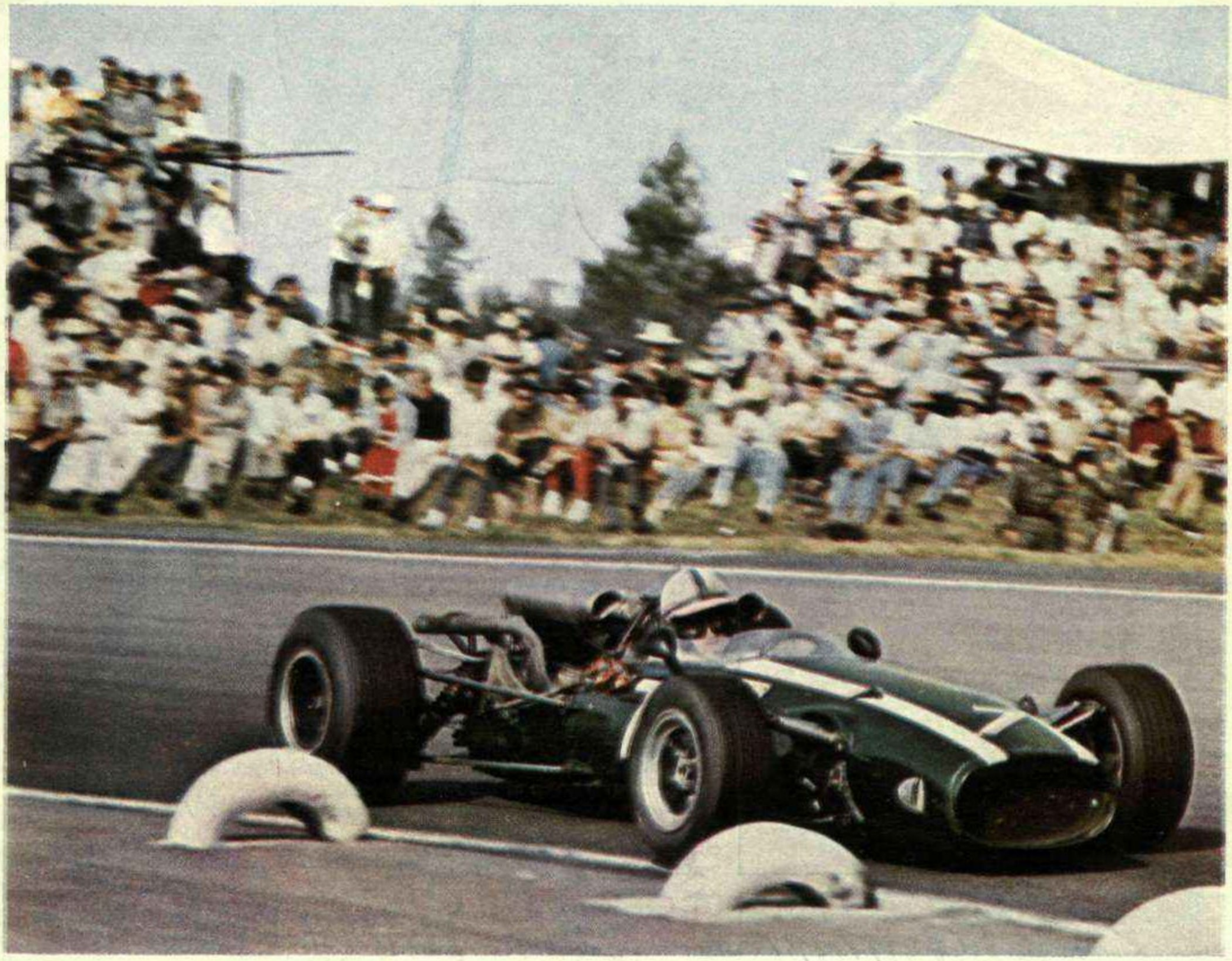
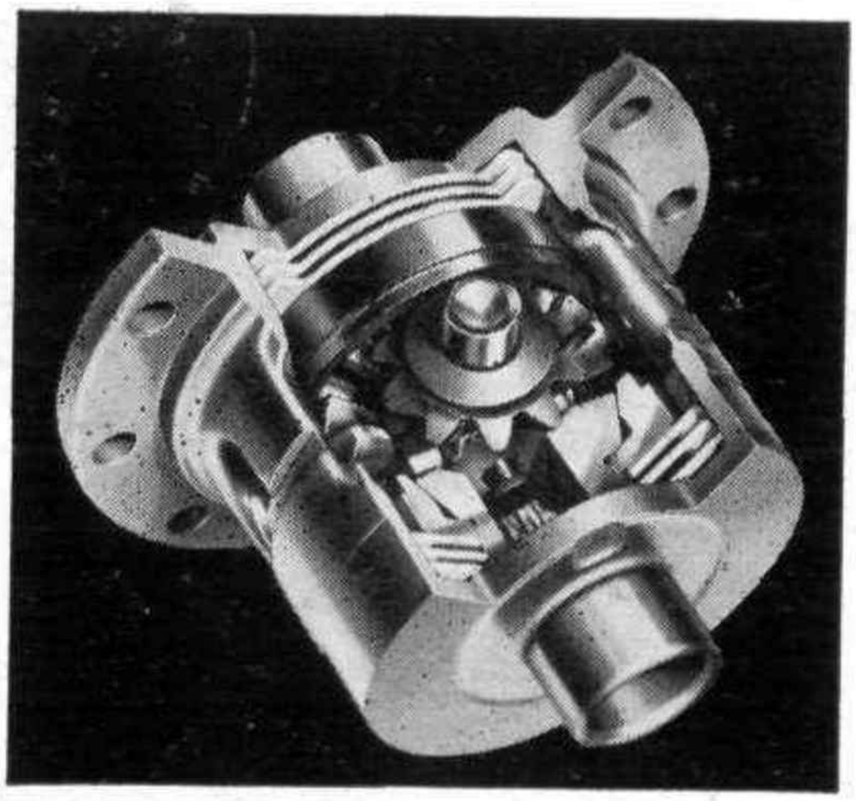
Vol. XLII No. 12 TWO SHILLINGS December 1966

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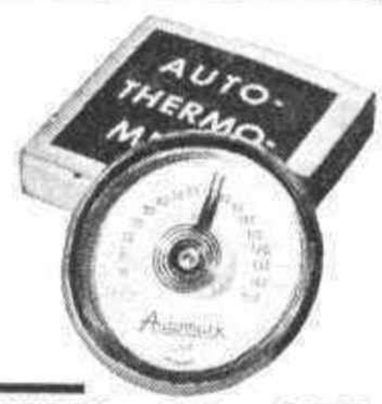
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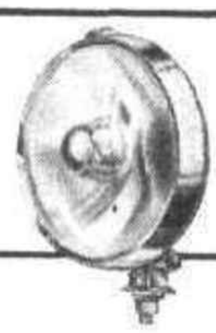
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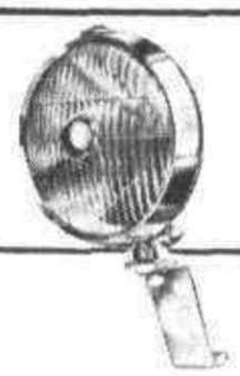
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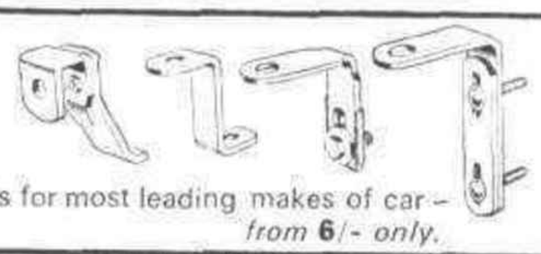
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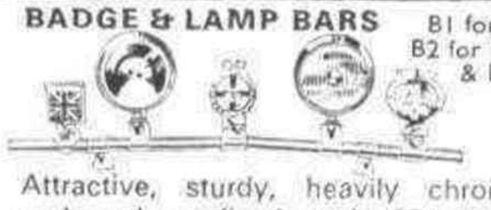


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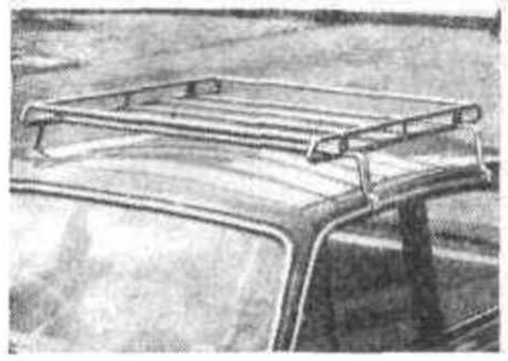
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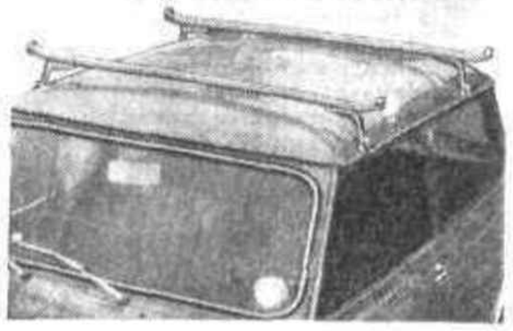
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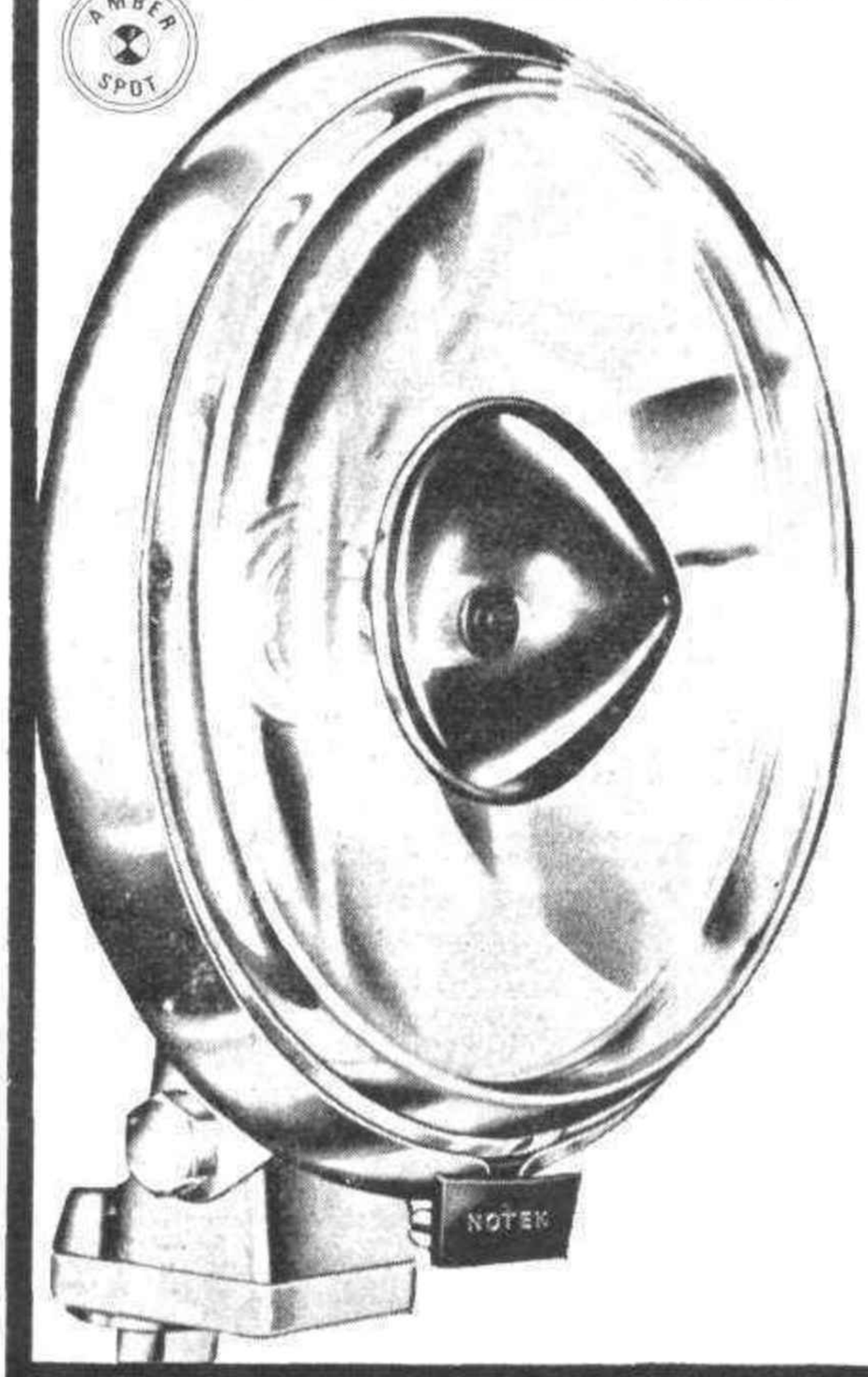
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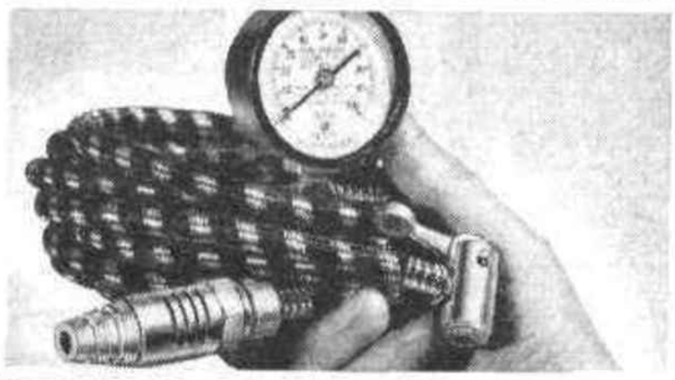
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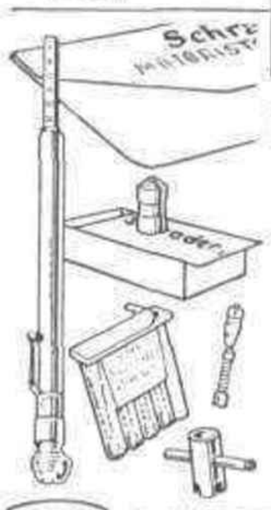
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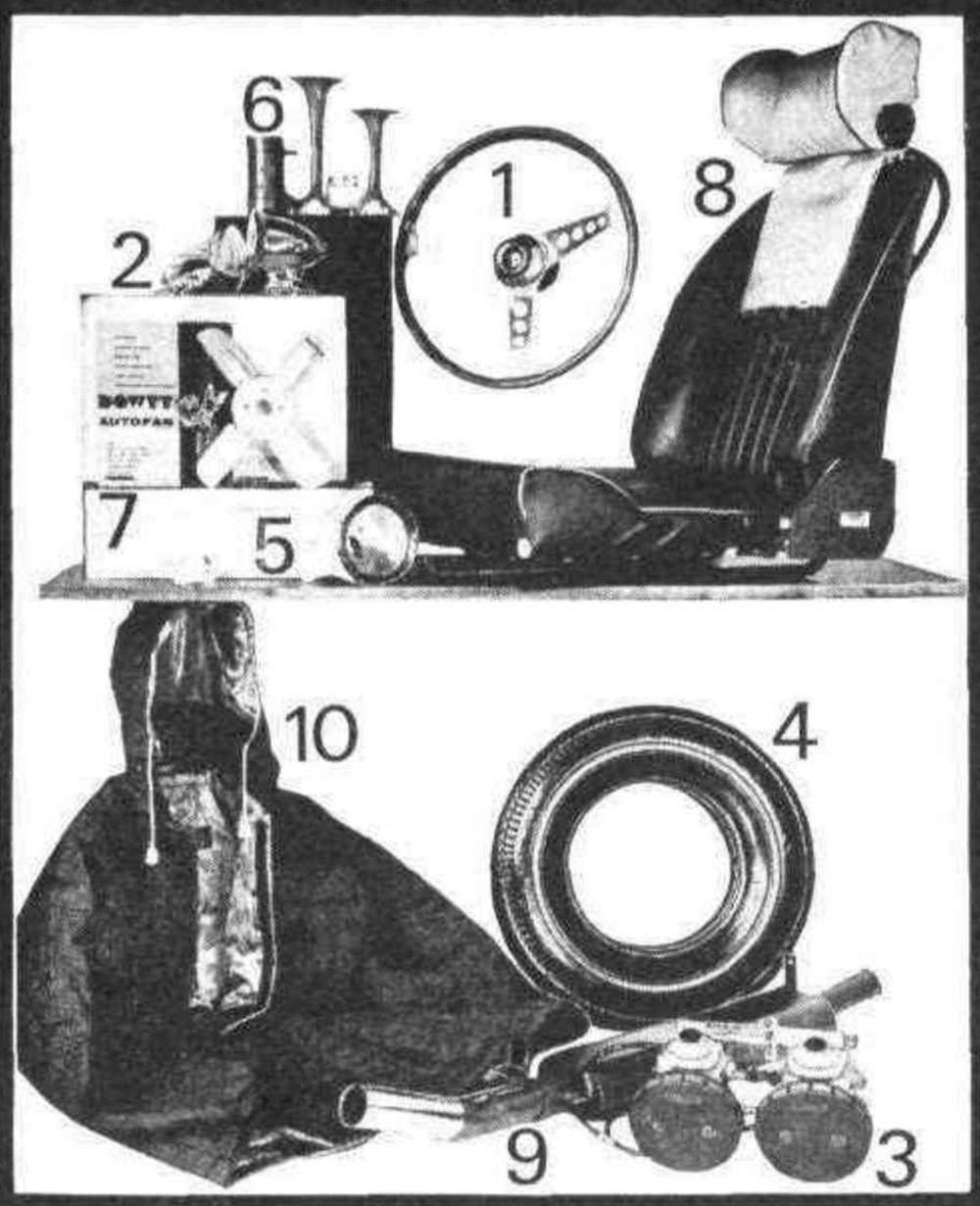
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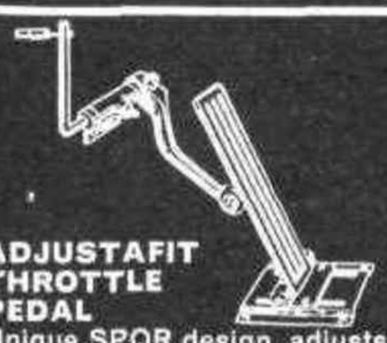
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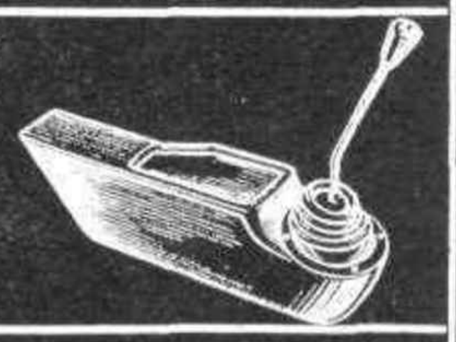


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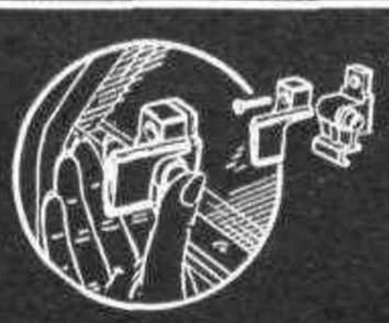
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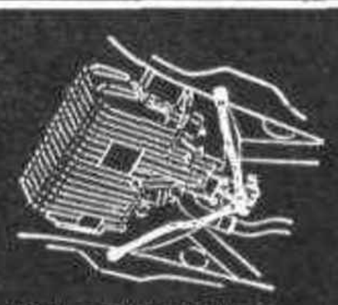




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Readers of *Car & Driver*, the American magazine, recently voted the Spitfire the most desirable of all sports roadsters. This would be flattering under any terms, but is especially remarkable when you consider that the Spitfire was being judged in a group embracing £1,400 sports cars.

What made *Car & Driver* readers so enthusiastic? In a nutshell, the Spitfire is a clever car. It has all-round independent suspension and an even smaller turning circle than the Herald — 24 ft. It also has the same 1147-cc engine, tweaked to give 67-BHP. That gives the Spitfire approximately the same performance as the NSU Wankel Spider (*Autocar* road tests).

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Don't get the idea that the Spitfire is for Spartans. The cockpit is large and comfortable, with wind-up windows, and the seats would not disgrace a Pall Mall club. Both the seats and steering column are adjustable. In the words of *Autocar:* "even our biggest Bunter could get comfortable".

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VOL. XLII No. 12 DRIVING THE FORD GT40—see pages 1115-1119 DECEMBER 1966

MOTOR SPORT

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MATTERS OF MOMENT

A MOTORING POLITICIAN

When Edward Heath, Leader of the Opposition, opened the London Motor Show at Earls Court he told an attentive audience that he was an avid reader of motor journals as a boy, took out his first driving licence at the age of 17, and added : " I have been driving myself ever since." What a contrast to Minister of Transport Mrs. Barbara Castle, who does not know how to drive a car.

While it may not be an entirely valid criticism of the Minister of Transport that she does not possess a driving licence, certainly she should be advised by practical motorists who understand what modern motoring and road conditions are all about. That this does not happen is evident in the muddled thinking that emanates from the Castle of Transport. Such as putting a 70-m.p.h. brake on Britain's costly Motorways, erecting signs to tell drivers at what speed they should take a coming bend (as if the cornering power of a Mini on a dry surface bears any relation to that of an overloaded articulated truck on sheet ice), blithely estimating in advance how many accidents the new drink regulations will prevent, and taking three years to introduce the " give way " rule at all roundabouts.

But there is a glimmer of hope! Barbara Castle does not turn a completely deaf ear to pleas for fair play. She has climbed down over " breathaliser " tests, seems to be rescinding her attitude towards banning private cars from big cities, and has even stated that " no sane Minister of Transport could be anti-motorist." So keep on applying the pressure. In this way we may yet see the speed-limit removed from our motor roads, stupid signs pulled down, and even, one day, find a practical driver and road user appointed to advise the M.o.T.

CARS AND THE CUSTOMER

Since the war complaints of badly-made and casually-inspected cars which are a disappointment to the customer and, by giving continual trouble, an exceedingly bad advertisement for their manufacturers, have been far too frequent. However, it would be a mistake to assume that only British cars possess these shocking shortcomings. To prove this, there is the November editorial in *Road & Track* which reads : " There have been times when we thought we'd never have so nething good to say about automotive service. But now we do have something good to say about service as practised by Pontiac. They've faced up to a problem that affects the whole automobile industry. More than that, they've done something about it. . . . What they're trying to do is deliver cars that are as good as the customer has the right to expect. Pretty revolutionary, eh? It is for American cars, as you very well know if you've ever bought a new one. Half the dealer prep. not done and the other half only half done. A list of defects as long as your arm when you come in for your 1,000-mile check. Everything from burned-out light bulbs to greasy thumbprints on the headliner. Arguments with service managers. No satisfaction from the factory rep. You're lucky if you've never been through it."

So it isn't only in Britain that " tea-break " and " Monday-morning " cars have been sullying reputations! Moreover, criticism comes naturally to many people who are sparing in their praise of good products. We recall seeing the efforts Vauxhall make to follow up customer complaints and eradicate vehicle defects. Recently B.M.C. products have suffered a bombardment of criticism, yet we have completed nearly 10,000 very enjoyable miles with an M.G. 1100 without much trouble. Next year MOTOR SPORT will continue to publish readers' experiences, and criticisms where justified. But we hope a sense of proportion will prevail. Every British product isn't bad! All pre-war £30 cars are not paragons of virtue!

DONINGTON REGAINED

Soon, they tell us, Donington Park really will be used again for motor racing. Having spent many happy hours there before the War, and having seen at Donington the great 1937 and 1938 contests between Auto-Union and Mercedes-Benz which caught public imagination and put motor racing firmly to the forefront of National sports in this country, we hope this will come true. We shall believe it when we attend the first 196? meeting at this venue.

Continued on next page

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Front Cover Picture : ROAD TO VICTORY.—John Surtees won his second Grand Prix this year in Mexico, but the first for Cooper-Maserati. He and team-mate Jochen Rindt were second and third in the Championship table.

WE WISH ALL OUR READERS A HAPPY CHRISTMAS AND NEW YEAR

Motor Sport Fixture List For December

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Dec. 2nd/3rd	Verulam A.C.	Verulamium car park	St. Albans	Rally (*R.*)	20.30
Dec. 3rd	Mini 7 Club/High Moor A.C.	Braid Motors	Ewloe	Rally (*R.*)	22.30
Dec. 3rd/12th	**Bahamas Automobile Club**	**Nassau**	**Nassau**	**Race Meeting** (*INT.*)	—
Dec. 3rd/4th	Coltec M.C.	Heatherbrae Garage	Leebotwood	Rally (*R.*)	23.00
Dec. 3rd/4th	Godiva C.C.	Cattle Market	Brecon	Rally (*R.*)	22.00
Dec. 4th	Surrey Sporting M.C.	Brands Hatch	Farningham	Sprint (*R.*)	12.00
Dec. 4th	Cirencester C.C.	Webb's Garage	Cirencester	Rally (*R.*)	11.00
Dec. 4th	Swansea M.C.	Swansea airport	Swansea	Production Car Trial (*R.*)	—
Dec. 4th	**A.T.C.A.**	**Angola**	**Angola**	**Race Meeting** (*INT.*)	—
Dec. 4th	**R.A.C.E.**	**Madrid**	**Madrid**	**Rally** (*INT.*)	—
Dec. 4th	Bristol M.C. & L.C.C.	Dundry	Bristol	Production Car Trial (*R.*)	10.00
Dec. 9/11th	**South Wales A.C.**	**Howells' Garage**	**Cardiff**	**Rally** (*INT.*)	—
Dec. 9/10th	Larne M.C.	6/275641	Lisburn	Rally (*R.*)	20.00
Dec. 10/11th	High Moor M.C.	Oulton	Leeds	Rally (*R.*)	—
Dec. 11th	Singer Owners' Club	Brands Hatch	Farningham	Sprint (*C.*)	13.00
Dec. 11th	Falcon M.C.	Pye Corner	Harlow	Production Car Trial (*C.*)	11.00
Dec. 11th	Maidstone & Mid-Kent M.C.	Brands Hatch	Farningham	Production Car Trial (*R.*)	10.00
Dec. 26th	B.A.R.C.	New Brighton	Wallasey	Driving Tests (*R.*)	11.00
Dec. 27th	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30
Dec. 27th	B.R.S.C.C.	Mallory Park	Leicester	Race Meeting (*C.*)	13.00
Dec. 27th	Darlington & Dist. M.C.	Croft	Darlington	Race Meeting (*R.*)	13.30

MATTERS OF MOMENT—continued from previous page

Let us not forget, in this context, that pre-war, Britain was far from established in International Motor Racing—when the German teams arrived to do battle before incredulous crowds at Donington we felt that cycle-paths beside the main course to accommodate the E.R.A.s and Altas would have been expedient! Today Jack Brabham is World Champion, feted at banquets by Champion, Esso, the B.A.R.C., etc., and the green cars are supreme on the G.P. circuits. Let us strive to keep it thus, against the red and the white and red. And, circuitwise, let us remember that Oulton Park has been a very fair substitute for Donington Park. Splendid racing has been seen there, with the fastest cars contesting the Gold Cup and pre-war G.P. Mercedes-Benz demonstrated by Brooks and Collins. But Oulton has yet to stage the British G.P. This is something that could well be rectified, come back Donington or not.

KYALAMI 9-HOUR RACE—JOHANNESBURG (Nov. 5th)

David Piper drove his Ferrari P2/3 prototype Group 6 car to a resounding victory in the S. African 9-hour race, partnered by Richard Attwood. Opposition was not strong, coming from the Belgian Ecurie Francorchamps Ferraris of " Elde "/Ickx (275LM) and Mairesse/" Beurlys " (P2/3), the Bernard White Ford GT40 (Hobbs/Spence), and the Porsche Cars (G.B.) Ltd. Carrera Six of de Udy/de Klerk, the Lola 70 Chevrolet of Pierpoint/Serrurier and the open Ford GT40 of Sutcliffe/Love.

The Piper/Attwood Ferrari won by 33 laps, the well-organised and efficient Piper Racing, which excels in these long-distance races, really having most people beaten before the start.

Results :

1st : D. Piper/R. Attwood (Ferrari 4.4-litre) .. 291 laps—740.304 miles (132.385 k.p.h.)
2nd : P. Clarke/R. Fielding (Ferrari 275LM) .. 258 laps
3rd : C. van Buuren/S. Mellet (Porsche RS) .. 254 laps
4th : J. Holme/B. Wheble (Lotus Elan) .. 253 laps

THE CARS NOBODY WANTS

About a year ago we offered free a pre-war 17-h.p. s.v. Armstrong Siddeley saloon which was suffering from minor engine derangements to David Goode, Secretary of the Armstrong Siddeley O.C. On two occasions he has been to look at the old car, having expressed himself keen to restore it, but it has still not been collected and looks like languishing for another winter in the open.

About a year ago we were told of a Siddeley Special with completely overhauled engine and another of these cars, which the V.S.C.C. recognises as p.v.t.s, for disposal in London, due to the death of their owner. The latter car was clearly the prototype Siddeley Special, consisting virtually of a 30-h.p. Armstrong Siddeley chassis with the hiduminium engine and a fine Burlington limousine body.

About six months ago we heard of a 1935 o.h.v. Armstrong Siddeley saloon, with minor engine derangement, offered for a token 10s.

All these cars were referred to in these columns; no inquiries came in. Obviously, nobody wants them. A vintage Armstrong Siddeley sometimes excites a little sympathy and post-war models are still quite popular, if only for utilitarian reasons. But it seems that nobody wants Armstrong Siddeleys of the 1930s, at all events if they are non-runners, even when they can be had for nothing.

One supposes there must be one make and period of car that is the most unpopular of all. This seems to be it! The Editor had hoped to save the first of the examples quoted, but lack of dynamo-charge, a seized water-pump and " difficult " Bendix brakes defeated him, a colleague who normally wields the spanners saying, in effect, " No go; it's only an Armstrong Siddeley." This car is now getting past redemption.

The Siddeley Specials were presumably scrapped, another of these great cars, which nobody wanted some years ago, now stands in the open exposed to the elements. The A.S. that forms our third example will probably have been towed away, for a charge, by the local council and scrapped before these words are read.

Verily, the later pre-war Armstrong Siddeleys are the unwanted cars. Even Trojans, which are slower, are better loved!

David Goode used to lead the Daimler-Lanchester O.C. but, for some reason, left this enthusiastic Club and re-formed the A.S.O.C. In this he could be regarded as misguided.

CHAMPION EMBARRASSED

Jack Brabham has been presented by Esso with a splendidly detailed scale model of his Brabham-Repco Championship-winning Formula 1 car. At the luncheon party he recalled his most embarrassing moment the day before when he was invested with the O.B.E. at Buckingham Palace, " all decked out " in morning dress. After the ceremony he returned to his car, parked in the forecourt, to find the starter jammed solid. A search in the boot revealed an instruction book but no tools, but he was able to borrow a short spanner from another honoured gentleman. Some minutes later he emerged from the engine compartment, " greased from one end to the other," to find two policemen anxiously waiting for him to leave the now-empty forecourt . . . he left, rapidly.

THE V.S.C.C. NORTHERN TRIAL (Nov. 15th)

Results :

First Class Awards : B. Clarke (1929/33 Austin Ulster), W. S. May (1926 Frazer Nash), S. D. Harper (1928 Austin Chummy) and T. Oldham (1928 Austin Chummy).

Second Class Awards : R. J. Clarke (1937 H.R.G.) and G. R. Footitt (1930 Jowett Black Prince).

Third Class Awards : F. H. Y. Green (1933 Austin Nippy) and J. I. Phillips (1925 Jowett 7/17).

Production of the Fiat 124, which was announced in March, has already exceeded the 100,000-mark and is now running at 1,000 a day—the Turin company looks all set for a " quick million " with the car, which we described in September. When the 124 was introduced to Britain at the Motor Show its price was announced as £553 basic, £774 including tax.

Castrol XL full-body 20W-50 has 'Liquid Tungsten'

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Some car makers recommend 20W-50 oil right from the start. Check your handbook. Or you may need it simply because your engine, whatever its age, is using too much oil. So you need a bit more body in your oil. But is that all a body can give you? Not a bit of it. Not since Castrol's development of 'Liquid Tungsten'. Castrol XL does everything an ordinary 20W-50 does: easier starting, reduced oil consumption, lower fuel consumption, keeps your engine cleaner. But now—with 'Liquid Tungsten'—you can cut engine wear, hold on to more of your performance. Not just any body can do that for you.

Only Castrol XL full-body 20W-50 with 'Liquid Tungsten'.

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RACING ON THE ISLE OF MAN

—*the R.A.C. disapprove*

LAST month I wrote about the possibility of holding the R.A.C. Tourist Trophy race on the Mountain Circuit in the Isle of Man, a circuit that is used twice a year for motorcycle racing, three weeks in June and two weeks in September. It is a circuit whose value is not only proven, but one that is fully geared to racing, as regards marshalling, control, medical facilities, communications, spectator amenities and so on. The circuit comprises public roads and its use for racing has the fullest co-operation from the Manx Government and the Manx people. It can and does provide road racing in its highest possible form, a test for rider and machine that is unequalled anywhere in the world. It was not without reason that the German motorcycle industry set out to conquer it in the late 1930s with B.M.W., and the Italian and Japanese industries made it their main objectives in recent years. Any other form of road racing pales into insignificance alongside the I.O.M. circuit, as any motorcycle road racer will tell you. Fortunately for this country the Auto Cycle Union have stuck to the real principles behind racing and kept their Tourist Trophy races on the Island circuit, and have not been persuaded (or bought!) by short-circuit "circus" owners to transfer the T.T. to an artificial stadium.

In 1956 the Isle of Man Tourist Board approached the R.A.C. and offered the use of the Mountain Circuit for the T.T. Motorcar Race. The year before, the R.A.C. had made a complete nonsense of organising their race on the Dundrod circuit in Northern Ireland, resulting in very unfortunate casualties, so that they returned from Northern Ireland fearful lest "someone in power" should bring down their wrath on their bungling; or more likely the fear that someone who was aiming for Birthday Honours might have blotted his copy book. I said in 1955, and repeat now, that the R.A.C. were very misguided in their selection of competitors for that last T.T. at Dundrod, allowing unknown drivers with fast cars, drivers whose only experience was airfield racing, cars that were not fast enough and a speed differential between the fastest and slowest competitor that was almost criminal. On the wide open spaces of an airfield none of this would have mattered, there would have been room for the fastest and the slowest, the good and the bad, but on such an exacting circuit as Dundrod it was foolish in the extreme and we were the unhappy witnesses to the consequences. The offer of the Mountain Circuit was made as an attempt to keep the R.A.C. Tourist Trophy race alive, for after Dundrod it looked as though it would expire (which it inevitably did). Mr. Dean Delamont and the late Earl Howe, visited the I.O.M. but they were so strict in their requirements for a circuit that the Mountain Circuit was out of the question. The Dundrod horse having bolted the R.A.C. were out to lock the stable door, and any ideas for another T.T. would have to appear bungle-proof, so they set up impossible standards of road width, pit area, spectator protection and so on. The Le Mans disaster was still strong in the air at the time and unlike the French who merely made a great song and dance, with many explosions and apparent improvements so that Le Mans could continue almost unchanged, the R.A.C. became very shaky at the knees and instead of thinking of ways to prevent accidents happening they went out of their way to think up ways of absorbing an accident so that it would not be too obvious.

I well remember driving round Silverstone with Jean Behra, looking at an enormous ditch dug on the outside of the short straight between Stowe Corner and Club Corner. It was big enough to absorb a wayward 250F Maserati completely, so that the spectators were nice and safe. Behra said "That is fine, but what about us, the drivers, when we go into that ditch?"

In 1961 the I.O.M. Tourist Board considered the idea of constructing a suitable circuit on the Island that would meet the safety requirements and provide a permanent road-racing circuit. The B.R.D.C. were approached but they were so tied up in airfield racing at Silverstone that nothing came of the idea. In 1965 Mr. Dean Delamont and two other members of the R.A.C. Competitions Committee went to the Isle of Man to inspect the Tholt-y-Will hillclimb course. While there this trio asked to be allowed to inspect the Mountain Circuit and with the full co-operation of the Tourist Board this was arranged, their findings being most enthusiastic. Early in 1966 a meeting of the R.A.C. officials, the Isle of Man officials, people from the British Trade and Industry and numerous other interested bodies was held and everyone seemed determined to go ahead with the idea of a motorcar race on the Mountain Circuit. A race that would reinstate the moribund Tourist Trophy to the position of honour it once held. It was envisaged that a race could be promoted in 1968, and such was the enthusiasm of all concerned that it prompted Mr. W. E. Quayle, the Chairman of the Isle of Man Tourist Board, to write the following words in the programme of the 3rd Tholt-y-Will Hill Climb.

"We hope that we shall retain your interest and support for motoring events in the Isle of Man. In 1968, we hope to promote, with the co-operation of the R.A.C. and the Trade, a touring car race on the T.T. course, thus bringing back to the Isle of Man, the birthplace of car racing, the event which was first held in the Island in 1904."

In August, 1966, Mr. Basil Tye, Deputy Director of the Motor Sport Division of the R.A.C., to give him his full title (though he is better known as Dean Delamont's "sidekick" and the man who John Willment knocked backwards over a flower bed at Brands Hatch), made a detailed visit to the Mountain Circuit with notebook and pencil. This was an official inspection of the course to ascertain the possibility of organising a Touring Car Race. Mr. Basil Tye's report ran to eleven pages of foolscap paper and on first reading appeared to be a sales promotion script for Armco Barrier, that corrugated galvanised steel railing that keeps spinning cars on the track at most of our circuits. Mr. Tye appeared to have arrived in the Island like a Civil Servant sent on a beastly mission, his only interest being to return with convincing proof for his superiors that the trip had not been wasted, and he "had eleven sheets of foolscap paper filled to prove it." He also seems to have gone with a water-tight set of rules drawn up to make Silverstone, Mallory Park or Brands Hatch "safe" circuits and which would keep the nose of the R.A.C. clean should there be an accident. On a "mickey-mouse" circuit these rules are reasonable enough, though the R.A.C. would do much better to put the same effort into teaching people how to drive, instead of accepting anyone with a Competition Licence and a Les Leston crash-hat as a racing driver. No one in his right mind would attempt to set up a 37½-mile circuit of public roads to the same standard of control as Brands Hatch or Silverstone, yet this is what Mr. Tye endeavoured to do, seemingly all on his own and without enlisting the advice and knowledge of people in the I.O.M. with years of experience of running the Mountain Circuit for motorcycle races.

Many of us laugh at Government official papers and Civil Service bureaucracy, but Mr. Tye's report, which he put before the Competitions Committee of the R.A.C. was a classic in unbelievable documents. He applied the rules for a 3-mile circuit quite literally to a 37½-mile circuit, even to the extreme of calling for one breakdown vehicle and one ambulance for every mile of the circuit. I doubt whether there are 38 breakdown vehicles and 38 ambulances in the Isle of Man, anyway! Without enquiring how the motorcycle T.T. races manage for marshals, and how many are required for the circuit, he came to the decision that 1,300 marshals would be required. This was on the principle applied at Brands Hatch or Silverstone, where each corner marshal is in full view of the one on the corner previous and the one on the corner following. Fair enough on a 3-mile circuit, but how unreal over the Snaefell mountain. Short circuit requirements call for a spectator marshal every 75 yards, but even Mr. Tye did not have the courage to divide 75 into 38 × 1,760 yards. The best part of the report was the demand for 200 pairs of asbestos gloves and 199 sets of grappling irons! There was no explanation to this discrepancy.

The whole report made it very obvious that Mr. Tye's visit to the Isle of Man was purely a question of carrying out duties and "going through the motions." Many people who were involved with the enthusiastic meeting early in 1966 have expressed the feeling that vested interests had been at work long before Mr. Tye went to the Island in August. These vested interests could only be connected with people who would not gain anything by a race being held in the Isle of Man. I do not think they would be the drivers or car owners, while the Trade and Industry were all in favour. I suggested last month that the only people who would be likely to oppose the idea would be the circuit owners on the

Continued on page 1094

RACING NOTES AND NEWS

THE F.I.A. has accepted the South African Kyalami circuit as the venue for the 1967 Grand Prix of South Africa, so that next year's Championship series begins on January 2nd. It was also agreed that there should be a Canadian Grand Prix for Formula 1 and this brings the total of events up to eleven. South Africa (Jan. 2nd), Monaco (May 7th), Dutch (June 4th), Belgium (June 18th), France (July 2nd), Britain (July 15th), Germany (Aug. 6th), Canada (Aug. 26th), Italy (Sept. 10th), United States (Oct. 1st) and Mexico (Oct. 22nd). All these events will count for the two major Championships of the World, the Drivers and the Manufacturers, and scoring will remain the same; for the first six places points will be 9, 6, 4, 3, 2, 1. However, a major change has been made in that the 1967 season has been divided into two parts, that comprising the first six races and that comprising the remaining five races. Any five of the first group can be counted and any four of the second group. This means that a team or driver can leave out one of the events between South Africa and Britain, and one out of the events Germany to Mexico, and not penalize his chances in the points scoring. Previously it has been possible to use the results of any of the total races, though not all of them, so that for any race result you could drop an earlier one if it was of lesser value. With this new system it will mean that after the British G.P. the Championships begin all over again, the results of the first half being fixed.

While discussing Grand Prix racing the Sporting Commission of the F.I.A. decreed that the name Grand Prix should be applied to a country's World Championship race and no other. If any country, such as the Argentine, does not hold a Championship event then the term Grand Prix will only apply to one other event if the name of the country is used in the title. This is an encouraging tidying up of a situation that has been very slack recently; a race entitled the Grand Prix of Nomansland should mean that it is the premier event, and by all normal standards this would mean a Formula One event. There has been a tendency to describe saloon car races as the Grand Prix event, which rather detracts from the use of the name, which literally translated means Great Prize, but which more closely means the Number One event of any country.

* * * * *

As reported elsewhere the existing Formula Two racing came to a close at the successful B.A.R.C. meeting at Brands Hatch. In 1967 a new Formula Two begins and for this the rules are briefly that the engine is limited to 1,600cc capacity, must have not more than six cylinders and must be built around what started life as a basic production cylinder block (500 off). All the existing constructional rules apply, but it does mean that designers have a much freer hand as regards the power unit and some interesting designs are already well under way. A European Formula Two Championship has been agreed upon, comprising some 15 races, with a maximum of three from any one country. The greedy British F.I.A. delegates seemed to find it unjust that the seven F2 events scheduled in Britain for 1967 were not accepted *in toto*. The R.A.C. have now got the unenviable task of deciding which of the seven races shall count for the European Championship, and it looks like Snetterton (Good Friday), Silverstone (Easter Monday) and Brands Hatch (Aug. 28th). France have also to choose three, Germany two and Italy two, with one apiece for Spain, Finland, Holland, Sweden and Belgium. This seems a pretty reasonable and fair arrangement for a Championship series, and the intention is that they should all be run to the same basic conditions as regards distance or time, prize moneys, starting moneys and so on. Since the successful Watkins Glen experiment of paying by results instead of fixed starting money, the idea seems to be catching on in Europe and this may well be the arrangement for the Formula Two races. It is a simple matter of "the faster and farther you go, the more money you get." Paying customers attend race meetings to see the top drivers racing for as long as possible, not just to see them on the starting grid or for the opening lap, so those whose cars last the whole race should get more than those whose pre-race preparation limits them to the opening lap. Of those who finish it must be reasonable to pay more to the first than to the last. It must also be more satisfying to the drivers and in the United States G.P. John Surtees must have really enjoyed his thrash up through the field after his pit-stop, for every car he caught and passed meant another wad of dollar bills in his kitty. The success of this system depends on there being sufficient money in total to ensure that the first retirement at least gets a fair sum of money. At the moment, in a Grand Prix, a driver/car combination could receive £1,000 for breaking a driveshaft on the starting grid of a European Grand Prix race, and the winner could get only half that amount.

Already the Cosworth firm have had their 1967 Formula Two engine running in National races, with great success, driven by Mike Costin, the Cos of Cosworth. The new engine, designed by Keith Duckworth in conjunction with Ford of Britain (Dagenham) uses the five-bearing Ford Cortina cylinder block and has a twin-camshaft cylinder head, with four-valves per cylinder. Using fuel-injection it is giving well over 200 b.h.p. and even at £2,500 a time the whole production run of 40 engines has been sold in advance. Naturally, this engine will be fitted in any chassis you like to name, along with a suitable Hewland gearbox, just as the old 1,000cc Formula Two Cosworth engines were almost universal.

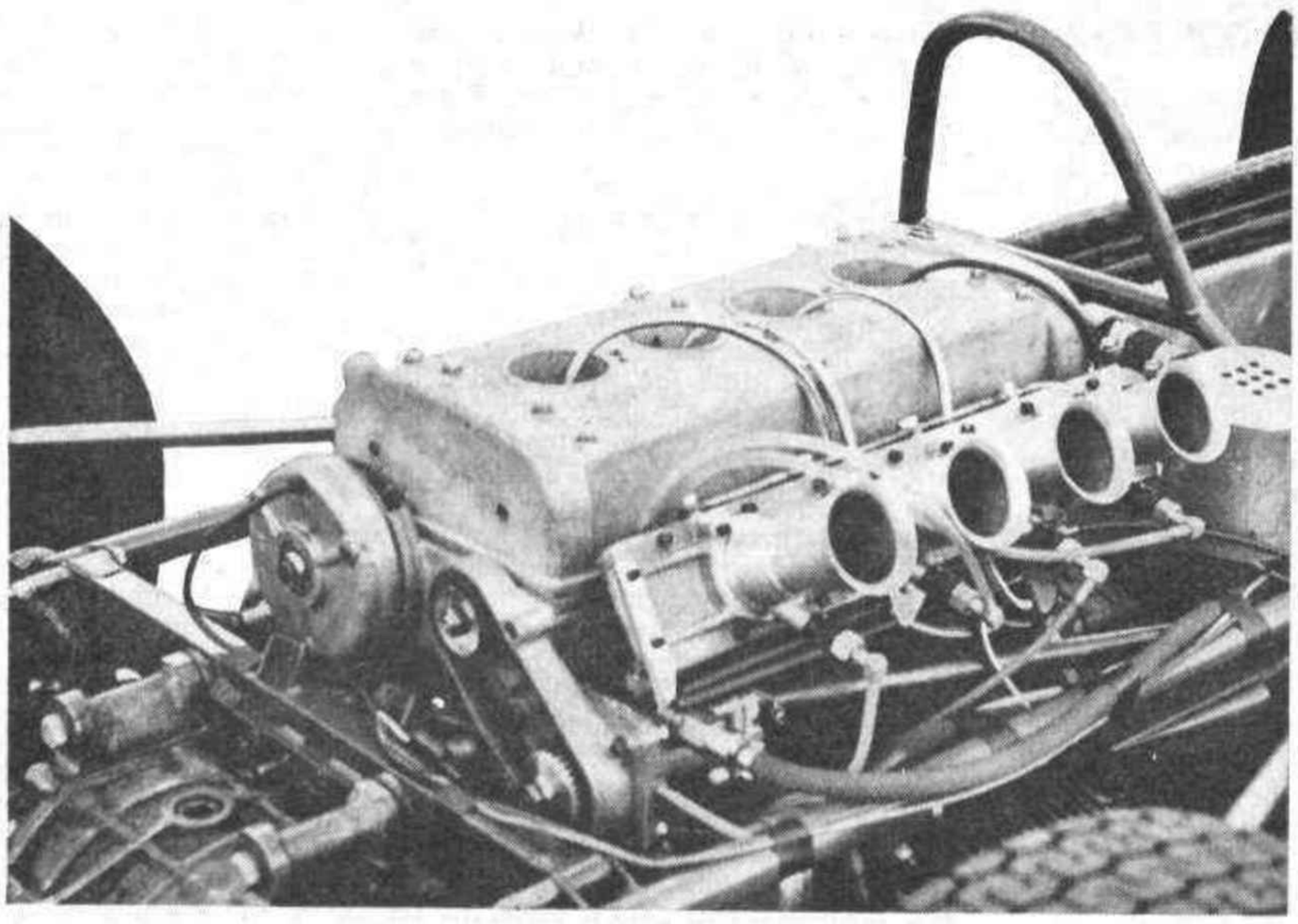
The German B.M.W. firm are making strong noises of joining in with a 1,600cc Formula Two team, while Lola have negotiated a tie-up with them for the use of their Formula Two engine. This tie-up would appear to involve John Surtees, which is not surprising knowing the close friendship that has always existed between Surtees and the Munich firm. Their engine, at present in experimental form on a 2,000cc cylinder block, has an intriguing cylinder head design in which the four valves (becoming increasingly popular once again) are disposed radially around the central sparking plug. The two inlet valves each have their own inlet passage and carburetter, and there is an exhaust outlet on each side of the head. The inlet passages are down-draught, almost vertically on top of the cylinder head, and the four valves are operated by a system of rockers and pushrods from two overhead camshafts. In 2-litre form it has been used in a Brabham chassis in hill-climbs and for short-distance record breaking and shows great potential. The Formula Two version will, presumably, be adapted to the production 4-cylinder 1,600cc block.

Other firms showing keen interest in the new Formula Two are Porsche, Ferrari and Matra, but so far the only news has been surmise, though Ferrari could well use the Dino V6 engine now that it is in production by Fiat, while Porsche have a very good 6-cylinder engine, as evinced by the fantastic Carrera Six (Group 4) sports car. Matra must surely make their own engine in the near future, for their racing programme seems to be a very serious effort to get France back into big-time racing. Their sports Matra Djet is in great production, using a Renault-based engine, so a Formula Two engine should not be too difficult.

There seems no doubt that the new Formula Two is going to get underway with a flourish and that it is going to be monopolised by works teams and professional teams even more than the old Formula Two. This will mean that the private-owner will have little or no chance of joining in, which is a pity, for it should be a stepping stone from Formula Three to Formula One. However, if sufficient works teams and professional teams take part then there could well be many chances for a good new driver to get into the realms of the professional, providing all the sponsored seats are not taken by Grand Prix drivers. At the moment the current list of graded F.I.A. drivers are debarred from taking part in Formula Three racing, but an ex-Grand Prix driver has been able to join in with the "new-boys," as we saw happen at Monaco when Willy Mairesse drove an Alpine. A new rule now prevents this from happening, for once a driver has been accepted in the F.I.A. list, which means that he is an accomplished Grand Prix driver, he cannot down-grade himself to Formula Three. It would not be a bad idea if there was some sort of non-down grading for the cream of Grand Prix drivers to prevent them from monopolizing Formula Two. I once asked an ex-World Champion driver (one of the top five) whether he enjoyed messing about in a 1-litre Formula Two car, mixing it with good and bad drivers. His reply was that he did not enjoy it, but the money was good!

* * * * *

At the Earls Court Motor Show, on the Porsche stand, was an enormous Gold Cup. This was the Challenge Mondial de Vitesse et d'Endurance (World Cup for Speed and Endurance) and was awarded for a Championship for Manufacturers in serious long-distance racing for Group 6 Prototypes over 1,000cc and for GT cars. The races included in this Championship were Sebring 12 hours, the Targa Florio, the Nurburgring 1,000 kilometres and the Le Mans 24-hour race. As rugged a collection of long-distance races as anyone would want. While Ford and Ferrari were fighting each other for overall victory, the incredible



The new Formula Two Cosworth engine based on the 4-cylinder Ford Cortina five-bearing cylinder block. The alloy head has two overhead camshafts and four valves per cylinder. On the rear of the exhaust shaft is the alternator and on the rear of the inlet is a cog-belt drive to the injection pump.

Porsche Carrera Sixes were consistently finishing well up behind them, and in the Targa Florio actually won outright, so that on points the Stuttgart firm came out on top, no doubt much to the surprise and chagrin of Maranello and Detroit. Porsche scored 32 points, Ferrari 28 points and Ford 27 points, and nobody deserves this win more than Porsche, for the 2-litre air-cooled cars have never been far behind and even at Le Mans there have been moments when it looked as though they might achieve an overall victory with an engine capacity of less than half that of their rivals. If ever a firm justified all the rules and ideas of the F.I.A. it is Porsche. Whether their thinking follows closely in the footsteps of the technical people in Paris, or whether Paris looks to Porsche for direction is not clear.

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It was not long after the announced demise of Group 7 (two-seater racing cars) racing in Britain (remembering that it never even lived in Europe) that Lola announced their intention of taking part in Group 6 (Prototype GT cars). More important however, was the announcement that Eric Broadley was co-operating with Aston Martin over the projected Group 6 car, and as Broadley is not known for engine design work, it was clear that Aston Martin had designed a suitable engine for long-distance Prototype racing such as Le Mans and the various 1,000 kilometre races. This was first-class news for it mean that there would be an all-British car in the running once more, and the trade and industry who put so much into motor racing without getting much publicity, would obviously welcome it warmly. Nobody in the accessory and equipment world that centres around the Midlands has been very happy with the trend of putting American engines in British chassis, for they have felt the outlay unjustified, as it did not seem to be doing the British Industry much good. I know it was doing McLaren and Lola a lot of good, but firms like Lucas, Ferodo, Lockheed, Girling, Armstrong, Hardy Spicer, Borg and Beck and so on were lukewarm about putting their research knowledge into American products. This was partly why the S.M.M.T. withdrew their support from Group 7, preferring to put it into Formula Two and Three, with Cosworth, Holbay, etc.

Eric Broadley's ability to design a car suitable for Le Mans and other such races needs no justifying; let us just hope that this time he does not have to sell the idea to a "foreign power" as he did with the Lola coupé that became the Ford GT40. With Aston Martin working with Lola the future looks most encouraging, and it may even encourage Jaguar to bring out their Le Mans project which has been hanging fire too long now.

While on the subject of Group 6 cars, which must surely have the engine mounted between the driving cockpit and the rear-axle these days, as Porsche have been demonstrating for years, it is interesting that Lotus have announced a new sports/racing car to comply with Group 4 (50 off). This will have the Lotus-Ford twin-cam 4-cylinder 1,600cc engine mounted in the mid-position and it is hoped to have it homologated by the spring. The first one should be at the Racing Car Show at Olympia in January, 1967. The fact that Chapman is thinking "mid-engine" for GT looks as though he is getting interested in Group 6, having played with the idea with the Lotus 30 and 40, and the Lotus-de Tomaso engine tie-up looks as though there might yet be a Lotus mid-engined coupé at Le Mans, even though Chapman said he would never go back after the double-dealing he received from the A.C. de l'Ouest over the Lotus 23.—D.S.J.

RACING ON THE ISLE OF MAN—continued from page 1092

mainland, as it would detract from their glamour. One of the first letters I received in opposition to the idea after last month's article was from someone closely interested in the financial prospects of one of our smallest artificial circuits!

The Competitions Committee of the R.A.C. considered the report made out by Mr. Basil Tye and they decided that there would be no racing in the Isle of Man on the T.T. Course because they were not prepared to accept a lower standard of safety and protection than that laid down in the rule book for a 3-mile circuit. All along it has been assumed that a race on the Mountain Circuit would be run on the same lines as a saloon car race at Silverstone, the R.A.C. do not seem to have taken into account the fact that conditions of cars and competitors would be entirely different. Perhaps they did not learn the right lesson at Dundrod in 1955 and were thinking of letting any old Tom, Dick or Harry in a souped-up Mini take part in the T.T. in the Isle of Man. I sincerely hope this is not true.

It has been suggested to the R.A.C. that long circuits in Europe, such as the Targa Florio, the Nurburgring, Mugello, or Clermont-Ferrand, seem to manage pretty well and run successful races, but the attitude in Belgrave Square, London, seems to be "holier than thou." It might be embarrassing to compare the accident and injury rate per mile raced at, say Brands Hatch, to that at Nurburgring.

By strict application of the rule-book the R.A.C. have ended all hope of a race on the Mountain Circuit, even though it was they themselves who germinated the idea in 1965. Undaunted the Isle of Man Tourist Board are now thinking in terms of another sort of race, and already local people in the town of Douglas are thinking in terms of a British "Monaco Grand Prix," up the promenade past the Casino, round the houses and past the shops. It will be interesting to see how the R.A.C. "spokesmen" Mr. Delamont and Mr. Tye deal with this idea. It would seem that the big advantage to having a motor race in the Isle of Man is that the people of the Island would benefit financially. There are many people in the control and organisation of racing on the mainland to whom this would be most distasteful.—D. S. J.

BOOKS FOR CHRISTMAS

"*Motor* **Road Tests, 1966 Series."** 130 pp., soft covers, 11⅞ in. × 8¼ in. (*Temple Press Books Ltd./George Newnes Ltd., Tower House, Southampton Street, London, W.C.*2. 21s.)

At this time of the year, welcome as a Christmas gift, comes this annual containing reprints of road-tests published by *Motor* between July 24th, 1965, and July 9th of this year. The cars covered range alphabetically from the Alfa Romeo Giulia Super to the Wolseley Hornet and embrace such interesting cars as the Aston Martin DB6 Vantage, Auto Union Audi, B.M.W. 2000TI, Daihatsu Compagno Berlina, Jaguar E-type 2+2, M.G.-B GT, Oldsmobile Toronado, Peugeot 404C (spelt Peugot in the table of summarised performance!), Rover/B.R.M. gas-turbine car, Toyota Corona, and Volkswagen 1600TL. Most of the test reports cover six pages of extremely detailed information, comprehensively illustrated and with very full figures relating to almost every aspect of performance it is possible to measure.

The book is extremely valuable as a source of reference and a guide to prospective car buyers. This time the fastest car tested was the Aston Martin DB6, timed at 147.6 m.p.h., the most accelerative over a s.s. ¼-mile the same car (14.9 sec.), and the most economical the Wolseley Hornet, which returned 34.7 m.p.g.

I would not be without these excellent road-test annuals.—W. B.

"*Autocar* **Road-Tests, Autumn 1966."** 128 pp., soft covers, 11⅝ in. × 8¾ in. (*Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.*1. 9s. 6d.)

This is *Autocar's* companion, but interim, volume to that reviewed above. It contains 20 of this magazine's new 6-page road-test reports, ranging from Aston Martin DB6 to Fiat 850 coupé. Reports on the controversial Oldsmobile Toronado, the Pontiac GTO Automatic, the Jaguar E-type 2+2, M.G.-B GT, and the Toyota Corona are included. Fastest car of this bunch was the Aston Martin, with 148 m.p.h., the most accelerative over the s.s. ¼-mile this same car (14.5 sec.), and most economical the Fiat 850 coupé (32.5 m.p.g.). It may interest Mrs. Castle to know that every one of the cars tested very comfortably exceeds 70 m.p.h.—W. B.

"World Car Catalogue, 1966 Models." 776 pp., 10⅞ in. × 8¼ in. (*Iliffe Books Ltd.*, 42, *Russell Square, London, W.C.*1. 63s.)

This is another exceedingly welcome annual publication, which should be in every manufacturer's library and in all County Libraries, and which will be of inestimable value to those private individuals who can afford to invest in it.

As in previous editions, the aim is to describe and illustrate (with an outstanding technical or styling feature) every production car on the World's markets, with comprehensive accompanying specification and performance data. Arranged under nationalities, there is also a section devoted to special bodies, illustrated in colour with technical information. This year, too, an innovation is the inclusion, at the end of this great volume, of road-test coverage on selected cars, nicely presented on card, with line drawings of engines or components and scaled side views. The cars covered include Lamborghini 350 Spider GT and Maserati 2-door and 4-door Berlinas.

There are also specialised indices, arranged under engine capacity, price and maximum speed as well as under makes, while summarised histories of many car manufacturers are included. This is an Italian production from the A.C. of Italy, the Introduction being by Rodolfo Biscaretti, President of the Association of Italian Car Manufacturers. This does not in any way bias the contents and Iliffe Books are to be congratulated for ensuring its continued appearance in this country.—W. B.

"Man & Motor—the 20th century love affair," edited by Derek Jewell. 208 pp., 11 in. × 8½ in. (*Hodder & Stoughton Ltd., St. Paul's House, Warwick Lane, London, E.C.*4. 84s.)

This can be described as one of the most intriguing and comprehensive "bedside books" on motoring yet published. Conceived by Derek Jewell, Deputy Editor of *The Sunday Times Magazine*, it is lavishly illustrated and contains the works of celebrities from Hardy Amies to Ian Yeomans. Of perhaps rather too popular format for MOTOR SPORT readers, the general motoring public are going to lap up the contents of this big volume with the eagerness of Get-Away people; it constitutes *the* ideal Christmas gift. There is Bill Boddy on the eleven most important racing cars from 1895 to the present day, Hunter Davies on what G.P. racing is like seen intimately from within, famous drivers from Moss to Surtees quoted on how *they* regard motor racing, the great *marques* observed by Robert Daley, Boddy doing a pictorial Ford history, Jewell himself looking at John Cooper and his competition cars, Peter Dunn with a well-balanced commentary on Rolls-Royce, and Elizabeth Woolley getting hysterical about the Aston Martin DB5 and DB6.

That takes you half-way through this refreshingly new motoring book. In the second half we get a clever cartoon portrayal of how the modern car is made and how its engine works, and yet another version of that theme started so successfully in MOTOR SPORT years ago by W. B. of "Cars in Fiction," illustrated and with quotations chosen by Bill Boddy, accompanied by his notes on the authors and the cars they put into their books. This is extended on other pages to the car as great artists, including Toulouse-Lautrec, have seen it, as poets have written of it, and in cartoons. Bernard Braden, Jean Shrimpton, Jim Clark, Malcolm Muggeridge, Barbara Castle(!), Donald Campbell and other celebrities deal with the cars they most desire, there are articles by Lord Montagu, Maxwell Boyd, Patrick Campbell, Peter Sellers and John Dankworth. The American scene from Detroit to drag-racing is covered, the book looks at car beautification down the years, at the future, at safety, at car-hate, at cars for criminals, at drivers under hypnosis, and it is illustrated by photographers of the calibre of Horst Baumann, Duffy, Gerry Cranham and Lord Snowdon. Some of the material has been published previously. James Leasor writes a very interesting account of his f.w.d. Cord, Elizabeth Benson expresses a woman's view of cars, but we cannot forgive George Perry for his dramatised piece on "The Car As a Killer."

There is a quote from T. E. Lawrence's book "The Mint" that is alone almost worth the admission money, and "Man & Motor" is lavishly illustrated, with many colour plates. It will presumably become an annual and it will almost certainly be a best-seller.—W. B.

"The Anatomy of the Aeroplane," by Darrol Stinton. 321 pp. 10 in. × 7½ in. (*G. T. Foulis & Co. Ltd.*, 1-5, *Portpool Lane, London, E.C.*1. 63s.)

Written by a former test pilot and aircraft designer, this is a physical textbook for students of aeronautics, and is concerned with why modern aeroplanes are shaped as they are from the standpoint of meeting operational and design requirements.

Copiously illustrated and with mathematical explanations, "The Anatomy of the Aeroplane" is clear and fascinating reading even for wingless laymen. It would constitute an excellent and very acceptable seasonal gift for aeronautical students.

The book deals with aircraft design in terms of aerodynamic shape, propulsion system, and structural shape, etc., with a leavening of history, while detailed appendices cover specific applications, in the form of projects. Examples are given of light and utility, subsonic transport, supersonic transport, strike and reconnaisance aircraft and aircraft designed for counter-insurgent, or COIN, operations.—W. B.

"European Transport Aircraft Since 1910," by John Stroud. 680 pp. 8¾ in. × 5½ in. (*Putnam & Company Ltd.*, 9, *Bow Street, London, W.C.*2. 105s.)

Here is another of these incredibly detailed Putnam make-by-make aviation histories which put the majority of equivalent motoring works to shame. This one covers every conceivable European transport aeroplane from 1910 to the present. British machines are not included, because they have been dealt with elsewhere, but the volume, the text, photographs and plans of which follow Putnam's standard format, is sub-divided to cover the aeroplanes of Austria (Hausa-Brandenberg and Hopfner), Belgium (SABCA), Bulgaria (D.A.R.), Czechoslovakia (Aero to National), Denmark (Kramme & Zeuthen), France (Bernard to Wibault), Germany (A.E.G. to Zeppelin), Italy (Agusta to Savioa Marchetti), Netherlands (Fokker to Werkspoor), Norway (Honningstad), Poland (Lublin and P.W.S.), Rumania (KAR), Sweden (Saab), Switzerland (Comte to Pilatus), U.S.S.R. (Ak1 to Ya-6) and Yugoslavia (Mitrovitch).

That gives an indication of the complete and fascinating

coverage of this beautifully produced reference work. The story of the Zeppelins as unchallenged transport vehicles is particularly interesting. There are interior views of famous commercial aeroplanes, the colours they flew under are quoted when known, and the book closes with appendices of European Aircraft Markings and Production and Airline Fleets.

It is a book that recalls for this reviewer nostalgic if chilly days spent at Croydon (Waddon) aerodrome with his mother, waiting for the pioneer airliners—the D.H.s, the Farmans and the Handley-Pages, to come in—a variegated, mysterious, far-off age that will never be known again. Nostalgia apart, this is a magnificent record, which every library in the land should possess. Britain should be particularly proud of Putnam's aviation books, for we doubt if anything comparable is published anywhere else in the World.—W. B.

"History of British Dinky Toys—1934-1964," by Cecil Gibson. 152 pp., 8¾ in. × 5½ in. (*Model Aeronautical Press Ltd.*, 13/35, *Bridge Street, Hemel Hempstead, Herts.* 15s.)

This is Dr. Gibson's long-awaited account and painstaking sorting out of the Meccano Dinky Toy cars and road vehicles. Collectors will find it irresistible, especially as it is full of photographs of these little miniatures, from the now very rare and historic ones to recent offerings. The author's explanations of how he has worked out the Meccano numbering system makes fascinating reading even for non-collectors, and this is another nostalgic book, redolent of the excitement of Christmas toy bazaars and displays in the big London stores in our youth. Nearly 1,000 Dinky miniatures are described and tabulated. This unusual but welcome survey is dedicated "To William Boddy—An enthusiast." As a Dinky Toy enthusiast, I am delighted to say, thank you!—W. B.

A new edition of "Three-Pointed Star—The Story of Mercedes-Benz," by David Scott-Moncrieff (Cassell, 392 pp., 8¾ in. × 5½ in., 50s.) has been published revised by Peter Hull, so that it now covers the years 1885-1965.

* * *

We are pleased to announce a new edition of "Lost Causes of Motoring," by Lord Montagu of Beaulieu (Cassell, 224 pp., 8⅜ in. × 5⅝ in., 36s.), because this is a fascinating and detailed account of the lesser-known pre-1941 cars, so it is excellent that it has not gone out of print. However, although additions have been made to this second edition it is disappointing to find the histories of Armstrong Siddeley and H.R.G., which have become British "lost causes" since the first edition appeared in 1960, omitted. Apparently the publishers only wished to add a few paragraphs at the end of each existing chapter.

* * *

Students of motorcycle Moto-Cross are recommended to "The Art of Moto-Cross," by Champion rider Jeff Smith and tuner Bob Currie (Cassell, 143 pp., 8¾ in. × 5½ in., 25s.).

MINIATURES NEWS

In time for Christmas, Lesney have their first steerable "Matchbox" miniature, a 2⅞ in.-long, 65:1 scale replica of Ford Mustang, No. 8 in this famous series, priced at 2s. Other seasonal "Matchbox" models are No. 9, a floatable Bertram 31 cabin cruiser, 3 in. long, also costing 2s., with trailer, and No. 72, a Kaiser Jeep to 63 : 1 scale, again available for a modest two bob. Just the job if you have stockings to fill! Corgi have a model "Batmobile," which we would rather forget. But if the children insist, it's No. 267 in the Corgi Toys series.—W. B.

MOTOR SHOW "200"

BRANDS HATCH, *October 30th.*

THE B.A.R.C. ran a Formula Two race at Brands Hatch at the end of October that was memorable for more than one reason. The race replaced the "200" that was snowed-off at Oulton Park back in the spring, so that it now became the Motor Show "200" on the long circuit at Brands Hatch. It was the last race to be run to the existing rules for Formula Two (1,000 c.c. engine limit) as next January the new F.I.A. Formula Two begins, with its 1,600 c.c. limit. Apart from these two features the race will go down in history as the only occasion on which the Formula Two Brabham-Honda works cars were beaten during 1966, the combination that did it being Jochen Rindt with a Brabham-Cosworth from the Winkelmann stable. With Denis Hulme in the U.S.A. on Group 7 racing, Brabham had no support, for his second car was driven by Chris Irwin, who, apart from having trouble, could hardly have been expected to step into Hulme's shoes just like that, especially as the going was hard.

The event was run in two heats and a final, and the B.A.R.C. deserve full credit for the arrangement which could well be followed by other organisers. Instead of putting everyone into each heat, or dividing the entry haphazardly, so that heats and finals merely become repetitive, the first heat (of 10 laps) was for works teams, thinly-disguised works teams and the more professional private teams. The second heat was for the not-so-professional teams and the private owners, while the final (over 40 laps) was for the combined best of the two short races. In the first heat Brabham had to start from the back of the grid, due to missing practice, but he caught everyone except Rindt. In heat two Alan Rollinson (Brabham-Cosworth) was able to enjoy a justifiable win, and he has shown good form all season but at best could only ever hope to finish first private-owner, which was usually well down the field of works cars. The domination of Formula Two by works and professional teams, with Grand Prix drivers being employed, is one of the things that has detracted from the true worth of Formula Two racing.

In the final Brabham was given a bad time by Rindt and Clark, the latter in a Ron Harris Lotus-Cosworth, and the twisty nature of the Brands Hatch circuit, and lack of any serious straight, allowed the two Cosworth-powered runners to scratch really hard and stay with the more powerful Honda-engined works Brabham. Of the two Rindt got the advantage and was with Brabham at all times, giving a masterly display of the "never-give-up spirit" and it paid off. After 26 of the 40 laps had been run the leaders caught a slower car at an awkward moment and while Brabham hesitated Rindt saw his chance and nipped through. Having been unable to shake Rindt off in the opening phase of the race there was little hope of getting by him in the remaining laps. Rindt made quite sure that he did not "leave the door open" anywhere, nor did he make any mistakes and he never let another baulking situation arise. A lot of young drivers have been in this position before, but usually the wily and experienced driver doing the pushing has been able to wear his rival down or outwit him, but Rindt showed that though he is young in years and experience he has been learning very fast. His performances this season in Formula One have shown this, and he was able to put all this knowledge to good use in keeping ahead of Brabham to the finish, getting the chequered flag an official one-fifth of a second in front of the Brabham-Honda.

Everyone was very happy for the amiable Jochen Rindt, but no-one was happier than Rindt himself, for though a professional racing driver he enjoys every minute of it, which makes success all the sweeter.—D. S. J.

Results :

MOTOR SHOW "200"—Brands Hatch—two heats and final.

Heat 1—10 laps :

1st : J. Rindt (Brabham-Cosworth) .. .. 16 min. 15.0 sec.—157.475 k.p.h. (97.85 m.p.h.)
2nd : J. Brabham (Brabham-Honda) .. .. 16 min. 21.4 sec.
3rd : J. Clark (Lotus-Cosworth) .. .. .. 16 min. 31.0 sec.
4th : J. Beltoise (Matra-Cosworth) .. ..
5th : C. Irwin (Brabham-Honda)
6th : P. Arundell (Lotus-Cosworth)

Heat 2—10 laps :

1st : A. W. Rollinson (Brabham-Cosworth) .. 16 min. 53.6 sec.—151.472 k.p.h. (94.12 m.p.h.)
2nd : T. Taylor (Brabham-Cosworth) .. .. 17 min. 01.4 sec.
3rd : A. Lanfranchi (Lola-B.R.M.) .. .. 17 min. 07.8 sec.
4th : P. Gethin (Brabham-Cosworth)
5th : H. Stiller (Lola-Cosworth)
6th : C. M. Williams (Brabham-Cosworth)

Final—40 laps :

1st : J. Rindt (Brabham-Cosworth) .. .. 1 hr. 05 min. 05.6 sec.—157.572 k.p.h. (97.91 m.p.h.)
2nd : J. Brabham (Brabham-Honda) .. .. 1 hr. 05. min 05.8 sec.
3rd : J. Clark (Lotus-Cosworth) .. .. .. 1 hr. 05 min. 09.8 sec.
4th : J. Ickx (Matra-Cosworth)
5th : J. P. Beltoise (Matra-Cosworth)
6th : J. Schlesser (Matra-Cosworth)
7th : P. Arundell (Lotus-Cosworth)
8th : E. Offenstadt (Lotus-Cosworth)
9th : C. M. M. Williams (Brabham-Cosworth)
10th : R. Attwood (Lola-Cosworth)

Fastest lap : J. Brabham (Brabham-Honda) in Heat One, 1 min. 36.0 sec.—159.921 k.p.h. (99.37 m.p.h.) (*new lap record*).

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

BY CADILLAC TO BRIGHTON

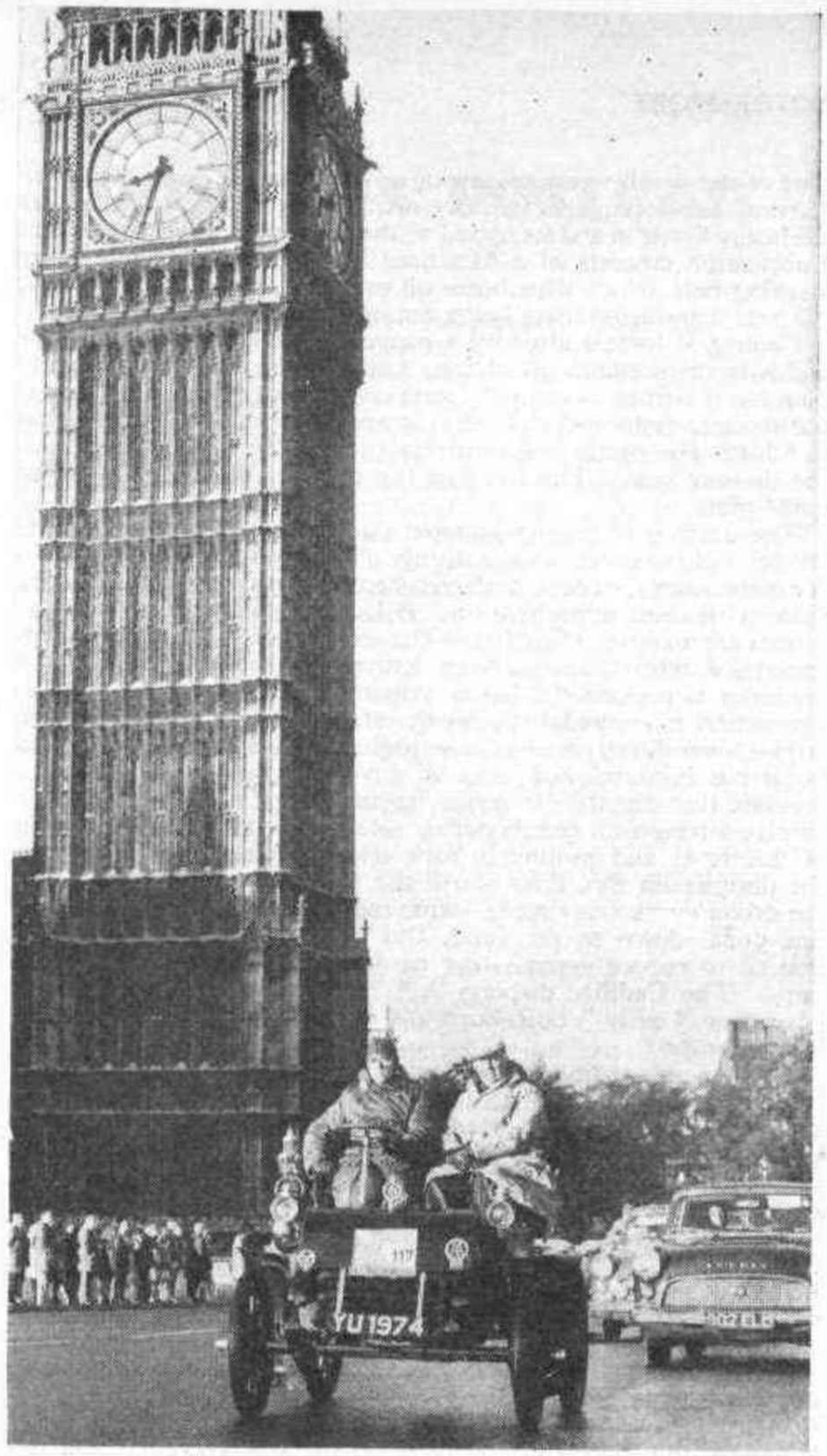
The Editor Co-Drives the Brighton Motor Museum's 1903 Model-A on the London-Brighton Veteran Car Run

NO, not *that* sort of Cadillac! Since the war I have been able to drive veteran cars in the R.A.C./V.C.C. London-Brighton Run through the thoughtfulness of Lord Montagu of Beaulieu, instead of just cadging a lift as I was obliged to do before 1939. This year His Lordship generously laid on another "new" car, the driving of which I shared with Eric Thompson, Chairman of Beaulieu's Motorcycle Advisory Board. This was a 1903 single-cylinder Cadillac, owned by Lt.-Comdr. F. S. Bennett, which has in recent times retired into the Brighton Motor Museum. All veterans are distinctive and of great value, but this Cadillac has had a particularly distinguished career. A year after this famous American make of Henry Leland's went into production, the late Fred S. Bennett began to import them into England and in that year took part in an officially-observed 1,000-Mile Trial with the first one to be imported into Great Britain. In 1913 he repeated this performance and, in 1953, when over 80 years of age, he again undertook this long journey round England, in this same Cadillac, under V.C.C. observation. I remember I went as one of the observers, on that occasion.

Mr. Bennett must, indeed, have been one of the first persons to see the value of a veteran car for publicity purposes. For some time this original import served a chemist as his delivery van but it seems that it was re-acquired by the Cadillac agents. In 1924, having held a 21st-birthday party in London for Cadillac, he arranged a procession of modern Cadillacs headed by the car I used for this year's Brighton Run. In a now forgotten book, "The Autocar—Biography of Owen John" (Iliffe & Sons, 1927), the author recalls that this '03 model, "a machine shaped like an old-fashioned pram," proceeded "along the Mall, Constitution Hill, Piccadilly and through Mayfair. Mr. Bennett led, and some of his passengers, including Mr. Massac Buist of the *Morning Post*, always considered to be the *doyen* of motor scribes, wore top-hats in honour of the occasion. In aristocratic Grosvenor Square I, being in the second state carriage, noticed liquid dropping out of the first vehicle. Suddenly the stuff ignited, and in less than no time that ancient car was blazing up like a successful Christmas pudding with all its fashionably-dressed passengers wondering, firstly, what we were shouting about, and, secondly, what on earth was happening to them. The door of the contraption was at the back, and as nobody was able to find the handle, out of the machine over the highly-ornamented sides they all jumped, while all the crowd screamed, the neighbouring windows filled themselves up with belted earls, and confusion reigned supreme. The rest of us pulled up and watched the bonfire. Half the fire-engines and escapes, with all their appurtenances, in London seemed to rush up in less than no time, and on their arrival no one ever saw in all their life in that haunt of ancient peace such an unholy mess as promptly ensued. Then we resumed, but without our leader, though I believe even after this disaster the old car once more came up smiling again."

This, as we know, was very true! When the first revived Brighton Run took place in 1927, Fred Bennett and his famous Cadillac were there. He took part in all the subsequent "Brightons" until very recently. In 1928, for example, the Cadillac averaged 10.8 m.p.h., and when veteran car races were instituted at Brooklands, F. S. Bennett entered, the old car, driven by G. Bennett, lapping the Mountain circuit at 20.34 m.p.h. Then, when this activity wasn't possible any more, Lord Montagu gave the Cadillac a home in the Brighton Motor Museum. As I have said, we were honoured to be on such a very historic and well-known veteran.

These original Cadillacs were simple single-cylinder vehicles, with "foolproof" epicyclic transmission, with high ground clearance to suit American roads and enough performance to cope with the distances American pioneer motorists expected to cover. This highly historic Model-A Cadillac, YU 1974, now has a four-seater tonneau-entrance body (fitted by 1924, as we have seen) but was originally, it is believed, a two-seater. Its 127 × 127-m.m. single-cylinder engine not only anticipated today's "square" bore and stroke dimensions but, sweeping no less than 1,604 c.c., is one of the biggest "one-pot" power plants I am likely to experience! It lies horizontally in the chassis, facing rearwards. It drives *via* a 2-speed epicyclic gearbox and central final-drive chain. Suspension is by ½-elliptic leaf-springs,



The Brighton Motor Museum's ex-F. S. Bennett Cadillac crossing Westminster Bridge in the care of Bill Boddy and Eric Thompson. It arrived in due time at Brighton, mere minutes behind the official qualifying time.

those at the rear being shackled at both ends and located by tie-rods, enabling chain tension to be adjusted. The front axle is tubular and there are protruding brass hub-caps of carriage type. The wheels ran originally on ball-bearings but as the correct size was unobtainable when the Cadillac was being overhauled—rebuilt would be incorrect—roller bearings were substituted. The front wheels are shod with 26 in. × 3 in. Dunlop motorcycle tyres, the rear ones with 810 × 90 Dunlop Cord tyres.

The only means of retardation, apart from putting in reverse gear, is the foot-brake, which applies contracting bands on drums, one each side of the differential casing of the back axle.

The engine has no throttle, speed being controlled by increasing or decreasing inlet valve lift by means of a hand-lever under the small wood-rimmed steering wheel with its four convex brass spokes, the inlet valve being located above the exhaust valve, i.o.e. style, and actuated by a long side rod and transverse rocker. The ignition arrangements are unusual. There are three sparking plugs, one at the top of the head and two beneath, with curious curved dual electrodes. A chain-driven vintage-type E.I.C. magneto mounted on the n/s of the chassis supplies the upper plug and has a motorcycle-type advance and retard lever by the driver's right hand. I imagine this was added when Bennett re-acquired the car after the 1914/18 war. The other two plugs are fed by trembler coils contained in the n/s locker on the low facia and a long ratchet-ed advance and retard lever rises from beside the o/s of the driver's seat cushion. The two tumbler ignition switches are on the inside of the body, convenient to the driver's right hand.

There is an interesting form of rack-and-pinion steering at the

base of the nearly vertical steering column, and the anti-clockwise starting handle engages directly on the n/s of the crankshaft by the heavy flywheel and is clipped to the footboard when not in use. Lubrication consists of a McCoom box-type pump agitated by a spring-belt, which distributes oil to piston, main bearings, etc., *via* four drip-feeds, these being out of sight behind the front seat.

Cooling is looked after by a copper jacket round the cylinder and a front-mounted gilled-tube radiator supplied from a water tank by the front occupants' feet, originally no doubt of copper but since re-fashioned in brass. It needs a special cranked funnel to fill it. The petrol tank, with enormous filler orifice, is beneath the driver's seat. The front of the car carries a brass Cadillac name-plate.

The controls of this 63-year-old Cadillac were no doubt simple enough when there was nothing conventional with which to compare them; today, a driver can be excused for regarding them with some apprehension. A long way down on the floor-boards are a couple of pedals. The smaller left-hand one engages low-speed when depressed—it has to be held down, and the harder it is pressed the better grip the low-speed band obtains. The other, large, pedal applies the aforesaid brakes. A long r.h. lever moves forward to engage high-speed, after the low-speed pedal has been released, and as this gear is engaged through a separate disc clutch, the action, as the lever is eased forward, is akin to letting-in a clutch pedal. Neutral is the central position of this lever and pulling it back selects reverse. So, although the designer of this First of All the Cadillacs no doubt felt that the driver's task was simple—what more elementary than pressing one pedal down to get going and the other one down if you desired to reduce speed?—my co-driver and I were kept pretty busy. The Cadillac displays A.A., V.C.C. and R.A.C. badges, has a fine " curly " bulb-horn and Lucas " King of the Road " oil sidelamps.

These single-cylinder Cadillacs cost £200 new, and were continued until 1908, although in later years a dummy bonnet made them look more sophisticated. Another publicity stunt devised by F. S. Bennett was to take three brand new models to Brooklands in 1908, have them dismantled and all the parts, together with some new ones, thoroughly mixed up on the floor of the old tuning sheds behind the Hill, after which, to prove the interchangeability of the components they were reassembled under R.A.C. observation and restarted at the first swing of the starting handle, afterwards running 500 miles on the Track. This won Cadillac the Dewar Trophy.

That, then, was the car I was to share with Eric Thompson, our passengers being Charlie Rous of *Auto News* (who was obviously going to have a slower ride over the Madiera Drive kilometre this time than he does on the big Vincent!) and my youngest daughter. Bob Johnson, P.R.O. of General Motors in this country, had very kindly offered to put me up at his apartment overlooking Hyde Park on the night before the Run, so saving the normal early rising to drive up to the start from Hampshire—this was pure generosity and thoughtfulness on Mr. Johnson's part, not a method of ensuring that a driver of one of his Company's products did not desert, for G.M. did not absorb Cadillac until 1908.

So, packing my faithful Sidcot suit, bought years ago from " Uncle Lewis' " clothing shop in Carburton Street, in which I have never felt cold, and the ex-Canadian Army trench coat I acquired on the eve of the first H.C.V.C. " Brighton " some years ago, we set off London-wards in the VW 1600TL Fastback I happened to have on test—an admirable tender-car for such an occasion.

A pelting wet Guy Fawkes night gave way to quite a decent Sunday, except for isolated showers. Up at 6 a.m., we were off by 8.25 a.m., and soon the Cadillac's controls were mastered and driving it was found to be simplicity itself, although the gap between high- and low-speed was considerable, and caused me to stall the engine on one occasion. Once high-speed had been engaged this 1.6-litre one-lunger galloped along splendidly, and in remarkable silence, its enormous expansion-box having as outlets two absurd little downward-facing pipes of about ⅛ in. dia.! The big flywheel enabled the engine to slog until each separate firing stroke could be felt. Any lack of power on the foot-brake's part was matched by the expediency of easing in reverse to halt our headlong progress. . . .

So we got along well, changing drivers before Croydon, so that Thompson took her into the hospitable R. P. Garage at Redhill for a couple of gallons of Shell and replenishment of oil and water. I then resumed the wheel and we devoured some more of the route, Rous sometimes running behind up the hills. Hand-cross was no trouble, although slight loss of power was suspected. Changing drivers again after a strong middle-of-the-road ascent, we hadn't gone far when the engine began to emit horrid thumps. Investigation showed that the spring belt of the oil-feed had jumped the bottom pulley. This replaced, the engine resolutely refused to restart, although we got a tow from a Rover 90 of the M.M.M. staff.

There was nothing to do but wait for Chief Engineer Louis Giron and the Museum's Land-Rovers. From 12.30 p.m. to 2 p.m. we waited forlornly *en panne* by the roadside near Bolney Cross Roads. Nearby C. F. Smith's 1903 Sunbeam was stationary, a bead having pulled out of a back tyre, but it continued, whereas our long wait went on. . . .

When he did arrive, after successfully re-welding the exhaust valve of A. J. Mortimer's 1900 Royal Enfield Quad, which was to sail by a little later, Giron confirmed my diagnosis of a " run " big-end, and proved his worth by taking up the slack, putting in fresh plugs and sending us on our way. Thompson now had a nerve-racking job, because revs had to be kept down when the engine was running light and he was obliged to drive mainly on the ignition lever, conscious that there were 15 miles to cover in 1½ hours if we were to qualify. He did a splendid job, experience of an early Rover Eight and countless motorcycles coming into play. It seemed we would do it, in spite of the long haul up Pyecombe, but the public, even when the Run is nearly over, streams into Brighton with the instinct of lemings, so that traffic blocks were soon encountered. The Police, mostly so very helpful all along the route, had apparently not foreseen this, although one most welcome motorcycle control led us and other veterans along a third lane past Preston Park and in the town we were allowed to take the " Buses Only " lane.

But the minutes were ticking away and it was touch and go. Thompson remained calm and efficient even when a constable held up the traffic right by the finish, seemingly interminably. Then we were away, all stops out, parting the crowd, to shouts and cheers on all sides. The " Finish " caravan came into view. It seemed to be half-a-minute past qualifying time, yet we were given our medal and flag. Another highly exciting Brighton Run was over.—W. B.

ON THE BRIGHTON ROAD

As usual, the Brighton Run brought out vintage cars in force. The best of them was a very smart Rover Eight two-seater, and we also noticed an all-black Model-T Ford, a Swift Ten tourer, a bull-nose Morris two-seater, two Austin Twelves going very fast, several Morgan 3-wheelers including a fine Aero model, a Trojan tourer going more slowly uphill than many of the veterans, a very nice 4½-litre Bentley, Speed Six open and saloon Bentleys, etc.

V.S.C.C. EASTERN RALLY (Oct. 23rd)

Results :

The Eastern Trophy : S. E. Charity (1937 Riley).
The Barrett Memorial Trophy (Navigator of winning car) : J. P. Goodacre.
Light Car Award : D. K. Woodburn (1925 Gwynne).
First Class Awards : I. P. L. Newton (1930 Lea-Francis), P. M. G. Perrow (1936 Riley), J. W. Rowley (1927 Vauxhall), B. R. Cocks (1927 Bentley), J. R. Hamilton (1937 Riley), V. P. Stafford (1932 Riley) and D. Hodgson (1929 Austin).
Second Class Awards : J. Woollard (1927 Lagonda), J. Stoton (1937 Riley), A. Lomas (1935 Riley), F. E. Day (1929 Bentley), N. Carrington (1935 Fiat), D. Macmillan (1928 Rolls-Royce) and W. R. Alexander (1926 Vauxhall).
Third Class Awards : J. M. Hill (1929 O.M.), F. G. Moore (1934 Railton), G. Liston Young (1935 Fiat), T. Ely (1934 Riley), R. C. England (1931 Alvis), W. S. May (1926 Frazer Nash), D. K. Woodburn (1925 Gwynne) and G. Lee (1925 Ceirano).
Team Result : 1st: Midland Team (Day's Bentley, Rowley's Vauxhall and Charity's Riley).

THE SUPERIORITY OF THE VINTAGE CAR

" I recently purchased a new car of renowned make at a cost of over £1,000. I have parted with a 1922 car of the same make, and I very much wish I had not done so. My advice is to look out for a high-grade 20 to 25-h.p. car of about 1922 or 1924, and have it rebuilt. Such cars will go anywhere from John o' Groats to Land's End without the slightest discomfort or fatigue. Give me back the fine old cars of years ago : the modern one is a 'flapper'! "—A letter in *The Autocar* of July 11th, 1930.

THE THINGS THEY SAY . . .

" Modern man is enamoured of the automobile. His involvement with it is the greatest love affair of our time. It is his substitute for power and sex, his fantasy world, his expression of freedom and virility, his dream. It is part of him."—From an advertising leaflet for the new Derek Jewell book " Man & Motor."

FACTORY METHODS OF THE VINTAGE ERA

No. 11: CITROEN

Today the manufacture of the complex Citroën with its hydraulic services has reverted to France, although at one time it was largely assembled, then manufactured, at Slough, where the British Company is still based.

In 1930 Citroën was making popular cars in considerable numbers, its eye on its two competitors, Renault and Peugeot. Its new 4- and 6-cylinder models were proclaimed in flashing green, gold and red lights on the Eiffel Tower itself, from which the famous double-chevron trademark went out in vivid flashes.

In those times the company was known as La Société Anonyme André Citroën. Its headquarters were at 143, Quai de Javel, Paris, its capital amounted to 400-million francs, it employed some 25,000 people and had a capacity for producing 1,000 vehicles a day, if Citroën lorries and creeper-track machines were counted with the cars.

The foundries, forges and die-casting installations were at Clichy, in the Rue Vassou. The foundry was blown by a plant embracing eight 450-h.p. compressors, three 1,200-kilowatt turbo-alternators, an electrical sub-station, steam recuperators and four Stirling boilers of 35,000 lb./steam hour. The furnaces for the boilers were fed with pulverised coal and controlled by a master stokehole. There were ten enormous cupolas, grouped in pairs and automatically charged, capable of making 300 tons of molten metal every day. The moulds travelled to the pourers on rollers, over a concrete floor. Many coloured operatives were employed.

In the Avenue de la Gare at St. Ouen the press-shops were situated, where three Keller profiling machines made the prototype dies from which dies and punches for the presses and stamping machines were copied, and the panels for the Citroën all-steel bodies stamped out and assembled. Automation had already arrived in these press-shops by 1930, some 150 fully automatic machines punching out small parts without supervision. One complete Citroën body was produced every eight hours, painted and ready for its chassis, 17 assembly tracks, each nearly 400 ft. long, being employed. These bodies were conveyed on lorries to the assembly plant at Javel, smaller parts being taken away on Citroën-Kegresse creeper trucks.

At the Grenelle factory in the Quai de Grenelle front and back axles and steering gear was assembled by 2,000/3,000 operatives, jigs being widely employed and conveyor-belts keeping production moving. Fifty Gleason cutters, newly installed, turned out crown wheels and pinions and in a special corridor back axles were tested for quietness and the Ferodo-lined brakes bedded in. A German oven with moving conveyor was used for heat-treating final-drive bevels and a coppering installation was in operation at this depot of the great Citroën organisation.

Engines and gearboxes were assembled at the Guttenberg works in the Rue Saint-Charles, where over 2,000 people were employed and American hand-controlled and automatic machine tools had been installed. Overhead belting was still much in evidence; smoking in all departments was prohibited.

At the main factory at the Rue Balard, Javel, chassis were assembled, the coachbuilt bodies made, the cars finished off and dispatched to the hall from which agents and owners took delivery. Here, too, were the administrative offices. In addition, Citroën in those days built the Kegresse vehicles at Suresnes, made leaf-springs for the chassis at Les Epinettes and had a machine-shop at Lavellois. Some 12,000 workpeople were to be found at Javel, assembling the cars on 50 conveyors extending over nearly 12,000 ft. of floor space. A chassis was completed every 24 minutes and as each left the assembly line its engine was started-up and it was driven away to have the body put on it. Pneumatic hoists brought engines to the assembly tracks on overhead railways. The components were bench-tested before assembly and the chassis run with its wheels on revolving drums, which recorded electrically the speed and power readings. This output of 1,000 cars a week did not include the British Citroëns, then manufactured at Slough.

Thus were the popular 13–30 and 20-h.p. Citroën cars of nineteen-thirty produced. Hand-assembly was a thing of the past at the Citroën plant—mass-production, clearly, had intruded into the vintage scene!—W. B.

VINTAGE POSTBAG

The Fate of a 1913 Indianapolis Sunbeam

Sir,

I was very interested to read a letter regarding a 1913 Indianapolis Sunbeam, in which S. T. B. Cripps made a kind reference to my late brother, Group Capt. H. W. G. J. Penderel. When my brother was posted overseas at the end of the 1920's, I received a telegram from him asking me to pick up the Sunbeam at a small local station, to which it had come by rail. When I arrived to take delivery the Station Master was flabbergasted as he had nothing available to get this huge heavy car off the railway truck. However, a pleasure fair was entertaining at the station and with their help the car was got on to one of their large flat vehicles and from there on to the ground. Having failed to start it, I decided to have it towed by a coal lorry to my home about four miles away. En-route we passed a Welsh funeral and, as the mourners had never seen such a car, they stopped to watch us go by. During the time it was in my care I only got it going after I had attached a pair of horses to give it a tow! I regret to say that in the end the poor thing was sold for scrap for a fiver. My brother was killed flying in the last war.

Pontardawe. E. A. H. PENDEREL.

* * *

A Question of Handicapping

Sir,

In your article on the V.S.C.C. Castle Combe race meeting you mention ". . . the consternation of the 21-litre Metallurgique. . . ." Its consternation was very real, but however, was caused by its finding itself on the starting line in the back row of a handicap group of nine cars none of which had anything like its getaway, contrary to the F.I.A. ruling that the cars with the greatest acceleration potential should be in the front row.

It was inevitably completely baulked and deprived of its one chance of making up on its own heavy weight/brake ratio handicap which compels its driver to start pulling up 100 yards before its much lighter rear-wheel braked competitors.

Incidentally, I think on a course like Castle Combe where maximum speed is not of much use anyway, in handicapping rear-wheel braked only cars, the weight/brake ratio should be taken into consideration.

Sheringham. DOUGLAS FITZPATRICK.

* * *

The Violet-Bogey

Sir,

I was very interested to read about the Violet-Bogey car. My father, who was a doctor, ran one of these cars for some two years before purchasing, early in 1914, a 10 h.p. Singer. This particular V-B car had oil side and tail lights and an acetylene head-light operating from a generator on the running board.

It is quite true that the engine revolved in an anti-clockwise direction; the starting handle attachment was by means of a double claw on the end of the starting handle which coupled to a taper pin driven through the end of the crankshaft. From time to time this pin dropped out but as we lived at the top of a steep hill we had no trouble in coasting down to the repair garage which was at the bottom!

I note in the letter that the writer states " leather padding " on the flywheel rim; my father's car, imported direct from France, had a large diameter thin driving disc on the end of a crankshaft extension and the periphery of the driven wheel, which slid sideways along the splined shaft in order to vary the gearing, was formed bank-note paper on edge compressed by a bolt-on-ring, thus forming a friction face about ¾in. wide.

It was alleged that this was the only material which was relatively free from " Flatting."

Neutral became operative when the sliding driven wheel was precisely centred on the axis of the drive shaft and became located in a hollow in the driving disc; reverse was engaged by sliding the driven wheel to the left of the centre, all other gears being to the right. The gears were changed in a quadrant gear-change which had either 9 or 10 forward speed notches. This car was preceded for some three months by a Violette cyclecar " on loan," and this was made by Monsieur Violet, the designer of the later car.

Stoke-on-Trent. I. LIST.

An Austin 7 in Vienna

Sir,

Devotees of the original Austin Seven will be interested in one of these cars seen recently in central Europe in rather unusual circumstances.

In September last we were in Vienna on holiday, and went one evening to the Raymond Theatre to see a performance of "Countess Maritza." In the last act of this operetta the hero's elderly aunt arrives at the estate he manages in Hungary, with the good news of a revival of the family fortunes. It seems she has travelled by car from Vienna, with her manservant driving, but—so the dialogue informs us—the car has broken down and is in fact being pushed the last few metres by a posse of peasants. The situation allows the chauffeur, a Harry Tate-like character, to comment at length on the various mechanical derangements which affect the car. The pushing may well have been arranged so as to conform to the regulations concerning use of petrol and i.c. engines inside buildings.

However, to my surprise, the car, which was eventually pushed on to the stage, was a very well preserved open 2-seater Austin Seven, of about 1929 or 1930 vintage I think—it had the slightly squared-up, and shallow, radiator which was fitted in those years. The body appeared to be a specially built one, with cutaway doors and a large folded hood; I could not see the shape of the tail, which was hidden. The front mudguards were flared, rather like a P series Midget, with small side lamps, and the two headlamps were on brackets connecting the radiator to the guards. There were no running boards. The wheels appeared to be originals, and the two front tyres visible were in good condition, as was all the paintwork and plating.

The front numberplate was white with red lettering, reading "CS P.211." This Czech plate is intriguing—the play is set in Hungary in the 1920's, and presumably the producer found and used this car as it is of the period. But the numberplate is out of character, an Austrian (or Viennese) registration should have been used to complete the illusion. So perhaps this car was loaned with its present (and actual) numberplate on it, and if so, it is interesting to speculate that this car is so well preserved, being at least 35 years old, probably more, and probably still used in present-day Czechoslovakia.

Is there perhaps a reader in Vienna who could tell us more about it?

Eastcote. EDWARD STOTT.

* * *

Correction

Sir,

MOTOR SPORT is noted for its accurate race reporting, so I am sure that you won't mind my correcting your comments about my car in the Castle Combe report.

I was somewhat surprised to read that my Lagonda Rapier, which Jon Abson drives so ably, had "swelled to 1½ litres since its crash at Oulton Park." I can assure you that it has never crashed at Oulton Park, or anywhere else—perhaps you are confusing it with the Crocker-Seddon 2-seater road-car, so badly damaged on that occasion. As for having "swelled to 1½ litres," this engine is by no means new—it was first developed by Pat Black of Vandervell's in 1957 for the 1½-litre Grand Prix formula, but never completed. I completed it two years ago, and it has been raced regularly in this car since June, 1965.

In this engine we use XK Jaguar con-rods—that they fit is not really so surprising, for as you doubtless know, Jaguars used a Rapier engine when designing their fine XK unit!

Edinburgh. J. A. ELLIOT ELDER.

* * *

Who Built Them?

Sir,

Can anyone through MOTOR SPORT supply the name and address of the coachbuilders who built hardwood frame bodies? They were covered with canvas, painted with camouflage colours as used on a 1915-19 model T Ford chassis.

They were built for the armed forces in World War One. They were the forerunner of the American Jeep and resemble the modern Land-Rover.

I wish to build a body of this type on a 1917 model-T Ford chassis and would appreciate information as to where detail measurements, sketches, drawings or photographs could be purchased.

Ontario. G. W. FIRTH.

[Letters can be forwarded.—ED.]

Packards

Sir,

I was most pleased to read that you have been "on safari" again, this time in a Packard 12. Perhaps I may offer a few more details about this model?

The 12 was offered for the last time in 1939 when the other "quality" model—the Super 8—had already been "cheapened" by fitting a 5-bearing in place of the previous 9-bearing crankshaft and using the same facia, etc., as the much cheaper 6 and 120 models.

I should think that very few of the 12's were sold new in this country, but two examples that spring to mind are the sedanca de-ville that Messrs. Beaumont & Thomas used to exhibit those wonderful concours of the nineteen-thirties, and the very nice boat-tail speedster that the late Hon. Peter Aitken had for a short time in 1937—where are they now? The 12 that "The Autocar" road-tested in 1936 was, I seem to remember, loaned to them by an American visitor. Incidentally, I think it was H. W. Motors that offered for sale a 12 with a German-built Chevrolet body some few years ago.

The number of genuine American "classics" that still survive in this country must be very small and I do wish that Mr. Shell would drop the word "Classic" from the title of the club that he formed—not every pre-war American car is one!

Re the "Profile" on the Leyland Eights. The Sir Lionel Phillips car was built from spare parts by Thomson and Taylor in 1929 to the order of the Hon. David Tennant. [Yes!—ED.]

Stockport. DAVID GANDHI.

Sir,

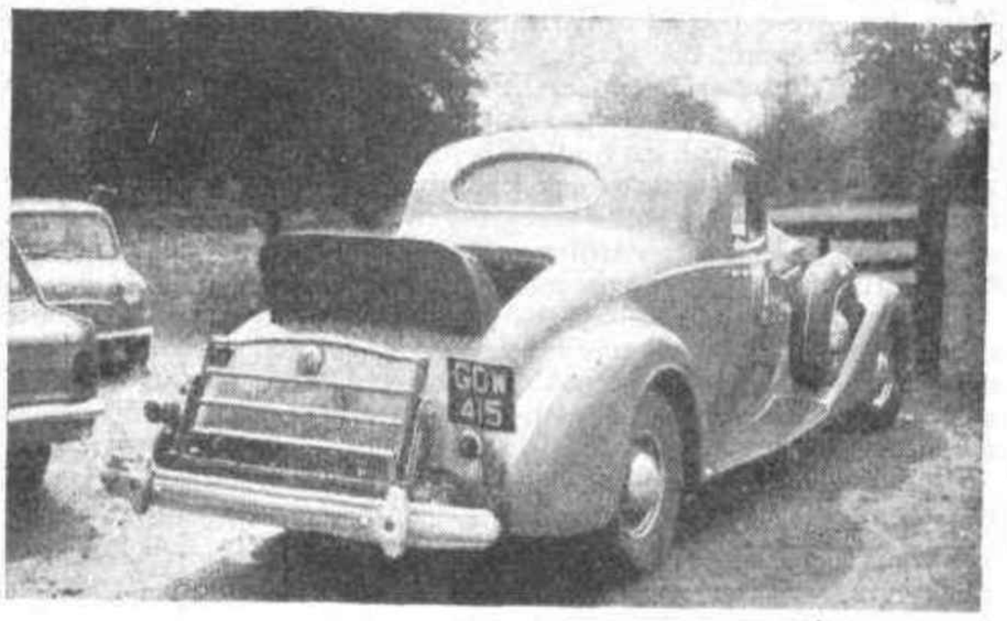
I was indeeed most interested and very pleased to read your drivescription of the Packard V12. We were happy to be able to afford Major Lambton some degree of advice and assistance during the initial stages of the restoration on this car, and of course, Collard Denne is one of this club's earliest members, and a very knowledgeable man indeed on Packards.

Most people who ride with me in one of my own Packards, who like yourself, have had little experience of them before, are immediately impressed with the fine performance on tap. Power which is almost akin to steam turbine power, enables one to move off from a standing start in top gear with absolutely no effort or strain at all, and the remarkably light, but positive steering coupled with first-class fluid brakes, enable one to to move around even on high speed motorways, with complete confidence and I have no hesitation at all in declaring that not one of the six Rolls, and two Bentleys I have previously owned ever gave me the true feeling of satisfaction my Packards have given, and indeed still do give me.

Incidentally, Major Lambton's 17th series limousine is the first I have seen (and I have seen many) which does not have the front fender mounted spares—this seems rather curious. Also, I have a dim recollection from long ago—the registration number seems to ring a bell—that this car may well have been owned first time by Dr. Wellington Koo, the Chinese diplomat—remember him?

I currently own three Packards, all super 8s, a 6th series, a 10th series, and also a fifteenth series. The enclosed picture of my 15th series Club coupé may be interesting to your readers, and incidentally, it is the view most of the locals are more familiar with!

Copthall. HARRY C. G. SHELL,
Hon. Sec. Classic American Auto Club.



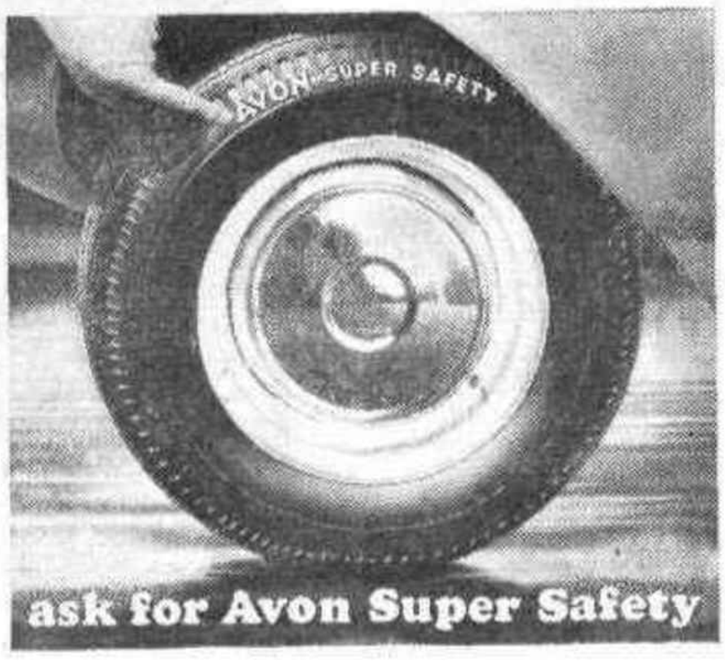


With Avon tyres get peace of mind ...and safely home again!

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

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





AVON SUPER SAFETY

. . . for safety's sake

Sir,

As the owner of a 1937 Packard Twelve with an one-off 4-door drophead coupé body by Gläser, Dresden, I have read with great interest the article about Major Charles Lambton's Packard Twelve limousine, but for the sake of accuracy feel compelled to point out a number of inaccuracies in the article. From the photographs it appears that Major Lambton's car must be a 1938 16th series model. The 1939 17th series carried a Twelve medallion on each side of the hood and grille bars were alternately painted and chromed. The capacity of the engine is 7.75-litres and not 7.1-litres, and the engine is a 67 deg. V12 engine and not 60 deg. The engine does not have hydraulic tappets, the valves are operated mechanically, but there is a special hydraulically-operated system which keeps the tappet clearance at zero to quieten the valve operation. [These to me are "hydraulic tappets."—ED.]

If the exhaust manifold on Major Lambton's car really has an offtake at the back of each block the manifold cannot be original, because originally there was only one offtake at the back of the off-side block. I believe Major Lambton's car originally must have been delivered in France or perhaps Switzerland owing to the fact that it is fitted with Marchal headlamps. Nothing can be deduced from the car having left-hand drive, because the Twelve could only be delivered with left-hand drive.

Copenhagen. H. J. BEIER.

* * *

On the Dealers' Side

Sir,

Having read the letter from D. C. Robertson of Bearstead headed "A Nice Profit," I can only say that I am staggered at the naivety of the man.

If he sells his car to a trader for £x it seems to be of paramount certainty that it will be offered for £x plus. The dealer is in the trade for his livelihood and that means making a profit.

If it had been a modern car, would the writer have written in about his "experience"? I think not. Why, because it happens to be a vintage or P.V.T. car, should the situation be any different? In my business, if I buy something I attempt to sell it for as much profit as I can and this, I assure Mr. Robertson, is quite normal in any trade. Why vintage car owners resent dealers making profits on their cars I cannot imagine. Because these cars are their hobby and pride and joy does not mean that if sold to a trader, the trader should then sell at a loss. If one cannot or dare not retail a vintage car, then don't crab the trader who, after all, presumably gives a satisfactory price for the car (or no deal would take place) and then takes a profit on the deal.

One does not hear of dealers selling at a loss and then making a fuss to the previous owner. Once bought, that is that, and the same situation should exist once the owner has sold to the dealer. The car is then the dealer's responsibility to do with as he sees fit. It also seems obvious to me that if a dealer can make £375 profit on a car then that profit is £300 better than selling it for £75 profit. What would anyone in their right mind do? It is all very well to talk, but if the talkers had their money in the cars, they would try to sell for large profits rather than small ones.

Otley. C. A. WINDER.

[Which makes us rather glad we are not motor-copers!—ED.].

* * *

That Rolls-Royce at Repton

Sir,

In answer to your query about the "Repton Rolls-Royce," it still finds sanctuary here, and is in daily use by me. I enclose a photograph taken recently (the background will be familiar to all Reptonians).

The car was first registered in 1927, but its chassis No. is G.H.J. 21 and the engine No. 06L (do these particulars suggest an earlier date of birth?).

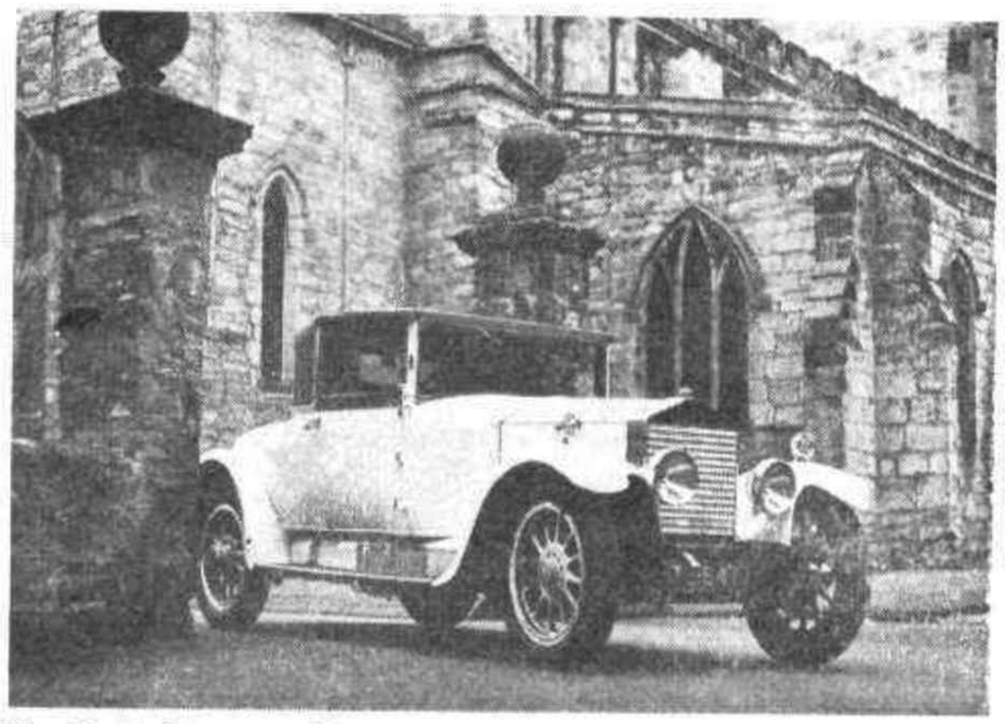
Repton. FRANK R. HILL (*Master i/c Workshops, Repton School*).

* * *

Sir,

An Early Morgan in Durban

Could any of your readers be of help to me, as I would like to have my Morgan dated?



The Rolls-Royce at Repton—see letter from Mr. Frank R. Hill.

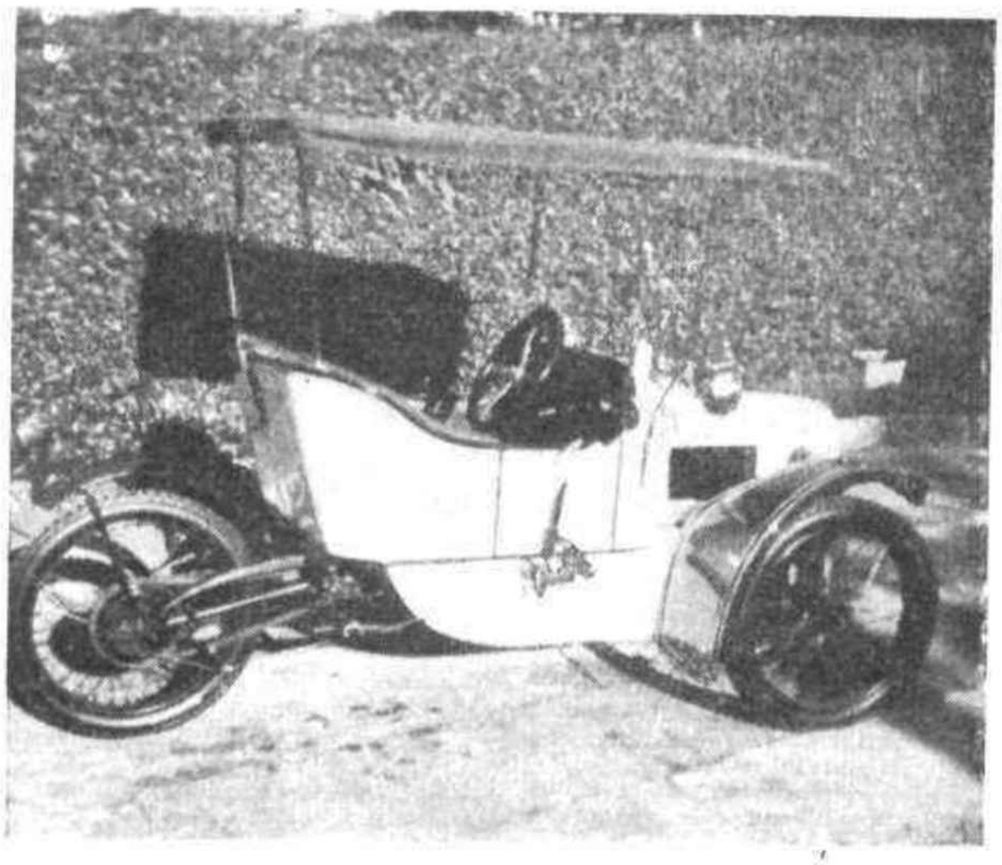
In 1957 I found a three-wheeler Morgan Runabout in the bush 20 miles from Durban, completely rusted and rotten. The car was last used in 1914 before the original owner was killed in the war.

I might add I have received very little information on this vehicle. Morgan's thought it might be around 1910, but we think much later.

The Morgan has been completely restored and I have taken it on the 1962 V.C.C. Rally, winning its class and 5th in *Concours D'Elegance*, and has been on numerous club events. It has a surrey roof, of which part is original, and the car is called a Colonial Model.

The following might be of help to you as far as dating the vehicle.

Make : **Morgan Runabout Colonial.**
Year : 1910-1914.
Engine : No. 2CX111/4036.
Casting : No. 169 (on timing case).
Bore : 82 mm. × 102 mm. (stroke).
Name of engine : M.A.G., 70° V-twin, overhead inlet, side-valve exhaust; air-cooled.
Carburetter : Triumph twin-choke.
Magnetos : H/T ML (two). Original Bosch twin.
Plugs : Two (Sphinx).
Have fitted two ML mags., original mag. stolen; my M.A.G. engine does not fire at 180°.
Clutch : Cone.
Gearbox : Sliding-dog clutch.
Final drive : Two side chains.
Chassis : No. A10 (behind flywheel on torque tube).
Track : Front, 3 ft. 11½ in.
Wheelbase : 6 ft. 3 in.
Steering : Wheel (four spokes with wood rim).
Suspension : Front, independent coil; rear, trailing link.



Brakes : External expanding (single shoe) foot-brake on rear wheel. Hand-brake only on rear wheel (non-original ratchet lever).
Wheels : Wire spokes.
Tyres : Beaded edge 26 × 3 (700 × 80).
Hub caps : Front, brass.
Coachwork : Open two-seater by Morgan.
Colour : Cape ivory body, red mudguards.
Hood : Surrey.
Hooter : Hand-operated klaxon, made by Smiths of London. (*Hooter was not on car when I got it.*)
Lighting : Carbide, brass (Powell & Hanmer).
Dashboard : Oak.
Instruments :
Speedometer : No name. 0-50 m.p.h.
Advance and retard lever on dash
Built-in toolbox inside cab.

Hoping you would be able to help me in dating my Morgan for V.C.C. South Africa records and my own satisfaction.
Durban, Natal. JAMES PIRIE.

* * *

Klaxons Again

Sir,
I was delighted to read the letter to you about Klaxon horns and the necessity for spelling the work with a capital K. However, I feel sure that Messrs. Klaxon Ltd. appreciate the subtle compliment that is paid to them when people use the word as a common noun and NOT a proper noun. Obviously, the term has been incorporated into our vocabulary as a household word, along with macintosh, macadam, bloomers and wellingtons.

Doubtless, Mr. R. T. Shenton would be interested to know that I have a Klaxon horn on my Lotus Cortina which has been transferred from car to car since 1926 when my father first bought it for his Darracq. It was, of course, 6-volt and has been overhauled only once when it was rewired to 12-volt. I have often felt that this magnificent horn has been worth an extra five miles per hour average on a long continental journey.
Leeds. JACK REISS.

[We have given Klaxon's address to 27 dealers and forwarded 23 letters to them to date, so this vintage warning device is by no means played out!—ED.]

* * *

Roesch Talbot and Jaguar

Sir,
When truth is stripped naked in this climate it is likely to catch a cold, and this I fear is precisely what has happened to it in the hands of your correspondent Mr. King.

It is utterly pointless to compare power outputs in the thirties with those obtained today, just as no evaluation of the work of Georges Roesch can possibly be made outside the context of his times and the factory by which he was employed. Your correspondent leaves me in some doubt whether he understands the relationship between valve gear mass and engine efficiency; but he has made it abundantly clear that he has not the least notion of what Roesch was driving at in 1930.

It had then been common knowledge among engine designers for nearly twenty years that the most efficient form of cylinder head was one with inclined overhead valves, and that the most efficient method of operating these was by twin overhead camshafts. Nothing could have been simpler than for Georges Roesch to design his Talbots in this way, whereupon—as Mr. King suggests—they would, no doubt, have won Le Mans outright, and most other touring car races as well.

They would also have bankrupted the Firm within six months, for a car powered by such an engine would never have sold to the general public in the quantities necessary to keep the Talbot factory in business. In 1930 twin overhead camshafts were a barbaric necessity to those in search of the ultimate efficiency, and wholly unsuitable for commercial production. They were noisy, oily, expensive, and "mechanical abortions" when engine repair or maintenance was required. Even if Roesch had devoted his time and energy to civilising them, the last two objections would have remained; and in the heart of the Great Depression, they were conclusive. We are talking of times far removed even from the relative affluence of the twenties and almost inconceivable to us today, when the total national market for large or even medium sized cars of a sporting cut amounted to no more than a few hundred units per year; to keep the Talbot factory in full production required an output nearer two thousand.

It was this background of an impoverished factory and world-wide slump which obliged Georges Roesch to take as his design base the cheapest and simplest form of cylinder head and over-head valve operation; and one of his greatest contributions to motor engineering was his demonstration that these unpromising ingredients could be combined in an engine very nearly as efficient as a twin o.h.c. design, but which could also run as sweetly and reliably as a Rolls-Royce. This was a major breakthrough in commercial design, for (except to William Lyons) the extra power of twin o.h.c. has never since quite seemed worth the extra cost and complication; the Roesch Talbot was the first—and arguably the best—of the modern breed of high performance production engine.

In specific power output the Talbot stood far above its contemporaries. The 1936 3.3-litre engine gave 123 b.h.p. at 4,500 r.p.m., on a 7:1 compression and a single carburetter; the 4¼ Bentley, the 4½ Lagonda Rapide (and later the 4.3 Alvis) all gave around the same figure, with multi-carburetters. During the Tourist Trophy race that year the new 3.6 litre Delahaye, on 8:1 compression and three carburetters, broke the outright lap record by more than 2 m.p.h.; after the race it was bench-tested by Roesch to show a maximum of 118 b.h.p. at 4,000 r.p.m. The 3½-litre SS Jaguar just managed to exceed 100 b.h.p.; if Talbots had not been put out of business by their richer rivals, the Jaguar firm might still be making pretty patterns out of other people's components.

Roesch's test-bed figures are absolutely honest, but there are not many which are. Perhaps Mr. King can reveal the naked truth by explaining how in 1938 164 Talbot b.h.p. could propel Mike Couper's stripped but square and upright four-seater touring car along the Brooklands Railway Straight at 137 m.p.h., when the best ever recorded road test maximum for the 265 b.h.p. Jaguar 150S fixed-head coupé was a mere 136.3, in 1960? Can it be that the value of a unit of brake horsepower has declined since the war in sympathy with the pound sterling?
Callington. ANTHONY BLIGHT.

* * *

Badge-Engineering

Sir,
I was impressed with the range of your reading when I saw your Editorial quoting from a letter of mine in *The Bentley Drivers' Club Review*, deriding the practice of applying the labels "Bentley" and "Rolls-Royce" indiscriminately to identical vehicles. I am glad to be associated with any campaign against the stupidity of "badge-engineering" but unfortunately the fragment which you mention, deprived of its preceding and succeeding sentences, appears to suggest that I am in favour of admitting Rolls-Royces to the Bentley Drivers' Club. The reverse is the case. My aim was to expose the absurdity of admitting to the Club Rolls-Royces which happen to be adorned with Bentley insignia. The main theme of my letter was that Rolls-Royce should now drop the name "Bentley" from vehicles so uncharacteristic of its past tradition.

To change the subject drastically, I have little sympathy with the unemployed car workers. I think it true to say that if they had done a better job when they had a job they would not now be looking for a job. Nor would the country be in quite such a mess. The low quality and unreliability of post-war cars are a national disgrace. Shall we ever have restored to us the priceless pearl of reliability beside which all other qualities are as trash?
Edinburgh. DAVID E. TULLOCH.

* * *

V.E.V. Miscellany.—The B.B.C 2 "Wheelbase" programme looked recently at the question of what to call p.v.t. cars and the status of post-1945 sports cars, the filming being done at the Montagu Motor Museum. The Bucks C.C. still operate a Fowler Invicta steam-roller, registered BKX 861; it was in use last autumn near Buckingham. Two of the rare Standard V8s are known to exist, a 1938 model in Devon and a 1937 saloon in Essex.

A 1937 Flying Standard 14 saloon is offered free to anyone who cares to collect it from Cardiff and is prepared to rebuild it. A 1922 Rolls-Royce Silver Ghost chassis was spotted in the Tanzania bush by a crop-spraying pilot, who bought it for £25 and shipped it to Nairobi by lake steamer, where it is to be completely restored.

Edward Riddle is restoring a recently acquired 1924 8/18 Humber, a make he knew well in vintage times, and a 10.4 Calthorpe with sports body, which had been laid up since before the war, changed hands recently in Staffordshire. A chassis frame and parts for one of these cars is available in Norfolk.

A.C. IN ITALIAN STYLE

NEVER to our knowledge has a manufacturer been able to say, with absolute justice, that his new and luxurious series production car has chassis and suspension tested at speeds in excess of 200 m.p.h. Having established this fact one might expect it to be blazoned in advertisements and catalogues, but it is typical of the A.C. company that the information is discreetly tucked away at the end of a small brochure dealing with the 428 Frua convertible . . . which just goes to prove that it pays to read the small print before signing on the dotted line.

To visit the A.C. factory in Thames Ditton, Surrey, is like turning the clock back 30 years. The sleepy and charming little village is less than a mile from Hampton Court, where a nightly *Son et Lumière* has taken tourists right back to the days of Henry VIII. It wouldn't be surprising if the man who swept the factory floor was described as a craftsman, for after taking tea and biscuits with Mr. Derek Hurlock, the joint managing director, the visitor may well believe anything he is told. " We only employ craftsmen here, but they are getting terribly scarce these days and we are having to advertise for them. It wouldn't be any good taking people from B.M.C. because our people don't even know what a production line looks like," he mused.

In a way it is strange that A.C. Cars remain in the backwaters, unaffected by their contacts with Carroll Shelby. There is no outward sign of orderliness or efficiency in any high-powered sense, and the breadwinner of the A.C. range is still a tiny single-seater—wait for it—invalid carriage. Truly, some of the fastest and slowest cars made in Britain roll out through the same doors.

The 428 is a notable feature in the company's history, partly because it is the first car styled and assembled away from the factory. Production capacity at Thames Ditton is running at full stretch with the Ministry of Health contract, with the 289 (Cobra 4.7) sports car for the British and European markets and the 428 (7-litre) Cobra for the States. As is generally known, all the assembly is done at the factory down to such detail as seat manufacture, and the cars shipped to Shelby's works in America are complete save for engine, gearbox, and a final coat of paint.

With the demise of the Greyhound three years ago A.C. have concentrated on their sports car range, at the expense of luxury cars and to the regret of many faithful customers. The successful marriage of the Ace sports car and the Detroit-built Ford V8 engine quite literally put new life into an old dog, improved still further when stronger tubular chassis construction was introduced with coil-spring independent suspension all round. This combination was sufficiently good to win the Manufacturer's F.I.A. GT Championship in 1964 and 1965 and has proved robust enough to accept 7-litre Galaxie engines modified to give in excess of 400 b.h.p.

In 1964 A.C. Cars lent weight to the rumour of a new sports car when they allowed a " prototype " to be photographed in the paddock at the Le Mans test day, but questions were met with inscrutable smiles. In fact, this car was shown to Frua designers in Turin with the request that a suitably exotic, Italianate style should be produced, the end product appearing at Earls Court in 1965 clothing the 7-litre Cobra structure.

Difficulty with the supply of engines has been blamed for the fact that no visible progress was made in the ensuing 12 months, and in fact Frua is still fiddling around with the design details, but production is scheduled to start at the end of January. Plenty of firm orders have been taken—actual number unspecified—and there are actually more orders on the books now for all models than there were a year ago, before the credit squeeze reached rib-cracking proportions.

The 428 convertible is a departure from tradition in that it is constructed in steel rather than aluminium. The reason is simply that Italian stylists prefer the stronger, " self-supporting " material which is forgiving when, as Mr. Hurlock puts it, " it's tapped too heavily or in the wrong place." Obviously the British craftsmen can take consolation from this. Also, steel construction requires fewer jigs, is cheaper, and requires a lighter sub-frame. This last point is important since the finished product is as light as it would be in aluminium, weighing around 25 cwt. dry and not much more than 27 cwt. at the kerb. Glass-fibre has also been considered, but rejected on the grounds that it tears too easily, is too inflammable, and is hard to finish to the required standard.

Frua's design is certainly *avant garde* by the standards of Thames Ditton, though it lacks the subtlety of the Greyhound and indeed the grace of the Maserati Mistrale, which is made under the same roof in Turin. A low nose-line rises to a deep windscree notable feature too being the curved side windows so tha interior accommodation is suitably spacious in width and de This is definitely a two-seater without provision for an occasi third, but there is ample luggage space making the 428 a g tourer of the first order.

Naturally the workmanship is outstandingly good, as you tell immediately upon sitting in the car and shutting the d We would have criticised the leather-upholstered seats on score of not offering sufficient support, but the design is t improved before production starts.

A mass of instruments are grouped in a binnacle ahead o driver, too many for some tastes and some like the ammeter, gauge, electric clock and possibly the oil temperature instrur could have been offset usefully to the centre of the dashboard

It is one of the boasts of A.C. that there was no need to reso power assistance on the rack-and-pinion steering, even though t is a great deal of engine up front, but they quickly increased steering ratio giving 3¼ (instead of 2¾) turns in the experim stage. The 345 b.h.p. engine starts easily helped by an auto choke, and we soon found that even at manoeuvring speed i workshop the steering is acceptably light, improving to very standards indeed on the open road.

As we drove the car briefly it had fairly hard suspension se due to be softened up with new shock-absorbers and settings experimental form it felt much more like the sports car it is the luxury touring car it will be, but this added to the pleasu renewing acquaintance with the *marque*. Despite firm sprin the structure felt taut and rattle-free on secondary roads, alth this car had been to Turin and back in its short life.

The absolute performance is a revelation in the era of soupe Minis. The car we tried had Ford's C/6 three-speed auto transmission, but the manual transmission versions will start e from rest in third gear, drive from walking pace to 150 m.p. top. Slight pressure on the throttle has the 428 ambling a soundlessly, while a firm kickdown produces a quite sensati forward thrust so that the speedometer reads 100 m.p.h. b you can say " Ministry of Transport." Only a few cars o experience have the speedometer needle going round as quickl rev-counter and this is one of them. Even with servo, the all system requires quite firm pressure, but it is undoubtedly e to the task.

Yet despite its modernity, both in specification and appear the newest A.C. still retains a vintage flavour. Maybe this wrong impression given by the prototype suspension, but interior styling has a decidedly Clubhouse flavour as one w expect from this unusual company. There are no signs yet this modern world will overtake and consume the crafts product.—M. L. C.

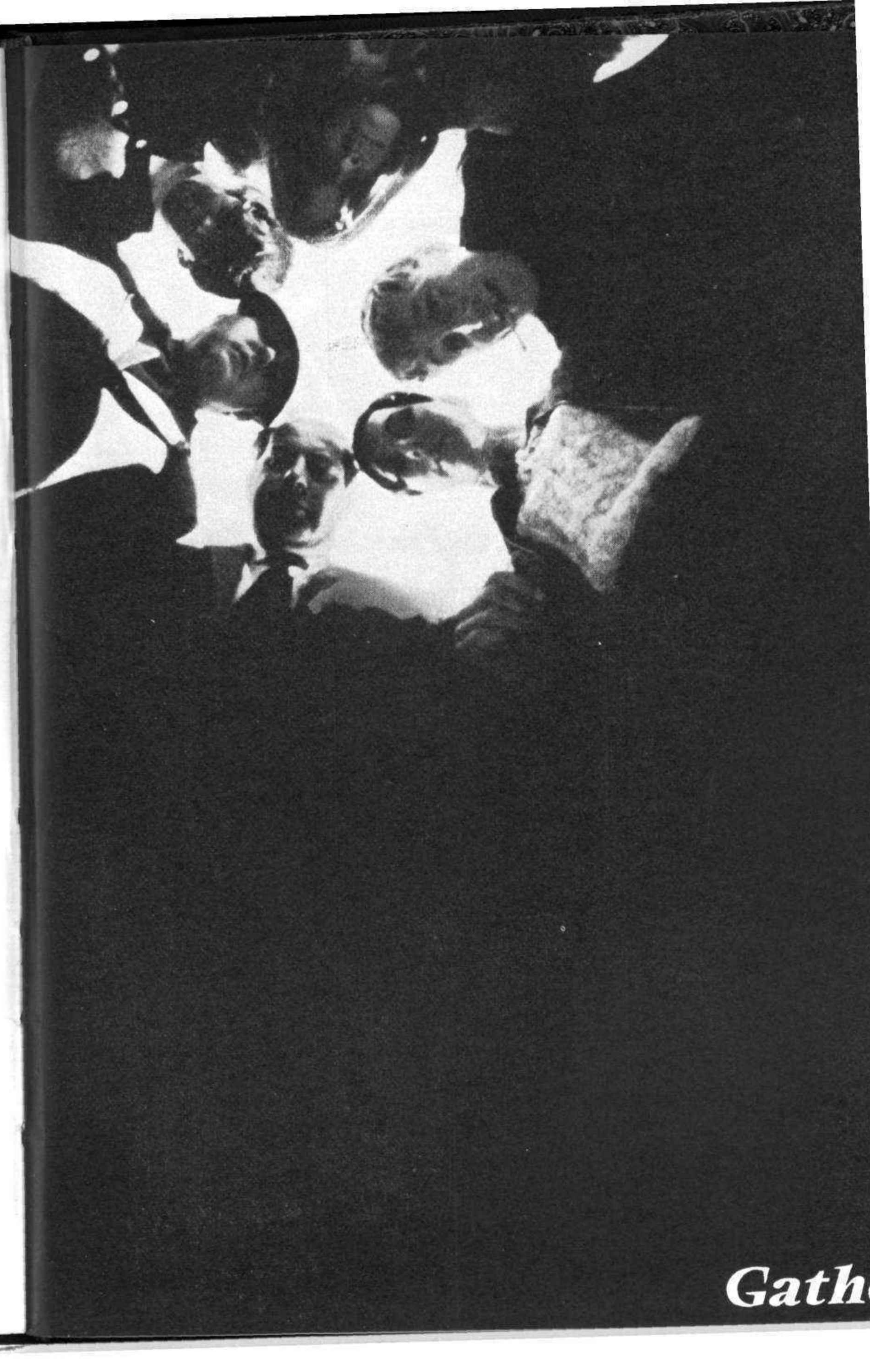
A MONOGRAM BUGATTI

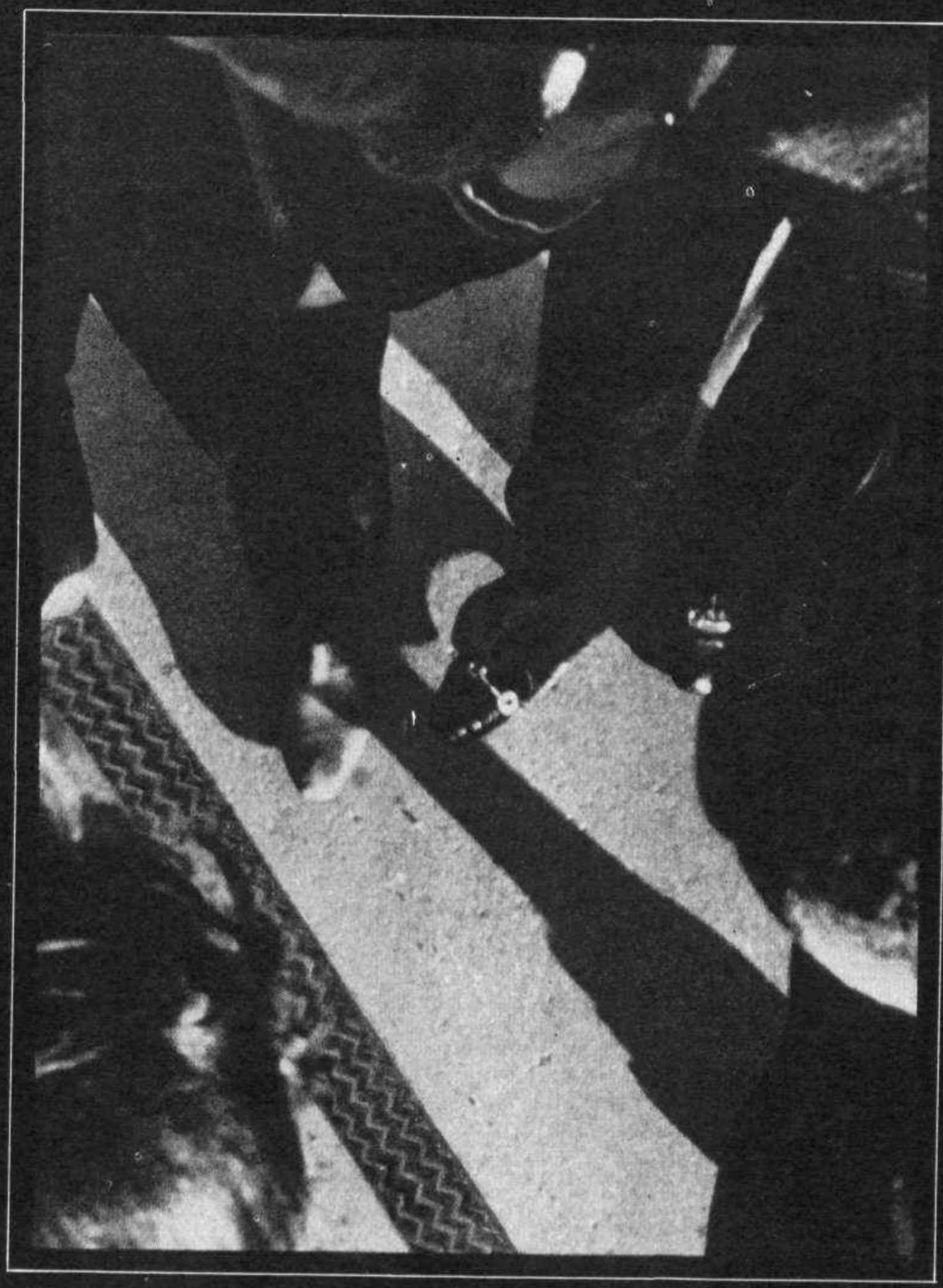
MONOGRAM Models, of Illinois, U.S.A., have produc plastic kit model of a Type 35B Grand Prix Bugatti even the most critical Bugatti owner will find it har criticise. The finish is blue and chrome and is a bit too " cours " though it is the American idea of a rebuild, rather original condition. A keen model-maker assembled and pai the details such as steering wheel and seat, in five hours, menting that the number-system of assembly was very easy. H ever, like us he was disappointed in the size as the box gave impression of a model at least 10 in. long, whereas it is just from starting handle to the point of the tail. Some of chrome parts had to be scraped before glueing together, w was a fiddling job, but the glue was of a very high standard

The detail work is quite remarkable, the bonnet lifting o reveal the engine in all its detail, though the blower-drive was missing on our kit! There is a lot of chassis detail but the body is fitted this is hidden for ever more, as the body not come off again.

It costs £1 19s. 11d. in the model shops and the " adm say that the B.O.C. Ltd. of England have certified it as authe but we suggest they did not assemble a kit, and they certa did not read the " blurb " on the box. It says the 35B had " exhaust valves and one inlet " and the car weighed 660 lb!

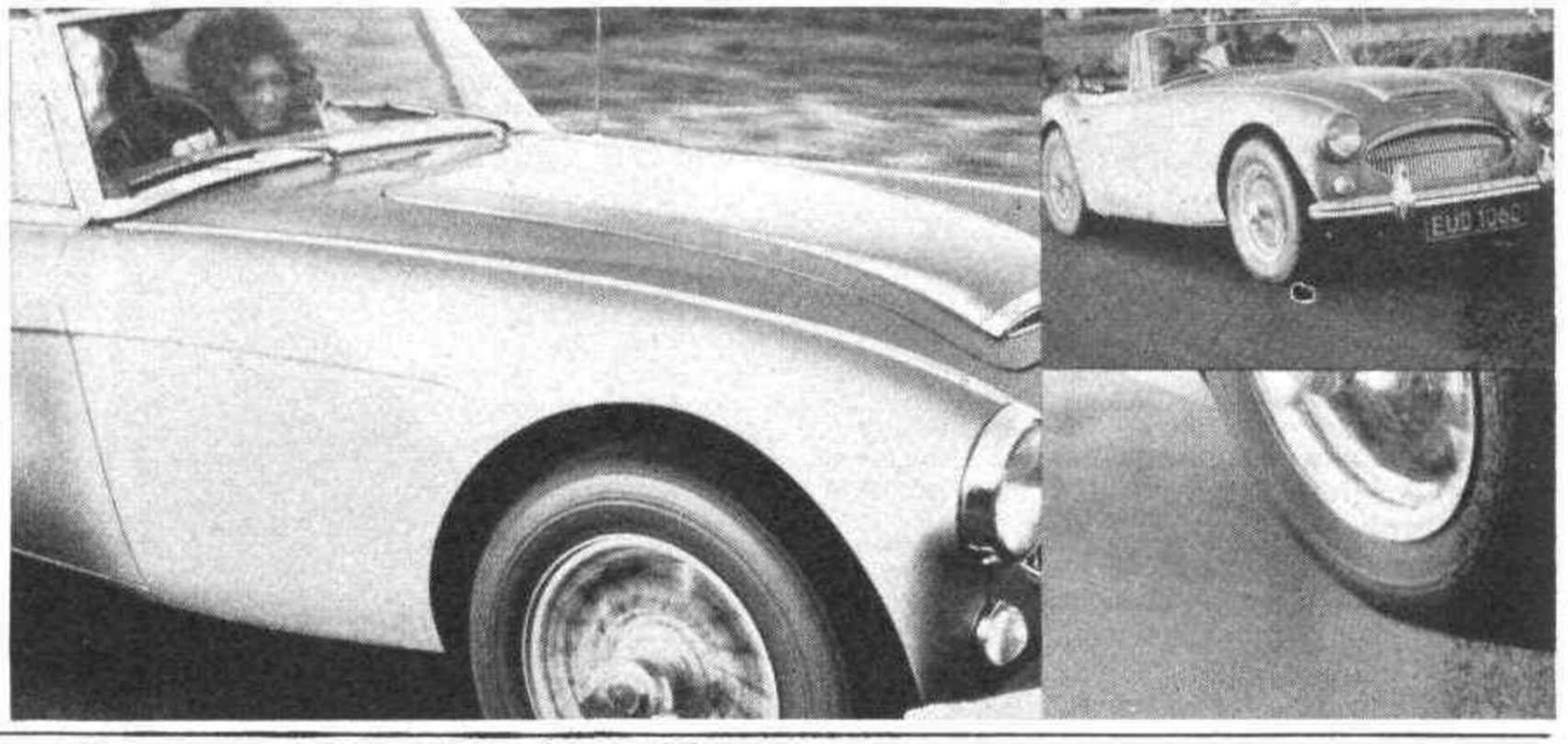
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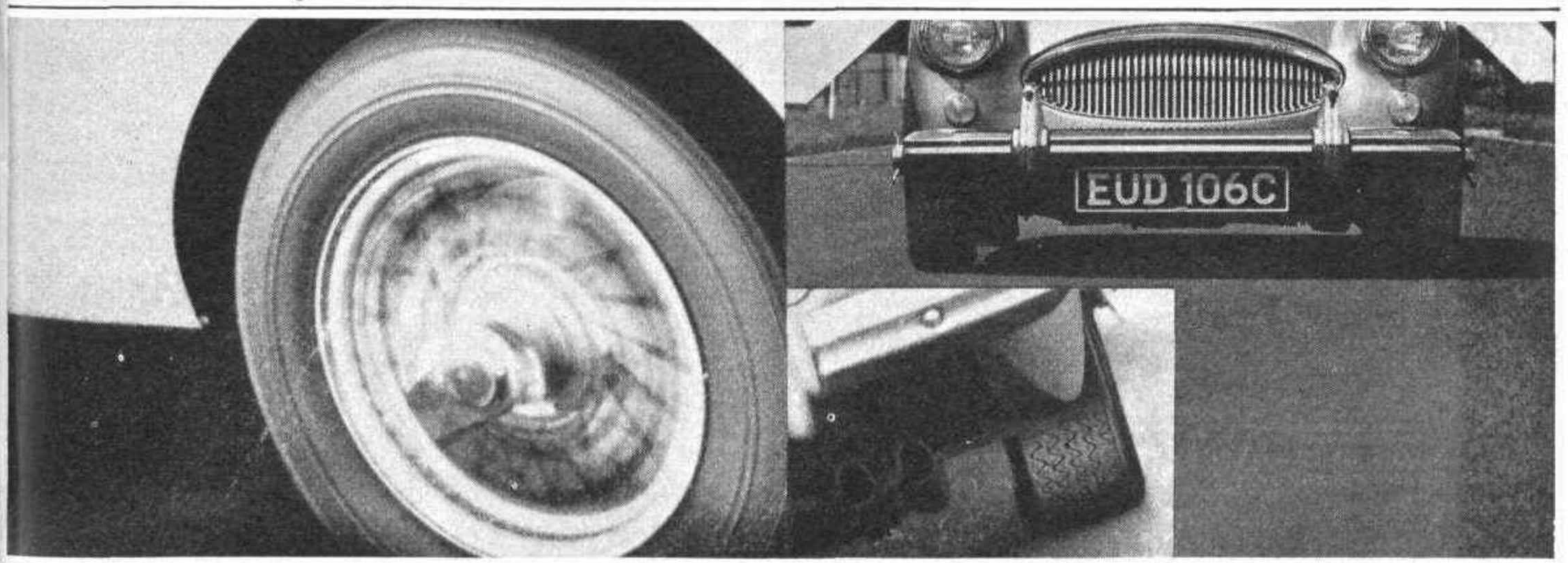


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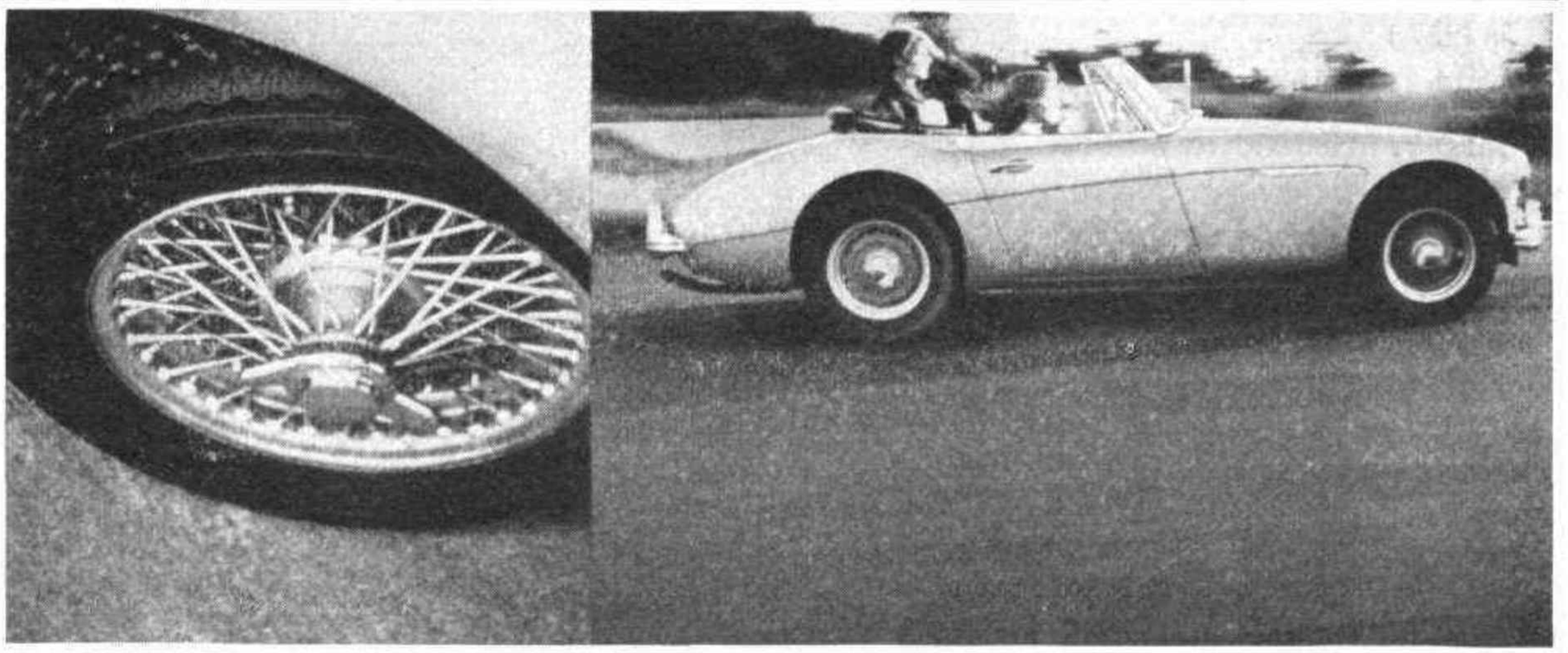
that something big has hit the road!



A new tyre from Michelin.

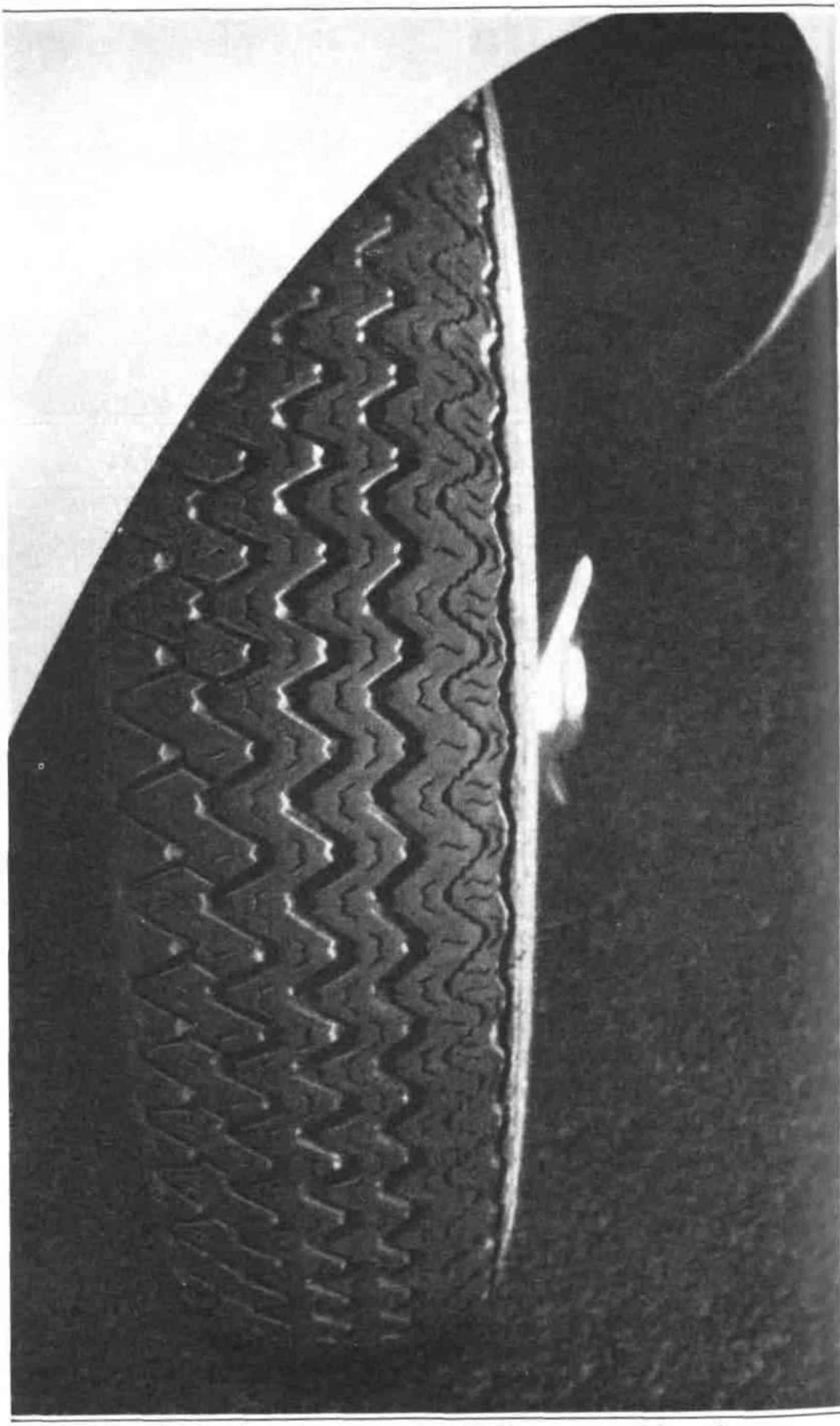


The new Michelin XAS.



The radial tyre for high performance cars.

Michelin XAS the world's first



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

The advantages this brings are considerable. It gives you:

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

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

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

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

Michelin's new XAS tyres are currently available to fit:
Austin-Healey 3000; TR4A;
Daimler SP250; Peugeot 404 injection; Volvo P1800;
Cortina GT; Lotus Cortina;
Corsair GT; Sunbeam Alpine Mk IV & V; Sunbeam Rapier;
Vauxhall VX4/90FC;
Mini Cooper type S.
(A wider range for more cars in 1967.)

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

MICHELIN

& only asymmetric radial tyre

5th MEXICAN GRAND PRIX

1966 FINALE TO COOPER-MASERATI

MEXICO CITY, *Sunday, October 23rd.*

ONCE again the Formula One season ends here in Mexico City, on the 5-kilometre circuit set in the vast sports park. As usual the high altitude of the city (7,300 ft.) causes mixture problems not found anywhere else in the F.1 programme. Last year the Honda was able to lose less power through lack of oxygen than most of the other cars and once in the lead no-one could touch it. This year, although without a doubt the most powerful car, it was also the heaviest, which did not give it the advantage it had last year.

The cars had been transported down from Watkins Glen in time for work to be completed before first practice. The entry lacked any Ferrari participation due to the racing shop at Modena being rebuilt to enable fuller coverage for 1967. Lotus had three cars for Clark, Arundell and Rodriguez. Clark's number was on the H16 with which he won the United States G.P. The engine was the same and had not been returned to England. Arundell was in the B.R.M. V8 and Rodriguez in the Climax V8. All three cars were fitted with the latest Firestone tubeless tyres.

B.R.M. had three cars and three engines had been sent home and returned rebuilt after the damage at Watkins Glen. Hill was again driving the true "16" while Stewart had his number on the other two cars, both fitted with "double 8" engines. The two Brabhams for Brabham and Hulme were unaltered, one still fitted with Bosch coil ignition and the other on Lucas transistorised ignition.

Both Eagles were as well turned out as ever. The 3-litre Weslake engine had been back to Rye, but still had done no track testing, which meant once again that practice was to be used to sort out the many problems not necessarily applicable to this circuit. The Cooper team had flown out a spare car for Solana to drive. This had the tracting for the air intakes together down the centre while Surtees, and Rindt's cars were as raced at Watkins Glen, both using coil ignition. Honda had discovered that transmission oil overheating had caused the gear troubles in the previous race, so on both cars an oil cooler had been fitted at the back on a frame that held it out in the air stream. Ginther was still driving the wide-track car, while Bucknum was with the narrower car.

The McLaren was unchanged; the engine had been to Detroit where Fords had looked it over. A new set of stainless steel exhausts had been made up but were not fitted to start with. These had shorter primary pipes which were aimed at giving a bit more power at the top end. The same four private entries that competed in the U.S. G.P. were here, Ireland driving the Bernard White 2-litre B.R.M., Spence in Parnell's Lotus-B.R.M., Siffert in Walker's Cooper-Maserati and Bonnier in his own Cooper-Maserati.

First practice was on Friday from 1 to 5 p.m. The track was opened for a short period in the morning to let those who wanted to go round for a few laps to start getting their mixture right. Bonnier and Gurney went out the moment practice started and before the first hour was up everyone had some laps to their credit.

McLaren was having starting trouble again and after several efforts at pushing, the car was taken away to be towed. This towing behind the pits and going straight out on to the track was done several times by McLaren. Solana was in difficulty from the start with gears and it was some time before he overcame this problem. The two Brabhams were in convoy and going very slowly as though they were running-in new engines. Both B.R.M. drivers were still sorting mixture in the opening stages of practice, and after Stewart came in with oil all over the back of the engine of the training car he went out in his own car. Both B.R.M.s were back on Dunlop for most of practice, these being the new tyres Dunlop have been rushing through since Monza.

Rodriguez in the 2-litre Lotus Climax started setting the pace with a 1 min. 55.71 sec. lap which was 0.13 sec. faster than the lap record held by Gurney. He didn't hold fastest lap for long, for Brabham was now beginning to go and in a very short while was under 1 min. 55 sec. Surtees was pushing his Cooper hard but was suffering all sorts of problems. First his high-pressure fuel pump was not functioning then when this was changed the fuel metering unit started to play up and had to be changed and at the same time the water temperature was running very high. Rindt was not suffering from these problems and in his usual wild-looking manner was getting his time well down.

A problem always found at this circuit is the number of stray dogs that manage to get on to the track. This year was no exception and when one darted at Ireland he was able to miss hitting it with the radiator but he did bend the steering arm and badly buckled the nose when he hit it. Both Hondas were sounding good but their times were well down. This was due to the poor handling and after persevering for some time the front ends were taken down and new springs fitted. At the same time certain adjustments were made to stop the vicious oversteer both cars were suffering from.

The Weslake engine was still misfiring due to fuel feed problems, while an added difficulty had arisen when each time the car came in it was smothered with aerated oil from the crankcase breather. Gurney was also out with a new nose on the car which allowed more air through the radiator but which spoilt the distinctive line of the Eagle. Stewart did several laps with the nose of the B.R.M. off when he found his water temperature needle giving him an "oil pressure reading." Neither B.R.M. driver seemed very happy with the handling and this was reflected in their poor times.

Clark was beginning to make the H16 Lotus really go and as he lifted off after putting up a lap time of 1 min. 54.06 sec. the bolts in a crankshaft balance weight broke and bits came out of the top of the engine in a cloud of steam, hot oil and metal particles which scorched the back of Clark's neck and necessitated an overnight engine change. This engine had run the 200-mile United States G.P. and about 100 miles in practice which is the same distance Stewart's engine in the U.S.A. had gone when a balance weight destroyed it. Also stopped out on the circuit with a wrecked engine was Spence with the Lotus-B.R.M. Just as practice was closing Gurney went out in the 2.7 Climax car and lapped about two seconds faster than Bondurant. Brabham also went out in the closing minutes and as if to prove he is not world champion for nothing he clipped 0.11 sec. from Clark's time to give him a time of 1 min. 53.95 sec. a speed of 157.964 k.p.h.

When practice ended Bucknum was puzzled by the peculiar handling of his car. Through left-hand corners it was now almost stable while through right-hand curves it skated all over the place. Looking through the tyre temperature chits it was noticed that the centre of the left rear tyre was much hotter than the centre of the right rear. A closer look and the use of a straight edge found this left tyre to have a well-rounded profile while the right tyre was flat as it should be. This fault is caused after moulding when those particular tyres have to be quickly inflated to an exact pressure and left to cool.

Second practice on Saturday was again from 1 to 5 p.m. and very noticeable were the increased nose sizes and airscoops. Most cars were suffering from overheating and fuel vaporisation due to the liquid's lower boiling point. To stop vaporisation while in the pits wet rags and slowly poured water were for the most part doing the trick. Surtees, Hill, Stewart, Bonnier and Solana were off the moment the track was opened. Both McLaren and Gurney were having a hard time starting and both cars had a long tow. Hondas were out with the new spring and suspension settings but there was no improvement so they were changed back to where they started. Early on in practice Surtees found a head gasket gone, also he was losing fuel pressure due to vaporisation so an engine change was decided on but before starting work Surtees went on doing two-lap runs and finally got pole position with a time of 1 min. 53.18 sec.

Brabham was putting in a number of laps trying some track tyres flown in overnight when something broke which threw all the timing out. This necessitated an engine change and the mechanics started work immediately. The Weslake V12 was still pumping out oil even though an air/oil separator was fitted. It

was now reckoned to be oil building up in the head and then over-flowing. As Ginther finally began to find the most suitable layout for the suspension and so get quicker times, so Bucknum was in trouble. First it was a cut water hose, then the clutch jammed down, next the car jumped out of gear past the pits, then it stuck firmly in third gear.

The B.R.M.s were still not happy either with the engines, which were suffering all the altitude problems, or the handling, which doesn't seem to be improving. Clark's H16 was on a tight schedule to get ready, for Chapman wanted to keep the laps down to enable Clark to have a reasonable chance of finishing before a balance-weight flew off at around the 300-mile mark. This H16 problem will be fully sorted as two more 8-pin cranks are finished and they are self-balancing. The oil over the backs of both B.R.M.s was due to a leaky plug on the oil relief valve.

The Weslake engine was in trouble still and it was decided that Bondurant should drive at a speed which would keep the crank pressure down and so stop oil being sprayed around the track. Before the end of practice a hub bolt on Spence's car fell off and as he braked the wheel and caliper fell off and he hit the guard rail many times before coming to a halt with the car badly damaged. The private entries were all suffering from fuel vaporisation and overheating which they were beginning to overcome.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Clark	Lotus 43-B.R.M. H16-3-litre	1. 54.06	1. 53.50
2	P. Arundell	Lotus 33-B.R.M. V8-2-litre	2. 00.79	2. 01.14
3	G. Hill	B.R.M. H16-3-litre	1. 59.24	1. 54.61
4	J. Stewart	B.R.M. H16-3-litre	1. 56.64	1. 55.90
5	J. Brabham	Brabham-Repco V8-3-litre	**1. 53.95**	1. 54.34
6	D. Hulme	Brabham-Repco V8-3-litre	1. 54.36	1. 54.21
7	J. Surtees	Cooper-Maserati V12-3-litre	1. 55.10	**1. 53.18**
8	J. Rindt	Cooper-Maserati V12-3-litre	1. 54.91	1. 54.19
9	M. Solana	Cooper-Maserati V12-3-litre	1. 57.44	1. 58.70
10	I. Ireland	B.R.M. V8-2-litre	1. 59.38	1. 57.46
11	P. Rodriguez	Lotus 33-Climax V8-2-litre	1. 54.78	1. 55.09
12	R. Ginther	Honda V12-3-litre (wide track)	1. 55.73	1. 53.56
14	R. Bucknum	Honda V12-3-litre	1. 58.41	1. 56.59
15	D. Gurney	Eagle-Weslake V12-3-litre	1. 56.16	1. 55.23
16	R. Bondurant	Eagle-Climax 4-cyl.-2.7-litre	1. 57.99	—
17	B. McLaren	McLaren-Ford V8-3-litre	2. 00.68	1. 56.84
18	M. Spence	Lotus 25-B.R.M. V8-2-litre	1. 58.01	1. 55.98
19	J. Siffert	Cooper-Maserati V12-3-litre	1. 56.17	1. 55.99
22	J. Bonnier	Cooper-Maserati V12-3-litre	1. 56.81	1. 56.49
15	R. Bondurant	Eagle-Weslake V12-3-litre	—	2. 02.88
16	D. Gurney	Eagle-Climax 4-cyl.-2.7-litre	1. 55.69	1. 54.93

Practice ended and there was a lot of work to be done before the mechanics pushed the cars out on to the grid. A Goodyear track tyre had been flown in overnight and was found to be one second a lap faster than the new Dunlops so both B.R.M.s were fitted with them.

Race morning was warm and sunny. Surtees' new engine was not functioning very well as the mixture was well out and there was no way of getting it right except by luck. Brabham was having similar problems and at any rate his engine was 15 b.h.p. down on the practice engine. Gurney had made the decision to switch cars and both cars were re-numbered on race day. McLaren had been forced to move the rear-mounted fuel-pump to a cooler position, putting it in the airstream just behind the driver's right shoulder. Only other activity in the pits prior to the start was the welding up of the cracked lower wishbone mounting on the H16 Lotus.

Sharp at 2.30 p.m. the flag dropped and the race was on. Ginther made a good start and was in the lead as the 18 cars went into the first corner. At the end of lap 1 Ginther still led from Rindt, Brabham, Hulme, Surtees and Clark, the two on the front row had not been able to hold their places. Next in a long string came Stewart, Rodriguez, Bucknum, Siffert, Solana, Hill, Gurney, Bonnier, Ireland, McLaren and with Arundell last. As they went off on their second lap, Surtees' and Hill's engines sounded "off-song," while Clark was having gear trouble. At the end of the second lap Brabham had gone past both Ginther and Rindt and was pulling away. Rodriguez dropped two places, to be behind Bucknum and Siffert when he spun at the hairpin. Bondurant, in the Eagle-Weslake dropped from 15th to last as vaporisation caused misfiring from the end of the first lap.

As the 3rd lap started Surtees had moved up two places and the woolly note in his engine had gone; afterwards he said it cleared as soon as it got really hot. It only took two laps for him to pass his team-mate Rindt, and then he was right on Brabham's tail. Brabham kept him there for one lap only, then he was in the lead with Brabham having to work hard to keep in the slip-

THE GRID

1 J. Clark (*Lotus 43-B.R.M. H16*) 1 min. 53.50 sec.

7 J. Surtees (*Cooper-Maserati V12*) 1 min. 53.18 sec.

5 J. Brabham (*Brabham-Repco V8*) 1 min. 53.95 sec.

12 R. Ginther (*Honda V12*) 1 min. 53.56 sec.

6 D. Hulme (*Brabham-Repco V8*) 1 min. 54.21 sec.

J. Rindt (*Cooper-Maserati V12*) 1 min. 54.19 sec.

11 P. Rodriguez (*Lotus 33-Climax V8*) 1 min. 54.78 sec.

3 G. Hill (*B.R.M. H16*) 1 min. 54.61 sec.

4 J. Stewart (*B.R.M. H16*) 1 min. 55.90 sec.

15 D. Gurney* (*Eagle-Climax 4-cyl.*) 1 min. 54.93 sec.

22 J. Bonnier (*Cooper-Maserati V12*) 1 min. 56.49 sec.

19 J. Siffert (*Cooper-Maserati V12*) 1 min. 55.99 sec.

17 B. McLaren (*McLaren-Ford V8*) 1 min. 56.84 sec.

14 R. Bucknum (*Honda V12*) 1 min. 56.59 sec.

10 I. Ireland (*B.R.M. V8*) 1 min. 57.46 sec.

9 M. Solana (*Cooper-Maserati V12*) 1 min. 57.44 sec.

16 R. Bondurant* (*Eagle-Weslake V12*) 2 min. 02.88 sec.

2 P. Arundell (*Lotus 33-B.R.M. V8*) 2 min. 00.79 sec.

* Cars switched on race day.
Non-starter: M. Spence (*Lotus 25-B.R.M. V8*) 1 min. 55.98 sec.

stream. For some laps the leaders settled down. Stewart, who had lain seventh for the first three laps, began to get more confidence in the B.R.M.'s handling and although he had a permanent plume of oil smoke from the left rear of the car, he was beginning to pull through the field. First he got by an unhappy Clark who was having gear trouble, then next lap he was past Ginther. It took a few laps to come up with Hulme but on the 10th lap he came round in front.

The first car to the pits was Solana who had very high water temperature; after a short while he went on for one lap then retired on lap 9, when he also noted that the oil pressure was well down. Also on the 9th lap, Clark came into the pits and retired with a broken gear selector. Gurney was well down in the 2.7 Climax-engined Eagle at the start but as the race began to settle down he started to pull up. Between laps 4 and 9, he went by Solana then Siffert and Bucknum to put himself in the slipstream of Hill's "H13 or 14." As the B.R.M. got worse so Hill was unable to hold Gurney any more and when an old 4-cylinder went by this seemed the last straw and he retired on the 18th lap when a metallic clanking started.

Three cars were now out and the fourth was to follow soon, as it was lying last and misfiring badly due to vaporisation. This was Bondurant in the Eagle-Weslake and he finally gave up on the 24th lap. The leaders had all closed up again there being only about 200 yards between the first four places. Stewart in fourth place was right on Rindt's tail and with a big effort on lap 25 he was in third place and closing the gap on the leading pair at just under a second a lap. However, before he could get really at grips with Brabham his oil gave out due to the slow but continuous leak and he retired at the hairpin on lap 26. Rodriguez had been delighting the Mexican crowd as he closed on Hulme and made several attempts to pass him. On lap 23 he got by to the cheers of the crowd and two laps later Hulme who was trying to get back the place, spun and as he had no clutch he had a lot of difficulty trying to restart, which lost him almost a full lap.

Ireland pushed his B.R.M. V8 back to the pits when something went in the gearbox. However, this was of no avail and the car was retired. Two identical failures took place on the 32nd and 33rd laps. Rindt, lying in third place, slowed as he came off the slightly banked 180° turn before the pits with his left front wheel leaning in at a crazy angle and he pulled in on the grass beyond the pits with a ball joint having broken. One lap later, Siffert came slowly into the pits with an identical fault to his left front suspension.

The halfway stage was now passed and the field was reduced to 10 cars. Surtees and Brabham were still fairly close and Brabham was really working very hard to reduce the gap making use of the wide grass verges on many occasions. Third, half a lap behind was Rodriguez; behind him, now going fairly well, came Ginther and Gurney. Lying sixth and slowly catching up was Hulme.

Continued on page 1119

ROAD TEST:

ROVER 2000 TC

Improved performance greatly enhances, without much loss of refinement, an outstanding and highly individualistic British car. A luxury 110-m.p.h. 2-litre saloon for £1,415



THE Rover 2000, which has been affectionately dubbed the "Solihull Sitroen," had a wildly enthusiastic reception when it was announced in 1963. MOTOR SPORT road-tested it in November of that year, the then-Assistant Editor being extremely fulsome in his praise of the new car, saying, for instance, that on the road it was a revelation, "for in the matter of ride, handling, steering and braking it can have few equals in its class and precious few betters even among sports cars." This was qualified by the remark that "performance is good without being startling as the power has obviously been kept down to keep fuel consumption within reasonable bounds." Even so, he got a top speed of 102 m.p.h. and covered a s.s. ¼-mile in 19.5 sec.

I reserved judgement until I had tried the car and had to confess disappointment over the lack of acceleration (the smaller-engined Ford Cortina GT was quicker up to 70 m.p.h.), the pronounced understeer, the very heavy and notchy gear-change, and other, minor, matters. These views were published in January 1964. Since then much development work has gone into the Rover 2000 and when the twin-carburetter TC version was announced I felt the time had come to try this extremely interesting car again. As those who read the October MOTOR SPORT will know, it proved elusive and I had to make do with an old gentleman's Rover 3-litre coupé! Another date was named and, clear of eye, steady of hand, I duly presented myself at Rover's Seagrave Road depot. Again, some mechanical *malaise* had kept the car in Solihull, but a couple of days later this had been cured and the test of the 2000TC commenced.

Let me say right away that the Rover 2000 is a very remarkable car, with a character entirely its own. A 2-litre overhead camshaft 4-cylinder engine of exactly "square" dimensions with combustion chambers formed in the piston crowns as Herr Uhlenhaut, the talented Daimler-Benz Chief Engineer, advocates, a body of individual lines possessing quickly-replaceable panels, *à la* Citroën, and a de Dion back-axle (a form of suspension the Rover 2000 shares with the Lancia Flaminia and the Isos, Grifo and Rivolta) obviously put the car in a class of its own. Thus the Rover has an air of individuality, but, in addition, it bristles with ingenious items relating to controls and equipment. In a few instances the designers have, perhaps, been almost too clever, but the overall effect is of a highly-practical, well-contrived and entirely unique four-seater luxury saloon of moderate size.

One of the criticisms of the car in its original form was a lack of "steam." This has now been put right by the 2-carburetter engine, which increases the urge by 24 b.h.p. It has been said in some quarters that the resulting higher top speed and considerably improved acceleration have been obtained at the expense of roughness and a noticeable loss of refinement. With this I do not entirely agree. There is considerably increased engine noise when accelerating hard, with the power unit running towards 6,000 r.p.m., which might be objectionable to those who have intimate knowledge of how the single-carburetter 2000 runs, and the engine in the test car idled very lumpily, at 700/800 r.p.m. But, in spite of a 10-to-1 c.r., calling for 100-octane petrol, the power unit remains outstandingly docile, pulling away from less than 2,000 r.p.m. in the 3.5-to-1 top gear, is very quiet at cruising speeds, and as smooth as can be expected from a 2-litre 4-cylinder power unit—see final comments in this report, however. It always started promptly with a minimum of choke, did not run-on after switching off, and was free from temperament. This is highly satisfactory, especially as the performance improvement is considerable, as the following table indicates :—

Performance	Rover 2000	Rover 2000TC
Top speed	102 m.p.h.	110 m.p.h.
Third-gear maximum	85 ,,	84 ,,
0-50 m.p.h.	10.1 sec.	8.5 sec.
0-60 ,,	14.6 ,,	12.0 ,,
0-70 ,,	20.1 ,,	16.4 ,,
s.s. ¼-mile	19.5 ,,	18.4 ,,

To achieve this performance it is not necessary to exceed 6,000 r.p.m. or 4,000/5,000 r.p.m. in normal motoring and, in fact, maximum power (114 net b.h.p.) is delivered at 5,500 r.p.m. and peak torque (126 lb. ft.) at 3,500 r.p.m. This enables a very adequate rate of progress to be maintained in what is clearly intended as a small luxury car rather than a sports saloon—I concede that the B.M.W. 1800 TI accelerates considerably better, but it is not quite so fast. Incidentally, Rovers improve as mileage grows and it should be noted that the test car came to me with less than 3,000 miles on the odometer. The makers give the maxima in the gears on the speedometer as 30, 55 and 85 m.p.h., respectively. At a legal 70 m.p.h. the engine is running at a mere 3,500 r.p.m.

The Rover is high-geared and good use of the gear-lever is desirable to maintain performance as acceleration in 2nd gear is not impressive below 4,000 r.p.m.; 3rd gear is so quiet that it is no hardship to use this ratio for prolonged periods in traffic or secondary road motoring.

The ride and handling of the Rover 2000 can be confirmed as exceptional. Although there is some rocking motion at times, the effect of which is felt by the steering, the suspension is well damped and any road shocks that can be felt at the steering wheel or body structure do not transmit themselves to the seats. The ride is of a very high standard. The suspension was designed for radial-ply tyres and it proved virtually impossible to make the Pirelli Cinturatos break away at either end of the car, on wet roads or dry, but there is, of course, some tyre hum over certain road surfaces. This is the sort of handling that gives the driver great confidence, especially as the steering, which is accurate, is free from all but very minor sponge and lost motion, and fairly light once on the move, but tends to heaviness on lock, and feels higher geared than the 3⅛ turns it takes the steering wheel to go from one full lock to full opposite lock. It transmits shock at times rather than kick-back, and has quick return action, somewhat lethargic just before it centres. The angle of roll under fast cornering is somewhat pronounced but the general impression is of fairly hard suspension and good stability conferred by the de Dion back-end, which, however, discloses lost motion in the

joints as the drive takes up. The steering wheel at first feels unnecessarily large (it has a diameter of 17½ in.) but this is soon forgotten. It can be raised or lowered over an inch by means of a knob on the right of the nacelle, which enables it to be kept out of the driver's line of vision. The 32½-ft. turning circle is small for this size of car. There is a good deal of general steering-wheel shake, but only of a mild nature.



Planned from the drawing board for radial-ply tyres, the road-test Rover was on Pirelli Cintu-ratos.

The Girling 10¾-in./10¼-in. disc brakes all round work very well for moderate effort but their "feel" deteriorated slightly as mileage increased, as if the servo was lagging, with consequent loss of progressiveness. They still remained reasonably good brakes, however, only occasionally prone to rubbing noises.

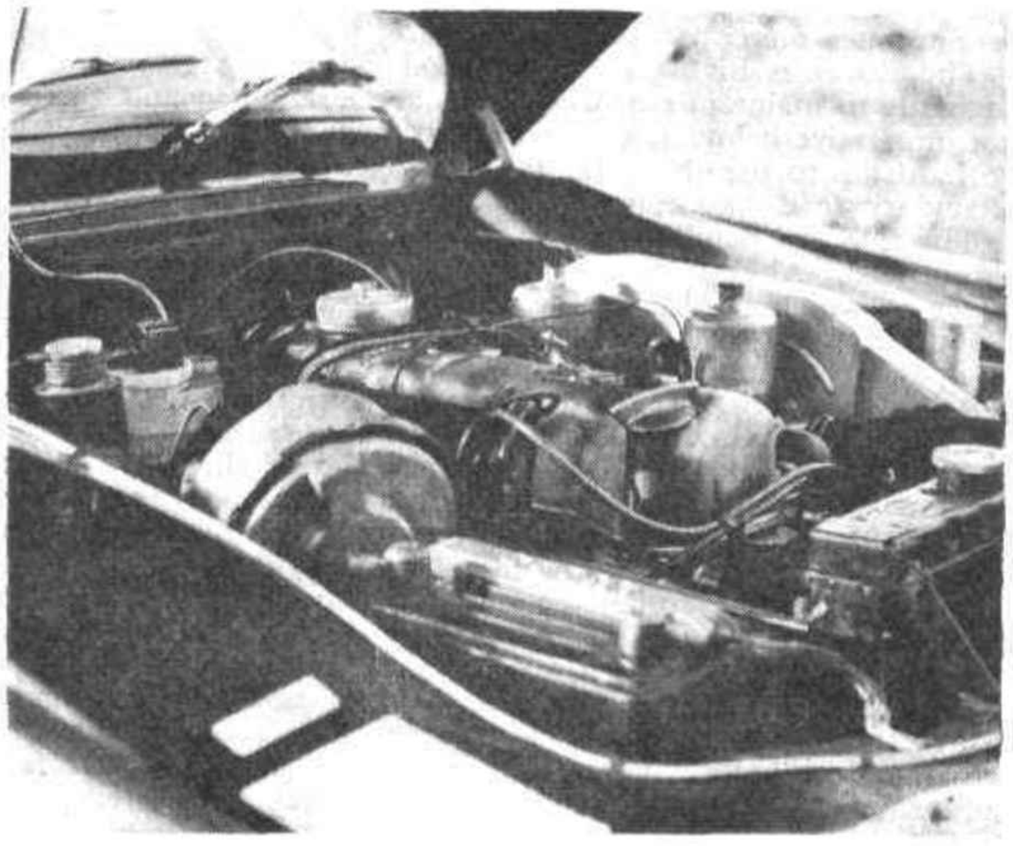
The Rover engineers have so obviously tried to make the interior of the car 100% convenient that the 2000 is well-nigh irresistible to those who like uncommon and beautifully-finished cars. The "ergonomics" may not entirely justify themselves but the thing that really counts is that the controls are so sensibly located. The oblong British Jaeger 120-m.p.h. speedometer is of (red) ribbon-type but reasonably easy to read. It is calibrated in m.p.h. and k.p.h. and contains warning lights with clearly labelled windows for low oil-pressure (there is no oil gauge), dynamo charge, hand-brake on/brake fluid level too low, and choke in use, the latter being thermostatically controlled so that the light does not intrude unless the engine is too warm to need choking—another clever Rover item. The speedometer has trip with coloured decimal and total mileage recorders, and incorporates a water thermometer reading normally 85° C. and a fuel gauge labelled with the tank contents (12 gallons). From its long oblong face protrude neat black knobs for setting the trip or controlling the rheostat illumination. Slightly angled towards the driver, a plain Smiths electronic tachometer reading to 7,000 r.p.m. (red sector from 6,000 r.p.m.), with a small-dial Kienzle self-winding electric clock (rather noisy as to tick and rewind, but as accurate as my Brietling wrist-watch) inboard of it, occupies the hooded centre of the matt-black facia.

Rover only go in for grained decor along the door sills and behind the facia shelf; to their shame this is no longer real wood, but Formica! Stowage space is truly commendable, for there is a great deal of shelf space, with, additionally, a little recessed compartment above the excellent Radiomobile radio set, although the shelf needs the mat which is sold as an extra if the contents are to be prevented from sliding wildly from one side to the other as the Rover is cornered in characteristic 2000 fashion.

Apart from this useful facia shelf, there are those unique lockable pockets in front of the driver's and front-seat passenger's knees, which open to reveal ample cavities, the driver's pocket being provided with divided compartments to take bottles and glasses—for "soft" drinks, of course! Even if these pockets were put here instead of conventionally in the doors because there is all too little elbow room as it is, they are an excellent feature of the Rover 2000. It is, maybe, an exaggeration to say that a briefcase can be lost in the l.h. one, but a Rolleiflex camera certainly can, and even should one forget to lock them, the casual sneak-thief would be unlikely to know that these areas of padding contain pockets.

Reverting to the Rover's control arrangements, whether the careful shaping of the minor controls will enable them to be instantly identified is debatable, nor do the symbols necessarily help. But the locations *are* commendable. The ignition key inserts centrally and is flanked by the long flick-type lights' switches. It is necessary to realise that to put off the car's lamps these have to be set centrally, but they stay satisfactorily in this position. Pushed down, the l.h. switch brings in the sidelights, pushed up, the parking lights. The corresponding switch goes down for headlamps, up for fog-lamps, if these are fitted. Headlamp dipping is controlled from a long l.h. steering-column stalk lever, which also provides for daylight flashing, a corresponding r.h. stalk lever working the turn-indicators or, if pulled upwards, sounding the horn. It sometimes sounds the horn inadvertently when the driver merely intends to signal the intention to turn, and sensitive sounding of the horn note is difficult with this system. Close to the steering wheel on this central below-facia panel is the turn-switch for the screen-wipers, which controls their speed, but scarcely noticeably, or, pressed, brings in powerful electric screen-washers. Its opposite number on the left is turned, also clockwise, to select, first the interior-lamp behind the central rear-view mirror, then the rear compartment lighting, these two lamps also being controlled when the appropriate doors are opened. Two curved handles lower down on the console are, respectively, the petrol-reserve and choke controls, the former

Two S.U.s on the single overhead camshaft engine establish this as the Rover 2000TC power unit.



The interior of the Rover 2000TC emphasises the individualistic character of this well-thought-of British production.



an excellent item but stiff to cancel, the latter locking in any desired position. To the left of the petrol-control is a cigar-lighter, on its right side the knob for front/rear radio loud-speaker selection.

The Rover 2000 has truly commendable heating and fresh-air ventilation arrangements, with the proviso that the interior of the body is prone to misting up and to clear this either more heat than the driver wishes or more cool air than the passengers, especially in the back, can tolerate, is required to disperse it. Possibly longer acquaintance of the car under varying atmospheric conditions would have provided a solution. A vertical-quadrant lever on the console, close to the driver's right hand, has three settings for fresh air, its two lowest settings bringing in the powerful fan, which is silent on the low-speed setting and not unduly noisy on the fast setting. Two similar controls at the other side of the console look after volume of heat and upward/downward direction of the flow. Cold air is admitted through vents in the facia sill in front of driver and passenger, these having tiny levers to control the rate of flow, and horizontal flaps for deflecting the cold air upwards. As there are quarter-lights in the front doors and good vents in the back doors, Rover owners need seldom be unduly hot or cold and adequate ventilation is possible without opening the main windows. The screen misted over badly until the fresh-air control was operated, when it cleared quite quickly.

The Rover's pedals are all of the same shape and size and at the same level. The hand-brake pulls up from the propeller-shaft tunnel, being somewhat high-set but quite convenient to use, although coat tails and safety-belts sometimes get beneath it. It is gaitered like the gear-lever, and there are lidded ash-trays behind and ahead of it. In front of the brake-lever is the splendid little gear-lever, as stumpy and rigid as any sports-car driver could desire, and having a cross-piece that guards reverse until it is lifted. This should be a most delightful gear-change but unfortunately, after three years' development of the 2000, it remains notchy and heavy. Unhurried, the action is quite good but the aforesaid shortcomings spoil this for fast operation and at times the change from top to 3rd gear baulks quite badly. A pity, especially as the gears are now commendably quiet. . . .

The interior of the 2000 is definitely of high quality. The pile carpets and loose mats are beautifully fitted, the side area by the rear passengers' heads is padded, as on B.M.C. 1100s, and there is crash-padding along the facia sill and at the back of the front seats. The seats are another Rover 2000 characteristic. They are deliberately shaped to accommodate comfortably just two adults in the back, with a folding arm-rest between them. The separate front seats are extremely comfortable, with deep reclining squabs, the angle of which is controlled by friction levers, allowing an infinite range of adjustment which a ratchet-arrangement does not provide. Black levers inboard of the cushions lock the squabs at the selected angle. These squabs are shaped for good support and although the seat cushions are a bit short, special packings enable the driver to set them up to suit personal requirements. You step down into a Rover 2000, over metal sills, as you do into a Citroën DS, and sit naturally with legs and back nearly upright, comfort being the keynote of this car. Upholstery is in real leather, whereas Jaguar have recently discarded this for their models in the Rover 2000 price-class. . . .

The rather old-fashioned internal door handles pull back to open the doors, which have arm-rests, and the window glasses of which fold out of sight, under 2⅜ turns of the front handles, 2½ of the rear ones. There are sill interior door locks and two keys serve to lock the Rover up. The doors close nicely and have extremely effective "keeps." Coat-hooks are fitted in the back compartment. A vanity mirror was provided on each vizor, although I do not really admire myself that much! The single-spoke steering wheel carries the rather odd, symbolic Rover motif. There is a fixed roof radio aerial.

Visibility is reasonable, with fairly thick pillars but a low bonnet line. The n/s front wing is, however, invisible, the o/s one picked out by the sidelamp tell-tale which is another endearing 2000 feature. The appearance of the car is an acquired taste which some people may never acquire. Redolent of Rover's gas-turbine pioneering and aerodynamically functional, it is as "different" as so many of the items on this refreshingly individualistic motor car. The Lucas four-headlamp system gives excellent full-beam illumination, except when the boot is heavily laden, when the lights are excellent for studying topography (top branches) but not the road ahead. The big "BEAM" blue-warning light shines right into the driver's eyes. Powerful reversing illumination is provided. The "TC" insignia is found on the top and side of the bonnet, inside the car on the



Although the Rover 2000's boot is obstructed by the spare wheel it takes a considerable quantity of luggage. A full-size suitcase is beneath the odds and ends seen in the picture.

console and on the boot lid.

The heavy aluminium bonnet has to be propped up; the dip-stick within its tube is reasonably accessible. The aluminium boot lid is self-supporting and shuts with the merest push, there being no need to slam it, as a warning in five languages pointed out—the action is akin to closing the front-bonnet of a VW and equally pleasing. The boot itself is deep but the covered spare wheel standing upright on the n/s restricts its capacity to 8.5 cu. ft.; the wheel can, however, be mounted on the boot lid if more space is required. The boot is automatically illuminated.

The unusual disc wheels with indents suggestive of spokes are yet another characteristic feature of the car (the back ones had mud-flaps) but can be replaced by wire wheels (an extra) if their appearance isn't acceptable. The framed rear-view mirror is of the highly dangerous "vanishing" variety.

I came to regard the Rover with ever-increasing affection. It is essentially well contrived. It is comfortable, solid, yet amply endowed with performance in the new twin-S.U. form. Its general handling is impeccable and obviously the Solihull engineers have tried so very hard to provide a highly practical and desirable car, in the Rover tradition. Just as Jaguar offers

Continued on page 1119

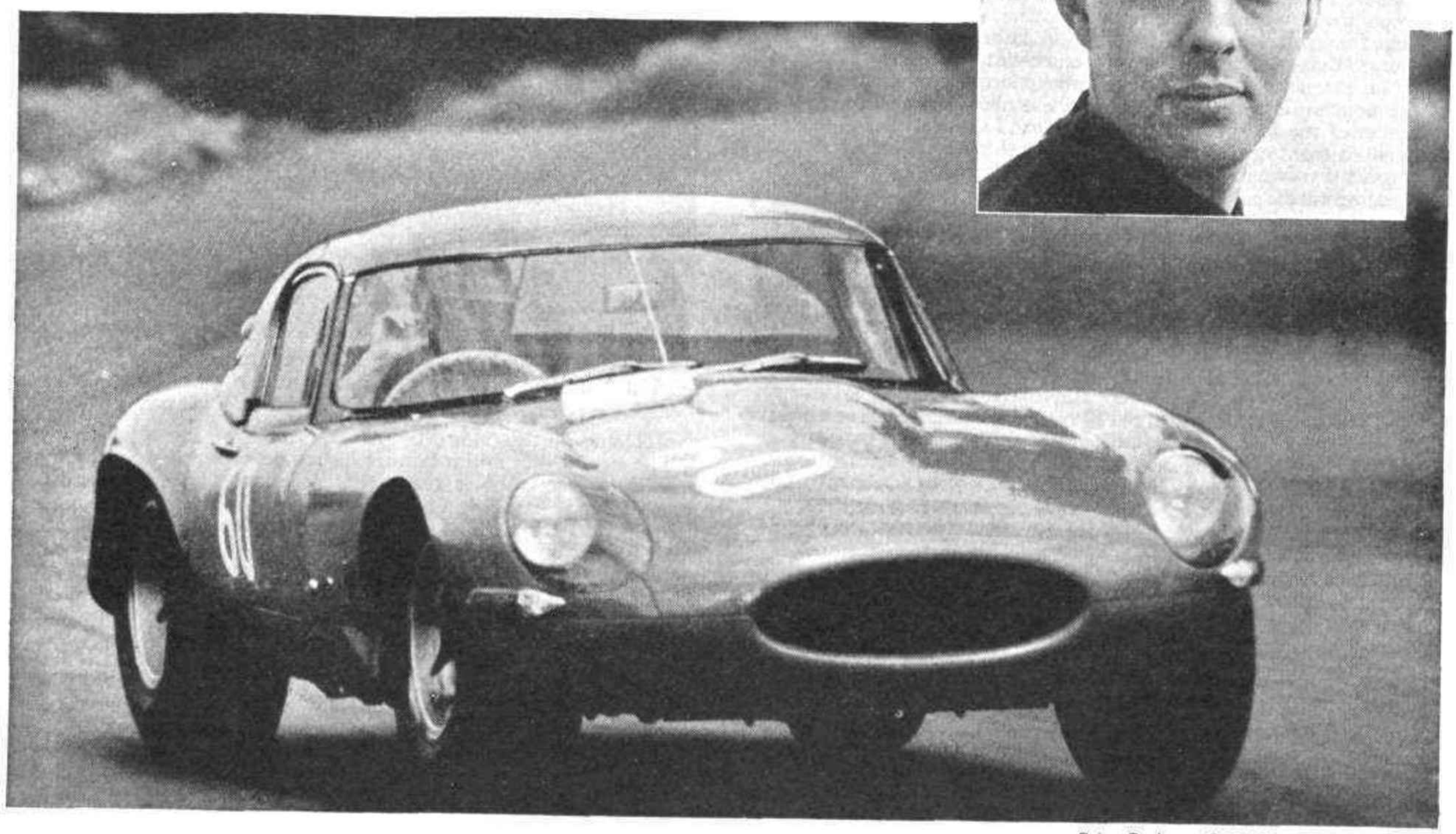
THE ROVER 2000TC SALOON



Engine : Four cylinders, 85.7 × 85.7 mm. (1,978 c.c.). Overhead valves operated by a single overhead camshaft. 10-to-1 c.r. 114 (net) b.h.p. at 5,500 r.p.m.
Gear ratios : First, 12.83 to 1; 2nd, 7.55 to 1; 3rd, 4.92 to 1; top, 3.54 to 1.
Tyres : 165 × 14 Pirelli Cinturato on bolt-on steel disc wheels.
Weight : 1 ton 5 cwt. (kerb weight).
Steering ratio : 3⅜ turns, lock-to-lock.
Fuel capacity : 12 gallons. (Range approx. 262 miles.)
Wheelbase : 8 ft. 7¼ in.
Track : Front, 4 ft. 5¼ in.; rear, 4 ft. 4½ in.
Dimensions : 14 ft. 10½ in. × 5 ft. 6 in. × 4 ft. 7¼ in. (high).
Price : £1,150 (£1,415 5s. 2d. inclusive of p.t.). With extras as tested : £1,453 14s. 5d.
Makers : The Rover Company Ltd., Lode Lane, Solihull, Warwickshire, England.

*The choice of the enthusiast





Brian Redman, Q20-50 enthusiast with the successful E-type Jaguar from the Red Rose Motors stable.

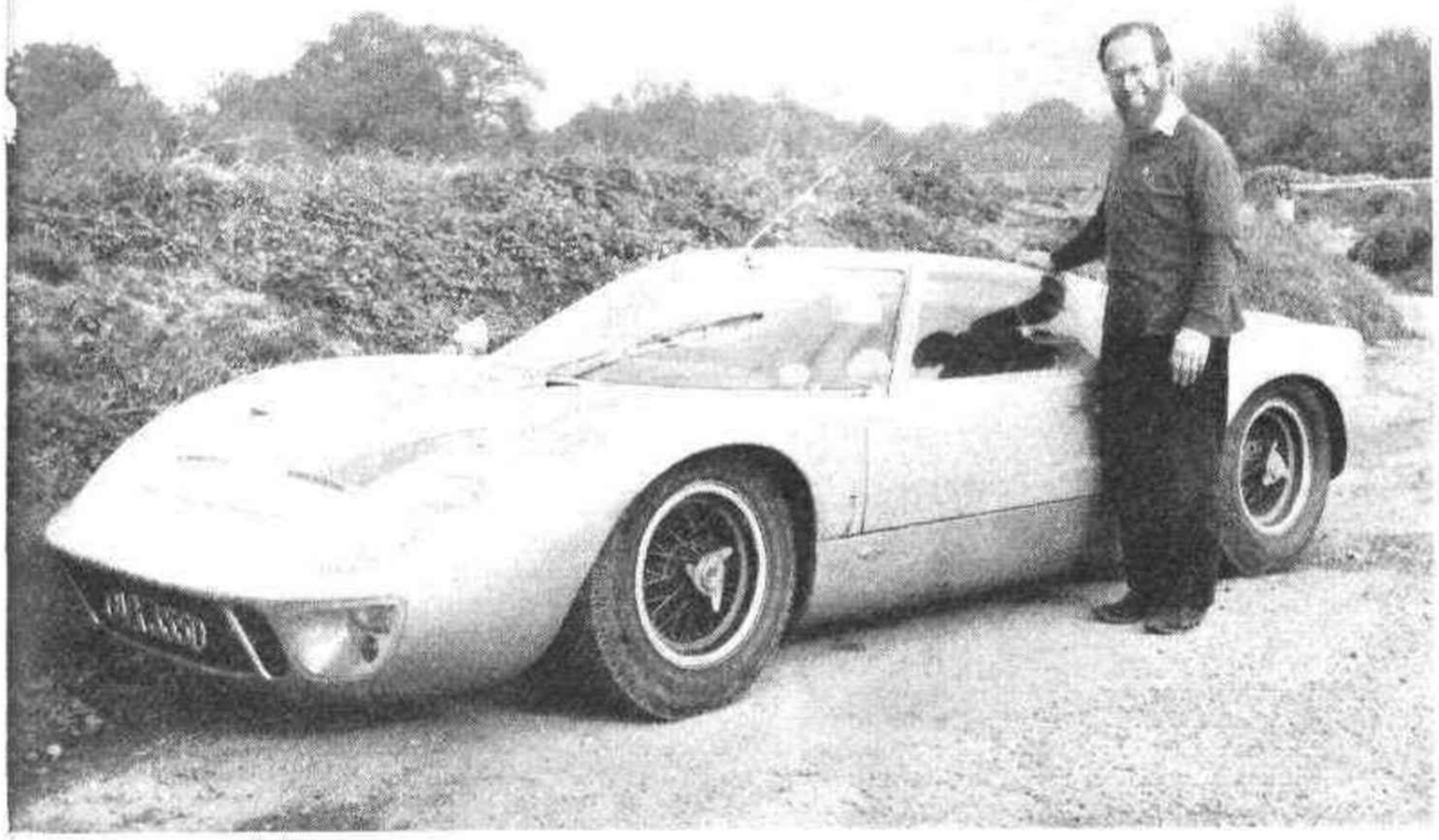
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On the road with the

FORD GT40

The shape of things that must come

HOW LOW?—The writer normally only permits photographs of himself doing something interesting, but he has permitted this one of himself "about to do something interesting," in order to show the low overall height of the Ford GT40. "D.S.J." is but 5ft. 2½in. tall, yet he dwarfs the 4.7-litre coupé Ford.

WHEN Eric Broadley's Lola coupé, with Ford V8 engine mounted amidships behind the cockpit, appeared at the 1963 Racing Car Show I was very excited, as were most people who saw it. The whole conception of the car looked so right, and I remember thinking how I would dearly like a ride in it some time, but did not contemplate driving it as it seemed way out beyond my capabilities. This was January, 1963, and now just under four years later I have been using a production version of this original prototype car on the road for a week as my normal motoring machine, temporarily replacing the 4.2-litre Jaguar E-type.

As is well known, the mighty Ford empire bought Broadley and the Lola coupé, set them up in a factory at Slough and developed that first car into a Ford GT as a racing car and started three years of serious motor racing, culminating in victory at Le Mans, apart from many other events. From the first factory in Slough developed "Ford Advanced Vehicles" who were in charge of the mid-engined coupé project, and as the racing versions progressed so did the idea of production versions to be sold to the public and used as road cars. The first racing coupés were very much Lola-Fords, but gradually the Ford engineers took over completely so that the name Lola could justifiably be dropped, and Broadley ended his contract and returned to Lola Cars to work on the design of sports cars. The mid-engined coupé gradually became completely Ford and was designated the GT40, but to Eric Broadley must go all the credit for the original conception and early development of what has become the most outstanding car of the day and very much a leader for the car of tomorrow. When I talk about "car" I mean the specialised competition or GT car, not bread-and-butter stuff for Mr. Everyman. At the end of 1965 the GT40 was well into production (hand-built) and chassis GT40P/1013 was finished off as a road car rather than a competition car. Mechanically the specification was not changed, nor was the shape, but there was a lot of attention to "home-comforts," such as interior trim, door pockets, radio, heaters, silencers, heavier flywheel and a less-fierce clutch. The 4.7-litre Ford engine was not tuned to such a high degree and the maximum speed was modestly quoted as 164 m.p.h. In racing trim and depending on axle ratio, tyre size and so on, these Ford coupés were capable of 190 m.p.h. down the Mulsanne straight at Le Mans, and given a long enough "run-in" they could probably touch 200 m.p.h. as a freak maximum. A quoted road maximum of 164 m.p.h. was not out of the way, and this would mean an easy 150-160 m.p.h. on a Motorway straight.

During 1966 the GT40 was produced in increasing numbers, all the chassis/body units for Le Mans emanating from F.A.V. at Slough, so that a proper production line of 6-8 cars at a time was set up. Having started at chassis GT40P/1001, the P denoting the finalised production series for homologation as Group 4 sports cars, a mixed array of cars to GT40P/1052 was completed by the end of the summer. I say mixed as some were to Group 4 specification and sold for racing, such as GT40P/1009 to Peter Sutcliffe, 1014 to Karl Richardson, 1021 to Nic Cussons and so on, others went to Shelby and Alan Mann as body/chassis units for building the 7-litre Mk. II cars for Le Mans, and some were built as road cars, such as 1033 to Switzerland, 1034 to Gloucestershire, 1043 to America and so on, altogether eight road versions being built. By the end of the year twenty more road versions, numbers 1053 to 1072, will be completed and shipped to Dearborn for customers in the U.S.A. These 72 cars are all in the production series, there having been numerous experimental and prototype cars built during 1965.

Car number GT40P/1013 was retained by Ford Advanced Vehicles of Slough as a "demonstrator" and it was this one that John Wyer and John Horsman kindly lent me for a week, with the advice "have fun." It does not need much imagination to appreciate that the GT40 is a very fast car, though how fast and how safe you cannot appreciate to the full until you have driven it, or been driven in it by a very competent driver. At the end of 1965 I had a few quiet laps of the Goodwood circuit at the wheel of a GT40 (actually GT40P/1008) owned by Ford of Dagenham, and was staggered at the ease with which it could be driven at the standard of a mediocre "club-driver." Everything on the car worked beautifully and efficiently and you felt you could do no wrong. After my few laps I got Sir John Whitmore to show me how it should really be driven and he set out to frighten me, not realising that providing I have confidence in the driver I have never yet been frightened in the passenger seat of a racing/sports car. He threw that GT40 about with all the Whitmore abandon that one used to associate with him on BMC-Mini racers. Not only were the road-clinging qualities of the Ford outstanding, but its manners were impeccable when he overcooked it and we got all sideways, usually done deliberately by him.

As the GT40 has been developed various people have expressed strong opinions about it, one of these being Carroll Shelby, and I had long discussions with him about the GT40 concept as applied to an everyday GT car, he being of the opinion that it could never come about due to heat, noise, space and comfort. He was pushing the Shelby-Mustang and the Shelby-Cobra at the time, so was probably biased. Having been an avid Porsche fan for years, and enthusiast for the 904 and Carrera Six as the type of GT car that must come, I was all in favour of the GT40, with 350 b.h.p. amidships.

I have been using a 4.2-litre E-type Jaguar for all-round motoring for two years now, and consequently have become pretty used to speeds between 100 and 140 m.p.h. with acceleration to match, so when I left the E-type at Slough and set off in the Ford GT40 I did not feel I was moving into a new world, as far as performance was concerned, and no doubt Wyer and Horsman felt a lot happier than if my normal motoring was all done in a Viva or Anglia. My short trip at Goodwood had confirmed my ideas about the handling and performance of the GT40 so what I was really interested in now was its

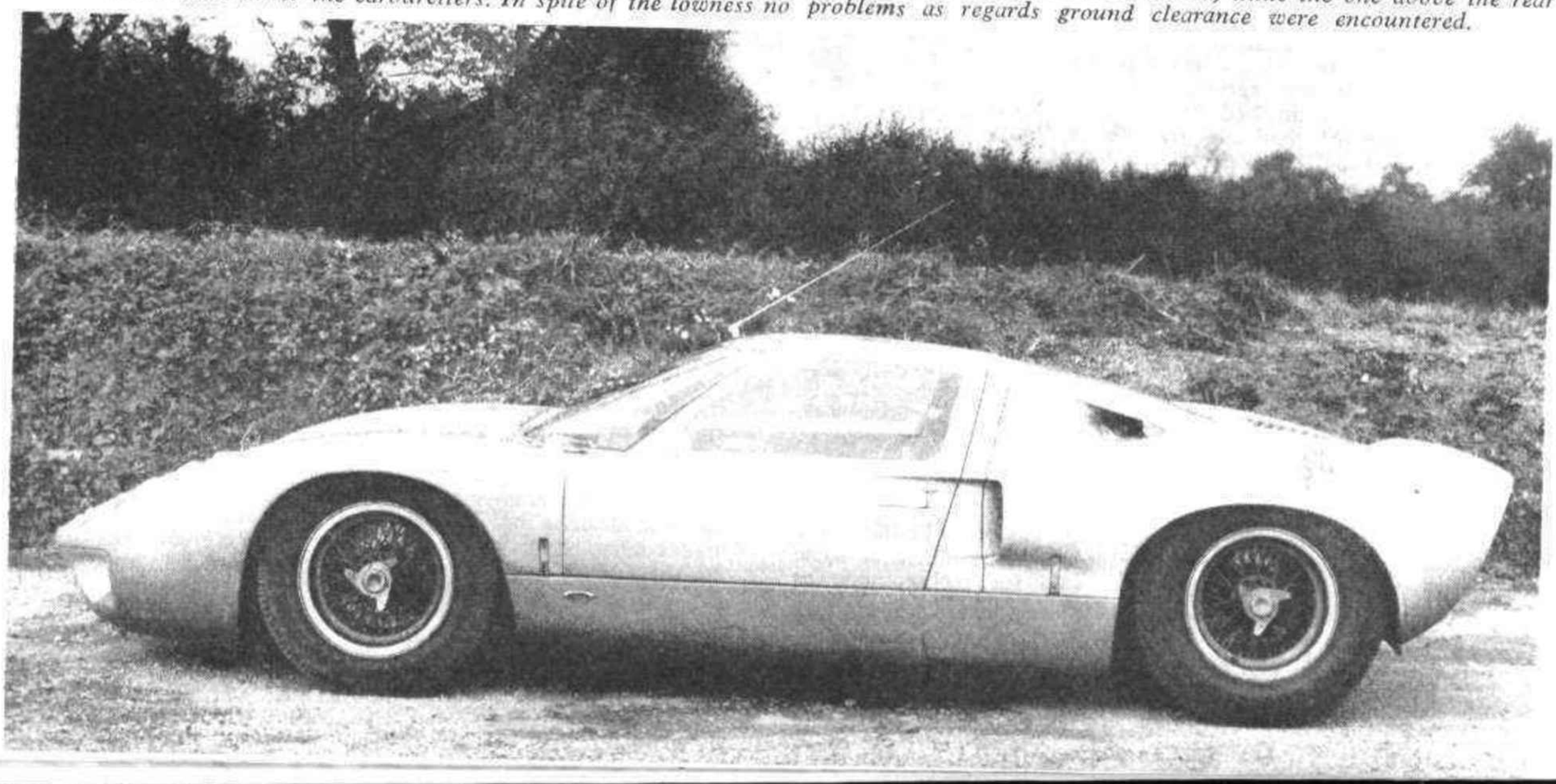
ability to be used as a replacement for the E-type. I am not suggesting that either car is suitable for everyday motoring of the town-bred commuter, the parking enthusiast or the domestic man. I am fortunate in that practically all my motoring can be open-road type sports car motoring, so that considerations of number of seats, luggage space, tractability, parking ability, use by all members of the household and so forth do not enter into my life. One friend actually had the audacity to look at the Ford GT40 and say "What's it like for parking in London?" I told him I wouldn't want to take it to London, let alone park it there, and that I had it for motoring with a capital "M" not for parking (in fact this particular car is often driven in London by F.A.V. staff men on demonstration duties). Another friend who was taken for a "demo" said "not for me, but just what you want, as your motoring is competitive even if you are only going down to the village." Two more friends who were given rides, one making a journey of over 40 miles just for the opportunity, asked what were the snags. The only one I could think of at that moment was the limited luggage space, so I said that I could not even take a tooth-brush and pyjamas. Almost in unison they chorused "Who cares about sleeping in your clothes when you can motor in a car like that." I mention these examples in passing as they indicate the reaction of motoring enthusiasts to what must be the most outstanding car on the road today. Another friend who is a scientist/engineer accompanied me on a fairly long and fast cross country trip and was absolutely staggered at the smooth ride and ability of the wheels to stay on the ground not only over undulations and round bumpy corners, but over long brows at 120 m.p.h. or more and over short humps at half that speed. He knew all about the theories of low polar moments, central mass weight, seats at the C of G and so on, but had never had an opportunity to experience such things in practice. He smiled serenely in technical satisfaction. With an all-up weight of just under a ton, a power output of at least 335 b.h.p., the straight-line performance does not need measuring, it must be impressive. The outstanding thing about the GT40 is not "what it does" but the "way that it does it."

The seating position is very reclining, like a modern Grand Prix car, but so good is the visibility through the large raked screen with its pillars wrapped around the sides, that even in heavy traffic there are no problems. The windscreen pillars are cleverly placed so that the thickest part is on a radial line from the driver's eye, which means that he is presented with the smallest possible obstruction to his vision, unlike some family cars that suffer from the widest section of the windscreen pillar being transverse to the radial sight line. The nose of the car falls away in front of you, containing as does only the radiator, with thermostatically controlled fan, spare wheel, steering gear and bulkhead for the front wishbone suspension. Sitting in the car gives no impression of how low it is because of this superb visibility and you wonder why people stand and stare and drivers ahead look anxiously into their mirrors. The steering wheel is vertical and at arms' length so that you point the car rather than steer it, and there is more than enough room for the passenger, even when the driver boobs and gets a bit crossed-up! An inch or two from the steering wheel rim, on the right, is the very solid gearlever that controls the 5-speed ZF gearbox down at the very tail of the car. There is a purposeful wooden knob on the gearlever, with the letters GT on the top. Just above it is an "all-purpose" lever; up and down operates direction winkers, press and it blows the horns, move it left and it flashes the headlights, move it right (with the lights on) and it dips the headlights. There are all the usual instruments, including 8,000 r.p.m. indicator in front of the driver, and 200 m.p.h. (!) speedometer on the passenger side, while at each end of the instrument panel is a spherical air vent. Under the dash is a horizontal hand-brake looking suspiciously like a standard Anglia component. Between the seats is a padded bulkhead to keep the occupants apart under cornering forces and on this is an ashtray and a starter button.

Power comes from a pushrod 4.7-litre Ford V8 engine running on four double-choke downdraught Weber carburetters, with a Climax-type cross-over exhaust system feeding into a large silencer on top of the gearbox and with two large-diameter tail pipes sticking out of the tail like a pair of cannon. At tickover and low speeds the V8 engine sounds a bit like a tractor, but a touch of the accelerator pedal and the r.p.m. shoot up and everything goes smooth. For all normal purposes 5,000 r.p.m. in the gears was adequate, while 5,500 r.p.m. in top (25 m.p.h. per 1,000 r.p.m.) was reached on any old road. A short length of Motorway had 5,800 r.p.m. showing with acceleration showing no sign of tailing off. There was no opportunity (Monday traffic) to reach 6,000 in top gear, but at anything over 5,000 the engine was impressively smooth. There were a number of occasions to settle down to some cruising on undulating open roads at 5,500 in 5th gear and at this speed everything was working with the sort of smoothness that convinced me that the GT40 would do this all day without any strain. Ford quotes a maximum of 6,250 r.p.m. at which 335 b.h.p. is claimed.

I have a very short list of desirable gearboxes, this part of a car being one of my essentials for enjoyable motoring, and on this list are things like Porsche 911 and Alfa Romeo. At the top of the list is now the ZF box of the GT40. Reverse and first are on the left, first being back towards you, second and third are in the centre and fourth and fifth across to the right, the movement across the gate being infinitesimal. There is a very clever and foolproof interlock mechanism that only allows two segments of the "gate" to be open at any one time. Thanks to this you can push the lever across from 1st to 2nd, or 3rd to 4th with no possibility of getting the wrong gear. Similarly when changing down you pull the lever diagonally across towards you from 4th to 3rd with no fear of going into 1st for bottom gear is not available until the lever goes into second gear and opens the interlock. The only drawback to this system is that if you do a crash-stop in 5th you cannot snick the lever into 2nd or 1st for getting away again, you must go down through the sequence, 4th, 3rd, 2nd, 1st. The movement of the lever is so small that you get used to this

ADVANCED VEHICLE.—Outwardly the road-equipped Ford GT40 is identical to the competition version as regards shape, but Borrani wire wheels are fitted as standard. The air intake at the rear of the door feeds to an oil cooler, while the one above the rear wheel takes air to the carburetters. In spite of the lowness no problems as regards ground clearance were encountered.





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A 4-tyre range to choose from—SP41, the all-purpose radial which no experienced motorist should be without; SP41HR for cars capable of 125 mph and over; SP44 for new, high standards of safety in the worst of winter conditions; SP3, a particularly rugged radial for rallying.

Reminder—Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive tyre wear—**in fact, for top tyre service, call where you see this sign.**

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RALLY-PROVED FOR YOUR KIND OF MOTORING



UNUSUAL.—From any angle the Ford GT40 is unusual and intriguing. This view shows to advantage the large wrap-round windscreen that affords such superb visibility. The two large ducts on the nose cowling allow the escape of hot air from the radiator, and the three N.A.C.A. ducts take cold air into the interior. The headlamps are behind transparent covers, while below them are passlights and winkers.

manoeuvre and you can do it quicker than you can say it. With gearbox ratios of 2.42, 1.47, 1.09, 0.96 and 0.85 the speed of the change can be easily envisaged and all ratios are synchronised. There is one little peculiarity about the GT40 as far as gearchanging is concerned and that is when you are driving quietly about the place (which isn't often) and making leisurely changes with small throttle openings after each change. As the clutch bites there is the squeak of protesting tyres from behind you. The drive shafts to the independently sprung rear wheels, shod with 7.00 x 15 in. Goodyear tyres, have large rubber "doughnut" universal joints at their inboard end. As you accelerate, even gently, they "wind-up" and a leisurely gearchange allows them to "unwind" just as the clutch takes up again, so you get a split second of wheel-lock and the wide Goodyears give a little squeak of protest. Driving the GT40 in the way that is meant, and the way that it really enjoys, this does not occur, for the fast gearchange and wide throttle openings do not allow time for any "unwind" on the doughnuts.

Acceleration, apart from sprint bikes and dragsters, now has a new meaning for me, for the GT40 is doing 100 m.p.h. before you can say Barbara Castle, and it feels constant right up to 150 m.p.h. I thought the E-type Jaguar had acceleration from 80-130 m.p.h. but I now have to alter my sense of values, and the handling of Ford makes it all so safe. Known local bends that the Jaguar can accelerate round in the upper 80s were taken easily at 120 and still accelerating. One of my prerequisites for high-speed motoring is to have enough reserve of horsepower and torque at 100 m.p.h. to be able to stamp on the accelerator and surge forward so that you are quickly past an impending change of road traffic conditions. I have put the Porsche 911 and 911S aside because they do not reach my requirements, as exemplified by the E-type, and I have felt the Jaguar to be adequate in this respect (here I am talking about a full day's motoring on the Autostrada from Turin to Naples, not a blind up the M1). The Ford makes the Jaguar seem dull and woolly, even in the 5th gear, while you can do this "urge at 100 m.p.h." test in 3rd or 4th if you want to, the estimated maxima being 127 and 142 m.p.h.

Getting this sort of performance is no great problem these days, but getting it as safely, smoothly and confidently as the Ford GT40 does is a new conception of motoring, and it makes you really appreciate the modern racing car, for in all mechanical respects, as regards ride, suspension control, cornering power, steering and braking this road equipped GT40 was identical to the Group 4 racing versions. When you drive it fast over winding undulating roads at speeds in excess of 110 m.p.h. the suspension and shock-absorbers are working superbly, the engine is smooth, the steering light and unbelievably accurate, so that it is easy to see why so many racing drivers have rushed to get on the Ford payroll, it was obviously not money alone that attracted them. The steering characteristics at all normal fast speeds is essentially neutral, but on high speed corners, with low cornering forces, over exuberance is scrubbed out by understeer and a very gentlemanly characteristic of the front running out a little wide. On slow corners with a high cornering force being generated the rear end will slide, but is instantly corrected by the high-geared steering. The wide track and low centre of gravity make noticeable roll non-existent and the car remains well balanced and well mannered at all extremes, as Whitmore demonstrated very ably at Goodwood last year.

Fuel is carried in two sidetanks that run under the door sills and contain Goodyear Fuel Cells and hold 20 gallons between them. They are filled by enormous quick action fillers on each side just by the screen pillars; the average pump attendant seemed very suspicious of squirting the tiny nozzle of his Gilbarco pump into the gaping orifice, as though afraid a hand was going to come up the filler neck and grab the nozzle. On a measured 10 gallons of Esso Golden the Ford did 137 miles (13.7 m.p.g.) driven hard, giving short sharp demonstration runs and on fast (a very relative term after a week with the GT40) open roads. I was not prepared to waste this week of glory on doing an economy run, but it would not be difficult to achieve 15 m.p.g. and still not be overtaken, while a single Carter or Holley carburetter would no doubt give 18-20 m.p.g. with E-type Jaguar performance.

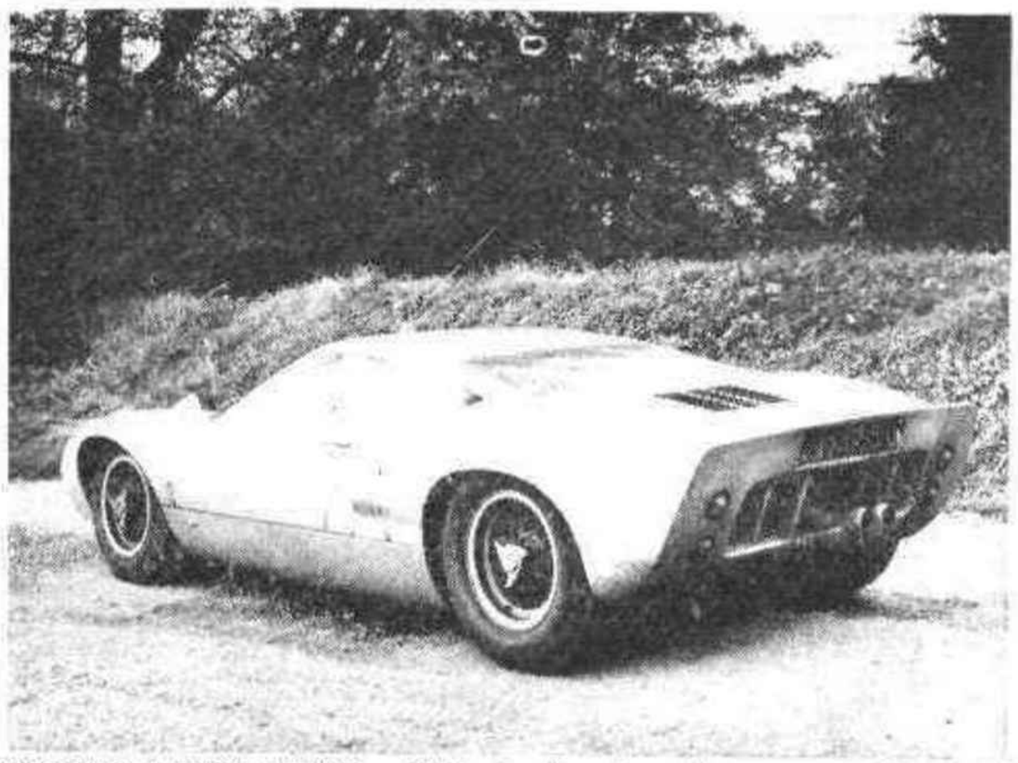
During nearly 900 miles of ridiculously fast motoring I became so enamoured of the Ford driving position and road manners that I felt I was getting into a "vintage" car when I got back into the Jaguar. I have yet to find adjectives good enough to describe the way the GT40 motors about the place, and can only sum it up by saying that it is an entirely new conception of motoring. One that Grand Prix drivers and certain other racing drivers have known for some time in racing circles, but here it was in a usable road car. The mid-engine layout for a GT coupé is so obviously right from the performance, road holding and handling point of view, that it is now up to designers to think of ways of overcoming the little snags that come in its train when using the car for everyday motoring. With such a low roof line doors present a problem and though I was able to slide in and out easily, it is more difficult for the average-sized driver and almost impossible for the tall driver. Thinking on the lines of sliding or roll-top doors seems the obvious trend. Three-quarter rear vision is another problem, for those who worry about things behind them. At the moment this is overcome by sticking Les Leston-type "goody" mirrors on each side, but this seems too archaic for such an advanced vehicle as the GT40. Also the carrying of spare wheel in the nose should be a thing of the past and then you could use the space for luggage. Some form of inbuilt emergency castor or roller to get you to the next service station would seem suggested here. The great holes in the fibreglass body work for the fuel fillers, right on points of critical air-flow over the body must surely be a temporary measure, and the road dirt that is swirled up behind the car so that it covers the rear vertical surface, including the lamps and number plate, is such that improvements will have to be made if the police force are going to remain calm.

At the moment the GT40 is such an unknown quantity to the world at large that it generates respect and admiration at all times. It was truly amazing how often drivers in front would look in their mirrors and give a couple of flashes on the left-hand winker to say they were ready to be overtaken (a practice used widely on the Continent, and which I am pleased to see is gaining use over here). The E-type Jaguar, with its distinctive front aided by excellent publicity has instilled this sort of respect in the average motorist, but the GT40 made it almost embarrassing at times. To wave pedestrians over crossings, or drivers of ordinary cars in front of you at intersections, through the steeply-raked Ford windscreen was to generate confusion and incredulity. It was not so long ago that Cisitalia staggered the sporting world with their 1,100-c.c. coupé that was *only* 49 inches high. The 4,700-c.c. Ford GT40 is 40½ inches high. This, I feel, is progress, as is the fact that you can now travel the Mulsanne straight in a production GT car that would not be embarrassed by the traffic in Le Mans or Tours, at speeds in excess of the maximum of the Le Mans winning cars of 1952/53. After driving the GT40 about on the ordinary roads it is not difficult to visualise cruising the Mulsanne straight at 190 m.p.h. in a few years' time.

Some people have described the GT40 as a crude American monster doing everything by brute force and lacking the

sophistication and engineering of a European car. These people have never looked closely at a GT40, for it would be difficult to find anything less American or less crude. The only "iron" thing about it is the basic block and heads of the Detroit-built V8 engine, for the rest it is pure Grand Prix and the detail workmanship and mechanical finish is such that R.A.C. Scrutineers enthuse over it. The chassis is of sheet steel .024 inches thick and welded into a semi-monocoque structure including the central part of the roof. The nose piece is a single hinged panel of reinforced fibreglass, as are the doors, which form part of the roof, and the hinged tail section.

When the Ford empire set up its small specialised factory at Slough and called it Ford Advanced Vehicles I thought it was a bit of a joke. After a week of motoring in a GT40 I can now appreciate that not only have they produced an Advanced Vehicle, but it is here with us today and is a new conception in GT motoring that must soon become common-place. Ferrari and Lamborghini are still experimenting with the conception, while Lola is starting again, and Lotus are turning to it, but Ford are now well advanced, as the name board outside the factory in Banbury Avenue, Slough, Buckinghamshire, tells us. The selling price of a road-equipped GT40 is £5,900 plus £1,353 purchase tax (total £7,253) which is just over three-and-a-half E-type Jaguars! Is it worth that much? If you have the money to buy a new conception in road motoring you will not be disappointed; if a Jaguar, Ferrari or Aston Martin satisfy you then the unbelievable qualities of a Ford GT40 will probably be beyond your appreciation. In the publicity material John Wyer says the engine of the GT40 is detuned for road use, but "will give a more than average performance"—the understatement of the year, I feel.—D.S.J.



OVERTAKEN VIEW.—This is the view that many other road users must have had of the Ford GT40 during the test week. While not being a pretty car, the GT40 is impressively functional looking. Some people have described it as beautifully ugly.

ROVER 2000TC—continued from page 1113

unrivalled value-for-money in the luxury 2.4- to 4.2-litre categories, so does the Rover 2000 in the 2-litre field. Over and above that, there is no other car like it built anywhere in the World. For sheer individuality alone it is a highly covetable proposition, apart from its excellently blended qualities of ride, handling, braking, performance and dignified comfort. No wonder that the demand for this unique British car is ahead of supplies, although it is being built at the rate of approximately 600 a week. The TC version sells at the highly competitive price of £1,415 5s. 2d. It is rather a thirsty car, for I never obtained better than 22.3 m.p.g. on long runs, and this fell in traffic conditions, averaging out at 21.9 m.p.g., of fuel costing nearly 6s. a gallon. The dip-stick is accessible and screw-down oil filler cap and A.C. oil-filter likewise, on the valve cover of the impressive alloy-head o.h.c. engine. The bonnet release is within the o/s facia stowage pocket. In a distance of 1,378 miles only fractionally over a pint of Castrolite was consumed. There is a well-placed lockable quick-action filler but petrol fumes were smelt when the tank was full, or nearly empty. The test car had a Junior Pyrene fire-extinguisher by the driver's door.

There was one depressing evening in the walking-pace traffic snarl of London's Piccadilly at going-home time, when the engine idled more lumpily than ever, sounding like a diesel taxi, stalling unless revved up, emphasising imperfections of throttle-linkage, clutch take-up and play in the transmission by the Rover's erratic progress. However, once clear of the congestion, the trouble cleared up, and did not re-occur, and I formed a very high opinion of this outstanding British car, which is safe, comfortable, convenient and "different."—W. B.

MEXICO G.P.—continued from page 1110

seventh and misfiring badly came Bucknum, then Bonnier, Arundell and McLaren. For a few laps this order remained unchanged then on lap 38 McLaren moved out of last place by passing Arundell but two laps later he retired with a dropped valve. Bucknum's was the next car in trouble. As he went down the straight he thought he smelt burning, but could not be sure, then as he got away on the other side of the circuit, smoke began pouring up from between his legs and glancing down he saw flames. Braking and scrambling out before the car stopped, he found the seat on fire. When the burning bits were pulled out it was found that an electrical connection had touched the frame and caused a short. Leaving the burnt seat where it was, Bucknum bent the connection away and sat on it until he reached the pits, where the bare connections were taped, a new battery fitted and the Honda rejoined the race in last position.

Hulme was still making progress and he passed Gurney into fifth place behind Ginther and began slowly closing the gap on the Honda. On lap 49, to the dismay of the crowd, Rodriguez came into the pits and after only a brief examination he retired with gearbox trouble. This left only Arundell running for Team Lotus and when he pulled in on lap 55, it looked as though the whole team was out, but Arundell's fault was the water temperature gauge giving inaccurate readings and in last but one place he trundled on until the end.

Brabham gave up any hope of catching Surtees and when he lapped his team-mate and then Ginther, who were both going very hard, he stayed just ahead of the Honda, until three laps from the end Hulme passed Ginther and then both Brabhams drew away and crossed the finish line 0.25 seconds apart but with Hulme one lap down. Surtees in first place drove a perfect race, never putting a foot wrong and deserved to win. Brabham and Hulme brought a complete Brabham team into second and third places, fourth came Ginther and to him went the fastest lap at 1 min. 53.75 sec., a speed of 158.241 k.p.h. Fifth, and still only one lap down, was Gurney, then two laps down came Bonnier, four laps down Arundell and eighth and last was Bucknum.

And so the 1966 season was over; the start of the 1967 season should be at Kyalami in South Africa on January 2nd.—M. J. T.

Results:

5th MEXICAN GRAND PRIX—Formula One—65 laps

326.6 kilometres—Sunny and dry

1st: J. Surtees (Cooper-Maserati V12) .. 2 hr. 06 min. 35.34 sec.—154.042 k.p.h.
2nd: J. Brabham (Brabham-Repco V8) .. 2 hr. 06 min. 43.22 sec.
3rd: D. Hulme (Brabham-Repco V8) .. .. 64 laps
4th: R. Ginther (Honda V12) .. .. .. 64 laps
5th: D. Gurney (Eagle-Climax 4 cyl.) .. .. 64 laps
6th: J. Bonnier (Cooper-Maserati V12) .. .. 63 laps
7th: P. Arundell (Lotus 33-B.R.M. V8) .. .. 61 laps
8th: R. Bucknum (Honda V12) .. .. .. 60 laps

Fastest lap: R. Ginther (Honda V12), on lap 58 in 1 min. 53.75 sec.—158.241 k.p.h.

Retired: J. Clark (Lotus 43-H16), gearbox, lap 9; M. Solana (Cooper-Maserati V12), oil pressure, lap 9; G. Hill (B.R.M. H16), engine, lap 18; R. Bondurant (Eagle-Weslake V12), fuel feed, lap 24; J. Stewart (B.R.M. H16), oil leak, lap 26; I. Ireland (B.R.M. V8), gearbox, lap 28; J. Rindt (Cooper-Maserati V12), suspension, lap 32; J. Siffert (Cooper-Maserati V12), suspension, lap 33; B. McLaren (McLaren-Ford V8), engine, lap 40; P. Rodriguez (Lotus 33-Climax V8), gearbox, lap 49.

18 *starters* — 8 *finishers.*



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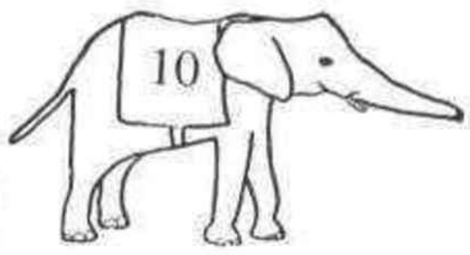
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WHITE ELEPHANTITIS



PRIDE OF THE HERD? THAT LOW-CHASSIS SLEEVE-VALVE DAIMLER DOUBLE-SIX 50



THIS series of articles commenced in June 1959 and dealt with a Siddeley Special of just under 5-litres swept volume. I then decided that over 5-litres was a more realistic limit for these petrol-thirsty, unwieldy and unusual cars, which to my mind constituted the "white elephants" of the motoring world. They are the sort of vehicles that are unquestionably fascinating but not everyone's idea of driving bliss—Rolls-Royces, Bentleys, Bugattis, etc., are, of course, in a different category. Rare as the species is, to date I have dealt with Hispano-Suiza, Isotta-Fraschini, Roamer-Duesenberg, 35-120-h.p. Daimler, Renault 45, 32/34-h.p. Minerva, Model-J Duesenberg, V16 Cadillac and V12 Packard.

Now we come to what could well be regarded as the Leader of the Herd, that great 2½-ton bull-elephant of a low-chassis Daimler Double-Six 50, with its enormous wheels, complex 7.1-litre double-sleeve-valve engine, and enormously long bonnet. It is in captivity in Somerset, not all that far from the Lions of Longleat, and thither I journeyed in the comfort and security of a Rover 2000TC last October, to get the measure of it.

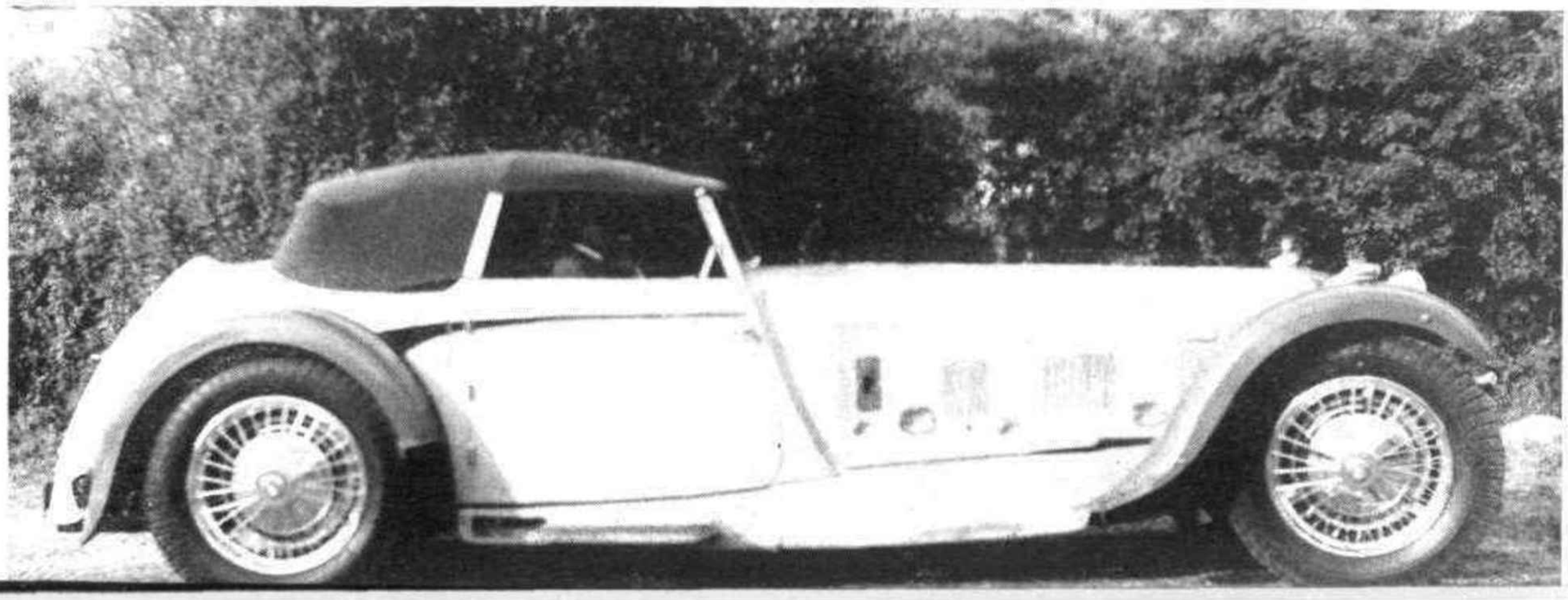
The origin of this massive car has to some extent been obscured by the mists of antiquity. It was a development of the normal Daimler Double-Six luxury cars, as favoured by the Royal Family, of which the first great 50-h.p. model appeared in 1926; they have been described in back issues of MOTOR SPORT, and are to form the subject of Profile No. 40 later this month. It seems that a Capt. Wilson, who lived in Norfolk, and L. H. Pomeroy, Daimler's Chief Engineer, persuaded Thomson & Taylor, the well-known Brooklands engineering concern, to build a low-chassis to take the Double-Six 50 components, Reid Railton being responsible for the design.

It seems that Pomeroy and Wilson envisaged a sports version of the Double-Six. After T. & T. had prepared the chassis, which Railton tested on Brooklands, Daimler completed the car and did the final testing, while Boucher of T. & T. worked at Daimler's on the car and C. M. Simpson of Daimler tuned the engine by "high-speed" timing of the sleeves. This car, registered UW 53, was endowed with a striking close-coupled four-seater body, built very low, so that bonnet and scuttle formed a straight line not much higher than the tops of the road-wheels. Long flowing front mudguards, separate back mudguards, no running-boards, and twin rear wheels mounted behind made up an extremely exciting big sports car. This sports Daimler was finished early in 1930, and was displayed for a time in Stratton-Instone's London showrooms.

A Mr. Hutchinson was so impressed by Capt. Wilson's car that he ordered a similar one for himself, but specified a two-door sports saloon body, which had rain-gutters above the low windows and a big searchlight on the o/s screen pillar. This one was registered GP 4831, and seems to have been completed by September 1930. By this time Daimler had dropped this largest of their V12 engines and these low-chassis cars may have been a means of using up redundant power units. GP 4831's subsequent history is unknown, except that, presumably before the war, the original body was replaced by a Corsica coupé body, also of two-door type, although curiously the doors were now hinged at the back, whereas those of the 1930 body were hung from their leading edges. The original body styling of this low-chassis car was fairly faithfully reproduced in the Corsica version.

UW 53 had a normal 4-speed gearbox with central control. At first I could not understand why Capt. Wilson should have bought a Daimler without a self-change gearbox and the sensational new fluid flywheel. A little research, however, shows that it was not until May 1930 that the adoption by Daimler of the fluid flywheel was made public. It had been sampled by the motoring Press on a Double-Six 30, the only model on which it was then available—at an extra cost of £50. Moreover, it was used in conjunction with a friction clutch and sliding-pinion gearbox and the Daimler Company was cagey about releasing full details of the latest Pomeroy innovation. The Wilson pre-selector gearbox (no connection with the aforesaid Capt. Wilson) had, however, been adopted by Armstrong Siddeley two years before. The first car was certainly completed by mid-March, whereas it wasn't until late in June that Daimler, influenced by their Chairman, Percy Martin, came round to using the Wilson epicyclic gearbox, which appeared first on the 20/30-h.p. 6-cylinder model. By mid-September this transmission had been adopted for the new 30/40-h.p. Double-Six, and for the Motor Show it was found, also, on the 40/50-h.p. Double-Six which superseded the 50-h.p. version. On the Double-Six 30 and the 35-h.p. 6-cylinder Daimlers, however, the fluid flywheel/pre-selector transmission cost £100 extra. As far as I can ascertain, Mr. Hutchinson's special car wasn't completed until September 1930, so it could by then have the new transmission even though they installed the by-then-obsolete 50-h.p. V12 engine.

A few years ago I came upon the Daimler Double-Six coupé in a state of almost total decay in a country breaker's yard. It interested my friend Charles Mortimer, who saved it from oblivion and set about restoring it. Later it appeared for sale in London, a price of £2,500 being placed upon it. But Daimlers



are not Rolls-Royces and there were no takers. So this enormous white elephant, which Selfridges could not have supplied, appeared at a Beaulieu Auction Sale. The present owner, Mr. R. G. F. Burnett of Wrington, happened to emerge from the beer-tent as the Daimler came up for bidding and got it for a very fair sum—no-one being more surprised than he was. An enthusiast for the larger pre-war cars, Mr. Burnett set about the formidable task of getting his newly-acquired monster home but after numerous set-backs, accompanied by the most enormous smoke-clouds, his wife had to assist, finding herself " on tow " for the first time in her life.

The Daimler's owner is a builder, not an automobile engineer, so it is to his everlasting credit that he stripped down the complex power unit himself and, without any helpful literature, re-assembled it so that it now runs admirably. In this he was able to draw on almost a complete spare engine and a big stock of tyres which Mortimer handed over with the car.

When I came face to face with this giant but tame " white elephant," I had two surprises. The first was the very presentable condition of the car, paint sound, the big fluted radiator and wire wheels highly polished, after the decrepit state in which I had last seen it. The second surprise was how easy this long, wide motor car is to drive—more of this anon.

In appearance, however, this special Double-Six 50 remains the most impressive of cars. The wheelbase measures 12 ft. 10 in. The wheels, or " pillars " in elephant parlance, are shod with 7.50 in. × 23 in. Dunlop Fort tyres. The distance from wind-screen to radiator is no less than seven feet! The weight? Two tons, nine cwt.

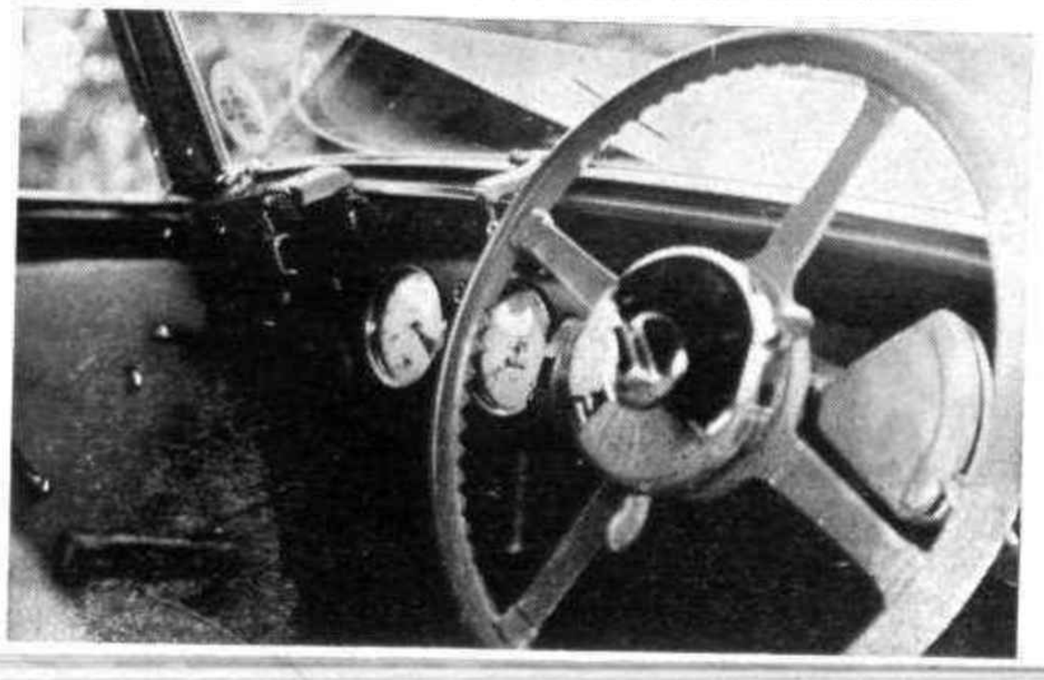
Because of its low build the dimensions seem greater. The chassis really is low-slung, a nice contrast to Railton's later, high E.R.A. chassis frames. But the low build was achieved mainly by lowering radiator, scuttle and steering, aided by the straight line of the chassis side-members and the flat springs, fuel tank and spare wheels being mounted inboard to obviate overhang, only the back axle being underslung.

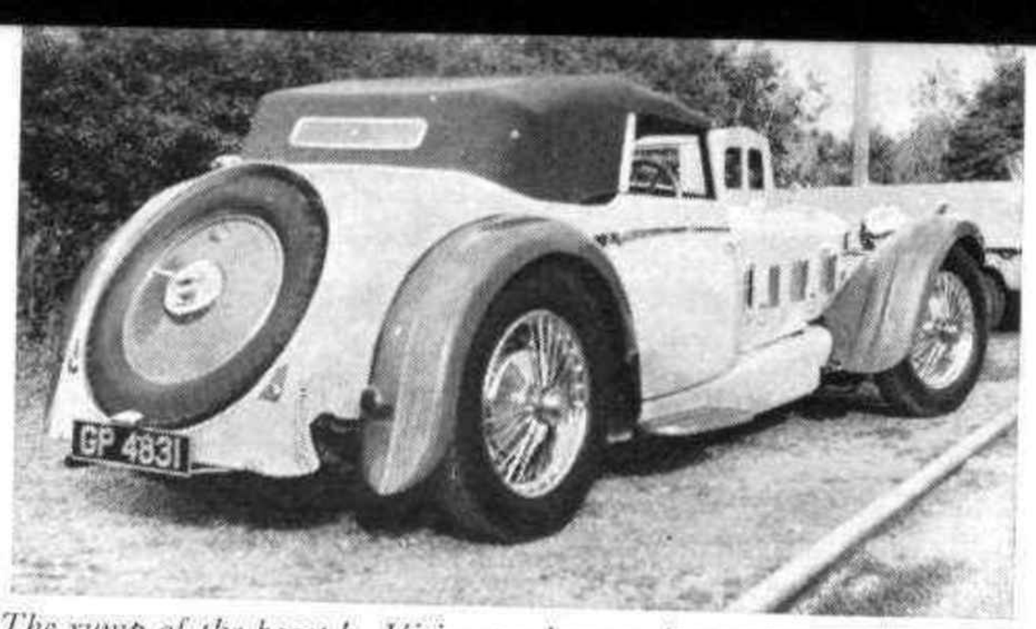
The front axle is an H-section beam with upswept tubular ends, sprung on massive, gaitered ½-elliptic springs shackled at their forward ends and mounted on long vertical hangers at the rear, which are cross-braced by a tubular rod. The worm-drive back axle is similarly sprung on gaitered ½-elliptic springs, tubular extensions of the channel-section side-members, originally plated, passing beneath the back axle to form the rear-spring mountings. There are Hartford shock-absorbers ahead of the front axle. The front-wheel brakes have rod-actuated Perrot mechanism and all the drums are recessed in the wheel centres, Daimler fashion. There is vacuum servo assistance. The wheels are typically Daimler, with the centre-lock hubs carrying the maker's script, and two rows of wire spokes, the whole plated and highly polished.

The car's appearance is well balanced, the low build effectively off-set by a big flat-topped radiator which is nevertheless unmistakably Daimler, the long bonnet well louvred and ventilated, the big fixed cycle-type wings, Lucas P100 headlamps, and steps in lieu of running-boards highly appropriate to the style of the car, which looks relatively modern, certainly not vintage, yet which is impressively large in the way that a Bugatti Royale was large, and therefore pretty horrific to the Mini-mounted natives!

The engine fills the enormous under-bonnet space very snugly. It is a magnificent sight, with pipes, manifolds, wires and controls tightly clustered. It follows almost entirely, as far as has been ascertained, the specification of the normal Daimler Double-Six 50. The power output is quoted as 150 b.h.p., although Daimler eventually gave this as the output of the standard engine. It is a Knight double-sleeve-valve 60° V12 of 81.5 × 114 mm. (7,136 c.c.) with Daimler carburetters feeding inlet manifolds on the outsides of the cylinder blocks and the

The instrument panel and controls are on quite modern lines.





The rump of the beast! Vision to the rear is restricted by the small window in the hood. The spare wheel is neatly recessed in the tail.

exhaust manifolds within the vee formed by the blocks. The details are interesting. Each carburetter draws air from the centre of the engine, and the mixture goes into an upper alloy gallery which is surrounded by water to heat the mixture, priming taps passing into the manifold through the water jacket. The warmed mixture then goes into the 6-branch alloy inlet manifold beneath the water gallery. So tortuous is this induction system that some ten turns on the starter are necessary to fill the cylinders, after which the engine fires promptly!

The cooling system provides for pump circulation, water travelling from the pump at the front, into each block *via* a 6-branch manifold on the inside, leaving at the back of the engine and through the aforesaid heater-gallery and out into the radiator header tank. A small-bore pipe makes another connection between header tank and gallery, suggesting that a thermostat was at one time either fitted or contemplated, to enable water to circulate through engine and gallery without passing through the radiator, but if so, there is no trace of it now. A 4-bladed fan is driven by Whittle-belting.

Having put the inlet manifolding on the outside of the engine, Laurence Pomeroy, who designed it, was able to get big-bore ribbed exhaust manifolds within the vee of the cylinder blocks, although there is not much space to spare. The off-take from the manifold serving the n/s cylinders leaves at the front, that for the o/s cylinders at the rear of the engine, the pipes crossing over on their run to the silencers at the back of the car, so that the tail-pipe on the o/s carries away the gases from the n/s cylinder bank and *vice versa*.

Just as each cylinder bank has its own inlet and cooling system, so the ignition systems are independent. The distributors are driven by vertical shafts rising from the skew gears at the front of the engine and feed one sparking plug in each head. The original Rotax coils have been replaced by modern Lucas 12-volt coils. Below the o/s coil there is space for a transversely-driven magneto, but it seems that dual ignition was not used for the low-chassis cars.

Sleeve-valve engines required skilled servicing and very few remain intact today, no other Double-Six 50s now existing in working order, as far as I know. Some years ago I met a Daimler expert who gave me chapter and verse on how the ignition and sleeves of these V12 engines should be timed and their carburation adjusted, using his own laid-up Double-Six 30 on which to demonstrate. He said that chauffeurs who didn't understand how to do this, or who were too lazy to set things correctly, must have been responsible for many owners changing their Daimler Double-Sixes for other makes, as the roughness of running either became apparent or was pointed out to them.

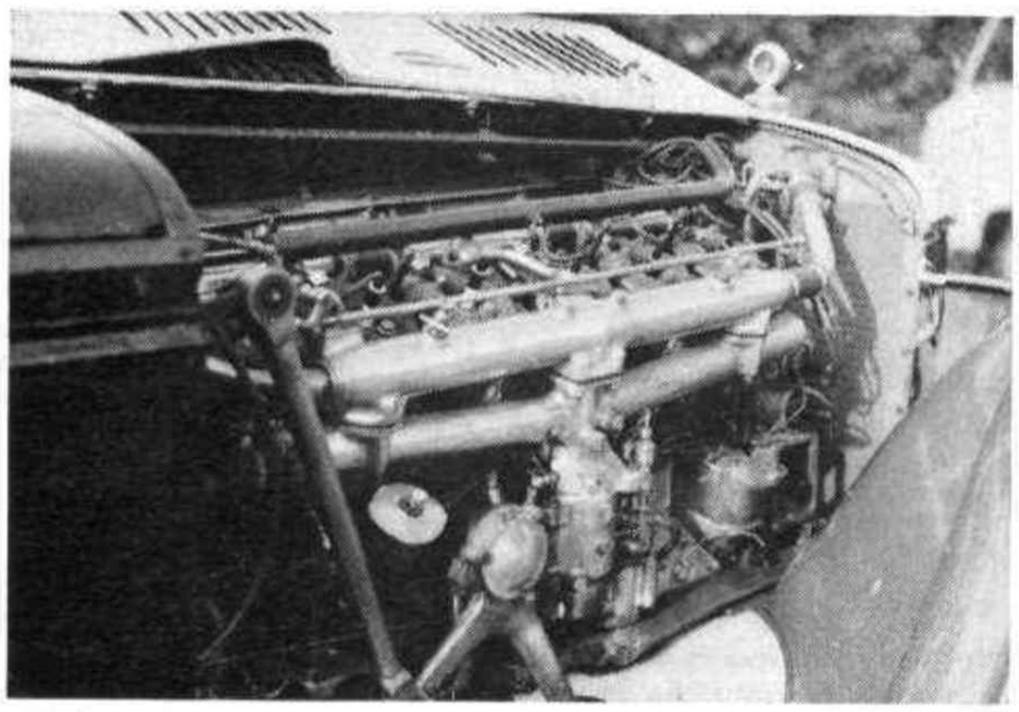
It is, therefore, very much to Mr. Burnett's credit that he has made such a good job of his engine. Aluminium pistons work in steel sleeves and it was found that, in place of multiple piston rings, two compression rings and one scraper per piston were satisfactory. Champion R7 plugs have cured oiling-up, although in some cases the extensions into which they were screwed have been left in place—they are probably unnecessary. Originally the o/s cylinder bank was the oiliest, now the other bank is the offender, but on the whole the position is satisfactory, oil consumption being approximately 350 m.p.g. The sump contains 4¼ gallons of oil, the level being indicated by a float-gauge on the o/s. Castrol XXL is used.

One interesting point came to light when the engine was stripped and explained the excessive smoke screen the Daimler had been laying. At the base of each cylinder bank there is a gallery intended to draw off surplus oil from the sleeves. These pipes were completely blocked, so the oil remained, to foul the combustion chambers. These pipes are connected to an oil-rectifier mounted at the back of the n/s exhaust manifold. Suction from the inlet manifolds draws off excess oil and delivers it to this

rectifier. When it becomes full a float shuts off the suction valve and opens a vent to atmosphere, which results in the accumulated oil returning to the sump *via* the timing chain. Now that this is functioning properly the engine emits no noticeable smoke haze in the wake of the car. Contrary to expectation, there is no provision for an auxiliary oil-feed to the sleeves when starting-up but oil *is* supplied at this time to the carburetters, thus reaching the sleeves through the inlet ports. The owner's tenacity in getting all twelve cylinders and two-dozen sleeves working in unison must have been formidable—especially as he was unable, at this late date, to comply with the request, displayed on one of the engine plates, " Please quote the engine number (20072) when ordering replacements "!

The engine drives through a Daimler fluid flywheel, which, filled with Castrol XL, also used in the pre-selector gearbox, gives no anxiety in spite of a slight leak. Chassis lubrication is looked after by five grouped nipples in a recess behind the o/s step.

The steering-gear layout, which is special to these lowered cars, embraces a steering-box on the bulkhead, operating a horizontal drop-arm which moves a chassis-mounted bell-crank, from which runs a normal drag-link, set very close to the side-member. To



Off-side of the great sleeve-valve V12 engine, showing one Daimler carburetter and the complicated induction arrangements. Note, also, the curious steering gear, underbonnet space being at a premium.

provide clearance for the drop-arm on full-lock the bonnet-top has a suitable hump, with an opposite dummy one to match it.

Having assimilated these intriguing technicalities, the bonnet was closed and I contemplated once more this great beast of a car. It is very big, but undeniably handsome, its dumb-irons neatly aproned, two Trico suction horns adding to the frontal appearance, and a row of badges—A.A., Nova Piscators, Bentley D.C., Daimler/Lanchester O.C., Delage O.C. and R.A.C.—being dwarfed by the radiator, which has a hole for the starting handle if the 12-volt starter should prove inadequate and is topped by a temperature-recording Motometer.

Over lunch Mr. Burnett had remarked that the gear-change pedal was difficult to prod with the left foot and if the driving seat was set back far enough to get a straight kick at it the driver's door couldn't be opened. However, driving this great bull-elephant I found unexpectedly easy. The view over the enormous flat bonnet and front wings at the same level makes width-judging simple, even if there is much width to judge! The engine isn't silent, but it *is* quiet, and it picks up speed in an eager, fluid manner. The pedal certainly calls for firm, full-travel prods, but, given this, it selects the gears satisfactorily. Add steering, geared less than 2½ turns, lock-to-lock, which is fairly light once on the move, and servo-assisted brakes that give confidence, and it will be apparent that one hasn't to be a particularly skilled animal-trainer to make this Double-Six perform.

The tachometer doesn't work, because it is of the 4-to-1 instead of the usual 2-to-1 type and a replacement hasn't been located, and the speedometer—both are by Smiths—reads fast, but Mr. Burnett cruises his charge at 55/60 m.p.h. on long runs, keeping engine speed to below 2,200 r.p.m. In fact, the engine, fed " cooking " petrol, does almost everything in top cog, idling over. It takes many miles to become thoroughly warm, giving of its best on long runs, when it achieves about 7½ m.p.g. Pottering about pulls this down to 5 m.p.g. Fortunately, the tank takes 46 gallons!

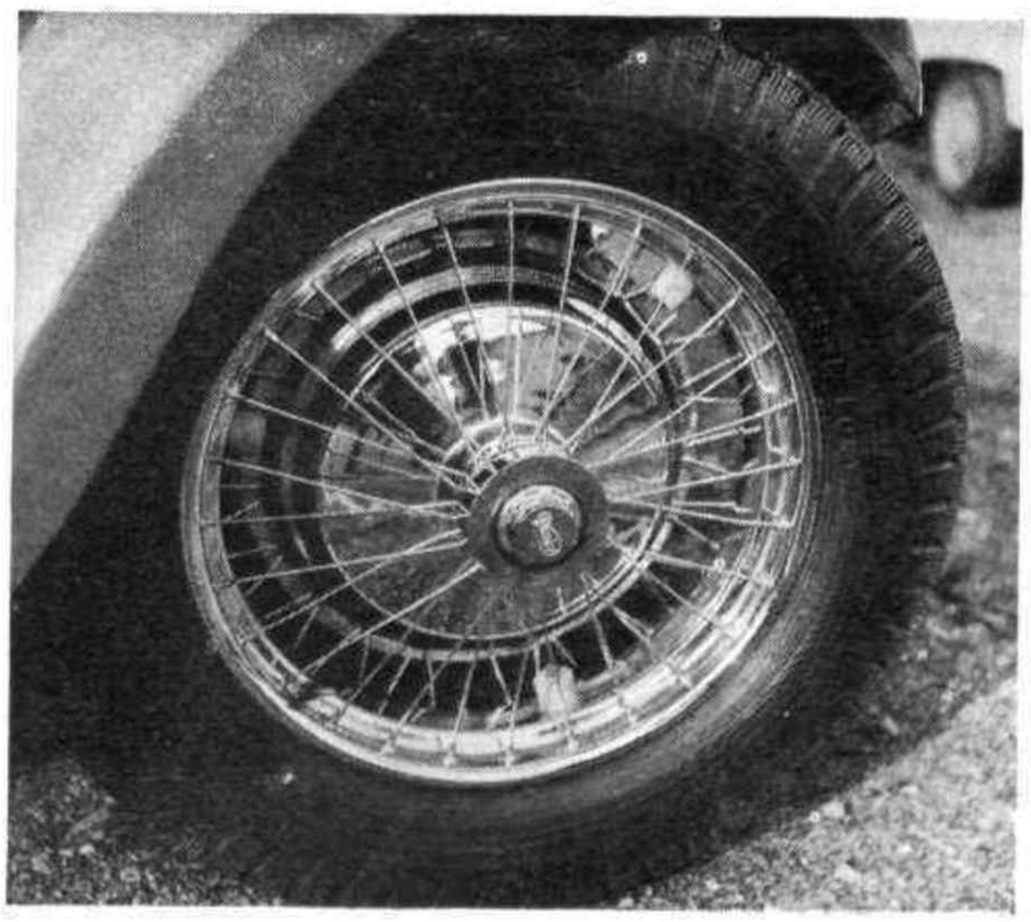
The instruments are non-original but in keeping with the second body. The two main dials, with a clock within the tachometer, are supplemented by an ammeter but, in Daimler manner, a light suffices to warn of low oil-pressure. There is a sliding advance and retard control on the facia, a l.h. extension carries twin horn buttons (again a Daimler characteristic) by means of which very adequate warning of the approach of the juggernaut can be sounded (those Trico air trumpets!) but the steering wheel, uncharacteristically, has four, not *five* spokes. Its rim at the top comes within an inch of the single-pane screen. The plated wheel centre carries the hand-throttle, lamps and dynamo controls and the " Petrol Control," which progressively enrichens the mixture between settings 1-6, after having been set in the " start-primer " position, in which the aforesaid oil for the sleeves is fed to the carburetters along with neat petrol. Acceleration suffers unless sensible use is made of this control. There is a cubby-hole on the facia's left and on the right of the steering column is found the gear-lever, metal and unadorned, working in an unelaborate metal quadrant annotated 4, 3, 2, 1, N, R. A delightful little r.h. brake lever pushes on to apply the parking brakes—another item that is typically Daimler. A Lucas wiper-motor before the passenger, a central accelerator pedal, and a petrol reserve control under the facia complete the cockpit of this unique motor car.

So, in the October sunshine, I found myself at last behind the wheel of a Daimler Double-Six 50, with its original sleeve-valve engine, and one of the legendary low-chassis versions, what's more! The steering wheel had accommodating finger holds, the pre-selector lever could be moved to the position that anticipated the next gear-change, and the complex power plant, having rumbled into life, took us lazily on our way, in a style not exactly sporting, dignified certainly, yet quite different from the dignity of a dowager's stately limousine, the overall impression, in spite of the unexpected simplicity of handling, being of this great car's enormous size. In short, no other car I have driven compares directly with this rare and exotic Daimler which nowadays roams the lanes of Somerset. I was delighted to have run it to earth, in the hands of such a sympathetic " keeper."

As the autumn afternoon drew to a close we returned the Double-Six to the modern 3-bay garage it shares with its owner's other cars—a Delage D8-S.S.100 Figoni coupé with quadruple S.U.s, a Phantom I Rolls-Royce which is not only undergoing a thorough engine rebuild but has had an effective home-made touring body built on it, and a particularly stark 6½-litre Bentley two-seater which, in the mystic way of some B.D.C. members, contrives to feed its six cylinders from four S.U. carburetters.

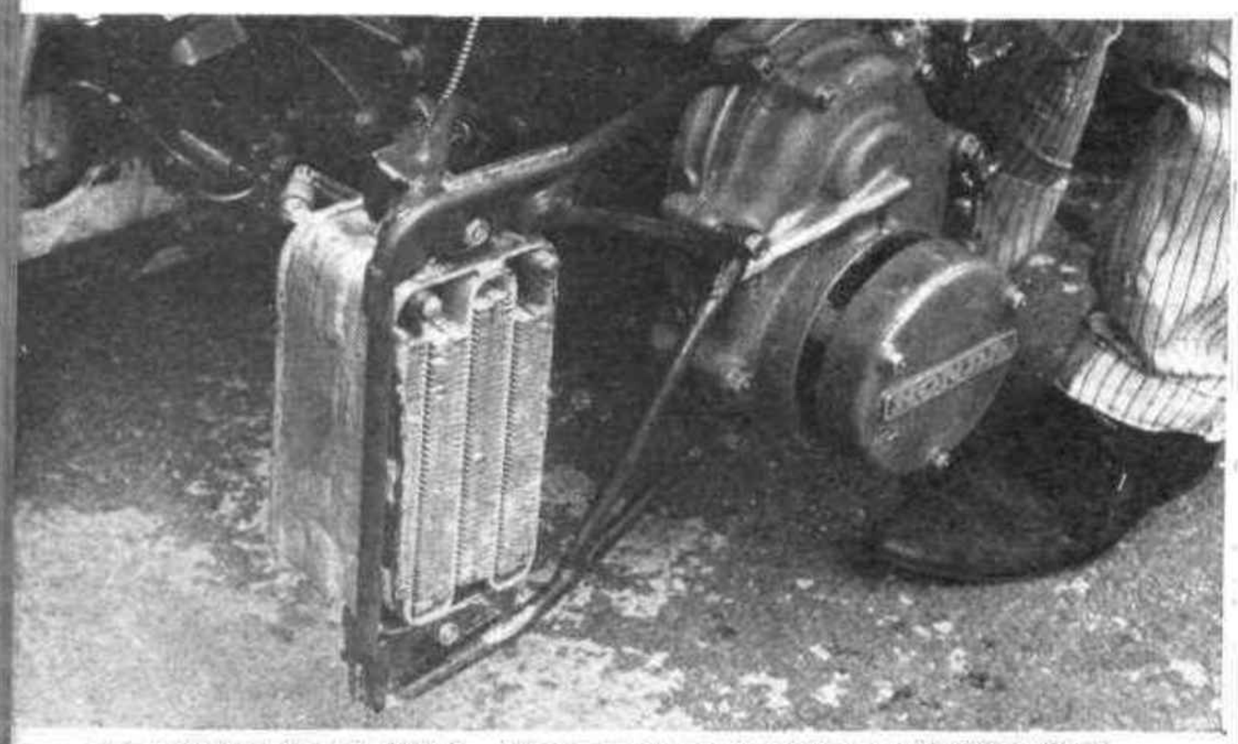
The Rover 2000TC bore me home very effectively but lacked the allure of the motor cars I had been examining!—W. B.

The " elephant's pillar." One of the Daimler's wheels, shod with 7.50 in. × 23 in. Dunlop Fort tyre.



WINNER.—John Surtees in his Cooper-Maserati has a short lead over Brabham and Rindt. During most of the race Brabham was driving on the limit, as can be seen from this power-slide.

MEXICAN GRAND PRIX



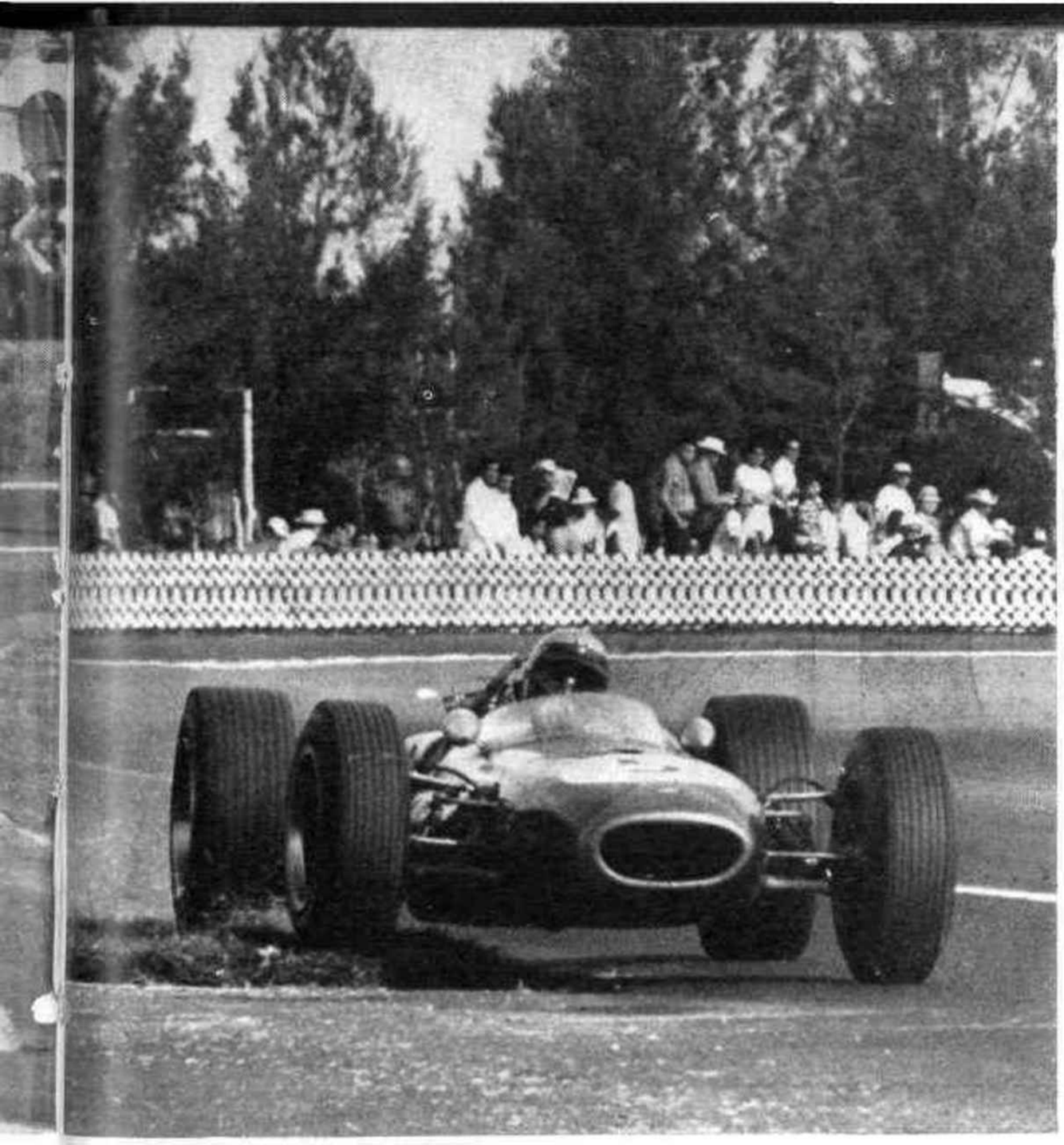
TRANSMISSION RAD.–After gearbox trouble at Watkins Glen Hondas fitted transmission oil radiators well out in the airstream.

UGH !—Tony Rudd studying a plug during practice while the mechanics were still sorting out the mixture problems.



THIRD.—After losing almost a lap when he spun at the hairpin, Hulme brought the clutchless number 2 Brabham through the field to finish behind his team-leader.





GARDNER.—Jack Brabham trimming the well-mown turf during the latter stages of the Mexican G.P. as he tries all he knows to hang on to Surtees.



UNLUCKY.—Jackie Stewart's H16 B.R.M. really got into its stride in the early stages of the race and when lying third was forced to retire through lack of oil.

OPENING LAP.—Reminiscent of last year, Richie Ginther leads the pack through the first turns. Behind him are Rindt, Brabham, Hulme, Surtees, Clark, Bonnier, Gurney, Rodriguez, Bucknum, and Hill. Unlike last year, the Honda suffered from mixture problems and soon dropped away from the lead.



HOT

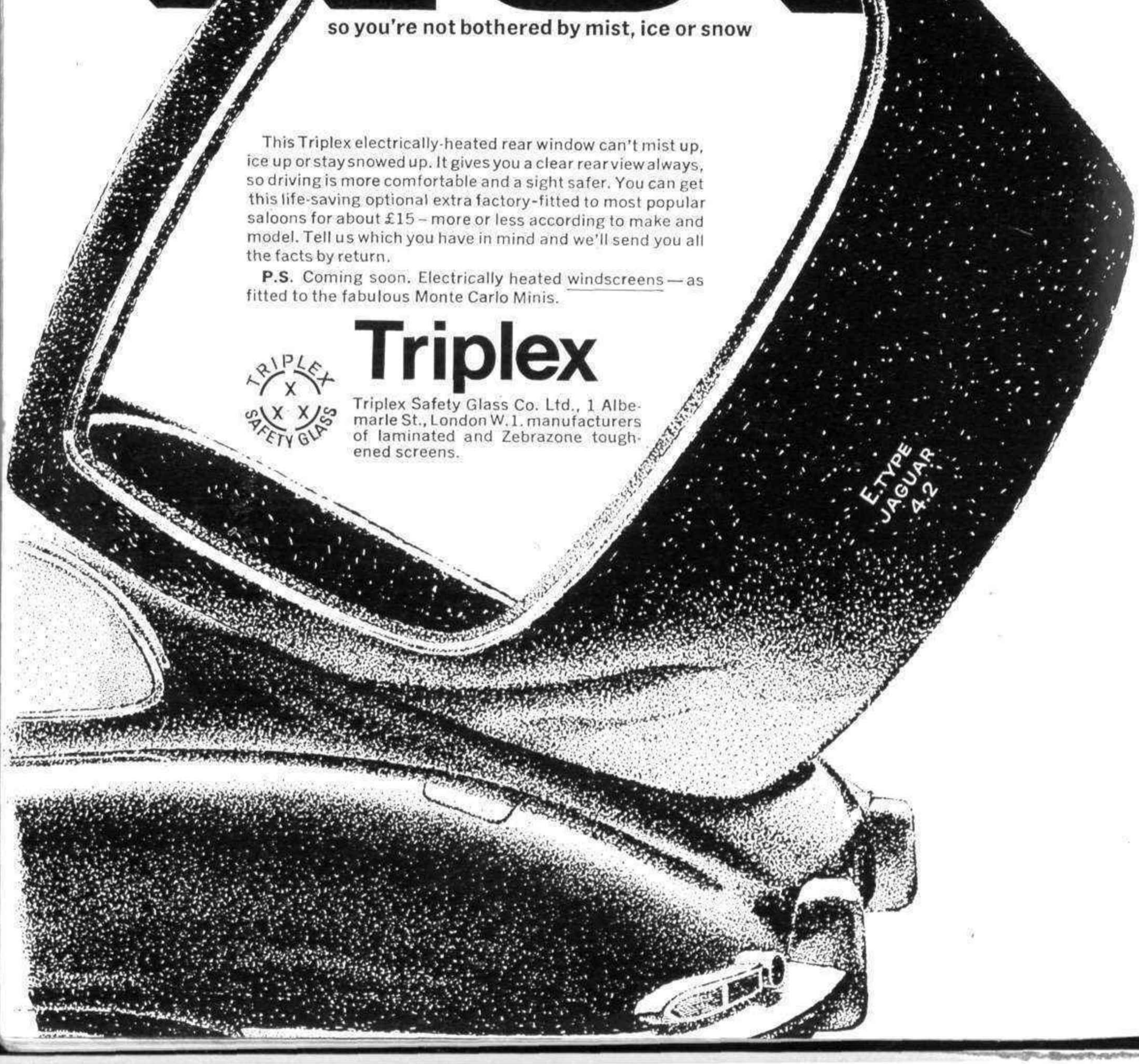
so you're not bothered by mist, ice or snow

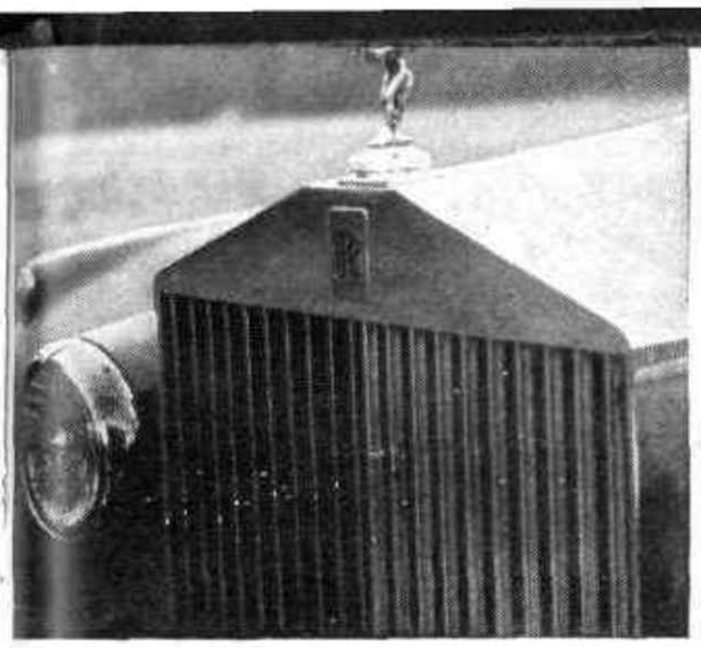
This Triplex electrically-heated rear window can't mist up, ice up or stay snowed up. It gives you a clear rear view always, so driving is more comfortable and a sight safer. You can get this life-saving optional extra factory-fitted to most popular saloons for about £15 – more or less according to make and model. Tell us which you have in mind and we'll send you all the facts by return.

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Triplex

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SHOPPING FOR A ROLLS-ROYCE

I HAD always intended to "buy" a Royce from old-pal "Bunty" Scott-Moncrieff, but Leek is a long way up the map and, to my shame, I never got as far as his new showroom full of R.-R. and Bentley cars in Staffordshire. David S.-M. has been the self-styled "purveyor of horseless-carriages to the nobility and gentry since 1927" and some of us are old enough to remember his classic panel-advertisement in the back of a pre-war MOTOR SPORT which showed a picture of Chitty-Chitty-Bang-Bang II upside down, captioned as "seen from the Brooklands bar."

In recent times Scott-Moncrieff has specialised in the great cars from Derby and Crewe and last year claims to have taken £79,000 at the game. So when he offered to bring one of his wares down to London for me to try, I was glad of the opportunity. The car presented for appraisal was a Series H 1959 Rolls-Royce Silver Cloud I standard steel saloon with 56,039 miles on its odometer, in two-tone beige and gold, with power steering.

Scott-Moncrieff considers the three best models Rolls-Royce have ever built to be the Silver Ghost, the Continental Phantom II and the Silver Cloud I, excepting the Silver Shadow, of course, as too recent to pass judgement on. He says the Cloud II performs better than the Cloud I but that the former is a complex piece of machinery, a pig to work on and, being the first of a new V8 series, is, of necessity, nowhere near as troublefree as the last of an old line, which the Cloud I is, being the i.o.e. six-cylinder 4.9-litre car, exactly the same as the S-type Bentley except for the radiator.

Bunty says "I think future historians will class the late Cloud Is as one of the all-time 'greats' of motoring. They are," he continues, "certainly infinitely preferable to the early Silver Cloud IIs which must, like the Phantom III, have been rushed on to the market without being fully developed, for unless they have been extensively (and expensively) modified by Rolls-Royce Ltd. they are a right big bag of troubles."

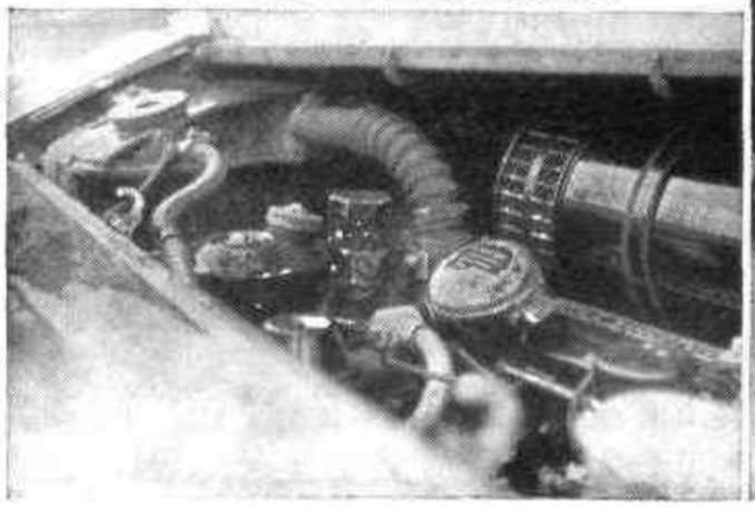
That was the background to the Silver Cloud I, RDB186, which I collected from Frank Dale & Stepsons' Sloane Square premises, where it had been garaged, and drove away into one of London's worst Motor Show traffic hold-ups. Being a Rolls-Royce it behaved impeccably, naturally, and I was reminded once again how absurdly easy these big cars are to thread through confined spaces, thanks to high seating, the automatic transmission with holds for second and third gears that provide such impressive acceleration for coping with what Rob Walker once referred to as "huffs" in the game of traffic draughts, and the truly splendid power steering with castor return that fairly spins the stately three-spoke steering wheel through one's fingers. And the steering lock would not disgrace a Triumph Herald.

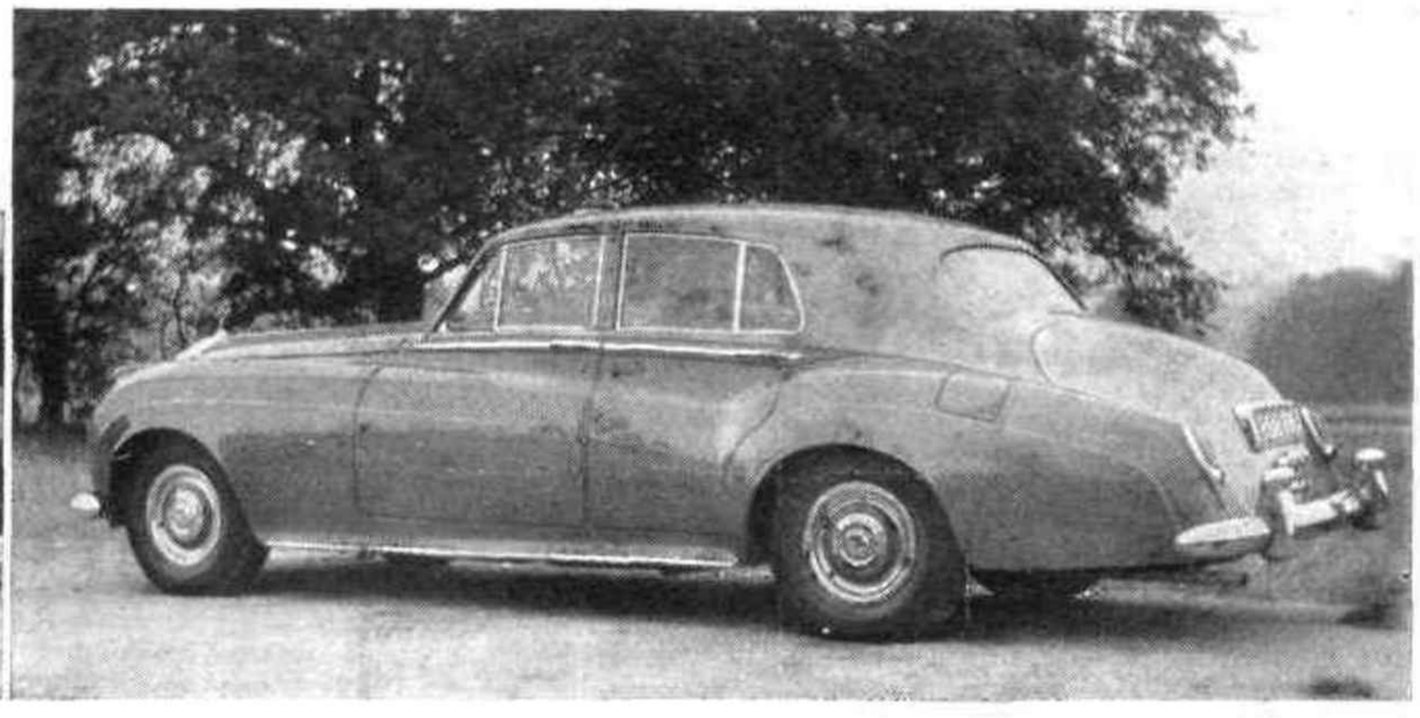
The run home was not altogether uneventful, but then most journeys are fun in a Rolls-Royce. Noting that the fuel gauge light was shining and the gauge close on zero I stopped for some B.P.—and it is fun in filling up this impressive and dignified car with regular-grade petrol. It was then that I realised I had forgotten where the control for releasing the filler-cap plug is situated on a Silver Cloud—but the Flying Lady turned round and said in her silvery voice, "Try the button to the right of the switch-panel, sir"—and, lo, we could be refuelled.

Next, there was a narrow gap even the Royce couldn't share with oncoming traffic and as I waved the lorries through one driver leant from his cab and in a simulated affectation thanked me "most awfully, old boy." . . . Then there was a fire-engine which pursued us, lights flashing, across Barnes Common, shooting over red traffic-lights, where it nearly scraped a truck then slowed down for no apparent reason, stopped, crawled away, stopped again, then reversed steadfastly towards our famous radiator. Loud, undignified horn-blowing saved an overcharge on MOTOR SPORT'S insurance policy, nor did I reverse through the Mini behind, as a young fireman indicated I should do. As I was in a Rolls-Royce, there was no punch-up. . . . Incidentally, the late Laurence Pomeroy always maintained that the way to get waved into the Directors' car-park of any establishment you might be visiting is to drive a Rolls-Royce, and this seven-year-old Silver Cloud proved this to be quite true.

There is no need to go into details, because RDB186 is very similar in layout to the Silver Cloud III road-tested by MOTOR SPORT last year, even to the electrically-controlled back shock-absorbers, with their H/N switch on the steering column. Like all S-types, the ignition-key operates the starter and that the latter is noisy, and the power-steering (4 turns lock-to-lock) inclined to stick momentarily at full lock, and somewhat rough idling, are minor shortcomings not, I think, confined to this particular car. The general condition was good, the interior woodwork and leather especially so, and the picnic trays and companions, although sickly-smelling leather restorer had been used on the bench-type front seat cushion. This made one feel sick most of the time I was in possession of the car, nor was the seat itself 100% comfortable, its cushion having settled. But apart from a slight metallic sound from the region of the radio, the body creaked but was immune from rattles. There was sometimes a scarcely discernible transmission hum at around 50 m.p.h. but otherwise silence was more or less absolute. The straight-line running was lurchy on cambered roads. The carpets were somewhat marked. Externally there was evidence of fibre-glass patching of blemishes on both front wings, which had crazed at the

Lent by: David Scott-Moncrieff & Son. Model: 1959 Series H Silver Cloud I standard saloon. Valued at: £2,680.





front of the near-side wing where a dent had been filled in. A patch on the near-side back wing had also been filled in with fibre-glass and the headlamp rims were rusty. There was a shabby A.A. badge and the front number plate was dented. Otherwise external paint and plating were faultless. This car was taxed to January, 1967.

The Cloud I differs from the Cloud III in having two Lucas R700 headlamps instead of twin headlamps, a control on the right of the facia-sill instead of a steering-column stalk for the twin-indicators, and no air-vents on the facia, although the heater works extremely well. The famous instrument layout and switch-gear are almost the same, with a 110 m.p.h. clockwise R.-R.-Smiths speedometer.

Equipment included Lucas spotlamps and an H.M.V. radio. The near-side front quarter-light wouldn't open and the off-side one was very stiff. The car was shod with three Firestone Nylon 8.20 by 15 tubeless tyres and an India Super on the off-side back wheel. These had tread depths as follows: o/s front, 2½ mm.; n/s front; 3 mm.; o/s back, 7½ mm.; n/s back, 4 mm. The Firestone spare 3 mm. of tread left.

Driving this big car was, as usual, both a pleasure and ridiculously easy. The power steering makes light of parking and the gearbox-driven servo brakes work impeccably. I always think they give the impression that a Rolls-Royce shouldn't have to stop but if the need arises it will slow progressively, coming to a standstill very firmly and with a faint curtsey. They are the nicest brakes I know when working properly and those of RDB186 were. Mechanically the car seemed very sound, although the screen wipers did not park out of sight and, far more seriously, the brake-lights were erratic.

No performance figures are taken but there was very ample acceleration and effortless, hushed cruising at 70 m.p.h. When new these Cloud Is would do a s.s. ¼-mile in under 19 sec., and appreciably exceed 100 m.p.h. This one was giving roughly 16 m.p.g. Scott-Moncrieff & Son, Ltd. were offering this very fair specimen (one of 2,238 S.C.I. models built between 1955 and 1959) for £2,680.—W.B.

NOVEMBER PROFILES

Six more "Profiles" arrived early in November, these 2s. publications appearing now with a regularity that almost matches the rising of the moon and the setting of the sun—and if they failed to do so, nearly as much consternation would be caused! Of the latest half-dozen, No. 31 relates to "The 6-cylinder Delaunay-Bellevilles, 1908-1914" by Michael Sedgwick. This well-known historian has tackled a difficult subject with his usual thoroughness, aided by information generously provided, and acknowledged, by Mon. P. H. Riches, the recognised authority on these illustrious French cars, and C. T. Delaney, who used to import them, and assemble them, in England. The illustrations aptly capture the spirit of this remote, unhurried and dignified age. Sedgwick refers to the Delaunay-Belleville compressed-air starter, an idea tried out on the Tsar of All The Russians, but omits to add the popular story that the appeal of this starter, so far as the Tsar was concerned, was that his cars could glide away silently before the engine was commenced, which was impressive and didn't upset the ceremonial horses. But perhaps this Barbey starter didn't have all that much power?

Profile No. 32 covers "The 30-98-h.p. Vauxhall," the author concealed in almost complete anonymity. This deprives John Stanford of the congratulations he deserves for very effective coverage of one of the greatest sporting motor-cars of all time. The pictures support the text splendidly and one is glad to find the first page of colour drawings by James Leach depicting the 1924 Wensum owned by J. C. Broadhead. Whether the caption would have been better as 30/98 Vauxhall instead of 30-98-h.p. Vauxhall is a moot point, for although this author suggests that the obscure origins of the car's numerical designation derives from 30 b.h.p. at 1,000 r.p.m. and 98 b.h.p. maximum, one remembers the late Laurence Pomeroy's explanation for his father's description of the car as a flippant reply to Mercedes' habit of calling one of their models a 30-90. It is disappointing that no more than very superficial reference to the Brooklands' performances by 30/98s is included and Munday's fastest-ever lap in the "Gold Star" Vauxhall omitted altogether. But No. 32 is essential reading for all Vauxhall admirers.

Dudley Coram deals with "The Aston Martin 1½-litre International" in Profile No. 33, a case of a whole publication devoted to a simple *model* of a famous make. The origins of the make are included but thereafter it is all "International" and the racing career of this model is usefully included. The colour illustrations are by the accomplished Kenneth Rush.

J. R. Buckley makes his claims for "The Delage D8 Series" as a fine car, second only, perhaps, to the big Hispano-Suizas, very ably in Profile No. 34. However, the title is somewhat misleading, because more than half the eight pages of text are devoted to pre-D8-series Delages. Again the pictures alone are worth two-bob, especially as Leech is in charge of the colour illustrations.

It is refreshing to find "The Cord Models 810 and 812" written up by an author new to us, namely William C. Kinsman, instead of one of the more usual "authorities." That brings us up to Profile No. 35. No. 36 is the usual complete and conscientious coverage of a Jaguar, by John Appleton, this time of the famous "Jaguar C-Type." Some of the illustrations, of competition episodes in the career of this remarkable car, are rather small.

The "Profile" series is thus well-established. Cross-referencing of other relevant numbers has been started, but in one instance is omitted from the six issues above referred to.

Those who buy and keep *all* the car "Profiles" and cannot be bothered to fumble with brass-rods in plastic binders are reminded that they are being offered in attractive bound volumes, the first of which contains Nos. 1-24, and has a pithy Foreword by Cecil Clutton, Past-President of the V.S.C.C. It costs £3 3s. and is published by Profile Publications Ltd., P.O. Box 26, 1a North Street, Leatherhead, Surrey, Anthony Harding being the General Editor.—W.B.

THE VOLKSWAGEN RALLY

IT is natural for owners of vintage cars and sports cars to wish to get together to compare their cars, discuss kindred matters and swop experiences. The rarer the make indulged in, the greater the need for fraternisation of this kind. But when it comes to normal family cars, bought with mere transportation in mind, one doubts whether the incentive to congregate is very strong. Except, of course, in the case of the Volkswagen, whose owners are mostly enthusiasts, even fanatics, for the irrepressible "beetle."

So the success of the *Safer Motoring* VW Owners' Rally at Mallory Park on October 23rd was ensured in advance as it were, and would have attracted an impressive number of owners even if the weather had been unpleasant, whereas the first day of winter was one of chilly October sunshine. Foregoing the pleasure of seeing overseas guests of the Guild of Motoring Writers driving the latest British cars round Goodwood or members of the Vintage S.C.C. competing in the Eastern Rally, we took ourselves to the distant venue of this VW rally, appropriately driving a 1953 1,131 c.c. "beetle."

After finding elusive Mallory Park and queuing up to cross the pedestrian foot-bridge, we found Robert Wyse, who had organised it all, looking occupied but satisfied. In the car-parks hundreds of VWs, mostly recent "beetles," had parked themselves on the grass in neat rows, all of them spotlessly clean, the personification of proud ownership, an occasional Ford or Singer or whatever looking conspicuously dull among them.

On the track various sizes of VW took part in time-trials—a lap speed of 64 m.p.h. was announced soon after we arrived—and impressive demonstrations were given by all manner of gas-flowed, twin-carburetter, high-compression and otherwise "hot" VWs and the 1,200 c.c. VW-engined Beach Formula Vee single-seaters. The latter, with cooling fans protruding above the tail and four small-bore exhaust pipes effectively magnifying the characteristic VW exhaust note, were very well turned out and impressively fast. Saloon beetles with exciting-looking Speed-well-B.R.M. road wheels, others with widened rear track and special tyres, thronged the Paddock road, while in the pits firms like D. A. Aldington (Components) Ltd., Arthur Moore & Sons Ltd., Continental Car Conversions, Theo. Decker and G. P. Plastics Ltd., displayed Volkswagen "goodies."

The Volkswagen Insurance Service (G.B.) Ltd. answered queries about how you cover these tuned cars, and VW caravans were separated by J. P. White of Sidmouth. The visitors, whom Mr. Wyse had wisely granted free admission, roamed everywhere, seemingly deeply engrossed in all aspects of VW lore.

This VW Rally will, one hopes, become an annual fixture, perhaps with the visiting VWs ranged in classes according to age and early and special models paraded round the track—there is even a lake at Mallory Park for amphibian VWs to wade in.—W.B.



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LETTERS FROM READERS

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

AUCTION SALE PROCEDURE

Sir,

My Lagonda V12 was entered in the July Sotheby auction sale at a reserve price of £100. I heard the auctioneer declare the bidding had reached £240, and assumed my car sold at that price. However, I was later informed by the auctioneers that the car was unsold at £240, and that there was in fact no genuine bidding. The auctioneers then informed me that a private buyer, whose name they would not disclose, was prepared to offer £100, which I reluctantly accepted.

I was later informed that, "in such an event or where the bidding might fall short of the agreed reserve, it is not their practice to reveal the item is unsold and, in such cases, a *nom de vente* is normally used; in this instance the name of 'Rattemberg' was used for this and other items which failed to reach their reserve." Later a list of prices and buyers' names was published and my Lagonda was listed as having been sold to "Rattemberg" for £240. The Lagonda now appears to be in the hands of a well-known dealer, who is advertising it for sale at a price of £225. I wonder how many others were never *really* sold by Sotheby's?

Enfield. D. W. NEILSON.

* * *

IN DEFENCE OF THE ROVER 3-LITRE

Sir,

Just over ten years ago, when new cars were a little more difficult to obtain "off the shelf" than they have become in more recent times, I was urgently in need of new transport. The only vehicle which was immediately available was a Rover "90." I sneered at the suggestion that this should be my means of transportation, because (a) I had no matching bowler and brown boots, (b) I was not yet at the sere and yellow stage of life, (c) the opposite sex did still return my glimmers of interest, and (d) I couldn't afford it anyway.

To my horror, circumstances were such as made it unavoidable that I should trundle sedately around the country in this very vehicle, but before taking it away from the vendors I arranged that as soon as something more nearly to my specification became available, I should be allowed to exchange on very special terms.

These events were vividly recalled to me when I read the MOTOR SPORT report on the current Mark III Rover 3-litre coupé. The simple fact is that Mr. Boddy has not handled a Rover for long enough—or driven it hard enough—for the car to show him just what it can do.

Within 2,000 miles—then just two weeks' motoring for me—I realised just how excellent that old "90" was. It was mercilessly thrashed under all conditions of service for two-and-a-half years—120,000 miles of travel—and never once did it bite back. The more it was pushed the better it became. It was as if it needed a strenuous life to become run-in.

Since then, I have had three more Rovers—the 3-litre saloon (110,000 miles), the 3-litre coupé (88,000 miles) and since February of this year the Mark III coupé—now at 18,000 miles. I can assure Mr. Boddy that not only is it superbly comfortable, but its road-holding and performance is the envy of my colleagues lumbering about in their heavy fashion in "220" and "250"—well, I forget the make, but they come from somewhere in Western Europe. With reference to brakes—made by the same specialists and of the same system as are supplied to Mr. Boddy's beloved Mercedes, I can think only that perhaps someone had inadvertently inserted the wrong type of pad. The brakes are among the best I have ever been comforted with and assured by. The road-holding and general suspension is of the highest order, and no punishment is given to the vehicle by travelling in 90 m.p.h. convoy across France with DS19s and 21s. There can be no higher praise yet, so far as suspension is concerned. Long distance cross-country average speeds are unbelievably high, without attracting the slightest attention from the law or the public.

With regard to steering, I wonder whether the test-car had been thoroughly checked for wheel alignment, camber, etc? For the first three thousand miles I too was unhappy with the steering. After the third attempt, the good people who service for me at last got things just right, and steering is now a joy—not perhaps quite as good as the best of non-power-assisted jobs—but excellent nevertheless, and it is a small price to pay for sweat-free parking in small spaces in Manchester, Sheffield, Birmingham and other such crowded conurbations. Maximum speed is of the order of 110 m.p.h. and perhaps the one disappointment is that 100 m.p.h. is as quiet, as uneventful, as unnoticeable as 50 m.p.h.

Criticisms? Yes. I wish bottom gear had synchromesh. It is not always easy to move into it from rest without first selecting second, and mud-flaps behind the front wheels should be a standard fitment. Mud is immediately flung along the lower body panels without them.

So far as appearance is concerned, I feel that if Solihull were situated in Italy (or West Germany) Mr. Boddy would find no criticism. My friends never have. Why not get one for a year, Mr. Boddy, and see how well a first class British car can stand up to, and improve under, a lifetime of thrashing without murmuring.

Roston. D. B. HAIGH

* * *

A STUDENT'S MK. VI BENTLEY

Sir,

I would just like to relate my experience with a Bentley, after reading W.B.'s article on "shopping for a Rolls-Royce (or Bentley)."

Although I am only 21 years of age and a poor student, I have been fortunate enough to have owned several cars during the last four years, amongst them: Fiat 600, Lagonda, Lea-Francis, Morgan 3-wheeler, etc. I have enjoyed all the cars, but I believe I have reached the ultimate since I have owned a 1947 Mk. VI Bentley (MXF34), for the last 18 months. I agree with all W.B. has said, particularly ease of maintenance. I have a little knowledge of cars and, with the excellent service and advice from Rolls-Royce of Crewe, I have been able to carry out various jobs on the Bentley successfully. Many of my friends think me either mad or a status seeker; of course, they have never owned a Bentley.

I get 18 m.p.g. on average and oil consumption is negligible. To give an example of Bentley's superiority I changed the separate front seats as they were becoming shabby and replaced them with the front seats from a Mk. IX Jaguar.

In conclusion, there is no car in which I have felt so elated and confident as when "sitting comfortably" behind the long, shapely bonnet, beyond which the "winged B" etc. . . .

London, N.22. W. G. WALMSLEY.

* * *

OIL FILTERS—ARE THEY IMPORTANT?

Sir,

I was interested to read Mr. Michael Payne's letter on oil and air filters. I have myself always wondered how it is that Citroën engines have such a reputation for long life, but do not have an oil filter. Mr. Payne's remarks perhaps explain the fact that the traction avant engine was fitted with successively more efficient air filters on the carburetter between 1934 and 1956, whilst not even the ID and DS models, for all their *avant-garde* features, are equipped with oil filters. Equally remarkable perhaps is that the very hard-worked and long-service 2c.v. engine has an oil cooler, but no oil filter.

Besides, apart from the inconvenience of changing the oil filter, does not the cost of the new element, plus that of the labour involved in fitting it, amount to a fair proportion of a sumpful of fresh oil? On this basis its function would appear to be more psychological than economical—witness the numerous advertisements for "fresh, clean oil" and the corresponding (subconscious) disgust invoked therein for sapped, dirty sludge. Ugh! The Frenchman, whose toilet-training is so vastly different from our own, remains sceptical about oil filters. . . .

Blaricum, Holland. A. J. MACLAGAN.

* * *

BREW IT YOURSELF!

Sir,

I note Mr. Piggin's comments on the price of Two-stroke mixture and think he might be interested in the following.

I own a Saab 96, 1963, and, like Mr. Piggin, I found 6/4d. per gallon lucrative larceny! After various experiments

I find that the car "prefers" a mixture of 1 pint Gamages 40 oil to 4 gallons cheaper-the-better petrol. Bought in a 5-gallon drum at £2 12s. 6d. (delivered price) the oil works out at 1/4d. per pint bringing down the price of a gallon to 5/6d., so there you are, all you need is a 1 pint bottle!

This mixture together with 3/9d. tin of Graphite Compound every 5,000 miles has given me 40,000 Saab trouble-free miles including a recent 4,000-mile round trip to Moscow (with our own oil of course!).

The head was lifted at approximately 32,000 miles to see if a decoke was necessary but this was in fact a complete waste of time.

Anyway, I prefer to add my own oil to the petrol as I at least know that the car is getting its 30% mixture. Is Mr. Piggin even sure of this nowadays?

Hullbridge. BRYAN HUMPHREY.

* * *

MOTORING IN A £30 MORRIS EIGHT

Sir,

In view of the recent correspondence regarding trips abroad in old cars, I feel I must write to you of the journey of my wife and myself and our 1935 Morris 8 tourer, from England to India, in 1964.

The route followed was through France, Switzerland, Italy, Yugoslavia, Greece, Turkey, Iran, Pakistan and India, and the journey took about three months, starting mid-September and finishing mid-December.



The car, bought for £30, was in thoroughly good condition, and performed superbly throughout the 9,000-mile journey, the only trouble occurring with broken springs, and punctures.

Having safely arrived in Bombay, we shipped the car and ourselves to Melbourne, Australia, where, for a further year and a half, this amazing Morris provided us with 16,000 miles of trouble-free motoring, before we sold her, still in very good condition, for £A25!

S. Croydon. P. J. BROWNE.

* * *

SALESMANSHIP?

Sir,

In a time when customers are becoming ever more scarce in the motor industry in Britain, my experiences with a British car may shed some light on why many customers are "going Continental" even though they still have enough cash left to buy British.

I bought a 1962 Triumph TR4 two months ago, in good condition and having been looked after. Two weeks after buying it the entire exhaust fell off. I took it to a local garage (not a Triumph garage) who put it back on. Two days later it fell off again. I took it back, they put it back, it fell off again. I took the car to a Triumph dealer, who expressed horror at such workmanship, told me it was corroded anyway, but he would put it back long enough for me to get to an exhaust specialist. Half a mile later it fell off again. I had a new one fitted.

I took the car to a large Triumph garage to have it serviced and the bonnet catch replaced. They charged me for a new catch, but left the old one on. Five days later another garage had the car on a ramp and told me the nipples hadn't seen grease for at least three months. So much for the servicing!

I then ordered a sump-shield from another large Triumph agency. The shield arrived but only half the brackets, and as I write this the other half is still missing seven weeks later. The speedo. cable went and after a long row the local dealer got Triumph to admit there was such a car and cable. He fitted it on Friday and on Sunday it detached itself and was ground to pieces under the car. Oh yes, the exhaust (the new one) has fallen off again. And this is in normal road usage, not rallying.

Although a letter of complaint to S-Triumph brought the answer that I was probably to blame in these cases, I went to the Motor Show intent on ordering a new TR4 (dammit, I like the car!). I went to the TR stand, and walked around, sat in, jumped on, and crawled under a new TR. I stood there with pencil and paper taking down impressions and working out my bank balance. Yet though I was alone on the stand, the two salesmen(?) present looked me up and down frostily and turned away (and I wasn't wearing jeans!). So that was IT! I may now buy a Honda, Alfa, or a flippin' Mini, but I've owned my last Triumph.

And you know something? I don't think they give a damn!

London, S.W.12. C. MAITLAND.

* * *

THE NEW INSURANCE DEAL

Sir,

As the Careful Driver of a big Standard Cortina I am to benefit by having my insurance premium reduced by two whole pounds as a result of the New Deal. I think it wrong that I should have this reduction when sports car owners have to pay more. Incidentally I own two Healey 3000s on which next year's premium goes up from £65 under the old scheme to £107 under the New Deal. An interesting feature of the latter insurance is that even though I can drive but one Healey at any one time I have to pay the full premium on both. Also, since I have had one car a year longer than the other I have different no claims bonuses on the two Healeys. No doubt the Accident Offices' Association have statistics which incontrovertibly prove that the owner of two similar sports cars is (1) twice as likely to have an accident than the man with one car and (2) more likely to have his accidents in the newer car.

Motorists beware, the New Deal is from the bottom of the pack!

Marlow. GARY BRISTOW.

* * *

TOO MANY FAULTS

Sir,

I bought a new Lotus Elan coupé in March this year and although I would not refute the statement of Mr. Chapman's, that this was a fun car *par excellence,* I could not put up with the Lotus Service Organisation's inability to put right several glaring deficiencies and sold the car two months later.

The vehicle leaked badly, the heater could not be turned off once on and vice versa and, worst of all, at more than 70/80 m.p.h. the window frames would leave the body sides, resulting in severe wind noise, especially in the slightest of side winds—in fact the worst I have ever experienced. The gear lever chattered and vibration was considerable.

All the above faults existed after three visits to Cheshunt and my impression was either the faults were inherent in the design of the vehicle or else parts to cure faults were either not available or still in the design stage.

Whilst having much admiration for the Lotus organisation in their racing successes, I think Mr. Chapman still has much to learn when producing a car for use by discriminating enthusiasts.

Stevenage. H. U. P. EDWARDS.

[We now have an Elan on our strength. M.L.C. reports that at the 500-mile service water leaks were practically remedied, at any rate to an acceptable point. The heater on-off control was made to work properly. Gear lever chatter is evident under acceleration in third, but in fairness this is a Ford component and we have similar complaints about the Cortina GT. Wind noise often varies from car to car—ours, a convertible, is not too bad. There will be a full report on the car later next year.—ED.]

LOTUS SERVICE

Sir,

I read with interest your articles on the Lotus Elan and, although I don't entirely agree with some of your comments, I should like to say something about another aspect of Lotus ownership—Service.

Having had an enjoyable year's driving what must have been one of the best S/E Elites around, I rather reluctantly parted with it earlier this year in favour of an Elan, as the Elite can be expensive in spares and was not the most suitable car for business use.

At last year's Motor Show I had been convinced by Messrs. Chapman and Arnold that the Elan was very reliable, and so when they (Lotus Sales) telephoned me one day and offered what sounded like a good car with less than 5,000 miles logged, I sold my Elite and bought it, assuming that one couldn't do better from a service point of view than buy second-hand from the manufacturer.

On checking the car over after collecting it from Waltham Cross I found the following items needing attention:—

1. Frontwheel bearings needing adjustment.
2. Windscreen washers inoperative.
3. One headlamp out of position in bodywork.
4. Both beams out of adjustment.
5. Handbrake inoperative.
6. Headlamp flasher unit u/s.
7. Exhaust pipe mountings loose.
8. Footwells saturated with water.
9. Starter meshing badly.
10. Front o/s wheel arch had been crunched, but this was denied.
11. Carbs out of adjustment.
12. No guarantee was provided at the time of sale.
13. Two brake pads worn to minimum thickness (one subsequently wearing away and scoring the disc).

And this after I was assured of a 5,000-mile service before collection!

One week later the windscreen split horizontally when I rocked the car to check for fuel in the tank and after a lot of argument the salesman very ungraciously offered to pay half the cost of replacement.

The car was returned to have these faults attended to including a new starter Bendix. Six weeks later the starter ring fell off! For my convenience, and at Lotus' suggestion, the Chequered Flag (Edgware) fitted a new flywheel under guarantee. Two-and-a-half weeks later the starter siezed and burnt out. A new one was fitted by Chequered Flag Limited who denied any responsibility for this failure. Three weeks later it seized again and at this stage I decided it should go back to Lotus to be done properly, thinking they would also make representation to Chequered Flag on my behalf. I made this clear to Chequered Flag at the time.

Another flywheel was fitted. Five weeks later seizure was imminent and the bearings in one rear wheel had collapsed (I had mentioned deterioration of these bearings twice before to no effect). The bearings were fixed after a week at Lotus and four days later the starter seized again as this part had not been touched.

I returned the car again and Mr. Arnold loaned me a VW. The same evening Mr. Standen, the Service Director, telephoned to say everything was all right as he had checked it personally, and suggesting the cause of the trouble could have been a dud battery. I was later told that the starter was found hanging loose!

On collection a loud noise was heard coming from the region of the bell-housing and the engine was vibrating like a diesel (checked personally by the Service Director?). Thrust-bearing failure was diagnosed—although it was all right the night before. To check this the starter was removed, car bump started —result, everything perfect. The third new motor was fitted and for reasons unknown to either Lotus or myself has given no further trouble.

At one stage I was given authority by Mr. Lawrence, Manager of Lotus Car (Sales) Limited, to hire a car and send them the bill. Unfortunately, he has now left and Lotus refuse to honour this arrangement, saying it is not "Company Policy." I wonder if it is company policy to sell a car in the condition mine was in?

During this protracted demonstration of incompetence my car was off the road for over three weeks and the cost of repairs, plus car hire and cab fares, etc., has amounted to almost £80. No one showed any concern by their actions and the "buck" was passed from one person to another, involving me in many telephone calls to try to get satisfaction.

Although Lotus have saved themselves a few quid at my expense they have lost three certain customers and incurred a bad name with the many people who have followed my misfortunes with interest and subsequently voiced their disgust at the outcome.

I heard of the "Lotus Attitude" from many people both in and out of the trade and have now had this substantiated the hard way. My next car will not now be an S3 Elan but probably a Porsche.

Having owned both Elite and Elan I should like to have made some comments on the differences between them, but as this letter is already rather lengthy, it will have to wait till some other time.

Hayes, Middlesex. ROBERT HOCKLEY.

[We forwarded this complaint to Lotus Cars for their comments, and their reply is carried below.—ED.].

Sir,

We thank you for drawing to our attention the letter from Mr. Hockley who purchased an 18-month-old Lotus Elan from Waltham Cross Service Station. As one of our employees promised that Mr. Hockley would have his hiring charges reimbursed, we have now carried out this promise, although, like all manufacturers, we insist that this is not our policy although, as you know, many of our agents lend cars to customers when rectification is being carried out and we ourselves loaned a VW to Mr. Hockley for a short period.

We did experience some trouble with the starter ring gear on a small number of our twin-cam engines, including my own, and this was quickly traced to a faulty Ford machining process.

As stated in my previous letter, which you kindly published, we are a small but rapidly expanding company and the only manufacturer to emerge since the war and survive. We appreciate the shortcomings in our service and as we are now moving to a new factory, four times the size of Cheshunt, and have appointed a senior Director to handle our Service Division we know that our service will improve. It may be some consolation to know that already Elan owners state regularly that Lotus service from the factory or our dealers is a lot better than that available for other exotic vehicles costing twice as much, and more. Your reader's letter (last month) concerning his con-rod and flexible coupling problems indicated that we have a comprehensive European dealer network, although that also referred to a car purchased secondhand, and in his case a car with quite a successful competition history before he bought it!

We are always happy to carry out a free inspection on any used Lotus Elan or Elite where a prospective customer is in doubt, although we do ask for 48 hours' notice.

We will never cease in our efforts to improve our product and our service but as we know that over 50% of Elans are used in some form of competition at some time or other we are at an immediate disadvantage with a customer who comes in with scrutineers' labels on his choke knob and whitewash traces on his doors complaining of some fault or other—but the customer is always right and the car was obviously only being used to make a film!

Norwich. G. J. ARNOLD,
Lotus Cars (Sales) Ltd.

TAILPIECE



Versatile MOTOR SPORT!—reports on these two cars appear, respectively, on pages 1115 and 1127.

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FOR SALE

1965 GTB Ferrari, red with black seats, 6-carb model, under 20,000 miles and in excell cond. £3,975 ono. Llewellyn, 16 South St, Eastbourne. (1989

SUNBEAM ALPINE 1960, green, h/s tops, o/drive, 2,500 miles. Sacrifice. Marlow 4286. (1990

LOTUS CORTINA 1964, 48,000 miles, radio, Pirellis, excell cond, well maintained company car, unraced or rallied. HP terms offered. £580. Tel: day Slough 29277, evening Henley 2051. (1991

SINGER LE Mans 1934, rebuilt engine, excell original cond. £185. Wallington 5081. (1992

1951 DAIMLER Barker special, MoT, taxed, ideal for spares. Make an offer, drive away. 6 Beech Ave, Radcliffe, Lancashire. Tel: RAD 2625. (1993

RILEY 1½ 1946, body and mech vgc. £50 ono. Maidenhead 20504. (1994

RILEY 2½ litre dhc, an excell example of this rare model. £150. Maidenhead 20504. (1995

ALVIS GREY Lady 1954, blue and silver, w/wheels. A2, Monument Mansions, Wigan Lane, Wigan. (1996

AUSTIN 12 16hp coupe, body by Gordons, built 1930, immac cond, quite rare. Offers. Tel: Tunbridge Wells 22199. (1997

TORNADO TYPHOON body and chassis with seats plus few E93A parts. No reasonable offer refused. Box 2394. (1998

HEALEY SILVERSTONE HSC600, ex Tony Brooks, resprayed, new seats, batteries and master cylinder. £72 recently spent on engine. Offers, or consider exch for sports car. Walder, Newlands, Cranleigh, Surrey. (1999

DAIMLER SP250 1961, mountain blue, new axle, G800s, many many extras, marriage forces sale. £535. Tel: Heartbroken, Harpenden 2700. (2000

1929 VINTAGE Willys Overland Whippet saloon, restored, new tyres and battery, good performance. £185. 1924 11.5 Humber chassis with front end of body with spare rear axle. £75. Gough, Cufic, Cheddar. Tel: 446. (2001

HUMBER SNIPE 80 1935 in immac cond, only 25,200 miles, first class paintwork and interior, good running order, taxed and MoT. £300 ono. M. Turner, Basing Farm, Cowden, nr Edenbridge, Kent. Tel: Cowden 600. (2002

O.S.C.A. FIAT 1,500cc twin cam head complete, crankshaft, rods, pistons, also some Jaguar spares XK120, Mk VII. Tel: Pinner 1640. (2003

M.G. M type, good engine, tyres, chassis etc but requires original style body to make perfect; present owner wishes for speedy disposal as he hasn't the time to complete. Offered at the bargain price of £55 no offers. View weekends W Sussex. Tel: Sanderstead 1144. (2004

1966 M.G. B, emigrating, cost £990. Offers. Mr Cann, RIC 0118 day CHI 8471. (2005

1964 HILLMAN Imp, black, 998cc, this car was modified by Rootes competition department in 1965, the engine and transaxle have been completely recond this year, suspension has been lowered and Armstrong shock absorbers fitted; recond unit not yet run in but with old unit 0-60 took 13.2sec, top speed 100mph+; many extras including John Sprinzel Rallye seat. An enthusiast's car at £550 ono. Apply Box 2395. (2006

1929 RILEY 9, twice concours winner, original, stored since the war; also large quantity of spares. £250 secures the lot. M. L. Meyers, 9 Court Close, Twickenham, Middx. TWI 4750. (2007

BRISTOL 401 1953, in daily use, taxed to Sept 1967, safety belts, radio. £125. No offers. Box 2396. (2008

RESTALL SEAT type 1 for Mini with headrest £)121, as new, only 5 weeks use. £13 carriage paid. Write Stuart, 50 Station Rd, Penketh, Warrington, Lancs. (2009

XK150S 1960, 3.8 gold top engine, the finest XK on the market, midnight blue, chrome w/wheels, fitted special glass sunroof, genuine zebra skin seat covers, Motorola radio, numerous extras, a beautiful car in excell cond. £650 or offers. For photo, Naylor, 108 Westborough, Scarborough, Yorks. Tel: Scarborough 4281. (2010

TR4 1962, white, black surrey h/s top, red interior, o/drive, htr, screen washers, in beautiful cond, owner going abroad. £535. Tel: Clark, Camberley 5494 business hours, or call 23 Trafford Road, Frimley, Surrey. (2011

DOWNTON CONVERSION 1965 Austin 1100, fast, good cond. £480 ovno. Sae for details, 2 Claytons Way, Huntingdon. (2012

1934 ALVIS Firefly saloon, very good appearance, no rust, new parts for engine but would need assembling; also some spares. Will be sold to best offer and will be delivered. Box 2397 (2013

SS2 SWALLOW 1933, one owner 20 years, passed MoT April 1966. Box 2398 (2015

VINTAGE MORRIS Cowley 2-str dickey tourer complete, exhibited Jersey Festival 1966. Haggle £250. Box 2399. (2016

SUNBEAM ALPINE 1961, red, w/wheels, o/drive, htr, Cinturatos, full history, excell cond. Tel: HAI 4524. (2017

RILEY ALPINE 6cyl 1933, 1,631cc, 68,000m, all aluminium, 3 owners, concours incl renewed motor, single Solex, upholstery, headlining, Triplex, carpets, 18 coats cellulose, all new chrome. Enthusiast with no time to use must sell at £90. Smith, Danes House, Stoke Hill, Bristol 9. Tel: 68-3192. (2018

FOR SALE—continued

RARE TRIUMPH 1937 6cyl Dolomite Sportsman's saloon, excell cond throughout, enough spares for 10 years. Offers. Martin, 31 The Green, Castle Bromwich, Warks. (2019

M.G. PA 1934, good cond mech and bodily. £185 ono. B. Sutton, 17 Church Lane, Mow Cop, Stoke-on-Trent, Staffs. (2020

M.G. TA 1939, white/red o/hauled, vgc, extras. £160 ono. Normandy (Surrey) 2173. (2021

M.G. TC 1947, rebuilt, repainted, rechromed, reupholstered, new hood, screens, tonneau, engine sound. £198 ono. Richards, Lanner, Wakefield. Tel: Royston 216. (2022

M.G. PB, good original mech, 16in wheels, good tyres, twin spots/horns, tonneau, smart and reliable. £150. Wright, Paddock, Effingham, Surrey. (2023

RILEY 15/6 Kestrel breaking, spares, cheap. "Motor Sport" 1955 onwards. 111 Waltham Way, E4. SIL 0665. (2024

MINI DE-VILLE '63 1,071cc Cooper S, Radford coach body conversion, electric windows etc, good cond. £520. COL 6940. Must sell. (2025

1926 STUDEBAKER Big 6 2-str roadster with spare chassis complete. £125. View Kent. 1937 Studebaker Dictator, 40,000 miles. £100. Frilford Heath 359. (2026

A BEAUTIFUL car in absolutely perfect cond throughout: 1937 2 litre MG SA; this could be a rare opportunity. Sensible offers are invited. To arrange viewing appointments, write to Old Rectory, Alpheton, Sudbury, Suffolk. (2027

LOTUS CORTINA, white with black interior, this motor car was formerly owned by Lotus Cars and really must be driven to be appreciated. £500. Bedford 52686. (2028

BULLNOSE MORRIS: one Cowley and one Oxford radiators in vgc for sale; also brass Apollo horn. Offers to Lewis, 7 Bridge St, Wednesbury, Staffs. (2029

1928 ROLLS-ROYCE 20/25 chassis only, five new tyres, new radiator, new battery, for sale or would consider breaking. Offers invited. Box 2400. (2030

1950 ALVIS TB14, magnificent cond throughout, recent rebore, highest bidder takes. Tel: Winsford, Cheshire, 2139. 2031

BENTLEY R type 1953 sports saloon, grey/green in immac cond. Tel: Alderley Edge 2502 Manchester. (2032

1936 RILEY Merlin in current use, coachwork needs some attention. Cattel, 90 St Bernards Rd, Solihull, Warwickshire. (2033

1939 ROVER 14 sports saloon, good body and excell mech. £45. Tel: St Albans 53167. (2034

M.G. TF 1250 1954, good cond, running in recond engine, available early January, owner posted abroad. £290. Box 2401. (2035

AUSTIN HEALEY 100/6 1958, blue, o/d, Xs, taxed Feb '67, all usual extras, owner going Stateside. £255 ono. Sunbury/Thames 6478. (2036

DROPHEAD RILEY 2½, good 1951 example, new hood, Michelin Xs, modern electrics. Inspect at 1 Watton Rd, Knebworth. Tel: 2115. (2037

ROLLS-BENTLEY, 36,000 g'teed, at a mini price! Mk VI saloon, immac, one careful owner. 550 gns, quick sale. Keddie, The Lawn, Rochford, Essex. Tel: Hockley 2001. (2038

TF M.G. 1250, very good, relined, rechromed, new big-ends. £305 ono. 236 Balby Rd, Doncaster. (2039

JAGUAR XK140 1956 fhc, w/wheels, c/r box, h/r axle, recent respray maroon, 4 new RS5s, oversize on rear, 4 new Adjustarides, new big ends, wood wheel, 12 months tax. £250. No offers, no time wasters or youths please. Barron, Pilgrims Rise, The Avenue, Gosport. Tel: (OPO17) 81577. (2040

RILEY IMP partially dismantled, parts include Env 75 c/r gearbox, set new HC Merlin pistons, 2 Merlin cranks, 3 blocks, Brooklands sump, 4 Amals and manifold, 5:1 axle, hydraulic brakes, set 18in wheels with nearly new tyres, set 16in wide rim wheels, new dynamo. Offers. Woking 61727. (2041

LAGONDA 2.6 saloon 1951. £150. Manual, tools, spares, taxed and MoT May. Dearden, Bank House, Rochdale Rd, Shaw, Oldham. Shaw 7887. (2042

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FOR SALE—continued

RILEY GAMECOCK, stripped, needs rebuilding, engine recond with many spares. Offers nearest £75. Also Riley 2½ roadster, 2,500 miles since complete rebuild, has been in crash, needs o/s front wing also rad, grille and bumper work, otherwise perfect. Offers near £110. Budden, 5 Bankhall Lane, Hale, Cheshire. Altrincham 6726. (2043

TUNING FOR Anglia or Cortina, head, Weber carbs, camshaft etc, cost £160 new. £80 ono. Tel: Wadebridge Cornwall 2849 business hours. (2044

ONE CYLINDER head and 2 halfshafts for Morris 8. £3. 7a Penfold Close, Park Wood, Maidstone. (2045

BUNNY CARTER twin SU conversion for NSU 1000. Cost £30, take £20. As new. Stoneman, Clovelly Cross, Bideford, Devon. (2046

RILEY 2½ Oct 1951; very good cond, shell bearing engine. MoT Oct '67. £150 ono. Ormrod, Thatcham 2228, Berks. (2047

EXPENSIVE '64 Spitfire, white, low mileage, Cints, all usual extras plus others. £500 ono. Don't laugh you have not seen her yet. Hobbs, 82 Dawley Rd, Hayes, Middlesex. HILside 5546 or Hastings 3417. (2048

SPITFIRE 1966, May, immac, royal blue, u/seal, htr, washers, taxed May, 5,000 careful miles. £625 ono. Ingatestone 2422. (2049

B.M.W. 328, 1939 team car, lhd, silver, recent o/haul, respray and complete engine rebuild, winner of numerous awards, runner-up 1966 Brooklands Memorial Trophy contest, can be seen London by appt. £750. Carmichael, Tower Hill House, Cheriton Fitzpaine, Devon. Tel: 270. (2050

XK140 ENGINE, gearbox and o/drive. £15. Will split. 2 Waterford Dr, Neston, Cheshire. (2051

NEGATIVE CAMBER kit for Minis, front or rear, easily fitted, £2 15s inc P and P. £1 deposit (fronts). 5in-6inJ wheels £2 15s exchange, £3 15s outright, inc carriage. Cash with order. Mini-Service, 17 Ivy Rd, St Denys, Southampton. (2052

£500 FOR my fabulous 1100, over £150 extras, Downton conversion, full instrumentation, oil cooler, foglights, reversing light, seat belts, carpeting, sound proofing, u/sealed, 14,000 from new. Fall, 12 McGrigor Rd, Rosyth; 18 Nelmes Way, Hornchurch, after Dec 20. (2053

VTF3 REGISTRATION number with log book. Offers. Tel: Atherton 2229. (2054

COMPRESSOR COMPLETE with hose and gun, suitable for home workshop and spraying cars. £30. 46 Hill Lane, Bassetts Pole, Warwicks. Four Oaks 2872. (2055

1934 ROLLS-ROYCE Park Ward, yellow, black, owner driver, sun roof saloon, recently recond engine. £400. Gladstone 1476. (2056

1954 RILEY 1.5 litre. £50 ono. Gladstone 1476. (2057

JANUARY 1934 Armstrong Siddeley 12/6 maroon/black saloon, low mileage recond engine, immac original cond throughout. £300 ono. Thornton, 26 Mansfield Rd, Poole, Dorset. (2058

RILEY KESTREL Sprite 1936, excell mech cond, good tyres, battery, P100s, spot, fog, Ace discs, Wilson preselector box, body very good, needs paint on wings for perfection, MoT April, taxed Jan. £130. Exch with cash, w.h.y. Andrews, 57 Kilton Cres, Worksop, Notts. (2059

HEALEY 3000, July 1965, o/drive, w/wheels, tonneau, spots, etc, superb cond, but genuine reason forces sale at around £840. Tel: Frilford Heath 322, Berks. (2060

DAIMLER SP250 sports h/top, Jan 1963, leather upholstery, 19,000 miles, owned from new, immac. £650 ono. Wilmslow 25601, Cheshire. (2061

ALVIS TD21 Park Ward automatic 1961, good fast car in excell order, new dampers, Koni front, Armstrong rear, new rear springs, new carpets, kick-down conversion on gearbox, push button radio, upholstery unmarked, photos available. £800 ono. Interested inquiries to Managing Director, Brakes & Bearings Ltd, 153 City Rd, Fenton, Stoke-on-Trent. (2062

XK140 COUPE 1957, May, blue, 26,000, htr, o/drive, new 150S gearbox, Konis, Xs, new exhaust systems, sump shield, definitely specimen, stored 3 years. £275 or nearest or p/exch A35, travel anywhere for genuine deal. 67 Pilsley Rd, Clay Cross, Chesterfield. (2063

RILEY 2½ 1953, vgc, black, htr, excell engine, body, chrome, 6 tyres, tools, new exhaust system, battery. First £115 ono. Exch 1000 Traveller, w.h.y. 62/63 Morris 1000, £275 ono, 35,000, immac. Astley, 46 Mossley Rd, Grasscroft, nr Oldham, Lancs. (2064

M.G. TD Mk II 1953, Mich X tyres, htr, fog lights, excell cond, new crank, rebore 2,000 miles. £290. L. Gambling, 51 Podsmead Rd, Gloucester. (2065

HOTCHKISS 617 saloon 1935, must go. £75 ono. Mills, Hatfield 2300, ext 339. (2066

LAGONDA RAPIER 4 seat tourer, excell cond and very reliable. £200. Farnborough, Hants, 44080 after 7.30pm. (2067

1935 LAGONDA Rapier, unique 4 door saloon by Eagle, completely recond engine, brakes, tyres, steering, bodywork excell; taxed, MoT. £385, offers. Wood, 35 Compayne Gdns, NW6. MAI 6709 evenings. (2068

LAGONDA 1956 3 litre sports saloon, immac cond, 14,000 since major o/haul costing £450, full history, taxed. £350 ono Loughton 7077, Essex. (2069

TWIN SU s/d HS2 1¼in carbs with air cleaners, silencers, balance pipe, manifold, all controls, mounted ready for fixing perfect cond. £13 ono. Evenings, Downland 51056 (2070

WINDSCREEN, TRIPLEX safety-glass for Midget or Sprite. £3 ono. Evenings, Downland 51056. (2071

DOLOMITE ROADSTER 1938 parts must be cleared from garage including Triumph 4 cyl engine with remarkable history and still many years of life, set new road springs, 7 wheels, axles, brakes etc. Sae. J. Burns, 18 Claremont Rd, Leamington Spa, Warwicks. (2072

A.C. ACE 1962, fitted Ford 2.6 engine, Stage III tuned by Ruddspeed with radio, htr, twin QI spots, h/s tops and tonneau, rear suspension o/hauled, resprayed Dubonnet red, this car is in really immac cond and it is with sincere regret I have to offer it for sale. David Gaster, Pyrton Hill House, Watlington. Tel: Watlington 343/4 day. (2073

1965 JANUARY Morris Cooper, £420. Blue and white, owned since new, total mileage 23,000, taxed till end Dec. F. J. A. Smith, Leziate, Kings Lynn. Tel: Ashwicken 253. (2074

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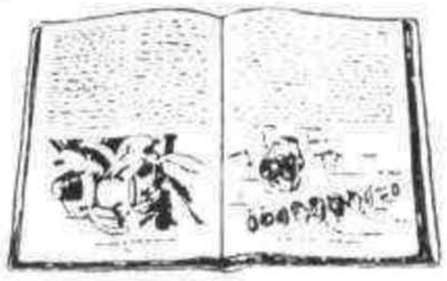
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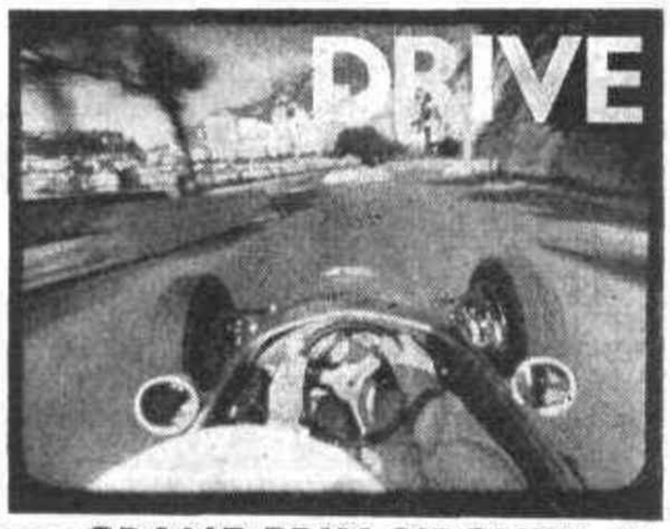
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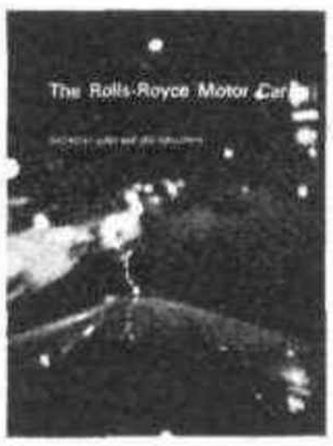


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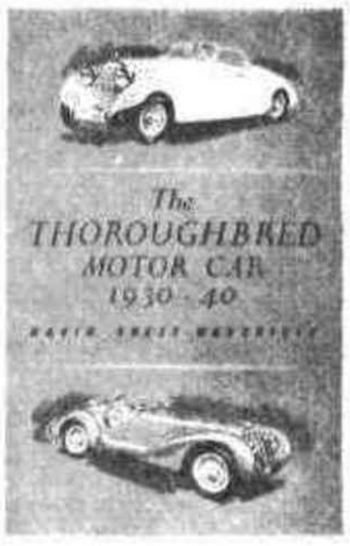


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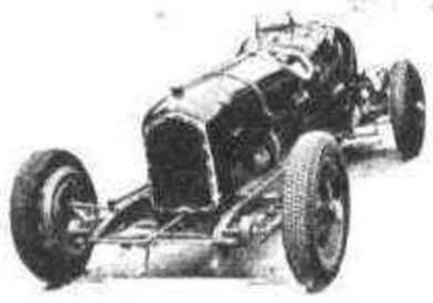
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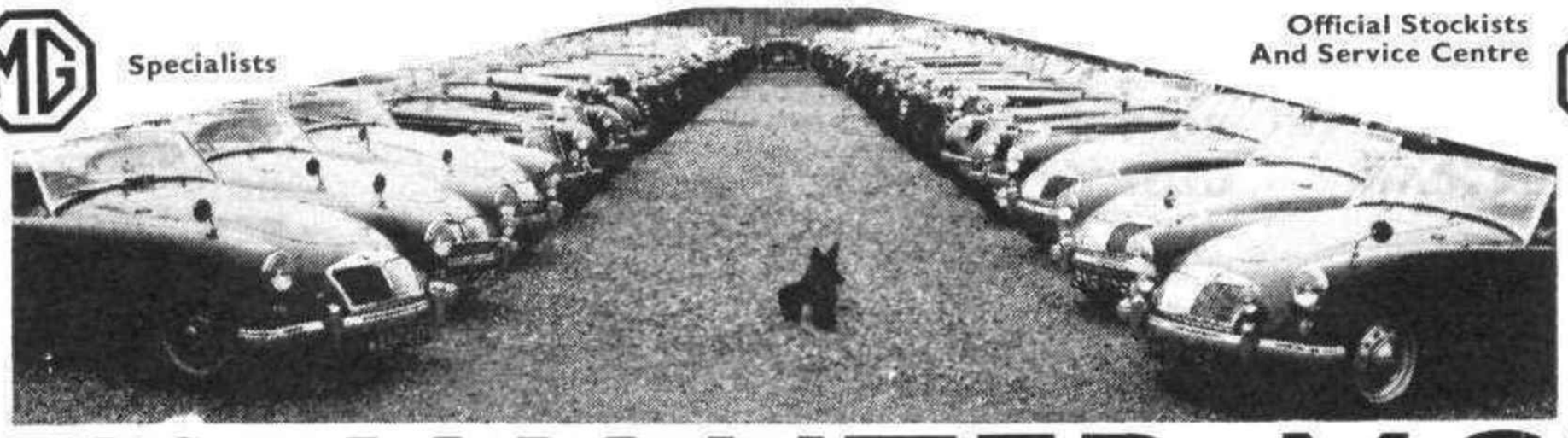


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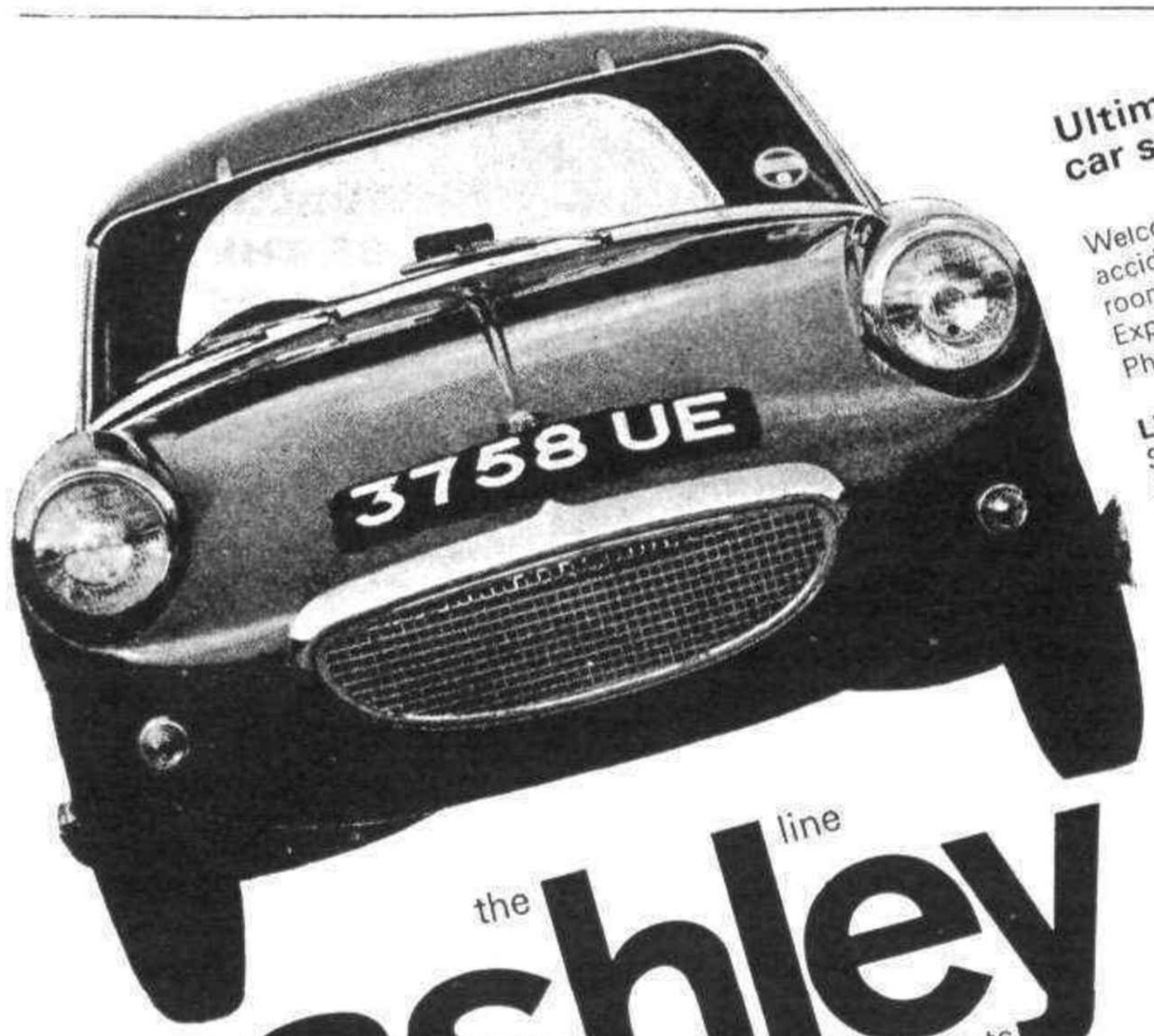
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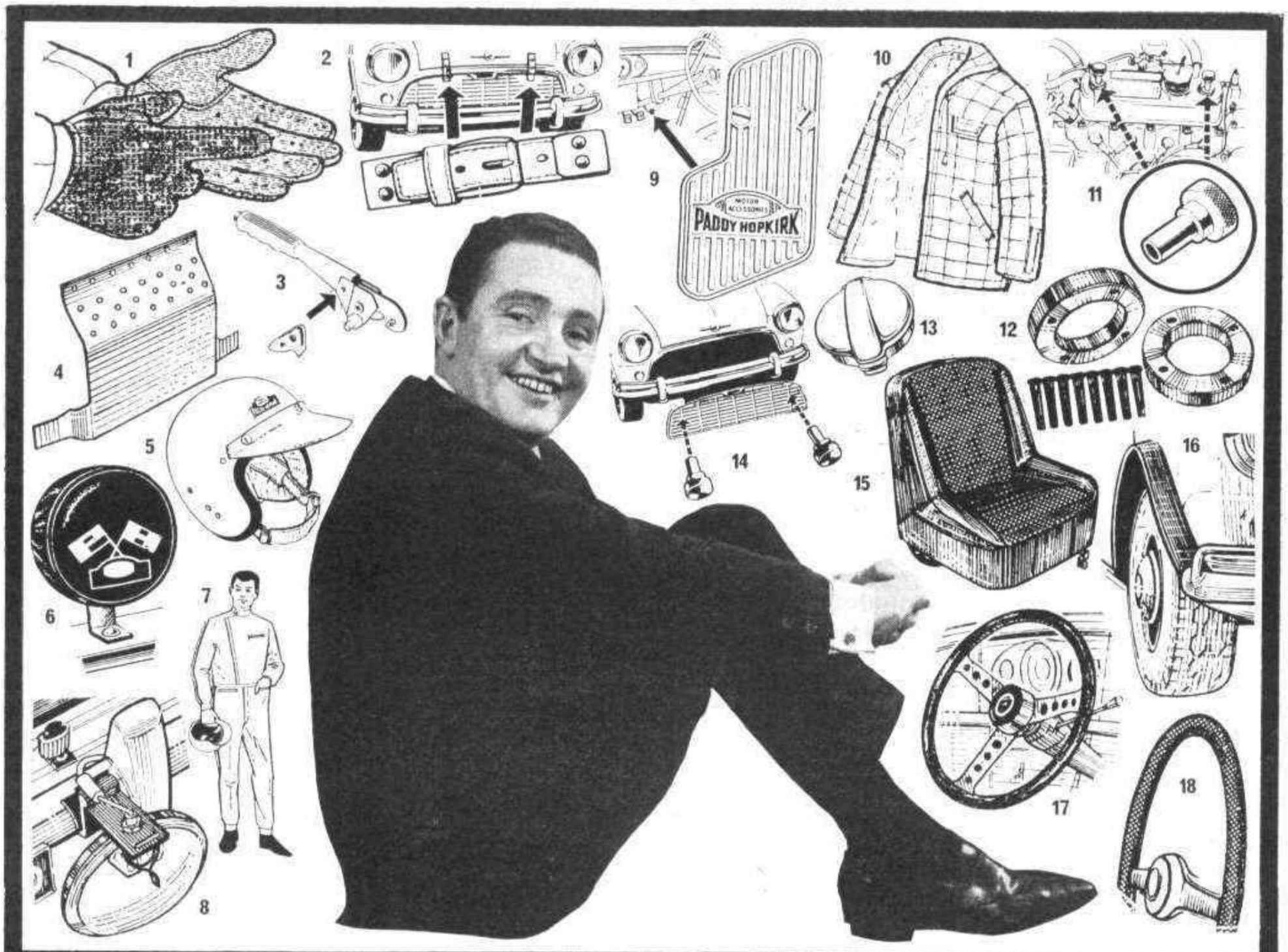
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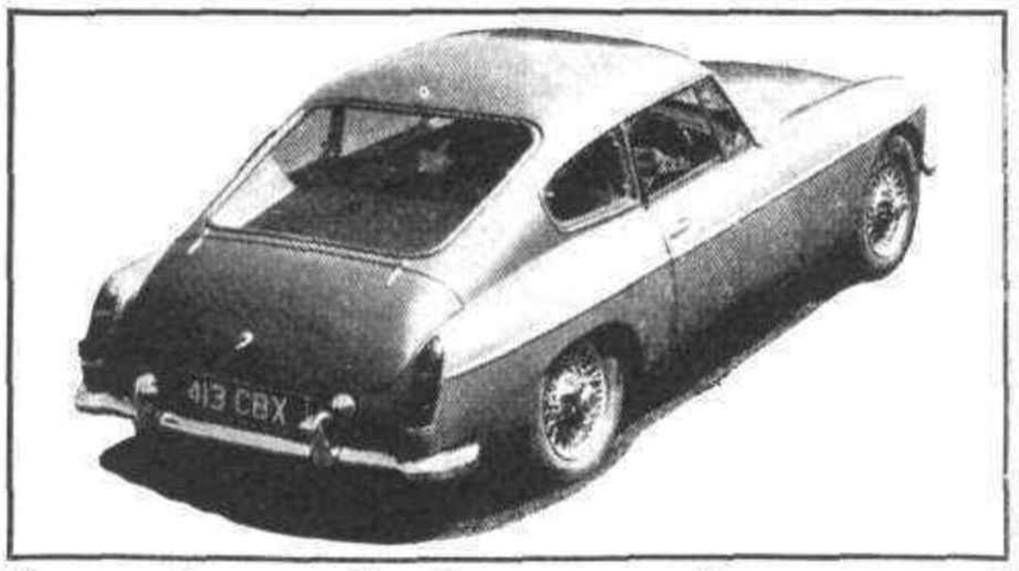
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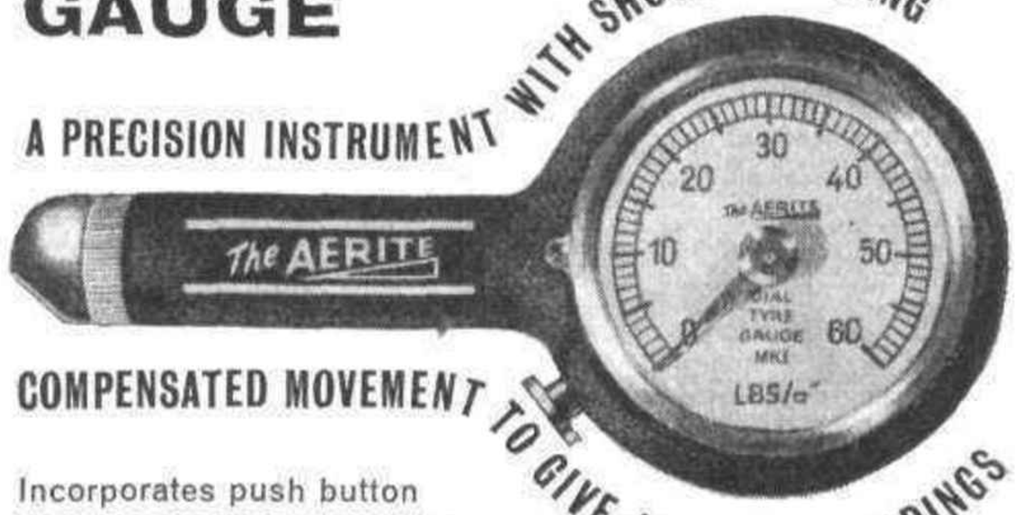
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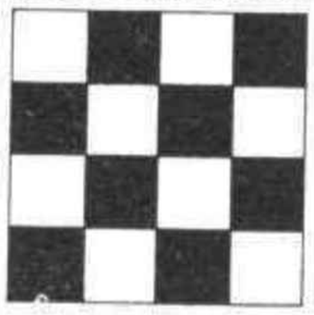
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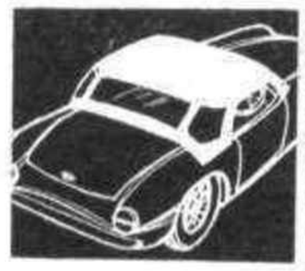
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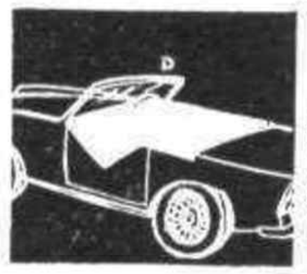
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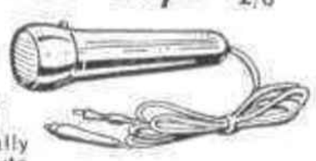
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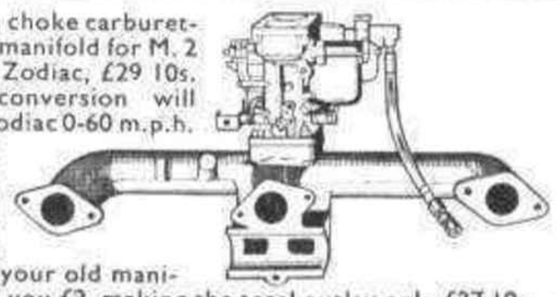
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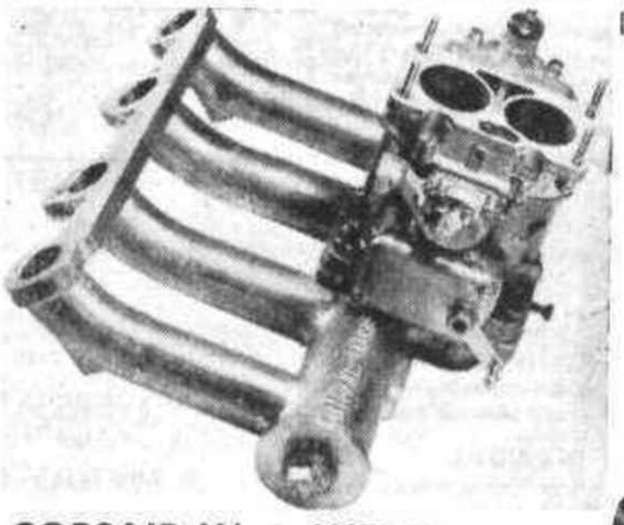
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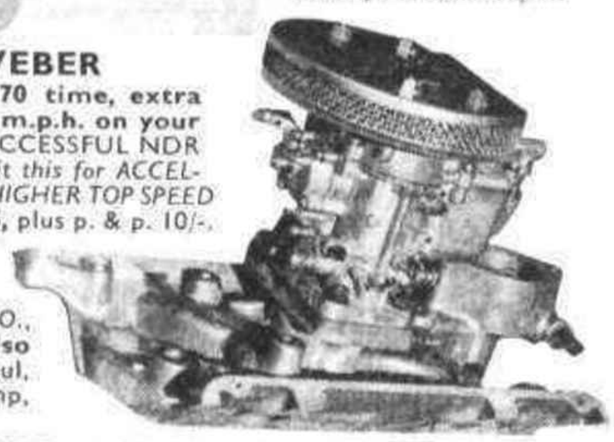
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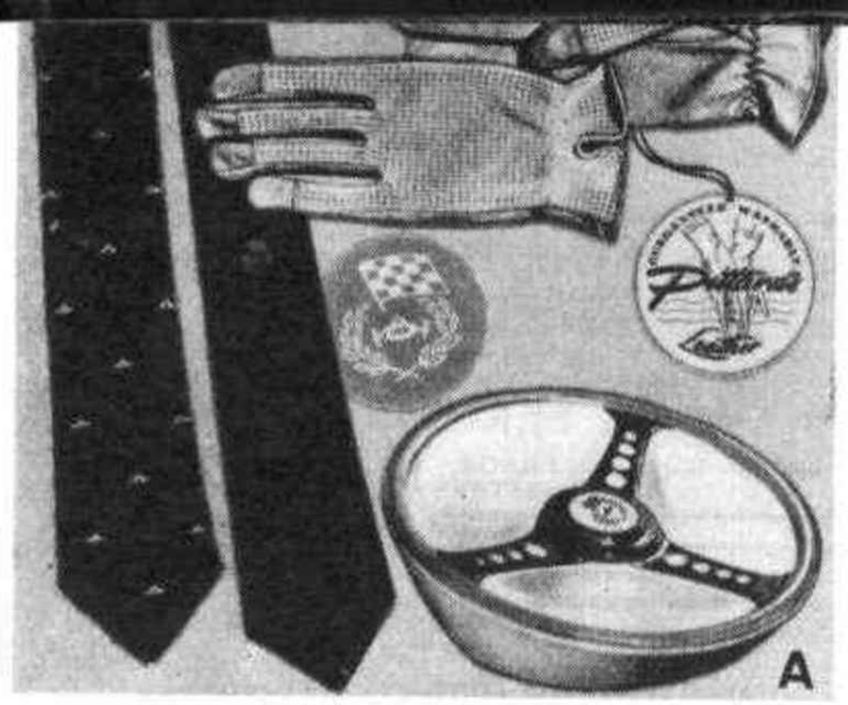
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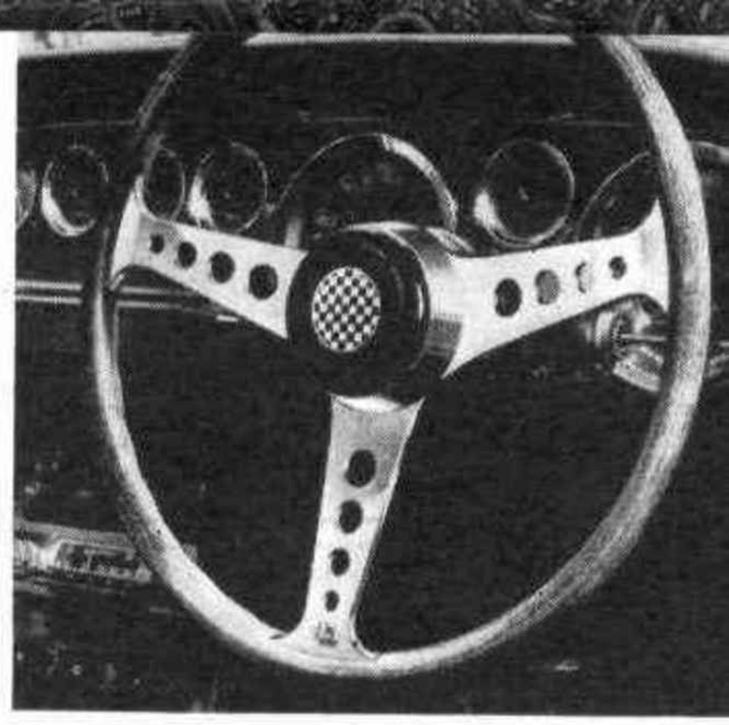
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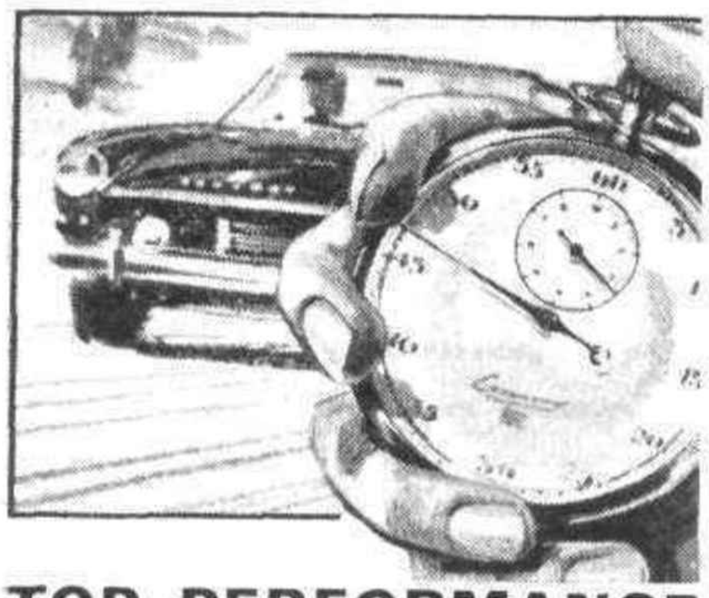
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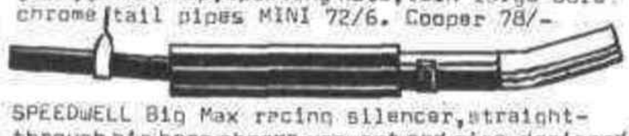
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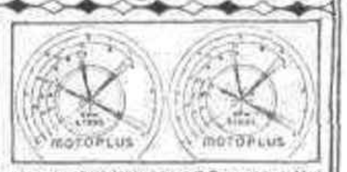
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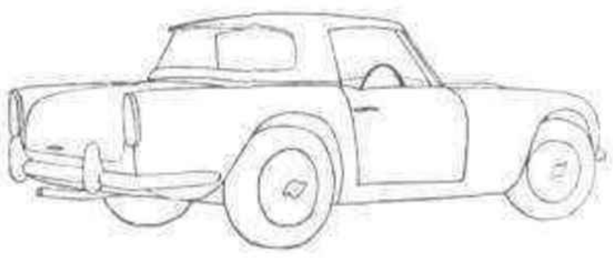
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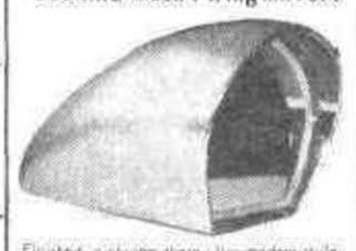
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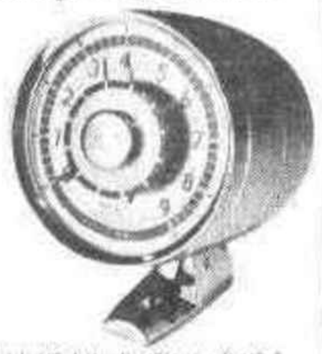
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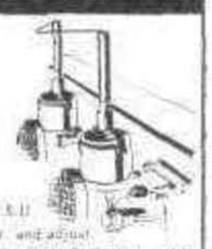
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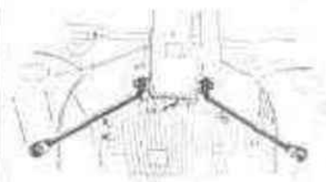
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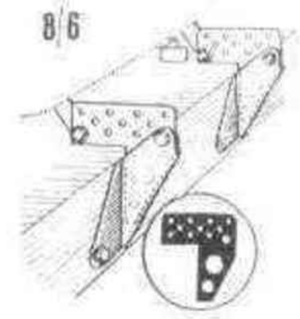


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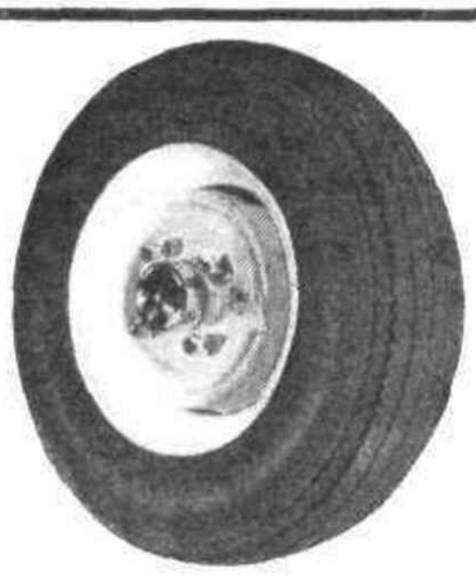
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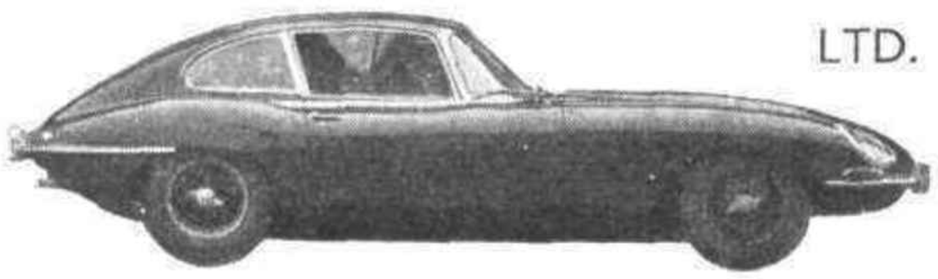
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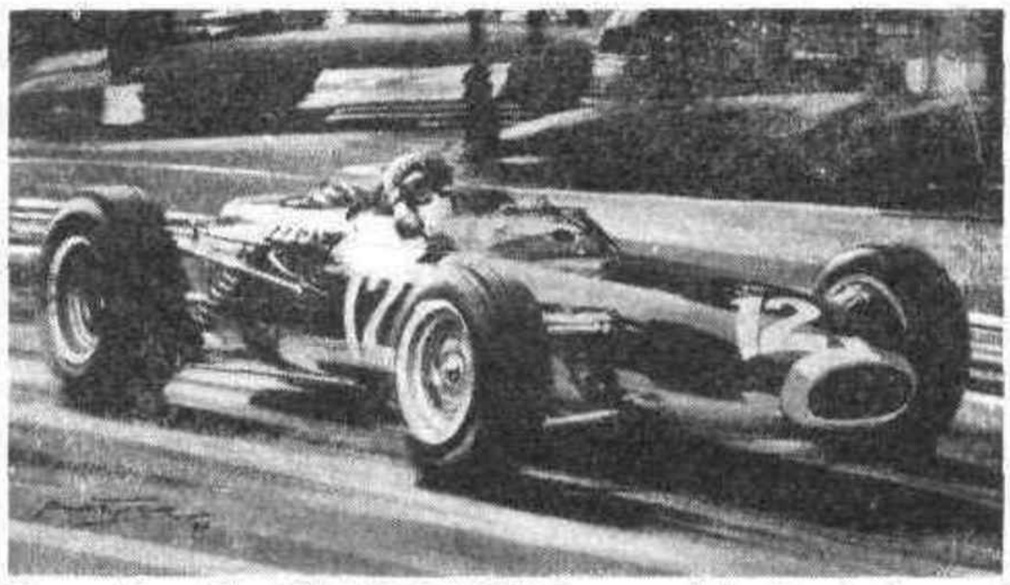
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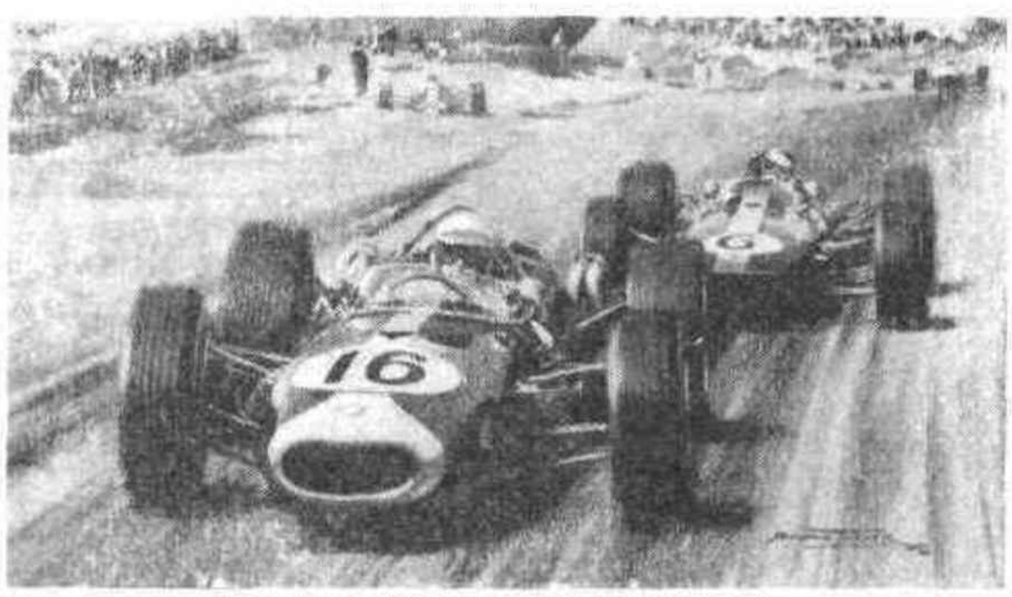
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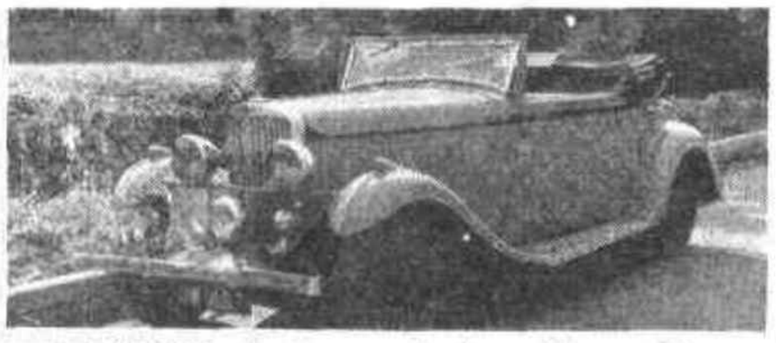
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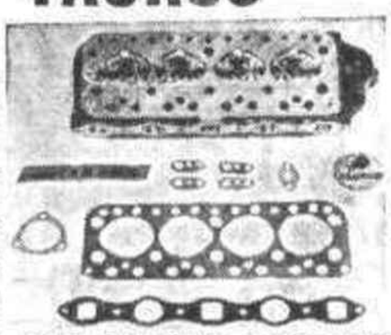
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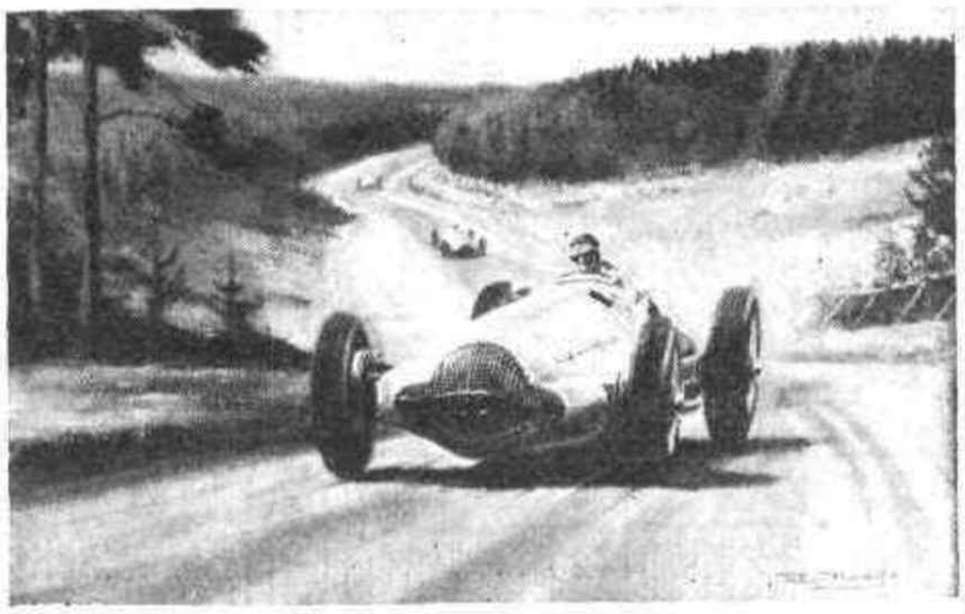
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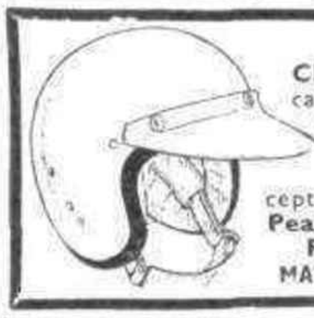
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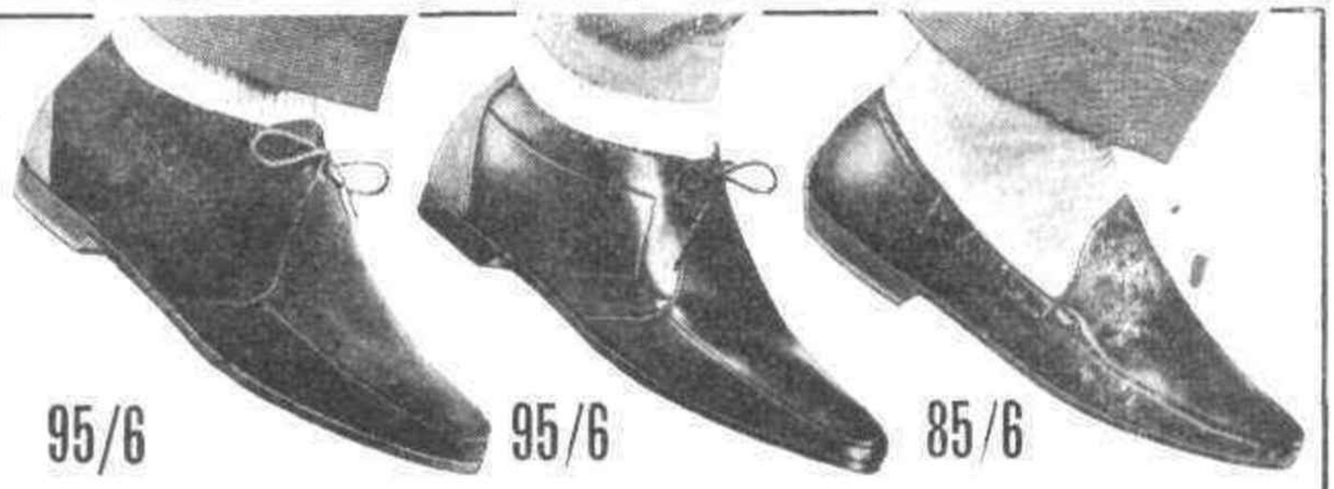
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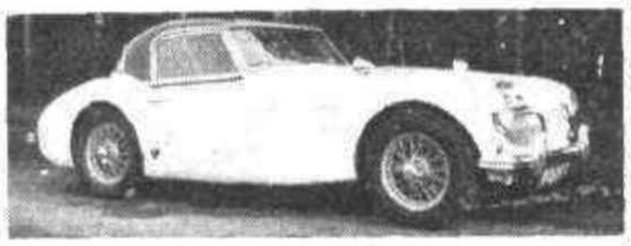


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SHORROCK SUPERCHARGER for Anglia 105E, new and complete. No reasonable offer refused. Griffiths, 10 Brecon Rd, Hirwaun, Aberdare. (2112
TVR IIA, 1961, new engine (less 1,000 miles, gold, MoT, taxed May '67. £425 ono. Tel: ALP 1989 evenings only. (2113
1935 14HP Vauxhall DX open tourer, Salmons body, good hood and tyres, MoT July, 6 cyl 1,800cc, ifs, owner going abroad. £80 ono. McGown, Nottingham 56101 ext 2361 day. (2114
1963 TRIUMPH Spitfire, white, htr etc, good cond. £420 ono. Tel: Wentbridge 321 or write Miss E. Stanley, Manor Farm Little Smeaton, Pontefract, Yorkshire. (2115
SPRITE MK 3 1964 (Sept), white, htr, tonneau, G800s, Derrington head, BMC competition dampers, anti-roll bar and 3-branch manifold, never raced/rallied, genuine rfs, well maintained by owner. £480. 2 Brighton Rd, Darlington. (2116
HISPANO SUIZA 1929 chassis, axles, wheels, steering, gearbox, bulkhead, controls, springs etc. Tel: Queensbury 2315 Bradford. (2117
AUSTIN CHUMMY 1928, restored, original mag engined example. £150 or offers. GLAdstone 4861. (2118
1936 AUSTIN 10 one owner and in fabulous original cond. Wallington 8879. (2119
1966 MORGAN Plus 4 competition, BRG, SP41 on 72 spoke w/wheels, black leather bucket seats, special full tonneau, htr, in spotless better than new cond, 5,000 miles only; cost over £1,000 in May, £850 ono. Also for sale Regn No 1CPD with log book. £20 ono. Rhodes, Grayswood Hall, Grayswood, Haslemere, Surrey. (2120
LANCIA 1959 2500GT rhd 6th and final series, beautiful dark blue cellulose, Bosch radio, Nardi wheel, floor change, specialist o/haul this year. £550. Box 2405. (2121
OLYMPIC PHASE II June 1965, red, black cirrus interior, MG A twin cam engine, servo-discs, Radiomobile, htr, clock, Kenlowe fan. To highest bidder over £550. Leamington 28183. (2122
M.G. TA 1937, concours cond, restored regardless of cost, replacement engine, reupholstered etc, red. £195 47 St Osmunds Rd, Parkstone 864. (2123
RILEY 1955 1½ superb black RME offered by enthusiast, present owner 5 years, immac. £200. Bucks. Box 2406. (2124
XK120 F.H.C., almost concours cond, genuine 60,000 miles, suede green £250. Also XK120 roadster, way above average, resprayed, reupholstered. £165. Sporting offers to Mr Small, Park Farm, Stoneham Lane, Eastleigh, Hants. Eastleigh 3767. Smaller, cheaper car wanted. (2125
ROLLS-ROYCE 20HP 1927 Crompton 4 door saloon, bodywork fully renovated, complete with all tools, handbook and mascot, MoT tested, taxed, drive away. Reasonable offers. Chandler, Marsh Lane, Hampton-in-Arden, Warwickshire. (2126
ROLLS-ROYCE 20 saloon, 1927, good all round cond. £385. 1934 Rolls-Royce 20/25, swept tail sports saloon, very pretty car, engine o/hauled. £485. Gaylard, 6 Brittons Ash, Bathpool, Somerset. West Monkton 454. (2127
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MORGAN Plus Four Plus GT, 1964, in blue, black interior, sports motoring in real comfort ... **£699**
DAIMLER SP250 hard-top in red, lovely specimen, performance and appearance both A.1. ... **£499**
BOND Equipe GT, 1964, in 1966 condition, racing green, black trim, must be the best on offer ... **£599**



BOND Equipe GT 4S, 1965
In primrose, magnificent condition, low mlge., extremely practical transport ... **£599**

AUSTIN HEALEY 3000, 1964 Mk. III with overdrive, silver blue, s/belts, wood-rim s/wheel, w/wheels **£749**
AUSTIN HEALEY 3000, '63 Convertible Series, w/up windows, curved screen, ice blue/blue int. **£649**
AUSTIN HEALEY Sprite III, '65, complete heater, tonneau, mirrors, washers, lady onr., never ex. **£499**
AUSTIN HEALEY Sprite, '64 GT hard-top, wire wheels, all extras, expensive but really good ... **£529**
AUSTIN HEALEY Sprite Mk. I, especially recond. and refin. for customer now unable take dely. ... **£269**
LOTUS Elan S2, 1965 Convertible, 13,000 miles, perf. better than when new, s/belts, mirrors ... **£929**
LOTUS Super Seven, 1966, 1,500 c.c. provides rocket-class propulsion, fully equipped, nom. mlge., blue ... **£549**
ALFA ROMEO Giulia Sprint GT, 1964, superlative car, rdo., 5-spd. gearbox, p.v.c. trim, light grey **£1,149**
ALFA ROMEO Giulietta Sprint Coupé, 1962, jewelle-scent green, high quality 2+2 at reasonable price ... **£649**
RENAULT R8 Gordini 1100 (a new one costs over £1,000) this one is Oct. '65, 14,000 miles, bargain **£649**



M.G. Midget, 1963
With radio, htr., tonneau, excellent tyres, 1,098 c.c. engine, spick and span ... **£399**

PORSCHE 356A 1600 Coupé, '56, in rich dark blue, exceptional car by any standard, black interior **£499**
PORSCHE Super 75 Cabriolet, 1962, in silver grey, full hist., onr. just bought '66 Porsche, extras ... **£1,149**
PORSCHE 356C, 1964 F.H.C., one titled owner, ftd. rdo., s/belts, speedo 20,000 miles, green ... **£1,299**
M.G. B, 1964, choice of three cars with o/drive and various extras; all works checked, g'teed ... **£649**
M.G. A Mk. II Roadster with w/wheels, radio, htr., fog and spot, new hood, Iris blue, black tim ... **£499.**
M.G. B, 1965, fitted o/drive, unmarked coachwork, interior; w/wheels, low mlge., one owner only **£799**
M.G. B, 1963, radio, heater, overdrive, tonneau, extra instruments, tuned engine, etc. etc. ... **£599**
M.G. B GT, 1966, heater, laminated screen, w/wheels, SP tyres, 2,000 miles, better than new ... **£1,049**
LANCIA Flaminia Farina Coupé, 1963, all white, rdo., R.H.D., cost £3,300, now priced at ... **£1,299**
AUTO UNION SP1000 Sports Coupé, 1963, duo-tone grey and white, crisply elegant quality for two-some ... **£749**



MORGAN Plus Four
Two-seater Tourer, 1964, attractive Cambridge blue, enthusiast-kept, b/bar, spot, tonneau ... **£599**

TR/DOVE GT, 1963, superb example, overdrive, w/wheels, radio, fog lamps, htr., mirrors, etc. ... **£699**
SUNBEAM Tiger, 1966, works mlge., brand-new in all respects, still with flimsies and warrantee ... **£1,299**
TVR Mk. II, 1962, Ford 109E unit, all white finish, heater, etc., swift and very comfy 2-seater ... **£349**
TRIUMPH TR4, hard-top, 1963, fitted overdrive, radio, heater, s/belts, mirrors, seat covers ... **£669**
TRIUMPH TR4, 1964, in immaculate cond., ex property of mature enthusiast, m.p.g. charts etc. **£729**
VOLVO P.1800 S, 1964, in red with black interior, fitted overdrive, s/belts, l/mlge, unmarked ... **£1,099**
FORD/LOTUS Cortina, 1965, standard finish and tune, 14,000 miles by one private owner; excellent specimen ... **£699**



HARRINGTON Alpine GT, 1961
Overdrive, spotlamp, red with black interior, speciman car ... **£549**

SUNBEAM Alpine, 1962, in red with black interior, nice straight car but needs tidying, heater, etc. **£399**
SUNBEAM Alpine, 1959, in moonstone, fitted rdo., heater, excellent performance, sound buy ... **£299**
SUNBEAM Alpine, 1960, choice of four in blue, red, white and grey with extras, priced from ... **£399**
SUNBEAM Alpine, 1961, in pale blue, racing mirrors, l/grid, twin I.Q. spots, anti-theft etc. ... **£399**
SUNBEAM Alpine, 1962, fitted hard-top, soft-top, tonneau, o/drive, rdo., spots, htr., mirrors, etc. **£449**
SUNBEAM Alpine, 1965, with overdrive, wire wheels, previous ownership known, and valued, moonstone ... **£699**
SUNBEAM Alpine, 1965 Series GT, hard-top, overdrive, pale blue, A.1. cond., l/mlge, exceptional **£729**



TRIUMPH Spitfire, 1963
Outstanding example, equals most '65s; radio, alarm, tonneau mirrors ... **£449**

TURNER 950 Sports 2-str. in green, nice little sports job at a very reasonable price indeed ... **£249**
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JAGUAR 'E'-type D.H.C., '65, dark metallic blue, radio, standard wheels, excellent example ... **£1,399**
JAGUAR 'E'-type F.H.C., 1962, dark metallic blue, fitted radio, sleek and unbent ... **£879**
B.M.W. 1800 saloon, 1966, dark blue, fitted safety belts; 5,000 miles. "Brand new" cond. throughout **£1,299**
ALVIS 3-litre Park Ward, automatic saloon, 1962, grey with maroon hide, radio, etc., beautiful car **£1,049**

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Twin-Cam M.G.-A fixed-head coupé, 1960 model, first registered 1962. Radio, heater, luggage rack, etc. Finished in red. Outstanding order ... **£369**

M.G.-B, April 1966, finished in B.R.G., black interior. Fitted wire wheels, radio, heater, tonneau, a/roll bar, flashers, Pirelli Cinturatos. One owner, very low mileage. As new **£768**

M.G.-B in white, black interior, 1965 March. Fitted radio, heater, a/roll bar. Another low-mileage, one-owner car at **£689**

TF M.G., 1,250 c.c., 1954, in red. New hood and sidescreens. In excellent condition. To good M.G. home only **£319**

M.G.-B, 1964. Fitted the lot. Works hard-top, soft-top, tonneau, overdrive, wire wheels, heater, radio, Cinturatos, a/roll bar, beautiful go faster steering wheel. Iris blue/black hard-top. The best '64 we have seen for a long time **£649**

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M.G. Midget. Wire wheels, heater, tonneau, a/roll bar and lots of other extras. June 1965. Blue with black interior. One owner, low mileage. Just like new **£519**

£185 RENAULT 4L, 1963, blue. Heater, w/mirrors. Looks fine and it goes. Please bring your own mechanic because we give no guarantee with this one. (It's not so bad really, it just frightens us going round corners.)

LOTUS Elan S2, 1965, in white with black trim, fitted radio, heater, SP41 tyres. One owner, low mileage. Quite unmarked... ... ... **£895**

XK150 fixed-head coupé in green. Fitted overdrive, chrome wire wheels, radio. May 1960. Excellent order and good value at **£395**

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FOR SALE—continued

1934 LAGONDA Rapier, recond 1,104cc engine and gearbox within last 4 years, rewired etc, not running, but needs little work. Prag, Hordley, Woodstock, Oxford. (2195

ASTON MARTIN DB2/4 1954, 2.6 Vantage engine, first class cond inside and out, new tyres, battery, etc. £450. Also Mini Traveller 1960, vgc. £180. Gay, 6 Woodchester Rd, Dorridge, Solihull, Warks. Tel: Knowle 2841. (2196

1966 MORGAN 4/4 competition model, BRG, w/wheels, many extras, superb cond. £725. Colchester 5308. (2197

1933 AUSTIN 12.8 saloon, original 28,000 miles, MoT, exceptionally sound inside and out. £200 ono. 1 Manor Rd, Sandy. (2198

M.G. B 1963, taxed, metallic blue, w/wheels, seat belts, recond engine, very good cond, must sell, have company car. £565. Prophet, LEE Green 5011. (2199

VINTAGE PVT Lancia V8 Astura Farina sports coupe, rear trunk, twin spares, original. £300. London ENTerprise 0875. (2200

M.G. VA 1939, excell cond, 52,000 miles, MoT. Winniards, St Margaret's Rd, Hereford. Tel: 5105. (2201

CADILLAC FLEETWOOD 1954, magnificent cond, black, power everything, automatic, smooth, silent, first class travel. £295. Dickson, SPR 7904 after 6pm or weekends. (2202

ELVA COURIER 1960, 110mph, 30mpg, BRG, Cinturatos, tonneau, rally seats, cooler. £320 ono. 28 Angelmead, Woolhampton, Berks. (2203

M.G. A 1600 Mk II, immac, radio, belts, etc, Cinturatos. £395. 198 Runnymede, SW19. (2204

LANCIA AUGUSTA 1933 saloon, original cond, recent engine rebuild including many new parts, repainted, rechromed, Xs, relined brakes, spares. £285 ono. Chieveley 420 Berkshire. (2205

FLYING GREENHOUSE 1957 Auto-Union, red/cream, radio, elec washers, Cinturatos. £125. Jones, 7 Frogmore Gdns, Cheam, Surrey. (2206

M.G. A works h/top, black, excell cond. £25 ono. Lear, 15 Ardwyn Estate, Wellington, Somerset. (2207

AUSTIN COOPER S 1275, July 1966, many extras including reclining seats, tach, spare tyres. £675. Tel: Birmingham Highbury 2466. (2208

JAGUAR 3.4 Mk 1 automatic saloon 1958, genuine 32,500 miles, one owner, immac cream/red interior, HMV radio, taxed, faultless mechanically. £300. Summerlea, Moorlands Rd, West Moors, Ferndown 2244. (2209

SUNBEAM RAPIER IIIA, Oct '61, Monza red, Webasto roof, o/drive, HMV radio, immac. £330. 54 Queens Rd, Basingstoke. (2210

VINTAGE AND Veteran car, coach and locomotive lamps, oil, acetylene and electric, 18 altogether including 2 pairs matched lamps for cars, £20 the lot. Three brass vintage curly motoring horns £8. Model T Ford Brolts dynamo as new £3, also 2 trembler coils £2. Box assorted veteran magnetos and carbs including Longuamere £3. 1930 Austin 7 saloon, part restored £20. Tel: Barry 6278 after 6.30pm. (2211

LEA-FRANCIS 1925 10hp 2-str in running order, good tyres, ideal for restoration to concours, second oldest Lea-Francis in existence. Offers to Grassick, Wester Dollerie, Crieff (2212

M.G. TA 1938, recent MoT. £60. Somerlea House, Willand, Devon. Sampford Peverell 480. (2213

ALVIS 12/60 1932 C & E sports saloon, engine completely o/hauled and car rewired and cleaned up. £160. Also approx 3cwt spares including rads, crank, drums etc. For sale preferably with car. £20. Baron, Whitecroft, Avenue Rd, Cranleigh, Surrey. Tel: Lucks Green 3321. (2214

1927 AUSTIN 12/4 Clifton tourer and spares. About £75. Tel: Ninfield 259, Sussex. (2215

BUGATTI TYPE 40 1927 saloon, good order. £900. M. Payet, 131 bis rue Sebastien Gryphe, Lyon, France. (2216

MORRIS OXFORD 1931 6cyl 14hp in good cond, photos available, engine o/hauled. Offers. McQuire, 1 Marine View, Haverigg, Millom, Cumb. (2217

"AUTOSPORT" VOLS. 1-21 complete, plus assorted collection books, magazines, programmes and scrap books on motor racing 1933 onwards. Sae for full list to Hall, Brambleway, Tremorvah, Truro. Tel: 4858. (2218

ASTON MARTIN DB2/4 Mk III 1959 immac convertible in Pacific blue, white leather trim, w/wheels, bodily and mech perfect. Serious offers around £650. Montgomery, 57 Newbold Terr, Leamington Spa. Tel: 22012 after 6pm. (2219

RILEY 2½ convertible, 1951, 5-str, very rare; new hood, big ends etc, lovely car, owner going abroad January. 160gns ono. Fg Off Preston, Wardroom Mess, RNAS, Yeovilton, Somerset. (2220

"MOTOR SPORT" unbound, good cond. Vol 7 £9. Vol 8 £8. Vol 20 £5. 1952 to 1961 £7. Many "Speeds". Box 2432. (2221

ALVIS IMMACULATE TA14 saloon, stripped to chassis and completely rebuilt over last 6 years with all parts renewed or recond, resprayed and rechromed, now mech faultless and literally as new. Sensible offers from enthusiasts. Sae for photo. Consider pvt or post '58 Alvis in p/exch. Padwicke, Wortley Place, Blackford, nr. Wedmore, Somerset. Tel: Wedmore 359. (2222

"MOTOR SPORT" mint copies from 1950, full sets unbound 1955, 1956 and 1961 to date. Offers, Kilburn. Tel: Blackpool 42483. (2223

M.G. B 1963, red, fair cond. £430. Reason for sale. KNI 0597. (2224

1931 TALBOT 14/45 Scout 2 door, sole owner since 1932, MoT. £250. 64 Kingston Rd, Romford, Essex. Tel: 41439. (2225

ASTON MARTIN DB3 1958, vg cond and complete engine o/haul. £750 or p/exch late pre-war Bentley. Cosham 70375. (2226

M.G. TA 1938, red, excell cond, taxed Feb 1967, insured July 1967, one owner last 8 years, all bills available, many extras, growing family forces sale. £155 ono. Green, Treave, St Buryan, Penzance. (2227

TR4 1962, smart, maroon, s/top with tonneau cover, htr, o/drive, w/wheels, SPs, engine perfectly maintained; licence endorsed, forced to sell. Tel: Kirby-moorside 315 business or Lastingham 329 at 7.30pm. (2228

1923 BUICK complete, good cond, laid up since 1954. Tel: Oban 2626 (2229

1960 PORSCHE Super 90 roadster, ivory, 2 owners only, guaranteed mileage since new 38,276, all service sheets, in original unmarked cond. £695. The Thatched Cottage, Setley, Brockenhurst, Hants. Tel: Brockenhurst 2211. (2230

JOHN BRITTEN

Down in Arkley you will see, a sports car under every tree. Triumph TR4, 1963, Spa white, blue trim, overdrive, new Goodyears, £535. MG Midget, 1963, 1,098cc engine, discs, red with white BMC hard-top, SP41s, £375. Triumph Spitfire, 1963, lunereal black, blue trim, £370. Austin Mini-Moke, July 1966, drab green, Maserati air horns, BMC warranty, 3,000 miles, £360 (save £121 and be an "in" person). Triumph TR3A, 1961, signal red, black trim, steel hard-top with swivel spotlamp, soft-top, overdrive, special 60-spoke wire wheels, wood-rim, Cibie lights, racing mirrors, Cinturatos, a wise choice for the man with £435 lying idle, see picture below.



Austin Healey 3000 Mk II, 1962, this is the economical triple-carb model with central gearshift, mist blue with white flanks overdrive, wire wheels, hard-top, soft-top, twin spots, Cinturatos, £420. The third car shown above is a 1960 Healey 3000 2/4-seater in primrose yellow with black sides and black leather interior, equipped overdrive, RS5s, matching AA badge, £350. MG Midget Mk II, November 1964, signal red, black trim, fitted with the frugal 1,098cc motor, none of this 1,275 nonsense, one nervous owner, £435. Triumph TR3A, Oct. 1960, signal red, black trim, devoid of extras, £315. Triumph TR4, 1964, conifer racing green, overdrive, wire wheels, Cinturatos, radio, 1 dentist owner, pulls well, £640. MG Midget, 1962 but registered 1964 due overseas trip so no worrying MoT obligations for another couple of years, SP41s, sold by us last year and still in the pink, £325. Triumph Spitfire Mk II, 1966 model, Wedgwood blue, dark blue interior, £200 of extras, 1 owner, underseal from new, £530. MGB, 1964, BRG, black leather, new whitewall C41 nylons, twin spotlamps, £560. Triumph Spitfire, 1965, black, woodrim, racing mirrors, wheel trims, 1 owner, £460. Now we come to the Car of the Week, the Speciality of the House, the instant racer you have been looking for. Elva Formula Junior, 1959, dark blue with white stripe and orange nose, 1,000cc BMC motor, c/r gears, LH gearshift, mag. wheels, R5s, reverse gear, self-starter, IRS, complete with ball-hitch trailer, best offer over £194.15.0d. See actual-size illustration below.



Cinturatos 25% discount, every size in stock, also just had giant consignment of the new Swedish Trelleborg radial, 155-13, 165-13 and 165-15 only, 30% discount. T-borgs are factory fitted optional equipment on Saab and Volvo, and I'm sure you'll like them. Few radial ply seconds, various sizes, assorted makes, up to 42½% discount. For Mercedes and Mk IV Fords we have 670-13 new first quality Firestones at 40%. Many other tyre bargains. A reasonably efficient and good-natured fitting and precision balancing service is operated, with plenty of interesting things to look at while you wait. Hot drinks machine. Spares and accessories counter.



Nimble-fingered sports car tuning and overhaul service, Vane electronic engine tune-ups, 1-day service, fixed fee, please book ahead. The garage is on the main (A411) from Barnet to Watford, ½-mile East of the A1, seek National Benzole sign. Open to 7pm, closed Sundays. Come quickly.

John Britten's Garage
Barnet Road, Arkley, Herts BARNET 1144

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

FOR SALE—continued

MORGAN 4/4 series II 1956, red, black trim, vgc. Bargain, £150. 7 Tintagel Close, Luton 53815. (2231
ENEMY OF "Motor Sport" readers (magistrate) offers for sale his A/Healey 100/4; the cond of this car is excell and a visit will not be wasted. £190. Apply: Baldock, 7 Lupton Ave, Coventry 68740. (2232
RILEY RME 1955, a beautiful specimen of this much sought after automobile, finished in black cellulose, with red hide upholstery, mech and bodily perfect. Offers around £200. Tel: SILverthorn 3157. (2233
LANCIA AURELIA B20, regd '66, fine silver body, black inside with tinted glass, all moving parts working well, many recently renewed; the car generally cherished. Regret sale at £350. WES 3453/4 weekdays. (2234
£150. ALVIS Grey Lady, superb cond, w/wheels. Great Crosby 3024. (2235
LOTUS 7, 1500 Martin-Cosworth Ford, De Dion, discs all round, rebuilt without regard to cost and unused since; provision for Irs similar to 3-7; many special modifications and features; immac throughout, must be seen to fully appreciate. £600. Rickmansworth 74752. (2236
1937 ROLLS-ROYCE Ph III limousine by Hooper, very clean car with unusually small swept back body, new set of tyres, MoT, taxed. £450. Ginns & Gutteridge Ltd., Vaughan Way, Leicester. Tel: 56117. (2237
AUSTIN-COOPER 1275S, green cream, May 1966, under 2,000m, as new, taxed May 1967, twin tanks, oil cooler, u/sealed, safety belts, rev counter, Lucas fog and driving lamps. £675 ono. 45 Hyde Park Gardens Mews, W2. AMB 5475. (2238
LANCIA APRILIA 1937, mech good, otherwise rough. Offers? Kyle, Sedgesfarm, Gt Missenden, Bucks. (2239
JAGUAR 3.4. £245. Immac cond throughout, mech faultless, 35,000, oil 55psi hot, consumption negligible, 1959, every possible extra, Cinturatos; must sell, going abroad. Also 1960 Heinkel, £70. 62 By-the-Wood, Carpenders Park, Watford. HAT 7901. (2240
BENTLEY 1935 James Young 4-str d/head tourer, used daily, needs general o/haul and retrim. Best offer secures, must sell quickly. Wright, 37 Mallory Rd, Bishops Tackbrook, Leamington Spa, Warks. (2241
COMPANY IMAGE demands rapid conversion to sedate saloon, hence my immac 1965 TR4A, red/black, is offered for the ridiculous price of £815. HP possible. Tel: 01-399-5835 or Molesey 5335 evenings, weekends. (2242
LONDON TAXI, 1957, Austin diesel, excell cond, fully equipped, still working London. Box 2433. (2243
E-TYPE JAGUAR, August 1962, immac in silver grey, just completed a £150 respray (baked) resulting from a scrape whilst parked, new pads, starter motor, generator, voltage regulator, headlamp flasher and indicator unit, Motorola radio, Irvin belts, Cinturatos, regularly serviced and maintained. £950 no offers or dealers. 8 Bradmore Way, Coulsdon, Surrey. Tel: Downland 55445 evenings or weekends. Trial welcome. Help with insurance. (2244
JENSEN 541, only 60,000 since new, recent work on brakes, suspension, exhaust, o/drive, redesigned instrument panel similar to Jaguar, self-seeking radio, electrically operated aerial, spot, fog etc. £325 ono. Northwood 21678 evenings. (2245
38/250SS MERCEDES 1929/30, stored since 1963; Saoutchik 2 door d/h coupe coachwork with disappearing hood running order. Tel: Chichester 7585. (2246

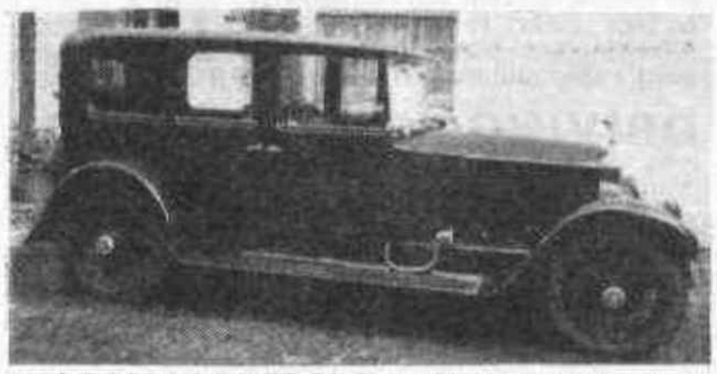
FOR SALE—continued

VAUXHALL 1927 14/40 4-str tourer. £266 just spent on mech work. Tel: Chichester 7585. (2247
FREEZE, SQUEEZE and New Deal force reluctant sale of pet Healey 3000, resprayed ice blue, o/drive, tonneau, aero-screen, modified engine and suspension including wide rim disc wheels, Firestone Sports 130 tyres. First saw light of day in 1960, hence bargain price of £375. No p/exch or HP available. Tel: Marlow 3138. (2248
A.H. SPRITE, Feb 1966, extras include htr, arb, sb, tonneau etc, immac cond. £555. FIEld End 6244. (2249
ROLLS-ROYCE SILVER Cloud 1958 automatic, power steering, 2-tone brown, beige interior, low mileage. £1,950. J. S. Spencer, Westwater, Brudenell Ave, Canford Cliffs, Poole. Tel: Canford Cliffs 77195. (2250
HISTORIC RACING car, 1951 Cromard Special, built by Laystall Engineering for Formula II, completely rebuilt in 1965, whole car in superb cond, large quantity of valuable spares. £850 ono. Crump, 17 Harlyn Dr, Pinner, Middlesex. Tel: 2919. (2251
MINI-COOPER S 1,275cc, first regd Nov 1965, tweed grey and white, one owner, 8,500m. £500. Apply: Allen, Nabisco Foods, Welwyn Garden City 25100 days, Knebworth 2221 evenings. (2252
VOLVO 1959/60 122S, B16 engine, 5 good tyres, present owner last 4½ years. Offers start at £275. Tel: Romsey 2048 Hants. (2253
ABARTH EXHAUST system for Cortina GT, new. £20. Stewart, 14 Hamilton Park Ave, Glasgow W2. Western 6745. (2254
COMPANY CAR forces sale of late 1964 Hillman Super Minx Mk III, new type; blue with white flash, reclining seats, Alexander twin carb conversion, 4-branch exhaust, Konis. Going for £525. 29 Harlow Moor Dr, Harrogate, Yorks. (2255
ALVIS SILVER Eagle 1934, reluctant disposal after 20 years' personal loving care, slightly "bodified" but mech standard. £170. Lloyd, Old Vicarage, Criggion, Shrewsbury, Trewern 215. (2256
1962 RILEY 1600 MG engine and gearbox, works conversion, lowered suspension, full instrumentation, one of 6 made. Dorset area. £385 ono. Box 2434. (2257
RARE 1934 Morris 10/6 special f/h coupe, coachwork sound, back axle recently o/hauled, new oil seals, brakes relined, wheels stoved, 5 good tyres, new chrome discs, shock absorbers and distributor, original handbook, engine sound, used daily. £65. Kent. Box 2435. (2258
SINGER ROADSTER 1949, recond, respray, rewired, mint. Around £95, best offer secures. Grange Close, Crawley Down, Sussex. (2259
MERCEDES-BENZ 300 saloon, dark grey, grey hide, new tyres, all independent suspension, luxurious, superbly comfortable; costing more than £5,000 in 1954 this model set new standards of safety and stability which are still in advance of most modern cars. £350. Hawthorne Cottage, Wigginton, Tring, Hertfordshire. Cholesbury 268. (2260
ALVIS 3-LITRE saloon, chocolate and sable, brown hide, new tyres, twin SUs, sliding roof, 1953 TA21 series, one engineer-owner past 10 years, outstanding cond. £235. Hawthorne Cottage, Wigginton, Tring, Hertfordshire. Cholesbury 268. (2261
VERY RARE Lt 15 Citroen roadster 1938, just restored and resprayed black/white, new hood and tyres, twin carb, Record alloy valve cover, spare engine etc if required. Photo available. £250 ono. Didcot 3180. (2262

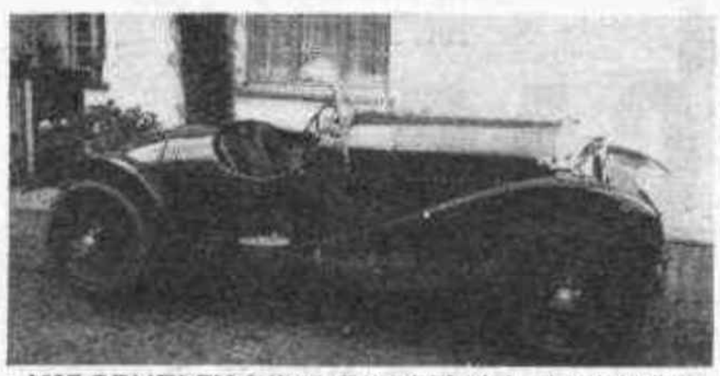
FOR SALE—continued

BENTLEY 4¼ 1937, rare and attractive swept wing body, A. Mulliner, in good cond, MoT and taxed to May next. Photo available. £300 ono. Didcot 3180. (2263
ROCHDALE GT 1,172cc 1960, superior finished BRG special, MoT, 12v sports coil, twin SUs, axle ratio 4.3:1, lfs, 15in Michelin Xs, htr, screen washers, twin wipers, safety harnesses. £195 ono. 9 Hillside, Borrowcop, Lichfield 4352. (2264
LOTUS SUPER 7, 1964, Cosworth 1500, low mileage, fan, htr, washers, weather equipment, cellulosed, black cockpit, carpeted, excell. £495 ono. Steward, VICtoria 8511 ext 6667 office. Call 1 Longmoor Rd, Basingstoke. (2265
BENTLEY H. J. Mulliner prototype Continental 2 door sports saloon, first exhibited by H.J.M. at the 1949 Motor Show, the only car of this type in the world; magnificent cond throughout, finished in dark blue with blue hide interior, glass panelled roof, completely o/hauled by Bentley Motors in 1961, bills available. £950 ono. Genuine enquiries only. Mr Collinson, Angarrack, Hayle, Cornwall. Tel: Hayle 2298. (2266
M.G. MIDGET 1961, extensive frontal damage, spare body shell, Arden head, oil cooler, the lot. £120 ono. Evenings Wolverhampton 37203. (2267
FIAT 1100TV 1956, Weber carb, alloy head and brake-drums, good cond except broken crankshaft, suitable for spares. £40 ono. Smith, 229 Nantwich Rd, Crewe. (2268
TORNADO TALISMAN GT 2+2, Cosworth, Webers, Cinturatos, sell or swop Cortina or Volvo. Tel: Queensbury 2315 Yorks. (2269
ROLLS-ROYCE 20 1923 Claud Hamilton saloon, clean, original. Sensible offers. Barfield, Roughlee House, Newlyn, Penzance 2536. (2270
AUSTIN 10 Lichfield saloon 1935; a lot of work has been done to make this car a good example, numerous spares. £55. 37 Napchester Rd, Whitfield, nr Dover. (2271
GOKART 197cc Class 4, plus helmet, manual, spares. £75. Impeccable cond, unraced since complete remake, 60mph. Dyson, Byfleet 45083 Surrey. (2272
COMPANY CAR forces sale of 1965 Lotus Elan, turquoise blue, silver h/top, s/top, showroom cond. £1,050 ono. Box 2436. (2273
£295. 1900SC 4 door saloon 1958; the most luxurious Alfa made and possibly the only one in the country, but all parts readily available; one previous owner, director of concessionaires, 50,000m, absolutely immac and unmarked throughout, Webasto, tinted glass, rad blind, Reutter seats etc, 115mph 27mpg, yes it is lhd. DID 5142 Manchester. (2274
ALFA ROMEO Giulia Spyder 1964, 17,000 miles from new, excell cond, white with black h/top, tonneau, radio, htr. £795. Pierce, Hertford 5044 evenings. (2277
LOTUS SUPER 7, racing; all latest modifications, 125 bhp 1500 Wilment/Ford fully balanced engine; complete with trailer, ramps, lights or will split for £600 ono. Ring Clive Stanton, Coventry 23491 or 68772 after 6pm. (2278
1962 MIDGET, MoT, h/s tops, 38,000, good cond. First offer over £350 secures. Tel: Clive Stanton, Coventry 23491 or 68772 after 6pm. (2279
COOPER 970S Hydrolastic 1965 model, oil cooler, tach, no other bolt on goodies; regretfully must sell due to company car. £450. Burman, 18 Queen's Cres, Richmond, Surrey. 01 RIC 5571. (2280

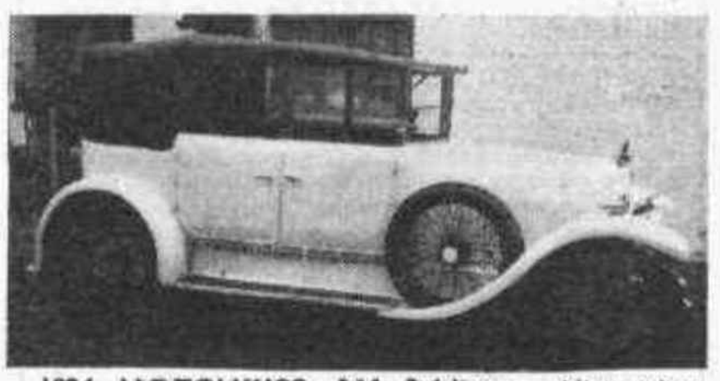
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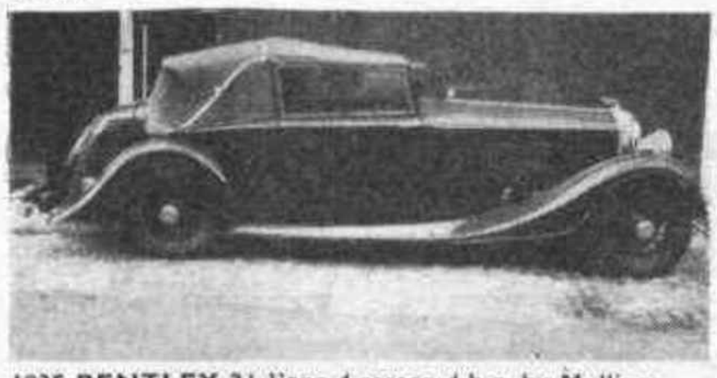
1927 ROLLS-ROYCE 20 Park Ward owner-driver saloon, recent engine and brake overhaul, fine original order.



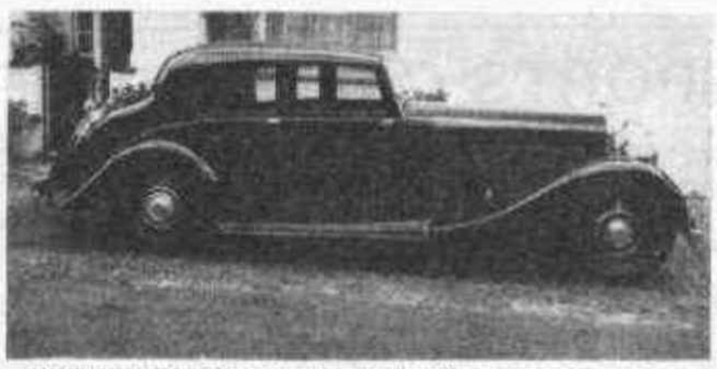
1927 BENTLEY 3-litre Speed Model. Completley rebuilt at very considerable cost. *Concours* condition.



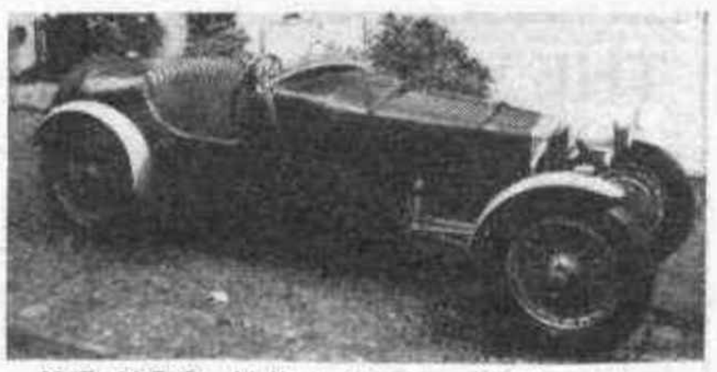
1924 HOTCHKISS AM 2.4-litre. All-weather coachwork. Beautifully restored.



1935 BENTLEY 3½-litre 4-seater d.h.c. by Mulliner, new hood, sound chassis **£435**



1937 BENTLEY 4¼-litre Park Ward sports saloon, repainted black and Napier green; excellent chassis **£425**



1947 H.R.G. 1½-litre 2-seater, fitted stark non-standard body. Very lively **£245**

1933/1936 ROLLS-ROYCE 20/25 models. Choice of three cars with attractive coachwork. Prices from **£600**

1936 BENTLEY 3½-litre Freestone & Webb sports saloon, completely restored ready mid-December, details on request.

1937 RILEY Sprite 1½-litre 2-seater, new weather equipment **£575**

1933 SUNBEAM 18-h.p. fixed-head coupé, completely restored.

1935 AUSTIN Ruby saloon, sun roof, repainted and retrimmed.

1949 BRISTOL "400" saloon **£125**

1952 BENTLEY Mark VI (Big Bore) **4½-litre** standard steel saloon, immaculate example **£525**

1959 LANCIA Aurelia Series 6 GT coupé, one of the best available ... **£675**

1960 ALFA ROMEO Giulietta Sprint coupé, excellent example; radio, rear seat conversion **£465**

1962 TRIUMPH TR4, hard-top, new Minilite wheels (alloy), Cinturatos, radio **£545**

1966 COOPER 1293 "S" Group 2 Rally car, full details on request.

WANTED: GOOD VINTAGE & P.V.T. CARS, ROLLS-ROYCE AND BENTLEYS WITH ANY TYPE OF COACHWORK

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

FOR SALE—continued

ROLLS-ROYCE 1930 Phantom II limousine in good running cond, coachwork by Windovers, mascot. Tel: Aldershot 21368. Offers over £150. (2129

FOR SALE. Part restored 1935 3½ litre Bentley saloon, very good mech order. £260 ono. Apply Mr L. D. Clement, 35 White Hart Lane, Hockley, Essex. (2130

AUSTIN HEALEY 3000 Mk II 1963, wind-up windows, 24,000 miles; enthusiast's car for sale owing to transfer abroad; just recellulosed midnight blue, red leather upholstery, low ratio rear axle, o/drive, w/wheels, radio, adjustable steering, etc. £595 ovno. Eric Henderson, 115 Beaufort Mansions, London SW3. FLA 6596, work hours MAY 8000. (2131

1936 DAIMLER d/head 4 seater, Salmon body, Tickford hood, mech sound, seen Sussex. Box 2407. (2132

THE ASTON/SIGMA 1954 ex works SPA, DB1 engine, aluminium 2 seat body, similar AC Ace. Further details, offers and possible exchanges, Box 2408. (2133

1961 JAGUAR XK150S 3.8 dhc, genuine 43,000 miles, latest Motorola, Konis, l/rack, air-horns, badge-bar, immac second car, Sherwood green. £625. Epsom 22146. (2134

1949 BRISTOL 400, Webasto roof, Radiomobile, coachwork original and excell, known history, maintained by Bristol agents and just decarbonised, some spares available. £200 ono. Senior, 59a Lee Rd, Blackheath, SE3. LEE 0513. (2135

ALVIS 1928 12.50 aluminium blue 2 door sports saloon, one owner, MoT certificate. Offers invited. Owner's disability reason of sale. Box 2409. (2136

RILEY 1954 1½ RME saloon, good cond, engine o/hauled, reason for sale owner deceased. £200 ono. Wellock, 213 Claremont Rd, Halifax. Tel: 54692. (2137

1927 VERNON Derby, needs renovating. £50. 1939 DKW, reupholstered, seized smallend. £45. R. Mollard, Pednandrea, Redruth, Cornwall. (2138

HEALEY SPRITE in ex cond, 1958 model, Sebring type glass bonnet finished in dark blue, new brakes and battery, good tyres. £155. Tel: MOS 3880 or 7 West View Rd, Northenden, Manchester 22. (2275

HEALEY DUNCAN saloon 1948, good tyres, reliable, recent top o/haul, MoT. Cheap 100mph for £80. Boyd, Dower House, Wray Castle, Ambleside. (2276

ROLLS-ROYCE PHANTOM III 1938 sports limousine, disappearing division, mascot, superb car, low mileage, £625. Box 2410. (2139

M.G. MIDGET 1965 11,000 miles, htr, tonneau, white, p/exch Mini or consider £400 cash. Robinson, 21 Barrett Road, Darlington. Tel: 68879. (2140

ROLLS-ROYCE PHANTOM III 1939 June Hooper sports 4-light, second owner, guaranteed 43,000 miles, exceptional cond, undoubtedly very best P111 available, complete Rolls history. £2,500. Box 2411. (2141

AUSTIN HEALEY 100/6 2/4 1958, red, recond engine, w/wheels, o/drive, new Cinturatos, many extras, completely o/hauled, suspension/brakes/steering renewed, immac inside and out, fast but reliable. £295 ono. Farrell, COL 6693; STO 5378 eves. (2192

MERCEDES 220SEB 1961, almost run in at genuine 55,000 miles; previous owner director of local Mercedes dealers, so car maintained regardless of cost and is in immac cond. Having only owned this excell vehicle since June I must now reluctantly sell as I'm being transferred to Africa, hence low price of £925 ono. Also Fiat 600 1961, like new, recently resprayed before we knew we were going abroad. £165 ono. Terry, 11 Chestnut Ave, Woolton, Northampton 61969. (2193

1961 ALPINE, first class cond, o/drive, radio, spots, SP3s, new engine, battery etc. £400 ono. Brain, Clutton, Bristol. Tel: Temple Cloud 302. (2194

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Our glorious V8 rumble-seat roadster pictured in a Royal Park whilst doing duty as a Director's week-end "smoker" **£380**

1927 DELAGE 14/40 DI small limousine by Caffyns with V-screen. This has a real feel, a most pleasing vintage car **£325**

1940 PLYMOUTH f.h.c. A stick-on label in rear window states "Dragster" **£150**

1949 XK120 l.h.d. all-aluminium roadster, a rare car in superb order, **£325.**

1949 RILEY 1½ saloon. Excellent. Value for **£85**

1950 XK120 roadster. No rust, maker's oil pressure **£125**

1960 MASERATI 3500GT, l.h.d. Instant status for **£825**

1960 MERCEDES 190B, r.h.d., one owner ... **£325**

Just arrived : Two huge **PACKARD Super Eight** limousines and a **PACKARD Six,** all in fine order, from **£110.**

Also a tiny **1931 MORRIS Minor** tourer 2-seater and a **Ruby** cabriolet, both at about £50.

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These stoneguards are made from bright chromium plated steel mesh in sizes to fit 7" and 8" Lucas headlamps. Simple to fit, no drilling needed

Q.I. FOG & SPOT LAMPS
Brand new from Radyot — Quartz Iodine Fog and Spot lamps. Grey enamelled steel shell with chromium plated rim (customise with a can of aerosol paint to match your car), **65/-** each. All chromium plated **75/-** each — add 2/6 if you want cable and switch — **POST FREE**

DRIVING INSTRUMENTS
2-in. black dials, white figures, chrome bezels. Water temperature **42/6,** oil pressure **42/6** (both usually 52/6). Ammeter **15/-** POST FREE. **All in one order £4.15.0.** Beat that for value!

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£1,195 MASERATI 3500 GT, 1960. An immaculate low-mileage R.H.D. example in white with black interior. Still running in after complete engine rebuild by specialists.



£2,245 ASTON MARTIN DB5 D.H.C., 1964. An immaculate example in desert and white with blue hide interior, matching hood, radio, hood tonneau.

£1,995 ASTON MARTIN DB4 Vantage. A beautiful car finished in British Racing Green with grey trim. Sun roof, chrome wire wheels, radio. Owned by a well-known TV personality. 18,000 miles from new.

£1,995 ABARTH SIMCA 1300 GT, 1966 Show Car. 500 miles only, original cost £3,800. Must be seen and driven to be believed.

£1,575 JENSEN CV8, 1963. In dark green with green hide, radio, etc. Superbly maintained, two owners from new. A specimen example in every respect.

£1,495 ASTON MARTIN DB4, 1962 Superleggera. In Indigo blue with blue hide. Excellent history.

£1,365 ASTON MARTIN DB4 Superleggera, July 1961. Finished in dark blue with red hide. Interior extras include overdrive push-button, radio, twin spots, etc.

£1,245 ASTON MARTIN DB4 Superleggera, Nov. 1961. In Ivory with red hide interior, radio, recent £350 overhaul.

£1,295 JAGUAR "E"-Type fixed-head coupé, 1964. An unmarked example finished in metallic blue with light grey leather trim. Fitted chrome wire wheels, radio. New Cinturato tyres, superb condition throughout; 15,000 miles only.

£1,145 ASTON MARTIN DB4 Superleggera, 1960. A fine example in British Racing Green with grey hide. Very good history throughout; radio, etc.

£1,095 JAGUAR "E"-Type fixed-head coupé, 1964. A magnificent car in Opalescent silver blue with dark blue hide. Fitted chrome wire wheels, radio, etc.

£1,065 M.G.-B GT, 1966. A one-owner 4,000-mile example in Connaught grey with contrasting trim, o/drive, w/wheels.

£965 LOTUS ELAN SII, 1965. Finished in Medici blue with fitted knock-off wheels, push-button radio etc. Unmarked throughout.

£925 JAGUAR "E"-Type F.H.C., 1962-3 Series. Opalescent imperial maroon, red leather trim, radio, new R.S.S. Superb condition.

£895 ALFA ROMEO Giulia Spyder, 1965. Finished in white with black interior and fully equipped with push-button radio, record player, musical horns, etc.

£825 JAGUAR "E-"-Type fixed-head coupé, 1962. A superb example in Opalescent maroon with natural hide interior. Fitted Motorolo radio, etc.

£825 LOTUS Elan, 1964. In dark metallic blue with black interior, push-button radio.

£745 ASTON MARTIN DBIII fixed-head coupé, 1959. Finished in Ice blue with tan hide interior. Chrome wire wheels, radio, heater, etc.



£1,695 AC COBRA, 1966. An unblemished 3,000-mile example in Metallic Ice blue with contrasting interior, fitted Blue Spot radio, heater, etc.

£695 TRIUMPH TR4 roadster, 1964. In British Racing Green with black interior. One owner from new, wire wheels, overdrive, radio, etc.

£695 LOTUS Elite, 1962. A Special Equipment model in really superb condition, finished in Monza red with black interior, fitted ZF gearbox, radio, Cinturato tyres, etc.

£695 TR4, 1964. White/black trim, o/drive, w/w. Luggage rack, heater, etc.

£685 LOTUS Cortina, 1965. A very clean example in Ivory, black trim. Fitted with sun roof, heater.

£675 COOPER "S", 1,275 c.c., 1966. Finished in black. A 4,000-mile one-owner example, extras too numerous to mention.

£665 M.G.-B, 1964. In Iris blue with black interior; extras include, wire wheels, Cinturato tyres, overdrive, radio, heater, etc.

£635 M.G.-B roadster, 1964. A fine one-owner example in black with black trim, wire wheels, radio, etc.

£595 SUNBEAM Alpine Mk. IV, 1964. Red with black interior, one owner from new, low mileage.

£595 LOTUS Cortina, 1964. An unmarked example in usual Cortina colours.

£585 TRIUMPH TR4, 1963. Red with black interior, o/drive, radio, heater, Cinturato tyres, etc.

£565 M.G.-B, 1963. A low-mileage example in Tartan red with black interior, fitted radio, heater, twin spots, Cinturato tyres etc.

£525 SUNBEAM Alpine GT, 1963. An extremely fine example in Iris blue with black interior and fitted overdrive, radio, heater, etc.

£565 TRIUMPH TR4. A one-owner example Surrey top model in red with black trim, radio, heater, seat belts, etc. A very clean example.

£565 SUNBEAM Alpine, 1963 Series III convertible. Fitted with overdrive, wire wheels and Nerus engine conversion.

£545 M.G.-B, 1963 model. Red, wire wheels. A fine example with red trim.

£545 M.G. Midget, 1965 Mk. 3. Finished in red with wire wheels. Supplied and serviced by us. Twin spots, etc.

£545 AUSTIN Mini Cooper "S", 970 c.c. In green with ivory roof, extras include, seat belts, 4½J wheels, lowered suspension, Janspeed modified. Rev. counter, etc.

£545 LOTUS Super VII, 1965. A one-owner low-mileage example, fitted Elan wheels, full weather equipment, etc.

£525 M.G. Midget, 1965. One owner car in Island blue with black trim. A low-mileage example.

£475 TRIUMPH Spitfire, 1964. In Midnight blue with black interior, luggage rack, heater, wheel spacers, etc.

£475 SUNBEAM Alpine, 1962. A very clean car in Monza red with black trim. Black hard-top, wire wheels, heater, etc.

£865 TRIUMPH TR4A. A first-class example in black with red interior. Fitted Surrey hard-top, overdrive, wire wheels, radio, heater, SP 3 tyres, etc.



£465 FORD Cortina GT, 1964. A first-class example in Aqua blue with white flash, fitted radio, heater, Cinturato tyres.

£465 M.G.-A Mk. II F.H.C., Dec. 1961. Finished in Monza red with black trim. Push-button radio, Cinturato tyres, heater, etc.

£435 SUNBEAM Alpine Mk. II, 1961 (Dec.). Finished in red with black interior and fitted every extra, including hard- and soft-tops, overdrive, wire wheels, radio, spots, etc.

£415 M.G.-A 1600 Mk. II roadster. Finished in Monza red with contrasting interior. Fitted twin spots, luggage rack, heater, mirrors.

£395 M.G. Midget, 1963 1,100 c.c. In red with black interior, excellent condition throughout.

£375 AUSTIN HEALEY Sprite, 1963. Finished in British Racing Green. Excellent order throughout. Fitted wing mirrors, etc.

£395 AUSTIN Mini Cooper, 1964. An absolutely unblemished low-mileage car in Almond green and white.

£395 AUSTIN Mini Cooper, 1964. A much above average example in Fiesta yellow with white roof.

£385 DAIMLER Barker drop-head coupé. An absolutely superb example of these rare and desirable cars.

£375 TRIUMPH TRIIIA, 1960. In Primrose with with grey hide trim. A very fine motor-car. Equipped with overdrive, heater, etc.

£295 HEALEY Sprite, 1958. Finished in Monza red, wide-rim wheels, flared wheel arches, modified 1,340 c.c. Ford engine, tonneau cover, etc.

£295 M.G.-A F.H.C., 1958. Finished in Burgundy, contrasting trim, wire wheels, heater, etc.

£245 M.G.-A fixed-head coupé, 1958. Fitted radio and heater.

£175 FORD Super two-seater. 'X' tyres, C/R gears, full weather protection.

£125 BERKELEY 328. Two-seater in Carmen red.

SALOONS

A varied selection from £145

NEWS CARS (list price)

M.G.-B roadster. In British Racing Green with black interior. Heater, anti-roll bar, tonneau cover, overdrive, wire wheels, triple eared knock-ons.

MORRIS Mini Cooper "S", 1275. In Island blue and white with contrasting interior. Oil cooler, wide rim wheels, twin tanks, heater, etc.

LOTUS Super "7" Cosworth Kit Form. Fully equipped. Yellow, 90+ B.H.P. engine.

LOTUS Elan drop-head coupé, Special Equipment. In Carmen red with black interior. SP41s, knock-on wheels, heater.

LOTUS Elan drop-head coupé. Finished in Cirrus white with black interior. Specifications to customer's requirements.

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FOR SALE—continued

1960 JENSEN 541R with o/drive, BRG with light tan interior, in near perfect cond throughout, 30,000m. £525. Tel: Floral 0300, London SW14. (2281

1960 ALVIS 3 litre Park Ward d/h coupe with w/ wheels, in splendid cond throughout. £575. Tel: Richmond 5341, Surrey. (2282

LAGONDA LG45 dhc 1937, engine rebuilt, recent respray, well above average cond in all respects. £500 ono. Smith, Bleak House, Barrowby, Grantham, Lincs. Tel: Grantham 2400. (2283

WILSON IS crushing me! Forced sale of 1932 Austin 7, suitable for spares or restoration, 5 excellent tyres, good body, recond dynamo etc. £25 ono. Box 2442. (2284

WILSON STRIKES again! Extra working hours forces sale of 1933 Motor Show exhibit 17hp sports Armstrong-Siddeley, see "Motor Sport" June 1962; recond parts include valve gear, front suspension, all ends big and little, pistons etc etc. Will part with it only to genuine enthusiast, would suit ASOC member. £75 ono. Box 2443. (2285

1929 RILEY 9 tourer, very good cond, new hood, carpets, engine o/hauled, taxed, MoT. Tel: Slough 41491. (2286

MINI-MARCOS BODYSHELL fitted with electrics, hydraulics, bucket seats, instruments etc, ideal for owner of crashed Mini or van, everything new, immac paintwork. Bargain at £330. Allowance made for your bodyshell. BEA 2866, Glasgow. (2287

1961 MORGAN Plus 4, in good cond, extras include servo assisted brakes, w/wheels, tonneau cover, radiator blind, htr, w/washers. £395 ono. Tel: Brentwood 3597 evenings. (2288

BENTLEY CONTINENTAL 3½ litre 2 door sports coupe with body by Vesters Nierinx of Brussels, probably the only one in the country. £495. Tel: Ashton-u-Lyne 1113, nr Manchester. (2289

HARDTOP FOR Austin Healey 3000 4-str Mk I, black, aluminium trimmings, in exceptional order. £35. Denham 2794. (2290

BENTLEY 3½ litre 1934 elegant 2 door coupe by Hooper, in excell original order, known history 120,000m. £295 or so. Brindley, Bath 89146. (2291

RILEY 9 Monaco 1931, mech sound, body untidy, spare engine, several gearboxes and other parts, good tyres, including small trailer. Nearest £145. Scott, Gate Helmsley House, Gate Helmsley, York. Tel: Stamford Bridge 317. (2292

1936 HILLMAN 80 limousine, completely original, beautiful cond, aristocratic background, taxed, MoT. Offers? Maida Vale 3918. (2293

ULSTER AUSTIN 7, 1930, supercharged engine extensively rebuilt, eligible VSCC. Offers. Grundy, Edgware 4864 evenings. (2294

JAMES YOUNG all alloy Mk VI Bentley, Continental styling. Bargain at £350. First to inspect will buy. Ashton-u-Lyne 1113, nr Manchester. (2295

FIBREGLASS/ALLOY SPECIAL body, 7ft 10in wheelbase, ex 328BMW, with lights, doors, curved screen, hood, dash, floors, seats, mudguards. £25. Offers. 4 Marlpit Hill, Sutton Bonington, Loughborough, Leics. (2299

FOR SALE—continued

1960 JAGUAR XK150S fhc, chrome w/wheels, HMV radio, o/drive, Powr-Lok diff, triple carbs, Konis all round, mech faultless and absolutely immac in BRG with matching interior. £495 or p/exch for E roadster. Roger Lloyd, The Cottage in the Woods, Rookesbury Park, Wickham, Hants. Tel: Wickham 3244. (2296

ASTON MARTIN DB4 1961, engine just had works o/haul, new clutch, exhaust system etc, just recellulosed in pale blue opalescent, red uphostery, new Turbospeed tyres, twin speaker radio, s/belts; I bought this car in June and have spent over £700 on it, have been recalled to Australia and must sell urgently. Suggest price about £1,250 ono. Cottee, Tel: PARk 1629. 41a Lansdowne Cres, London W11. (2297

£625. NOVEMBER 1964 MG B, 5 bearing engine, o/drive, w/wheels, folding hood, Konis, htr, iris blue. Tel: St Albans 55637 after 6pm. (2298

VINTAGE 1929 Austin Light 6, Gordon body, very nice original saloon, handbook and some tools. Offers around £300. Tel: Day CRO 3057, evenings and weekends BN9 3857. (2300

SUPER RALLY imp to full works spec, 998cc, c/r gearbox, Konis, strengthened suspension, fully instrumented, micro seats, Cible lights, head and matched spots, fibre glass doors, bonnet, too many extras to enumerate. Tel: Bracknell 23697 for hair raising demo and price. (2301

1960 MERCEDES Benz 220SEC convertible, fuel injection 2,195cc engine, reclining seats, radio, spots, Regn No NLA1. Lhd, hence realistic price of £775. Consider exch and HP. Burton, Handpost Cottage, Wokingham. Tel: after 7, Wokingham 72684. (2302

1934 SINGER Le Mans 2-str, excell original cond, rebuilt engine, new battery, very reliable. £145. Wallington 5081. Also pair new bucket seats £7. (2303

M.G. TD in good cond with rebuilt TDII engine 1,000m, black, with belts, Mich X, htr, luggage rack etc. £250. Berkshire. Tel: Woolhampton 3342. (2304

RILEY MARCH Special, 1932, rebuilt engine 2,000m, good chassis, body, tyres, upholstery, weather equipment. £200 ono. Stainburn, 25 St George's Place, Cheltenham. (2305

A.C. CLOSE coupled d/h coupe, 1936-8; a fine example of a rare marque, has had an extensive mech o/haul for cost of £300; coachwork and interior are in excell health, finished white with blue leather trim, P100 lamps, spare wheel mounted on the wing, fluted bonnet, w/wheels, will give the reader an idea of the styling of the coachwork; am loath to sell, only genuine buyers please. Price £245. C. W. Holmes, 11 Little Park Mansions, Titchfield Lane, Wickham, Hants. Tel: Wickham 3146. (2306

ALVIS SILVER Crest 17hp 1938 saloon, genuine 52,000m, third owner, exceptional cond, automatic lubrication, powerful brakes, many 19hp version spares, s/belts, htr, 5 marvellous tyres. Offers? Or cash adjustment on 2½ Riley. Manifold, 3 Alfred Place, Hoe, Plymouth. (2307

M.G. A works h/top, black, excell cond. Offers. Billingshurst 2068 after 5.30pm. (2308

SPITFIRE 1965, perfect cond, extras, regularly serviced. £528, HP arranged. Tel: Wallington 7673. (2309

FOR SALE—continued

M.G. A twin cam fhc, Iris blue, engine, gearbox, clutch o/hauled 6,000m ago, 4 new Xs. £300 ono. D. McCurdy, 144 Old Rd, Ashton-in-Makerfield, Wigan, Lancs. Tel: 78250. (2310

1933 M.G. J2 engine, o/hauled, bodywork partly rebuilt, towable, original. Offers. Morton, 46 Somerset Rd, Stafford. (2311

HEALEY ABBOTT convertible, nearside front wing, door, track rod damaged, otherwise impressive cond, major engine o/haul January. Offers. Finchley 2902 evenings. (2312

JAGUAR XK150SE E-type engine, late Jack Lambert, almost completley rebuilt this year; new springs, bearings, clutch, starter, dynamo, tyres, shocker, brakes, exhausts, meticulously cared for by company director; 23mpg +140mph, opalescent d/blue, dove grey upholstery. Will consider any exch either way, w.h.y? Terms possible. £425 ovno. Tel: Worcester 24964 before 9.30am. (2313

1935 ROLLS-ROYCE touring saloon 20/25, full history from new, 85,000m, all tools etc, faultless cond, Rolls maintained in mint cond. Offers around £875. Please tel Mr Booker, Ealing 7868 office hours only. (2314

1964 SPRITE, BRG, including radio, spotlights, luggage rack etc, low mileage, superb cond, AA report available. £460. Weston, 100 North Rd, Parkstone, Dorset. Parkstone 3317. (2315

1951 JAGUAR Mk V d/head, new clutch, tyres, MoT. £85. Smith, 15 Monkgate, York. Tel: 22978. (2316

ROLLS-ROYCE 20/25HP 1934 sports saloon with projecting boot by Thrupp & Maberly, good mech order, engine silent. £445. West Forest 4355. (2317

1959 XK150 d/h coupe, BRG, body and mech excell, all usual extras, o/d etc, never been pranged, ideal Christmas present. £430 ono. Hardinge, Greenfield, Ballanard Rd, Douglas, IOM. (2318

RILEY 2½ litre saloon, approx 1952 but first regd 1959, chassis No 61/s/8361, in extremely good cond throughout, both bodily and mech. £125 or p/exch. Tel: Ashton in Makerfield 77144 Lancs. (2319

TR3, 1957, BRG, h/s/top, tonneau, o/drive 2nd, 3rd top, 120 mph, discs, htr, radio, w/w, cinturatos, mirrors, rack. £260 ono. 79 Doncaster Rd, Eastleigh, Hants. (2356

TWIN SU's complete with manifold and filters to fit Minis, Minors, etc. £17. 7 Myrtle Grove, Denton, Manchester. (2357

1948 AC sports sal ousted by recently acquired vintage car; MoT; must clear for space. £35 ono. Box 2451. (2358

ROLLS-ROYCE 1935 20/25, Thrupp & Maberly swept tail limousine; mechanics and body excell, upholstery reasonable. £345 ono. A. D. Joss, 8 Whitepost Hill, Redhill 61475, Surrey. (2359

MORRIS COOPER 1965; excell cond; must sell, owner emigrating. £395 ono. Tel: Cottesmore 231 (Rutland). (2360

M.G.A. MK1 coupe, 1961; body very good, no rust, white, black interior, good tyres, spots, flasher, spare boot lid with carrier. £330. Mr. Earl, 10 Thorncote Rd, Northill, Beds. Tel: Northill 241. (2361

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1954 BENTLEY R-Type standard steel, automatic transmission, black honey beige hide. No particular history, but an obviously very well maintained car in first-class order throughout. Fully serviced and guaranteed and even by present-day prices, very good value at **£795**



1922 DARRACQ 22 h.p. owner/driver saloon, extensively restored to original standards including complete engine overhaul by Bland, rewired throughout, new beaded-edge tyres on wood wheels, superbly retrimmed in grey Bedford cord, repainted and varnished in black and burgundy. **£800**



1948 BENTLEY 4¼ Vanden Plas alloy sports saloon, duo grey, grey hide, sound mechanically, excellent tyres etc., clean interior but only average paintwork; an opportunity to acquire a distinctive coach-built Mk. VI, basically sound, at a down-to-earth price **£245**

ROLLS-ROYCE Phantom III Hooper sports saloon, 1938, black, brown hide interior, indicated mileage of 78,000 may well be genuine. A well-known American P.III owner and expert recently described this car as "excellent" and suggested it was under-valued at our asking price of **£1,575**

ROLLS-ROYCE 25/30 Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**

ROLLS-ROYCE 25/30 Rippon owner/driver semi-razor-edge sports saloon, with boot, 1936. Mechanically very good, body structurally good with sound leather, but no head-lining, interior untidy and partially stripped for repainting. We propose to thoroughly renovate coachwork, but car can be bought as seen at **£350**

BENTLEY R-Type, 1953, synchromesh, Freestone & Webb all-alloy sports saloon in duo blue, red interior. A very sound specimen, completely serviced by us and excellent value at its reduced price of **£675**

BENTLEY Mk. VI, 1949, Park Ward power-top convertible; sage and smoke green, matching interior. Supplied by us two years ago and serviced and maintained by us since. Complete engine overhaul approximately 20,000 miles back, new radiator fitted, brakes relined, exhaust overhauled etc. and recently repainted and re-hooded and a very good specimen of its kind. **£745**

An almost identical car, same year, but dark green, brown interior. Again a very sound car, recent independent specialist inspection very favourable. **£665**

BENTLEY 3½-litre Hooper close-coupled 4-door sports saloon, 1934, black, grey interior, very good mechanically and excellent coachwork **£350**

An almost identical car will be shortly available, very fair mechanically, coachwork sound but not perfect **£275**

BENTLEY Mk. VI saloon, 1949. Very scruffy but mechanically surprisingly sound. To clear **£145**

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£195**

1961 CHRYSLER Newport sedan (see photograph last month), V8, automatic, power steering and brakes, twin head lamps, new tyres etc., pale blue. A modern high-quality American car, l.h.d. of course, but outstanding value at **£625**

CHRYSLER Crown Imperial, one of America's top three cars, 1958, all-power, self-seeking radio, etc.; three owners, 50,000 miles. Original cost probably £6,000, and now a very fine piece of machinery offered at **£585**

DAIMLER 2½-litre Barker Special convertible, 1952, grey, matching interior, modern radio and an excellent specimen. **£260**

LAGONDA LG45 pillarless saloon, 1936. Needs painting, but very fair otherwise. **£165**

VW Kharmann Ghia fixed-head coupé, 1962, white 28,000 miles one owner, immaculate. **£495**

VINTAGE

INVICTA 4½-litre high-chassis tourer, 1930. Quite good mechanically, body structurally sound but needs complete renovation, trim, paint, etc. As seen **£375**

We have a number of other vintage cars, some fully restored to high standards at prices we still consider intelligent; others basically sound but needing work and priced accordingly and a few restorable, but in very poor state and consequently realistically priced.

All vehicles sold in running order carry a M.O.T. Certificate. **Immediate Hire Purchase and Insurance facilities can be arranged. All types of part-exchange considered.**

PAYNES PARK, HITCHIN, HERTFORDSHIRE

FOR SALE—continued

M.G. TC 1949, exch engine, new steering box, TR ends, kingpins, f/wheel bearings, brakes relined, 2 h/shafts and hubs, wheels respoked and resprayed, Girling Powerstops, u/sealed, new tonneau, radio, MoT and tax £250. Harvey, 82 Whetstone Lane, Aldridge, Walsall, Staffs. Aldridge 53208. (2320

MK VII Jaguar, £10 or break. Austin 7 spares, most years. Harfield, 1 High Bank Ave, Stalybridge, Cheshire. STA 3513. (2321

M.G. TF 1954, fully restored regardless of cost 1st Jan to 1st June this year, immac cond, classed as mint, genuine reason for sale. Sorry no offers, £500. J. M. Hooley, 30 Lodge Ave, Ashbourne, Derbys. (2322

BENTLEY MK VI 1950, daily use, very reliable, 2-tone grey with blue upholstery, tyres, carpets battery all new, fitted Radiomobile radio and htr, brakes relined, engine new rings and decoked, taxed, MoT to Oct 1967. £210 ono. Interesting p/exch and HP possible. 115 Barlow Moor Road, Manchester 20. Tel: DID 6150. (2323

ALVIS 4.3 litre saloon by Mayfair Carriage Co, in concours cond, 1937, maroon, carpets, tyres, silencer, battery, shock absorbers all new, engine and brakes o/hauled, all parts including radiator and P100s re-chromed, htr fitted, handbook, taxed, MoT to Oct 1967; this car has been resprayed and the interior and coachwork is as new. Offers invited around £500. Interesting p/exch possible. HP can be arranged, export also if required. 115 Barlow Moor Road, Didsbury, Manchester 20. Tel: DID 6150. (2324

1934 MORRIS Minor saloon, unused 3 years, £?? 17 Elm Rd, Ewell, Surrey. (2325

BREAKING A.C. Ace Bristol and AC 2 litre, all spares available. Yates, 107 Norton Rd, Pelsall, Staffs. (2326

RILEY ROADSTER 2½ litre 1950, rare chance of rare model at £60 o.n.o. Pound, 59 Highland Rd, Kenilworth. (2327

LOTUS VI, Aquaplaned E93A, fully instrumented, aluminium finish. £115 ono. 69 Pinson Rd, Willenhall, Staffs. (2328

LOTUS 7, recond 100E, Aquaplane head, alloy flywheel, twin SUs, 4 new Pirellis, recent respray, £225 ono. Box 2444. (2329

XK140 DHC 1955, engine o/hauled, resprayed carmen red, new hood, upholstery etc, new Cinturato tyres, battery, htr, radio, MoT until Nov '67. £350. Tel: Ringwood 3129, Hampshire. (2330

VELOCETTE KTT Mk VII in good cond, pre-1930 KTT engine preferred in p/exch. Sae to Syd Plevin, 40 Scarth Hill Lane, Ormskirk. (2331

BOTH FOR sale before 21/12/66. Mercedes 220 h/top coupe with Webasto, only 2 similar models in this country, and Triumph 2000, chauffeur kept and both perfect. View N England. Box 2445. (2332

1940 BENTLEY MR Gurney Nutting semi-razor edged saloon, engine completely o/hauled not yet run in. £675. Box 2446. (2333

1935 3½ Bentley Park Ward d/head, recently repainted and rechromed, very pretty. Box 2447. (2334

ROLLS 20 1929 Windover fully opening sedanca, great potential after body/chassis restoration. See Bendall's Sept advert £475. Now offered more realistic figure. Box 2448. (2335

FOR SALE—continued

MERCEDES 190SL sports 1961, h/s tops, genuine 22,000m, one owner with original tyres which are still excell, fantastic specimen. £875. Denham 2794. (2336

1934 8CYL. Daimler hearse, immac cond, MoT cert, al body, pre sel g/box, tyres good. £300 ono or exchange. Ealing 2153. (2337

BUICK STRAIGHT Eight coupe, 1936; rhd, mint and original cond; collector's item having had one owner for 27 years; low mileage. Death of owner forces sale of this rare car at £385. Hillside 0749 or 9312. Henson, 21 Lodge Lane, N12, London. (2338

CADILLAC V8 Fleetwood limousine, 1939, ex-Peer of Realm therefore immac and original cond.; rhd and low mileage; radio and telephone to chauffeur; div etc; probably the most impressive car on the rd. £475, Henson, Hillside 9312 or 0749, 21 Lodge Lane, London N12. (2339

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1962	**M.G. Midget,** Farina. Grey	£375
1961	**SPRITE Mark II.** Red	£335
1962	**COOPER.** Recon. engine	£279
1960	**SPRITE.** White. Very good	£285
1959	**SPRITE.** Red	£259
1960	**SPRITE.** Green	£265
1959	**XK150.** Hard-top, radio, overdrive ...	£375
1958	**XK150.** Hard-top	£275
1958	**TR3A.** Wire wheels, discs, overdrive	£295
1956	**JAGUAR 2.4.** 'D'-type cams ...	£169
1954	**SWALLOW Doretti** (TR2 recon. engine), overdrive	£150

CHRISTMAS GIFTS—Tonneau Covers £5 each

We are anxious to buy TR3s, Sprites, Midgets, Healeys, M.G.-As, etc., for cash NOW. H.P. settled.

FOR SALE—continued

1935 SINGER Le Mans 2-seater; excell cond. £100. Stubbington 81 (Hants). (2340

BENTLEY MK VI 1951, one owner, replacement eng, new tyres, radio, superb motoring for price of a motorised trog-box. £470. Box 2450. (2341

M-TYPE M.G. chassis; good hydraulics, new front tyres and cwp, front half body, including spare rad, wings etc. £25 or offers. Hildyard, Middleton Hall, Pickering. (2342

VOLVO 122S, 1962; a fine example of this exciting sports sal. Only £485, will accept p/exchange. Guenier, Marple 3711. (2343

E-TYPE JAGUAR fhc 1963 Carmen red, chrome wire wheels, low mileage, new white wall tyres, radio, u/sealed, perfect cond. Offered once only at £895, p/exchange accepted. Guenier, Marple 3711. (2344

D.H.C. DAIMLER Conquest 1955; good cond; radio, new tyres, battery. £90. Concord 1873. (2345

1935 LAGONDA M45 four seater tourer; mech perfect, expertly rebuilt eng, body very presentable, new items include hood, slip, tonneau, side screens, carpets, two tyres, shock absorbers, rad; very original. £650, hp possible, part exchange considered. Tel Sonning (Berkshire) 3393. (2346

STUTZ BLACKHAWK Speedster, coupe body by Bohrmann & Schwarz of New York, excell cond. Further details from J. Harwood, 19 Barnfield Rd, Claremont, W Australia. (2347

W.O. BENTLEY. 4½ litre 4-dr sportsman's coupe with Weymann patented leather f/h; elegant classical lines with twin spares, complete c/work rebuild and specialist mechan o/haul (bills approx £1,000); superb orig-hide interior, 6 new tyres; entire car in magnif cond. £1,400. Mike Berry, 18 Westbury Rd, Woodside Pk, Lond, N12. Stepney 3102/HIL 7242 evenings. (2348

BENTLEY 3-LITRE red label vdp speed model, new 4 seater fabric body, Le Mans long wings, Ziess lamps; rebuilt to last nut and bolt, includ trim, wheels, hood etc.; estimated cost over £2,000; absolute specimen. £1,750. Mike Berry, 18 Westbury Rd, Woodside Pk, Lond, N12. STE 3102 daytime, HIL 7242 evenings. (2349

XK150 1959 fhc grey/red interior, htr, motorola, twin spots; this car is in really first-class cond. £385. Tel: Lucks Green 3373 (nr Guildford). (2350

SHORROCK SUPERCHARGER will fit BMC Series 'A' eng Sprite, Morris 1000 A35, A40. £30. Uxbridge 34042 evenings. (2351

1962 LOTUS Elite; special equipment; silver over dark blue, black trim, Climax eng, ZF g/box, w/w, rear suspension just o/hauled; cond mechanically and bodily quite outstanding. £550, hp arranged. Tel: Henly 3178. (2352

YS 60 Reg No. and log book for sale, also SGG 3 plus book. Would exchange either for AB number. Offers to Brown, 367 Alexandra Pde, Glasgow. (2353

T.V.R. MK2 1961, M.G.A. 1600 eng, htr, X's, red, excell cond, £310 ono. 17 Belford Rd, Stretford, nr Manchester. (2354

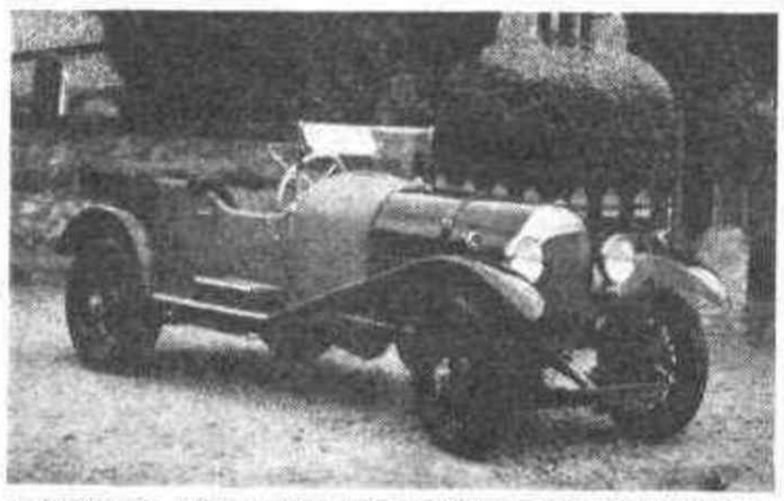
ALPINE 1960; red, o/drive, spots, radio, new hood, tonneau; excellent. £275. Milne, 8 Dolphin Rd, Glasgow. (2355

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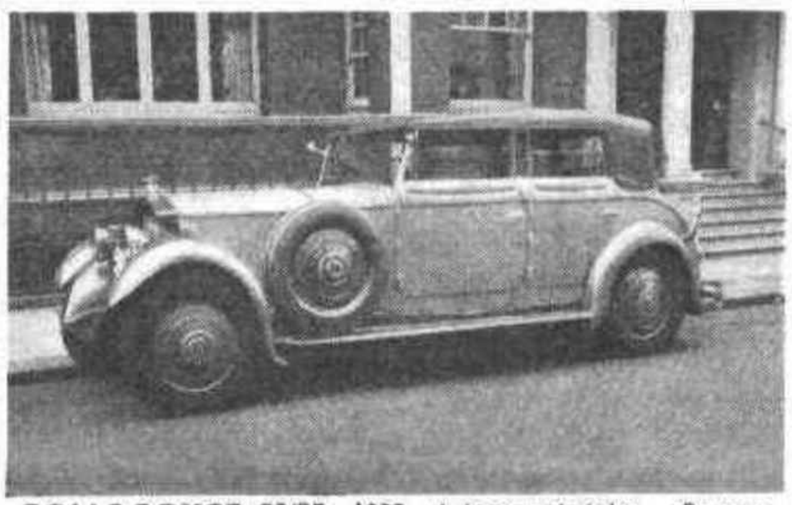
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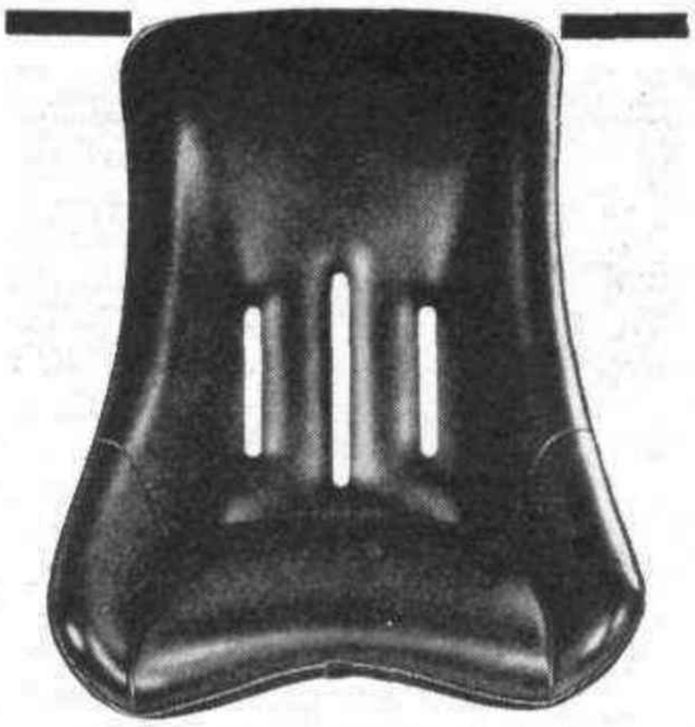
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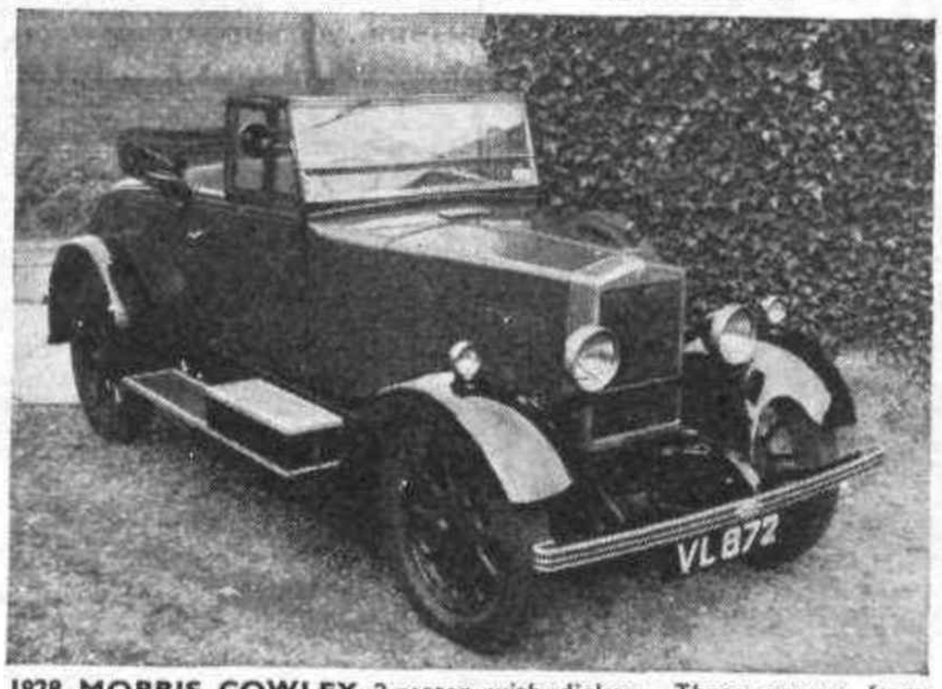
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COOPER 998 1965; oil cooler, safety belts, new cinturatos, silent travel kit. £435 ono or swop tatty sports. 13 Rose Rd, Coleshill, Warwickshire. (2374

LANCIA AURELIA B20, 1954; excell cond, metallic maroon, new Xs, battery. £325. 67 Poplar Grove, Kennington, Oxford 35642. (2375

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M.G. B 1964, o/drive, w/wheels, oil cooler, 27,000m, immac cond, many other extras. £645. HP available. Uxbridge 32629. (2408

BROOKLANDS AUTOMOBILE Racing Club badge for sale. Good cond. Any offers? A. W. Moore Jnr, 6 Firs Ave, Windsor. (2409

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A.C. ACE-BRISTOL 1958; excell cond. £520. Dr. Follows, Lambeth Hospt, SE11. Tel REL 8141. (2413

RILEY 2½-LITRE 1950, maroon; good cond, used daily. £75 ono. Tel: Herne Bay 4566. (2415

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LOTUS ELAN coupe de luxe, 1967 model, white with black interior; unwanted competition prize, still in showroom. £1,200. Tel: TUL 6989 after 6 pm. (2417

1934 BENTLEY Sportsman saloon, 3½; excell mechs, tyres, etc.; very nice silver and black body. Offers around £350 or exchange Rolls limousine or W.H.Y. Cox, Wellington Court, Belper, Derbys. Tel: PER 2161. (2418

JAMES YOUNG Bentley 4¼ Clubman in silver grey; clean and re-upholstered. Heckmondwike 2622. (2419

MERCEDES-BENZ 190SL roadster (June 1957), WYP 2, R.H.D., 50,000 miles from new and practically unused last eighteen months. New soft top, perfect chrome with light grey coachwork and leather trim. £600, consider exchange for complete 1903/4 De Dion Bouton requiring restoration. Tel: Kane (V.C.C. member) 01-TOW-2063. (2420

BRITISH SALMSON, 1935, 4-seater tourer. Much care and time has been put into the rebuilding of the body of this rare and very attractive car. Other commitments force sale. Details Buxton, Bristol 4438. (242)

M.G. TD 1950, good cond eng and suspension units renewed Oct 1965—bills £60 available; good hood, s/screens, perfect tyres, a very clean looking motor car. £260 ono. A. Hewson, Coppins, The Thatchway, Angmering Village, Sussex. Rustington 4175 after 6 pm. (2422

RILEY 1½-LITRE saloon, 1954 RME series; metallic blue, red leather, radio, approx 50,000 miles, history known since new, servicing bills avail, fastidiously maintained in quite superb and delightful cond by Riley Register member; undoubtedly the best example available. £285. Hawthorne Cottage, Wigginton, Tring, Herts. Cholesbury 268 (2423

1960 TR3A; red with black interior; goodies include hard/soft tops, tonneau, w/w, o/drive, htr, X's, etc; good cond. First £300 secures. 101 Silvester Rd, Cowplain, nr Portsmouth. (2424

ALFA-ROMEO 1900TI saloon, rhd, 1951 show model, good mech and tyres, new MoT, exhaust system and front brakes. £170. 157 Hainault Rd, Romford. Tel: 46573. (2478

M.G. TF, recond engine 10,000m, recond gearbox, new cars, clutch, brakes relined, rechromed, resprayed BRG, new hood, s/screens, tonneau, new upholstery, seat covers, really immac. £310. Funnell, MAN 4545 (9-5). (2479

LAGONDA M45 Rapide 1935 open 4-str, recent o/haul, new pistons, rebore, clutch etc, good mech cond, body sound tidy original no dents no rust not concours. Not less than £400, hopefully more than £500. Not for export unless VSCC or Lag club member. 1 Journeys End, Stoke Poges, nr Slough, Bucks. Tel: Chalvey Park (OSL3) 65783. (2480

HIGHLY MODIFIED A35, over 60bhp engine, fully worked suspension, lowered with a/r bar, new competition clutch and differential, SP41s, modified brakes, full instrumentation, oil cooler, seat belts; good body and interior, very safe and fast unusual sports saloon. £185 ono. Ellert, WES 1803. (2481

M.G. MIDGET May 1965, BRG, htr, tonneau, radio, spots, flasher, belts, Cinturatos, must sell. £455. HP arranged. Hounslow 7256 days, Kidmore End 3356 evenings. (2482

PORSCHE 356B roadster, first class cond. £750 ono. Beaconsfield 4142 weekends. (2483

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ALFA ROMEO 2.5, R.H.D., 1953, with special Farina 4-door coachwork on the "sports" chassis. Reputedly built to special order and the only one made. Recent new clutch and starter. To be recellulosed, recarpeted, etc. Ready January.

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JOWETT Jupiter sports 2-str., 1953. B.R.G., alloy body. Repl. Series III engine 8,000 miles, recon. g/box, relined brakes, rebuilt carbs., new tyres. Special Le Mans 4.1 axle giving 20 : 1,000 top, recalibrated speedo. Recent repl. hood, also detachable lightweight hard-top £185

FOR SALE—continued

1937 **A.C.** pvt 4-str coupe, non-runner, loathe selling, must have space. £125. Redman, 44 Dysart Ave, Drayton, Portsmouth. (2484

SMART TVR 1961, sensibly modified 1,340cc Ford, extensive mech o/haul, first reasonable offer. Bournemouth 52301 evenings. (2485

TVR 1961, MG A, excell cond throughout, c/r box, radio, htr, servo etc, genuine reason for sale. £440. FOR 7553. (2486

LOTUS SUPER 7, have everything to rebuild this car except tyres; modifications to space frame, professional rebuild of engine, clutch, gearbox and back axle, personal circumstances forbid rebuild; has not been pranged, not a weekend rebuild because car has been stripped to every component part. £280 including many incidentals, rivets and gun for body panels, paint and brushes. All engine ancillaries checked and where necessary renewed. Tamplin. Tel: Stock 366 Essex, or office Chelmsford 51501 ext: 21. (2487

1955 **SUNBEAM** Mk III sports saloon, immac, radio, htr, o/drive, full history. £185. Newhaven 1030 Sussex. (2488

AUSTIN 7 Nippy 1935, excell cond, rewired. £110. Hutchings, Petersfield 3166. (2489

1933 **ARMSTRONG** Siddeley 20, Tickford folding hood, aluminium body, new rings fitted, well cared for. £190. Fraser, East Harting, Petersfield. (2490

SUNBEAM TALBOT Alpine 1955, o/drive, htr, 50,000 miles, £300 spent on this car in last 12 months, £160 on respray and u/seal, probably best example of this rare and fast car. Need I say more?. £250. Barnet 3494 Herts. (2491

1959 **3.4** Jaguar, radio, o/drive, 5 nearly new Cinturatos, metallic blue, very sound clean motor car realistically priced at £195. P. G. Rabjohn, 23 Mardale Ave, Dunstable. (2492

GOOD HOME wanted for Sunbeam Talbot 90 convertible Feb 1954, cherished member of family. Say £120. Plaxtol 422 Sevenoaks. (2493

ASTON MARTIN 1934 long chassis tourer, excell mech cond, new crankshaft etc, new upholstery. £550 ono. Write Greatrex, Upover, Crewkerne Rd, Raymonds Hill, Axminster, Devon. (2494

M.G. A 1,600cc 1960 convertible, immac, white, mech perfect, htr, luggage rack, serviced, used as second car, genuine. £290. Tel: Warninglid 245 Sussex. (2495

X TUBES, 4 5.50 (6.40) x 15in (165 x 380), hardly used. Box 2457. (2496

AUSTIN HEALEY 3000 Mk 2 convertible, ice blue, o/drive, w/wheels, Cinturatos, laminated screen, servo brakes, adjustable column. £500. B. C. Whittaker, 27 Knighton Rd, Northfield, Birmingham 31. PRi 3011. (2497

HEALEY SILVERSTONE D-type suitable Griffiths formula. £240 ono for quick sale. Tel: High Wycombe 28220 evenings. (2498

MORGAN PLUS 4, immac, draught free, cosy coupe, beautifully balanced TR engine. £250. Morgan-Smith, 5 St Mary's Mansions, W2. AMB 6501. (2499

1939 **H.R.G.** 1100, one of only 8 built before the war, completely rebuilt over the last 12 months. Full details, Skirbeck, Noctorum Rd, Birkenhead. CLA 2718. (2500

1965 **NOVEMBER** Elan S2 convertible, white, radio, 11,000, £900. Brighton 45690 mornings. (2501

TR4 1964 red, Surrey and h/top, o/d, Cinturatos, balanced 4A engine, special seats, s/belts. £695. Hertford 5532. (2502

JAGUAR 3.8 auto 1961, metallic d/blue, grey leather interior, Motorola, htr, rec/seats, s/belts, r/screen demist, spotlights, s/washers. Turbo trims, brakes servo, new pads and timing chains fitted, superb cond, history available; sale due to illness. £495 ono. Tel: BX5/51244 Surrey. 2503

SPECIAL, BASED on 1949 Morgan 4/4, BMC A series engine, gearbox. Details write G. F. Lyon, 8 Russel Court, St Neots, Hunts. (2504

TR3A 1959, recently resprayed red, excell mech cond, o/drive, htr, luggage rack, tonneau. £295. Everitt, Home Farm, Newgate St, Herts. Tel: Cuffley 2685. (2505

CITROEN 1954 Light 15, peacock blue, enthusiast maintained and in excell order inc clock and radio, no rust and well shod, with spare engine, gearbox and repair manual. £120. Evenings and weekends, 59 Runnymede Gdns, Western Ave, Greenford, Middx. (2506

WOLSELEY 1946 18hp, privately chauffeur driven, impeccable mech and in appearance. Any offers. Gilbert, Kentmere, Chapel St, Fernhurst, Haslemere, Surrey. (2507

ALFA GIULIETTA Sprint 1959, radio, excell cond. £375. HP. Exch possible. Uxbridge 32624. (2508

TRIUMPH 2000 roadster, recond engine, gearbox, new hood, battery, MoT, taxed till Oct '67, good cond, low insurance. £95. Also Sunbeam 57 m/cycle, immac, spares; £65. E. Hudson, 116 Watchouse Rd, Galleywood, Chelmsford, Essex. (2509

FAST MINIVAN, twin SUs, h/c head, lowered suspension, new tyres, reclining seat, leather steering wheel, many instruments, push button radio, many other extras. £250 or exch with £250 for A/H 3000 convertible. R. Martell, Anglestones, Pavenham, Bedford. (2510

1929 **MORRIS** Cowley 2-str tourer with dickey, in outstanding cond having recently been professionally restored. £375. Tel: 01-407-5415 for illustrated prospectus. (2511

RARE 4AD Singer roadster, recond Hunter engine, twin carbs, new tonneau cover maintained regardless of expense, immac. Seen Derbyshire or Hertfordshire. Bargain at £250. Sandiacre 3468. (2512

TWO EXCEPTIONALLY interesting cars. 1963 Alfa-Romeo 2.6 Sprint, pale blue; cream interior, Webasto roof, radio, 23,000m. £1,375. 1960 Fiat 1500 twin ohc cabriolet, only 3,000m since complete engine rebuild, pale blue, s/h tops, radio, 40,000m. £665. Both are the personal cars of Miss Patsy Burt and have been maintained immac throughout their life. Concours d'elegance award winners and it is doubtful if better examples could be found anywhere. Bookham 2701 day. (2513

RILEY 2½ 1953, mech good, body sound; moving home, no room. Best offer. 2 Ridgeway Dr, Kirk Hallam, Ilkeston, Derbys. (2514

ROLLS-ROYCE PHANTOM III Park Ward limousine; sunshine roof, projecting boot, runs and performs as a Rolls should, no overheating. £425. Batchelor, 50 Partridge Mead, Banstead, Surrey. Tel: Burgh Heath 56452. (2515

ZODIAC MK. II, new clutch, gearbox, tyres, brakes, radio, 37,000. £195. Empress 3646, Box 2458. (2520

FOR SALE—continued

1933 **ROLLS-ROYCE** 20/25 Salmons cabriolet, black/yellow, new hood, reupholstered, recarpeted. Only £695. 1963 Alfa-Romeo 2600 Sprint Bertone, grey/red interior, a comfortable, fast and luxurious £3,000 car for £895. Exch considered. Ham Mill, Newbury 1346. (2516

ELVA COURIER 1960, why buy MG A when the same mech with lighter body gives superior performance and costs £75 less. First class cond for only £285. 23 Dillam Close, Coventry. (2517

1966 **MAY** Jaguar 3.8 S-type, opalescent sky blue, dark blue trim, manual change with o/drive, power steering, heated rear window, reclining seats, 4,500m only, unmarked. £1,600 ono. Lamb, Chandos Lodge, Stourbridge Rd, Hagley. Tel: Hagley 2217. (2518

1964 **ROLLS-ROYCE** Silver Cloud 3, regd Oct 1963, smoke green and sage, green upholstery, 39,600m. Lamb, Chandos Lodge, Stourbridge Rd, Hagley. Tel: Hagley 2217. (2519

CITROEN BIG 15, completely rebuilt bodily, excell performance, almost new X, trots smoothly, gallops well. Offers. Write Czerniawski, Fawley Court, Henley, Oxon, or Tel: Ickford 638. (2521

DINGED M.G. TF 1500, restoration commenced but departure abroad forces sale, easily made towable. Offers. Czerniawski, Fawley Court, Henley, Oxon, or Tel: Ickford 638. (2522

TRIUMPH ROADSTER 2000, good cond throughout; new hood, carpets, tyres and recent top o'haul. £85 or would consider exchanging for Singer roadster 4AB or 4AD in similar cond. Giles, 12 Beaufort West, Grosvenor, Bath 62851. (2523

1954 **ASTON MARTIN** DB2/4, blue convertible, Vantage engine; very sound. £375. Part exchange considered. Dix, 29 Ridgeway Crescent, Newport, Mon. Tel 65576. (2524

M.G. TC; good body, mechanics, new tyres, good hood; taxed, tested; drive away. £150. Cooper, 75 Beeches Rd, West Bromwich, Staffs. Tel WES 1758. (2525

LAGONDA DB3 litre saloon, 1956 model; complete engine o/haul, aluminium body, unmarked inside and out, one owner, 52,000 miles; cost £3000. Sacrifice at 425 ono. Tel Riverside 5649. (2526

BENTLEY 4¼ 1937 Thrupp and Maberly semi razor edge saloon; excell cond. Bills £150 last 12 months. Accept £125. Tel: Cleckheaton 3857. (2527

SAAB 96, green, 1966, 5,300 miles only; affectionately run in and unmarked, fitted s/belts, outside mirrors. Only £625; h.p. terms arranged. Bailey, "Little Tangle," Panfield, Braintree. Tel Braintree 2916. (2528

CAST AN eye in her direction! My, she's perfection! Vivacious, youthful, graceful—sporty, too! Elegant Renault Caravelle, f/h coupe, 1964; genuine 18,000 carefully considered miles, brakes relined. My wife's car—the subject of much loving care. Regrettably for sale at £645. 40 mpg too! R. Cooke, Eversly (nr Camberley) 2365. (2529

M.G. A 1,600cc, 1960; faultless throughout, many extras. £250. Pilkington, 1 Deansgate Lane, Formby, Lancs. Tel 2778. (2530

WHEEL SPANNER and hammer for 3½ litre Bentley, original. £15 ono. R. Dd Bashford, 144 Tenbridge Rd, Maidstone (55060), Kent. (2531

AUSTIN HEALEY BN2, hard/soft tops, o/drive, w/w; must be sold. Offers over £150. Tel Littleborough (Lancs) 79283. (2532

1951 **MORGAN** Plus 4, new tyres, Vanguard engine; excep sound throughout. £115. Prescot 4857. (2533

MODEL T FORD engine and g/box, sundry other bits. £68. Hughes, Ashfield, nr Stretton, nr Warrington. (2534

B.M.W MODEL 502 3.2 litre R.H.D. sports saloon with Webasto roof; luxuriously comfortable with superb handling characteristics, capable excess 100 mph, self-finding radio, electric aerial, new Michelins all round, low mileage. Cost nearly £4,000. Bargain at £600. Cuff, Pine Ridge, Priory Rd, Ascot. Tel Winkfield Row 2689. (2536

AUTO UNION 1,000S L.H.D. f/head coupe, 1960; maintained regardless from new by the one owner, detailed history including bills for recent £150 factory o/haul; virtually unmarked. £225. Tel: Chard, Somerset 3194, evenings. (2535

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1926/7 **AUSTIN** saloon dismantled, complete apart from front wings. £50. Collinson, Angarrack, Hayle, Cornwall. Tel: Hayle 2298. (2538

REGISTRATION NUMBER MG2713 with log book. 1933 1½ litre Singer chassis suitable spares. Any offers Tel: Broadway 3436 Worcs. (2539

LOTUS ELAN, June 1966, BRG, 4,000m, h/s tops, tonneau (best of both worlds), knock-on wheels, SP tyres, watch dog alarm, carefully used. £1,100. Thornton, Hadlow 225 or Greenwich 6351. (2540

M.G. A 1600 fhc 1960, very smart, htr, radio. £350. BEA 4178 Birmingham, weekends. (2541

1964-5 **TRIUMPH** Spitfires and Vitesses breaking for spares, all parts; hoods for Heralds, Spitfires and TR4; also breaking '65 Heralds. ALP 1626. Munford, 125 Rydal Cres, Perivale, Middlesex. (2542

THREE LITRE 1952 Alvis saloon offered for £50 to engineer prepared to rectify internal disorder resulting from broken con-rod, otherwise car in extremely good order, new tyres and battery, fairly recently resprayed; viewable near Basingstoke. Apply Box 2470. (2628

M.G. TC, 1948, BRG; body, hood excell, mechanics need attention hence £110 only. Murrell, 21 Pinions Rd, High Wycombe, Bucks. (2543

LANCIA FLAMINIA 2.5 litre saloon, 1960, registered 1966; mechanically excell, resprayed black; fast luxury, only fault lhd. £390. Also Aurelia GT, rhd, 1957. £350. Tel: ORY 12-4155. (2544

FAIRTHORPE CLIMAX Stage III; 95 in 3rd; w/w, new Cinturatos, h/top, tonneau, 30,000 miles lowered, P/X minivan, VW or sell £350 ovno. 231 West Wycombe Rd, High Wycombe, Bucks. HW 30528. (2545

MY MISTRESS for sale. 1948 M.G. TC with T.F. engine; excell body, well shod, 16in rears, htr, Phillips radio, restyled dash, twin spots, reversing light, new hood, good tonneau and half tonneau, h/seats and fully carpetted, woodrim wheel and full new instrumentation. MoT and taxed till March. £250 ono. Tel: Buckhurst 2197. (2546

FOR SALE—continued

BENTLEY 3 LITRE tourer, 1925, recently rebodied. Tel: Guiseley (Yorks) 4688. (2547

HEALEY 3,000 1965, red, black trim; as new; 7,000 miles. £875, any part exchange. Luton 53815. (2548

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NASH CHAIN Gang. Enthusiast finally has enough to buy one. All details, several photos (returnable) with letter, please. Box 2412. (2142

H.R.G. IN very good cond wanted. Please send full description and close-up photo, to be returned. Thank you. Box 2413. (2143

ROLLS-ROYCE TOOLS, as originally supplied with Phantom II. Also 10-11in Marchal or Scintilla headlamps, 1930-33 period. Mark Tuttle, 4426 Cromwell Ave, Los Angeles 27, California, USA. (2144

ORIGINAL ROLLS-ROYCE Phantom II tools, jack and spanners. Will pay top price for Marchal, Grebel, Zeiss headlamps, spotlamps, lighting equipment. Need Lucas type A1 klaxon. Box 2414. (2145

ALVIS SPEED 25 wanted, d/h coupe or open tourer. Full details please to Box 2415. (2146

FOR PHANTOM II, 19in Ace wheelcovers, metal cover for spare wheel, one perfect P100 shell; consider perfect repeat perfect engine. Box 2416. (2147

REGISTRATION NUMBER wanted, ROY or RWG with low number. Winden, Balcombe, Sussex. (2148

VINTAGE OR PVT sports or racing car wanted for rebuilding, prefer 328 BMW. Cash payment. Box 2417. (2149

URGENTLY REQUIRED, Armstrong Siddeley 30hp 1928-31 engine or chassis as well. Also required, pneumatic dipping headlamps, silent chains and gaskets. Maxwell, 37 Hasker St, London SW3. (2150

WANTED. CHILD'S Austin 750 single-seater pedal car. Box 2418. (2151

ROLLS-ROYCE PI engine in running cond and radiator shell, or parts car complete. Paul Sac, 5 Les Lierres, 238 Av de St Julien, Marseille 12e, France. (2152

PROPRIETARY ROOTES 1600 manifold/carb conversion; improved iron head. Consider Sceptre/Alpine engine. Lowery, Edenhall, Penrith, Cumberland. (2153

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REGISTRATION NUMBER ADC or DC wanted, preferably with 2 or 3 figures. Please phone stating price; Sawbridgeworth 2347. (2155

COLLECTOR REQUIRES old model aircraft engines and accessories, any type, any cond. Box 2419. (2156

WANTED CYLINDER head for 1933 20-25hp Rolls-Royce. Box 2420. (2157

M.G. TF, TD, any cond for rebuilding. Cooke, Abbey Lawn Hotel, Torquay. (2158

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PRIVATE CASH buyer requires immac DB3S Aston, or gullwing 300SL or 190SL Mercedes. Full details please, quoting lowest acceptable price—I cannot be bothered to haggle. Box 2422. (2165

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MORGAN WANTED 1955 onwards 4/2 seats, good all round cond. Powell, 6 Miller Ave, Sandal, Wakefield. Tel: 50724 evenings. (2167

RADIATOR MASCOT required for 1927 Minerva. Angela Cherrett, 28 Western Ave, Branksome Park, Poole. (2168

REGISTRATION NUMBER wanted, CLR or CR with low number. State price. Write Rees, The Nook, Llantrisant Rd, Llandaff, Cardiff. (2169

328 B.M.W., immediate cash waiting. McNab, Vinces Cottage, Churt, Surrey. Frensham 3249. (2170

WANTED. SAPPHIRE or Bentley Mk VI, realistically priced. 113 Park Rd, Worthing. (2171

IN SUPERB cond, Citroen light 15 or similar saloon, preferably with engine tuned. Box 2423. (2172

BENTLEY 3, 4½ or 6 litre vintage tourer in poor cond wanted for cash. Also Regn No OJ or JOJ with low number. Box 2424. (2173

ASTON MARTIN 1½ litre, any 2-str from International to Ulster, also Lagonda 2 litre. AMOC member. Leonhard, 20 Stanley Cres, W11. Tel: CUN 8000, eve Park 4688. (2174

A.C. GREYHOUND wanted for cash, must have sound body. 79 Highfield Rd, Chesterfield, Derbyshire. (2175

ROLLS BENTLEY 1939, o/drive, series MR, chassis must be good with either very good cond alloy body, or would accept tatty steel body if price allows for new body. Midlands area preferred. Simmons, 71 High St, Long Eaton. Tel: 2559. (2176

JAGUAR COMPONENTS to convert standard XK140 to racing specification. Shaw, 18 Frays Ave, West Drayton, West Drayton 5382. (2177

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WANTED. ROLLS 20/25, 1935/36 o/d Barker preferred; all replies investigated, sincere enthusiast. Details please, Box 2425. (2179

WANTED. AUSTIN Healey 3000 BT7 in very good cond. Cash available for the right car. Tel: Grays Thurrock 4804 evenings, or write Binning, 99 Woodview, Grays Thurrock, Essex. (2180

A.C. ACECA, fitted Zephyr unit with o/drive, must be good cond and realistic price. Box 2426. (2181

SHOOTING BRAKE on thoroughbred chassis, must be sound. Details, picture, immediate cash purchase for suitable example. Box 2427. (2182

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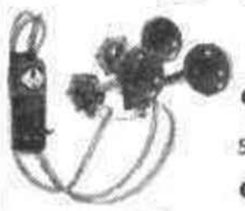
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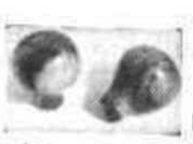


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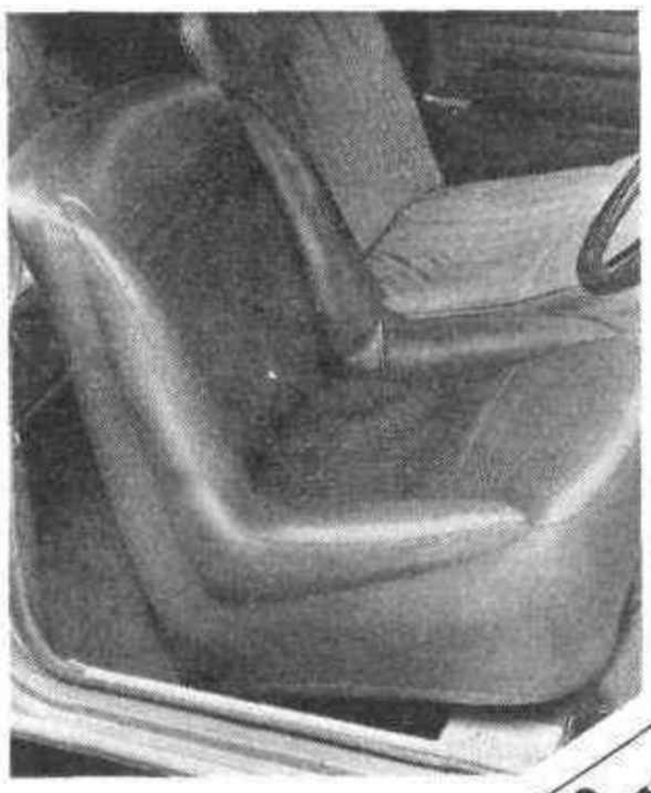
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The T3 Minor set offers a choice of a pleasant alternating sound or a blast in unison by the flick of a switch. Extremely compact, will fit on all cars.



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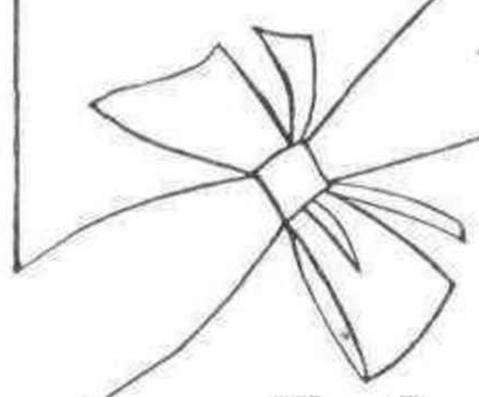
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ASTON MARTIN DB3 dhc, good all round cond essential. Full details please. Box 2428. (2183
WANTED. ALVIS 59-62, low mileage, must be immac, manual preferred; this vehicle will be subject to AA inspection as buyer returning UK in April 1967. Please give full particulars and state cash price required. Box 2429. (2184
WANTED. ROLLS-ROYCE 20 preferably or 20/25, minor restoration not objected to. Box 2430. (2185
WANTED. MINI Cooper S 1,275cc. C. G. Conibear, Sturridge, Crediton, Devon. (2186
HEALEY 3000 Mk II BS7 doors complete with winding gear etc, windscreen and frame, front and rear body panels undamaged, distance no object. Tighe, 58 George St, Sutton-in-Ashfield, Notts. (2187
SPITFIRE BONNET and front bumper, preferably light blue. Gerrards Cross 82481. (2188
VOLVO PV544, exch for unmarked 1965 Renault R8 with radio, seatbelts etc. Paul Mollard, Pednandrea, Redruth, Cornwall. (2189
ARNOTT TYPE 224 supercharger, any cond, urgently wanted. Box 2431. (2191
WANTED, SET of five hub caps, including one for spare wheel, for 1937/8 SS100 Jaguar roadster. E. Marks—Engineering Dept, Vauxhall Motors, Luton. Tel Luton 21122, ext 3155. (2380
A RESTORABLE and complete SS100 wanted. Photo, price, conds, etc, to Box 2437. (2381
WANTED, HARDTOP for Triumph TR4. State price and cond. Sproston, 45 Frederick Avenue, Ilkeston, Derbyshire. (2382
WANTED, ROLLS 20, reasonable condition, body style immat. Giles, East St, Ash, Canterbury. (2383
P2 CLOCKWORK Alfa and other early clockwork models; also pre-1960 motoring posters. J. Barron, 6 Park Rd, E. Twickenham, Middx. (2384
ASTON MARTIN 1½-litre Le Mans Mk II or SS100. Taylor, 74 Honeyborne Rd, Sutton Coldfield, Warwickshire. (2385
CHOICE VINTAGE and veteran cars required. Particulars to Breckon Hill Motor Museum, 208 Marton Rd, Middlesbrough. (2386
DB3 WANTED. Damaged eng. or bodywork preferred. Cash waiting. Herring, 19 Woodlands Rd, Little Bookham, Surrey. (2387
TWIN S.U.s and manifold for 1597cc Alpine. Matthews, 48 Pattiswick Square, Basildon, Essex. Basildon 23565, evenings. (2388
VINTAGE OR PVT sports car, racing car, in good order; suitable for V.S.C.C. racing. Nash, Aston, Riley, Bentley, etc. Lock, Glebe House, Fenney Drayton, Nuneaton, Warks. Phone Atherstone 2378. (2389
WANTED, M.G.A twin cam eng. Longhurst, 40 Harrison Rd, Borough Green, Kent. (2390
ROLLS-ROYCE 1930-1939, representative cond, perfect mechs with low mileage. Please send offer with full story and if possible picture, which will be returned. Reidar A Berg Hegdehaugsvn, 22, Oslo, Norway. (2391
BENTLEY 1951/2 big bore or 1953 R (manual). Good cash price paid for clean car. Some history essential. No dealers. Box No. 2438. (2392
WANTED TO buy, copies of the Riley Record, Riley sales catalogues to 1950, sales and service bulletins after 1936. M. Livy, 29 The Boulevard, Pascoe Vale South, Melbourne, Victoria, Australia. (2393
COMMANDER COVETS connoisseur car. Maximum £800. Rolls, Bentley; equivalent quality; pre or postwar. Expedite particulars/photos. Box 2439. (2394
FOR ALFA Romeo 1500/1750, 9ft wheel-base chassis (12ft overall length) bare or rolling; also any parts. Good cash price and collect. 4 Marlpit Hill, Sutton Bonington, Loughborough, Leics. (2395
JMW or MW registration, with low or interesting number. Whitton, Pinkie House, Musselburgh, Midlothian. (2396
WANTED, M.G., J3 eng, with or without supercharger, any cond, 74a Whitworth Crescent, Bitterne Park, Southampton. (2397
WANTED, registration numbers WS and JS, any number, with or without vehicle. Also wanted good Princess IV. Box 2453. (2398
WANTED registration numbers ND and 2 numerals or NBD and 3 numerals. State price. Dickson, 11 Broadfold Drive, Bridge of Don, Aberdeen. (2399
VOLKSWAGEN BEETLE with Porsche eng. Details, price? 63 Derby Rd, Risley, Derby. (2400
WANTED, LAGONDA 1958 4-dr saloon, preferably red or green; must be in immac, concours cond, pass A.A. No dealers' rubbish. Details and photograph. Box 2454. (2401
£10 PER month offered for vintage tourer, Sunbeam, Lagonda, etc, or sporty modern Lotus 7, Ginetta, etc. Box 2456. (2425
REGISTRATION LETTERS EMH, EH, E, DJH, JH with distinctive numbers. Harrod, 9 Percy St, Hull, Yorkshire. (2426
INTERESTING CLASSIC type car in good or restorable cond, open preferred. Box 2459. (2607
B.M.W. MODEL 503 saloon or convertible wanted. Cuff, Pine Ridge, Priory Rd, Ascot. Tel: Winkfield Row 2689. (2608
PEERLESS WANTED. Tel: Derby 22621. (2609
DAIMLER ENTHUSIAST requires SP250, tatty ones considered as only '59 Morris Oxford in exch, value £235. 39 Clayton Rd, Coundon, Coventry. (2610
CASH AND good home offered for vintage/pvt 4-str tourer, Alvis, Talbot, Riley etc. 56 Westover Rd, Fleet, Hants. All answered. (2611
WANTED. 1965 MG B, must be BRG, w/wheels, o/drive, genuine low mileage car. Cash. Fletcher, 159 Nelson Rd, N8. HOL 7756 office. (2612
A.C. ACECA wanted urgently, tuned engine preferred. N. Parish, Emberbrook 2616 Surrey. (2613
ROLLS-BENTLEY PREWAR d/head wanted privately. Up to £750. Dorset. Photo and details to Box 2464. (2614
1275S COOPER Countryman, consider large capacity or 1071S conversion, nothing smaller. Alternatively, cheap 1964 1275S saloon, undamaged, preferably unmodified. Cash awaiting suitable vehicle. Box 2465. (2615
WANTED. SS100 bonnet, radiator shell, tank, any cond. Have available, engine, gearbox, axle, steering, brakes, wheels, sell or exch. Peters, 10 Derby Rd, Borrowash, Derby 61817. (2616
DAVID BROWN 8¼in dia spiral bevel unit, incorporating ZF differential 4.22 to 1, suitable for Le Mans V12 Lagonda, DB3S or possibly for DBR2 Aston Martin. Please reply to Leo, 7 Grenfell Rd, Beaconsfield. Tel: 5538 (2617

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WANTED FOR 1933 Riley Kestrel 6, radiator and headlamp stoneguards, 3 SU carbs (bronze bodies), 2 original front seats, 2 stop-tail lights Rotax type K706. Moody, 10 Crown Terr, Scarborough, Yorks. (2619
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GEARBOX FOR 1954 Austin Healey 100, must be in sound cond. State price. Box 2466. (2621

EXCHANGES

1962 BUICK Invicta, white with blue metallic flash, blue tinted screen and tinted windows, power brakes, steering automatic hd, good brakes, tyres, mechs; virtually unused by company director for 12 months; photo available. £750, consider any car p/exch. Box No. 2440. (2427
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3.4 MK I plus cash for Ace/Aceca. 18 Aldsworth Close, Fairford. Tel 506. (2429
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AUSTIN HEALEY 3000 Mk I, near concours cond; recent new eng, g/box, clutch, tyres every extra £370 or exchange XK120/140 roadster, Ace Bristol, Riley Imp or vintage and £130 cash.—Wilson, 63 Elvetham Rd, Fleet, Hants. (2431
JENSEN 541R 1959; very good cond; exchange smaller car or sell £475. Box No. 2441. (2432
XK120 ROADSTER, 1951, white with red h/top; MoT, taxed Nov 1967. Sell or exchange for Mini Cooper S1275cc plus cash adjustment. C. G. Conibear, Sturridge, Crediton, Devon. (2433
UNIQUE LANCIA Astura 1939 Farina dhc for Grand Prix racing car; age, make, cond immat, but must be complete, pukka racer. L. Haajanen, Tydingegatan 15, Broby, Sweden. (2434
DAIMLER SP250B 1962, one previous owner; h/t, Cints, servo, radio, white, immac. For vintage Rolls 20; PVT Bentley, Rolls, or similar saloon, open Lagonda, any interesting, attractive PVT. Must be good cond. Please write R. Shaw, 1 Redington Gdns, NW3. (2435
MITSUBISHI MINIATURE brake, little used second car, as new 1965, for smallish caravan or sell for £200. Write or call 6 Jenkin Close, Ty Croes, Anglesey. (2436
MARCOS/M.G.B. May 66, red 8,000 w/w. Pike Ely 2261/2960 evenings. (2437
1954 RILEY 1½ RME, value £100, for VW sal/pick-up/van, small Fiat or bubble-car in similar good cond. Tel Wokingham 895. (2438
E-TYPE 1962 dhc; radio, w/mirrors, modified exhaust; recent top end o/haul, timing chains, brakes, etc. £725 ono or exchange for smaller sports. HP. ELMbridge 8297. (2439
1966 SPRITE; w/w, htr, tonneau, u/seat; for 1966 Mini Traveller and cash, Viva SL or similar. Watchorn, 66 Cleveland Rd, Ealing, W13. Tel ALP 2575. (2440
JAGUAR XK150SE E-type eng, late Jack Lambert, almost completely re-built this year; new springs, bearings, clutch, starter, dynamo, tyres, shocker, brakes, exhausts; meticulously cared for by company director. 23 mpg and 140 mph; opalescent d/blue, dove grey upholstery. Will consider any exchange either way. W.H.Y? Terms possible £425 ovno. Tel Worcester 24964 before 9.30 am. (2441
IMMAC SKODA, Octavia, 1962, 45 mpg at 80 mph; swap for good XK Jaguar, cash either way price £200. Williams, Red House Farm, Ellerdine, Wellington, Shropshire. Great Bolas 284. (2442
TR2 1955, h/top, exchange for saloon (Volkswagen pref) cash adjustment if necessary, or sell £135. Ware, 168 Central Ave, Gretna, Dumfriesshire. (2443
M.G. TF-1500, w/w, radio, many extras; good sound cond. Sell £300 or exchange M.G.A, cash adjustment. 18 High St, Eccleshall, Staffs. (2444
VINTAGE XK150 f/h automatic coupe (Oct 1958); much money spent to render this car beautiful for its year; genuine 43,000 miles. Sell £540, or exchange immac Spitfire II, TR4, TD/TF, or interesting sports car (excep cond only please). Bulloch, 9 Scotts Hill Lane, Christchurch, Hants. Tel XCH 1137 (5.40-6 pm). (2445
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MK. I Sprite in exch for your 105E TVR, some work not minded. Box 2467 (2622
SPORTS OR unusual car required by professional man in exch (cash either way) for his much-admired Simca 1500, rec seats, Motorola etc, 14,700m, 90+mph, 30mpg, excell cond. All letters answered. Box 2468. (2623
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TR4 '62, BRG, low mileage, excell example for cheaper car plus cash. 85 Parliament Rd, Ipswich 76939. (2625

MISCELLANEOUS

JOWETT CAR Club. Details from F. K. Peachey, 108 Stapleford Rd, Stopsley, Luton, Beds. (2447
VOLVO OWNERS' club now firmly established on national and regional basis. Active social and competition sections. Contact D. L. Hope, Ref MS, 22 Southfields Rd, Solihull, Warwickshire. (2448
A.C. OWNERS' club. If you own an A.C. and require technical information (reproduction handbooks available to members for all models), we run a good spares register, a quarterly printed magazine and monthly newsletter, and have sporting and social events. Please contact Hon. Secretary, 28 Downsview Rd, Upper Norwood, SE19 (2449

MISCELLANEOUS—cont'nued

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RAILTON OWNERS needing spares, technical help and contact with other owners should join this lively club. Monthly bulletin, meetings, trophies, register. Brough owners equally welcome. Vice-President A. G. Nicholls, 136 Park Rd, W4. (2453
FIAT MOTOR Club (GB) welcomes Fiat owners. Regular competitions, film shows and social events. Regional sections, monthly magazine. Details from Mrs. B Cuthbert, 3 Woodfield Rd, Ashtead, Surrey. (2454
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UNUSED PRESENTATION, 72 piece Gordon Mechanics tools £40. Pyne, Halcyon, Melvill Lane, Willingdon. Tel Eastbourne 53387. (2456
M.G. MAGNETTE spares. Engine £8, seats £2, door trims 7/6, heater £3, steering wheel 10/-. Various other spares. Also Lagonda V12 top hose (new) 7/6. Austin 10/4 steering wheel 10/-. Band, 29 Tarn Rd, Thornton, Blackpool. (2457
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ALL MOTOR clubs. Have the club insignia, name, telephone number, or motto embossed in gold leaf on Keymasters Hide Key Fob. Write for quote to: Keymasters (Warwick), Huntwood, Leek Wootton, Warwickshire. (2461
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CLASSIC AMERICAN Auto Club of Great Britain—now in its 5th year of campaigning for the recognition and acceptance of the Classic/Special interest American car. Eight classes embrace the worthwhile and rewarding period from 1900 up to 1941. Membership is steadily increasing, and we welcome all who are interested in the study of American automobilism, during its exciting and formative years. Details from Old Laundry Cottage, Copthall, Hunsdon, Hertfordshire. (2463
BTC 25. Registration number with log-book for sale. Nelson, 30 Freckleton St, Lytham, Lancs. (2464
BETWEEN Bridgwater and Minehead on route A.39, excell garage with 3 lock-ups, 4 pumps in prominent position and with mod 2-bedroom bungalow adjoining. For sale by auction on Tues, 13 Dec 1966 at 3.30 pm, at Lear, Laar & Dugdale's Auction Room, 63 High St, Taunton. Tel 5620. (2466
X SPEED SIX 9in winged B rad cap mascot £12; original handbooks, 3-litre Bentley £8; 1750 Blown Alfa £8; Trojan (many illustrations) £5; P II Rolls £5; 14/45 Talbot £3; other old motoring books and magazines including Motor Sport, Autosport (vol I No 1); Bugantics, VCSS Bulletins, BDC etc. Rose Cottage, Long Clawson, Melton Mowbray, Leicestershire. (2465
RILEY 9 BTH Magneto and Rotax 2/brush dynamo, recond, £8 10s each; set Wilson g/box bands c/with fittings, 70/-. Numerous other Riley parts. Private. Chertsey 2269. (2467
1 BFM registration No with log book for sale. Offers. Jones, 67 Fourth Ave, Flint, N. Wales. (2468
HARDTOP, SLIDING side screens, M.G.TD/TF, excell, £25. Deasley, 32 Sidmouth Rd, Chelmsford 59571. (2469
FOR SALE, reg number ANP630 with log book. Offers to Box 2449 (2470
PRE-1940 TRIUMPH owners club will welcome membership enquiries and news of original company records. Write Roxbt, 139 Coppice Rd, Arnold, Nottingham. (2471
BLACK B.M.C. h/top for M.G.B, unused, £55. Write D. Peters, Southworth Hall Farm, Croft, Warrington. (2472
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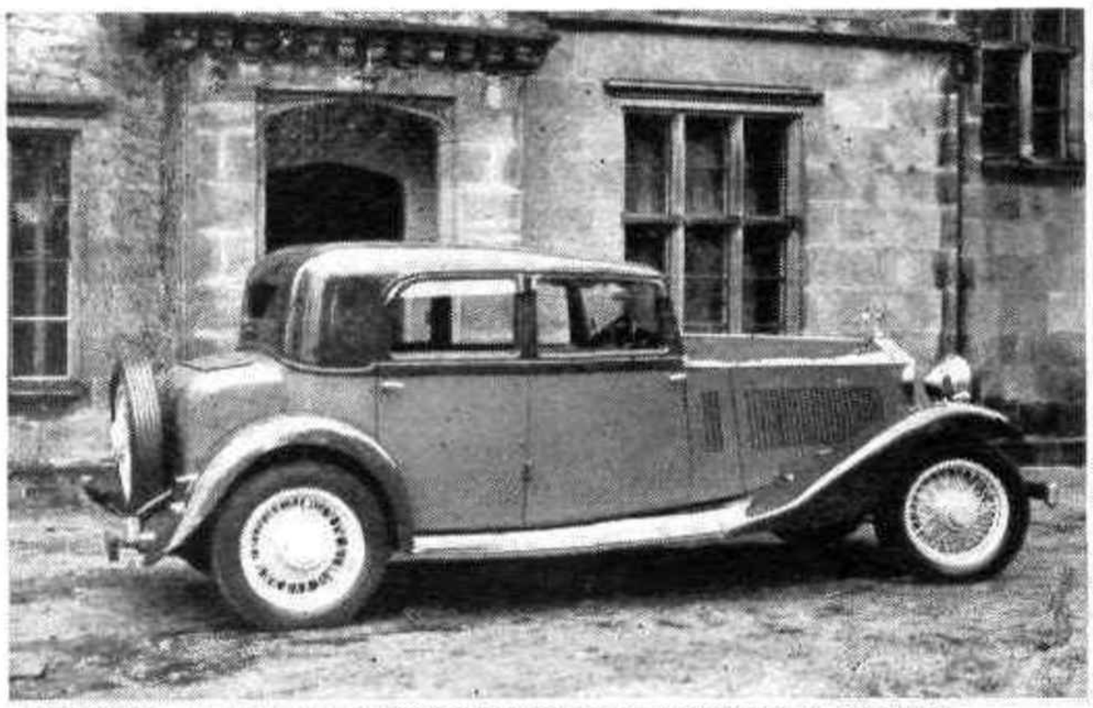
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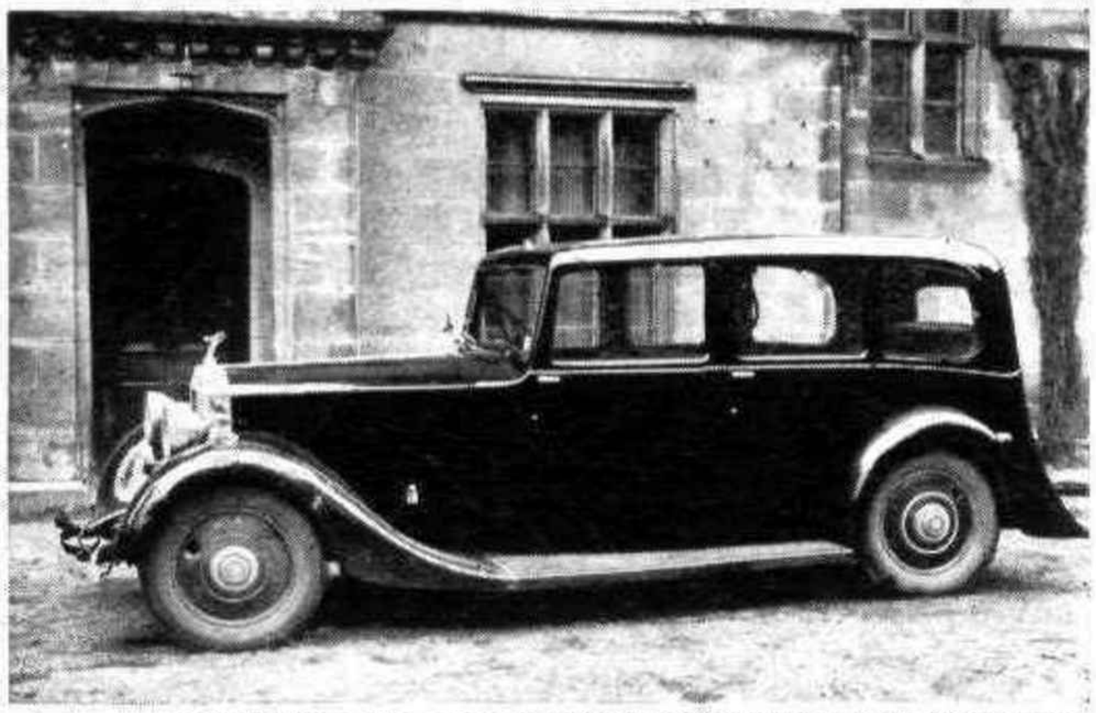
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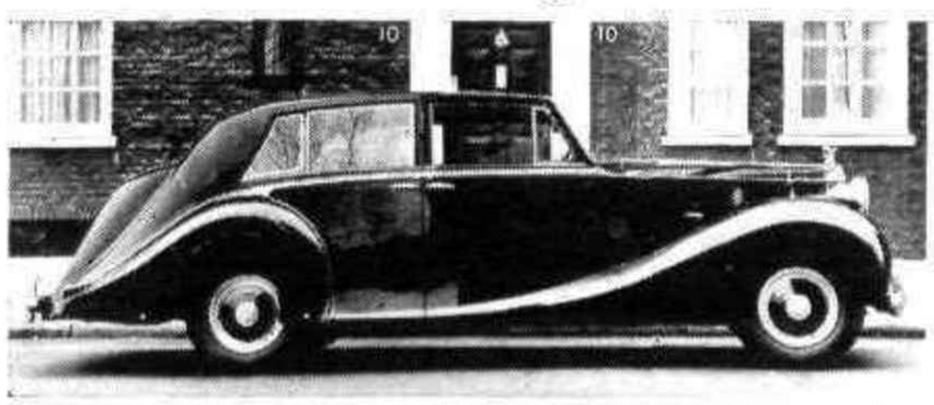
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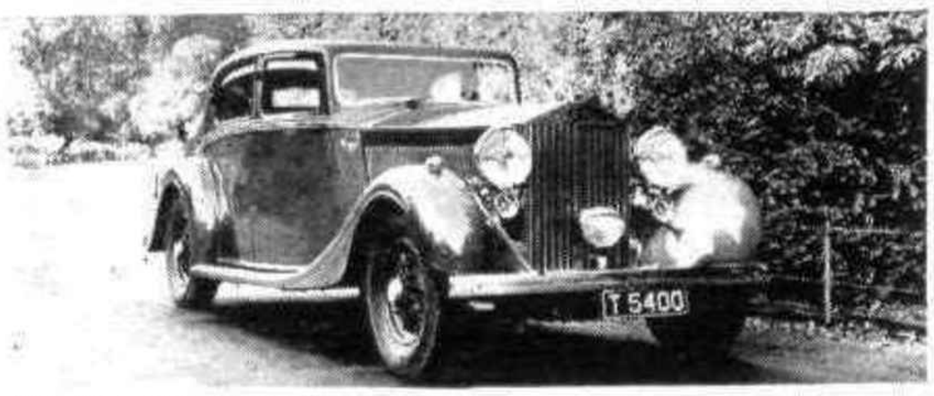
Extends to all readers of MOTOR SPORT the Season's Greetings



1953 ROLLS-ROYCE Silver Dawn Automatic Standard saloon, painted sand over black, recent major o/h., very rare model in specimen cond.



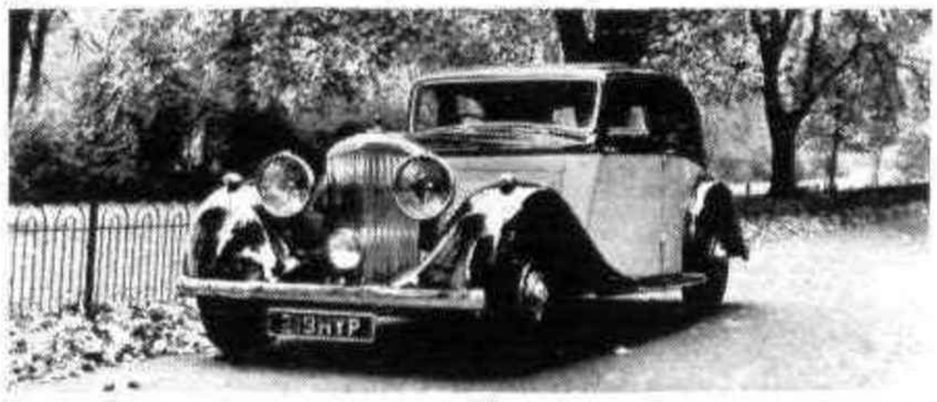
1949 ROLLS-ROYCE saloon by Hooper, painted in Embassy black, champagne hide trim; exceptionally fine order, fully scheduled



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1938 LAGONDA SG6 foursome drophead coupé with Lagonda coachwork, recorded 46,000 mls.; an immaculate specimen, fastidious connoisseurs welcomed.

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