fhc, mech and bodily superb, maintaining orig performance figures; excell car for both long and short distance motoring, complete with many extras. £425. Sladen, 01-235 5262. (5643

XK140 SUPER sports roadster in very nice order, recent o/haul; extras include o/drive, htr, radio, h/top. £195. Further interesting details on request. Esher 63855. Also "Autocars" 1961-67. (5644

XK150 SE '59, excell throughout, mech perfect. £295 or exch A40, Anglia. Fullerton, 20 Endlesham Rd, Balham, London SW12. (5645

MARRIAGE FORCES sale of my excell Mkl Sprite, July 1960, Speedwell stage II conversion, 100 plus, Ashley bonnet, good Xs, twin spots, many extras. £250. Leaning, 28a Crescent Rd, N8. 340 5635. (5646

BENTLEY 3½ attractive all aluminium sunroof sports saloon, good order throughout, taxed, MoT. £250. 13 Cosby Rd, Countesthorpe, Leicestershire. (5647

1964 COOPER S, excell cond, extras, £420 ono. Tel: Clacton 22892 after 6pm. (5648

1965 AUSTIN Cooper 998cc, white/black, Microcell recline seats with head rest, Motor Tune dash with rev counter etc, Benellte grille with fog/spot lights, s/belts, Xs, wheel spacers, race mirrors, lamp guards, arm rests, sound proofed, u/sealed, 105mph plus, guaranteed not raced or rallied. Cost £800 new. £500. A. Garner, 8 Willoughby Rd, Stamford (Tel 3860), Lincs. (5649

ASTON MARTIN DB3/C 1959, immac, o/drive, radio, tonneau, dark blue. £650 ono. Tel: Sawbridgeworth 2158. (5650

1936 HILLMAN Hawk, excell cond, beautiful upholstery, chrome, paint all orig; a really fine machine, has everything except machine-gun racks; tax, MoT. Offers or w.h.y. to Box 2830. (5651

M.G. TA, MGCC member, excell example, completely rebuilt and now used daily Warner, Shorne 2808, Gravesend, Kent. (5652

1938 ROVER 20 sportsman's saloon, excell cond throughout, sunshine roof, handbook, tools; photo on request. £120. Miller. Tel: PUTney 9573. (5653

FOR SALE—continued

TR3 1957, excell, w/wheels, Xs, htr; radio, resprayed BRG. £225. LAB 4694. (5654

A90 ATLANTIC, black, beige hide, 39,000m genuine, appearance as new, garage maintained, 2 owners, full history, 3.6 axle, workshop manual. £130. Chesifield 2733, OCA 779 2733. (5655

1953 RILEY RME, 2 previous owners, full history, exceptional cond, extras, recent engine o/haul. £225. Tel Cricklade (Wilts) 399 (5656

FORD CORSAIR 1964, stage III, SP41s on Lotus 5½Js, Konis, Speedwell tach etc; brisk and handles well, good cond. £500. Blackburn 53330 evenings. (5657

BENTLEY R-TYPE 1953, one owner with full history, recond engine recently fitted, and brakes completely overhauled; black cellulose with fawn hide interior; radio; a very exceptional carriage for the reasonable sum of £550. Private sale. Tel: 01-348 4208 for further details and appointment to view. (5658

COOPER RACING car, 1960 Formula 1 chassis with completely rebuilt (by famous racing organisation) 3 litre Corvette engine with Isky cam and followers, downdraught Webers, Cooper gearbox; successfully used for sprints and hillclimbs; only offered due to change of plans. £525. Tel: 01-348 4208 evenings. (5659

M.G. A twin cam fhc 1959, excell cond bodily and mech, Cints, s/belts. £335. Tel: Berk 3833 after 7pm or w/e. (5660

BENTLEY 1939 MX series o/drive 4¼ litre saloon, unusual 4-door pillarless sports saloon by Vanden Plas; grey with maroon leather, excell cond throughout; good home wanted. £500. Will haggle with enthusiast. Box 2829. (5661

JENSEN 5.7 541R, o/drive, radio, htr, recond engine. £295 ono. HOW 1516 (5662

BRISTOL 400 1948, rare, orig, carefully maintained sports saloon, new kings, battery, radiator, tyres, 24mpg, taxed, tested. £175. All spares available. London. Box 2828. (5663

1650 TURNER 1963, built Alexanders, steel crank, rods, 2 Webers, discs, w/wheels, Konis, fully instrumented, hood, tonneau, h/top, clean. Value £400. Offers/exch. 8 Edmunds Tower, Harlow. (5664

BENTLEY R-TYPE steel saloon 1955 ZY series, automatic, black over silver grey, burgundy interior, one owner and 67,000 since new; rechromed, repainted, complete mech o/haul includes engine, brakes, servo, exhaust, steering, shockers; whole car virtually perfect. £995 or offer. Box 2832. (5665

M.G. A 1600 1960 white roadster, radio, htr, w/w, luggage grid, Cints, in very good shape. £350 ono. Watson, Mill Lane Farm, Wombourne (2346) Staffs (5666

MORGAN. INCREASING family forces sale of wife's 1962 Plus 4, 2-str, dhc, BRG; really excell cond, extras. £440. Tunbridge Wells 21828. (5667

SUNBEAM ALPINE 1961, immac, Wedgwood, h/s tops, radio, tonneau discs, chrome rack. £385. Tel: Brighton 504751. (5668

LANCIA FLAMINIA GT, Touring Milan body, lhd, radio, QI lights, works maintained; distinctive, fast, reliable carriage. £650. Slough 22459 home, WAXlow 6611 business. (5669

AUSTIN COOPER S 1,071cc 1964, 36,000m, new G800s, clean, well maintained model in white with black lid; not raced; recent top and gearbox o/hauls; a few extras; available end of May. Offers around £370. Box 2831. (5670

1924 ROLLS-ROYCE Silver Ghost chassis (originally tourer), low rake column, twin spares, 33x5 wheels, 4 wheel brakes. Tempting offers required. Manchester Didsbury 2050. (5671

AUSTIN HEALEY 100/6 1957, o/drive, radio, slight damage, 100mph in derestricted country. £180. 13 Widford Grove, Chelmsford. (5672

1964 MODEL Rapier series 4, o/drive, radio and all standard extras; showroom cond, mech perfect. £475 or exch SP250 or similar. Dewhurst, Venlaw, Wyatts Rd, Chorleywood. Tel: Chorleywood 2073. (5673

HERALD CONVERTIBLE 1200, 1961, Alexander modified, over £75 extras; white, new tyres, excell cond. £275. Tel: Borough Green (Kent) 2559. (5674

JAGUAR MK.V 3½ litre, sound, well shod, used daily, photo available. Sensible offers, exch considered. 13 Victoria Gdns, Horsforth 2830. (5675

XK120 JAGUAR roadster 1955, very smart, excell mech, MoT April 1968. £140. 38 St Carantoc Way, Crantock, Newquay, Cornwall. (5676

ALVIS TC21 3 litre, Oct 1954, s/roof, many extras, almost new Michelin X, Grey Lady mods. £150. Write 61 Sandway Rd, Wrexham, or Tel: 4210. (5677

TALBOT 4 seat tourer, 3 litre, 1934; pointed tail, new radiator and weather equipment, BRG and black, outstanding cond. £475. 284 Dyke Rd, Brighton. Tel: 53073. (5678

M.G. TC, obviously one of the best examples; complete body and engine rebuild, chrome etc excell, 2 new wheels, tonneau and hood, not run in. Immediate sale required. £190. Tel: Bexhill 421 evenings. (5679

TURNER 1962, taxed, w/w, discs, h/s tops; seen London or S Wales. £270. Box 2033. (5680

LOTUS 7, 100E, flared wings, dipping sealed beams, hood, s/screens, good Pirellis, MoT April '68. £230 ono. Huddersfield. Box 2834. (5681

AUSTIN-HEALEY 3000 1960 occasional 4, Ruddspeed engine or normal engine if required. £295. Austin-Healey 3000 being dismantled, all spares available. Also many 100/4 spares. W. H. Ryan, 29 Melbourne St, Derby. Tel: Derby 47858. (5682

HERALD CONVERTIBLE July 1963; low mileage, full instrument panel with rev counter, Cint tyres, wood wheel, excell cond. £375. RME Riley Nov 1954, new roof, tyres, good cond. £175. 66 Salford Rd, Streatham Hill, SW2. (5683

M.G. TF 1500 July 1955; fastidious owner spent much time and money last summer over complete restoration of chassis, engine and coachwork, and confidently offers specimen example in BRG at £435 to finance purchase of twin-cam coupé in similar cond. Nicholls, 88 Wordsworth Ave, Penarth, Glam. (5684

FRAZER-NASH TARGA Florio, Bristol BS1A Mk3 engine, cr gearbox, excellent car, including many spares. £600. Forbes, 5 Rectory Close, Merrow, Guildford, Surrey. (5685

TRIUMPH TR3 1957, o/drive, Cinturatos, tonneau, s/belts, luggage grid, stainless steel exhaust, extra lights; in well above average cond throughout. £190. POPesgrove 2864. (5686

MERCEDES 190 de luxe saloon, 1959, rhd, excell cond, must sell. Bargain £295. Solihull Warwickshire 3245 evenings. (5687

BRISTOL 400, engine o/hauled 1965, spare engine, new battery and kingpin assemblies. £100. Tel: 9-5 Popkin, 01-580 9161. (5688

SPRITE DE luxe 1,100cc 1963, low mileage, outstanding orig cond, many extras. £385 ono. Maidenhead 28352. (5689

RARE FIBREGLASS Ford 10 special 1960, tubular chassis, hot head, twin SU 4 branch manifold, racing oil pump, hood, tonneau, fog spot, twin reversing, hand spot, electric fan, rev counter, oil pressure, oil and water temp, vacuum gauges. £150 ono. Siddell, Bristol 664053. (5692

FOR SALE—continued

1275S MINI-COOPER 1965, not many in circulation, particularly in this cond; fastidiously maintained at company expense but used with care; white with black roof. WEM 9776 office hours, COL 1226 after 8pm. (5690

LOTUS ELITE 1962, one loving owner sadly parting (family growing); beautifully smart BRG, red upholstery, gently driven 28,000m, no competitions, meticulously maintained; orig tyres, 2 good, suggest 4 new. Offers over £600. M. P. Seth-Smith, Triangle, Wildhern, Andover. Tel: Hatherden 245. (5691

M.G. TF 1250, Gold Seal engine, beautiful cond, spots, htr, luggage rack, Xs. £340. Randall, 146 Old Church Rd, Clevedon, Somerset. Tel: Clevedon 3476 evenings. (5693

M.G. MIDGET, red, absolutely superb cond, bodywork and interior as new, one owner, meticulously and regularly maintained, ideal car for anyone who wants a truly immac car; 5 good Pirellis, over £100 spent on extras. £495. Tel: Fulmer (Bucks) 220. (5694

1964 JULY Morris 1100 with full Downton Motorway conversion, 21,500m, power brakes, 5 new Cinturatos, rev counter, woodrim wheel, latest Cooper S box, Silent Travel and u/seal, yet incredibly used family transport only; open any inspection. £465 or exch interesting convertible saloon. Tel: Southampton 21621. Mr Mascall. (5695

CORTINA GT 1965 4 door, white/black interior, u/seal, Ford compt, dural s/guard and aux fuel tank; Cibie QI 22 heads, fog and spot; 105E flywheel, Superspeed diaphragm clutch, Maserati horns, Helphos, Butler, Halda, towbar, reversing lights, 5½Js-175s on back, all new SP41s, 2 spare wheels. £579. Woodford, Essex. 01-504 3379. (5696

ASTON MARTIN DB5 in beautiful cond in every way. £2,250. Tel: Market Harborough 2946 or 2974. See also advertisement under Jensen CV8 as one must be sold. (5697

JENSEN CV8, Borneo green, 1963, with MkII modifications magnificent cond. £1,295. Tel: Market Harborough 2946 or 2974. (5698

140 MPH 1956 Jaguar XK140, o/drive, d/h coupé, taxed, MoT, nice car. £200 ono. Mr Fletcher, 45 Lynton Dr, Hillside, Southport, Lancs. Tel: 68958. (5699

1952 M.G. TD, recond series II engine, cherry respray, new hood, screens, tonneau, chrome; clutch and brakes relined, 4 good tyres, 2 spots, air horns; impeccable looks and performance. Offers over £300 only. Wilson, Top Flat, 29 Earl St, Stafford. (5700

DAIMLER DB18 sports, 2 owners, genuine 70,000, aluminium body in concours cond, servo, new tyres, battery, taxed '68. £100 ono. 14 Manston Dr, Cheadle Hulme, Cheshire. HUL 2938. (5701

1964 E-TYPE f/h coupé, golden sand, 20,000m, chrome wheels, radio, immac. £1,000. Box 2841. (5702

1926 AUSTIN 7 tourer, in good cond throughout. £290 ono. Box 2835. (5703

LANCIA FLAVIA 1963 4 door saloon, 1,500cc fwd, duplex servo discs, Konis, metallic blue, perfect cond, motoring with a capital M; insurance/spares OK. £650 ono. Will consider p/exch for vintage, PVT or modern. Ashton, Stockport 5166 office hours. (5704

ALVIS TA14 d/head coupé in immac cond, resprayed etc. Details, photo and price on request. R. Jeanes, Perrymill Farm, Nether Stowey, Bridgwater, Somerset. (5705

RARE RILEY 1929 metal-bodied 9hp tourer, 1962 concours winner and carefully maintained since. £350. Rogers, 26 Chinley Close, Sale, Cheshire. PYRamid 4127. (5706

M.G. TF 1250, stripped off the chassis and completely restored, now as brand new; many spares. £500. SOLihull 0222. (5707

TR4 1963, blue, h/s tops, o/drive, low mileage, taxed Aug, £490, bargain. P/exch Mini considered. Assistance insurance finance if required. 16 Hadzor Rd, Birmingham 32. CEN 7316, BEA 3961. (5708

TR3 1957, mortgage finally forces sale; s/belts, o/drive, servo discs, h/s tops, fibreglass seats. £245 or exch Mini. Cranleigh (Surrey) 186. (5709

1938 AUSTIN 12, 35,000m, genuine, new tyres, batteries, otherwise as supplied new; 2 owners, unique showroom cond. £130. Curtis, 5 East Close, Beverley, Hull 882770. (5710

1938 APRILIA, vgc, recond 1500 engine, late wheels. 81 Hanging Hill Lane, Hutton, Essex. Brentwood 247. (5711

BRISTOL 400, beautiful but ailing car; present owner unable to persevere with cylinder head repairs owing to new role of DIY houseowner. Patient enthusiast could obtain bargain at about £80. Drivable and potentially very good. Worth seeing, all offers considered. Barnes, 2 Elms Ave, Littleover, Derby. (5712

WITTE ENGINE, single cylinder, automatic inlet valve, about 603cc, running order. Offers. Kent. Box 2838. (5713

TR4, SURREY model, 1962, excell cond, h/s tops, radio, htr, Cinturatos, woodrim wheel; urgent sale. £510. St Johns Wood. PRI 4056. (5714

HILLMAN IMP 1965 X tyres, spots, s/belts, emigration forces sale. £395, will haggle. Spicer, Goulds Farm, Donhead St Andrew, Shaftesbury, Dorset. Donhead 351. (5715

ALFA ROMEO 1964, 2600 sprint fastback coupé, lhd, one owner, excell cond, 40,000m. £1,450 ono. Box 2836. (5716

KD4444 REGISTRATION No. Offers to Box 2837. (5717

SUNBEAM ALPINE 1963 series 3, gold convertible, w/wheels, radio, twin Marchal fogs, twin Lucas spots, racing mirrors plus Rootes extras. £485. HP available. Kreuchen, 33 Lancaster Close, Lee-on-Solent, Hants. (5718

1963 SUNBEAM Alpine series 3, pale blue/black interior, o/drive, w/wheels, Cinturatos, radio, reversing lights, s/belts, anti-thief switch, luggage rack; extremely comfortable and utterly reliable sports car. £495. Cobham (Surrey) 3977. (5719

SUNBEAM MK.III, o/drive, sunroof, radio, etc, excell cond; one owner since 1955. Details Box 2840. (5720

328 B.M.W., possible team car. Can be viewed at Tony Mitchell, Faringdon 2185. (5721

JAGUAR MK.IX 1960, automatic transmission, power brakes and steering, 33,000m, outstanding cond other than slight damage after argument with chain link fence. £125. KIN 7550 (Birmingham). (5722

A.C. 2-LITRE saloon 1951, used daily. £50 to good home. Meopham (Kent) 3450. (5723

M.G. B 1964, many extras; o/drive, tonneau, belts etc. £595. Kingswinford (Staffs) 2745. (5724

FRAZER-NASH MILLE Miglia (circa 1952); a delightful combination of tractable road car and a competitive sports car, rebuilt entirely 12 months ago and meticulously maintained since then. 115bhp Bristol ENS unit and 14cwt in road trim make it most competitive in Griffiths formula events; available at the end of April. Dan White, 19 Huntly Dr, Glenrothes, Fife, Scotland. (5725

SAAB 96 1966 model, 3 carb, 4 speed gearbox, white, low mileage, immac cond. £565 ono. Tel: 061-STE 6007 evenings/weekends. (5726

INVESTMENT FOR the enthusiast. 1935/6 d/head 3½ litre Bentley by Park Ward, body restored and further work on hood and interior would make this a £1,000 car; house move necessitates disposal urgently; seen Eastbourne. Price £395 ono. Tel: 0323/26644 (weekend's best). (5727

MORGAN 4/4 1963, first class cond throughout, new 1500 Ford engine hardly run in, 5 new SP41s, w/wheels etc, very well looked after. £455. Watlington (Oxon) 340 evenings. (5729

FOR SALE—continued

PORSCHE 1600 Super fhc 1957 ('63 regn), maroon, Reutter seats, new clutch, brakes, king pins; Cinturatos, twin spots, s/belts. Reasonably priced for quick sale, £395. Consider small saloon p/exch. Can be seen after 8th May. Partington, 25 Holland Rd, Marlow. (5728

TR4A 1966, red, black h/top, Surrey top, w/wheels, radio, 12,000m, immac; company car forces sale. £875 ono. Skyways, Balmoral Gdns, Whitley Bay. W/Bay 27837 nights, North Shields 73919 day. (5730

MUST SELL my 1938 Morgan 4/4 this month; new s/screens, tyres, battery, immac cond. Will accept £130 or any reasonable offer. Genuine enquiries only please. Tel: Brigg 3187. (5731

AUSTIN 12/4 saloon, 1928/29, not immac but partly restored, sound and MoT with spare chassis, engine, gearbox etc. Offers or consider exch vintage Austin 7. Seen Central Scotland. Box 2839. (5732

CLEMENT TALBOT (circa 1906), complete 2-cyl engine and radiator only. Offers or p/exch vintage car. Clark, Smithy Croft, Auchterhouse, Dundee. (5733

PRISTINE 120, midnight blue, chrome w/wheels, retrimmed in red and black, bucket seats, competition engine rebuilt short time ago; performance plus looks. £315. Wateriooville 51692, Hants. (5813

REGISTRATION NUMBER AHC21 for sale, attached to d/h Tickford Super Snipe. Also 1933 Rover Meteor 16hp, approx 80,000m, in regular use up to Jan 1963. What offers? Box 2863. (5814

M.G. A 1961 fhc, red with black interior, MG B 5-bearing engine, c/r gears, MG B clutch 6,000m only, servo assisted disc brakes, modified suspension; adjustable shock absorbers, anti-roll bar, oil cooler, s/belts, push-button Motorola coupled automatic electrical aerial, Goodyear G800s little wear, oil temperature, ammeter, anti-theft devices; all bills available; mech A1; unrallied, unraced; rustless, beautiful cond; truly sound, safe and fast road car. £500, no offers. Inspection. Tel: CIT 0521 or AMB 5475. (5815

INVICTA BLACK Prince foursome d/h coupé, black, beige hood and trim, 27,360m only, one owner since 1952; torque converter drive, i/s all wheels, dual ignition, 3 carbs, motorised jacks, radio, htr etc; the magnificent motor car, which cost nearly £4,000, is believed to be the only one of its type in existence; it is in superb cond. Enquiries to S. C. Johnson, 61 Lancaster Mews, W2. PAD 5948. (5816

LOTUS CORTINA, April 1966, standard colours, fitted s/belts, 11,000m, owner posted overseas. £800 ono. Flg Off R. I. Thompson, Offcers' Mess, RAF Odiham, Basingstoke, Hants. (5817

M.G. PA 1935, show cond; engine, body rebuilt; resprayed, wired, chromed; new screen and aero screens. Offers over £150. 11 Beaufort Rd, London W5. PER 3187. (5818

ALVIS 1930 TK12/60, beetleback, sound, 5 good tyres. £250 ono. 93 West End Lane, Pinner. 01-866 3030. (5819

LANCIA 1937 Aprilia, immac, approx 5,000m since engine rebuild, many spares. £185 ono. Evenings after May 15th, 01-866 3030. (5820

COOPER S 1966 July regd, engine standard, special dash, Rallye 111 seat, radio, red/black, 1,300, never raced or rallied (genuine), owner going overseas (that's true as well). Tel: OBU4 2414 evenings. Bury St Edmunds. £575 ono. (5821

1962 M.G. A 1600 MkII, new hood, 4 new SP41s, many extras; stork forces sale. £430. Waldringfield (Suffolk) 269. (5822

1951 A.C. saloon, top end completely recond by AC, Aug 1966; also new dynamo, starter, carbs, distributor, cutout, pistons, wet liners within last 5,000m; one big end gone; bodywork needs attention. Offers. M. Beal, 112 Ashgrove Rd, Goodmayes, Ilford, Essex. 01-599 1593. (5823

SPRITE MK.I June 1961, MkIII engine, gearbox, 1¼in SUs, fibreglass bonnet, G800s; beautiful, fast, reliable example in excell cond; getting married, £285. 01-455 2653. (5824

LANCHESTER 10HP Barker saloon, body immac cond, rare collector's piece, 9,000m since new, must be seen. £300. KEN 6528 after 8pm. (5825

BENTLEY 1947 MkVI, James Young, mech excell, modified gearbox, engine o/hauled last year. Offers. 4 Pear Tree Rd, Ashford, Mx. 55604. (5826

MORGAN PLUS 4 Supersports marque racing car; every conceivable modification, Lawrence engine, Cobra wheels, Webers, alloy body, new racing tyres etc; car completely rebuilt and resprayed this winter; superb road/race car. £510 or consider exch, cash either way. Elmbridge 9565 evenings. (5827

WHITE SPITFIRE 1963, showroom cond, u/sealed, white and black hoods, good SP3s, seat covers. £395. 16 Langdale Rd, Bramhall, Cheshire. 061 BRA 6287. (5828

RILEY ROADSTER 1949 2½ litre, mech excell, bodywork average, hood, s/screens good; taxed, MoT. Offers over £200. Tel: Brenchley (Kent) 2073 evenings. (5829

HEALEY 3000 MkII 1961 2-str, o/drive, wires, tonneau, Xs, engine rebuilt, body immac blue, taxed, MoT, very fast. £395. Wanted, immac 100/4. T. Hutchings, 28 Beaconsfield Rd, Clifton, Bristol 8. Tel: 36497. (5830

1964 VOLVO 1225, radio, s/belts, htr, moderate mileage, usual sound vehicle; owner going abroad. £675 ono. Humpherson, 4 Queens Parade, Cheltenham, Glos. (5831

LOTUS ELAN June 1966, BRG, mint cond; extras include h/s tops, tonneau, knock-on wheels, b/alarm; genuine 5,000 careful miles. £1,075. Would consider exch MG B, GT. Hadlow (Kent) 225 evenings. (5832

ROVER 12 convertible 1947, new battery, tyres, hood and brake linings; resprayed ivory; very good cond. £160 ono. Tel: East Grinstead 22719. (5833

1935 AUSTIN 20 York 6-cyl hearse, immac, even clock works; eligible HCVC. £50. Moody, 37 West Rd, Bourne, Lincs 2641. (5834

ACECA BRISTOL, red aluminium coachwork, black leather, Motorola radio, new pistons, shells, Barwell gasflowed head, oil cooler, ifrs; good cond throughout. £310 ono. Tully, Oxford 41434 (view Southampton). (5835

TR3A 1959, BRG, wires, htr, rear seat, tonneau, body/mech excell; renewed clutch, gearbox, carbs, crankshaft, bearings. £325. HP available. Keepers Cottage, Long Green, Little Barrow, nr Chester. Mickle Trafford 446 after 6.30pm. (5836

1927 MORRIS Oxford 14hp tourer, partially rebuilt, reasonable offers considered. 65 Penn Lea Rd, Bath. (5837

SUNBEAM-TALBOT 1957, 2-tone green, o/drive, 2 owners, excell mech cond; new exhaust system, speedo, brakes; 4 good tyres. £145. Ellis, 7 Marybridge Close, Totton, Hants. (5838

SAAB 96 1965, extremely good cond, 16,000m. Company car plus immediate house purchase force sale at ridiculous price of £420, will even haggle at this price! Jones, LAN 9991 day; 47 Rusper Court, Clapham Rd, SW9. (5839

JAGUAR XK140 fhc 1956 special equipment model, orig gunmetal grey, red interior, positively no rust, w/wheels, Cinturatos, full C-type engine, c/r box, radio, spotlights, fog lights; specimen car, concours cond. Bargain, £295. Exch considered. Northwood (NL) 25685. (5840

WHITE SPITFIRE 1963, one careful owner, perfect; Xs, extras, no snags. £350 or exch Ace or TD. Tel: 01 SWI 6508. (5841

FOR SALE—continued

BENTLEY 1950 full flow, engine and brakes completely rebuilt, resprayed black/silver top, exceptional order. £320. Rolls-Royce 1937 Hooper sports saloon; Regn No BRR3, fitted 3.4 BMC diesel, very good and 40mpg, spare chassis (towable) with recond rebored engine available. £350 the lot. Daimler 1951 Barker special, engine o/hauled, new battery, good; needs hood. £50. Mitchell, Kirtlebridge 312, Dumfries. (5306/5311/5313

1960 FACEL Vega Excellence 4-door pillarless saloon, push button automatic, electric windows and aerial, good order throughout. £600 ono or exch interesting vehicle. Tel: Southend 545425 or write Advertiser, 53 Eastbury Ave, Rochford, Essex. (5234

AUSTIN HEALEY 3000 MkIII, Nov 1964, 25,000m, BRG, black interior (leather), o/drive, w/wheels, Radiomobile, htr, licensed Oct, superb cond throughout. £715 ono. Exch considered. M. B. Tredgett, 146 Northampton Rd, Broughton, Kettering, Northants. Tel: Broughton 383. (5225

LOTUS ELAN 1966 convertible, red, spotless cond, 12,000m, fitted s/belts. 1965. Seen Glasgow area. Tel: Helensburgh 3028. (5226

WANTED

VINTAGE SUNBEAM tourer wanted, 3 litre sports or straight 8 preferred, but all replies answered. No dealers or silly prices please. Dowd, 2 Fawley Ave, Hyde, Cheshire. (5251

WANTED. SOFT top to fit 1966 Sunbeam Alpine. Scotney, 101 West St, Boston. (5252

E-TYPE F.H.C. 1963-64 required, must be immac, small mileage. Cash. Lloyd, 10 Springfield Ave, Hillcrest, Whitehaven, Cumberland. Tel: 2276. (5253

3-LITRE BENTLEY engine complete or dismantled and front axle assembly; complete wrecked vehicle considered if price reasonable. Pre-1914 motor cycle in running or restorable cond. Giles, 37 Borkwood Way, Orpington, Kent. (5254

ROLLS-ROYCE REQUIRED, one requiring slight attention would suit, any age considered. Box 2794. (5255

ROLLS-ROYCE PHANTOM III engine and spares required. What have you? Box 2795. (5256

CHROMED WIRE wheels Jaguar 3.4. Tel: 01-599 3660. (5257

DODGE HEMI or similar blown engine for hot rod. Price and particulars to Box 2793. (5258

WANTED, JAGUAR XK150S fhc, must be immac throughout. Cash. Leeds 681801. (5259

A.C. GREYHOUND. Details to Flying Officer G. White, Officers' Mess, RAF Swanton-Morley, Dereham, Norfolk. (5260

1962/63 OLDSMOBILE F85 Jetfire. Top price paid for model in any cond, will inspect in any part of UK. Full details including date of regn to Box 2796. (5261

FOR TVR/M.G. A. 4 Alfin brake drums, cross flow alloy cylinder head, pair 40DCOE Webers and inlet manifold, electric cooling fan, full flow exhaust manifold. Davies, 3 Wergs Rd, Tettenhall, Wolverhampton. (5262

LOTUS 7 s/screens, tonneau cover, h/top, steering wheel and headlamps. Clifford, 3 Way Cottage, Sandy Lane, Guildford. (5263

ECONOMICAL SPORTS car required early June, Southern England, any make but excell cond. Approx £500 available. Box 2797. (5264

CRASHED LOTUS 7 or Super 7. Full details and photo if possible, to Roger Langford, Trewirgie Rd, Redruth, Cornwall. Tel: RED 5113. (5265

LEA-FRANCIS FRONT nearside wing wanted for 1952 14hp saloon with faired-in headlight. Cowan, 11 Rostwold Way, Norwich, Norfolk. (5266

WANTED FOR TR4 coupé, h/top panel, rear seat, service manual. Laburnum Cottage, Stoke Rd, Blisworth, Northants, 321. (5267

GENUINE PRIVATE buyer has £280 available for good cond popular make 1,000/1,300cc coupé or sports car. No dealers or gimmicks please. Ralph, 25a Eaton Rise, Ealing, London W5. (5268

REGISTRATION NUMBER IW with low or interesting number. Write stating price to Ian Wilson, 28 Scioncroft Ave, Ruthergien, Glasgow. (5269

ROLLS LIMOUSINE. Up to £250 for a good all round example, any model considered. Yorkshire. Box 2792. (5270

MORGAN 4/4 series V '63/'64. Pay up to £400 in cash. Tel: Radlett 5004. (5271

ASTON MARTIN 1959 DB MkIII saloon wanted. State cond etc. Box 2791. (5272

WANTED, UNUSED gearbox gearwheels and c/w pinion for MG P-type. 37 Marble Hill Close, Twickenham, Middx. (5273

WANTED. ASTON Martin Le Mans or MkII saloon; Lagonda Rapide; Lester MG 6-cyl 1933/34; Invicta 4½ litre Speed model. Cond immaterial. Reply: 44 Pyllis St, Rochdale, Lancs. (5274

WANTED, SWALLOW Doretti spares. Sherwin, 12 Harcourt Ave, Wallington, Surrey. WAL 2861. (5275

WANTED. FIVE 13in alloy wheels. Whittaker, 247 Rochdale Rd, Shaw, Oldham. Shaw 7557. (5276

WANTED. REGISTRATION No 5M or SMC, single or interesting No. Mills, 8 Church Rd, North Ferriby, Yorkshire. (5277

ROLLS-ROYCE WANTED, must be in good order. Exch 1950 Facel Vega Excellence in good cond. Tel: Southend 545425, or write Advertiser, 53 Eastbury Ave, Rochford, Essex. (5278

HARD TOP for Austin Healey 3000 MkIII required. Will collect. Badger, Chilson Farm, Charlbury, Oxfordshire. Tel: Chadlington 463. (5279

HALDA SPEEDPILOT wanted, good cond, sensible price. Fullest possible details to Box 2790. (5280

REGISTRATION MARK M, AM, AHM, with low or interesting No. car considered. SPE 3794 or HAM 0739. (5281

DB OR DBB or BD with low or interesting No. Full details. Box 2789. (5282

LOTUS VII, crashed but restorable, anything considered. 27 Chatsworth Rd, Eccles, Lancs. Tel: Eccles 3622. (5283

H.R.G. OR Aston Martin 1½ litre MkII, SC (pre-war cars), restored or restorable. Box 2788. (5284

WANTED CHEAP TR2/3. Must have low mileage or recond engine/gearbox and sound body. Please write: P. Jordan, Kebroyde, St Georges Dr, Deganwy, Caernarvonshire. (5285

WANTED. ISOTTA-FRASCHINI 45hp 1927-34, preferably short chassis fitted Italian coachwork. Good price paid UK resident. Box 2798. (5286

M.G. TF, TD, any cond, for rebuilding. Cooke, Abbey Lawn Hotel, Torquay. (5287

GOOD PRICE paid for crashed but repairable '60-'67 E-type, MG B, Healey 3000, anything with plus power considered. P. Hurlock, The Villa, Stonham Aspal, Stowmarket, Suffolk. (5441

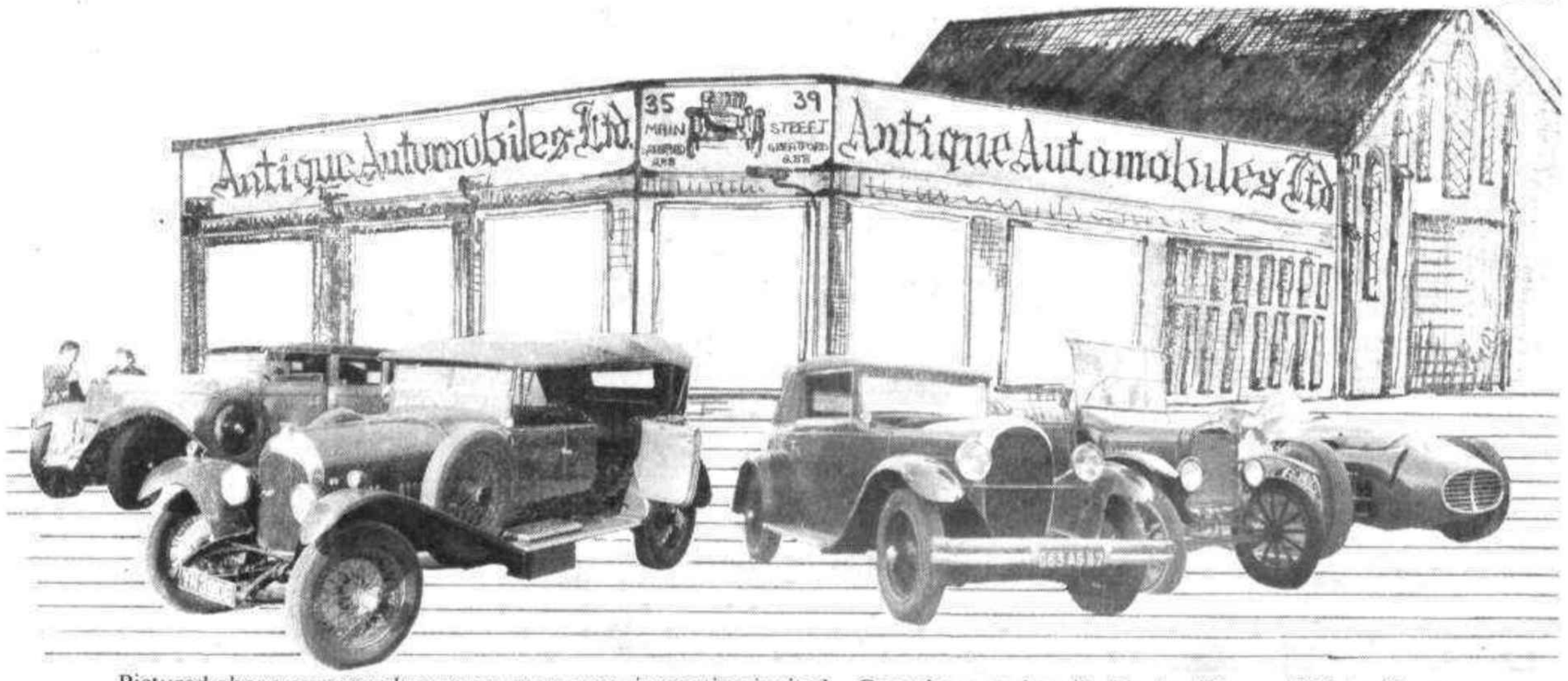
HEALEY ABBOTT coupé wanted, excell cond essential. Full details, chassis no, price. Box 2852. (5734

WANTED FOR Rolls-Royce 20hp, orig handbook, headlamps, tools, dashboard, tyres. 31 Nelson Ave, Portchester, Hants. (5736

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Greatford 288



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In a market where rates for comparable risks vary so considerably, motorists should definitely seek specialist professional advice to ensure that they are neither paying too much nor insured with a doubtful company.

For immediate quotations, or reviews of existing policies — free and without obligation — write or 'phone: **Circle Insurance Agencies Ltd.** (a subsidiary of Fresson, Ferguson-Davie and Company Ltd.) at 168 Sloane Street, London, S.W.1. (**Tel. BELgravia 7825 or 4450.**) Please give brief details listed below.

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Age ..... Address .....

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Car Make & Model ..... Year .....

Cover: COMP./T.P.F. & T./T.P. Garage: Yes/No. Driving experience ..... yrs.

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GIVE YOUR CAR THE MAG WHEEL LOOK AT A FRACTION OF THE COST!

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See our sports cars in a row; turn the key and they probably go. MG-B roadster, 1965, Iris blue with dark blue leather, fitted with overdrive, safety belts etc., one owner 2,000 miles away, £700. Triumph Spitfire, 1963, white, red trim, Michelin 'X', £395. Lotus Elan S2 convertible, 1966, white with black interior, close-ratio gearbox, 3.55 diff., push-button radio, knock-on wheels, power brakes, one owner, £1,025. Austin Healey Sprite Mk III, 1965, BRG, black trim, radio, £475. NSU Sport Prinz, 1965, red, one owner, SP3s, £445. Jaguar E-Type FHC, 1964, fullest details will be confided to serious applicants. Triumph Spitfire Mk II, 1965 April, white with black trim, £490. Not to be confused with Triumph Spitfire Mk II, 1965 August, white with black trim, £495. Triumph TR4 hard-top, 1962 June, conifer green, radio, £465. TR4A hard-top, Aug. 1965, white, red trim, overdrive, wire wheels, wood-rim, SP3s, one North Country owner, £795. Picture shows a



Lenham GT conversion on an 1100 Sprite at £425 but we can also convert your car or supply the kit which costs £35 or £42 according to type. You can get fibre-glass bonnets from us too, write in for leaflets. MG Midget, 1963, red, door locks and Speedwell handles, G800 radials, belts, tonneau cover and a rather clapped-out radio, one owner, £385. 1964 Mini, maroon, one owner, 15,000, £270. Triumph TR3A, 1960, white with blue trim, overdrive, wire wheels, £335. MG Midget, 1965, signal red, radio, one lady owner, 10,000 miles, £500. Sunbeam Harrington Le Mans



2+2 Coupe Series II 1600, 1962, sickening green with black interior, overdrive, wire wheels, Cinturatos, Series V all-synchro gears, oil cooler, very fully equipped, £485. Austin Healey Sprite, 1965, Riviera blue with matching trim and duck-egg hood, one exceedingly conscientious owner, £465. MG-B, 1963, black with red leather, wire wheels, Cinturatos, oil cooler, radio, belts, Firmaride shock absorbers, £500. Austin Healey 100-4 BNI, 1955, red with black flanks, red leather



trim, hard- and soft-tops, 2 prs. sidescreens, overdrive, wire wheels, £220. Austin Healey Sprite, 1963, 1098 motor, discs, nice new set Avon radials as used on the Britten Vauxhall, £375. Triumph TR4A roadster, 1966, conifer green, black trim, overdrive, wire wheels, SP3s, radio, £890. Triumph Spitfire Mk II, 1966, signal red with steel hard-top in the same colour, soft-top, £595. Triumph TR3A, 1958, BRG with black trim, overdrive, Cinturatos, hard-top, £300. Old MG-A, cheap. Another 18 or 20 cars will be in by May 1st, but of course some of the cars mentioned above will already have been sold (that doesn't sound quite right; should I have said will have already been sold, or have been sold already ??). All sports cars over £250 have this extremely generous parts and labour guarantee (we supply the parts and you supply the labour). Can you do HP with 3rd party insurance, or tax-saving HP, or AA loan plan. Thorough pre-sales

borg cross-ply, Dunlop SP41 and Goodyear G800 radial ply RQs, brand-new, insignificant imperfections, about 40%. Picture shows Little John on his way back from Fort Dunlop. Tyre en-



quiries will be answered more readily if you dial Barnet 1146. You also ought to ring up first if you want to come and see a particular type of car, as of course some of our cars are at Bayswater and others are at Arkley. Generally speaking I keep a full range at Arkley but due to space problems we have only about eight cars in Moscow Road, all 1965/66 models. Five of these are in the showroom and a further few are stashed away just round the corner so please don't go away until you have Enquired Within. Here is a



picture of our home-prepared privately-entered yellow racing 1,143cc MG Midget, which weekly does battle against the might of the Southend Racing Partnership and other works teams. *Lenham GT bodywork of course.* Holds lap records at Brands Hatch, Silverstone, Oulton Park, Mallory Park, Lydden and Snetterton. Oliver Ball and I are currently building another Midget to Appendix J Group VI but for club use as well, and we will have to sell SS1800 I suppose, after converting it to comply with 1968 Marque regulations. SS1800 will be on display at Moscow Road from May 1st to May 15th. One further point I wanted to mention is that we have this rather large 1938 Buick 8-seater limousine which is really in very good trim except that something not very nice seems to have happened in connection with the obtaining of the gears (there were only three of them to start with). No offer, reasonable or otherwise, is likely to be refused. Open to 7pm, closed Sundays and Whit Monday. Porsche 912 wanted. Please call in and see us.

Sports cars, workshops & tyre shop:	Barnet Road (A411), Arkley, Barnet, Herts. Barnet 1144.	Sports cars:	31 Moscow Road Bayswater, W2. Park 2707.

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WANTED—continued

WANTED. DAMAGED Lotus Super 7 1,500cc. Fairclough, 49 Milton Rd, Weston-s-Mare, Somerset. (5735
ASTON DB2/4 and/or XK120 dhc, lhd acceptable, must be excell. C. McCarthy, 22 Chalmers Way, Hamble, Hants. (5737
XK140 OR 120 dhc, must be an excell example. Write giving fullest details. Box 2846. (5738
3-LITRE DROPHEAD Alvis, preferably Greber, usual extras, or similar. Box 2854. (5739
BRAKELESS FRONT axle for 1924 RR Silver Ghost. Tel: Riseley (Beds) 296. (5740
LANCIA FLAVIA coupé 1,800cc 1963/65. 3 Dunkeld Rd, Bournemouth. Tel: 24710. (5741
REQUIRED FOR restoration 1925 to 1935 vintage Lagonda sports/drophead coupé or similar make and model, must be in reasonable cond. Smith, 58 Moorland Rd, Poulton. Tel: Poulton-le-Fylde 3457. (5742
MINILITE WHEELS 5½in or 6in, also oil cooler for imp. Tel: 01-398 2988. (5743
1935 RUBY workshop manual. Brooks, 30 Grosvenor Ave, Crosby, Liverpool 23. (5744
WANTED, PRE-WAR, essentially thoroughbred, sports/touring car, age, horsepower, is immaterial, proper running order essential, no unfinished hybrids please. Box 2844. (5745
WANTED. CRASHED, dilapidated or mech faulty MG TA, TC, TD or TF, any cond. Good price paid. Write 4 Cruikshank House, London NW8 or Tel: 01-722 8952. (5746
WANTED. M.G. A II fhc, must be first class cond. Details to Martin, MT Section, RAF Muharraq, BFPO 63. Returning UK June. (5747
500-550x17 R6 Dunlops wanted, also any 4CLT Maserati spares. Newens, 286 Kew Rd, Kew Gdns, Surrey. 01-940 2752. (5748
BRISTOL 401/403 less engine and gearbox. 22 Lodge Lane, Grays, Essex. (5749
ARMSTRONG SIDDELEY special 30hp, preferably touring limousine; some restoration not objected to, provided car is structurally sound. Good price paid for right motor car. Details, together with photo if available to Box 2842. (5750
ROLLS-BENTLEY 3½ or 4¼ litre d/head wanted privately, Park Ward preferably. Details, including photo to Box 2843. (5751
VOLKSWAGEN DROPHEAD. Cash. Must be sound. Lewis, 115 Links Dr, Solihull, Warwicks. (5752
STEERING BOX wanted for Healey Silverstone. Waider, Newlands, Cranleigh, Surrey. (5753
VINTAGE JOWETT spares, interested all parts, could collect. Write Henderson, 53 Mornington Crescent, Hadleigh, Benfleet, Essex (5754
ALVIS WANTED, Speed 25 or 4.3 saloon or coupé, good mech order, private buyer. Details and price please to Box 2847. (5755
XK F/HEAD. £175 cash for clean car. No rubbish, speculators, or time wasters. Tel: Sheffield 304419. (5756
M.G. PB or L2 Magna wanted, preferably in orig cond. Please give fullest details, all replies answered. Box 2848. (5757
EARLY HEALEY 3000 or SP250 wanted. Howleson, 13 Highfield Cres, Wigston, Leicester. (5758
WANTED. JAGUAR MkIX by police officer returning to UK mid-June; must be in good all round cond, htr and radio preferred. Details, price etc, to Palfrey, Police HQ, Kuching, Sarawak. Reply by airmail. No fancy prices please. Cash on delivery. (5759
FORD BF 14.9hp wanted, undented hub caps, chrome tail light, 101 Seafield Rd, Bournemouth. (5760
WANTED. £25 reward for information leading to the purchase of a Bugatti motorcar, open or closed. Ian Kennedy, 2 Barton Rd, Luton, Beds. Tel: Luton 23640. (5761
TR2/3 WANTED, price more important than cond. 13 Rose Rd, Coleshill, Birmingham. Coleshill 4653. (5762
E-TYPE WANTED, cash waiting for early dhc or fhc, any offer or cond considered. 13 Rose Rd, Coleshill, Birmingham. Coleshill 4653. (5763
JENSON 541S wanted, engine, gearbox unimportant. Tel: evenings Long Eaton 4296. (5764
M.G. A Mkll, not fixed head or twin cam, good cond only. Williams, 93 St Mary St, Warrington. Tel: WAR 31121. (5765
WANTED. ROLLS-ROYCE 1934/52 or MkVI Bentley, 113 Park Rd, Worthing. (5766
ALVIS SP25, 4.3 or SP20 tourer or coupé wanted by AOC member, orig, any cond considered, distance immaterial. Betterton, 115 Roman Rd, Middlesbrough. Tel: 86537. (5767
ROLLS-ROYCE FROM a private owner in above average cond and excell mech, pre- or post-war. Details, price, photo to genuine purchaser. No dealers. Box 2853. (5768
HEALEY 3000, 2/4, with wind up windows, circa 1963; essentially unraced, unrallied, low mileage model in mint cond. J. Free, Fairbank, Lelley, nr Hull. (5769
AUSTIN/HEALEY 3000 wanted, 1965/66 in ice blue or white; will be subject to rigorous mech inspection. WEM 9776 office hours, COL 1225 after 8pm. (5770
NOT READY for retirement. Please rescue my 1934 RR Hooper limousine. £190. WEM 2048. (5771
WANTED FOR restoration to concours cond, C-type Jaguar with or without engine and gearbox; chassis must be straight; similar clas. of car considered. Write to G. P. Lawrence, Clare College, Cambridge. (5772
BENTLEY 3/4½ open tourer or Lagonda wanted. Details to Fletcher, 3 Clifton Park Rd, Davenport, Stockport. (5773
VINTAGE TOURER or sports. Send full details and photo if possible which will be returned. Interesting PVT considered. Buckley, 62 Fraser St, Shaw, Lancashire. Shaw 5421. (5774
ASTON MARTIN DB MkIII saloon for cash. Kellett. Tel: 01-590 5916. (5775
MINI MOKE, any cond considered, even lhd. Box 2851. (5776
L.H.D. 2/4-SEATER sports/convertible for cash. Photos returned. Box 2840. (5777
REGISTRATION NUMBERS TF, AB, SRH, SBA or HSH with small or distinctive nos. Brown, 367 Alexandra Parade, Glasgow. (5778
E-TYPE JAGUAR gearbox, perfect, and new clutch. £35. 4.2 seats required. Redwood, Elms Rd, Hook, Hants. (5779
LEFT-HAND DRIVE quality saloon or sports car, good cond. Box 2849. (5780
ASTON MARTIN MkII long chassis 1½ litre, tourer or d/h coupé. Tel: Stratford-on-Avon 4788. (5781
PRE-WAR OPERATING, workshop manuals and sales brochures. Full particulars in first letter. Box 2850. (5782

EXCHANGES

1963 SEPTEMBER 3.8 Jaguar, metallic grey, seat covers, new Motorola with rear speaker, exhausts, tyres, brake linings, excell mech and bodywork, value £650, for 62/63/64 fhc E-type and cash balance. (5789
DB2/4, WANT Aceca or Mini. See for sale. (5793

EXCHANGES—continued

REGISTRATION NUMBER 1GKL on MkIX Jaguar, mech and body in vgc, new brakes (all discs), power steering and dynamo in last 7 months; colour dark blue with grey leather; radio, record player; usual Jaguar extras, manual o/drive gearbox. Exch for roadster or convertible XK120 or XK140, must have w/wheels and a manual gearbox (o/drive preferred), must be in vgc, no rubbish thank you. Value about £275 or sell MkIX for about this figure. Genuine reason. Tel: Foster, COL 6004. (5790
GENUINE OFFER, 2 lhd VWs, one convertible (new engine 5,000m), new tyres all round, taxed, MoT. Both for lhd Karmann Gia, year not important if in good cond. Dawson, 339 St Helens Rd, Bolton, Lancs. (5791
1929 A.J.S. and 1923-4 Talbot 10 engine and gearbox. Exch old car badges, lamps etc. 54 Baronsmede, W5. 01-567 1542. (5792
WILL SWOP M.G. TA 1936 for Fiat 500/600. W.h.y. or sell. Good cond, tested. £110. Also house near Prescott, £5,500. Bennett, Alderton 379. (5794
RENAULT 16 Grand Luxe '66, 17,000m, one owner, absolutely perfect throughout. Exch equivalent value Porsche. Williams, 8 Woodlands Rd, Whalley Range, Manchester 16. CHO 6676. (5795
ACECA FOR saloon. See for sale. (5796
COLLECTOR WILL exch or sell 1937 Rover 10, running order, good tyres, £45. 1929 Scott Flying Squirrel, vgc, £75; another less engine/rad, £15. 1890 Norfolk dog cart, suit cob 15h, £35. 1900 Jubilee trap, rare model, £40. Require—Barrel organ, 996cc Brough Superior with Steib sidecar, Naga shrunken head, female. Pair 19in ko wire wheels, suit 12/50. Two new 500x19 covers. Circa 1930 Frazer-Nash, orig good cond. 1920 Fordson tractor or Titian. P. Corner, Langham Cottage, West Stour, Dorset. (5797
TR3A 1958, o/drive, h/top, spotlamp, belts, carpets, 9 tyres, sliding screens etc. P/exch 1962 Spridget, or sell £220. 25 Lynton Mead, London N20. HIL 7572. (5798
1954/55 ASTON-MARTIN 3 litre, cost over £3,000, offered in exch for late sports; small estate, or w.h.y. Cash either way, or sell £385. Sandowne House, Woodland Rd, Stanton, Burton-on-Trent. Swadlincote 7280. (5799
MINI COOPER, absolutely perfect throughout. £305. Sell/exch larger, 2.4, Rover, Bristol, similar. 62 By-the-Wood, Carpenders Park, Watford. HAT 7901. (5800
MERCEDES-BENZ 220S 1957, complete engine o/haul, dark grey, red leather, immac; for fwd or rear engine; or sell, £375. Tel: Cookson, Welshpool 2365. (5801
HEALEY 3000 1960, blue/white, vgc, every extra; for Mini-Cooper etc, or sell, £325. 21 Southwood Ave, Southbourne, Bournemouth. (5802
GREEN 1965 Mini de luxe for dove GTR4 or Harrington Alpine Le Mans. Vine Cottage, Yarwell, Peterborough. Wansford 553. (5803
328 B.M.W. for sale or exch vintage car. Box 2856. (5804
1957 XK140, very good cond, just resprayed Rootes pippin red, no rot, front disc brakes, value £250/£300; exch for family saloon, or break, of similar worth. Cheshire area. Box 2857. (5805
AUSTIN COOPER 998cc, 7 months old, 8,000m, red/black, BMC warranty, as new, exch Spitfire plus cash or sell. Tel: Rawdon 4413 office hours. (5806

MISCELLANEOUS

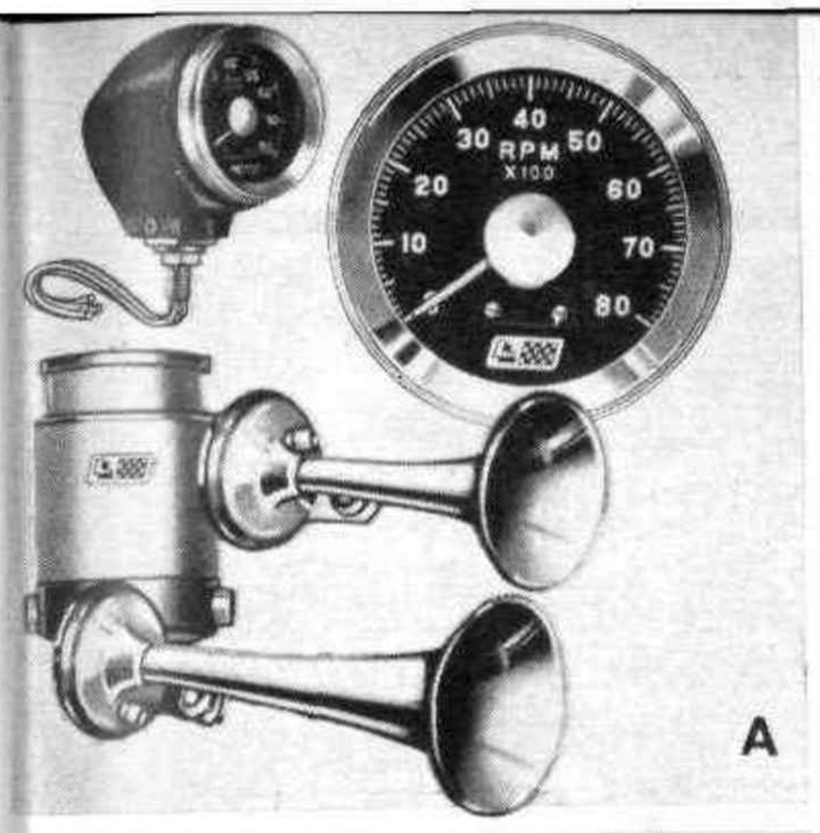
HALDA STANDARD Speed Pilot, £10. Birdsall, Veryan, Truro. (5339
ELLIOTT SPEEDOMETER and Elliott clock, separate instruments, good cond, brass, centre trip hand, complete cable and spring pulley, ex Ghost, £40. Pair Zeiss 12in headlamps and forks, not perfect. Sell or exch early P100. Wanted Rolls Pl clock. Lyne House Cottage, Lingfield, Surrey. Tel: 2854. (5438
MATHIS 1927 racing body. £200 ono. R. Joice, Raynham, Fakenham, Norfolk. (5538
DENNIS 1920 45hp fire engine. £500 ono. R. Joice, Raynham, Fakenham, Norfolk. (5539
FOR SALE. Ten new vintage car mudguards. 100 copies "Motor Sport". Offers. Pyatt, 99 Charles St, Cheadle, Staffs. (5540
525/50x18in GOODYEAR tyres, unwrapped, diamond tread. £4 10s each. Jaguar steel 2½ litre con-rods wanted '38-'46. Sussex. Box 2822. (5541
SHORROCKS SUPERCHARGER complete (carb, manifold, fittings) for Mkl Sprite, 10,000m. £35. Box 2824. (5542
KAD3 WITH or without good Morris Minor. Best offer. Wanted SJR No with or without vehicle. Box 2823. (5543
SHORROCKS SUPERCHARGER kit complete for Herald 1200, as new, also workshop manual. Cost £67, take £40. F. Sparmont, 162 Railway Terrace, Rugby, Warwicks. Tel: 5347. (5544
MOTORING CLUBS. To relieve your burden of producing newsletters, two enthusiasts' wives offer complete or part economic service from draft through to despatch. You submit draft, we will see that members receive copy on time. Jayem Services, Chicane, Hill Bottom, Pangbourne, Berks. Pangbourne 2609. (5545
HARDTOP FOR E-type, excell. £65. Wanted, tonneau, special seats. 22 Drumry Rd, Clydebank, Glasgow. CLY 5820. (5546
B.O.C. WELDING set, complete with latest high pressure regulators and gauges, hoses, torch, goggles etc. Perfect. Bargain at £18 10s (cost £36). Also electric arc set, complete, as new, seen working, £15 10s. Margareta, Chatterton Rd, Stubbins, Ramsbottom, Lancs. Tel: Bury 7658 business hours. (5547
ELVA HEAD conversion. Inlet ohv, for 100E. £15. Tel: 01-743 8720. (5548
RILEY 9 without body, would be ideal for restoration or special; buyer must tow away. £5. Pritchard, 128 Hendford Hill, Yeovil, Somerset. (5549
"MOTOR SPORTS" 1946-1966, sell complete. Offers. 18 Dunstable Rd, Newport, Mon. (5550
PAIR WEBER twin choke carbs, type 40DCOE2, manifold and fittings, suit Rootes 1600 series, Alpine, Rapier etc. £35. Hertford 2851. (5551
OAE1 FOR sale with log book. Offers. Hart, Channel View, Penylan, Cardiff. (5552
FOUR NEW and unused Dunlop RS5 640-15 (Jaguar size) tyres. £22. 1a Raeburn Ave, Burnley, Lancs. Tel: 27682. (5553
XK120, ROLLED, body damage, excell mech, drivable. £65. Bedfordshire. Sharnbrook 652. (5554
KONIS, BRAND new front pair for Jaguar 2.4, 3.4, special D82-1019. £10. 11 Queen St, Briercliffe, Burnley. (5555
TRAVELLING COMPANION sought by man (40s) motoring Riviera early June. Return 10 days later if required. Box 2817. (5556
"MOTOR SPORT" Feb 1955 to Dec 1966 (one missing). Best offer, buyer collects, Surrey. Box 2818. (5557
REGISTRATION NUMBER SKF1 unattached. Best offer accepted. Box 2821. (5558
SILVERSTONE ENTHUSIASTS stay overnight and make a weekend of it. Comfortable old world cottage 10 minutes circuit. Reasonable. Box 2820. (5559
DIESELISED BENTLEY R-type 1953, professional conversion; beautiful cond, elegantly economical. Yorkshire. Box 2819. (5560

MISCELLANEOUS—continued

THUNDERBIRD '55-'57, manual. Cash waiting. Reward for successful lead. Box 2816. (5561
PAIR LUCAS P100 headlamps, absolutely brand new and unused. £35 plus postage (postage to USA £5). Also good secondhand pair, £12 10s, callers only. MG B hood, blue, almost new. £5. Tel: Great Milton 422 or write M. I. Dawson, The Green, Great Milton, Oxford. (5562
TYRES. ONE 500x19, 90pc, £2 5s. One 400x18, 95pc, £2 10s. One 475x19, 90pc, £2 5s ono. M. Sargent, 14 Hilton Rd, Ringwood, Hants. (5563
ROLLS-ROYCE WHEELBRACE. £7 10s. Thornton, Winmarleigh House, Winmarleigh, nr Preston. (5564
M.G. B w/rimmed wheel, new, £5. Tow bracket, £3. Air horns, £2 10s. Mini wheels, £1. Hughes, 2 Hill Close, Crowborough, Sussex. Warren 5843. (5565
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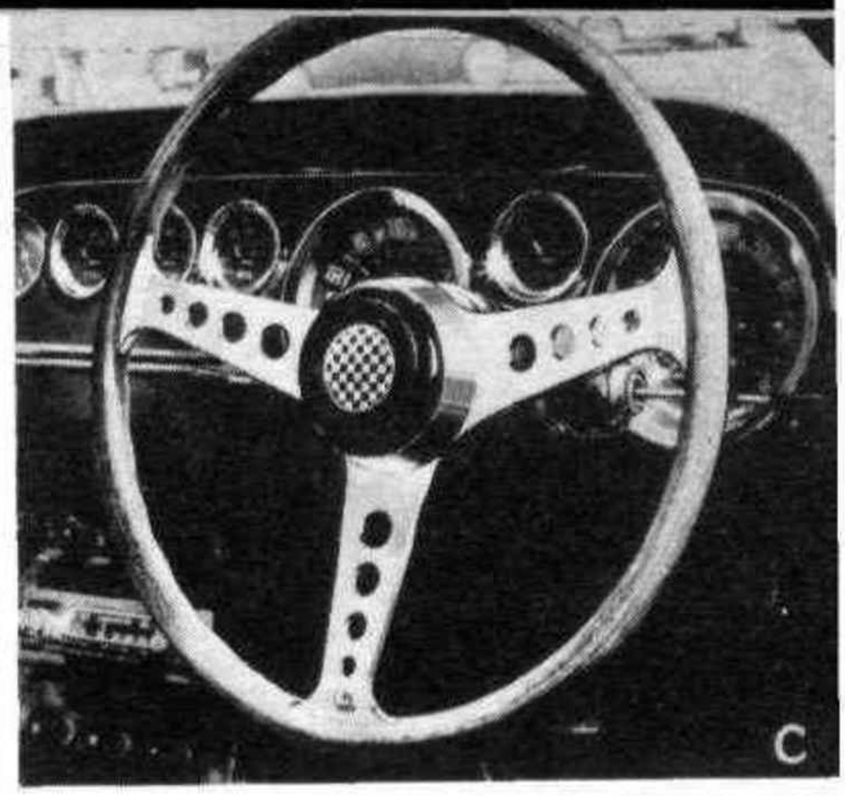
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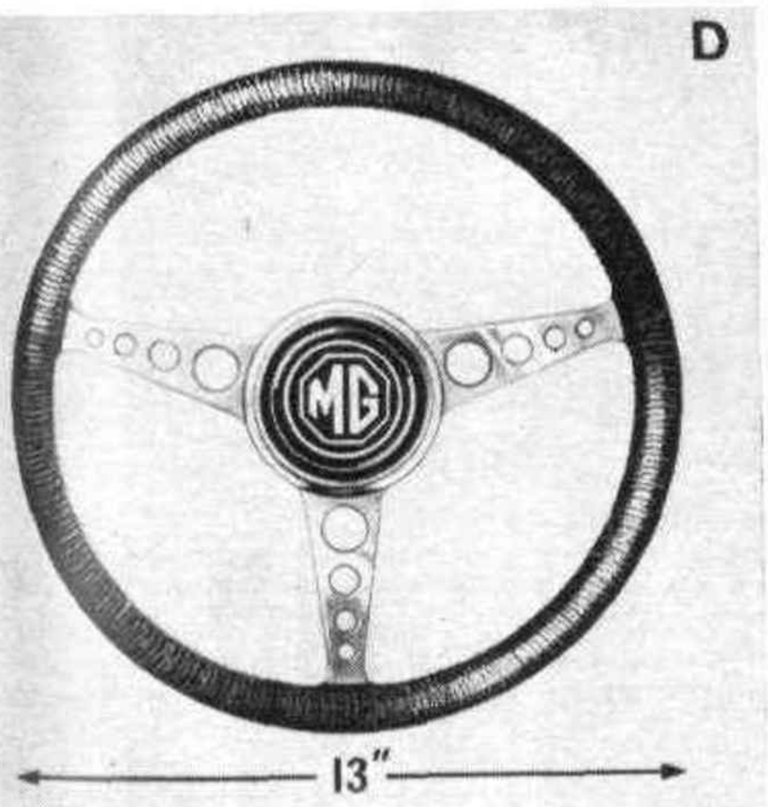
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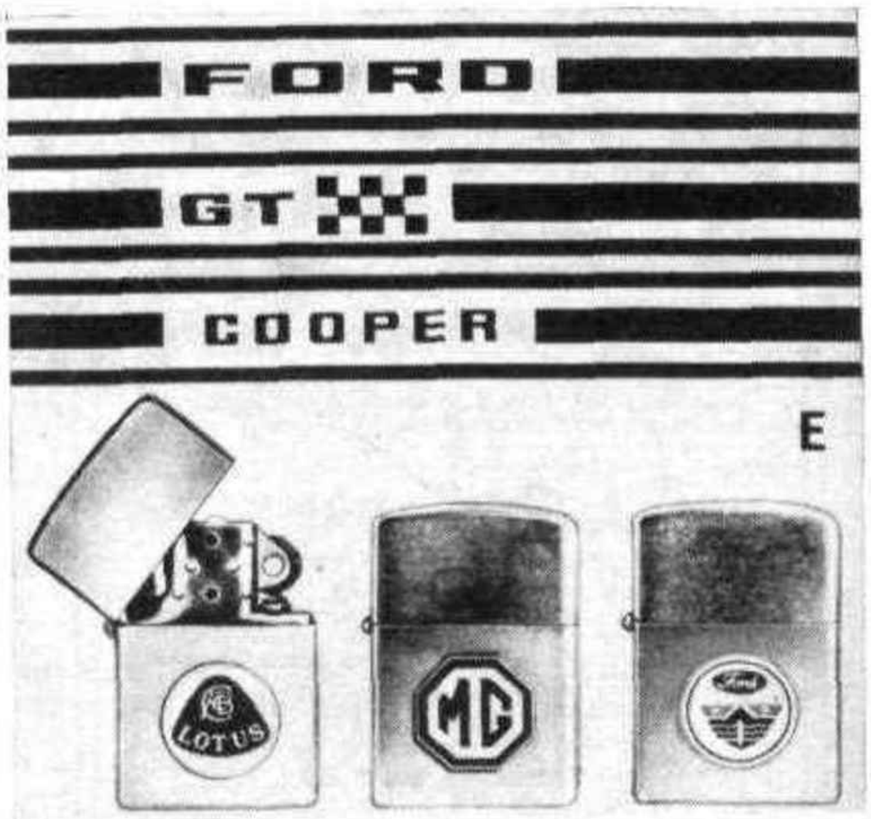
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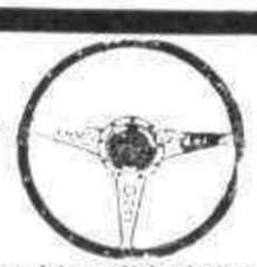
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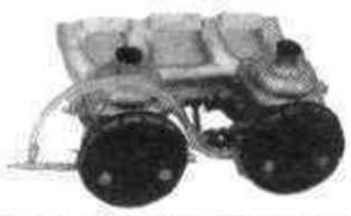


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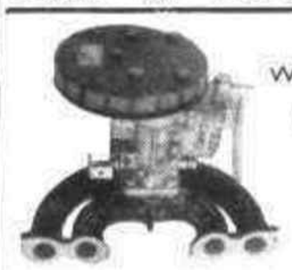
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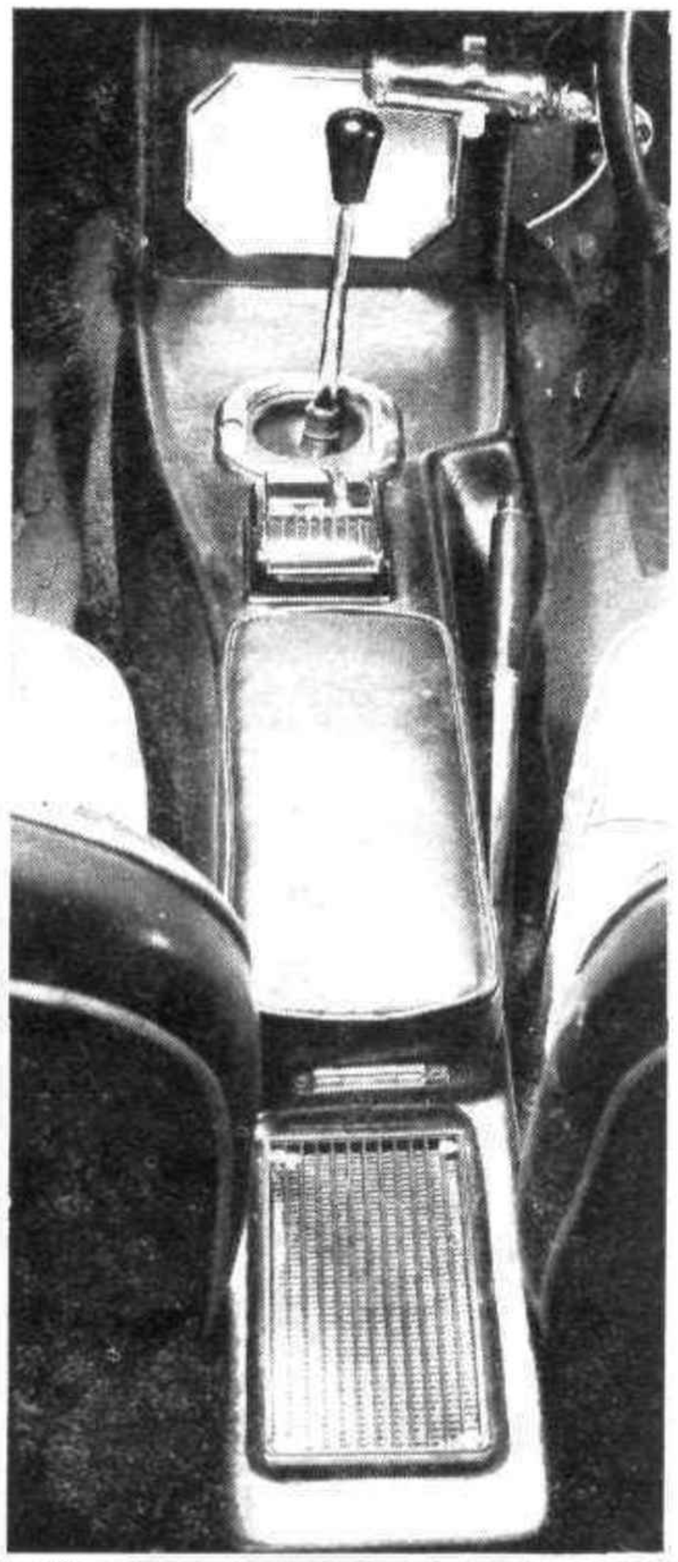
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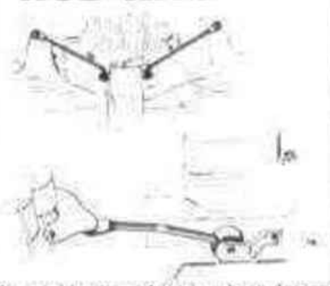
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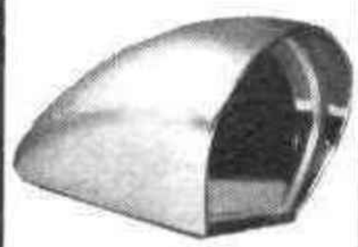
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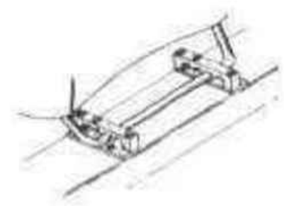
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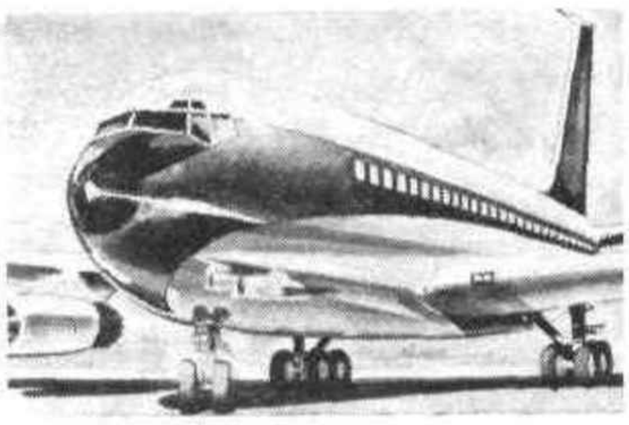
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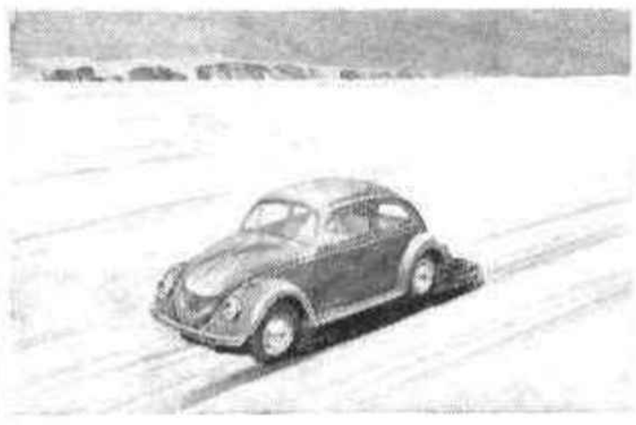
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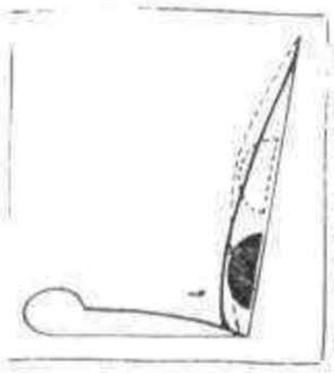
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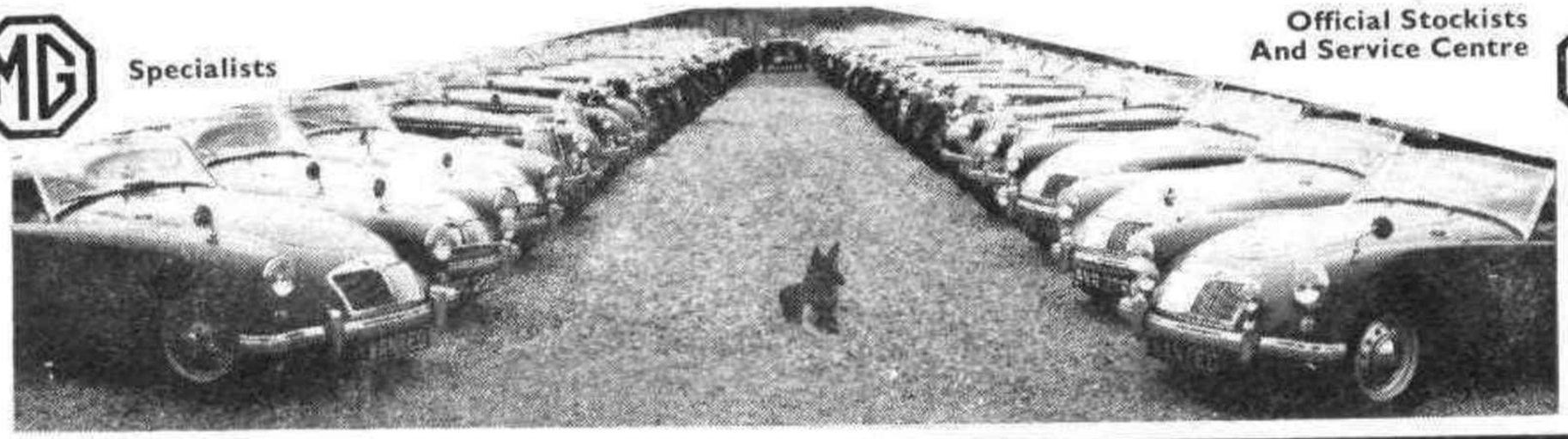
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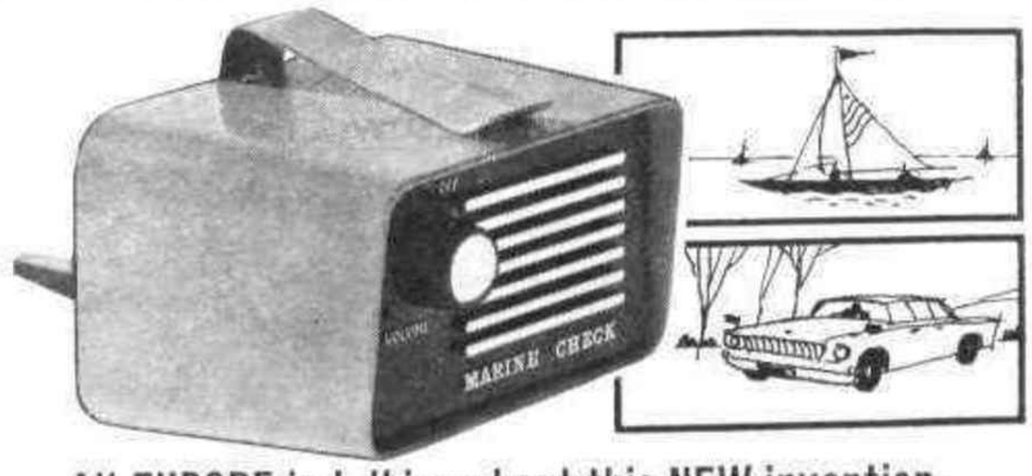
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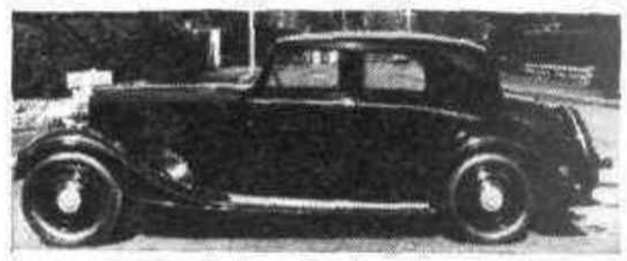
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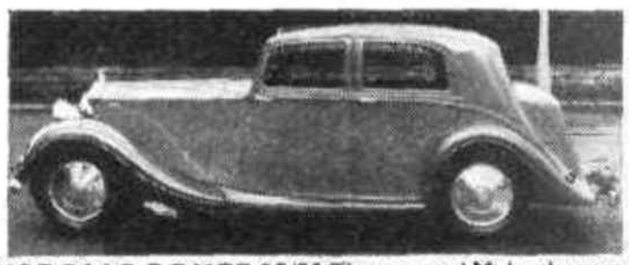
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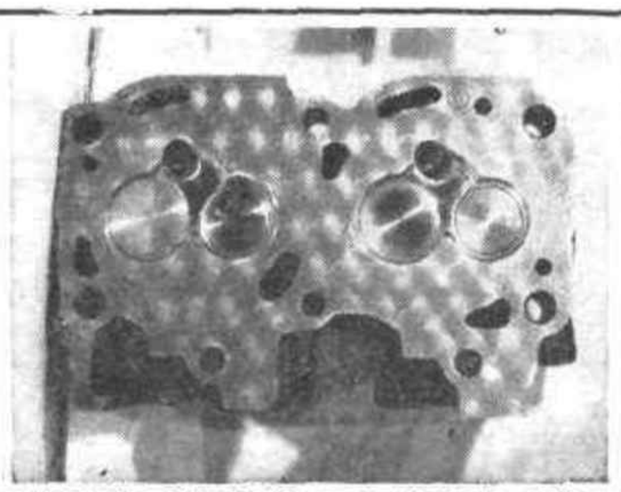
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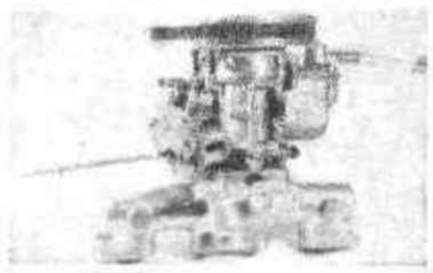


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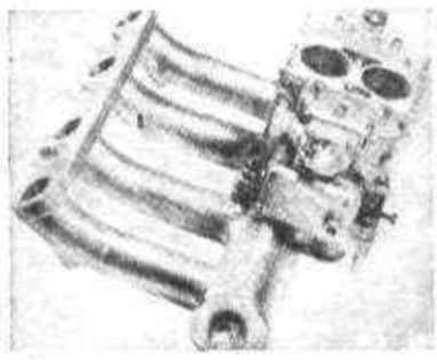
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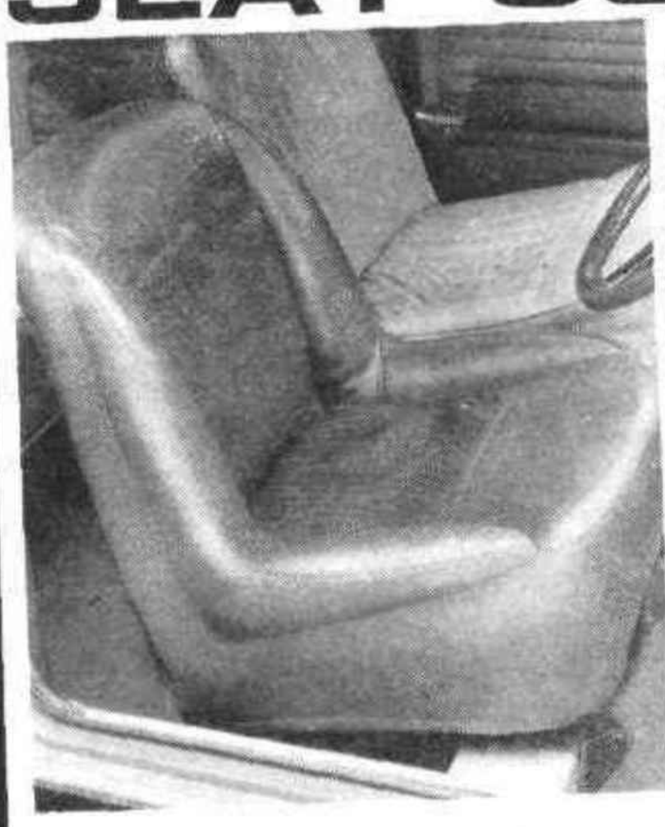
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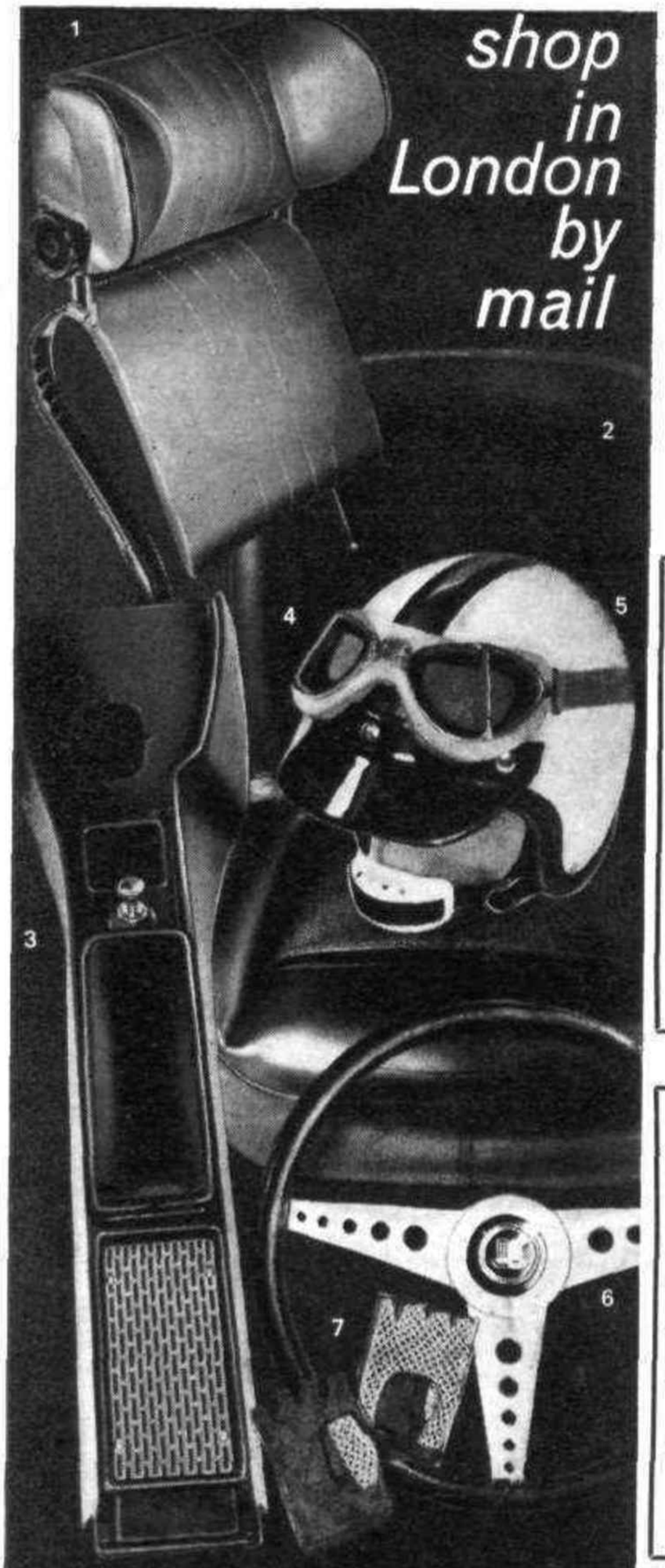
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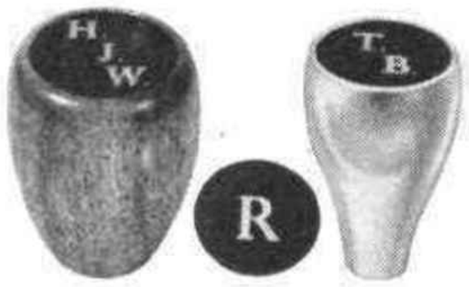
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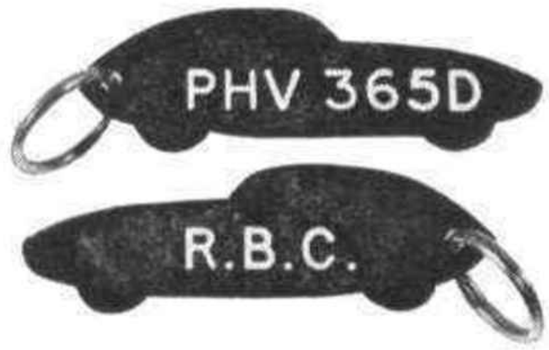
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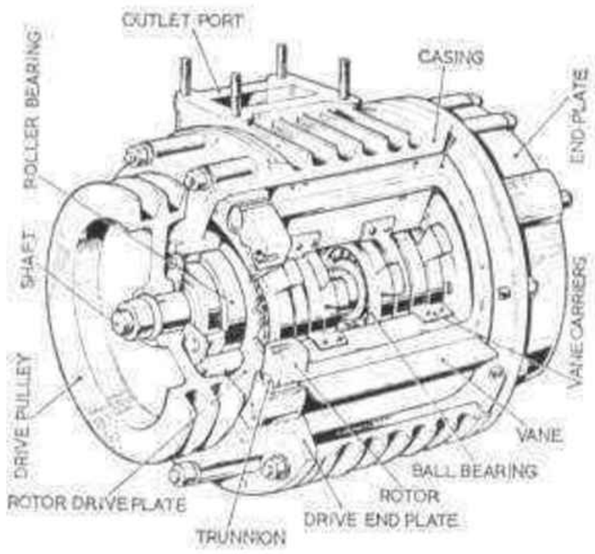
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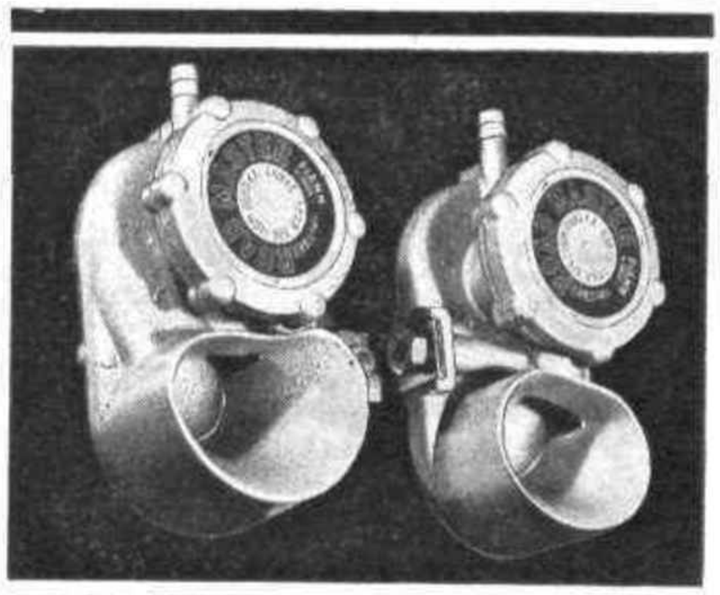
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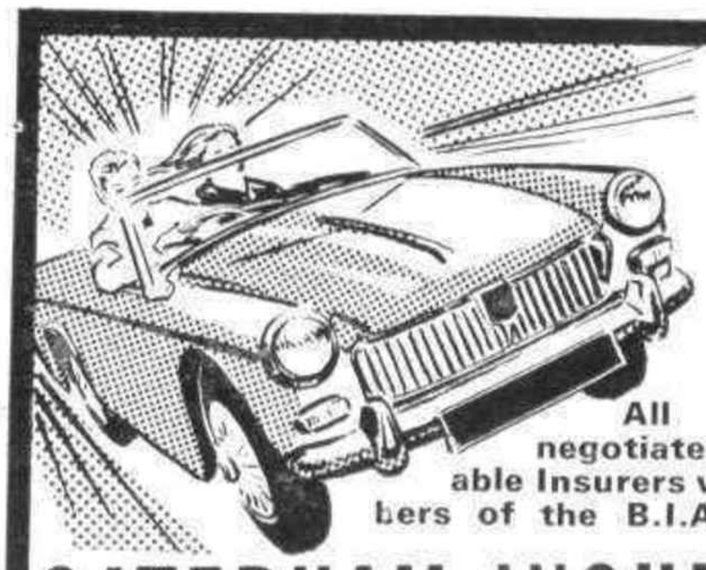


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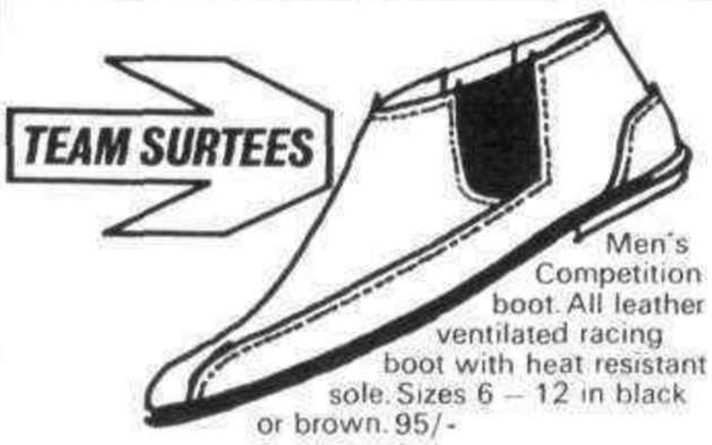
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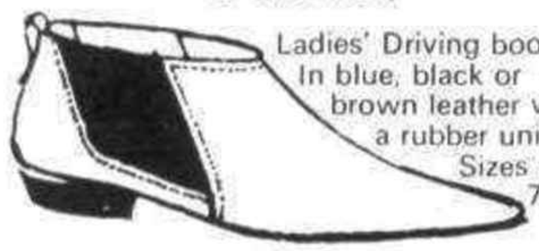
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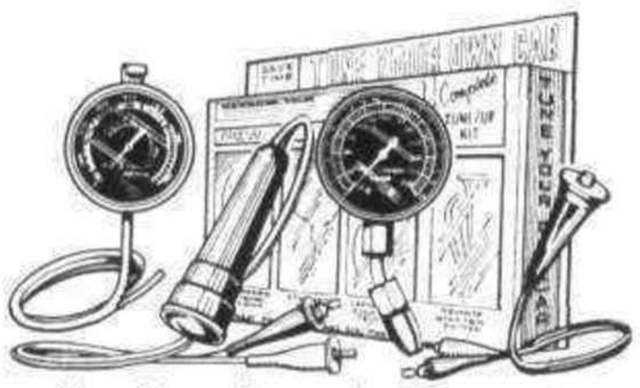
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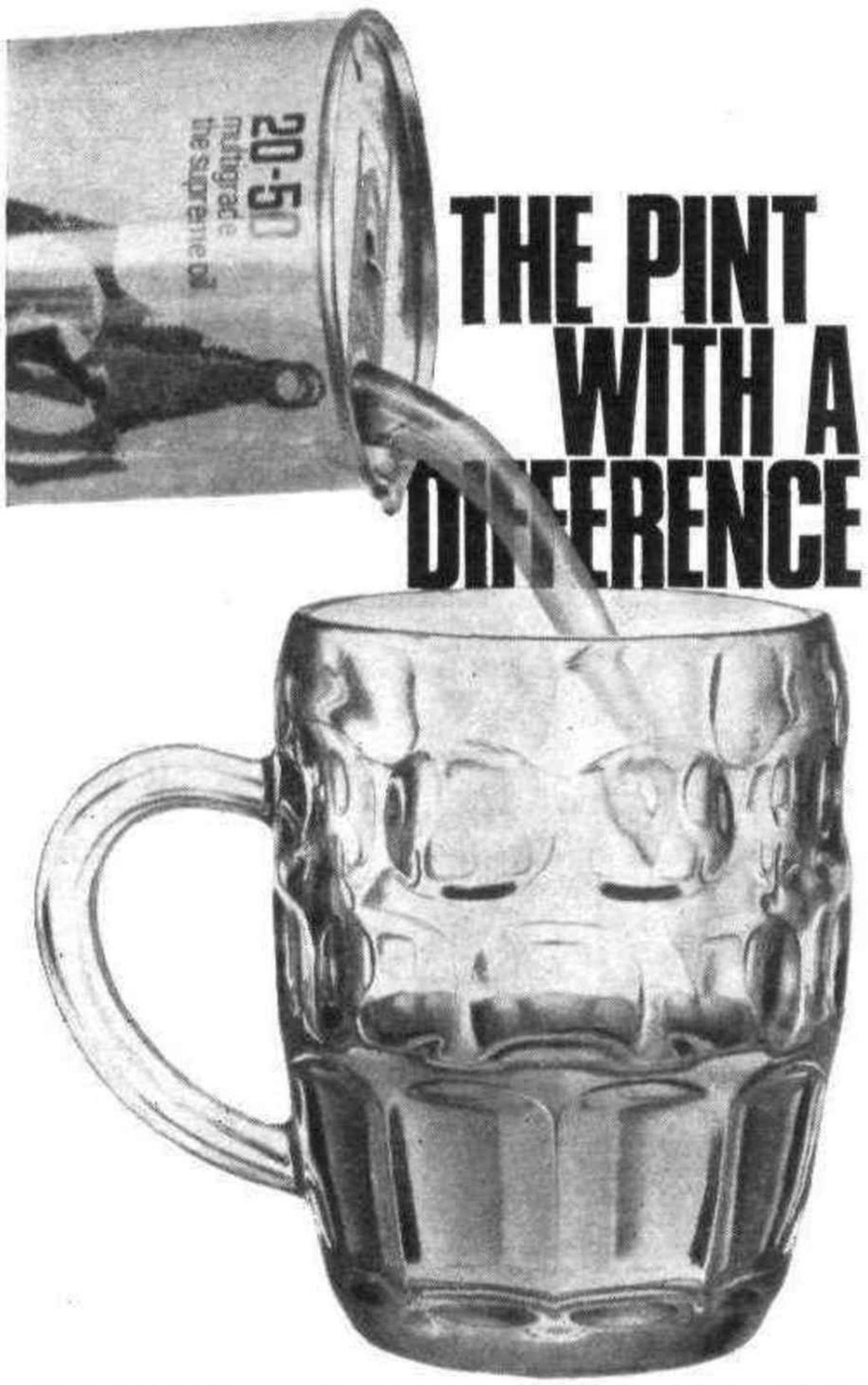
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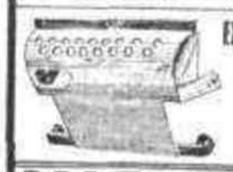
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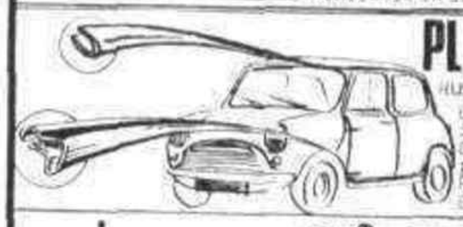


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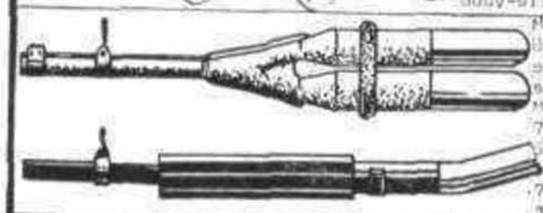
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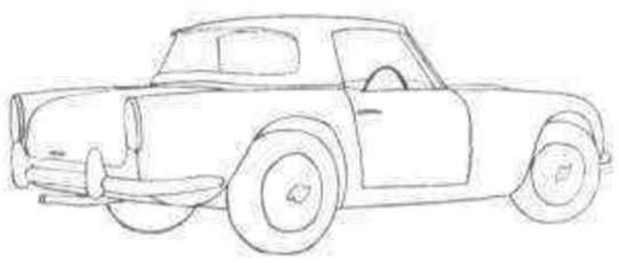
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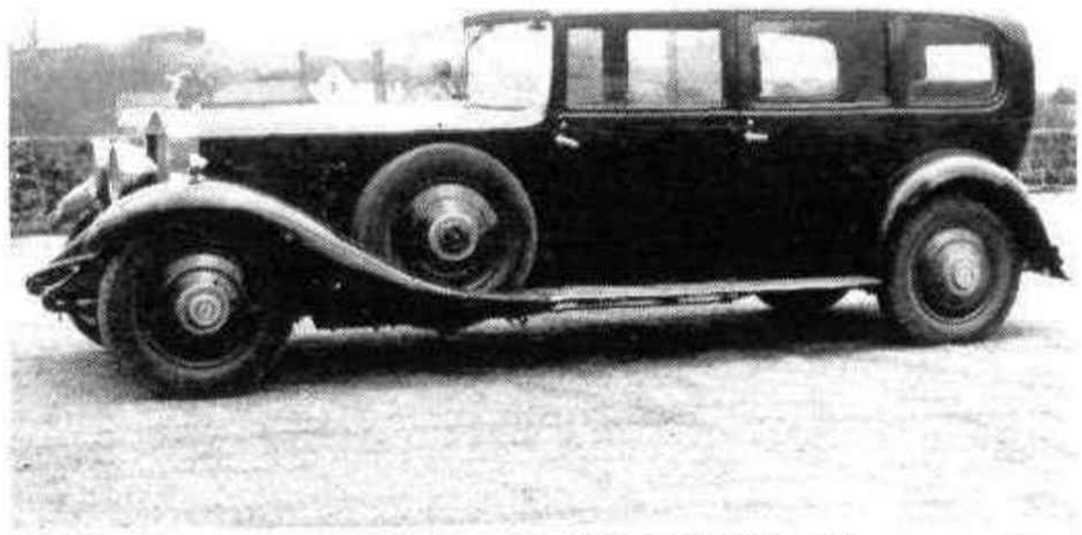
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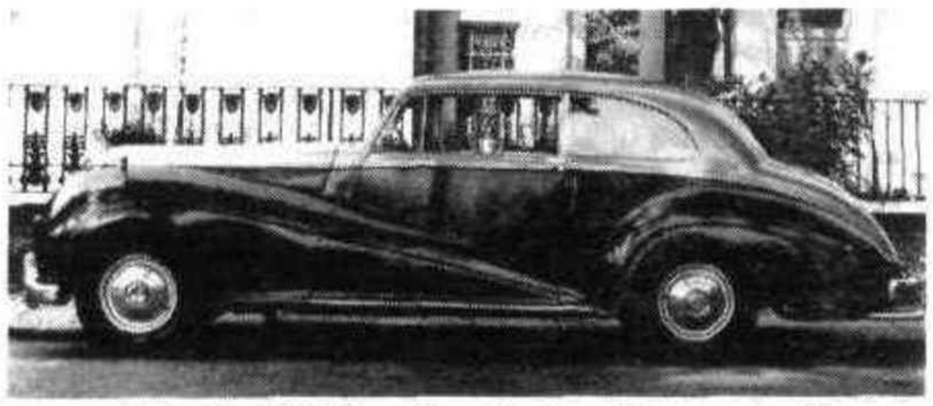
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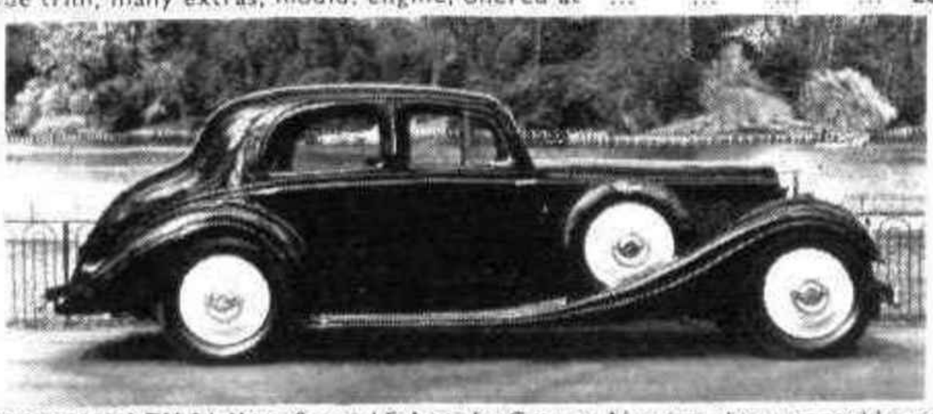
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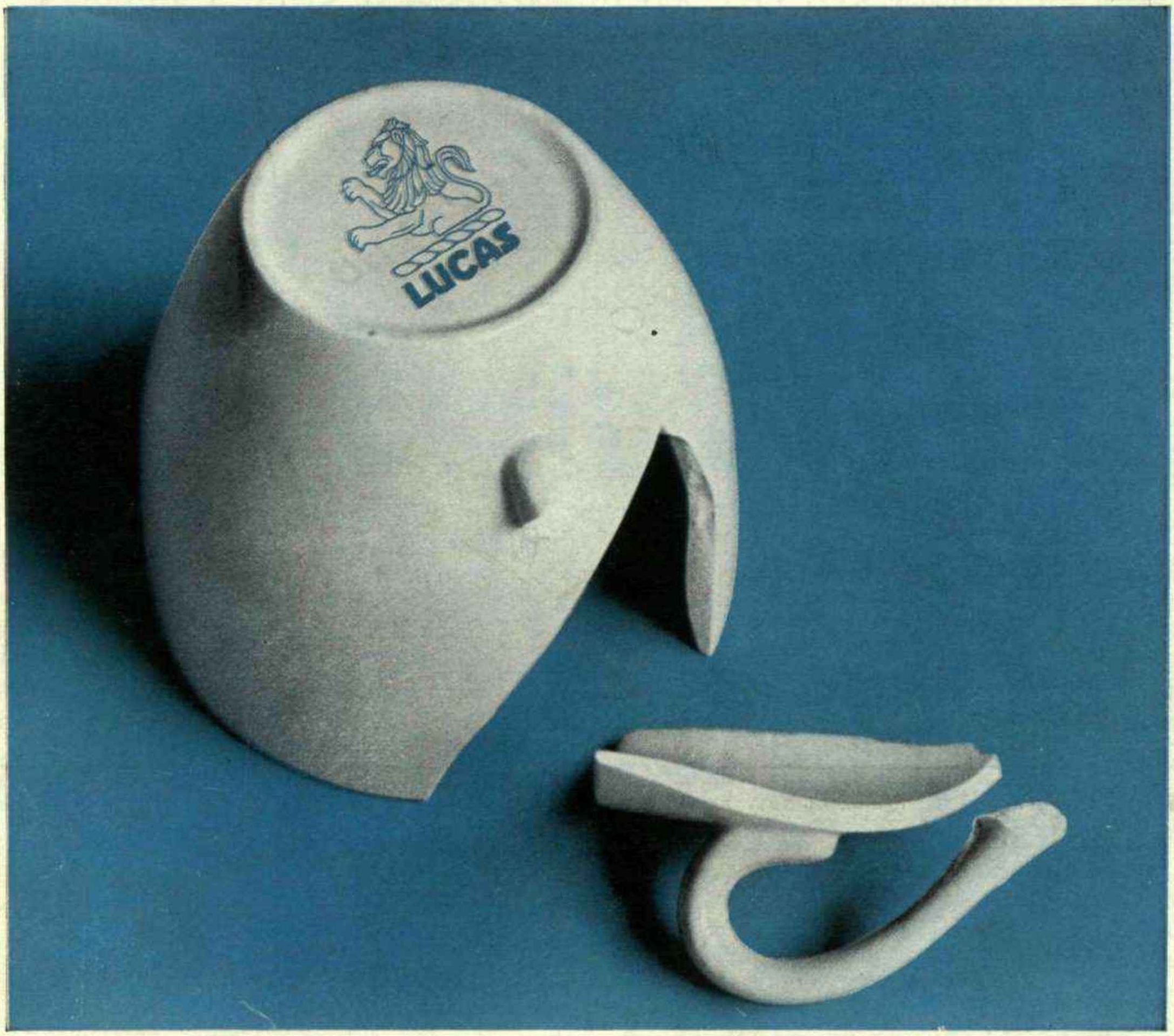
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