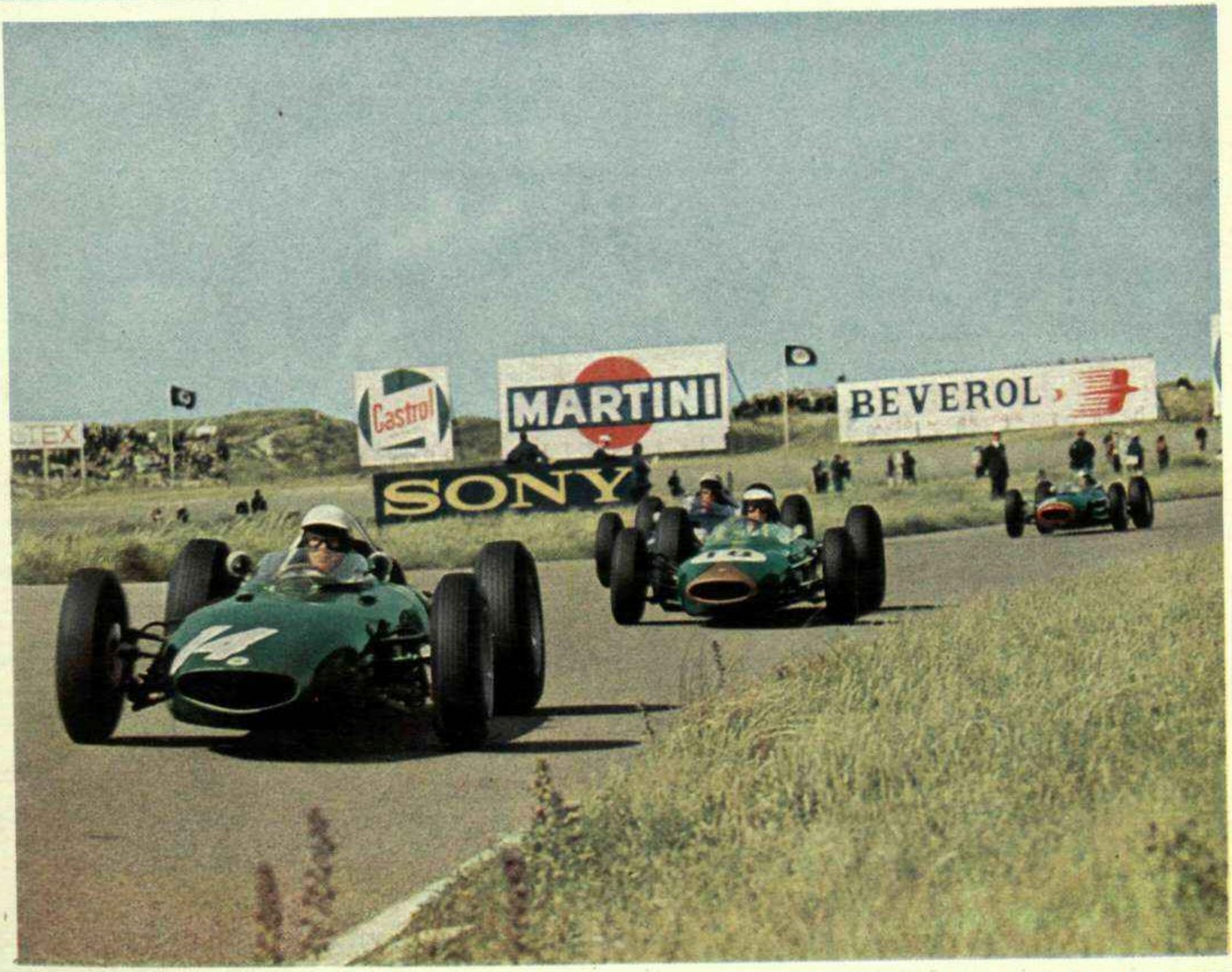
Vol. XXXIX No. 8 TWO SHILLINGS August 1963

MOTOR SPORT

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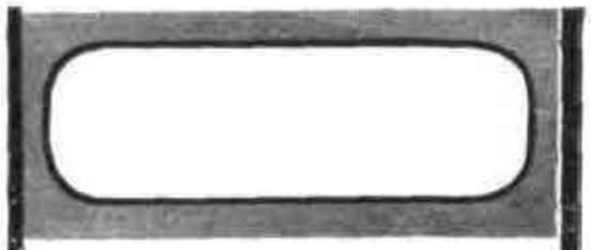
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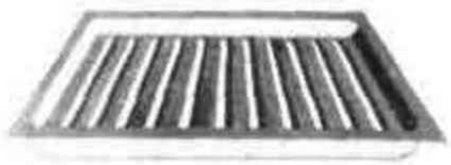
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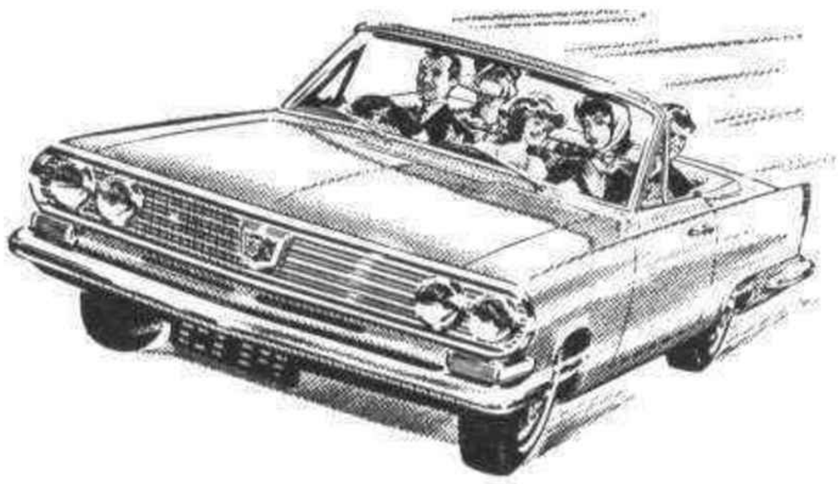
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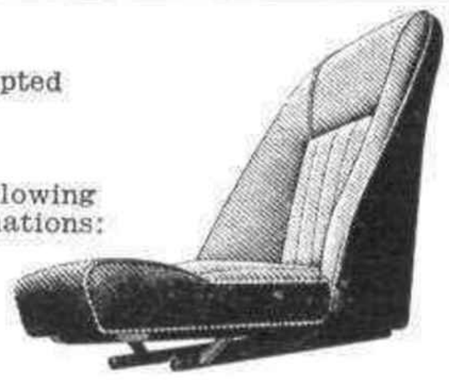


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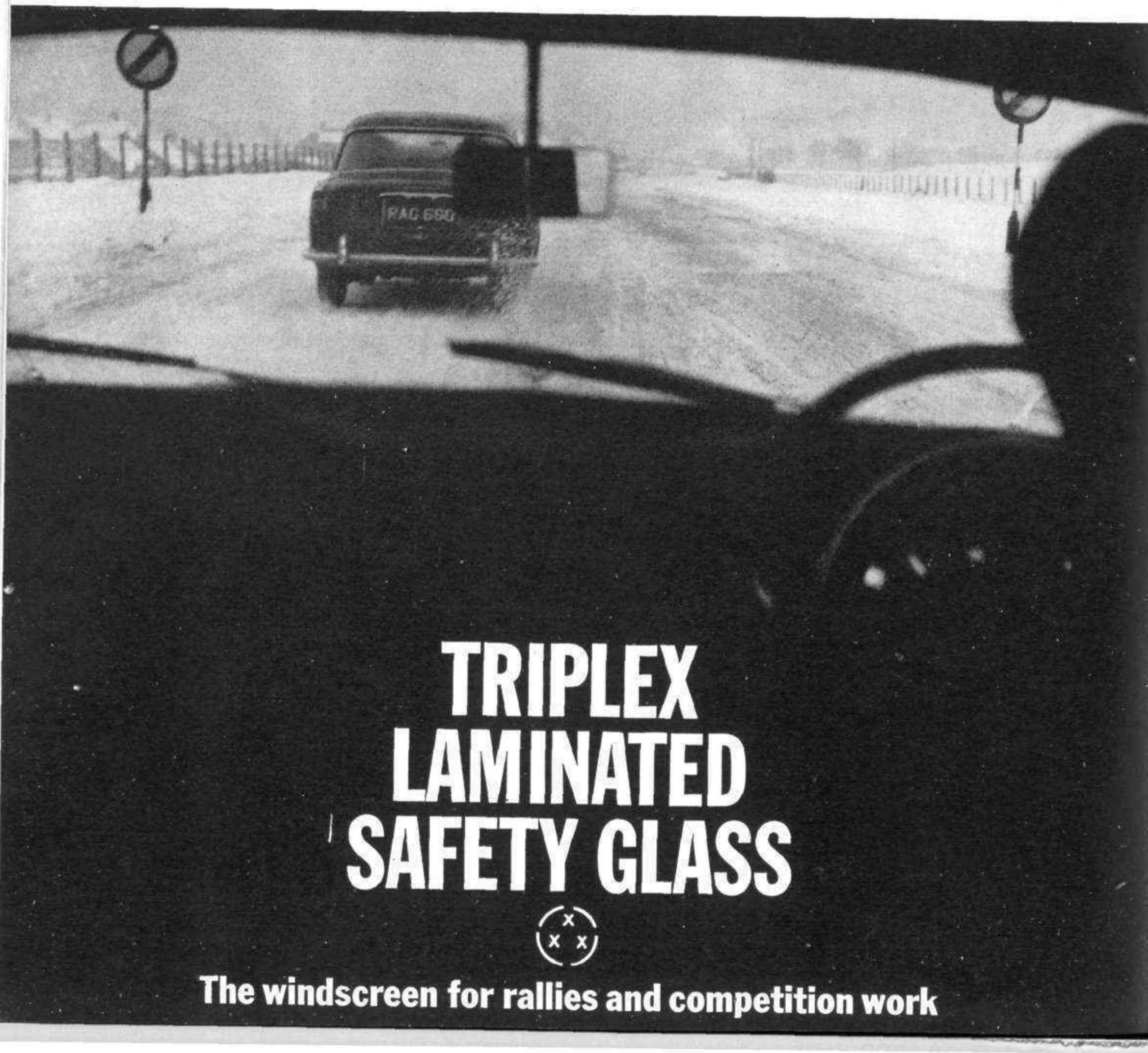
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VOL. XXXIX No. 8 AN HISTORIC TALBOT—see page 613 AUGUST 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

VARIETY IN MODERN MOTOR RACING

Although it cannot be denied that there is a depressing "sameness" about present-day Grand Prix cars in appearance, and concealment of those who possess the high degree of prowess necessary to their full exploitation, the technical development of such cars contains plenty of intriguing diversity, as study of our race reports, practice notes and technical descriptions of new G.P. cars reveals.

Indeed, Grand Prix racing fortunately remains at a very high pinnacle of technical endeavour, so much so that a closely-contested Grand Prix round a good circuit is sufficient to attract a very considerable crowd of spectators and hold their interest. We wonder whether "curtain-raisers" in the form of short races for lesser cars, automobiles balanced on two wheels and air displays are really essential to Grand Prix day in Britain.

There is variety in the many forms of modern motor racing, too. Formula Junior contests, even if the cars are powered with engines from small production-type saloons(!), are usually fairly exciting, saloon-car racing as run in this country very much so, especially since the notably successful advent of the Ford Galaxie, nor are the more aggressive G.T. races lacking in appeal. A V.S.C.C. race meeting, where vintage and historic sports and racing cars congregate to do battle, is the personification of fascinating variety, even if their acceptance into different categories has become rather ragged.

This variety in modern motor racing should prevent its demise from lack of spectator interest such as killed F.3 racing. But are the rules governing competing cars and the events for which they are eligible becoming too complicated? For two years in succession *The Motor* has had to change its mind as to which car won its Brands Hatch Six-Hour Saloon-Car Race because, at the post-race inspection, the cars that took the chequered-flag were found not to comply with the regulations. If, as *The Motor* observes, "it had become the done thing to try to get by the regulations in saloon-car racing," with everyone "cheating whether they wanted to or not," because, says our contemporary, if they didn't they couldn't compete with fiddled rival cars, saloon-car racing may well have reached a dangerous cross-roads. While scrutineers will not be very amused by this contention, there is no doubt truth behind it. Certainly the issue is confusing when, for example, a B.M.C. Mini-Cooper "S" competing in this Six-Hour Race for *comparatively normal saloons* is able to accelerate from 0-90 m.p.h. in 16.4 seconds less than a production Mini-Cooper "S."

Perhaps the solution would be to have two quite distinct categories of saloon, sports-car and G.T. racing—one for as near catalogue cars as possible, the other in which no holds are barred apart from external appearance complying with the different categories. If this led, eventually, to Grand Prix cars complying with no regulations other than those essential to safety, a lot of people would be delighted. Fast as current 1½-litre unblown G.P. cars are, there is the Indianapolis straw-in-the-wind—the highly commendable 1963 Lotus-Fords ran so quietly and effortlessly that they lacked the appeal of the gruffer Indy racers. Some people predict a falling off in the enormous Indianapolis "gate" if all the 500-Mile Race cars reduce to the size and power of Colin Chapman's clever Lotus 29s. The same could happen in the G.P. sphere, and then any number of two-wheel balancing acts, bathing beauty parades, brass bands or whatever Eason-Gibson and Mirabel Topham may think up will not bring the crowds to Grand Prix races. We only hope we are being unduly pessimistic?

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Front Cover Picture: MOTOR RACING! In the early stages of the Dutch G.P. a real battle was waged between Richie Ginther (B.R.M.), Dan Gurney (Brabham) Jo Bonnier (Cooper) and Chris Amon (Lola). Gurney eventually fought his way through to second place.

MARPLES, YOU'D BETTER VANISH

The very un-British demonstrations staged when the King and Queen of Greece came to this country caused anxiety to the Government and work for the Police. Let those in Parliament and policemen on the beat pause to reflect that these riots were not caused by the motorists of Britain.

Although sick of petty persecution and ever expanding restrictive regulations and unfair red tape, motorists have not demonstrated against those in authority. The average car owner is law-abiding in the extreme except when he breaks inadvertently one or more of the myriad and often pointless laws that govern his peaceful progress. But when a contemporary journal instituted a poll of motoring opinion, 97.4% of those taking part voted that MARPLES MUST GO. Now a parking-meter has been lobbed through the M.o.T.'s window.

We don't condone violence of this kind. But Marples is going a long way towards losing the Government the next Election.

Continued on next page

Motoring Sport Events for August

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Aug. 3rd ..	Bentley & Jaguar O.C. ..	Silverstone	Towcester	Race Meeting (*R.*)	1.30 p.m.
Aug. 4th ..	Liverpool M.C. ..	Burtonwood	Warrington	Driving Tests (*R.*)	2.00 p.m.
Aug. 4th ..	750 M.C. (Cumberland) ..	Kirkbride R.A.F. Station	Carlisle	Sprint Meeting (*R.*)	1.30 p.m.
Aug. 4th ..	Preston A.C.	Covered Market Square	Preston	*Concours d'Elegance* (*N.O.*)	12 noon
Aug. 5th ..	Taunton M.C.	Walford Cross, Taunton	Bridgwater	Autocross (*N.B.*)	9.00 a.m.
Aug. 5th ..	Stockport M.C.	Disley (101/984823) M.R.	Stockport	Autocross (*C.*)	1.30 p.m.
Aug. 5th ..	West Cornwall M.C.	Trengwainton	Penzance	Speed Hill-Climb (*R.*)	2.00 p.m.
Aug. 5th ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.30 p.m.
Aug. 5th ..	Nottingham S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	1.30 p.m.
Aug. 5th ..	**B.R. & S.C.C.**	**Brands Hatch**	**Farningham**	**Trophy Race Meeting** (*INT.*)	12 noon
Aug. 5th ..	B.R. & S.C.C.	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C.*)	2.00 p.m.
Aug. 5th ..	Stockport M.C.	Moorside Hotel	Disley (M.R. 101/984823	Autocross (*C.*)	1.30 p.m.
Aug. 10th ..	750 M.C.	Silverstone	Towcester	6-hr. Relay Race (*N.B.*)	1.00 p.m.
Aug. 10th ..	Hants-Berks M.C.	Burghfield Common	Great Auclum	Speed Hill Climb (*N.B.*)	2.30 p.m.
Aug. 10/11th	Morecambe C.C.	Midland Hotel	Morecambe	Illuminations Rally (*R.*)	10.30 p.m.
Aug. 17/18th	Bolton Le Moors C.C. ..	Nr. Wrexham	Denbighs	Rally (*R.*)	10.00 p.m.
Aug. 18th ..	Knowldale C.C.	Baitings Dam, Blackstone Edge	Ripponden	(*C.*)	2.00 p.m.
Aug. 18th ..	Southsea M.C.	Stocks Farm	Privett	Autocross (*C.*)	2.30 p.m.
Aug. 24th ..	**Royal Automobile Club** ..	**Goodwood**	**Chichester**	**T.T. Race Meeting** (*INT.*)	1.45 p.m.
Aug. 24th ..	500 M.R.C. of Ireland ..	Kirkistown	Co. Down	Race Meeting (*C.*)	1.30 p.m.
Aug. 24/25th	High Moor M.C.	Cytax Garage, Broadway	Chatterton	Rally (*C.*)	10.30 p.m.
Aug. 24/25th	B.A.R.C. (N.W.) Centre ..	Vincent Greenhouse Garage	Welshpool	Rally (*R.*)	10.00 p.m.
Aug. 25th ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.30 p.m.
Aug. 25th ..	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (*N.O.*)	12.00 p.m.

MATTERS OF MOMENT—continued from previous page

Now this man who calmly declares that British motorists are not being persecuted has had an act of violence perpetrated against him. He should vanish quietly before he causes more trouble or loses more Conservative votes.

STATEMENT
from
LORD STRATHCARRON
President
MOTORING DEFENCE LEAGUE

I would very much like to thank MOTOR SPORT for their tremendous help in launching the Motoring Defence League.

As a result, thousands of enthusiastic readers have already become members and the total is increasing daily.

In order to produce the necessary finance to achieve the aims and objects of the League it is essential that we have as many Members as possible. We hope that all who believe that it is a RIGHT rather than a privilege for motorists to use the roads, will apply for Membership without delay.

15, City Road,
London, E.C.1. STRATHCARRON.

We are delighted to print Lord Strathcarron's statement that thousands of our readers are supporting the Motoring Defence League.

The Editor and I are gratified at the confidence these readers have shown in MOTOR SPORT. National Hero, No. 1 Racing Driver, Lawyers, Business Executives, Bankers, Accountants, Commercial Travellers, Bus, Lorry and Taxi Drivers—in fact, a complete cross-section of motorists are already members.

If each reader enrols only five of his friends, the League will have a million members, a force that will ensure that the Minister of Transport will have to listen to the League's spokesman.

JOIN NOW and compel the Government to realise that the motorist has been " taken for a ride " for the last time.

PROPRIETOR.

HOLLAND BIRKETT, OBITUARY

His many friends in the motor club world will join me in mourning the loss of Holland Birkett, who, with his third wife Margaret, was killed when his Auster failed to find Le Touquet aerodrome last month due to bad weather, radio aid being of no avail on this occasion. The day before he had been judging the pre-war Austin 7 rally at Beaulieu.

In whatever way the end came, a remarkable personality has been lost, and the motoring fraternity sadly shaken. I came to know Holly during the war, when he worked at Miles Aircraft at Woodley and later returned to his veterinary practice at Fleet. The generous if unconventional hospitality of Joan Birkett and the " motoring vet " was proverbial and it was a pleasure to spend most of one's spare time, even periods of temporary sick-leave from the near-by R.A.E., with them. Holly, who ran an Austin Ulster before the war, was engaged in improving the performance, especially from the road-holding aspect, of a whole fleet of Austin Sevens, from saloon to sports model. He achieved quite remarkable results and the article I persuaded him to write for MOTOR SPORT on the subject in 1950 remains a standard reference work on better motoring from pre-war Sevens. Arthur Mallock, now of U2 (" you too can have a bolide like mine ") fame, was a disciple. When the basic petrol ration was confined to motorcycles and 3-wheelers I remarked to Holly that he ought to build an Austin 7-engined tricycle. The speed with which he went to work, under primitive war-time workshop conditions, and the stability and speed of the resultant vehicle, were entirely typical of Holly's practical and theoretical engineering prowess.

After the loss of his first wife, Birkett turned to Bugattis for consolation. Many were the long, rapid, adventurous, always enjoyable journeys we made to collect these cars. Types 30, 40, 44 and 5-litre were rebuilt and raced with the same genius and adaptability that Holly had displayed over Austin 7 problems of modification and trials driving.

Although I originated the 750 M.C. through an announcement in MOTOR SPORT, I felt I was not the person to run it, and others developed it. The Club's present position is owed largely to Holly's enthusiasm, and the 750 and 1172 Formulae was his concept for inexpensive post-war racing. In conjunction with the Hants & Berks M.C. this versatile vet devised those ambitious Night Navigational events on which the whole structure of modern map-reference rallies are based. It was a delight to go route-finding with Holly before these annual winter nocturnals, and from these expeditions I developed a love of exploring Hampshire (and now Welsh) lanes and remote areas and learned how to use a 1in. ordnance-survey map. Holly convinced me that a tuned Chummy Austin was the appropriate car for such occasions . . . .

The fact is that this adaptable man, addicted to bursts of specialised humour, moments of melancholy fingering the notes of his piano, liked motoring as much as working on motor-cars. Memory would be strained to recall all the long runs we made together but one I remember clearly. On my honeymoon, just about to set off to Yorkshire where my wife and I had been posted, on a rapidly darkening winter afternoon, I happened to remark: " I wonder what Porlock Hill looks like now!" Within the hour we were on our way to Devon, in Holly's current mobile Bugatti, a 2-carburetter Type 44 with Type 43 body, which in my opinion made Bentleys seem ponderous. This out and back night drive, some 300 miles of it, in war-time, in winter, in an open Bugatti, was made on impulse, for the sheer love of motoring. My wife still reminds me of how she waited with Joan for our noisy return in the early a.m. . . . .

After the war Birkett's organising ability knew few bounds—The Eight Clubs' Race meeting, the 750 M.C. Relay Race, the British Mobil Economy Run; the first two stemmed from his inventive mind, the last-named was developed by him, over many miles of motoring for motoring's sake. For all his flair for leadership, Birkett had a kindly tolerance for weakness, but not foolishness, in others. In recent times, married again, to his third wife, Holly took to Minis as he had to pre-war Sevens but seemed less addicted to hotting them up. Then came his Auster, based at Blackbushe, and Chairmanship of the Aero Club at that airfield.

On that final, fatal flight Holly died as I believe he would have wished to die, doing something adventurous, something slightly dramatic . . . . He would wish for no fuss, no elaborate funeral. The events he originated, with which many of his friends are closely associated, constitute a better memorial. Remember him, but do not grieve. — W. B.

On Test With a Nerus Modified Austin Mini



AS far as sporting enthusiasts are concerned the ordinary Mini has far less attraction than the Mini-Cooper and its latest S-type derivation. However, the standard Mini costs only £448 while the Mini-Cooper costs £568 and the S-type is £695. Of course, there are several advantages to be had in the Cooper models such as the improved engine and gearbox and remote control gear-lever but the front disc brakes have rather dubious merit and really need the servo assistance supplied in the S-type. As the rest of the car is virtually the same, anyone wishing for the outstanding handling of the Mini would be well advised to save over £100 and buy an ordinary Mini and be prepared to put up with the lower performance. An intensive course in double de-clutching would also be of great assistance.

Having saved the £120 over the Cooper-Mini the enthusiast will find that the performance needs ameliorating and of course it is quite possible to spend much more than £120 in the fitting of tuning equipment. This is where the Nerus Engineering Company comes into the picture for they are specialists in providing modest increases in performance at a modest price and with only a slight increase in fuel consumption.

Nerus is an offshoot of the long established Rother Ironworks which has been producing high quality castings for over a century. The man in charge of the Nerus works at Rye is Frank Webb whose experience includes several years in the experimental department of Lagonda, a spell in charge of the H.W.M. Formula Two racing team and more important as far as Mini tuning is concerned a number of years spent as chief assistant to Harry Weslake who is one of the World's leading authorities on cylinder head design.

Naturally with such a background the emphasis of Nerus tuning is placed on cylinder head modifications and the Rye workshops are equipped with modern gas flow plant and Heenan and Froude dynamometers. Three different stages of cylinder head modifications are offered by Nerus for all cars and these are sold on an exchange basis, the prices ranging from £17 15s. 0d. to £34 5s. 0d. Normally Nerus supply only cylinder heads and make recommendations for other equipment to improve performance still further, although for the Mini they do supply modified camshafts.

Stage I for the Mini has the inlet and exhaust ports modified and polished, the combustion chambers modified and polished to improve turbulence and burning characteristics and the combustion chamber volumes are balanced to improve smoothness and torque. The valve spring assembly is strengthened to allow the engine to reach 6,200 r.p.m. in the gears. This head gives a modest increase in performance but Nerus claim that if the car is driven normally the fuel consumption will improve. This stage costs £17 15s. 0d. on exchange.

Stage II follows a similar pattern to Stage I but the compression ratio is raised from 8.3 : 1 to 8.8 : 1, larger inlet valves are fitted and stronger valve springs supplied so that 7,000 r.p.m. can be reached. This head is particularly suitable for the fitting of twin carburetters, high-lift camshafts and modified exhaust systems and costs £21 15s. on exchange.

Stage III is the most advanced head and is intended for use where high speeds are envisaged or where competition work is



"Q" CAR. The Nerus Mini is externally unchanged but is almost as quick as the Cooper-Mini.

planned. This head is the same as the Stage II version with the larger inlet valves. Larger exhaust valves are fitted in conjunction with double valve springs and considerably more work is carried out on the ports and combustion chambers while the compression ratio is raised to 9.0 : 1. This head, which costs £30, is mainly intended to be fitted in conjunction with twin carburetters, modified camshaft and tuned exhaust systems as this is the only way to realise the full potential of the gas flowing operations. With the modifications recommended by Nerus 72 b.h.p. can be obtained or on the Mini-Cooper engine 83 b.h.p. at 7,200 r.p.m. can be achieved. Nerus offer three different camshaft grinds for the Mini; one is for normal road use, the intermediate one is for a car which is to be driven on road and track, and the racing shaft can only be fitted in conjunction with the steel racing crankshaft. As this allows the engine to develop peak torque at between 5,500 and 6,000 r.p.m. it is not suitable for road use. These camshafts cost £8, £9 10s. and £11 10s. respectively on exchange.

Recently, Nerus loaned us for road-test a standard Mini with the Stage III cylinder head which retained the single S.U. carburetter with a richer needle, slightly cleaned up inlet and exhaust



UNDER the bonnet the engine also looks unchanged but a lot of work has gone into the cylinder head.

manifolds and a straight-through silencer. Together with a special cylinder head gasket the whole conversion costs £35 3s. 3d. In all other respects the Mini was standard except for the Nerus badge on the boot lid, and in fact the car had covered 27,000 miles at the start of our test as the car is used as normal day-to-day transport by Nerus.

When driving the car the most noticeable difference is the way the engine goes on revving way past the point where the standard Mini has run into valve bounce and although no rev. counter was fitted it would seem from the performance figures that 6,500 r.p.m. is reached quite comfortably, and no doubt when the twin carburetter conversion and sports camshaft are fitted the engine will comfortably exceed 7,000 r.p.m. Some vibration is felt at peak revs and is transmitted through the gear-lever. The only other sign that the engine is tuned is indicated by the exhaust system which has a normal note at speeds up to about 2,000 r.p.m. and takes on a delightful crackle from then on. It is also noticeable on the over-run but does not become objectionable.

As the data table shows the performance is considerably better than the standard Mini, especially up to 60 m.p.h., but above this speed it tends to run out of breath and this is where an extra carburetter would show to advantage. However, it will almost touch 70 m.p.h. in 3rd and goes on to a maximum of 80 m.p.h., which is 8 m.p.h. better than the normal Mini. A cruising speed of 70 m.p.h. is quite comfortable although the usual high noise level of the Mini is present. The tractability of the Nerus Mini is only fractionally worse than the normal Mini and does not become apparent unless the driver lets the car lug down to very low speeds. The gearbox of the test car still had good synchromesh after 27,000 miles but the change is still extremely poor by modern standards. A feature of the car which was showing signs of old age were the shock-absorbers, which allowed a great deal of fore and aft pitching on bumpy roads as well as lateral pitching on corners. Obviously the Mini rubber cones cannot do all the work without the aid of shock-absorbers. The brakes were quite up to the performance and showed no signs of fade when stopping the car from high speeds. Nerus recommend fitting a hard lining with their conversion and will fit a complete set for just over £8.

This £35 conversion seems to be good value as even in the form tested it provides much improved acceleration and top speed without worsening the fuel consumption to any great extent. It also has the advantage that the conversion can be added to at any future date and the addition of a second carburetter and a modified inlet and exhaust system should take the performance well over that of a Mini-Cooper for the expenditure of around £50.—M. L. T.

ACCELERATION FIGURES

	Standard Mini-Minor	Standard Mini-Cooper	Stage III Nerus Mini-Minor
0-30 m.p.h.	7.0 sec.	5.2 sec.	5.4 sec.
0-40 ,,	10.6 ,,	7.4	8.4 ,,
0-50 ,,	17.5 ,,	11.0 ,,	13.0 ,,
0-60 ,,	27.6 ,,	17.1 ,,	20.0 ,,
0-70 ,,	—	28.0 ,,	—
Standing-start ¼-mile	23.5 ,,	20.5 ,,	21.3 ,,

SPEEDS IN GEARS

1st	25 m.p.h.	30 m.p.h.	28 m.p.h.
2nd	40 ,,	50 ,,	43 ,,
3rd	60 ,,	70 ,,	69 ,,
4th	72 ,,	85 ,,	80 ,,
Overall fuel consumption	44.0 m.p.g.	36.1 m.p.h.	36.6 m.p.g.

	£	s.	d.
Nerus Stage III cylinder head	30	0	0
Modified induction & exhaust manifold	1	10	0
Carburetter needle		3	9
Silencer	1	7	6
Cylinder head gasket	2	2	0
	35	3	3
Fitting extra	7	0	0

MARTINI TROPHY MEETING (July 6th)

The National Open Martini Trophy Meeting, with five races round the full Silverstone circuit, organised by the Aston Martin O.C. in conjunction with the Martini International Club, was marred by bad luck and bad weather. In practice on the Friday the Hon. J. Dawnay lost his Aston Martin DBR1/300 at Woodcote and spun into M. Fielden's Lotus standing at the pits. The driver, who was sitting in the car, was fatally injured, the Lotus being extensively damaged and shunted into the Napier-Railton, the tail of which was demolished. Pits close to fast corners are dangerous.

The first race on the Saturday was run off in the dry. It was a 7-lap Scratch Race for Vintage and Venerable Sports Cars, and was notable for a race-long duel between George Burton's 3/4½-litre Bentley and Arthur Charnock's 4.3 Alvis. In a close finish, after a ding-dong battle, rigid axle got the better of de Dion, the Alvis winning. It also made fastest lap, at 83.89 m.p.h. Williamson's 4½-litre Bentley was fourth, and in a close bunch behind Morley's 8-litre Bentley, Elwell Smith's Le Mans Aston Martin, the Hon. P. Lindsay's 2.6 Alfa Romeo and Gidding's Frazer Nash finished in that order. Rolt's Austin 7 won on handicap.

Heavy rain fell for the 10-lap Saloon Car Race, in which Aston's 3.8 Jaguar managed to keep at bay the tiger-tactics of Craft's Ford Anglia, Merfield's Willment Ford Cortina crossing the line in third place. Aston lapped at 89.45 m.p.h.

Conditions were impossible for the F.J. race, which Gardner won in the Brabham after a best lap at 89 m.p.h., from Ampt's Alexis and Prophet's Brabham. Regrettably, Dunn went off the course in his Brabham and received fatal injuries.

The 10-lap Scratch Race for Historic and Modern Formule Libre cars had a splendid field, but the rain made it very tricky indeed. Under the circumstances the Hon. Patrick Lindsay could have been excused for non-starting the 24-litre Napier-Railton, now manx-tailed, which he had elected to drive instead of "Remus." But not only did he start, but soon he was out in front of everyone except Taylor's Cooper FJ Mk. III with 1½-litre Holbay-Ford engine. And "everyone" included Eyre's V8 Buick-powered Cooper, Tony Marsh's B.R.M., Rigg's Lotus 18, Summers' Chevrolet-Cooper, all 5.4-litres of it, Salvage's A-type Connaught, Morin Scott's V12 O.S.C.A., and a D-type Jaguar. The Napier beat the lot, except for the Bob Gerard-entered Cooper, on an epic drive that will long be remembered in Club racing history. It was no easy task, because on the r.h. bends of the G.P. circuit one bank of the old Napier Lion would cut out and thus not only had Lindsay the swimming wet track to contend with, but 150 h.p. coming in with a bang after the corners. But the bellow of the old aero engine echoed round Silverstone as Lindsay opened up and after ten soaking laps the 30-year-old Napier-Railton came home 37.2 sec. behind the winning Cooper and 39 sec. ahead of Marsh's B.R.M. The others were nowhere! But those that were racing at all were the historic cars—Waller's E.R.A. was fourth, Morley's 8-litre Bentley fifth, Burton's Bentley sixth, all ahead of the first modern racer, the Cooper-Chevrolet. It was an epic!

Finally, the Martini Trophy Race for Sports, Sports-Racing and G.T. cars, starting ¾ hr. late, and cut from 52 to 30 laps, was a walkover for Parkes in the Maranello Ltd. Ferrari 250 GTO He drove as if the track was dry, not soaking wet, averaging 84.41 m.p.h. and setting fastest lap at 89.30 m.p.h., followed home by Gardner (Brabham) and Pearce (Lotus 23B).

The rain still fell down and the prize giving was abandoned.

Results:

7-lap Vintage and Venerable Sports Car Race:
A. S. R. Charnock (Alvis) .. .. 81.74 m.p.h.

10-lap Saloon Car Scratch Race:
W. Aston (3.8 Jaguar) .. .. 88.16 m.p.h.

17-lap "The Club" Trophy Race for F.J. Cars:
F. Gardner (Brabham-Ford) .. .. 86.67 m.p.h.

10-lap Scratch Race for F.L. Cars:
J. Taylor (Cooper Mk. III) .. .. 72.36 m.p.h.

The Martini Trophy Race (30 laps):
M. Parkes (Ferrari 250 GTO) .. .. 84.41 m.p.h.

History Wanted

Sir,

I wonder if you would be kind enough to help me. I am the owner of a Riley Brooklands, UY 4322 (1928). The firm that sold the car originally have informed me that "the car was sold to a Miss Phyllis Ceney of Dawlish House, Kingswinford, and that it was raced at Brooklands on a number of occasions, when it reached a maximum speed of 116 m.p.h. on the Railway Straight."

Is it possible for you to tell me anything about the car's racing history from this slight and largely irrelevant information.

Birmingham. ROGER L. BALLARD.

Ferodo First

BRITISH GRAND PRIX

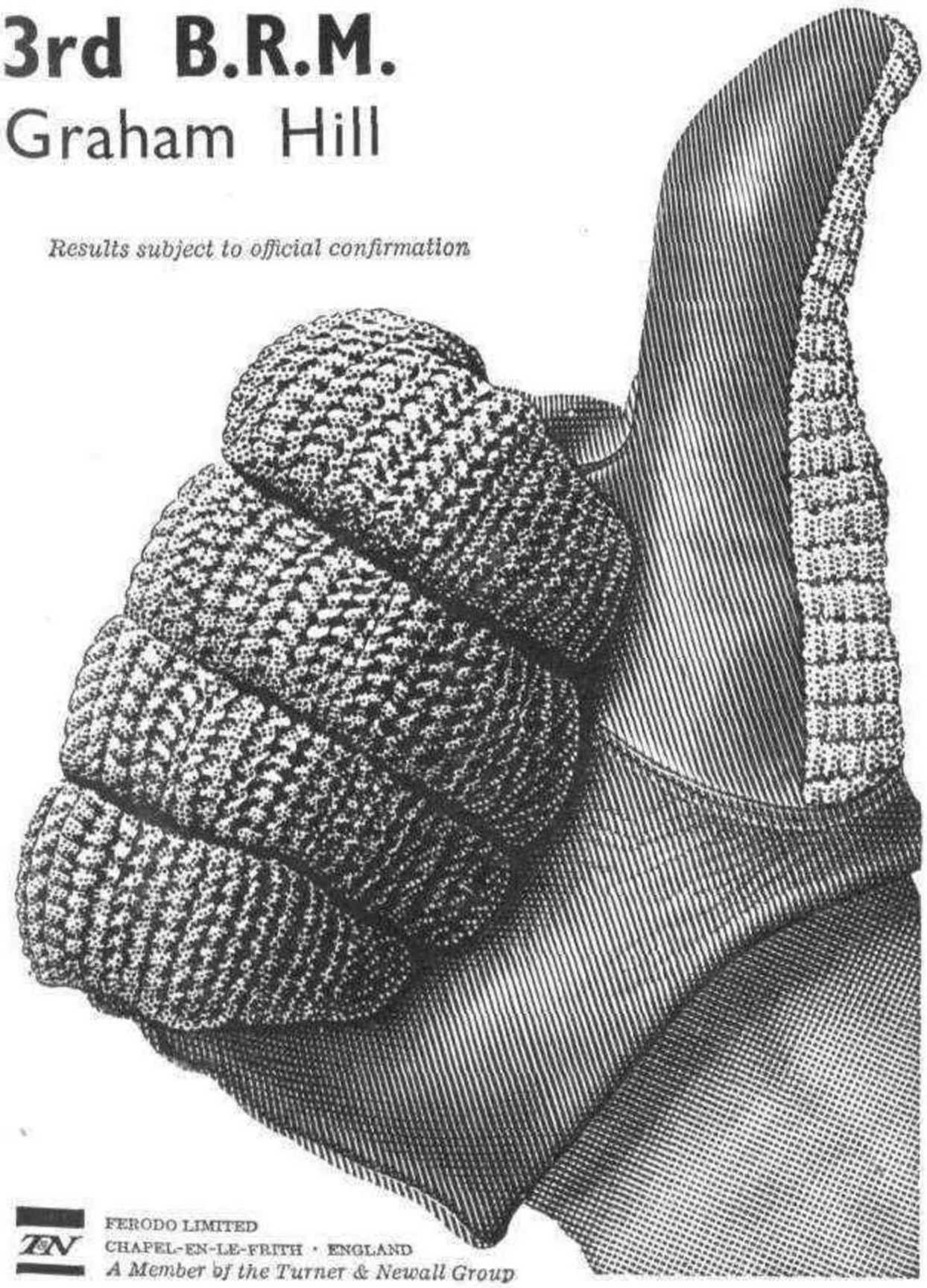
1st LOTUS CLIMAX
Jim Clark

2nd FERRARI
John Surtees

3rd B.R.M.
Graham Hill

Results subject to official confirmation





'First' thoughts

A roar from the crowd:
trophies and laurel wreaths for the winner: and another Thumbs-Up for Ferodo.

No empty gesture, this Thumbs-Up. Despite the enormous power output of the Grand Prix car, there is still greater power in its brakes. It can stop faster than it can go.

Remember, too, that braking power can win or lose races.

'First' facts

During the course of a Grand Prix the brakes of a formula 1 car dissipate energy equivalent to the power needed to drive a large lift 100 times up and down the Eiffel Tower.

Eight Ferodo disc brake linings have the lion's share of the job of disposing of this power. To do it they often reach temperatures in excess of 1,000°F.

Afterthought

Thumbs-Up for whom? For you. There are production cars on the roads using identical pads to those on G.P. cars. A similar Ferodo formulation is probably fitted on your car. Very probably. For Ferodo is Original Equipment on the majority of British cars of all kinds.

Reassuring thought.

Fit race-proved

FERODO

ANTI-FADE LININGS FOR DRUM AND DISC BRAKES

FERODO LIMITED
CHAPEL-EN-LE-FRITH · ENGLAND
A Member of the Turner & Newall Group

12/70

THE *MOTOR* INTERNATIONAL SIX-HOUR SALOON-CAR RACE

LONG-DISTANCE races have not, in recent years, attracted very much interest in this country; and with the steady down-grading of the Tourist Trophy race into little more than a shortish blind for G.T. cars round a Sussex airfield circuit, the sole remaining long-distance event in Britain until twelve months ago became the 750 M.C.'s Six-Hour Relay Race on the Club circuit at Silverstone—and this, though fun, could hardly be described as being of any International interest. Last year, however, the experiment of running a long-distance saloon-car event like those held regularly at the Nurburgring was tried out at Brands Hatch under the sponsorship of the *Motor*, and though only 8,000 paying spectators appeared to view this, it was decided that the results were sufficiently encouraging for the race to be persevered with. This year's event, on July 6th, counted for points in the European Touring Car Challenge, and more than 15,000 people turned up to see it; so that with the rising interest being displayed in touring car events these days, there seems to be a fair chance that it may now become a permanent fixture in the British sporting calendar.

There was certainly no shortage of entries for the race, with, in fact, a number of Continental would-be entrants complaining that British cars and drivers had been allotted an undue proportion of the 36 available places at the start. The original acceptances included four of the vast 7-litre American Ford Galaxies, which had hitherto dominated the short races in which they had already taken part this season, and it seemed likely that the main interest of the race would be centred on these cars and their chief opponents as far as an overall win was concerned, the Jaguar 3.8 saloons. Jack Sears, the most successful of the Galaxie drivers in previous events, was teamed with the Swede Bo Ljungfeldt in one of these cars, but after the John Willment team had scrutineering difficulties they were transferred to another Willment entry, a British Ford Cortina GT. It turned out to be a wise move. Their Galaxie had, incidentally, had trouble with the scrutineers over the method of attachment of its disc brakes to the front hubs, but this had been cleared up by the time the deadline for confirmation of this modification had arrived. The three Galaxies which were actually to run were driven by the works Formula One Brabham pair, Dan Gurney and Jack Brabham himself, and by Sir Gawaine Baillie/Peter Jopp and John Sprinzel/Merton Lucia (a U.S.A.F. colonel).

Withdrawals had strengthened the Jaguar representation in the field, and six 3.8s appeared on the grid, driven by Salvadori/Hulme, Salmon/Sutcliffe, the very successful German pair Lindner and Nöcker, Chris McLaren/Coundley, Sparrow/Neil Dangerfield and Powell/Baker, there being no other entries in the over-3,000-c.c. class. In the 1,601-3,000-c.c. class was a lone Mercedes-Benz 220SE for Peter Sargent and Peter Lumsden, which had two Ford Zodiacs, two Squadra Corse-entered Lancia Flaminias and two Volvos, one a works 122S for the rally drivers Tom Trana and Carl-Magnus Skogh, to contend with. Two more Squadra Corse cars, Lancia Flavia coupés, appeared in the over-1,300-c.c. class against a Rapier, a VX 4/90, two Cortina GTs, a Cortina Super and a Swiss-entered Guilia TI. The remaining cars in the over-850-c.c. and over-1,000-c.c. classes were chiefly Mini-Coopers and their "S" variants, with all the well-known male and female British Mini drivers (and a few from farther afield) conducting them. The only exceptions were an Anglia 1200 Super (for Anne Hall and Anita Taylor), a Dick Jacobs M.G. 1100 (Foster and Hedges) and a Fiat-Abarth 1000.

Practice saw a Galaxie (the Gurney/Brabham car) making the best time and breaking the Brands long circuit saloon-car lap record with a time of 1 min. 57.6 sec., while the fastest Jaguar time was done by Salvadori in the Tommy Atkins car (1 min. 58.6 sec.): but as places on the grid were decided by engine capacities and not by fastest practice laps, most of the teams spent their time in testing and experimenting rather than in striving to lap as fast as possible.

The *hors d'oeuvres* of the day consisted of a 20-lap sports/racing-car event, with the points scored counting towards the Guards Trophy, and a parade of British sports and G.T. cars during the lunch interval. Keith Greene (Lotus 23) won the race in pouring rain, which had begun at the start and caused quite a few involuntary and rapid retirements, but he was chased most vigorously over the line by Roy Pierpoint with his 2-litre Attila Climax, which had led for half the event. Minoprio and Benson, driving Equipe Elva cars, won the up-to-1,200-c.c. class with ease.

Conditions had become desperately bad by the time the main race was due to start, with the pouring rain having already been soaking into the circuit for three hours and showing no signs at all of ceasing, and therefore, so as to avoid as far as possible any unduly drastic thinning of the field during the early minutes, the drivers were sent out on three reconnaissance laps to see just what was awaiting them. Dan Gurney, who was unfortunate enough to have his practice dry-weather Goodyear tyres still fitted to his Galaxie, found that the prospects were distinctly unattractive, and immediately dashed into the pits in search of something a little more adhesive. All that was available was a pair of Firestone rain tyres belonging to the Sprinzel/Lucia car, and so these were fitted to the front in a great hurry just before the start, which with the delay spent in reconnoitring had been put forward to 2.20 p.m.

At the fall of the flag Mike Salmon in the Atherstone Engineering Jaguar made a superb start, shooting between the Gurney and Lucia-driven Fords ahead of him and latching firmly on to the tail of Baillie's car as it disappeared over the brow of Paddock Bend, and the field roared away in one vast cloud of spray around the 2.65-mile circuit. Dan Gurney, in his Firestone-cum-Goodyear-shod car, had only reached as far as South Bend when the rear of his monster broke loose in the most impressive manner, the car going on to the grass and demolishing a hoarding most efficiently. The American extricated it, however, and motored grimly on in last place.

Baillie's similar car led at the end of the first lap, but he had a string of Jaguars on his tail, with Salmon heading Lindner, Powell, Salvadori, McLaren and Spar ow, and then Sears' Cortina, and at the start of the third lap both Salmon and Lindner went past the American car on the inside at Paddock, to the delight of the crowd. Gurney provided some more spectacle when he reached this point, for the Galaxie again went out of control, spinning violently at the bottom of the hill. Again Gurney sorted things out and went on round, this time to receive the signal to come in and have two more Firestones fitted.

The wet and slippery track soon sorted the melée out, and by the half-hour mark Salmon was firmly in the lead, with Lindner (trailing long strands of grass from his car's tail), Salvadori and Baillie (who was holding on extremely well in the only disc-braked Galaxie) following. Sears, Trana and Blumer were also well up, with the first two leading their respective classes. Three cars had already visited the pits beside Gurney's—one of the Flavias to replace a loose plug lead, the David Haynes-driven Willment Cortina, to retire with clutch trouble, and the Fiat-Abarth with persistent misfiring which led to its eventual withdrawal—and several more were to call with assorted problems before the hour was out. The Jaguar driven by Chris McLaren came in with oil surge worries and Sparrow's similar car with overheating, clouds of steam surrounding it when the radiator cap was removed; Cella's Lancia stopped with a flat tyre and Lucia's Galaxie with a loose bonnet catch, being black-flagged for this.

The second hour saw a certain amount of incident—the Powell Jaguar went off at South Bend, denting its right front wing but continuing after a good deal of prising apart and bending and a couple of calls at its pit, and the Mini-Cooper S of Mick Clare rolled as the result of suddenly acquiring a flat rear tyre; the car returned to the pits but was retired as being too heavily damaged to continue. The first regular pit-stops commenced, with Elizabeth Jones being the first to come in after an excellent drive. Two of the Galaxies came in, but Brabham, who took over from Gurney, had to return with a flat tyre after only a lap. At the head of the field positions were unchanged, with Salmon still keeping a clear lead and motoring very fast indeed.

Five minutes after the hour, though, Salmon came in to refuel and exchange with Sutcliffe. It was a short stop, but it lasted long enough for Salvadori to go into the lead and for the German car to come very close and to force its way past into second place at 4.30. Salvadori in turn came in before long, and this allowed Lindner to secure first place, but before long the British cars were first and second again, with fourth and fifth positions being occupied by the Cortinas of Sears and Blumer. Trana's Volvo had stopped at the pits to change drivers, after a really superb display of wet-weather expertise, but even when the Swedish car left again it still led the over-1,600-c.c. class, in which it was the smallest-capacity car.

With half of the race now having been run, the elements began to relent slightly, the rain becoming thinner and then stopping half-way through the fourth hour. Lindner came in at 5.53 to make his first pit-stop and Nöcker took over, but he came in again after only ten minutes to have the front disc pads replaced, though the German team had hoped to do the race on one set in the rain, like the Atherstone car. Salvadori, too, came in and also changed the front brake pads; but one was recalcitrant, and Sutcliffe gained two laps on the Atkins car while this was being dealt with. Another car which lost time at the pits was the Blumer/Taylor Cortina Super, and this stop (to cut away a loose silencer) put the other Cortina, now driven by Ljungfeldt, into an unassailable lead. Three more cars fell out, the second Volvo at Paddock, the Facetti/Frescobaldi Flaminia at Stirling's Bend, and the Pierpoint Zodiac at the bottom of Druids, where a loosely-secured wheel finally fell off. The car trundled gently on to the grass and remained there.

Sutcliffe came in for the Atherstone Engineering Jaguar's second and last stop at 6.32 p.m., Salmon leaving with a lap in hand over Hulme and hoping that his brakes would stay in operation until the end of the race without needing a change of front pads. There were no retirements and few pit-stops during this hour. Gurney's Galaxie, though several laps down, was beginning to go rather more quickly on a surface which was slowly draining, and at one point he passed Nöcker's Jaguar—though only for a very short time. The German car's two pit-stops had cost it a lot of distance, and it was still in fourth place behind Ljungfeldt in the astonishing Cortina.

The last hour saw Hulme initially going quickly to try and make up his deficiency of a lap and catch Salmon, but 20 minutes before the end the New Zealander had to come in for a tyre change, and this ended any hopes the Atkins team might still have had left. The Lewis/Vernaeve Mini-Cooper went off after Paddock but managed to reach the pits to await the last few minutes of the race, and Nöcker finally managed to catch Ljungfeldt a quarter of an hour before the end, to make it a seeming 1-2-3 win for the Jaguars. Sears and Ljungfeldt had upheld British Ford prestige with their splendid drive in their Cortina GT, while Trana and Skogh had demonstrated that their racing abilities were no whit inferior to their rallying abilities.

After the race, though, came the blow; since the Salmon/Sutcliffe car had oversize inlet valves (47.6 mm. as against the regulation 44.45 mm.) it was disqualified, and so the official first place was awarded to the Atkins car. It was a very distressing end to a race in which the winners on the road, Salmon and Sutcliffe, had driven really well and most expertly in quite vile conditions for their first (apparently) big International win. They would probably have won anyway.—J. H.

Results:

Overall Positions to 12th Place: 1st: R. Salvadori/D. C. Hulme (Jaguar 3.8), 165 laps (72.62 m.p.h.); **2nd**: P. Lindner/P. Nöcker (Jaguar 3.8) 162; **3rd**: J. Sears/B. Ljungfeldt (Cortina GT), 162; **4th**: T. Trana/C-M. Skogh (Volvo 122S), 161; **5th**: P. Sargent/P. J. S. Lumsden (Mercedes-Benz 220SE), 159; **6th**: Sir John Whitmore/P. Hopkirk (Mini-Cooper S), 159; **7th**: Sir Gawaine Baillie/P. M. Jopp (Ford Galaxie), 159; **8th**: J. Rhodes/R. Slotemaker (Mini-Cooper S), 158; **9th**: D. Gurney/J. Brabham (Ford Galaxie), 157; **10th**: J. Blumer/H. C. Taylor (Cortina Super), 157; **11th**: Miss C. Carlisle/Miss D. McCluggage (Mini-Cooper S), 157; **12th**: E. Harrison/J. Manussis (Zodiac), 155.

Class Winners:

Over 3,000 c.c.: 1st: R. Salvadori/D. C. Hulme (Jaguar 3.8), 72.62 m.p.h.
1,601-3,000 c.c.: 1st: T. Trana/C-M. Skogh (Volvo 122S), 71.08 m.p.h.
1,301-1,600 c.c.: 1st: J. Sears/B. Ljungfeldt (Cortina GT), 71.28 m.p.h.
1,001-1,300 c.c.: 1st: Sir John Whitmore/P. Hopkirk (Mini-Cooper S), 70.06 m.p.h.
851-1,000 c.c.: 1st: J. R. Aley/R. Aaltonen (Mini-Cooper), 67.77 m.p.h.
Index of Price Classification: 1st: J. Sears/B. Ljungfeldt (Cortina GT), .99066; **2nd**: Sir John Whitmore/P. Hopkirk (Mini-Cooper S), .97849; **3rd**: J. Rhodes/R. Slotemaker (Mini-Cooper S), .97081.

THE BROOKLANDS RE-UNION
(June 29th)

FOLLOWING in the tyre tracks of Rex Judd, whose splendid idea the Brooklands Re-Union of Weybridge racing motor-cyclists was, Dudley Gahagan and William Boddy, Editor of MOTOR SPORT, decided that so many people—drivers, mechanics, journalists and spectators—have such happy memories of the old Motor Course that the car side, too, should have its Re-Union.

This duly took place at the "Hand & Spear," by Weybridge Station, on June 29th. Even before the hotel opened at 6 p.m. an air of Brooklands' nostalgia could be felt, as those interested began to turn up and make themselves known to Dudley Gahagan, Bill Boddy (who wore a 1927 B.A.R.C. badge, this being his first attendance at the Track) and Mrs. Boddy (sporting a Brooklands' A.R.C. Staff badge as she, with one of her daughters, was recording the names of those present).

As the evening wore on the bar was alive with excited talk of the old racing days, ancient Brooklands photographs, badges and other souvenirs were handed round, and two showings were necessary of films of racing at the Track, these having been loaned by the V.S.C.C. at the instigation of Dudley Gahagan and shown by David Roscoe.

Before "time" was called, something like one hundred people closely associated with Brooklands were present, avidly discussing the golden age of the Sport. They came out into the fresh air and the glare of the neon lamps that now light roads round the Track that were once quiet country lanes, to find two magnificent vintage Bentleys standing guard over the hotel entrance, as they might have done on an evening after a "Double Twelve" or 500 Mile Race.

W. B. "Bummer" Scott had come all the way from Norfolk and was looking for a picture of the unmodified 1½-litre G.P. Delage he drove in the late 'twenties. Eileen Ellison, one-time "blonde dicer" in a Type 37 Bugatti, was enthusiastically talking Molsheim lore with Gahagan, G. P. Harvey Noble, of Salmson and M.G. memory, had come up from Hove with H. T. H. Clayton, who went over the Members' banking in Fleming's ex-Horton single-seater M.G. and lived to drive again (he also knows intimate things about Amilcar Sixes), J. M. Crickmay who won a race in a Morris-Cowley and built the Aston Martin-engined R.L.B was present, and so was L. A. Cushman, who made the vee-twin G.N.s go so quickly.

Other well-known personalities who came, and stayed to reminisce, included E. Farley, who raced M.G. and f.w.d. Alvis cars, Guy Griffiths, Louis Giron, J. Pares who spent many months in Weybridge Hospital after a crash in Capt. Grey's Brooklands-model Austin Seven in which he was a passenger in an early J.C.C. 200 Mile Race, his first ride having been beside Parry Thomas, Wal Phillips, J. Wilson, I. Watts, Jack Bartlett who drove so many different cars on the Track, Tim Carson whose Vauxhall took records there, Jack Playford, J. Granville Grenfell, Ian Metcalfe, Harry Bowler, who raced a stripped 3-litre Bentley, K. R. Day, Fred Cann whose job it was to make Gwenda Hawkes' Derby-Miller and other cars go to her satisfaction, Jerry Crozier, Stanley Sedgwick, Godfrey Eaton, and many more.

Bert Denly, who is fully entitled to attend both B.M.C.R.C. and B.A.R.C. Re-Unions, was smiling happily, tankard in hand. T. R. Allchin brought a big photograph showing how he lay beside the Fork after being thrown from E. B. Ware's gyrating Morgan 3-wheeler in the 1924 200 Mile Race. Vaughan Davis, who owned one of the Thomas Specials in recent times and has the ex-Marker 6½-litre Bentley-Jackson (he displayed a con.-rod and piston from it) was chatting of old times with the "Bentley (D.C.) boys." E. Sawers must have felt very much at home, because he stayed at the "Hand & Spear" for the 1908 August Bank Holiday Brooklands Meeting, when racing took place on the Saturday and Monday, and frequently in the 1920's when he was racing flat-twin Douglas small cars. C. Lewis, cousin of the Hon. Brian Lewis (Lord Essendon) was there; Mr. Pursey claimed that he was *born* at Brooklands!





Left, Harvey Noble recalls a rev.-limit. Right, Eileen Ellison reflects what fun it all was. . . .

Plenty of people who had been keen spectators mingled with these drivers and racing mechanics, and several contemporary journalists were there. Paul Wyand, who as a boy worked for Parry Thomas and who, as the greatest of the News-Reel operators, watched the Club films with genial tolerance, came with his wife, who wore a B.A.R.C. Ladies' brooch. "The Trade" of those days was represented by Steve Mellstrom (Shell Mex & B.P.) and Rex Mundy (K.L.G.). Present-day journalists Harry Mundy and Ron Barker (*Autocar*), Cyril Posthumus (*Motor*), George Bishop (*Small Car*) and Jerry Ames (*Meccano Magazine*) had come along out of sheer enthusiasm for Brooklands and its associations.

Even the Chelsea Aeronautical College, which had a shed on the Byfleet side of the Track, was represented.

Alan Hess sent a letter saying how sorry he was that illness prevented him being amongst his many friends, K. C. Radburn couldn't get down from Coventry but promised to drink a toast to Brooklands precisely at 7 p.m., five minutes after getting home, and D. J. Brewer, who ran a PB M.G. in the L.C.C. Relay Race, etc., sent his good wishes. Boddy was also glad to see the pilot who used to fly MOTOR SPORT to Continental races (he used to test his Alta on the Track) even if he did produce a photograph of W. B. as a young man—taken at Brooklands, of course!

It was all very nostalgic, without being sad, for happy memories of old Brooklands refuse to die out. Almost certainly Gahagan and Boddy will do it again next year, so that the last Saturday in June will become Brooklands Re-Union Saturday. Maybe Vickers-Armstrongs will permit the guests a glimpse of the ancient bankings and Club House? Perhaps a Brooklands Society should be formed, to keep memories and momentoes of Brooklands evergreen, or should we say bright yellow and black? Bill Boddy will be pleased to encourage any suggestions.





Left, Godfrey Eaton reminisces with Capt. Stapleton. Below, Steve Mellstrom smiles at a memory of the 'thirties. . . .





Left, L. A. Cushman refuels. Below, Bert Denly contemplates the past. . . .

XVI BRITISH GRAND PRIX

Clark (Lotus-Climax) Uncatchable

SILVERSTONE, *July 20th*

AMIDST a veritable feast of racing and circus stunts, that went on for a long and full day, the B.R.D.C. were able to organise the British Grand Prix that ranked as a Grande Epreuve, and they offered some 115,000 spectators more than their money's worth. With two and a half weeks since the last Formula One race the Grand Prix teams not only had plenty of time to prepare their cars, but also time to put in some serious track testing, with the result that nearly the whole entry was ready to start practice when the first session opened on Thursday at midday. The B.R.M. team-drivers Hill and Ginther were both using the old-type cars, with 1962 chassis, 1963 engine and 1963 gearboxes with 6 speeds, the new stressed-skin car not being sufficiently developed to be competitive on the Silverstone airfield. Both cars had orange bands around the radiator air intakes, for recognition purposes, and the colour also matched the overalls worn by the team mechanics this season. A third B.R.M. was being run by the factory for the Centro-Sud team and driven by Bandini, this being the 1962 car he drove at Reims, now painted completely red once more, as it had been at Silverstone in May. Although the car was ready it missed the first practice as Bandini had not arrived. Team Lotus had Clark and Taylor in Lotus 25 cars, both with Coventry-Climax V8 engines, Clark using fuel-injection and Taylor an early engine on carburetters, while they both had ZF gearboxes. The Cooper team were as usual, with McLaren and Maggs, and the Brabham team were as raced at Reims, with Brabham in one car and Gurney in the second car, Scuderia Ferrari had only one entry with John Surtees as driver, but they brought along two cars, both to the regular prescription of V6 engine with Bosch high-pressure fuel-injection, 6-speed gearbox between engine and final drive, and inboard rear brakes. The " ears " used at Reims to scoop air into the engine intakes had been done away with and replaced by a new arrangement of wire-mesh cage over the trumpets, the aluminium shield between the cylinder heads and the trumpets being retained. There was talk of one of the cars being a special " sprint car " for Surtees to use in order to get a good grid position, the other car being kept for the race, but nobody could offer any sound explanations of how the car had been made so " special." As Grand Prix races today are " sprint " events anyway I really don't see what could have been done to the engine to produce anything extra special, and practice times for Surtees subsequently showed that there was not much to choose between the cars. What was very obvious was that there was a perfectly good and race-worthy Ferrari going begging, and no-one to drive it, and while the Ferrari team-manager did not say as much he made it very obvious that he would have liked Phil Hill to drive it, for once again the A.T.S. team did not arrive and the American was standing around the paddock with nothing to drive. The A.T.S. cars had been all set to fly to England when a mechanical disaster took place in final testing and they had to be withdrawn at the last moment. The B.R.P. team had done a lot of work on their stressed-skin car, altering the geometry of the rear suspension, with new radius arm mountings, fitting a new type of front spring, modifying the fuel tanks, and making a body top and cockpit screen much narrower and smoother. Ireland was to drive this car and Hall had his usual Lotus-B.R.M. V8. Bonnier was entered on Rob Walker's 1963 Cooper-Climax, with single-plane crank Climax engine and 6-speed Colotti gearbox, and they had the old 1962 car as a spare. In the paddock but not out for the first practice period were two Scirocco-B.R.M. V8 cars, the blue-and-white English-built cars of American Hugh Powell, the original car, with fuel-injection B.R.M. engine being driven by Settember, and the brand-new car with carburetter B.R.M. engine being driven by Burgess. This latter car was similar in design to the original one, but the chassis frame had been made narrower, and newly designed solid-disc elektron wheels were used. The Parnell family of Reg and Tim were out in force with four entries, a Lola with new flat-crank Climax V8 on injection for Chris Amon, a Lotus 24 with Climax V8 on carburetters for motorcyclist Mike Hailwood, a Lotus-B.R.M. V8 with injection for Masten Gregory and a Lola with early Climax V8 engine for Campbell-Jones, all four having Colotti gearboxes. For the first practice only Amon and Hailwood were out, the motorcycle rider having had an initial try-out earlier in the week on a Lola, on which he had been entered, but now being switched to a Lotus. Another Lola-Climax V8 was in the hands of Bob Anderson, who had completely rebuilt the car since his victory at Rome earlier in the season and had done a lot of careful preparation for this race with the aim of being first private-owner at the finish. The Dutchman de Beaufort was running his old 4-cylinder Porsche, having to stick to it as nobody sells cars big enough for him to get into. The Swiss driver Siffert was making a welcome appearance at Silverstone with his nicely prepared and very personal Lotus-B.R.M. V8, and Ian Raby was due to arrive with the Gilby-B.R.M. V8. To complete the entry list there was that well-known non-starter the 8-cylinder de Tomaso, although the designer-builder was in the paddock waiting for the car to arrive, which it failed to do.

The all-out lap record for the Silverstone circuit stands to Ireland with a 2½-litre Lotus-Climax in 1 min. 34.2 sec., and he also holds the fastest lap by a 1½-litre Grand Prix car with 1 min. 35.4 sec., so that by standards of other circuits a figure of 1 min. 34.0 sec. should have been the aim, but 1 min. 35.0 sec. seemed as if it was going to have to do for the current Grand Prix cars. Both Graham Hill and Brabham were in fine form and dominated the first practice period, ending with an equal time of 1 min. 36.0 sec., while Clark spent a lot of time in the pits after a water pipe gave trouble and let all the water out in a cloud of spray. By the time a repair had been made and the water mopped up, the engine then got over-rich and refused to start and then practice was over. Both Jim Hall and Bonnier seemed to have found a new lease of life and were pressing on to good effect, making equal second best time overall in 1 min. 38.0 sec., although Surtees had improved on this with the spare Ferrari in 1 min. 37.4 sec., but as it was a training car it did not count. Ireland was not at all happy with the B.R.P. car, the chassis tuning seemingly having " improved it worse," and it was steering like a camel. For the rest of the runners the pace was not very exciting and the first session ended on rather a quiet note.

At the end of the afternoon, after there had been practice for saloon cars, sports cars, G.T. cars and Juniors, the Grand Prix cars appeared for a further hour of practice and this time Gregory and Bandini joined in, as well as the two Sciroccos, which made some quiet laps to feel their way round. Clark really got into his stride this time, using the same car with its " air-stream " windscreen, and having a wide yellow stripe down the centre of its green body, and set the pace with a lap in 1 min. 34.4 sec. which was a sign of progress. Graham Hill, as usual, was not far behind and his best was 1 min. 35.4 sec. and the two Cooper boys went round together, with McLaren leading the way and did 1 min. 35.6 sec. and 1 min. 38.0 sec., respectively. Some indication of what was to come was shown by Gurney who got into the swing of things with a lap in 1 min. 35.8 sec. in his Brabham, a time equalled by Surtees with his Ferrari. Hall and Bonnier were still cracking along, going surprisingly well, until the B.R.M. engine in Hall's Lotus broke a tappet-pot. While Clark had gone outstandingly fast, being a whole second faster than his nearest rival, the general tempo of practice had not speeded up as much as one would have expected, and everyone went away to work on the cars ready for the last practice period, this taking place on Friday morning for 1½ hours. Being the last opportunity to make a good qualifying lap for grid positions, most people got into their true stride and the pace quickened up to something approaching Grande Epreuve standards. Taylor had a new Team Lotus car for this period, it being the Type 25 with the 6-speed Colotti gearbox, and had been fitted with the " air-stream " windscreen, but the Lotus gearbox specialists had slipped up on the assembly of the gearbox and Taylor spent a lot of time standing around while the internals of the box were removed and put together properly. It was assembly trouble which plagued Clark earlier this season with the ZF gearboxes, but this trouble seems now to be a thing of the past and the Scotsman was busy putting in some very regular fast laps, as neat and tidy as ever and the fastest for a long time, though two-tenths of a second slower than his previous best. Ireland was still having a bad time with the B.R.P. car, for though the handling had been improved the B.R.M. engine blew-up before he could get into the groove. It was not long before it became very obvious who was going to do the serious motor racing in the British Grand Prix, and a lap time battle commenced that was quite like old times. Surtees got second place with a lap in 1 min. 35.2 sec., but Hill soon fixed this with one in 1 min. 34.8 sec., and then the

Brabhams began to stir things up with Gurney doing 1 min. 34.6 sec. to equal Clark's time of this last period, and Brabham did 1 min. 35.0 sec. dead. This little lap dice went on between Gurney, Brabham, Hill and Surtees, with McLaren not far away with a lap in 1 min. 35.4 sec. It was a pity that Ireland could not join in this dice with the B.R.P. car, for he would undoubtedly have stirred things up, but having broken the engine he reverted to his old Lotus-B.R.M. V8 but it was not on form and he was not in the running with it. The Parnell family were shuffling about with their Lolas, Lotus, and drivers, and Amon was going quite well in his own Lola, although he tried the other cars as well. With the Formula Junior lap record at Silverstone standing at 1 min. 40.2 sec. to David Hobbs with a Lola-Ford, it was reasonable to expect any self-respecting Grand Prix driver with a 1½-litre V8 engine to get well under 1 min. 40.0 sec., and the accompanying list of best practice times will show clearly who I consider are not self-respecting. The battle among the top drivers settled itself by the end of practice with Clark (Lotus-Climax), Hill (B.R.M.) and Brabham and Gurney with the two Brabham-Climax cars on the front row, these four and Surtees having improved on the fastest lap set by Ireland last May, while McLaren equalled it. An impressively good time was the 1 min. 36.0 sec. set up by Bandini with the red B.R.M., this equalling the best that Ginther could do with the works car, though it seemed that perhaps the works driver had a poor engine, for it broke a tappet before practice was half-way through.

From 10.30 a.m. on Saturday July 20th the Silverstone airfield was packed to capacity and the impeccable B.R.D.C. organisation laid on a programme of events, of which any one alone would have taxed the resources of a lot of organisations. Just before 2 p.m. the Grand Prix cars set off for a lap of reconnaissance before assembling on the starting grid and 23 cars were ready to go, but when the time came to clear the grid of mechanics, officials, photographers and layabouts only 22 cars were ready to go, for Maggs could not get the engine of his works Cooper to start and he raised his hand in despair and hoped everyone would dodge him when the flag fell.

It was a fine start and after the oil and rubber smoke had cleared, the Cooper mechanics pushed the stricken Cooper to the pits and set to work on it in accordance with F.I.A. regulations. The first lap was a stirring sight for the anti-Lotus and B.R.M. clan, for Brabham and Gurney were in the first two places, with McLaren third, and Hill and Clark fourth and fifth. However, on the second lap Clark moved smartly through into third place, then into second place on the third lap and by the end of lap four he was not only in the lead, but very comfortably in the lead, so that one began to wonder what everyone was up to. On the third lap Maggs had screamed away from the pits, his Cooper-Climax in good order once again after a change of plugs, and on lap four the first pit-stop had been made by the inevitable Campbell-Jones. By this time the overall race had split itself up into three factions, the first being Clark drawing away from a tight bunch of cars racing for second place, these being the two Brabhams, McLaren (Cooper), Hill (B.R.M.) and Surtees (Ferrari). The second group comprised Taylor (Lotus), Bonnier (Cooper), Ireland B.R.P.), Ginther (B.R.M.), Hall (Lotus), Bandini (B.R.M.) and Amon (Lola) and this lot looked all set for a really interesting battle. The third group was obviously the private-owners and assortments and was being led very ably by Anderson with his privately-owned Lola. Already the incredible Clark was pulling out half a second a lap over the bunch racing for second place, and on lap seven McLaren disappeared from amongst them when his engine broke down near Chapel curve. Ireland had got away from the second group and was showing signs of catching up with the leaders, and then Taylor went into the pits with his electric fuel-pump not working. By 10 laps Clark had an impressive 6 sec. lead over Brabham, who had Gurney, Hill and Surtees right on his tail, these being very evenly matched, and further back Bonnier, Ginther and Bandini were showing signs of getting a bit rough with one another so that a very good race was developing between them. Amon was sitting just behind them watching it all and no doubt learning a great deal, and Hall had dropped back a bit, even though he had a 1963 works B.R.M. engine in his Lotus. The three motor-cyclists, Siffert, Anderson and Hailwood were mixing it in together in a nice neat and tidy fashion, and right at the back Maggs was driving fast to make up for his lost laps at the start.

Clearly no-one was going to catch the flying Clark, and everything was going to depend on the reliability of the Lotus, but behind him Gurney had moved up into second place, and for two laps Surtees got his Ferrari in front of Graham Hill's B.R.M. but Ireland failed to catch up with them as his B.R.P. developed ignition trouble and he had to call at the pits, where Gregory (Lotus-B.R.M.), Settember (Scirocco) and Raby (Gilby-B.R.M.) had already been in and out for various troubles. Clark was now lapping the tail end of the field and the two Brabhams were getting away from the Hill/Surtees pair who were remaining very close together. Siffert and Hailwood were in close company, and were leaving Anderson, and the young M.V. works rider was going nicely in his first Formula One race, driving steadily and sensibly. The Bandini/Ginther/Bonnier trio were still hard at it, the young Italian putting up a good fight against two much more experienced Grand Prix drivers, and for a long time he was leading them. Maggs was making up ground on the tail enders, though still two laps down and he caught and passed Hall, whereupon the Texan tucked in behind the works Cooper and stayed with it, even though it was two laps behind him, for it meant that his lap times were improved. Taylor had rejoined the race when Clark was on his 19th lap, having had his fuel pump changed, and Ireland joined in again later, but his engine still sounded very rough. One Coventry-Climax-engined car had gone out when McLaren retired his works Cooper, and on lap 29 Gurney came round on his own, Brabham's Climax-engine having blown-up, so that at 30 laps the order was Clark

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STARTING GRID

8 Brabham (*Brabham-Climax V8*) 1 min. 35.0 sec.	1 G. Hill (*B.R.M. V8*) 1 min. 34.8 sec.	9 Gurney (*Brabham-Climax V8*) 1 min. 34.6 sec.	4 Clark (*Lotus-Climax V8*) 1 min. 34.4 sec.
7 Maggs (*Cooper-Climax V8*) 1 min. 36.0 sec.	6 McLaren (*Cooper-Climax V8*) 1 min. 35.4 sec.	10 Surtees (*Ferrari V6*) 1 min. 35.2 sec.	
11 Ireland (*B.R.P.-B.R.M. V8*) 1 min. 36.8 sec.	5 T. Taylor (*Lotus-Climax V8*) 1 min. 36.8 sec.	2 Ginther (*B.R.M. V8*) 1 min. 36.0 sec.	3 Bandini (*B.R.M. V8*) 1 min. 36.0 sec.
19 Amon (*Lola-Climax V8*) 1 min. 37.2 sec.	12 Hall (*Lotus-Climax V8*) 1 min. 37.0 sec.	14 Bonnier (*Cooper-Climax V8*) 1 min. 36.8 sec.	
15 Settember (*Scirocco-B.R.M. V8*) 1 min. 40.8 sec.	20 Hailwood (*Lotus-Climax V8*) 1 min. 39.8 sec.	22 Anderson (*Lola-Climax V8*) 1 min. 39.0 sec.	25 Siffert (*Lotus-B.R.M. V8*) 1 min. 38.4 sec.
23 de Beaufort (*Porsche 4*) 1 min. 43.4 sec.	16 Burgess (*Scirocco-B.R.M. V8*) 1 min. 42.6 sec.	26 Raby (*Gilby-B.R.M. V8*) 1 min. 42.4 sec.	
		24 Campbell-Jones (*Lola-Climax V8*) 1 min. 48.8 sec.	21 Gregory (*Lotus-B.R.M. V8*) 1 min. 44.2 sec.

PRACTICE TIMES

No.	Driver	Car	Thursday Morning	Thursday Afternoon	Friday Morning
1	G. Hill	B.R.M. V8	**1. 36.0**	1. 35.4	1. 34.8
2	R. Ginther	B.R.M. V8	1. 39.6	1. 36.8	1. 36.0
3	L. Bandini	B.R.M. V8	—	1. 38.0	1. 36.0
4	J. Clark	Lotus-Climax V8	1. 39.6	**1. 34.4**	**1. 34.6**
5	T. Taylor	Lotus-Climax V8	1. 39.8	1. 36.8	1. 37.0
6	B. McLaren	Cooper-Climax V8	1. 38.8	1. 35.6	1. 35.4
7	A. Maggs	Cooper-Climax V8	1. 41.2	1. 38.0	1. 36.0
8	J. Brabham	Brabham-Climax V8	**1. 36.0**	1. 39.0	1. 35.0
9	D. Gurney	Brabham-Climax V8	1. 42.0	1. 35.8	**1. 34.6**
10	J. Surtees	Ferrari V6	1. 44.8	1. 35.8	1. 35.2
11	I. Ireland	B.R.P.-B.R.M. V8	1. 45.4	1. 38.0	1. 36.8
12	J. Hall	Lotus-B.R.M. V8	1. 38.0	1. 37.0	—
14	J. Bonnier	Cooper-Climax V8	1. 38.0	1. 37.6	1. 36.8
15	T. Settember	Scirocco-B.R.M. V8	—	1. 45.0	1. 40.5
16	I. Burgess	Scirocco-B.R.M. V8	—	1. 49.4	1. 42.6
17	G. Baghetti	A.T.S. V8	NON-STARTER		
18	P. Hill	A.T.S. V8	NON-STARTER		
19	C. Amon	Lola-Climax V8	1. 44.6	1. 38.4	1. 37.2
20	M. Hailwood	Lotus-Climax V8	1. 42.0	1. 41.0	1. 39.8
21	M. Gregory	Lotus-B.R.M. V8	—	1. 44.2	1. 47.4
22	R. Anderson	Lola-Climax V8	1. 43.2	1. 39.0	1. 39.4
23	G. de Beaufort	Porsche 4	1. 45.6	1. 44.0	1. 43.4
24	J. Campbell-Jones	Lola-Climax V8	—	—	1. 41.6
25	J. Siffert	Lotus-B.R.M. V8	1. 45.2	1. 39.4	1. 38.4
26	I. Raby	Gilby-B.R.M. V8	—	—	1. 42.4
27	E. Nasif	de Tomaso 8	NON-STARTER		
10T	J. Surtees	Ferrari C6	1. 37.4	1. 36.0	1. 36.0
11T	I. Ireland	Lotus-B.R.M. V8	—	—	1. 37.4

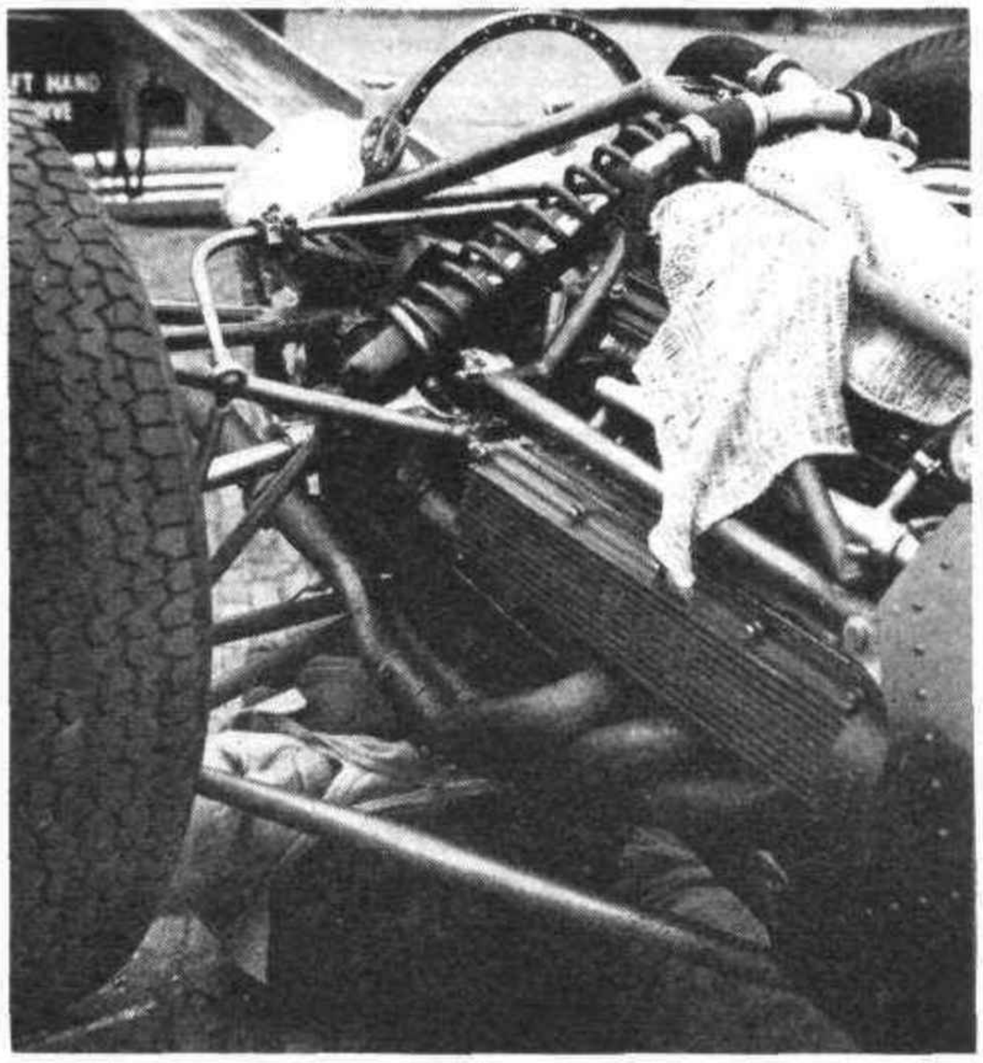
N.B.—Times only taken to nearest fifth of second.

THE 1963 B.R.M.

UNTIL the practice for the Dutch Grand Prix at Zandvoort the only new things to appear from Bourne had been various mechanical items fitted to last year's cars. In Holland the all-new 1963 car made its first appearance, and a week later it took part, and finished third, in its first race, the French Grand Prix at Reims. At the end of 1962, when the B.R.M. team had won the manufacturers Championship, they had finalised their rear-engined V8 car and during the winter they redesigned the bottom-end of the engine, using a single-plane crankshaft, as normally used on horizontally-opposed engines. This arrangement allowed them to use a comparatively simple tuned-exhaust system for each bank of cylinders, in place of the various types of stub pipes used previously. To start the 1963 season the team used last year's chassis and gearbox, with the new engines, and at Spa they tried out their new 6-speed gearbox, designed and built at Bourne, like almost everything else on the B.R.M. This gearbox was for the 1963 car, but was so designed that it could be used on the earlier chassis. The all-new car was ready for serious testing just before the Le Mans weekend, and Graham Hill flew back from his turbine commitments to try the new car before it was taken to Zandvoort for its first appearance in public.

Most Grand Prix cars designers have been well aware of the shortcomings of the small-diameter tubing space-frame, which replaced the earlier type of tubular ladder-frame. If you design a perfect space-frame, triangulated in all directions then there is no space in which to put the driver, or the engine! It is possible to arrange the design such that it encases the engine, but there must always be a gap in the triangulation into which the driver is inserted, and this gap in the frame is the weakest point in the design, especially in the event of a crash. This factor being brought to the notice of a lot of people after the accident to Stirling Moss, for his car folded about the cockpit area. Colin Chapman overcame this disadvantage of the space-frame with his " monocoque " design in the Lotus 25, in which the cockpit area was as strong as any other part of the frame, and in addition he did away with the necessity for encasing the engine in a framework of tubes, easing servicing and maintenance. Tony Rudd of B.R.M. who was responsible for the design of their 1963 car, had all these things in mind, but approached the matter from a different angle to that of Chapman. A stressed-skin structure of Duralamin sheet forms the centre section of the car, from the driver's feet back to the rear of his seat, but whereas the Lotus is in the form of a stressed-skin bath on which an unstressed lid is fitted, the B.R.M. is a single structure in the form of a tube. At the front of this tube is a steel sheet bulkhead, riveted in place and to this is riveted and welded a very light tubular framework that carries the front suspension. To the lower part of the rear bulkhead of the centre-section is riveted and welded another tubular frame that runs back to the tube and sheet steel framework that carries the rear suspension. In the gap above this lower tubular frame is mounted the engine on a further tubular framework that bolts into place between the upper part of the centre bulkhead and the rear suspension frame, so that the complete chassis is a combination of stressed-skin and tubular space-frame. Following Chapman's lead the front suspension has the coil spring units mounted inboard, and operated by rocker-arm top wishbones of the double-wishbone suspension layout. The rear suspension is very similar to the 1962 B.R.M. cars in that it has a double-wishbone layout, but the coil spring/damper units are mounted inboard above the final drive unit, and inclined towards each other at their top ends, and are anchored to the tubular framework over the engine. The lower ends are fixed to a link pivoted on the chassis, and a further tubular link connects the spring unit to the outer end of the lower wishbone, so that the springs are compressed by this " pushrod, " and the arc of travel is controlled by the link pivoting on the chassis. The Dunlop disc brakes are all hub mounted, Dunlop bolt-on wheels to B.R.M. design are used at the front, and knock-off hubs are used at the rear, again for Dunlop-built wheels.

Within the walls of the centre-section are carried rubber fuel tanks, of aircraft pattern, and also rubber oil tanks, which are a new innovation. An oil cooler is mounted below the driving seat and cooling air for this element is ducted along the stressed-skin centre section from a scoop under the nose aperture. This layout assists in weight saving by doing away with long oilpipes, and also helps in achieving a rearward weight distribution. The well-



The rather complex rear end of the 1963 B.R.M. looking rearwards from a position alongside the cockpit on the righthand side. The righthand coil-spring/damper unit is clearly visible, its top end anchored to the chassis frame, its lower end to a pivoted link.

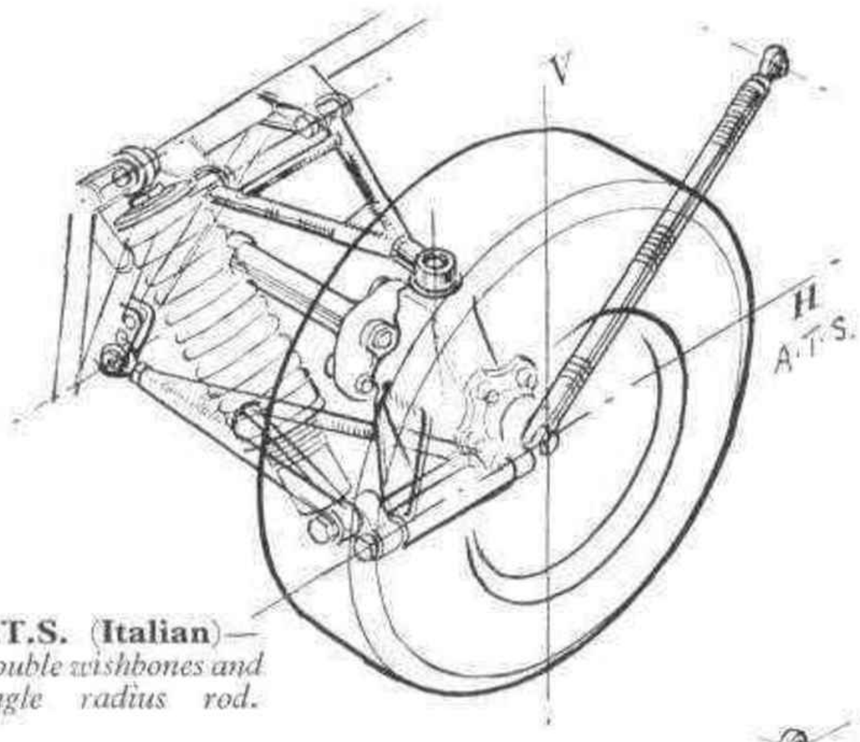
proven B.R.M. V8 engine is used, running on Lucas transistor ignition and Lucas low-pressure port fuel-injection. The water radiator is in the nose of the car, and just behind it are two newly designed lightweight Lucas 6-volt batteries. On the rear of the engine is bolted the 1963 B.R.M. 6-speed gearbox, as tried out by Ginther on one of the 1962 cars in recent races, and this is operated by a mechanical linkage from a left-hand gear lever in the cockpit, the clutch operation being by hydraulic means. The main fuel pump, fuel tank switch, starter button and fuel pressure gauge are all mounted in a panel that forms part of the cockpit floor, between the driver's knees, while the main instrument panel carries oil temperature gauge, tachometer and a dual gauge for oil pressure and water temperature.

An interesting day was spent at Zandvoort watching this new car and one of the 1962 cars circulating together, during a private testing session, and it was noticeable how different were the two cornering methods. The new car seemed to be deriving most of its cornering power from the cornering force being generated by the outside front tyre plus a combined force from the two rear tyres, but the rear ones were also capable of applying a forward thrust while still generating a cornering force. On the 1962 car, both front tyres were contributing a cornering force, as were the rear ones, but any application of forward thrust to the rear tyres while they were still generating a cornering force, appeared to provoke breakaway on the rear tyres rather too easily. All this is, of course, in the broadest sense of the theory of cornering, but put simply, it means that the 1963 car can cope with a greater amount of acceleration through a given corner than the older design. It also calls for a different driving technique to get the best from the new design. The ways of a designer are not simple, for this improved cornering brought other problems in its wake, which had to be experimented with until a healthy compromise could be found; two major ones being a tendency to lift the inside front wheel, and a distinct " lightness " at the front end under some circumstances, but all these things are the result of variables which are adjustable and come under the heading of " chassis tuning."

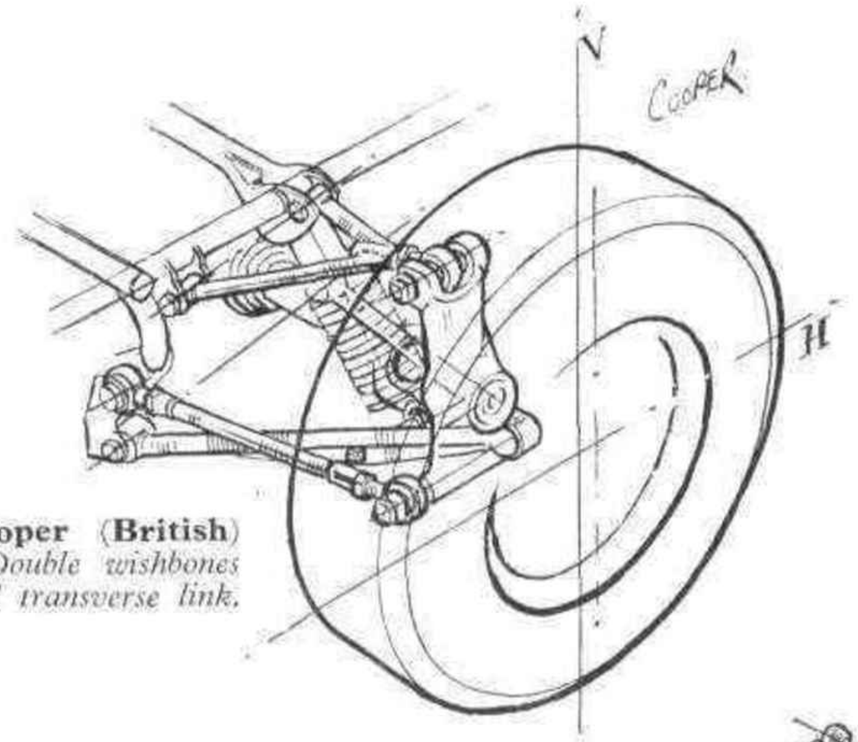
The overall weight of this new car is a great deal less than the 1962 cars, which was one of the objects of the exercise, naturally enough, but it is still not down to the minimum limit of 450 kilogrammes for Grand Prix cars. Dimensions of the car are : Wheelbase: 7 ft. 6 in. Front track : 4 ft. 5 in. Rear track : 4 ft. 4½ in. Front tyres: 5.00×15 in. Rear tyres: 6.50×15 in.—D. S. J.

GRAND PRIX DESIGN

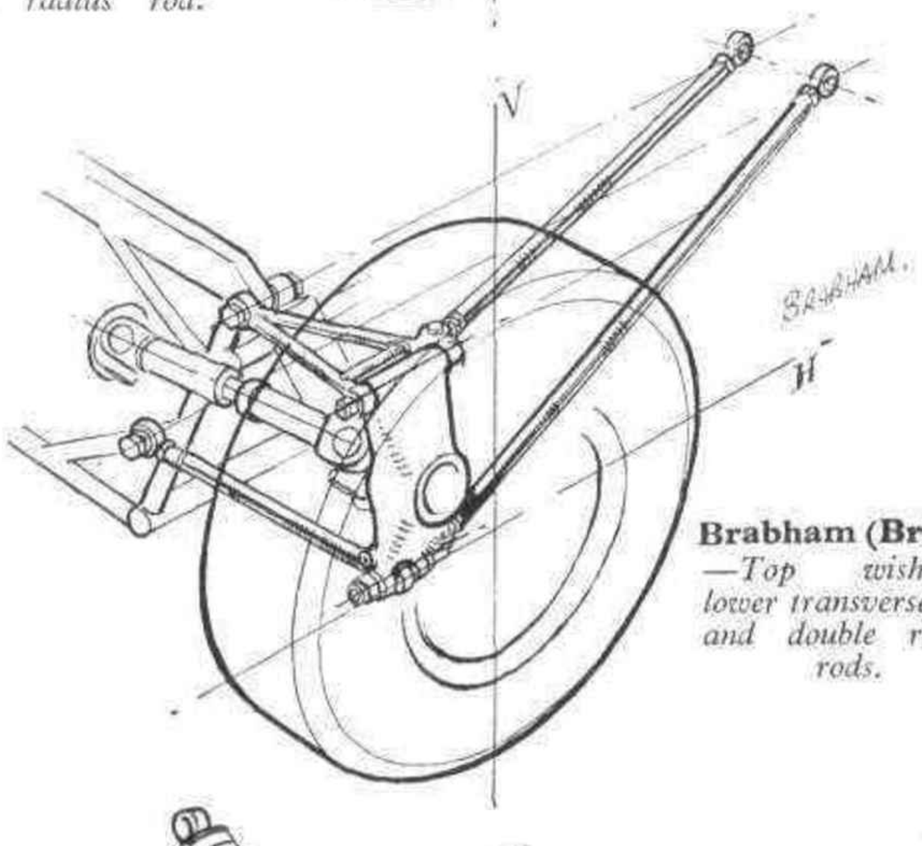
In Grand Prix racing today all the contestants run on Dunlop racing tyres, so that in theory they should all have the same cornering power available, adhesion of the tyre to the road under cornering stresses being the limiting factor. However, the question of keeping the tyre in contact with the road is an important factor, but the most important consideration is that of controlling the geometry of the road wheel when subject to weight transfer and roll from cornering loads. To the casual glance all the Grand Prix cars today look alike, but closer scrutiny will reveal a surprising variety of designs, and the accompanying sketches show how a number of Grand Prix car designers have tackled the problem of control of wheel movement of the rear wheels of their various cars. All use independent rear suspension and coil spring/damper units, and these sketches illustrate the wishbone or link mechanisms, radius rods, anchor points, etc., brakes and wheel hubs having been left out to assist clarity.—D. S. J.



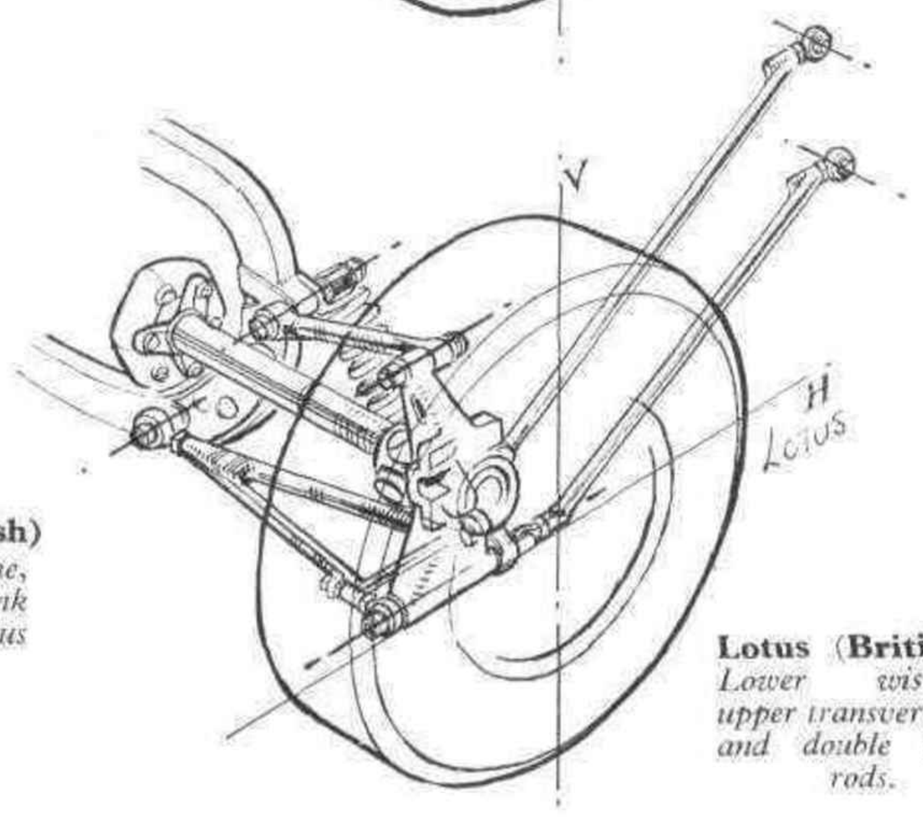
A.T.S. (Italian)—*Double wishbones and single radius rod.*



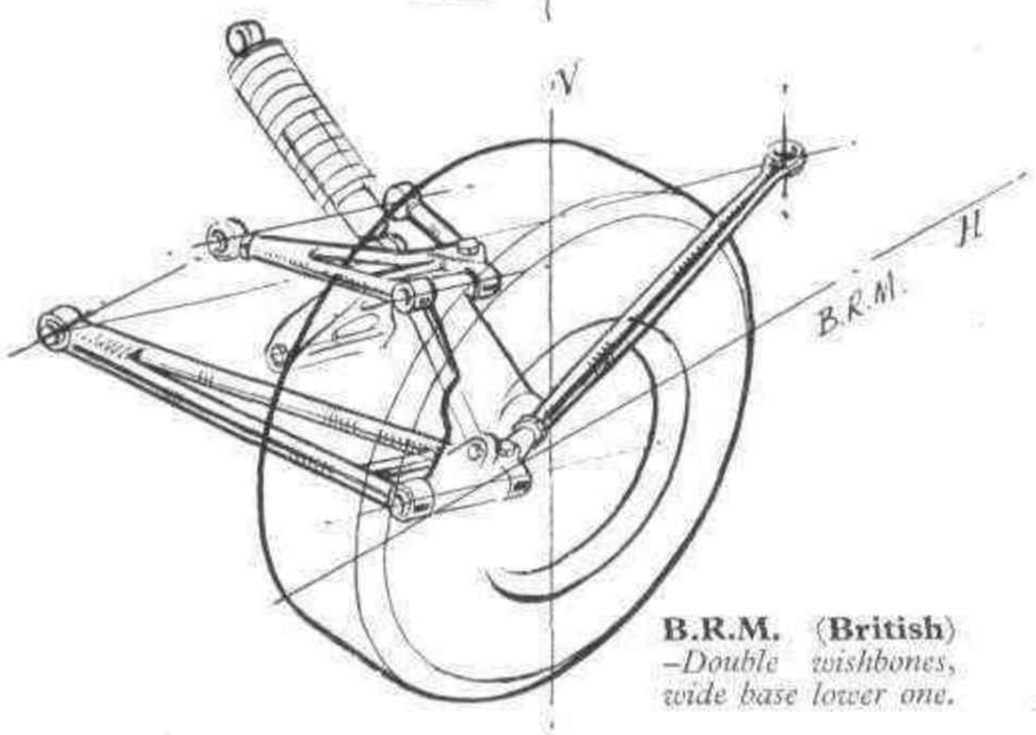
Cooper (British)—*Double wishbones and transverse link.*



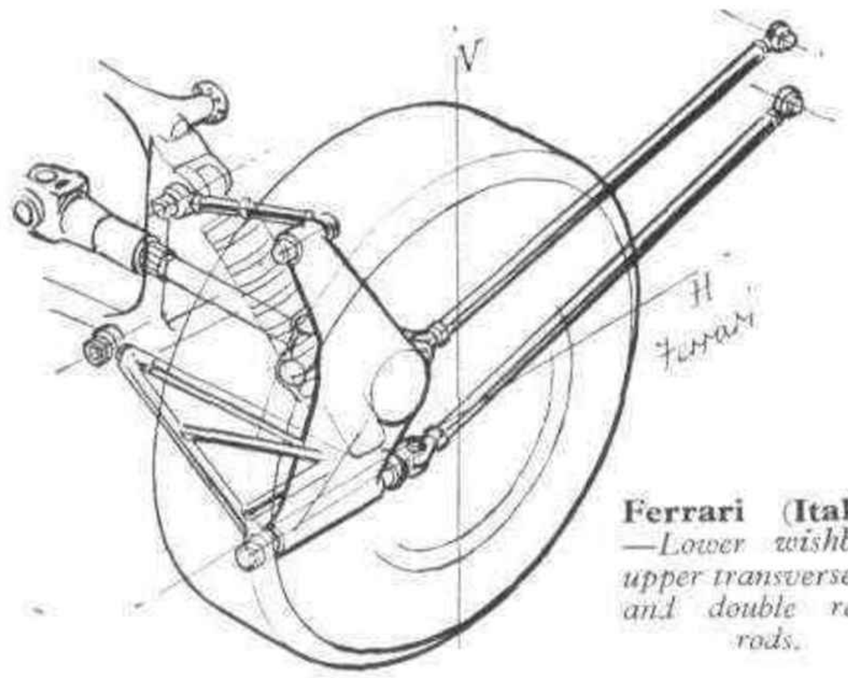
Brabham (British)—*Top wishbone, lower transverse link and double radius rods.*



Lotus (British)—*Lower wishbone, upper transverse link and double radius rods.*



B.R.M. (British)—*Double wishbones, wide base lower one.*



Ferrari (Italian)—*Lower wishbone, upper transverse link and double radius rods.*

XVI BRITISH GRAND PRIX—continued from page 589

(Lotus), 14 sec. ahead of Gurney (Brabham), and Hill (B.R.M.) and Surtees (Ferrari) now some way back but still vying for third place. After quite a long pause came Bandini and Ginther with Bonnier between them, the Cooper being the meat in a B.R.M. sandwich, but the situation was still changing amongst these three. Amon had dropped back from them and was on his own in eighth place, well ahead of Hall in ninth place. The rest had been lapped by Clark and the race as such was virtually over, for the Lotus driver was beginning to ease off already, though he was having to concentrate all the time due to running on smaller section rear tyres than the Lotus normally uses. This had been done just before the start in order to drop the gear ratio slightly, and improve acceleration out of the corners, but the track was very oily and slippery having had so much racing on it before the Grand Prix began, that Clark was suffering from the slightly reduced cornering power of the rear end. Nevertheless, he was having no trouble in increasing his lead over the second man, and by lap 35, which was not yet half way, he had a lead of 15 sec. Gurney was 12 sec. ahead of the B.R.M./Ferrari duel which was still going on, and 60 sec. later came Ginther, a bare length ahead of Bandini and Bonnier, while Amon had dropped quite a long way back and was about to be lapped by Clark. The second Team Lotus car was having a bad time, Taylor being back in the pits for attention to his gear-change, and Ireland was also back in the pits, while the two Sciroccos were spending more time at their pits than on the circuit. Shortly after this Ireland rejoined the race but was immediately disqualified as the B.R.P. mechanics push-started the car, and not long afterwards Taylor was excluded for his mechanics making the same mistake.

Bandini's excellent drive had an interruption on lap 42 when his gear-change mounting broke as he was changing-down for Stowe and, getting neutral instead of a gear, he executed an all-mighty spin which he caught and then motored on, but this let Ginther and Bonnier get well away. It also caused him to lose sufficient time for Clark to lap him, but he carried on, handicapped by having to be very careful how he changed gear. At 41 laps, which was half-distance, the race being over 82 laps to ensure a total running time of more than the regulation two hours, Clark had 16½ sec. lead, and in spite of easing off he was increasing his lead all the time. When Gurney, Hill and Surtees began lapping the tail-enders, and the traffic was quite thick and crowded for a lap or two, it was noticeable how Maggs took the opportunity to shake off the less-experienced Hall, and Siffert shook off new-boy Hailwood.

From this point onwards the whole race tailed off and there was not a great deal of interest, but still Clark went on his way, as calm and smooth as ever, never putting a wheel wrong, even though he was sliding about on the slippery track quite badly. He had lapped everyone except Gurney, Hill and Surtees, and the B.R.M. and Ferrari were still changing places now and then, vying for third place, but in a rather mediocre fashion compared to the leading Lotus. At 55 laps Clark was a comfortable 17 sec. ahead of Gurney, the Brabham in turn being 28 sec. in front of the B.R.M. and Ferrari, but five laps later Gurney's Coventry-Climax engine virtually burst asunder at Stowe and he spread a lot of oil across the track as he pulled off the circuit, but the situation was swiftly dealt with by the white-coated marshals. This left Clark 50 sec. ahead of the second man, that looked as though it was going to be Hill, as he was holding a 1-sec. lead over Surtees pretty consistently by now. Bandini was doing his best to make up for the time lost in his spin, and Anderson went into the pits on lap 62 with bad cramp in his right foot. He had raised the position of the driving seat during his rebuilding, which had in turn altered the position of his legs, and he had not realised that this was causing his right calf to bang up and down on the floor-mounted battery, this continual knocking eventually giving him cramp in his foot so that he could no longer press effectively on the brake pedal. After dousing his foot in cold water, and massaging, he was able to rejoin the race, but the stop had dropped him from 11th place to 13th.

Just as it seemed as if nothing more was going to happen, three things occurred: Bonnier noticed all his oil pressure disappear from the gauge and he pulled off the circuit before a rod came out of the side of the Climax engine in his Cooper; Amon made a quick stop at his pit to take on a couple of gallons of fuel, and Siffert went by trying to find a gear. A ball-race had broken up in the box and the bits had dropped amongst the gears, causing havoc, and the Swiss driver coasted to a stop, losing his well-earned eighth place. Maggs was now well amongst the tail-enders, having made up three laps on them after a very fast and consistent drive, and he passed Hailwood to take over eighth place. With the end in sight, and being very comfortably ahead of Graham Hill, the leader began to prepare for the final stages of the race. Knowing that it was a long race, and having had a nonsense before the start when one of the rubber fuel tanks got a kink in it when being filled, and called for much fiddling to get enough petrol in, Clark concentrated on conserving as much fuel as possible. He did this by circulating in top gear as the race drew to a close, and running on the sort of throttle opening that would have done credit to the Mobilgas Economy Run. In spite of this his lead did not dwindle very much and at 75 laps he was still a comfortable 35 sec. ahead of Hill, which meant that he was approaching Stowe corner as Hill was rounding Woodcote corner by the pits. His lap times were down to Formula Junior standards, and he reeled off the final laps at a comparatively leisurely pace, although leisurely for Clark is a racing speed for some drivers.

As the green Lotus, with its wide yellow stripe, came down to Woodcote to receive the chequered flag there was excitement on the other side of the circuit for Hill's B.R.M. suddenly coughed and died and Surtees gained on him rapidly. The B.R.M. was running out of fuel, and the unhappy Hill was coaxing it along as best he could, but the Ferrari went by into second place, and Hill coasted over the line with a dead engine, into third place. When Clark finished his slowing-down lap he disappeared towards the paddock, to the consternation of the officials and photographers waiting at the finishing line, but it was all part of a well-prepared plan, for a few seconds later a farm tractor appeared towing a 4-wheeled trailer on top of which sat the victorious Lotus and a happy smiling Jimmy Clark. Meanwhile a Scottish soldier was playing "Scotland the Brave" on the bagpipes, and he mounted the trailer along with a jubilant Colin Chapman, and instead of everyone standing to the sound of "God Save the Queen" the victor was welcomed with a fine display of Scottish Nationalism, which just showed that old-established racial problems still exist in the British Isles. With four Grande Epreuve victories in a row, following that never-to-be-forgotten second place at Indianapolis, Jimmy Clark had every right to enjoy the sight of a huge throng paying homage to a magnificent Scot as the tractor and trailer made a lap of honour of the circuit, bearing its precious load.—D. S. J.

Results :

XVI BRITISH GRAND PRIX—Formula One—82 Laps—396 Kilometres Warm and Dry

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 14 min. 09.6 sec.—172.75 k.p.h.
2nd:	J. Surtees (Ferrari V6)	2 hr. 14 min. 35.4 sec.
3rd :	G. Hill (B.R.M. V8)	2 hr. 14 min. 47.2 sec.
4th :	R. Ginther (B.R.M. V8)	1 lap behind
5th :	L. Bandini (B.R.M. V8)	1 lap behind
6th :	J. Hall (Lotus-B.R.M. V8)	2 laps behind
7th :	C. Amon (Lola-Climax V8)	2 laps behind
8th :	M. Hailwood (Lotus-Climax V8)	4 laps behind
9th :	A. Maggs (Cooper-Climax V8)	4 laps behind
10th :	G. de Beaufort (Porsche 4-cyl.)	6 laps behind
11th :	M. Gregory (Lotus-B.R.M. V8)	7 laps behind
12th :	R. Anderson (Lola-Climax V8)	7 laps behind
13th :	J. Campbell-Jones (Lola-Climax V8)	8 laps behind

Fastest lap : J. Surtees (Ferrari V6) on lap 3, in 1 min. 36.0 sec.—176.65 k.p.h.

Retired : B. McLaren (Cooper-Climax V8) on lap 7, engine; A. Settember (Scirocco-B.R.M. V8) on lap 21, ignition; T. Taylor (Lotus-Climax V8) on lap 24, fuel pump; I. Ireland (B.R.P.-B.R.M. V8) on lap 27, engine; J. Brabham (Brabham-Climax V8) on lap 28, engine; I. Burgess (Scirocco-B.R.M. V8) on lap 37; D. Gurney (Brabham-Climax V8) on lap 60, engine; I. Raby (Gilby-B.R.M. V8) on lap 60; J. Bonnier (Cooper-Climax V8) on lap 66, engine; J. Siffert (Lotus-B.R.M. V8) on lap 67, gearbox.

23 *starters* — 13 *finishers.*

SUPPORTING RACES

FORMULA JUNIOR—25 Laps—121 Kilometres :

1st :	P. Arundell (Lotus-Ford)	42 min. 10.6 sec.—167.53 k.p.h.
2nd:	R. Attwood (Lola-Ford)	42 min. 29.6 sec.
3rd :	D. Hobbs (Lola-Ford)	42 min. 41.4 sec.
4th :	M. Spence (Lotus-Ford)	42 min. 44.4 sec.
5th :	J. Fenning (Lotus-Ford)	42 min. 45.0 sec.
6th :	J. Taylor (Cooper-Ford)	42 min. 50.4 sec.

27 *starters* — 14 *finishers.*

Fastest lap : P. Arundell (Lotus-Ford) on lap 3, in 1 min. 39.4 sec.—170.60 k.p.h. *(new record).*

PRODUCTION TOURING CARS—12 Laps—58 Kilometres :

Up to 1,300 c.c. :

1st :	J. Whitmore (B.M.C.-Mini)	24 min. 36.2 sec.—137.86 k.p.h.
2nd:	P. Hopkirk (B.M.C.-Mini)	24 min. 36.6 sec.
3rd :	Miss Carlisle (B.M.C.-Mini) ..	24 min. 39.8 sec.

Fastest lap : J. Whitmore (B.M.C.-Mini), 1 min. 59.6 sec.—141.79 k.p.h.

Up to 2,000 c.c. :

1st :	R. Olthoff (Ford Cortina)	24 min. 27.6 sec.—138.66 k.p.h.
2nd:	D. Haynes (Ford Cortina)	24 min. 39.8 sec.
3rd :	P. Harper (Sunbeam Rapier) ..	1 lap behind

Fastest lap : J. Blumer (Ford Cortina), 1 min. 59.0 sec.—141.55 k.p.h.

Up to 3,000 c.c. :

1st :	A. G. Mann (Ford Zephyr)	23 min. 40.2 sec.—131.34 k.p.h. (11 laps)
2nd:	J. Coundley (Mercedes-Benz 220SE)	23 min. 42.0 sec. (11 laps)
3rd :	J. Uren (Ford Zephyr) ..	25 min. 06.0 sec. (11 laps)

Fastest lap : A. G. Mann (Ford Zephyr), 2 min. 05.0 sec.—135.67 k.p.h.

Over 3,000 c.c. :

1st :	J. Sears (Ford Galaxie)	23 min. 07.4 sec.—146.68 k.p.h.
2nd:	G. Baillie (Ford Galaxie)	23 min. 12.8 sec.
3rd :	M. McDowel (Jaguar 3.8)	24 min. 14.8 sec.

Fastest lap : J. Sears (Ford Galaxie), 1 min. 52.2 sec.—151.14 k.p.h.

SPORTS CARS AND G.T. CARS—25 Laps—121 Kilometres

Up to 1,150 c.c. :

1st :	P. Hawkins (Lotus)	42 min. 43.0 sec.—152.18 k.p.h. (23 laps)
2nd:	E. Paul (Elva)	42 min. 48.2 sec.
3rd :	A. Welch (Lotus)	44 min. 15.4 sec.

Fastest lap : E. Paul (Elva), 1 min. 48.6 sec.—156.15 k.p.h.

Up to 2,000 c.c. :

1st :	M. Beckwith (Lotus 23)	43 min. 17.4 sec.—163.22 k.p.h.
2nd:	K. Greene (Lotus 23)	43 min. 18.6 sec.
3rd :	J. Whitmore (Lotus Elan)	2 laps behind

Fastest lap : K. Greene (Lotus 23), 1 min. 42.2 sec.—165.93 k.p.h.

Over 2,000 c.c. :

1st :	R. Salvadori (Cooper-Monaco 2.7) ..	42 min. 37.8 sec.—165.75 k.p.h.
2nd:	C. Summers (Cooper-Chevrolet) ..	44 min. 14.8 sec.
3rd :	J. Sears (Ferrari GTO)	44 min. 15.6 sec.

Fastest lap : R. Salvadori (Cooper), 1 min. 39.8 sec.—169.85 k.p.h.

SILVERSTONE SLIDES

In the whole 82 laps of the Grand Prix there was only one wild spin, and nobody crashed. In the three other races there was a veritable massacre, which must prove something or other.

* * *

When Surtees passed the B.R.M. with its empty fuel tanks he must have felt it had been worthwhile staying up half the night before the race welding up a reserve 3-gallon fuel tank, which he got the Ferrari mechanics to fit just in case.

* * *

A meeting such as that organised by the B.R.D.C. makes one realise what a lot of people race cars, but how few racing drivers there are.

* * *

It was nice to see Bandini with a car worthy of his ability, and he had Ginther worried for a long time.

* * *

115,000 paying customers at how much per head? No wonder organisers can't make any money out of motor racing, those nasty Grand Prix drivers take it all!

Sh-h-h Whisper Whisper Whisper

it's that car again . . . If you can't hear a car coming, ten to one it's that famous 'Whispering Ghost'. Rover Gas Turbine BRM to you. Remember the sensation it caused at Le Mans where Graham Hill & Ritchie Ginther whispered around 2,600 miles in the 24 hours at an average of 108 **Sh-h-h** per hour.

Now that all the shouting is over, may we add our little whisper. We are sincerely proud of the fact that parts of this fantastic motor car (is that the right word?) were put together with Slip MolySlip Products.

We knew we had something to offer the every-day motorist, but even we had not anticipated that we would slip so easily into the jet-age. So for your Ford, Austin, Morris, Vauxhall, Triumph, Lotus, Ferrari, Jaguar or Rover BRM Gas Turbine, use . . .

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S/14

THE DUTCH GRAND PRIX

Clark, Lotus and Climax on their Own

ZANDVOORT, HOLLAND, *June 23rd.*

IT was at Zandvoort last year that Colin Chapman produced his bombshell into Grand Prix racing in the form of the Lotus 25 or "monocoque" as it became known. This model made all other Grand Prix car designs appear obsolete and outmoded; the multi-tube space frame, providing greater rigidity, lighter weight and simplicity of engine mounting. This year the Lotus team have retained the Type 25 with little or no change, and so far it has proved most successful, providing it is screwed together properly and driven by Team Lotus number one driver Jim Clark, and the design has been retained for the exclusive use of the works team, apart from a brief loan of an old car to Brabham at Monte Carlo.

With two Grande Epreuves already run, the Dutch Grand Prix saw all the teams settled in their plans and two entries were accepted from each of the manufacturers, and single entries from most of the private teams. The Scuderia Ferrari were lacking Willy Mairesse as he was still in hospital following his Le Mans accident, so he was replaced by Ludovico Scarfiotti, making his first appearance in a single-seater racing car, all his previous experience being on sports and G.T. cars. He was supporting Surtees and they had the V6 Ferraris, with Bosch direct-injection, said to have more power at maximum revs, which were now at 10,600 r.p.m. Team Lotus had three Type 25 cars, all with Coventry-Climax V8 engines, one being Clark's winning car from Spa, still with 5-speed ZF gearbox, and having the "air-deflector" windscreen, modified slightly to give a stronger updraught. This car naturally had a fuel-injection engine as had the second car, driven by Taylor, but the number two car had a Colotti gearbox fitted, a new 6-speed Type 34 Mark II. The spare car was fitted with an old type Climax V8 engine on Weber carburetters, being the car Taylor had raced at Spa, after crashing his later model. The B.R.M. team also had three cars, the usual two 1962/63 cars and a brand new one. The earlier cars were unchanged, except that Ginther's was once more fitted with a new 6-speed gearbox of B.R.M. design, as had been tried out at Spa, the slight imperfection experienced there having been rectified. The new car was of completely new design, the only similarity to the 1962 cars being the engine and the geometry of the rear suspension. This interesting design was built around Graham Hill, the number one driver, and is described in detail elsewhere in this issue. The Brabham team of Brabham and Gurney had two cars, the leader's car being brand new and identical to Gurney's, with Brabham-VW gearbox/axle layout, fuel tanks forming the body sides and the latest injection Coventry-Climax V8 engine. Gurney's car was the one used at Spa and was fitted with new drive-shafts of Australian design, incorporating a sliding pot-type outer universal, thus doing away with sliding splines on the shaft itself. McLaren and Maggs were entered on the two 1963 works Coopers, both cars now having the sleeker nose cowlings and high cockpit sides, otherwise being unchanged. The A.T.S. team had tidied up the bodywork of their cars since Spa, but were still not very elegant, and the tubular structure over the engines had been cut and jointed with threaded muff-joints that would have done credit to a plumber! Similar joints had been incorporated in one of the cross-members above the gearbox/axle assembly. Phil Hill's car had the four exhaust pipes on each bank fed into single tail pipes and Baghetti's car had separate pipes from each cylinder, ending in small megaphones.

The non-works entries were Chris Amon with Parnell's Lola-Climax V8, they having a Lotus 24 with Climax engine as a reserve car, both engines being on Weber carburetters; Bonnier with Rob Walker's brand new Cooper that appeared briefly at Spa, the 1962 ex-works Cooper being used as a training car; Ireland with the "monocoque" B.R.P. car modified since Spa by having a 6-speed Colotti gearbox fitted, with left-hand gear-change of very neat layout, incorporating only one universal joint, and he had a Lotus 24 with injection B.R.M. V8 engine as a training car. The Swiss driver Joseph Siffert and his mechanics had done a tremendous amount of work on his car since Spa, it now having a Lucas fuel-injection system on its B.R.M. V8 engine, and new aluminium fuel tanks forming the body-sides in the style of Cooper and Brabham. Fortunately his crash at Spa had not damaged the chassis frame, but it had required a rebuild of the front suspension. As all this work is done by his mechanics the car is gradually becoming something of a "Siffert Special" and is a very creditable private-owner entry. To complete the entry there were the two old Porsches of de Beaufort, his second car being driven by the German driver Gerhard Mitter. Before practice began negotiations were under way for B.R.P. to have a second entry for Jim Hall, he not having been accepted in the original list.

First practice took place on Friday morning, after a night of storm and wind that threatened to return most of Holland back to the North Sea, from whence the Dutch had reclaimed it. A delayed Channel crossing put the Team Lotus transporter behind schedule, so that Clark and Taylor were spectators for the morning. They were not alone, however, for Gurney's Brabham-Climax was being warmed up when it suddenly went quiet and refused to restart. Having been thoroughly tested at Silverstone before being shipped to Holland this was one of those peculiar things about racing machinery that cannot be anticipated. The rear bearing of the tubular shaft that runs along the vee of the crankcase, from the timing gears to the distributor, had seized and the shaft had twisted through 180 degrees. Having no spare shaft, or spare engine, Gurney had to join the spectators, and the delivery of another engine from Coventry was organised. Meanwhile Brabham's new car was being adjusted and set up for the circuit, not having been run before arriving at Zandvoort. Innes Ireland was well under way with the B.R.P. car, using all the power and all the track in some really spirited driving, much to the satisfaction of his mechanics and to the chagrin of other teams. After a spectacular spin, just in front of Graham Hill, as they both braked for the long hairpin at the end of the main straight, Ireland returned to the pits to suggest that perhaps the brakes were not working evenly! Graham Hill had started off in the new car wearing the number T12 but had not gone far before he came to a peculiar grinding halt with the brakes locked on solid due to a slight mis-adjustment in the master-cylinder mechanism, so he did most of his practice on the earlier car. Ireland was charging around again, now in the B.R.P. Lotus 24 and lapping fractionally faster than in the "monocoque" car, but this may have been due to having a better engine in the Lotus.

The Ferrari team were not at all happy, Scarfiotti had broken the engine of his car and the more tuning that was done to Surtees' car the slower is seemed to go, and he was not convinced about the handling. The A.T.S. team were also having their troubles for Baghetti's car broke a distributor and developed a fault in the brake master-cylinder and Phil Hill was not in the running, even though no one was making very fast times, in spite of having a following wind down the main straight. Being a permanent closed track the Zandvoort circuit remains the same each year, though there are variations in the percentage of sand blowing about the place from the surrounding sand dunes, and damp patches through the woods on the far side of the circuit can slow lap times. Last year the fastest practice lap was set up by Surtees with a Lola-Climax V8 in 1 min 32.5 sec. so that it was understandable that he was not too impressed with 1 min. 33.7 sec. in the Ferrari at the end of the first practice session. Graham Hill and Ireland were equal fastest with 1 min. 33.3 sec. which was satisfying to B.R.P. with their Lotus-B.R.M. V8, but not to B.R.M. for this was exactly the time that Hill set in the first practice in 1962.

In the afternoon the Team Lotus cars arrived, but only two of them were ready to run, these being the cars used at Spa, the one with the Colotti gearbox requiring finalising. Scarfiotti's Ferrari was unserviceable and for a moment it looked as though Gurney's car had been repaired, but it was Brabham circulating wearing Gurney's black crash-hat, as he had left his own in town. The new Brabham car was beginning to go extremely well, and when Jack got his own helmet he started to try really hard and got down to 1 min. 33.0 sec., the car handling pretty well perfectly on the more difficult corners. This could not be said of the new B.R.M. which obviously needed some development work on its suspension, and Graham Hill was returning his best times with the old car, and the pace was beginning to show improvement over 1962, he finally getting down to 1 min. 32.2 sec. Both of the Team Lotus drivers seemed to be suffering from a complaint that might be termed "gearboxitis," so that it was some little while before they were convinced about the "feel" of the gear-change on their ZF boxes, but meanwhile Ireland was in real trouble with the Colotti box on the B.R.P. car and he stopped at the pits with a veritable heat-haze rising from a gearbox that had suddenly lost all its oil

circulation, to the detriment of the internals, so once again he returned to the Lotus-B.R.M. V8 training car. McLaren's Cooper was having trouble with its transistor ignition, but this was soon fixed and Maggs was making excellent progress with his training. In order to record an official lap time and qualify for a start Dan Gurney borrowed Brabham's car for a few laps, and did not find it as cramped in the cockpit as might have been expected. Surtees was in the running with a time of 1 min. 33.6 sec., but some idea of what was to come was shown by Clark doing 1 min. 33.0 sec. just as practice came to a close, this being his first serious attempt at a fast lap having been in and out of the pits for most of the afternoon.

On Saturday afternoon it was still windy but the sun was shining and conditions were reasonable and Lotus produced their Type 25 with new Colotti 6-speed gearbox, the car bearing Taylor's number. Ireland had another gearbox fitted to the B.R.P. car and was ready to have a go, but Gurney was still without a car, a new engine being on its way. Scarfiotti was out once more, Graham Hill was still testing the new B.R.M., and Bonnier had the same number on both the Walker-Coopers, which rather indicated a reluctance to decide on which car was the best. Brabham was getting faster all the time, his car appearing to handle extremely well, and he was really in the old Brabham form we used to know. He got down to 1 min. 32.4 sec. but was just beaten by McLaren, with 1 min. 32.3 sec., although the Cooper driver did not look as though he was going that fast, so smooth was his driving. While Ireland was doing a little running-in on the new gearbox the B.R.M. engine broke so yet again he transferred to the pale green Lotus-B.R.M. and after making his best time of all three practice periods the numbers were changed and Jim Hall did some practice with the car as an entry had now been arranged for him. Both Team Lotus drivers tried the car with the Colotti gearbox, but Clark preferred his normal car and began to show his real form. After some very rapid laps he put in a real scorcher at 1 min. 31.6 sec., which not only beat everyone comfortably but demoralised a lot of people as well. Chris Amon tried a few laps in Parnell's Lotus-Climax V8, but was not as fast as in the Lola and Bonnier had his decision made for him when the engine of the new Cooper had bearing trouble. The new B.R.M. was making slow improvement but was not as quick as the old cars and Surtees was slowly adapting the Ferrari to the circuit, but no one was in the Clark category. Just as practice drew to a close Ginther was trying hard and missed a gear-change when at peak revs, which did the engine no good at all and meant a lot of work for the B.R.M. mechanics, while the Brabham mechanics were also preparing for a lot of work as a new Coventry-Climax V8 engine had arrived for Gurney's car.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
2	J. Surtees	Ferrari	1. 33.7	1. 33.6	1. 33.0
4	L. Scarfiotti	Ferrari	1. 37.3	—	1. 35.6
6	J. Clark	Lotus	—	1. 33.0	1. 31.6
8	T. Taylor	Lotus	—	1. 40.4	1. 35.2
10	C. Amon	Lola	1. 37.3	1. 38.4	1. 35.9
12	G. Hill	B.R.M.	1. 33.3	1. 32.2	1. 32.5
14	R. Ginther	B.R.M.	1. 37.2	1. 34.5	1. 33.3
16	J. Brabham	Brabham	1. 35.1	1. 33.0	1. 32.4
18	D. Gurney	Brabham	—	1. 36.2 (in car 16)	—
20	B. McLaren	Cooper	1. 34.1	1. 33.3	1. 32.3
22	A. Maggs	Cooper	1. 35.8	1. 35.0	1. 34.3
24	P. Hill	A.T.S.	1. 40.1	1. 38.0	1. 36.0
26	G. Baghetti	A.T.S.	1. 49.7	1. 37.8	1. 41.0
28	J. Bonnier	Cooper (1963)	1. 35.3	1. 34.7	1. 34.1
30	I. Ireland	B.R.P.	1. 33.6	1. 39.0	—
32	G. de Beaufort	Porsche	—	1. 40.2	1. 39.3
34	G. Mitter	Porsche	—	1. 41.4	1. 38.8
36	J. Siffert	Lotus	—	1. 39.0	1. 39.7
42	J. Hall	Lotus	—	—	1. 39.0 (in car T30)
T10	C. Amon	Lotus	—	—	1. 38.3
T12	G. Hill	B.R.M. (1963)	1. 37.9	1. 42.3	1. 35.7
T28	J. Bonnier	Cooper (1962)	1. 38.2	—	—
T30	I. Ireland	Lotus	1. 33.3	—	1. 33.4

With bright sunshine and the inevitable sandy wind blowing down the straight the Zandvoort circuit was as good as it had been at any time, on Sunday, when the cars were assembled for the race, over 80 laps of the circuit. The start was scheduled for 3.15 p.m. and while mechanics got the cars ready at the pits the drivers were paraded round the track in open sports cars, for the huge crowd to see before they disappeared under the cover of crash-hats and high cockpit sides. From the pits the drivers went round on a warming-up lap in their racing cars and then assembled on the grid in order of practice times, Clark being on the right of the front row, in the Lotus 25 he had used at Spa, with ZF gearbox and " air-deflector " windscreen. Graham Hill was alongside in the old B.R.M. and on the left was McLaren in the works Cooper, but he was in trouble with his gear-selector control plate in the gearbox, for on the warming-up lap it had joggled out of position and fixed the gearbox in 5th and 6th gears. The Cooper mechanics had the gearbox cover off and sorted things out while actually on the starting line, but they could not see the cause of the trouble. Surtees was filling his pockets with slices of orange in preparation for a dry and thirsty drive and the Walker mechanics were making last-minute adjustments to Bonnier's 1962 Cooper engine. Ginther's car was still using the new 6-speed B.R.M. gearbox, whereas Graham Hill was still on the old heavy 5-speed box. Taylor had the Lotus with the Colotti 6-speed gearbox, and a fuel-injection Climax engine, and Gurney's car had some hasty modification made to the fuel lines and exhaust pipe mountings as the only engine available from Coventry-Climax was one of the new single-plane crankshaft models, with separate bunches of exhaust pipes and low-level tail pipes, one on each side of the gearbox. The Brabham/Australian pot-type half-shafts had been fitted to Brabham's car and Gurney was using normal Hardy-Spicer splined shafts. The B.R.P. " monocoque " car was once more in order and Jim Hall was driving the pale green Lotus-B.R.M. V8.

↑

20 McLaren *Cooper-Climax V8* 1 min. 32.3 sec.
12 G. Hill *(B.R.M. V8)* 1 min. 32.2 sec.
6 Clark *(Lotus-Climax V8)* 1 min. 31.6 sec.
2 Surtees *(Ferrari V6)* 1 min. 33.0 sec.
16 Brabham *(Brabham-Climax V8)* 1 min. 32.4 sec.
28 Bonnier *(Cooper-Climax V8)* 1 min. 34.1 sec.
30 Ireland *(B.R.P.-B.R.M. V8)* 1 min. 33.3 sec.
14 Ginther *(B.R.M. V8)* 1 min. 33.3 sec.
8 T. Taylor *(Lotus-Climax V8)* 1 min. 35.2 sec.
22 Maggs *(Cooper-Climax V8)* 1 min. 34.3 sec.
24 P. Hill *(A.T.S. V8)* 1 min. 36.0 sec.
10 Amon *(Lola-Climax V8)* 1 min. 35.9 sec.
4 Scarfiotti *(Ferrari V6)* 1 min. 35.6 sec.
26 Baghetti *(A.T.S. V8)* 1 min. 37.8 sec.
18 Gurney *(Brabham-Climax V8)* 1 min. 36.2 sec.
42 Hall *(Lotus-B.R.M. V8)* 1 min. 39.0 sec.
36 Siffert *(Lotus-B.R.M. V8)* 1 min. 39.0 sec.
34 Mitter *(Porsche 4-cyl.)* 1 min. 38.8 sec.
32 de Beaufort *(Porsche 4-cyl.)* 1 min. 39.3 sec.

Everyone behaved themselves as the last seconds ticked away and in a perfect start all 19 cars shot off the line in clouds of rubber smoke. The " drag-race " from the front row was one of the best seen for a long time, with Lotus-Climax V8, B.R.M. V8 and Cooper-Climax V8 absolutely dead level as they accelerated down to the first corner. No one gave way and all three arrived at the braking point wheel-to-wheel, and Clark refused to be " shut-off " on the inside and held the Lotus tight to the inside of the long right-hand hairpin. There was nothing the others could do except take an outside, and longer, line and Clark was then away and leading along the back leg. Poor Dan Gurney, not having driven his Brabham at all during practice, changed smartly from 1st gear into 4th gear and from a bad grid position dropped to last place as everyone accelerated away. The opening lap ended with Clark leading Graham Hill and McLaren, but the Cooper driver was waving Brabham by into third place, as his gearbox had gone wrong again and he had only 5th and 6th gears available. Sure enough he pulled into the pits at the end of the second lap and his mechanics took the gearbox selector mechanism apart. On lap 3 there was a semblance of order, Clark always in front, hotly pursued by Graham Hill and Brabham, but the B.R.M. engine was running a high water temperature. In fourth place was Maggs in the second Cooper and after a short pause came a truly impressive crowd of cars getting involved in some pretty serious motor racing in the best tradition. This included Ginther (B.R.M.), Surtees (Ferrari), Bonnier (Cooper), Amon (Lola), Phil Hill (A.T.S.), Ireland (B.R.P.), Taylor (Lotus),



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Scarfiotti (Ferrari), and Gurney (Brabham), the rest of the runners being spaced out behind. Gurney had the air of a very determined driver and was obviously out to win. One by one he picked off the cars in the tight bunch, wasting no time about getting by anyone, nor missing any opportunities. His progress was terrific and the Brabham pit were over-joyed for Jack had got past Graham Hill and was sitting in a sure second place behind Clark, who was holding a 5 sec. lead. Gurney disposed of the lesser members of the middle group of runners and then got to grips with Ginther, Ireland and Bonnier and the four of them indulged in some real Grand Prix racing, with young Chris Amon sitting just behind them watching it all. Not only were they side-by-side, or nose-to-tail, but at times all four cars were abreast into some of the corners. For a few laps Ireland got a hairs-breadth lead, but Gurney was going racing in a big way and he finally got free from Ginther and Bonnier and got past Ireland, and set after Surtees. This terrific bit of racing overshadowed everything else, even Jim Clark way out in front driving in a most immaculate style and completely unchallenged. Graham Hill was not content to sit behind Jack Brabham and attacked all the time, but the Brabham cars were showing excellent form. On lap 14 Maggs dropped out with an internal water leak causing overheating and with McLaren's gearbox still receiving attention it was a sad day for John Cooper who was back with the team for the first time since his Twin-Min accident. On the same lap Taylor stopped at the pits with a misfiring engine that was traced to a faulty electric petrol pump for the Lucas injection system. Meanwhile Baghetti had retired with ignition trouble on his A.T.S. car and on lap 16 the second A.T.S. went out in a cloud of sand as Phil Hill spun off the road due to the left-hand rear axle stub breaking off.

On lap 19 Graham Hill battled his way past Brabham, but he was not happy about the B.R.M. water temperature as it was still too high. Clark was leading these two by an easy 12 sec. and was driving a masterly race as smooth and fast as one could wish to see. These three were out on their own, with Surtees in fourth place, but he was about to be gobbled up by the hurrying Gurney who was driving one of his best races ever. Having swept through the field from last place to fourth place he had left a lot of breathless runners behind him, but Bonnier and Ginther were still wheel-to-wheel, the Swede driving better than he normally does and the American driving below his normal standard, so that the result was a good dice. Amon's car broke its water pump and he was forced to give up and Gurney's pit could see something trailing underneath the Brabham, so they signalled him to come in, which surprised the big American and he looked at the signal with a " who, me ?" expression on his face, for the car was going superbly. What had happened was that a strip-steel bracing strut that is tensioned diagonally across the chassis, under the engine, had broken its anchorage. This in itself was not serious, but due to fitting the different type of Climax exhaust the fuel lines had been re-arranged and one of the pipes had been taped to this cross-bracing strut. It was the work of a moment to wire the trailing strut and pipe up out of harm's way and send Dan back into the race, but even so this stop allowed Surtees (Ferrari), Ireland (B.R.P.), Ginther (B.R.M.) and Bonnier (Cooper) to go by, and Gurney set about catching them all once more. At the back of the field Jim Hall and Siffert were involved in a hand-to-hand battle with their Lotus-B.R.M. V8 cars, seemingly very evenly matched and it went on for lap after lap. Scarfiotti had been lapped by Clark, who was now fifteen seconds ahead of Graham Hill and going as smoothly as ever, lining himself up to lap the middle of the field. Bonnier suddenly stopped with a broken gearbox, but got going again in 3rd gear and crept slowly round to the pits where the Walker mechanics set to and dismantled the gearbox, extracted a broken 2nd gear and fitted a new one.

At 40 laps, which was half distance Clark had lapped Gurney and Ginther, so that though the Brabham-Climax was going well, it was nothing compared to the Lotus-Climax of the fantastic Clark. The B.R.M. of Graham Hill was now 18 sec. behind, in second place and still going well in spite of the temperature rising slowly but surely as time went by. Jack Brabham had been having some exciting moments due to the throttle slides not shutting promptly when he lifted his foot off the accelerator pedal, and he had dropped back to 25 sec. behind Graham Hill, but was still securely in third place, ahead of Surtees and Ireland. On the very next lap the B.R.P. did a sudden spin in the middle of a corner and while Ireland sorted it out Gurney nipped by into fifth place. For ten laps the scene settled down but then as Clark was preparing to lap the Ferrari of Surtees and Graham Hill had just lapped Gurney, Jack Brabham went by the pits leaving long black marks from locked wheels, in a panic effort to stop before the Tarzan hairpin got too near, as his throttles had stuck open, due to the stickiness he had been experiencing and now one of the return springs breaking. He completed the lap on the ignition switch and stopped to have another spring fitted, but this dropped him from a certain third place, right down to eighth place, behind Scarfiotti and two laps behind Clark, who had now lapped Surtees, so that only the second place B.R.M. was on the same lap as the speeding Lotus out in the lead. On lap 58 Graham Hill went by the pits indicating he was coming in next time round, for the water temperature had now been in the danger area for far too long. When he stopped steam was already blowing out under the car, indicating that the overheating was more than serious and was probably caused by an internal water leak into one of the cylinders. This stop left Clark completely on his own, a lap ahead of everyone else, but more important, it let Surtees and Gurney by into second and third places, respectively. Water was poured into the B.R.M. and Graham Hill rejoined the race in fourth place, but with little hope of the engine lasting for another 20 laps. Surtees was now second, but Gurney was closing on him remorselessly and in a vain effort to keep the Brabham car at bay Surtees drove the Ferrari as hard as it would go. After only three laps in second position, Surtees opened up a bit too soon out of the freak hairpin behind the pits and spun. This let Gurney and Graham Hill go by, and Ireland and Ginther were fast approaching as the Ferrari set off again, which gives some idea of how close this lot were, all one lap behind the leader. As Brabham went by the pits in eighth place, and right out of the running, after an excellent showing, his pit staff encouraged him with a signal telling him Gurney was in second place, which must have cheered him up enormously. However, Graham Hill was not impressed with the situation, and was trying to get back into second place, in spite of a temperature gauge that indicated danger all the time, but before he could do this the B.R.M. engine broke and the World Champion had to pull on to the sand and walk back to the pits, watching Jimmy Clark lapping smoothly and leisurely more than a lap ahead of Gurney, Surtees, Ireland and Ginther. The dice between Siffert and Hall had been resolved some time before, as the B.R.P. Lotus was getting so hot in the cockpit that the Texan driver could no longer keep his foot on the brake pedal for more than an instant, so Siffert had gone ahead. With only ten laps to go Scarfiotti had a sudden and unaccountable spin coming out of the Tarzan curve, but no damage was done and no places lost. Clark reeled off the remaining laps with his usual precision and a jubilant Colin Chapman and his team of mechanics acclaimed their number one driver as he received the chequered flag. A lap behind came Gurney, Surtees, Ireland and Ginther, all very close to one another, and the rest trailed in, with Taylor and Bonnier many laps in arrears due to their long pit stops, but running as well as ever. While Clark did a slowing-down lap the Caltex petrol people produced a portable podium with folding ramps, which they assembled in front of the grandstand and when the Lotus arrived it was wheeled up to this stand so that all could see the car and the driver receive their laurels, and everyone could take photographs unhindered. This excellent idea was slightly marred by the ridiculous Dutch police who insisted on riding their horses into the throng that milled around the foot of this portable podium, for reasons only apparent to the mentality that hides behind a uniform.

As at Spa, Clark had led from the first corner to the chequered flag, the Lotus-Climax V8 performing perfectly in the sort of race that must soon label Jimmy Clark as a second Stirling Moss. Not as fast, but equally praiseworthy was the performance of Dan Gurney, who started last, had a pit-stop and yet finished second.

D. S. J.

Results :

DUTCH GRAND PRIX—Formula One—80 laps—355 kilometres—Warm and Dry

1st :	J. Clark (Lotus-Climax V8)	*2 hr. 08 min. 13.07 sec.—156.957 k.p.h.*
2nd:	D. Gurney (Brabham-Climax V8)	1 lap behind
3rd :	J. Surtees (Ferrari V6)	1 lap behind
4th :	I. Ireland (B.R.P.-B.R.M. V8)	1 lap behind
5th :	R. Ginther (B.R.M. V8)	1 lap behind
6th :	L. Scarfiotti (Ferrari V6)	2 laps behind
7th :	J. Siffert (Lotus-B.R.M. V8)	3 laps behind
8th :	J. Hall (Lotus-B.R.M. V8)	3 laps behind
9th :	G. de Beaufort (Porsche 4-cyl.)	5 laps behind
10th :	T. Taylor (Lotus-Climax V8)	14 laps behind
11th :	J. Bonnier (Cooper-Climax V8)	24 laps behind

Fastest Lap : J. Clark (Lotus-Climax V8) on lap 56 in 1 min. 33.7 sec. — 161.096 k.p.h.

Retired : G. Mitter (Porsche 4-cyl.) lap 3; B. McLaren (Cooper-Climax V8) lap 8, gearbox; A Maggs (Cooper-Climax V8) lap 15, overheating; P. Hill (A.T.S. V8) lap 16, broken rear stub axle; G. Baghetti (A.T.S. V8) lap 18, engine; C. Amon (Lola-Climax V8) lap 29, water pump; J. Brabham (Brabham-Climax V8) lap 69, broken chassis; G. Hill (B.R.M. V8) lap 70, engine.

19 *starters* — 11 *finishers*



A Volkswagen, a Volvo, a Simca and a Saab—these are the four continental cars that Bill Bengry has been testing on Cinturas. Bengry was the only British driver to complete the course on the East African Safari this year, and he's well known for his experience of foreign cars—he's been driving and selling them for years. So Pirelli asked him to test Cinturas on several of the most popular continental cars—here are some of the things he said in his report.

Versatile 'What I notice about the Cintura is how well it adapts itself to different road surfaces and even different driving techniques—so many conventional tyres are only good under certain conditions. I find this a great advantage when I'm rallying: Cinturas give a really firm grip on any surface—even loose gravel or mud—and I noticed particularly on the Saab what good traction and positive steering I was getting on very greasy surfaces'.

Adaptable 'The thing about the Cintura is that it seems to bring out the best in a car and at the same time help eliminate any difficulties. The Simca for example is one of the best cars that exists for driving on a wet road, yet Cinturas make it even better; fit Cinturas to a Volkswagen, on the other hand, and the ordinary d will hardly notice the different h ling problems that a rear-engine can sometimes offer'.

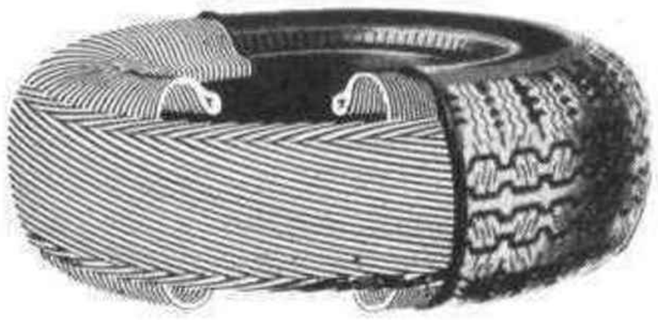
Predictable 'I always feel that Cinturas I know my limits exa whichever car I'm driving. The tura is a much *safer* tyre. Steeri more precise—especially on cor —and braking is more accurate general comfort of the ride is n improved too, and there's far noise. I'd say that in every case turas have improved the cars' formance—handling, braking, cor ing, and general roadability'.

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49th FRENCH GRAND PRIX

Clark and Lotus Again

REIMS, FRANCE, *June 30th.*

THIS year the French Grand Prix returned to the Reims-Gueux circuit in the Champagne country, after a brief sojourn at Rouen. To say that the 49th French Grand Prix was a bit of a shambles would be putting it mildly. On some counts this was due to circumstances beyond the control of the Automobile Club du Champagne, on others it was directly their responsibility. The whole meeting got away to a bad start by the F.I.A. allowing it to be held on the weekend following the Dutch Grand Prix at Zandvoort, or, alternatively, the F.I.A. made a mistake in allowing the Dutch to hold their Grande Epreuve one week before the French Grand Prix. Many years ago the F.I.A. made a rule that there should be at least one clear weekend between Grande Epreuve events, and this was approved by everyone concerned. Tradition at Reims has become that practice shall take place in the afternoons and evenings of Wednesday, Thursday and Friday, and that Saturday shall be a day clear of racing, during which the organisers and those not working shall indulge in gastronomic orgies. Normally this is a fine arrangement, but with the whole Grand Prix entry in Holland on the previous Sunday it would have been reasonable to cut out the gastronomic orgies and move practice back a day, to allow the teams to re-organise themselves after the Dutch race. One had the feeling that the Automobile Club du Champagne were not aware that there had been a Grande Epreuve held the previous Sunday.

The Grand Prix entry was a big one and almost everyone was due to attend, but at the last moment the A.T.S. team withdrew their two cars. They had spent a day at Zandvoort, after the race, and improved the performance of their cars from the point of view of road-holding and handling, but were obviously lacking power compared to their rivals, and as the Reims circuit is one where power counts they wisely went back to Bologna to do some more work on the engines. The B.R.M. team had also spent some time at Zandvoort on the Monday after the race, testing the new car, doing experiments with the suspension and handling, and allowing Graham Hill to become fully accustomed to the different driving technique required for this new design. The results were encouraging enough for them to arrive at Reims with Hill entered on the new car, his old one being designated the T-car for Training. Ginther had the same car he used in Holland, still with the new 6-speed gearbox, which had more than proved itself, and having three works cars, the early 1962 car was brought along for the Centro-Sud team and for Bandini to drive. The Brabham team were in fine form after their encouraging showing at Zandvoort, Brabham and Gurney using the two new cars unchanged, the leader's having been repaired and both of them strengthened where necessary. The Cooper team of McLaren and Maggs had their same two cars, with the nose apertures enlarged slightly, just in case this had been the cause of the overheating on Maggs' car, although an internal water leak had been found on the engine. The two Ferraris of Surtees and Scarfiotti were as used in Holland, except that the engine hatch had been fitted with air scoops like ears that stuck out each side of the driver's head. The inlet pipes had been surrounded by aluminium deflector plates so that all the air scooped in by the "ears" was forced down the intakes. The Ferrari technicians considered that the increase of power more than offset the aerodynamic drag of the scoops, but as that meant 14 b.h.p. more that is a matter of opinion. Team Lotus arrived direct from Holland with their same three cars, apart from engine changes like everyone else, Clark having his same car, with ZF gearbox, Taylor having the car with Colotti gearbox, and the earlier car with carburetter engine being entered for Peter Arundell to drive. All three cars were Type 25 models with Coventry-Climax V8 engines, the first two being the latest fuel-injection short-stroke engines. The Parnell family turned up in force, Reg with a Lotus-Climax V8 for Trintignant to drive, and the Lola-Climax V8 for Amon, and Tim Parnell brought his Lotus-B.R.M. V8 with injection engine and Mark II Colotti 6-speed gearbox, for Masten Gregory to drive. The B.R.P. team were as in Holland, with Ireland in the stressed-skin B.R.P. car and Hall in the Lotus-B.R.M. V8, and the Swiss driver Siffert was ready once more with his Lotus-B.R.M. V8. The Scirocco-Powell team entered two Scirocco-B.R.M. V8 cars for Settember and Burgess, but only one was ready, this being for the former driver. Team Walker had both their Coopers in full working order once again for Bonnier to choose from, and Mr. Filipinetti had purchased a brand new Lotus 24 with injection B.R.M. V8 engine and Mark II Colotti 6-speed gearbox which he entered for Phil Hill to drive. Originally this was intended for Scarfiotti, but Mr. Ferrari snatched the Italian driver away to replace the injured Mairesse. Mr. Filipinetti then arranged with Mr. Billi of A.T.S. to borrow Phil Hill, as the Bologna team had withdrawn, but meanwhile various people were arranging for Masten Gregory to drive this new car. When the muddle was sorted out it was Phil Hill who got the new car.

In addition to the Grand Prix there was also a race for Prototype G.T. cars, G.T. cars and Sports cars, and a race for Formula Junior cars, most of the entries for the latter race coming direct from the big Junior festival at Rouen the previous weekend, so that not only the Grand Prix competitors were pushed for time for maintenance and repairs. These two groups practised first in dull and overcast conditions, with occasional showers, and the conditions were so unlike the normal Reims weather that they did nothing towards assisting the atmosphere of the meeting. The Scuderia Ferrari arrived with one of their Le Mans 250P rear-engined Prototype cars now fitted with a 4-litre V12 engine, so it was reasonable to refer to the car as the 330P, as distinct from the 330/LM which is the 4-litre coupé Ferrari. It was anticipated that this very fast 2-seater would be as fast as the Grand Prix cars, and may even approach the all-out circuit record which still stands to Jack Brabham with a 2½-litre Cooper-Climax, set up in 1960 with a time of 2 min. 17.5 sec., although in practice that year he had done 2 min. 16.8 sec., which is the fastest lap ever achieved on the Reims circuit—a speed of 218.467 m.p.h. (approx. 135 m.p.h.). However, the first sign of the sort of shambles that was going to continue throughout the meeting was when the Ferrari was late in being prepared for practice, and when Mike Parkes finally took it out of the paddock to start practice, the period for Prototypes was over and the Juniors were about to begin their practice.

It was 6.30 p.m. on Wednesday before the Grand Prix cars were due for practice and in spite of the shortage of time for preparation a surprising proportion of the entry was ready to go. The works teams of Cooper, Lotus, B.R.M. and Ferrari were all set and began practice as soon as the circuit was free. Bonnier was also ready to go in Walker's 1962 Cooper, his number being 44, and he set off as well. The time-keepers became confused for a moment when they recorded car number 44 with a lap time that gave a speed of over 400 k.p.h. It was then discovered that there was a Formula Junior competitor still circulating, left over from the last practice, and his number was also 44. The comedy continued. . . . In the B.R.M. pit there was no comedy, for Graham Hill had barely begun practice with the new car when the side electrode of one of the K.L.G. plugs fell out and got under a valve, ruining the seat and the head, which put paid to Hill's practice. Team Lotus were in unusually good form and Clark was soon singing round the circuit, setting the pace for practice, and it took him no time at all to get below the existing 1½-litre lap record, which stood at 2 min. 24.0 sec. by Graham Hill with the B.R.M. last year. Not content with this Clark even improved on his best practice time of last year, which was 2 min. 22.9 sec., and settled for 2 min. 21.0 sec., which was a good target for everyone to aim at. McLaren had a recurrence of the gearbox selector-plate trouble that had put him out of the Zandvoort race, so that Maggs recorded the fastest Cooper time, and Siffert was making good progress and sitting alongside, just in front, or just behind, Bonnier with the ex-works Cooper for lap after lap, and the Swedish driver was going well, their times being in the 2 min. 26 sec. bracket. Arundell had a brief try in the spare Team Lotus car, but the organisers were objecting to the entry as they had accepted him as the star of the Junior event, and F.I.A. rules forbid a driver to take part in both races. The Ferrari team were playing about with "tuned" exhaust systems and ever increasing r.p.m., but even with Surtees doing his best the car was no danger to the Team Lotus cars, for their number two driver, Trevor Taylor, was going very well and had set second fastest time with 2 min. 23.7 sec. Surtees tried both the Ferraris, and was actually quicker in Scarfiotti's car! Just before practice finished, the conditions being dry but not warm, the grand new Lotus-B.R.M. V8 for Filipinetti arrived at the circuit and, just to see if it was

all right before being officially handed over, Colin Chapman let his number one driver take it out. It was not right, and Clark did one slow lap and returned to the pits, the Team Lotus mechanics taking it away to have another go at finishing it.

Different people have different ideas on the Reims circuit, especially with a 1½-litre Grand Prix car; there are those who say that driving does not enter into a fast lap, and that the car is all that counts. This would boil down to engine and engine tuning, for today all the top Grand Prix cars use Dunlop tyres, so all have the same cornering power available and they all reckon to be able to corner at the same speed, and as they all use proprietary disc brakes there should be no difference in braking. Engine power is all that counts, say these people. But, in reply, there are those who ask why all Coventry-Climax V8-engined cars don't record the same lap times, or why don't all the B.R.M. V8-engined cars dead-heat on lap times, and how can one explain Surtees and Scarfiotti recording very different times with the same car. The simple answer to all this, for those who believe that the young Scotsman is an outstanding driver, is Jim Clark.

Thursday was one of those days that even people living in Manchester would not want to know about. It rained, rained, and then rained again, and, just to make sure, it was still raining at 4 p.m. when the Prototypes turned out for practice. Getting to the paddock, which is normally rock-hard grass-covered fields, involved some tricky downhill trials-driving on a sea of mud, and it was hard to believe that this was Reims where the heat is usually such that drivers lie prostrate for a long while after a race. As practice the evening was a complete waste of time, except that the whole atmosphere of the French Grand Prix this year was such that anything could happen, even rain on race day, so that many of the entries decided they might as well learn about wet racing in case it was forced on them. This time the Ferrari team got the 330P ready in time and Parkes went round the circuit looking like a speed-boat, and returned the very creditable time of 2 min. 31.2 sec., which would be good for some people in Grand Prix cars in the dry. He was nearly 7 sec. faster than Jo Schlesser driving the works Aston Martin Prototype 4-litre, the 215 coupé that ran at Le Mans. Following the Prototype practice the Juniors splashed about in the rain, and once more at 6 p.m. the Grand Prix cars turned out for practice, with the rain still drizzling down and the roads very wet. The Cooper team were there to watch, leaving their cars in the garage, and the Lotus works cars were not in evidence on the circuit, but then they hardly had reason to be after the previous day's times. The Brabham team had now arrived, as had the B.R.P. team, and the Parnell family had all their cars present and out practising. Bonnier was still in the 1962 Cooper and Settember was out in the lone Scirocco-B.R.M., but Siffert did not practise and the new Filipinetti Lotus was not ready, nor was the B.R.M. for Bandini. Naturally enough, fast times were out of the question, with the rain still coming down, and it was Surtees who made the best practice lap in 2 min. 33.8 sec., a mere 194.319 k.p.h. average speed (approx. 120 m.p.h.). Slow by Reims standards, but imagine averaging that speed anywhere in the rain. Not long before practice was due to finish Scarfiotti was circulating quite quickly and regularly when he got into a slide on the fast curve on the top of the hill between Muizon and Thillois. The Ferrari left the road and wrote the front off and damaged Scarfiotti about the knees, as well as bruising him pretty badly.

On Friday there seemed a remote possibility that the real Reims weather might return and the evening practice session took place in dry conditions, but by no means warm weather. Parkes was able to demonstrate the potential of the 330P Ferrari and he set a fastest time in 2 min. 20.2 sec., and practically everybody was able to have a serious go at setting fast times. Outstanding was Mike Beckwith with a Lotus 23 with twin-cam 1,600-c.c. Lotus engine, who set a time of 2 min. 31.8 sec., the little sports car doing over 150 m.p.h. down the hill to Thillois. The Formula Juniors had their last fling to record good times and gain a respectable place on the starting grid, and finally the Grand Prix cars turned out for their last practice, and everyone was present, except poor Scarfiotti, who was feeling a bit bent. Graham Hill had a new engine in the new B.R.M. and was intent on making some good times with it, while Phil Hill was out trying to sort out the new Lotus-B.R.M. V8. Team Lotus were so satisfied with their first day's practice, as well they might be, that they took time off to try and test one of their Juniors, but the organisers refused them permission to let Clark try the Junior in amongst the Grand Prix cars. Equally they were refused permission to allow Arundell to do any more practice in the spare Grand Prix car, although he did get in one lap before he was noticed, so just to confuse the issue completely Clark took the car out for a few laps and did a respectable 2 min. 24.0 sec. with it. Masten Gregory had Mickey Thompson helping him to sort out the Parnell Lotus-B.R.M. V8, and the Scirocco mechanics just failed to get their second car completed in time for this last practice, so Burgess was an enforced spectator. Brabham was busy trying to solve some fuel feed problems on his car, and Ireland just wanted lots more power in the back of the B.R.P. car. Bonnier was out with the new Walker Cooper, with single-plane crank Climax engine, Gurney still using a similar power unit in his Brabham car. Clark began to get in the groove again, with his own car, and in a few laps he improved on his previous 2min. 21.0 sec. with 2 min. 20.8 sec., following this with 2 min. 20.4 sec., and finishing up with a rousing 2 min. 20.2 sec. Exactly the same time as Parkes had set up with the Ferrari Prototype GT! Graham Hill had the hydraulic cylinder of his clutch operation go wrong and the pedal stayed down as he came into Thillois, so he started the long push back to the pits in order to get the car repaired, and at the same time to go on practising with the spare car. Seeing this the B.R.M. mechanics whipped Hill's number 2 on the training car and took it down the pit area to meet him, while another mechanic went to help him with the stricken 1963 car. Hill was soon back on the circuit with a healthy car, and meanwhile the clutch mechanism was repaired; later he came in again to change cars. The B.R.M. team had other troubles for having brought the 1962 car along with two red stripes along it, for Bandini to drive, it refused to start, so there was some frantic work done on it behind the pits while Bandini tried to remain calm and collected, but he could see his chance of doing the regulation five laps disappearing.

Surtees with the long Ferrari was working away at getting it going faster, and Brabham and Gurney obviously meant business. Clark had been doing his fast laps with the " air draught " windscreen on his car, but before practice ended he tried the car with a normal windscreen fitted, the whole nose cowling being changed to effect this. He also tried 7.00-in. section tyres on the back in place of the 6.50-in. ones, but the car just would not pull them and he had to revert to the smaller diameter tyres. Had they but known it this was significant of impending trouble that did not appear until during the race itself. As practice neared its close there was no one near enough to Clark to worry him, he being one and a half seconds faster than Gurney, who was second. Determined to uphold his status of reigning World Champion driver, Graham Hill had not had his last word, and as the cool of the evening settled he got going faster and faster in the new B.R.M. Almost as practice finished he was down in the low 2 min. 21 sec. laps and ended up with a splendid 2 min. 20.9 sec., so that only he and Clark were under 2 min. 21 sec. It has been noticed before that these two drivers are out in a class of their own, as at Spa for example. While this last-minute excitement had been taking place Bandini's car was got going and he did the bare minimum of practice, and qualified.

PRACTICE TIMES

No.	Driver	Car	Wednesday	Thursday	Friday
2	G. Hill	B.R.M. V8 1963	3. 13.4	2. 36.4	2. 20.9
4	R. Ginther	B.R.M. V8 1962	2. 26.8	2. 40.0	2. 25.9
6	J. Brabham	Brabham-Climax V8	—	2. 39.2	2. 21.9
8	D. Gurney	Brabham-Climax V8	—	3. 02.4	2. 21.7
10	B. McLaren	Cooper-Climax V8	2. 25.1	—	2. 22.5
12	A. Maggs	Cooper-Climax V8	2. 24.5	—	2. 24.4
14	L. Scarfiotti	Ferrari V6	2. 27.0	2. 41.6	—
16	J. Surtees	Ferrari V6	2. 25.3	**2. 33.8**	2. 21.9
18	J. Clark	Lotus-Climax V8	**2. 21.0**	—	**2. 20.2**
20	T. Taylor	Lotus-Climax V8	2. 23.7	—	2. 25.1
22	P. Arundell	Lotus-Climax V8	2. 28.5	—	—
24	P. Hill	A.T.S. V8	NON-STARTER		
26	G. Baghetti	A.T.S. V8	NON-STARTER		
28	M. Trintignant	Lotus-Climax V8	—	2. 49.5	2. 28.3
30	C. Amon	Lola-Climax V8	—	2. 53.1	2. 30.5
32	I. Ireland	B.R.P.-B.R.M. V8	—	2. 41.8	2. 25.1
34	J. Hall	Lotus-B.R.M. V8	—	3. 25.2	2. 30.9
36	J. Siffert	Lotus-B.R.M. V8	2. 26.9	—	2. 25.2
38	T. Settember	Scirocco-B.R.M. V8	—	2. 54.5	2. 36.7
40	I. Burgess	Scirocco-B.R.M. V8	NON-STARTER		
42	P. Hill	Lotus-B.R.M. V8	—	—	2. 27.7
44	J. Bonnier	Cooper-Climax V8	2. 26.5	2. 40.5	2. 25.7
46	L. Bandini	B.R.M. V8 1962	—	—	2. 37.8
48	M. Gregory	Lotus-B.R.M. V8	—	—	2. 33.2
T	G. Hill	B.R.M. 1962	—	—	2. 22.1
14	J. Surtees	Ferrari V6	2. 24.4	—	—
22	J. Clark	Lotus-Climax V8	—	—	2. 24.0

For those who had to prepare cars for the race the whole of Saturday was available, during which time the organising Club

justified its title of Automobile Club of Champagne. Sunday was to be a full day, for the Prototype, G.T. and Sports Car race was due to take place in the morning, the Grand Prix immediately after lunch, and the Formula Junior race after that, so most people set out for the circuit bright and early, and for a change it was not raining, though the fields and paddock were still pretty soggy, even though the Club had spent a lot of money on laying sand and gravel everywhere and "grading" it into the mud.

On paper, the Prototype, G.T. and Sports Car race should have been interesting, with Parkes in the 330P Ferrari, Schlesser in the 4-litre Aston Martin Type 215, Simon in the 5-litre V8 Maserati with which he had led at Le Mans, Salvadori with Tommy Atkins' very fast 2.7-litre Cooper-Monaco with Climax engine, Abate with Count Volpi's 3-litre Testa Rossa front-engined Ferrari, numerous GTO Ferraris, including David Piper with a brand new one, and lots of little sports cars such as Lotus 23, Elva and Brabham. As it turned out it was a bit of a farce, for the big Ferrari had its clutch go wrong as the flag fell and Simon spun off into the fields, taking Piper with him, though they both rejoined the race. Schlesser blew-up the works Aston Martin, Salvadori blew-up the Cooper, Simon blew-up the big Maserati, and one began to wonder if anyone was going to finish the 25 laps. Casner in his old Type 61 Maserati got into second place behind Abate with the old Testa Rossa Ferrari, and then the Maserati broke down, Gardner held second place for a while until the Brabham sports car broke down, and so it went on. The 330P Ferrari had disappeared away from the start going very slowly with a slipping clutch, and Parkes managed to coax it round for most of a lap, but while the race was at its height he pushed the car up the straight from Thillois to the pits. This was in flagrant violation of F.I.A. rules, which forbid any cars to be pushed on the circuit, this rule being repeated in the Regulations for this race as well. In spite of this, Ferrari mechanics were allowed to repair the clutch and Parkes joined in the race, many laps in arrears and was still circulating at the end of the race and was credited with fastest lap. It was said that the Ferrari engine was running while he was out of the car, and that it was just dragging itself along in bottom gear with a slipping clutch, but nevertheless Parkes was using a great deal of energy and perspiring freely walking alongside it in a manner that looked as though he was supplying a lot of the motive power. Meanwhile Abate drove a very quiet and cool race and romped home to win, with Protheroe, in his very neat Jaguar E-type with special coupé top, second, and Bianchi and Noblet battled for third place with their GTO Ferraris, the Belgian just beating the Frenchman.

While many people got headaches from sipping champagne, there being little else to drink, the Grand Prix field assembled in front of the pits and prepared for the big race of the day, the 49th Grand Prix of the Automobile Club de France. Graham Hill was giving the new stressed-skin B.R.M. its first race outing, in spite of what the British Popular Press had said a week earlier; Ginther was on his 1962 car, with 1963 engine and gearbox; the two Brabhams were set and ready for battle, as were the works Coopers, McLaren's selector trouble having been cured; the lone Ferrari was still wearing its "ears" to scoop air into the engine; Clark's Lotus was fitted with the old type of windscreen, as there was the possibility of the Reims circuit breaking up on the hairpins and stones would have penetrated the air-barrier of the new type of screen; Taylor was still driving the car with the Colotti gearbox; and the third Lotus had been withdrawn. Siffert's mechanics were making a last-minute repair to the scuttle fuel tank of his Lotus and Bonnier's mechanics were pouring Wondar Weld into the cooling system of the 1962 Cooper, which seemed a bit ominous. Everyone else was ready and before lining up on the grid some "familiarisation" laps were permitted. The race was to be over 53 laps, a distance of 439.992 kilometres, so that fuel tanks were filled to the brim and some teams had spare cans of fuel ready in the pits in case their calculations proved wrong. Clark, Graham Hill and Gurney were on the front row, in Lotus, B.R.M. and Brabham, respectively, using Coventry-Climax V8 Mark II with crossed-over exhaust system, B.R.M. V8 engine and Coventry-Climax Mark IIA with flat-crank and separate exhaust systems to each bank, so perhaps it could be said that this was to be a race of engines.

Raymond Roche, the Director of the race, gave the signal for everyone but the drivers to clear the starting grid and for engines to be started, and then with less than a minute to go it was seen that Graham Hill, in the centre of the front row, had his arm raised. This indicated that his engine had not started, and by the rules he should have sat there while everyone dodged round him and then his mechanics could have pushed the car to the pits and made it go "on the starter," and he could have rejoined the race. However, Mr. Roche decided to make up his own rules on the spur of the moment and he instructed the B.R.M. mechanics to push-start the new B.R.M., and then allowed them to wheel it back into its place in the centre of the front row. By now an air of confusion was mingling with the smoke and noise, so Roche dropped his flag and ran for the safety of the side of the track. It so happened that all this time he had been holding a red flag, for reasons best known to himself, and it was with this that he started the 49th French Grand Prix, which meant that all but two of the field of 19 drivers broke one of the International flag-signals rules, for a red flag means to stop immediately and without question. The two who could not have been penalised were Masten Gregory and Phil Hill, for they had both stalled their engines. Having already modified the F.I.A. rules considerably, Mr. Roche allowed these two to be push-started and they chased off after the main bunch of runners, who were already being led by Jim Clark, although Gurney held him for a long way on acceleration.

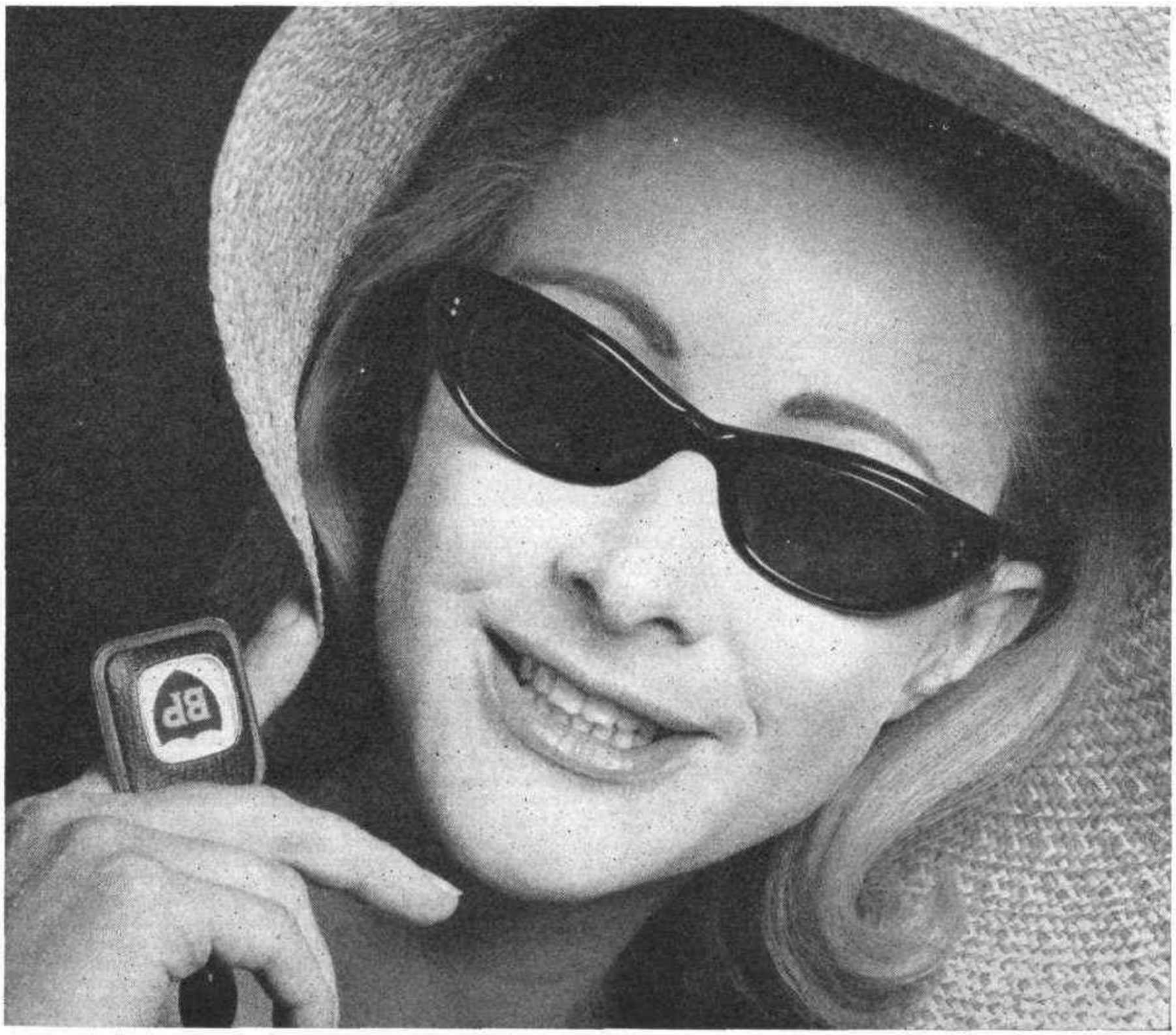
Clark only needed one lap to establish who was going to win the race, apart from unforeseen mechanical troubles, but the question of second place was another matter, for Gurney (Brabham), Hill (B.R.M.), Brabham (Brabham), Ginther (B.R.M.) and the rest passed so quickly that it was impossible to decide exactly in what order they went by, and even if one could the order had changed by the time it had been written down. Almost unbelievably Jim Clark had pulled out a 4-sec. lead over the rest after only two laps, and he did his second lap in 2 min. 21.9 sec., on new tyres and with full tanks of petrol. On the third lap the field broke up into groups, the group fighting for second place being particularly fierce, in the order Ginther, Gurney, Brabham, Surtees, McLaren, Taylor, Graham Hill and Maggs, and after that came Ireland leading the rest of the runners, with the two late starters bringing up the rear. The view in Clark's mirrors must have been most interesting, for there were eight cars in a solid bunch, any one of which could be leading the group, and at times there were three of them abreast. Unfortunately, this excitement for second position was not to last and Ginther was the first to drop out, with a stone through his radiator, and three laps later Gurney dropped out of the running and came into the pits with his gear-lever broken off, and Graham Hill and Maggs were showing signs of falling back, unable to maintain the pace. Gurney had a new gear-lever fitted to the Brabham and rejoined the race just as Clark went by on the next lap, so the American took up position again almost where he had left off, but one lap in arrears. Clark just went on and on, his lead after ten laps being 15 sec., and Surtees had taken command of the second group, but not for long as his fuel pump packed up and he coasted into the pits, to rejoin the race later but right out of the running, only to expire completely out on the circuit. Clark set another fastest lap, in 2 min. 21.6 sec. on lap 12, but soon after this his engine began to sound a bit off colour and he was aware that he was not getting the r.p.m. that he should have had. Also Taylor's Lotus was beginning to blow smoke out of the back, as

Continued on page 615

STARTING GRID

↑

8 Gurney (*Brabham-Climax V8*) 2 min. 21.7 sec.	2 G. Hill (*B.R.M. V8*) 2 min. 20.9 sec.	18 Clark (*Lotus-Climax V8*) 2 min. 20.2 sec.
6 Brabham (*Brabham-Climax V8*) 2 min. 21.9 sec.	16 Surtees (*Ferrari V6*) 2 min. 21.9 sec.	
12 Maggs (*Cooper-Climax V8*) 2 min. 24.4 sec.	20 T. Taylor (*Lotus-Climax V8*) 2 min. 23.7 sec.	10 McLaren (*Cooper-Climax V8*) 2 min. 22.5 sec.
36 Siffert (*Lotus-B.R.M. V8*) 2 min. 25.2 sec.	32 Ireland (*B.R.P.-B.R.M. V8*) 2 min. 25.1 sec.	
42 P. Hill (*Lotus-B.R.M. V8*) 2 min. 27.7 sec.	4 Ginther (*B.R.M. V8*) 2 min. 25.9 sec.	44 Bonnier (*Cooper-Climax V8*) 2 min. 25.7 sec.
30 Amon (*Lola-Climax V8*) 2 min. 30.5 sec.	28 Trintignant (*Lotus-Climax V8*) 2 min. 28.3 sec.	
38 Settember (*Scirocco-B.R.M. V8*) 2 min. 36.7 sec.	48 Gregory (*Lotus-B.R.M. V8*) 2 min. 33.2 sec.	34 Hall (*Lotus-B.R.M. V8*) 2 min. 30.9 sec.
46 Bandini (*B.R.M. V8*) 2 min. 37.8 sec.		



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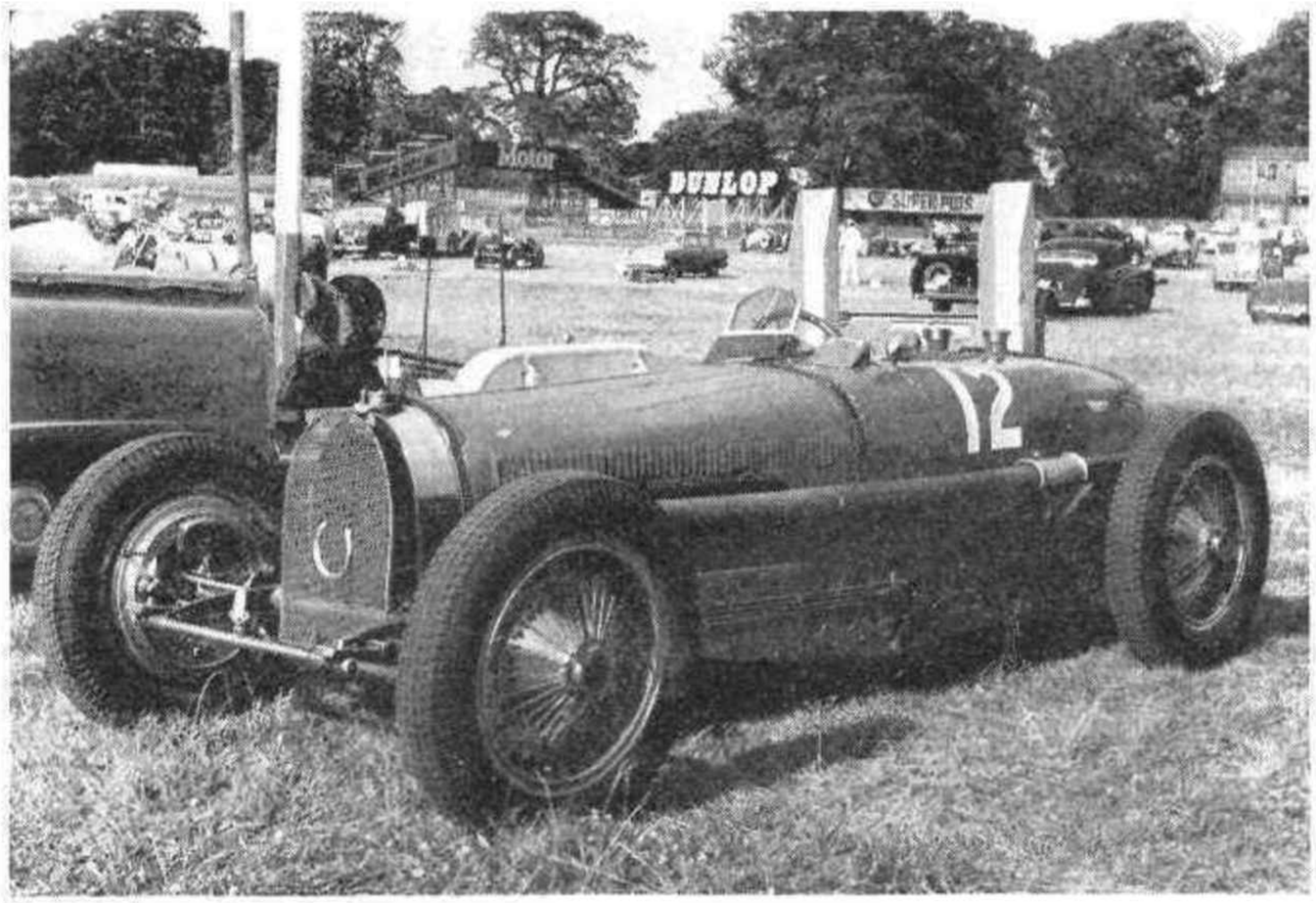
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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



ONE OF THE HIGHLIGHTS of the V.S.C.C. Oulton Park Meeting was the appearance of Doc. Taylor's ex-Hindle Type 59 3.3-litre G.P. Bugatti, which Ronnie Symondson drove into fourth place in the Seaman Trophies Race for Historic Racing Cars.

V.S.C.C. OULTON PARK RACE MEETING (July 22nd)

OULTON Park is such a pleasant venue, reminiscent of old Donington, that this is one of the most enjoyable vintage speed fixtures of the year. This time there were no special attractions, apart from the traditional parade of *Concours d'Elegance* cars and, indeed, there was little time for anything but the racing, the entry of 161 being the largest ever.

Rain held off in spite of threatening weather and the meeting was in every way extremely successful.

The opening race was a 5-lap Handicap for vintage and p.v.t. cars. Harris' 1930 Austin Ulster, a pleasantly original car originally registered by Austins themselves, so perhaps a demonstrator, to blown specification but unblown, led for two laps, was passed by 19-year-old Makin in his four-Amal fabric-Riley 9 tourer with Vertex magneto and home-made mudguards, which, on the last lap gave best to Joseland's 1926 Anzani Frazer Nash, also nicely original, with aluminium body, looking very business-like *sans* front mudguards. It was running non-supercharged, as Joseland's blown Anzani engine was short of timing chain. He won, nevertheless, at 63.8 m.p.h. from the Riley and Austin. Another of these races followed, Batho's fascinating Amilcar-Riley leading for three laps until swamped by the back markers, so that Hine's 1924 3-litre Bentley 2-seater just beat Barraclough's 4½-litre Bentley to the line, winning by 0.2 sec., at 66.04 m.p.h., Batho third. Neve ran his 1914 T.T. Humber, a sporting attempt to maintain Edwardian support, which has dwindled sadly. Barr's 4.3 Alvis was touched on the hub-cap by an Aston Martin at Knicker Brook and sank below the surface of the lake; the driver was unhurt but the car took a long time to salvage. Barton's much-fancied Frazer Nash was hampered because the dogs tried to remain in their kennels, and Cook's virtually-scratch p.v.t. Riley retired.

The Vintage Racing Car section of the Seaman Memorial Trophy Race, over 12 laps, was extremely good value, for Arnold Forster had found Delage II on " the boil " in practice and announced that he would have to stop half-way for more water, a pit-stop rendered hazardous on account of the number of threads on the filler cap. He set off in a great hurry but Douglas Hull had advised removing the bonnet sides, the 5.1-litre engine kept cool, the driver didn't need to come in, and so he scored a popular victory at 72.56 m.p.h. In spite of very spectacular motoring Ashley in his 1930 Frazer Nash had to be content with second place, Binn's Riley holding a steady third, ahead of Bergel, the 1962 winner, who started badly but urged his 35T Bugatti on so well that he came up to fourth by lap 10, in spite of a brief pit-stop, making fastest lap at 74.62 m.p.h. in the process. Footit contrived fifth place in the A.C./G.N., comfortably ahead of Williamson's 4½-litre Bentley, which seemed to lack anchorage. On Handicap the order was : Edwards (1925 Twin-Cam Aston-Martin), Crowley Milling (1923/4 3-litre Alfa Romeo) and Blissett (1930 Riley 9). Apparently the 4-litre V12 Sunbeam had eaten one of its valves and the consequent indigestion caused it to non start.

After this there was a breather while some 44 immaculate cars from Alfa Romeo to Sunbeam paraded. In the *Concours d'Elegance* H. L. Schofield's 1938 4½-litre Lagonda had earned highest acclaim. This allowed engines to be warmed up for the Historic Racing Car section of the Seaman Memorial Trophy Race. The fastest car entered, the Historica Martini O.S.C.A., wasn't permitted to run because it was exuding oil, Day's E.R.A. wasn't ready, nor was Chapman's E.R.A., or Pitt's M.G., but an excellent field lined up, and the question for the next quarter of an hour was, would the E.R.A.s trounce Horton's 1950 Connaught round Oulton's twisty 2.76-mile circuit? Horton got away well and led the opening lap (the race was over 20 laps) from Waller and the Hon. Patrick Lindsay in their E.R.A.s. This held for five laps, when Lindsay, driving " Remus " with his customary skill but no unnecessary fireworks, went by the slightly-smoking Connaught, which had had a brief pit-stop, followed by a determined Waller. The blue and white E.R.A.s proceeded to build up a decent lead, and by the end of lap 9 Brown's E.R.A. had taken third place from the Connaught.

Perhaps the most exciting car in the race was the ex-Hindle Type 59 Bugatti driven by Symondson. It was ministered to by George Burton and Douglas Hull and should have been able to win the race. In fact, it ran a bad fifth until three laps from the finish, when it moved up a place. Horton continued to fall back and was pipped by Freeman in the ex-Horsfall 2-litre Sports Aston-Martin, going very quickly, but they only covered 19 laps, in company with Bishop's 2-litre Aston-Martin. The first seven finished in that order, Gibson's ex-Aitken single-seater Frazer Nash just getting home eighth, after a pit-stop, with 18 laps covered, although it wasn't enjoying itself and had to be scratched from its next engagement. It had run off its coolant. On Handicap the order was Morris in Blight's beautiful 1931 Talbot 105 team-car G053, Ellis in the Derby-Maserati and Bishop's 1936 Aston Martin. Lindsay's average speed was 79.58 m.p.h., his best lap, 81.87 m.p.h.

The 5-lap G.N./Frazer Nash Handicap had an entry of 27, sure indication of how many Chain-Gangsters have workable machinery these days. Even if only 14 had original power plants, Bromley Johnson had had the audacity to shoe-horn a 1938 4¼-litre Bentley engine into his 1932 'Nash and was rewarded with retirement, no doubt to the horror of Rolls-Royce Ltd. Fearnley's 1933 Meadows-engined " limit " car led until the final lap, when it was engulfed, Geoghegan winning with the aid of an Aston-Martin engine, from Spence, who relies on a 3½-litre 1938 Alvis power unit and Barrow, who is properly propelled by one of Mr. Meadows' products.

After all these chains had ceased whirring and hacksaws had literally cut off the fine exhaust pipes of the Alta Chorlton, which was setting fire to the driver or the body or something, a 5-lap All Comers Scratch Race commenced, which someone explained to his fair companion as a race for any cars that were still in running order ! Waller left us in no doubt about the ability of his E.R.A. to run—it ran completely away from the field, to win at 79.49 m.p.h., lapping at 80.5 m.p.h. Nearly a minute later Smith's



Vintage commercial—the fine 1929/30 rigid 6-wheeler Chevrolet caravan of the Gibson equipe.

Lago-Darracq came over the line, Arnold-Forster in the big Delage unable to do more than tail it. Charnock's road-equipped Alvis made fourth place, Doc. Taylor having lost the race by a bad start in his Type 59 Bugatti, which he worked up to fifth position, ahead of Ashley's Frazer Nash.

The Vintage Sports Cars Scratch Race, sub-divided into classes, was an outright victory for Giddings' 1928 A.C.-engined Frazer Nash, from Ashley and Morten's 4½-litre Bentley.

Everything, including the great Napier-Railton, contested another 5-lap Handicap, and it was splendid to see Ellis well out in front on lap two in the Derby-Maserati, driving his f.w.d. machine round the corners very cleanly, arms out-stretched. He has persevered most praiseworthily with this difficult car, which in all its 29 years had never won a race. It now did so convincingly but due to an oversight on the part of the V.S.C.C. can still claim never to have seen the chequered flag! This was waved at Cottam's E.R.A., which was actually 35.2 sec. behind. The Derby-Maserati even drew away from Salvage's sports-engined 1951 G.P. Connaught which, from scratch, left nearly a lap later! Stephen's 4.3-litre-engined Alvis was third. The Napier-Railton failed to repeat its meteoric race of 1962, when, but for spinning (likewise a meteoric feat!) it would have won, and Binns just got home in spite of a broken gearbox on the Riley.

In the final 5-lap Handicap Jones' nicely turned out slab-tailed J2 M.G., which has a J2 chassis and overbored engine blown at 7 lb./sq. in. with a Centric compressor, won from Abson's Lagonda Rapier and Kain's G.P. Bugatti. The field included the old Spikin's Special Singer, the Parry Thomas-engined Scriven Special with mice-nibbled chassis and front axle, the mice even having had a go at the drums of the enormous contracting front brakes, a 1929 ex-Fronteras rebodied T.T. Alfa Romeo, and Hudson's Montlhéry M.G. Midget.

I hope that as the spectators wended their way out of Oulton Park, many of them in vintage cars, they reflected that at no other Club's meetings can they see, hear and smell such nostalgic and varied racing. See you at Prescott on August 18th?

Results:

Richard Seaman Memorial Trophy Vintage Race: N. Arnold-Forster (1922 Delage)	72.56 m.p.h.
Richard Seaman Memorial Trophy Historic Racing Car Race: The Hon. P. Lindsay (1936 E.R.A.)	79.58 ,,
Allcomers Scratch Race: P. Waller (1936 E.R.A.)	79.49 ,,
Vintage Sports Car Scratch Race: P. Giddings (1928 Frazer Nash)	71.69 ,,
Vintage & P.V.T. Handicap: M.T. Joseland (1926 Frazer Nash)	63.80 ,,
Vintage & P.V.T. Handicap: H. P. Hine (1924 Bentley)	66.04 ,,
G.N./Frazer Nash Handicap: M. S. Geoghegan (1928 Frazer Nash/Aston Martin)	67.52 ,,
Vintage, P.V.T. and Historic Racing Car Handicap: A. O. Ellis (1934 Derby-Maserati)	72.25 ,,
Vintage & P.V.T. Handicap: M. H. Jones (1933 M.G.)	68.85 ,,

OULTON UTTERINGS

Congratulations to that unassuming driver, the Hon. Patrick Lindsay, on his hat-trick in the Seaman Trophy Race. His E.R.A. won in 1961 and 1962. This year the boost had been increased from about 12 to 20 lb./sq. in.

* * *

Out of ten excellent races, four were won by supercharged cars—and how often does that happen amongst modern racing cars?

* * *

Race meetings attract a fine variety of transporters but surely none more unusual than the 1929/30 rigid six-wheel Chevrolet caravan that tows the trailer bringing Gibson's Frazer Nash to V.S.C.C. races. It should compete itself—in H.C.V.C. events!

* * *

What did the Historica Martini achieve this time? Non-starts with Invicta and O.S.C.A. and last-to-finish with the Maserati. They really should cut down on Martini and try running on petrol . . .

* * *

Doc. Taylor's ex-Hindle Type 59 Bugatti is a truly beautiful car. It runs on pump Cleveland Discol, starts easily with a flick of the side starting handle, and is altogether, according to George Burton, a tractable car which it is a joy to work on. It should win something before the V.S.C.C. season is over.

* * *

Outstanding entries were J. A. Blight's two team Talbot 105s, in commendably original condition. GO52, entrusted to Peter Moores, has two huge close-together, dust-covered headlamps, and a plaque telling of its race placings in the hands of Cobb, Rose-Richards, etc. Martin Morris drove GO53 very fast, using lots of lock, but Moores' car was slower. Did the big lamps hold you back, Peter?

* * *

H. G. Monk had two-stage Roots blowers on his modified, all-independently-sprung 1934 M.G. Midget and a pre-selector gearbox from a Q-type. The boost is 24 lb./sq. in., with approx. 6.8 to 1 c.r. The engine came from the ex-Samuel car. Monk hopes to run an original, but unblown, Q-type 2-seater M.G. in future V.S.C.C. events.

* * *

Carmichael's ex-Sibbald Type 37A Bugatti has a vertical Centric supercharger. Kitchener was again using small 6.00 × 17 Avon racing tyres on the front wheels of the f.w.d. Alvis. Rowley had 1½-litre blocks on the "2-litre" V12 Delage. Vincent's Salmson was a virtually standard 1928 G.P. model. Moores' 1930 Ulster Austin, with modern belt-drive Judson blower, broke a valve and non-started. D. K. Brown's 1936 Riley has been improved to look much more "H. G. Dobbs," the body sides being dictated by present-day scrutineers! Giddings' Frazer Nash-A.C. was once the R.G.J. Nash Union-Special, now with 2-seater body. But Nash didn't run it on castors.

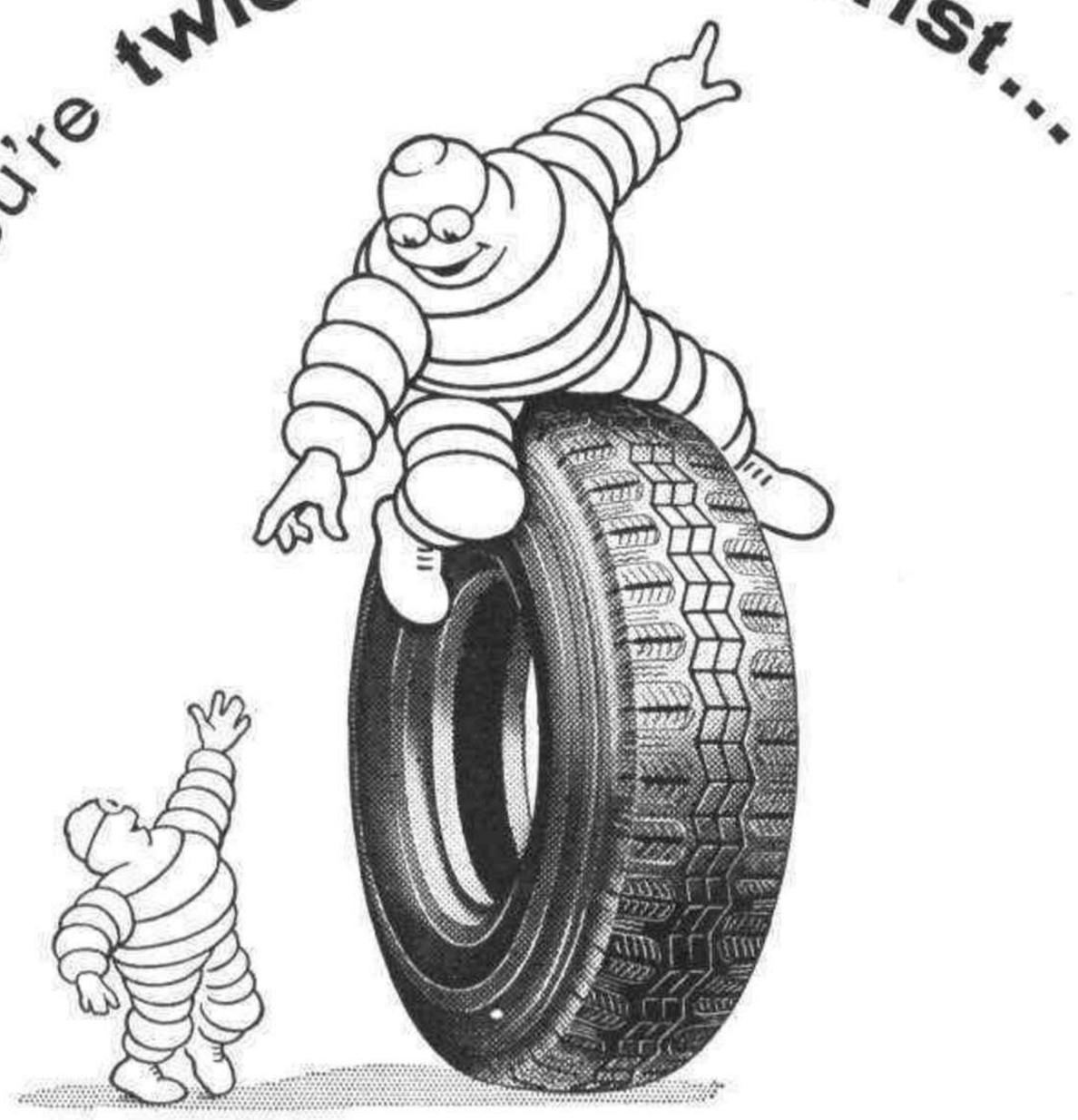
* * *

Millar was looking forward to meeting Balmer's Bentley in the second race. Alas, his 3-litre Twin Cam Sunbeam made horrid noises a few miles from Oulton on the way up, and had to be abandoned, and the Bentley holed a piston on its journey. Expensive!



"No No Nanette." The Thomas-engined Scriven Special photographed at Oulton Park, looking very much as it did in Brooklands days.

You're twice the motorist...



on

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You get **twice the grip**
twice the comfort
twice the mileage
and you **save fuel**

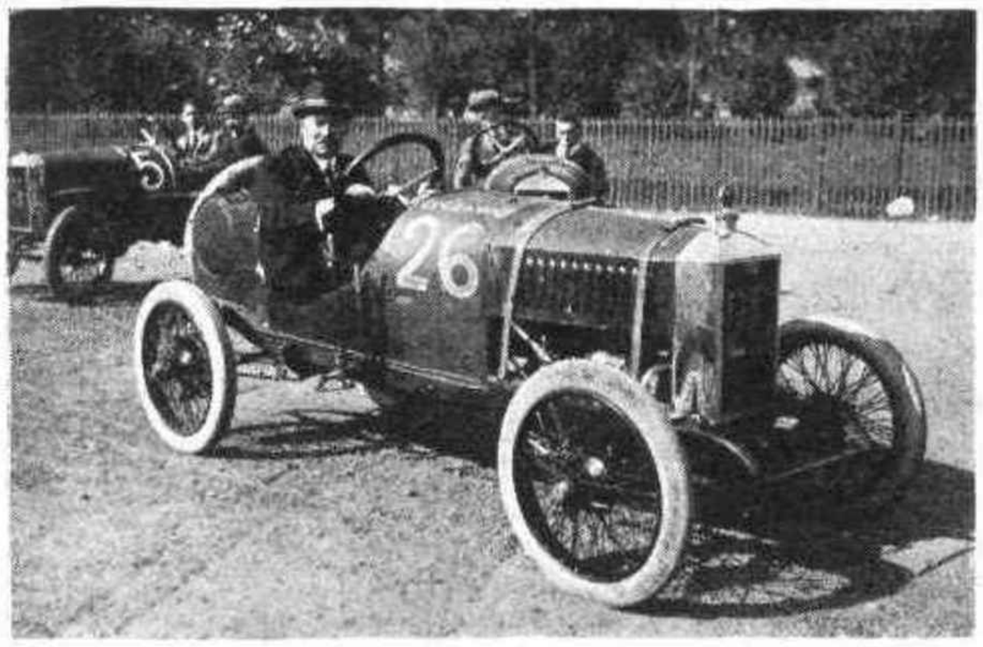
Unique manufacturing techniques ensure that flexion does not interfere with tread stability, thus reconciling long mileage and fuel economy with perfect grip, perfect comfort and perfect roadholding.

1863/34/LP

MICHELIN TYRE CO. LTD., Factories: STOKE-ON-TRENT (Head Office) and BURNLEY

FRAGMENTS ON FORGOTTEN MAKES

No. 22 : THE SILVER HAWK



[Photos by courtesy of L. A. Cushman

René Thomas in the Silver Hawk "Le Crocodile" before the start of the 1920 Coupe Internationale des Voiturettes race. The other picture shows Thomas working on the car in the pits.

ALTHOUGH the Silver Hawk had a very short life span and cannot have been made in any numbers, it deserves inclusion because it was one of the first cars built expressly for competition. Moreover, from time to time dealers send us photographs of Silver Hawks, so it is a make which has not been *altogether* forgotten.

In 1918, to celebrate the Armistice, Capt. (later Sir) Noel Macklin, father of racing-driver Lance Macklin, turned the sheds behind his house "Glengariff" near Cobham in Surrey into a motor factory and built up a sporting light car of good power/weight ratio, by using the frame, springs, gearbox and axles of a pre-war 7 h.p. Swift and a side valve Coventry-Simplex engine. He called this car an Eric Campbell, gave it an imitation Rolls-Royce radiator and polished aluminium bodywork, and persuaded Handley-Page Ltd. to assemble similar cars in their Cricklewood hangars.

Financial disaster came a couple of years later, caused, according to Lord Montagu ("Lost Causes," page 79), by a too ambitious competition programme, which had included the 1919 Targa Florio.

But Capt. Macklin decided to persevere—this was before his great contribution to gunboat design and the evolution of pre-fabricated houses—and his workshops behind the house yielded the first Silver Hawk in 1920. Basically the car was an Eric Campbell, but the 1,498 c.c. Coventry-Simplex engine was given lightened and modified internals. It was to be sold only as a chassis, each one guaranteed to exceed 70 m.p.h. on Brooklands Track, where prospective customers were to have the opportunity of seeing their own chassis tested, and to reach top speed in under 500 yards. The 66 × 109.5 mm. engine had drilled light-alloy pistons, flywheel and rods were steel, the clutch a leather-to-metal cone, and the axle ratio was 4⅛ to 1, the tyre size 710 × 90 mm.

I called recently at the pleasant offices of the Fairmile Construction Co. Ltd., in an old private house on the Fairmile estate near Cobham to meet Mr. H. L. Bing, who was with Capt. Macklin when the first Silver Hawks were assembled. Before the war Mr. Bing had been with the London concessionaire for the Fafnir in Upper Thames Street. As a youth he and Ted and Bill Watson, the latter responsible much later for the early Invicta cars, had built up their own motorcycles, using Chater-Lea components and Fafnir engines—fast single-speed belt-driven machines. He had met Fafnir previously while with the City Garage in Peterborough, where a sporting de Dion Bouton using a Fafnir engine with automatic inlet valves was built up for the Raymond Mays family. Fafnir chassis were imported complete by this London agent and endowed with bodies made in Southport, the 13.9 h.p. model proving a notably popular car.

Incidentally, Mr. Bing, Senr. had been Works Manager with the Iris Company at Aylesbury, many of their 15 h.p. chassis going to Manchester as taxis.

Reverting to the Silver Hawk, Capt. Macklin decided to stake everything on putting up a good show, if not winning, the 1920 Coupe Internationale des Voiturettes, at Le Mans. Three cars were specially built for the contest, having, as our heading picture shows, high narrow chassis, Invicta-like radiators, bolster tanks and Coventry-Simplex engines. The services of René Thomas, the Brooklands driver Gedge, and Pickering were secured, as drivers, and after tests on the Portsmouth Road adjacent to the factory, when these Silver Hawks were thought to be "ever so fast," they left for France, Capt. Macklin going over with Mr. Bing in his 40/50 Rolls-Royce.

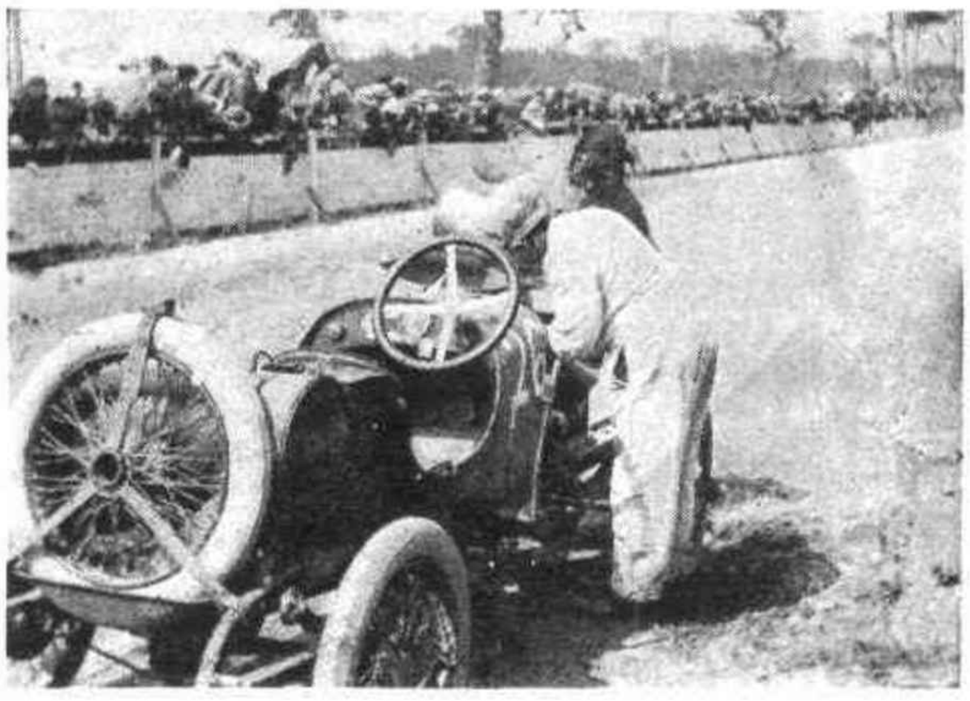
René Thomas named his car Le Crocodile and painted this on the scuttle and the other drivers chose suitable nicknames for their cars. In the race the engines overheated. Thomas caulked a leak with oatmeal, but Pickering poured cold water into a red-hot block and cracked it. Even so, the Silver Hawks of Gedge and Thomas finished in 6th and 7th places, behind Friderich's victorious Bugatti, which averaged 57.6 m.p.h. for the 256½ miles, two Bignan Sports, a Majola and another Bugatti. It is said that Thomas put in more than 100 gallons of water and that another Silver Hawk stopped 16 times during the race and they were running for 1 hr 10 min. after the winner had been flagged in.

Mr. Bing recalls the subdued journey home, the stricken Silver Hawk of Pickering towed by the other two cars, which took turns at leading because the white dust of the post-Armistice French roads rose in choking clouds, making life anything but enjoyable for the drivers who were following. As Le Mans had been a vast American Army Camp during hostilities, Camel cigarettes abounded, and a formidable supply was safely brought through the customs.

The anticipated race victory having eluded Macklin, sales were slow in coming and it was necessary to rush to London and sell the works model-T Ford van in order to pay the wages of the half-dozen or so employees at Cobham ! Mr. Bing saw no future in this and left to join the B.A.C. Company, run by a wild Irishman named Wilson, who had taken the firm over from Tom Whiting and assembled the B.A.C. small car at the premises in Little Portland Street, W.1. Bill Watson got to work on an o.h.v. engine for the B.A.C. but this tended to blow up while being run on the Heenan & Froude dynamometer and the production B.A.C.s, of which perhaps 20 were made, continued to use the side valve Belgian Peters engine (assembled at Kingston) until its demise in 1923. No doubt B.A.C. (British Automobile Company) wished it had retained its agencies for Dodge and Scripps Booth cars . . .

To return again to the Silver Hawk, although victory at Le Mans eluded them, a bold bid was made in competitions at home, with successful results. At Brooklands, Light Car Class records were established by C. M. Harvey early in 1920 and improved upon later that year by a Silver Hawk driven by Gedge and Miss Cordery. Silver Hawks were driven by Capt. Keddie, who was extremely successful in sprints, and Miss Cordery. George Duller drove Macklin's blue 1,499 c.c. Silver Hawk into first place in the Light Car Short Handicap at the 1921 B.A.R.C. Summer Meeting, lapping at 72.18 m.p.h. David Drummond, the banker's son, ran a scarlet Silver Hawk and altogether the make was well known at the Track.

There was one car built with a Sage engine, but whether this represented future intentions isn't known. The three entries for the 1921 J.C.C. 200 Mile Race were scratched and before the end of the year production of Silver Hawks had ceased. Lord Montagu suggests that "perhaps a dozen" were built in all.—W.B.



The Henry Ford Centennial Run

(June 30th)*

London—Brighton in a 1919 Model-T

* *Henry Ford was, in fact, born on July 30th, 1863, but the police thought that the Brighton Road would be too crowded for model-Ts on that date, so the anniversary run was put forward one month.*



"Let's Take a Ride on the Jitney Bus": Bill Boddy shaking hands with the Mayor of Battersea before departing from London Festival Gardens at the wheel of a 1919 model-T Ford on the Henry Ford Centennial Run.

IT was a grand idea on the part of Ford of Dagenham to celebrate the 100th anniversary of the birth of Henry Ford with a run from Battersea Festival Gardens to the Sports Arena, Brighton for model-T Fords. The legendary and unique model-T always attracts attention and as 80 entries were received for this Centennial Run, largely from Ford dealers, in spite of very little prior publicity, the event could hardly fail to be a big success.

The idea, I think, was more to provide a pleasant outing for Ford dealers and employees than to publicise Ford products but from all angles it was a memorable occasion—what a pity that in 2063 few of us will be able to enjoy the next one. If only it could become an annual affair !

I first heard of this gigantic model-T run when I was asked if I would join Mr. R. Blackburn, Manager of the Repair Garage at Dagenham, and Mr. V. Kochret who was with Fords when they were selling model-Ts, in judging the *Concours d'Elegance*. I inquired how many Ts were going. "Oh, about 80," said Mr. Jimmy Graham of Dagenham's Press Department, adding "As a matter of fact, there's one looking for a driver." "The driver's me !" I told him.

Which is why, en route for the V.S.C.C. Oulton Park Meeting, I stopped at Wrexham on the pleasant route from my house at Nantmel to the course, to be introduced by James Ellement, P.R.O. of Kirby's, the Main Ford Dealers, to this model-T. It turned out to be an American-made green and black 1919 l.h.d. tourer which Kirby's had taken in part exchange for a modern Ford, allowing an astonishingly generous sum for it. It was now for sale at £375 but they were quite willing for it to swell the entry in the Ford Motor Company's forthcoming Centennial Run.

Now I had driven a lot of different cars but never a model-T, nor had I had time to mug up the drill before leaving for Wales. So, although the engine had a self starter and Kirby's car seemed nicely original, neither I nor anyone else was very sure of how to drive it. When I pressed both the larger pedals down ("When in doubt, both feet out") the car surged forward, instead of stopping. So, rather agitated, I went on my way, consoled only by the sight of a hood as proof against rain, and decent treads on the tyres (but no spare wheel !), which, incidentally, comprised a jolly assortment—a 30 × 3 Pirelli Cord on the o/s front wheel, a 30 × 3½ Dunlop on the n/s front, a 31 × 4 Henley Zig Zag on the o/s rear and a 30 × 3½ Michelin Cord on the n/s rear wheel !

I dislike the thought of vintage cars being brought to competitions on lorries but now I was rather glad I hadn't time to drive this model-T from Wrexham to London. Dagenham was quite happy to send a low-loader for it.

I will have another drive when it gets to Lincoln Cars, I thought. Meanwhile, I refreshed my memory of how to tame a T, the only car some persons could control in the days when it was a contemporary model. It's so simple. The left pedal is pressed down for low gear, allowed to rise to find neutral, brought right up for top gear. The right-hand pedal is the transmission brake. If you want to reverse, you press the middle pedal. The hand-brake lever pulls back to apply the rear wheel brakes and at the same time selects neutral. Simple, foolproof in fact—unless you are a fool used only to sliding cogs, synchromesh or automatic transmissions.

When, on the Friday before the Run, I presented myself at Lincoln Cars, there was Jack Welsh, just back by air from the Alpine Rally in which two Ford Cortina GTs had won Gold Cups—I told you last month what a good car this is!—with his merry men. "Your T's running fine," they told me, "Have a go!,"



The 1919 model-T Ford which the Editor drove in the Henry Ford Centennial Run being prepared the week before at Kirby's of Wrexham.





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PRECISION DESIGNED for sustained speeds up to 125 m.p.h. (with five-minute periods up to 140 m.p.h.—both speeds at special pressures).

100% CLING RUBBER for amazing grip particularly in the wet

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NYLON CASING for exceptional fatigue resistance and increased cornering power

BUFFER BARS to keep pattern grooves open under side thrusts

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*TESTED **TOUGH**—FOR YOUR SAFETY*



Winner of the Brass-Radiator Class in the Concours d'Elegance, *P. C. Tulley's* 1914 *tourer defies the rain which threatens its brasswork.*

leading me to a smart blue traveller's brougham. It turned out that this one had been brought down from Warrington, not Wrexham, and mine was still in transit. I had a few yards at the wheel of this blue one and left Brentford feeling that I was far from proficient in driving ancient Fords.

On the Sunday it was a question of rising at 4.30 a.m. and driving in the faithful Morris 1100 to Battersea, in the rain that is a feature of English summers. My Ford hadn't arrived and there was nothing to do but sit and wait, noting meanwhile, such items as the neat enclosed front snubbers on Kemp's tourer, the " Better Than Ever Deal " advertising slogans on Collins' truck and the ease with which other entrants' model-Ts straddled pavements and whirred hither and thither.

I was to start No. 1 ; if anyone thinks this was journalistic privilege, I can assure them it was merely because Mr. Graham wanted to ensure that I got to Brighton nice and early for judging the *Concours* ! Quarter of an hour after 8 a.m., the official starting time, No. 1 came into sight, boiling, with its starter inoperative. I and my " middle " daughter climbed in, set the windscreen horizontal under the lofty, strap-secured hood so that the road was visible, someone swung the handle, and my first proper model-T driving lesson commenced—in the rain, along the congested road, to keep a rendezvous with the Mayor of Battersea and the B.B.C. Television cameras (I didn't appear on TV that night—maybe I looked too worried !).

However, a model-T *is* very easy to master and soon we were bowling along in fine fettle, the clouds of water vapour from the radiator having disappeared, to Clapham Common, down Acre Lane, up Brixton Hill and past Croydon Aerodrome (like Brooklands Track, now defunct), haunts of model-T cars, 7-cwt. vans and tonners in my boyhood.

I discovered that you pull down two levers under the small wood-rimmed steering wheel to advance the spark and open the throttle of the Holley carburetter, and that the 2.9-litre engine responds nicely. I found that it soon came off high speed on a hill and that I had to push hard on the l.h. pedal to keep low speed engaged. Mercifully, neutral was easy to get, the foot brake effective. As we passed under them, trees were reflected in the now-horizontal screen, just below which was the brief bonnet and brass filler cap. Upwards, the substantial hood sticks tapered neatly. The bench front seat was hard and uncompromising . . . .

The steering was horrid, although I never quite discovered whether all model-Ts have reverse camber of the king-pins or whether the axle-stays of this particular example were wrongly assembled. Anyway, we proceeded safely and loftily at some 30 m.p.h. (40 downhill), followed by Hubbard's yellow tourer, No. 2.

When I had asked John Bolster whether he was coming to my Brooklands' Re-Union he said no, he was collecting " his " model-T for the Run from Gloucestershire that day. " I'll race you to Brighton," he added. So I was expecting a flying Bolster to come up on us at any moment (he was No. 21). In fact, he had run a bearing on the way up from Lydney and was running-in its replacement, and by the coffee stop at the very modern Gatwick Manor only the Ts of Whitehead and Taverner had passed us. It was still raining intermittently. The wet morning meant that traffic on A23 was very slight, however.

After the coffee stop we restarted after a very short push and, reminding ourselves it wasn't a race, rolled happily into Brighton at 11.15 a.m., having taken Pyecombe Hill in top gear, after Tinning's nice saloon from Carlisle and a number of other Fords had gone by. We even overtook a modern Ford van just before Hickstead.

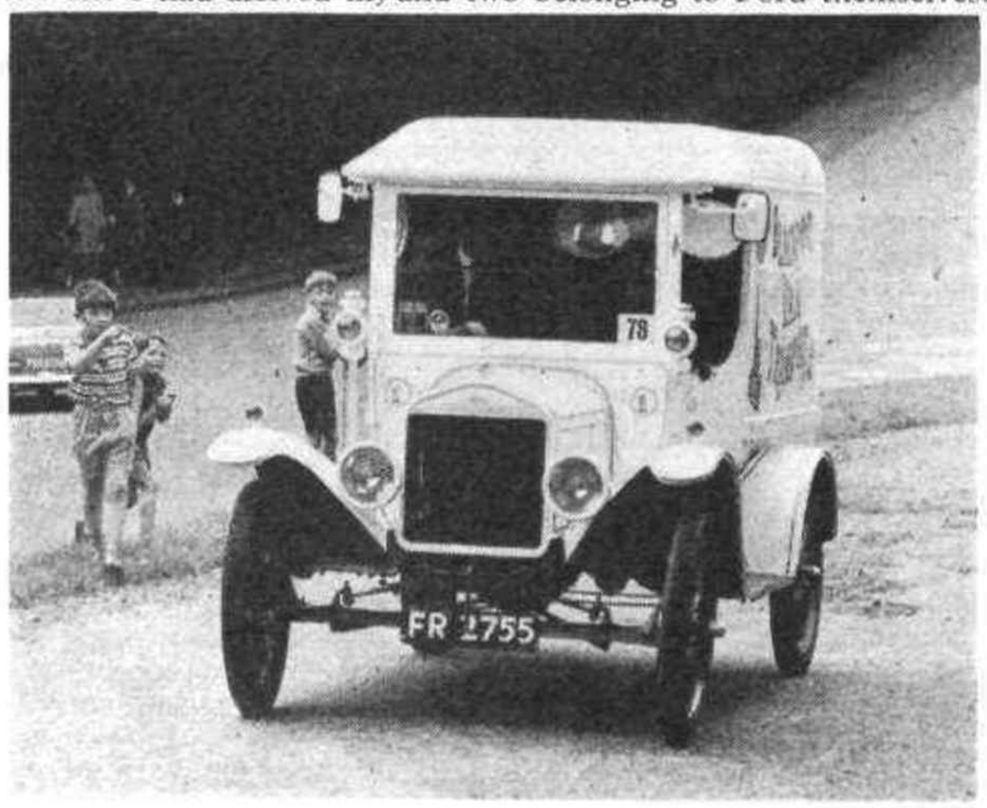
By the time we had ground our way in low gear into the Sports Arena I was captivated by the crude but sure progress of the model-T. At times there was a rattle like loose bearings but I put it down to chattering transmission bands. Much grease exuded from the axle onto the n/s rear brake drum and wheel, but the foot pedal, wearing a proprietary extension called a Real-Pad, was adequate, so that I didn't brake on the lever. There were occasional mis-fires, but whether the combination of flywheel magneto and trembler coils or the old Champion X plugs were to blame, I don't know. One black headlamp shed its retaining nut, otherwise all was well.

The back axle tramp was startling until I remembered to shut the throttle while changing up ; the steering, due to a combination of reverse camber, high gearing, a small wheel and lurching suspension, was distinctly odd. But there were no instruments to scan, apart from an ammeter that registered no charge.

The Ford Centennial Run must be voted a great occasion. Ford hospitality was generous in the extreme. Not only did they lay on free petrol (for the out *and* return journey) and lunch and tea, but to encourage entries there was a draw for a free Cortina ! There were money prizes down to 5th place in each of the three classes, the winners receiving £30 each, and every arrival at Brighton received an engraved silver tankard.

Many of the model-Ts that took part were owned by keen and knowledgeable members of the Model-T Register. But many more had been put on the road by Ford dealers after long periods in retirement. That the majority were so nicely turned out and all got to Brighton is the finest tribute Henry Ford could have. There must have been every type of body present—lorry, van, coupé, taxi, tourer, brake, pick-up, fire engine, 'bus, saloon, 2-seater, on model-Ts ranging from 1910 to 1927.

The entry was divided into brass radiator, black and nickel radiator and commercial model-Ts and after careful inspection the winners of the five prizes in each class were declared as under, the Mayor of Brighton, who arrived in a Daimler, presenting them. Three of the Ts were purposely left out of the *Concours*, the one I had arrived in, and two belonging to Ford themselves.



[Photo by courtesy of Ford Motor Company

First prize in the class for Ford model-T Commercials was awarded to this 1921 *7-cwt. van driven by J. Marsh of Blackpool. It is still in regular use.*



First sports car of its class to lap in luxury! The TRIUMPH TR4

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do *you* think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—little over £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE: 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).
GEARBOX: 4 speed. All synchromesh. Overdrive available.
WEIGHT: Touring trim, dry, 18½ cwt.
BRAKES: Front discs, rear drums.
BODY: 2 seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.
PRICES: Soft top £906.16.3. Hard top £949.2.1. Inc. p.t.

STANDARD TRIUMPH
COVENTRY ENGLAND
A member of the Leyland Motor Corporation

STANPART

1,500 dealers in Britain alone display the STANPART sign—your guarantee of authorised Standard-Triumph after-sales service.

Of nearly 80 cars, only half-a-dozen were really scruffy, and some were very beautifully turned out indeed. The most sporting was W. M. Finch's, because he found it as a chassis and had only time to put a sketchy body on it.—W.B.

Results : Concours d'Elegance

Brass Radiator Class :
1st: P. C. Tulley (1914 Tourer) Hurstpierpoint; 2nd: J. Brill (1915 Landaulette) Sutton; 3rd G. F. Simpsom (1910 Two-Seater) Longniddry, Scotland; 4th: P. E. Outridge (1911 d/h Coupé) Leicester; 5th: E. V. M. Whiteway (1912 Tourer) Exeter.

Black/Nickel Radiator Class:
1st: H. A. Ammand (1926 Tourer) West Linton, Peebles; 2nd: G. J. Norgrove (1920 Tourer) Romsley, Shropshire; 3rd: P. G. Hubbard (1916 Tourer) Hendon; 4th: J. Bolster (1923 Saloon) Lydney, Glos.; 5th: S. Harris: (1921 Tourer) Allesley, Coventry.

Commercial Vehicle Class:
1st: J. Marsh (1921 7 cwt. van) Blackpool; 2nd: G. W. F. Webb, (1923 1 ton truck) Shepreth, Cambridgeshire; 3rd: V. E. Brewster (1922 7 cwt. van) Tunbridge Wells; 4th: A. Norman (1922 7 cwt. van) Beaconsfield; 5th: W. Brice (1922 'bus) Lydney, Glos.

The Run was organised jointly by the Ford Sports Motor Club, with the co-operation of Ford Dealers and the Model-T Register.

* * *

Seventy-six model-Ts started; all of them got to Brighton.

* * *

Eight had motored from Scotland, one from as far north as Inverness.

* * *

Cheswick & Wright Ltd. of Blackpool still use their 1921 7 cwt. van daily; in fact, on the Friday before the Run it delivered a consignment of silencers to Dagenham. Yet it still took First Prize in its class in the *Concours d'Elegance*.

* * *

The winner of the Ford Cortina was 31-year-old Sales Manager, D. Knight, of Enfield.

V.S.C.C. OULTON PARK MEETING—continued from page 605

John Teague drove his B.M.W.-engined Frazer Nash in the "Chain-Gang" dice, thus proving that the Hon. Editor of the *Chain-Gang Gazette* is also a racing motorist. When not engaged in the racing he was distributing this duplicated publication, which not only keeps Frazer Nash owners *au fait* with news items and the history of the *marque* but provides plenty of hints and useful information. The Spring issue contained an appreciation of the G.N. by E. Riddle—and he should know, being the only remaining regular user of a 2-cylinder G.N. Moreover, two further G.N. articles are promised in forthcoming issues.

* * *

Although the V.S.C.C. framed rules last January that stipulate that an Historic Racing Car is one of "a type raced" before 1953, the Seaman Trophies Races contained a G.N. Special built during 1953, a *production*-type Ulster Austin with belt-driven modern supercharger, a Frazer Nash with a sports engine more than twice the capacity of the original power unit, an M.G. with recent all-round independent suspension, pre-selector gearbox and 2-stage supercharging and a Talbot 105 built up since the war from the remains of a saloon and endowed with a war-time supercharger of a kind surely never seen on any racing Talbot before 1953! And is it really necessary to permit sports cars to run as historic racing cars?—there were at least a dozen in this year's Seaman Trophies races.

MASSES OF 'EM.—On this and the next page MOTOR SPORT*'s camera depicts just a few of nearly 400 pre-war Austin Sevens that came to Beaulieu for the 750 M.C. Rally on July 7th.*

They still turn up!—We heard that a 1913 4-cylinder Renault which had only run about 5,000 miles since new, and still has four Renault sparking plugs, was found recently in Bath. It is being restored in Liverpool, in company with a vintage Brough Superior motorcycle.

* * *

Dunlop deserve the highest praise and the thanks of every old car enthusiast for continuing to supply tyres in prehistoric sizes—but what a pity they refer in a recent advertisement to the cars for which this warmly-appreciated service applies as "old crocks"!

SPECIAL RALLY FOR AMERICAN ANTIQUE CARS

Despite the world-wide enthusiasm for veteran and vintage cars generally, the American automobile has been largely neglected in Great Britain. In an attempt to fill this gap, the Montagu Motor Museum is sponsoring a Rally and *Concours d'Elegance* for pre-World War Two American cars, to be held at Beaulieu on Sunday, September 8th.

This will be open to all American and Canadian private cars made up to, and including, the 1942 model year, and also to British-built Fords of the following types : T, A, AF, B, BF and 30-h.p. V8. Anglicised American cars—*e.g.*, Brough Superior, Railton, Jensen and Lammas—will be eligible, if made during the relevant period.

All inquiries to : The Administrator, Montagu Motor Museum, Beaulieu, Brockenhurst, Hants. (Tel.: Beaulieu 374).

THE S.T.D. WOLVERHAMPTON RALLY (July 7th)

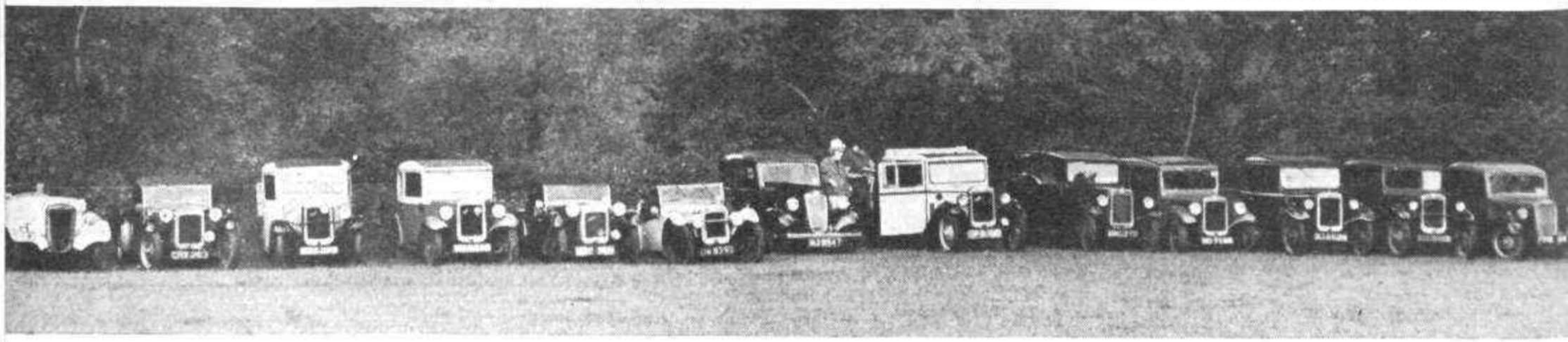
Once again the Sunbeams returned, in sunshine and occasional torrential rain, to the place of their birth, supported by S.T.D. Talbots and Darracqs. The entry was excellent—43 cars, which ranged from a 1912 12/16 Sunbeam saved from exile as a farm tractor and two 1919 16-h.p. Sunbeam tourers, to the last of the Wolverhampton Sunbeams, built in 1935, supplemented by ten Roesch Talbots, of which Wiggin's 1924 10/23 tourer was immaculate, and the blue sports/tourer 1½-litre Darracq of J. Granville-Grenfell, a 1926 car said to have an engine the base of which is a racing unit, with Roesch valve gear, the claimed top speed being 95 m.p.h. at 4,400 r.p.m. A. Forshaw brought the twin-cam 3-litre Sunbeam which was the team practice car for the Phoenix Park G.P. and was later raced at Brooklands by Barker, A. Alexander had a rare 14/40 Sunbeam with sports internals and R. Evans was up from Abergavenny in his 1926 Sunbeam 25 landaulette. E. Davies' 1935 Talbot 75 is an Olympia Show model with 85,000 miles behind it, in which distance the pre-selector gearbox has never required attention.

The distance award went deservedly to A. Waugh, who, between the previous Thursday and the Sunday, had driven to John o' Groats and back in his 1922 small-bore Sunbeam 14 tourer, originally a works demonstration car. It also contrived to make third place in the *Concours d'Elegance*.

The prizes were presented by the Register's President, Mrs. Winifred Boddy, before she left Wolverhampton with her husband in the famous racing Talbot 105, GO 52.

Results :

Distance Prize : A. Waugh (1922 Sunbeam 14)—1,270 miles.
Perkin's Trophy : (best restoration) : P. Durnford (1925 Sunbeam 14/40 tourer).
Concours d'Elegance : 1st : A. Blight (driver : W. Boddy) (1931 Talbot 105). 2nd : T. Braid (1919 Sunbeam 16). 3rd : A. Waugh (1922 Sunbeam 14).



GO 52



ON the occasion of the S.T.D. Register Wolverhampton Rally I had the privilege of being invited to drive there and back, from Kingston Blount, in Talbot 105 Team Car No. 2, the celebrated "GO 52." This splendid 1931 sports/racing car has been painstakingly restored by A. Blight. Indeed, he also owns GO 53, having bought both cars from Charles Mortimer who, having acquired them, quickly passed them on. Mr. Blight has more staying power, for not only has he rebuilt both these historic Talbots to original specification but hopes soon to commence work on a replica of the third Talbot of this illustrious Georges Roesch-inspired team.

When I was asked if I would like to drive GO 52 to Wolverhampton I was conscious of a great responsibility, for this is indeed an historic motor car. In 1931 Rose-Richards and John Cobb drove it into first place in its class and 10th overall in the J.C.C. "Double Twelve," averaging 79.3 m.p.h. for the two rounds of the clock. The Hon. Brian Lewis was third in his class and sixth overall in it in the Irish G.P., at 79.97 m.p.h., Hindmarsh was second of the non-supercharged cars and 15th in the race in the T.T., averaging 72.93 m.p.h. and, also in 1931, the same driver drove GO 52 in the B.R.D.C. 500-Mile Race. He held third place for some 300 miles, before retiring, and had averaged 110.19 m.p.h. up to that time. The following year, 1932, Rose-Richards came home third in his class, seventh in general classification, in the J.C.C. 1,000-Mile Race, at 91.36 m.p.h., the Hon. Brian Lewis was second of the unblown cars, seventh in general classification in the T.T., at 75.3 m.p.h., and, in the 500-Mile Race, Hindmarsh averaged 103.4 m.p.h. to finish second in his class, eighth in the race. His best lap was done at 114.4 m.p.h., and in the Ulster T.T. the green Talbot, its body the shade of a dress Mrs. Roesch used to wear, had lapped the difficult road circuit at 81.3 m.p.h.

Today it looks as it did in 1932—long wide tail behind the tonneau-covered back seat, ending in that huge eared petrol tank cap, cycle mudguards, well-louvred bonnet, and two enormous headlamps, wearing dust covers in daylight, set very close together before the tall shuttered radiator.

A clever feature is the full-width windscreen which folds flat, leaving the aero-screen erect. This is achieved by a cutaway arc in the panel of the main screen surrounding the aero-screen; the latter has its own electric screen-wiper.

The instrument panel layout and arrangement of the controls are purely functional. The normal Talbot black central panel carries a Jaeger speedometer indicating up to 100 m.p.h. with precise movements of its white needle, an ammeter, an ignition warning light, a combined turn-switch for lamps and ignition, small starter button, a combined vertical-scales indicator for fuel contents, heat and oil temperature, another lights switch and a big oil pressure gauge reading to 100 lb./sq. in. The last-named has a needle that fluctuates with engine speed but settles for rather over 60 lb./sq. in. at cruising speed.

To the right of this panel above the steering column is an enormous pre-war-style tachometer, its needle traversing anti-clockwise like that of the small speedometer aforesaid. This records to 6,000 r.p.m. and has a yellow band from 4,000-4,500 r.p.m., the red warning from 4,500-4,700 r.p.m.

The seats are comfortable leather-upholstered buckets, in which the driver sits low, looking through rather than over the aero-screen, although as the Talbot is high the view over hedgerows is rewarding. There is a 4-spoke, spring steering wheel with hand throttle and choke controls on its hub, and above these a control for flicking on one or both headlamps (Bentley, give over!) and another, never wired-up, for direction indicators, never fitted to GO 52. Two modern dials have been added to the instrumentation, on the left of the main panel—small oil and water temperature gauges. A lever working in a quadrant behind these controls the radiator shutters.

Today GO 52 runs on Pirelli 700×18 back tyres and wears 6.00/6.50×19 English-made Michelins on its front wheels. The wheels, naturally, are centre-lock wire type. The springs are gaitered and, with aerodynamic intent, so are the stays between the backs of the front mudguards and the chassis. The enormous cable-applied brakes have polished back-plates and the steering arms and track-rod are highly polished.

On the road GO 52 is sheer joy. I was told not to exceed 4,500 r.p.m. and used a thousand revs less, but, even then, the acceleration was extremely impressive, to the accompaniment of a hard, purposeful sound from the push-rod 6-cylinder machinery. In no time at all the speedometer needle is jerking up to 65, to 70, and the instrument is probably 10% *slow*. Traffic and 50 m.p.h. limits alone subdued our rapid progress—why Marples bothers with the former when the latter hardly ever exceeds 40 and several drivers were concentrating hard at a headlong 25, I cannot explain. Certainly 50 to this 1931 Talbot is loitering—with intent. Press down the r.h. accelerator and she springs away, speed building up, I'm told, to over 90 m.p.h. in full road trim.

When I drove her she had small jets in her single Zenith d.d. carburetter and in any case the task was to get to the Birthplace of the Sunbeams for the Parade and *Concours d'Elegance*, not to record performance figures. So I concentrated on the niceties of gear-changing. The long r.h. lever in an open gate, set rather far forward, controls a box with a low first gear and three very close upper ratios. Consequently, you have to remember to double-declutch between 1st and 2nd but not at all between 2nd and 3rd, or 3rd and top, going up. Going down, the lever almost flicks itself from top to 3rd if double-declutching, with a very small amount of throttle, has been judged correctly, while a properly timed change from 3rd into 2nd is sheer bliss—you can almost see the hole into which the lever drops!

Clutchless changes are possible, but the gears bite so firmly



that a little assistance from the clutch is desirable to disengage them. There is a catch over the reverse slot of the gear gate, which you have to reach down and lift clear by hand. The grip of the clutch is normally adequate but it doesn't enjoy racing starts. Outside the gear lever but inside the body is a big fly-off handbrake. The footbrake pedal has considerable travel before anything happens and then, given a hefty prod, the brakes work very well indeed.

The steering becomes heavy and rather "notchy" because, in spite of a heat-shield, the box absorbs too much of the engine's temperature. In this, GO 52 is not quite characteristic of a good Talbot but she makes amends by taking corners precisely with noticeable understeer, and there is no steering kick-back.

Without more than slightly opening the radiator shutters, water temperature is normally approx. 70° C., oil temperature about 55° C. She didn't like the Parade through Wolverhampton, but even then the water thermometer didn't climb above 90° C. Incidentally, the fuel tank holds 35 gallons and as GO 52 is giving about 20 m.p.g., it is possible to drive her some 700 miles without refuelling!

I gather that although Mr. Blight didn't acquire GO 52 or her sister team-car cheaply, quite a lot of work was found to be necessary. In fact, GO 52 was completely stripped down, the engine being rebuilt by John Bland and the body, which is the original, receiving attention from Cornish craftsmen.

The car is a great credit to Mr. Blight's enthusiasm and integrity. I shall long remember the pleasure of driving this Talbot, which took first prize in the Wolverhampton *Concours d'Elegance*, nearly 200 miles that day—every mile exceedingly enjoyable. The suspension is firm, yet the ride, even over frost-damaged surfaces and ruts left by slap-happy trench diggers, isn't uncomfortable. The engine starts promptly and silently when the starter button is pressed, ignition advance and retard is fully automatic, there is far less bonnet and scuttle shake than on the average vintage car. The response to the throttle is clean and exhilarating, the gear-change, when mastered, a delight (a well-known vintage Talbot fancier told me it took him six months to learn to select the cogs silently, which was consolation when I crunched lightly GO 52's delicately close-ratios), and the big brakes really stop this handsome and historic car.

The quiet, effortless work of the engine is in contrast to the rattle of o.h. camshafts and raucous exhaust of some old sports cars. The years, in fact, have dealt lightly with GO 52 and it was a privilege to drive her.—W.B.

FOURTH NATIONAL STANDARD REGISTER RALLY

Sixty years of motor-car production is a proud achievement and to celebrate the Diamond Jubilee of the Standard Motor Company it was appropriate that the Register should gather at the factory in Coventry on June 22nd as a reminder of the longevity of the *marque*, proving that not only the name, but many of the cars themselves, can survive the years.

On the morning of the event the 1907 30-h.p. Standard, carefully polished by a brace of apprentices, took its appointed place at the head of the line of cars. One of the first arrivals was the 1928 8.9-h.p. Falmouth saloon, newly re-covered in red fabric, driven from Norfolk by Clifford Gott. Vintage Standards were soon arriving from all directions in rapid succession, including Sam Wilson from Derby, the latest Register recruit with the 1930 9.9-h.p. Teignmouth which he has owned for more than twenty years. Dwarfing the other cars was the 1913 20-h.p. Humboldt cabriolet which arrived from Kendal in the hands of Garnett Davies—a delightful surprise, as there had been some doubt about the arrival of the splendid vehicle. John Johnson from Scarborough made his usual punctual arrival in the Selby tourer, having covered 262 miles to reach the start, thus winning the Distance Award for the third year in succession.

A heavy shower sent members scuttling to the shelter of their cars but this did not delay the start of the driving tests, which were marshalled by enthusiastic members of the Headquarters Branch of the S.T.A.A. Frank Callis was neat with the 1919 SLS 2-seater, just failing to gain an award, whilst the two Davids, Newbury and Howard, settled for second and third places behind Edward Foulds in his 1930 9.9-h.p. Selby, who manoeuvred with complete assurance. Ian Hall, with the Avon Special, performed better this year and was happy to hand over the Wooden Spoon to David Harper, who was appearing for the first time with his 1921 SLO model 2-seater.

Members of the Pre-1940 Triumph Owners' Club undertook the same series of Driving Tests and their section was won by Glyn Lancaster-Jones, a student from Manchester University, driving a 1930 Triumph Vitesse. Star attractions amongst the Triumphs were Jim Poole's 1938 Vitesse and the stately 1928 Light Fifteen saloon, one of the first cars made with four-wheel hydraulic brakes, bought from St. Albans by Michael Cooke.

Addressing the members after lunch, the Registrar, Mr. J. R. Davy, revealed that, so far, 134 pre-1931 cars are on the Register, but chastised some local owners for failing to keep in regular contact, pointing out that very often more news of activities came from New Zealand than from, say, Nuneaton. In the post-luncheon *Concours d'Elegance*, judged by Cyril Scott, Curator of the Herbert Museum, Coventry, the first prize went to John Butterworth with his 1913 9.5-h.p. Standard Rhyl 2-seater, which had been the subject of much admiration and not a little envy throughout the rally. At the informal prize-giving, after the *Concours*, the Registrar presented awards to winners in each event, and the award for the Best Overall Performance went to Edward Foulds for his win in the Driving Tests, second on Distance and third in the *Concours d'Elegance*.

Rejoined by the Pre-1940 Triumph Owners' Club and the Triumph Roadster Club, who were also in attendance, all cars returned to the factory in a Grand Cavalcade comprising more than fifty vehicles. Upon arrival the S.T.A.A. Challenge Driving Tests for modern Standard Triumph cars were interrupted as each car was introduced to the spectators, and, later, Register members visited the Diamond Jubilee Exhibition.

Results :

Overall Winner : E. Foulds (1930 9.9-h.p. Selby).
Driving Tests : 1st : E. Foulds (1930 9.9-h.p. Selby); **2nd :** D. A. Newbury (1929 9.9-h.p. tourist coupé); **3rd :** D. C. H. Howard (1924 11.4-h.p. Kenilworth); **Wooden Spoon :** King & Harper Limited (Driver : D. N. Harper) (1921 11.6-h.p. SLO 2-seater).
Concours d'Elegance : 1st : J. A. Butterworth (1913 9.5-h.p. Rhyl); **2nd :** D. C. H. Howard (1924 11.4-h.p. Kenilworth); **3rd :** E. Foulds (1930 9.9-h.p. Selby).
Distance Awards : 1st : J. O. Johnson (262 miles) (1930 9.9-h.p. Selby); **2nd :** E. Foulds (176 miles) (1930 9.9-h.p. Selby); **3rd :** Loxhams Garages Limited (Driver: G. Davis) (172 miles) (1913 20-h.p. Humboldt cabriolet).

Pre-1940 Triumph Owners' Club :

Driving Tests : 1st : Glyn Lancaster-Jones (1930 2-litre 15.95-h.p. Vitesse saloon); **2nd :** A. C. Cook (1938 13.95-h.p. Triumph Dolomite 14/60); **3rd :** Jim Poole (1936 13.95-h.p. Triumph Vitesse); **Wooden Spoon :** Mrs. Nora Othick (1934 9.53-h.p., 1,087-c.c. Triumph Gloria-Vitesse tourer).
Concours d'Elegance : Michael Cooke (1928 15-h.p., 2,169-c.c. Triumph Light 15).

Forthcoming vintage fixtures include the Littlewick Green Show Society's Annual Show on August Bank Holiday, which includes a *Concours d'Elegance* for cars from pre-1916 to post-1952 in four classes, and a class for steam engines. Entry fee is 2s. 6d. per vehicle. Late entries up to 2 p.m. on August 5th. Parade commences at 4.30 p.m. Entry forms from Mrs. P. Cooke, Dawnay, Fifield, Near Maidenhead.

On August 11th the H.C.V.C. has a rally of old commercial vehicles at Stanford Hall, near Rugby, gates opening at 10 a.m. and vehicles on view from noon, with driving tests at 1.30 p.m. Admission 2s. 6d. each, children 1s.

The Ashwell Veteran Car Rally, in conjunction with the Mid-Eastern Section of the V.C.C., takes place on August 17th, from 11.45 a.m., at Elbrook Meadow, Ashwell. There will be a 14-mile road rally and driving tests. Details from N. S. Cundell, Bear House, Ashwell, Herts.

* * *

Vintage miscellany.—A 1915 Trumbull chassis has turned up in Warwickshire and details are requested of what kind of body it had. Data is also sought concerning the ex-Bruce Halford Riley T.T. Sports Sprite, AVC 17, thought to be a 1936 or '37 works team-car.

During August an exhibition will be held at Palace House, Beaulieu, of the works of Charles Sykes, lent by his daughter. Mr. Sykes was the sculptor of the Rolls-Royce "Silver Lady" mascot, the Montagu Cup that was contested at Brooklands, and other motoring *objets d'art*.

To celebrate Henry Ford's centenary, Ford apprentices have built a working replica of the original 1896 2-cylinder Ford quadricycle, which was demonstrated to the Press at the Crystal Palace on July 29th last.

Recent discoveries include an 1896(?) Daimler engine on Deeside, an Essex at a Scottish farm, and derelict specimens of s.v. Vauxhall, blower-4½ Bentley and R.-R. Phantom I chassis. The Editor has acquired a 1927 water-cooled Morgan J.A.P. that had been jacked-up in a shed in Kent for the past ten years.

"Vintage Postbag" will be found on page 628.

FRENCH GRAND PRIX—continued from page 602

if he had an oil leak onto an exhaust pipe, so that Brabham was firmly in second place and all serious dicing seemed to be over.

On the road Brabham and Gurney were now running together, but a lap apart, and they began to help each other along by slip-streaming, but it was not working out well as their engines had different characteristics and what they gained on the straights they were losing on acceleration, so that they were in fact lapping fractionally slower than if they had been on their own. This was fortunate for Clark, whose engine would no longer pull peak revs, and his lead had dropped to 12 sec. It was also good for Taylor who was closing up on the two Brabhams, so much so that Jack had to leave Gurney and motor off on his own, before he was caught by the Lotus driver. A very worried Clark was anxiously watching his lead disappear, and trying all he knew to keep his lap speeds up. After a time of experimenting he found that his lap times improved if he changed gear at 8,000 r.p.m. instead of 9,200-9,500 r.p.m., for at the lower figure the engine was still pulling well but was tailing off at the top end. Once he sorted out a routine for getting the best out of his sick engine he began to pull away from Brabham once more. All this while the pits had been a busy scene, with Bonnier in and out with the Walker Cooper lap after lap, and Phil Hill being in with the new Lotus-B.R.M., also Jim Hall with the B.R.P. Lotus-B.R.M., while the Scirocco-B.R.M. had stopped out on the circuit with a rear-wheel bearing broken up.

At half-distance Clark was holding a 15-sec. lead, but was not at all happy about the sound or feel of his engine and was expecting it to blow up at any time. Taylor was supporting him well and was now alongside Brabham and about to take second place, while McLaren had settled for fourth position, followed some distance back by Graham Hill in the new B.R.M., who had Maggs sitting in his wake all the time. In seventh place came Siffert, his Lotus-B.R.M. going splendidly, and he had not yet been lapped by the flying Clark, and was comfortably leading all the rest of the runners, including Bandini (B.R.M.), Amon (Lola-Climax V8) and Trintignant (Lotus-Climax V8), who were locked in a very close battle, with only a few feet separating them. A pit-stop with gearbox trouble had dropped Ireland right out of the running with the B.R.P. car and he was circulating without the use of 1st and 2nd gears. By the end of lap 30 a slight drizzling rain had begun to fall, and this was to Clark's advantage, for everyone slowed down a bit, whereas he considered he was already slowed down, struggling along with his sick engine, so his lead began to increase rapidly. At the same time Taylor began to slow down more than was necessary, not due to the oil leak as it might appear, but due to the fact that his alternator was not charging and his battery was running down, and his ignition was failing. A new battery was fitted and he rejoined the race, but he was now well back among the tail-enders. McLaren was also suffering from a loss of power and Graham Hill and Maggs caught him up. By lap 37 the rain was coming down steadily and no-one was very happy, though Clark was now 27 sec. ahead of Brabham, but unable to believe that his engine would last out to the finish, but while it still ran he kept working away and maintained his lead. Trintignant had dropped out of his trio to report that his foot was getting burnt by the heat in the cockpit, and Bandini stopped with an electrical fault that was affecting his battery, so another one was fitted and he rejoined the race.

At 40 laps Clark had 20 sec. lead over Brabham, who in turn was well ahead of Graham Hill and McLaren who were close together vying for third place, and Maggs was some way behind them. Everyone else had been lapped by the leader, and Gurney was leading Siffert, the Swiss still making a steady and regular non-stop run. While the race had been going on the Stewards had been discussing the shambles that had taken place at the start, and had decided that the three cars that were pushed started should all be penalised one minute. This seemed a very lenient " let-off " for infringement of an F.I.A. rule, and the three pits concerned were informed of the decision, the other teams only finding out by means of the " grape-vine." This was of particular interest to Coopers, for it meant that there was no need for McLaren to race against Graham Hill any more, and providing Maggs kept the B.R.M. in sight, the two Coopers were assured of third and fourth places. While this was being discussed by everybody, Brabham suddenly came to rest with a dead engine at Muizon, and it took him some time to discover the electrical lead that had come adrift, so that when he restarted he was down in sixth place, a lap behind Clark, and his certain second place was gone. This left the new B.R.M. in second position on the road but actually behind the two Coopers after the minute penalisation had been subtracted. Two laps after this had happened, McLaren failed to appear on time and it was reported that he had stopped, but had got going again for a short distance, only to stop for good. His gradual loss of power had become total as the transistor box of his Lucas ignition had given up the ghost. As it cooled off it had given a few more sparks and then given up again, so McLaren was out on lap 43, with only ten laps to the finish.

Thankfully the rain stopped and a rather weak sun did its best to shine, but Clark was firmly in the lead and providing his engine kept going, no matter how sick it was, he could not fail to win. In the final laps he slowed down so that Brabham and Gurney " un-lapped " themselves. Graham Hill was behind him on the road, but in fact it was Maggs who was second in reality, with Hill third, except that Brabham was going as well as ever once more and had passed Gurney to take fourth place, and was gaining rapidly on Hill and Maggs. With only five laps to go the new B.R.M. began to suffer from clutch slip, which slowed it considerably, and it was clear that Maggs would catch it and take second place on the road as well as on the artificial handicap, but more important was that the gap between the lame B.R.M. and the healthy Brabham-Climax V8 was closing all the more rapidly. On lap 52 Maggs passed the slowing B.R.M., which put the handicap in order, and Mr. Roche gave Clark the chequered flag long after he had crossed the finishing line, just to conclude a race of comedies, but for those who were still following the race closely the time between the arrival of Graham Hill and Brabham was all important. It was just 1 min. 1.3 sec., so that the B.R.M. won third place by 1.3 sec. after the 1-min. penalisation had been deducted.

It was a very thankful Jim Clark who completed his slowing-down lap, and a jubilant Team Lotus who greeted him, for this was his third big victory in a row. The Belgian Grand Prix, the Dutch Grand Prix, and now the French Grand Prix, and he had led all three races from the first corner to the finishing line. This one had appeared easy, but in fact it was one of his most arduous races, for he had had to work hard to get the most out of his ailing engine, without stressing it too much and breaking it completely.—D. S. J.

Results :

49th FRENCH GRAND PRIX—Formula One—53 Laps
439.922 Kilometres—Dry and Wet

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 10 min. 54.3 sec.—201.669 k.p.h.
2nd :	A. Maggs (Cooper-Climax V8) ..	2 hr. 11 min. 59.2 sec.
3rd :	G. Hill (B.R.M. V8)	2 hr. 13 min. 08.2 sec.
4th :	J. Brabham (Brabham-Climax V8)	2 hr. 13 min. 09.5 sec.
5th :	D. Gurney (Brabham-Climax V8)	2 hr. 13 min. 27.7 sec.
6th :	J. Siffert (Lotus-B.R.M. V8)	1 lap behind
7th :	C. Amon (Lola-Climax V8)	2 laps behind
8th :	M. Trintignant (Lotus-Climax V8)	3 laps behind
9th :	I. Ireland (B.R.P.-B.R.M. V8)	4 laps behind
10th :	L. Bandini (B.R.M. V8)	8 laps behind
11th :	J. Hall (Lotus-B.R.M. V8)	8 laps behind

Fastest lap : J. Clark (Lotus-Climax V8) on lap 12, in 2 min. 21.6 sec.—211.061 k.p.h.

N.B.—P. Hill (Lotus-B.R.M. V8) and J. Bonnier (Cooper-Climax V8) were still running at end of race but were too far behind to be classified. B. McLaren (Cooper-Climax V8) and T. Taylor (Lotus-Climax V8) both retired, but had covered sufficient laps to be qualified by the strange F.I.A. ruling.

Retired : R. Ginther (B.R.M. V8), punctured radiator, lap 5; T. Settember (Scirocco-B.R.M. V8), rear hub bearing, lap 6; J. Surtees (Ferrari V6), fuel pump, lap 13; M. Gregory (Lotus-B.R.M. V8), gearbox housing, lap 31; T. Taylor (Lotus-Climax V8), rear axle, lap 42; B. McLaren (Cooper-Climax V8), ignition, lap 43.

19 *starters* — 11 *finishers.*

PROTOTYPES, G.T. AND SPORTS CARS—25 Laps
207.543 Kilometres

1st :	C. M. Abate (Ferrari V12 TR) ..	1 hr. 02 min. 59.5 sec.—197.686 k.p.h.
2nd :	R. Protheroe (Jaguar E-type) ..	1 hr. 04 min. 13.1 sec.
3rd :	L. Bianchi (Ferrari GTO) ..	1 hr. 04 min. 14.6 sec.
4th :	P. Noblet (Ferrari GTO) ..	1 hr. 04 min. 15.2 sec.
5th :	P. Hawkins (Lotus 23 twin-cam)	1 hr. 04 min. 44.4 sec.
6th :	P. Dumay (Ferrari GTO) ..	1 hr. 05 min. 14.0 sec.
7th :	M. Beckwith (Lotus 23 twin-cam)	1 lap behind
8th :	A. Hegbourne (Lotus 23 twin-cam)	2 laps behind
9th :	J. Rosinski (Alpine-Renault)	3 laps behind
10th :	G. Laureau (Rene-Bonnet-Renault)	4 laps behind
11th :	H. Grandsire (Alpine-Renault)	4 laps behind
12th :	R. Charriere (Rene-Bonnet-Renault) ..	6 laps behind
13th :	C. Martyn (Elva twin-cam)	8 laps behind
14th :	D. Prophet (Lotus-Ford)	8 laps behind

Fastest lap : M. Parkes (Ferrari 330P), in 2 min. 22.5 sec.—209.728 k.p.h.

24 *starters* — 14 *finishers.*

F.J. Results and Reims Rattles on next page

FORMULA JUNIOR—20 Laps—166.035 Kilometres

1st :	D. Hulme (Brabham-Ford)	54 min. 27.0 sec.—182.258 k.p.h.
2nd :	P. Arundell (Lotus-Ford)	55 min. 05.5 sec.
3rd :	R. Attwood (Lola-Ford)	55 min. 05.8 sec.
4th :	M. Spence (Lotus-Ford)	55 min. 06.3 sec.
5th :	J. Fenning (Lotus-Ford)	55 min. 24.9 sec.
6th :	D. Hobbs (Lola-Ford)	55 min. 41.8 sec.

Fastest lap : D. Hulme (Brabham-Ford), in 2 min. 41.8 sec.—184.711 k.p.h.

REIMS RATTLES

The first eight places in the Grand Prix were filled by a Scotsman, Southern Rhodesian, Englishman, Australian, American, Swiss, New Zealander and Frenchman. A truly International result; and the first four cars, Lotus, Cooper, B.R.M. and Brabham.

* * *

Of the nineteen starters only five ran the race non-stop. These were Clark, Maggs, Graham Hill, Siffert and Amon.

* * *

After the race Colin Chapman and Jim Clark visited the Press stand to talk to the daily paper reporters, and ensure that Monday morning stories were right! A gesture much appreciated.

The organisers refused de Beaufort an entry first because they said he was too slow, then because his car was a 4-cylinder, and finally because it was a German car! In spite of his offer to start for no starting-money.

* * *

Joseph Siffert and his mechanics deserve a word of praise for completing two Grande Epreuves in succession without a single stop, finishing seventh at Zandvoort and sixth at Reims. A truly private-owner competitor, who actually owns his own racing car.

* * *

Last year, before the 1962 Belgian G.P., I said that whoever wins at Spa is a true Grand Prix driver. It was won by J. Clark; seems I was right.

* * *

Next year the French Grand Prix is to return to Rouen-les-Essarts, organised by the A.C. du Normandie. Can I hear faint cheering?

* * *

Reims has always been known for its inability to spell, for years they wrote Stirling Moos. This year there were Yonny Settembert, Dan Garney, Nnes Ireland, Bruce MVLaren, Richar Attowgod, Richie Winter, and, best of all, Sciwao-B.R.M.—no prizes offered.

B.A.R.C. GOODWOOD

June 22nd

THE finish of the third of four members' meetings, held at Goodwood on Saturday, June 22nd, and organized by the B.A.R.C. saw Chris Williams still in the lead for the MOTOR SPORT Brooklands Memorial Challenge Trophy with 15½ points. Second with 12 points is Morgan man Adrian Dence, who so staunchly upholds this *marque*!

Ominous rain clouds started what looked like being a very wet meeting, but fortunately no rain fell and a good crowd were treated to an eventful day's racing.

Stephen Minoprio had the misfortune to collide with Peter Skidmore's D-type Jaguar early on in the 10-lap scratch race for sports cars, with the result that his Elva was bent in a big way, though neither driver was seriously injured. Chris Williams excelled himself in his Lotus 23 passing Mike Warner's Lotus-Ford on the third lap, Warner holding second place until the penultimate lap when a rod through the side put an untimely end to his racing for the day. Ray Parsons (Lotus) drove to a well deserved third place, but had his work cut out to keep Robin Benson's Elva off his tail.

The 10-lap race for G.T. cars over 1,600 c.c. saw Brian Hetreed's ex-Mike Salmon Aston Martin Zagato DB4 GT in pole position on the grid. Hetreed got off to an impressive start, taking care not to emulate his previous misfortune at the Trophy Meeting when he spun off at Lavant, and won this event outright. Adrian Dence was lying third until lap four when he passed Tom Entwistle's T.V.R. Grantura, and that was the finishing order. Poor Derek Pye gave himself a scare and provided the crowds in the *chicane* grandstand with an amusing moment when he performed some " ice skating " movements on the grass after spinning out of the *chicane* in his 2.6-litre Ford-engined A.C. on the third lap.

A great battle was fought for first place in the ten-lap race for G.T. cars by Elite drivers Bob Duggan and A. Chambers, Duggan finally coming out on top on the second lap and staying there to win despite Chambers' efforts. Not far behind Chambers was Nick Grace in his Ginetta G4, who went on to finish third. Simon Scrimgeour took fourth place in his G.S.M. Delta after a fray with Harry Stiller also driving a G.S.M. Delta, and Jem Marsh (Marcos GT).

Favourite for the five-lap scratch race for saloon cars in two classes was Doc Merfield in a John Willment-entered Lotus Cortina, distinguished by the lateral red stripes along the boot, roof and bonnet. Driving the Willment-entered Cortina GT was Brian Muir. Merfield got off to a good start and led all the way, but Muir, who had been in second place, overdid it on the fourth lap at Madgwick while trying to catch up with Merfield and spun off, badly rearranging the appearance of the immaculate Cortina GT. Val Gardner performed acrobatics in the *chicane* with his Austin-Cooper " S " after getting over ambitious, much to the consternation of Mike Cave (A.40) who was immediately behind.

Alan Deacon's big Lister Jaguar provided an amusing spectacle as it led Roy James' diminutive Brabham F.J. in the first lap of the Formule Libre-cum-F.J. race, but James passed Deacon on the next lap, though the latter did well to hold off Rodney Banting (Brabham F.J.) to take a well earned second place. Fourth place went to Chris Williams' Lotus 23, which was a little outclassed by the more nimble F.J. cars and the brute power of the Lister Jaguar.

Honours in the five-lap race for *marque* cars went to Adrian Dence, but only after a hard tussle with Tom Entwistle's T.V.R. Grantura. Less fortunate was Neil Dangerfield, who spun his TR4 while taking evasive action on the first lap at Madgwick, but was able to continue, finishing well back in the field. Third place went to Don Jones in his Morgan Plus Four, who finished some distance behind Entwistle, and Len Bosshard had a nasty moment in the *chicane* on the first lap, but incurred no injury to himself or his TR3.

Mrs. Gabriel Konig, probably one of the prettiest ladies in racing, led the five lap handicap race for four laps in an Austin Healey Sprite with a handicap of 1 min. 55 sec., but went out with mechanical trouble, leaving first place to Raymond Jackson in his Elva Alfa Romeo, with John Bransfield taking second place in his G.S.M. Delta.

The day closed with a second five lap handicap race and this was won by G. Adams in a Vauxhall VX 4/90, with a handicap of 1 min. 15 sec. Scratch man Doc Merfield, however, could not catch up with the leaders, despite a fine display of driving, for some of them had nearly 2 min. start. Jeremy Thorpe bounced his Morris-Cooper off the wall of the *chicane* while trying to ward off Adam's VX 4/90 and all but overturned his car, while Val Gardner brought his Austin Cooper " S " into second place with David Darby's supercharged (!) Austin Cooper close behind.

Altogether a well organised event with credit due to the B.A.R.C. officials who had the results out very quickly indeed.—P. B.

Provisional Results :

10-lap scratch race for sports cars up to 1,000 c.c., 2,000 c.c. and unlimited engine capacity : 1st : C. M. M. Williams (Lotus 23) ; **2nd :** R. K. Parsons (Lotus-Ford) ; **3rd:** R. S. Benson (Elva-Climax).

10-lap scratch race for G.T. cars over 1,600 c.c. : 1st : B. Hetreed (Aston Martin Zagato) ; **2nd :** A. C. Dence (Morgan Plus Four); **3rd :** T. Entwistle (T.V.R. Grantura).

10-lap scratch race for G.T. cars, 1,151 c.c. to 1,600 c.c. and up to 1,150 c.c. 1st : R. Duggan (Lotus Elite); **2nd :** A. P. Chambers (Lotus Elite); **3rd :** E. N. Grace (Ginetta G4).

5-lap scratch race for saloon cars up to and over 1,200 c.c. : 1st : D. P. Merfield (Lotus-Cortina); **2nd :** V. Gardner (Austin-Cooper " S "); **3rd :** M. H. Cave (Austin A40).

10-lap scratch race for F.J. and Formule Libre cars : 1st : R. J. James (Brabham F.J.); **2nd :** T. Fletcher (Lister-Jaguar); **3rd :** R. Banting (Brabham F.J.).

5-lap scratch race for Marque cars : 1st : A. C. Dence (Morgan Plus Four); **2nd :** T. Entwistle (T.V.R. Grantura); **3rd :** D. S. Jones (Morgan Plus Four).

5-lap handicap race : 1st : H. R. Jackson (Elva-Alfa Romeo); **2nd :** J. Bransfield (G.S.M. Delta Ford); **3rd :** J. F. Sach (Morgan Plus Four).

5-lap handicap race for closed cars : 1st : J. Adams (Vauxhall VX) 4/90; **2nd :** V. F. Gardner (Austin-Cooper " S "); **3rd :** D. E. Darby (Austin-Cooper S/c).

POINTS LEADERS FOR THE " MOTOR SPORT " BROOKLANDS MEMORIAL CHALLENGE TROPHY

C. M. M. Williams (Lotus 23) **15½**; A. C. Dence (Morgan Plus Four) **12**; R. Buchanan-Michaelson (Fiat Abarth) **10**; A. Deacon (Lister-Jaguar) **9**; B. Hetreed (Aston Martin Zagato DB4 GT) **8**; R. Bloor (Lotus 23) **8**; J. Fenning (Mini-Cooper) **7**; D. Jones (Morgan Plus Four) **7**; B. Bennett (Turner-Climax) **7**; R. Duggan (Lotus Elite) **7**.

THE CAR THAT ALWAYS COMES SECOND



There's one thing we consider more important than a Volkswagen. ☐ Did you know, for example, that you can't buy a Volkswagen in this country until there are enough spares to replace every single part on your particular car? ☐ Did you know that Volkswagen dealers all over the country employ factory-trained mechanics, experienced people who know every inch of your car, who can correct faults quickly and efficiently from a full quota of spares they are required to carry? ☐ Yes, you've probably guessed it. It's the Volkswagen Service that comes first. The service that makes a Volkswagen driver a confident man–everywhere.

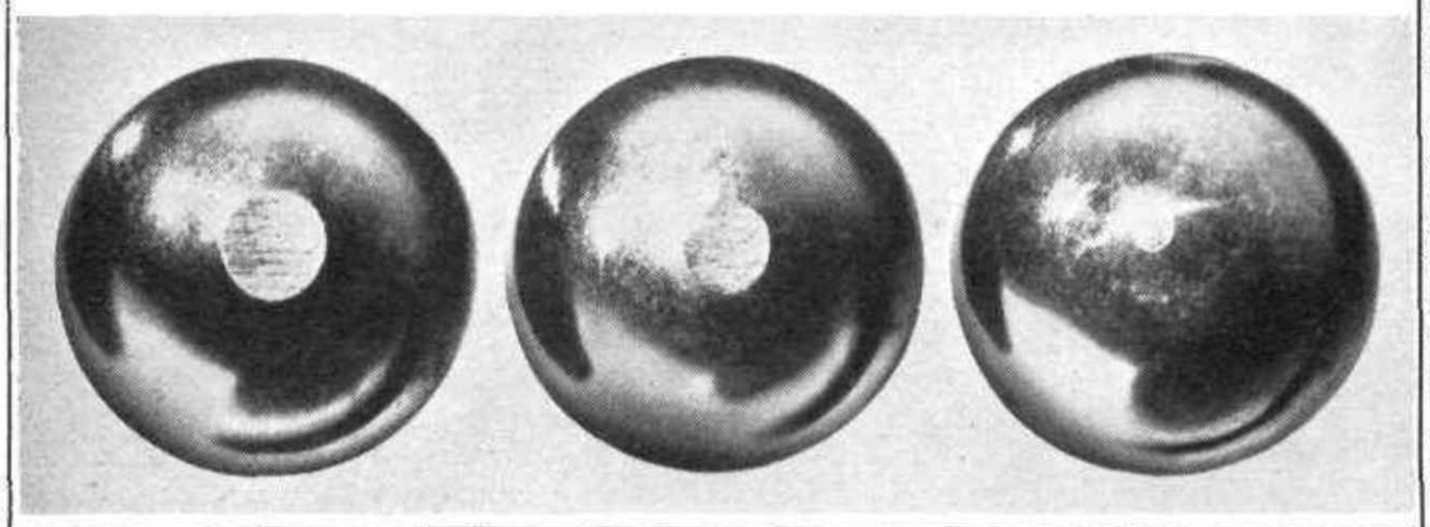
VOLKSWAGEN

WEST END SHOWROOMS: 34 DOVER STREET LONDON W1 TEL: HYD 1881 HEAD OFFICE: 32-34 ST JOHN'S WOOD ROAD LONDON NW8 TEL: CUN 8000

92% LESS WEAR WITH LUBYSIL SC100

New silicone oil additive out-performs all others

From intensive research into lubrication has come the most efficient oil additive in the world—Lubysil SC100 super concentrated silicone oil additive. Now available to every motorist, Lubysil SC100 far out-performs any other additive in minimizing friction. It is also superior because it does not break down with heat. Trials under stringent laboratory control and on the road have proved the performance of Lubysil SC100.



ABOVE: *Areas of wear on hard-steel ball bearings after 30-second tests. (Left to Right) with multigrade oil; oil plus 5% molybdenum disulphide; and oil plus 2% Lubysil SC100.*

RIGHT: *Test machine brings friction surfaces together under many tons of pressure.*

Proved by drastic laboratory test

The Amsler type wear test is a severe laboratory check to prove lubricant quality. A ball bearing is clamped in a lever and brought into high-pressure contact with the outer casing of a ball-race rotated by an electric motor. Under many tons of pressure, enormous friction (the main cause of wear in cars) is created between the ball and casing, both of the hardest steel. Wear is measured by weighing the ball on a fine balance before and after a test to find out how much metal has been lost. Different additives can be tried to discover which most reduces friction and wear.

Three 30-second tests compared multigrade oil with the effects of additions of molybdenum disulphide and Lubysil SC100. Results were:—

	WEAR IN MILLIGRAMS
Multigrade oil no additive	6·0
Multigrade oil plus 5% molybdenum disulphide	3·5
Multigrade oil plus 2% Lubysil SC100	0·5

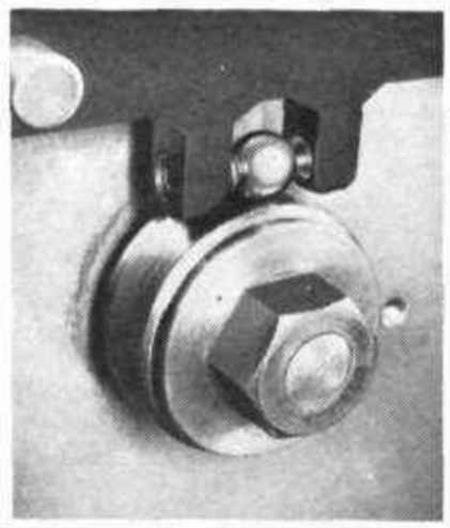
Lubysil SC100 was thus shown to have reduced wear by 92% as against oil with no additive, and was *seven times more effective* than molybdenum disulphide. **When the test time was more than doubled on Lubysil SC100, there was still less wear than with molybdenum disulphide over 30 seconds.**

Proved by arduous road testing

Road tests included the addition of Lubysil SC100 to the engine of a 1958 Ford Consul. This car had previously covered 48,000 miles with ordinary lubrication. With Lubysil SC100 added a further 43,000 miles were driven before the engine was stripped for examination.

During this mileage, the car was frequently driven for runs of up to 60 miles *with a drained sump*, lubrication being provided solely by Lubysil SC100 silicones adhering to metal surfaces. Total mileage of oil-less running was 360.

Examination of engine components showed hardly any ill-effects from this treatment. Pistons still even had original machining marks, and rings were free in their grooves. Bores had no score marks, neither had bearings and journals, and the whole engine was still in good condition—proof of laboratory findings of the outstanding wear-reduction qualities of Lubysil SC100 in actual use.



A little goes a long, long way

A 17s. 6d. bottle of Lubysil SC100 contains sufficient fluid to treat engine, gearbox and differential for 10,000 miles. There is no need to change oils throughout this mileage as Lubysil SC100 maintains lubrication efficiency and oil changes at shorter intervals are unnecessary.

Lubysil SC100 pays for itself many times over in giving better performance with 12+% more m.p.g., longer life for engine and transmission by dramatic reduction of wear and corrosion, and a safeguard against accidental overheating. **No other additive has so many advantages, nor approaches Lubysil SC100 in any one of them.**

What this means to the motorist

Lubysil SC100 "modified" silicones resist pressure & heat, cling to metal by molecular affinity, & repel water. Their pressure resistance ensures lubrication when friction & wear would occur with other additives or oil used on its own. Heat resistance provides protection under hardest driving conditions. Temperature at the point of contact between a piston ring & cylinder wall is usually 350-450°F. Ordinary motor oils will break down at this, but silicones do not begin to deteriorate below 750°F Lubysil SC100 gives an ample margin for maintaining lubrication plus a safety factor should overheating occur through loss of oil pressure or radiator blockage.

By adhering to metal surfaces at all times, Lubysil SC100 silicones eliminate bore wear during the first few "oil-less" seconds of starting from cold. Active repellency of water and other chemical products of combustion proofs metal surfaces against corrosion.

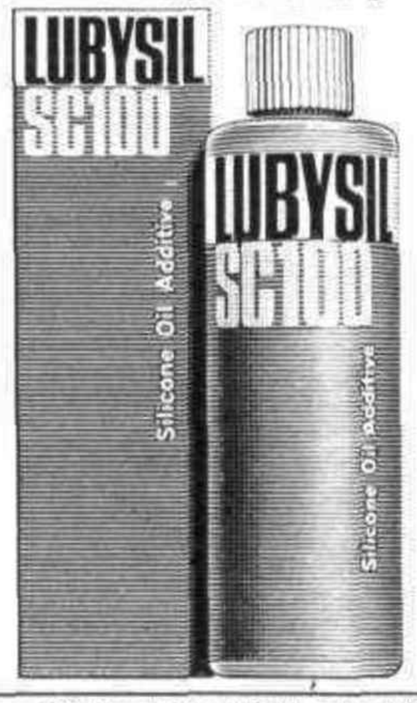
Lubysil SC100 is not another "slippery substance" additive serving simply as a filler for the microscopic coarseness of metal surfaces. It is new in applying silicones remarkable combination of characteristics to lubrication & functions differently & more efficiently than previous attempts to combat friction & wear.

Proved by Industry

Lubysil SC100 has been exhaustively tested in industry for over 1½ years and is in use by some of the largest manufacturers in the U.K.

Seven reasons why every motorist should use LUBYSIL SC100

* 17s. 6d. treats the **whole** car
* 12+% more m.p.g.–increased R.P.M. and acceleration
* 10,000 miles between oil changes
* Fantastically increased engine, transmission life
* Cold-start wear practically eliminated
* Protection against overheating and corrosion
* Smoother, quieter running



Available from garages and motor accessory shops. Manufacturers: Silicone Lubrication Sales Ltd Barrington House 103 King's Cross Rd London WC1

PICTORIAL REVIEW

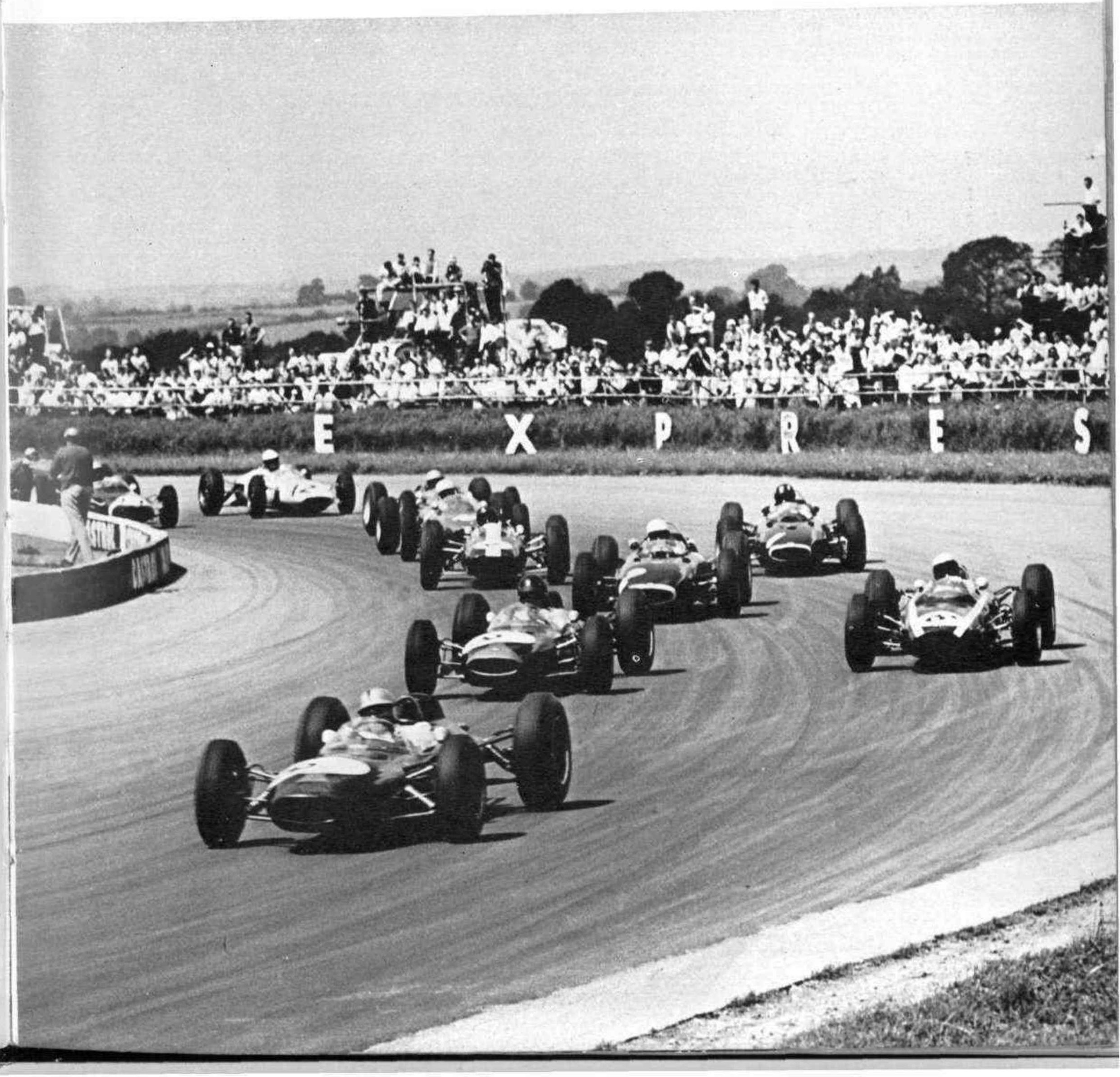
BRITISH GRAND PRIX

FRENCH GRAND PRIX

DUTCH GRAND PRIX

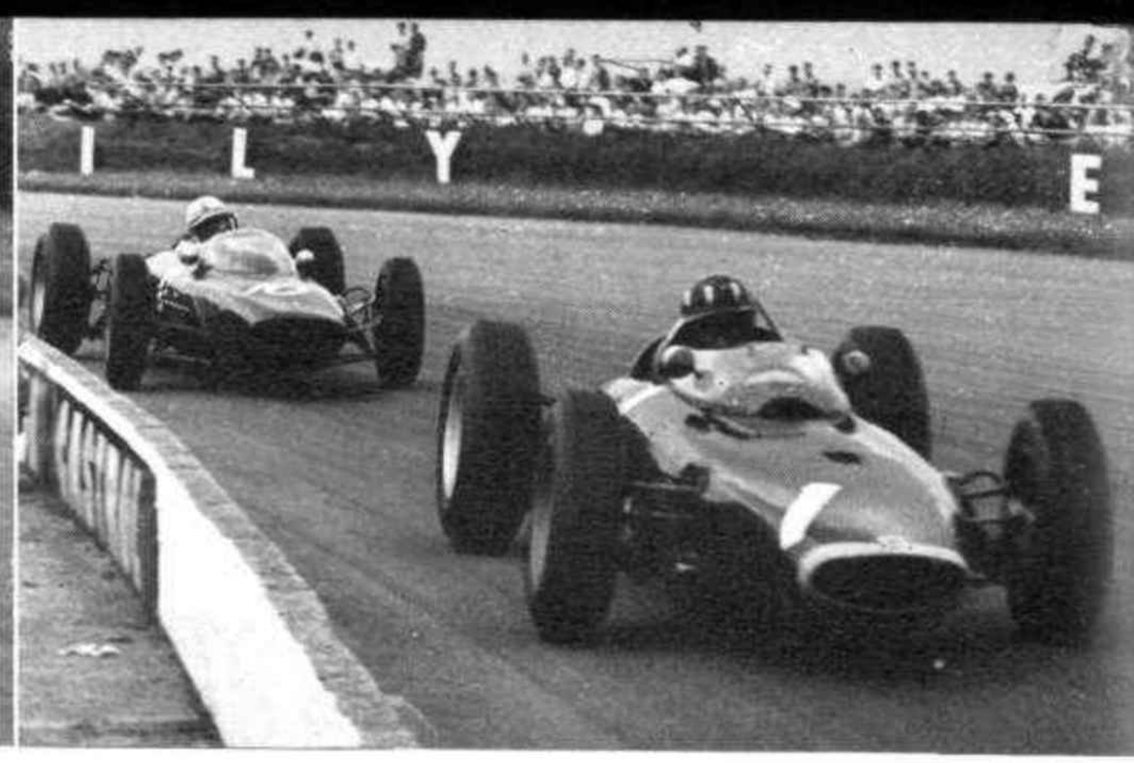
"THE MOTOR" 6-HOUR RACE

COPSE on lap one and Jack Brabham leads Dan Gurney (Brabham), Bruce McLaren (Cooper), Richie Ginther (B.R.M.), Jim Clark (Lotus) and Graham Hill (B.R.M.)

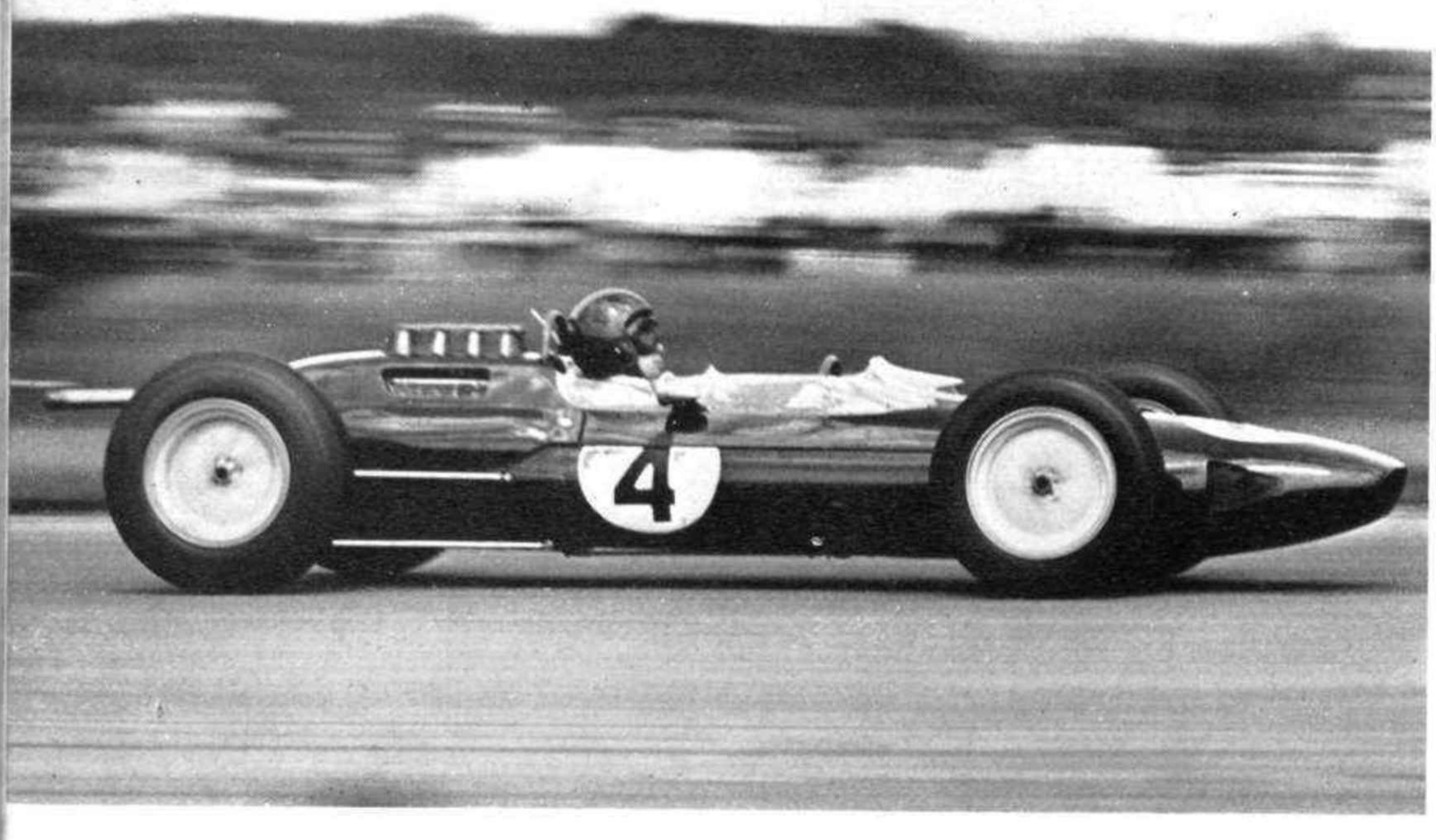




SURPRISE performance at Silverstone was put in by Lorenzo Bandini, who drove the Scuderia Centro-Sud B.R.M. into a good fifth place.



BATTLE.—A race-long duel was waged between Graham Hill (B.R.M.) and John Surtees (Ferrari). Just when it seemed that Hill was assured of second place he ran out of fuel on the last lap and finished third behind Surtees.



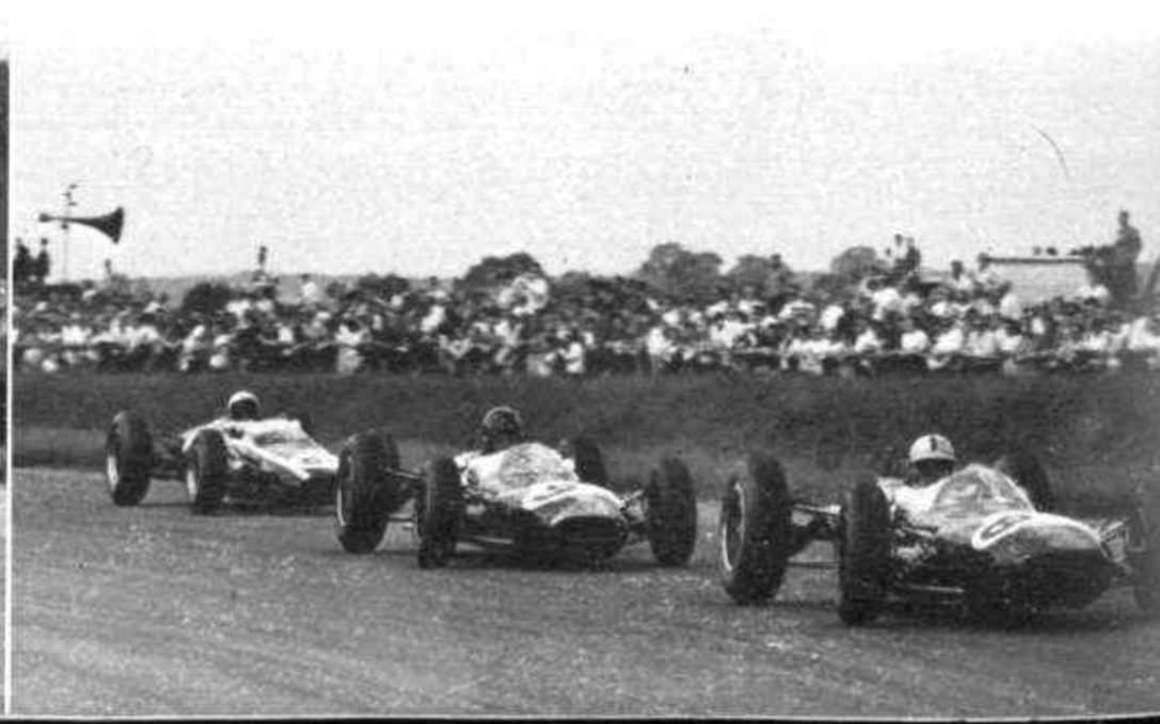
British Grand Prix

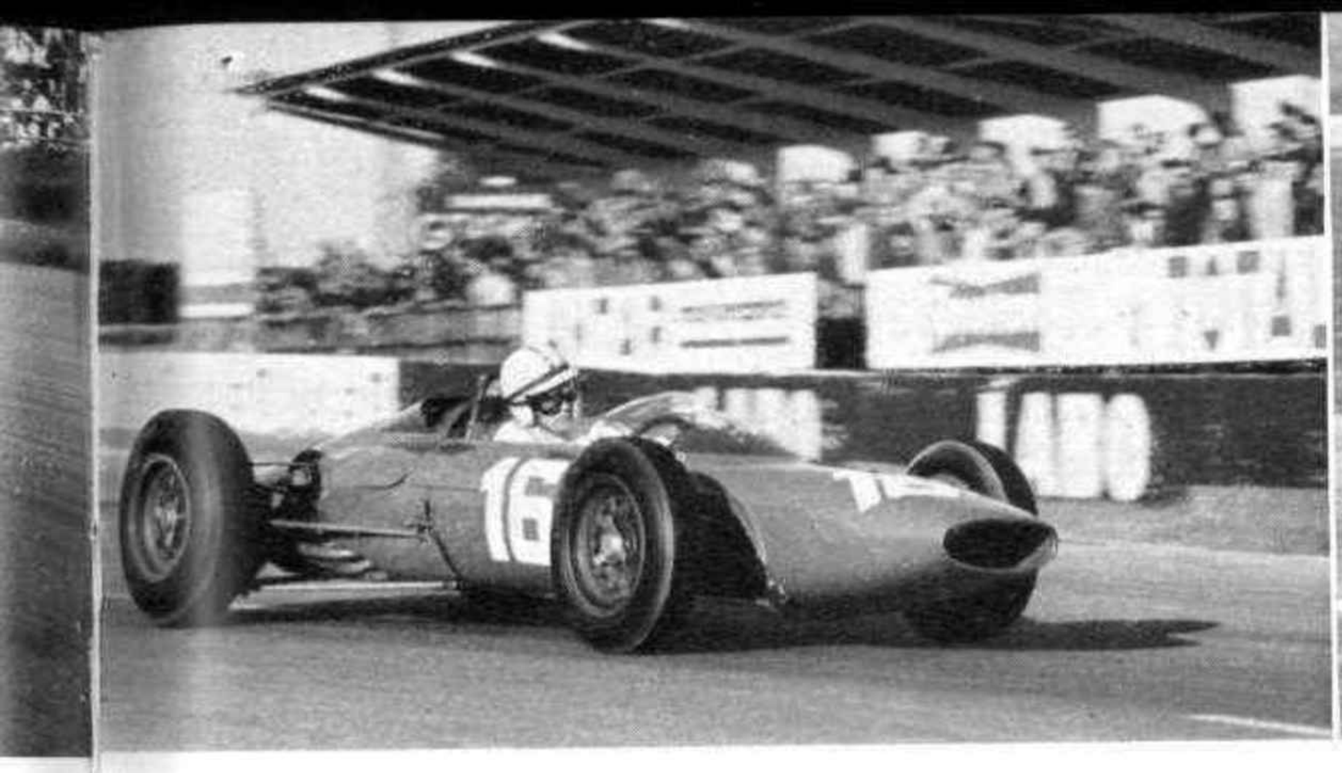
ANOTHER impeccable drive by Jimmy Clark gave him his fourth successive Grande Epreuve win and a decisive lead in the World Drivers' Championship.

AT LAST the Lotus 27 Formula Junior car hit top form and Peter Arundell won the F.J. race. Here he chases Denis Hulme, who spun off in his efforts to stay in front.



BOTH BRABHAMS retired with engine trouble. Here Jack Brabham leads Dan Gurney and Bruce McLaren, who also went out with engine trouble.





LONELY.—John Surtees in a V6 Ferrari was completely alone to uphold Italian racing prestige against the British cars in the French Grand Prix at Reims. His battle for second place lasted only a few laps and then the Ferrari let him down.



DEBUT.—The 1963 B.R.M. V8, with stressed-skin centre-section, made its first appearance in a race when Graham Hill drove it to third place in the French Grand Prix at Reims. This excellent side view shows to advantage the rearward weight disposition. How does the "roll bar" behind the driver's head pass the scrutineers?

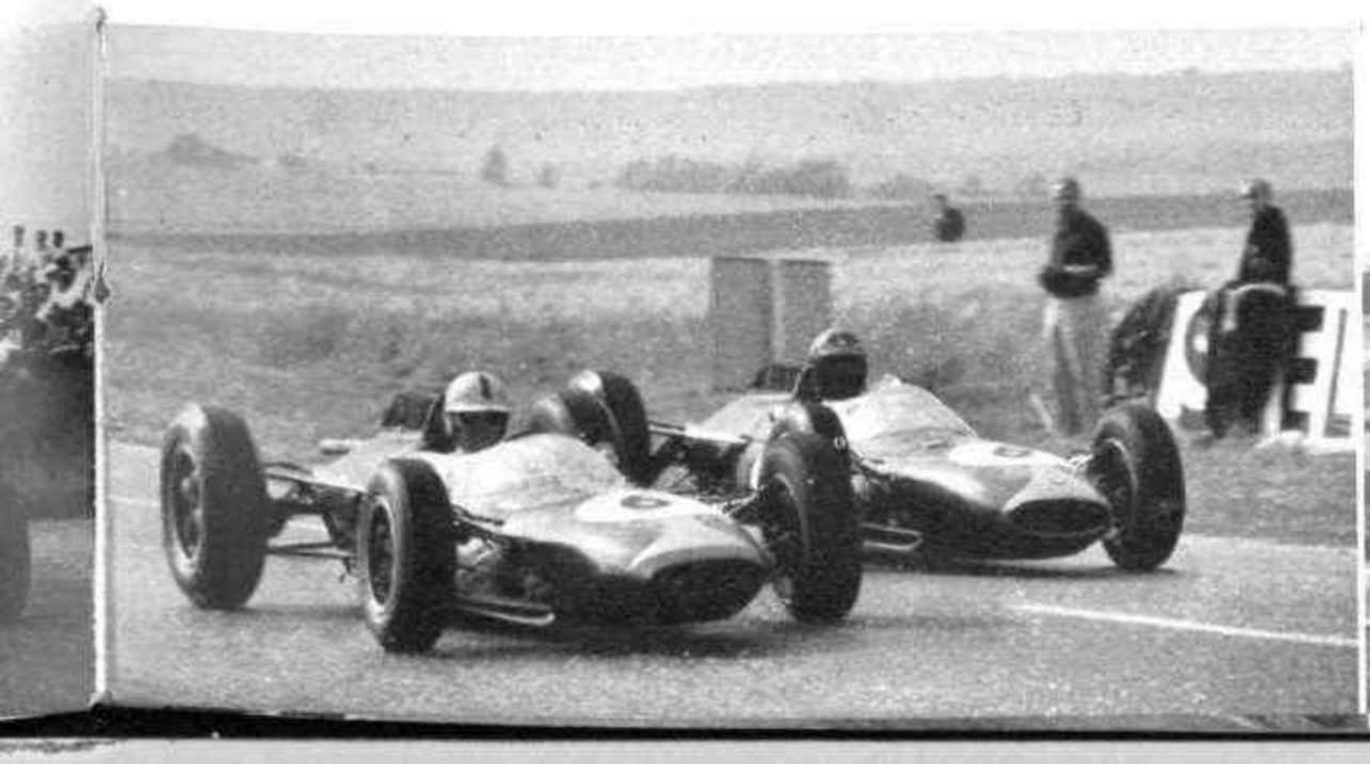
French Grand Prix

RAIN AGAIN.—Towards the end of the French Grand Prix at Reims rain began to fall, and, while not pleasant, it did in fact help Jim Clark on his way to victory, as his "sick" engine was no longer a severe handicap. Here he brakes for the Thillois hairpin in a fine spray from the wheels of his Lotus 25.



A GOOD PAIR.—Brabham and Gurney in the Brabham-Climax V8 cars are a well-matched team and these very low cars put up a good performance in the French Grand Prix, apart from brief stops. Here they brake heavily in unison for the Thillois hairpin, with Brabham on the left of the picture.

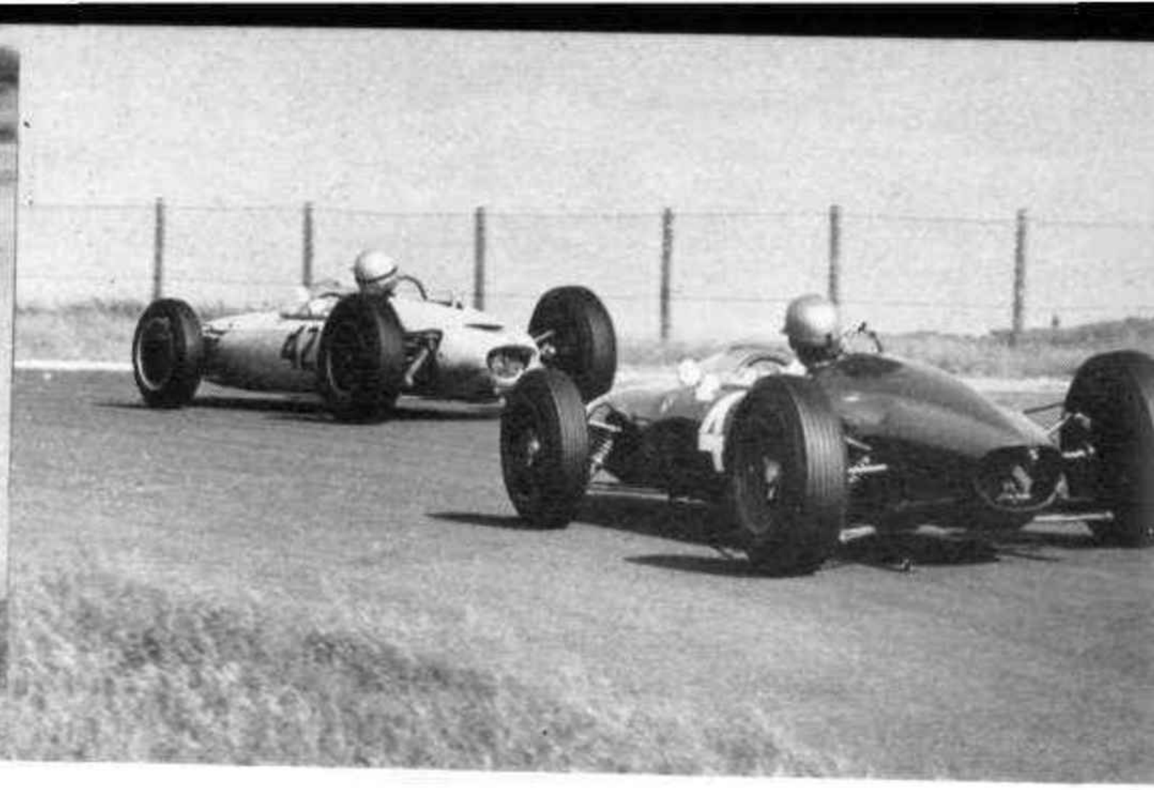
MIXED BAG.—For a long while in the French Grand Prix this trio fought a splendid battle, changing positions frequently. They are Bandini (B.R.M. V8), with Amon (Lola-Climax V8) almost hidden by him, and Trintignant (Lotus-Climax V8) just behind them. The great plains of the Marne stretch across the background.





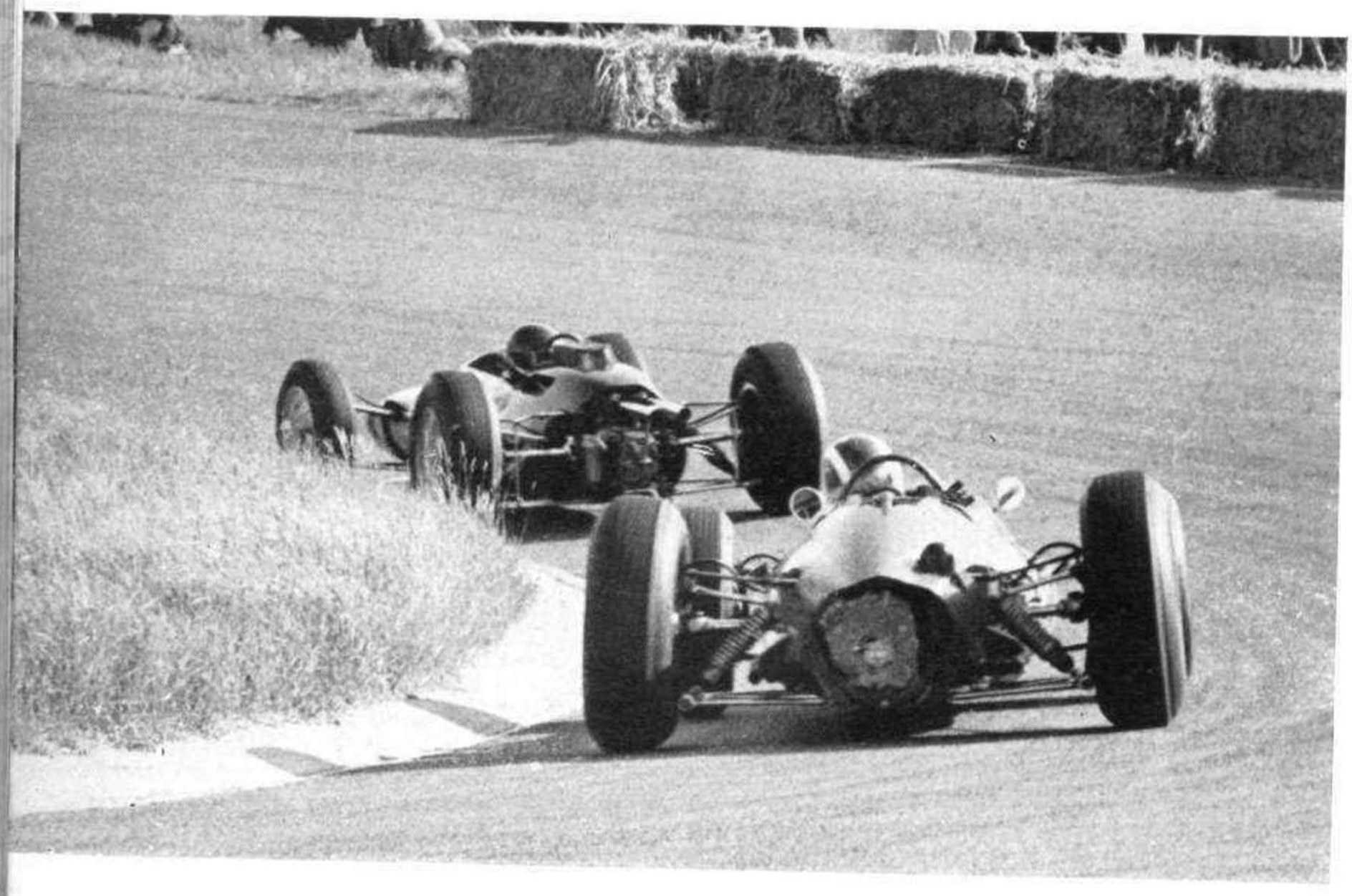


DETERMINED.—Dan Gurney (Brabham-Climax V8) drove a first-class race at Zandvoort, starting from near the back of the grid. Here he runs round the outside of Bonnier (Cooper-Climax V8), number 28, on his way through the field to finish in second place.



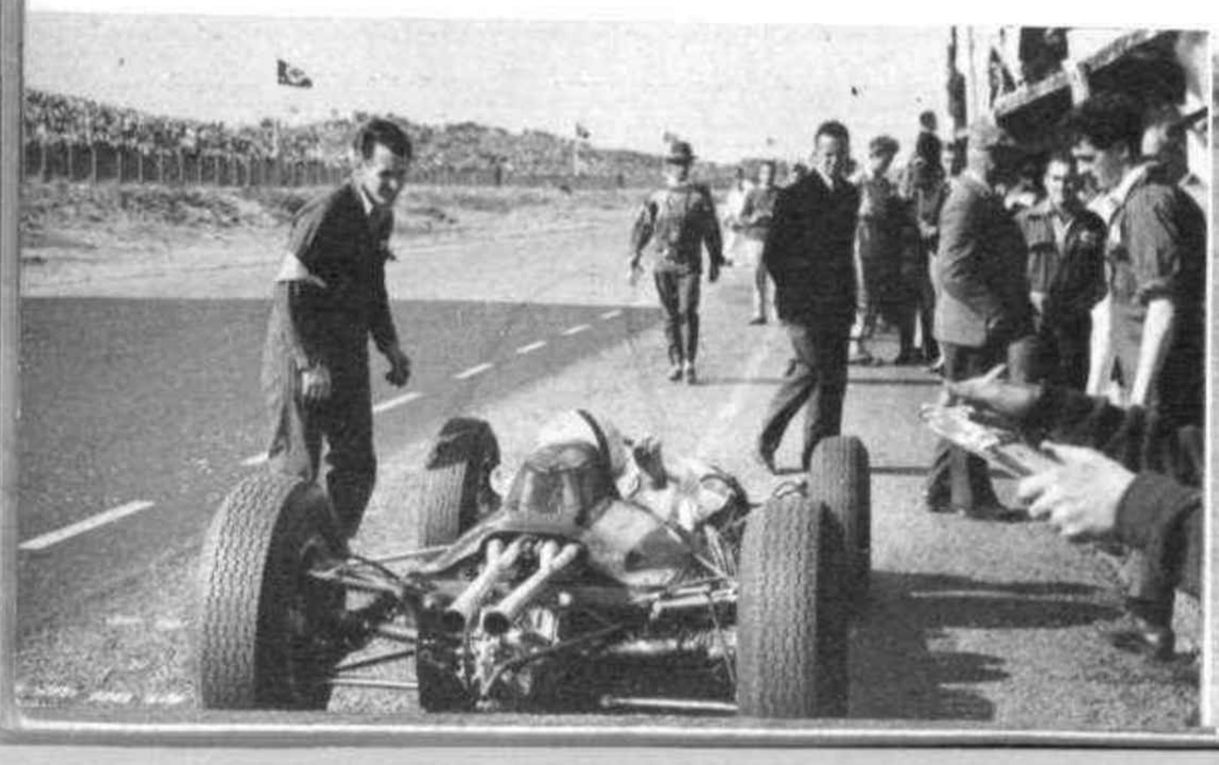
FIRST TIME.—Ludovico Scarfiotti made his first appearance in a grand prix car at the wheel of a works Ferarri at Zandvoort, where he finished sixth. Here he is about to lap Jim Hall (Lotus-B.R.M.)

Dutch Grand Prix

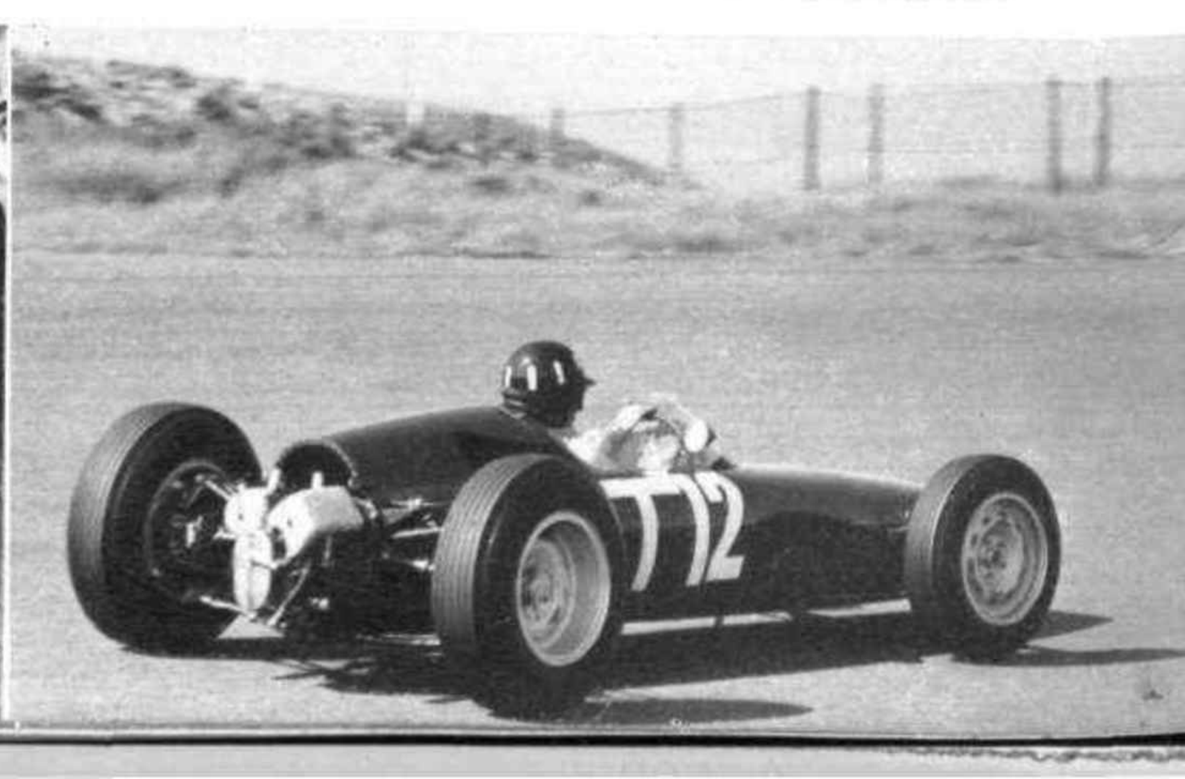


OVERTAKING.—All that anyone saw of Jim Clark during the Dutch Grand Prix was the rear of his Lotus 25. Here he has just lapped Joseph Siffert (Lotus-B.R.M.).

RETIREMENT.—Jack Brabham pulls into his pit to retire from the Dutch Grand Prix when his chassis frame broke at the rear.



ON TEST.—The 1963 B.R.M. was tried out in practice at the Dutch Grand Prix by Graham Hill, seen here entering a right hand curve. Above the gearbox are two tanks, one for the gearbox lubrication system and the other the "catch-tack" for breathers.





ALL SWEDISH.—The works Volvo 122S driven by the Swedish rally drivers Tom Trana and Carl-Magnus Skogh at Brands Hatch went superbly, being driven with great verve by both men, and finally ended in fourth place.



WATER-SKIING.—The Jaguar 3.8 entered by C. T. Atkins and driven by Salvadori and Hulme finished second in the Brands Hatch 6-hour race, but was awarded first place after the Salmon/Sutcliffe Jaguar had been disqualified.

6-hour Race

HOTLY PURSUED.—In the early stages of the Brands Hatch International 6-hour saloon car event, Sir Gawaine Baillie's Ford Galaxie is about to be overtaken by the Jaguar 3.8 saloons of Roy Salvadori and the German driver Peter Lindner. These two Jaguars were eventually awarded first and second places.

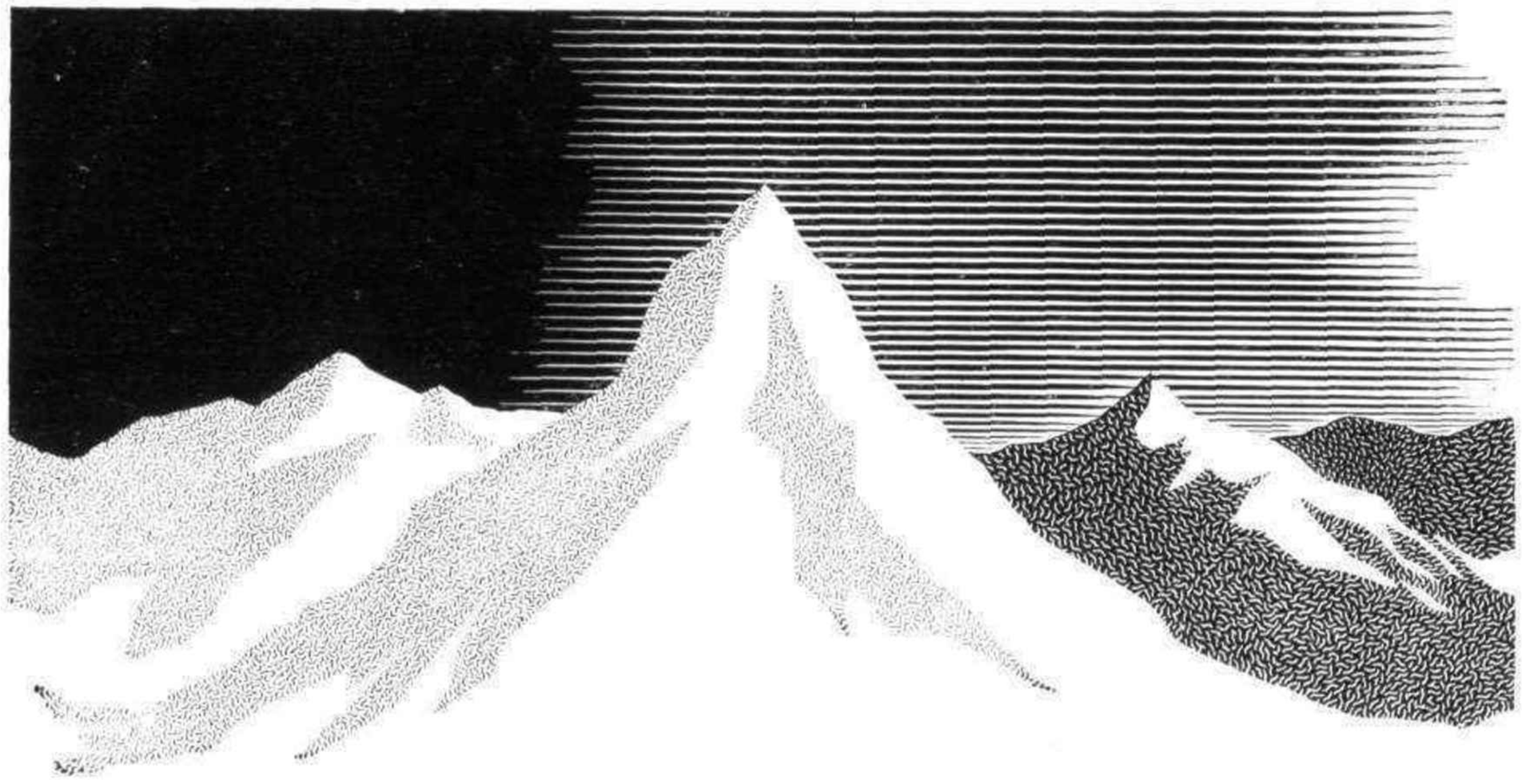


BLUE FLAG AT BRANDS.—The Harrison/Manussis Ford Zodiac is escorted into Bottom Bend by the Sargent/Lumsden Mercedes 220SE, the Foster/Hedges M.G. 1100 and the Whitmore/Hopkirk class-winning Mini-Cooper S. Behind is the leading car, the Jaguar 3.8 driven by M. Salmon and P. Sutcliffe.

UMBRELLAS EVERYWHERE.—The start of the International 6-hour saloon car race at Brands Hatch took place in pouring rain. The leading car is Sir Gawaine Baillie's Ford Galaxie and immediately behind it, with headlights already on in warning, is the Jaguar 3.8 saloon driven by Mike Salmon.







CASTROL WINS IN ALPINE RALLY

General Touring Category

1ST MORRIS COOPER
(R. Aaltonen/A. Ambrose)

LADIES CUP
MORRIS COOPER
(Pauline Mayman/Valerie Domleo)

TEAM PRIZE
MORRIS COOPER

4 ALPINE CUPS
MORRIS COOPER (R. Aaltonen/A. Ambrose)
FORD CORTINA (H. Taylor/B. Melia)
FORD CORTINA (D. Seigle Morris/B. Hercock)
MORRIS COOPER (P. Mayman/V. Domleo)

5 CLASS WINS
Grand Touring Category — Class 1
AUSTIN-COOPER (Sir Peter Moon/B. Culchet)
Grand Touring Category — Class 5
RELIANT SABRE (R. Parkes/G. Cooper)
General Touring Category — Class 3
MORRIS-COOPER (P. Mayman/V. Domleo)
General Touring Category — Class 4
MORRIS-COOPER (R. Aaltonen/A. Ambrose)
General Touring Category — Class 5
FORD CORTINA (H. Taylor/B. Melia)

(Subject to official confirmation)

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Variety—Continued

The Editor Enjoys Again the Sparkling Performance of the Fiat 1500, Approves of the Improvements Connaught Have Made to the Citroen ID, and Goes Very Quickly from Place to Place in a Morris Mini-Cooper "S"



MODERN ITALIAN CAR in a Welsh "ghost town."—The Fiat 1500 photographed in Llanwrtyd Wells, which B.B.C. TV "To-night" team filmed some time ago as of interest because it was once a prosperous Spa, but today is derelict—and, when they showed their film, got this town, which doesn't look particularly derelict to us, confused with still-prosperous Llandrindod Wells! The Fiat isn't on foreign number plates, incidentally, these being one of the new British index marks.

RATHER more than a year ago I wrote enthusiastically about that splendid Italian family car, the Fiat 1500. It is a car with very complete and modern equipment, well suspended, quiet-running, adequately (disc) braked, and endowed with quite breath-taking acceleration and a maximum speed of over 90 m.p.h. These are factors that combine to render this Fiat 1500 with its Lampredi-designed high-efficiency 77 × 79½ mm. 4-cylinder 80 (S.A.E.) b.h.p. engine a very covetable car. Coming back to it, over a year after my initial captivation, I think perhaps the most impressive aspect of this modern-looking dual-headlamp 4-door saloon is the easy manner in which it motors, accelerating fiercely to a subdued but satisfactorily "hard" note from the power unit if a lower gear has been selected with the precise l.h. steering column gear-lever, but picking up speed if I can be permitted the expression "enthusiastically," in the 4.1 to 1 top gear.

To this very acceptable ease of running can be added an excellent driving position, a steering wheel clear of any obstructions and at exactly the right angle, generous-size pedals well located, controlling light responsive steering gear, and suspension that is the antithesis of "dead," yet which gives a notably comfortable ride, with roll properly subdued during rapid cornering.

The only major criticism I had last year when I wrote a full road-test report on the car (MOTOR SPORT, March 1962) was that the rear wheels broke away rather too readily on wet roads. It appears that Fiat, having adopted 5.60 × 13 tyres for this fast 1500, had misgivings about their vulnerability for *autostrada* motoring and that the original covers fitted were better from the unburstability factor than for grip. Now nylon Pirelli Extraflex tyres are used and although on abnormally greasy roads this rear-end skittishness is still apparent, and over the more severe undulations the leaf-spring located back-axle likes to attempt to deflect the car, on normal rain-washed roads the Fiat 1500 goes through the corners as well as any conventionally sprung r.w.d. car and a good deal better than many.

Since I originally drove this very desirable Fiat an electromagnetic radiator fan has been incorporated, which engages only if a temperature-rise calls for its services. This cannot fail to give a slight improvement in performance and although a week's motoring, during which I covered nearly 1,000 miles, did not permit the taking of fifth-wheel acceleration figures, I have no compunction in comparing those I recorded in 1962 with those we obtained recently for the Ford Consul Cortina GT. They are :—

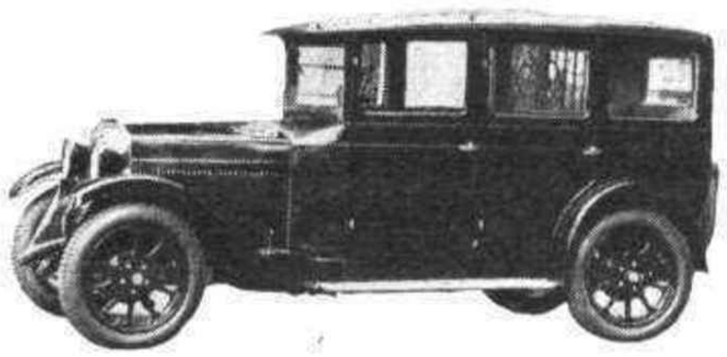
	1962 *Fiat* 1500 (1,481 *c.c.*)	1963 *Ford Cortina GT* (1,498 *c.c.*)
m.p.h.	*sec.*	*sec.*
0-30	4.3	3.8
0-40	6.7	6.4
0-50	10.1	10.4
0-60	14.6	14.0
0-70	21.9	19.0
0-80	32.2	27.6

If you are wondering why the Fiat goes so commendably, look at the engine, with its 8.8 to 1 c.r. alloy head, ingenious push-rod valve gear, Weber 28/36 dual-choke carburetter, and the efficient inlet and exhaust manifolding. The gearbox has synchromesh on all four forward speeds and the brakes, not abnormally powerful but very firm and sure, are disc on the front wheels with three cylinders applying the pads. Eight fuses, accessible on the bulkhead, protect the 12-volt electrical system.

The Fiat 1500 has lots of likeable, essentially practical features. The fuel tank, filled *via* a well made lockable cap that accepts the filler spout of a spare can, holds 10-gallons and its contents are indicated by a gauge and a warning light. The luggage boot is



The Fiat 1500 waiting for a ghost train that never came—outside Llanwrtyd Wells Station!



" Gives me an excuse to publish a picture of a Fiat 509."

deep and wide and its interior is lit automatically when the side-lamps are on. The lid is spring-loaded, and lockable. The seats, although not particularly comfortable, have squabs that recline to form beds, the action very tolerant and having microscopic adjustment.

There are safety, under-the-arm-rests interior door handles, neat push-in external handles beneath convenient finger grips, and sill internal locks, the doors closing nicely. The bonnet opens forward and there is illumination of the " engine room."

The Fiat's facia contains a great many coloured indicator lights—for fuel contents, lamps alight, dynamo charge, indicators, oil pressure, choke on and handbrake on—a legacy from the days of the o.h.c. Fiat 509 which, when introduced in 1925, pioneered a blue warning light for dynamo charge and a red light for lack of oil pressure in lieu of the then-customary ammeter and dial gauge. (This gives me an excuse to publish a picture of one of these well-proportioned vintage cars !) It is really quite simple ; if all is well, when the engine is running no red lights will appear.

The other minor controls are well contrived, with facia-sill push-buttons for wipers, heater fan, lamps selection and instrument lighting. Headlamps dipping is controlled by a long r.h. steering-column stalk, the direction flashers by an upper, short r.h. stalk. A full horn-ring sounds dual-tone horns. Dials show fuel contents and water temperature, and the heater controls are simple and unobtrusive. The horizontal ribbon-type speedometer is calibrated in figures in steps of 20 m.p.h., so that when you think you are doing 75 m.p.h. you are, in fact, motoring at 80.

The reason why I regard the Fiat 1500 as outstandingly generous in equipment is because it has much appreciated items like rheostat control of instrument lighting and the parking lamps indicator light intensity, provision for daylight headlamps flashing, a lead-lamp holder under the bonnet, total and trip with decimal mileometres, soft vizors with vanity mirror, roof " pulls," a hand-throttle separate from the choke, cigarette lighter, steering column lock, reversing lamp, anti-glare rear-view mirror, two separate interior lamps with their own switches and courtesy action, and that excellent foot-operated wiper-cum-washers control. The screen wipers are particularly efficient, their blades overlapping to clean the centre of the screen, but the sides of the screen remain obscured by rain. There is plenty of storage space within the car—divided door pockets on all doors, a reasonable-size cubby hole and an under-facia map tray which, although unlipped, never sheds its contents in the front passenger's lap. The test car had safety belts. I now await readers' lists of better-equipped cars at comparative basic prices!

There is no need to write more about a car that I regard as one of the best-equipped and most deserving-to-drive family cars in the World, because I described it in last year's full road-test report. It only remains to add that I found the latest Fiat 1500 even more economical than the earlier version—30.1 m.p.g. of good but not 100-octane petrols, and an infinitesimal amount of oil consumed in 988 fast-run miles. To be fair, faults should be ennumerated; The hand-brake lever remains on the wrong side of the transmission tunnel on r.h.d. cars and heavy rain penetrated the rubber defences of the ¼-lights, which lack gutters. There are rather a lot of lubrication points calling for pretty frequent attention but engine longevity is ensured by the well-known Fiat centrifugal oil filter and supplementing by-pass filter. Having said that, I must return to avidly praising this excellent product of Turin. The reason you do not encounter more of these 1500s on British roads is presumably a matter of import duty inflating the price, but I still regard the saloon at £949 2s. 1d. and the estate car at £1,136 7s. 11d. as jolly good value for such enjoyable motoring. The Fiat Service Organisation in this country seems to be expanding all the time. Incidentally, this is one of the few cars which can be had with an automatic clutch if desired. It continued Fiat's irritating habit of displaying a " Running-In " sticker on the back window of their Press cars, which must have demoralised the Jaguar E-type (lady driver) that I disposed of on the Cricklade-Newbury road!

* * *

The modern Citroëns, DS and ID, are excellent cars for long, fast journeys, which they accomplish in commendable comfort. But there is a certain lack of " steam " about the rather antiquated 4-cylinder engine, although, like VW, Citroën are noted for many worthwhile improvements from time to time without any announcement, so that the 1,911-c.c. engine in its present DS form, with inclined o.h. valves, ingeniously actuated by push-rods from a " downstairs " camshaft, the inlet valves noticeably larger than the exhaust valves, is a much better power unit than many people realise. This is appreciated when the cylinder head is examined.

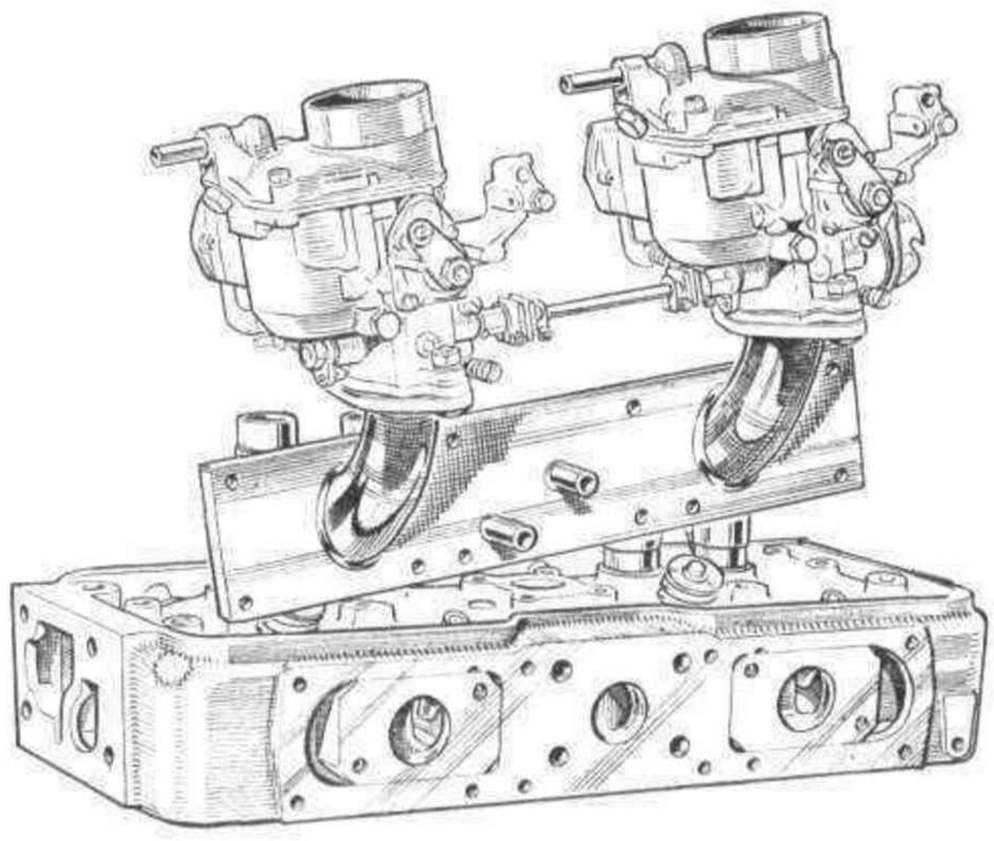
Connaught Cars (1959) Ltd., of Send, on the Portsmouth Road, in Surrey, have, however, sought to increase the urge of the Citroën and endow it with other improvements. Personal experience convinces me that they have succeeded.

So far as the engine is concerned, they lighten the flywheel by some 15 lb., convert to twin carburetters, and raise the c.r. to 8.4 to 1 from the normal 7.5 to 1. The head is also gas-flowed and polished, and stronger valve springs raise the rev. limit to 6,400 r.p.m. The carburetters can be Solex or S.U. to choice, the former preferable if absolute speed is the aim, the latter giving marginally better acceleration.

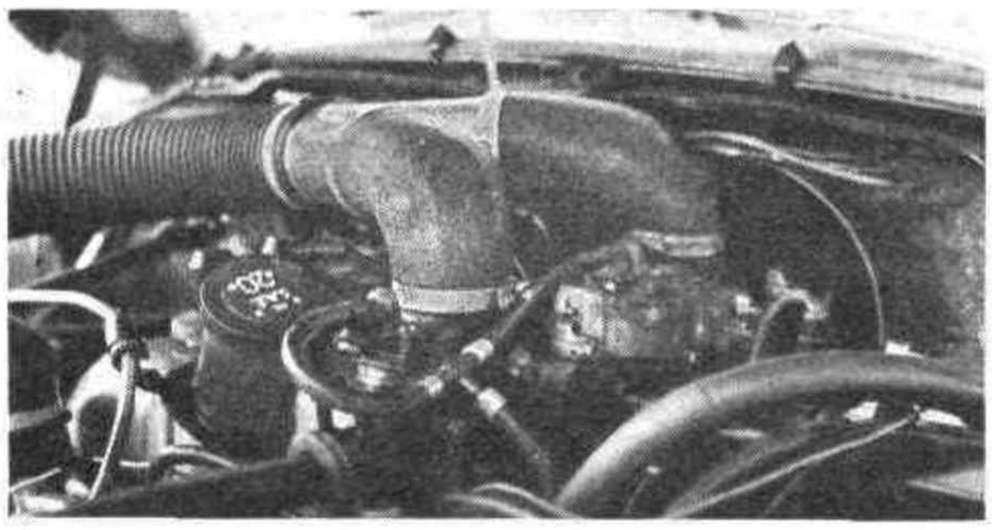
The manner in which the twin carburetters are applied to an engine in which a single carburetter normally feeds through the head, after two water inspection plates have been discarded, is distinctly ingenious and the work of a craftsman, so I hope the accompanying illustration by the MOTOR SPORT artist makes it clear how this is contrived.

Apart from the engine the Connaught Citroën embodies other mods. It is basically the ID but uses the better-equipped DS facia and dashboard (incorporating that futile cubby-hole) and the steering-column manual gear-lever of the ID, which is a substantial l.h. stalk selecting the four forward gears, and reverse, with somewhat ponderous precision.

The " button " brake pedal of the DS is retained, but with the ID under-facia hand-brake lever, with its locking thumb-screw. Connaught install their own power steering, which is light, sensitive and an improvement on Citroën power steering because it is less fussy, although still too heavy at near-zero m.p.h. when parking. The big single-spoke safety steering wheel with its sweat-absorbing taped rim has been abandoned in favour of a much smaller Stirling Moss-signed wood-rim wheel. Some



The ingenious 2-carburetter cylinder head of the Connaught Citroen GT. The water jacket plates are removed and the new inlet ports inserted into the head and held in place with Allen screws, so that each carburetter (Solex in this case) feeds a pair of cylinders. The inlet tube for the single carburetter of the standard Citroen DS is seen in the centre of the head, feeding across it to an internal manifold on the opposite side.



At a quick glance there is little difference between the engine of a Connaught Citroen GT and a normal ID, except that the air-cleaner pipe branches to feed twin carburetters.

drivers like the arms-full-stretch stance which this non-dished wheel affords but personally I do not think this justifies the change. Incidentally, the single spoke of the Citroën steering wheel is usually ascribed to safe collapse of the wheel in a crash but was it also contrived to enable the driver to reach through the wheel when using the awkwardly-located lever that controls the DS gear-change?

The comfortable bench front seat normally found in Citroëns is removed in favour of Microcell adjustable-squab bucket seats, hard but snug, with Brooks inertia reel-type safety belts. This "improvement" likewise failed to impress me. But on the road the Connaught Citroën *is* an improved car. The engine still has to be wound-up in the gears to give any sort of performance, but taken to about 5,800 r.p.m. (a tachometer is an optional extra, along with radio, centre arm-rest-cum-glove locker and door pockets) acceleration and top speed are considerably improved. The actual performance figures, checked by electric speedometer, of a Solex-carburetted car were :—

Acceleration:	0-30 m.p.h.	4.9 sec.
	0-40 ,,	7.8 ,,
	0-50 ,,	11.5 ,,
	0-60 ,,	15.8 ,,
	0-70 ,,	23.6 ,,
	0-80 ,,	31.2 ,,
	S.S. ¼-mile	20.0 ,,

Speeds in gears: 1st, 35 m.p.h.; 2nd, 63 m.p.h.; 3rd, 94 m.p.h.; top, 105 m.p.h.

Power is saved by a Kenlowe thermostatic fan and the extra urge is generated unobtrusively, probably on account of the additional sound proofing which Connaught Cars fit. Nor is fuel consumption adversely affected. In ordinary motoring about I obtained 25.5 m.p.g., which compares with 26.6 m.p.g. from a normal DS. This improved Citroën is sold as a complete entity, not in conversion-kit form, the price being £1,597 19s. 7d., inclusive of a water gauge but not the aforesaid optional extras. It makes a very worthwhile fast tourer, and experience of it confirmed my opinion that Citroën has practically all the answers to safe, comfortable fast touring. The Connaught version is distinguishable by stainless steel strips along the body sides but I wish they wouldn't put on those GT motifs.

* * *

Having used a Morris Mini-Minor for three years and derived much enjoyment from road-testing the Mini-Cooper when it was still on B.M.C.'s secret list, I looked forward to trying the latest Morris Mini-Cooper S-type, which came along, rather late, for our appraisal.

I had heard hints from Alec Issigonis as long ago as last winter about a more potent Mini-Cooper and I imagine it was formulated to meet the expected challenge from the Ford Lotus-Cortina, which we are still awaiting, but which is being so effectively prefaced by the Ford Consul Cortina GT. At all events, this newest Mini-Cooper has the short-stroke, "oversquare" 70.6 × 68.3 mm. (1,071 c.c.) B.M.C. engine with special valve gear and a strengthened 3-bearing crankshaft, which, using a 9-to-1 c.r., pokes out no less than 70 b.h.p. It develops this useful output at the same engine speed, 6,000 r.p.m., as the older Cooper engine required to produce its maximum of 55 b.h.p.

Naturally, this results in quite exceptional performance from this compact little car, which, incidentally, we are so apt to take



Variety is the operative word when road-testing cars for MOTOR SPORT. *Here, side by side, are two of those recently sampled, the front-engined, front-wheel-drive water-cooled 4-cylinder-in-line Morris Mini-Cooper "S" and the rear-engined, rear-wheel-drive air-cooled flat-four VW 1500 Estate Car. Impressions of the latter will appear next month.*

for granted that its highly ingenious Issigonis/Moulton features of all-round rubber independent suspension, transverse engine and sump-located gearbox tend to be overlooked.

To ensure no loss of reliability or safety the Mini-Cooper "S" is endowed with a modified 7¼-in. dia. clutch, operated hydraulically, and larger 7½-in. front disc brakes actuated through a 5½-in. Hydrovac booster. The modifications to the engine, expressed in greater detail, encompass a larger diameter crankshaft, Nimonic steel for the valves and special con.-rods with floating gudgeon-pins. The wheels are shod with 5.50 in. × 10 in. tubed Dunlop SP tyres. Alternative gear ratios are offered, providing a choice of 12.04, 7.21, 5.10 and 3.76 to 1; 11.02, 6.59, 4.67 and 3.44 to 1; 9.66, 6.70, 4.67 and 3.76 to 1; or 8.84, 6.13, 4.27 and 3.44 to 1. That the latest Mini-Cooper "S," *which does not supersede the existing Austin/Morris Mini-Coopers*, is intended primarily as a competition car is obvious from the listed optional extras, which include a 5½-gallon auxiliary fuel tank, an oil-cooler and a sump guard.

Yet, on the road, this little power-pack remains a docile motor-car, quite suitable for normal motoring. One of the surprises I got when I first drove a Mini-Cooper was this unexpected docility—the excellent balance between good acceleration and civilised step-off, between ultra-powerful brakes and sensitive, wet-road retardation. This quality is upheld in the S-series, is even emphasised by the almost luxurious Mini-Cooper interior and a flecked upholstery and trim more suitable for a lady's boudoir than the inside of a rally car!

The oval centre instrument panel contains a 100-m.p.h. speedometer, water-temperature gauge and oil-pressure gauge. There are the usual useful Mini interior stowages, the improved lever-type internal door handles, sliding side windows, and that uninspired stick-type gear-lever.

The little car undoubtedly *goes*. Indeed, on our test track, timed by electric speedometer, it returned the following performance figures :—

			Best time
Acceleration:	0-30 m.p.h.	3.8 sec.	(3.6 sec.)
	0-40 ,,	6.5 ,,	(6.4 ,,)
	0-50 ,,	9.3 ,,	(9.1 ,,)
	0-60 ,,	11.9 ,,	(11.7 ,,)
	0-70 ,,	16.9 ,,	(16.8 ,,)
	0-80 ,,	22.5 ,,	(22.4 ,,)
	S.S. ¼-mile	18.7 ,,	(18.6 ,,)

Speeds in gears: 1st, 34 m.p.h.; 2nd, 57 m.p.h.; 3rd, 80 m.p.h.; 4th, 92 m.p.h.

For rushing from place to place it is about as fast as any normal fast car you can think of. It does these speeds safely and unobtrusively. It corners very fast but untidily, requiring the driver to work quite hard. The brakes are quite powerful but rather sudden.

I was disappointed in the feel of this Mini-Cooper on corners, because it oversteered when I expected it to understeer and felt as if the back-end wanted to roll and breakaway. The ride was also very lively, so that in deference to my passengers I cornered less rapidly than I would otherwise have done and slowed down for bad roads. Others drivers confirmed this. We experimented with different pressures in the SP tyres. But the cornering never felt quite right, although with the power well and truly on

Continued on page 632

VINTAGE POSTBAG

Ford Tractors

Sir,

Catching up on my reading, I notice that in your May issue you question Ford as being a make of tractor. Actually there were Ford tractors. Lloyd George ordered no less than 5,000 of them from America to help in the war effort in 1917.

These tractors were the forerunners (and were similar in construction) to the Fordsons which were first made at Cork.

Made at Dearborn (Michigan), the Ford tractor developed 22 h.p. at 1,000 r.p.m. It employed the so-called "flywheel magneto" but unlike the model-T there were but ten rotating magnets instead of sixteen, and a single straightforward ignition coil as compared with four trembler coils.

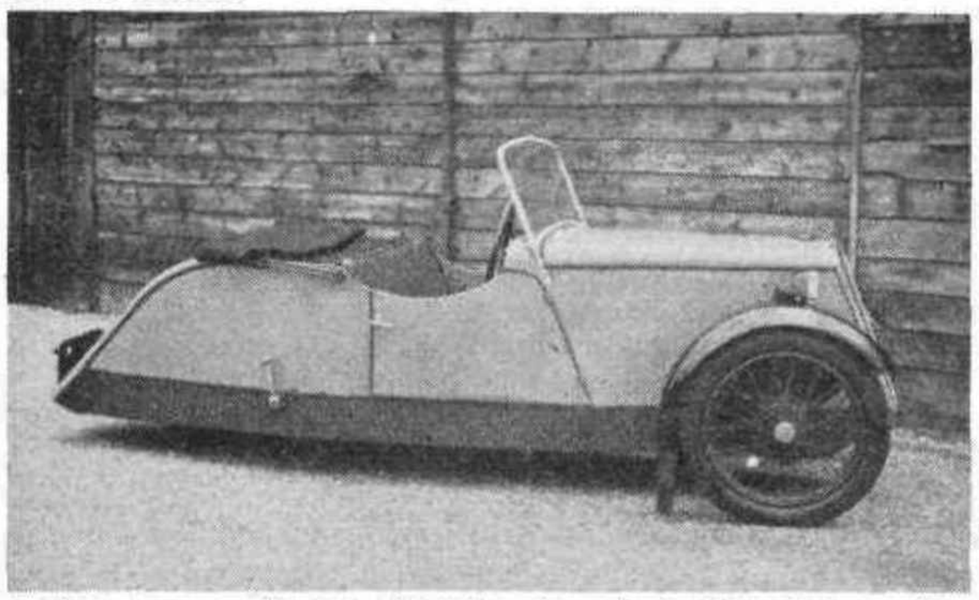
Fowey. J. S. BACON.

* * *

Any J.M.B.s Left?

Sir,

I recently published a book on the industries of the New Forest town of Ringwood, Hampshire, and a correspondent, Mr. Peter Trill of Ringwood, has sent me further details of an intriguing little 3-wheeler car which was apparently made in Ringwood during 1933-35, in a building in the Quomp which had previously had a history as a collar-and-cuff factory and which still exists. Your readers may be interested in the details I have so far been able to collect.



The car was called the J.M.B., after the initials of the makers, Messrs. G. H. Jones, R. W. Mason and C. S. Barrow. It had an ingenious 348-c.c. two-stroke engine, cruised happily at 35-37 m.p.h., and averaged 65 m.p.g. It made its bow in the 1933 Show (Motorcycle Show).

It was made with a 4-seater body with an ash frame which formed the chassis, an air-cooled side-valve J.A.P. engine, and an Albion 3-speed and reverse gearbox, both the latter parts being mounted on a heavy tubular T-sub-frame which also carried the rear wheel. Two transverse springs supported the steering heads of the front wheel acting as the front axle. Other features included a kick-starter, coil ignition, inter-connected 3-wheel brakes, steering *via* chain gearing, 25×3.25 in. tyres, 7-in. headlamps, hood, safety glass windscreen and a hand-operated wiper. All this for £75 10s.!

Later a Special was introduced with two seats and an o.h.v. 497-c.c. engine. The market for 3-wheelers declined by 1935 and production ceased that year.

I should be interested to hear from any of your readers who may have owned and run any J.M.B.s.

Witney. DONALD A. E. CROSS.

* * *

An Australian Collection

Sir,

On reading one of my old MOTOR SPORTS of February, 1961, I came across again your White Elephantitis Encounter with a Silent Knight, and note that you said you had hoped to include a Double Six Daimler, but none appear to be left running, so thought you may be interested to know I have one which is in good condition; in fact, the total mileage is 38,000, the coachwork is very sound and original, and the twin exhausts leave very little blue smoke haze after her. The upholstery has of course been soiled and moth-eaten through the years but I am at the moment having its bright parts re-plated, re-ducoed royal blue, and am trying very hard to buy Bedford cord for the re-upholstery, so far without any luck, so may have to use some other type of material for the interior.

It was exported to Australia by Sir Frederick Steward and he was fortunate enough to own registration number NSW 1. The Daimler was graced with this plate for many years, until he parted with it, and it is now on his son's Bentley.

You may be interested to know that in my stable I also have a 1918 6-cylinder Dutch Spyker torpedo 40-h.p. tourer, 1930 4½-litre Bentley which is being carefully rebuilt to be a replica of Harry Rose's famous car (he has very kindly sent me photos, etc., which are of great assistance), a 1930 38/250 Mercedes tourer reputed to be ex-Mr. Myer. I also have a 1914 28/95 Mercedes chassis (not yet rebuilt), Hispano Suiza tourer 1924, a large 40-h.p. Locomobile Raceabout, 1914 model, a Rolls-Royce Continental Freestone and Webb saloon which I think is at least a genuine car, ex-Ronald Loader of the B.D.C. in the U.K., ex-Reg. No. RL 1; also a large 1911-1914 Delaunay-Belville 40/50 tourer which sports dual rear wheels—which makes me think it was a 1914-18 war vehicle. Also a couple of Packards, 1926 tourer and 1936 Straight Eight saloon, plus Chrysler Imperial 80 tourer, famous for its Vauxhall-type bonnet and radiator. There are some others which I won't bore you with.

Sydney. J. A. JEFFERY.

* * *

The Right Crowd

Sir,

I find the two letters from Messrs. Gosnell (in particular) and Bruce most objectionable. Why the puerile comment upon beards?

Presumably Messrs. G. & B. went to the meeting to see cars. One of the most interesting was the Osca, to see which, were it not for the Martini team, they would have had to go to Australia. That it was not running properly was unfortunate, but it has not long been in this country, is exceedingly complex, and will no doubt improve. It was in fact in a very much worse state when it arrived here and it did at least appear at the meeting, unlike several other of the more sophisticated historic cars that were entered, and whose non-attendance must surely have caused disappointment to many.

I know that a very great deal of hard work had been put in by the "Bearded band of Goons" (did Mr. Gosnell call them this to their faces?) in order to be there at all, and they were as unhappy as anyone with the result of their efforts.

Whatever the result they had much more right to be in the paddock area than either of their critics.

Members of the present Martini team have *actively* supported V.S.C.C. race meetings for many years and have competed abroad, winning the Stresa-Mottarone Hill-Climb with the "scruffy-looking" Invicta.

I am not connected with the Martini team, I have no beard, and I have not until recently been a drinker of Martini. If any sausage or washing powder firms care to import some more important cars I shall be pleased to support them by buying their products. I have always had a particular liking for "Cordon Rouge."

"E.269."

VINTAGE TAILPIECE

(The car is a Stanley steamer)





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DUTCH GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

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1st Jim Clark LOTUS COVENTRY CLIMAX

Subject to official confirmation

Since the beginning of 1959 more World Championship Grands Prix have been won on ESSO EXTRA MOTOR OIL than on any other brand of oil.



ALWAYS LOOK TO ESSO FOR THE BEST

BOOK REVIEWS

"The Gordon Bennett Races," by Lord Montagu of Beaulieu. 251 pp., 8¾ in. × 5⅝ in. (*Cassell and Company Ltd.*, 35, *Red Lion Square, London, W.C.1.* 30*s.*)

Lord Montagu instituted the "Montagu Motor Book New Series" with the idea of producing, through the Cassell organisation, worthwhile histories of various aspects of motoring—books going into considerable detail and copiously illustrating a chosen subject. "The Gordon Bennett Races" is the fifth of these books, the others to date comprising "Lost Causes of Motoring," "Montlhéry" by William Boddy, "Jaguar" and "A History of Coachbuilding" by George Oliver.

The Gordon Bennett book, in which, as in the case of "Lost Causes" and the Jaguar biography, Lord Montagu has had the research talent of his Museum Curator, Michael Sedgwick, covers not only these famous inter-Nation car races of 1900 to 1905, which were contested in France, Germany and Ireland, producing as victorious *marques* Panhard-Levassor, Napier, Mercedes, Richard-Brasier, but also touches on the aeroplane and balloon Gordon Bennett contests.

As is to be expected when Lord Montagu writes or sponsors a book, the history of these pioneer road races is told in commendable detail, supplemented with tables of results, complete with lap times, not only for the races themselves but for the eliminating trials that preceded them. Technical details of the competing cars are given in one of the Appendices.

This book, properly produced and well illustrated, is a valuable reference work to these early contests by International teams of cars, races which have been strangely neglected by historians, until Lord Montagu took up his pen. As always, I would have liked even more detail, but 1905 is a long distance away in time and, in general, there is very little that matters that has not been included in "The Gordon Bennett Races." There is even a fascinating Epilogue, dealing with the subsequent fate of drivers and cars who took part in the races sponsored by the strangely illusive American millionaire from whom they take their title.—W. B.

"The Veteran Motor Car Pocketbook," by Anthony Bird and Francis Hutton-Stott. 256 pp., 5⅜ in. × 4⅛ in. (*B. T. Batsford Ltd.*, 4, *Fitzhardinge Street, London, W.1.* 9*s.* 6*d.*)

Batsford have made a feature of these splendid little books, which, when you take into account the information and very large number of illustrations packed into them, represent remarkably good value for money. The first was about vintage cars, by Cecil Clutton and John Stanford, Boddy followed with his Sports Car Pocketbook, Jenkinson contributed one on racing cars, and now Anthony Bird and Francis Hutton-Stott have written a book of identical size and form about veteran cars, taking veteran to mean built down to the year 1916.

This little book is at once extremely entertaining reading and a useful quick reference to the historical and technical complexities of the older mechanically-propelled vehicles. Arranged alphabetically, from A.C. to Züst, with a clear picture of every vehicle that matters, there is a wealth of data here, especially as specifications of the more important models, covering such items as engine location, cylinder arrangement, type of ignition, method of actuating the inlet valves, and so on, with, of course, cylinder dimensions, are given. From this Pocketbook you can quickly ascertain, for instance, what was the nature of the Knox or the mechanical make-up of a 1900 Bégot et Mazurie.

Because the book takes in cars made up to 1916, the more exciting Edwardians are here, like the Alfonso Hispano Suiza, Prince Henry Vauxhall, 30/35 Napier and Russo-Baltique, etc. Some people may find the writing of Anthony Bird rather too flippant for such a serious subject as veteran motor cars but his style is essentially readable and his statements painstakingly accurate.

These Batsford Pocketbooks are extremely enjoyable as well as useful and if you arm yourself with all four, which will cost you less than 40*s.*, you will possess a first-class pocket reference work to cars of all ages and types.—W. B.

"The Thoroughbred Motor Car—1930-1940," by David Scott-Moncrieff. 279 pp., 8¾ in. × 6 in. (*B. T. Batsford, Ltd.*, 4, *Fitzhardinge Street, London, W.1.* 30*s.*)

Having published a most enjoyable book on vintage cars and a rather ponderous one on Edwardians, Batsford were, I suppose, compelled to have one on p.v.t.s, although I would have thought that "Cars of the Connoisseurs" might have sufficed.

"The Thoroughbred Motor Car" recalls, somewhat superficially, most of the makes and models of 1930-40, with the author's memories of many of them and lots of illustrations, some of which are new.

The text is amusingly written, because it is impossible for Bunty Scott-Moncrieff not to write in that way, and his personal recollections of some of the great cars out of history make entertaining reading. This author came to journalism by way of the used-car trade and no-one except the professional motor writer himself drives a bigger variety of cars than those in the Trade. However, whereas the conscientious motoring journalist spends almost every mile in every car he drives concentrating on its characteristics, the motor trader is more likely to be thinking of how much the vehicle he is driving will earn him. Which may be why one must not take all Scott-Moncrieff's recollections of the great p.v.t. automobiles too literally. The fuel consumption of the V16 Cadillac as 4 m.p.g., for instance. Of the Alta, the author remarks, "I never drove at above ordinary fast road speeds, so I can't say how it behaved at the top end—something in excess of 80 m.p.h.—but certainly at speeds up to 70 m.p.h. the Alta handled impeccably," which is surely a superficial verbosity of wordage. Rolls-Royce gets as much mention as any of the thoroughbreds—"one of the most delightful cars to drive that I know"—I believe the author has a small advertisement in this journal advertising those he has for sale—but Scott-Moncrieff says that Sunbeams are just not "fashionable" among collectors and restorers, which should keep down the price of these cars but may come as news to members of the S.T.D. Register! All through the book there is an undercurrent suggesting that the value of old cars to American collectors is never far from the author's thoughts.

There is the impression that this book was written in a hurry; the best part of it is the opening chapter describing the change which took place in the motoring scene between 1930 and 1940 and the last chapter entitled "The Fourteen Crafts of Coachbuilding," but both are far too brief. Sports cars and racing cars are included and even the Hampton is deemed to be a thoroughbred. There is a great deal that is of interest in "The Thoroughbred Car," even if it does not represent an essential contribution to motoring history, nor does it contain more errors than is common in books of this kind. But it is a pity that the Armstrong Siddeley, or at least the Siddeley Special, is not deemed a thoroughbred by the author in a book that recognises Triumph, M.G., Adler and Rosengart as such. Perhaps, however, the publishers are to blame, because the comprehensive Index gives page 20 as bearing reference to both these cars but on reading it very carefully all I can discover is a description of contemporary shock-absorbers!—W. B.

As a sequel to "Rolls-Royce in the Twenties" and "The Vintage Bentley Book," Autobooks of Brighton are able to offer "Rolls-Royce in the Thirties" and "Another Vintage Bentley Book." These are photostat reproductions of descriptions and road-test reports from contemporary issues of *The Autocar* and *The Motor*, and although reproduction is not always very good, the wealth of information provided must prove irresistible to R.-R. and Bentley fanatics. These big soft-cover books are the work of R. M. Clarke of Ealing and the thought occurs that it is exceedingly generous of Iliffe and Temple Press to allow him to publish their valuable historic material. The price is 10*s.* 6*d.* each.

CARS IN BOOKS

Reverting briefly to "The Man in Europe Street" by Rupert Croft-Cooke, referred to last month, the Morris-Commercial 'bus he used for his adventurous journey was, I find, a 1930 model. It climbed the 4,331 ft. Col di Tenda on the homeward run without faltering or so much as boiling; indeed, the only exciting incident was getting up the frozen Col de Brius with only sidelamps to light the way, the dynamo (called the "accumulator" by the author) having ceased to charge. In all the old Morris ran 5,000 miles without mishap, at around 15 m.p.g. using very little oil (in those days, petrol cost about 3*s.* 9*d.* a gallon even in Yugo-

FOR MOST PERFORMANCE PER £—CORTINA GT!



CORTINA GT WINS INDEX OF PRICE AWARD, IS 3rd OVERALL

On July 6th 15,000 saturated but fascinated spectators witnessed a fantastic drive in the 6 hour production car race sponsored by *The Motor* at Brands Hatch. Against 35 of the world's production cars, with engines ranging from 982 cc to 7 litres capacity, and prices from £568 to £3,261, the Consul Cortina GT driven by Jack Sears and Bo Ljungfeldt was unequalled for high consistent performance at low price. You too can enjoy the Ford formula—

(Subject to official confirmation)

CORTINA GT from £748.10.5

(tax paid)

Ford

MADE WITH CARE BY FORD OF BRITAIN

slavia). It was not even greased, the only maintenance being to clean carburetter and plugs. Like so many tourists, Croft-Cooke ran out of money towards the end and there is a fine description of an almost non-stop run from Frejus to Troyes (where more money was available) and on to Boulogne.

Mr. J. H. Appleyard of Yarm weighs in with the following extracts from "Assembly," a collection of short stories by John O'Hara, published by the Cresset Press :—

"'The car was a grey Pierce-Arrow, a Series 30, or about a 1921 or '22 model. It was a chummy roadster. That is, it seated four, with divided front seats. Also called a clover-leaf, if you recall [3-seaters, yes; 4-seaters, no.—ED.]. But it was a hell of an automobile. It had no trouble going eighty or eighty-five, and this particular job had Westinghouse shock-absorbers. That model was a favourite with people who wanted a sports car but wanted the weight and size of the Pierce."—*From "In the Silence," p.* 203.

". . . I had a car, a little 4-cylinder Buick roadster, and because of it I got some assignments that you could only cover if you had a car. . . . So one day the editor called me to his private office, which of course he called a *sanctum sanctorum*, without knowing a God-damn word of Latin, and he said : 'James, I have a strange hunch. Read this.' . . . 'How long would it take you to drive up there in your car?' Well, four or five hours, I told him. So he gave me some money, swore me to secrecy, and off I went. . . . I knew the roads for the first hundred and fifty miles, and I was convinced that all I had to do was keep the throttle down on the floorboard and I'd have a Pulitzer prize. But after I got off the state highways I began to run into trouble, and the closer I got to Eagle Summit, the more trouble I had. The Buick was developing a tappet knock, or what I hoped was a tappet knock. I much preferred a tappet knock to what I really knew it was—a loose connecting-rod. . .

But the little Buick made it to Eagle Summit and . . . I pushed it to the garage and asked the proprietor what he thought. He had a look and confirmed my suspicions. Connecting rod."—*Ibid pp.* 203, 4, 5.

"'Nicky boy, where can I take you? You wants to use my car and shofer for the afternoon?'

'What are you riding in these days?'

'The same. I got the Rolls. You know me, Nicky. I gotta hear that clock ticking. Very soothing. . . .'"

* * *

"'Take me over to 414 East Fifty-second. I'm sure you know the way,' said Nick Orlando.

'I been there a couple times,' said Harry Browning's chauffeur.

'How long did Harry have this rig?'

'This is our fourth year for it.'

'You buy it new?'

'Imported it brand new. Mr. Browning has a corporation.'

'Oh, yeah. That gag.'

'The garage we use, there's eight other Rolls and there's only one owned private. The government'll slap down one of these days, but we'll still have a good car. We only got less than seventy thousand miles on this.'"—*From "First Day in Town," pp.* 230, 1.

There are further mentions of the Rolls-Royce and references to a "small Renault" and a "little Oakland." Another story, entitled "A Case History," contains the following :—

". . . 'I'm thinking of learning to drive a car. A lot of women do now. Mister didn't like a woman to drive a car, but he never said I *shouldn't*. They're trying to sell me a Pierce-Arrow, but I want to start out with something smaller. The Fierce-Sparrow. Imagine me driving a Fierce-Sparrow? What make is that little car you brought me home in?'

'That's a Dodge.'

'Are they hard to drive? Mary Bowen has that Paige, but that's more of a big car. Minnie Stokes gave me a ride in her car and I watched her manipulating all the things. She says it's much easier than it looks. You get so it becomes second nature, she says.'

'Minnie has a Templar.'

'Oh, I wouldn't want anything as sporty as that, but I like that size car. The Dodge sedan is a nice car. I noticed a lot of them around with women driving. Everybody says you don't buy a Ford, because it has no gear-shift.'

'It has a gear-shift, but you operate it with your feet.'

'Well, you see how much I know about it. I'm pretty sure I won't buy a Fierce-Sparrow, because then I'd have to hire a man to drive it, and a woman my age driving around with a man all the time. . . .'"

Later stories include references to Buick and Pierce-Arrow again, the model-A Ford, International trucks, Locomobile and Jaguar.

Finally, for this month, Mr. Coles of Harrow writes :—

I think the following might be of interest, taken from "England, Their England," by A. G. MacDonell. Describing delegates arriving at a meeting of the League of Nations at Geneva some time in the 1920s, the author says :—

"The Frenchmen drove up in four magnificent Delage cars with the Tricolor on the radiators : the Spaniards were in Hispano-Suizas, for to the ignorant world the Hispano is even more Spanish than its name; the Italians in Isotta-Fraschinis, with their secretaries in Fiats; the Belgians in Minervas; while the Germans outdid everyone in vast silver Mercedes cars, driven by world-famous racing drivers. The United States Official Observers were mostly in Packards, Buicks, Oldsmobiles, and Stutzes. . . . Fortunately the prestige of British motor manufacturers was well maintained by the eleven Rolls-Royces. . . ."

The book makes many other references to interesting sounding cars, including : "A Rolls-Royce limousine car" and "an ancient Ford car." This very amusing book is available in the St. Martin's Library Series, at 3s. 6d.

ROLLS-ROYCE POWER OUTPUTS

Road & Track points out that the Rolls-Royce policy of never disclosing the power output of its engines has been broken since Gray Marine has concluded an agreement with R.-R. for marketing the current light-alloy V8 power unit in America. The 1962 engine with 8-to-1 c.r. is quoted as developing 240 b.h.p. at 4,200 r.p.m., and the 1963 version, with modified carburation and 9-to-1 c.r., nearly 257 b.h.p. This is not very impressive from a 6¼-litre engine, remembering that the 4½-litre V8 Daimler Majestic Major gives 220 b.h.p. at 5,500 r.p.m. and that the Jaguar E-type pokes out 250 b.h.p. on an 8-to-1 c.r., 265 b.h.p. on a 9-to-1 c.r., from under 4-litres. However, do *Road & Track* have all the facts, apart from the R.-R. figures being the net, not the gross, outputs? It could be that the marine engine has an iron head, for usually light-alloy is a bad material for use in boat engines. Or the powers quoted may not be at the maximum permissible crankshaft speed. We would like to know but shall be surprised if Rolls-Royce Ltd. tell us.—W. B.

IMPROVED CITROEN SAFARI

The Citroën Safari, perhaps the most luxurious estate-car in the World, which is a full 8-seater, with an inbuilt luggage rack on the roof, now has the DS-type valve gear, its engine producing 83 b.h.p. at 4,500 r.p.m., on an 8.5-to-1 c.r., to give this splendid load-carrier a claimed top speed of over 95 m.p.h., together with improved acceleration. Power steering has also been included in the revised specification and there are detail improvements to the body. This new British Citroën Safari costs £1,698 5s. 5d., inclusive of p.t.—W. B.

VARIETY—continued from page 627

the old Mini understeer returned and it was discovered that very fast but hardly precise cornering could be indulged in.

I was never able to decide whether the rather knobbly SP tyres had some bearing on this feeling of inherent instability, where all the other B.M.C. Mini and 1100 cars I have driven have felt superbly stable, or whether 70 b.h.p. is about as much power as it is desirable to transmit through 10-in. front wheels. No doubt readers better acquainted with the Mini-Cooper "S" will have intelligent comments on this. The heater objected to being turned off, which was unpleasant in humid weather.

Otherwise, I found this £695 sports/racing saloon very good value. The gear-change remains notchy, so that brutality results if a lower ratio is required urgently before a corner, and the clutch is heavy and sudden. Oil consumption was excessive—4 pints in 1,000 miles—but each gallon of 100-octane petrol lasted an average of 33.3 miles. The range, without the auxiliary tank, is therefore only about 170 miles, but twin tanks double this, which should satisfy the rally boys.

The B.M.C. minibric is as much part of the motoring scene as the original-style Austin Seven was three decades back, and the Mini-Cooper "S" is a very acceptable fast version which Mini addicts are bound to enjoy and enthuse over.

LETTERS FROM READERS

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

CROSSED CHEQUES

Sir,

I have a friend who always crosses his £2 cheques for parking fines "Motor Improvements Fund." The powers always return them; but no matter. I recommend this action to readers who feel the high penalties for their minor transgressions are being misappropriated.

London, S.E.22. ROY HODSON.

* * *

COMPARATIVE TYRE LIFE

Sir,

Same car (1958 Borgward T.S.) same driver (self) same roads (Spain, France and U.K.) Different tyres—Dunlops (rear) burst at 9,000; Michelin "X" (rear) discarded at 42,000. The only other difference being that for a proportion of the Michelin "X" mileage I was towing a caravan. The Dunlops had no towing, and were on the car from the factory so must have been the correct tyres.

No further comment seems necessary.

Aylesbury. CLIFFORD PARMEE.

* * *

NO MORE B.M.C. TOURING KITS

Sir,

Last month I called at my usual B.M.C. main agent to obtain an overseas touring kit for my Sprite, only to be told that these kits are no longer available for B.M.C. cars. As an alternative, agents had been sent a list of spare parts which the customer was either advised to purchase or else come to a private "sale or return" agreement with the individual main agent.

Since the list comprised sufficient items to involve 1½-2 hours' work in assembling the kit from the shelves, it follows that no main agent (I tried three) was willing to enter into a "sale or return" agreement and was only willing to sell the individual items.

A telephone call to B.M.C. at Shepherds Bush was anything but helpful but I did elicit the information that touring kits were withdrawn owing to lack of "popular demand." Subsequently, I found that the lack of popular demand was that of the main agents because they were short of shelf space. At this point in the conversation I explained my dilemma and asked for an agent to be found who would hire me a kit. Alas, the only agents mentioned were those I had already contacted and who had declined to help.

I feel this is yet another instance in which a useful service to the customer has been withdrawn and frankly neither B.M.C. nor their main agents seem to care that a great deal of difficulty and inconvenience may ensue. No one could say that B.M.C. service stations are plentiful on the Continent.

Surbiton. M. P. WALSH.

* * *

10,000 MILES WITH A MORRIS 1100

Sir,

I append some of my experiences, taking care to say first that this is certainly an extremely comfortable, practical and sprightly car even if a little underpowered for coping with hills and overtaking.

Delivery was taken in February of this year and the car was most carefully run-in. Extras: leather upholstery, laminated screen, SP tyres, Interior Silent Travel, underseal, Cibie headlamps, and a full set of instruments.

Experiences :—

Usual collection of body squeaks and rattles.
30 miles, timing slipped causing boiling and engine failure.
3,000 miles, speedometer cable broke—head jammed—replaced.
Synchro gears replaced in gearbox—in early complaints this was dismissed as being due to newness. Why can't BMC make gearboxes like Ford and VW?
Heavy oil consumption settled down to 1,840 m.p.g. New piston assemblies fitted.
9,000 miles, second speedometer failed and was replaced.
After running-in, wheels supposedly balanced by distributor caused juddering at 55/60 m.p.h. Re-balanced on Repco machine and found to be well out of true.
Engine still runs-on when hot: different set of plugs is perhaps indicated?

. . . and so on

In new products, properly maintained, one should surely be able to expect better service than this; one can only hope that such faults are not being exported in our "Quality First" products to markets more discerning than that composed of the average apathetic Britisher who EXPECTS to have to rebuild his new car these days?

Glastonbury. DONALD L. HILL.

* * *

ACIDITY

Sir,

I have recently purchased a new Triumph Vitesse; the screen washer was used for the first time two weeks after purchase, the water bottle that supplies the screen wash was found to contain a certain amount of acid. This has caused considerable damage to parts of the body and chrome.

The car was returned to the suppliers and then to the distributors who arranged for a representative from the Standard Triumph Car Company from Coventry to inspect.

I understand these cars arrive from Coventry on transporters with the water already in the bottle.

I am more than surprised at the attitude of all concerned as no one will accept any liability and I have been told by the suppliers to write to the Standard Car Company which I have not done.

I have taken legal advice and placed the matter in the hands of the Engineering & Technical Department of the R.A.C.

I thought your readers would like to hear of this "I'm all right Jack" that prevails amongst some of the Motor Trade.

Chigwell. A. H. WHITER.

* * *

NOW WE KNOW

Sir,

Bob Burnard, one of our most promising sports car drivers, raced with considerable skill and generalship in several events last season to win the Veedol Motor Racing Competition and its major award, the most advanced Formula Junior Racing car obtainable, a Lotus 27.

Since then, discounting two appearances early in the year with his Aee-Bristol, now sold, Bob Burnard (and his racing car) have not been seen at any race meeting; many people have asked him and us for the cause of his non-appearance.

Paradoxically I suppose it can be said that the very competition which we devised to give a good production car driver the opportunity to break into single-seater racing, has been responsible. When we ordered the finest and latest F.J. car to give our winner the best possible send-off, we under-estimated the teething troubles that the new car would suffer and the delay in sorting them out due to the long hard winter.

So when Bob and his helpers, Roy Capell and Bob Arscott eventually took delivery of the first monocoque-bodied F.J. car to reach a private owner, they had more difficulties to overcome than had been anticipated.

It was collected as a bag of bits, and after their normal day's work they spent many nights checking parts and putting the car together. Compromises had to be made in trying to get Bob's 6 ft. 2 in. into the monocoque bath.

Then came an unsatisfactory first practice at Silverstone after which modification incorporated on Peter Arundell's similar team car were recommended by Lotus, so the car was stripped down again, taken to the works, improved, re-assembled, and practised with again.

By varying wheel camber and toe-in, handling has been progressively improved in trials at Brands Hatch and Goodwood, but at Goodwood a faulty oil seal allowed oil to spew from the gearbox and although no damage was done—obviously because Veedol Racing Oil (RA) was being used—the box has had to be stripped for inspection.

To take advantage of the further delay the engine has gone back to Cosworth for a pre-race inspection too, and there will still be a rush to have the car prepared for its debut. Despite a preference by Bob Burnard for more room and further improvements yet, he expected to be on the line for his first F.J. event in the A.M.O.C. meeting at Silverstone on July 6th.

I have nothing but admiration for the unflagging energy, with which Bob and his crew have met their problems, perhaps no more frustrating, fatiguing and costly than is normal in motor sport, but no less formidable to amateurs for all that. On behalf of

Mr. J. Paul Getty and Veedol (U.K.) Limited I wish him many well deserved successes in the remainder of the season.
Guildford. G. G. E. MONEY,
Managing Director, Veedol (U.K.) Limited.

* * *

TRUE RELIABILITY AT LAST?

Sir,

Many articles over the signature of Mr. Boddy have left in my mind a lurking suspicion that the longevity of English cars leaves something to be desired.

My own experiences since 1922 would certainly seem to confirm that this is indeed so.

However—Mr. J. Earnshaw, of 24, Oak Avenue, Bingley, a taxi proprietor who has regularly attended to my office requirements over the last six years, has a Ford Consul 1958 (VWU 265) which has just clocked 200,000 miles and only had the head off once to replace a blown gasket. Mr. Earnshaw is a very careful driver, mustard on maintenance, and so forth.

I still think this is a good show, particularly as the car seems good in every way for another 50,000.

Shoot this down in flames! ! !

Usual disclaimer.

Bingley. W. E. JONES.

* * *

PRO-BIJOU

Sir,

For Mr. Lane's information (June issue) my two-year-old Citroën Bijou is free of rust and due to the flat chassis has very little dirt underneath.

The alloy bumpers are not as shiny but completely sound and even the chrome hub-caps are in good condition.

In daily use and parked in the open all weathers the dark red paint has slight blemishes but the body is perfect.

The tappets will be adjusted soon and tyres should last up to 35,000 miles by which time the brake linings may need renewing.

For £433 one gets a nicely finished car with a good toolkit, extreme reliability, comfort and economy, a traffic clutch and reluctance to do anything over 60 m.p.h. is suitable for Mr. Marples' chaotic roads.

If one requires better performance or more passenger space; D.K.W., Lancia, Panhard, Peugeot, Rover, Saab, Skoda, Volvo, VW or the Russian cars are reliable, rugged and built rather than assembled.

Probably one will be classed as a Communist if the Moskvitch, Skoda or Volvo are bought!

Still, keeping the rust at bay does occupy one's time and at least Mr. Lane's *engine* should be okay.

Manchester. B. LOWE.

* * *

YOUR GUESS . . . !

Sir,

After wearing out the standard equipment C.41 tyres on a Mini, I was advised by my local tyre company to fit Pirelli Extraflex. I duly had them fitted to the front to try before purchasing a set. Finding the road holding poor in the wet, I rang Pirelli and on three different occasions was quoted different pressures; 16, 18 and 24, and finally, quote, " Try 26 lb."

As I was extremely worried about wear on the edges of the tread and possible wall damage caused by the low pressures, I have written twice to Pirelli and had no reply at all. Needless to say it's C.41s for me from now on.

London, N.W.10. J. C. COLE.

* * *

CITROENS IN AFRICA—SUCCESS AND FAILURE

Sir,

Four years ago you published two letters from me entitled " The New Citroëns—Where They Fail." You may like to hear how thay have progressed in Africa since then.

A car may win the Monte (though not the Safari) and still have glaring faults in general use when weather, time and third-rate agents have time enough to wreck it.

A staunch believer in Citroëns—and a glutton for punishment—I had a tough old French-made Light 15 which was replaced by one of the earliest DS19s in Africa. The faults I listed then still exist except for the dangerously excessive up and down movement which has gone.

After four years the DS went in part-exchange for a French Safari which has now done 20,000 miles—the world's best station-wagon backed by the world's worst spares and service organisation. What a car—spacious, brilliantly designed, safe, more commodious than any other including the gargantuan Yanks with their pitiful headroom—and what a let-down when trouble starts.

Just out of guarantee the battery failed due to faulty manufacture. A new one was fitted—I paid. Faulty assembly of the rear suspension units needed rectifying early in the life of the car. At 10,000 miles the high-pressure pump oil seals went. Spare pump? Spare seals? Not in Southern or Central Africa. Citroën, Slough, made the greatest servicing offer of 1962—you take off your pump and send it to us by sea—we will recondition it and return it, also by sea. THEY REFUSED TO SEND A PUMP OR SEALS WITHOUT RECEIVING MINE FIRST and they had obviously never heard of air freight. Result: car unserviceable for two months until Citroën, Paris, supplied a few pump kits.

13,000 miles: clutch thrust bearing went (a weak point in these cars due to impoverished lubrication). Any available? Not on your life. Luckily a crashed car was in the garage and they gave me the bearing out of that.

15,000 miles: fuel line blockage from disintegration of the lining paint of the tank (a Citroën fault for years and years, which also happened on the DS) so out comes the tank and in goes an extra fuel filter.

18,000 miles: petrol pump packed up—defective diaphragm. Miraculously a spare was available, which took me only another 1,000 miles before one of the non-return springs integral with the pump and supposed to last the life of the pump, broke. Could I get a new pump? No, not in the whole of Rhodesia and South Africa. Result—off the road again.

So here I am with my third Citroën—a World-beating station-wagon backed by no spares, no factory support and negligible agencies.

This cannot go on. Much though I love my Citroëns, it is the end of the road for them. With great regret I shall part-exchange my white elephant for something sturdy and well supplied with spares, which here means Peugeot, Mercedes, VW Microbus or a dreadful wallowing thirsty Yank which will at least have an engine capable of 100,000 trouble-free miles and spares when I need them.

S. Rhodesia. J. R. SCARR.

* * *

DUNLOP'S REBATES

Sir,

I have read, from time to time, in the correspondence columns of your excellent magazine of readers' unfortunate experiences with Dunlop Gold Seal C.41 tubeless tyres. But assuming that, like lung cancer and " trouble with the police," it could never happen to me I purchased a set of four.

After 5,000 miles one of the tyres developed a huge blister on the tread and was consequently replaced by the dealer and returned to the manufacturer's local depot. Their latest communication states that they will allow a 50% rebate on the cost of the new tyre and that the granting of the allowance is not an admission of liability.

The inference here, which may be of interest to prospective tyre buyers, seems to be that Dunlop regard the life expectation of their C.41 tyres to be 10,000 miles but if they blow-up at half distance " it's just hard luck, old boy."

Perhaps they should check their personnel records just to see if their isn't a M. Bibendum lurking in the vast organisation somewhere.

Stockport. F. V. FINDLOW.

* * *

ANOTHER TALE OF WOE

Sir,

Your correspondence columns have long been open to aggrieved car owners, and a very useful service you have done them by your courage in giving names and publishing facts when their vehicles have given unnecessary trouble. My own recent experience seems to show that the inspection system of one of the " Big Five " has fallen to new depths.

On May 23 of this year I took delivery of a new Sunbeam Alpine Series 3 Sports tourer, one of the first of the new model, but by no means so different from its predecessors as to give rise to excusable teething troubles. My supplier was a large and reputable distributor of Rootes cars. At their request, I left my car in their hands for nearly a week after they received it, so that they could get a tonneau cover made and carry out a thorough pre-delivery inspection, as I explained that I was shortly leaving for Le Mans and for a French and Swiss holiday of some 2,000 miles.

Within a mile of taking delivery (it was pouring with rain), I discovered that one wiper blade was slopping over the screen frame

and fouling the body, the screenwasher jets were out of kilter, neither petrol nor temperature gauges was working, the bonnet catch allowed the bonnet to beat a tattoo up and down at the corners, and over the first bump it flew open. Finally, a loud grating and rumbling noise, which should have been audible to a deaf mechanic with ear plugs, issued from the right rear wheel.

Back went the car next morning, and later came a statement that the noise had been traced to the hand brake cable grating against the wall of the tyre; the cable had been " re-routed," i.e., run through the clip where it should have been all the time. The other points had been attended to, except for the bonnet which continued to hammer up and down when I left London on Friday evening for a running-in session in the West Country.

I had gone only a couple of miles when, on Hendon Way, in the thick of the traffic, the engine petered out. It would start, run for a few moments and then stop again—an obvious case of fuel starvation. An hour was spent getting an A.A. garage van sent out, and contacting the main Rootes service depot at Ladbroke Grove. The A.A. people gave a plausible (but wrong) diagnosis, charged £1, and went off. The engine stopped again, but a few minutes later a Rootes van drove up, with a briskly efficient Scots mechanic at the wheel. He diagnosed the trouble in a moment, with skilled fingers unscrewed the petrol tap and filter, and produced a wad of fluff, completely blocking the fuel line. " That looks verra familiar," he said, " it's the stuff they use to clean out the tanks. The only trouble is they leave it *in*." Having got rid of the fuzz, he deftly fitted everything together again in the fading light, and said he would follow me round the N. Circular Road in case of further trouble. Within a mile, my hand had shot up; the overdrive refused to disconnect, and the Scotsman drew up behind. " Sorry," he said, " that's no the sort of trouble you can cure by the roadside at night. Maybe it'll hold together till you get there. But remember, *don't use reverse* !" So, already two hours late, I had to drive 200 miles with four overdrive gears, an alarming smell of burning, and no possibility of getting out of trouble if I took the wrong turning in a Devon lane.

Eight o'clock Saturday morning saw me far off course at the main Exeter Rootes agent. Everyone was immensely helpful. The whole electrical harness for the overdrive had burnt out, there was no replacement, and the mechanic had to make another one, as well as putting in a new solenoid. In four hours—a morning wasted—all was done, save for the strange quirk, discovered only some days later, that when the car's lights were on, the overdrive wouldn't disconnect. Can no mechanic do anything right *first* time ?

But this was only the beginning of the troubles of the first fortnight. The petrol gauge needle fluttered like a sick butterfly, the windows rattled, the driver's door sprang open onto the safety catch on every bad bump, the mats didn't fit, the driver's seat jammed, the doors grated as they opened and closed. In repeated visits to the agent some of these defects would be corrected, others would persist.

Then, spending Whitsun in the Lake District, it was discovered that the engine would refuse to idle on any gradient steeper than 1 in 6, and was almost impossible to restart. Twice, on visits to the agent, the car was badly damaged while in the hands of testers (testing for what ?), and spent days in the coachworks being hurriedly repaired. And all this is the story of barely three weeks in the life of a new car, almost half of which has been spent in garages, while I have wasted precious hours ferrying it to and fro.

The following points are worth emphasis in this sad but characteristic story.

All the complaints noted have been admitted. The agents have been both apologetic and helpful, but appear to think that my troubles are due to " the law of coincidence "—whatever that may mean. Secondly, those who have helped to get my car going have without exception been generous of their time and efforts; a good British garage still sets a very high standard of service.

But, thirdly, all these things *happened*, and happened to a brand-new car. There should be no blurring over the incompetence of Rootes' inspection system, and the appalling level of mechanical work, both before and after delivery, at their agents.

My car appears to be fundamentally a sound one—I have covered nearly 2,000 miles in the intervals of the repair sessions—but, thanks to these experiences my likelihood of buying a second Rootes' car has fallen from virtual certainty to pretty near zero. Maybe Rootes should supply all their cars as kits of parts, and put the onus of trouble on the buyer. That would spare them embarrassments like George Brown's tirade in the House of Commons. Or maybe they should just get taken over by a more efficient firm, as happened with Standard-Triumph and Leyland Motors. I wish them luck.

London, N.W.3. R. J. SPOTTISWOODE.

* * *

A LITTLE STRIP OF CHROMIUM

Sir,

Making out a schedule for my Mark VI Bentley, I incorporated a sentence which should be of interest not only to Bentley Motors (1931) Ltd., but to all other misguided motor car manufacturers.

It runs as follows :

" This is the only post war Bentley standard steel saloon I have ever seen which does not have the ghastly chromium strip which detracts so much from the appearance of these cars and which is a constant source of trouble and rust."

Bromley. W. J. D. CLARKE.

* * *

A MORGAN 4/4 IN HONG KONG

Sir,

Having subtly exchanged with my husband our infant son for the family MOTOR SPORT which arrived today, I am up in arms at the fatuous comments of your soft-living employee who tested the Morgan 4/4. My ensuing comments are based on our three months ownership of a B.R.G. (what else!) Morgan Plus Four. They must perforce be confined to non-mechanical matters as I am (a) a mere woman, and (b) we wanted a really hairy sports car.

Firstly, whilst admitting the veracity of the comments regarding its somewhat conservative design and appearance, surely this only goes to show that something so good will inevitably last a long time. Regarding the weather-proofing of the car, it has been our experience that the majority of modern sports (so-called) cars tend to be oven-like in this climate and the high velocity draughts afforded by the Morgan construction are most welcome. In this context one must mention the gap under the windscreen which, in the typhoon season, daily serves to preserve my schoolgirl complexion. In a variety of clothing, including tight sheath dresses, I can at all times enter and leave the car without any loss of dignity. Many of our less-knowledgeable friends find it quite unnecessary to even open the doors.

The position of the dip-switch and front suspension lubrication mechanism in relation to the other foot controls is a joy to all who have at any time secretly aspired to an appearance at Covent Garden. The arrangement of the instruments on the dashboard, i.e., with the rev.-counter in front of the driver and speedometer well over to the passenger side (thus being almost invisible to the driver) demonstrates that at least one motor company believes that attention to the condition of the engine is more important than road traffic signs. Additionally, our model is fitted with a toggle switch which at first proved to have no function at all, thus affording my husband a contented three hours' delighted searching until he discovered a blanked-off spotlight lead adjacent to the off-side front suspension.

The unlidded cubby-hole (the subject of a slightly scathing comment by your tester) affords a private sanctuary for tiny treasures belonging to our 14-month old son, thus distracting him from such childish pastimes as taking the knob off the gear-stick and removing the ignition key. The inadequate tiny rear-view mirror that you mention is a favourite toy of his as it is so easily removable from the windscreen where my husband painstakingly sticks it every time we go out.

Continuing through the test of your otherwise excellent report, I must concur with your comments on the light clutch pedal. This I find conserves my strength for changing through the well-known Jaguar gearbox. The observations regarding the comfort of the ride reveal the pitiful lack of enthusiasm on the part of the modern road tester for truly examining the conditions of the road. The scuttle shake and general body rattles are music to mine ears. Your comments on the subject of the road-holding leave me aghast. You are either " with " the skittishness of this kitty or you are not. Period.

I forbear to comment on your mentioning other current " sports cars " in the same text as a report on a Morgan. It is with pride that I relate the fact that when once, sitting alone in the Morgan, I heard a transatlantic voice saying " Do you mind if I inspect the body, Ma'am ?" I was left in no doubt that it was the car to which the sailor referred.

The concluding paragraph of your article attributes much of the credit for the continued popularity to Messrs. Lawrence and Shepherd-Barron; much as these two worthy gentlemen have contributed to this fine car, I feel sure that as long as there are Elizabethan pioneers with true thick red blood in their veins there

will always be a market for these cars.

The true enthusiast never receives anything but courteous assistance from the Morgan Motor Company and we will put forward the slogan " You don't *have* to buy the finest medium-price sports car in the world."

Hong Kong. UNA MADERSON.

* * *

" ALL THAT GLITTERS "

Sir,

The following is a letter I felt obliged to send to Lodge Plugs Ltd.:—

I trust that my experience in connection with the above may be of interest to your Company.

As the not wealthy owner of a not new 3½-litre Jaguar, which had recently been extensively overhauled (including crank re-grind, complete re-bearing, new con-rod assembly, clutch and replacement gearbox), I decided to fit a set of plugs suitable to the occasion. My garage, having carried out the above work, recommended " Golden Lodge " which I at first refused, having heard adverse service reports.

However, I was assured that the unsatisfactory ones had been withdrawn and replaced by " The Plug." May I quote from the box which contained them :—

" No Fouling and No Servicing, No Pre-Ignition,
Saves Petrol, Lasts far Longer, Immediate Cold Starting "
" Golden Lodge That Never Need Servicing."

The plugs supplied to me have done less than 1,000 miles and for me will do no more, other than the journey to your factory when they are returned. My car, performing like a diesel, except on the question of economy, has been in the garage on four occasions in the last few weeks seeking an answer to the trouble everywhere but with the plugs. Both my garage and myself are trusting, not to say gullible.

Symptoms were—generally off-tune, ruinous petrol consumption, poor starting, spitting back, performance like a model-T (apologies to Ford) etc., etc. The installation of a vacuum gauge revealed a reading of 13 in. when idling " hot."

I forced myself to take a petrol consumption check and the first eight gallons gave **106 miles.** The second eight gallons was worse at **102 miles.** The car was not being driven hard, in deference to the recent repairs, and during this period never exceeded 60 m.p.h. Admittedly, its top speed was probably not much in excess of this figure.

In desperation I removed " The Plugs " and I have never seen such a fouled up mess in a period of motoring which extends over a few years and covers A90, Super Snipe, Jags (3) and a variety of lesser rubbish.

" The Plugs " are now returned to my garage, together with a copy of this letter and a request that they take up the matter with your Company.

In addition to the not inconsiderable outlay (£2 11s. 0d.) for the plugs, I assess the position as follows :—

(*a*) Weeks of infuriating " motoring."
(*b*) Four garage operations (bills to come).
(*c*) Based on my petrol check, the probable loss of 25 gallons of fuel during the period.
(*d*) A fifth visit to the garage to re-tune, after fitting conventional plugs.
AND (very important)
(*e*) A lesson learned the hard way !

In conclusion I would state that on fitting " The Plugs " I gave away my old set and so had to rake up six even older ones (four Champion and two standard Lodge). These were cleaned and fitted and the troubles immediately ceased. Pending a re-tune I am still on this miscellaneous collection of plugs and the car is running CHAMPION, as I suspect will be its future fate.

Of the few motorists of my acquaintance who have installed " Golden Lodge " there is a 100% record of dissatisfaction, hence my initial refusal of them. This is surely not good enough.

Stockton-on-Tees. L. W. BUCKLEY.

[What are the experiences of other users of these new-type sparking-plugs.—ED.]

* * *

THE GREAT TYRE CONTROVERSY

Sir,

It seems to me that the Michelin versus Dunlop " battle " appearing in your columns has been very one-sided to say the least. The only letters I can recall defending the Dunlop product have come from Messrs. Dunlops themselves, and a great deal of utter nonsense has been written, and to my mind it's high time we had a change of subject.

I think I am in a position to clear this matter up once and for all, being a really hard high mileage driver, and I would like to relate my experiences over the past 100,000 miles.

In April 1960 I took delivery of a new Vauxhall Victor fitted with Firestone " gunn dipped " (whatever that may mean!). The dry weather cornering was reasonably good, but in the wet it was atrocious, both front end and rear breaking away unpredictably even when cornering very moderately. The tyres were bald at 8,000 miles, and at 10,000 I changed to Michelin " X " with the ribbed tread pattern. The steering became heavy at low speeds, and every bump in the road became harder. The body roll also increased very noticeably. But these faults were unimportant to me. What did matter was the performance at higher speeds, and in this respect the " X "s were superb. The ride became smooth and the wet weather cornering was almost beyond belief, being better than " ordinary " tyres ever were in the dry. These " X "s lasted until the car was swapped at 44,000 miles, except for the last 500 miles when the spare Firestone was matched with a new one, both being put on the front—talk about understeer!

My new Wolseley 1500 (Sept. '61) was fitted with Dunlop Gold Seal tyres. The odd cornering characteristics of the 1500 took some getting used to, but the Gold Seals behaved very well indeed, wet or dry, but only lasted 8,000 miles. I made them hang on until 10,000 and replaced with Michelin " X " with the " stop " tread pattern. The low speed characteristics were the same as the ribbed " X "s on the Vauxhall, but at high speed on wet roads the cornering was no better than on the Gold Seals. After around 5,000 miles the outside shoulders on both front tyres had worn away. This led to front end breakaway when cornering quickly in the wet, so I quickly had the tyres removed and turned round on the rim. This cured the trouble for around 3,000 miles, when I changed front to back, the same process then started again. On the whole the wet weather cornering was disappointing. This set lasted only 20,000 miles, at which time they were replaced with another set of " stop " tread " X "s (no " ribbed " pattern " X "s being available for this model). I have now covered 20,000 on the second set of " X "s and they are good for another three or four thousand. The wet road cornering seems better on this set than the last, but the same " shoulder " trouble has been experienced to a slightly lesser degree.

Over the years I have driven on all makes of " ordinary " tyres, and I have always found Dunlops as good as any and better than most. Hard fast motoring with economy calls for " X "s (Michelin tubes are a " must," by the way) but a more moderate family motorist will be well pleased with Dunlop Gold Seal.

Sorry to keep on so, but I must mention that I am aware of the fact that there are a number of braced tread tyres available today, many of which are claimed by their makers to overcome the sudden breakaway associated with this type of tyre. They must, of course, be referring to " X "s. I can only add that the breakaway on " X "s seemed no worse to me than with " ordinary " tyres, and I have always (so far!) been able to control it quickly and safely. The only difference being that you have to go more quickly to make it happen, the added speed no doubt requiring quicker action on the part of the driver.

To sum up, the " ribbed " " X " is better than the " stop," and the Gold Seal is better than most conventional tyres.

Churchdown. A. R. RUSKELL.

[This correspondence is now closed.—ED.]

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VINTAGE, rear windscreen with brackets, and sidescreens, excellent condition. Offers. Coventry area. Box No. Q.981 [5981

M.G. TF, December 1954. Heater, screen washer, new " X "s, battery. Good condition, silver grey. £325. Tel.: EDGware 3226. [5982

LAGONDA RAPIER, Abbotf oursome fixed-head coupé, three owners, present owner 16 years. Probably best preserved example in existence. Offers region £200. Gunn, Elm Grove House, Tiverton. Tel.: 2702 [5983

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ROLLS-ROYCE, 1933, 25 h.p. Mechanical condition perfect, tyres good, Park Ward body sound, upholstery worn. £250. " Centuries," Chiddingfold, Surrey. Tel.: Chiddingfold 187. [5998

F.N.-B.M.W. 329 Rare. £60. Resprayed white, perfect engine, rewired. Tel.: BRI 6007. [6000

M.G.-A, 1957, coupé in Old English white. Fitted radio, heater, spots, luggage rack, etc. Excellent condition; any trial. £350. 12, Stryands, Hutton, Nr. Preston, Lancs. Tel.: Longton 2328. [6007

RILEY NINE MONACO, 1932. Mechanically sound, steering recently overhauled, new stub pins. Well shod. Body aluminium. Rough inside. £25 o.n.o. Hirst, 19, Coronation Drive, Crawford, Lanarkshire. Tel.: Crawford 274. [6008

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BENTLEY, 1934, 3½-LITRE. Body by Thrupp & Maberly, finished in immaculate black and chrome; brown hide interior. Mechanically perfect. New battery, good tyres. Specimen example of very desirable car; sports car performance in luxury. Taxed, M.O.T. £295 or offer, consider exchange. Tel.: Heathfield (Sussex) 198. [6019

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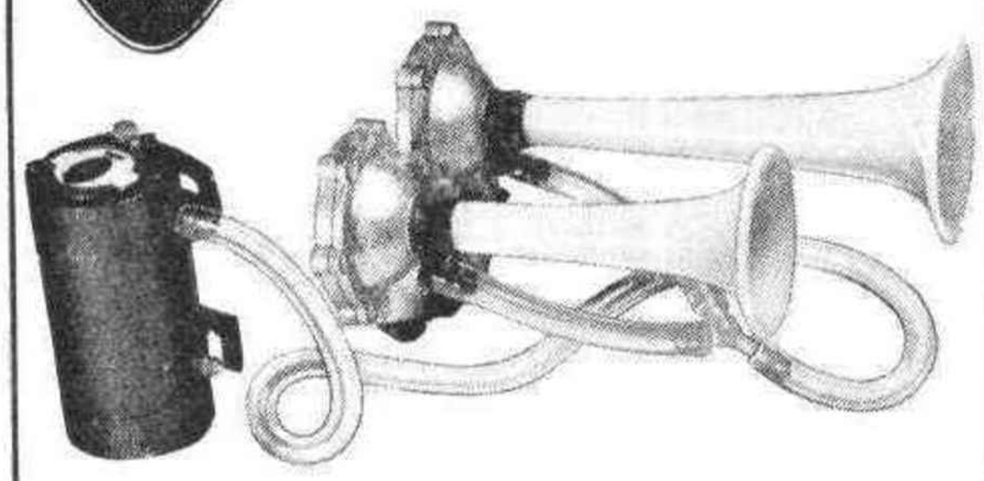
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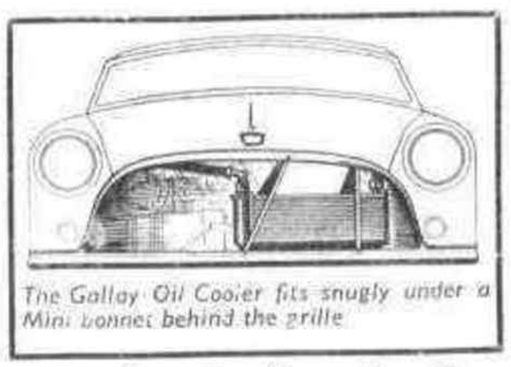
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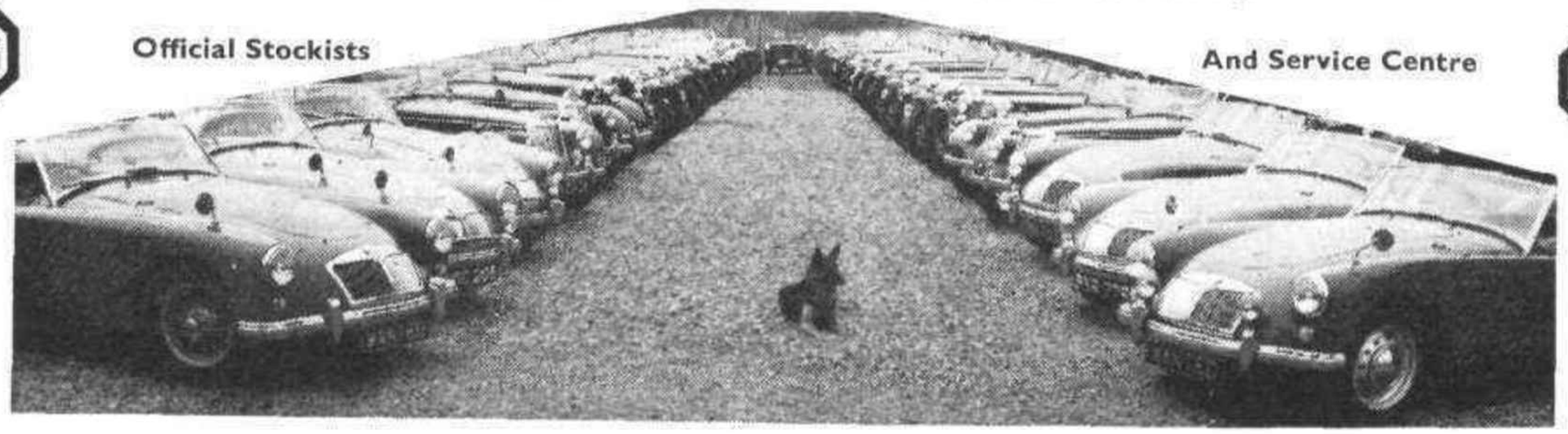
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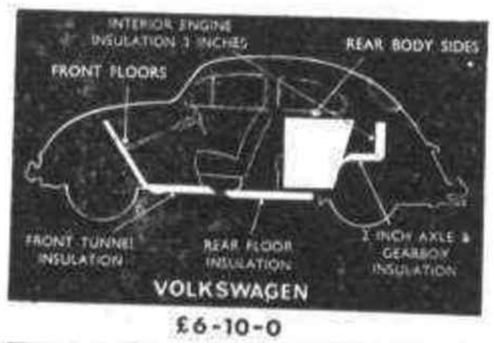
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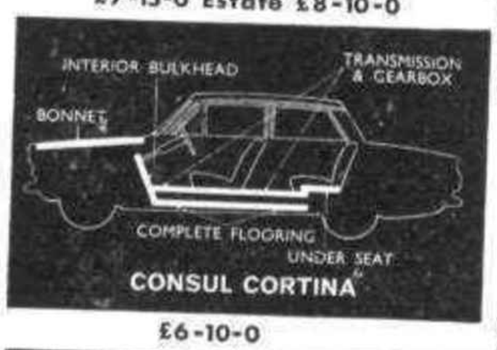
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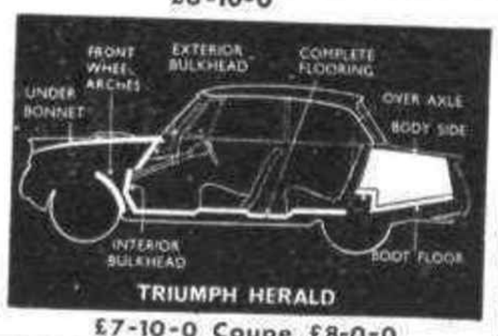
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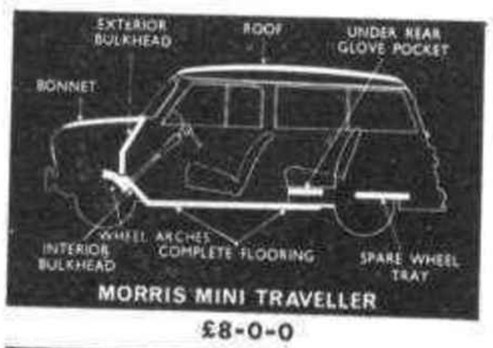
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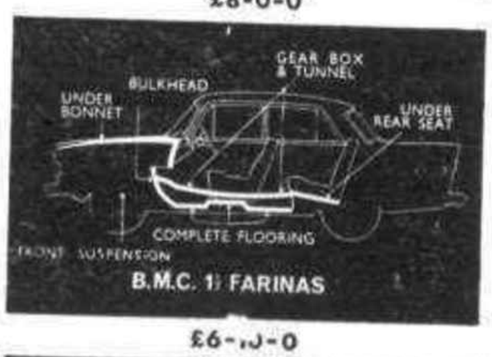
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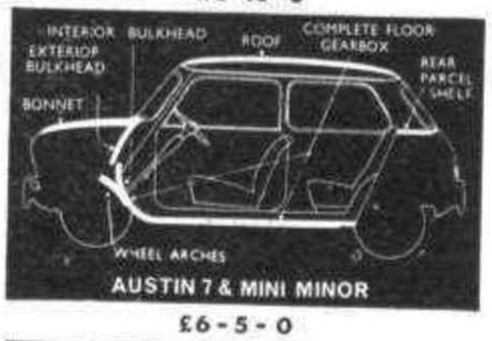
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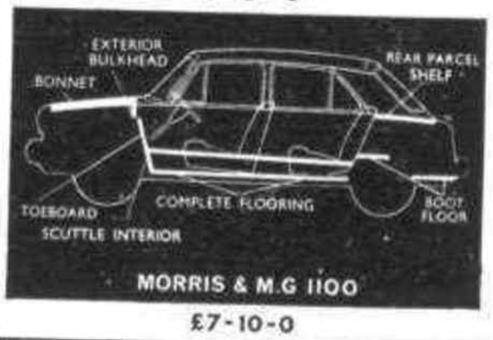
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RELUCTANTLY, my celebrated 1928 Bentley 6½ tourer, re-registered 1951, fitted high-speed Leyland 4.4 diesel. Vehicle all complete but batteries defunct; laid up 10 years. Inspection invited by appointment, thereafter any healthy suggestions considered. I am not greedy. Also a number of excellent tyres, 700 × 21 and 600 × 20. Morgan Giles, Tel.: Teignmouth 1407, Shaldon 2304 (Devon). [6137

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ASTON MARTIN DB2. Newly rebuilt Vantage engine. Michelin "X" tyres. Immaculate condition. £380, or exchange for Rolls. Tel.: Paddington 1548, London. [6142

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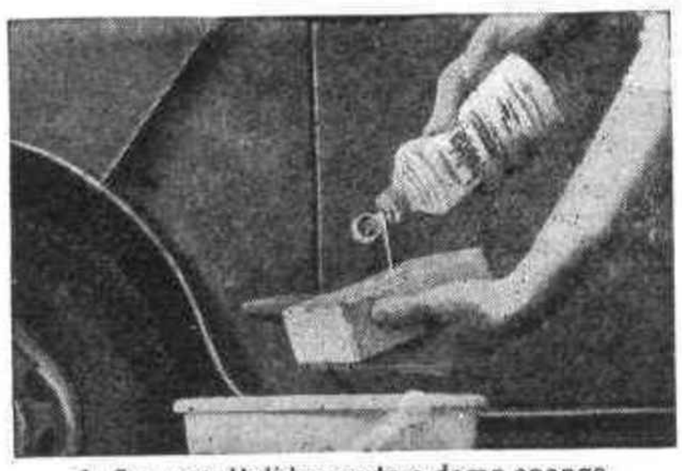
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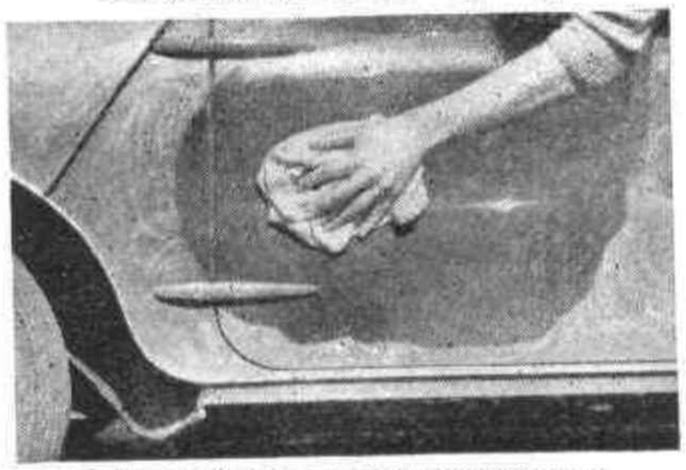
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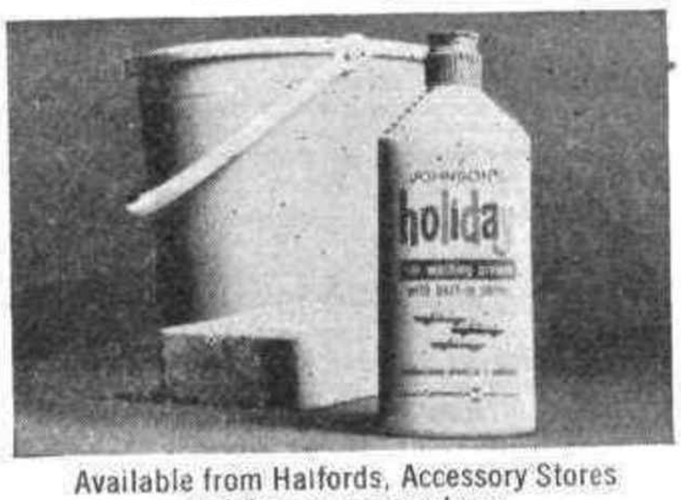
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1959 PEERLESS GT2, exceptional body, ivory. Overdrive, heater, discs. Fast and economical. £470. Booth, 3, Fernbank, Cockermouth, Cumberland. [6148

CLEARANCE. Car winch for trailer or transporter, £5. 30/98 Vauxhall crankshaft, £15. 30/98 gearbox, £10. Three 19-in. wire wheels, ex-Frazer Nash, £1 each. Tyres: Two good racing, 16 in. × 600, £2 each; two new unwrapped 18 in. × 4.50, £5 each. Neve, Wallspit House, Stretton, Warrington. [6149

AUSTIN HEALEY, 1955, BN1. Ivory/red. Overdrive, heater, recon. clutch, wire wheels. £275. Tel.: WAL 1079 (evenings), WHI 5466, ext. 56 (day). [6150

1955 MERCEDES 220A. Good condition. Radio. £400 or offer. 11, Lingfield Avenue, Kingston, Surrey. Tel.: KIN 7817. [6151

BENTLEY 3½, 1935, Hooper sports saloon. Good condition. £150. 4, Cleveland Avenue, Scarborough. [6152

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RILEY PATHFINDER, 1956. Excellent. Renewed throughout. Radio, heater. M.O.T. New tyres. £250 o.n.o. Johnson, Flat 6, Park Lodge, King's Road, Windsor. [6155

SUPERCHARGER, as new, for Triumph Herald. Cost new £85; accept £50 o.n.o. Tel.: Enfield 1628. [6156

COVENTRY-CLIMAX FWA, 1,100 c.c., Stage II, S.U.s, M.G.-A gearbox, complete except dynamo, 5,000 road miles only. Ideal for Sprite or Herald, etc. £110. Also 1960 D.O.T. Scrambler, excellent condition, just bored, new chains, tubes, clutch, etc. Any trial; ideal for beginner to the most exciting and cheapest form of "motor sport." B. Redman, Marsden Cottage, Brierfield, Lancs. Tel.: Nelson 66013 or Burnley 2211 (day). [6157

FIAT ABARTH 750 Zagato coupé. Recent engine overhaul and respray (red). Seen Worcestershire. Box No. Q.159. [6159

ALVIS TA14 drophead coupé, 1949 model, two-tone. Bills for £300 recently spent on recon. engine, gearbox, brakes, steering. New tyres; heater. M.O.T. Fast and economical. A smart character car. Will accept £165. Tel.: Ladbroke 6917 or Ladbroke 1085. [6160

CITROEN 2 c.v., November 1958, 30,000 miles. R.H.D. Attractive, reasonable condition. £200 o.n.o. Write Honderich, 5, Bramleys, Kingston-near-Lewes, Sussex. [6161

PORSCHE 1500 SUPER coupé, registered 1956. Reconditioned engine costing over £200 recently fitted by concessionaires: Telefunken radio, reclining seats. Bronze, blue interior. £325. 15, Blackthorne Close, Solihull, Warwickshire. Tel.: Solihull 6236. [6162

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1949 ALTA MINOR. Everything works. Start haggle at £125. Manchester, Tel.: HEA 4326. [6165

1929 BENTLEY 4½ tourer. Engine and chassis completely overhauled; new tyres, clutch, brakes, battery, wiring, etc. Fitted blower. Block recently rebored, fitted oversize pistons. £350. Also 1938 M.G. 2-litre saloon, excellent condition; new tyres, battery, clutch; painted. £55. Wallace, Cotswold House, Wotton-under-Edge. [6166

SHUNTED TR2, 1955, breaking. Rebuilt engine, £40. Gearbox, £18 o.n.o. Send s.a.e. for spares list. Wanted: 15-in. TR wood-rim wheel. Boswell, 95, Lower Thrift Street, Northampton. [6167

M.G. TA, 1937. M.O.T. May 1964. New king-pins and bushes. Very tidy, doing 60 miles daily. £65. Bailey, 19, Cromwell's Meadow, Lichfield, Staffs. Tel.: 3730. [6168

SMITHS IMPULSE TACHOMETER, 12v., 4-cyl., 0-8,000. Perfect. £6 10s. Sharpe, North Luffenham, Oakham. [6169

BENTLEY 3½, 1936. B.R.G./apple green. In first-class order after recent comprehensive mechanical overhaul. £400. Box No. Q.170. [6170

1933 LAGONDA 16/80 tourer, undergoing restoration. Much work done. Engine partly dismantled. Alvis gearbox, otherwise original. £60. Vauxhall-engined trials special. Professional body. Girling brakes. Astonishing performance. 90% complete. £40. Owner going South America. C. Leighton, 22, Oaks Avenue, London, S.E.19. Tel.: GIP 3184. [6174

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TR2, late 1955, V.G.C. TR3 grille, "X"s, heater, tonneau, soft-top, extinguisher, full harness. Red/black. Fast. M.O.T. Recent overhaul. £250 o.n.o. Clough, 136, Demesne Road, Wallington, Surrey. Tel.: Franklin 1441. [6171

DAIMLER CONSORT, 1952. Two-tone green. Spots, good tyres, safety belts. £150—only wants seeing. 90, Leicester Road, Shepshed, Leicestershire. [6172

1927 MORRIS OXFORD d.h.c., with dickey. Very sound and pretty smart. Two owners. Used intermittently but space now required. First reasonable offer, to Harris, Barn Close, Prestwood Drive, Stourbridge. Tel.: Kinver 2755. [6173

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JAGUAR XK150 S/E. coupé, white. New tyres; heater, overdrive. Exceptionally fast, smart car. £520 o.n.o. Tel.: Goring-on-Thames 84. [6176

IMMACULATE ROLLS-ROYCE, 1937, 25/30 Thrupp limousine, 68,000 only. Full history; photograph available. £315. 12, Lewis Drive, Chelmsford. [6177

CHRYSLER SARATOGA, 1958. Automatic. Radio, heater. Power brakes, steering, seats, windows. Taxed year. Beautiful condition. 32,000 miles. £845. Also Fiat 500C convertible, front engine, o.h.v. Registered Dec. 1959. Very smart and reliable. £95. Tel.: ADD 6269 (Surrey). [6178

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TR2, 1956. Unsuitable for Uganda posting. Red respray. Overdrive, heater, "X"s, spots, new tonneau. Bodily, mechanically excellent. £340 o.n.o. Tel.: Nottingham 44990. [6190

VINTAGE THOROUGHBRED, Austin Seven Nippy for sale. Original condition throughout. M.O.T. certificate. Excellent mechanically. Body needs very little attention. Please write: Mr. B. P. Smith, 494, Aylestone Road, Leicester. [6191

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FORD SHIRLEY 1172 Special. Redg. July 1962. All usual mods. Cost £375. Accept £275. Motorcycle taken part exchange. Brown, 33-35, St. Stephen's Street, Tonbridge, Kent. [6193

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ALFA ROMEO GIULIETTA Sprint, Dec. 1962. Never been entered in any competitions or any rallies. In immaculate condition, white with blue upholstery. 35 to the gallon. Mileage 10,000. 100 m.p.h. £1,500, H.P. arranged. Tel.: Ebbw Vale 2323. [6195

VINTAGE BENTLEY, 1928, 4½-litre sports 4-seater, in excellent condition. Many spares. £600 o.n.o. 498, Castle Lane, Bournemouth. Tel.: Winton 2636. [6196

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1930 SUPERCHARGED Alfa Romeo 1750, 2-seater sports body by James Young. Good order throughout. Bills for £400 spent on overhaul. Full weather equipment available but not fitted. Good tyres, some spares. M.O.T. £350. 69, High View Road, London, E.18. Tel.: Wanstead 0940. [6197

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S.S. JAGUAR, 1938, 2½-litre drophead coupé. Very good condition, B.R.G., excellent chrome. M.O.T. Taxed. £85. 5, Fairlie Gardens, S.E.23. Tel.: FOR 3322 (evenings). [6200

1952 DAIMLER 2½-LITRE, Barker special coupé. M.O.T. Best reasonable offer. Jones, 50, Renshaw Drive, Walton le Dale, Preston, Lancs. [6202

TWO BEAUTIFUL M.G. SA saloons. Private owner must dispose of one, but only one. Details from Hodson, 8, Ansdell Road North, Lytham St. Annes. [6203

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TA M.G., complete power unit: engine, gearbox, all accessories. Excellent condition. Box No. Q.206. [6206

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1930 FIAT 514 tourer. Excellent throughout. Unique. Completely rebuilt. Many spares. £125. Cowen, 6, Mossley Hill Drive, Liverpool, 17. Tel.: Allerton 4378. [6208

LANCIA ARDEA, 1953 series, R.H.D., 903 c.c., 5-speed gearbox. Considerable sums have been spent in bringing this model, used as family's second car, to virtually new condition. Genuine reason now forces sale at £230. Can be seen London mid-week, or at: Tattersall, Lea Brae, Peaslake, Nr. Guildford, Surrey. Tel.: Abinger 194. [6209

1933 J2 M.G. Reconditioned engine. New battery, brakes, clutch, etc. Very good body, aero-screens. £70. Tel.: Knight, Hainault 1629. [6210

RILEY LYNX SPRITE, 1936. A fast and hairy 4-seater tourer. Good hood, tonneau, carpets, upholstery, and excellent bodywork. Red with silver wheels. Engine reconditioned. £150 o.n.o. Mann, The Vicarage, Upwood, Ramsey, Huntingdonshire. [6211

1927 ERSKINE 6-cylinder 16.6-h.p. saloon. A rare and very original American car indeed, with outstandingly good body and loads of spares. M.O.T. cert. May 1964. In current use. Bargain at £150. Heap, "Ridgemere," Delamere, Cheshire. Tel.: Sandiway 2122. [6212

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A REALLY BEAUTIFUL red Ashley 1172 open four with full weather equipment. Lots of mods, extras, instruments, etc. All new components on tubular steel chassis. First registered 1961; never raced or rallied. Cost over £700. Will accept £350 o.n.o. H.P. arranged. 76, Dean Drive, Wilmslow, Cheshire. Tel.: Wilmslow 5400. [6214

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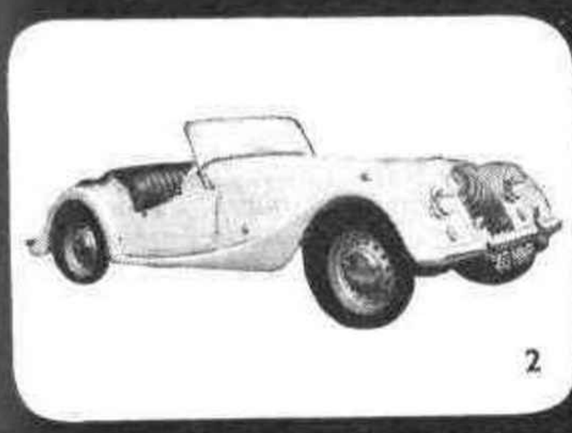
BENTLEY, 1934, 3½ Mulliner sports saloon. Good original condition. £225, or would exchange, cash adjustment either way, saloon or coupé, Riley 1½, Triumph roadster, or similar, W.H.Y.? Holland, 30, Village Road, Eastham, Cheshire. Tel.: EAS 1045. [6216

A VERY SPECIAL Mk. I Sprite. One devoted owner; May 1960; white with black interior. No accidents, rallies or races. It is spotless, fast, comfortable and quiet. Special suspension, bigger brakes, expensive carpets, fully-worked 997-c.c. sleeved engine, with sports cam, modified Cooper head, competition crank, bigger carbs., Sebring exhaust; electric pump, 9-spring clutch, Mk. II close-ratio gearbox, 4.55 axle, tonneau cover, sliding sidescreens, beautiful Sebring bonnet, etc., etc. £395. Artman, 34, De Parys Avenue, Bedford. [6217

OCTOBER 1959, white Austin Healey Sprite. Modified engine, tonneau, side windows, etc. One owner—never competed. Excellent condition. £350 o.n.o. H.P. available. Williams, 16, Venns Lane, Hereford. Tel.: 3367. [6218

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.


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LIST OF STOCK

£1,295 BUICK INVICTA power convertible finished in bronze cellulose with white hood and upholstery. All components either power operated or assisted including steering, brakes, hood, windows, seats, aerial, radio, etc. Whitewall tyres.

£1,075 1962 LOTUS Elite finished in primrose with natural hide interior. Special equipment. ZF gearbox. Safety belts.

£895 1960 JAGUAR 3.8 saloon finished in B.R.G. with matching interior, fitted with wire wheels, overdrive, heater, radio, etc.

£775 1961 HARRINGTON ALPINE Mk. II. Finished in pale green with black interior. Fitted with overdrive, heater, wing mirrors, one owner. Very low mileage. Excellent condition throughout. **(Photo 1)**

£765 1962 TORNADO TALISMAN, 2-door, 4-seater sports coupé. 12,000 miles only. Fitted with Cosworth 109E engine, disc brakes. Finished in blue with black interior. Fabulous performance.

£675 1955 model ASTON MARTIN, 3-litre, f.h.c. This beautiful motor-car has bodywork in B.R.G. with beige hide upholstery. Recent engine, gearbox, back axle overhual by Aston-Martin distributors.

£565 1962 MORGAN 4/4 Classic 1,340 c.c. engine. 8,000 miles. One owner. Finished in white with black interior. Heater, windscreen washers, tonneau cover. Pristine condition throughout. **(Photo 2)**

£565 1961 SUNBEAM Alpine Mk. I. Finished in leaf green with black interior. Extras include luggage rack, wire wheels. New tyres.

£525 1960 M.G.-A Roadster. Finished in red with black interior. Extras include radio, lockable boot, heater, "X" tyres, etc.

£525 1958 VOLKSWAGEN Karmann Ghia. Finished in Polychromatic blue with black and beige interior. Fitted with radio, heater and Continental bumpers. **(Photo 3)**

£495 1952 Reg. 1963 ASTON-MARTIN DB2. F.H.C. Finished in opalescent blue with grey hide interior. Excellent mechanical condition. Very clean bodywork.

£495 1960 T.V.R. Grantura. M.G.-A 1600 unit. Laystall Lucas crossflow cylinder head. 10 : 1 compression ratio. Finished in dark blue with beige interior.

£495 1954 reg. 1963 LANCIA Aurelia G.T. Finished in flame red with contrasting interior. Reputed to have had £800 spent on it during the last 6 months. Virtually faultless condition throughout. Fitted with radio, "X" tyres. **(Photo 4)**

£465 1961 AUSTIN-HEALEY Sprite Mk. II. Finished in primrose with black interior. Fitted with radio, heater, tonneau cover, etc.

£465 1961 Oct. M.G. Midget. Finished in carton red with red interior, extras include heater, safety belts.

£465 1959 PEERLESS. Finished in light blue with contrasting interior. Extras include o/d, radio, heater, twin spots, etc.

£465 1960 ELVA Courier, M.G.-A 1600 unit finished in white with red interior. One owner from new. Low mileage. Fitted with tonneau cover, wood rim wheel, etc. **(Photo 5)**

£435 1958 Model AUSTIN-HEALEY B.N.4. 100/6. 2/4-seater. Finished in metallic blue with ivory side panels extras include wire wheels, disc brakes, all round overdrive, heater, etc.

£425 1960 LOTUS Seven. This car is truly fabulous in appearance. Bodywork in indigo blue with white centre stripe, flared wings, wire wheels. Modified B.M.C. "A" series engine. Full weather equipment.

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£365 1956 M.G.-A Roadster. Finished in white with black interior. Extras include luggage rack, tonneau cover, heater.

£345 1960 AUSTIN Mini. Fitted with modified engine. Two-tone bodywork, seat covers, heater, rev. counter.

£345 1955 JAGUAR XK140. Finished in flame red with matching interior. Exceptional condition.

£345 1955 JAGUAR XK140, finished in green with matching interior. Fitted with radio, heater, etc. Excellent condition throughout. **(Photo 6)**

£325 1959 AUSTIN-HEALEY Sprite. Finished in B.R.G. with contrasting interior. Usual extras.

£295 1958 AUSTIN-HEALEY Sprite. Finished in blue with matching interior. Fitted with heater, reversing light, spot lamp.

£275 1954 AUSTIN-HEALEY 100. B.N.1. Finished in red and black with contrasting interior. Usual extras which include wire wheels, overdrive, heater, etc.

£275 1954 JAGUAR XK120 d.h.c. Finished in grey with red leather interior. Fitted with radio, heater, etc. Another at £195.

£275 1955 M.G. Magnette. Finished in B.R.G. with beige interior. Fitted with radio, heater. Excellent order throughout.

£255 1955 TRIUMPH TR2. Finished in metallic blue. An excellent car fitted with usual extras.

£245 1962 FORD BUCKLER Special, an exceptionally well made car in red with contrasting interior. Cost £600 to build. Very low mileage. All bills available for work completed.

£245 1955 SUNBEAM Alpine Mk. III 2-seater sports. This car is truly magnificent and probably the finest example of this *marque*. Finished in silver blue with red leather upholstery, overdrive etc.

£245 JOWETT Jupiter. Finished in pale blue with contrasting interior. Usual extras. Excellent condition throughout.

£235 M.G.TD. Finished in maroon. Excellent condition throughout. Choice of four others.

£225 1961 BERKELEY 3-wheeler sports. Finished in red with contrasting interior.

£225 1950 LOTUS Six. Fitted with 1,172 c.c. Ford engine. Highly modified. Wood rim alloy steering wheel.

£225 1935 HUMBER Pullman Landaulette—this fabulous vehicle has had one owner from new and has covered a total mileage of 70,500.

£215 M.G.TC. A superb example finished in green with beige interior. Recon. engine. New weather equipment. First-class condition throughout.

£195 1959 FAIRTHORPE Electron Minor. Finished in red with black interior. Tuned Herald unit.

£195 1955 AUSTIN A.30 saloon. Finished in black with red interior. Fitted with Sprite engine—very fast.

£145 DELLOW, 1,172 c.c. 2-seater sports, twin carburettors. New weather equipment. Finished in red. Excellent value.

£145 1952 SUNBEAM Talbot 90 d.h.c. An attractive car in grey and burgundy. Usual extras.

£115 TRIUMPH Roadster 2000. Finished in black with red hood. Excellent general condition.

FOR SALE—*continued*

1933 LAGONDA 16/80 tourer, undergoing restoration. Much work done. Engine partly dismantled. Alvis gearbox, otherwise original. £60. Vauxhall-engined trials special. Professional body. Girling brakes. Astonishing performance. 90% complete. £40. Owner going to South America. C. Leighton, 22, Oaks Avenue, London, S.E.19. Tel.: GIP 3184. [6174

CLASSIC VINTAGE 1927 Sunbeam 3-litre sports saloon by Weymann. Most attractive fabric body in beautiful condition. Engine and mechanics near perfect. Ideal V.S.C.C. events. Must be seen at £145 o.n.o. Please Tel.: Enfield 1628, or office 8444 (day). [6219

1933 RILEY MENTONE, excellent condition, restored 1961. 100% Riley except fitted with 1950 Sunbeam Talbot 80 engine. £120 o.n.o. P. W. Hall, Grange Hostel, Farnborough, Hants. [6220

TR2, 1955. Red. Radio, heater, overdrive, leather, Michelin "X." Usual extras. Above average. £275 o.n.o. 36, St. James' Close, Huncote, Leicester. Tel.: Narborough 3199. [6221

1959 TR3A. Blue. "X"s. Several extras. £470. Manson, Tel.: Wallington (Surrey) 3091. [6223

1951 LAGONDA convertible, 2.6-litre, 105 b.h.p., 90 plus m.p.h., 19 m.p.g. Recorded miles 66,000. Meticulously maintained, including overhauled engine, relined clutch and brakes, replaced shock-absorbers. Michelin "X" all round. £345. Box No. Q.224. [6224

TRIUMPH ROADSTER 1800. Splendid condition throughout. £175, offers. "Glenhurst Farm," Claverdon, Warwickshire. Tel.: 467. [6225

RILEY, 2½-LITRE, 1952, immaculate, many extras. £245 o.n.o. Clements, "The Horns," Marlow, Bucks. Tel.: Marlow 2537. [6226

HILLMAN MINX 1949 saloon, body welding required; offered for dismantling. Near Wigan. Box No. Q.227. [6227

M.G. 1932 MAGNA "F" chassis with Magnette engine. Overhaul almost completed. Offered for dismantling. MG.1491. Unused since 1954. Near Wigan. Box No. Q.228. [6228

BREAKING M.G. PA. O/s. rears, minus crankshaft. Offers in writing. Toye, 29, Aragon Court, Hainault, Ilford, Essex. [6229

ELVA COURIER, M.G.A. 1500 engine. Unraced, under 12,000 miles and sale because long illness. Twin brake cylinders. 30 m.p.g., 80 m.p.h. 3rd. Over 100 top. Fiesta Blue. Racing steering wheel, blue hide Dunlopillo seats, heater, many extras. 350 gns. o.n.o. 4, Grove Road, Billericay, Essex. Tel.: Billericay 1653. [6230

JAGUAR, XK120, 1951. New engine, excellent mechanical condition, M.O.T. "X" tyres, red and grey. £175. Barron, 139, Privett Road, Gosport. Tel.: 81297 [6231

M.G.TA. Rebuilt, interior re-trimmed, resprayed B.R.G., hood, sidescreens, tonneau, heater, windtones, photos available. M. Hoskins, 64, Victoria Road, Exmouth. £160. [6232

AUSTIN HEALEY SPRITE, 1961. 16,000 miles. Mint condition, many extras. £415. Tel.: CREscent 9654 (Ilford, Essex). [6234

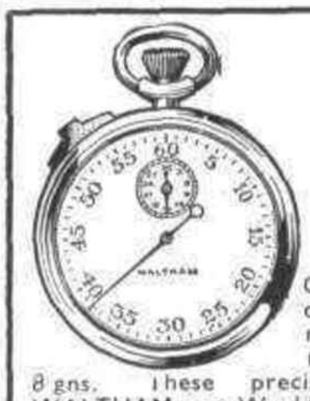
AUSTIN HEALEY SPRITE, Mk. II, 1961. Heater, tonneau, new "X"s, immaculate throughout. Any inspection invited. £465. 2, Manor Cottages, Wickhamford, Evesham, Worcs. [6235

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GETTING MARRIED, therefore forced to sell my beautiful 1954 T.F. 1250, Laystall Lucas conversion, engine reconditioned 3,000 miles ago, radio, new hood, five new "X"s. £375 o.n.o. Tel.: Redhill 4116 [6236

TR3. Hard/soft top, heater, wood wheel, belts, "X" tyres. 1956. A really immaculate car; any test. £300. 145, Guildford Road, Southport, Lancs. Tel.: Southport 68824. [6237

1954 XK120. F.h.c. special equipment. Wire wheels, "X"s, radio. Superb original condition. £325. Tel.: VIG 0860. [6238

ALVIS TA 21, saloon, 1951. Maroon and silver with red leather upholstery; radio, heater, all extras, excellent condition throughout. What offers? Write Hastings, Galloway Arms Hotel, Crocketford, Dumfries, Scotland. [6239

ALVIS TA 14, shooting brake, 1948, buff. In excellent condition throughout; body resprayed, engine overhauled 1,500 miles ago. One owner since new. Reason for sale—one car sufficient. Offers. Write Hastings, Galloway Arms, Crocketford, Dumfries, Scotland. [6240

SS100 2½. Good condition. Offers. 7, Hesketh Road, Southport, Lancs. [6242

ALVIS: TJ 12/50 wide 2-seater, TL 12/60 sports 4-seater. M.O.T., taxed. 410, Station Road, Dorridge, Solihull. [6247

MAGNIFICENT ALVIS. Speed 20. 1934 Vanden Plas tourer. Balanced engine oil cooler. All new brake linings and tyres when M.O.T.'d this year. I.f.s., all synchro gearbox, single shot lubrication, new tonneau cover and hood bag; good weather equipment. Excellent ivory body, red interior and wheels. Interesting history; reluctantly parting at £165. Evenings, weekends only. 66, Vicarage Lane, Great Baddow, Chelmsford, Essex. [6248

BRISTOL 405. Regd. 1955, black, 4-door model, two owners. New tyres, brakes relined February, taxed March 1964, excellent mech. condition. Box No. Q.249. [6249

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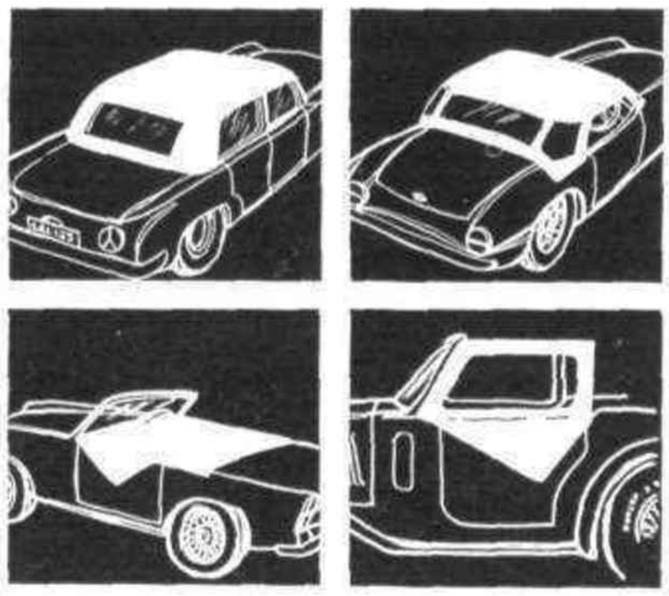
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VOLKSWAGEN, 1959, DE LUXE. 35,000 reliable miles, one owner's possession. Bought and serviced from new, Arnolds, Manchester. Car with new tyres, exhaust system, extras. Must be sold in settlement of Estate. Inquiries in writing or in person to: 9, Brookfield Road, Walmersley, Bury, Lancs. [6250

XK140. F.h.c. special equipment, "X"s, radio, blue. 17 August 1955. This "Jag" has been stored for the past three years. 8,000 miles. £400. Last taxed May 1960. M.O.T. 78, Upton Road, Moreton, Cheshire. [6251

SINGER 9, 1933, Sports Coupe. Good condition, twin-carbs., hydraulics. Complete car of spares. £65. Sandiway, Cheshire. Tel.: 3281. [6252

VINTAGE LAGONDA, 1930. 2-litre open tourer, black, in good condition. £170. Rolph, 63, Greencourt Road, Petts Wood, Kent. Office tel.: VICtoria 8494. [6253

100E ELVA. O.h.i.v. conversion. Just reconditioned. £30 o.n.o. Holmes, 23, Carysfort Road, Crouch End, N.8. [6254

M.G. VA SPORTS, 1939. All spares available, including new hood costing £20. Best offers. Box No. Q.255. [6255

VETERAN 1905 ALBION 16 h.p. 2-cylinder limousine. Very elegant reliable car in current use. Enquiries to Box No. Q.256. [6256

PRE-SELECTOR GEARBOX, Wilson-type ex-Riley. Good condition. £5. 51, Spring Street, Wool. [6257

MORGAN: SUPER AERO, sports, 1930. Almost unused beautiful 1,000 c.c. s.v. w.c. Anzani V twin. Very fast, mechanically sound. Body in exceptional condition. Spares: 1924 ex-Brooklands 1,100 c.c. o.h.v. w.c. J.A.P. 1,000 c.c. o.h.v. w.c. Matchless. 3-speed box (stripped), exhaust shields, hood frame, unfinished fibre glass top. £95 o.n.o., or part exchange for G.T. special. Cash adjustment. View by appointment. Mr. M. Garman, 1, Lower Pendent, West Hoathly, Sussex. [6258

TRIUMPH Roadster 2000, 1949. Green/red. 3,000 miles since new engine, clutch, etc. New hood, tyres. History. Second car. Condition excellent. £205. Wynne-Tyson, Fontwell, Sussex. Tel.: Eastergate 3302. [6259

AUSTIN SWALLOW saloon, 1932. M.O.T. In everyday use. Bags of spares. Best offer accepted. Stork forces sale. K. U. Ratcliffe, 77, Greenwich Avenue, Basford, Nottingham. [2260

FRAZER NASH-B.M.W. 327/80. 4-seater cabriolet. Very fast, excellent bodywork finished in two-tone blue with very good hood. New silencer and engine overhauled. £165. 8, Rugby Street, Blackpool. [6262

AUSTIN HEALEY 100/6, 1957. Blue (cream hard/soft top), tonneau, o'drive, wire wheels, spot, fog, radio, heater, etc. £400 o.n.o. E. G. Negus, Jenkins Farm, Bulmer Tye, Sudbury, Suffolk. [6263

TRIUMPH, 1934, 10.8 h.p. Monte Carlo tourer. Dismantled but complete. Fair mechanical order. Any offers considered before the scrap man calls. Parental ultimatum forces sale of restorable vehicle. Dyson, Hillcrest, Hellidon, Daventry, Northants. [6264

M.G. TA, 1938, in daily use. £100. Wood View Farm, Birkby Road, Huddersfield. Tel.: 7898. [6266

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Photograph by courtesy of Autocar

Alfa Romeo Alfa Romeo (G.B.) Ltd., 142 Holland Park Avenue, London, W.11. Bayswater 7952

FOR SALE—*continued*

RARE K2 ALLARD, 1951, 2-seater sports. Reconditioned engine, new clutch; excellent mechanical condition. £120 o.n.o. Hull, 45, Chesterfield Road, Bristol, 6. Tel.: Bristol 41851. [6448

RARE 1947 ROVER tourer. Complete rebuild just completed, including engine transmission, brakes, new hood, steering and respray. Receipts for £256. Not yet run-in. Price £350 o.n.o. Barry Farmiloe, Redminster, Thurlstone, Nr. Sheffield. Tel.: Penistone 3260. [6449

TR3, 1959. B.R.G. Hard-top; "X"s 3,000 miles old, new spare; w/washers, heater, 3-gear o/d., luggage rack, undersealed. £500. Jeffreys, Tel.: Holborn 8645 (office hours) or Whitstable (Kent) 3729 (evenings and weekends). [6451

105E ENGINE, starter, dynamo, distributor, petrol pump, as new. Also gearbox, clutch, flywheel, bell housing, engine plate; new. £65 lot. 26, Weymouth Road, Chelmsford. Evenings. [6452

1954 TR2. Alfin brakes, wire wheels, "X" tyres, twin exhausts. Mechanically excellent, bodywork poor. Taxed, M.O.T., etc. Only £185, must sell. Tel.: Chorlton 7981 (weekends). [6453

1940 M.G. TB. 7,000 miles on reconditioned engine. Radio, spotlight. New: steering box, hood, sidescreens, three tyres, coach-painted red. £165 o.v.n.o. North, "Oakleigh," Station Road, Rothley, Leics. [6454

M.G. PB SPARES. Dismantled engines, gearboxes, dynamos, axles; many others. Any component supplied cheaply. M. R. Strong, Newland Garage Flat, Sherborne. Tel.: 174. [6455

RILEY 1.5, 1958. Overhauled. Belts, undersealed. Excellent condition. £350. Tel.: High Wycombe 242. [6456

1959 3.4 JAGUAR, 22,000 miles, one owner. Indigo blue. Chrome wire wheels, "X" tyres, Koni shockers, slip differential rear axle, de luxe front seats, overdrive, laminated windscreen, £20 seat covers, radio, twin speakers. One of best in country. Cost £1,965. £775; take smaller car part exchange. 431, Upminster Road, Rainham (Tel.: 2136), Essex. [6458

1934 3-LITRE BROOKLANDS Sunbeam—known as "Martin Special"—just been overhauled. Tel.: Stratford-on-Avon 4602 (daytime). [6460

FORD SPECIAL, regd. 1960. Built at Arden Racing & Sports Cars Ltd. A fantastically fast car. Offers. Tel.: Stratford-on-Avon 4602 (daytime). [6461

N.S.U. PRINZ, 1959, L.H.D. One owner. Excellent condition. Continental rack, new tyres, battery. Workshop manual, electric washers. £195. Goodacre, Thatched Cottage, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 620. [6462

H.R.G. 1100, 1947. Excellent condition all round. M.O.T. £155. White, 6, Ashley Road, Sheffield. [6463

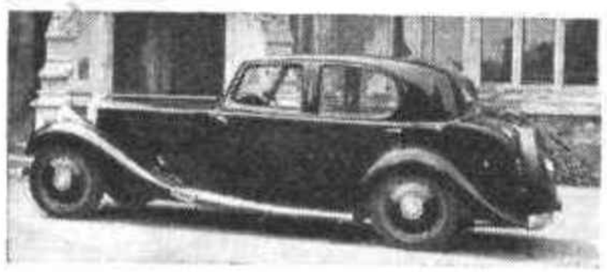
TRIUMPH SPITFIRE, 1963, two months old, 700 miles only; used as third car by tall owner who finds it too small. B.R.G. Washers, seat belts, heater, Mercury discs. Taxed June 1964. £635. Tel.: Milford-on-Sea 234. [6464

M.G., 1934. Rare alloy body. New hood, gearbox, battery, dynamos. £65. Tel.: Ashton-under-Hill (Worcs) 206. [6465

RILEY LYNX SPRITE. Exceptional condition. Crossflow head. 37,000 miles since 1947. Must be sold, £125 o.n.o. Simpson, 44, Peart Street, Burnley, Lancs. [6467

JOWETT JUPITER, 1952. Reconditioned engine being run-in. Good bodywork. £110 o.n.o. Onyett, 40, St. Chad's Road, Derby. [6472

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25/30 1936 Mulliner full 7-passenger limousine. Hide throughout. Very fair car at a very modest price. **£165**

20/25 1935, G.O.H. Series, sports saloon by William Arnold with projecting boot, extremely attractive lines. Believed two owners only and in extremely nice order throughout. Grey with Brown hide, radio and heater. **£375**

20/25 1937 G.T.K. Series, full 7-passenger swept-tail limousine by Crosbie and Dunn. In first-class order throughout. **£245**

20/25 1932 Series, Carlton 4-seater Convertible. Pretty body, good chassis, good interior and hood, but paintwork only average. As it is **£500**

20 1926 Series. Very attractive 2-door, 4-seater fixed-head coupe. Replica coachwork by Mulliner fitted approximately 1936. Good chassis, sound coachwork. A trifle untidy, hence realistic price of **£135**

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LOTUS 7, SERIES 2, 1961. Red and aluminium. B.M.C. "A." Two S.U.s, h.c. head. Never raced. £350. Sedgwick, Holgate House, Cononley, Yorks. [6469

M.G. TA, 1940. Completely reconditioned. Fitted TC engine. Extras, TA engine. Must sell, family reasons. £110 o.n.o. 97, Kiln Lane, Milnrow, Rochdale. [6470

XK120 F.H.C., April 1954. £220. Taxed. M.O.T. Tel.: Crawley 23588. [6471

VANGUARD ESTATE, 1955, very good condition, well shod, good engine. Heater, radio. Engineer owned and maintained; any trial; taxed Oct. £140. Lines, 32, Rochester Avenue, Morecambe. Tel.: 213. [6473

VERY SMART 1953 M.G. TD. Replacement: engine, good tyres. Too many extras to name. £295 o.n.o. Cash or H.P. Further particulars: Tel.: Watford 29863. [6474

M.G. TC, 1947. Recent hood, new steering. Red. 19-in. wheels. Bargain £140. Stork forcing sale. Tel.: Harlow 21774. [6475

TR4, 1962, 11,000 miles. B.R.G., with black leather interior. Fitted overdrive, heater, wire wheels. Mint condition throughout, being owner driven and works mantained since new. Available mid-August at £790. Inquiries: 215, Beechwood Avenue, Coventry. [6476

A.C. SPORTS saloon, 1948, good condition. M.O.T. £95. Box No. Q.477. [6477

M.G. TC. Very smart in black with red trim. Excellent hood and screens and well shod. Winkers, luggage rack, fog-lamp and many new parts. £175. Casey, 67, Burlington Avenue, Kew, Surrey. Tel.: PROspect 6883. [6478

H.R.G. 1,500c.c. Alloy body and drums, cycle wings. Very potent machine, ex-team car. Aero-screens, full screen, i.f.s. B.R.G. Offers. 4, Croxteth Hall Lane, Liverpool, 11. [6479

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CITROEN 2 C.V., 1956. Breaking for spares or £35 o.n.o. complete. Good engine, gearbox, new tyre. Tel.: Nottingham 82400. [6269

LAGONDA. Warwick Wright Rapier, 2-seater, two in existence. Good condition, 30 m.p.g., many bills, some spares. £230 o.v.n.o. Tel.: Nottingham 82400. [6270

BENTLEY 3½-LITRE, 1934. Close coupled sports saloon by James Young. Good condition. Photographs and full history available. £320. Apply Box No. Q.271. [6271

1950 RILEY 2½, nice condition, taxed, tested June 1964. £80. 135, Chanctonbury Road, Burgess Hill, Sussex. [6274

WOLSELEY HORNET red sports 2-seater. Rebuilt. Believed only one now existing. Gardiner, Rushock, Droitwich. [6276

ALVIS 12/50 4-seater tourer, 1927. Completely rebuilt and restored this year. Perfect. £150. Full details and photo available. Box No. Q.278. [6278

ROLLS-ROYCE 1929, 20 h.p. tourer, complete and original—offers. Box No. Q.279. [6279

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M.G., 1953, TD. Excellent. Tested. B.R.G. Positively no haggling. At £200 it's really a bargain. 28A, School Green Lane, Sheffield, 10. Telephone 35080 evenings. [6286

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M.G., 1951 Y-type. Everything in good working order, M.O.T. 1964, used daily. £135 o.n.o. Also 1939 2.6-litre M.G. gearbox, 50/- o.n.o. Tel.: Hayes 3489. [6290

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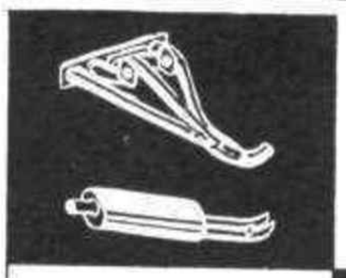
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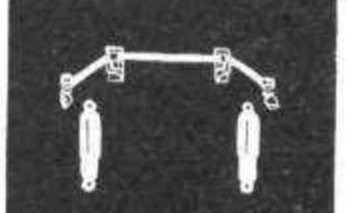
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BRITISH SALMSON, 1936 saloon. In good order for year. M.O.T. £60 on..o. 79A, East Street, Chichester. [6302

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ALVIS 25. V.D.P. 2-door saloon. Details on request. £350 o.n.o. Box No. Q.306. [6306

M.G. MIDGET Mark I, Jan. 1963. Almond green, heater, woodrim wheel, radio, B.M.C. warranty. £500. Tel.: Rainham, Essex 5774. [6307

1955 ALVIS Grey Lady. Very clean, sound condition, radio, heater, taxed, tested. £200. Gough, 75, Granley Road, Cheltenham. Tel.: 28278. [6308

RILEY KESTREL, 1935 in daily use. Well-preserved, newly sprayed, tested, all systems go. Over £60 just spent on details. £165. Tel.: CHI 0557. [6310

1958 M.G. ZB. Red/tan leather. Excellent condition, fitted alloy Derrington cross-flow head, high lift cams, new S.U.s, power brakes, Konis, anti-roll bar, rad., blind, twin speaker radio Helphos searchlight, map reading light, three spare wheels all good "X"s. Not raced or rallied. Reason for sale. Bargain at £450. Box No. Q.311. [6311

BENTLEY, 3-LITRE, Red Label short chassis speed model. Registered June 11th 1929. With elegant drophead (three-position) coupe body. Rebuilt to Concours condition this year. Genuine inquiries to Box No. Q.313. [6313

ALVIS SPEED 25. Charlesworth saloon, 1937. Original aluminium body, black. Reconditioned engine, interior needs relining, two spare P100 headlamps. £155. Brooke, Badgers End, Drayton Beauchamp, Aylesbury. Tel.: Aston Clinton 446. [6314

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1960 HEALEY 3000, 2/4-seater, ice blue/ivory, hard/soft tops, tonneau, servo-brakes, twin spots, etc. Perfect condition, available end of August. £600. J. Bliss, 28, Javelin Road, R.A.F., Thorney Island, Emsworth, Hants. [6316

ALVIS SILVER EAGLE, 1936. All aluminium open tourer body by Cross and Ellis, very rare example. Good condition throughout, some spare tyres available. Price £100 o.n.o. Whippey, Flat 4, Bridge House, Knaresborough, Yorkshire. [6317

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LAGONDA, 4½-LITRE, 1934. M45 d.h.c., dark green. M.O.T. Old engine block and parts, good tyres, new batteries. Needs new hood, hence price of £125. P. Genge, Horsey Lane, Bath Road, Bridgwater, Somerset. [6322

£130. 1931 12/60 ALVIS. Replica beetleback, narrow 2-seater and dickey. Good hood, rebuilt starter motor, clutch, shock absorbers, rear spring hangers. Close ratio box, twin s.u., external exhaust. Letters please, Younger, North Lodge, Frolbury Manor, Sutton Abinger, Surrey. [6323

JAGUAR MK. V SALOON. Regd. 1950. Very fine example of this classic car. Perfect mechanical condition, fitted four new "X"s, battery, etc. Finished in black with tan leather interior. £125, no offers. Wood, 5, Heyside Avenue, Royton, Lancs. Tel.: Shaw 7662. [6324

ALEXANDER-TURNER Mk. II, July 1961, 950 B.M.C. with Crossflow Alloy head, 64 b.h.p., wire wheels, spots. Genuine 7,000 miles, immaculate pale blue. £475 o.n.o. Southcombe, Moonfleet, Milborne Port (Tel.: 325), Nr. Sherborne, Dorset. [6325

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M.G.-A. C/ratio gearbox, reconditioned, £27 10s. Also wire wheel, good condition, £4. Offers, details, McElroy, Riverside Bungalow, Potters Lane, Samlesbury, Preston. [6326

EYE-CATCHER. Singer le Mans (1934). Pale blue, red interior, open, two occasional rear seats. Rebuilt to *Concours* standards and as new throughout. Tel.: WIL 1344 for photo/inspection. £150. [6327

WOLSELEY HORNET SPECIAL, 1934. Maltby coachwork, excellent condition, spare engine, tonneau cover. What offers? Chatters, 23, Ashden Walk, Tonbridge, Kent. [6328

£100 TO ANYONE selling my beautiful ivory 1939 Cab.A 320 Mercedes-Benz, believed unique in Britain. 3.4-litre engine, original additional overdrive gearbox. £1,200 o.n.o. 1,200 manhours renovation, fantastic condition. Thomas. Tel.: WELbeck 8327. [6329

M.G. TA. Excellent condition, including spare gearbox, etc. £95. 1, Woodman Close, Bromsgrove Road, Halesowen, Near Birmingham. [6330

1934 LAGONDA RAPIER, 1,100-c.c. 2-seater, body and mechanical condition excellent. Clutch, gearbox, steering overhauled. New hood, tonneau. £125 o.n.o. Unsworth, 79A, Victoria Road, Cambridge. [6331

"B" MODEL FORD, 1933 saloon. Taxed, good example. £50. 1937 Austin Seven van. M.O.T. Original, unusual. £25. Austin Seven tourer, 1930. £25. Randall, Robin Bank, Dittons Road, Polegate, Sussex. Tel.: Polegate 92. [6332

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VOLKSWAGEN, 1960, de luxe saloon. Indigo blue. Genuine mileage 36,000. This car is in fine condition and has been owned, driven and maintained by me since new. Winkers were fitted as standard equipment and extras include Irving double seat belts, wing mirrors, wheel trims, etc. Price £435. Burton, 12, Chisenbury Court, Enford, Pewsey, Wilts. Tel.: Enford 231 evenings. [6335

M.G. COMPLETELY REBUILT from one of the 1930 Le Mans racing cars and an "M" sports by vintage specialists. A really fine car suitable for club competitions or touring. Engine extensively tuned. Further details, photo, write Yew Tree Cottage, Honey Hill, Wokingham, Berks. Tel.: WOK 1436. [6337

RILEY, 1935, 1.5 Special Series Kestrel. Mechanically, bodily sound. Fast, daily use. Company car forces sale. First reasonable offer from genuine enthusiast accepted. Write Mitchell, Flat 27/203, Wensley Road, Reading, Berks. [6338

M.G. PA (1935). Engine rebored and crank ground. 16" wheels, good tyres, relined brakes, body rough. Dormant for last two years, but towable and ideal for young enthusiast. £45, or might split. Box No. Q.339. [6339

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REAR SEAT FROM Renault 4L. Very comfortable. Suit light van. £5 delivered, or offer. Hobbs, 40, St. Luke's Road, Maidenhead. Tel.: 28195. [6341

ROLLS 20/25 sports saloon, December 31st, 1934. Rebored, reground, resprayed green and gold; large boot, six wheels, discs, photo. £325. Pair P100s double filaments fitted. £10. Box No. Q.342. (Tyneside). [6342

M.G. TC, 1949. Immaculate cond., taxed, tested. New hood, steering, k/pins, brakes, tonneau, spots, w/tones, flashers, other extras. £190 o.n.o. Tel.: Dartford 25070 evenings. [6343

SPRITE MK. I, 1961. £360. 91, Churchdale Road, Sheffield 12. Tel.: Sheffield 399070. [6344

AUSTIN-COOPER, APRIL 1962. 17,000 guaranteed. Restall seats, Webasto roof, high final drive, new Michelin "X"s. No competitions. £430. Charles Robin, 5, Bedford Street, Belfast. Tel.: 27288. [6345

A.C. ACE-BRISTOL, 1959, in immaculate condition. Fitted heater, curved screen, tonneau cover, etc. Very low mileage. £740 o.n.o., exchange considered. Tel.: Frensham (Surrey) 3249. [6346

ALFA ROMEO GUILIETTA sprint veloce. Superb condition and small mileage. One of the rare original lightweight bodies finished in Alfa red. Offers. Howes, Keeper's Lodge, Bainton, Stamford, Lincs. Tel.: Bainton 353. [6347

M.G. TC, 1948. New tyres, battery, brakes relined, mechanically sound, needs respray. £140 o.n.o. Tel.: Swakeleys 2345. [6348

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B.M.W. 2-LITRE SALOON. Handles like a sports car. Spare twin-carb. manifold, Marshall spot, 1960 registration. £45. Ben Courage, Bedelands Farm, Burgess Hill, Sussex. Tel.: 3236 before wedding bells! [6350

ALFA SPIDER—opalescent blue, immaculate. Must be seen. £575. Tel.: Birmingham CEN 7771. [6351

ASTON MARTIN, 1932, International. Excellent condition. M.O.T. insured. £200 o.n.o. Knight, 1, Barkfielday, Formby, Nr Liverpool. [6352

M.G. TF, 1954. Red, 1500 engine, heater, washers, badge car, spot, wing mirror. Spare 1250 engine, short of timing gears, chain, rocker gear, oil pump. £360 the lot o.n.o. Bartlett, 15, Lashford Lane, Dry Sandford, Abingdon, Berks. [6353

1928 AUSTIN 12/4 tourer. Original throughout, needs restoring; space urgently required. Longmate. Tel.: Boston 4550. [6354

SINGER LE MANS and '47 10 h.p. engines; accessories, gearboxes, springs, tank. Le Mans body parts, instruments, radiator. M.G. TA/B engine, accessories, gearbox, pair 19" wheels. Pairs 4.50 × 17", 18" and 19" tyres. Good 6v and 12v batteries. Please write: Benington, The Twitten, Crowborough. [6355

1958 M.G.-A 1500. Grey. Heater, washers, good condition. £340 o.n.o. Tel.: Romford 49271. [6356

JAGUAR 3½-LITRE SS 100, 1939. 60,000 since complete rebuild. Recent engine overhaul, excellent tyres, hood, screens, etc. Body metallic grey. Age of owner not car forces sale. Nearest £400. Bosher, Old Forge, Flaunden, Hemel Hempstead, Herts. Tel.: Boyingdon 2318. [6357

RILEY 2½-LITRE saloon, 1952. Not low mileage but mechanically reasonable. Recent decoke, M.O.T. certificate, tyres, chrome, interior trim very fair, roof perfect, white cellulose near immaculate. £175. 106, Chalkwell Avenue, Westcliffe. Tel.: Southend 73517. [6358

CHEAP INSURANCE after October. 1932 Alvis 12/50, good order, M.O.T. Best over £110. Adams Chapel Bungalow, Colsterworth, Lincs. [6359

SPRITE 1960. Unraced, immaculate condition. Shorrocks supercharger, disc brakes, wire wheels, many other extras. Offers. Tel.: Bannister WES 1868. [6360

IMMACULATE BRISTOL 401, many 403 mods. Engine recently reconditioned, radio, workshop manual, etc., bargain at £325. 39, Manor Road, Borrowash, Derbyshire. [6361

LOTUS 6 M.G. XPEG 1500 engine. Balanced c/-flow head, balanced c/r box, good R5's, very quick. £235. Dellow, 1951, good condition, new hood, battery, £115. Aston Martin saloon, 1937. Running but needs work. £60. Tel.: Solihull 5955. [6362

1936 AUSTIN SEVEN saloon, nice condition, good tyres. £22. Harmer, "Jesmondene," Herstmonceux, Sussex. [6363

VINCENT BLACK SHADOW, Series C, 2,000 miles since rebuilt, as new. Mitchell, 65, Clifton Hill, London, N.W.8. [6364

1933 AUSTIN 10 Cabriolet ALE 58. Daily use. New battery, four good tyres. M.O.T., taxed year. Bentley headlamps, newly valspared limelight. £50. Tel.: Buxted (Sussex) 3246. [6365

SPORTS LEA-FRANCIS 2½-litre. Superb example. 2/4-seater, w/u windows, 100 m.p.h. +, real crowd gatherer. Host of spares including complete engine. Worth £300, will sell regretfully for only £195 o.n.o. Due to increase in family. Richardson, "Leafonda," Swillington Lane, Leeds, 15. Tel.: Garforth 2962. [6368

M.G. TC. Bodily and mechanically excellent. An outstanding example of the marque. Tel.: Nottingham 23-21-31 after Aug. 12th. [6369

RILEY ADELPHI, 1937. Excellent all-round condition. Engineer owned and maintained last seven years. Bereavement now forces sale for £95. Deliver anywhere. Tel.: Bridgerule (Cornwall) 306, evenings between 8 and 9 p.m. [6370

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VW/JUDSON SUPERCHARGER. Good condition. £20 o.n.o. Weber, 107, Ashley Road, Parkstone, Poole, Dorset. [6372

M.G. TD. Good condition. Bills for £200—£170. Bentley, 3½-litre coupé—£120. Joy, St. Thomas's House, S.E.1. Tel.: WAT 5656 or 4625. [6373

1928 RILEY Mk. III saloon. M.O.T., new c.w.p., battery good condition, must go, other vintage interests. £80 offers, 2, Trafalgar Road, Greenwich, S.E.10. Tel.: GRE 3989. [6374

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APRILIA. Very good condition throughout. H/C pistons, new bearings, "X" tyres. Spare car less body. £90. Still, Inglemount, West Coker Road, Yeovil, Somerset. Tel.: West Coker 316. [6379

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FOR SALE—*continued*

RILEY 2½, 1952. Good condition. Well maintained. M.O.T. cert. Bargain at £110. Tel.: Cobham 4787, for full " gen." [6482

HARD-TOP for Austin Healey 100/6, as new. £38. Box No. Q.484. [6484

SINGER ENTHUSIASTS NOTE. Changed plans necessitate stable clearance. 1956 Hunter de luxe, 32,000. 1953 1500 roadster. Delightful examples, Also 1947 roadster, M.O.T., reliable, presentable. 1934 Le Mans 4-seater. 1933 Le Mans f.h.. coupé. Both worth restoring. Photographs, full frank details. Send s.a.e. or call. Blythe, 16, Fern Avenue, Willington, near Derby. [6485

RILEY 1½ R.M.E., 1953. Engine rebuilt July 1963. Two new Firestones, battery. H.M.V. radio, heater. Excellent. £235 o.n.o. 6, Chester Road, Watford. [6486

INVICTA 1½-LITRE open sports 4-seater. Magnificent P.V.T., in faultless condition, complete with spare engine, gearbox, axles, etc. £225. 21, Hill Street, Summerseat, Bury, Lancs. [6487

PORSCHE 1500 cabriolet, colour red. Recent respray. Reutter seats, Koni shocks, Motorola radio. Just decarbonised at 68,000 miles. Very good condition. £550. Swift, 18, Shepshed Road, Hathern, Loughborough. Tel.: Hathern 447. [6488

TOJEIRO RAPIER, 1959. Ace all-ind. chassis. Modified 1500, special cam, pistons, pump, sump, twin S.U.s, 15-in. k.o. wheels, 11-in. turbo brakes. Alloy body with head fairing. Electric fan. Low mileage. £275 o.n.o. Big sports with duff or less engine taken part exchange. Photo. Foster, 16, Manor Road, Sealand, Chester. [6489

BRISTOL 401. Overhauled engine, radiator; brakes relined; new battery. Radio, heaters. Certificated. Taxed November. Nearest £200. 51, Denton View, Winlaton, Blaydon-on-Tyne, Durham. [6490

M.G. L-TYPE MAGNA. Needs rad., one available. Everything else good. Apply Box No. Q.491. [6491

FRAZER NASH, 1932, T.T. Replica. Sound and original. Black with polished aluminium bonnet. Powered by modified 2¼-litre Austin engine, retaining original Nash manifolding. Wiring and transmission just overhauled. I am loath to part with this delightful car but have a good reason for doing so. Prepared to motor reasonable distance to show car to any enthusiast who may be interested in purchasing at about £280. Gammon, Nurscombe Fruit Farm, Bramley, Surrey. Tel.: 2219. [6492

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NORTH-EAST readers, see Bristol 401. [6490A



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RARE M.G. J1, 1933, B.R.G. body, engine good, new pistons, tyres. M.O.T. Taxed. £65 o.n.o. 2, Salisbury Drive, Prestwich, Lancs. Tel.: PRE 1220. [6494

JAGUAR, 1948, 3½-litre d.h.c. New engine last year, recent £70 overhaul, radio, heater, good tyres. Requires slight attention to doors. Gift £65. 1930 Morris Cowley saloon; daily use. Taxed. M.O.T. £45. 1934 2-seater Austin 7; taxed. M.O.T. Very good condition all round. £35. Offers: 5, Ribchester Avenue, Perivale, Greenford, Middx. Tel.: Perivale 6130. [6495

M.G.-A 1500, 1959. Roadster, white, radio, every extra. £390. Brier, 347, Leeds Road, Huddersfield. [6498

CRASHED TR2. Engine, gearbox good, two new Cinturas, rear end re-arranged. £110 o.n.o. Mr. Last, 199, Withington Road, Whalley Range, Manchester 16. [6499

M.G.-A 1600, Sept. '59. Iris blue/black trim, excellent cond. Heater, l/rack, tonneau, " X "s. Genuine reason for sale. £450 o.n.o. 34, The Coppice, Enfield, Middx. Tel.: ENF 4720. [6500

M.G. TF, 1954. Cream, immaculate condition, " X " tyres, many extras. £300. 107, Rydens Road, Walton-on-Thames. Tel.: 27640. [6501

ALVIS 4.3-LITRE, 1937. Saloon in excellent condition. New kingpins, exhaust system, interior trim, tyres. £145. Tel.: Oxshott 2463 (evenings). or Box No. Q.502. [6502

SPRITE, IMMACULATE WHITE. Heater, tonneau, new " X "s, low mileage, completely reliable. £315. 23, Station Crescent, Rayleigh, Essex. [6503

LANCIA APRILIA, 1937. Resprayed, new upholstery and carpets, engine overhauled. £90. Tony Cowell, Tel.: Kingston-on-Thames 4766. [6504

M.G.-A ROADSTER, 1956. Green with black trim, well above average, any trial. £295. Tel.: Luton 53778. [6505

M.G. TA, 1939. Excellent condition. M.O.T., taxed. £100. Tel.: ARN 1706. [6506

1959 SPRITE. 28,000. Laid up for a year. Excellent condition, complete overhaul, including clutch, brakes, tyres, etc. Many extras include: heater, s/straps, washers, tonneau. £320. Tel.: Uplands 1870 after 10.8.63. [6507

GEARBOX VICTIM will sell '63 750 special, Heron body, lam. screen, hood and extras. Crypton tach., engine and b/axle o.k., new suspension, lights, 15" wheels, Dunlops, Pirellis. £115 o.n.o. Tel.: ELStree 2151 after six. [6508

RILEY PATHFINDER, 1956. Very good mechanics very good paint and body. Last of the real Rileys; well maintained, bills shown include complete engine overhaul. £225. McKenzie, 507, Darratt Lane, S.W.18. Tel.: VAN 1249. [6509

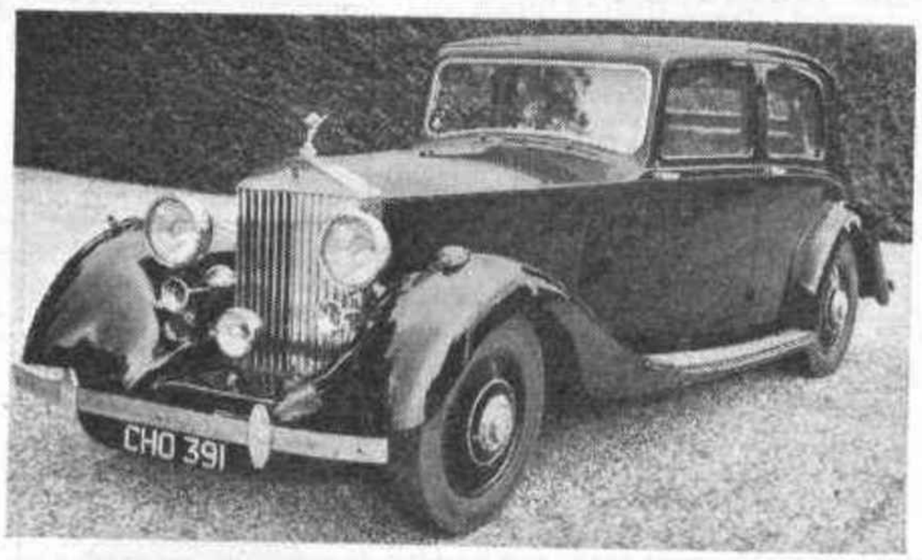
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1939 RILEY 1½-litre foursome drop-head coupe. Nice interior and very sound order but needs recellulosing. Offers invited.

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1956 M.G.-A. 2-seater. Green. Hard- and soft-tops. Radio, heater, luggage carrier, etc. **£325.**

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H.R.G. 1500, 1947. 2-seater sports car (not aero), excellent condition, 33 m.p.g. (Singer engine). Want Morgan +4 or £249. M. Clayton, 26, Twemlow Avenue, Poole, Dorset. Tel.: Parkstone 4355. [6512

ROLLS, 1936, 20/25, 4 Light saloon. Grey, Barker coachwork in excellent condition. M.O.T. certificate, recent engine and chassis extensive overhaul costing over £550 at maker's works. Taxed to end March, 1964. £450 o.n.o. 1, The Parkway, Rustington, Sussex. Tel.: 3976. [6513

AUSTIN 7, 1932. First regd. 1938, three owners. Body, engine very good. Trim, roof needs attention, good tyres. £30 o.v.n.o. Williams, 114, Clifton Hill, N.W.8. Tel.: MAI 1747. [6514

1958 TR3 A, powder blue with red upholstery, enthusiastically maintained for 49,000 miles. Extras include: rear seat, safety belts, washer, telescopic steering wheel, HMV radio, heater, fog lamp, new tonneau, etc. Recent engine overhaul and new brakes, hood, and Michelin "X" tyres. Family requires more room—hence retrograde step to bulbous saloon, and sale at £450 o.n.o. for this smooth TR. Milligan, Ouse House, Purfleet Quay, Kings Lynn. Tel.: K.L. 2920. [6515

LOTUS SEVEN, SERIES 1. Fully race-tuned 100E engine. R5's, close-ratio gearbox, two axle ratios. Perfect condition throughout. £385. Dade, Parkwood, Lodge Road, Bromley, Kent. Tel.: RAVensbourne 1020, or Orpington 27030 (office). [6516

M.G. YB, 1952, reconditioned, engine excellent order. £225 or near offer. 20, Radley Mews, W.8. Tel.: WES 5691 from 9-6 p.m. [6517

1934 SUNBEAM, 20 h.p. saloon. Excellent condition, green. Taxed, tested; first reasonable offer. Tel.: Steeton 3334, or 29, Hillcrest Avenue, Silsden, Yorks. [6518

TURNER, NOV. 61. Disc brakes, wire wheels, wood rim wheel, heater, rev counter, blue and cream, 18,000 miles; or exchange Alpine II with cash adjustment. Tel.: 6655 Swadlincote (Derbys.) evenings. [6519

TR3A, SEPT. 1958. Powder blue, red interior, radio, heater, rear seat, safety belts, Wilen manifold, recent engine overhaul. New hood, tonneau, exhaust, brakes, "X"s. 31 m.p.g.; excellent car. £440. Owner now has Jaguar. Milligan, Ouse House, Purfleet Quay, King's Lynn (Tel.: 2920), Norfolk. [6520

Have YOU Joined ?

Every copy of last month's 'Motor Sport' contained details of the newly formed MOTORING DEFENCE LEAGUE.

At last there exists an organisation prepared to champion the cause of the motorist. Such a body has been necessary for many years, but the savage and quite unjustified provisions of Ernest Marples' last Road Traffic Bill has made the need even more urgent.

The effectiveness of the MOTORING DEFENCE LEAGUE must, however, depend on strength of numbers and while we understand membership now runs into thousands, it occurs to us that the net sales of 'Motor Sport' is over 130,000—which means it is read by at least 130,000 thinking people—it seems to us therefore, that membership of the Motoring Defence League should also be 130,000.

If you have not joined and are interested in justice for yourself and others, in protecting your freedom, in preserving your driving licence as a RIGHT, and possibly your livelihood, may we urge you to join the MOTORING DEFENCE LEAGUE *NOW*. After all, the cost is little more than that of four gallons of petrol!

We do not advertise a detailed list of cars this month as we feel first things must come first and the preservation of the rights of us all to use the roads of Britain free from persecution must come before the sale of a car.

Our selection of high performance cars, however, include TR2, Sprites, Jaguars 2.4; 3.4; XK150; 'E' type; and many others at highly competitive prices. Furthermore, we will GIVE A YEAR'S SUBSCRIPTION TO THE MOTORING DEFENCE LEAGUE with every car we sell!

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PEUGEOT 403, 1960. S/belts, radio—one owner. £500 o.n.o. E. C. Stanwell, West Street, Boston, Lincs. Tel.: Boston 3867/8. [6521

ASTON DB2 DROPHEAD, 1952. 3-litre Vantage, Alfins, radio, full history, bills £800. £435. Tel.: Uxbridge 32624. [6522

SUNBEAM TALBOT 90, 1949. Mk. I saloon. M.O.T. £90 o.n.o. Phone after 28th. Tel.: Walton-on-Thames 20259. [6523

M.G. J2, B.R.G., E93A engine, M.G. box, 12" brakes, rewired. M.O.T., taxed. £55. Also dismantled P.B. engine and numerous other spares. Clarke, Greves Croft, Tanworth-in-Arden, Solihull. Tel.: Tanworth-in-Arden 210. [6524

TWIN 1¼-in. SU's, complete with manifolds; suitable BMC "A", but particularly Minis 1100's. £10. Tel.: Sutton Coldfield 6782. [6525

RILEY 9 P.V.T. 2-seat tourer. Excellent condition, superb appearance. £225 o.n.o. Details and photograph from: Bunting, 15, Miltons Crescent, Godalming. [6526

DUNCAN HEALEY, 1948, 2-door sports saloon. Light blue aluminium body, red leather, M.O.T., taxed, independents, hydraulics. New batteries, tyres, R.M.F. 2.4-litre engine, twin S.U.'s, high performance and oil pressure. Jones, 14, Crescent Road, Selsdon, Notts. Tel.: Pinxton 316 (evenings). [6527

VOLKSWAGEN, 1955, d/l, M.O.T., good condition. £245 o.n.o. Croskell, Winthorpe, Newark. [6528

JUST IN TIME for the holidays. 1938 M.G. TA Tickford. 26,000 miles since complete rebuild. TD2 engine, TC gearbox, 16" rears, fog and rev lamps, luggage rack, clean reliable car. £170. Grimes, 58, Fernbank, Road, Ascot, Berks. [6529

1956 JAGUAR XK140 f/h coupe. Black with red leather trim; two very careful private owners; guaranteed total mileage only 32,351; full history since new is available, and presents a unique opportunity for anyone seeking a car in this class. £395. Box No. Q.530. [6530

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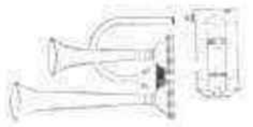
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FOR SALE—*continued*

RAILTON 8-CYLINDER, 1936. This superb and rare car finished beautifully in funeral black has much to offer for the enthusiast. Engine recently overhauled, new battery, rewired, good tyres. Must be seen to be appreciated. £150 o.n.o. Tel.: SPE 0205. [6534

560 B.H.P./TON—350-c.c. "B" class outboard racing hydroplane with 45 h.p. motor on Jupiter hull (Aug. 62). 70 m.p.h. in race trim. £160. Two other 350-c.c. outfits, National trophy winners; £115 each o.n.o. 1,200-c.c. VW, Oct. 1955 (1956 model). Motorola radio, tow bar. Good condition. £260. John Wood, 26, Manchester Road, Warrington. Tel.: 35825. [6535

UNIQUE OFFER: Disabled driver regretfully parts company with 1939 M.G. VA open 4-seater. Immaculate condition; history; spares; M.O.T. £155. Farr, 6, Beverley Road, Luton, Beds. [6538

A.C. 2-LITRE, 1951. Recent respray with three year guarantee. Top end overhaul just completed. Uses some oil, woodwork has suffered owing to severe winter. Very fine handsome car for only £120 o.n.o. Tel.: Wheathampstead 2318. [6539

P.V.T. FIAT BALILLA, 1935, 1,000 c.c. 2-seater sports. Original, restored, excellent condition, photographs. Offers. Heaton, 4, St. Stephens Road, Birkenhead. [6540

MORGAN SUPER SPORTS, 1934. J.A.P. o.h.v. engine. Completely restored, excellent condition. £160. Also Morris Oxford saloon and A.J.S. 500 c.c. motorcycle, both 1928, offers. Haddrell, Woodborough, Pewsey, Wilts. Tel.: Woodborough 223. [6541

OVERTURNED TR2. Body damage only. Mechanics good. £130 o.n.o. Tel.: Reading 62019. [6542

T.V.R., 1961, 105E. Weber carb., wire wheels, heater and other extras. Exceptional condition. £475. "Castellane," Silver Street, Nailsea, Bristol. [6544

ROLLS-ROYCE TWENTY, 1928 Vintage. Park Ward coachwork with division, finished in excellent blue/black cellulose; new battery; good interior with new carpets; four good tyres; mascot; hand book. Taxed and in use. £275. Barrow, 8, Gipsy Lane, Wokingham. (Tel.: 1500), Berkshire. Office RIChmond 4811. [6546

ALLARD J.2. Competition Sports, 1951. New Mercury V8, Allard H.C. heads, two twin choke Solex, Alfins, Di-Dion rear axle, new tyres, upholstery, windscreen, tonneau. Excellent mechanically and bodily. Finished in B.R.G. Offered at £330 o.n.o. David Bate, Levens, York Drive, Grappenhall, Warrington. Tel.: 61770. [6547

JAGUAR XK140 d.h.c., 1955. White, heater, overdrive, etc. £295. 48, Copthorne Road, Kingstanding, Birmingham. [6548

TR2, 1955. One owner only. Factory replacement engine. Too small for family of four. Anthony Burne, Idlerocks, Moddershall, Stone, Staffs. [6549

1931 ASTON MARTIN International, s/c open 2/4-seater, sound mechanical condition. Excellent hairy appearance, finished red. £275. Tel.: WAT 1234 ext 5750 business hours. [6551

406 BRISTOL. 84,000 miles. Condition fair. Available end August. £885. Box No. Q.552. [6552

1960 TR3A. B.R.G. Hard, soft-tops, tonneau, radio, heater, o'drive, spots, reversing lights, two spares, "X"s, immaculate. £525 o.n.o. 37, Priory Road, Wonbridge, Oakengates, Shropshire. [6554

D.K.W. SONDERKLASSE, 1956. Reconditioned engine and "X" tyres—very fast. Also Goggomobil "Mayfair" coupe, 1959, low mileage 53-65 m.p.g. Offers to: 4, St. Albans Road, Sheffield, 10. Tel.: 35864. [6556

TURNER CLIMAX. Hard-top, soft-top, tonneau cover, wire wheels, discs, close ratios, 15,000 miles. Excellent condition. £525 o.n.o. Laverton, Monkey Lodge, Freston, Ipswich. Tel.: Woolverstone 303. [6557

FOR SALE—*continued*

1955 CHRYSLER New Yorker. Fully automatic, radio, heaters, etc. L.H.D., fine all round condition. M.O.T. £250 o.n.o. Elder, 76, Warwards Lane, Selly Park, Birmingham. [6555

STANDARD AVON SPECIAL, 1933 tourer. Laid up 19 years in garage, excellent condition, recently overhauled and resprayed. £100. Watson, 27, Sandhurst Close, Patchway, Bristol. [6558

1927 AUSTIN 7 Chummy. Rebuild almost completed with reconditioned engine. Rapid sale necessary due to move. £35. Tel.: FITzroy 4189. [6559

1936 1½-LITRE Riley Lynx. M.O.T. Offers: Mottram, Windrush, Perranwell Station, Truro, Cornwall. [6561

1930 ALFA, 1750. £95 spent on engine. Not run in. 4-seater tourer. Good tyres, body. M.O.T. consider XK120, 140 or £190. Tel.: REL 4960. [6563

1926 AUSTIN CHUMMY, unmodified, M.O.T. £75. 1952 Jowett Javelin de-luxe, radio, heater, taxed, M.O.T., two owners. £80. Turner, 69, Victoria Park, Colwyn Bay. [6564

AUSTIN 750 SPECIAL complete to last valve cap, tubular chassis, alloy body, hood, washers, hydraulic, i.f.s., etc. Reg. 1963. £150. Gray, Ivy Lodge, Risby, Bury St. Edmunds. [6565

SS JAGUAR, 1½ saloon, 1940. Engine excellent, body fair, £10 o.n.o. Tel.: Kenilworth 52669. [6566

XK140 D.H.C., 1956 model, immaculate, original condition, dark green, "X"s, Pye radio, £300. Would pay difference for XK150S d.h.c. must be perfect. Hutson, Brandon Hill, Conduit Head Road, Cambridge. Tel.: 59529. [6567

ROLLS-ROYCE IN America, 1938, 25/30. Beautiful condition. $1500. Hale, 215, Coronet Drive, Linthicum Heights, Maryland, U.S.A. [6568

LAGONDA SPARES for sale. Tom Pinguey, 121, Copers Cope Road,. Tel.: BECkenham 9316. [6569

KARMANN GHIA, 1960. Twin carbs, twin spots, twin reversing lights, Servo brakes, Cinturas, H.M.V. radio. Immaculate. £675 o.n.o. Tel.: Grimsdyke 2643. [6570

RILEY 9 h.p. Good condition. £50 o.n.o. Kestrel radiator and grille as new £10. 9 h.p. H.C. pistons. Set of D.L.S. Lockheed brakes. Many parts all models. S.A.E. inquirys. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: LEE 8904. [6571

KARMANN/GHIA CONVERTIBLE, L.H.D., 1959 registered December 1960. £50 extras, accept sensible offer below retail market price or exchange cheap car plus cash. Tel.: MACauley 8763 evenings. [6572

AUTO UNION, 1960, 1000S 2-door coupe, 19,000 miles only. White/cream. Superb condition. Nearest £495. Tel.: GREenwich 5509 or Box No. Q.573. [6573

A.C. 2-LITRE saloon, 1950. Michelin "X" tyres, radio. Not immaculate but quite good. M.O.T. £95. 108, Woodland Way, London, N.21. Tel.: PAL 2457. [6576

MERCEDES-BENZ Sports Model 230, 6-cyl. Full M.O.T. Independent suspension, hydraulics. Astounding comfort and performance. £85. Catton Grange, Norwich. Tel.: 46862. [6577

STREAMLINED SPECIAL 2-seater, 1,172 c.c. £125 o.n.o. Tel.: Anson Horley 564 (after 7 p.m.). 34, Albert Road, Horley. [6578

ALVIS, 1933, ENGINE, plus four brand new standard pistons. Offers to 39, Cemetery Road, Ipswich. [6579

BUCKLER DD2. Rebuilt 1962, modded. Mk. II Consul engine, special Aston Martin box. Very fast. £175 o.n.o. Wilson, 75, Eaton Rise, Ealing. Tel.: Perivale 5166 (after 6.30). [6580

1936 M.G. MAGNETTE, N-type. Various spares; original instruction manual. £50 o.n.o. Tel.: Surrey FOR 2244. [6581

BRISTOL 401 DIFFERENTIAL. Dolomite brand new 13.9 block, few other items. Tel.: Speedwell 0233. [6594

FOR SALE—*continued*

MODEL-T 1919/20 chassis, minus wheels; also earlier engine front/rear axle, many spares. Brass rad., £40. Simmons, Westcombe, Shepton Mallet. [6592

1929 FABRIC RILEY Mk. 4 tourer. Metalwork resprayed. Mechanically and electrically professionally reconditioned. £110. Glouchkow, 35, Stratford Road, London, W.8. [6593

T.V.R., finished in pale blue. M.G. 1600 engine, low mileage, one owner; never raced; outstanding condition. Cost over £1,000 18 months ago. £595, consider part exchange; H.P. arranged. 111, Nottingham Road, Long Eaton. Tel.: 4815. [6595

AQUAPLANE FOR FORD 10: Inlet/exhaust manifold, and cylinder head, £10 o.n.o. 16, Myrtle Road, Stockton-on-Tees, Co. Durham. [6596

RILEY PATHFINDER, black, 1955. A very good car. New gearbox, brakes, clutch, tyres and battery. Quiet engine. Capable of 100 m.p.h. 24 m.p.g. on cheap petrol. £185. Tel.: Emberbrook 4983 (Esher). [6597

LAGONDA M45 pillarless saloon. Sound, original and reliable, but needs paint. £80. Morton, 74, Broom Road, Rotherham, Yorks. [6598

DO YOU DREAM of owning a stylish sports car with a non-rusting alloy body, i.r.s., economical engine with lots of torque. Gleaming white, with hard- and soft-tops, spotlights, radio and "X"s. Highest offer over £350 gets my 1957 A.C. Ace. Woods, 42, Bramham Gardens, S.W.5. Tel.: FRO 1571. [6599

1929 MORRIS OXFORD saloon. Stored 1934-58. Immaculate throughout. £170 o.n.o. Branch, 17, Spencer Road, London, N.11. Tel.: ENT 1755. [6600

1960 CITROEN DS19, daffodil, black roof, cinnamon hide. Meticulously maintained, hydraulics just overhauled, brakes relined. Spare tyre unused; Transplastic seat covers. Taxed January. Hire purchase, exchange. Seen Bromley. £765 or offer. Tel.: RAVensbourne 9734. [6601

VERY FAST and immaculate 1955 XK140 d.h.c. Fitted wire wheels shod with RS5s, fog, spot and signpost lamp, luggage grid, special twin exhaust, and numerous other sensible extras. Finished in unblemished crimson and ivory. First to see will buy (for £350), cash or H.P. 480, Derby Road, Birdholme, Chesterfield, Derbys. [6602

M.G. TF, 1954. Recent overhaul. £315. Tel.: Erith 37720. [6603

JAGUAR 2.4, B.R.G., 1957 model. Major overhaul 1962. Excellent condition throughout. £375. View Essex. Box No. Q.604. [6604

SPRITE, NOV. 1959. V.G.C. Radio and heater, plus extras. £345. Tel.: VAN 5084. [6605

M.G. TA. Good condition, engine still to be run-in. £125. M.G. TA spares, complete car dismantled: doors, windscreen, wings, etc. M.G. TB gearbox. M10 engine, exchange crank fitted, ready to fit M.G. TC. 21, Merynton Avenue, Coventry. Tel.: Toll Bar 3144. [6607

ALFA ROMEO 1900, 1951. £60 respray 1962 (Alfa red), good "X"s, radio, heater. £195. Woodyatts, Court Road, Malvern, Worcs. Tel.: Malvern 2590. [6608

MORGAN PLUS FOUR, 4-seater coupé, 1955. Works tuned TR2 engine Nov. 1961. New hood, tonneau, tyres. £340 o.n.o. 13, The Drive, Hounsdown, Totton, Southampton. [6610

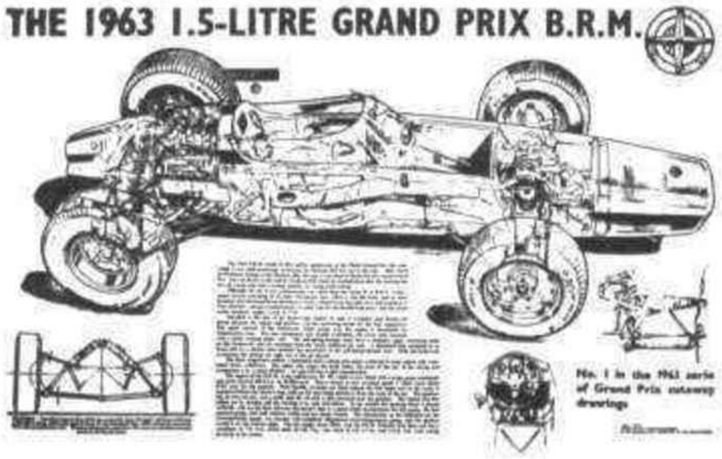
FRAZER NASH, 1958, Le Mans coupé, 36,000 miles. Two owners. Bristol BS4 unit. New "X" tyres. Green. Very good condition. Send for photos. Peart, "Audmore," Garden Street, Stafford. [6611

M.G. TC, 1947. Engineer maintained, in excellent running order. £150. Warren, 10, Whistler Close, Tilgate, Crawley, Sussex. [6613

LANCIA APRILIA spares. Write to P. Dillon, Heather Cottage, Hillside Road, Ash, Nr. Aldershot, Hants. [6614

New Series of Cutaway Drawing by Bill Bennett

THE 1963 1.5-LITRE GRAND PRIX B.R.M.



1963 1½ litre G.P.
B R M

with technical descriptions

Ready for framing or mounting
Size approximately 20" × 13"

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"MOTOR SPORT," 15 CITY ROAD, LONDON, E.C.1

FOR SALE—*continued*

CITROEN BIG SIX with hydro-pneumatic suspension, 1955/6. New barrels and pistons. Everything done. Receipts available. Superb condition. Radio, heater. Many extras. Low mileage. £200. Tel.: Haslemere 2208. [6615

JAGUAR 3½-LITRE sports saloon, 1947, a classic car, grey and cream. Well maintained int. and ext., sliding roof. Quiet, fast. P.1005. 20 m.p.g. M.O.T. cert. Tel.: TUL 3794 (after 7 p.m.). [6616

M.G.-A TWIN-CAM (May 1960) roadster, 29,000 miles. Never raced or rallied. Grey with red upholstery. Undersealed. One of the last 100 made £495. Consider Mk. 1 Sprite (standard condition) in part exchange. 4, Cedar Close, Ware. [6617

VINTAGE BENTLEY, 1926. Red Label model. Open coachwork by Vanden Plas. An original example of a fine sporting motor car. Tel.: Barnet 4533. [6618

JEEP. Regd. 1958. Five-year tested. New hood, sound bodywork. Engine recently fitted new piston rings. 22 m.p.g. Tyres good. £95. Brook, Normanton Hall Cottage, Bottesford, Nottingham. Tel.: BOT 461. [6619

1951 DELLOW Mk. I, one owner. Taxed year. £75. Twin carbs., etc., £10 extra. Mack, 4, Holts Meadow, Redbourn, Herts. [6620

LONDON TALBOT 75 saloon, 1938. M.O.T. £75 o.n.o. Tel.: PIN 8703. [6621

1927 MORRIS COWLEY Traveller. Unusual original coachwork; M.O.T.; spares. Utterly reliable. £40. Crawford, Tel.: Ottershaw 200. [6622

RILEY ASCOT 2-seater with dickey. Good hood tyres, new battery. M.O.T. £60 o.n.o. Healey 100-4 engine, £20. Plus front and rear suspension, etc. Tel.: HIG 8536. [6623

LANCIA APRILIA, 1938. Regularly commuted. Mechanically o.k. Wings, boot shabby. M.O.T. Bills £50. Licensed Nov. £50 o.n.o. D. Carr, Monkenholt, Hadley Green, Herts. Tel.: BARnet 5309. [6624

MORRIS MAJOR, 1932. Immaculate. One owner from new. Offers. 73, Cowleigh Road, Malvern, Worcs. [6625

750-c.c. ASHLEY f.h.c., just resprayed white/red. Hydraulics, etc. Fully weatherproof. Professionally finished. £100. Also broken A30 for spares. Offers, Tel.: MOU 8307 (after 6.30 p.m.). [6626

HUMBER, 1922, 11.4 2-seater tourer with dickey. Immaculate *concours* condition, bodily and mechanically. £245. Tel.: EMBerbrook 5027 (Surrey) (evenings). [6627

ASTON MARTIN SPECIAL, DB 2.6 engine, gearbox; DB3 rear axle. Transverse leaf independent suspension front and rear, rack-and-pinion steering, 16-in. hydraulic brakes. Professionally-built aluminium 2-seater body similar DB2 coupé. Perspex windows, full instruments, p.v.c. hood. Now reduced to £525. R. Waterlow, The Croft, Little Wymondley, Hitchin, Herts. [6628

COOPER-MINI, June 1962, one owner, engineer. Red/black. Michelin "X." Immaculate throughout. £475 o.n.o. Tel.: Wheathampstead 2386. [6629

DELLOW ENTHUSIASTS. Outstanding Mk. I. Extras. What offers? 14, Banyardway, Rochford, Essex. [6630

M.G. TC, 1946. Excellent condition. M.O.T. Mini forces reluctant sale. £170. Chelmsford. Box No. Q.631. [6631

ROVER 90, 1954 model. Grey with red interior. 16,000 miles on Rover-fitted replacement engine. Serviced mostly by makers. Good tyres, new battery. M.O.T. certificate and taxed to Sept. A robust, comfortable and reliable vehicle for immediate service. £300. For inspection and trial, Tel.: Welwyn (Herts) 4735. [6632

M.G.-A, LATE 1958, roadster. A first-class M.G.-A for the discerning enthusiast in dark metallic green, complete with recond. engine. New tyres all round. Tonneau, heater, etc. H.P. possible. £365. Sharp, Ship Inn, Emsworth, Hants. Tel.: 2135. [6633

VOLKSWAGEN, 1954. Sun-roof, radio. Engine and braking system overhauled. Very good condition. £240. H.P. available. Tel.: St. Albans 52054. [6634

ROVER, 1947, tourer. £50. New king-pins, unused tyres; needs attention. Tel.: Byron 4176. [6635

"LIZ," AUSTIN 10, 1933, 2-seater tourer plus dickey. Recond. engine. Mechanically perfect. M.O.T. cert. Well-known Camberley area. Reluctant sale, £50 o.n.o. 77, Frimley Grove Gardens, Frimley, Surrey. [6638

LOTUS SEVEN (105E), 1961, 2,500 miles, laid up eight months; never raced, etc. Flared wings, full weather equipment. Photograph. Exceptional value at £425, or part-exchange Cooper-Mini. 27, Morven Road, Sutton Coldfield, or Tel.: Sutton Coldfield 2312. [6640

M.G. TF 1500, 1955. Fully reconditioned engine, linered, Laystall-Lucas head, tonneau, Avons, many extras. £410. Robinson, Old Cottage, Whitchurch, Bucks. Tel.: Whitchurch 291. [6637

SAAB 96, 1961. V.G.C. £525 o.n.o. H.P. arranged. D. R. Andrews, Tel.: GEO 4652. [6636

1938 RILEY KESTREL 1½. Good engine, appearance. Heater. M.O.T. Rear body needs attention. £50 o.n.o. Tel.: West Hanney 287 (Wantage). [6642

FOR SALE—*continued*

LOTUS XI Le Mans, 1100 Climax engine, Stage 3, discs, de Dion. Very good mechanically; taxed and insured. Offers around £200, must be sold. MacCallum, 114, Lennard Road, Beckenham, Kent. [6641

BENTLEY Mk. VI Freestone & Webb razor-edge saloon, registered 1960, 1948 model. Full-flow engine; beautiful car. £365. Newman, Tel.: Kingston 3342. [6643

ROVER 75, 1953. Good condition. Nearest £250. Scapes, Cliff Road, Hillhead, Hants. [6645

ALTA HEAD, in good condition, for Morris Minor. £20. 3, Walnut Road, Loughborough, Leics. [6646

FORD SPECIAL. 1963. Ashley body, screen and hood. Professionally built and trimmed. Full engine conversion. F. G. Smith, Dacholme, Bridge Road, Toftwood, Dereham. [6648

BOA-CONSTRICTOR HORN, Lucas oil lamps, two side, one rear, all nickel; offers. Lancia Ardea engine, 1940, complete, £20. Four new Augusta KE965 valves, £3. Lanchester Ten, 1932-39, bronze worm, pinion, new, £8. Fiat 600, 1958, new engine, many extras, £195. Consider exchange. Tel.: Vigilant 7808 (Surrey). [6649

ROLLS-ROYCE, 1933, 20/25 Hooper sports with boot and sun-roof. One owner, chauffeured, till March 1963. Genuine 31,000 miles only. Complete check at Rolls. Exceptional throughout. Taxed. M.O.T. Elliot-Smith, The Grange, Old Headington, Oxford. Tel.: Oxford 61432. [6650

M.G.s : F-TYPE MAGNA, 1932, excellent condition. M.O.T. £70. TB/TC, 1939, mechanically sound, electrics faulty. M-type, 1932. Both M.O.T. Best offer secures. Box No. Q.651. [6651

1951 JAGUAR XK120, blue sports. Excellent condition throughout. New tyres, batteries, gearbox, tonneau cover. Hood good; bodywork unblemished. £185 o.n.o., or exchange for smaller sports car. Rodwell, August Hill, Wrington, Somerset. Tel.: Wrington 435. [6652

RILEY ADELPHI, 1938, 2½-litre. Requires attention. Offers. P. W. Smith, 69, Belchers Lane, Alum Rock, Birmingham. [6653

SUNBEAM-TALBOT 90, 1952, plus spares. Goes like a bomb. Excellent condition. £130. 18, High Street, Harpole, Nr. Northampton. [6654

JOWETT, 1953. Excellent condition. Offers around £150. Morgan, 15, Buckthorn Avenue, Stevenage. [6655

LOTUS 23B, 1963, latest sports/racing model offered for sale, unmarked, unraced (being too long for 5 ft. 4 in. owner). Quick sale, £1,200 less engine, gearbox. Volkswagen close-ratio gearbox, 4-speed, £100. Kingshouse, Tillington, Petworth. [6656

MINI ENGINE-GEARBOX unit, complete ex. dynamo. 7,000 touring miles. Really good. £70. Marshall, Kingshouse, Tillington, Petworth. [6658

1958 KARMANN GHIA. L.H.D. Bamboo/green. Twin carbs., new tyres. £400. 47, Park Road, Rochdale. [6659

KUMFICAR SEAT COVERS, as new, Hillman Minx drophead, 1961 : Tygan foam backed. Offers to Mrs. Atkinson, High Garth, Markington, Harrogate. Tel.: Bishop Monkton 291. [6660

MORGAN PLUS FOUR 2-seater, 1955 model, replacement TR2. Recent complete overhaul. Turquoise respray. Many extras. Posting forces reluctant sale. £275. Harvey, 34, Cromwell Road, Bristol, 6. [6661

HONORINE, my well-preserved and comfortable 1953 Citroën Light Fifteen, must make way for stork. £130. 12, Lulworth Road, Southport. [6662

BENTLEY, 1950, standard steel, in good, clean, sound condition. £425. Gamble, Meer End, Kenilworth. Tel.: Berkswell 2294. [6663

LOTUS 6. Excellent shape. Professional engine overhaul 200 miles ago. Brand new Pirellis. Usual modifications. Cherished like a baby. £185. R. M. Smart, 23, Derby Avenue, Harrow Weald, Middlesex. Tel.: Underhill 2788 (holiday August 2-12). [6664

TWO 10-in. MARCHAL headlamps complete. Excellent condition. Offers. Tel.: Farnborough (Hants) 2566. [6665

M.G. TD. Immaculate. Gold Seal engine, four new tyres. Good reason for sale. £285. Tel.: WORdsworth 1467 (Harrow, Middlesex). May also be seen in Woking, Surrey. [6666

1960 M.G.-A 1600. Blue. Extras. £535. 5, Carlan Road, Prenton, Birkenhead. Tel.: Mountwood 2889 (evenings). [6667

ROLLS-ROYCE, 1939, WRAITH. James Young touring limousine. 90,000 miles (20,000 since new egine). £700. Also 1934 Hooper limousine, £200. Johnston, 4, Claremont Road, Cheadle Hulme, Cheshire. [6668

MAGNIFICENT TR2. Just resprayed red, immaculately maintained. Overdrive, h/s.-tops, tonneau, w/wheels, "X"s, luggage grid; numerous extras. £300 o.n.o. 27, Malvern Road, Chesterfield. [6669

2.4 JAGUAR, 1956. Immaculate condition. Black, chrome; red upholstery. Radio, turbo discs. Engine completely overhauled at cost of £70. Good reason for sale given. £310. Tel.: Luton 1924. [6670

FOR SALE—*continued*

BARGAIN OF THE month : 1955 Ford Zephyr convertible. Very good mechanically. Much money spent but body untidy owing to being stored for 12 months. Gift at £95 for quick sale. 4, Boyle Street, Luton, Beds. [6671

XK120 ENGINE, clutch, gearbox, £20. E.N.V. back axle and casing, £10. Kirk, 172, Loddon Bridge Road, Woodley, Reading. [6672

BENTLEY 3½ Park Ward sports saloon. Mechanically good. Daily use. £185, offers considered. Macmichael, 60, Craigmillar Park, Edinburgh. [6673

1938 RILEY KESTREL, Big Four. M.O.T. Good condition. Four new tyres, new battery, new head. lining, new carpets. Reluctant sale. £130. Metson, The Lodge, Birling Road, Leybourne, West Malling, Kent. [6675

ALVIS SPEED 20, Type SA V.D.P. tourer. Recent complete overhaul engine, brakes, steering. Resprayed, new batteries, hood, tonneau, screens. £235. Clinkard, Assington, Colchester. Tel.: Bures 378. [6676

TR2, 1955. "X" tyres, new hood, heater. £235 Pratt, Cheviot, Cricketers Row, Herongate, Brentwood, Essex. Tel.: Herongate 380. [6677

1962 AUSTIN-MINI SUPER. Baulk ring gearbox, foglamp, "X"s, safety harness, etc. Magnificent condition top to toe. £418 o.n.o. Alexander, 169c, Haverstock Hill, Hampstead, London. Tel.: PRImrose 1158. [6678

FOR SALE—M.G.-A Hard-top, black, excellent condition. Offers write 193, Birchfield Road, Widnes. Tel.: WID 2824. [6679

RECORD BREAKING SALOON, 1948. Healey Elliott, 110 m.p.h., 26 m.p.g., red. £150. Lt. Brindley, H.M.S. Ariel, Lee-on-Solent, Hants. [6680

XK120 ROADSTER, 1953. Rebuilt, restored. Dark blue, duotone blue interior, dark red p.v.c. hood, screens. Retrimmed, "C"-type engine, suspension, good brakes, RS5 tyres, radio, heater, headlight flasher, fog lamps. Complete, immaculate. Realistic offers for this beautiful car to, Thomas, Tel.: Nuneaton 2422. [6681

1929 ROLLS 20, Barker sedanca. Immaculate in primrose/black. A car of great character in excellent original condition. Mascot. £250. Baughan, 27, Colston Avenue, Carshalton, Surrey. Tel.: Vigilant 8306. [6684

VW 1948, l.h.d., suitable for spares or restoration, £55 o.n.o. Tel.: Fleet 831. [6738

WANTED

BUGATTI OR SIMILAR, sports/racing preferred irrespective condition, (reasonably-priced). The Bungalow, Tibberton, Droitwich. [6067

URGENTLY WANTED, four road wheel rims for 1904 Stanley Steamer, these must take 28×3 beaded edge tyres and are of the wire spoked type, alternatively the address of someone who can make them. Will consider complete wheels. Bosomworth, 39, Coniston Grove, Bradford, 9. (Tel.: Bfd 45080). [6079

ROVER SPEED or similar models, parts or complete, also special bodied Rovers. Hardiman, 21, Cambrian Road, Richmond. Tel.: 6287. Surrey. [6084

WORKSHOP MANUAL and literature for restoration of my 1934, M.G. PA. State price. 6, Marion Close, Bushey, Herts. [6085

MARK II ASTON-MARTIN, Lagonda 16/80 or Rapier, mint condition, full details, photograph. Robertson, 94, Hartlands, Bedlington, Northumberland. [6086

ENTHUSIAST SEEKS STATIC scale model of a Type 59 3.3 G.P. Bugatti. Absolute accuracy essential. Box No. Q.089. [6089

WANTED—Pair Reutter front seats from crashed Porsche or similar. Colton, Stanwick, Wellingborough, Northants. Tel.: Rushden 3000 (day), Raunds 2054 (evening). [6092

WANTED ARMSTRONG SIDDELEY, Humber, Mercedes, Jaguar or Rolls, region of £200. Write: "hold pending arrival," J. A. Wright, c/o Bank of West Africa, 37, Gracechurch Street, E.C.3. [6093

MORRIS OXFORD TOURER by private purchaser L. G. Graham, April Cottage, Pickett Hill, Ringwood, Hampshire. Tel.: Ringwood 1005. [6094

WANTED URGENTLY crashed M.G. Midget or Austin Healey Sprite (BN—100/6—3000 considered) Robinson, 1116, Bolton Road, Bradford, 2. Tel.: 39333. [6096

SPARES WANTED A.C. 6-cylinder 1928 Marles Steering Box complete with column and drop arm. E. Middleton, 21, Elwood Road, Bradway, Sheffield. [6102

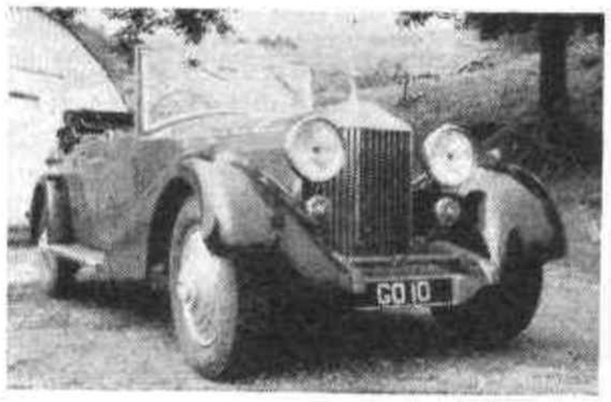
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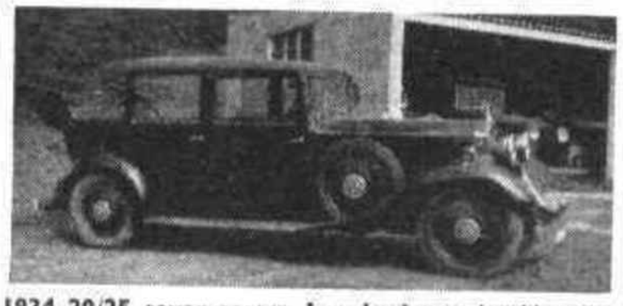
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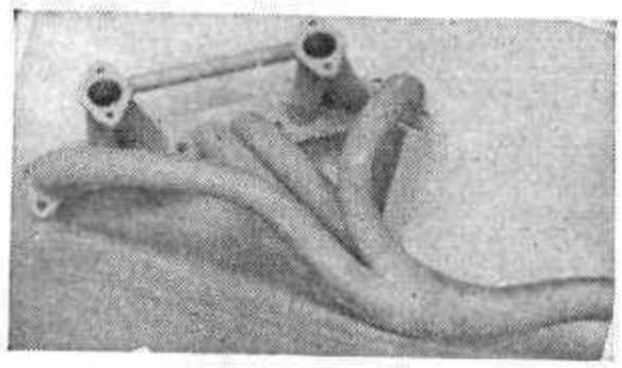
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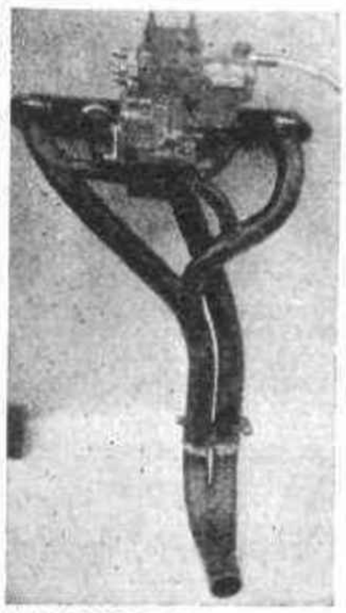
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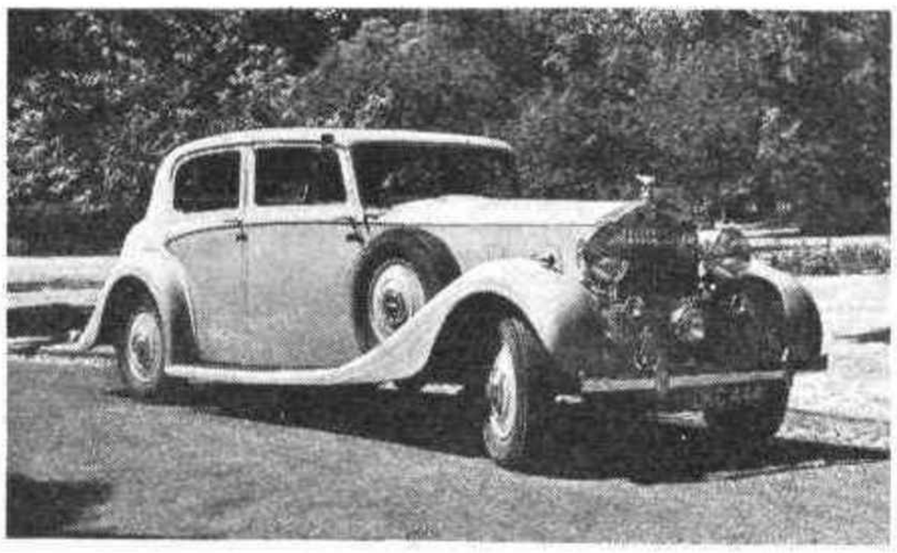
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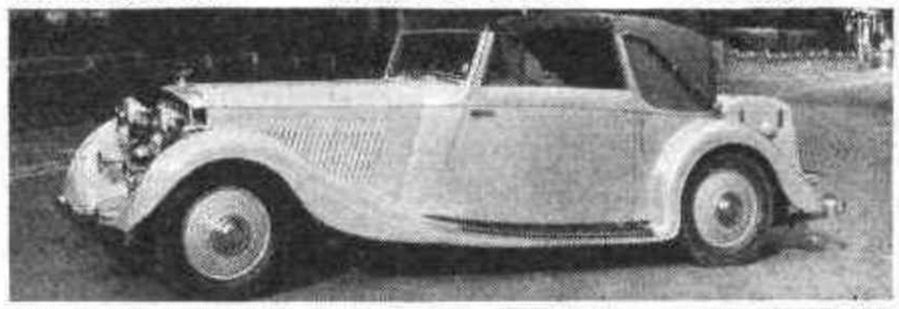
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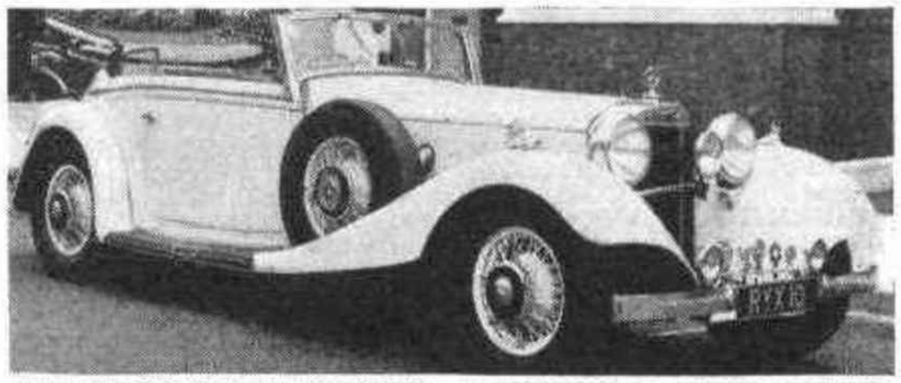
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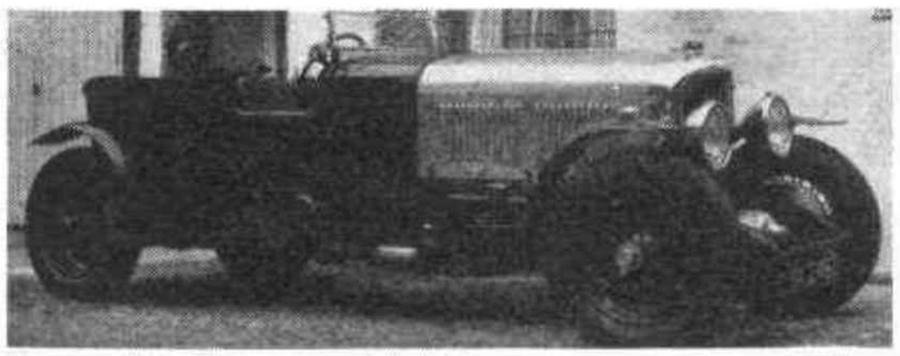
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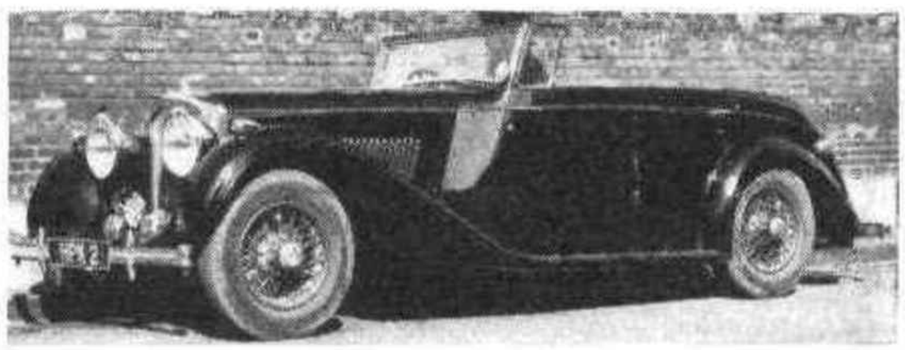
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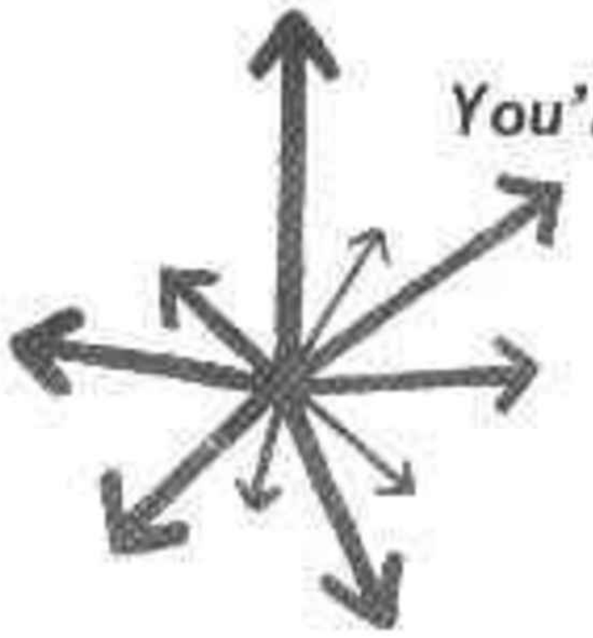
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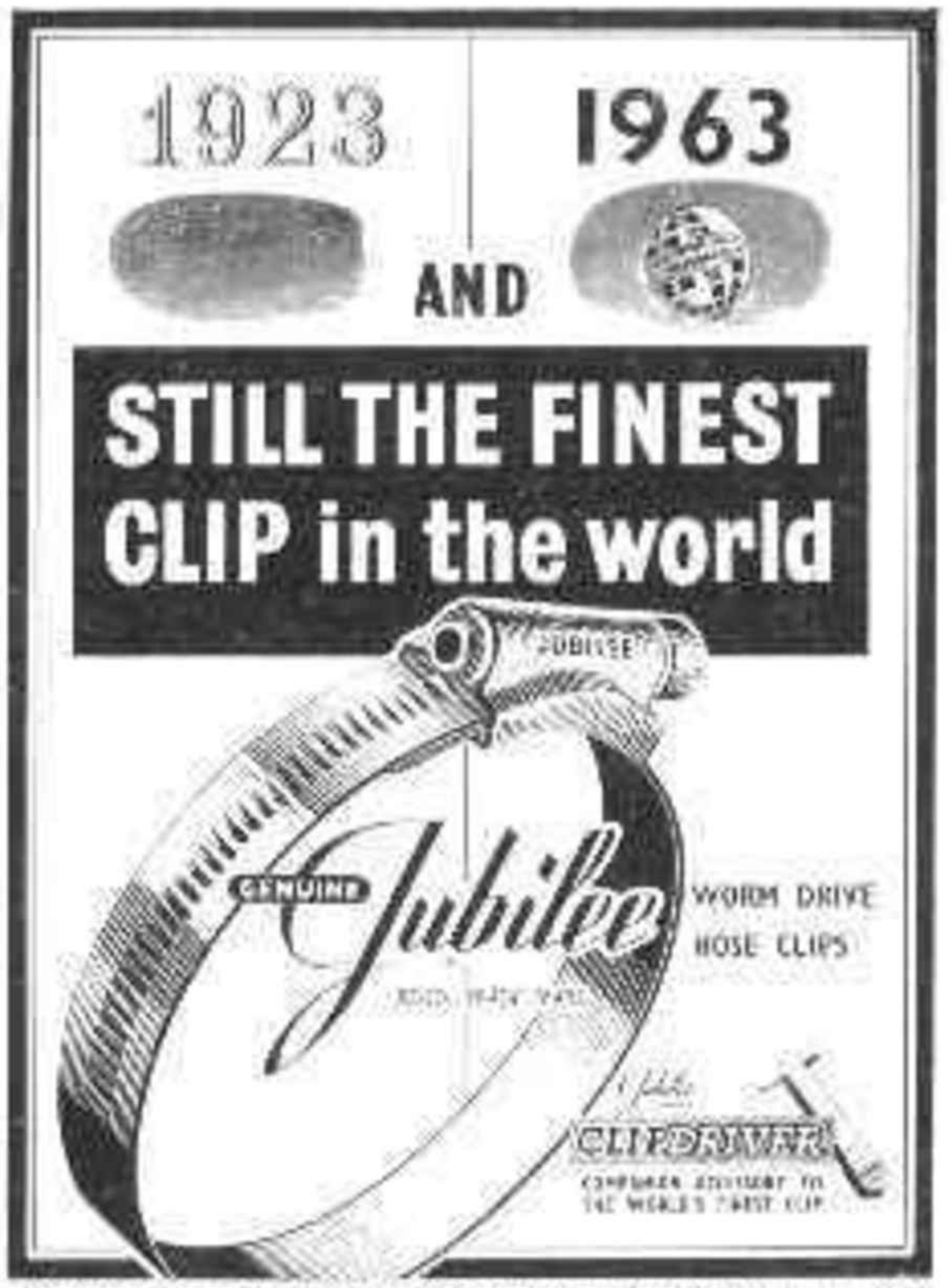
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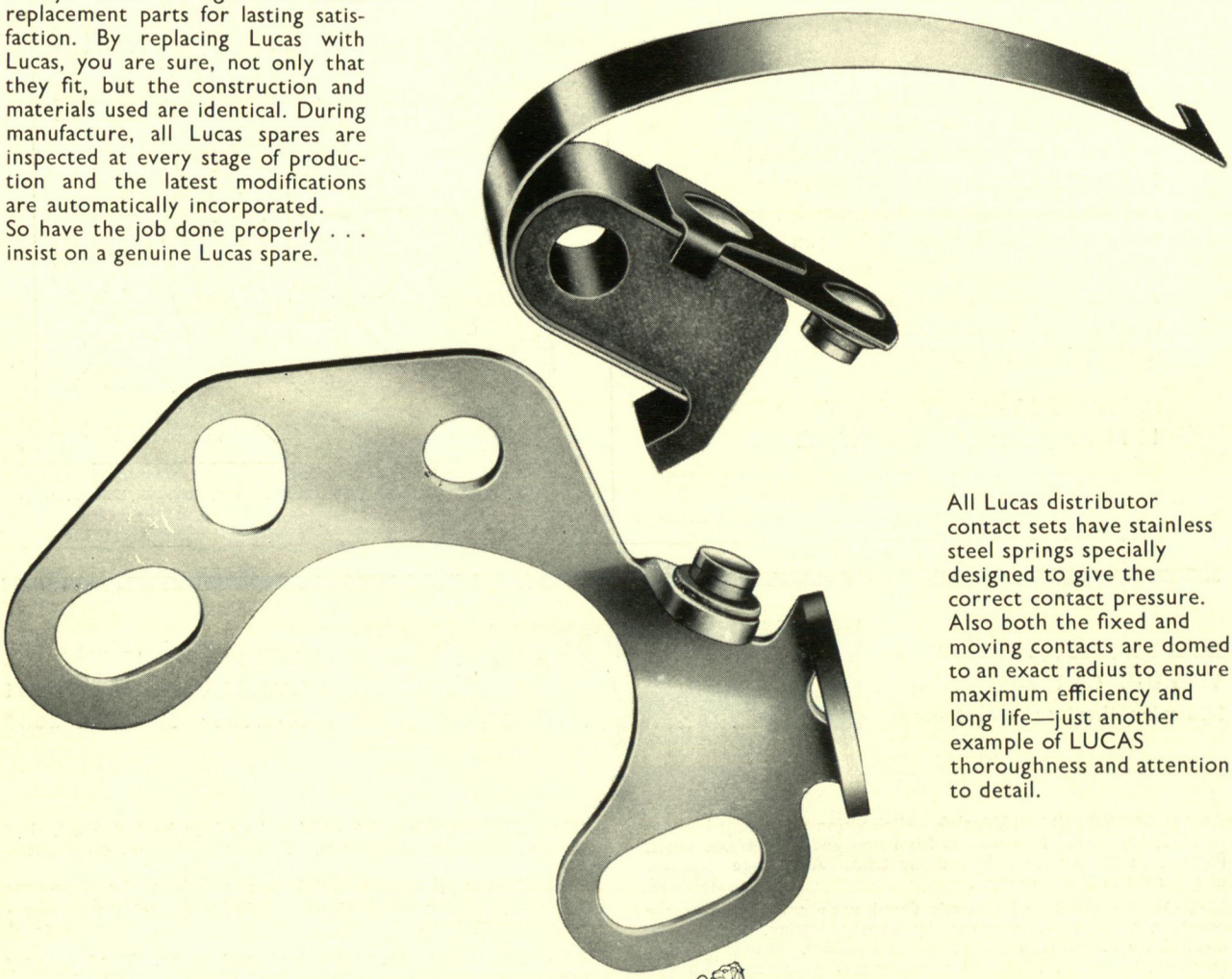
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