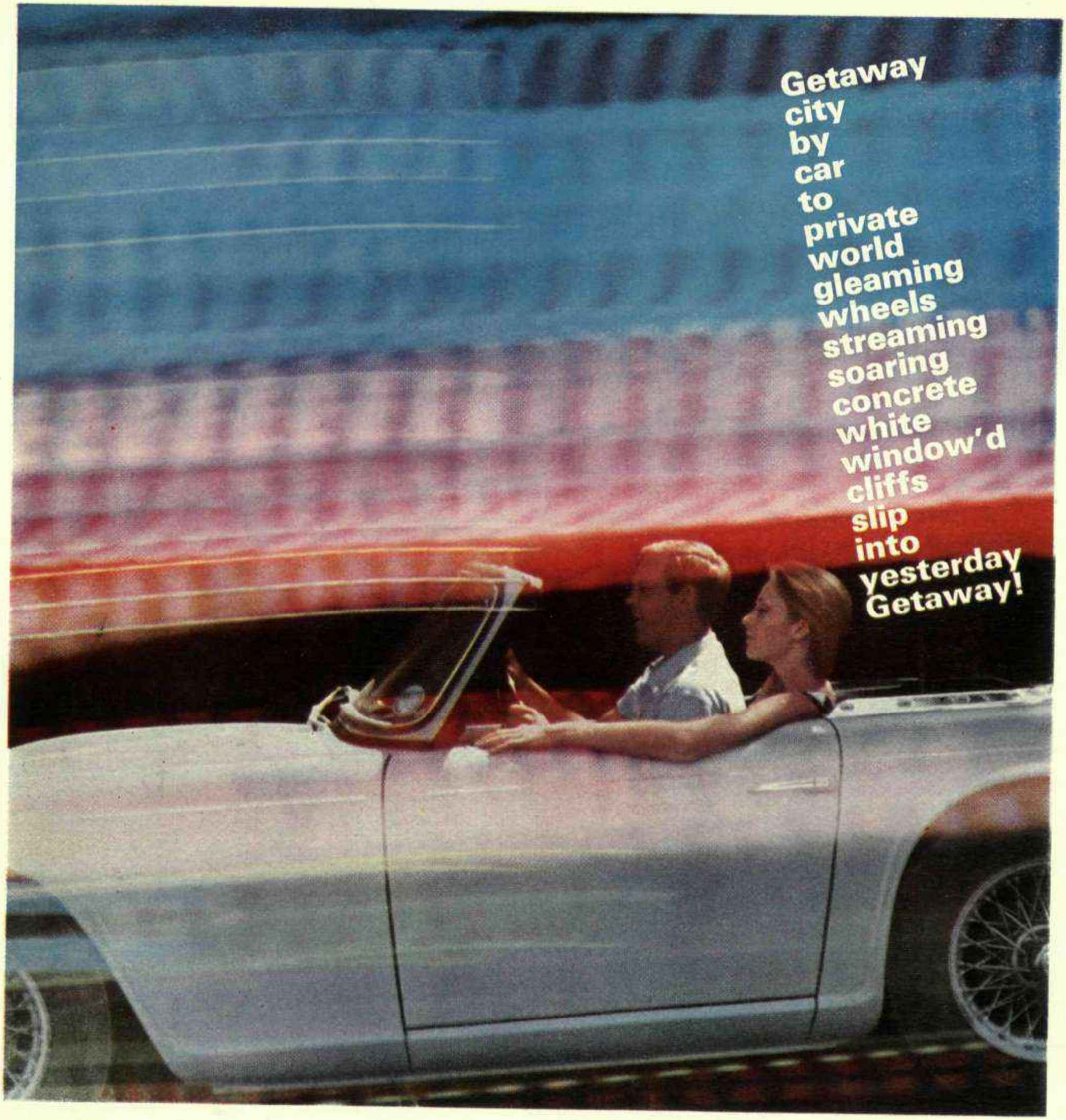
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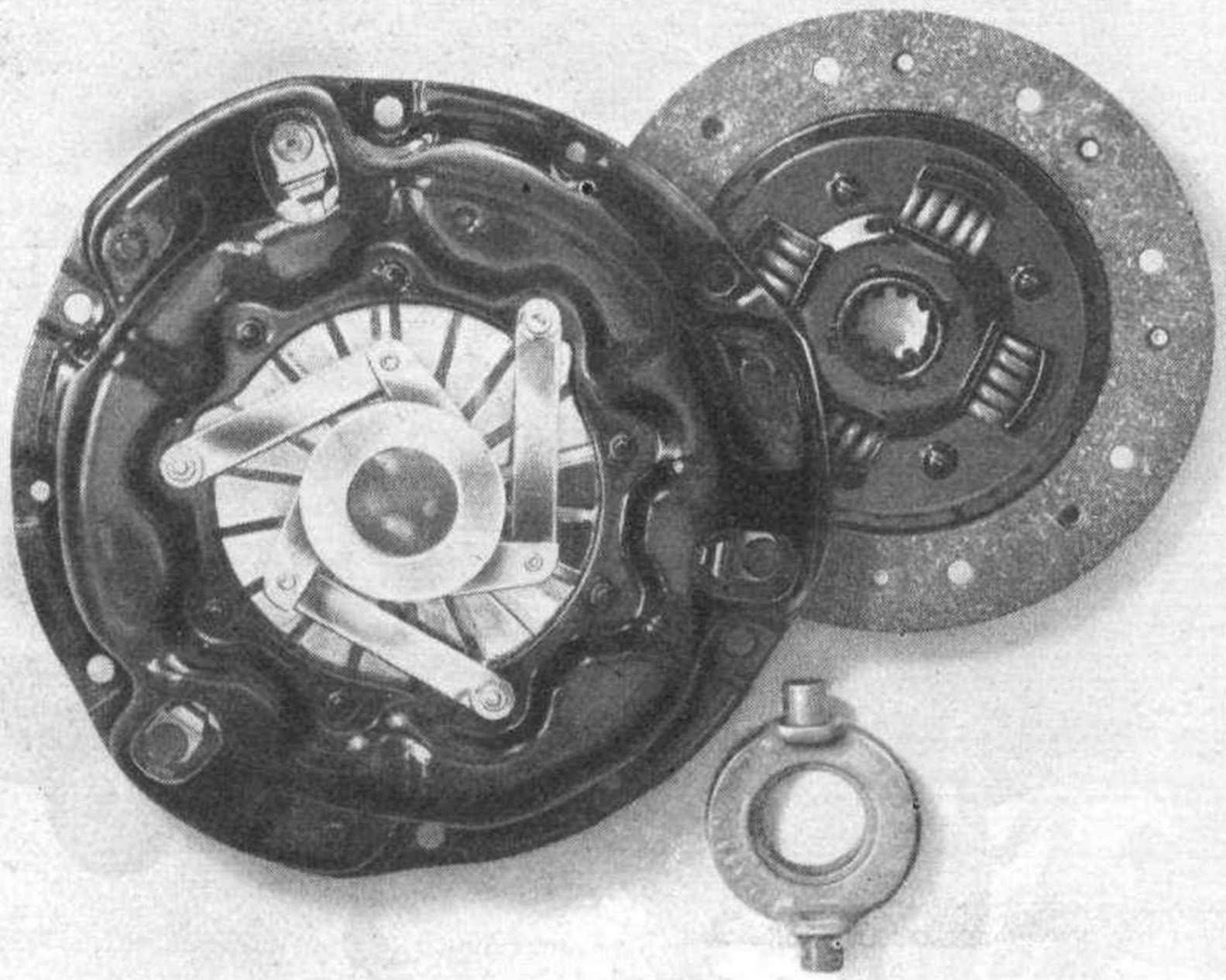
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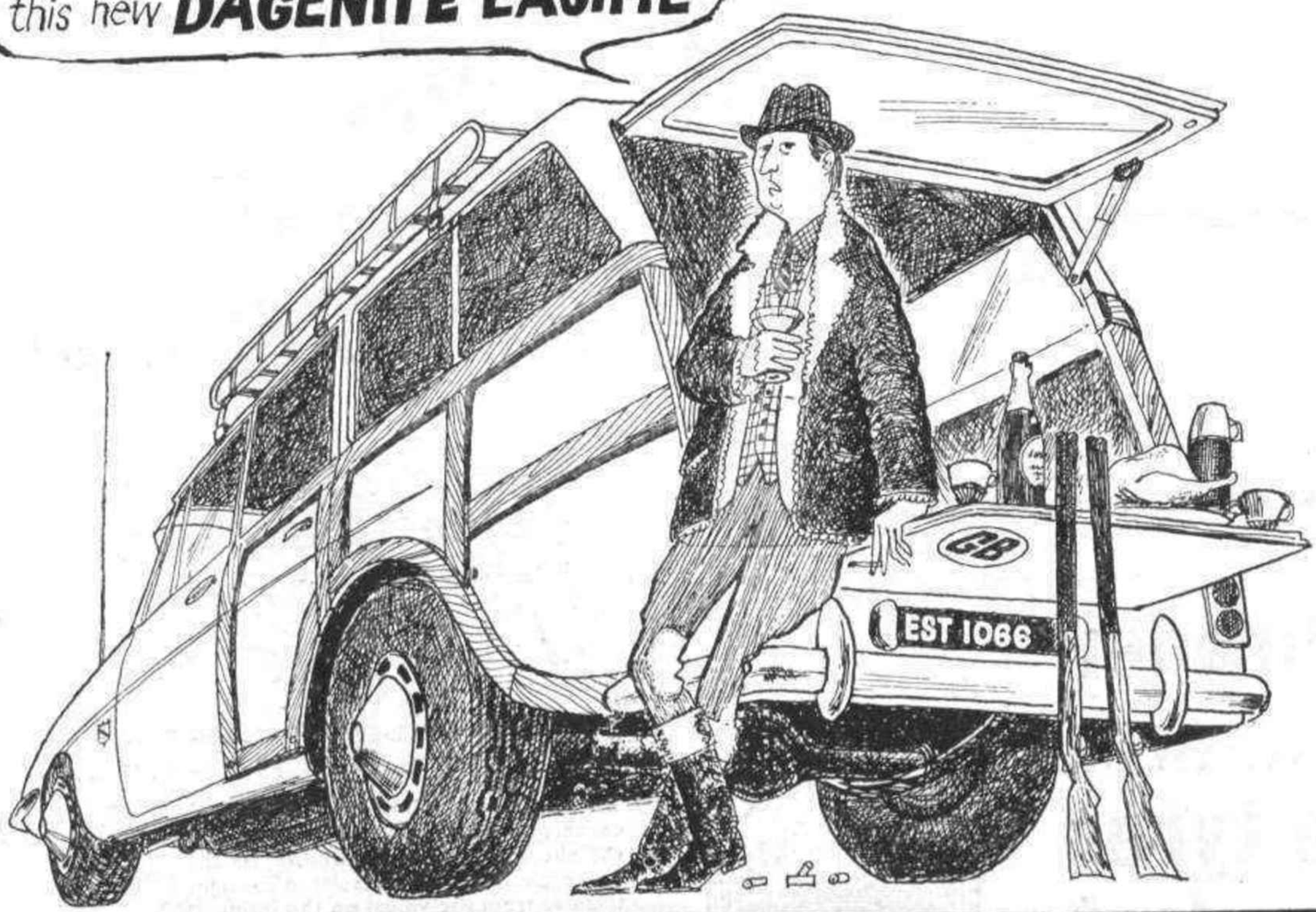


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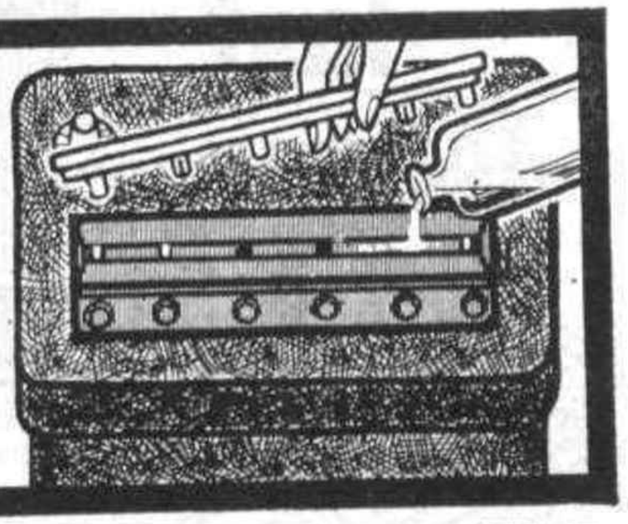
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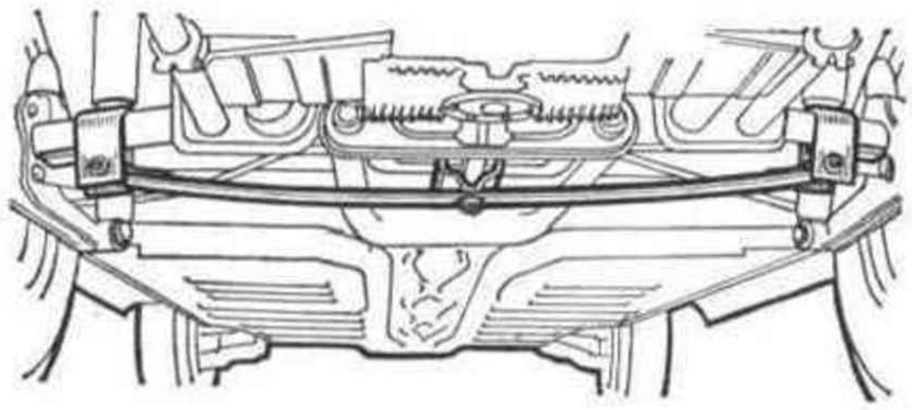
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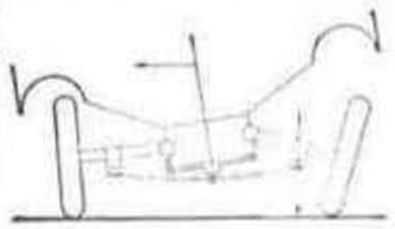
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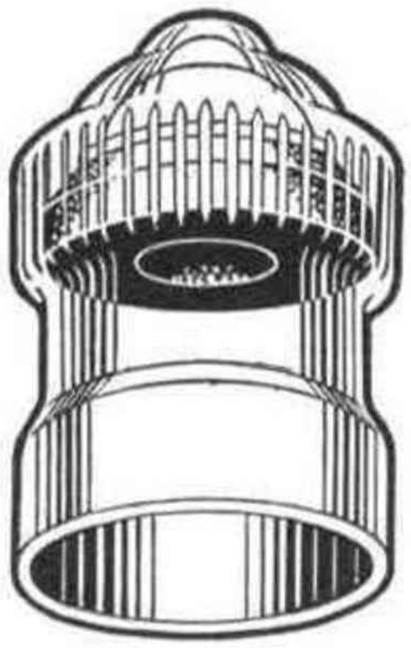
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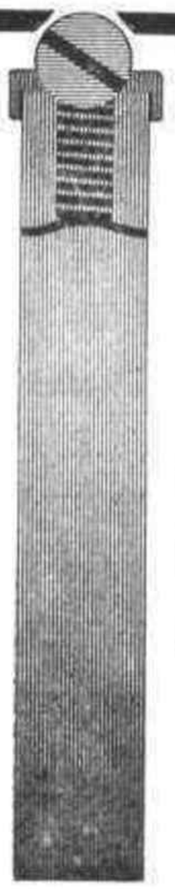
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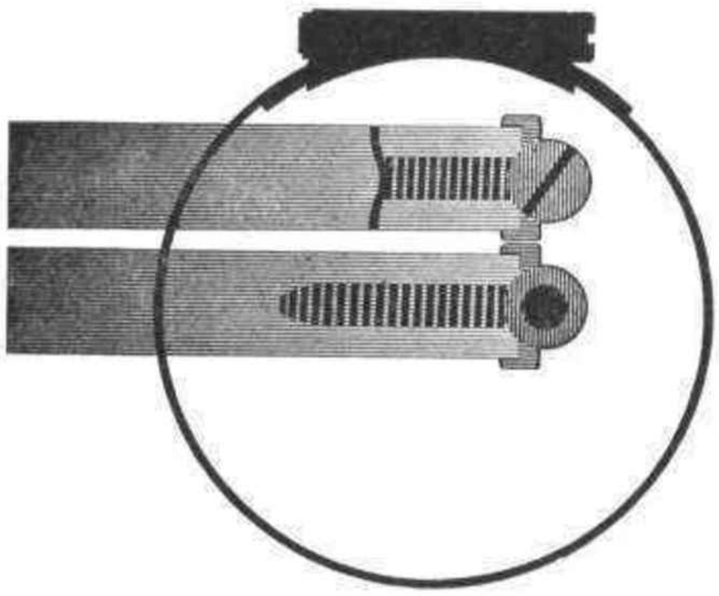
* If you prefer a cross-ply tyre or your car is not suited to radial-ply tyres, then Dunlop C41 is your obvious choice. It's the safest and most economical tyre of its type on the roads today.

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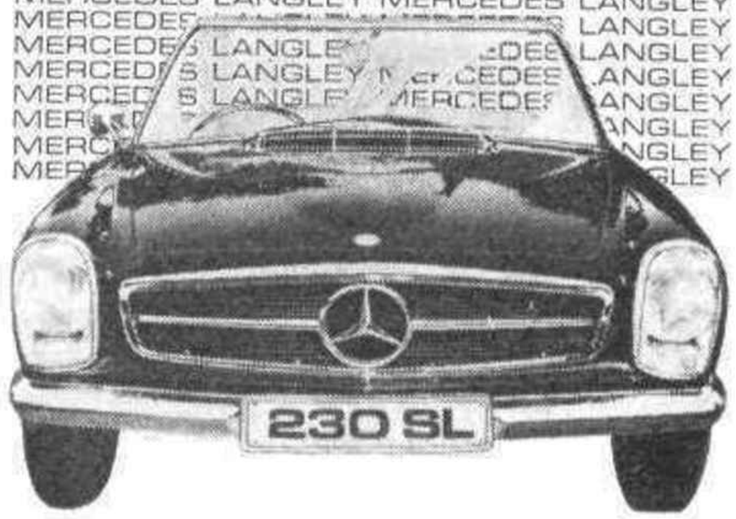
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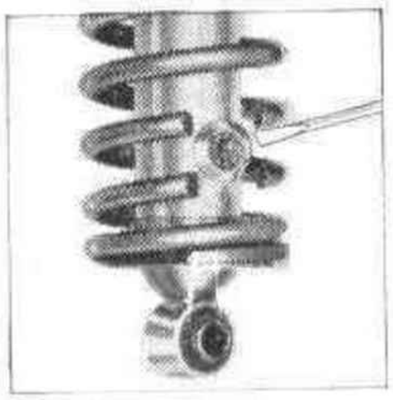
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VOL. XLI No. 9 The Editor's Impressions of the Modern Rolls-Royce. Pages 775-784 SEPTEMBER 1965

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

THE PRICES OF HISTORIC CARS

We have not reported on recent auction sales of old motor cars because we are of the opinion that, delightful as they may be for speculators and the used car vendors who have over the years become very rich trading on the keenness of true enthusiasts, they are a bad influence on the sport of actively using vintage and other historic cars, because the recent elevated prices put old cars beyond the reach of most of those who appreciate them most.

The rarer and more exotic old vehicles now fetch ridiculously high prices, if deliberately publicised and sold to induce same. Those people who are prepared to bid enormous sums for untried pre-war vehicles, often in need of mechanical overhaul and body renovation, should remember that, unlike more traditional *objets d'art*, ancient motor vehicles require costly stabling if they are not to depreciate and that, in future, abnormal prices are likely to be far harder to obtain and then only if mechanical, body and tyre condition can be demonstrated to be close to perfection.

The cure for rising prices is quite simple—don't pay them. To do so is justifiable, surely, only in order to save a truly desirable British car from leaving this country.

In normal circumstances the values placed on most vintage and p.v.t. cars are ridiculously high. It seems unlikely that they will be tolerated much longer. The Editor of the 12/50 *Alvis Register Circular* has expressed the opinion that only a *really exceptional* 12/50 Alvis is worth more than £250 (which means around half this price for one in average condition, quarter the price for one needing some renovation), while the Austin Seven Register asks its members to try to keep the prices of Austin 7s within reasonable limits, drawing attention to "a slightly tatty non-vintage Swallow saloon" sold recently for £135 but "valued by most of the experts present at £40."

If interesting pre-1939 cars are to remain in the hands of amateur enthusiasts it is essential for prices to be controlled. This can be done by buying where possible from private owners and by offering *a fair price and no more* to the specialist traders, no matter how high are their published prices. Few of them can afford to stock unsold cars indefinitely and a cash offer well below the asking price will often be accepted, especially when it becomes evident that the limited supply of customers for such cars (and surely the boom years of vintage- and p.v.t.-car buying are over?) is tired of exploitation and won't pay inflated prices.

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Front Cover Picture: WORLD CHAMPION DRIVER 1965.—Jim Clark (centre) starts his lap of honour of the Nurburgring after winning the German G.P., accompanied by Graham Hill (left) who finished second and Dan Gurney (right), resplendent in Goodyear wind-cheater jacket, who finished third. Behind Hill is Clark's mechanic, Doug Bridge, holding aloft the Metternich Trophy held by each year's winner of the German G.P. Just behind Clark is the administration building, time-keepers post, etc., and the badly placed commentator's box. To Gurney's right is the Dunlop-sponsored tower with its electric scoreboard and circuit map that shows where the leader is.

DIAMOND JUBILEE OF THE BRIGHTON SPEED TRIALS

Seaside speed trials are a typically British institution (having written which we await letters from readers in France, Germany and other countries listing the resorts where such took place in Europe), although today somewhat at the mercy of the more spectacular drag-contests.

On September 11th, at 9.15 a.m., the first cars are due to set off up the Madeira Drive kilometre at Brighton, where the first speed trials took place in 1905. Whatever criticisms may have been justified of the Brighton Speed trials in the past, this Diamond Jubilee fixture merits support. All morning and afternoon saloons, sports cars, GT cars, sports/racing cars and historic and modern racing cars, and motorcycles, with special classes for Bentleys, will race in pairs up this famous course, without preliminary practice. This year drivers will start in their own time, thus removing one past criticism of the Brighton & Hove M.C.'s organisation.

TT is new timing apparatus and over £1,000-worth of trophies and awards augurs well for this year's Brighton Speed Trials, and it is to be hoped that at this Diamond Jubilee meeting competition will be keen between the vintage and historic racing cars (classes 15 and 16). In the past everything from 500 c.c. F.3 racing cars to the Napier-Railton and Sidney Allard's dragster have had a go over this historic course and enormous entries have been achieved although, apparently, starting money isn't paid (racing car entry fees are returned to those who start).

It would be a pity if these long-established speed trials fizzled out due to lack of support.

NEW GERMAN CARS

The strength of Germany's Motor Industry is consolidated by new models from Mercedes-Benz and V.W. Mercedes-Benz announced a range of 17 new cars, consisting of a series of relatively inexpensive models and improved versions of their quality cars. We shall have more to say about these next month, after driving them on the Hockenheim circuit. Volkswagen have introduced subtle technical improvements to the "beetle," including raising its engine size to 1,285 c.c. and have announced the new 1600TL, with 1,584-c.c. 65 b.h.p. engine, "fastback" saloon body and disc front brakes. We await news of new British cars to combat this strongly mounted challenge from Europe.

Motoring Sport Events For September

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Sept. 4th ..	Scottish S.C.C.	Rest-and-be-Thankful	Arrochar	Hill-Climb (*R.*)	2.15 p.m.
Sept. 4th ..	M.G. C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
Sept. 4/5th ..	S. Derbyshire M.C.	Auto-Fare Ltd.	Burton-on-Trent	Rally (*R.*)	10.30 p.m.
Sept. 4/5th ..	Hampton & Dist. M.C.	Stevensons of Bracknell	Bracknell	Rally (*R.*)	10.30 p.m.
Sept. 5th ..	English Electric M.C.	Cowley House	Gnosall, Staffs.	Autocross (*C.*)	2.00 p.m.
Sept. 5th ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*N.O.*)†	11.00 a.m.
Sept. 5th ..	B.A.R.C. (S.E.)	Kings Drive	Eastbourne	Co-promoted Autocross	1.30 p.m.
Sept. 5th ..	Farnborough & Dist. M.C. ..	Odiham (A32)	Odiham	Autocross (*C.*)	2.00 p.m.
Sept. 5th ..	B.A.R.C. (Surrey)	Brands Hatch	Farningham	Speed Trials (*N.B.*)	1.45 p.m.
Sept. 5th ..	Thames E.A.C.	Lydden Hill	Canterbury	Race Meeting (*C.*)	2.30 p.m.
Sept. 5th ..	Allard O.C.	Eelmore Plain	Aldershot	Co-promoted Sprint	1.30 p.m.
Sept. 5th ..	750 M.C. (Midlands)	Church Lawford	Rugby	Sprint	2.00 p.m.
Sept. 5th ..	Weston-super-Mare M.C. ..	Greenhill Lane	Weston-super-Mare	Autocross (*C.*)	2.00 p.m.
Sept. 11th ..	M.G. C.C.	Castle Combe	Castle Combe	Sprint	12 noon*
Sept. 11th ..	500 M.R.C. of Ireland	Kirkistown	Newtownards	Race Meeting (*C.*)	1.30 p.m.
Sept. 11th ..	Brighton & Hove M.C.	Madeira Drive	Brighton	Speed Trials (*N.O.*)	9.15 a.m.
Sept. 11th ..	B.R.S.C.C.	Croft Autodrome	Darlington	Race Meeting (*R.*)	2.00 p.m.
Sept. 11/12th ..	Knutsford & Dist. M.C.	Cattle Market	Congleton	Rally (*R.*)	11.00 p.m.
Sept. 11/12th ..	Stockton & Dist. M.C.	Central Motor Auctions	Yarm, Yorks.	Rally (*R.*)	11.00 p.m.
Sept. 11/12th ..	Bewdley A.C.	Perry's Garage	Brecon	Virgo Rally (*C.*)	11.00 p.m.
Sept. 12th ..	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	2.45 p.m.
Sept. 12th ..	Antwerp Motor Union	Zolder	Hasselt	Race Meeting (*N.O.*)	11.45 a.m.
Sept. 12th ..	B.A.R.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.00 p.m.
Sept. 12th ..	B.A.R.C. (Yorks.)	Stockton Farm	Harewood	Hill-Climb (*N.B.*)†	1.00 p.m.
Sept. 12th ..	Burnham-on-Sea M.C.	Yeovilton	Ilchester	Sprint (*C.*)	2.00 p.m.
Sept. 12th ..	E. Anglian M.C.	Stanways	Colchester	Autocross (*R.*)	2.00 p.m.
Sept. 12th ..	Evesham A.C.	Broom Court	Alcester	Autocross (*C.*)	2.00 p.m.
Sept. 12th ..	Sutton & Cheam M.C.	Eelmoor Plain	Aldershot	Sprint (*C.*)	2.00 p.m.
Sept. 12th ..	B.A.R.C. (N. Thames)	Duxford	Royston	Sprint (*C.*)	1.30 p.m.
Sept. 12th ..	Aberdeen & Dist. M.C.	Crimond Aerodrome	Aberdeen	Sprint (*R.*)	2.00 p.m.
**Sept. 12th ..	**A.C. di Milano**	**Monza**	**Milan**	**Italian G.P.** (*INT.*)	**12 noon**
**Sept. 18th ..	**Mid-Cheshire M.C.**	**Oulton Park**	**Tarporley**	**Gold Cup** (*INT.*)	**2.00 p.m.**
Sept. 18th ..	Bristol M.C. & L.C.C.	Dyrham Park	Bristol/Bath	Hill-Climb (*N.B.*)†	1.00 p.m.
Sept. 18th ..	Vintage S.C.C.	Castle Combe	Chippenham	Race Meeting (*C.*)	12.30 p.m.
Sept. 18/19th ..	Four Ways C.C.	Five Ways Garage	Barton Mills	Foray Rally (*R.*)	10.00 p.m.
Sept. 18/19th ..	Swansea M.C.	Prynne's Service Station	Builth Wells	Rally of the Vales (*N.B.*)	10.30 p.m.
**Sept. 19th ..	**O.A.S.C.**	**Gaisberg**	**Gaisberg, Austria**	**Hill-Climb** (*INT.*)‡	**12 noon**
Sept. 19th ..	Preston A.C.	Bradshaws Ltd.	Broughton	Driving Tests (*C.*)	2.00 p.m.
Sept. 19th ..	V.W. O.C. (G.B.)	Stanford Hall	Rugby	VW Convention	—
Sept. 19th ..	London M.C.	Mallory Park	Hinckley	Race Meeting (*R.*)	2.00 p.m.
Sept. 19th ..	S. Yorks. C.E.C.	Standtoft	Hatfield	Sprint	1.00 p.m.
Sept. 19th ..	Sutton & Cheam M.C.	Normandy Hill	Ash, Surrey	Production Trial (*C.*)	11.00 a.m.
Sept. 25th ..	Lancs. & Cheshire M.C.	Oulton Park	Tarporley	5-Hour Relay (*R.*)	11.00 a.m.*
Sept. 25/26th ..	Hants. & Berks. M.C.	Kings Arms Hotel	Stokenchurch	Night Trial	9.00 p.m.
Sept. 26th ..	Chichester M.C.	R.A.F. Tangmere	Chichester	Team Driving Tests (*R.*)	11.00 a.m.*
Sept. 26th ..	Southsea M.C.	Weavers Down	Longmoor, Hants.	President's Trial	10.30 a.m.*
Sept. 26th ..	B.R.S.C.C.	Cadwell Park	Louth	Race Meeting (*C.*)	2.00 p.m.
Oct. 2nd ..	A.M.O.C/8 Clubs/750 M.C. ..	Silverstone	Towcester	Clubmen's Championship (*R*)	12.30 p.m.
Oct. 2nd ..	Burnham-on-Sea M.C.	Marine Parade	Weston-super-Mare	Speed Trials (*N.B.*)	10.00 a.m.*
Oct. 2nd ..	M.C.C.	Coventry	Coventry	S. Derbyshire Trial	2.30 a.m.
Oct. 3rd ..	B.A.R.C. (S.W.)	MR 168/549268	Winchester (A272)	Autocross	2.30 p.m.

* Suggested time for spectators—no time issued at time of going to press.
† Qualifies for R.A.C. Hill-Climb Championship.
‡ Qualifies for European Hill-Climb Championship.

PONTIAC POSTSCRIPT

I was able to put in many more miles the other week in the V8 Pontiac Parisienne Sports Sedan I commented on in the July issue. This time the electric window-lifts functioned without failure and, indeed, the only faults were that the treadle of the accelerator became unbonded and fell on the floor, and the cubby hole still refused to open. The Fisher body of this eye-catching car, finished in a particularly nice shade of dark blue, is extremely commodious and its luggage boot swallowed one more suitcase than could have been got into a fully-laden Rolls-Royce Silver Cloud's boot and there was still room for much more.

I found myself comparing this quiet-running automobile with the Rolls-Royce. At first I thought its engine as quiet, quieter perhaps, with faintly less vibration when idling, but away from the distracting sounds of town traffic I wasn't so sure, and would rate it as slightly noisier, and with many more rattles from the body. The automatic transmission is somewhat smoother overall, with less whirr, but there is no gear-hold, beyond LOW. It is possible to corner this enormous Pontiac until the Goodyears protest and the angle of roll is surprisingly small. Yet somehow the handling and ride over bad surfaces, and comfort of the seats, aren't on a par with those of the Silver Cloud, and the Pontiac power brakes, admittedly extremely powerful, are so sudden one hesitates to cram them on, in direct contrast to the confidence inspired by the R.-R. servo braking system. However, this Pontiac sells here for £2,290, or £3,340 *less* than the price of the Silver Cloud III we tested. For silent, effortless travel, American cars are not entirely to be denied—one day someone will offer them with disc brakes, "competition" suspension and optional leather upholstery, and then where will our luxury-car market be?—W. B.

LUCAS LONGEVITY

I find I did Joseph Lucas Ltd. an injustice when last reviewing the Editorial Morris 1100. The hesitant starting was due to electrical troubles on the part of the car, not the battery, which still starts the car impeccably, although it is two months short of three years old at the time of writing. Incidentally, the engine, after 26,500 miles, consumes Castrolite at the rate of approx. 5,000 m.p.g.—W. B.

An International Air Display will be held at Blackbushe Aerodrome, near Camberley, on September 4th.

The Midland School of Flying has moved from its base at Derby Airport, Burnaston, Derby, to the new East Midlands Airport at Castle Donington, Leicestershire. The move from Burnaston, which is being closed, marks the completion of its use as a training aerodrome for more than 27 years. Opened in 1938 by Air Schools Ltd. for training pilots under contract for the Royal Air Force, the base has been managed throughout by the same organisation.



WON ON CASTROL IN ALPINE RALLY

Best performance by a Manufacturer's Team

B.M.C.

MINI-COOPERS

LADIES CUP

TOURING CATEGORY

1ST MINI-COOPER 'S'

1ST (Pauline Mayman/Valerie Domleo

(Subject to Official confirmation)

1,000-1,300 c.c. Touring Class

1ST MINI-COOPER 'S'

Timo Makinen/Paul Easter

1,301-1,600 c.c. Touring Class

1ST FORD CORTINA

Henry Taylor/Brian Melia

1,601-2,500 c.c. G.T. Class

1ST ROVER '2000'

Andrew Cowan/Brian Coyle

Over 2,500 c.c. G.T. Class

1ST AUSTIN-HEALEY '3000'

Donald & Erle Morley

4 COUPES DES ALPES

BRITAIN'S MOST SUCCESSFUL MOTOR OIL

Castrol MOTOR OIL

CONTINENTAL NOTES

SOME readers may have noticed that Continental Notes were missing from last month's issue, and also that the Dutch Grand Prix report was written by M. L. T., and there were no Reflections on the Dutch G.P. The reason for all this was quite simple, I was laid flat on my back by a severe attack of influenza, contracted on the first morning of practice. As this was the time for the last pages of MOTOR SPORT to go to the printers there was a mild Editorial panic and flap, but fortunately M. L. T. took time off from editing *Motoring News* to help us out.

* * *

Earlier this year, at the A.D.A.C. 1,000-kilometre race at the Nurburgring, the Ferrari team produced the little Dino 166 coupé, which put the cat among the Porsches, for this obsolete Grand Prix car, turned into a GT Prototype, put up a truly impressive performance. Had it been a 2-litre it would have been impressive, but it was only a 1.6-litre and running in the 2-litre class, and it was amusing to hear the moans in the paddock about the Dino, with people disbelieving Ferraris when they said it was a 1.6-litre engine. A lot of people said it must be a 2-litre engine, but the Ferrari team merely smiled and said that they could make a 2-litre version if they wished. Usually the grumblers are complaining about someone who goes very fast in a class having an *oversize* engine; this time they were grumbling about an engine being *undersize*. Now Ferrari has built a 2-litre Dino, and with open bodywork it has been competing in the European Hill-Climbs driven by Scarfiotti, and, needless to say, it has been winning fairly easily, as well as setting up new course records. With the advent of the Dino 196 the grumblers are happy, for nobody minds a 2-litre car winning the 2-litre class, but it's all wrong for it to be won by a car with an engine smaller than it need be!

* * *

In Modena there is a lot of work going on and a lot of money being spent with no apparent results and no very clear objective as yet. This is on the Serenissima project, started well over a year ago and financed by Count Volpi after he left the ill-fated A.T.S. firm. Volpi is a young man who loves fast cars and motor racing, and who formed the Scuderia Serenissima some years ago, the name being the old one used for Venice, where the Volpi family reign. The new Serenissima project has been mentioned at various times as it has progressed, and earlier this year I saw the third car completed in their tiny workshops in Modena. It was an open GT Prototype looking very like a Ferrari Prototype, but was painted a dark blue colour, which was a rare sight in Modena where everything is usually red, even the politics. The design of the car follows today's conventional layout for a Prototype 2-seater, with the engine amidships behind the cockpit, the engine being a 3½-litre V8 with four overhead camshafts and a row of double-choke Weber carburetters in the middle of the vee. Designed by Massimino, who made his name with Maserati, it is a very neat and tidy power unit, looking very much like an enlarged Coventry-Climax engine.

The first Serenissima was a coupé and did some test running last winter, after which it was broken up and a second coupé was built, this latter still being in existence when I called in. The open car, which was beautifully finished in all respects, was the third to be built, and a fourth has now been completed, this being another coupé. The nearest approach to using these cars was an entry at Le Mans, and it looked as though the open car would be there, but at the last minute it was withdrawn, so we have yet to see the Serenissima in competition. Although the latest engine is a 3.5-litre, the original engine was a 3-litre, and it has recently been suggested that people have been snooping around the small workshop in Modena, with a view to buying the engine for next year's Grand Prix racing. While the idea is quite good, it is unlikely that it would develop into anything really serious, for by B.R.M., Ferrari and Honda standards the Serenissima facilities are negligible, and you cannot go Grand Prix racing with one engine and the promise of some more parts later on. You have got to have an engine design and development section in full swing all the time, strongly backed up by foundries and machine shops producing engines in a continuous flow. For a private owner to get starting money and have some fun the Serenissima engine might be an idea, like digging up an old 4-cylinder 2.7-litre Coventry-Climax engine.

* * *

About this time last year those of us who are interested in the fastest speed achieved on land were staggering around holding our heads and trying to get a sense of proportion. We knew all about 400 m.p.h. and Breedlove had comfortably exceeded this figure with his jet-propelled tricycle, but then along came the Arfons brothers, running as rival teams, and before we knew where we were the record was over 500 m.p.h., and Art Arfons left it at 536 m.p.h. using only a small proportion of the 17,000 lb. thrust of his jet-engine. By the time these words are in print he may well have turned on the lot and set the record to well over 600 m.p.h., but he is not alone, for Breedlove hasn't finished yet. Needless to say, Donald Campbell, who just managed to scratch up 403 m.p.h. with "Bluebird" is in on the act with a jet-propelled project that he hopes will exceed 700 m.p.h. There is nothing like being ambitious, for his expensive Bluebird was going to do over 500 m.p.h. and only just passed the 400-m.p.h. mark.

Art Arfons visualises approaching the speed of sound one day in the near future, a speed of around 720 m.p.h., but it will no doubt be approached in easy stages, like 550—600—650—700 m.p.h., and where Arfons is concerned you don't laugh. He has been playing around with jet-propelled devices for many years now and knows what he is doing. This breed of American record-breaker comes from the Hot Rod and Drag Racing activity, rather than from the Sports Car set, and they are essentially the types that get on with things in a practical fashion, rather than wasting a lot of time on talk and theory. The Summers brother are another pair who are out for records, having built a conventional record-breaking car driving through the wheels and using four Chrysler V8 engines, their objective being to become the fastest in the wheel-driven class, for there are now two categories for the ultimate maximum speed, jet-driven and wheel-driven. Their car, called the "Goldenrod," is immensely long, having the four V8 engines in line, and all four wheels are driven, the driver sitting right at the back, beyond the rear wheels. The odd thing is that all this activity will be at Bonneville on the Salt Flats, when "experts" have told us that the Salt Lake is finished for high speed.

* * *

Anyone involved in the running of veteran cars, Edwardian cars or any other early vehicles knows the debt that is owed to the Dunlop Rubber Company for continuing to make obsolete tyres. In these days of rubber roller-skate wheels for cars, a 19-in. tyre cannot be found, while even larger veteran tyres are out of the question, but Dunlops continue to make small quantities of large-diameter tyres, even though it is not a commercial proposition. If someone at Dunlops suddenly decided overnight to stop the manufacture of these obsolete sizes, many veteran, Edwardian and vintage cars would be forced into museums, never to run again.

Recently, at Monza, the Goodyear Tyre and Rubber Company sponsored a veteran and vintage gathering and it is interesting that they should do this, for it may well mean that they are intending to make obsolete tyres as well. This year Goodyear have made great strides in getting into European motor racing, being strong in GT and Prototype racing, and having Brabham and Honda on their tyres in Grand Prix racing. Goodyear tyres were not only used by the Le Mans-winning Ferrari LM of Gregory/Rindt, but were also used on the Reims 12-Hour-winning Ferrari of Rodriguez/Guichet. They have yet to win a Grand Prix race, but with Clark and Lotus around on Dunlop tyres, this will be difficult for them, though they are certainly providing some strong competition for Dunlop, who have had a monopoly for some years. The Firestone Tyre Company have also got a foothold in European racing, with Bruce McLaren using their tyres on his McLaren-Elva sports car, and they have their sights on Grand Prix racing as well.

While I do not want to see America dominating European racing, and I hope that Ferrari can go on warding off the attacks of Ford in GT Prototype racing, the advent of American competition is very healthy for the sport in general. The Ford Motor Company have shown us that money alone will not win Le Mans, so that Europe should not be worried by any onslaught on our motor racing by the mighty dollar-bearers. In the tyre world the competition to Dunlop provided by Goodyear and Firestone has made a healthy and competitive atmosphere, and it may well encourage Continental and Pirelli to return to motor racing and help Dunlop fight the Americans. Grand Prix racing, and any other form of racing for that matter, is essentially a mechanical contest and a great part of the interest lies in the technicalities. Remember the doldrums of 1961, when even B.R.M. were using 4-cylinder Coventry-Climax engines, and see how much more healthy racing is today with engines from Climax, B.R.M., Ferrari

and Honda, with V8, V12, flat-12 and flat-16-cylinder engines. The same interest accrues where other components vary, for there is nothing like variety, and if tyres could be any one of five different companies, plugs could be Champion, Lodge, K.L.G., Bosch, Marchal, or Autolite, fuel-injection could be Lucas, Bosch, Tecalemit, or Hilborn and so on, through all the components used in a racing car, then there is automatically a much greater interest to all concerned.

Certain people tell you that the general public are not interested in such things, and they are quite right, but I am talking about the 50,000 people in this country who *are* interested in such things; the motor racing enthusiasts who follow all aspects of racing, not the fickle public who only attend races because they are told to by high-pressure salesmen. There are signs that the money-making boom period of motor racing in this country is over, and the future will be with *us*, the 50,000 hard core. The masses will no doubt find some other "pastime" and motor racing will be left to those of us who enjoy all aspects of this mechanical sport, not merely the social status and the "blood" aspect, so beloved by the popular Press.

* * *

While most people are rushing away from their homes in August, many of them to the continent of Europe, I seem to be able to take the opportunity of leaving Europe and returning home for a holiday. There is so much interesting motoring activity in England during the summer months that I find it a good place to take a holiday, and this year went to Silverstone to the big motorcycle meeting run by the British Motorcycle Racing Club, for their Hutchinson "100" Trophy. Mike Hailwood, who has rather lost interest in Grand Prix racing for the time being, was in cracking form and won three of the races, and he certainly looks more at home on a motorcycle than he does in a racing car. One of the reasons for attending this meeting was to meet up with Eric Oliver, with whom I used to ride as sidecar passenger, and we took part in a parade of racing motorcyclists from the past. As there is an A.C.U. rule that solo machines and sidecar machines must not be on the track at the same time, we were allowed to go out on our own on a clear track for our "parade." We were using Chris Vincent's 650-c.c. B.S.A.-engined sidecar outfit and Eric suggested that we made it a high-speed "parade" and had a bit of a go, which I thought was an excellent idea. We had not ridden together since 1949, though we both still ride motorcycles fairly regularly, and for six laps of the Grand Prix circuit at Silverstone we really enjoyed ourselves. Unfortunately the inevitable downpour of rain arrived as we were waiting to go out, so we had to ride on a very wet track, but even so Oliver was lapping at 75 m.p.h., about 20 seconds under the lap record, and it was a most exhilarating experience to passenger once again with the finest sidecar rider there has ever been.

The following day, to complete this holiday weekend, I accompanied the Editor to Prescott for the Vintage Sports Car Club's annual Hill-Climb, and a more pleasant and relaxed meeting it would be hard to find.

* * *

Last year I had a brief introduction to the *Daily Express* Offshore Powerboat Race from Cowes, in the Isle of Wight, to Torquay in Devon, and found it very fascinating, with a remarkable affinity to motor racing, the power being provided by Jaguar, Maserati, Ford Galaxie, Chevrolet and the like. It was also surprising how many familiar faces from Goodwood, Silverstone and the B.R.D.C. were to be seen around the boats. This year the race takes place on Saturday, September 4th and it is hoped that the seas will be in a troubled state by then. Last year everyone found the going too smooth, for it was a beautiful day with a calm sea, and the power-boat people do not enjoy it when it is like that. They want waves and rough seas that make these large boats leap six or eight feet out of the water. It is a fine thought that the competitors said the course was too smooth and that they wanted it rougher and tougher. Can you imagine the members of the Grand Prix Drivers Association asking to have some of the circuits roughened up a bit, because it is all too easy at present? Somebody once suggested turning the Oulton Park circuit into a real road circuit, like the old Ards circuit near Belfast, with cross-cambers, kerb-stones, manhole covers, shops, houses, pavements, traffic light bollards and so on, in fact, all the hazards normally encountered in motoring. I thought it was a first class idea, but who would race on it, and would "Auntie" R.A.C. allow it? The powerboat people are a very different lot, the bigger the waves and the stronger the wind the better they like it. Let us hope the change of date from August to September will provide them with the conditions they want.—D. S. J.

R.A.C. HILL-CLIMB CHAMPIONSHIP 1965

WITH the retirement of the P99 four-wheel-drive Ferguson-Climax and Peter Westbury's attentions being distracted by his own four-wheel-drive project, the 1965 R.A.C. Hill-Climb Championship has been a battle between the more orthodox machines, chasing rather unsuccessfully the records left from last year. The first three events, at Loton Park, Prescott and Wiscombe all followed a regular pattern, Tony Marsh with his Oldsmobile V8-powered Marsh Special winning from Peter Boshier-Jones' supercharged single-cam 1.3 Lotus 22-Climax.

The fourth round at Barbon Manor saw the pattern change, the more nimble Lotus of Boshier-Jones taking the 10 points, with Marsh being pushed down to third place by Peter Meldrum's Allard Dragon-powered Lotus 20. The first record to fall was at Shelsley Walsh where Marsh ascended in 32.94 sec., followed by Meldrum and John Macklin (3.5 Cooper-Buick)—Boshier-Jones non-starting. Moving to Scotland in June for Bo'ness and Rest-and-Be-Thankful, it was again Marsh who initially set the pace but at the bumpy "Rest" his non-appearance afforded another win for Meldrum, followed by Boshier-Jones and Tony Griffiths (2.5 B.R.M. 4-cyl.). The Jersey M.C. & L.C.C.'s Bouley Bay Hill-Climb in July was another Marsh benefit and another new course record. Boshier-Jones and Meldrum again took second and third places, respectively, and Macklin pushed Griffiths down to fifth place.

Longleat, a new hill in the series and the first B.R.S.C.C. event, was ripe for a new record and Marsh proved to be the right man for the job, ascending the ultra-fast Wiltshire hill in 36.76 sec. Again it was the two Peters, Boshier-Jones and Meldrum, who followed the winner with Griffiths back in his customary fourth place. The following week (August 7th) at the Great Auclum Hill-Climb, Marsh gave the meeting a miss, feeling, perhaps wisely, that his car was not suited for the tiny banked course and left the current record-holder, Boshier-Jones, a clear run and the opportunity to better his time, a feat which he achieved with considerable ease from Macklin and Meldrum. When one uses the term "with ease" it must be remembered that the time difference of 19.099 sec. for Boshier-Jones and 19.515 sec. for Macklin must be considered against such a short hill. The last qualifying event to catch our press schedule was the Ulster A.C.'s Craigantlet Hill-Climb on August 14th. The fact that only Meldrum and Griffiths bothered to make the trip to this very long and fast hill must put the Irish venue in a very weak position if the R.A.C. decide to trim down the number of qualifying events for next year's championship. As expected, Meldrum took the honours, but Peter Westbury's record remained intact and Griffiths collected another nine points, but at the expense of bending his B.R.M. on his second run. With four more events to be run Marsh leads with 81 points from Boshier-Jones with 75 points, Meldrum with 69 points and Macklin with 59 points.
—E. L. W.

COINCIDENCE.—On the left Mike Hawthorn in his Riley some time in the nineteen-fifties. On the right the same car being raced by Tim Ely at the July V.S.C.C. Silverstone Meeting—with the identical competition numbers!





On Grand Prix Drivers

THE Grand Prix world has accepted the fact that this year has seen the introduction of what would appear to be a phenomenon in its midst. I refer to the advent of 26-year-old Jackie Stewart in the B.R.M. Grand Prix team, and his performances to date.

Having a quiet discussion with a friend of mine on the ability of Stewart and searching for an explanation as to why he has beaten everyone except Jim Clark in his first season of Grand Prix racing, we began to get the glimmerings of a solution. The more we chewed it over the more certain we were that we had found the answer, even though we realised that many people would disagree and many people, drivers in particular, would be upset by our findings.

Let us review what Stewart has done in his first season as a B.R.M. team driver, and number two to Graham Hill. His race-score to date in Formula One races this year is : 6th, South African G.P.; 2nd, Brands Hatch; retired, Goodwood; 1st, Silverstone International Trophy; 3rd, Monte Carlo G.P.; 2nd, Belgian G.P.; 2nd, French G.P.; 5th, British G.P.; 2nd, Dutch G.P.; retired, German G.P. A good score for a seasoned Grand Prix driver, one first, four seconds, a third, a fifth and a sixth, with two retirements; in fact a result to be proud of, but Stewart has accomplished this in his first season of Grand Prix racing, and the season is not yet finished. His performances in practice are even more inspiring, for they read as follows : South Africa, 5th row of grid; Brands Hatch, 3rd row of grid; Goodwood, front row of grid and F.T.D.; Silverstone International Trophy, front row of grid and 2nd F.T.D.; Monaco G.P., 2nd row of grid with 3rd F.T.D.; Belgian G.P., front row of grid and 3rd F.T.D.; French G.P., front row of grid and 2nd F.T.D.; British G.P., front row of grid and equal 3rd F.T.D.; Dutch G.P., 3rd row of grid, but only four-tenths of a second behind 2nd F.T.D.; German G.P., front row of grid and 2nd F.T.D. The rule rather than the exception is that Stewart is on the front of the starting grid, and often this has been on his first visit to the circuit in question, but more important is the fact that he has been competing against stars of Grand Prix racing that have been established for four or five years.

Many people have accepted the fact that he is a phenomenon and left it at that, without trying to find an explanation, but there must be more to it than that. You cannot join in with the Grand Prix "circus" and consistently beat people like Gurney, Brabham, Surtees, and even your own team-mate, Graham Hill, all in your first season, without there being a reason for it. Looking back a few years I began to get a clue to the reason for this situation, and this clue also gave me the answer to another problem that has been at the back of my mind for some time. Over the many years that I have been following Grand Prix racing there have been outstanding drivers that have been above the others in ability, and there have been new drivers with a "natural" ability that was obvious right from the start, and when they took to Grand Prix racing they were outstanding, but not quite the equal of the established top driver. The quick rise to fame of Bernard Rosemeyer in the mid-1930s was an example, but while he was outstanding nobody suggested he was better than Nuvolari.

In recent years Fangio was top man in Grand Prix racing, with Moss right behind him, when along came Tony Brooks, who was outstanding, but there was no question of him being better than Fangio. In 1961 there was no one who would deny that Stirling Moss was the outstanding Grand Prix driver. There were a lot of good, very good, drivers racing against him, but his driving prowess was above them all. In the spring of 1962 he had his regrettable accident at Goodwood, and the Grand Prix season started without Stirling Moss, and, more regrettably, had to continue without him. We surveyed the field and found we had four outstanding drivers, Clark, Gurney, Hill and Surtees (in alphabetical order), and any of these four were capable and justified in winning the major Grand Prix races. We said to one another, this is remarkable, we have four top-line drivers of equal ability, and we got over our disappointment at the loss of Stirling Moss. This is where we made our mistake. We did *not* have four top-line drivers, what we had were four *very good* drivers, but at that time, 1962, none of them was the equal of Stirling Moss. We automatically accepted a lower standard as the top-line in Grand Prix racing, because we had lost our "standard of Grand Prix driving" overnight, on that fateful Easter Monday in 1962.



Stirling Moss, 1961. *Jackie Stewart*, 1965.

It may have been the reaction to the Stirling Moss disaster that caused me, and many others, to overlook the need of readjusting our standards of Grand Prix driving. However, during 1962 and 1963 I was never inwardly convinced that we could have four top-line drivers, and close and detailed study of the four drivers in question convinced me that Jim Clark was going to leave the others behind as his experience increased. This was prompted by two things, one the fact that I had come across J. Clark some years before in Club racing, in a set of known circumstances by which I could assess his ability, and I was most impressed; and two, that Stirling Moss returned from some South African races in the winter of 1961/62 and told me quite frankly that he was worried by Clark. He said that he could beat any of the other drivers, even if he was driving an obsolete car, as he had done in 1961, but that he was going to need an equal car to beat Jim Clark. He was quite happy about beating him, but insisted that conditions would have to be equal; he was not prepared to take Clark on with a handicap. I am certain that he was sincere in these remarks, and the last three and a half years have shown that Moss was right. Over the past eighteen months Clark has convinced most people that he has risen from the original four and is their unquestionable leader, just as Fangio was ahead of Moss, Hawthorn, Brooks and Collins, so that we have returned to what has been normal in Grand Prix over the decades, and the freak situation of 1962 has been resolved. I am not decrying the ability of Gurney, Hill and Surtees, or any of the others who are just behind them; I am merely putting things into the right perspective and getting my "standards" straight. I have had enough experience of Grand Prix drivers to know that an apparently mediocre one is a very good driver by ordinary standards, such as Club racers and those of us who just enjoy driving fast. I am discussing the absolute peak of Grand Prix driving, the sort of ability that puts a man into the "artist" category, which is above the hard-working fast driver.

At the beginning of this year I was convinced that Clark had made the grade from being one of a group of really first-rate Grand Prix drivers into a special category of "superman," and this season has given me positive proof, and it has given it to a lot of disbelievers as well. Now into this situation arrives a new young apprentice from Scotland, who begins to make the first-rate lads puff and sweat a bit to keep in front of him, and in a very short time they are "scratching" to keep up with him. But Clark is not unduly troubled by him, though he may well be in the future. We now have the situation which was like the arrival of Tony Brooks into Grand Prix racing, and it all makes good sense, and conforms to plan. The idea that Stewart was a phenomenon never really convinced me, because he was human like anyone else, and made mistakes and showed a lack of experience as any new driver would. But he also showed a remarkable number of outstanding attributes that put him in a very high position in the Grand Prix driver field. His speed of reflexes, his timing of foot and hand movements, his judgement, his "feel" for the limit of tyre adhesion and so on, all matched up very well when analysed. You only had to watch him closely on a sharp corner that called for heavy braking, rapid gear-changes, and hard acceleration away, to see remarkable ability. His right foot was obviously hard down on whichever pedal was required, accelerator or brake; there was no hesitation; and the speed and precision of his gear-changes, up or down, were that bit sharper and quicker and more forceful than many of his rivals. During the part of the season that has so far been run, he has met challenge after challenge with most con-

Continued on page 748

BOOK REVIEWS

"The Chain-Drive Frazer Nash," by David Thirlby. 237 pp. 9½ in × 6⅛ in. (*Macdonald & Co. (Publishers) Ltd., Gulf House, 2, Portman Street, London, W.1. 45s.*)

There are one-make histories about vast mass-production essays like the Model-T Ford, and other books dealing with quality rather than quantity, such as the Sunbeam S.T.D., Rolls-Royce and Lanchester histories. But the Frazer Nash, being built in very small numbers and being essentially the genuine enthusiasts' sports car, is different again and this very important and long-awaited book by David Thirlby, Registrar of the F.N. Section of the V.S.C.C., is therefore absolutely enthralling, although, because each Frazer Nash was virtually an individual production, his task has been a difficult one and his book may seem heavy going for the uninitiated.

Before coping with the chain-drive Frazer Nash in all its divers variants Thirlby goes into G.N. history very thoroughly, because it was from the efforts of H. R. Godfrey and the late Capt. "Archie" Frazer-Nash in the cyclecar field that the Frazer Nash sports cars evolved.

Nicely printed, with a solidity that the cars it describes tended to lack, "The Chain-Drive Frazer Nash" contains chapters on the racing and Alpine Trial successes (and failures) of the "Chain-gang," on the various engines used in Frazer Nashes and the companies which made them, on specials based on G.N. and/or Frazer Nash chassis, and about the personalities so closely associated with the make, "Archie" Frazer-Nash and H. J. Aldington having separate chapters to themselves.

Apart from the informative if complex text and the delightfully nostalgic illustrations, the appendices form a very valuable part of the book, especially that listing the number of Frazer Nashes built and sold per year, and the register of all cars made from the first Plus-Power model onwards, with engine, chassis and Reg. Nos., special features, first owner and history, this being as absorbing, on a smaller scale, as the well-known Bugatti Register.

In addition there is a table of design details and new models covering the years 1924 to 1938, an index of Press road-tests of various models (MOTOR SPORT reported on the Super Sports, Interceptor, T.T. and Six-Cylinder between 1927 and 1933, photostats being available), a brief history of the F.N.C.C. and of the F.N. Section of the V.S.C.C., and a register of all known G.N.s. The Frazer Nash Register occupies 84 pages of small type! Even a superficial glance at this mass of information reveals names from the past, like Eric Burt, R. G. J. Nash, Cynthia Sedgwick, Derek Dent, Agabeg, Lt.-Comdr. Grogan, Miss Wilby, K. N. Hutchison, Hugh Hunter, R. L. Bowes, Brooklands, Donington, Colmore, T. T. Replica, Shelsley, Byfleet I, etc., etc., that must surely make the enthusiast's heart beat faster. . . .

This important book contains no easily apparent errors, except for Wolseley wrongly spelt on one page and a reference to Dick Nash's "Spook" winning a 50-mile race at Brooklands, which this reviewer does not remember, although it won a short sprint race up the Finishing Straight. There do appear to have been occasional unfortunate lapses in proof-reading which, however, will not mar the enjoyment for avid Frazer Nash followers.

Certainly this book fills a long-felt need and should be read and referred to avidly by every Frazer Nash "Chain-gangster" and most sports-car enthusiasts. It is good to note that Macdonald have uniform one-make histories in preparation covering the Bullnose Morris, Roesch Talbot, Peugeot, A.C., Alvis, Lagonda, Humber, Bean, Austin 7 and 1750 Alfa Romeo cars, as well as a detailed competition history of Jaguar.

"Private Entrant," by Michael Cooper-Evans. 194 pp. 8½ in. × 5⅛ in. (*Cassell & Co. Ltd., 35, Red Lion Square, London, W.C.1. 30s.*)

This book, by an author who was for two years with the Rob Walker independent racing stable, takes the reader behind the scenes of motor racing and shows some of the almost insuperable difficulties from which independent teams suffer when endeavouring to compete in Grand Prix racing against works teams.

The opening chapter gives an interesting insight into how Rob Walker first became interested in motor racing when seeing the Boulogne races of 1924 while on holiday in France with his mother, and of his subsequent motor-racing activities and career. The chapters which follow deal with almost every aspect of preparing and organising for motor racing, as seen from behind the scenes, but unfortunately the book is already dated in some respects, notably where it deals with racing tyres. It is copiously illustrated with very good pictures and there are reproductions of Rob Walker's lap charts, while the text contains many fascinating technical details of the cars prepared by the well-known Rob Walker stable. The Foreword is by Stirling Moss.—W. B.

"Aston Martin Manual—1921-1958." 404 pp. 8¾ in. × 5⅛ in. (*Perry & Routleff Ltd., 4, Kirchen Road, London, W.13. 65s. 6d. post free.*)

This is a quite remarkable publication for a one-make Club to have sponsored, this manual having been compiled for the Aston Martin Owners' Club. Edited by Dudley Coram, this book contains practically everything any owner could wish to know about Astin Martin models between the years 1921 and 1958 inclusive. The emphasis is on maintenance. Section I covers general information and data, Section II routine maintenance and lubrication, Section III general overhauls, Section IV is devoted to electrical wiring diagrams, and Section V covers general components, carburetters, clutches, brakes, and electrics, while the final section is devoted to engineering drawings and extremely useful appendices. I thought that the Bentley D.C. was the one-make organisation which published the most comprehensive literature devoted to the cars owned by its members, but this Aston Martin publication is quite unique and no owner of an Aston Martin car, whether one of the early side-valve models or any of the models made subsequently up to 1958, can possibly afford to be without it. A quite remarkable publication!—W. B.

"The Picture Story of World Sports Cars," by Stuart Seager. 157 pp. 11 in. × 8¼ in. (*World Distributors (Manchester) Ltd., P.O. Box 111, Manchester, 1. 15s.*)

This is yet another large pictorial volume devoted to the world's sports cars. It is a pity it did not appear nearer to Christmas, as it would make an excellent present for young people. Because Stuart Seager is associated with the B.M.C. Publications Section there is a bias towards pictures of M.G., Austin Healey and other B.M.C. sports cars but this is by no means overdone. John Thornley, Director and General Manager of the B.M.C. Sports Car Factory at Abingdon, writes a pungent Foreword and there is interesting supporting text for the many illustrations. At the price this book certainly provides a large number of attractive pictures. Some of them are not too well chosen from the point of view of showing cut-about sports cars captioned as contemporary models and there are a few minor inaccuracies, such as cars being described as lined up for the start of the Marcel Renault Plate on the opening day of Brooklands in July 1907 when, in fact, they are being prepared in the Paddock, pictures of 6-cylinder 4½-litre Lagondas captioned as the V12 model, etc. Quite a pleasing book and, moreover, at a modest price.—W. B.

* * *

The "Shell Treasury of the Countryside," selling at 6s., provides motorists with an excellent introduction to the delights of the country and is illustrated with a considerable number of colour plates. It is published by Phoenix House Ltd., 10-13, Bedford Street, London, W.C.2, and this informative stiff cover book runs to 96 pages.

* * *

J. H. Haynes & Co. Ltd., 44, Old Bond Street, London, W.1, have published a Ford Anglia Owners' Workshop Manual compiled by S. F. Page which runs to 140 pages and sells at 25s.

* * *

The Service Car Division of Ford Motor Co. Ltd., Warley, Essex, has published a very informative, well-diagrammed book about Automatic Transmission in its series "Introduction to Automobile Engineering." Copies are obtainable free on application to Warley, mentioning MOTOR SPORT.

* * *

C. Arthur Pearson's "Car Maintenance Made Easy" contains pictorial instructions for carrying out simple car maintenance, and includes details of how to start a car on dry batteries when the accumulator is "flat," how to fit a vacuum-gauge, fit an oil-temperature gauge, track the steering, etc. It costs 5s. and is published from Tower House, Southampton Street, London, W.C.2.

* * *

C. Arthur Pearson also publish, as the latest book in their 5s. Pictorial How-To-Do-It Library, "Car Care Made Easy."

ON G.P. DRIVERS—continued from page 746

vincing results. It was thought that his first attempt at the high-speed stuff at Spa would sort him out, but he took it in his stride, and the race in the wet in addition. The twists and turns of Clermont-Ferrand were obvious child's play to him, and then came the challenge of the Nurburgring. His practice times made most people look like amateurs, and it was his first drive on the Nurburgring with a Grand Prix car. That he is human like anyone else was illustrated by the slight mistake he made during the race, which caused his retirement with a bent wishbone. He made no bones about it, he "goofed," just as he had done at Monaco, when he spun at Ste. Devote. There is no doubt about the fact that he is a "natural" high-speed driver, born with all the faculties required of an outstanding driver. Like Fangio, Moss and Clark, he is obviously blessed with good judgement, sharp reflexes, outstanding eyesight, and sense of balance, all to a higher degree of perfection than our previous top-line "standard drivers."

If we are prepared to accept the fact that the level of ability of Clark, Gurney, Hill and Surtees in 1962 was not as high as we thought it was, and I for one will accept this fact, then it is a straightforward matter to fit Stewart into the picture. Looking back to 1961/2 again, it becomes more obvious that this was the situation; if you consider, what we assumed then was that overnight the ability of these four had reached the level set by Stirling Moss. We had Moss with a figure of merit of 100, and the others around the 92-95 figure. Moss is taken from us and we automatically gave the others a figure of merit of 100, as being the best we had. What we should have done was to have left a space above them, to be filled by someone known or unknown. If Clark had not developed with experience the way he did, then there is no reason why Stewart should not have stepped straight into that space, and that really would have caused a stir.

Just in case any readers are still not convinced, and before they reach for pen and paper, may I suggest that they return to the beginning of this article and read again the results obtained by Stewart in the Formula One races and Grand Prix events run so far this season.—D. S. J.

EUROPEAN HILL-CLIMB CHAMPIONSHIP 1965

UNLIKE last year's European Hill-Climb Championship, when the late Edgar Barth and his works Porsche 8-cylinder Prototype was unbeatable, this year's Championship has been a no-holds-barred dogfight between Abarth, Porsche and Lodovico Scarfiotti in a hybrid 2.0 Dino-Ferrari V6. Starting in early June with the 13-mile Mont Ventoux Hill-Climb in Southern France, the series got off to an exciting start with ex-Porsche man Hans Herrmann in a works 2.0 Abarth-Fiat GT, setting a new outright course record and beating the two new Porsche team drivers, Gerhard Mitter and Anton Fischaber into the bargain.

A week later in Germany at the Rossfeld Hill-Climb Mitter reversed the tables and took a slender lead over Herrmann. Moving to Northern Italy for the climb of the many hairpins, Trento Bondone on July 11th, the initiative was taken by 1962 Champion, Scarfiotti, in his closed Dino with a 2-litre Ferrari V6 engine, obviously backed by Maranello but entered by the Scuderia St. Ambroeus. His time of 11 min. 56.4 sec. broke Barth's record by 21.4 sec.! Herrmann slipped back into second place with 12 min. 2.8 sec., with Mitter third at 12 min. 10.6 sec., and Fischaber fourth at 12 min. 12.6 sec.—all four bettering the old record!

Porsche were by now really beginning to wake up to the fact that their two cars, lightweight flat-eight machines with glass-fibre bodies (as tried out by Colin Davis in the Targa Florio), would need to be really driven hard if they were to hold off Scarfiotti; and for the Cesana-Sestrieres Hill-Climb on July 25th they turned up well beforehand and practised until late at night and early in the mornings on the bumpy 10.4-kilometre course which winds its way round the mountains rather than up as was the case at Trento-Bondone. Their efforts were in vain as Scarfiotti turned up with an open Dino into which the V6 Ferrari engine had been fitted, and once more broke the record by 20.3 sec., with a time of 5 min. 12.8 sec. Mitter also finished inside the old record, but was 5.2 sec. behind Scarfiotti. Herrmann (their second car for Herbert Demetz non-starting) took third place for Abarth, with 5 min. 30 sec. Fischaber, either too tired from his late nights and early mornings or just going too fast for his abilities, went off just before the half-way mark, damaging the front of the Porsche but only scratching his wrist. At this stage Mitter led with 25 points from Herrmann with 22 points and Scarfiotti with 18 points.

Fribourg on August 8th produced the closest finish yet—Scarfiotti winning with 12 min. 33.91 sec. from Mitter at 12 min. 35.81 sec. Herrmann non-started, although he had managed third fastest time in practice and Porsche's GT exponent, Herbert Muller, driving in place of Fischaber, crashed just after the start of his second run, again bending the Porsche but escaping uninjured. Herbert Demetz took third place with the second works Abarth. This result left Mitter in the lead with 31 points, but Scarfiotti displaced Herrmann for second place with 27 points. Herrmann still had a useful 22 points and Muller's performance in the earlier rounds with a Porsche 904 had produced 14 points and qualified him for fourth place. By the time this appears in print the results will be known for the Ollon-Villars Hill-Climb on August 29th, but the Championship cannot be decided until the last event at Gaisberg (Austria) on September 19th. However, the GT Hill-Climb Championship must already be considered won by Muller in his Porsche 904.—E. L. W.

RACES IN SICILY

THE Automobile Club of Enna, the small town in the centre of Sicily, in the heart of the mountains, held their annual Speed Week in August. On the first week-end they held a Formula Two race, run in two heats and a final, the fastest ten cars in each heat taking part in the final. The following week-end saw a 500-kilometre race for large GT cars and the special Italian category for the LM Ferrari. Only opposition to the Ferraris came from the Shelby Cobra coupés of the Alan Mann racing team, but the LM Ferrari of Mario Casoni was the eventual winner. As the LM is only recognised as a GT car by the Italian Federation the Cobras won the GT category under F.I.A. rules.

Finally there was a Formula One race, to which Team Lotus sent Clark and Spence, with Lotus R6 and Lotus R9, respectively, both with 16-valve Climax engines. Brabham and Hulme had works Brabham-Climax cars and the rest of the entry was from private owners.

As the circuit is flat and almost flat-out all the way, engine power and slip-streaming tactics are all important and, as last year, Siffert just managed to beat Clark.

PERGUSA G.P.—August 8th—Formula Two—Enna Circuit
Two 20-lap Heats and 30-lap Final

Heat 1—20 laps—96 kilometres :
1st : J. Rindt (Brabham-Cosworth) .. 27 min. 19.7 sec.—210.665 k.p.h.
2nd : M. Beckwith (Brabham-Cosworth).
3rd : J. Schlesser (Brabham-Cosworth).
4th : C. Amon (Cooper-B.R.M.).
5th : J. Rhodes (Cooper-Cosworth).
6th : J. Siffert (Cooper-Alfa).
Fastest lap : M. Beckwith (Brabham-Cosworth), in 1 min. 20.2 sec.—215.354 k.p.h.

Heat 2—20 laps—96 kilometres :
1st : A. Rees (Brabham-Cosworth) .. 27 min. 19.3 sec.—210.717 k.p.h.
2nd : P. Revson (Lotus-Cosworth).
3rd : S. Moser (Brabham-Cosworth).
4th : J. Epstein (Brabham-Cosworth).
5th : E. Offenstadt (Cooper-B.R.M.).
6th : "Geki" (B.W.A.-Ford).
Fastest lap : S. Moser (Brabham-Cosworth), in 1 min. 20.5 sec.—214.551 k.p.h.

Final—30 laps—144 kilometres :
1st : A. Rees (Brabham-Cosworth) .. 40 min. 58.4 sec.
2nd : J. Rindt (Brabham-Cosworth).
3rd : M. Beckwith (Brabham-Cosworth).
4th : P. Revson (Lotus-Cosworth).
5th : J. Schlesser (Brabham-Cosworth).
6th : C. Amon (Cooper-B.R.M.).

ENNA CUP—August 15th—GT—Enna Circuit—Sicily—105 laps—504 kilometres

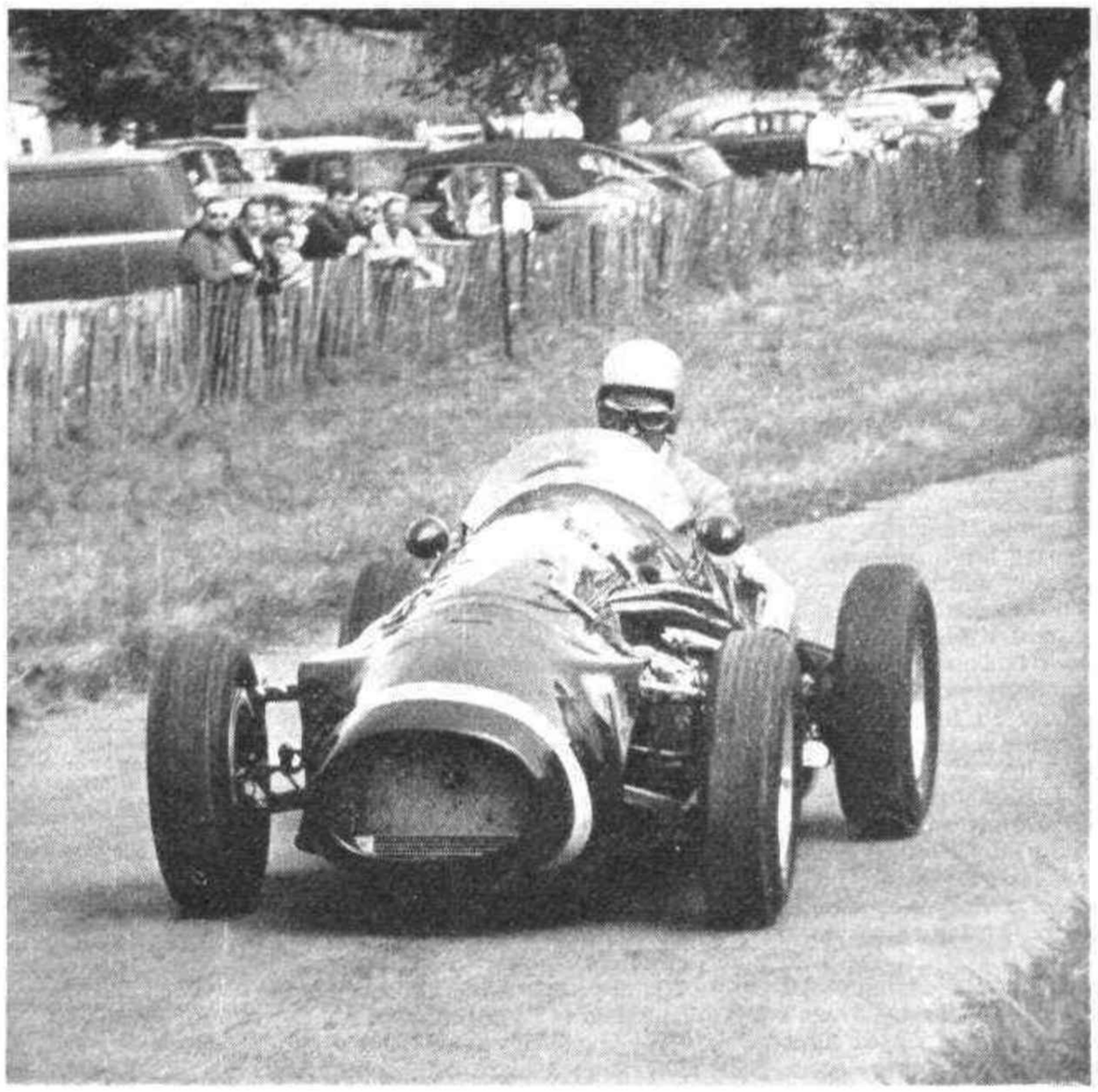
1st : M. Casoni (Ferrari 275LM) .. 2 hr. 28 min. 58.6 sec.—202.884 k.p.h.
2nd : D. Piper (Ferrari 275LM) .. 2 hr. 30 min. 13.9 sec.
3rd : R. Bondurant (Shelby Cobra Daytona) .. 104 laps
4th : J. Sears (Shelby Cobra Daytona) .. .. 104 laps
5th : F. Latteri (Ferrari GTO) .. .. .. 100 laps
6th : C. Ravetto (Ferrati GTO) .. .. .. 97 laps
Fastest lap : R. Bondurant (Shelby Cobra Daytona), on lap 88 in 1 min. 20.2 sec.—215.354 k.p.h.

MEDITERRANEAN G.P.—August 15th— Formula One
Enna Circuit—Sicily—60 laps—288 kilometres

1st : J. Siffert (Brabham-B.R.M. V8) .. 1 hr. 17 min. 05.2 sec.—224.051 k.p.h.
2nd : J. Clark (Lotus-Climax V8) .. 1 hr. 17 min. 05.5 sec.
3rd : F. Gardner (Brabham-B.R.M. V8) .. .. 59 laps
4th : D. Hulme (Brabham-Climax V8) .. .. 59 laps
5th : I. Ireland (Lotus-B.R.M. V8) .. .. .. 59 laps
6th : J. Brabham (Brabham-Climax V8) .. .. 58 laps
Fastest lap : J. Clark (Lotus-Climax V8), on lap 25 in 1 min. 15.8 sec.—227.854 k.p.h.

VETERAN–EDWARDIAN–VINTAGE

A Section Devoted to Old-Car Matters



VICTORY FOR A POST-WAR CAR.—Alan Cottam's 1953 Connaught did not shine at Silverstone but made F.T.D. at the V.S.C.C. Prescott Speed Hill-Climb on August 15th.

THE V.S.C.C. SILVERSTONE MEETING (July 31st)

THE second 1965 race meeting at Silverstone of the Vintage S.C.C. enjoyed fine weather in a week of depressing rain and the usual big attendance—as well it might, for vintage and historic racing is the antithesis of dull modern racing in which all the cars look similar and corner in a procession on the same line, controlled by reclining, almost invisible drivers—the old cars are of diverting variety, corner in every fashion imaginable, each one on a line of its own, while the drivers are in very full view. And I think this form of racing is becoming faster and more exciting than ever—don't miss it at Castle Combe on September 18th.

At Silverstone the first event was a 6-lap Relay Race, rendered confusing because the K-team of Bentleys appeared to have won but had contrived to get both its cars out at once (it only had two, Pasco's 3-litre non-starting), so that it was the F-team of later-model Alvis cars which came through on the last lap, to win from a team of mixed Bentleys and a G.N./Frazer Nash team. The big field was extremely varied, from three Gwynne Eights to an Edwardian team, in which Clutton ran the 1908 G.P. Itala, Neve the T.T. Humber and Mann in his Straker-Squire deputised for Barker, whose enormous Napier had broken a front hub a few miles from its Weybridge garage.

An interesting newcomer was MacGregor's scintillating 1924 Gwynne Eight 2-seater, an actual Show model, found very derelict indeed in Cornwall but now restored to as-new condition. It was very pedestrian, as it was being run-in, but used all the width of the track at Woodcote for all that.

A 5-lap handicap commenced at 1 p.m. and saw Edwards' 1933 Lagonda M45 4-seater, with twin-S.U.s, 7.00×19 rear tyres and scorning bonnet-sides, driven with determination to take the lead on lap three, and win fairly easily from Blight's understeering Talbot 105 GO 52 and Pollard's p.v.t. A.C., lapping Johnson's hybrid Frazer Nash in the process. Giles held a nasty slide at Woodcote in his Frazer Nash. Lockhart was out again in the famous 1910 10½-litre chain-drive o.h.c. Fiat, the old car as throaty as ever but not very fast, too much oil finding its way to the valve gear.

Most unfortunately, Missen rolled his 1924 Gwynne Eight at Copse in the second 5-lap handicap, but escaped with bruises. The car was badly damaged, but its owner said philosophically that he intended to replace its replica "hip-bath" body with something more sporting, anyway! His wife had driven Woodburn's splendid yellow sports-model of this make with more decorum in the Relay Race.

Perhaps because of this accident the chequered-flag went out rather late and the leaders did six laps. However, the results were duly amended to show Jardine's over-tyred but certainly not over-tired 1921 Brescia Bugatti the winner, Dicks' ugly Riley 9 second, Riddle's touring G.N., but using its inclined-push-rod-o.h.v. heads, third and winner of the Light Car Section of the race, in which Milner's *concours* A.C./Anzani was second, Hill's stripped A.J.S. 2-seater was third. It is significant that the Bugatti averaged 53.46 m.p.h., the G.N. 52.36 m.p.h., both very fast 1921 cars. Kimber's Ulster Austin sounded flat but used plenty of road, and was entertaining by reason of the driver's very odd arm movements when cornering.

A 5-lap scratch race, with the faster cars on the back of the long grid, was almost a victory for Harry Rose's well-known blower-4½ Bentley team car, until Daniels in his non-supercharged late-model 4½-litre Bentley came through on the inside at Woodcote on the fourth lap, to win fairly surely in spite of Rose changing-down on the apex of the corner in search of more acceleration on the run home. Any despondency he may have felt should have been alleviated by his daughter's excellent drive into third place in her beautiful 1934 open 3½-litre Bentley, said to be standard except for oversize tyres. Ely's ex-Hawthorn Riley Ulster Imp retired.

One of the more important items on the programme was the 10-lap Boulogne Trophy Race for vintage racing cars. Symondson drove the 4-litre V12 Sunbeam Tiger for its owner, Sir Ralph Millais, who has spent 14 years and much money on getting it to run really well. (The estimated horse-power goes up with each fresh commentator!) Without any fireworks Symondson kept the red car ahead of St. John's alloy-wheeled s/c 2.3-litre G.P. Bugatti, winning by 2.6 sec., at 74.46 m.p.h., after a best lap at 77.39 m.p.h. A respectful distance behind, Barraclough kept Sowden's great and not unhandsome 8½-litre Bentley ahead of McCosh's 4½-litre Bentley, a mere second separating them as they crossed the finishing line. The class-winners were Evans (Chawner-G.N.)

although mostly on one cylinder, the St. John Bugatti, Zeuner's Bugatti and the Sunbeam. Unfortunately Simpson badly bent the front of his Frazer Nash/A.C. when he ran out of road, but he escaped personal injury. Comic relief was provided by the pair of Hyper T.T. Lea-Francis cars driven by Elliot-Pyle and Jackson. They proved temperamental to start but were attended by someone in surgeon's garb, so when Jackson's began to boil and came in, its temperature was presumably properly taken. However, these make a nice pair of vintage racers and Elliot-Pyle's has the roller-bearing crankshaft, so I wish them well in the future. It was also nice to see Besley's Alfa Romeo-engined E.H.P., looking very " period " in rear view, going well, although it went almost too wide at Woodcote on lap three. Zeuner had a good battle with Smith's Frazer Nash, which also went wide at Woodcote, whereas the Bugatti used far less of the road.

Hutchings' 328 B.M.W. came early into the lead in the second 5-lap scratch race but the first half-dozen came up to the finish in very close company, Footit's A.C./G.N. and McCosh's Bentley emerging as the placemen. It seemed to be getting slippery, for Venables-Llewellwyn held a slide in his Alvis and Archdale's Frazer Nash *mit* mod. cons. spun to rest at Woodcote, its tail already dented.

So to the big race of the afternoon, the Mike Hawthorn Trophy Race for historic racing cars, mainly post-war cars up to 1957, over 15 laps, from scratch. The Maserati 250Fs were reduced in numbers because Cameron Millar, although present, had not recovered from his crash in practice at Oulton Park, and Colin Crabbe wisely withdrew his when bearing metal was found in the oil-filter.

Just before flag fall the Hon. Patrick Lindsay was seen apparently to put his 1957 Maserati 250F in gear but as the flag dropped he found he was in neutral and half the field had gone away past the pits before he punched in a cog and raced after them. Margulies' Connaught didn't get away at all, being pushed mute, into the bay on the outside of Woodcote Corner. Such is Lindsay's driving ability and the performance of his Maserati that he was leading at the end of the first lap, from Brewer's 1956 Connaught and Salvage's 1951 Connaught, Spero in his father's 1953 Maserati 250F fourth, ahead of Gardner's 1955 Connaught and Wilks' 1952 Cooper-Bristol—as fine a sight and sound as hard-bitten motor-racing enthusiasts could wish for.

Lindsay drew steadily away in the lead, doing one lap at 85.13 m.p.h. Young John Spero, driving better in every race, passed Salvage on lap two and closed right up on Brewer on lap 11, going into second place on the next lap and holding it to the end—Maseratis first and second, Lindsay winning by 40.4 sec. at an average speed of 82.89 m.p.h. Salvage finished third, Gardner fourth, ahead of Brewer, whose Connaught was now losing power. First pre-war car to finish was Bertie Brown's 1936 E.R.A., a lap behind, its average speed for 14 laps being 76.54 m.p.h. Brown's Cooper-Bristol caught fire but he drove to a marshalling post, where extinguishers are kept.

After all this speed and excitement the third 5-lap scratch race took place. Blight, in Talbot GO 52, its small wheels making its substantial mudguards look superfluous, although boxed in and taking to the grass at the start, took the lead from Sismay's big Alvis to lead from lap two, lapping at 64.32 m.p.h. to pull out a very big advantage over Sismay, the scene delightfully " T.T. " as the Talbot overtook the Elliot-Pyle Lea-Francis. Askew's 1930 blown 1750 Alfa Romeo was third.

The fast stuff came out again for a 5-lap Allcomers' Handicap, which Spero led from start to finish in the Maserati. Richard Bergel, driving Lindsay's Maserati, arrived fast at Woodcote at the end of lap one, appearing to take the corner from Gardner and Wilks, but was back to third place on the next lap, behind Salvage's Connaught. Lindsay, driving his E.R.A. " Remus," was in fourth place but dropping back from the Connaught. Then, on lap four, after Bergel had overtaken Salvage, he got into an uncontrollable slide at Woodcote, which took the Maserati into the ditch and hard, tail first, into the bank. Salvage also spun, but resumed the race, working back to second place behind Spero, Lindsay a gallant fourth in his 1936 E.R.A. ahead of Gardner's 1955 Connaught. The Millais' Sunbeam did not run, but more, I think, from the " sufficient for the day " angle than due to trouble, like a sheared drive to the twin blowers which assailed it on the starting line in its second race at Oulton Park.

Bergel was very fortunate to escape injury. The Maserati was a nasty mess, the o/s. rear wheel pushed up level with the cockpit, so that it seemed the chassis must be bent, although the reduction gearbox had apparently not been damaged. The fuel tank and de Dion tube miraculously escaped serious damage. Lindsay, still smiling, now rather ruefully, insisted on sitting in the cockpit as the crumpled Maserati was towed back to the Paddock. He told me that from the E.R.A. he had seen Bergel coping with a snatching front brake at Becketts, a trouble to which the car has been prone, and that this might have been a contributory cause. But now three out of four of the revived Maserati 250Fs were *hors de combat*. . . .

A very full day's sport concluded with two more 5-lap handicaps, Hine's 4½-litre Lagonda belonging to Schofield winning the first from Beer's noisy Q-type M.G. Midget, Riseley's Aston Martin coming in a bad third. Slater's limit 1929 blown 1750 Alfa Romeo led the last race of all for its first three laps, but Corner, driving his 2.9 *monoposto* Alfa Romeo as befitted such a beautiful car, built up a useful lead, holding off Dunham in his ex-Brooklands Alvis single-seater and Bowman, whose scratch 4½-litre Lago-Talbot finished third. Martin, in Freeman's well-known Aston Martin, mildly savaged Barr's Alvis while being push-started on the grid and refused to fire. Villar, driving Summers' Alfa Romeo, had an exciting skid at Woodcote, complicated because his door flew open, but with all of which he coped efficiently.

Results :

Mike Hawthorn Trophy Race for Historic Racing Cars (15 laps)
1st : Hon. P. Lindsay (Maserati), 82.89 m.p.h.
2nd: J. P. Spero (Maserati)
3rd : R. E. Salvage (Connaught)
The Boulogne Trophy Race for Vintage Racing Cars (10 laps)
1st : R. C. Symondson (Sunbeam), 74.46 m.p.h.
2nd: G. S. St. John (Bugatti)
3rd : J. E. Barraclough (Bentley)
All-Comers' Scratch Race (5 laps)
1st : J. P. Spero (Maserati), 79.74 m.p.h.
2nd: R. E. Salvage (Connaught)
3rd : Hon. P. Lindsay (E.R.A.)
Relay Race (6 laps) : Alvis Team (Venables-Llewelyn/Cairnes/Sismay), 62.36 m.p.h.
1st 5-lap Handicap : B. Edwards (Lagonda), 65.10 m.p.h.
2nd 5-lap Handicap : R. A. Jardine (Bugatti), 53.46 m.p.h.
3rd 5-lap Handicap : D. R. Hine (Lagonda), 63.20 m.p.h.
4th 5-lap Handicap : E. N. Corner (Alfa Romeo), 73.65 m.p.h.
1st 5-lap Scratch Race : G. W. Daniels (Bentley), 65.13 m.p.h.
2nd 5-lap Scratch Race : R. A. Hutchings (B.M.W.), 69.38 m.p.h.
3rd 5-lap Scratch Race : J. A. F. Blight (Talbot), 62.49 m.p.h.
Fastest lap of the day : Hon. P. Lindsay (Maserati), 85.13 m.p.h.

The 12/50 Alvis Register provided the course patrol cars and they were a credit to this very keen and well-organised one-make club.

* * *

There was a special park for vintage cars on the outside of the circuit—a very good idea. But it was a surprise to find it in operation again after every sort of argument against such a car park has been advanced in the *V.S.C.C. Bulletin*, even that the Police objected to the possible traffic congestion it might cause at the entrance!

* * *

Spero towed his Maserati to the circuit behind a Ford Pilot.

* * *

The yellow "learner" rings round competitors' numbers and the spaceman crash helmets the R.A.C. insists on to remind us that motor-racing is dangerous detract from the " period " appearance of historic cars, but we suppose the latter are a good thing if they give our underpaid doctors less work to do after an accident!

* * *

See you at Castle Combe on September 18th?—W. B.

VINTAGE POSTBAG

V.S.C.C. Affairs

Sir,

For some reason one or two people seem to have misconstrued your footnote last month regarding the possibility of the V.S.C.C. introducing a long-distance scratch race for sports/racing as distinct from historic pure-racing cars. If it should come off such a race would *not* be for post-war sports/racing cars as has erroneously been suggested, but would be for vintage and pre-war sports cars only. As our events for vintage and pre-war sports cars are always over-subscribed it is not possible to accept post-war sports or sports/racing cars in the V.S.C.C. [Good!—Ed.]

Your notes on the Fiat 500D achieving 124.32 m.p.g. on Silverstone and 96.59 m.p.g. on the road make an interesting contrast with the achievements of a vintage 1½-litre 4-cylinder

A.C. which, on July 29th, 1925, achieved 116.88 miles on exactly one gallon of fuel on the London-Coventry road between Barnet and a point three miles beyond Towcester and back. This was achieved by accelerating to 25 m.p.h., de-clutching and letting the engine stop, and then letting in the clutch and restarting when the speed had dropped to about 15 m.p.h. This was repeated throughout the whole trial, and at the turning points the car was reversed by hand. The running time average speed was 20 m.p.h. The car was a special racing chassis with two bucket seats and without mudguards, windscreen or differential gear. Although the engine had four valves per cylinder only one inlet valve in each cylinder was in operation, the rocker arms of the others having been removed. There were two plugs per cylinder, a single Stromberg carburetter, the gear ratios were : top, 2.47; 3rd, 3.2; 2nd, 4.2; and bottom, 6.57 to 1, and the unladen weight was 1,024 lb. The driver could control a radiator blind and extra air to the carburetter.

S. F. Edge, as might be expected, was behind the project for which R.A.C. certificate No. 629 was issued.

PETER HULL,
Assistant Secretary, V.S.C.C.
Kingsclere.

[I regret any confusion—but surely the V.S.C.C. rules relating to classification of the cars it fosters make it clear that only *racing* cars made after the war are eligible ?—ED.]

* * *

G.N. Racing Engines

Sir,

The report of the Brooklands Re-Union in your August issue stated that I designed the racing "GN" engines, but, much I would like to have done this, the credit must be given to H. R. Godfrey and the late Captain Frazer Nash.

These two brilliant engineers achieved remarkable results, usually by simple but very sound methods, and probably product more power per c.c. than any contemporary unit.

It was a great privilege to have worked with Godfrey and Nash, who were most tolerant of my shortcomings and always thought a good laugh was ample compensation for any financial reverse.

L. A. CUSHMAN.
East Horsley.

* * *

Roesch Talbot Road-holding

Sir,

I have every sympathy for your correspondent Mr. Jones. Like him, I have never yet driven a strange Talbot with properly adjusted brakes. This, however, is hardly the fault of the car, and while I do not for one moment wish to implicate Mr. Jones himself, reading his letter has reminded me once again what a pity it is that so many people rush into print to blame motor cars for some failing which is clearly attributable either to old age, or to the ignorance and abuse of persons unfit to be entrusted with their well-being.

The Talbot is not the only car to suffer from these misrepresentations, but it has certainly attracted an unfair share of them. One of the reasons is the complete lack of factory data or service manuals; besides, they are rare cars, and engineers of integrity prepared to work on them are rarer still. All the same, it is hard to forgive the august personages who have perpetrated so many libels through the years. "Inaccessibility" is the hoariest of them all; any competent amateur who knows the procedure and has the correct set of tools will make rings round the legendary long-fingered dwarfs which are said to be essential for any major overhaul. Some of the tools may have to be made—the factory is no longer there to supply them; but it is quite wrong to assume that because something is different it is therefore difficult. "Impossible to maintain" is another; but maintain what? True, the Talbot engine has to be dismantled to remove the camshaft; but this applies to the Bentley, Bugatti, and many others if one so much as wishes to grind in a valve. "Too complicated"—even W. O. Bentley has subscribed to this one; I can only conclude that he has never compared his camshaft drive, troublesome dual magneto cross shafts, and valve gear with Roesch's conception of these matters. "Overheating" (invariably a choked radiator), "poor starting" (poor batteries)—the unhappy Talbot has had to take it all. Yet talk to any sensible Talbot owner or mechanic who owned or worked on these cars when they were new, and you will find that they loved them for their ease of maintenance and first time starting, but always had difficulty in getting them to run hot enough.

Now Mr. Jones—who is clearly fond of his Talbot, in spite of his reservations—has been infected with the same disease, being prompted by his experiences to call the brakes (and by implication the whole car) "idiosyncratic." They are nothing of the sort. None of the maladies he mentions need be accepted for a minute. Talbot brakes have always been among the best in the world. When Arthur Fox had a "90" team car on test at Brooklands just before Le Mans 1930, he recorded repeated stops from 100 m.p.h. *in five seconds*. It takes first-class modern discs to beat that figure. The 105 brakes were better again. In all, seven 105s went through three Alpine Trials without losing a single mark; if their brakes had suffered from the slightest "pulling," "grabbing" or other imperfection, I fear they would have crashed at the first hairpin.

It is perfectly possible to reproduce this braking performance today, and the correct adjustment procedure can be obtained through the S.T.D. Register.

Lastly, just one example of the way in which fallacies originate. In 1951 the then owner of the 105 team car GO 54 wrote to your journal in praise of the car, but complained that it had a poor steering lock. Now GO 54 won a Glacier Cup in the 1931 Alpine Trial (and, incidentally, finished third at Le Mans next year—a unique "double"), its exceptionally good lock being commented upon by reporters of that trial. Twelve months ago the car became mine, and the 1951 complaint was confirmed—the lock was indeed abysmal. Why? Because the front springs were fitted back to front. . . . In the meantime, someone had wrecked the steering box in an effort to increase the movement there.

The moral is this : if one proposes to put on a pair of shoes, it is advisable first to find out how to tie a shoe lace.

ANTHONY BLIGHT.
Callington.

Sir,

I was interested in the letter of Mr. M. C. Jones about the Talbot braking and other idiosyncrasies.

I had a Talbot 95 (Reg. No. AGU 70) from 1934 to 1938 which I bought after reading the test published by *The Times* in "Cars of Today, 1934," and never had any special difficulty with the brakes, probably because I was able to take the car to Ladbroke Grove from time to time for attention. I well remember that when I asked for the brakes to be adjusted, a tester took the car out on to the test circuit there and applied the brakes fiercely to stop the car. He then got out and examined the skid marks on the track, made adjustments to the brakes, and then repeated the performance until the skid marks were equally pronounced. He told me that this was the usual practice. I seem also to remember that when the toe-in of the front wheels required alteration, this had to be done by a smith as there was no provision for screwed adjustment on the track-rod.

This car, however, had provisions that are not common even nowadays, such as seats adjustable for leg length and back rake, louvres over the windows, folding picnic tables let flush into the backs of the front seats, control on the steering column for the stiffness of the shock-absorbers, thermostatically-controlled radiator shutters, etc. The petrol tank capacity was 19½ gallons.

I have the pleasantest recollections of driving the car whilst it was running well. My chief worry with it was the dynamotor starting system, as it was often doubtful if the engine would start on a cold day in spite of special garage heating, and previous easing over of the engine with the starting handle (no light task). Frequently the fuse blew when starting; it was probably too much to expect to start the 3-litre engine direct without reduction gearing, even using 24 volts for the purpose, under general everyday conditions.

LT.-COL. J. A. GOULD, M.C.
West Wickham.

[This correspondence is now closed but we are glad to note that next year the long-awaited book on the Roesch Talbots and their competition history is due to be published, when all these intriguing arguments can be expected to resolve themselves—or be re-opened!—ED.]

* * *

The Cuffley Airship

Sir,

It was a most happy thought on your part that prompted you to visit Captain William Leefe Robinson's memorial. I was ten years old when that historic duel between Zeppelin and aeroplane took place, and I was one of the millions of spectators who watched the battle.

It took place in complete and utter silence, at a height of some eight or nine thousand feet, and one could occasionally see the red tracers of the BE2c's Pomeroy incendiary bullets and just hear the desperate rattle of the German gunners' machine guns

as they tried in vain to shoot down the airman as he repeatedly attacked from the stern. It was some minutes before he succeeded in destroying the Zeppelin. I remember a red glow appearing at the rear of the airship, a great "woof" as its many gas bags caught fire and blew up, and down it came.

And then London and its suburbs erupted. No other man has been or is ever likely to be given such an ovation; it went on for at least thirty minutes. Everyone and everything that could make a noise did so, and no one gave a damn if there were other Zeppelins around.

Whether it was the L.21 or some other Zeppelin is of little account now. The Register of German Naval Airships tells us of the fate, disastrous or otherwise, of all naval Zeppelins from L.1 to L.72, and, according to this, the L.21 was shot down over England on the night of November 18th, 1916. The only Zeppelin shot down in this country, and over London, in September 1916, was the L.31, so presumably this was the one accounted for by Captain Leefe Robinson.

Charlton. JOSEPH BAYLEY.

Sir,

The inscription on the memorial stone at Cuffley is, as you suggest, inaccurate. However, there is no doubt of the actual identity of the airship destroyed by Lt. Leefe Robinson. It was not a Zeppelin, but a Schutte-Lanz, numbered SL.11. Schutte-Lanz airships had a wood framework, wire braced. This is why so little metalwork was found in the debris at Cuffley.

SL.11 was a German army airship, whereas L.21, erroneously named on the memorial, was a navy ship. L.21 was destroyed three months later by R.N.A.S. pilots off Lowestoft, the *coup-de-grace* being administered by Flight Sub-Lieutenant Pulling.

East Sheen. L. E. SHELLEY.

Sir,

As you appear to be, like me, a stickler for facts, perhaps you will permit me to offer a few corrections to your article "Out of the Past" in the August issue.

At the time of his exploit in the air over Cuffley on September 3rd, 1916, William Leefe Robinson was a 2nd Lieutenant and was flying a B.E.12 converted into a single-seater.

The airship he engaged in combat was not a Zeppelin, but a Schutte-Lanz, number SL.11, commanded by Hauptmann Schrauren. Robinson fired his third drum of ammunition close under the stern of the airship, aiming at one point. He shot away part of his own aircraft in the process, but the airship went down in flames from 11,500 feet.

The amount of wood found in the wreckage proved it was a Schutte-Lanz (all these ships were made of wood, even in peacetime), and this fact was used as propaganda to show our war workers that our blockade had caused a severe shortage of aluminium in Germany.

The Zeppelin L.21, commanded by Kapitan-lieutnant Frankenberg, was attacked by three Naval aircraft over the sea on November 27th, 1916. One machine, piloted by E. L. Pulling, closed to short range and fired precisely two rounds before the gun jammed. The airship went down in flames. This event marked the end of the main phase of Zeppelin raids.

Leeds, 2. M. V. EKINS (2/Lt.).

Sir,

With reference to your very interesting article "Out of the Past," may I add that Captain Leefe Robinson is buried in a corner of the annex to the church yard of Harrow Weald Church. The stone was, I believe, restored by the British Legion some five years ago. Opposite the churchyard is the Leefe Robinson Public House, which, when I was last in there, contained many interesting souveniers of the gallant Captain and the L.21.

Longdon. G. H. ST. LEGER-CHAMBERS.

* * *

A Phoenix Car of 1912

Sir,

I was very interested in the article on Phoenix cars. As my father had one of these cars, the 8/10-h.p. model, for a few years from 1912 I thought some details from a past user might be of some interest.

Our car was purchased direct from its maker, Mr. Van Hooydonk, and was his personal car and had done little mileage. The engine was a 2-cylinder and set across the frame, and started at the side by a long handle. The transmission was by two huge Hans Renold roller chains, one from engine to gearbox and one from central gearbox right to back axle. These chains ran in oil and never ever gave any trouble. The car had dual ignition, we used to start it up *via* the magneto and switch over to the battery and run on it.

Very often the magneto would drop off from its platform and nothing would happen. You see a long undershield ran right underneath the car, full of dirty oil, and anything dropping fell into *that*. The petrol tank was on the dash and overhung allowing plenty of leg room, and the body had high side doors and was most comfortable. But the engine was fixed into the chassis by rivets and by 1916 these had all worked loose and the whole lot was sliding about, and that was the end of our Phoenix. But it was a wonderful little car of its day. The gear and brake levers were just outside the door. And latterly it got so difficult to change into 3rd that my father said he would get a car *without* gears next time. He did. A friction-driven G.W.K.

Knaresborough. G. A. SHAW.

* * *

The First Vee-Twin in England

Sir,

I have found your article on the Phoenix and the work of Mr. Bowyer-Lowe most interesting. The very early days of the Motor Industry have a fascination all their own, largely because, I think, the original ideas of so many individual engineers led to a diversity of design that will never return.

Without wishing to detract from the achievements of Mr. Bowyer-Lowe, yet in fairness to two brothers from Yorkshire, I would like to bring to your attention a vee-twin engine designed and produced in 1901 by the Jowetts. As the enclosed illustration from a Jowett half-centenary publication shows, this engine was a 55° water-cooled vee-twin and appears to have had overhead inlet and side exhaust valves. Whether even this engine was the first such in England I would not like to say, but I'm sure you will agree it is worthy of mention.

Harrow Weald. JOHN MCEVOY.

* * *

The Vintage Renaults

Sir,

I feel I must write to you again, this time about the article on page 574 in your July issue about Renaults.

It seems that little has been said about the 2-litre 75×120 engine which was used for a great many years, in particular on the KZ. A relative of mine is the proud owner of one of the thousands of Parisian taxis of that type (painted red and black) of the late 'twenties.

There were thousands of Renault 11 c.v. with the 75×120 engine in the French army in World War 1. They gave excellent service. I was a motor-cycle despatch courier at the time (Triumphs and B.S.A.s exclusively) but had occasion to drive the Renault many times after the Armistice. It was fairly fast and went like a locomotive.

In world war two, I had occasion to admire the very same engine at work on 15-cwt. small lorries, fed on *charcoal gaz*—they hauled incredible loads, mostly in 1st gear, for month after month, using "recuperated" oil.

I must add that I never liked the vintage production of Renault (including the 8-cylinder Reinastella). My father had a 1933 Monaquadre that I particularly hated: heavy, sluggish, rough suspension, and abominable brakes, the latter being characteristic of the *marque* at the time. The 1916 model at least had a brake on the transmission that you could rely upon . . when you got the hang of it. Of course, the 1916 engine had bronze valve caps which were later discarded in favour of the detachable head (*circa* 1928).

Regarding the caption with your photo: I had occasion to see a good many Vivastellas fitted with perforated wheels. I don't know why, but I suppose they were the latest fashion for some time.

Blessac, France. J. JORRAND.

Vintage Miscellany.—The Vintage Austin Register has its rally at the Austin works in Longbridge on September 26th, with driving tests and Pride of Ownership contest to commemorate the 60th Anniversary of the Austin Motor Co. The Bull-Nose Morris Club holds its rally at Oxford on September 26th. The new Hon. Sec. of the Bullnose Morris Register is Robin Barraclough, 27, Oakfield Road, Rugby. A 1924 fixed-head coupé Austin 7, a very rare model, took part in the Rhayader Carnival this year.

Early transport scenes in Bristol.—Some time ago we referred to a Reece Winstone publication "Bristol As It Was—1939-1914," which contained some fascinating street scenes and pictures of early vehicles. At the beginning of this year a companion volume, "Bristol As It Was—1914-1900," appeared and has even more transport pictures of interest to historians. For example, two splendid touring cars, probably Charrons, are seen outside the Tramway Centre in 1911, there is what looks like a single-cylinder Rover passing a motor-'bus in Corn Street in 1914, a Charron taxi waiting by Clifton Parish Church in about 1913, a 5-h.p. Royal Mail 3-wheeler van, apparently built by the Avon Motor Co. of Keynsham, outside the G.P.O. in 1904, and a picture of a 5-h.p. Humber of *circa* 1903 (AE 32), included presumably because it was a local vehicle.

Then there is a large picture of a Royal Mail van, possibly a Renault, which carried mail from Small Street to Fishponds and beyond, on hire from the B.T.C.C., in about 1912, and another showing P. J. Kerswell, pioneer motorcycle builder, with what is captioned a 3½-h.p. Guillodat forecar—the V.C.C. should enjoy identifying these vehicles.

The centre-spread of the book is devoted to motor vehicles and trams—there is a 1907 Beeston-Humber converted from private car to van by a Bristol carpet merchant, its driver Fred Bartlett, being still on the firm's staff in 1957, a 12-h.p. Clement-Talbot (AE 1), the fire-brigade of 1907 with their engine, make unspecified, a Bristol & Colonial Aeroplane Co.'s service van, converted from a Blue Taxi (a Renault?), in use during the Circuit of Britain Race, a 1910 delivery van (Renault?) with B.T.C.C. body, an American touring car owned by the Chief Constable and photographed in 1923, the author offering as its identity 1918 Buick, type 57 Cadillac or 1920 Overland (MOTOR SPORT readers forward!), a solid-tyred 'bus at the terminus of the Suspension Bridge route in 1906, and an even-earlier 'bus.

Later pictures show James Valentine flying a Duperdussin monoplane in the Round-Britain Air Race and a 1903/4 White steam car and early motorcycles and cars are seen in other pictures. Those who like old street scenes will be vastly entertained and tram fanatics will be enthralled. The pictures are all extremely clear. The book is available for 10s., post free, from Reece Winstone, 23, Hyland Grove, Henbury Hill, Bristol, 9, on mentioning MOTOR SPORT.

* * *

Discoveries.—The Bedford box-van mentioned last month turns out to be of 1937 vintage, so is of no interest to Vauxhall Motors, but should be acquired by a H.C.V.C. member nevertheless. A 1938/9 Trojan, looking exactly like a 1928 model, its van body converted into a caravan, lies in the open near Stourbridge and should be saved before winter engulfs it. At the moment it forms part of a small-holding fence! A 1927 Daimler chassis lies in a Yorkshire breaker's yard and a 1929 o.h.c. Wolseley 12/22 fabric saloon was destroyed near London recently, because no-one would give it a home, although it was mentioned in these columns—shame!

Some spares for un-named pre-war cars are for disposal via a Cambridge reader and someone else has found some Coventry-Premier parts in a brickyard in Salop. The engine from a Swift is driving a saw on a Wiltshire farm, where a 1930 Straight-8 Chevrolet has been converted into a lorry. We also hear of a Citroën trackless vehicle thought to be lying derelict in a woodyard in Switzerland. In Clermont Ferrand station yard someone has photographed a rather derelict small French sports car, which is probably an Amilcar.

Apart from discoveries, information is sought about restoring an 1899/1911 International Auto Buggy, which is being rebuilt in Dublin and an Australian reader seeks data about a 1920 12-h.p. Chenard-Walcker.

Odds and ends.—The Secretary of the H.C.V.C. has acquired a 1915 Y-type Daimler solid-tyred lorry found in good condition on a farm at Upminster. In conjunction with the Finals of the Lorry Driver of the Year Competition at Bramcote, Nuneaton, Warwicks, on September 12th, the H.C.V.C. is holding driving-tests for historic commercial vehicles. A complete aeroplane hangar is available in case of bad weather! Another Register now has an appropriate van—the Model-T Ford Register has restored a Model-T van for official duties. A pre-1935 Midland Red single-decker 'bus is used for taking workers to sites in the Elan Valley water works. The Vintage Austin Register has 343 members, including 61 overseas, owning between them 118 Austin 7s, 165 12/4s, 30 16/6s, ten 20/4s, seven 20/6s, six veteran Austins and ten miscellaneous cars of this make. Post-vintage Austins are admitted but number only 53 out of a total of 346 cars. Pat Phoenix, Elsie Tanner of "Coronation Street," is restoring a 1928 Sunbeam and has joined the S.T.D. Register. Peter Sellers is President of the Austin Ten D.C. In *The Sunday Times Magazine* of August 2nd a picture of one of "Joan Hunter Dunn's" school-teacher's cars showed this to have been an Austin 7 Swallow 2-seater. A 1924 Baughan cyclecar has been discovered at the maker's works in Stroud.

V.S.C.C. PRESCOTT

THERE is no more pleasant venue than Prescott hill on a fine day, and the V.S.C.C. had ideal conditions for its meeting of August 15th. An entry of 100 cars, ranging from 1908 to 1956, had two runs up the hill, inclusive of a short interval, between 12 noon and 5 p.m.

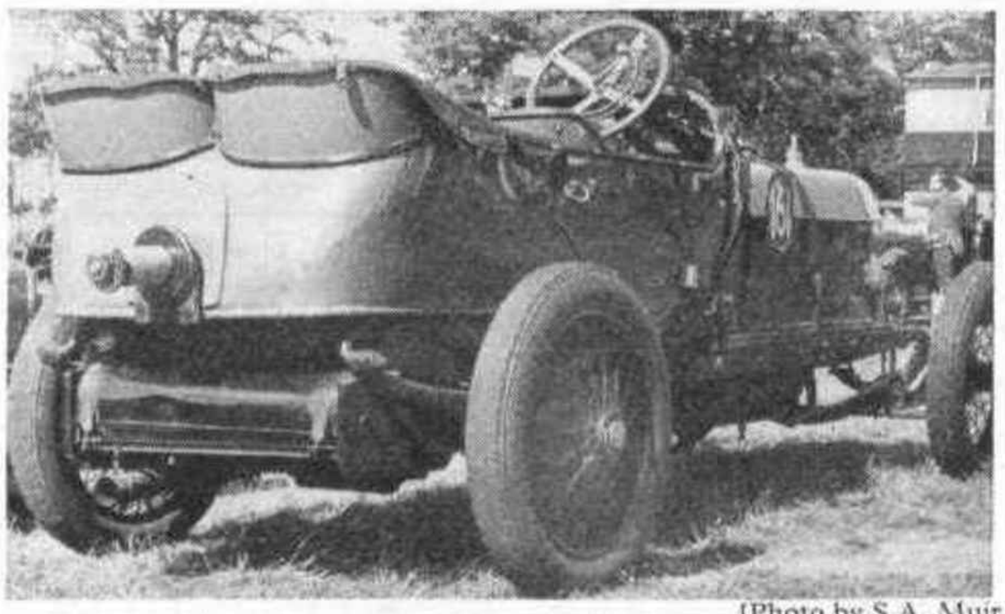
Peter Moores' 1930/32 Austin Ulster, aided by remote gear lever, hydraulic brakes, short exhaust system and an S.U. carburetter protruding from its bonnet, won the class for 1,100-c.c. Sports Cars from Ely's 1934 Riley and the fastest of several Fiat Balillas, driven by Carrington. So as not to overtire itself the victorious Ulster went home on a trailer behind a B.M.C. 1100. Baker's Amilcar, with two-pipe exhaust system, took the vintage section from Winder's Humber Special. The Amilcar-Riley ran its big-ends and was pushed away. McEwen's ex-Mary Grosvenor Riley Sprite beat Parson's Frazer Nash, perhaps hampered by its high windscreen, to victory in the 1,101-1,500-c.c. Sports Car class. Riseley's Aston Martin was third, while best-vintage was Smith's polished aluminium Frazer Nash, appreciably quicker than Poynter's Lea-Francis.

Footit's A.C./G.N.—what a splendid sports car!—climbed in 50.13 sec. to take vintage and outright first place in the 1,501-3,000-c.c. Sports Car class, beating no less a combination than Hutchings' 328 B.M.W. Hine's fabric 2-seater 3-litre Bentley went well, to take second vintage place. The Big Sports Car class was very well supported, Symondson's beautiful Type 57SC Bugatti 2-seater emerging as the winner (48.32 sec.), a quite outstanding run, eclipsing most of the racing cars, Black's painstakingly restored 1931 Monza Alfa Romeo taking second place (49.57 sec.), and third place going to Sir Ralph Millais' Le Mans 2.3 Alfa Romeo, after a very good getaway, in 52.36 sec. Blight's Talbot 110, BGH 23, using the Arthur Fox twin S.U. carburetter layout from the single-seater Talbot 105, clocked 52.76 sec., while the fastest vintage car was Marsh's Invicta (53.3 sec.), which beat Conway's Type 43 Bugatti, which took off with spinning wheels, by 0.58 sec. Three Edwardian cars, Lord Montagu's Prince Henry Vauxhall, driven by Giron, the Straker-Squire and Clutton's vast Itala contested a handicap, the Itala adding yet another award to an extremely impressive collection since Sam started racing it, its actual time being 54.85 sec., or 0.3 sec. outside the Edwardian record.

Dowson's rubber-sprung o.h.c. Lightweight dominated the 1,100-c.c. Racing Cars (49.78 sec.), Peter Waller's E.R.A. won the 1,101-1,500-c.c. Racing Car class (46.97 sec.) from Marsh's E.R.A. (49.0 sec.), but put a front wheel up the Pardon Corner bank on its second ascent. It was left to Cottam in his ex-Horton A-type 1953 fuel-injection 2-litre Connaught to make F.T.D. in the Big Racing Car class, in 44.41 sec., a new class record and

Continued on page 755

EDWARDIAN TAILPIECE



[Photo by S.A. Muir

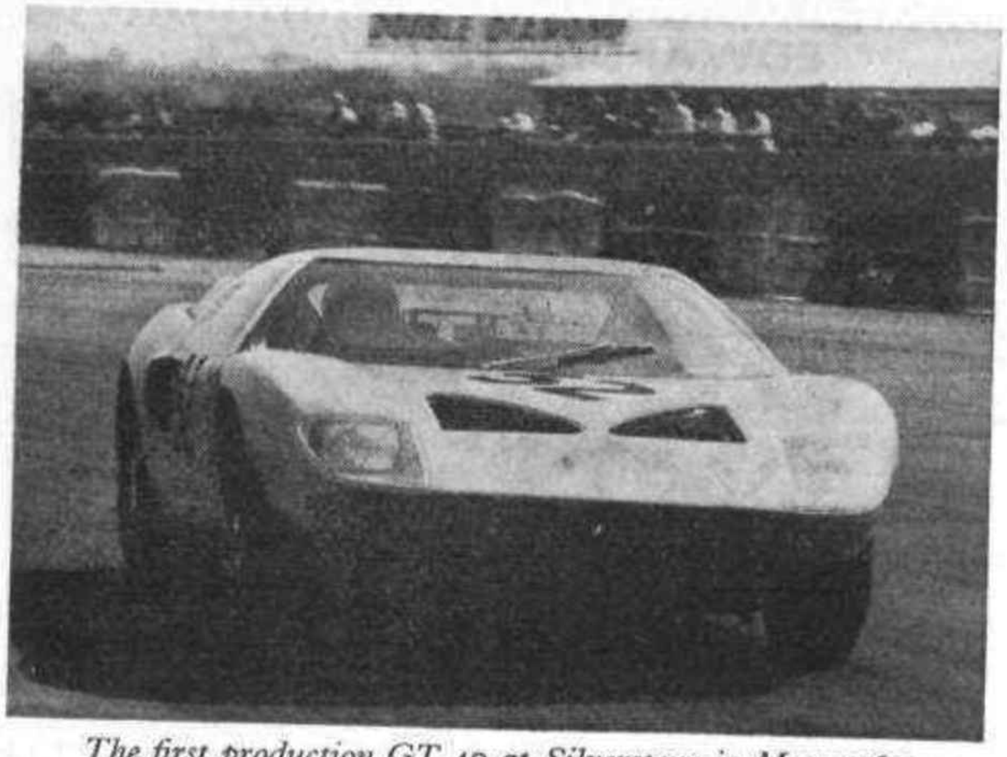
And deservedly so, because Clutton and Williamson have consistently supported the thinning ranks of Edwardian racers with this 1908 12-litre G.P. Itala.

THE FORD GT 40

WHEN Eric Broadley produced his Lola coupé at the Racing Car Show at the beginning of 1963 there was no inkling then of what it was going to lead to. It is now a matter of history that the Ford Motor Company, having failed to buy the Ferrari firm "lock, stock and vee 12-cylinder barrels," shopped around for another likely basis on which to start building up a GT Prototype racing programme with the main intention of winning the 24-hour race at Le Mans. The object of this move was to short-cut their way to success by buying "experience" rather than earning it the hard way, like everyone else. The Lola coupé looked a likely proposition, in fact it was one of the most advanced and exciting cars produced in recent times, and the mighty Ford Empire bought the Lola and Broadley and his men. A new factory was built on the Slough Trading Estate, to the West of London, and the firm of Ford Advanced Vehicles Ltd. was established as an English base from which to operate in European racing. Broadley was retained for 1964 and John Wyer was in charge, while there was close co-operation with the Dearborn experimental department, although at times it would have been best to have left the job to Broadley.

Using the prototype Lola coupé, with Ford V8 engine and Colotti gearbox, as a basis, the Ford GT coupé was evolved, although to be more accurate it was a Lola-Ford GT coupé, for Broadley had his own staff with him, and the cars were made and built in England by British craftsmen and mechanics. Altogether some twelve experimental cars were built, of which two were open version, but they were all basically to the original design, Ford supplying the money and engines. All of these experimental cars were kept within the Ford Empire, two going to Carroll Shelby, whose Shelby Cobra organisation was working closely with Ford Advanced Concepts at Dearborn, while another went to Ford's own Experimental department, for testing and evaluation. Two were destroyed in crashes while testing, and another has been a "works hack," suffering all manner of experimental alterations.

During 1964 Ford entered GT Prototype racing with a singular lack of success, and bearing in mind the potential of the original Lola coupé which Broadley ran at Le Mans in 1963, driven by Hobbs and Attwood, it seemed that they had redesigned the prototype and improved it to such an extent that it had less potential than when it started. After many trials and tribulations the Ford GT Prototype looked as though it was going to challenge Ferrari's supremacy in this category of racing, and it was the first car that we had seen for some years that was able to keep up with the works Ferraris. Knowing the money and effort that was going into this GT project in various organisations all supported by Dearborn, it looked as though they might be very successful in 1965. The Slough factory was still doing development and experimental work, though Broadley had now left and re-formed his Lola Cars firm, making sports cars and Formula Two cars, so that Wyer was in charge of F.A.V. and in California the Shelby



The first production GT 40 at Silverstone in May 1965.



The Lola coupé at the 1963 Racing Car Show.

organisation was making strides in turning the GT 40 into a raceable proposition, rather than an experimental car. In addition Ford France were given a car to run in races, thus swelling the number of Ford entries. With Broadley and all Lola design influence gone from the Slough factory one was justified in referring to the cars purely as Ford GT Prototypes, although there were three separate teams running them, and an indication of the lack of a concerted effort could be seen in the fact that they appeared to be three separate entities, the Slough cars being painted pale green, the Shelby cars blue with white stripes, and the Ford France car was left in the original colours of white with blue stripes. Nor was there any continuity over such things as wheels and tyres, some using wire wheels, others using alloy wheels, some being on Goodyear tyres, others being on Dunlop tyres. Presumably all the results of these variations were collected and compiled to provide useful data, but I should have thought that this could have been done in pre-race testing.

With Ferrari producing his new P.2 car for 1965, with 4 o.h.c. V12 engine, the old push-rod Ford V8 engines, developed from the Fairlane looked a bit agricultural and lacking in power. It was reasonable to suppose that a test car would appear at Le Mans for the practice weekend fitted with an Indianapolis Ford V8 engine, the 4 o.h.c. fuel-injected racing engine, if only to worry Ferrari, but the only cars to turn up were fitted with very ordinary push-rod engines. For the race the Shelby team arrived with two GT 40 coupés fitted with 7-litre Galaxie engines, but while very fast they were also very heavy on fuel and destroyed themselves very early in the race. The other Ford entries were the 4.7-litre versions, though 5.3-litre engines were tried in practice, but the whole effort was a disaster for various mechanical reasons not necessarily connected with the basic design of the car. Le Mans was a costly effort, for in the garage in the town were ten Ford-engined cars and when it was suggested that they represented £100,000 the Ford people laughed.

With the new F.I.A. rules coming into force next January, in which there will be three categories of GT racing, Ford decided to go into limited production with the GT 40 coupé. The new classes for GT racing are (*a*) one-off Prototypes (*b*) Competition GT cars, of which 50 must have been built within 12 consecutive months, and (*c*) GT cars, of which 1,000 must have been built within 12 months. The Ford project is to build 50 by the end of the year and thus get Homologated in category (*b*). As a result of knowledge gained through racing and testing, a finalised design has been settled upon and a production line is already well under way at Slough, the first few cars having been delivered, while at the time of a recent visit another seven were in various stages of assembly. The aim is to produce two a week until the end of the year, which should not be beyond the bounds of possibility. From the experimental cars the production ones differ in a few ways, such as the use of a 5-speed Z.F. gearbox built in Germany, the adoption of the wet-sump 4.7-litre Ford V8 engine as used in the Shelby Cobras, and a longer and smoother nose cowling, which has entailed a different sub-frame of square-section tubing ahead of the main bulkhead, and this also permits the carrying of a larger spare wheel and tyre.

The main body/chassis unit is fabricated from sheet steel and is of welded construction, this unit starting just behind the front wheels and finishing just ahead of the rear wheels, the majority

of the weight being within the wheel base; only the radiators being forward and the gearbox being to rear beyond the axle centre-lines. This steel chassis/body unit is made by Abbey Panels Ltd., of Coventry and it arrives at Slough in a bare and unpainted form. Front and rear sub-frames are fitted, for carrying body panels etc. and the unit then goes to Harold Radford Ltd., where the fibreglass doors, rear engine-hatch which forms the complete tail, and front nosepiece, which is a single moulding, are cut-and-shut to fit the chassis/body unit, these panels then being marked and retained for the car in question. The fibreglass components are made by Glass Fibre Engineering, of Farnham, Surrey and delivered to Slough in the bare unpainted state. When the chassis/body unit is returned from Radfords the factory at Slough then assembles all the suspension parts, steering, wiring, engine, gearbox and so on and the nearly completed car then goes back to Radfords for final trimming of the interior, seats, glass and so on, the final car being painted in the particular colour required by the customer. Borrani wire wheels and Goodyear tyres are fitted as standard, but Halibrand alloy wheels are an optional extra and other makes of tyre can be supplied on request.

The 4.7-litre Ford engine comes from America as a bare unit and at Slough are fitted the four double-choke downdraught Weber carburetters, modified valve covers, alternator and exhaust manifolding and pipes. The engine is rated at 380 b.h.p. at 6,500 r.p.m. with a maximum torque of 330 lb./ft. at 5,500 r.p.m. The total weight of the car is 2,000 lb. (17.85 cwt.) and to stop all this from anything up to 180 m.p.h. there are 11½ in. Girling Disc brakes on each wheel.

Realising that there are not 50 drivers in GT racing capable of handling a GT 40 coupé, let alone 50 that are prepared to buy such a car, part of the production will be turned out in detuned form as a fully equipped road car. A single 4-choke Holley carburetter will be used instead of the Webers, large silencers and more legal exhaust systems will be fitted and the cockpit will be more lavishly trimmed with numerous home-comforts and a great deal of sound deadening knowledge applied. It is anticipated that about 20 such versions will be built, and they should become prized acquisitions. The price of the complete car ready to race, or fully fitted out for road use will be £5,200, plus £1,300 purchase tax in this country. At a total of £6,500 it becomes an expensive toy, but what an exciting one, and surely the most advanced and fastest GT car, when it is homologated, unless Ferrari nips in with a production P.2. and gets it homologated.—D. S. J.

FORD GT 40 SPECIFICATION

Engine : Ford V8, 101.6 × 72.9 mm. (4,736 c.c.), push rod o.h.v. Compression ratio 10:1.
Gearbox : Z.F. 5-speed and reverse. Final drive 4.22:1 or 3.33:1.
Wheels and Tyres : Borrani wire spoke, alloy rim with 5.50 × 15 in. front and 7.00 × 15 in. rear, Goodyear.
Steering : Rack and Pinion.
Wheelbase : 7 ft. 11 in.
Track : 4 ft. 7 in.
Dimensions : 3 ft. 4½ in. high × 5 ft. 10 in. wide.
Brakes : Girling Disc 11½ in. diameter.
Chassis/Body : Welded steel sheet semi-monocoque. Fibreglass doors and front and rear hinged sections.
Electrical System : 12 volt transistorised ignition. 57 amp. hour battery.
Suspension : Double wishbones and coil spring/damper units, front. Lower wishbones, top transverse links, double radius arms and coil spring/damper units, rear.

V.E.V.—continued from page 753

only 0.27 sec. outside the V.S.C.C. course record by Peter Hull (E.R.A.) in 1959. Lockhart's 1946 Rover Special went very fast (46.38 sec.) to take third place. Doc Taylor's Caesar Special took the vintage section in 47.95 sec. from Kain's Bugatti (48.5 sec.).

Basil Davenport drove his original G.N. Spider with a 1930 2-valve engine, with one bronze and one iron head, pulling a 12 to 1 bottom gear, but lack of front brakes was a big handicap and he couldn't better 54.32 sec. There was only one accident, when Riddle rolled his 1921 push-rod o.h.v. G.N. over and onto its wheels again at Orchard Corner, on its second run (first run, 59.62 sec.), fortunately with very little damage to himself or his cyclecar; he was driven home in it. The Arnold-Forsters had a satisfactory day, Mrs. A-F doing 59.14 sec. in the Anzani Nash and A-F 49.99 sec. in Delage II.

The car parks contained many interesting vintage and p.v.t. cars, Riley, Alvis and Lagonda predominating. There was a spotless yellow i.o.e. G.N., thought to be the only remaining Legere model, an A.B.C., a bull-nose Crossley saloon and a later Crossley tourer, four very sporting vee-twin Morgan 3-wheelers, etc.

Interesting competing cars included Delves-Broughton's 1923 racing-bodied s.v. Aston-Martin, with twin S.U.s and outside exhaust (65.09 sec.) and Harwood-Matthews' very passable imitation 1928 Alvis duck's-back (62.49 sec.). S.T.D. was scored by Court (82.81 sec.), harassed by shedding chains on his twin-blower Shelsley Frazer Nash.—W. B.

Under 50 sec. Climbs :

A. Cottam (1953 2-litre Connaught)	44.41 sec.	(*F.T.D.*)
W. E. Wilks (1952 2-litre Cooper-Bristol)	45.66	,,
F. Lockhart (1946 2.6-litre Rover)	46.38	,,
P. Waller (1936 s/c 1½-litre E.R.A.)	46.97	,,
W. A. Taylor (1930 2-litre Caesar Special)	47.95	,,
R. C. Symondson (1936 Sports 3.3-litre Bugatti)	48.32	,,
D. H. Day (1937 s/c 2-litre E.R.A.)	48.44	,,
B. B. D. Kain (1926 s/c 2.3-litre Bugatti)	48.50	,,
C. P. Marsh (1935 s/c 1½-litre E.R.A.)	49.00	,,
A. G. Murray (1934 s/c 1½-litre E.R.A.)	49.26	,,
G. S. St. John (1929 s/c 2.3-litre Bugatti)	49.38	,,
W. D. A. Black (1931 sports s/c 2.6-litre Alfa Romeo)	49.57	,,
J. M. P. Dowson (1938 s/c ¾-litre Lightweight)	49.78	,,
N. Arnold-Forster (1922 5.1-litre Delage II)	49.99	,,

USEFUL

When anyone talks of " Steering Wheel Gloves " most of us think of those dreadful leopard-skin or woolly pale purple affairs that you see on Ford Consuls, together with Dolly Danglers, rear window stickers, and model dogs on the rear shelf. However, Romac Ltd., have come up with a leather Steering Wheel Glove, that should really be called a Steering Wheel cover. It is made of very soft leather, lined with foam rubber and it is laced tightly to the wheel with a thin leather thong. The result is a wheel like a Grand Prix Lotus, so you can lie back and play at Jim Clark.

Fitted over the wooden rim of my E-type Jaguar it has proved first class, there being no loss of " feel " and careful fitting ensures no possibility of relative movement between the leather " glove " and the wooden rim, nor does it make the wheel bulky, being very thin leather. It takes about 30 minutes to make a good tidy job of fitting, but is well worth while and can be recommended. It is not in the category of the " Ocelot Wheel Glove that gives that soft relaxed feel," this is a serious item. One observer remarked that if you have the sort of wood-rimmed wheel that splinters in an accident, this tightly laced cover would keep the splinters in a tidy package !

It is available in black or brown and in four sizes, for the price of 32s. 6d. from any reasonable " Bolt-on Goodie " shop, or from Romac Industries Limited, The Hyde, Hendon, London, N.W.9.—D. S. J.

1965 DRAG FESTIVAL

The Annual Festival of Drag Racing, inaugurated by the British Drag Racing Association last year, takes place on September 25/26th at Blackbushe Airport, near Camberley. It will be a combined motorcycle and car meeting, with individual timed runs over the standing-start ¼-mile and a knock-out elimination contest. On Saturday the 25th September, starting at 10 a.m. there will be individual timed runs and eliminations for motorcycles, and the British entry should contain all the fastest sprint bikes in Britain, including quite a few that will be in the 10 sec. bracket. Also on this day there will be timed runs for cars, both British and American, and the team from the United States will consist of eight top-line Dragsters running on Nitro and capable of breaking the eight sec. mark, with terminal speeds close to 200 m.p.h.

On Sunday 26th September, starting at 12 noon, there will be the knock-out or elimination contest for the cars, both British and American, and the final run of the day for the two fastest American Dragsters should be well worth seeing. This year the eight American cars will be competing for money prizes in open competition, and not giving demonstration runs as last year, so things should get serious, for there is nothing like a bundle of pound notes at the end of the ¼-mile to make people have a real go.

Blackbushe Airport is easily found, being on the A30 road to the West, just beyond Camberley, Surrey. Further details can be obtained from Drag Festival Ltd., 24-28, Clapham High Street, London, S.W.4.—D. S. J.

A MAYBACH MYSTERY

THIS is an affair which belongs to the era of London omnibuses running on " solids " and sliding on the wood-blocks at Hyde Park Corner, of quaint taxis and (they tell us) scorching-hot summers—of motor-boat racing on the Thames at Chiswick, Brooklands, and aero-engined racing cars.

The mystery starts with an announcement in *The Motor* dated April 26th, 1922, that Ernest Eldridge (known in later years as the intrepid driver of the 300-h.p. Fiat which took the Land Speed Record at Arpajon and constructor of the Anzani-engined Eldridge Specials) had produced an aero-engined giant for Brooklands racing by installing a Maybach engine in his 1907 Isotta-Fraschini. *The Motor* stated further that " For racing purposes several modifications have been carried out. The water is taken off each cylinder top and let in at the base of each exhaust port, while two Claudel-Hobson carburetters between cylinders Nos. 2 & 3 and 4 & 5 have taken the place of end-fitted carburetters. If oil-pressure drops below a pre-determined point the ignition is automatically switched off, and a similar arrangement operates if the engine exceeds pre-determined revolutions. Another modification is the increase in the number of valves from four to five per cylinder, three of these being exhaust, while an air-blast circulates through the crank chamber."

Now I took this statement at its face value and quoted the Isotta-Maybach as having 30 valves in its T-head side-valve engine in my book about Brooklands.

There the matter might have ended, had not Douglas FitzPatrick discovered another giant car in which Eldridge apparently had a hand, in the form of a 1907 9.9-litre 60/80-h.p. Metallurgique. It seems that this chassis was supplied by Eldridge to a Mr. Cole and partner, who, in 1919, put into it a Maybach airship engine. This engine was the 180-h.p. T-head 160 × 170 mm. AZ type, which Maybach had manufactured between 1910/12, with four valves for each of its six cylinders.

I came to know FitzPatrick's monster Metallurgique very well, when taking its sensational performance figures (MOTOR SPORT, January 1957). Naturally, its owner was interested in the origins of his exciting Edwardian and in the course of his researches wrote to the Maybach Company. They informed him that the engine in his car was their first (AZ) series, being No. 30 of this type.

The Isotta-Maybach had an engine of the same type, the 180-h.p. model, and became a successful Brooklands car. When Eldridge became obsessed with the resurrected Fiat " Mephistopheles " he sold his earlier aero-engined creation to Le Champion, who won many races with it, lapping at 114.75 m.p.h., which was quicker than Count Zborowski's Chitty-Bang-Bang.

It was FitzPatrick who queried the accuracy of my assumption that the Isotta-Fraschini had thirty valves. He pointed out that you couldn't add a fifth valve as this would entail completely different water jacket castings. Yet, when *Motor* made FitzPatrick's fine Metallurgique the subject of their Christmas Road Test in 1964, Charles Bulmer wrote that the car had the four-valves-per-cylinder T-head Maybach engine *and not the later version with five-valves-per-cylinder*. Confusion reborn!

The solution is, I think, really quite simple. As far as I can ascertain, from FitzPatrick's researches, which he has kindly made known to me, the pattern of Maybach 6-cylinder aero motors runs as follows :—

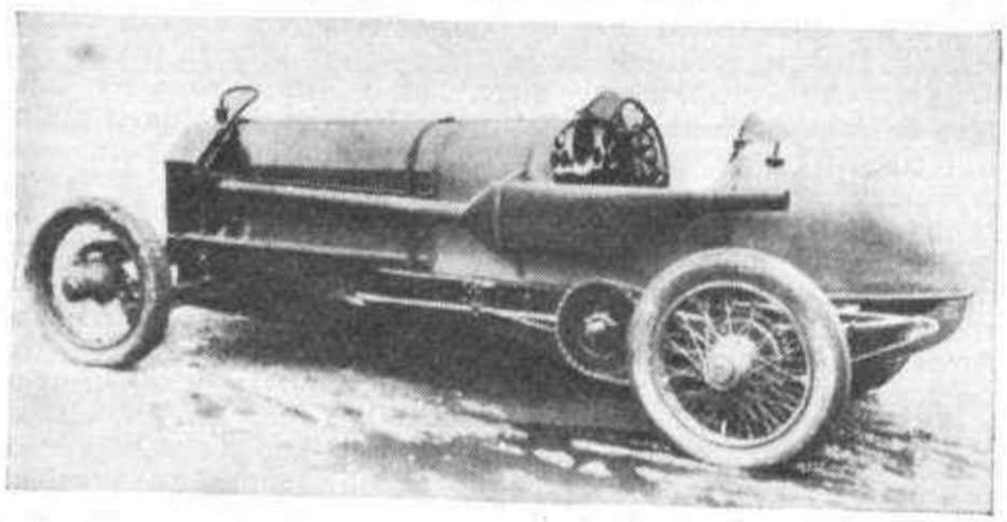
1910/12	180 h.p.	Type AZ	T-head	4 valves-per-cylinder	160 × 170 mm.
1912	210 h.p.	Type CX	T-head	4 valves-per-cylinder	160 × (?180) mm.
1914	250 h.p.	?	o.h.v.	5 valves-per-cylinder	150 × 190 mm.
1914/18	300 h.p.	?	o.h.v.	4 valves-per-cylinder	165 × 180 mm.

The Type CX engines can be distinguished from the AZ by an extra supporting foot cast each side of the crankcase, giving 6-point mounting, and timing gears transported to the back of the engine. The longer stroke of the CX engine (probably an increase of 10 mm.) gave an extra 30 b.h.p. *The Motor* of 1922 has a picture of the Isotta-Maybach's engine, which was definitely a side-valve engine. It also states that this was the 180-h.p. model. The war-time Maybach engine *did* have five-valves-per-cylinder but was a push-rod o.h.v. power unit. It seems inconceivable that if they could gain 30 b.h.p. by lengthening the stroke of the T-head engine they would have bothered with a 30-valve version, especially as the use of two large inlet and three smaller exhaust valves for their o.h.v. engine was presumably not a success, or unwarranted, as witness the use of four-valves-per-cylinder for the 300-h.p. o.h.v. version.

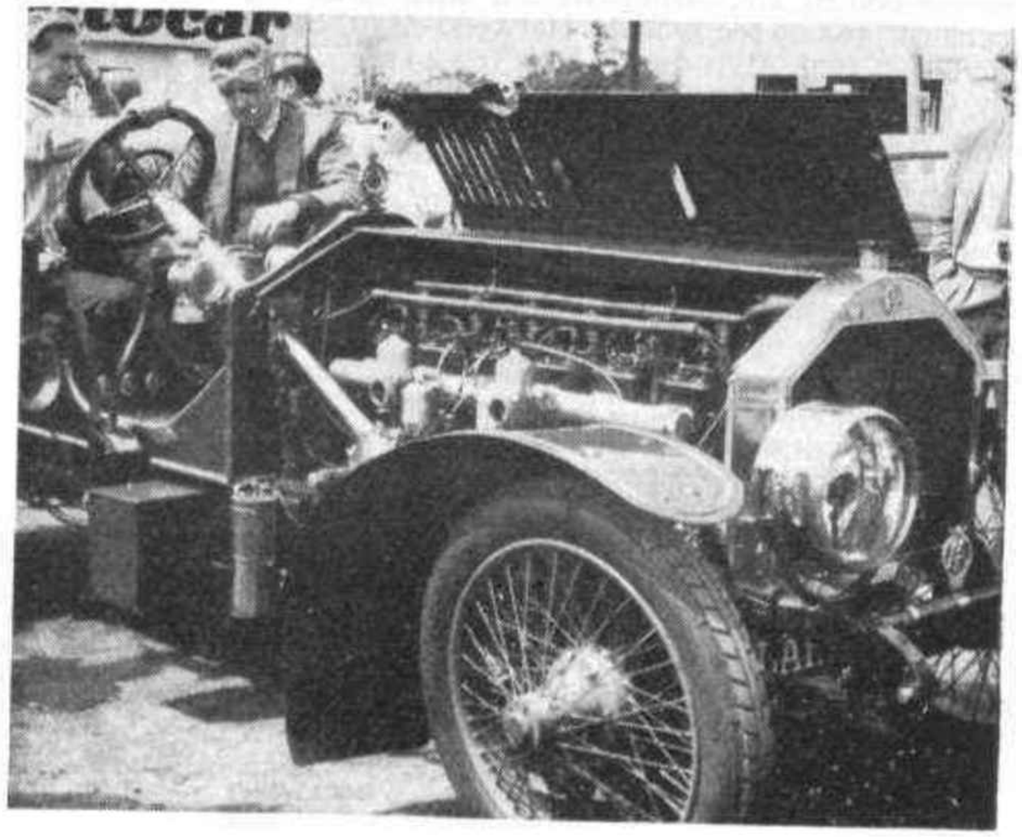
Continued on page 772



The old horse-tram depot in Vauxhall Bridge Road, later occupied by Aeromotors Ltd., as it is today. The ramp was used by the horses on their way to the stables and later, legend has it, by monster racing cars.



Above, the Isotta-Maybach raced at Brooklands by Eldridge and Le Champion, which sparked off this minor Maybach mystery. Right, the same type engine in FitzPatrick's 1907 Metallurgique.



RALLY REVIEW

GULF LONDON RALLY

Results :

1st : R. Clark/J. Porter (Cortina GT).
2nd : J. Larsson/Bertil Petersson (Saab Sport).
3rd : B. Melia/G. Davies (Cortina GT).
4th : J. Damberg/F. Sager (Cortina GT).
5th : Pat Moss/Liz Nystrom (Saab Sport).
6th : J. Sprinzel/A. Krauklis (Cooper S).
7th : A. Lobb/P. Valentine (Cortina GT).
8th : A. E. Bengry/B. Hughes (Cortina GT).
9th : J. Huggins/J. Harding (Cortina GT).
10th : K. Power/P. Walker (Cortina GT).
11th : D. Thompson/D. Stephenson (Cortina GT).
12th : B. Harper/R. Crellin (Cortina GT).
13th : B. Stevens/S. Bate (Cooper S).
14th : J. Evans/R. Spokes (Hillman Imp).
15th : M. Bailey/R. Ayers (Hillman Husky).
16th : S. Scowen/E. Brown (Hillman Husky).
17th : R. Wilcox/R. Harling (Mini).
18th : D. McIntyre/G. Jones (Mini).

IN this country, as indeed in other countries all over the world the organisers of motor sporting events rely a great deal on the financial support of petrol companies, oil companies and even motoring magazines. Often without such support, there would be very little chance that the major events would be run at all and if they were, entry fees and other participation costs would be so astronomical that only a very small number of people could afford to enter.

If I were to try and compile a list of all those companies and individuals who support events in this way, it would take up at least three pages of this magazine. Basically, there are three ways in which such support is given: it can be in the form of money or goods supplied to the organiser direct; as prize money for the event; or in the form of money or parts supplied to the competitors either as bonus to nominated drivers or as a gratuitous distribution to all those who take part in the event. Examples are not hard to find for in the Mobil Economy Run, the sponsoring company helps in all three ways, while in Canada, Shell actually run their own rally—the Shell 4000—and again help in all three ways.

Such direct sponsorship is a little rarer in Britain than elsewhere or rather was until this June when the London Motor Club ran their International Gulf London Rally. As the name suggests, the club had been fortunate enough to persuade the Gulf Oil Company to sponsor their event after what might have been termed a trial run on the last National London Rally which was held in 1964. Apart from providing money for prizes and to cover the organisational costs, the special promotional gimmick for this rally was that payment of the entry fee entitled each competitor to free petrol during the rally. As the entry fee was of the order of £25 and most cars on the rally, provided that they lasted the course, would use about £20 worth of petrol, this made it one of the cheapest internationals yet.

The prize money was much larger than anything previously offered on a rally in this country and resulted in a large entry being attracted which included several Scandinavians (Tom Trana, Carl-Magnus Skogh, Jerry Larsson and Jars Damberg) as well as most of the top British drivers (Pat Moss, Vic Elford, Paddy Hopkirk, John Sprinzel, etc.). Despite this array of talent, the retirement rate was extremely high and though the entry list stretched into three figures, only eighteen cars were still running at the finish. As on the Scottish Rally, which he won earlier in the month, Roger Clark was able to keep his Cortina GT running consistently faster than anybody else and at the finish, he won handsomely from Jerry Larsson in his Saab Sport. Saabs might have had a better result had not Pat Moss been heavily penalised on the road sections because she misinterpreted a modification to the rules that was published half-way through the rally in an attempt by the organisers to reduce the likelihood of competitors incurring road penalties due to delay on the special stages. As it was, Cortina GTs dominated the results of this tough but not rough rally with no less than nine of them in the first dozen places.

RALLYE VLTAVA

Results :

1st : R. Aaltonen/T. Ambrose (Cooper S).
2nd : R. Trautmann/Mme. C. Bouchet (Lancia Flavia).
3rd : G. Pianta/L. Lombardini (Lancia Flavia).
4th : A. Mark/Z. Cechmanek (Tatra 603).
5th : J. Bobek/L. Hnatevic (Skoda 1000).
6th : A. Vermirovsky/S. Haddusek (Tatra 603).
7th : J. Vidner/J. Vylit (Skoda 1000).
8th : O. Horsak/V. Rieger (Skoda 1000).
9th : J. Chovanec/J. Mohyla (Tatra 603).
10th : A. Dolejs/M. Poldauf (Skoda OTS).
11th : O. Kurt/H. Herman (Wartburg).
12th : * * / * * (Trabant).

In direct contrast to the London Rally, the Czechoslovakian contribution to the European Rally Championship had no benevolent petrol company supporting it, but what the organisers may have lacked in cash, they made up for in enthusiasm and the rally turned out to be a great success.

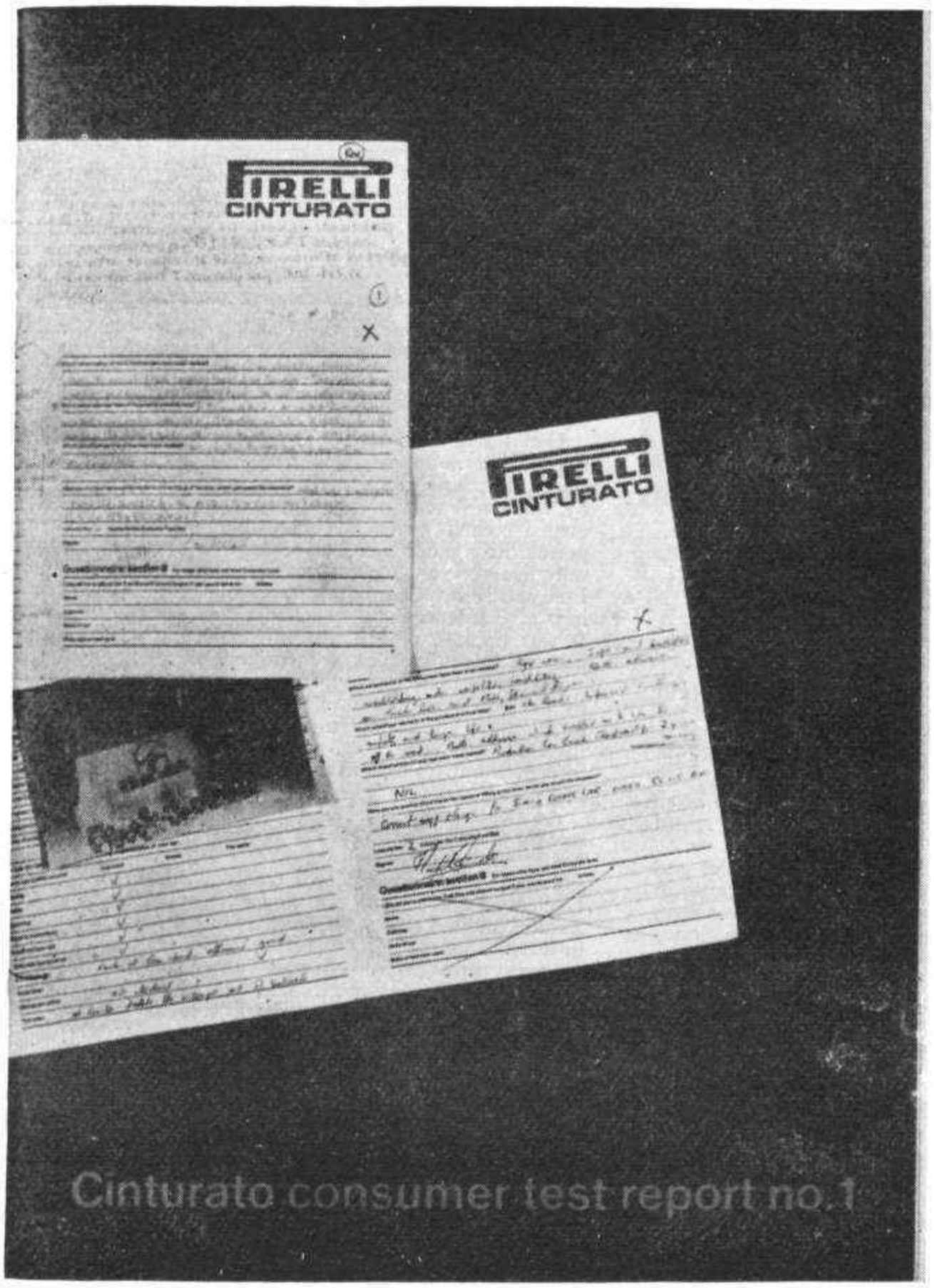
Had I said that it had no connection with a petrol company, that would not have been true, for the original Rallye Vltava started as a small local event run in the valley of the river Vltava by the employees of the Benzina concern. This is the state-owned company that is responsible for distributing and selling petrol throughout Czechoslovakia. For the last two years, the rally has been an international event but has not counted for the European Rally Championship though Louis Chiron has observed it as a representative of the Federation International Automobile. It was because of his recommendation that this year it at last became a qualifier for the championship.

Owing to some internal friction, the rally this year was not run by the Benzina Automotoklub but by the central automobile club in Prague. The change in organiser made very little difference to the rally except in detail and all the crews that competed from foreign countries said that it was one of the best rallies that they had done.

As was to be expected, the competition for an outright win came mainly from the two works Cooper Ss of Timo Makinen/Paul Easter and Rauno Aaltonen/Tony Ambrose, the works Lancia Flavias of René Trautmann/Claudine Bouchet and Giorgio Pianta/Luciano Lombardini, the Steyr Puch of the Pole, Sobieslaw Zasada, and the lone Swedish entry of Hans Lund/Bjorn Wahlgren in a Saab Sport. The Czech entries were mainly accounted for by works teams from Skoda and Tatra plus a host of private owners in the old front-engined Skodas. The Russians had a team of Moskvitches of which one failed to come to the start line but the other two were quite quick and showed that with a little more time they could become competitive. Four works Wartburgs came from the factory in East Germany, as well as a team of Trabants, and the rest of the entry comprised Polish Mini-Coopers, an Austrian Saab and Volvo, a B.M.W. and a Volvo from Greece and a Chevrolet Stingray from Germany.

The rally was run along straightforward lines with a fast, demanding road section interspersed with special stages but for anyone who had not done a reconnaisance, the navigation was far from simple and it seems likely that when the rally is run next year, a Tulip-type road book will be used to remove any ambiguity. The most unusual aspect of this particular rally was that servicing —long the mainstay of works teams—was not allowed. Each car was inspected at scrutineering and its four wheels plus two spares were marked, using a system which I understand has been developed in connection with motor-bike trials. No other wheels were allowed to be used by that car, but the crew could change tyres if this became necessary. The identifying marks on the wheels and similar marks on the engine and chassis were checked at frequent intervals but apart from that, no attempt appeared to have been made to check whether outside assistance was given, though naturally anyone who had been foolish enough to have mechanics work on the car within sight of officials would have rightly been excluded. The main factor which took charge of what could be done to cars to keep them in the rally was the overall speed of the event which was somewhat higher than is normally found either on a continental event or on our own events in this country. I heard one Czech remark when the rally was over that for next year they would raise the speed by 15% overall and allow as much service as anyone liked to provide as they would certainly not have time to do it.

Although the rally could not have been called rough—in fact the tarmac was often more damaging to suspensions and sumps than the unsurfaced roads—the retirement rate was high with Makinen disappearing on the first night with mechanical trouble,





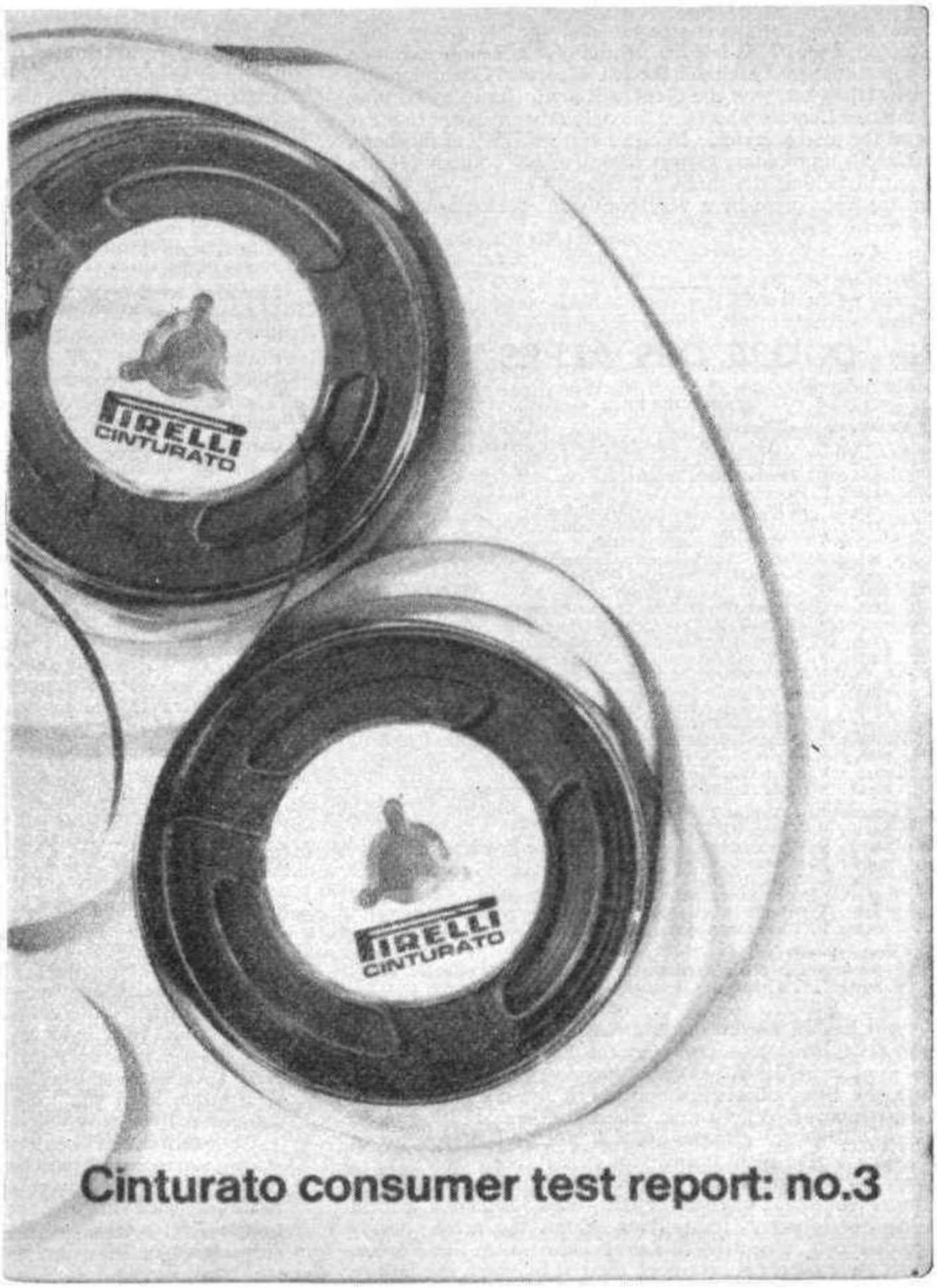
before winter comes...

One Saturday, earlier in the year, 15,000 people spent the afternoon watching a tyre! They were attending the first Cinturato Public Test Day. How did those 15,000 come to be there? What did they see? The answers are of immediate and practical interest to you. For they can affect the quality - safety - of your winter motoring. The answers are in free brochures which summarize the results of the tests.

What's the connection with winter motoring? A theme that runs through all the reports is this: the Cinturato not only gives fabulous road-holding, **but gives it in the wet as well as in the dry.** One Test Day driver put it like this: ' The Cinturatos gave the same effect on the wet as the orthodox tyres had on the dry road.' Bill Bengry told us that he had used Cinturatos on reconnaisance for the Safari Rally because of ,their exceptional traction in the mud. Jimmy Stewart reported that, in Scotland, he had been impressed by their road-holding in snow and ice.

What should you do? We claim that if you change





read what happened at Brand's

to Cinturatos you will have much safer, much more enjoyable motoring this coming winter. And that in the winter of 1966/67 you are likely to be on the same set of tyres, amazed at the tyre life they are giving you. But don't rush things. Don't take our word for it. Send for your free copy of the 3 Cinturato reports - and read what existing users think of the tyre. Then, and only then, get in touch with Pirelli and ask for the name of your nearest Cinturato dealer.

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Zasada crashing and Lund's engine blowing up only a very short distance from home. This left the field clear for Rauno Aaltonen and Tony Ambrose to score their second European Championship win in a row (they had won the Geneva Rally in June) by keeping ahead of the two Lancias who were the only other cars not to incur penalties on the road sections. In all 12 cars qualified as finishers, with the Czechs dominating almost completely. Though a Tatra finished fourth behind the three "Western" cars, it was Skoda who won the team prize by a very consistent performance from their new rear-engined 1000 MBs.

COUPE DES ALPES

Results :

Category A—Touring :
1st : R. Trautmann/C. Bouchet (Lancia Flavia).
2nd : T. Makinen/P. Easter (Cooper S).
3rd : H. Taylor/B. Melia (Cortina-Lotus).
4th : P. Hopkirk/H. Liddon (Copper S).
5th : J. F. Piot/J. F. Jacob (R8-Gordini).
6th : J. Vinatier/H. Melot (R8-Gordini).
7th : J. C. Ogier/B. Ogier (DS19).
8th : A. Fall/J. Wood (Morris-Cooper).
9th : R. Neyret/J. P. Vehrilac (DS19).
10th : R. Clark/A. Porter (Rover 2000).
11th : L. Vincent/R. Chabas (Morris-Cooper).
12th : P. Orsini/J. B. Canonichi (R8-Gordini).
13th : P. Mayman/V. Domleo (Cooper S).
14th : R. Aaltonen/A. Ambrose (Cooper S).
15th : J. L. Marnet/B. Pompanon (Cooper S).
16th : L. Morrison/J. Syer (Rover 2000).
17th : C. Laurent/J. Marche (Daffodil).
18th : H. Lund/B. Wahlgren (Saab Sport).
19th : D. Seigle-Morris/A. Nash (Cortina-Lotus).
20th : A. Ransy/N. Mosbeux (Daffodil).
21st : V. Elford/D. Stone (Cortina-Lotus).
22nd : Mrs. A. Hall/Miss P. Spencer (Rover 2000).

Category B—Grand Touring :
1st : B. Consten/J. Hebert (Alfa Romeo).
2nd : D. Morley/E. Morley (Austin Healey 3000).
3rd : A. Cowan/B. Coyle (Rover 2000).
4th : J. P. Hanrioud/J. Sage (Alpine).
5th : Miss R. Smith/Miss S. Taylor (Hillman).
6th : J. Behra/P. Conso (N.S.U.).
7th : P. Toivonen/A. Jarvi (Porsche 904).

Category—Prototype :
1st : S. Lampinen/J. Ahava (Spitfire).
2nd : J. J. Thuner/J. Gretener (Spitfire).

Every sport has its big events and just as the Derby is to flat racing, the Cup Final to soccer and the Olympics to athletics, then so is the Coupe des Alpes to rallying. True, this may only be because the Spa-Sofia-Liège and the Tour de France have gone into a temporary eclipse this year, but a large proportion of rally drivers will always put this rally at the head of any list of events if asked to give them in order of importance.

This year in particular, the Coupe des Alpes—or the Alpine as it is more simply known in Britain—had reached a critical stage in its development, for rallying is not the most socially acceptable of sports, especially in a crowded country like France. Past Alpines have nearly always been marred by some incident or other involving other users of the road and it was expected that this year would be no exception, especially so as it was being run one month later than usual, at the end of July when there would be more tourists on the Alpine roads. However, the Automobile Club de Marseille et Provence realised that this year would be decisive as far as the police and local authorities were concerned as they met with more opposition than normal in getting the route cleared with these bodies. As a result, they made quite sure that the roads used by the competitiors were very effectively policed and adequate warning was given to the people living on or near the route. No incident of the kind feared took place during the rally, even over such favourite tourist spots as the Col d'Allos and the Col de la Cayolle, although both these were used in broad daylight.

As if to reward the organisers for their hard work, the Alpine received its biggest entry for many years and though some of these did not actually arrive to start the rally, there was still a large entry of almost 90 cars to take the starter's flag. This year, too, the entry was divided into three separate categories for on the Alpine, as on the Tour de France, there is no overall winner and the cars compete entirely within their own categories. These were the normal Touring and Grand Touring categories plus an additional one for Prototypes and Sports cars. Undoubtedly, the organisers were trying to attract entries from Ferrari, either private owners in LMs or works cars such as the 330 P2, or from Ford France, who are in possession of some Ford GTs and have been entering them in French National events for drivers such as Greder and Ligier. In this respect they were to be disappointed. The only Ferrari that entered was the Belgian GTB of Mairesse that finished third at Le Mans and that did not come to the start. The prototype category was thus disputed between Eugen Böhringer in a works Porsche 904 fitted with a 6-cylinder engine derived from that supplied in the 911, four works Triumph Spitfires equipped with 1,300-c.c. engines and a lone privately entered Alfa Romeo Tubolare GTZ with an overbored engine.

This rather poor entry in a category which was, after all, not provided with prize money, rather reduced the visual effect that is so much a part of events like the Tour de France, when four or five GTOs come piling through the main street of some French town. The big GT cars were represented by a single works Healey 3000 for the Morley brothers, three works Sunbeam Tigers, two works Porsche 904s and two privately-entered 904s, and a handful of Alfa Romeo Tubolare GTZs entered by such drivers as Jean Rolland and Bernard Consten.

In the Touring category, Ford of Great Britain had placed their faith in the new Lotus-Cortina which sports a leaf-sprung rear axle with a limited-slip differential and the twin-cam engine up front to provide the urge. B.M.C. were using their very successful 1275 Cooper S, of which there were four examples from the works, while their big rival in the European Championship chase, Lancia, had collared three of the lightweight Zagato-bodied Flavias from the racing fraternity to use for this event instead of the more normal Flavia Coupé. Rover had entered four 2000s, of which only one was running in GT this year. Ford France had Henri Greder in a Mustang, while Citroën had entered five DS19s for various of their contracted drivers but, strangely, omitted to use Lucien Bianchi although he must have been free for he did not drive in the Spa 24-hour race. The biggest display from a French team came, of course, from Regie Renault, who had three works drivers in Renault R8 Gordinis and about another half-dozen favoured drivers in similar cars. Add to all these, five works DAFs, a couple of N.S.U.s, some Saabs and a B.M.W., and the cast is about complete.

The Alpine is always a punishing event and as only half an hour's lateness means exclusion, if anything goes wrong with your car that is more than just changing the plugs, it is very unlikely that you will be able to continue. The result is a very heavy rate of retirements, especially in the first dozen hours when any fault the car may possess is being sounded out. It is very pleasing to note, therefore, that both the B.M.C. team and the Rover team ran intact this year, for both had suffered quite heavy losses in previous years, and it is to be assumed that they have succeeded in developing out the troubles that beset them then when both the 1275 Cooper S and the Rover 2000 were somewhat new to rallying.

With retirements depleting the entry quite quickly in the early stages, some sort of pattern emerged even before the cars reached the end of the first stage of the rally in Grenoble. On the test times—*i.e.*, the times up the specially timed hill-climbs as opposed to the road sections—Vic Elford (Lotus-Cortina) was comfortably ahead of his nearest challengers in the Touring category, who were Rauno Aaltonen (Cooper S), Timo Makinen (Cooper S) and René Trautmann (Lancia Flavia). In fact, Elford's times on the tests were so good that he was often in the five fastest cars on the rally—this against GT cars like the Porsche 904, Healey 3000 and Sunbeam Tiger with what is supposed to be a "touring" car!

In the GT category, where the times for the difficult parts of the road section (which are termed *selectif* by the organisers) are minutes less than those allowed in the Touring category, many more cars had lost time on the road, and in the final stages only two cars had managed to retain a penalty-free card. These were the Sunbeam Tiger of Peter Harper and the diminutive Renault-based Alpine of Jean-Pierre Hanrioud, and, naturally enough, Harper was beating the smaller car on the hill-climbs and thus leading the category. The prototypes started as a game of "Jack the giant killer" with the Spitfires struggling against Böhringer's Porsche after the Alfa had dropped out, but the ace German driver did not seem to hit top form and, even before the Porsche retired, the smaller cars had defeated it on the road sections.

Right up until the end, as Elford and Harper increased their stranglehold on their respective categories, it looked like a triple win for British cars but fate was not to have it that way and decided to hand over two to the Italians. As far as the Touring category was concerned, Elford had won, so that when Trautmann

Continued on page 761

NEW O.H.C. PONTIAC

Following years of intensive research, development and testing the Pontiac Motor Division of General Motors Corporation has announced a completely new in-line 3,769 c.c. (230 cubic inch) displacement, 6-cylinder overhead camshaft engine as standard equipment for all 1966 Tempest, Tempest Custom and Le Mans models. Most significant in design of this engine, and the first time it has ever been used in the American industry, is the belt-driven o.h.c. using a rocker arm and an hydraulic lash adjuster. Also an industry first for Pontiac is that the new L-6 engine utilises a fibre-glass reinforced rubber oil-resistant timing belt in lieu of the conventional chain to drive the camshaft.

" In announcing the Pontiac 6-cylinder overhead cam engine we feel we are introducing the newest and most exciting engine development ever to be offered by our division," said John Z. DeLorean, a General Motors vice president and Pontiac's general manager.

" Our design objective with the new engine was to incorporate an efficient arrangement of functional components to provide the most in operational economy, durability and performance. By meeting these demands we are able to offer this engine which provides maximum rigidity with minimum weight," he stated.

Bore and stroke on the L-6 are 98.42 mm. (3.875 inches) and 82.65 mm. (3.250 inches), respectively. The standard single-barrel carburetter provides 165 b.h.p. at 4,700 r.p.m. The compression ratio is 9 : 1 and the engine is available with either syncromesh or automatic transmission.

MINIATURES NEWS

One of Corgi's latest models is a Lotus Elan, 3½ in. long, and complete with folding seats, brown facia to contrast with the authentic black interior trim, gear-lever, steering wheel, and openable bonnet revealing a dummy twin-cam power unit with " Lotus " clearly picked out on the valve covers—there is even a miniature battery behind the driver's seat, as on the real Elan. The windows slide up and down in the doors. This metallic-blue Lotus has the correct " Elan S2 " lettering at the rear of the front wings but we could do without the driver in racing overalls and crash-hat and even more so without a too-big full-colour replica of the Esso " I've Got a Tiger . . ." poster which covers the entire top of the boot-lid. This little Elan retails for 5s. 6d. in the U.K.

Another recent Corgi is a Dolphin 20 cabin cruiser on a trailer, a 5½-in.-long miniature selling for 6s. 6d. Lesney offer a tiny replica, 2⅝ in. in length, of a Fiat 1500 saloon with roof-rack and luggage (New Matchbox Series No. 56) at 2s., and a fascinating little miniature of the World Championship G.P. Lotus-Climax, 2⅞ in. long (New Matchbox Series No. 19), also costing 2s. The respective scales are 64 : 1 and 54 : 1.—W. B.

TRAILER SAFETY

Those who have occasion to tow racing cars or other valuable objects in trailers, or trail anything behind a racing-car transporter, should be interested in anything which enhances the safety of such a vehicle. The other day we attended a demonstration at Blackbushe Aerodrome of the Mathews-Henry Hydraulic Over-run Trailer Brake Actuator. A battered 5-cwt. Thames van pulling an empty trailer 76% its own weight was used to prove that this safety mechanism caused the trailer, when jettisoned from 40 m.p.h., to pull up in a short distance in a straight line without any " fireworks." An intrepid journalist rode on the trailer on one demonstration run, showing the confidence inspired by the previous runs! The device, well-known to the Army and R.A.F., has other advantages and is quite inexpensive. It is worth investigation by all trailer operators. The makers are Mathews Hydraulics, 67, Jeddo Road, W.12.—W. B.

THE THINGS THEY SAY . . .

" I often drive a Mini-Cooper S. This is quite a quick little car."—A delightful understatement by Pat Surtees in the *Sunday Mirror*.

* * *

" Used-car prices have fallen faster in the last ten days than at any time since the crisis of 1961, according to Warren Street car dealers."—Roger Nuttall, writing in *The Sunday Times Business News* of August 8th.

Cars In Books

Mr. Frater, of Poole, writes :—

The following is an excerpt from " Sailing Days," a volume of reminiscences of pre-war yachting by the well-known yachtsman Adlard Coles. In this excerpt he describes a drive from the River Yealm in Devon to his home at Southampton, using a car lent to him for the occasion.

" I was then rowed ashore in the dinghy and introduced to the vehicle that I was to drive home. It was a racing car of very ancient vintage. Difficult to start and short of petrol, I had to pilot this strange object over the Devonshire hills and all the way back to Southampton. . . .

" They showed me how to start the car. With a jerk and a leap it dashed forward, and with a terrific roar shot away along the road. The thing to do was to keep moving. Once the car stopped it might never start again. I did keep it going. We seemed to be going up hills like the side of a roof, but nothing worried the car. It roared up hills, and it roared down hills and all along the dusty narrow Devonshire lanes it roared its way, pedestrians jumping for safety and chickens running for dear life. Devonshire tors to the left of me, tors to the right. On to Newton Abbot; no stopping. Through Exeter, Honiton, and it was dark before I reached Axminster. The lights seemed very bad. Was only one working? But no stopping; on past Charmouth and Bridport, and up some tremendous hills. No changing gears in case something would go wrong; strong headlights glaring ahead, but no stopping. Carry on; then Dorchester, Salisbury and at last in the early hours of the morning I arrived at my home in Southampton. At last it was safe to stop the car, but it was almost with a feeling of regret that I did so, for during the long hours I had developed almost a feeling of affection for the creature as it boomed through the night."

What could this " racing car of very ancient vintage " have been? Might the remark about not changing gears give some indication? Still, it is a pleasant, though perhaps not very informative, description of motoring, to find in a book otherwise devoted exclusively to sailing. [Could it have been an Edwardian monster on an aeroplane-engined giant, to require no gear change up such steep gradients?—Ed.]

RALLY REVIEW—continued from page 760

and Makinen started sparring for second place they didn't take it all that seriously, though it became all too serious when Elford came to a halt on the very last *selectif* when his Lucas distributor broke its cam-follower. That was just plain bad luck to have a mechanical failure so near to home, and it let Trautmann sail home the winner by 1.7 sec. after six days of motoring. For Peter Harper the situation was even worse, for he finished the rally unpenalised on the road—something unique this year in GT—and was thus quite certain of victory until the technical examination, which revealed that his car was fitted with a different cylinder head to that shown on the homologation form as the one on the car had *smaller* valves. Remonstration by Rootes proved fruitless and thus, through a small point ignored by their competition department, a fine drive had been wasted and the place that should have been theirs went to Bernard Consten in an Alfa GTZ, for the young Hanrioud had lost time changing plugs on the last night.

The Alpine Rally is probably the best rally because not only is it a way of comparing drivers' talents over some of the most demanding tarmac roads in the world but because it always seems to bring out the best in them. Performances on the Alpine always have something of the epic in them : take Andrew Cowan's performance in finishing third in the GT category with a Rover 2000; or Simo Lampinen's 40-kilometre sprint on the tightest *selectif* of all with no brakes in his Spitfire; or Pauli Toivonen who came practically straight from the forests of Finland with no reputation as a tarmac hill-climb exponent and beat everyone by margins of 30 sec. on nearly all the hills with the works Porsche 904; or Jean-Francois Piot who finished first amongst the Renault R8 Gordinis though his is not a works car; or Claude Laurent who finished 17th overall with a DAF; or Tony Fall who went to France for the first time and won a *coupe* for an unpenalised run with his 1275 Cooper S; or . . . One could go on but brevity is supposed to be a virtue. Suffice it to say that this was an excellent Alpine and that the way it was run bodes well for future years.

J. D. F. D.

BMC went to great lengths before they recommended SHELL SUPER OIL for all their sports cars

(10,045 miles to be precise)

This is how Shell Super Oil earned its laurels. An ordinary production model MGB was taken down to the test circuit at MIRA. The plan was simple enough: to drive the MGB for 10,000 miles at an average speed of 100 mph. If the oil could protect the engine in conditions like these, then it would justify (and how!) a general recommendation.

For 10 days, two drivers kept the MGB hard at it. Each driver had a two-hour stint at the wheel, one driving at 5,400 rpm, the next at 5,800 rpm. At the end of each session, the car was refuelled, its oil checked and the tyres examined. (Several sets were used during the test due to the extreme tyre pressure caused by the circuit bankings.)

The findings

At the end of the test, the car had covered 10,045 miles at an average speed of 100.03 mph. Then came the critical part. The car was taken back to Abingdon and the engine was stripped down. Engine parts were laid out and measured to four or five decimal places. The following results were typical. Piston ring wear: NIL on No. 1 cylinder – while the worst measurement on the other cylinders was only 0.0002".

The last word from BMC

Mr. Sydney Enever, Chief Engineer of BMC Sports Car Division: "Enthusiasts, quite rightly, are particular about the motor oil they use. They appreciate the stresses of an engine at speed. And naturally they want the best possible protection. That's why we recommend Shell Super Oil for all our sports cars. We gave it hell on the track and it came through the test with flying colours. You can be sure of Shell Super Oil. We are."



One oil for all sports cars – Shell Super Oil

10,000 miles at 100 mph. Shell Super Oil had a baptism of fire — and came through it beautifully

PEUGEOT DIESELS



FAST OILER.—The Peugeot 404 coupé which took long-distance records at Montlhéry, in Classes D and E, nearly all of them at over 100 m.p.h.

IN June a Peugeot 404 with special off-set coupé body, powered by an Indenor XD88 1,948-c.c. diesel engine, broke 22 Class E records at Montlhéry and established three new records in the same class. Driven by Lageneste, Genestoux, Besnardiere, Gerard and Tchekemain, this compression-ignition Peugeot 404 averaged around 100 m.p.h. for distances and durations from 100 km. to 72 hours, its best speed 100.75 m.p.h. over 200 km., its consistent high-speed running proof positive of the reliability and performance offered by Peugeot diesel engines. The same car, fitted with a 2,163-c.c. Indenor diesel engine, then took Class D records from 50 km. to 5,000 km. at speeds of from 99.668 m.p.h. (for the overall distance) to 101.085 m.p.h. (for 3 hours).

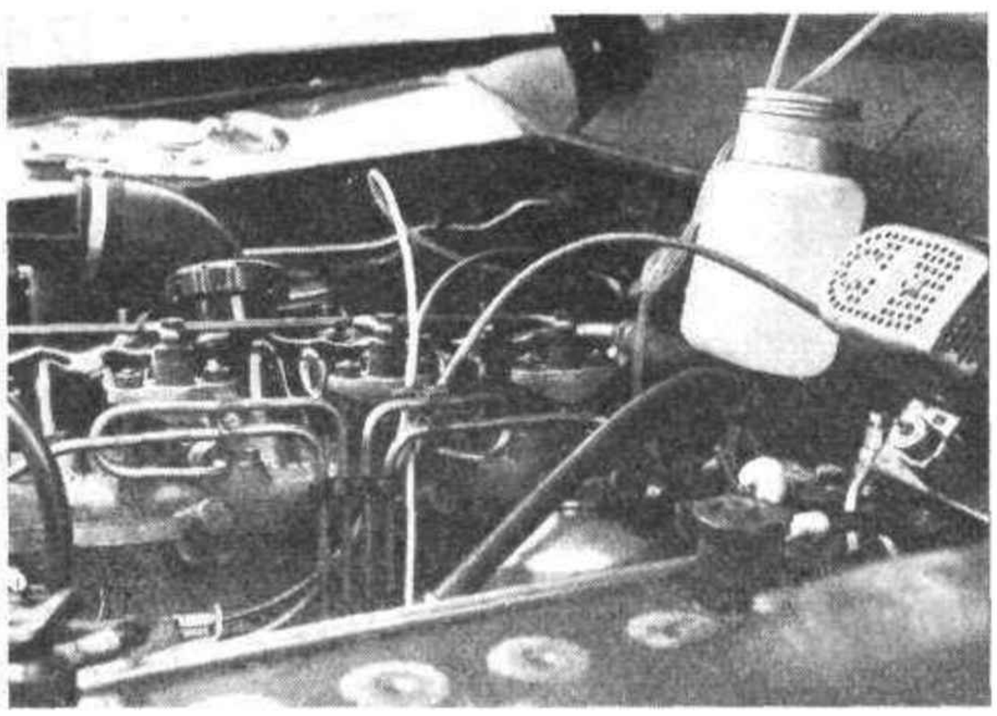
Peugeot have been making diesel engines in their factory at Lille for industrial, agricultural, marine and other purposes since 1928 and during July of this year r.h.d. versions of their 404D saloon and 404DL family estate car were introduced in U.K. markets

The 4-cylinder 5-bearing alloy-head Peugeot Indenor diesel engines for private-car installation come in three versions :—

Type XDP85.—85 × 80 mm. (1,816 c.c.), developing 55 b.h.p. at 4,000 r.p.m., used in the 403 Peugeots and light commercials.

Type XD85.—85 × 80 mm. (1,816 c.c.), developing 55 (S.A.E.) b.h.p. at 4,000 r.p.m., inclined at 20° in the Peugeot 404 station wagon.

Type XD88.—88 × 80 mm. (1,948 c.c.), developing 68 (S.A.E.) b.h.p. at 4,500 r.p.m., inclined at 20° in the Peugeot 404 saloon and family saloon.



The XD88 Indenor diesel engine used in Peugeot passenger and commercial vehicles. Note the piping from the Bosch injection pump and the size of the battery.

The Indenor XD88 diesel engine compares very favourably with the well-established Peugeot 404 petrol engine which, of 84 × 73 mm. (1,618 c.c.), and incidentally inclined at 45°, develops 76 (S.A.E.) b.h.p. in carburetter form, 96 (S.A.E.) b.h.p. when equipped with indirect petrol injection.

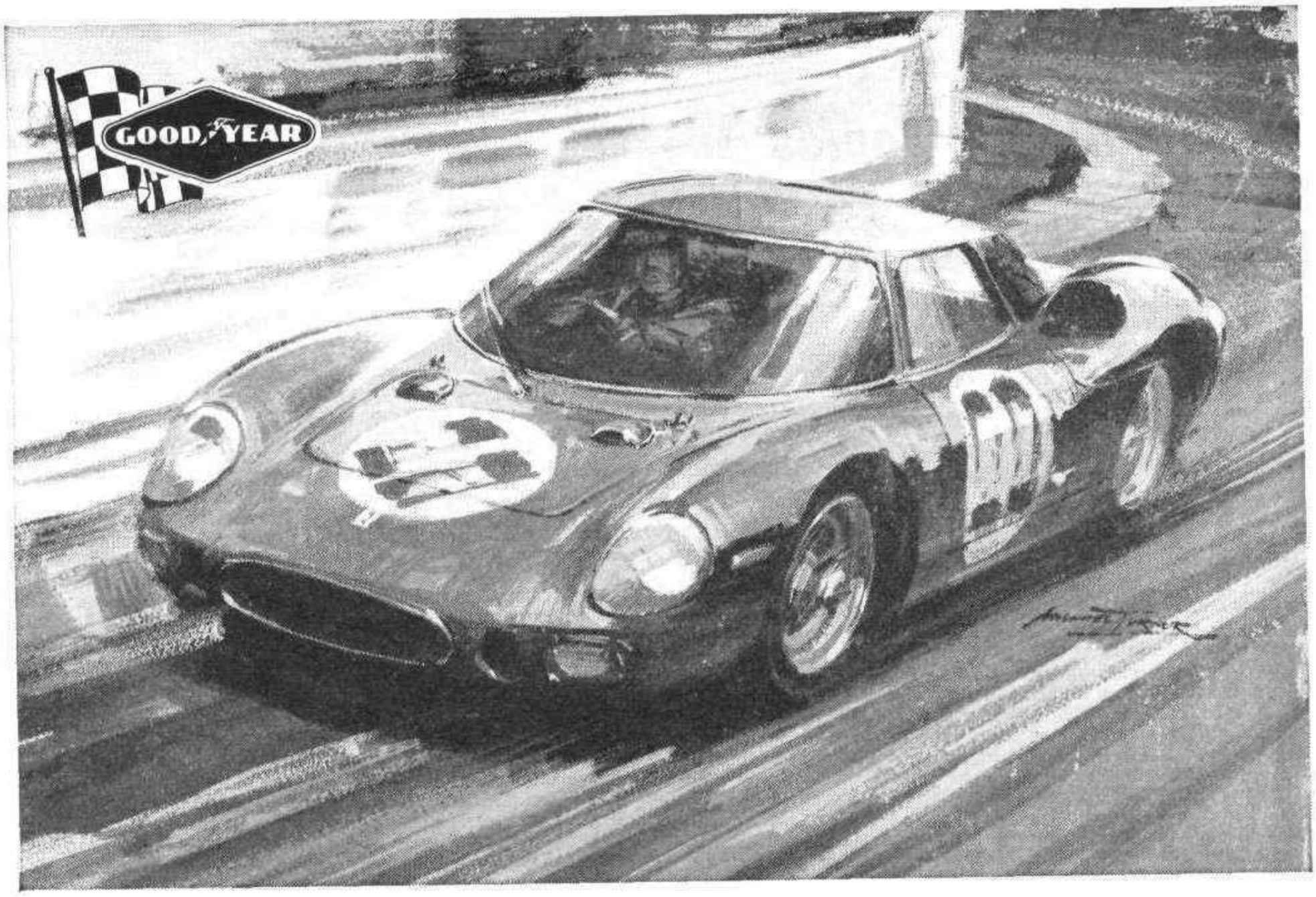
The diesel version has a c.r. of 21 to 1, uses Ricardo-type swirl chambers, and Bosch injection pump, injectors, heater plugs and fuel filter cartridge (respectively, Types EP/VM 4/80 A2200 R.5; DN O SD 210; 10.5-volt V KE/GSA 10/1 and FJ.DHN 5.42). A full-flow oil filter of Purflux manufacture is fitted.

To all intents and purposes the diesel Peugeot 404 is like any other Peugeot 404, except that the saloon lacks a sliding roof and has the usual cut-off and pre-heater controls of a diesel-engined car. This is to say that it is a comfortable, roomy, very well sprung, practical saloon, and Peugeot claim for it nearly 80 m.p.h. and approx. 40 m.p.g. I was able to confirm by some long-distance driving that the noise level is modest for such a car and the performance very adequate, the diesel Peugeot settling down to a stolid 60 m.p.h. cruising speed which I found rather charming. In this country, where diesel oil costs more than 5s. a gallon, the increased economy is not pronounced, especially as the petrol Peugeots are notably sparing of fuel. However, pressed hard, this 404D gave an overall fuel consumption of exactly 41 m.p.g. and in countries where the tax rate favours the heavy-oil engine this represents a halving of fuel costs. The engine requires heavy-duty lubricating oil but hadn't consumed any in a distance of 570 miles.

Over and above this useful saving there is the long-life and dependability of the diesel engine, while the 11-gallon Peugeot fuel tank gives the satisfying range of no less than 450 miles on a tankful. During the test I had to drive through a series of violent cloudbursts and it was nice to feel immune from drowned ignition which had stranded many cars on the flooded roads. If anything, road-holding seems to have been improved by the weight of the bigger engine and a very generous-sized battery over the front wheels.

As to the Peugeot 404 itself, I have but recently sung its praises, and the diesel version was every bit as acceptable, although reflection in the windscreen from the light-coloured facia sill and an alarming noise which emanated at times from the speedometer drive must be noted. Otherwise, I was, as usual, full of enthusiasm for this excellent French family car and found its brakes more acceptable than the rather sudden Thermostable brakes on the fuel-injection 404 I tried some time ago.

The Peugeot saloon with Indenor XD88 diesel engine costs £1,395 19s. 7d., inclusive of purchase tax, and is equipped as standard with heater, Michelin "X" tyres and Neiman anti-thief lock. It is rather an expensive proposition, but justifiable for those who cover large annual mileages or who have supplies of Derv on tap. Diesel-engine enthusiasts may care to know that I rate it one of the nicest c.i. cars I have driven and certainly this Peugeot 404D is a prompt commencer, accelerates strongly, emits no offensive fumes and is quiet of its kind, and commendably vibrationless.—W. B.



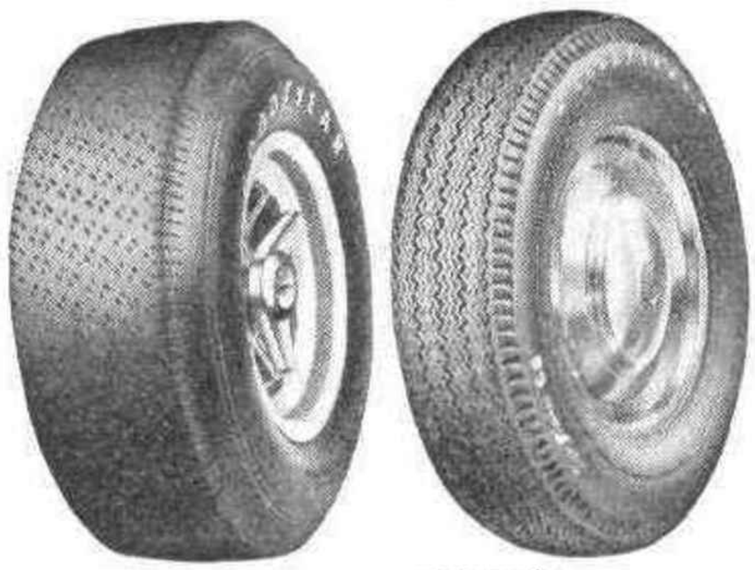
2 BIG WINS FOR GOODYEAR!

Rheims 12 Hour

1st. Ferrari – P. Rodriguez/J. Guichet (1st Overall)
Ford Cobra – J. Schlesser/B. Bondurant
1st World G. T. Championship *Subject to official confirmation*

This is the tyre that won for Ferrari and Ford at Rheims.

It's built with Goodyear's exclusive 3-T cord pound-for-pound stronger than steel – and tough Tufsyn rubber, to withstand the tyre's scorching pace and punishment of the world's fastest racing circuits.



This is the tyre for your car.
It's the G-8 by Goodyear – built with the same exclusive 3-T cord construction and tough Tufsyn rubber. The same development and research which goes into Goodyear's top performance tyres goes into the G-8 for your family car.

GOODYEAR

Small-Car Topics

A Section Devoted When Deemed Necessary to Cars the Engine Capacity of Which Does Not Exceed 1,000 c.c



THE N.S.U. 1000L

N.S.U. of Neckarsulm are in a strengthening position in the German Motor Industry, for the Wankel rotary engine is a technical achievement of great merit and with the introduction of the 4-cylinder transverse-rear-engine air-cooled N.S.U. 1000 this long-established company has moved into the family-car market.

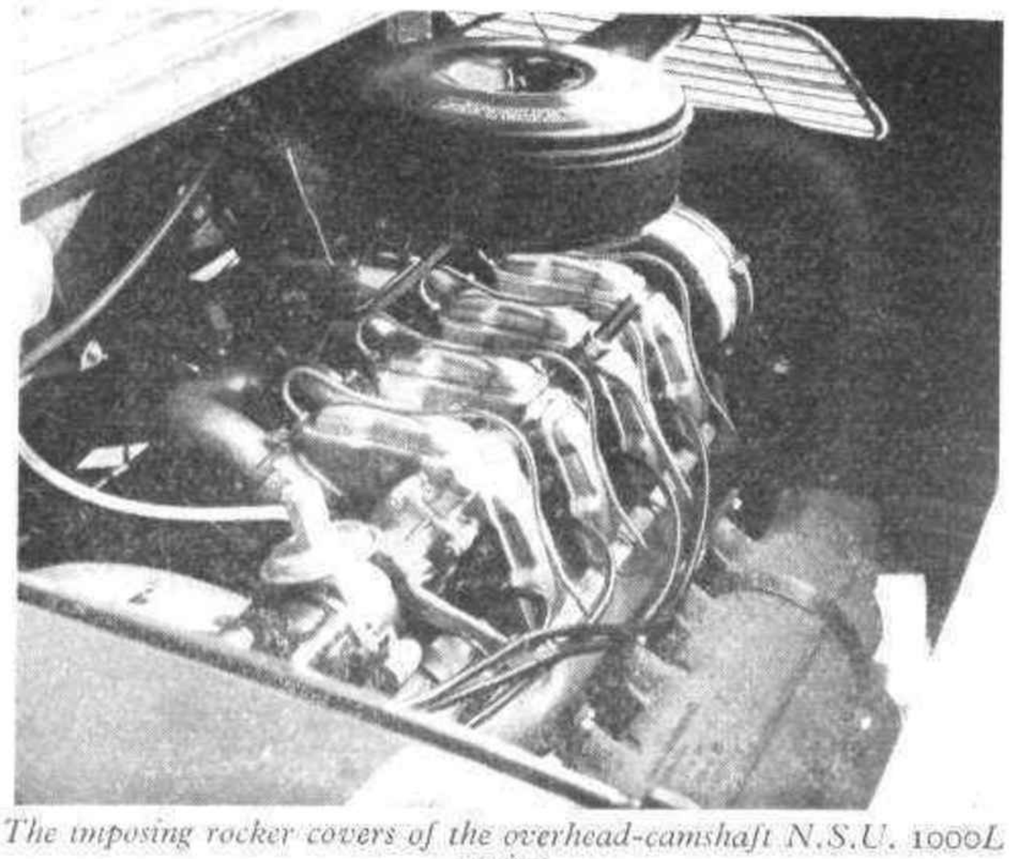
I have always had a warm regard for N.S.U.s and the N.S.U. 1000L lives up to the reputation they have earned, with a delightful gear-change, the little central lever having shorter movements than the twin-cylinder models, the exterior paintwork and interior finish being just as commendable, and the acceleration from the new 996-c.c. 43-b.h.p. o.h.c. engine impressive. The N.S.U. 1000L is a quiet car up to 65 m.p.h., but becomes too noisy above this speed, making Motorway cruising tiring. Another deterrent to continual over-70 m.p.h. motoring is the front-wheel shake which intrudes if bad surfaces are encountered. The suspension is excellent at absorbing shocks but becomes too lively over bad surfaces. Stalks control lamps-dipping, lamps-flashing, and turn-indicators, and there is a full horn-ring, sounding a horn which might have been inside the car.

Reverse is none too easy to find. There is very reasonable luggage space in the front boot but, unlike the compact Wankel, the engine occupies a lot of space and nothing else can share the rear boot with it. Perhaps because it was so new, the bonnet and boot-lid releases were stiff to operate. The fuel tank is at the front, its filler neck being of transparent material, which obviates overfilling. The fuel gauge indicated that refuelling was desirable after 233 miles. The front wheel arches intrude, resulting in off-set pedals, but the seats, upholstered in p.v.c., are pretty comfortable. The big unseparated press-button minor controls are "fumbly." A combined rubber press-and-twist button looks after washers and wipers.

Road-holding is good but sidewinds provoke wander. The rear seat can be folded to give additional luggage space.

Altogether, N.S.U. should be pleased that they have entered the family-car field with such a lively, well-finished and smart, if square-rigged, little car, which contrives to sell here for under £700 including tax.

The consumption of Premium petrol was a useful 35.6 m.p.g. and no oil was added in 600 miles. The fuel tank gives a practical range of 233 miles without running dry.—W. B.



The imposing rocker covers of the overhead-camshaft N.S.U. 1000L engine.

* * *

FIAT 500D—SECOND INTERIM REPORT

Following the first interim report on the Fiat 500D published in June, I had intended writing a full-length article about the car I have had on long-duration road-test. But there is really nothing much to say, because this staunch little car just goes on and on without doing anything out of place, fitting unobtrusively into the family scene. It is ideal for local journeys, for shopping in congested areas when it is so easy to find a slot in which to leave it, and my daughters think nothing of driving it, laden to the sunshine roof, as far afield from Hampshire as Wales and Scotland. These little cars are sometimes referred to as seating two adults and two children but I have frequently seen five teenage girls accommodated not too uncomfortably, and neither engine nor suspension complain.

It is such fun to row along, beating casually-driven big cars on pick-up, that I use it with relief in London and found nothing incongruous in returning the road-test Rolls-Royce Silver Cloud III to Conduit Street, proceeding to my eldest daughter's flat in Weymouth Street, where the 500D was parked at a meter, with acres of space all to itself, and driving home in it—from 6.2-litres to half-a-litre within the hour!

Practically nothing has gone wrong since the throttle-cable broke and nothing that hasn't been mended without tools. For example, the n/s. screen wiper blade went berserk but was pushed back in place and hasn't slipped since. The engine went onto one cylinder; cause, a broken connection in the TV-suppressor in one h.t. lead, mended with fingers and thumb. The pedal-rubber came off the clutch pedal, but was put back by a strong-fingered friend. Nothing else has gone wrong, in months of hard usage. The sump-level so seldom requires attention that I can believe Shirley Lowe, the *Sunday Mirror* Weekend Girl, who says her Fiat 500D didn't need any oil for a year. It is significant that a magazine devoted to the Volkswagen recently spent nearly 2½ pages praising the little Fiat.

And it is pleasing to learn that Fiat of Turin have no intention of discontinuing their brave little car. Indeed, it is now being sold in Italy with forward-hinged doors and a bigger windscreen.

Humble the Fiat 500D may be but I rate it amongst the World's most accomplished designs, yet it is the least-expensive 4-wheeler you can buy in Britain—in spite of Import Duty the Fiat 500D sells for £77 less than a Reliant 3-wheeler!—W. B.



The Fiat 500D in the sort of country setting where its handy size and effective suspension excels.

27th GERMAN GRAND PRIX

Clark and Lotus all the way

ADENAU, GERMANY, *August 1st.*

THE Automobile Club von Deutschland organised the German Grand Prix on the hilly and tortuous 22.81-kilometre Nurburgring in the Eifel mountains and at the last moment they reduced the number of practice sessions from four to three, although two of the sessions were of two hours duration and the third was for one and a half hours. The difficulty at the Nurburgring is that if a car breaks down out on the circuit it is more than likely to be on an inaccessible part, only arrived at by going round the circuit with a transporter, and one or two drivers missed a whole practice session because of this. The entry list was a very complete one including nearly everyone who normally competes in Formula One races, the Nurburgring being long enough to accommodate 23 cars with ease. Both Lotus and Brabham fielded " three-car " teams, all six cars using Coventry-Climax V8 engines, but only Clark had the latest 32-valve unit, the Brabham 32-valve engine still not being repaired after its Silverstone disaster. Clark's car was R11, and Spence had R9, with a short-stroke flat-crank engine, and the German driver Gerhard Mitter had old R6, with a long-stroke engine. All three cars were to Lotus 33 specification as regards 13 in. wheels, knock-off hubs, steering and suspension. The three Brabhams of Jack Brabham himself, Gurney and Hulme were all using 90° crankshaft Climax engines, with cross-over high-level exhaust systems. Ferrari entered Surtees and Bandini, the World Champion having the original flat-12-cylinder car, chassis number 0007, and also a brand new one to the same specification with a similar 12-cylinder engine, this being chassis number 0008. Bandini had a V8 Ferrari, chassis 0006, the second of the 8-cylinder cars. The B.R.M. team of Graham Hill and Stewart had the same three cars as at Zandvoort, the 1965 cars to race and the 1964/65 car as a practice car for Hill, while McLaren and Rindt had three works Cooper-Climax V8 cars, the spare one having the Hewland gearbox. The Honda team should have completed the list of factory entries, but they decided to give the Nurburgring a miss and the whole racing team returned to Japan to sort out various problems and prepare for a really serious attack at Monza on September 12th.

The regular private teams were all in attendance, Bonnier and Siffert with R. R. C. Walker's cars, Amon and Attwood with Parnell's cars, Anderson and Hawkins entered by D.W. Racing Enterprises, Frank Gardner with the Willment Brabham-B.R.M. V8 and Masten Gregory and Roberto Businello with the Centro-Sud B.R.M.s, the latter replacing Lucien Bianchi at the last moment. The final entry was Raby's Brabham-B.R.M. V8 which should have been driven by Amon but as Ireland could not be present, Amon moved into the Parnell team and Raby drove his own car.

For the practice on Friday morning Lotus only ran Clark and Spence, but neither of them went very fast as the cars were grounding in some of the dips and had to be taken away for modifications. Surtees only used the first of the 12-cylinder Ferraris, the new car being left in the paddock, but everyone else was circulating. Since last year, when Surtees recorded 8 min. 38.4 sec. in practice and 8 min. 39.0 sec. in the race, a long section of the circuit has been smoothed out and resurfaced, and with the improvements in road-holding and power units it was no surprise that the existing record lap time was soon improved upon. The surprise was that it was Stewart who improved upon it the most, with the B.R.M., leading Surtees, Hill and Gurney, all of whom beat the existing lap record. Siffert and Bonnier both went very quickly in this first practice, but Raby had trouble on his first lap and was stuck out on the circuit until lunch time, while Attwood bent the rear suspension of his Parnell Lotus-B.R.M. and was also unretrievable.

There was much talk and speculation during the lunch break over Stewart making fastest practice time and lapping nearly nine seconds quicker than the existing lap record, for while it was anticipated that times would improve it was not expected that such a big improvement would be made. The phenomenon that is Jackie Stewart had not been reckoned with, many people felt. However, during the afternoon session of practice a sense of proportion was brought to the meeting by Jim Clark, for having got the Lotus 33 set up properly he went out and had a bit of a go to put in a fast lap. The 1964 record by Surtees was 8 min. 39.0 sec., Stewart had done 8 min. 30.6 sec. during the morning, but now Clark went round in 8 min. 22.7 sec., which put paid to any nonsense about who can drive fast on the Nurburgring. Stewart was all for having a go to improve on his morning time, but an electrical wire was shorting intermittently and cutting his ignition dead, and he stopped out on the circuit. Luckily he was at a point where his mechanics could get at him and though they did not discover the " short " until after practice the B.R.M. worked again intermittently, but it prevented Stewart from putting in a faster lap. Graham Hill, Surtees and Gurney all got below 8 min. 30 sec. but Clark's fantastic lap with the 32-valve Climax-engined Lotus completely overshadowed their performances, of which Gurney's was particularly outstanding as he had a very low-powered Climax engine compared with the new 32-valve one. Of the private owners Bonnier put in a very creditable best time of 8 min. 37.9 sec., well below the old record, and his Brabham-Climax V8 was not only performing well but he was in good form and enjoying the Nurburgring. Siffert was also going well being within a fraction of the lap record, but Anderson was in trouble, for he went out with the express purpose of making a fast lap and on the downhill section in the forest just after the start he overdid things and spun off into the trees. His Brabham-Climax V8 was very badly bent but he was lucky to escape uninjured, apart from damaged pride.

PRACTICE TIMES

No.	Driver	Car	Friday morning	Friday afternoon	Saturday morning
1	J. Clark	Lotus 33-Climax V8	8. 41.7	**8. 22.7**	*
2	M. Spence	Lotus 33-Climax V8	9. 14.5	8. 40.5	8. 33.4
3	G. Mitter	Lotus 33-Climax V8	—	8. 51.7	8. 40.4
4	J. Brabham	Brabham-Climax V8	8. 47.9	8. 44.9	*
5	D. Gurney	Brabham-Climax V8	8. 38.0	8. 29.0	*
6	D. Hulme	Brabham-Climax V8	8. 51.3	8.42.3	*
7	J. Surtees	Ferrari 12-cyl.	8. 33.8	8. 27.8	*
8	L. Bandini	Ferrari V8	8. 39.3	*	8. 33.8
9	G. Hill	B.R.M. V8	8. 34.0	8. 26.8	*
10	J. Stewart	B.R.M. V8	**8. 30.6**	8. 30.5	**8. 26.1**
11	B. McLaren	Cooper-Climax V8	9. 22.1	8. 46.0	8. 39.0
12	J. Rindt	Cooper-Climax V8	8. 53.5	8. 49.0	8. 37.5
14	R. Ginther	Honda 12 V12	NON-STARTER		
16	J. Bonnier	Brabham-Climax V8	9. 05.1	8. 37.9	*
17	J. Siffert	Brabham-B.R.M. V8	8. 45.9	8. 39.6	*
18	R. Anderson	Brabham-Climax V8	8. 47.4	—	—
19	C. Amon	Lotus 25-B.R.M. V8	8. 53.5	8. 50.5	*
20	R. Attwood	Lotus 25-B.R.M. V8	8. 57.7	*	*
21	F. Gardner	Brabham-B.R.M. V8	8. 59.3	—	*
22	P. Hawkins	Lotus 33-Climax V8	9. 16.8	—	—
23	I. Raby	Brabham-B.R.M. V8	—	9. 45.2	9. 17.8
24	M. Gregory	B.R.M. V8	9. 23.1	9. 14.3	*
25	R. Businello	B.R.M. V8	9. 42.0	9. 17.7	*

*Indicates practice but no improvement on lap time.
—Indicates no practice.

On Saturday, at lunch time, there was a final two-hour practice session and though Clark was circulating there was no need for him to try and improve on his time as he was some four seconds faster than the nearest rival. Surtees tried both 12-cylinder Ferraris and liked the handling of one and the engine of the other, which is what often happens when a driver is allowed two cars. The B.R.M. mechanics having found the " short circuit " on Stewart's car he was able to do some more serious laps and he got down to 8 min. 26.1 sec., a fraction faster than Graham Hill, but not really in sight of Clark. It got him on the front row of the start alongside Hill and Surtees, with Clark in pole position. None of the other fast drivers improved on their times but Rindt, Bandini, McLaren and Spence all made improvements. The Coventry-Climax engineers were well pleased with the performance of Clark's 32-valve engine, its Zandvoort oiling problems having been overcome, so that Clark was happy to use the new engine and Mitter was able to start with the spare Lotus. Practice days had been warm and dry and race day turned out to be the same, the start for the 15-lap Grand Prix being due at 2 p.m. the morning having been occupied by a pedal-cycle race and some amateur car racing.

While the cars were being assembled on the grid there was a very small shower of rain, just to get everyone worried, but it did not develop nor did it wet the track. The front row of the grid comprised Clark with the Lotus and 32-valve Coventry-Climax engine, the two works B.R.M.s of Stewart and Hill, and Surtees with what was basically the latest 12-cylinder Ferrari,

STARTING GRID

7 J. Surtees (*Ferrari 12-cyl.*) 8 min. 27.8 sec.	9 G. Hill (*B.R.M. V8*) 8 min. 26.8 sec.	10 J. Stewart (*B.R.M. V8*) 8 min. 26.1 sec.	1 J. Clark (*Lotus-Climax V8*) 8 min. 22.7 sec.
8 L. Bandini (*Ferrari V8*) 8 min. 33.8 sec.	2 M. Spence (*Lotus-Climax V8*) 8 min. 33.4 sec.	5 D. Gurney (*Brabham-Climax V8*) 8 min. 29.0 sec.	
17 J. Siffert (*Brabham-B.R.M. V8*) 8 min. 39.6 sec.	11 B. McLaren (*Cooper-Climax V8*) 8 min. 39.0 sec.	16 J. Bonnier (*Brabham-Climax V8*) 8 min. 37.9 sec.	12 J. Rindt (*Cooper-Climax V8*) 8 min. 37.5 sec.
4 J. Brabham (*Brabham-Climax V8*) 8 min. 44.9 sec.	6 D. Hulme (*Brabham-Climax V8*) 8 min. 42.3 sec.	3 G. Mitter (*Lotus-Climax V8*) 8 min. 40.4 sec.	
24 M. Gregory (*B.R.M. V8*) 9 min. 14.3 sec.	21 F. Gardner (*Brabham-B.R.M. V8*) 8 min. 59.3 sec.	20 R. Attwood (*Lotus-B.R.M. V8*) 8 min. 57.7 sec.	19 C. Amon (*Lotus-B.R.M. V8*) 8 min. 50.5 sec.
		22 P. Hawkins (*Lotus-Climax V8*) 9 min. 16.8 sec.	

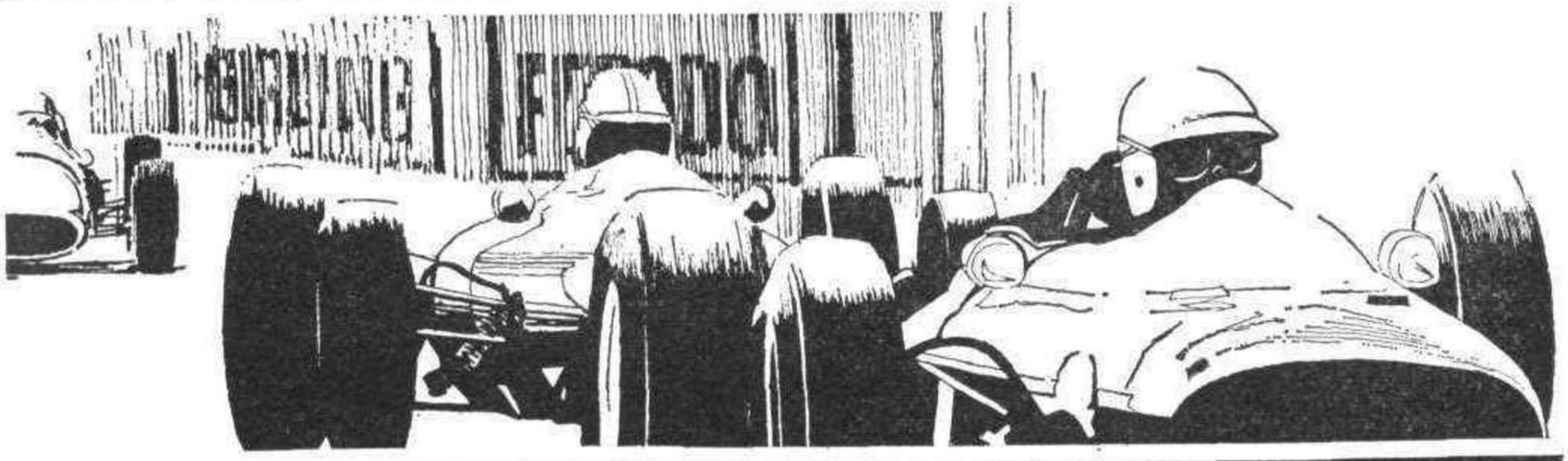
Non-starters : R. Anderson (Brabham-Climax V8) .. 8 min. 47.4 sec.
R. Businello (B.R.M. V8) .. .. 9 min. 17.7 sec.
I. Raby (Brabham-B.R.M. V8) .. 9 min. 17.8 sec.

chassis 0008. Anderson had gone home to sort out his bent Brabham and Businello and Raby were non-starters due to not having gone fast enough in practice. The 19 starters moved forward from the " dummy-grid " and made a perfect start, Clark taking to the concrete of the pit area to gain more traction while the rest of the front row were on tarmac. Halfway along the pit length Clark had a lead of a few yards and this enabled him to get into the South turn first, and then he was away. In the midst of all this Surtees was accelerating hard and changing up through the gears when the gear-selectors went wrong and he almost came to a standstill, so that everyone went past him. Up the straight behind the pits, leading to the North curve and the descent down through the twists and turns towards Adenau, Clark was in front, followed by Hill, Gurney and Stewart but Surtees trailed slowly along at the back with no high gears and forced to drive a whole lap before he could get assistance from his mechanics. German television had some 17 cameras around the course and with a television set in the Brabham pit the progress of the leader could be followed and Colin Chapman was timing the gap between Clark and Hill at various points around the long circuit.

On his standing lap Clark set up a new lap record, with a time of 8 min. 36.1 sec. and had a comfortable three seconds lead over Graham Hill, who was working hard to keep the Lotus in sight. Stewart and Gurney were close behind and then there was a gap before Bandini and Spence arrived. Surtees eventually arrived and stopped at the pits to have the gear-selectors attended to and Attwood also came into the pits, the B.R.M. engine in his Lotus running erratically. It was found that the pick-up wires from the flywheel contacts for the ignition system were on the wrong way round and he went away sounding much healthier. Gardner never appeared at all, the step-up gears in his Hewland gearbox breaking on the opening lap. On the second lap Clark went round in 8 min. 27.7 sec., another new record, and Hill was still keeping him in sight, but Gurney was now third and some way back. Stewart had run onto the grass at Wippermann ess-bend and struck a solid object and bent the left-hand top front rocker-arm suspension member as well as gathering a lot of grass and earth along the side of the car and on the back suspension. He drove back to the pits but there was no question of continuing and the car was wheeled away and all hopes for another " Scottish Double " were gone. Fighting now for fourth place were a whole gaggle of drivers, nose to tail, side by side, and three abreast at times. They were Bandini (Ferrari), McLaren (Cooper), Spence (Lotus), Rindt (Cooper), Siffert (Brabham), Bonnier (Brabham), Brabham (Brabham) and Hulme (Brabham), with Mitter (Lotus) just behind them. Amon was stopped out on the circuit with electrical trouble and very soon after Hawkins joined him with a bad oil leak from the distributor drive seal on his Climax engine. As Amon suspected that his transistor box had given up he set about borrowing the one off Hawkins' car.

Graham Hill was keeping up with Clark magnificently, and on the third lap they jointly set a new lap record in 8 min. 27.4 sec. and during this time Surtees rejoined the race with all his five gears, to appreciative and sympathetic applause from the large crowd. Gurney was a steady third and Spence was just in fourth place for he had a howling mob snapping at his rear wheels and in this bunch Rindt and Bandini were doing some pretty dicey pushing and shoving. While Clark could keep up the terrific pressure, Graham Hill began to weaken slightly and after four laps Clark had a six-second lead, and the two of them had left Gurney well behind. The dice for fourth place broke up a bit when Bandini got into a full-lock slide and Rindt bumped the Ferrari and helped it on its way to a full spin, which dropped Bandini way back behind Mitter. About this time Amon reappeared after a long absence and stopped at his pit to tell them what he had been doing, before setting off on another lap. During the fifth lap Hulme suddenly found his Brabham was handling in a peculiar fashion and dropped out of the fight for fourth place and called at his pit to have the steering looked at. There did not seem to be anything wrong and then he noticed petrol leaking from the right-hand pannier tank. Over the bumps and twists of the Nurburgring the seat had slid forward and rubbed a hole in the aluminium tank. This meant the end of Hulme's race and he realised that the funny handling was probably due to the leaking petrol getting on his rear tyres. By now Clark had nine seconds' lead over Graham Hill and Gurney was another 11 seconds further back, but Spence was still warding off the attacks of McLaren, Bonnier, Siffert and Rindt, though Brabham had dropped back a bit and was just ahead of Mitter. There were only three other cars left in the race, these being Bandini's Ferrari, Gregory's B.R.M. and Attwood's Lotus-B.R.M., Surtees in the 12-cylinder Ferrari being two and a half laps behind, with no hope of getting anywhere. Clark's lead over Hill kept on getting bigger by about three seconds a lap and he was obviously driving a smooth and unflurried race, complete master of the Nurburgring and all his rivals. On lap seven, which was nearly half-distance, the dice for fourth place had another upset, for McLaren was in trouble with his gear lever linkage and Bonnier suddenly went sideways on a fast downhill section and frightened himself. McLaren came into the pits to retire and Bonnier came in to make sure nothing had come adrift on his Brabham, for he shouldn't have got sideways-on at that part of the circuit. There was nothing obviously wrong so he rejoined the race, but he was now right out of the running. On the following lap Spence came to rest out on the circuit with a broken rubber coupling on a drive shaft and this let Siffert into fourth place, followed by Rindt and Brabham. Then there was a moment of worry in the Lotus pit, for Mitter stopped in a cloud of steam, due to a Jubilee clip on a water pipe under the Lotus having been scraping on the ground in some of the dips on the circuit until it wore right through and let the rubber pipe come off. Attwood stopped for the same reason and it was wondered whether Clark's car was bottoming that badly when the suspension was compressed by " G " forces. As if to give assurance that all was well Clark did his tenth lap in 8 min. 24.1 sec., an all-time record, and a speed of 162.9 k.p.h. (over 101 m.p.h.) and was now some 25 seconds ahead of Hill. Surtees had been lapping around 8 min. 28 sec. and when he came by, his pit indicated to him that Clark had set a record some four seconds quicker, in the hope that he'd try and do something about it. He did an 8 min. 27 sec. and then came in and retired as the gearbox was showing signs of going wrong again, so that was the end of the World Champion's rather abortive race.

The unfortunate Siffert had blown up his B.R.M. engine when his gearbox jumped out of gear over a hump, which lost him a certain fourth place, and it let Rindt up into the position with the second of the works Coopers. The field was now very thin, with only eight cars left running, for Amon had finally stopped out at the Karussel, after borrowing a second transistor box from Spence's abandoned Lotus, but there was obviously something seriously wrong in the electrics that was causing the transistors to burn out. Clark lapped Masten Gregory on the 12th lap and could now take things easy, as he could keep an eye on Hill's B.R.M. as they passed in opposite directions on the way to and from the South Curve. However, Hill was not having an easy time as Gurney had been gradually creeping up on him during the second half of the race, but he was not catching up quickly enough to pass Hill, but it meant that the B.R.M. driver could not relax. As they started their 15th and final round Clark had 23 seconds lead and the Climax engine sounded very healthy, and Hill had only nine seconds over Gurney, which the American whittled down to five and a half by the time they got the chequered flag. Clark came home to win his first German Grand Prix and to win his first Nurburgring race in typical Clark fashion, leading from start to



FERODO FIRST

GERMAN GRAND PRIX

1st Jim Clark - **Lotus/Climax**

2nd Graham Hill - **B.R.M.**

3rd Dan Gurney - **Brabham/Climax**

Results subject to official confirmation

Again it's FERODO! Tough and reliable. Unfading in ferocious braking from top racing speeds; unfading in the hurly-burly of everyday driving. So to meet the pressures of modern motoring, fit what the race-winners use.

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Anti-fade linings for drum or disc brakes.

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14/69

finish. A long way back came Rindt and Brabham, then Bandini, who never made up any ground after his spin, then Bonnier, who was kicking himself for having thrown away fourth place, and finally Gregory. During the last lap the right-hand exhaust megaphone broke off Clark's car, but apart from that he had had a remarkably trouble-free run, everything having worked perfectly.

Out of six World Championship Grand Prix races entered this year, by Clark and Team Lotus, they have won all six, which must make Jim Clark undisputed Grand Prix champion driver and Lotus and Coventry-Climax undisputed Champion manufacturers of Grand Prix cars and engines.—D. S. J.

27th GERMAN GRAND PRIX—Formula One—15 laps—342.15 kilometres—Dry

1st : J. Clark (Lotus 33-Climax V8) (Team Lotus) 2 hr. 07 min. 52.4 sec.—160.6 k.p.h
2nd: G. Hill (B.R.M. V8) (Owen Racing Org.) .. 2 hr. 08 min. 08.3 sec.
3rd : D. Gurney (Brabham-Climax V8) (Brabham Racing Org.) .. .. 2 hr. 08 min. 13.8 sec.
4th : J. Rindt (Cooper-Climax V8) (Cooper Car Co.) 2 hr. 11 min. 22.0 sec.
5th : J. Brabham (Brabham-Climax V8) (Brabham Racing Org.) .. .. 2 hr. 12 min. 33.6 sec.
6th : L. Bandini (Ferrari V8) (SEFAC Ferrari) .. 2 hr. 13 min. 01.0 sec.
7th : J. Bonnier (Brabham-Climax V8) (R. R. C. Walker Racing) .. .. 2 hr. 13 min. 50.9 sec.
8th : M. Gregory (B.R.M. V8) (Scud. Centro-Sud) .. .. 14 laps
Fastest lap : J. Clark (Lotus 33-Climax V8) in 8 min. 24.1 sec.—162.9 k.p.h. *(new record).*
Retired : F. Gardner (Brabham-B.R.M. V8), lap 1, gearbox; J. Stewart (B.R.M. V8), lap 3, bent suspension; P. Hawkins (Lotus 33-Climax V8), lap 4, oil leaks; C. Amon (Lotus 25-B.R.M. V8), lap 4, electrics; D. Hulme (Brabham-Climax V8), lap 6, fuel tank leak; B. McLaren (Cooper-Climax V8), lap 8, gear change; M. Spence (Lotus 33-Climax V8), lap 9, drive shaft; G. Mitter (Lotus 33-Climax V8), lap 9, water leak; R. Attwood (Lotus 25-B.R.M. V8), lap 9, water leak; J. Siffert (Brabham-B.R.M. V8), lap 10, engine; J. Surtees (Ferrari 12-cyl.), lap 12, gearbox.
19 *starters* — 8 *finishers.*

REFLECTIONS ON THE GERMAN GRAND PRIX

IN the July MOTOR SPORT I said that there were only two achievements of note that Jim Clark had not yet accomplished, and one of these was a resounding win at the Nurburgring. He has now rectified that omission without any " ifs " or " buts," his performances in practice and the race proving without question that he is a true World Champion and the best Grand Prix driver we have ever seen; some of us, I know, are now really convinced about the prowess of Jim Clark. A few years ago when Fangio was undisputed master of Grand Prix racing and the F.I.A. recognised World Champion, the American publisher and racing enthusiast Floyd Clymer made a big song and dance about Fangio being called " World " Champion, pointing out that he had never won Indianapolis or any similar American track-race, and therefore he should be called World " Grand Prix " Champion Driver. To some extent I went along with Clymer and agreed with his sentiments, but not with his methods of publicising them. I hope that Clymer is now satisfied with the title bestowed on Jim Clark for 1965, " World Champion Driver." He has driven in six of the seven major Grand Prix races held so far this year, and won all six; the one he did not enter was the Monaco G.P. and he had good reason, for the following day he won the Indianapolis 500 mile race in America, thus stopping any possible criticism from Mr. Clymer.

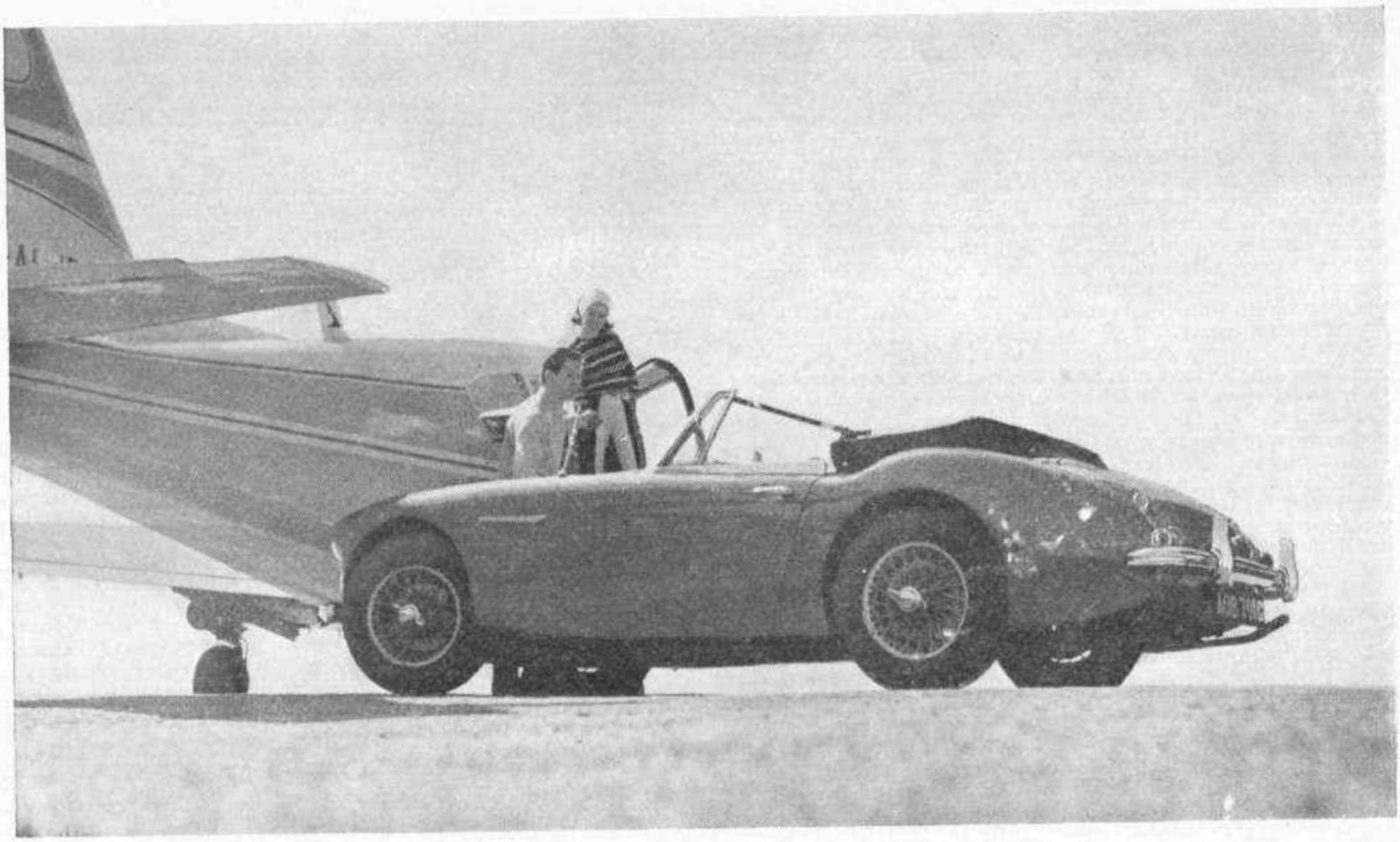
After the German G.P. a lot of people were saying that the World Championship series was now virtually finished, because Clark had won six events and could not be beaten on points. I say this is complete nonsense, for we still have the Italian G.P., the United States G.P. and the Mexican G.P. on the calender and it is my hope that Jim Clark wins those three as well. If I am any judge of Clark's character I would say that he has the same idea, and Championship points or not he will start all three events with the sole thought of winning them. Before the Nurburgring race Colin Chapman said he hoped Clark could win, not because it would mean winning the Championship, but because he had never won a Nurburgring race and this was the last chance under the present 1½-litre Formula, and these were Clark's feelings as well. In 1963 and 1964 John Surtees won the German G.P. for Ferrari and a lot of people were speculating as to whether he could win this year and make it " three in a row," but there wasn't a hope with Team Lotus, Coventry Climax and Jim Clark in perfect harmony and right on form.

In the German G.P. programme a lot of space was given to a title that was " Meister des Nurburgrings," or Nurburgring Master, and this was accredited to anyone who has won the Nurburgring race three years in succession, which gave it to Alberto Ascari, 1950, 1951 and 1952 and Juan Manuel Fangio who won in 1954, 1955 and 1956. John Surtees was in the running to be a Master of the Nurburgring, but Clark put a stop to that. There was an additional note to the qualifications of " Meister des Nurburgrings " and that was that any driver who had won four times, but not consecutively, could have the title. This let in the German Champion Rudolf Caracciola, for he won in 1931, 1932, 1937 and 1939. It seems to me to be rather a fatuous title for it had no way of giving it to Stirling Moss, and if anyone deserved the title of " Nurburgring Master " it was he. There is hardly any need to recall his drives, and victories, in the 1000-kilometre races with Aston Martin and Maserati, or his 1961 German G.P. victory with an obsolete Lotus. Like the Drivers' Championship, this Nurburgring Mastership seems to lack something in its make-up. Had it merely been a " Meister des Grosser Preis von Deutschland " there would have been no discussion, but it states clearly that it is for " Masters of the Nurburgring."

In practice for the race any team with a spare car had to make sure it had a number on it *and* the letter " T," indicating " training car." While the timekeepers took note of any lap times by the " T " cars, the times did not count for the starting grid. The Ferrari team had two 12-cylinder cars which Surtees was trying, one with the number 7 and the other with 7T on it. After a short while I noticed that Surtees was always out in number 7 and 7T was always in the pits, which seemed odd, to say the least. Checking up on 7T that was sitting in front of the pits I found that it was the older of the two cars, whereas earlier 7T had been on the new 12-cylinder Ferrari. Surtees came into the pits and decided to do a lap in the other 12-cylinder so a mechanic removed the seat and put it into the car marked 7T and as Surtees got in and started the engine another mechanic peeled the plastic " stick-on " letter T off the nose and quite unashamedly walked over and stuck it on the car that Surtees had just been driving. Naturally the timekeepers could not see this happening and as far as they were concerned the Ferrari " training car " never went out for practice at all ! Of course, the reason for all this was that Surtees had not decided which car he was going to use in the race, and wanted every lap to count towards the starting grid position, as he did not know which car was going to prove fastest. It was all rather like the famous sports-car team that only had one car finished in time for pre-practice scrutineering at a race some years ago, so they took the same car along three times, each time with a different number on it ! In the days of painted numbers this sort of thing could not happen; it was the advent of the plastic " stick-on " numbers that encouraged the " wide-boys."

Before the start of the Grand Prix the organisers presented Paul Hawkins with a naval lifebelt, in memory of his dive into the harbour during the Monaco G.P. It was inscribed " swimming kangeroo " and had been autographed by nearly everyone in the pits during practice. After the race Clark, Hill and Gurney were driven for a lap of honour in the back of a modern drop-head Mercedes-Benz, followed by Colin Chapman in a borrowed Excalibur, which is a modern copy of an SSK Mercedes-Benz of the vintage years made from modern Studebaker components, and is such a copy of the SSK that it had a vee-radiator and flexible outside exhaust pipes. Many people walked casually by and assumed it was a very well preserved example of a vintage SSK Mercedes-Benz, especially those who have never seen a real SSK and only know the model from photos or drawings. A closer look would have revealed i.f.s., disc front brakes, no clutch pedal, automatic transmission and a V8 engine. I've no doubt that many of the 250,000 people round the long circuit thought it was an SSK Mercedes-Benz as Chapman drove by. I won't repeat his comments when I asked him what he thought of it ! [Nor mine !—ED].

I often have occasion to criticise commentators at English race meetings but the Nurburgring commentator takes the prize for being out of touch. It is not his fault that he is put in a box that overlooks the starting line, and cannot see the pits or any part of the circuit. Some of his sources of information must be equally hidden away, for to anyone watching the nineteen cars accelerating furiously away from the start, all trying to get to the south turn as



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**Motor, November 28, 1964.*

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soon as possible, it must have been obvious that one car suddenly slowed up and was passed by everyone. It was a red Ferrari and the driver had a light-coloured helmet with a stripe over the centre, so it could only have been Surtees. After the South turn hairpin the course runs along behind the pits, parallel to the starting area, and anyone could see that a 12-cylinder Ferrari was going along slowly behind the whole field. In spite of this, reports came from around the course during that opening lap, which were broadcast by the commentator, that said that number 7, John Surtees, was in fifth place. In actual fact it was Bandini in number 8. The leaders had nearly completed their first lap before number 7 was dropped from the announcements being given out. When Surtees arrived late and stopped at the pits, there were many of us in the pits who sighed with relief because we thought we were losing our grip on motor racing.

After the comments last month about "three-car teams" it was interesting to see Lotus and Brabham with three cars apiece, even though there was no hope of either team getting all three cars in the front row. Clark's winning ways rather overshadowed the performance of Dan Gurney, for he had a very ordinary Coventry-Climax engine, probably giving very little more b.h.p. than those of Anderson, Hawkins or Bonnier, and yet he knocked about ten seconds off the lap record in practice, and held a very strong third place for most of the race, his driving obviously being tremendously forceful and by the end of the fifteen laps he was well and truly wound up and really in a Nurburgring groove.

Ever since the threat from the East appeared on the Grand Prix scene, in the shape of the V12-cylinder Honda, a lot of us have been jokingly saying "Honda go home," in the way that Europe is covered with white-washed slogans saying "Yanks go home." After Zandvoort, Honda did go home, and it seems a very sound and sensible decision. Over the past few races they have been making excellent progress, but at the same time they have been finding out about all sorts of things that could be improved, but being so far away from the home base has meant rather restricted development work. By giving the Nurburgring race a miss it meant that they could have seven clear weeks back at the factory, which is enough time for them to build entirely new cars ready for the Italian Grand Prix at Monza. Their intention is to have a real go at Monza, at the expense of the Nurburgring, and it is a wise decision, for at Monza a vastly superior car as regards b.h.p. could win with a second-class driver at the wheel, whereas at the Nurburgring all the power in the world wouldn't win without a first-class driver.

A big topic of conversation was the practice lap times of Jackie Stewart on his first drive at the Nurburgring with a Grand Prix car, and only his second visit to the circuit anyway. Earlier in the year he practiced for the 1,000-kilometre race as co-driver to Graham Hill in Ronnie Hoare's Prototype Ferrari and he managed to get down to a 9-minute lap in a very short space of time. He did not get much opportunity for practice and was looking forward to the 44-lap race to give him plenty of opportunity for learning the circuit in readiness for the Grand Prix. However, luck was against him for Graham Hill did the first stint of driving and the car was put out of the race with electrical trouble before Stewart even had a chance to sit in it, so his chance of learning the circuit was lost. In the first practice session for the Grand Prix he made fastest time, and in the third session he was second fastest overall, and probably would have been second fastest in the second practice session had his car not given trouble. It seems there is only one driver he cannot beat and that is his fellow Scot, Jim Clark, and there is no disgrace in that. In the race he made a slight mistake, which put him out, but had this not happened it is unlikely that he would have kept up with Graham Hill, for the B.R.M. team leader was in cracking good form, but to have finished third behind Clark and Hill on his first Grand Prix race on the Nurburgring would have been quite an achievement, always assuming that he had beaten Gurney, which is quite likely. Earlier in the season I wondered if Stewart was running before he could walk, but after his performances this season there is no question about it, he is a natural fast driver and has set a new standard in Grand Prix driving, and he does it all with very little effort and without "blood, sweat and tears," like some drivers.—D. S. J.

A MAYBACH MYSTERY—continued from page 756

What happened was probably bad reporting on the part of *The Motor*. It is not apparent why a racing driver, who might be expected to watch his tachometer and oil gauge, should need the cut-outs described, and I think it likely that these were mentioned to the reporter concerned as modifications which *might* be made to the Isotta-Maybach. At the same time it could well have been implied that if Eldridge wanted more speed he would endeavour to find and install one of the 30-valve *o.h.v.* war-time Maybach engines. This could well have led to an error of reporting, implying that an AZ engine had been *converted* into a 30-valve power unit, just as, 42 years later, Charles Bulmer presumably confused the five-valves-per-cylinder *o.h.v.* Maybach engine with the T-head engines.

A year or two before Eldridge coaxed more speed from his ancient Isotta-Fraschini by putting a 21-litre Maybach AZ engine into it, Count Zborowski had installed a 300-h.p. o.h.v. aero-engine of this make into a pre-war Mercedes chassis to form the immortal Chitty-Bang-Bang I. Eldridge was presumably forced to give away 120 h.p. to his rival due to the exigencies of using what was available. It is ironical that his car proved fractionally faster, a matter presumably governed by top-gear ratio, weight and frontal area. (FitzPatrick's thesis that if Eldridge had wanted more power it would have been prudent to use a CX or later o.h.v. Maybach engine instead of trying to insert an additional valve into each "pot," assuming this were possible, which he denies, falls down if such were not procurable. And, although vast numbers of surplus aero-engines were offered for sale after the Armistice, suitable ones for going motor-racing with may, for some inexplicit reason, not have been freely available—otherwise, why did Eldridge use a very-much-pre-war T-head Maybach, Zborowski settle for a 240-h.p. Benz engine for Chitty II after his 300-h.p. engine in the earlier Chitty, and Scarisbrick follow suit when having a replica Chitty built?)

The mystery hinges on whether it *was* possible to get another valve in each cylinder of an AZ Maybach, or whether there was an interim 30-valve version, also of 160 × 170 mm. Unless *The Motor*'s reporter of 1922 defends his statement, or Bulmer his, or a Maybach expert can shed some light, I propose to resolve this minor Maybach mystery by suggesting casual reporting as an explanation, accepting the Isotta-Maybach as having an ordinary 24-valve AZ Maybach motor.

Incidentally, after Le Champion had ceased to race it the Isotta-Maybach passed into the hands of a Mr. Frew of Cambridge and when he was building a house near Farnham a Mr. Sergeant who was employed by the local council was able to offer some assistance, and accepted for his services the old chain-drive racing car, for which the owner had no use. However, one run home was enough to convince him that this was no ordinary motor car and, despairing of ever taming it, he left it in the yard of the garage which serviced his ancient Triumph motorcycle and bull-nose Morris. Over the years it was cannibalised and has completely vanished—a pity, otherwise I could have counted its valve stems!

The mystery does not quite end here, for the Maybach engine, whether 24- or 30-valve, was installed in the Isotta chassis by Aeromotors Ltd. of 5-11, Vauxhall Bridge Road, S.W.1, according to that 1922 report in *The Motor*. This firm apparently existed for the intriguing purpose of installing war-surplus aeroplane engines in cars and boats. But I have been unable to discover who ran it. A reader of my articles remembers the firm as renting the top storey of a building which was originally a horse-tram depot, the horses living on the first floor, which they reached by walking up a ramp. Apparently Aeromotors Ltd. pulled their cars up this ramp with rope and tackle, and my informant recalls a Mr. Fitzmaurice being in charge, and of hearing the deafening noise of the big engines being run up. At that time the bottom part of the building, today the Rosemex Service Station, was occupied by United Transport (London) Ltd., the proprietor of which was Major Jack Mills, brother of the late Bertram Mills of circus fame.

I think Eldridge acquired these premises although even this is not certain, because I think work on his Isotta-Maybach (like making floating gudgeon-pins, balancing the pistons and fitting tie-plates between the separate cylinders to stop the water joints from leaking, etc.) was carried on farther down the Vauxhall Bridge Road. And when he was putting the Fiat aviation engine into "Mephistopheles" the work was done at Hampstead. But Aeromotors may well have done the installation of the Maybach engine in the Isotta. Can any readers with long motoring memories tell us more?

Incidentally, when Mr. Scarisbrick put in hand his "Chitty-replica," the work was done by C. H. Crowe & Co. of Upper Kennington Lane, S.E.11, a firm which specialised in Mercedes overhauls but which, like the short-lived Aeromotors Ltd., has disappeared.—W. B.



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Not So Much a Motor Car More a Way Of Life

The Editor's Account of Driving a Rolls-Royce Silver Cloud III

A PLEASURE that had been denied me for a long time materialised last July, when I was able to road test the Rolls-Royce Silver Cloud III. It was not possible, as I had originally hoped, to take this much-discussed car on a Continental journey but it is possible to report on a long test carried out in this country with this £5,632, 4,640 lb., V8 Rolls-Royce.

In General

Some journalists work on the assumption that well-deserved superlatives are necessary when writing of the modern Rolls-Royce and concern themselves with how the public react to the car, how lorry drivers cram on their brakes to give it a clear run at roundabouts, how hotel-porters raise their arms in salute and hotel-managers their tariffs as the classic radiator bows to rest outside their portals, and so on. It is true that a recent-model Rolls-Royce is a status symbol but, in my opinion, such comments are out of place in a report of this kind, if only for the fact that any other costly object, be it suit or mansion, camera or private 'plane or whatever, is apt to have this effect, even in a country under the control of Socialists. I prefer to remark that possession of such a car eases many of life's anxieties, and let it go at that.

The fact, nevertheless, remains that ownership of a Rolls-Royce is a way of life and the price one has to pay for it and its mode of travelling and performance should be related to this fact. I will confess here and now that there exist cars which I would prefer to drive when in a hurry, but, equally, I can say in all sincerity that there are few, if any, other makes which match the tireless, dignified, fast travel offered by the current car from Crewe.

In the first place, there is the extremely restful and very impressive quietness of Rolls-Royce motoring. It has been suggested that certain American automobiles approach closely to the ideal of completely silent running. I think the truth is that the *mechanical* quietness of the Silver Cloud is such that slight sounds like the rumble of the big Dunlops, something loose in the cubby-hole, the faintest creak from the bodywork or a slight air disturbance round a ventilator intake intrude, noises which in lesser cars are absorbed by the hiss of air through the carburetters, a greater degree of tyre noise, and so on, which merely make them *seem* quieter, when in fact their occupants endure a higher level of sound than those in a Rolls-Royce. For the Rolls-Royce is *generally* quiet; if 3rd gear is held in there is a slight increase in noise from the power unit as engine speed rises; acceleration, even under kick-down, passes virtually unnoticed from the aspect of an increase in sound level, providing the windows are kept closed, as they are intended to be, in the refrigerated version of the car. Let us be honest, however, and admit that when starting up from cold the tappets protest mildly for a while and that, if when idling the big engine is so unobtrusive you can hear the ticking of the



The Rolls-Royce luggage boot is not very high but its capacity is deceptive and lots of luggage can be got in. Moreover, the spare wheel can be removed without disturbing the contents of the compartment above.

clock, it does transmit a certain amount of vibration through the steering-wheel, and that in action there is quite a whirr as the automatic transmission gets out of low gear. Unexpectedly, too, the well-sealed doors, not easy to close, require to be slammed, which results in a loud metallic noise. On the other hand, the steel saloon body of this hard-used specimen of Silver Cloud III had but one minor rattle, audible over bad road surfaces, and possibly emanating from the n/s. safety-belt stowage.

Then the brakes ! Deceptively powerful yet very light to apply, they have the additional merit of being notably progressive and they are entirely devoid of scream or screech. In normal driving the slight lag when they are applied at a crawl is scarcely noticeable, being less apparent than that experienced with certain vacuum-servo layouts. But these brakes do get quite surprisingly hot, producing an obnoxious smell of near-charred linings after a spell of normal driving, for the ribbed cast-iron drums have to dissipate a great deal of heat to bring a couple of tons smoothly to rest and are almost completely shielded from the air-stream by the wheel discs and the adequate mudguarding. Nevertheless, these are brakes, the smooth purposeful fade-free action of which is entirely in keeping with the character of the car they retard and they gave me complete assurance when driving fast, as well they might, for their duplicated hydraulic system with two master cylinders and combined hydraulic and mechanical rear brake actuation was designed with safety in mind.

The cam-and-roller hydraulic power-steering is about the best I have experienced, sensitive, accurate, acceptably light, although not possessing quite that one-finger lightness of those too-sensitive power steering systems which emanate from the other side of the Atlantic. If any criticism is merited it is that the gearing is too low, 4¼ turns lock-to-lock calling for considerable arm work in traffic or when taking right-angled corners, although it has to be conceded that the turning circle of 41 ft. 8 in. is conveniently small. The steering wheel transmits shake-back only when held on right lock and there is useful castor return action. On the test car one or two inches of free play at the wheel was apparent. The Rolls-Royce was unexpectedly easy to park—and to drive.

The suspension naturally provides a pretty good ride and has the traditional hard/soft control of the rear damping. The latter is worth having, although I did not find the variation in stiffness of the rear shock-absorbers very pronounced, and missed the former progressive action of this control. This is, however, far from scientific suspension, for some quite emphatic movements reach the Silver Cloud's occupants on bad roads; there is even some shake transmitted to the steering wheel and scuttle.

The Silver Cloud does not handle like a GT car, nor would one expect it to. I found the suspension unduly supple and when cornering fast strong understeer changes to quite considerable roll as the heavy tail comes round. However, when the initial disappointment had given way to more mature experience, I found that the modern Rolls-Royce can, in fact, be cornered rapidly, with considerable enjoyment. More skilled drivers than I have forced the Rolls-Royce round a race circuit and proclaimed it surprisingly controllable and driving more cautiously (after all, I was on a public road) I found the Silver Cloud predictable and quite an inspiring car in which to press on. This notwithstanding, the suspension system—rigid back axle on semi-elliptic leaf springs with a single radius rod, i.f.s. by unequal length wishbones and coil springs with torsional anti-roll bar—by no means completely disguises the weight and comfort of a hurrying Rolls-Royce. I have at times excused cars with supple suspension by observing that providing they possess good acceleration and effective brakes there is no necessity to rush one's corners. This applies to the Rolls-Royce, although if driven thus a little more low-speed pick-up, even in kick-down, would be welcome, or so it seemed, without putting a watch on the speedometer.

Having said this it is only fair to remark on the fluid manner in which the Silver Cloud III deals with twists and turns and traffic hazards, which derives from a smooth, inaudible, flow of (unpublished) power from the light-alloy 90° 104.14×91.4 mm. (6,230 c.c.) V8 engine and the nonchalant arresting power of the now unique (although once well-known) gearbox-driven servo braking system (but for how much longer will it survive, even at Crewe ?). Indeed, I rate the Rolls-Royce Silver Cloud III as at its best in heavy traffic, when visibility from the lofty driving seat contributes to the pleasure one enjoys in conducting this superb motor car.

The Rolls-Royce is a large car, measuring 17 ft. 6¼ in.× 6 ft. 2¾ in.× 5 ft. 6 in. high, but to the person fortunate enough to be behind its wheel it feels of medium size—one of the greatest compliments I can pay it and qualifving the foregoing comments on traffic negotiation. The luggage boot, deliberately contrived so that the spare wheel can be withdrawn without disturbing the contents, is deep but low. I cannot think how you would get several large cabin trunks into it, but I do know that five big heavy suitcases, a sizeable soft-bag, tennis rackets, an oddments box, many coats, a pair of gum-boots and a mass of odds and ends went in eventually, after some re-arrangement. This load made absolutely no difference to the car's handling. . . .

The standard saloon body seats five comfortably, but is not intended to be packed with humanity. Six slim people, perhaps, but seven would be uncomfortably intimate. You don't pack people into the Rolls-Royce as if it were an Underground train . . . !

I have implied that the Silver Cloud's suspension system is somewhat antiquated and I must confess I have experienced smoother automatic gearboxes, although the Chief Engineer of Rolls-Royce explains the quite vicious kick you experience if open throttles catch the gearbox out before it is in low gear by saying that this is the biggest unsolved problem confronting users of this particular form of automatic transmission. Apart from this peccadillo, it is a smooth, silent gearbox controlled by a lever working in a notably simple quadrant, and the " hold " available in 2nd and 3rd gears makes it nearly the equal, performance-wise, of a manual-change gearbox for enthusiastic drivers. In fact, it becomes customary to select 3rd gear for maximum acceleration. The lever, however, is not best-contrived for operation as an ordinary gear lever. The gap between 2nd and 3rd is too wide, however, causing a falling-off in acceleration if the change-up takes place on a hill.

The 1965 Rolls-Royce gives very adequate but hardly sensational performance. Fully laden with six human beings and their luggage it went to an indicated 85 m.p.h. along the average length of straight road. A stretch of dual-carriageway enabled it to exceed 90 m.p.h., but a Motorway was required before 100 m.p.h. would come up—*but it cannot be too strongly emphasised that at three-figure speeds, to a maximum of* 114 *m.p.h., the quietness level remains virtually the same as it is at* 30 *m.p.h., so that the volume of the radio does not need to be increased.* This is an extremely impressive factor which justifies the considerable cost of the Rolls-Royce. Qualifying the theory that Rolls-Royce ownership is a way of life is the fact, normally apparent to any observant person who has seen the car being built at Crewe, that not only is this machinery built to endure for a very long time, but is mechanism which will not quickly get out of adjustment. Continual full-throttle cruising or repeated heavy application of the brakes should have no detrimental effects on the Silver Cloud, and over the years a Rolls-Royce can be expected to behave the same and impart the same " feel " as it did when it was a brand-new car.



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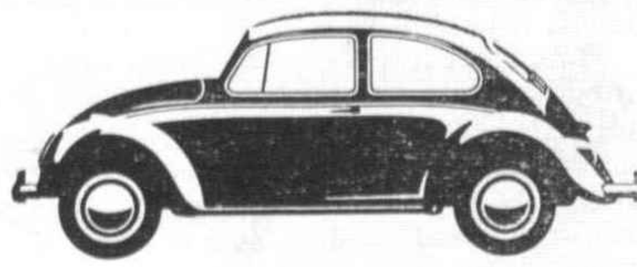
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STATUS SYMBOLS



This longevity factor was emphasised by the test car itself, because it was a 2½-year-old Series SCX Silver Cloud III which had nearly 50,000 hard miles of demonstration behind it, including many fast journeys to the South of France, to Spain, to Germany, etc., to its credit before I had the chance to drive it. Rolls-Royce expected me to be critical but did not deem it necessary to produce a cosseted new car for the MOTOR SPORT Road Test. This alone makes such a car, which in character but not in timed performance possesses much the same indefinable appeal as the older Rolls-Royce models, seem well worth its high purchase-price to a surprisingly large number of people in most parts of the World. That a front wheel has to be removed before the sparking plugs can be changed and the service charges seem astronomical to family-car owners are items of absolutely no concern to Rolls-Royce's clients.

In Detail

The concept of the Rolls-Royce is decidedly vintage. The driver sits high on a separate seat upholstered in the best English hide, a seat out of the ordinary yet comfortable for hour after-hour, the shoulders well supported by the high squab. Each of these separate front seats has an adjustable squab which can be angled over many degrees (although not falling into a posture anything like so vulgar as a bed) and its own folding armrest, matched by deeper adjustable armrests-cum-pulls, on the front doors. Forward vision is excellent, over the handsome but not unduly long bonnet. Over the classic radiator rides the "Silver Lady," the latter now fairly secure against petty theft. I am of average height and I could see comfortably the n/s front wing. The central mirror gives a good but vanishing rear view and is supplemented by well-placed wing mirrors.

The big 3-spoke steering wheel is pleasantly thin-rimmed, with finger grips below the rim, and is unencumbered, the deep-note horn being sounded by a modest button on the hub. Below the wheel, slightly inaccessible, is a flick switch labelled "N/H" for varying the settings of the rear shock-absorbers—the famous R.-R. ride control.

The facia is a thing of beauty indeed—made of polished French inlaid walnut veneer, and carrying discreet Smiths instruments, all dials bearing the R.-R. initials. These instruments, mounted on a central panel, comprise the combined fuel gauge, water thermometer, oil pressure gauge and ammeter (which while not so impressive as separate dials, is at least a more compact way of accommodating these instruments), a clock and a 120-m.p.h. speedometer, with decimal trip and total odometers. The calibration of the combined dial is not in figures, inscriptions in white sufficing :—High/Low (oil), Hot/Cold (water) 0/½/F (fuel), and 30 minus/30 plus for the Lucas ammeter. The needles of the oil pressure gauge and of the water thermometer normally stand horizontal so that a glance suffices to ensure that all is well in these departments. The accurate clock is matched by a plated cigar lighter, and in the centre is a typically R.-R. circular electrical switchbox, incorporating warning lights for dynamo not charging and low fuel level, the turnswitch bringing in the side lamps, the dual Lucas sealed beam headlamps and finally the Lucas foglamps in conjunction with the sidelamps, when turned in a clockwise direction.

A small ignition key starts the engine, or, turned the other way, enables the radio and wipers, but not the horn, to function when the engine is not running. Matching inset panels carry the air conditioning switches, respectively for upper and lower ventilation, the former switch pulling out to bring in a 2-speed fan, and other switches controlling panel lighting and wipers/washers. Throughout the identification lettering is in white and, needless to say, the plated switches are easy to operate, well positioned and work with precision.

Below the instrument panel are the radio speaker with knob for front/rear selection and the Radiomobile radio which is fitted as standard. A simple radio aerial on the leading edge of the roof can be rather untidily retracted to avoid fouling a garage roof or overhanging trees, etc., by turning a knob on the upper screen rail. Small lidded ashtrays are provided at each end of the non-dazzle capping rail above the facia, this being crash-padded. The door sills are of French walnut veneer, matching the facia and each other. Under the facia there is a pull-out ashtray and polished veneer walnut shelf and on the left the facia contains a deceptively commodious cubby-hole, its lid having a Yale lock and clicking shut with a pleasing suaveness.

The vents of the elaborate Rolls-Royce ventilation system occupy each side of the facia rail and there is another at foot level. These vents each have five hinged vanes, the positions of which can be controlled by plated handles and thus direct the flow of hot or cold air where required. The wipers, which are of the 2-speed type sweep an adequate area of the flat windscreen; pulling out their switch brings in the washers. The panel-light switch rotates to select dim or bright illumination and if pulled out brings in a map light for the convenience of the front-seat passenger. The dual headlamps are dipped by foot button and full beam is indicated by a discreet red light in the speedometer dial. The turn indicators are operated by a well-placed left-hand stalk lever which also provides for daylight headlamps flashing. The turn indicators' warning lamps consist of tiny strips in the speedometer to show which indicator is in use. The rigid anti-dazzle vizors swivel and the near-side one contains a vanity mirror. The accelerator and brake pedals, the latter with the magic R.-R. on its rubber, are of conventional size. A gear lever extends from the right of the steering column in a black quadrant labelled, simply, R, 2, 3, 4, N, a plated press button on the tip of the lever having to be depressed



A Rolls-Royce enhances anyone's estate!

before neutral (necessary before the engine can be started) or reverse can be selected. This lever moves downward for holding third gear and downward again and round the gate to hold second gear. In " hold third " the change-up to fourth speed will take place automatically when peak revs. are reached but in " hold two " the driver is responsible for making the upward change, although if required an automatic change into bottom gear will occur. On light throttle openings upward gear changes occur at 9, 16 and 24 m.p.h., respectively, but kick-down raises these speeds to approximately 26, 40 and 74 m.p.h. Downward changes on light throttle happen at about 16, 10 and 5 m.p.h., respectively. The usual parking position is obviated by having a lock which operates when the lever is in " R " with the engine off. I was surprised to find that there is no hill-hold in any gear position, so the aforesaid slight brake lag can be embarrassing on steep hills.

Reverting to the facia layout, there is a button for releasing the flap over the screw-type fuel filler cap which is concealed in the nearside rear of the car. A flick-switch provides for bringing in the built-in electric rear-window demister, and an inspection lamp socket is provided, while there is a big handbrake-on warning light. Incidentally, the speedometer, calibrated in steps of 10 m.p.h., has its lowest figures on the *right* of the dial, the needle moving steadily in a clockwise direction. Not only does the white needle record speed steadily, but it is sensitive to slight changes of speed as the car is accelerated or decelerated.

The handbrake is a T-type handle affair, twisting and pulling out from its substantial mounting under the facia, for operation by the driver's left hand. It protrudes quite a long way when in the " on " position and, although I became adept at avoiding it, it could be a nasty trap for the elderly or the unwary. However, it holds the car most effectively on gradients.

Much better contrived are the bonnet releases. The bonnet is still sufficiently old-fashioned to have an openable top panel on either side. These panels are released by handles under the scuttle. When the time comes to close them they are drawn neatly down and locked by these same handles, there being no need to slam a Rolls-Royce bonnet.

The doors are far less effective, needing a hearty slam and being noisy to shut, although this is no doubt due to effective dust/air sealing. Two keys are provided, enabling the boot and the cubby-hole to be locked while the car can still be driven. The floor is covered with fitted Wilton pile carpets. There is an additional fresh-air vent on the nearside of the scuttle, opened by a small knob on the right of the handbrake. This air vent " zizzed " faintly, which was irritating in an otherwise so-silent motor car.

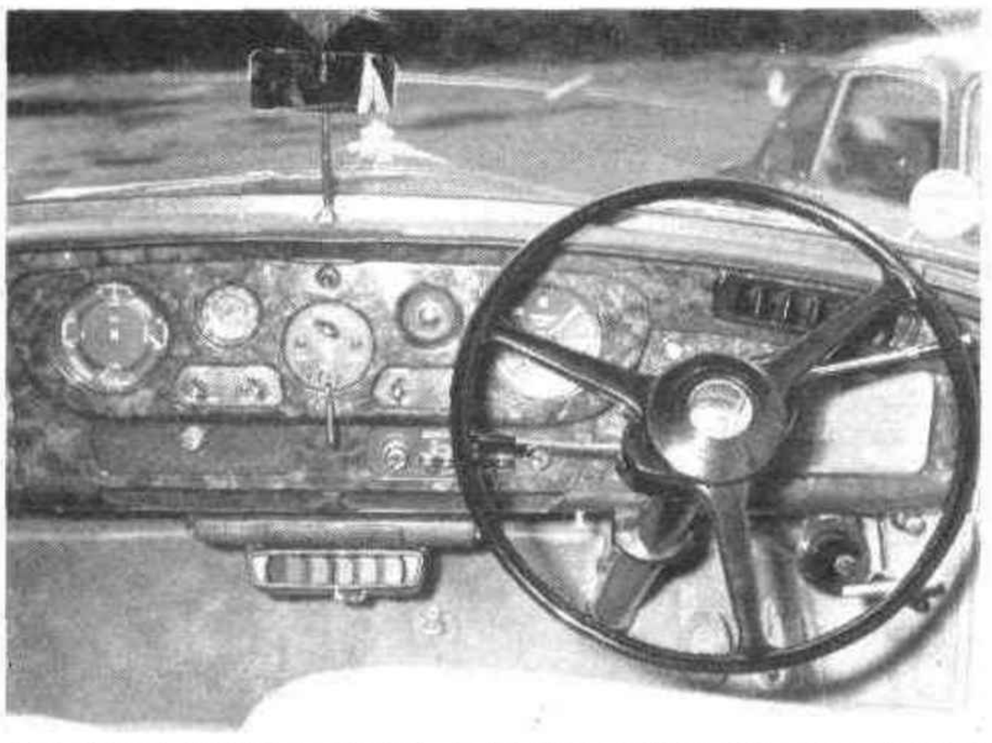
The Rolls-Royce is not a vehicle to be littered with oddments, but discreet wells, closed by covers, mounted on plastic slides for quietness, are provided in the front doors, and there is the usual, not very deep, shelf behind the back seat. When the doors are open they disclose token running-boards or steps but these are of little help when dismounting and it is more usual to step directly down on the road or pavement. The doors can be locked internally with rather old-fashioned but fully effective vertical handles and they have neat press-button external handles, the key action of the external locks being notably precise. The recessed circular roof lamp has courtesy action from any of the four doors, and a recessed plated door-pillar tumbler switch also operates it.

The rear compartment, in which the passengers sit well back from the windows in secluded isolation from the vulgar affairs of the world without, is provided with recessed mirrors in each corner, and adjacent illuminated cigar lighters. The seat has a central folding armrest, and folding picnic tables with inbuilt ashtrays can be pulled out from the backs of the front seats (the o/s table on the test car tended to jam). In addition, there are adjustable footrests permitting the fitting of lambswool rugs to the floor, spring-loaded " pulls," and a re-circulating air vent in the floor. Incidentally, the lamps for the cigar-lighter compartments, which have recessed plated tumbler switches, can also act as reading lamps. The luggage lid is self-supporting and contains a lamp which illuminates the boot.

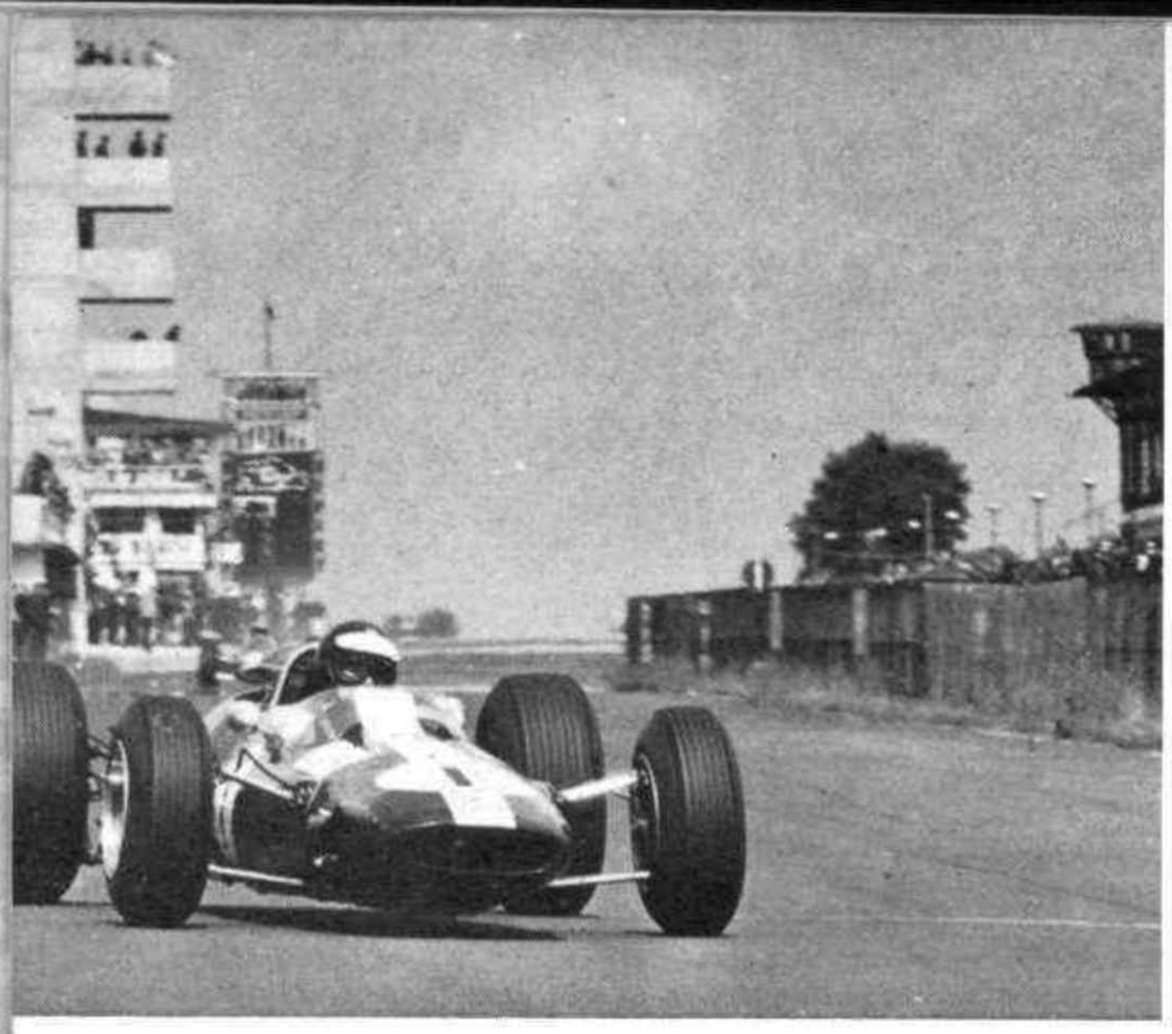
The test car was provided with neatly-stowed Irvin safety belts for the front seat occupants and a small Bradex fire extinguisher. The car also had two very desirable extras, namely the under-wing refrigerator unit, and the electric window lifts. The former, while not so dramatic or complex as I had anticipated and rather noisy, kept the interior of the car delightfully cool, so that the hot air without slapped you in the face as you alighted. The complete heating and ventilating system enables any desired combination of cool or warm, cold or hot, air to be delivered to those riding in the front or the back of a Rolls-Royce. It costs nearly as much as a Fiat 500 but is certainly worth having if much driving has to be done in a hot climate. It also enables the windows to be kept closed, keeping the dust out of the car and considerably enhancing the low sound level. What this elaborate refrigerator does not do is to give an individual supply of hot or cold air to occupants on different sides of the car, nor does it enable air at a predetermined temperature to be maintained within the car's interior. The cost of this refrigerating unit includes tinted window glasses and windscreen. The electric window lifts work stolidly but noisily (there are four press-buttons for the driver, over-riding the individual controls provided for the passengers) and are perhaps more immediately desirable than refrigeration, although after driving other cars in which one can keep cool only by opening the windows at the expense of draughts and dust, one appreciates the advantages of possessing a refrigerated Rolls-Royce. In humid weather the refrigerator has a habit of venting on to the road a small quantity of liquid in the vicinity of the o/s front wheel, which is a rather undignified habit for a car of this calibre.

On the road the Silver Cloud III is sheer enjoyment, if you are prepared to drive it as it is intended to be driven. Roll on corners it does, but the roll is consistent, the steering extremely accurate, the brakes superb. I have mentioned previously the desirability of rather more low speed pick-up, but dropping into " Hold 3rd " provides all the acceleration most fast drivers will require, to nearly 75 m.p.h. Incidentally, Rolls-Royce encourage the driver to use the gearbox as a manual one, but operated thus, the lever

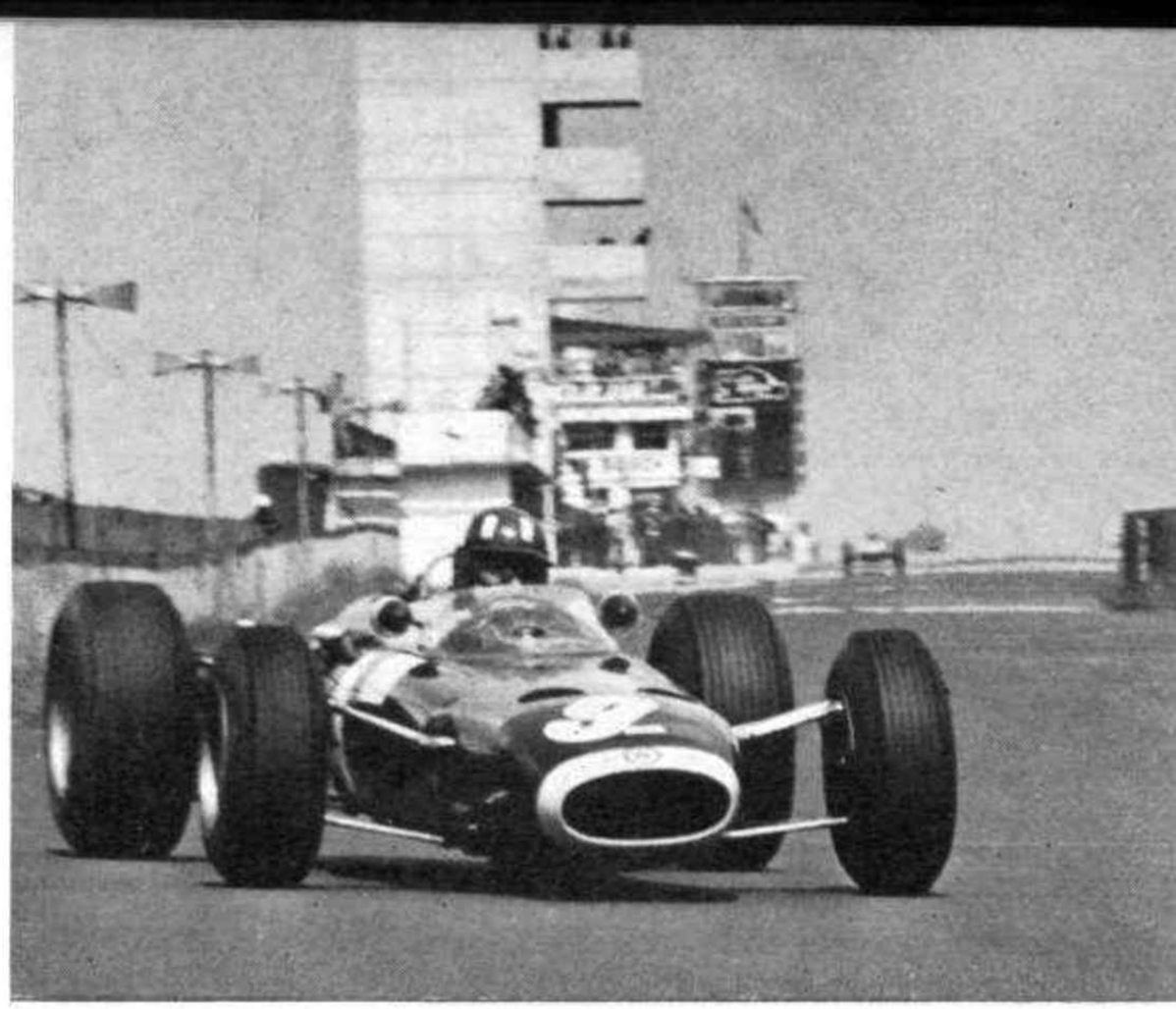
Continued on page 784



The discreet instrument panel and controls of the Rolls-Royce Silver Cloud III, the rather cheap-looking combined-dial being evident on the left—it does, however, look neater than a lot of scattered individual dials. Note the vaned ventilator intakes.

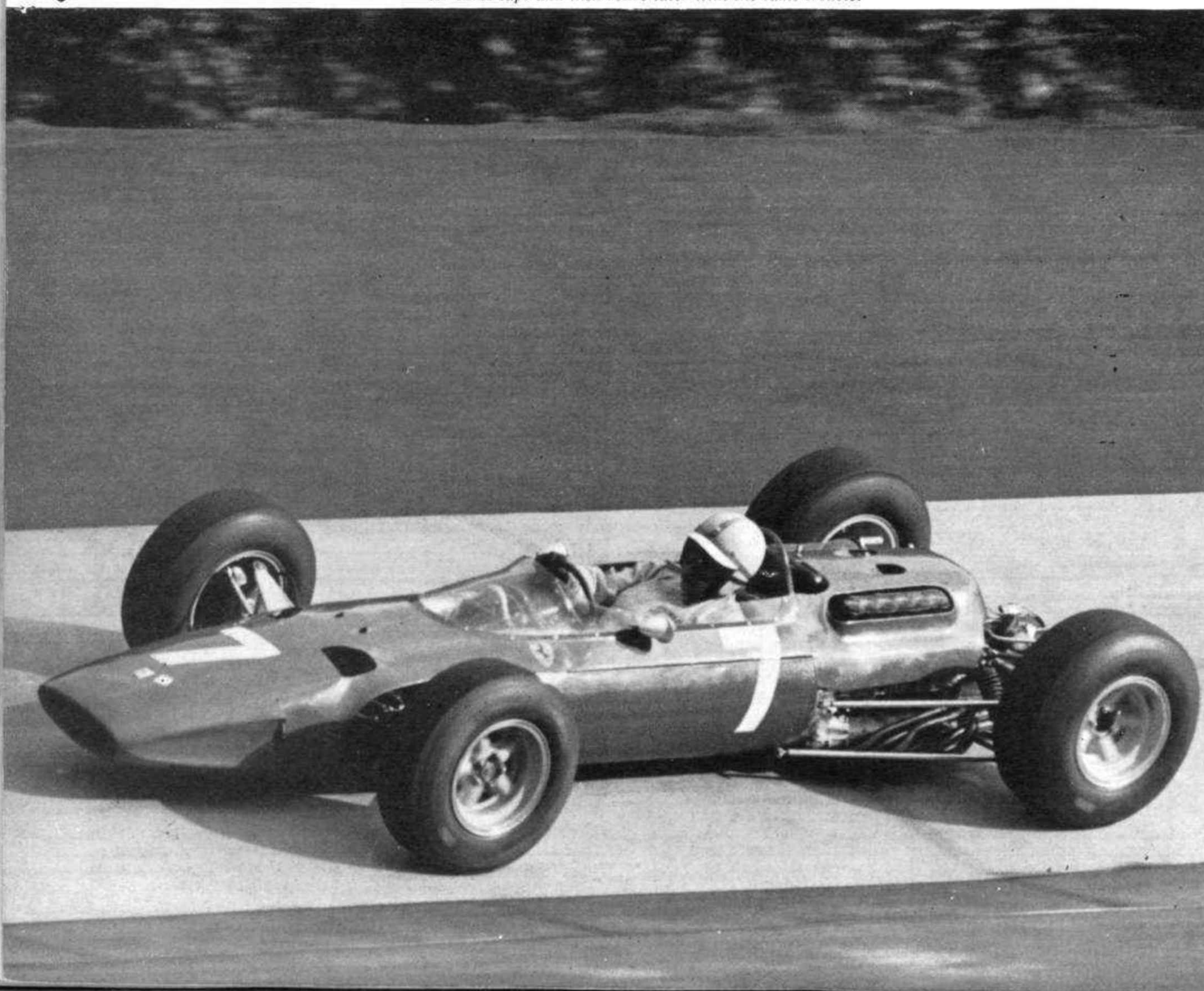


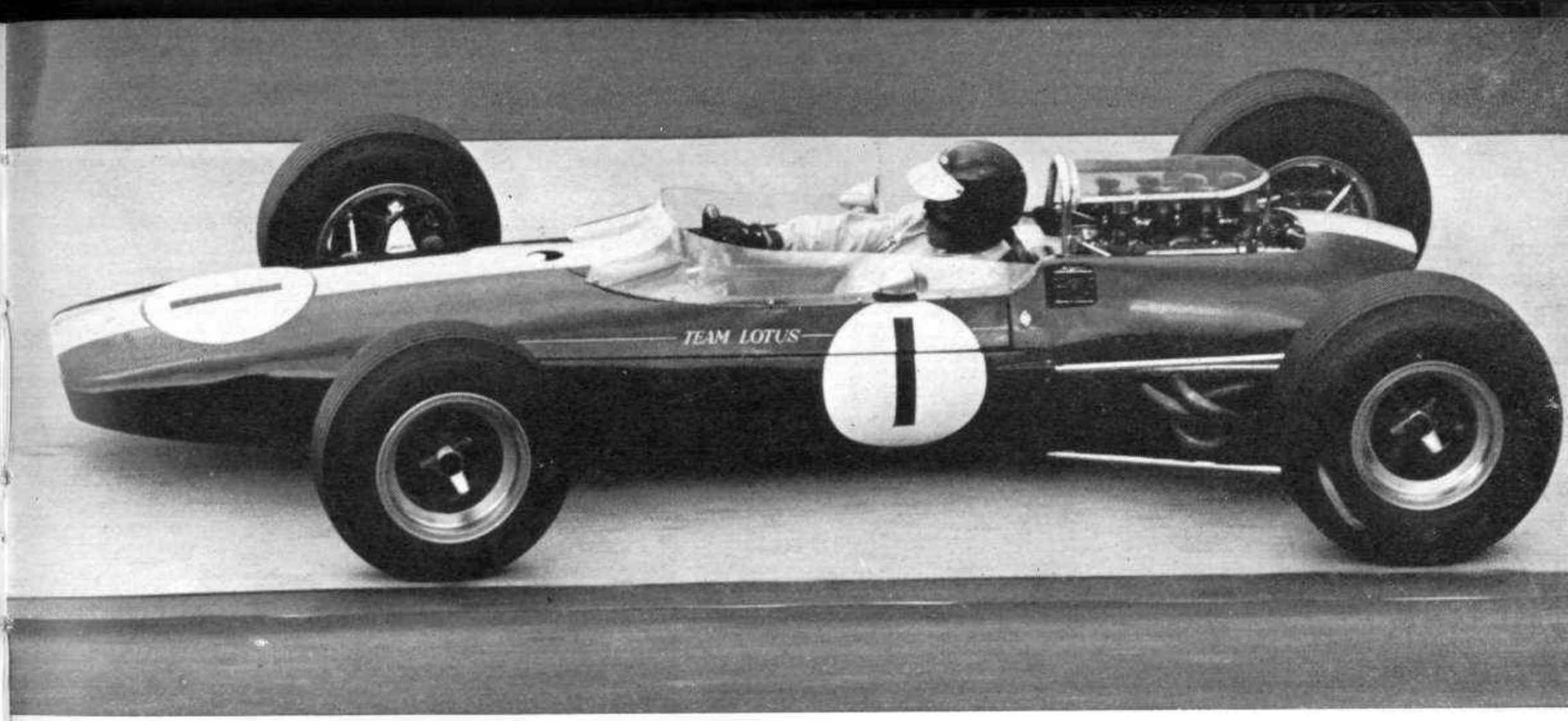
▲ *CHAMPION.—Jimmy Clark confirmed his World Championship title for the second time by winning the German G.P. with ease, leading Graham Hill by 15.9 sec. at the end.*



IN VAIN PURSUIT.—Graham Hill just could not match Clark's speed on the Nurburgring, the bumpy surface causing his B.R.M. to bounce excessively, and twitch, even on the straight. ▲

UNLUCKY.—John Surtees drops into the Karussel with the flat-12 Ferrari. He was favoured to win this race, having won it in 1963 and '64, but gear selection troubles destroyed his chances right from the start, causing him to get away late and visit the pits after only one lap, to be delayed for three laps and then retire later with the same trouble. ▼





MASTER AT WORK.—Clark swings his Lotus through the Karussel on precisely the right line, his nearside wheels one inch from the rough tarmac inner "gutter." His victory in the German G.P. meant that he had won every Grande Epreuve in which he had entered this year, missing only Monaco while he was away winning at Indianapolis.

Pictorial Review

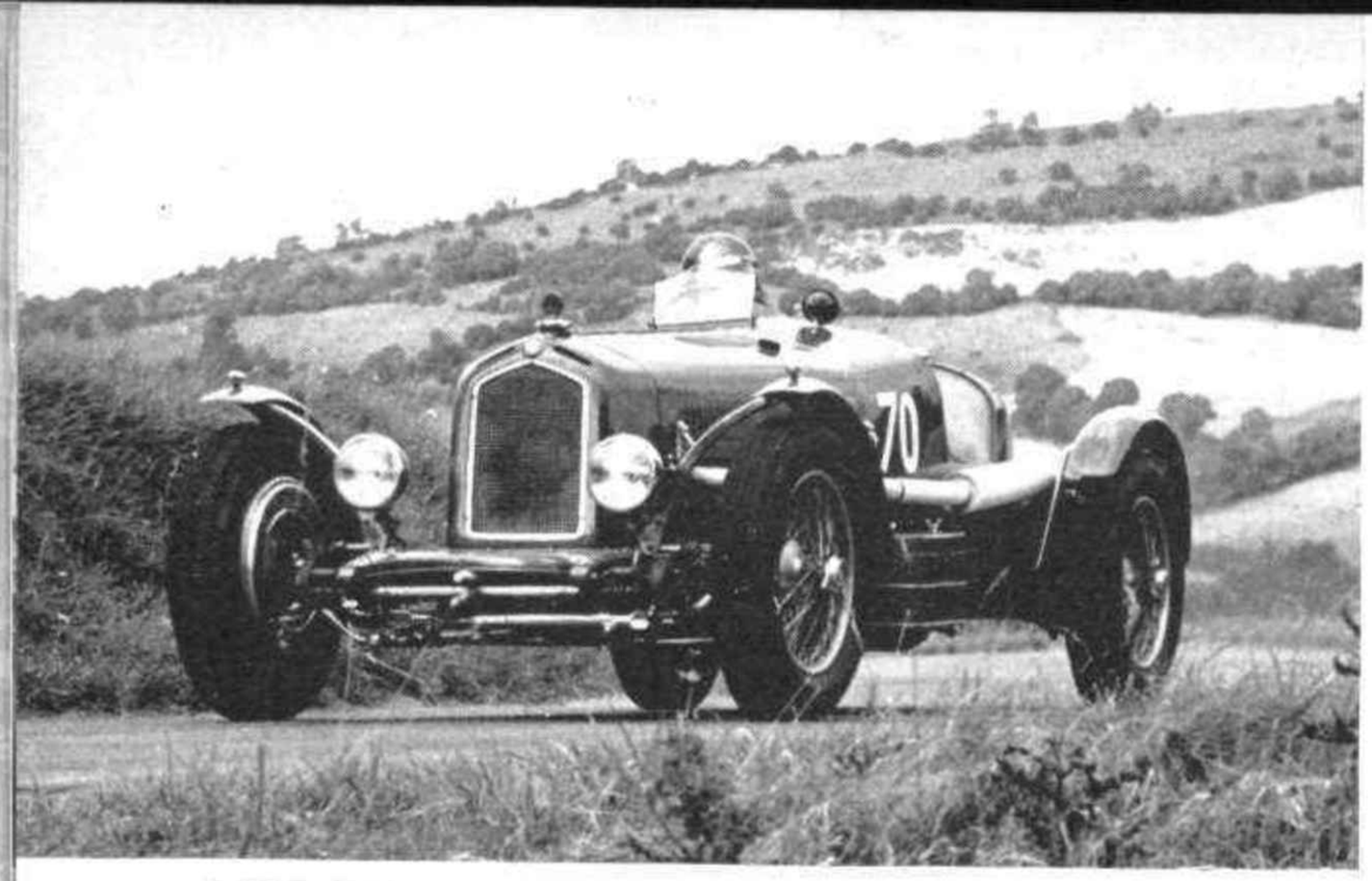
GERMAN G.P.

AIRBORNE.—Hill leaps over the crest at Brunchen during practice. The high speed of F.1 cars now means that there are many places on the 'Ring where they leave the ground.

NORTH CURVE.—Dan Gurney "pulled out all the stops" in his endeavour to catch Graham Hill but was unable to get nearer than 5⅛ sec. at the finish.





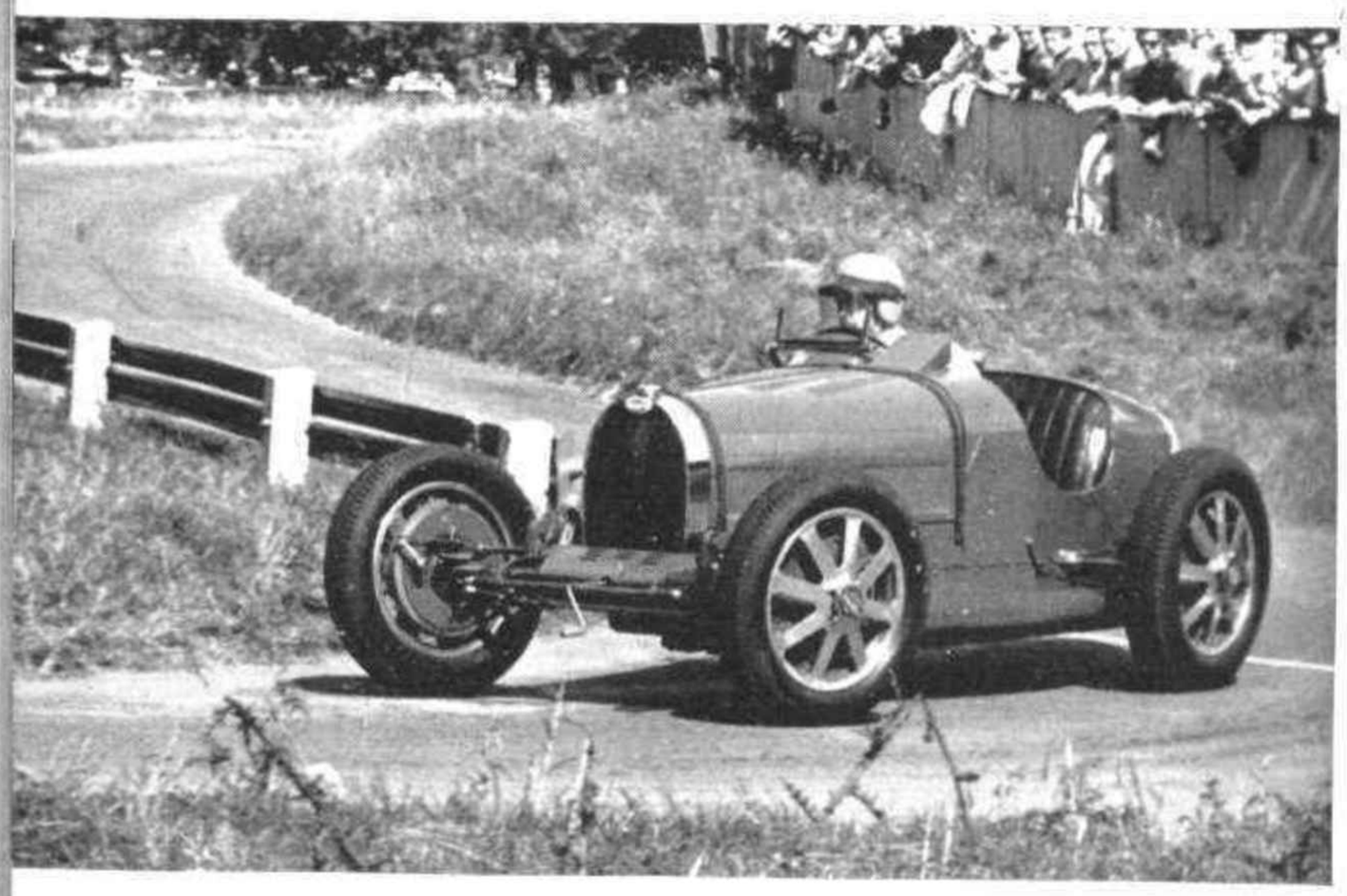


A BUGATTI TAKING ORCHARD CORNER.—G. S. St. John's well-known 2.3 G.P. at the V.S.C.C. meeting. It was no match on this occasion for the post-war historic racing cars.

PAINSTAKINGLY REBUILT AND GOING WELL.—W. D. A. Black's Monza Alfa Romeo near the top of the hill.



THE ONLY LADY.—Mrs. Arnold-Forster driving her husband's beautifully rebuilt 1925 Anzani-engined Frazer Nash calmly and well. This car was so properly road equipped that its driver did not need to lower her goggles.



PETER WALLER ON HIS WAY.—The well-known white E.R.A. clocked 46.97 sec. on its first run, to win its class, but put one wheel up the bank on its next ascent.

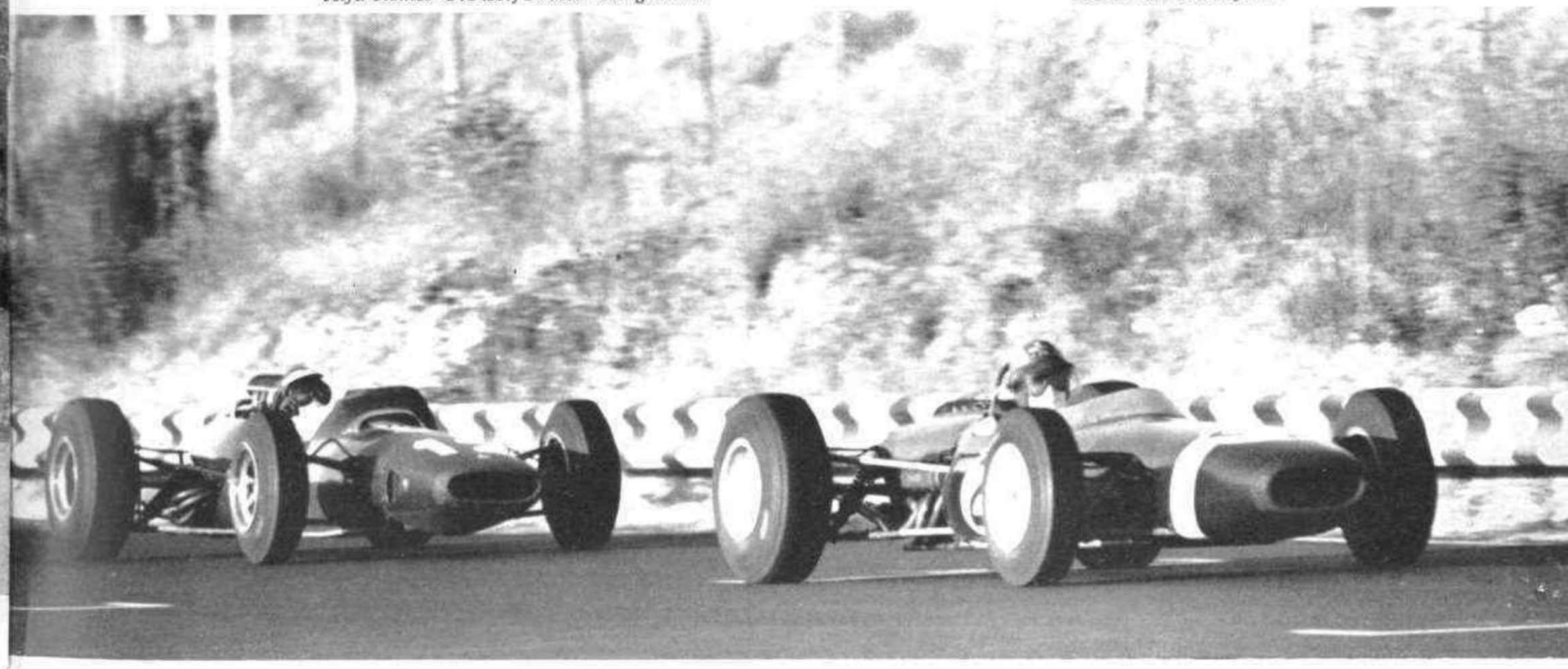




500-KILOMETRE WINNER.—*Sir John Whitmore leading his team-mate, Peter Proctor, at Snetterton. Roberto Businello was second in an Alfa Romeo G.T.A., Proctor being sixth.*



TWICE VICTOR.—Joseph Siffert acknowledges the cheers of the crowd after winning at Enna for the second successive year.



MEDITERRANEAN G.P. REPEAT.—As in last year's race Siffert won the G.P. at Enna in Sicily by a car's length from Clark after a tremendous struggle lasting from the time Clark caught up from his bad start, and Spence crashed, until the end.



CHECKING.—Spence looks in his mirror to see if he has gained any ground on Siffert, during their close struggle which lasted until Spence went off, caused by a stone hitting his face.

GT WINNER.—Mario Casoni won the GT race at Enna, although his 275 LM Ferrari could only earn National Championship points, the World GT points going to the Alan Mann Cobra team of Sears and Bondurant.



NOT SO MUCH A MOTOR CAR MORE A WAY OF LIFE
—continued from page 779

is rather stiff and clumsy. Under favourable conditions this Silver Cloud will run up to a maximum speed of 114 m.p.h. or perhaps a little more; at the opposite extreme it can be inched forward mutely at 2 m.p.h. in heavy traffic.

Consumption of the best grade petrol is surprisingly consistent. Determined driving over mainly deserted roads gave 11.7 m.p.g. Traffic work in London and normal country driving improved this fractionally, to 11.8 m.p.g. In a long fast run, heavily laden, together with much country road pottering, it produced a figure of 11.6 m.p.g., so that the overall average came out to 11.7 m.p.g. The fuel gauge gives an accurate indication of how much petrol will go into the tank, except for a slight pessimism towards the empty position, while the low-level light comes on permanently after 164 miles from filling the tank, with scarcely any preliminary flashing. Three gallons then remain, so that the absolute range is approximately 200 miles. This is rather niggardly, but an extra fuel tank can be fitted if required. After 550 miles, warned by the reassuring but actually rather vague press-button oil level gauge which is incorporated in the fuel gauge, an item which has long figured on Rolls-Royce and Bentley cars, I checked the oil level. The engine dip-stick would do service for a sword, and access to the oil filler is obtained by opening the n/s bonnet panel and undoing a wing nut so that the big air cleaner can be swivelled up out of the way and restrained in this position by a short length of cable. Fortunately, this is an operation the owner of a Rolls-Royce is unlikely to perform personally. On the first occasion of checking the oil level I found that a quart of BP Visco Static was required. In all, half a gallon of oil was consumed in a test distance of 1,245 miles. Incidentally, in a fortnight's use the washers' reservoir did not need replenishment.

At the beginning of the test the Dunlop Fort tyres showed 8 mm. tread depth, except in the case of the offside rear tyre, which had a tread depth of 7.2 mm. Checked again after 700 miles, the o/s front tyre had lost 0.9 mm. of tread, the n/s front 1.2 mm., the o/s back tyre 1.0 mm. and the n/s back tyre 1.8 mm. of rubber. There are 21 chassis points to be greased every 12,000 miles. The floor at the n/s front gets warm, which was nice for the motoring dog!

Conclusion

What more is there to say? Going to the Ithon Valley M.C.'s first and very successful grass track meeting at Cross Gates in Wales, the big heavy car with its 8.20-section tyres proved to have unexpectedly good traction uphill on liquid mud. The restrained and dignified appearance of the Rolls-Royce Silver Cloud III grows on one, even if dual headlamps look to be rather an afterthought, and the nose does not dip unduly when making a crash stop. The transmission makes some mild sound when changing up at low speeds and the suspension can be caught out by hump-backs to the discomfort of the rear seat passengers. The brakes work somewhat fiercely when reversing and a faint click can be heard as the linkage takes up again when they are next used going forward. It is hardly necessary to state that in a total distance of nearly 1,300 miles the car never faltered, never put a wheel wrong.

As I have said, the Silver Cloud III is old-fashioned in some respects and for keeping up with the sports cars over winding roads I might be happier, in, say, a Mercedes-Benz 300SE. But the Rolls-Royce is one of the nicest cars in which to drive very fast for hour after hour after hour and *this enjoyment is certainly far more than merely psychological.* The faster the modern Rolls-Royce is driven the more you discover that it can be thrown about with considerable abandon, and it then still corners accurately and feels like quite a small car. By making good use of the gear lever and those very powerful brakes average speeds which would be commented upon in many other cars pass unnoticed and seem like normal unflurried motoring to the more press-on owners of Silver Clouds, yet the car's whole demeanour displays in a subtle manner the characteristics of its forebears. This splendid motor-car from Crewe is indeed one of Britain's best ambassadors and apart from being a status symbol it is a motoring way of life. Regarded thus, its price is quite incidental, even moderate.—W. B.

THE ROLLS-ROYCE SILVER CLOUD III SALOON

Engine: Eight cylinders in 90° vee-formation, 104.14 × 91.44 mm. (6,230 c.c.). Push-rod-operated overhead valves. 9.0-to-1 compression ratio. Horsepower not disclosed.

Gear ratios: (Automatic gearbox). First, 11.75 to 1; 2nd, 8.10 to 1; 3rd, 4.46 to 1; top, 3.08 to 1.

Tyres: 8.20 × 15 Dunlop Fort tubeless, on bolt-on steel disc wheels.

Weight: 2 tons 1 cwt. 3 qtr. (kerb weight).

Steering ratio: (Power steering.) 4¼-turns, lock-to-lock.

Fuel capacity: 18 gallons. (Range approx. 200 miles.)

Wheelbase: 10 ft. 3 in.

Track: Front, 4 ft. 10½ in.; rear, 5 ft. 0 in.

Dimensions: 17 ft. 6¼ in. × 6 ft. 2¾ in. × 5 ft. 4 in. (high).

Price: £4,660 (£5,632, inclusive of purchase tax). With extras as tested: £6,073 13s.

Makers: Rolls-Royce Ltd., Crewe, Cheshire, England.

SOME ROLLS-ROYCE INDIVIDUALITIES

The Rolls-Royce has three independent foot brake systems, so that if one fails the driver still has both front and back brakes. Trailing shoes at the front and equal wearing shoes at the back operate on 11¼ in. × 3 in. drums and are applied *via* a gearbox-driven servo motor. The front/rear ratio is so arranged that the front wheels cannot lock when reversing downhill. Rolls-Royce claim that the car can be stopped once a minute from 70 m.p.h. until the linings are worn out, without fade, and that the servo makes you seven times the man you are.

* * *

There is a fully-fused electrical system for the 12-volt 67-amp.-hr. negative-earthed electrical system.

* * *

Care is taken to avoid gritty switches. Each of the heating and ventilation controls operates its respective tap through an electric servo. The main switchbox is scrupulously engineered and in principle departs very little from the Silver Ghost's counterpart. The starter motor is not connected directly to the driver's switch; Rolls-Royce use a second relay to tell the first relay to tell the starter to engage.

* * *

The pedals are the same distance from the steering wheel as they were on the Silver Ghost.

* * *

A satisfactory tick-over is maintained even after prolonged Motorway driving because the engineering of the throttle linkage to the S.U. HD8 carburetters has received a lot of attention and because the engine will stand several hundred hours at full-throttle without distortion of the exhaust valves.

* * *

The steering geometry is set while the car is moved through its full suspension range, which is the only method of ensuring that errors are negligible in the normal position of the front suspension.

* * *

The screen-wiper blades park tidily, and their blades are then warmed by the demister.

* * *

To contribute to silent running the exhaust system has three separate stainless-steel expansion chambers each tuned to absorb different sound frequencies, and the pressed-steel body is so fully insulated from the chassis that the only direct connection between the two is the speedometer cable.

* * *

Rolls-Royce Ltd. claim that their cars have thicker chromium plate and finer leather than any other car in the World. The body has a dozen coats of paint and primer.

(See also "A Visit to Rolls-Royce"—MOTOR SPORT, March 1965.)

LETTERS FROM READERS

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

ALFA ROMEO EXPERIENCES

Sir,

I was most interested to see the correspondence referring to Alfa Romeo cars.

I recently purchased a new 1600 Spyder and less than one month later sold it!

Whilst the steering, road-holding and performance are superb, the hurried assembly work and finish were appalling.

However, it really does make one appreciate the most excellent finish of our cheaper home products, *e.g.*, Mini Minor and Ford GT.

The agents (Alfa) here must be in a difficult position.

Abingdon. G. R. AMEY.

Sir,

From someone who is now thoroughly fed up with Alfa Romeos, having had a Giulia TI, here are a few more facts and figures.

First, ordinary servicing has cost me the best part of £200 in one year with a main London dealer. This does not include any major repair work.

Secondly, and worse, with a complete new set of piston rings (*c* £90), the engine seized up (two broken piston rings), was repaired, and 500 miles later while running in the new ones the two remaining ones broke. Surprise!

It seems as though I am being saddled with the costs of the seizure, though not the second breakdown. Alfa Romeo are doing absolutely nothing and have not even bothered to find out this unusual (?) thing has happened as the car is out of guarantee. I am told by the dealers that Alfa's don't even guarantee their exorbitantly expensive spare parts. Where does the customer stand in this sort of situation, apart from a permanent footing of enormous bills?

I, for one, will never touch another Alfa Romeo, fine car though it be, unless the company does more to protect the client and expenses drop. Isn't it time sanctions were introduced against foreign manufacturers who do not comply with British standards of guarantee, such as an extra import tax as an insurance scheme to cover the failures of the manufacturer?

London, W.8. ROBIN GAUNT.

From The Rt. Hon. Lord Feversham.

Sir,

It was with great interest that I read your tale of two Alfas. I was a potential admirer of this famous and, as far as I knew, erstwhile reliable *marque*. However, during the course of one year I have been the victim of an Alfa Romeo Giulia Spyder, and my once unshakeable faith in this breed has been dissolved by a series of unfortunate mechanical catastrophies.

To deal summarily with the minor defects encountered: it took me but a short time to discover that my Alfa soft-top leaked profusely, while the boot has never worked satisfactorily. In fact on arriving to stay with a friend in the country I was embarrassed by my suitcases being involuntarily closeted in the boot, the hour was late, we were tired, thus the task of removing the boot-lid at its hinges waited until the following day. I had no pyjamas, and the good lady to whom I had so gaily proffered a lift had no "face" for the morning. A nasty experience that, nevertheless one which one managed to laugh off.

Not so laughable is the standing fact that in 12,000 miles the gearbox has seized twice. The car was bought last July, by November the box had jammed and, although it was workable, there was a distinct lack of syncromesh. The wheels of the guarantee started to grind and Sandersons of Leeds assured me that when permission was sought from Alfa of G.B. the work would be carried out. Two months later permission came from Alfa, at the same moment the gearbox jammed irrevocably and the car had to have an elevated tow to Leeds (some 50 miles) at an exorbitant cost (not paid under the guarantee).

Sandersons now exhibited an abundance of (to quote one of your readers) "despatch and old world courtesy." However, when I collected the car one Saturday afternoon from the forecourt of the garage where it had been left out for me, I discovered the vehicle in a shabby state. The car was filthy and the carpets were covered in oil. A whole day was required to restore it to decent shape. A stiff letter written to Sandersons in January remains unanswered. The great Alfa Romeo legend began to glow less rosily through a blackening haze of doubt.

Back in London the car went to Chipstead for a service and on test the brakes locked. It was a cracked nut on the master cylinder. To give them their due, Chipstead worked hard on this and cured it in a couple of days (expensive days). The haze grew cloudier, the legend still less rosy.

Last week the gearbox jammed in gear again and has to be stripped—another heavy bill for repairs (so far Taylor and Crawley have been helpful).

Alfa of G.B. have just told me that in their opinion latent faults in a vehicle will develop in the first six months—hence the six-month guarantee. When I bought my Alfa, the short guarantee did not bother me—surely I would not have to claim from such a well proved and well liked manufacturer. Now I feel that Alfas should show faith in their products to the extent of guaranteeing them for one year.

Michael Barling suggests in his letter that eighteen months ago there were sub-standard cars coming into this country from a troubled Alfa factory in Milan. Perhaps I have been a victim of these troubles—but unlike Mr. Barling I do not feel inclined to indulge in buying any more Alfas in order to find a good one.

London, W.8. FEVERSHAM.

Sir,

I am very interested in the present correspondence in your excellent journal regarding Alfa Romeo experiences, as I own two Alfas of 1963 vintage.

1. Giulia Spyder (owned from new). Mileage: 25,000+. Total replacements: plugs, points, rear brake linings and Cinturatos (17,500 miles). No complaints apart from the chrome, which was abominable, but was replated, without question, under guarantee. It will cruise at 5-5½ thousand r.p.m., apparently indefinitely, on the Motorway. Otherwise, I hold 3½-4 thousand, wherever possible. It has been up Prescott, in absolutely standard trim, in the course of which, owing to unsuitable gearing, it exceeded 7,500 r.p.m. on several occasions. Treated reasonably, it gives a good 30 m.p.g.

2. Giulietta TI (owned nine months), which I swapped for a Cortina GT. (The most uncomfortable and one of the most potentially dangerous cars I have ever had!) Mileage: 28,000+. It had not been particularly well looked after in its early days and I ran a big-end at 24,000 miles. After about £50-worth of overhaul it is now well-nigh perfect and, in my opinion, preferable to the Giulia TI in every respect, apart from maximum performance. It gives 35+ m.p.g. My wife loves driving it.

The local Citroën distributors (Procters of Longton) give me meticulous service (as they have done for over eight years, on Citroën, Panhard, Cortina and, now, Alfas). They say it is very easy, as the instruction manual is excellent. Incidentally, my annual mileage is 25,000+, on runs which include motorways, main roads, city back streets and farm tracks. The local Alfa distributors (Bouts of Wolverhampton) have been helpful when called upon for spares, etc., but not as eager to give technical information as to sell me a new car! But, they did arrange for Signor Francioni, from the Milan factory, to "go over" the Giulia, when it had done about 19,000 miles. This was f.o.c. He spent well over an hour on it and could virtually find no fault.

One of my best investments was the few dollars to join the Alfa Romeo Owners' Club of America (P.O. Box 331, Northbrook, Illinois). They send, every month, a very useful bulletin, full of sound advice based on *owners'* practical experiences . . . It seems a pity one has had to go to the States for useful information, in English.

I have driven r.h.d. Alfas, including Giulia TI, Sprint, Spyder, and the 2.6 Sprint—some with disc brakes—and, in my opinion, the *classic* Alfa is l.h.d. and drum-braked. It is the only one that "feels right." Also, it must be run strictly "according to the book." (Did not Ettore Bugatti say the same of his classics?)

Viva Alfa Romeo and MOTOR SPORT!

Crewe. RALPH CANTER, M.B., CH.B.

[This correspondence, which seems to clear my reputation, is now closed—unless Alfa Romeo (G.B.) Ltd. or Alfa Romeo of Milan wish to re-open it.—ED.]

THE FATE OF THE CD BRADFORDS

Sir,

I note the reference to the CD Bradford vehicles which Jowett Cars Ltd. were running in prototype form when car production ceased at Idle in 1954.

I visited the Jowett works on many occasions during the last six years or so prior to the closing of the Batley factory at the end of 1963, and the prototype private-car version of the CD Bradford was in fact in use there by the staff up till about eighteen months before the closure at Batley.

About five examples of the " CD " were being used at one time by Jowett Engineering Ltd., as the firm then was—three pick-up trucks, a station-wagon and the saloon car.

By this time all of these had been fitted with Javelin engine and gearboxes, all the i.o.e. engines having disappeared. Being prototypes, body parts and some of the running gear were presumably non-existent as spare parts, and one by one each of these vehicles was dismantled to supply parts for the remainder.

When the closure came at Batley late in 1963 only one, a pick-up, remained and this was in poor condition, having been sadly neglected. This example I eventually managed to purchase and intend, when time permits, to restore it to good health. At this time, also, the body shell of the saloon car was still lying around outside the factory, and this I tried to obtain also. Unhappily the distance involved in transporting it delayed any decision, and next thing I knew it had been cut up for scrap. A great pity.

About 15 or so CD models were actually produced, and a number of them were sold new to New Zealand. Two examples are registered with the Jowett Club of New Zealand, one of them—a station-wagon—being fitted from new with an R4 Jupiter engine! It is also rumoured that an example exists in New Zealand still fitted with the i.o.e. engine. Should this be so it will almost certainly be the only example of this unit in existence.

As far as I know the pick-up mentioned above is the only example surviving in Britain.

Kinross. GEORGE M. MITCHELL.

* * *

" A TAXATION ANOMALY "

Sir,

Together, no doubt, with many more of your readers, I rise to the bait thrown out at the end of your article on the " Taxation Anomaly."

The anomaly arose as a result of a concession made by the government (Conservative) during the passage of the Finance Bill of 1952. The concession arose for purely mathematical reasons.

As introduced into the Commons, the Finance Bill of 1952 provided for a single flat rate tax of £12 10s. 0d. for all private cars, whenever manufactured. This represented an increase of £2 10s. 0d., i.e. 25%, on the tax paid by owners of post-1946 cars, who had previously paid £10. The effect on the owners of pre-1947 cars depended, however, entirely on the R.A.C. h.p. of their cars since they had previously paid at 25s. per h.p. The new rate of tax was attacked by the Opposition (Labour) in relation to those owners of pre-1947 cars who had been paying less than £12 10s. 0d. under the old system, i.e. those with cars under 10 h.p. The general tenor of the debate may be judged from the contemporary Hansard (Vol. 500). Mr. Jay (now President of the Board of Trade) moved an opposition amendment to exclude from the new tax owners of cars under 10 h.p. first registered before 1st January, 1947. He described the new tax as " exploitation " and Mr. Lipton shared this view. Mr. Fletcher (now Sir Eric Fletcher, Minister without portfolio) described the position under the Bill as a " glaring injustice "; it was a concession to owners of pre-1947 Rolls-Royces, Daimlers, Bentleys " and all the expensive fashionable cars "; the proposals in the Bill were " an indication of the reckless disregard by the Tory government of the rights and interests of the small man "—Hansard, col. 573.

In reply to these reasoned criticisms, Mr. Boyd Carpenter (then Financial Secretary to the Treasury) stated that (1) the owner of a 10 h.p. car was already paying £12 10s. 0d.; (2) the owner of a 9 h.p. car was paying £11 5s. 0d., so his increase was to be only 25s.; (3) the owner of an 8 h.p. car was paying £10, the same as the owner of a post-1946 car, and his increase would therefore be the same. Only the owners of 7 h.p. and 6 h.p. cars were being asked to pay a bigger increase. He gives some interesting figures—at col. 576 of Hansard—there were then under 10,000 pre-1947 cars on the 7 h.p. registration and under 100 (yes, hundred) on 6 h.p.

On behalf of the government Mr. Boyd Carpenter conceded that the owners of the 7 h.p. and 6 h.p. pre-1947 cars ought not to pay a bigger increase than anyone else. Therefore, he promised a government amendment at the report stage to limit their increases to 25%. Owners of Vintage (very) light cars might be interested in one of Mr. Boyd Carpenter's remarks : in reply to a question about the small pre-1947 cars, he said " this category of cars will gradually die out, if that is the appropriate expression." In fact the government amendment provided that the tax on the 6 h.p. car should go up from £7 10s. 0d. to £9 (7s. 6d. less than 25%), and on the 7 h.p. car it should go up from £8 15s. 0d. to £10 10s. 0d. (8s. 9d. less than 25%).

From 1952 until the present Finance Bill no one apparently dared (or cared) to give the owners of pre-1947 cars of 7 h.p. or less a bigger tax increase than anyone else. However, in the current Finance Bill the government (Labour) has made this dastardly attack on the 6 h.p. men—the minority among the minorities—so that they are now lumped in with the 7 h.p. men. So far as I can gather from Hansard, however, no member of the opposition (Conservative) rose to the defence of the 6 h.p. men. Perhaps, in Mr. Boyd Carpenter's words, they have died out : even you, Sir, think they may be extinct!

I trust, however, that you will now see that what you were so bold as to call an anomaly represents, in fact, a triumph for democracy. Nevertheless, I cannot imagine that you would wish to publish a letter of this length, but if you do, perhaps you will allow me, for professional reasons, to sign myself—

" CROSS-BRACER (1929 21 h.p.) "

(Name and address supplied.)

[This really is most interesting and proves that if you publish an obscure historical query in MOTOR SPORT you often get an answer. I am delighted to think this tax concession for low h.p. cars is likely to continue, for we have a Socialist Government and Mr. Wilson would hardly go in the face of democracy, even if his government so increases the cost of living that motoring, even in 6 h.p. cars, will become impossible!

I understand that owners of flat-twin Jowetts up to 1933 come under this tax concession and pre-war Fiat 500 owners certainly do. As Michael Sedgwick, in an article in the *Fiat Register Magazine*, points out that these *Topolinos* can now be bought for £10-£20 and asks for them to be saved, it may well be that in them we have the ideal, if not the only, possible vehicle for motoring survival in a Socialist State!—ED.]

* * *

DIESEL DELIGHT

Sir,

We read a lot about Mercedes Benz in MOTOR SPORT but I have never seen very much about their diesel models. I have a 1961 190Db which has now covered 32,000 miles. As you know, it weighs over 2,600 lb. and it can seat six in comfort. The log book reveals that it has averaged 41.8 m.p.g. and the engine uses a pint of oil in 2,000 miles.

On a long trip one can expect to get about 44 m.p.g. which, with the 12-gallon tank, gives an effective range of about 500 miles. To date I have had to replace one rear axle oil seal, a water pump, a battery, a fanbelt and a set of tyres. It is said that diesels are sluggish but with acceleration as good as a 1200 VW and a top speed of 75 m.p.h. I have no complaints.

I am, needless to say, a very satisfied customer.

Leatherhead. D. HOUNSFIELD.

* * *

FIAT SPARES SERVICE

Sir,

With so much correspondence these days about lack of attention by manufacturers, perhaps the following will hearten some of your readers. Lacking an urgent spare—the local sub-agent was temporarily out of stock—I wrote to the makers, being apprehensive about the spares situation generally. The car is used for business, has done less than 10,000 miles and has to last another two years or so.

Not only did I receive a telephone call at my office the next morning from the Parts Manager who informed me the part was on its way direct (and not *via* the county distributor), but a letter from him followed the day after.

How's that for service? The make? Not of this country. That excellent little Fiat 850. Usual disclaimers.

Rugby. M. SCOTT.

* * *

PUBLIC OPINION

Sir,

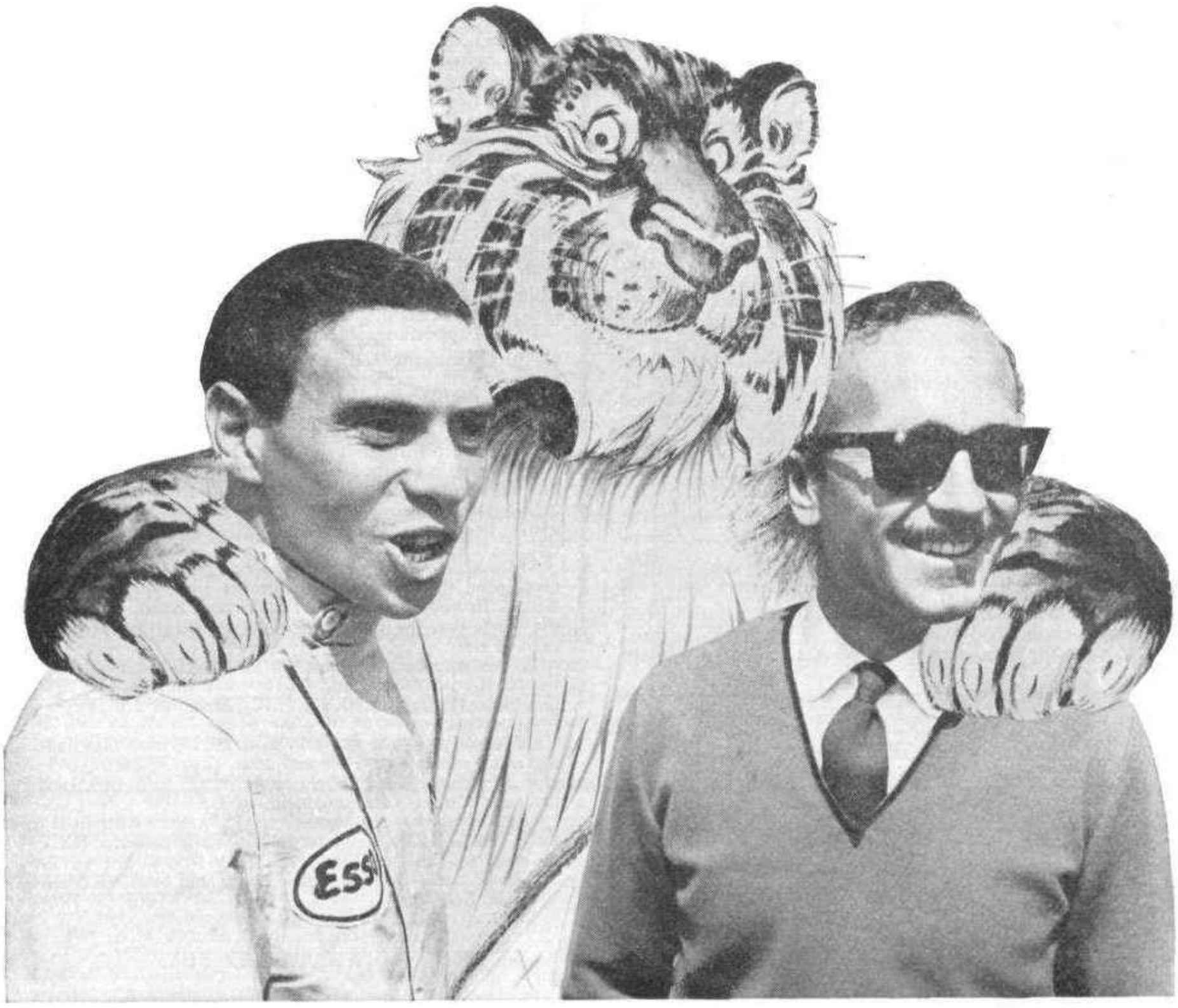
As a regular reader of MOTOR SPORT I have followed with interest the series to and from members of the Police Force concerning the activities of Police Officers on the road, and I would

World champions three!

Jim Clark won six great victories in Colin Chapman's Lotus Coventry-Climax

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PUT A TIGER IN YOUR TANK

–new Power-formula Esso Extra

like to recount the incident which I witnessed tonight on the A30 between Hounslow and Staines.

I was following a "Noddy" at a distance of about 100 yards as we approached a cross-roads controlled by traffic lights. We were both doing about 40 m.p.h. when we first saw the traffic lights, which were then green but which changed to amber as the policeman neared them.

The cross-roads, I should explain, are at right angles, and as one travels towards Staines the nearside corner is occupied by a public house.

There was a flicker of his brake light as, without signalling, the "Noddy" turned left into the pub. yard. He rode his machine across the car park to the exit into the road coming from the left and turned right, such that he was now travelling at right angles to his original course, approaching the lights, which of course were green from his new direction.

He then turned left so that he was now again going towards Staines, having gained about 20 seconds as the lights changed colour again.

I have been stopped by the police whilst riding a push-bicycle (when delivering morning papers) through this short cut.

[Name and address supplied.—ED.] "AMAZED!"

[We publish this letter, not because we can see any harm at all in a "Noddy" taking such a short cut but because it reflects on the critical attitude members of the public now adopt towards the Police Force, due to those in authority directing its officers and men to concentrate on motoring offences, the majority of a minor nature, while letting armed criminals roam free.—ED.]

* * *

THOSE MASERATIS FROM AUSTRALIA

Sir,

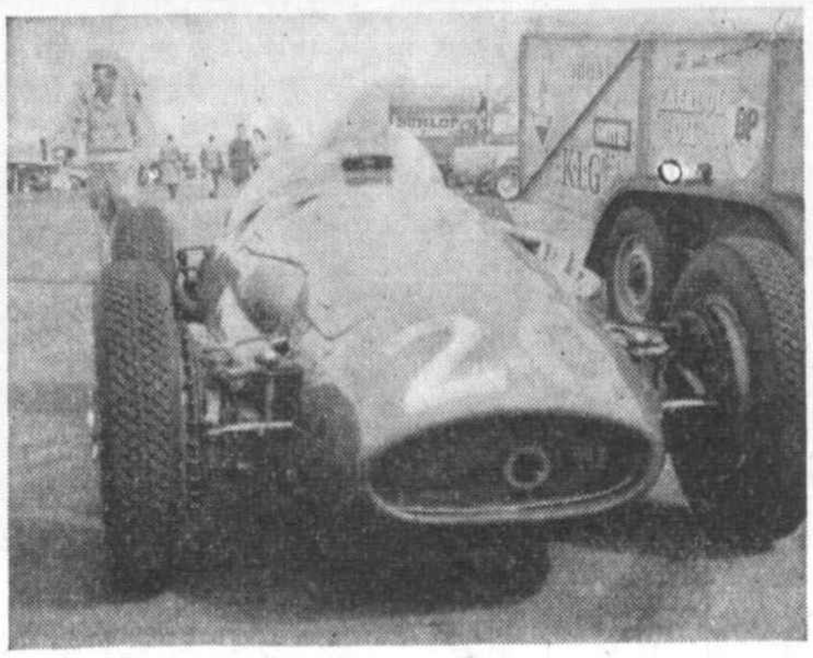
I was particularly interested in your comments regarding the appearance of two ex-Australian Maseratis on English circuits in your report of the Silverstone meeting on April 24th, June issue.

It appears that there is some misunderstanding regarding the history of these cars and I would like to clear this up.

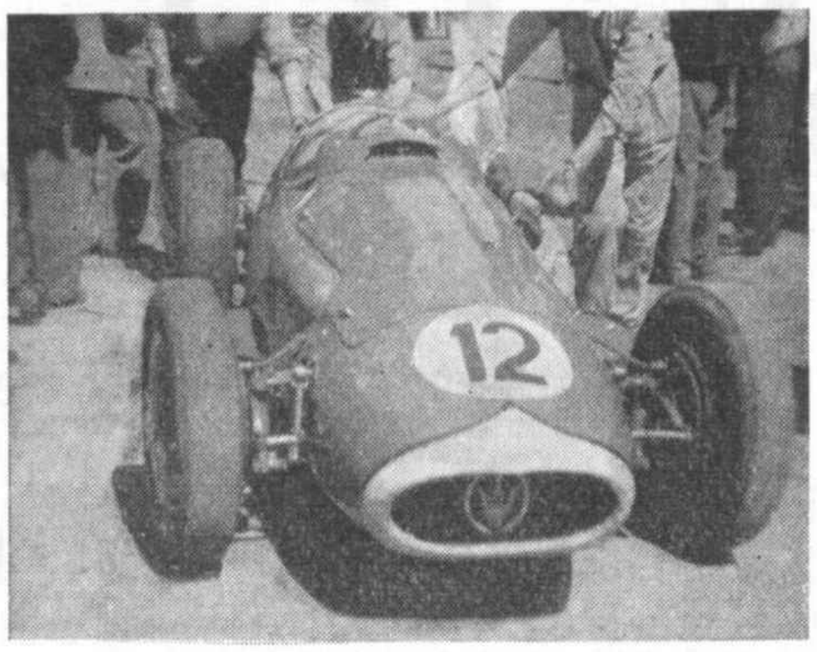
You mention that both Colin Crabbe and A. C. M. Millar claim their respective cars won the 1959 Australian G.P. Let it be clear that you are *correct* in stating that the Crabbe car won that race, driven by Stan Jones. However, you are not correct in saying the same car came second in the 1958 Australian G.P., in actual fact it came second in a preliminary heat, however, and retired in the final with valve trouble.

The history of these cars may be of interest to your readers.

The Colin Crabbe car was previously owned (and driven) by Stan Jones. It is car number 2520 and was originally supplied with both 2½- and 3-litre engines. (The 20th built.) It was first used, as a factory team car, in the Argentine G.P. in January 1956 and driven in that race by Gonzalez. The car arrived in Australia on April 22nd, 1956, and its first appearance was a demonstration run at a ¼-mile sprint meeting at Geelong, May 27th, 1956. Its first race, Pt. Wakefield June 1956, was followed by several successes, including the N.S.W. Road-Racing Championship. On November 24th, 1956, the first of two days' International racing took place, drivers including Moss, Behra, P. Whitehead, Wharton, Parnell and Brabham. The start of this race was rather disastrous for Jones as he lost control while accelerating from the line and hit a tree. The car was repaired for the 1956 Australian G.P. the following week, for many laps



R. Hunt's 250F at Fisherman's Bend in 1956



Jones' 250F at Albert Park in 1958

he diced with Reg Hunt in another 250F (now A. C. M. Millar), the first time the two cars had met—Jones eventually gained the upper hand and pulled out a lead of several seconds before smoke coming from the engine caused him to slow to save the car. Hunt passed again to take fourth, with Jones fifth. The smoking was later found to be caused by a breather cap having come off.

The 1957 Australian G.P. was held in March 1957 and Jones won his heat, but in the final, after having been flagged in first, was relegated to second place by protest. The 1958 Australian G.P. has been referred to earlier. The 1959 Australian G.P. was held on the public roads of Tasmania and Jones had the culmination of his career in winning both his heat and the final of the Grand Prix.

Following this race the car was used only occasionally, the last appearance in Australia was at Sandown on November 3rd, 1963, in a historic car race.

The A. C. M. Millar car was previously owned by Reg Hunt, Bib Stillwell, Arnold Glass and Jim Broadley. It was the 16th 250F produced and its official number is 2516. This car was built in mid-1955 and was delivered to Reg Hunt in Modena, where he first drove it watched by Maserati officials; following this Hunt was appointed a "works driver"—supposedly.

Its first appearance in Australia was at Orange on January 30th, 1956, where it won the South Pacific Championship. It had great success during 1956, only being beaten once, although it must be appreciated that its only meeting with the Jones 250F was in December.

Following the 1956 Australian G.P. Hunt retired, although he lent the car to Bib Stillwell for the New Zealand G.P. in January 1957, where it finished eighth. Stillwell decided to buy the car but before arrangements could be completed the Customs Dept. took a hand and the car was returned to Italy, where it was overhauled prior to its return to Australia, where it arrived in September 1957.

Stillwell, Australian Champion 1963 and '64, and leading 1965, first drove it in Australia on October 13th, 1957, at Fisherman's Bend. In February 1958 at Fisherman's Bend, while dicing with the Jones car, the motor blew—once again the car was shipped back to Italy.

It was returned to Australia in November 1958 sporting all the latest 1957/8 body and engine modifications. Its first race in this form was the Melbourne G.P., December 2nd, 1958, where it finished fourth.

In January 1959 it was sold to Arnold Glass, who had his first drive at Tasmania on February 28th, 1959, in the 1959 Australian G.P., finishing third to the Jones 250F and Len Lukey's 1.9 Cooper-Climax; Glass made fastest lap.

Glass used the car consistently, however, with little success, as by this time Coopers were making their presence felt.

It was sold to Jim Broadley in early 1961 and it was only used on one or two occasions before being sold to A. C. M. Millar.

Victoria, Australia. JOHN B. BARRIE.

* * *

WHAT THEY BUY

Sir,

Having read with interest your excellent magazine for many years, I would hazard a guess that I am not the only reader who has formed rather strong views on the subject of Alfa Romeo and Rolls-Royce cars.

To judge by the "Letters from Readers" in the most recent

THE LATE GRP. CAPT. ARTHUR SCROGGS

An obituary by Don Williams, Trojan O.C. Historian.

Readers will be sorry to learn of the death at the end of July of Group Captain A. F. Scroggs, whose successes with the vintage two-stroke, chain-driven Trojan car have so often been featured in MOTOR SPORT.

" Scroggie," as he was known to all of us in the Trojan Owners' Club, was our Chairman from the outset; he just *had* to be because no one else had such a record of association with our particular (perhaps peculiar) vehicles and no one else could match his fantastic performance of over forty years of M.C.C. Trials in cars which, although they sometimes looked rough, always went so incredibly well in conditions which often brought the moderns to a halt.

The Land's End was " Scroggie's " favourite and his appearance at Easter, including this year, on hills such as Beggars' Roost and Darracott was so regular that those of us who occasionally succeeded in climbing them too got used to, and were gratified by, spectators pointing us out as " Scroggs." To many West Countrymen the car and the man were synonymous.

" Scroggie " was always loath to talk about himself as distinct from his interests, which, Trojans apart, ranged from bull terriers to drama, and not many people knew he flew in both World Wars; as a fighter-pilot in the first and on technical missions by Spitfire in the second. The exceedingly mature leather flying coat which he always wore in cold weather was in fact that which he used in the open-cockpit, Great War days in France.

" Scroggie " never regarded the unorthodox Trojan engine as fully developed and his work always to wring more power out of the 1,488-c.c. P.H. and earlier, slightly larger capacity, P.B., R.A.C. rated 9.7 h.p. versions were taken more than seriously at the Croydon works. What is more, it gave us a new word, " scrogging," for the modification to achieve better breathing and timing which is now regarded as essential for trials.

Always anxious to spread the appreciation of Trojans and their rugged simplicity, any owner worried by such unsettling Trojan features as connecting rods designed to flex at each revolution of the crankshaft could expect to receive a couple of sheets of explanation in " Scroggie's " clear style and a follow-up, just to make sure the problem had been overcome.

In short, although " uncouth " vintage Trojans with their unique sound and smell will be with us for a long time yet, it is largely due to Arthur Scroggs' infectious enthusiasm that there is now enough of us to ensure this is so. We shall miss him very much.

issues, all those of us who either cannot or do not want to own an Alfa must be feeling rather pleased with ourselves. After all, having paid a sum ranging from about £1,500 to £2,500 for a vehicle (which means nearly 40% more at the current rate of income tax) one would expect something better in value. Perhaps it might have been better to spend a mere £992 on a Lotus-Cortina, £890 on a Sunbeam Rapier, or £1,867 on an E-type Jaguar. The " enthusiasts " may sneer, but all of these have a competition record as good as Alfa Romeo, and for which service facilities and spares are nominally readily available in this country. Perhaps this matter could be brought to a close (there are other makes of vehicle!).

On the subject of Rolls-Royce, I have, like the Editor, rather mixed feelings. Perhaps they are not what they were (or is it rather that those owning them are not what they were?). A study of the " For Sale " columns of MOTOR SPORT shows that R.-R. and " Rolls-Bentley " are by far the most common vehicles advertised for sale at the moment—do all the vendors live " by taking in each others' washing " ?

That they are incredibly well made is true; a pity that the engineering was not applied to a matching conception of design—one imagines a Citroën made to Rolls standards. Then there is the slogan the " Best Car in the World." Should this not be taken to read " The Best Massed-Produced Car in the World " ? After all, they are being produced today at the rate of 50/60 a week, and I am told there is a waiting list for delivery of some nine months. As the cheapest model (the Bentley S3) is £5,493, and the production figures are thus some 2,500 vehicles a year, other manufacturers of smaller cars may well envy and wonder that they go on selling as they do.

It would be very interesting to know the comparative production figures of, say, Aston Martin, Bristol, " Daimler," Ferrari, Jensen, and the Mercedes 600; those of the " prestige " models of the large combines are probably not much above 10,000 a year—that is for Jaguar Mk. 10, Humber Imperial, and so on.

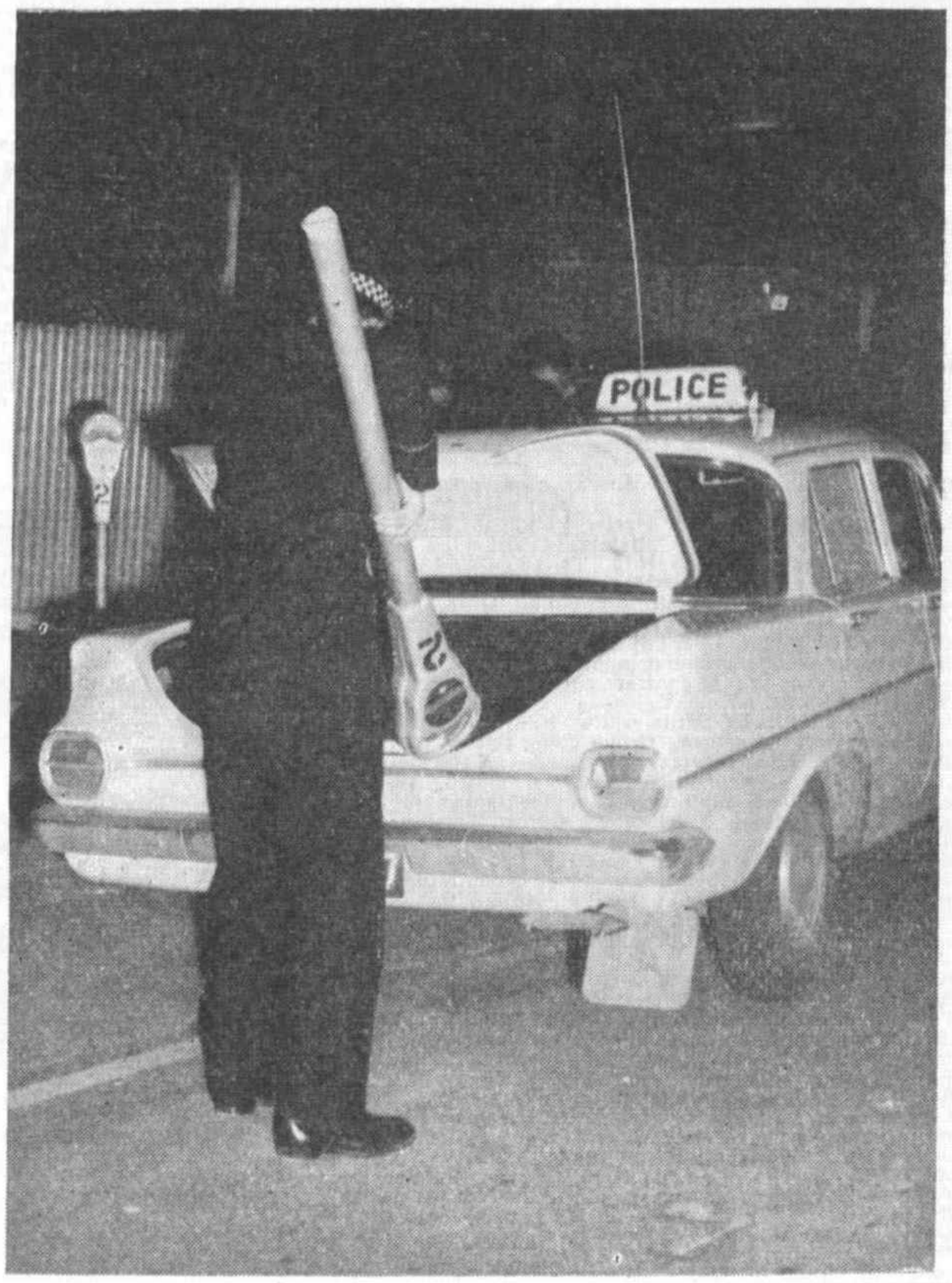
When the vintage years of Rolls-Royce are investigated, the numbers built become even more striking—and the chassis were not cheap—a Phantom chassis in 1930 cost £1,900—yet some 1,700 Phantom IIs were produced between 1929 and 1935. By comparison, this is 17 times that of its contemporary, the 8-litre Bentley, and of its other rivals; how many of the " classic " cars were produced to a total of more than a few hundred?

As the years go on, naturally prices for good Rolls-Royce will rise; on the other hand it must be said that there is a fair amount of " scrap value " only offered—even then the scrap value is high.

Perhaps those contemplating the laying out of capital on this type of vehicle could transfer their attentions to other makes which are now " lost causes "—*i.e.*, Armstrong Siddeley Sapphires, the early Bristols, Coventry-built Daimlers and (don't laugh) the Mks. 7-9 Jaguar, all of which, though not built to R.-R. concepts, will have a rarity value before long. One might even start to look for the " poor man's Rolls-Royce," the P4 Rovers, which are now out of production after some 14 years. This type of vehicle has passed in favour of the mass-produced limited life device—but Rolls-Royce (more power to their elbow) are still with us. Is this the " Rolls-Royce Secret " beloved of authors?

Thame. D. MICHAEL.

TAILPIECE



[Photo by T. B. Clark

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FOR SALE

1936 M.G. P-TYPE (Ford Ten engine). Bodywork perfect; new hood, tonneau, battery. M.O.T. £150 o.n.o. Tel.: Waltham Cross 22116. [2365

ARMSTRONG SIDDELEY SPORTS/TOURER 12 h.p., 1934. Completely rebuilt; new hood, resprayed B.R.G., rechromed, etc., Taxed, comprehensive spares. Offers. (Photo supplied). O'Connor, Bromans Farm, East Mersea, Colchester, Essex, or view 61, Overton Drive, E.11. Tel.: Wanstead 1484 by appointment. [2368

ALLARD, 1951, 2-SEATER. Excellent condition. £85 o.n.o. Tel.: Sutton Coldfield 7461. [2370

1932 2-LITRE LAGONDA open tourer, excellent condition. £230. Also 1953 Mercedes 300B saloon. £150. Details : Lt. Aston, H.M.S. Hampshire, Portsmouth. [2371

SHORROCK SUPERCHARGER, fit B.M.C. "A" Series. £35, as new. Newbould, Westview Avenue, Burley-in-Wharfedale, Ilkley, Yorks. [2372

1932 WOLSELEY HORNET Special. Excellent condition, many spares. £85. Tel.: Maypole (Birmingham) 3173. [2374

1954 RILEY 1½-LITRE R.M.E. saloon. Engine recently thoroughly overhauled. Very good condition throughout. Taxed August, M.O.T. cert. £135. Wilton, Church Lane, Swillington, Leeds. Tel.: Garforth 2795. [2375

KARMANN-GHIA 1500S, 1964. Choc. and white, 5,000 miles only. Genuine 100 m.p.h. plus. Fitted rev. counter, radio and special dash equipment. Seat covers and rear window wiper. £995. Smith, White Tower Garage, Leeds 14. Tel.: 649174. [2376

SUNBEAM ALPINE, 1959, white, black h/top; w/w., not "showroom," but runs and stops well. H.P. and p/ex. (ideally Lotus 7/XI) or £255. Hadfield, Ingoe, Stamfordham, Newcastle-on-Tyne. [2378

M.G. TF 1500 (1955). *Repainted cream, reconditioned Gold* engine (7,000 miles). Spots, heater, two tonneau, excellent condition throughout; all bills. £340. Crumbie. Tel.: Croydon 2779. [2379

1936 NIPPY AUSTIN 7. Reconditioned original engine and gearbox. Immaculate condition. Spares. £120 o.n.o. Write : Kendrick, Studley College, Studley, Warwickshire. [2380

JENSEN INTERCEPTOR. Radio, heater, good condition. £200 o.n.o. 4, Victoria Court, Green Man Lane, Bedfont, Middx. [2382

COSWORTH 997 c.c. 105E SPARES. Complete cylinder *head assembly*, B.M.C. gearbox, Porsche diaphragm clutch, pistons, steel con. rods, crankshaft (balanced), timing gear. Tel.: Oadby 5612. [2385

IDEAL CLUB RACER. Ex-Team Lola F.J. single-seat racing car complete, less engine. All spares and trailer. £270. Tel.: Leicester 61821 (business hours). [2386

CLIMAX F.W.E. 1,220 c.c. engine for sale. Carter, 60, Simonsway, Manchester, 22. Tel.: Mercury 5677, or Mercury 2230. [2387

ROLLS-ROYCE 20/25, 1936. Barker owner/driver saloon. Two previous owners; 88,000 miles. Five new tyres, mascot, tools, handbook, carpets, etcetera original. Black-pearl/shell grey. Taxed, M.O.T. History. £750 o.n.o. Schwab, 2E, Queen Elizabeth's Walk, N.16. Tel.: STA 4234. [2388

1926 TROJAN THREE-DOOR. Engine, gearbox reconditioned; rewired; painted. £75 o.n.o. D. B. Edwards, "Brymar," Ryecroft Road, Wooler, Northumberland. [2422

VOLKSWAGEN 1200, 1962, L.H.D., one owner, low mileage. Safety belts, sound proofing, and other extras. Regularly serviced. £365. Would consider part exchange up to £150. Tel.: Rugby 4103. [2423

1960 AUSTIN HEALEY Sprite, white. Many extras, excellent condition, well maintained. Owner going abroad, must sell. £300 o.n.o. Tel.: Troon 1621. [2424

M.G. TA, 1939. Reconditioned engine, clutch, steering, brakes. New blue paintwork. Genuine reason for sale. £105 o.n.o. McNeal, 3, Pyecombe Corner, London, N.12. Tel.: HIL 4076. [2425

TRUE CONNOISSEURS will appreciate this 1939 Wolseley 25 2-door coupé. Rich maroon. Most carefully used and magnificently maintained by one owner, 54,000 miles. Beautifully made leather hood, extras and spares. Photos. This car is as new. £525. A. Cosnett, 67, Newlands, Pershore, Worcs. [2425

TRIUMPH GLORIA, Packard Straight-8, Jaguar 1½, breaking for good spares; many other models. Went, Black Horse Farm, Wroughton, Wilts. Tel.: Wroughton 494. [2427

S.S. JAGUAR 3½ *f.h.c. Body by Maltbys, well shod. Taxed,* M.O.T. Any trial. No time wasters. 14, Dickinson Street, St. Ann's Well Road, Nottingham. [2428

TR4, 1962, white/black. Hard-top/Surrey top. One owner. Excellent body and mechanical condition. W/wheels, o/drive, many performance and other extras. Private use only. £675. James, Tel.: Shrewsbury 3790. [2430

M.G. TD II, 1953. Resprayed dark metallic blue. Gold engine. Appearance/performance constantly admired. Excellent throughout. £225 o.v.n.o. Emson, 37, London Road, Maidstone. Tel.: 51690. [2528A

MORGAN S.S., 1100 o.h.v. J.A.P., 100% rebuilt, *concours* condition. £120. 11, Grasmere Close, Kidderminster. [2529

MORGAN 3-WHEELER, 1932. Brooklands super sports. 1,000-c.c. water-cooled s.v. J.A.P. Part spare engine, semi-reconditioned. Offers. Mr. Hirak, 79, Portland Road, Toton, Beeston, Notts. [2530

FOR SALE—*continued*

JAGUAR Mk. V 2½-LITRE. Excellent throughout, recent respray and overhaul; taxed, tested. Tel.: Guildford 66696. [2429

1936 A.C. 4-seater drophead coupé. Guaranteed 46,000 miles from new. Two owners. Complete history known. Must be unique. £250 o.n.o. Tel.: Wordsworth 2481 (business), Henley-on-Thames 1558 (home after 7 p.m.). [2431

LOTUS 7 Mk. II, full racing Cosworth-Ford 997 c.c., c.r. gearbox, discs. Ratcliffe tested, 90 b.h.p. Don Parker trailer. Spare wheels, part-worn R6s. Offers around £450. Yates, Tel.: Blackburn 53881. [2432

DAIMLER CONQUEST, needs new engine, otherwise mechanically and bodily very good. Offers. 126, Beehive Lane, Chelmsford. Tel.: 4336. [2433

RILEY 1½-LITRE, November 1953. Blue/black. Excellent condition, roof perfect. Radio. Reason, company car. Nearest £140. Christie, Stonebridge House, Horbury, Wakefield, Yorkshire. [2434

1961 348 cu. in. CHEV. Impala engine. Needs attention. R. Laurie, Westrop House, Byfield, Nr. Rugby. Tel.: Byfield 414. [2435

AUSTIN NIPPY (65), excellent original condition throughout (rebored). £75. 4, Dove Road, Ripley, Derbyshire. Tel.: 3433. [2436

ALVIS 3-LITRE saloon, 1951, black. Twin S.U.s. Recent complete engine overhaul, new Avons, seat belts, radio, new *rear springs. Excellent condition throughout.* £185. *Tel.:* Uxbridge 38013. [2437

1928/1929 RILEY 9-h.p. Monaco Mk. III, fabric saloon. Many *concours* trophies. Acknowledged by experts to be finest example in Southern England. Original and in first-class condition. £220 o.n.o. G. Turner, 35, Pinewood Green, Iver, Bucks. (All inquiries answered.) [2438

ROLLS-ROYCE, 1930, Phantom II saloon, mechanically excellent, good performance, economy; body sound. Many tools; spares, inc. wheels and tyres. Copeland, Ullswater Road, Congleton, Cheshire. [2439

ROLLS-ROYCE, 1928, Phantom I chassis only for restoration or spares. Copeland, Ullswater Road, Congleton, Cheshire. [2439A

RILEY, 1947, 1½-LITRE. Black. Engine, tyres good. New dynamo, battery. M.O.T. and taxed July 1966. £70 o.n.o. Nixon, 86, Rodwell Avenue, Weymouth, Dorset. [2440

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M.G. M-TYPE, 1931. Body (just resprayed) slightly unoriginal but quite sound; engine also. Scintilla magneto. Tested. £55 o.n.o. Lourie, 18, Warnborough Road, Oxford. [2448

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1932 ROLLS-ROYCE H. J. Mulliner sedanca; engine sound, body fair. £100, free delivery. Goodsall, 141, Woodstock Road, Oxford. [2449

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1948 RILEY 1½, running condition, needs attention. Not taxed. Spare engine. Venner, 27, The Ridgeway, Margate, Kent. [2453

MORGAN AERO, 1933, o.h.v. w/c. J.A.P., completely rebuilt. Twin carbs., hydraulic brakes, polished aluminium body. Photographs on request. Genuine inquiries only. £100 o.n.o. Anthony, 118, Rupert Street, Nottingham. [2454

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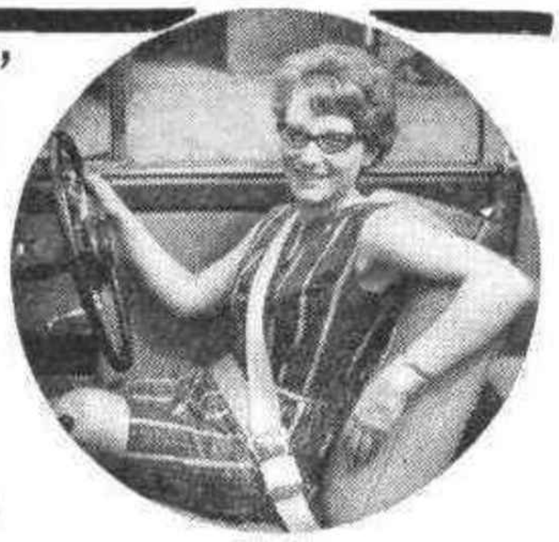
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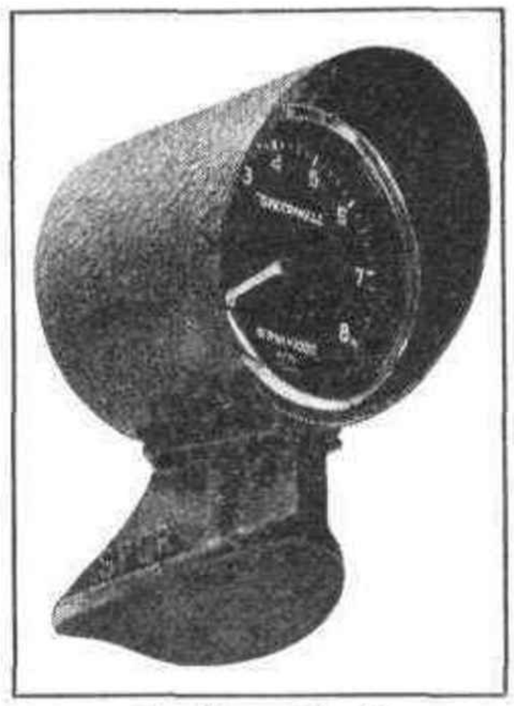
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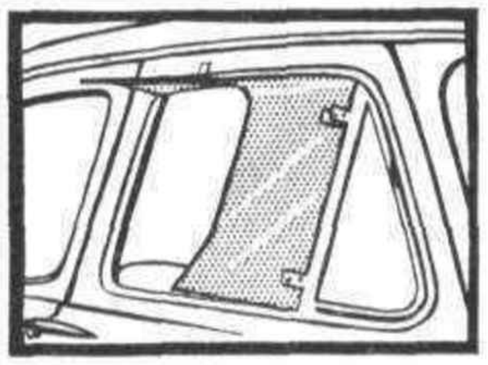
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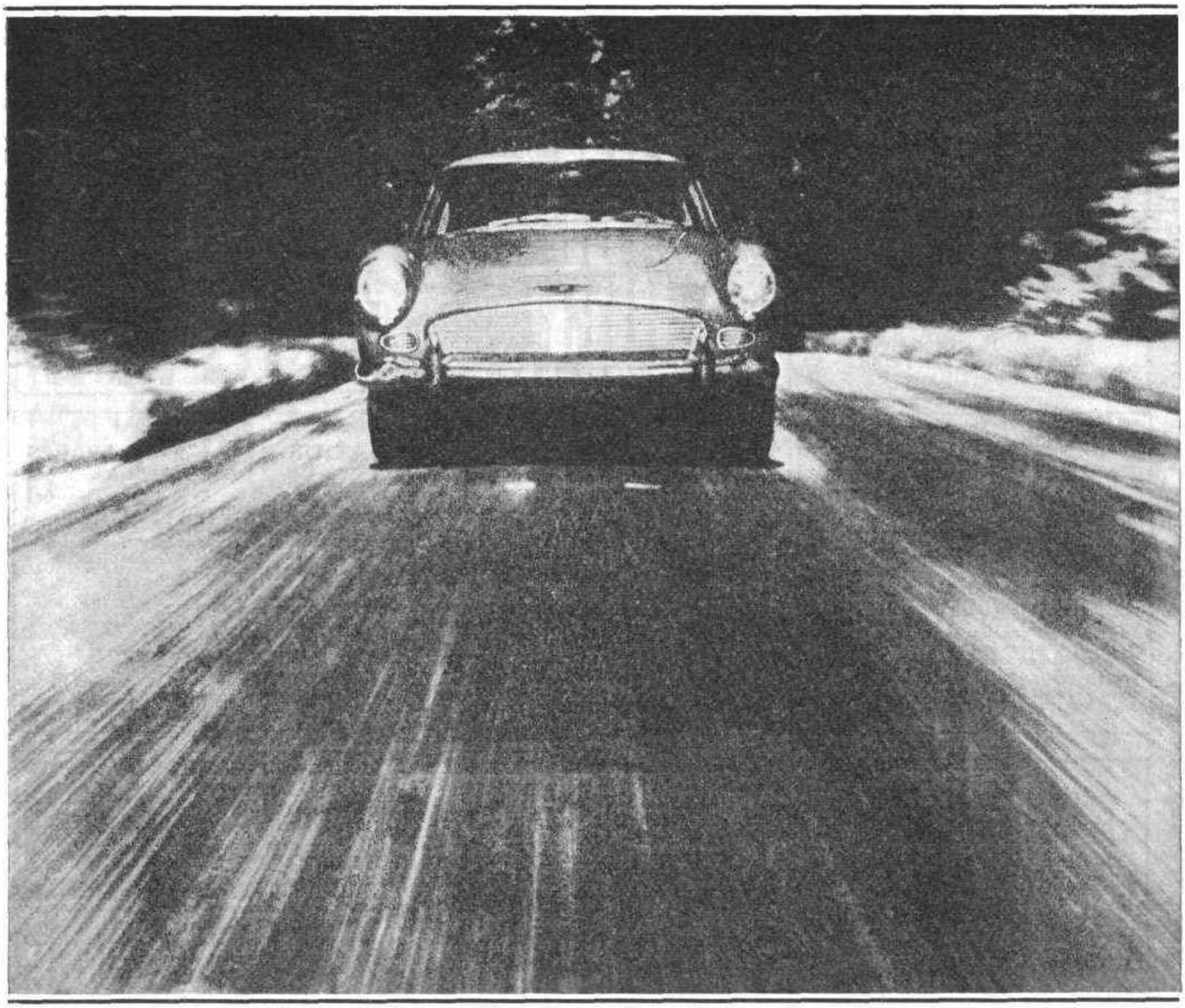
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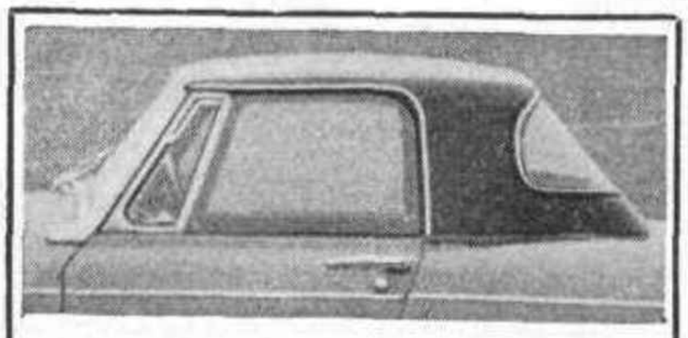
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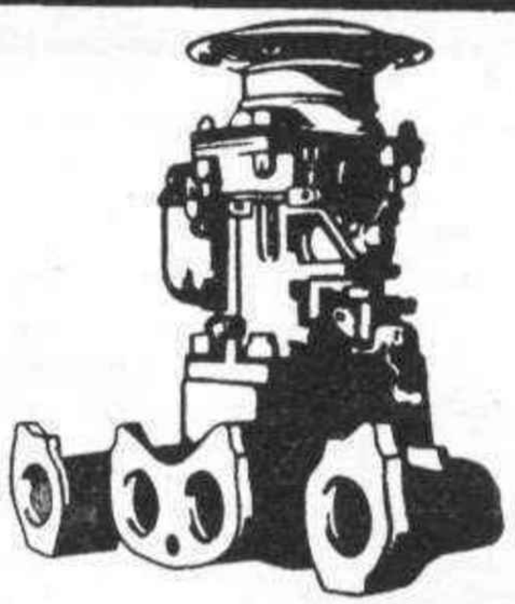
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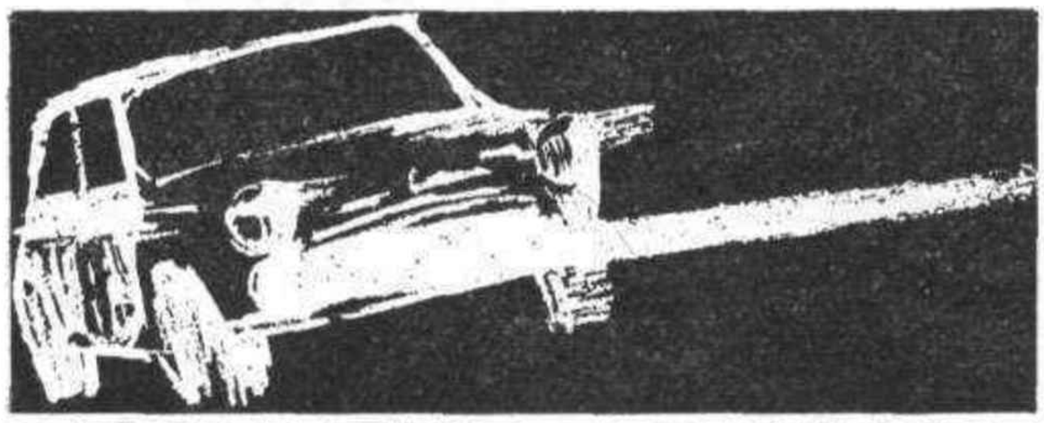
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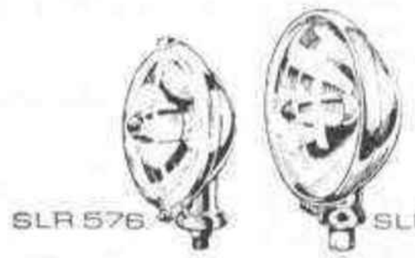
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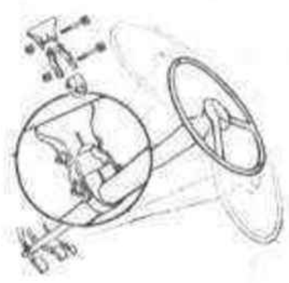
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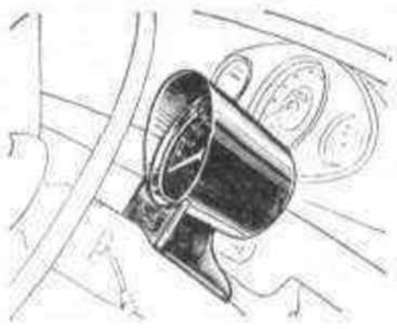
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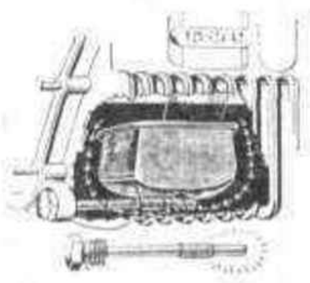
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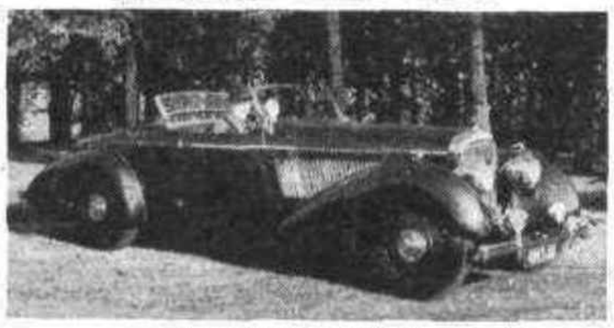
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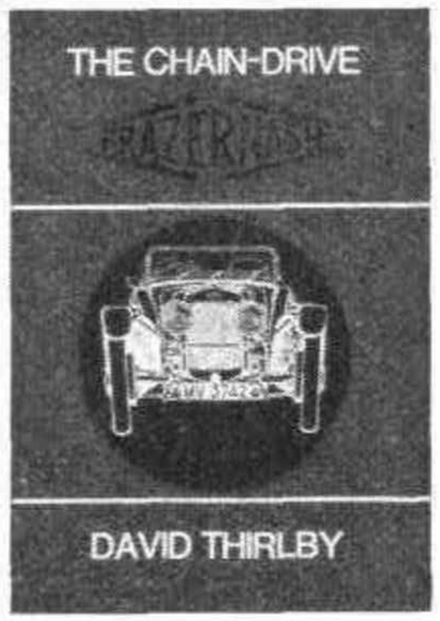
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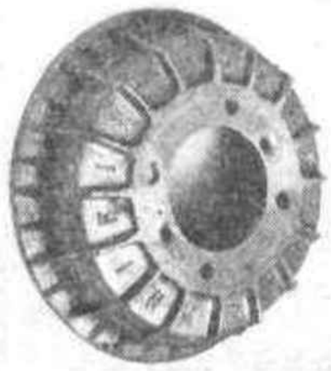
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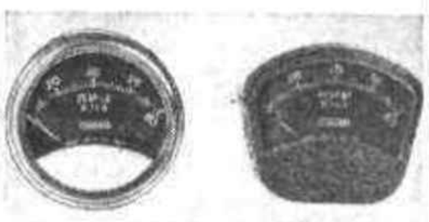
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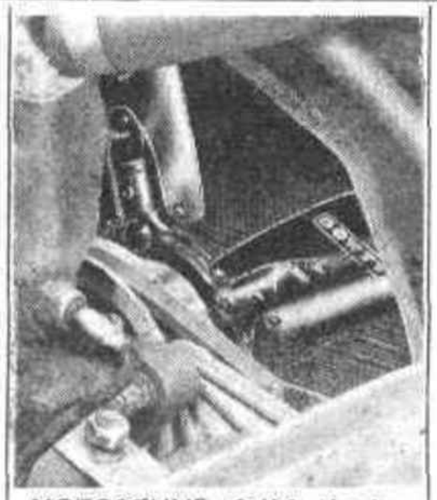
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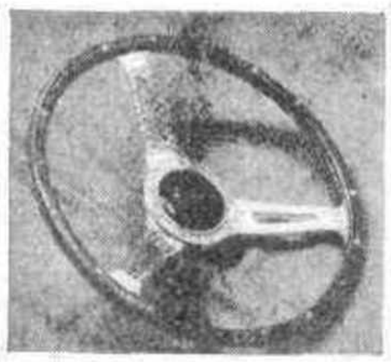
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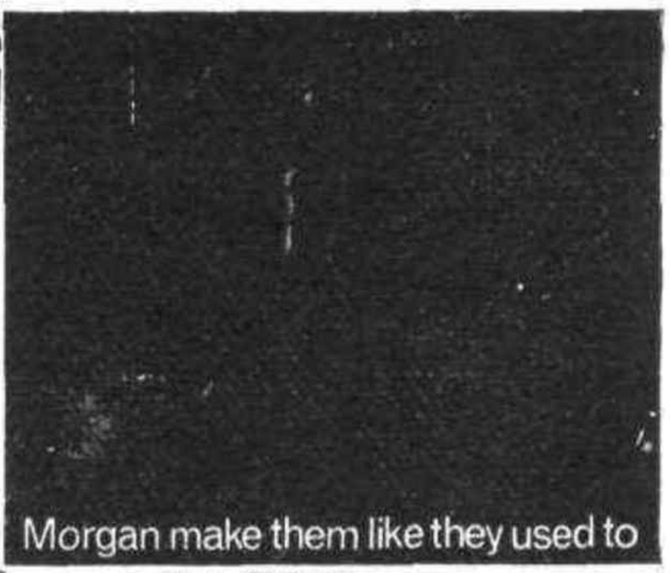
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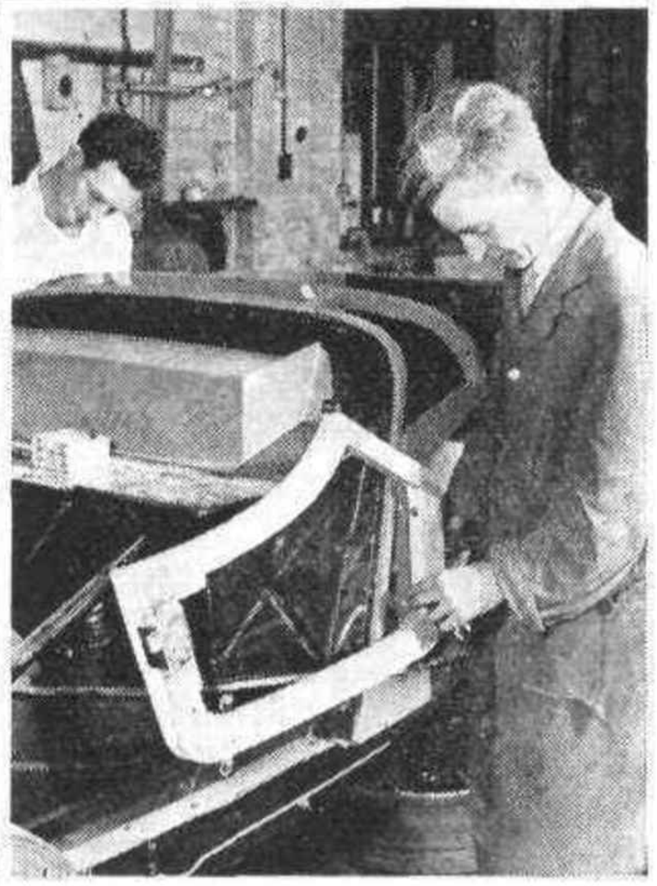


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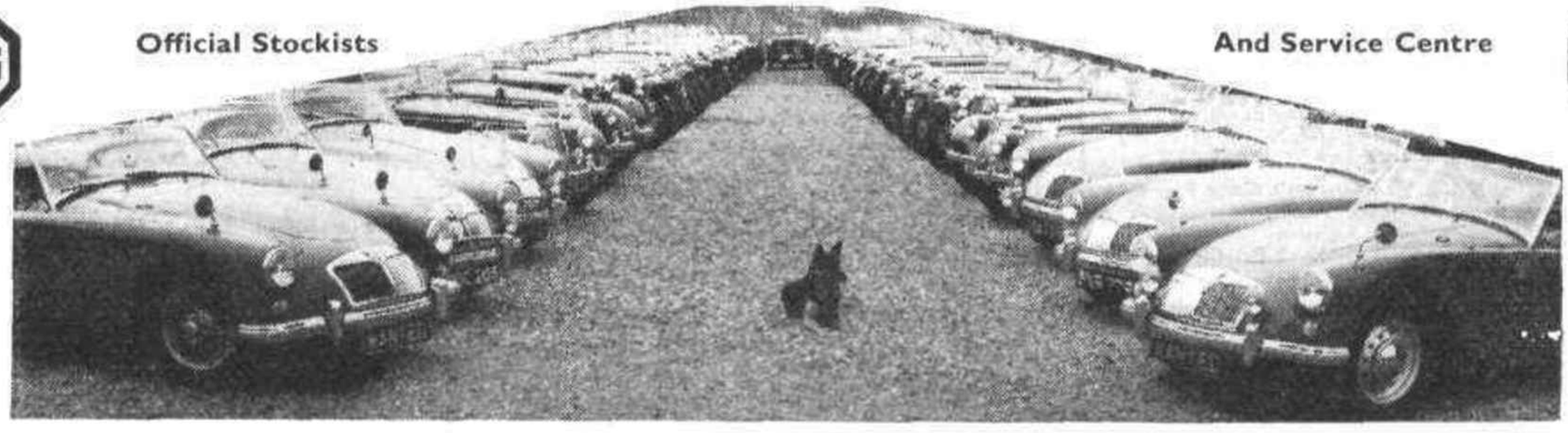


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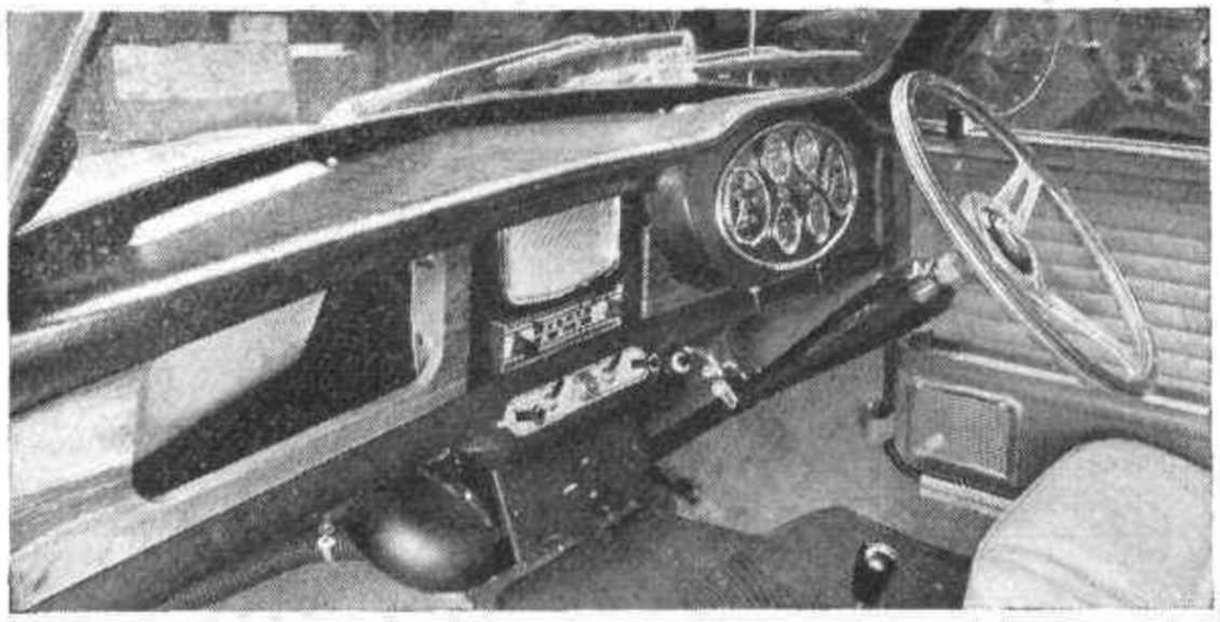


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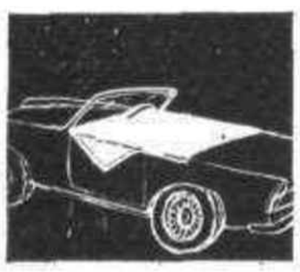
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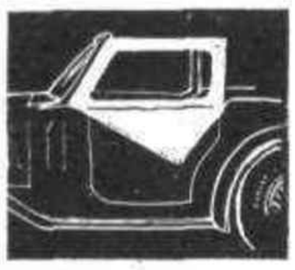
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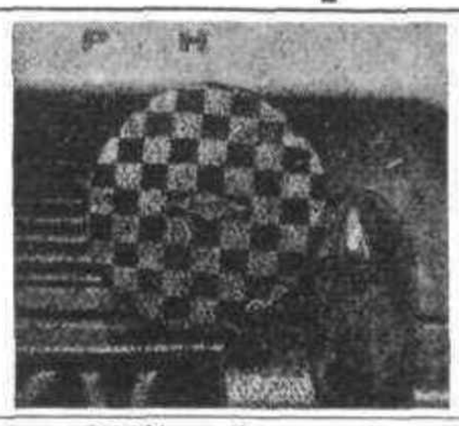
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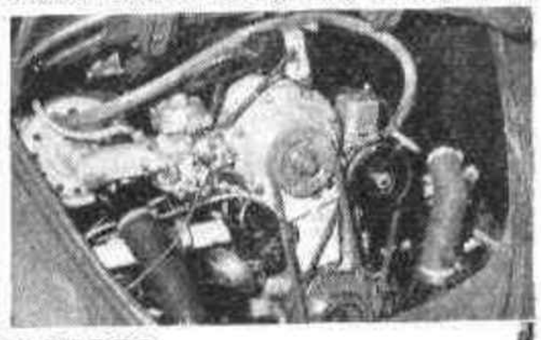
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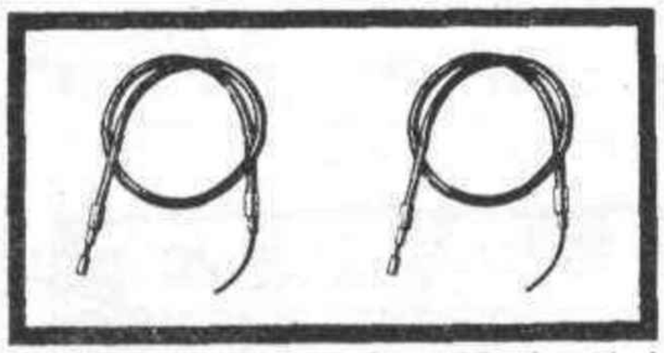
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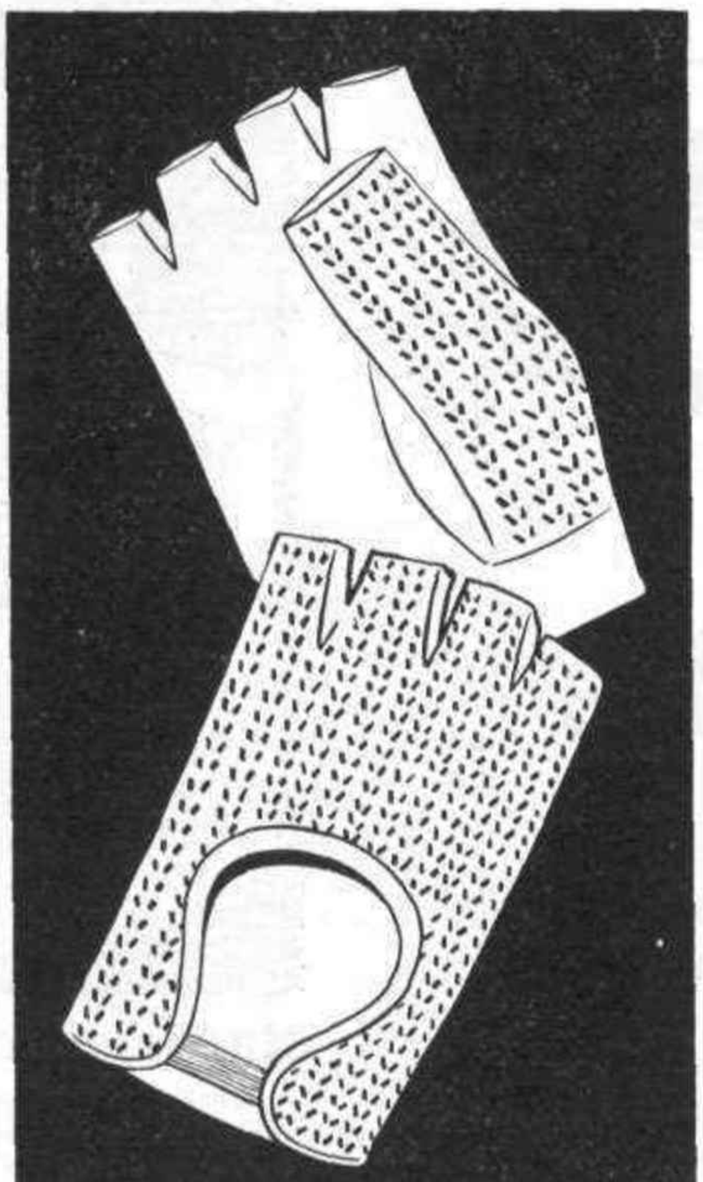
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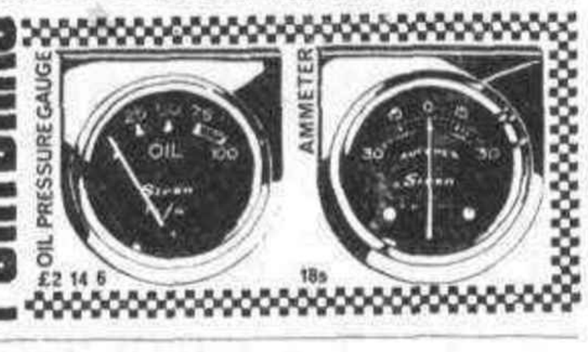
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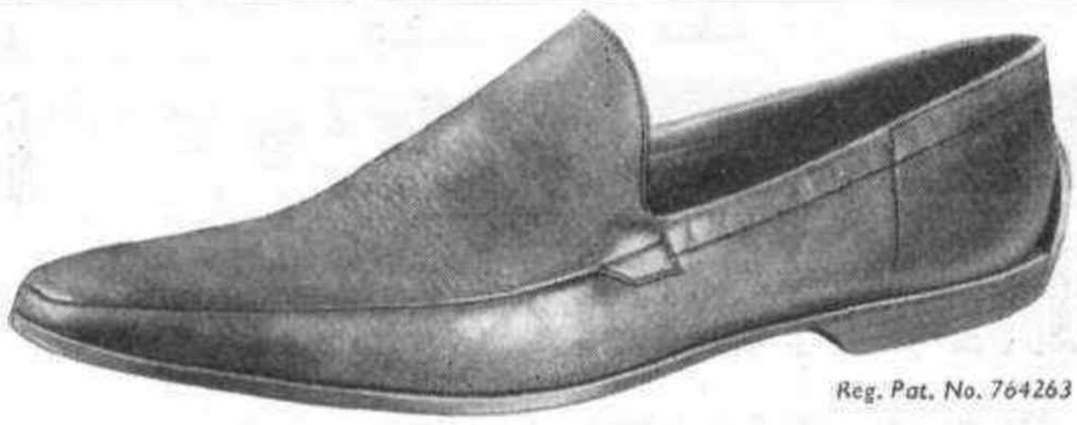
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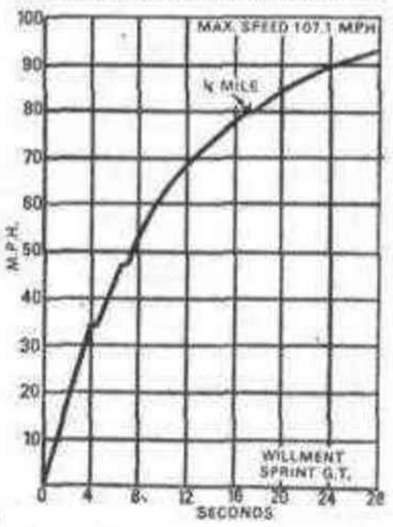
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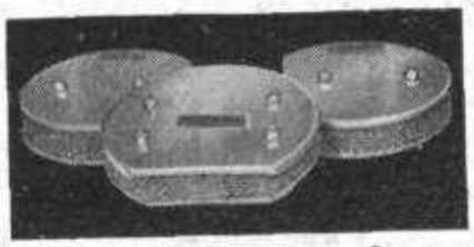
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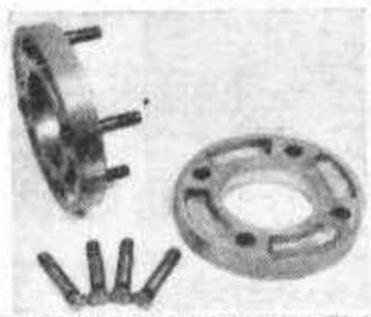
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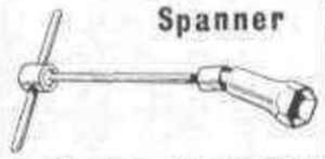


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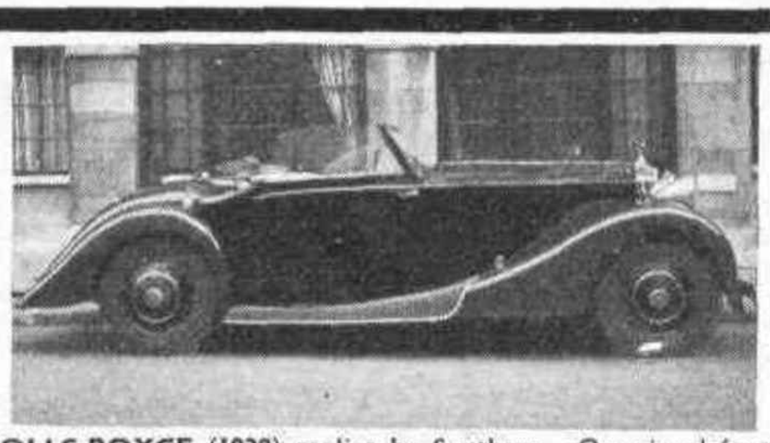
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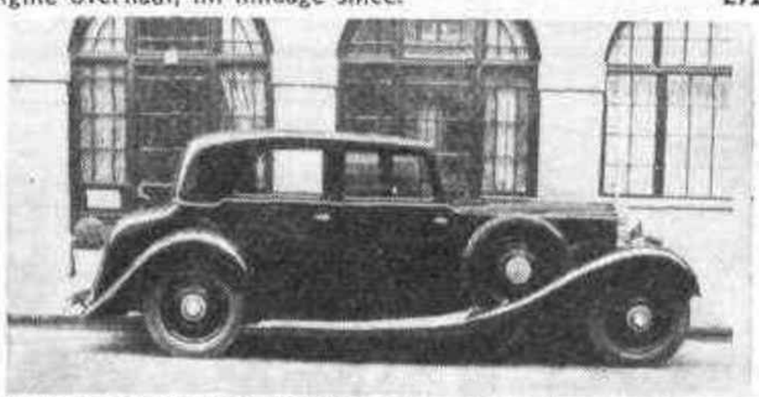
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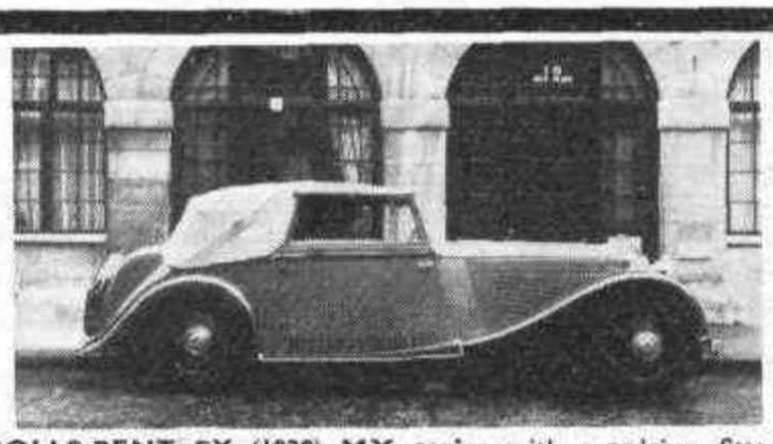
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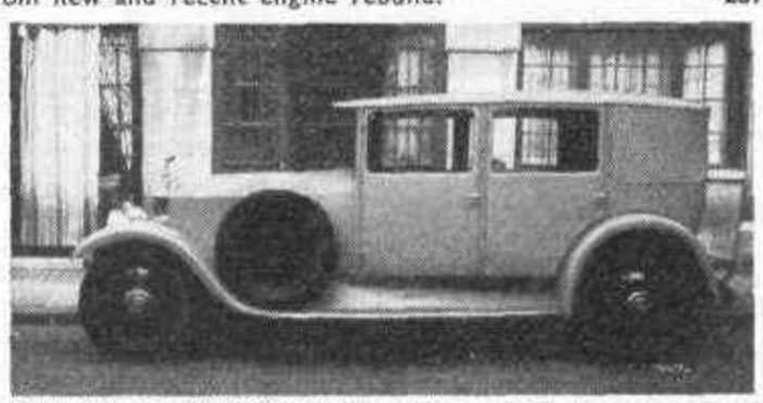
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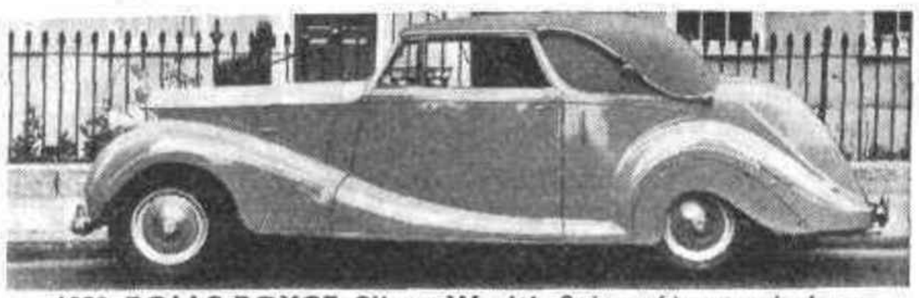
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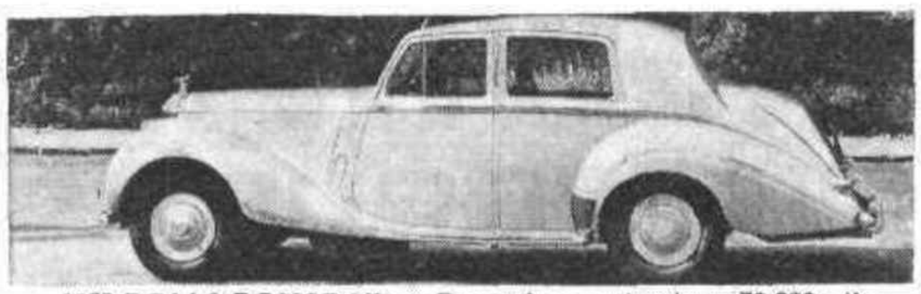
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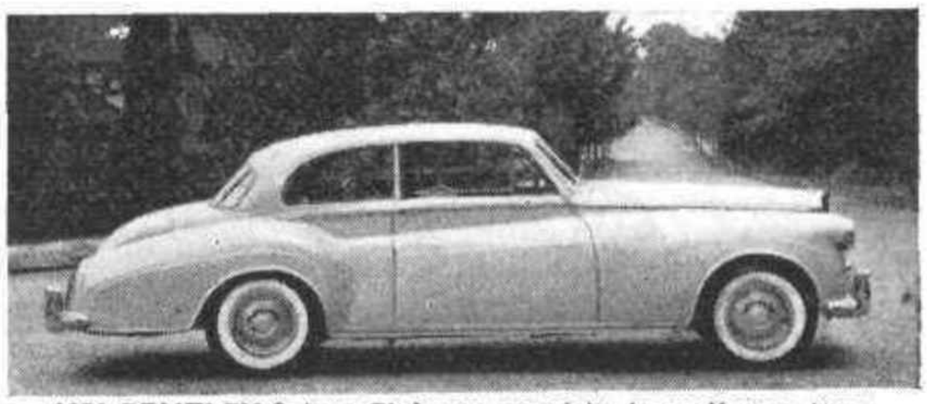
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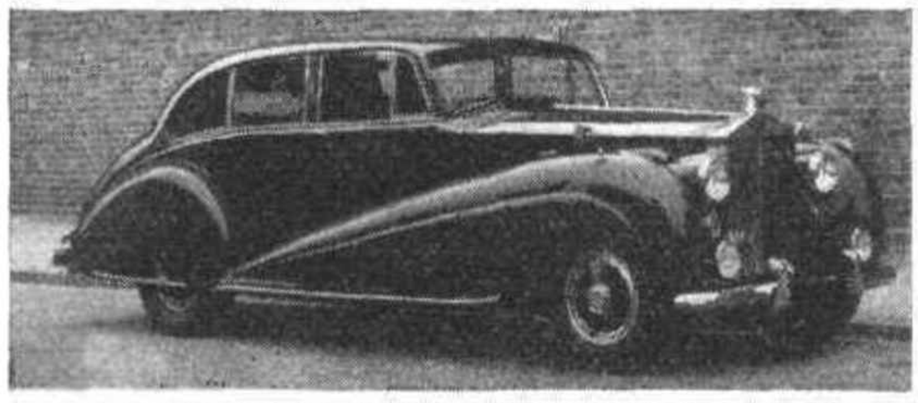


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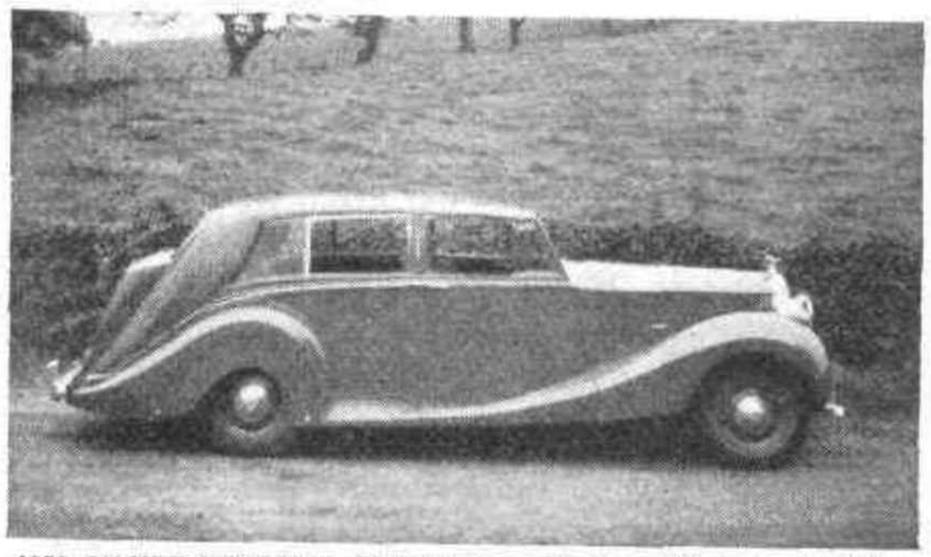
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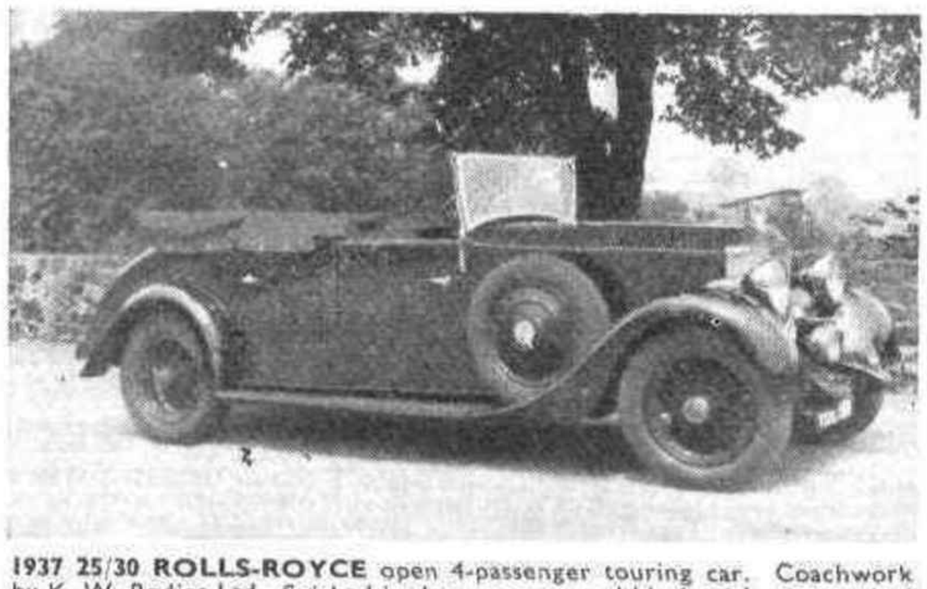
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M.G.-B, 1963. Heater, screen-washers, radio, folding hood, new Cinturatos. 19,000 only. Immaculate. Millington, Olive Grove, Stourport, Worcs. Tel.: 2322. [2660

AUSTIN 7 VAN, 1933. Needs restoration, but sound. Offers. Tel.: Newport Pagnell 13 (weekdays). [2661

LEA-FRANCIS, 1951, 1,767-c.c. sports saloon. M.O.T. tested. Good condition throughout. Bargain, £75 o.n.o. Tel.: Ravensbourne 6295 or 7140. [2662

M.G.-B, 1963, 8,000 miles, ashtrays are now full, third car. Overdrive, anti-roll bar, wood-rimmed wheel. British Racing Green. £645. Kennedy, 2, Barton Road, Luton. Tel.: Luton 23640; Southwold 2554 (weekends). [2663

FOR SALE : S.S. 100 competition sprint, in bits. S.S. 90 similar to above. 1948 Scott motorcycle, only done 75 miles—never used. Kennedy, 2, Barton Road, Luton. Tel.: Luton 23640; Southwold 2554 (weekends). [2664

TURNER, 1962, 105E, Weber, fully instrumented, heater, washers, hard-top. £300 o.n.o. Conway, 16, Regent Street, Rugby. [2665

ROLLS 20, 1927, open tourer. Excellent mechanical condition. New hood. Real crowd stopper. Room required, therefore must sell. £350 o.n.o. Davenport, 61, Coltham Road, Short Heath, Willenhall, Staffs. [2666

FULL WORKS-PREPARED Rally Imp, 1964, cost over £800, would accept £495. Prepared to take small car, W.H.Y. ?, in part exchange. Pedley, 423, Dudley Road, Wolverhampton. Tel.: 24979. [2667

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

FOR SALE—*continued*

1934 LANCIA AUGUSTA. Perfect. Restored and reconditioned. Not yet run-in. £80. Complete spares also. Box No. 1236. [2763

M.G. TC, 1946. Recent complete mechanical overhaul. Engineer maintained. Write for full details. £150. Green, Rectory Lane, Bracknell, Berks. [2764

JUDSON SUPERCHARGER for saloon 1200 VW up to 1960. £20 o.n.o. 25, Somerset Close, Burton-on-the-Wolds Loughborough. [2765

M.G., 1934, NA Magnette. B.R.G. New hood, sidescreens, chrome, dash, upholstery, exhaust, etc. M.G. registration. *Well trod; host of spares, literature. Superb example.* £150 o.n.o. E. Hack, 21, Warden Hill Road, Cheltenham, Glos. Tel.: 22109. [2766

AVON STANDARD SPECIAL, 1930, sports. Connaught green. Recently completely rebuilt by Standard Register owner. Only about ten left in this country and must be the best. £350 o.n.o. J. Dillamore, Thurlestone, Pinner Hill, Middlesex. Tel.: Pinner 6144. [2767

1951 1½-LITRE RILEY. Excellent all-round condition, rewired, new exhaust system, front linings, recent respray—azure blue. Snip. £100 o.n.o. Shaw, Flat 4, Albany Mansions, Albany Road, St. Leonards, Sussex. [2768

ROVER ENTHUSIAST SOUGHT to cherish rare 1938 16-h.p. 2-door coupé in good condition. Box No. 1237. [2769

£695. MERCEDES 190SL, 1957. Immaculate mechanically and bodily. One owner. Or exchange Volkswagen, Volvo or diesel Land-Rover estate. Box No. 1238 [2770

M.G.-B, 1964. One owner. Immaculate condition. 14,000 miles. B.R.G. Wire wheels, Cinturatos, a/r, bar, heater, w/r, wheel. £725, no offers. Berry, Flat 1, 8, Cambalt Road, S.W.15. Tel.: Gibbon 1476. [2771

TRIUMPH SPITFIRE, 1964. Low mileage. Hard- and soft-tops, tonneau, belts, radio, heater, etc. New condition. Will haggle around £540. H.P. available. Tel.: MAL 4247. [2772

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ASTON MARTIN BARGAIN. 1959 (Sept.) DB2/4 Mk. III d.h.c., Vantage unit. Red. Superb car. £875. Some part exchange considered. Tel.: Ashton-under-Lyne 1113 (nr. Manchester). [2774

RILEY, 1954, 1½-LITRE R.M.E. series, maroon and black. One owner, low mileage. M.O.T. test cert., excellent condition. £165. Tel.: Hatfield 4944. [2775

FALCON II new blue fibreglass body, greatly reduced price. Cadle, Cornworthy, Totnes. [2776

1961 AUSTIN HEALEY 3000 BT7. Red/black. O.D. Extras. 49,000. Excellent condition. £475 o.n.o. Tel.: Rickmansworth 74323 (daytime), Dawes. [2777

XK150, 1960, d.h.c., dark blue with white hood. Overdrive, wire wheels, seat belts. Good overall condition. Owner U.S. Air Force officer returning to States on short notice. Quick sale, will sacrifice for £350. 25, The Avenue, Ipswich, Suffolk. Tel.: Ipswich 5-6009. [2778

TR2, OCTOBER 1955. Surprisingly good B.R.G. bodywork, *excellent mechanically. Engine, 65 lb. hot. Overdrive,* " X "s, heater, washers, rack, lighter, hood, tonneau. M.O.T. £175. Tel.: Watford 32064. [2779

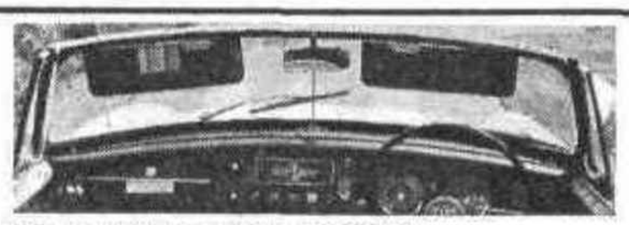
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SEPT. 1930 20/25 Rolls-Royce Hooper limousine, in good average condition. Any sensible offer around £300 considered as garage space is urgently required. Ridley, Hill Farm House, Sproughton, Nr. Ipswich. [2780

RILEY KESTREL SPRITE, 1936, 1½-litre 4-seater saloon, excellent original condition. Mechanically perfect. Twin carbs., magneto ignition, preselector gearbox. Body black and fawn, wire wheels. Very fast. M.O.T. for year. £130 o.n.o. The Lindens, Long Park, Chesham Bois, Bucks. Tel.: Amersham 646. [2781

HEALEY, 1948, 2.4-LITRE. Pretty rough and some accessories not working but still potent and roadworthy; good tyres, new batteries. Taxed. A gift at £60. Siddaway, 59, Westgate, Grantham, Lincs. [2782

BUCKLER DD2, 1958. Aquaplaned Ford, M.G. box, Mistral open body. M.O.T., taxed. £100. Scott, 9, Stockwood Road, Newcastle, Staffs. Tel.: 51421, ext. 17 (weekdays 9-5). [2783



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M.G. TD II, Aug. 1953, B.R.G. Recent Gold Seal engine and carburetters, five recent " X " tyres, new hood with large rear window, twin spots, burglar alarm, wing mirrors, new carpets, l/rack, tonneau cover. Unique registration number. Clean and well maintained car. Company car late Sept. Price £210. Tel.: West Drayton 3905. [2785

TR3A, 1959/60. O/d., w-wheel, Cinturas. Excellent condition. £365 o.n.o. Tel.: Ashford (Middlesex) 55469. [2786

TR4, LATE 1964. Pale blue. W/wheels, o/d., radio, belts. Beautiful low-mileage car. £750 (or part exchange). Tel.: Redhill 4474. [2787

M.G. TC, 1946. Cream. Body and works excellent. New clutch, brakes overhauled, interior repanelled. M.O.T. April 1966. Reason for sale, now have " A." £140. Evenings and weekends. Yendoll, 81, Granston Square, Fairwater, Cwmbran, Mon. [2788

FAIRTHORPE ELECTRON MINOR, Aug. 1961. Blue, blue hood and interior. Many extras, including full weather equipment, fitted carpets, w/r. wheel, full instruments, low-mileage Cinturatos, etc. 948 Herald coupé twin-carb. unit. Taxed. 42 m.p.g. Excellent throughout. £250 o.n.o. Maries, 4, Catcliff Close, Bakewell, Derbyshire. Or Tel.: Sheffield 21176 (9-6). [2789

MORGAN 4/4 CLIMAX, *1938. Modified bodywork.* Seen Devon/Hampshire. £80 o.n.o. Box No. 1207. [2790

1926 HUMBER 12/25 tourer. Excellent condition. Engine, gearbox, transmission, brakes overhauled. Load of spares. Offers over £200. Box No. 1206. [2791

TORNADO TYPHOON TUBULAR chassis, £5. Ford Popular 5.5 axle, £3. Five Ford 5.00—5.25×16 wheels, perfect tyres, £2 each. Brooklands wheel, £1. 29, Evans Avenue, Allestree, Derbys. Tel.: Derby 58411. [2792

FRAZER NASH CHAIN-GANG 1932 model Colmore. This car has just had £500 odd spent on it. Asking price £475. Single-seater Salmson, 4-cyl. twin o.h.c. 1,100 c.c. Eligible historic racing, believed to be a works car, exceedingly pretty. Brand new pre-war racing Dunlops. £425. Armstrong Siddeley 1936 limousine, 17 h.p. Quite incredible condition. Nominal mileage, chauffeur maintained. £100. Honeycroft, Mid-Lavant, Chichester, Sussex. [2793

1951 AUSTIN 7 Special, 3-speed box. All in good condition. Offers to : Payn, Geralit, Rhoshill, Cardigan. [2794

1961 HUMBER SUPER Snipe for sale. Twin headlights, radio and record player. Absolutely in immaculate condition, genuine 30,000 miles. £590 or offer. H.P. arranged. Write to Michael Griffiths, The Loretei Hotel, Porthcawl, Glam. [2795

ROLLS 25 SPARE wheel and bracket, £5. Good S.U. carb, from Jag. 1¾, 30s. Umpteen instruments, various, 30s. each. Or swap the lot for good fold-flat screen, 48 in. wide. Mr. Burt, 3, Munnion Road, Ardingly, Sussex. [2796

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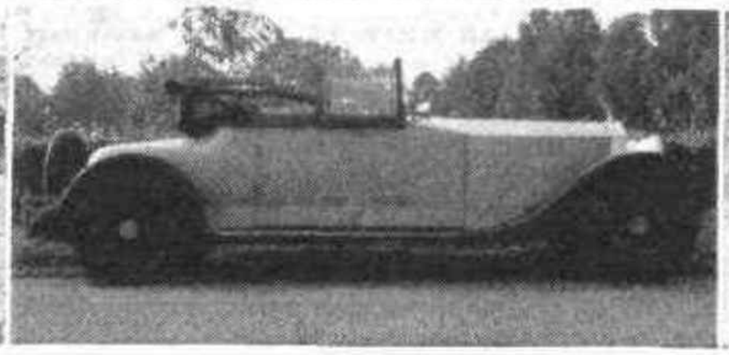
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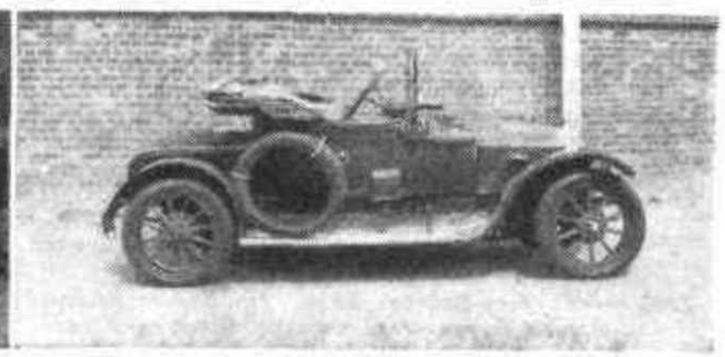
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ROLLS-ROYCE Silver Wraith Mulliner sedanca with electric division, 1949. Dark green and ivory. A very attractive and well-kept car. Illustrated last month. **£925**

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BENTLEY S.1, 1956, special Radford conversion, reclining seats front and rear, picnic tables, flasks, etc., most luxurious interior. Black on silver grey with maroon hide. An outstanding car. **£1,475**

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AUSTIN A99 Westminster, 1961. Duo grey with grey interior, radio, moderate mileage. A rather special car with tuned engine, 4-speed floor-change, electric overdrive. Selectaride shock-absorbers, rev.-counter, etc. Has done 5,000 miles with our own staff, so we know it is good. **£445**

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£745 **AUSTIN HEALEY 3000, July 1963, convertible.** Finished in black with red interior, wire wheels, overdrive, radio. One owner from new.

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£645 **DAIMLER Dart SP250, 1962.** Finished in ivory with black trim. Fitted hard-top, heater, etc.

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£365 **TRIUMPH TR3A, 1960.** Finished in pale blue, contrasting trim, wood-rim wheel, luggage rack.

£365 **AUSTIN HEALEY Sprite, 1962.** Finished in blue with matching trim, tonneau, luggage rack, reversing lights, etc.

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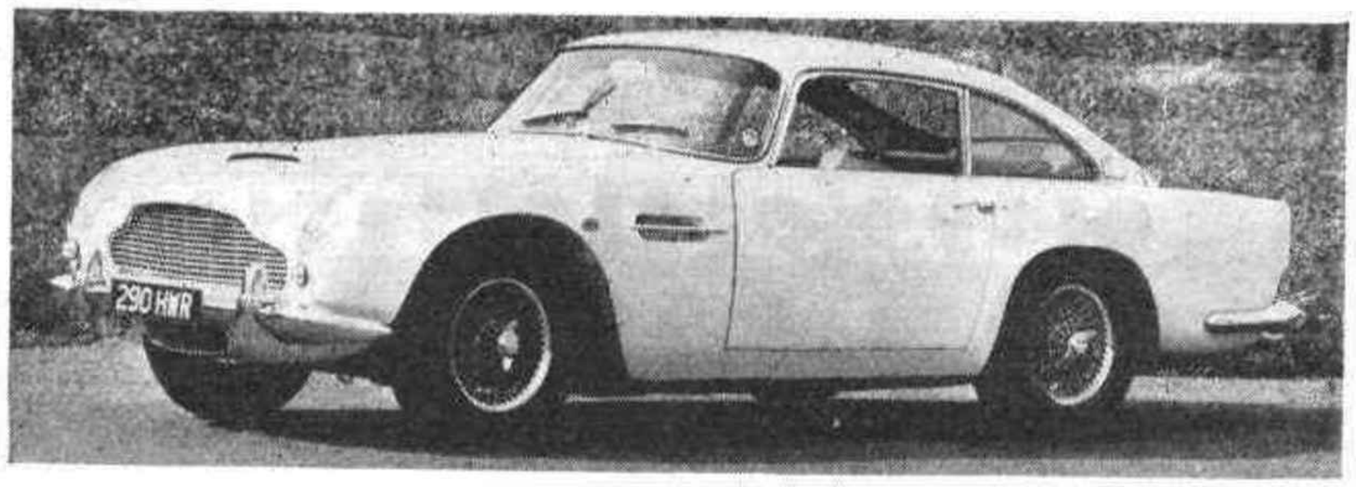
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£345 AUSTIN Mini, Aug. 1963. A one-owner car in white with black roof. Matching trim.

£345 SUNBEAM Rapier saloon, 1960. Grey with red flash, grey interior; radio, heater. Excellent throughout.

£295 AUSTIN A.40 estate, 1961. Finished in grey with red trim, wing mirrors, new tyres.

£265 SUNBEAM Rapier d.h. coupé. Gunmetal grey with red flash, radio, overdrive.

£195 AUSTIN Mini saloon, 1959. Modified engine, twin spots. Finished in red and black.

£200 FORD Thames 7-cwt., 1962. Finished in ivory.

£195 AUSTIN A.35 saloon. Black with red interior.

£195 HILLMAN d.h.c., 1958 (Sept.). Finished in grey with red hood and trim.

£165 VOLKSWAGEN saloon, sun-roof, 1954/5, regd. 1959. Good condition throughout.

£145 FORD Anglia, 1958. Finished in beige with contrasting trim.

£125 LANCHESTER saloon, 1952. A very clean example in opalescent maroon, red hide trim.

£75 WOLSELEY 4/44, 1956. Finished in mid-blue, contrasting trim.

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1962 ASTON MARTIN DB4GT. Resplendent in deep metallic red. Fitted with the Vantage high performance unit, Motorola radio and Cinturato tyres **£1,985**

1961 JAGUAR 'E'-type roadster. Impressive in Carmen red with contrasting trim and equipped with radio, heater and new R.S.5s. Exceptional value **£895**

1963 DAIMLER SP250. 'C' specification model in maroon with beige hide interior. Fitted with hard- and soft-tops, tonneau and R.S.5s. One owner **£865**

1963 LOTUS Elan. Harvest yellow with black trim; radio, heater, Cinturatos and disc brakes all round **£865**

1965 LOTUS Super Seven 1500. Aluminium with green wings and nose This is the standard 1500 model with a single Weber carburetter. It has covered barely 1,500 miles and is virtually as new. Fitted with tonneau, etc. **£575**

1960 AUSTIN HEALEY 3000. In Healey blue. A very attractive motor car fitted with hard- and soft-tops, wire wheels and countless other extras **£435**

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1965 VOLVO P1800S. Finished in flame red with black trim. A beautiful motor car that has covered a mere 3,500 miles. Its accessories include push-button radio, safety belts and a woodrim steering wheel ... **£1,575**

1965 TRIUMPH TR4A. In British Racing Green with black interior. Among its numerous extras are: wire wheels, overdrive, S.P. tyres, push-button radio, tonneau, seat belts and woodrim wheel. This car is offered with only 2,000 miles covered and with 10 months of the manufacturers guarantee still valid **£1,075**

1965 LOTUS Elan S.2. In powder blue with black trim and fitted with tonneau cover and S.P.41 tyres. This car has covered only 200 miles and is in absolutely unmarked condition **£1,195**



1964 M.G.-B. A low-mileage car finished in tartan red with black trim. Equipped with overdrive, heater, tonneau cover, radio, folding hood, air horns, wing mirrors, etc. ... **£825**

1963 AUSTIN HEALEY 3000 convertible. In ivory with red interior; a very carefully maintained example fitted with push-button radio, heater and many other extras ... **£695**



1963 AUSTIN HEALEY 3000 Mk. II. In white with black trim. A most desirable motor car fitted with wire wheels, overdrive, heater, tonneau, etc. **£795**

1964 M.G.-B. A really attractive car in British Racing Green with black interior. Its comprehensive specification includes wire wheels, radio, Cinturatos, heater and tonneau. One owner **£785**

1963 M.G.-B. A fine example of this sought-after *marque* in two-tone grey with red interior. Fitted with heater, tonneau, etc. **£675**

1962 TRIUMPH Spitfire. The works hard-top model in Wedgwood blue. Equipped with soft-top, heater and tonneau, etc. **£495**

1963 AUSTIN HEALEY Sprite Mk. II. A delightful little sports car in pale blue with light blue trim. Its extras include wire wheels, tonneau, heater etc. **£495**

1962 AUSTIN HEALEY Sprite Mk. II. A really good example of this popular model in blue with blue trim. Fitted with woodrim steering wheel, tonneau and many other extras. One owner **£435**

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FOR SALE—*continued*

AUSTIN A.40 SPORTS, 1953. Sound mechanically. Excellent Jensen aluminium body. Two new tyres. £70. "The Nook," Lane End, Heywood. Tel.: WHI 2537 (9-5 p.m.). [2799

SPECIAL ONE-OFF silver grey/blue Frazer Nash/B.M.W. fitted with 85c Bristol engine. Handsome. Potent. Garage owner's pet. Spares available. Westbury Park Garage, Etloe Road/Bayswater Avenue, Westbury Park, Bristol, 6. Tel.: 34316. [2800

100E ANGLIA, Willment o.h.i.v., Murray overdrive, "X"s, Konis. £195. 36, Elmcroft Street, London, E.5. Tel.: AMHerst 8666. [2801

LANCIA AURELIA SPYDER, 1956, red, L.H.D., twin-carb. model. Good tyres, brakes relined; paint needs touching in; some spares. £325 o.n.o. Crowther, Tel.: TER 3699, ext. 15 (10 a.m. to 5 p.m.), PRI 2606 (evenings). [2802

LANCIA ASTURA, 1936, 3rd Series Farina 4-door pillarless saloon, mechanically sound, but interior needs attention. £150. Crowther, Tel.: TER 3699, ext. 15 (10 a.m. to 5 p.m.), PRI 2606 (evenings). [2802A

RILEY 2.5, 1949. Superb condition throughout, recent overhaul. 105 m.p.h., 28 m.p.g. M.O.T. £110. Tyson, 37, Willowlea, Tonbridge. Tel.: City 2046, ext. 63. [2723

1949 A.C. saloon. Attention needed electrics, trim. Towable £15. Tel.: Haywards Heath 2823. [2724

FORD 100E ENGINE and clutch. Runner but uses oil. £15 o.n.o. Purt, 289, Gooding Avenue, Leicester. [2725

SUPERCHARGED SINGLE-SEATER Austin Seven, complete with cover, trailer 2-in. ball hitch. £295. 234, Ralph Road, Shirley, Solihull, Warwickshire. Tel.: Shirley 5556. [2726

2½ RILEY, 1949. Showroom condition throughout; enthusiast owned and maintained last 10 years. 25 m.p.g. Fast touring. Red and black. A most distinctive car in far-above-average condition. £150. Harrison, 72, Brownhill Road, Blackburn. [2727

1929 AUSTIN SWALLOW, very good condition. Spares, new hood, handbook. £90 o.n.o. Box No. 1205. [2728

M.G.-A F.H.C. Good condition. £250. Swaps. Write only. Hearns, The Garth, Grammar School Road, Lymm, Cheshire. [2729

ANGLIA 1500 GT. Immaculate black road car. Sunshine roof, lowered suspension. Very fast "Q" car. £380. Haward, 22, Burnt Hills Road, Cromer, Norfolk. Tel.: Cromer 2970. Can be seen London by appointment. [2730

1963 M.G.-B. Red, black trim. Hard-top, heater, radio, many other extras. Family addition forces sale. £620. Gill, Tel.: Billericay 2282. [2731

AUSTIN HEALEY SPRITE, 1960. Wireless, heater, many other extras. £290, H.P. arranged. 10, Nailer's Drive, Burntwood Meadows Estate, Nr. Lichfield. [2732

ASHLEY BODY on tubular chassis. Volkswagen engine. Unregistered. L.H.D. Runner. £85. 34, Aldershot Road, Guildford, Surrey. Tel.: Guildford 3868. [2733

AUSTIN-COOPER, Oct. 1963. Black/white. Spots, seat belts. Excellent condition. £365. Tel.: Studley 380 (Warwickshire). [2734

TRIUMPH SUPER SEVEN Special, with spares. Offers. Baker, Handside Close, Welwyn Garden City, Herts. [2735

1926 BUICK tourer, good running order. M.O.T. certificate. Bodywork and tyres good; needs upholstering and hood. Loads of spares. £265, or would part exchange for a small vintage or modern car. Youngs, Warwick Road, Banbury. Tel.: 4311. [2736

REGISTRATION NUMBER "PEG 1." Highest offer. Box No. 1204. [2737

M.G. YB, 1952. Excellent green/beige bodywork. Rebuilt engine and brakes; new clutch; heater, washers, flashers, sun-roof, new lights. Taxed and M.O.T. £80 o.n.o. P. Gates, "White Cottage," Windmill Hill, Alton, Hants. Tel.: Alton 3042. [2738

JAGUAR BARGAIN for genuine enthusiast. Unusual condition Mk. VII 1952 prestige model. New mechanical essentials include Powr-Lok axle, gearbox, clutch, bearings fitted free supercharge. Accident-free history. New racing and sports tyres, shock-absorbers, safety belts, T-radio, 180-amp.-hour Exides in boot, 2-in. HD8 S.U.s, giving fantastic m.p.g. at cruising speeds. 1,000 miles since 1958 works grey recellulose, red hide interior. Taxed. Nearest £300. Also spare rear axles, drum and disc types, cheap. Mr. Parkes, "Woodview," Buckholt, Nr. Monmouth, Wales. [2739

1948 ROVER 75 sports saloon. Excellent condition with almost new tyres, brakes, carburetter and lights. Many extras and spares. £75 o.n.o. 19, Rounton Road, Crookham, Aldershot. [2740

DAIMLER BARKER sports, 2½-litre, 1951. M.O.T. until Aug. 1966. £165 o.n.o. Grimston, 10, East Street, Holme-on-the-Wolds, Beverley, Yorks. Tel.: Dalton Holme 267. [2741

1963 REGD. ALFA Giulietta Sprint. £420, or exchange for interesting vintage or modern sports car. Skilton, 25, Ninehams Road, Caterham, Surrey. [2742

AUSTIN HEALEY 3000, July 1960, L.H.D. Ice blue. M.O.T. W/wheels, special tonneau, Cinturatos, twin spots. £345. Tel.: Camberley 21110. [2743

TR3, 1957. £00's spent in last year, including new "Le Mans" engine. Many extras, including hard/soft-tops. £320. Box No. 1203. [2744

ASTON MARTIN 2/4, 2,580 c.c., 1954. Recon. engine, new cams, oil pump, brakes relined. £300 spent on this car in the last nine months. Good buy at £500. Tel.: WES 0435 (after 6.30 p.m., weekdays). [2745

TRIUMPH 2000 roadster, 1949. Excellent ivory bodywork, mechanically sound. £90. Mason, 10, Lucknow Drive, Nottingham. [2746

MINOR 1000 convertible, 1958. Taurus modified recon. engine, New Cinturatos, gearbox, exhaust. £150. Fox, 22, Greycoat Gardens, S.W.1. [2747

M.G. TC, 1949. Resprayed cream, retrimmed black. Vyanide hood, heater, washers, flashers, tonneau, rack, etc. £175 o.n.o. Grainger, 56, Marston Gardens, Luton, Beds. Tel.: 21067. [2748

TR3A, 1959. Excellent condition throughout, "X"s. Price £295 o.n.o. Tel.: Walkden 2062. [2749

MORGAN F-SUPER, 3-wheeler, above average condition. £125 o.n.o. Hazelwood Cottage, Sandway, Lenham, Maidstone, Kent. [2750

1934 TRIUMPH GLORIA, Coventry-Climax 10.8-h.p. engine. Mechanically sound throughout; a fine sports saloon. £30. D. Kite, 18, Hallsfield Road, Bridgewood, Rochester, Kent. [2751

1933 MORRIS OXFORD, good condition. Four new tyres, new pistons. Original hide interior. Taxed and tested. £60. Mr. Bull, High Street, Queensbury, Bradford. [2752

850 COMPETITION SALOON. Chris. Francis offers his successful N.S.U. Sport Prinz 2 BUC. Many class placings in 1965. Fully race prepared by Goodwin Engineering. New Parker trailer. Haggle around £475. Cash. Tel.: Flaxman 6045 (p.m.), Molesey 2116 (a.m.). [2753

1938 P. III, 3 CM 77, T. & M. aluminium body, no division; one previous owner. Kept perfect mechanically and coachwork. Moderrisations include enlarged boot, two heaters, wireless, make this a luxurious family car and if removed the car is a *concours* car. Details of maintenance available. A fair price at £1,500 with five unused spare tyres. Box No. 1202. [2754

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

FOR SALE—*continued*

XK120, 1953, l.h.c., S.E. Cinturas, chrome w/wheels, radio. Fast, beautiful. S.A.E. for details. £160 o.n.o. Fennell, 182, Halifax Road, Nelson, Lancs. [2755

SAVE! My 1935 Austin 7 saloon. Engine needs attention. All parts complete. Ideal for a "special" or restoring. Towable. Bargain, £5. Tel.: Knightwick 253. [2756

GT CORTINA, 1963, grey-blue. Cinturatos, belts. This car has been company maintained and is in excellent condition. £545 o.n.o. Tel.: Sheffield 51720. [2757

RILEY SPRITE, 1938, open 2-seater. Partially completed after being stripped down for overhaul. What offers? Griffiths, 238, Barrows Lane, Sheldon, Birmingham, 26. [2758

1938 ALFA 1750, twin-cam coupé. Complete engine, chassis and body overhaul. Imported from Switzerland 1963. *Concours.* Exchange: Rolls-Bentley, Aston, Porsche, Giulietta, or sell, £700. Tel.: Ashford (Middlesex) 52801. [2759

1938 B.M.W. 327/55 d.h.c., in good condition, taxed. £325 o.n.o. Lesh, 1, Serpentine Road, Poole, Dorset. [2760

ALEXANDER MINI, October 1961, only 27,000 miles. Special instruments. White. Superb condition. £275 or exchange estate. Tel.: Rayleigh 2480 (after 8 p.m.). [2761

T.V.R., 1961, Mk. IIA, 1,600-c.c. M.G.-A unit. White with black trim. Wood-rim, Marchals, heater, etc. Offers around £440. 117, Birchwood Avenue, Hatfield, Herts. Tel.: Hatfield 2484 (after 6). [2762

JAGUAR XK140, 1955, fixed-head, B.R.G. Many extras. £180 o.n.o. Beaver, "Woodcote," Haiths Lane, North Thoresby, Lincolnshire. [2797

BENTLEY, 1936, 3½-LITRE Park Ward sports saloon. Regularly serviced. Laid up during war. Selling on account of illness. Good tyres, battery, etc. Grey, black wings. Major Dixon, Sheephouse Farm, Henley-on-Thames. [2803

1927 LEA-FRANCIS 13.3. One owner. In immaculate condition throughout and as original. Offers over £250. Box No. 1209. [2805

T.V.R., 1960, with TR4 engine, gearbox and overdrive; frame strengthened, discs, sumptuously retrimmed. 0-60, 8.2 sec. Offers. Box No. 1217. [2806

1955 DAIMLER CONQUEST roadster drophead coupé. Good condition. Miles of boot and bonnet, radio, heater. Offers? Terry Phillips, Tel.: CUNningham 9272 (evenings). [2807

1936 ROLLS-ROYCE PHANTOM III Hooper Continental sports saloon. Blue. Solid tappets. Handsome car in excellent condition. Ham Mill, Newbury. Tel.: 1346. [2808

1960 FERRARI 250 GT Pininfarina coupé. Dark green. Black leather. Discs. Very good condition. £1,950. Exchange considered. Ham Mill, Newbury. Tel.: 1346. [2808A

1959 FACEL-VEGA coupé. Blue. Syncromesh gearbox, sunroof, discs. High-performance GT coupé for £795. Exchange considered. Ham Mill, Newbury. Tel.: 1346. [2808B

TURNER CLIMAX FWA 1,098 c.c., Stage 3, 90 b.h.p. Wire wheels, disc brakes plus servo, anti-roll bar, hard- and soft-tops, tonneau. Offered in road/race trim, further details: R. Joseph, Lambourne House, Milton Keynes, Newport Pagnell, Bucks. [2809

LANCIA AURELIA B20, 5th series. Fastidious owner regretfully offers excellent unbent example. Dark blue. Floor change, special front seats, new rear Konis, first-class "X"s. Oil 600 miles per pint. Clutch, front brakes relined. Numerous new spares. Seen Gloucestershire weekends. £550. Box No. 1232. [2810

BENTLEY Mk. VI, 1948, saloon. £100 recently spent on engine, etc. Taxed. £200 o.n.o. Box No. 1233. [2811

TORNADO TALISMAN GT, 1963, 4-seater saloon. Twin Weber, Cosworth. £550. H.P. available. Banks, Barnhill, Stamford, Lincs. Tel.: 2500. [2812

LOTUS SEVEN Series II, 105E, Avon Turbospeeds, tonneau cover, heater, screen-washers; 18,000 miles. £375 o.n.o. Formula Junior cyl. head. £15. Weekday evenings: 84, Hillside Crescent, Cheshunt. [2813

TR3, 1957. Overdrive, heater, tonneau, Pirellis, new hood and sidescreens. Excellent condition. £250 o.n.o. Must sell, all offers considered. Swinnerton, 8, Berry Road, Stafford Tel.: 3862. [2814

1938 4½-LITRE BENTLEY—sportsman's saloon by Thrupp & Maberly. Used daily last six months. Good order. Best offer secures. Baker, "Olcote," Tattingstone, Ipswich. Tel.: Holbrook 259. [2815

FOR SALE: Very rare Tickford cabriolet Austin Seven. Only one other known to exist. This car has a fabulous wind-up hood, and is probably the most elaborate coachbuilt conversion on the Seven. A complete restoration is just being finished, and the car will be sold for the highest offer of over £350. Would consider exchange for suitable vintage, P.V.T., or Historic Racing Car. View by appointment please. Bruce, Burford, Heathside Park Road, Woking. Tel.: 2915. [2816

PROTOTYPE H.R.G. Aerodynamic body, 1946, 1½-litre. Recently restored to *concours* condition Offers around £375. R. Broderick, Flat 1, St. James' House, St. John's Road, Woking, Surrey. [2817

M.G. TA. Excellent condition. £120 o.n.o. Tel.: HOU 2607, for further details. [2818

M.G.-B, JUNE 1965. White. Wire wheels, overdrive, radio, heater, tonneau; 4,000 miles. Owner emigrating. H.P. arranged, £60 below list. Fairacre, Chilworth Ring, Southampton. [2819

M.G.-A HARD-TOP, by B.M.C., good condition, £28 o.n.o. D. Lowe, 137, London Road, Dunstable, Beds. Tel.: Dunstable 61783. [2820

RILEY 2½-LITRE saloon, 1950. Very sound, well shod, M.O.T. Only £45 for quick sale. Almond, 69, Beech Road, Elloughton, Brough, Yorks. [2821

RILEY 2½-LITRE coupé chassis and engine. 22,000 miles only, mechanically perfect. £95. Tel.: MAin (Oldham) 7668. [2822

1936 LAGONDA LG45 drophead. Sound in most departments and a lovely-looking thoroughbred. About £190. Schofield, 81, Green Lane, Hollingworth, Hyde, Cheshire. [2823

1964 ASHLEY-FORD GT, 1172. S.U.s, Wooler change, wood-rim wheel, whitewall "X"s. Cost £600, going for £160. Also 1964 regd. Borgward Isabella good mech. cond., £70. Tel.: Springpark 1645. [2824

JAGUAR XK150S, 3.8 engine, 1960 (July), drophead coupé. Colour B.R.G. Genuine mileage 39,000. Fitted overdrive, chrome wire wheels, Koni shock-absorbers, seat belts. This one-owner car is in "mint" condition, passed A.1 by Jaguar's this year, and must be the best 150 available in this country. Offers over £600. Tel.: Aintree 8281 (work), Neston (Cheshire) 2175 (home). [2825

M.G. TA. Immaculate condition. Recon. engine. £120. Tel.: Rownhams 2435 (Southampton area), or 19, Weardale Road, Chandler's Ford, Hants. [2826

BENTLEY SEDANCA COUPE, 1950. Rare and beautiful James Young coachwork. £600 o.n.o. Parkinson, 1, Hans Place, S.W.1. Tel.: KNightsbridge 5462. [2827

ALFA ROMEO 2½-LITRE coupé, regd. 1958. Aluminium bodywork by Touring. Recent engine overhaul, wire wheels, heater. £250. Tel.: Whitchurch (Bucks) 223. [2828

T.V.R. GRANTURA Mk. II. M.G. 1,622-c.c. engine and gearbox. 110 m.p.h. plus in safety. Wire wheels, radio, heater, belts, disc brakes, etc. Never raced or thrashed. 1962, genuine 23,000 miles. Owner flying to States September 8th. £480 o.n.o. to quick sale. Tel.: RIVerside 7512. [2829

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RELIANT Scimitar. We can now offer for immediate delivery a Scimitar in down white with a ZF gearbox. As London distributors we can accept orders for the earliest possible delivery of all colours and specifications **From £1,292**



BOND Equipe. We now have in stock examples of the GT4S in white cherry and Wedgwood ... **£829**

AUSTIN HEALEY 3000 Mk. III. In white with red trim, now offered for immediate delivery. Please call or phone for further details ... **£1,200**

AUSTIN HEALEY Sprite Mk. III. In stock now in red, white, blue, green or black. Come and see these ever-popular sports cars **From £612**



ALFA ROMEO Sprint GT in red. **From £1,849**

ALFA ROMEO TI saloon. Various colours and specifications are now available for immediate delivery. **From £1,397**

MINI-COOPER 'S'. Both engine sizes in a variety of colours are readily available ... **From £693**

MORRIS 1100 in red and green available from stock ... **From £583**

M.G. Midget. A large selection of Midgets can now be offered for immediate delivery ... **From £624**

M.G.-B in red, blue, green or black. Various specifications. Please telephone for details ... **From £855**

DAIMLER V8 2½-litre saloon. Available from stock in green, maroon, cream and golden sand. **From £1,597**

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BOND Equipe GT4S. White, black trim **£829**

BOND Equipe GT4S. Cherry, black trim **£829**

BOND Equipe GT4S. Wedgwood, black trim **£829**

BOND Equipe GT4S. Conifer, black trim, wire wheels **£865.5.0**

AUSTIN HEALEY Sprite Mk. III. Examples in red, black and blue now available for immediate delivery **From £612**



TRIUMPH Spitfire Mk. II. In conifer green and fitted with wire wheels and heater **£715**

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A selection from our stock of used cars of special interest to readers of "Motor Sport":—

ALFA ROMEO, 1964, Giulia TI saloon in turquoise green with fawn cloth interior, fitted seat belts, heater, Michelin 'X's. A beautiful specimen of this lovely Alfa **£999**

ASTON MARTIN DB2/4 Mk. III fixed-head coupé, 1959, finished in metallic green with silver wheels, fitted overdrive, push-button radio, twin rear aerials, seat belts, Cinturato tyres **£899**

ASTON MARTIN DB2/4, 1955, finished in blue/grey with blue interior, fitted radio, heater. There aren't many nice examples of this car left but *this is one* **£499**

AUSTIN HEALEY 3000 2/4-seater sports, 1960, red with red trim, overdrive, radio, seat belts, heater **£399**

AUSTIN HEALEY Mk. II 3000 2/4-seater sports, 1961, white with black leather trim, overdrive, wire wheels, heater **£529**

AUSTIN HEALEY 3000 2/4-seater, 1962, red/white, black interior, fitted overdrive, hard- and soft-tops, wire wheels, tonneau cover, seat belts, etc. **£649**

From an excellent selection of SPRITES — these two are beauties :

1963, in blue with blue leather trim, fitted with tonneau cover, seat belts, woodrim wheel, Michelin 'X' tyres **£469**

1965, in white with black trim, ONLY 600 miles and indistinguishable from new **£589**

BUICK Le Sabre convertible: not, perhaps, the car for every reader of *Motor Sport*, but this one really is a beauty. White with red interior, automatic, P.A.S., power brakes, radio, heater, Michelin 'X' ... **£1,299**

CITROEN. Regular readers of this magazine will need no reminder of the Editor's high regard for this make. Nor do we need to list its unique features. We can offer various new models from stock and have an excellent range of used cars. For example :

ID19, 1964, in blue with beige leather upholstery, fitted with seat belts **£999**

DS19, 1963, in white with red leather upholstery **£899**

DW, 1965 Series, in metallic blue with blue leather trim, having only covered 1,953 miles, obviously this car is indistinguishable from new **£1,499**

D.A.F. LE de luxe saloon, 1964, finished in red/black with beige interior. A lovely example of this delightful little automatic saloon, fitted with heater and offering the only really economical two-pedal car available today **£499**

DAIMLER SP250 V8 sports 2-seaters; we have five excellent examples of this much-sought-after car :

1964 hard-top coupé in sparkling black with beige leather trim and fitted with seat belts, twin Marchals, Cinturato tyres **£999**

1962, hard- and soft-tops in black, red leather, seat belts, radio and heater **£799**

1961 (November), hard- and soft-tops, silver blue, grey leather trim, fitted radio and heater **£649**

1961, hard-top in red with tan leather interior, fitted with radio and heater **£649**

1960, hard-top and soft-top in white with tan leather interior, fitted tonneau, heater **£549**

FIAT 2300 de luxe saloon, 1965, absolutely as new vehicle in peacock blue with red interior, fitted power steering and heater, only 5,000 miles **£1,149**

FIAT 2300 de luxe saloon, Oct. 1964, in black with red interior; another 5,000-mile car, in spotless condition, fitted with power steering, white-wall tyres, heater, beautifully styled, fast, roomy saloon..... **£1,049**

FIAT 2300 estate car, 1964, blue with red trim; a superb estate car in spotless condition, fitted radio and heater **£1,099**

FIAT 1500 estate car, 1965, in beige with beige upholstery; immaculate and rare vehicle having only covered 4,244 miles **£949**

FIAT 1500 saloon, 1964, in maroon with tan upholstery, 15,000 miles and beautifully maintained, fitted with heater **£699**

FIAT 1100 D estate car, 1965, silver grey with red interior, indistinguishable from new, small mileage only **£699**

FORD Capri GT, Nov. 1963, a beautiful example in Goodwood green with fawn interior, fitted with the desirable rear-seat conversion and heater **£699**

FORD Corsair GT, 1965, an 8,000-mile specimen in metallic blue, with blue interior, fitted radio, heater, wing mirrors **£799**

JAGUAR XK150 drophead coupé, 1958, in green with green leather interior and fitted with overdrive, radio and heater **£449**

JAGUAR 'E'-type fixed-head coupé, 1962, grey with blue trim and fitted with seat belts, aerial, Roadspeeds, heater, etc. **£1,049**

LANCIA 2½-litre V6 Flaminia, delightful sports saloon in grey with biscuit upholstery, 1963. Fitted radio and heater, superb car ... **£1,399**

We are LOTUS Dealers and can offer the Elan kit from stock.

LOTUS Elan soft-top, 1963, red with black interior, fitted push-button radio and heater, beautifully maintained **£799**

LOTUS-CORTINA saloon, 1964, a beautiful one-owner example, having covered only 8,000 miles. Spare unused and condition quite immaculate **£749**

M.G. 1100 saloon, 1963 model, in white with red-brown interior; a beautiful car absolutely like new, having only covered 14,000 ... **£549**

M.G.-A 2-seater, 1961, blue, blue trim, seat belts, spotlights; enthusiast maintained from new **£449**

M.G.-A Mk. II 2-seater f.h.c., 1962, dove grey, red leather, fitted radio and heater **£549**

M.G.-B, 1963, ivory, red leather, fitted wire wheels, tonneau cover, heater; a nice little car **£699**

M.G. Midget, 1963, in sparkling condition with red interior, fitted with tonneau cover and heater **£469**

N.S.U. Prinz 4 saloon in blue, 1964; delightful little economy car, fitted with 600-c.c. o.h.c. engine offering four seats and exhilarating motoring. Beautiful condition **£399**

PORSCHE 356B Super Roadster, Nov. 1960; this is the rare 2-seater sports Porsche, finished in red with grey interior, black soft-top, twin fog lights, screen-washers **£949**

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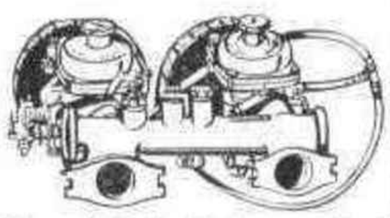
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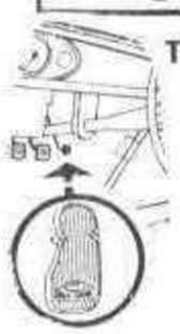
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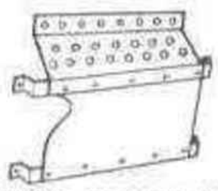


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MERCEDES 170 saloon, in very sound order throughout although not " showroom " by a long chalk. Genuine 1952 series, registered 1961. L.H.D. naturally. Taxed till November. I want £55 cash. View anytime. Tel.: Tunbridge Wells 25091. [2831

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M.G. TC, 1946. Reconditioned engine, resprayed, new hood. Most parts renewed. Heater, many extras. Outstanding condition. £210 o.n.o. Seaton Croft, Norwich Road, Salhouse, Norfolk. Tel.: Salhouse 378. [2833

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LANCIA ARDEA, 1950. 903 c.c., 5-speed box. Second complete car for spares. Recent engine overhaul by John Bland. £65. Tel.: J. Dunn, Chiswick 1542 (after Sept. 15th, after 7 p.m.). [2835

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ROLLS 25-H.P., 1935, Hooper black-and-cream saloon. £200 spent on new bearings, etc., last year. Clutch relined, new battery. Beautiful motor car. Sacrifice at £300. Tel.: Bedford 66972. [2837

HEALEY SPRITE Mk. II 1100, Aug. 1963. B.R.G. Immaculate. Tonneau, safety belts. Must sell, family on the way, hence low price, £430 o.n.o., H.P. arranged. Tel.: SUNnyhill 1283 (day), or (evening) 22, Malthouse Lane, West End, Nr. Chobham, Surrey. Tel.: Chobham 8226. [2838

DOLOMITE, FITTED 100/4, running, good body. £75. Todd, 20, Westfield Park, Bristol. Tel.: 38831. [2839

M.G. TD II. Pale ivory. Exceptional condition throughout. £235. Winter, 12a, Mount Street, King's Lynn. Tel.: 5161. [2840

M.G. TC, 1949. M.G. Clipper blue. Two owners from new and in outstanding condition. Genuine mileage. Almost all original cellulose. Probably one of the finest in the country. This car has never been misused and is as near perfect as is possible. 15, Grovelands Crescent, Fordhouses, Wolverhampton. Tel.: Fordhoures 2610. [2841

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SUNBEAM SUPREME Mk. III convertible coupé, 1955. Attractive blue/grey cellulose. New gearbox and overdrive. Two owners. £175. C. Andrews, 140, Hill Lane, Southampton. Tel.: Southampton 25647. [2881A

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MERCEDES, 1959, 190SL coupé. Removable hard-top and soft-top. Tonneau cover, radio. 25,980 miles. Remarkably clean condition throughout and low mileage due to owner's inability to use this magnificent model owing to ill health over past four years. Asking £995. Tel.: Rusper (Sussex) 378 (evenings). [2845

1939 M.G. TB. Recently recond. engine. Excellent upholstery, hood. Taxed, M.O.T. 1965. Good body. Bills. £115 o.n.o. Greensted, Tel.: Richmond 2110 (evenings/weekends). [2846

1932 1½ INVICTA. Completely restored boat-shaped tourer, £200. Lee, 74, Canterbury Road, Herne Bay. Tel.: 54. [2847

JAGUAR Mk. IX, Oct. 1960. Overdrive, sun-roof; low mileage, four new tyres. Really immaculate black, brown hide. Tel.: W. Malling 3262. [2848

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1928 CLYNO 10.8-H.P. tourer, good condition, £85 o.n.o. Luckett, 8, Chetwynd Road, Oxton, Birkenhead. [2852

M.G. TC, 1948, original throughout. Cream. Very good condition bodily and mechanically. Spot, flashers. M.O.T. January, taxed September. £175. Macdona, Ampthill, Beds. Tel.: 2126. [2853

M.G. J2, 1933. Ford E93A 1,172-c.c. engine, good condition, M.O.T., taxed. Parting with reluctance. £70. Tel.: Burton-on-Trent 4682. [2854

ALVIS, 1949, TA14 d.h. coupé. Rebored, crank ground, new hood, carpets, double-dip headlamps, flashers. Six wheels with excellent tyres. J. Gurney, Brookwood, Burley-in-Wharfedale, Ilkley, Yorks. [2855

IDEAL SECOND CAR, Fiat 500C station wagon. Recent engine overhaul. 50 m.p.g. £65. Linfield, Hall Lane, Kelsall, Chester. [2856

SAAB 96, 1963. Dark blue. Excellent condition. £495 o.n.o. Smith, 17, Oakville Road, Heysham, Lancs. [2857

M.G.-A 1600 coupé, 1960. Excellent condition, recent mechanical overhaul. Usual extras, " X "s. Cheap at £320. Tel.: Rawden 4119. [2858

TR3. Recently reconditioned engine. Hard-top, spot. 1957. Owner emigrating. £170. Tel.: Grimsdyke (London) 4876. [2859

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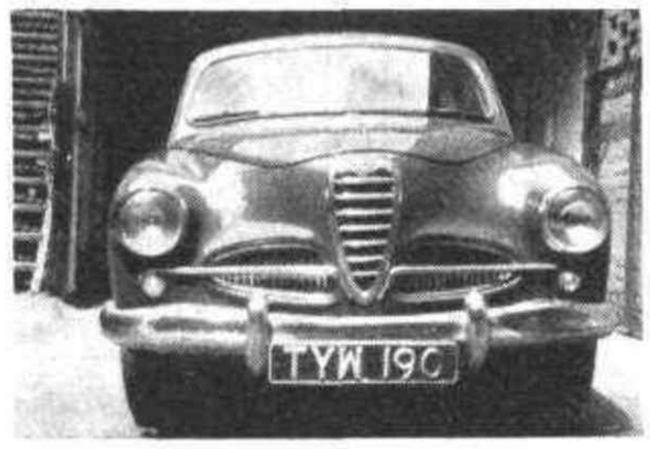
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LOTUS ELITE, 1962, genuine 17,000 miles, full history, never raced or thrashed. ZF gearbox. Generally a fine example. Regretfully must sell as flying to States on September 8th. £695 for quick sale. Tel.: RIVerside 7912. [2862

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A.C., 1957, ACECA. Blue, grey leather; many extras. Factory-maintained director's car. £450. Cartwright (T. C.) Ltd., Holyhead Road, Chirk, Denbighs. [2864

MERCEDES 300C Automatic, 1956. Beautiful condition, with everything for real luxury. New tyres. Colour mushroom. £525. Tel.: Weybridge (Surrey) 42974. [2865

1955 TR2. Good general condition. Almost new Cinturatos. Not taxed since October. Offers. Turner, 20, Greenways, Standish, Wigan. Tel.: Standish 2119. [2866

1929 AUSTIN 12/4 pick-up. Lots of brass. Starts on starter. Photo available. Offers. Clarke, 42, Briardale Road, Little Sutton, Wirral, Cheshire. [2867

TR3A, 1958, B.R.G. " X " tyres, heater, works hard-top, hood, tonneau, etc.; overdrive (on three gears), rear seat, Marchal fog, spot and windtone horn, seat belts, luggage rack. Good condition. First offer £300 secures. Fox, 53, Clifton Road, Runcorn, Cheshire. Tel.: 4250. [2868

MORGAN PLUS 4 drophead, 1954, recond. TR2 engine 15,000 miles, M.O.T. 12 months. £130. Flight Lieutenant Johnson, Officers' Mess, R.A.F., Henlow, Bedfordshire (weekday evenings), or Tel.: Saint Athan 324 (Glamorgan) (weekends). [2869

1939 12-H.P. M.G. saloon. M.O.T. Recent new engine, good condition. 145. Cooke, Chapmanslade, Wilts. [2870

1953 BENTLEY R-TYPE, syncromesh. Tudor grey/shell grey, red interior. Three owners, 103,000 miles. Completely original, including full tool kit, book, twin exhausts. Immaculate condition. £750. Two 700×21 tyres, unused, pair £20. Autovac for 6¾-litre Bentley or similar, £5. Gibbons, 1606 Chorley Old Road, Bolton, Lancs. Tel.: 41586. [2871

M.G. TF, 1,250 c.c., 1954. Mechanically sound, resprayed red in June; new hood and tonneau. " X "s, radio and heater. Workshop manual. £300. Fleming, 18, Walton Road, Sheffield, 11. [2872

CITROEN DS. Immaculate condition. Engine overhauled three months ago. Reason for sale, wife cannot handle car of tomorrow. £300. Tel.: Stockton 53824, 33a, Redwing Lane, Norton, Stockton-on-Tees. [2873

IMMACULATE 1949 ALLARD V8 coupé. Roman purple. Winner Allard O.C. *concours* 1963 and 1964. £1,000, offers considered or W.H.Y.? No hurry to sell. R. Morley, " Roselands," Roselands Gardens, Highfield, Southampton. [2874

XK150 D.H.C., 1958. Sound throughout. New tyres, chrome wire wheels, radio. M.O.T., taxed. £175. 1, Birchway Avenue, Blackpool. Tel.: 33639. [2875

FOUR MICHELIN " X " tyres, 5.75/6.00×16, hardly used, £20. Atlantic convertible, good engine, tyres, hood. Body fair but recellulosed. New clutch. Radio, heater, burglar alarm, tachometer, twin carbs. M.O.T. 1966. £50. " Oakbrook," Senna Lane, Comberbach, Cheshire. [2877

BENTLEY 3½-LITRE, 1935, James Young drophead coupé, same owner last twelve years; all bills available. £425. Tel.: PUTney 1699. [2878

T.V.R., 1960, Derrington M.G. 1600, Cinturatos, heater. £300 o.n.o. Blanchflower, 354, Kilmarnock Road, Glasgow, S.3. [2879

RARE V12 LAGONDA. Beautiful sedanca de ville body by Hooper. Coachwork perfect, paintwork good, general condition good. M.O.T. £575 o.n.o. Write, Fairbrother, Chaloner House, Washbrook, Nr. Ipswich. [2880

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1959 AUSTIN HEALEY 100/6. O/drive, h-/soft-tops, tonneau, w/wheels, radio, heater. Must be sold. No sensible offer refused. Exchange considered. Will bring South if required. Longmeadow, Hazelden, Newton Mearns, Glasgow. [2949

ALVIS FIREFLY 12, 1934. P.V.T., immaculate and original. M.O.T. August 1966. £200 o.n.o. Tel.: Hatfield 5411. [2950

RACING ANGLIA, 997-c.c. twin 42DCOE, Webers, c.r. box, Armstrong Ajustaride dampers, 4-br. exhaust. Very fast. £425. Taylor, 40, Osborne Road, Kiveton Park, Near Sheffield. [2951

M.G.-A 1600 Mk. 2, 1962; beige. Superb condition. One previous owner. Genuine 24,000. £450. Tel.: HAM 8706. [2952

TOUGH LIVELY SMALL SALOON, 56 m.p.g., 1961 model Renault Gordini. £210. Details : tel.: Sellindge (OFO 381) 3141. [2953

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AUSTIN HEALEY 3000, Mk. 3: white. Radio, overdrive in 3rd and 4th. Still under 1 year guarantee. 10,000 miles. £925 o.n.o. Tel.: Blaber, Bordon 355. [2955

M.G. TF 1500. Immaculate Austin Healey, ice blue. Nil mileage Cinturatos. 8,000 miles on new engine; radio, tonneau, heater, twin spots, Derrington wheel, anti-thief device, undersealed, brand new brake linings, new hood, screen wash, etc. £360. C. R. Moulton, 18, Broad Street, Ludlow, Shropshire. Tel.: 2671. [2956

TDA 1—ALFA 1900 SUPER, 1957. Maker's oil pressure and performance! £275. Exchange either way considered under 1,500 c.c. 6, Bramley Close, Orchard Hills, Walsall. [2957

MINI CONVERSION. Twin 1¼ in. S.U.s, manifold, heat-shield, linkages, etc., £15, unused. Tel.: Birmingham Highbury 2466. [2958

1935 S.S. 90
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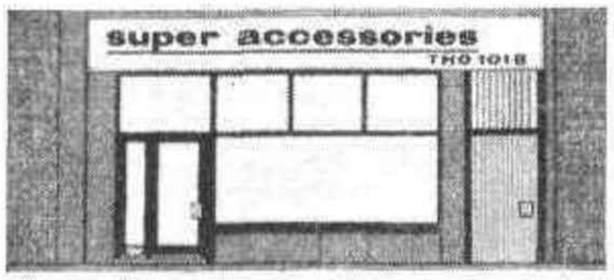
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FOR SALE—*continued*

LAGONDA, 1930, 2-LITRE. Offers around £200, or interesting Alvis. 25, Mede Way, Wivenhoe (tel.: 623), Essex. [2959

RARE ROVER. 1934 Speed 14, Hastings coupé, v.g.c. Offers. Newby, 63, Swinemoor Lane, Beverley, Yorks. Tel.: 882706. [2960

OPEN 4-SEATER M.G. NA Magnette, 1934; spare car. £120. Drake, Braecot, Castle Hill Road, Upper Stonnall, Walsall. Tel.: Brownhills 3167. [2961

M.G. TD. Good condition throughout; reconditioned engine 4,000 miles. £210. 15, Stiles Avenue, Hutton, Preston. [2962

AUSTIN SEVEN SALOON, 1932. Engine, transmission good, body rough. Basis for restoration. Offers. Box No. 1258. [2963

IMMACULATE M.G. TC, white. New engine, clutch 3,000 miles, 80 lbs. oil pressure, new carbs. 16 in. rears, tonneau; fast. £250. 104, Burntwood Lane, Caterham, Surrey. Tel.: CA 43571. [2964

DORETTI, 1958, TR engine. Heater, overdrive, woodrim, rack, wire wheels, Michelins, new tonneau, hood. £180. Trickett, Woodlaithes Cottages, Sunnyside, Rotherham. [2965

RAPIER IIIA, Stage II engine, suspension. New gearbox, overdrive. Extensively overhauled, many extras. £480 o.n.o. Bissell, 12, Bishopton Close, Coventry. Tel.: Tilehill 66660. [2966

DAIMLER SP250, 1962. Hard- and soft-tops. Finished in white with blue interior. Michelin "X"s. Showroom condition. £695. Tel.: Chiswick 4070 (evenings, weekends). [2967

UNIQUE SINGER 9, red. Front cycle wings, hydraulics, 1¼ in. S.U. carb., reconditioned engine, new pistons, new tonneau, rewired, well shod. Spare engine, gearbox, wheels. M.O.T. Very quick. Tel.: MON 2066 (evenings). [2968

1962 "E"-TYPE JAGUAR D.H. Coupé. 29,000 miles, midnight blue. Dunlop racing tyres, Motorola radio. Two owners only. £965. Kellett, Thames Bank, Taplow, Bucks. Tel.: Maidenhead 20837. [2969

SS JAGUAR, 1938, 3½-litre. M.O.T. April 1966. £40 o.n.o. 18, Hillingdon Road, Barnehurst, Kent. [2970

RAILTON, 1936, two-tone grey coupé, registration CVU 1. Hudson Straight-8 engine. Engine and bodywork in excellent condition. New hood and running boards, Marschal headlamps. £275. Tel.: Slough 41587. [2972

1962 REG. VOLKSWAGEN 1200, 1963 model. Good condition, owner going abroad. Offers over £400. Tel.: Coventry 28086. [3027

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1937 **AUSTIN 20/6** landaulette, one titled owner until 1960 (crest on rear doors); seats seven comfort; interior and exterior in excellent condition. Very good mechanics; two new, three good tyres. Reason for sale: licence suspended. £120 o.n.o. Theobald, 22, Queens Road, London, N.W.4. [2668

SAVE 1934 STANDARD saloon! Running well, but owner regretfully too busy to continue maintenance it deserves. Any reasonable offer. Tel.: Herriard (Hampshire) 356. [2669

ASTON MARTIN, 1937, 2-litre 4-seater tourer. Present owner since 1959. Exceptionally reliable and used 35 miles daily. Bodily and mechanically excellent. £250. Away holiday until 11th September. Tel.: Bramley (Surrey) 2494. [2670

328 **B.M.W., 1939,** l.h.d. Baby forces sale. £325. Also wife's vintage A.7 saloon. Warrior, Vicarage Cottage, Great Bardfield, Essex. [2671

SUNBEAM ALPINE SPARES, Series 1 and 2. Workshop manual, one wire wheel, wheel bearings and rear spring. Tel.: Guildford 4677. [2672

TR2, 1954. Bent front, recon. engine 8,000 miles. New during *last eight months: four Turbospeeds, rear springs, radiator,* clutch, hydraulics, etc. Driveable, seen London. Offers? Box No. 1201. [2673

ALVIS TC 21/100 saloon, reconditioned engine, suspension 23.12.54. Exceptional. £185. Sheldon, 24, Foxhall Road, Didcot. [2674

1556 **A.C. ACECA-BRISTOL.** Good condition, 10,000 miles since complete engine overhaul. Must sell—posted overseas. £430 o.n.o. Law, Officer's Mess, R.A.F. Wattisham, Suffolk. [2675

1924 **TALBOT 8/18.** Complete car for re-build or spares. Tel.: Nottingham 283171, Ext. 12. [2676

ENTHUSIAST CLEARING OUT. 1928 Ford model-A rumble seat roadster and 1930 AF standard phaeton, plus 24-h.p. 1932 model-B for spares. Cars are incomplete but little rust and restorable propositions. As one lot £150. No offers. Box No. 1200. [2677

FORD 100E. Hub puller and single " Assiduous " hub conversion kit, £3. 6, Leighdene Close, Exeter. [2678

JUNE 1939 SILVER CLOUD I left-hand drive, power steering, electric windows, refrigeration. £400 has just been spent on this car, repainted black, red interior. £2,300. Box No. 1199. [2679

MORGAN +4, 1952. Mechanics new this year, body immaculate. 5, Eastcliff Road, Dawlish. [2680

BENTLEY, 1937, 4¼ Park Ward saloon. Resleeved, brakes relined, well shod. £165 o.n.o. Bishop, Whitehall, Ashford Hill, Newbury, Berks. [2681

£375. RUDDSPEED Healey 3000, 1959. Hard-top, soft-top, wire wheels, etc. Accept small saloon in part exchange. Fittock, Suncote Lodge, Sharpenhoe, Barton, Beds. [2682

TWO INCH BORE horizontal S.U. carburetter. As new condition. Suit 1,200 c.c. upwards. £10 o.n.o. Tel.: Thrybergh (Yorkshire) 260 *for full details.* [2683

CHAUFFEUR-MAINTAINED 1934 Austin Six/Sixteen cabriolet in superb order. Leather hood. £210 o.n.o. Dr. Legg, 37a, Dartmouth Park Avenue, N.W.5. Tel.: ARC 3892. [2684

SUPERCHARGER FOR M.G. PA/PB. Complete original kit in excellent condition, including carburetter/manifold. £30. K. A. Scott, 373, Station Road, Birmingham 33. Tel.: STE 4467. [2685

M.G. Y SALOON, *bodily and mechanically excellent; recent* engine overhaul. £150. Tuffs, 11, Camberley Road, Ipswich, Suffolk. Tel.: 76326. [2686

JOWETT JUPITER. First registered 1958, one owner. Very nice black l.h.c. £120. Thornber, The Cottage, Upperwood, Matlock Bath, Derbys. Tel.: Matlock 47. [2687

1949 **TC.** Immaculate condition. Woodrim steering wheel, spot, etc. Must sell to feed growing wife. £145. Tel.: Iver (Bucks.) 1779 after 6.30 p.m. [2688

CHEAPEST SPORTS CAR this month? £45. 1951 Singer 4AB, 9 h.p., o.h.c., i.f.s., hydraulics. Reliable. Body very good. Hood, screens, tonneau, new battery. M.O.T. Might even consider offers. Tel.: Walsgrove (Coventry) 4087. [2689

ALVIS TC 21, 1953, saloon, beautiful condition; Scottish *concours* winner. Matrimony forces sale. £200. Will drive south. Brown, " Cairnsknowe," Whinnyhill, Dumfries. [2690

1927 **AUSTIN 12/4** *Clifton tourer. Virtually concours after* two-year rebuild. New tyres, batteries, replated, re-upholstered. Chassis overhauled. Offers. Bowyer, 28a, Ashbourne Road, Derby. [2691

M.G.-B, 1965 (JANUARY), unmarked, green. Overdrive, tonneau, oil cooler, belts, heater. Owner posted Australia. £875. Conway, Clarendon Mews, W.2. [2692

ELEGANT M.G. TA Tickford Midget. Good all-round condition. M.O.T. April '66. P.V.C. hood. £95 o.n.o. Casemore, 7, Cressages Close, Felstead, Essex. [2693

LANCIA AURELIA 2500GT. Lovely pale blue with usual quality extras and excellent condition throughout—bills for £300. Owner buying a mansion, needs £440 or cash/exchange runabout value approx. £100. Quartermaine. Tel.: Dunstable 64222 (business hours). [2694

1962 **ALFA ROMEO** Giulietta Spyder, one owner, superb condition, with hard-top and seat belts. £625 o.n.o. Box No. 1198. [2695

1952 **BENTLEY,** Mulliner body. Large boot, well maintained. £600 o.n.o. 52, Kings Road, Richmond, Surrey. Tel.: RIC 0520. [2696

FALCON CARIBBEAN on reconditioned Ford 1172. Needs towing. £35 o.n.o. Tel.: Derby 52101. [2697

RILEY 2½, 1952. Heater, washers, blind, fog lamps, good battery, new tyres, silencer, M.O.T. A powerful, reliable and comfortable saloon with excellent steering and brakes. £99 o.n.o. 35, Lennard Road, Dunton Green, Sevenoaks. [2698

TR3A, 1960, OVERDRIVE. Really excellent original condition. Two careful owners from new. £395. Tel.: Gerrards Cross 4859. [2699

JOWETT JUPITER, 1952. Hard-top, tonneau; £30 spent. £80. Wales, 1, Hopwood Bank, Horsforth, Nr. Leeds. [2700

ALVIS 12/50, 1932. Cross and Ellis wide 2-seater. Re-ground, re-bored, re-valved. New battery, dynamo, distributor, brakes. £150. Tel.: Wickford 2215. [2701

LEA-FRANCIS 24, 6-light streamlined saloon, 1951, black. M.O.T., taxed, good condition. All electrics and instruments working. Handbook. £65. Box No. 1197. [2702

1960 **TRIUMPH TR3A,** powder blue; discs, overdrive all four gears; engine just reconditioned. New: hood, side-screens, *zip tonneau, all in white;* battery, carpets, " X " tyres, tubes. Beautiful car. £415. 17, Elsdon Road, Whickham Grange Estate, Newcastle-upon-Tyne. [2703

TORNADO TALISMAN, late 1962; low mileage, B.R.G., Cosworth 109E, 110 m.p.h., +40 m.p.g. Exhilarating performance. Must be seen and tried to be appreciated. £495. Tel.: Southend 77760. [2704

PEUGEOT 404, 1963 model, first registered U.K. Oct. 1964. *White, l.h.d., sun-roof,* " X "s, *reclining seats.* Magnificent long-distance family car. £565. Tel.: Maidenhead 27802. [2705

M.G.-A 1500, 1959, turquoise, black trim. Radio, heater, tonneau, sliding screens, etc. £335. Dunn. Tel.: EEL 8755 (day), ISL 6615. [2706

1936 **HILLMAN HAWK** wind-down division limousine, 69,000. Original and in exceptional condition. Details on request. £100. Wyness, " *Clareville,*" Pencoys, Redruth, *Cornwall.* [2707

11.9 **MORRIS COWLEY,** 1930. Running order, good tyres. £40 o.n.o. Need space. Haywood, " Desford," Clifton-on-Teme, Worcester. [2708

MORGAN 3-WHEELER, 1934. V.G.C. apart from damaged rear. Clegg. Tel.: Nelson 65503 (nights). [2709

NEW HOUSE—SELLING CAR. Jan. 1963 Triumph Vitesse. *Two-tone, Britax belts, Servais silencer and Michelin* " X "s. £450 cash, or will take immaculate 1958 Austin A55 with floor change in part exchange. 31, Fens Way, Hextable, near Swanley, Kent. [2710

AUSTIN 7, 1938, RUBY. Fair condition. £30. 22, Dovedale Rise, Allestree, Derby. [2711

AUSTIN 750 SPEEDEX reconditioned throughout, completed 1964. Not run in. £120 or nearest. Humphries, 37, Lyndworth Road, Stirchley, Birmingham 30. [2712

TR3A, 1960, W/wheels, Mich. " X," o/d, servo, heater, spot, washers. Thoroughly reliable; v.g. cond. £285 o.n.o. Owner going abroad. 44, Maker Road, Torpoint, Cornwall. Tel.: 291. [2713

MUST BUY NAPPIES, so I need £230 for my immaculate M.G. TD II, maintained regardless of cost. 1,500-miles engine overhaul, respray, new screens, tonneaux, l/rack, heater, new Super Speeds, spare engine. Consider Mini and pram in exchange. Burdett, 16c, Church Street, Clowne, Nr. Chesterfield. [2714

1953 **M.G. TD Mk. II.** Ex-police (Oxford City). Outstanding performance and condition. Engineer maintained last six years. Complete engine reconditioned 3,000 ago with new clutch. Fog, rack, tonneau, six " X "s, carpets, etc. Full history known. Taxed, insured, M.O.T. A superb car, hence £260 o.n.o. Ibbetson, 18, Alleyn Road, Dulwich, S.E.21. Tel.: GIP 1821. [2715

M.G. TC, excellent original car throughout. Perfect body, mechanics, weather, equipment, etc. Bargain £85. 6, Beverley Road, Luton. Tel: 53815. [2716

WOLSELEY 1500, 1958. Maroon and beige; four new tyres, new carb., new rear suspension, woodrim steering wheel, Ekco radio. Carefully maintained and superb condition throughout. £290. B. Shean. Tel.: South Ockendon 2921. [2717

ATTRACTIVE M.G. TA, purpose fulfilled, reliable condition, black. £90 o.n.o. Photographs. 373, Aylestone Road, Leicester. [2718

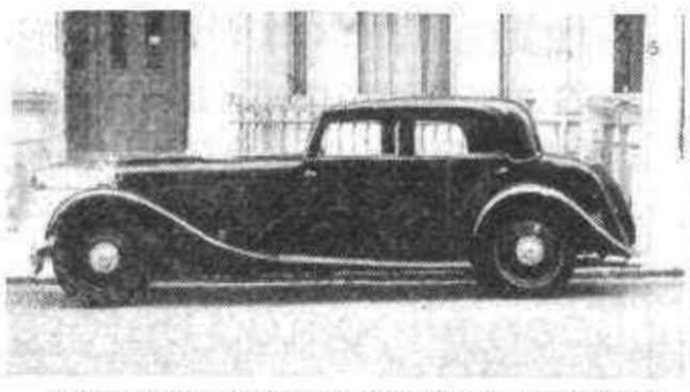
FIVE MICHELIN " X " tyres and tubes, 6.70×16, one unused, four almost as new, £6 each. Harding, Frolesworth Road, Leire, Nr. Rugby. Tel.: Leire 566. [2719

B.S.A. SCOUT, 1936. Excellent condition, completely rebuilt, resprayed, rewired; taxed. Many spares, including engine and gearbox. £85 o.n.o. P. Soper, 136, Fair Oak Road, Eastleigh, Hants. [2720

MAGNETTE VARITONE, Oct. 1958. Mint " X "s, PB radio, usual extras. Specimen in grey/grey. £350, or exchange good Bristol 403 o/d. 81, Holmes Chapel Road, Congleton. [2721

M.G. TD, 1951. Sound in wind and limb. Haggle starts £185. Lees, 35, Walton Crescent, Oxford. [2722

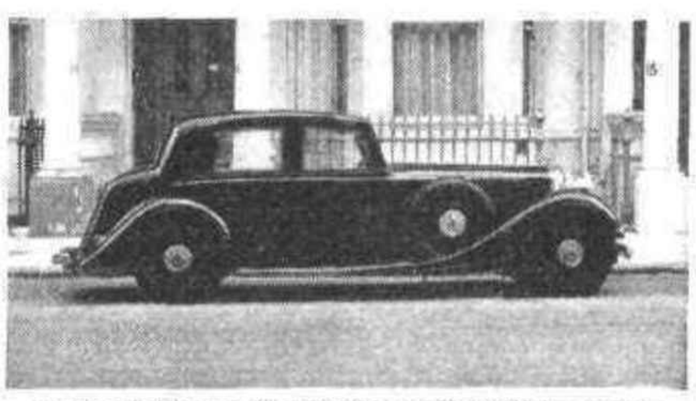
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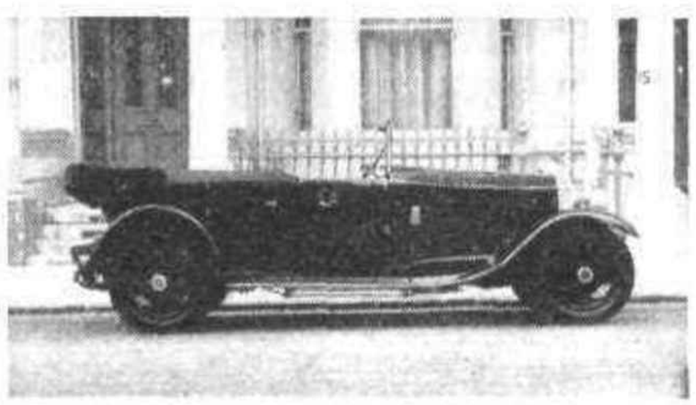
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JAGUAR 'E'-type roadster, 1963. B.R. Green; radio. An extremely genuine West Country car ... **£1,095**

JAGUAR 'E'-type f.h. coupé, 1962. Opalescent grey with red trim; radio, recent tyres. A highly recommended example **£1,045**

JAGUAR XK150 3.8S f.h. coupé, Sept. 1960. B.R. Green; fitted overdrive, wire wheels. Excellent mechanically, very clean **£595**

JAGUAR XK140 roadster, 1957. Suede green with green trim. Property of a motor engine, maintained regardless of cost **£295**

JAGUAR XK140 f.h. coupé, 1956. Black with red trim; a very well maintained example. Fitted overdrive, radio, Michelin 'X' tyres **£225**

DAIMLER SP250, 1962. One-owner car, kept in superb order throughout. B.R. Green with white hard-top, also soft-top, heater. Must be seen... ... **£745**

AUSTIN HEALEY 3000 convertible; ice blue with blue trim. Overdrive, wire wheels, radio. A lovely one-owner car **£775**

AUSTIN HEALEY 3000 Mk. II, 1962. A lovely car in duo-tone ice blue and white; hard- and soft-tops, overdrive, wire wheels, radio, tonneau, twin spots, Pirellis... ... ... **£645**

AUSTIN HEALEY Sprite Mk. II, 1962. Red with matching interior; a very well maintained specimen. Fitted heater, tonneau **£395**

AUSTIN HEALEY Sprite 1959. Leaf green/green; a superb little car. Portable transistor radio, heater, new engine just fitted **£295**

AUSTIN HEALEY Sprite, 1958. Cherry red; recent engine overhaul. Heater, tonneau, spotlight ... **£265**

LOTUS-CORTINA, 1964. One owner 12,000 miles. Radio, record player; a wonderful performer. Cost well over £1,000 12 months ago... ... ... **£765**

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LOTUS Super Seven, 1963. Cosworth-Ford 1,500 c.c., twin Webers, close-ratio gears, full tonneau, India Autoway tyres; one owner, 7,000... ... ... **£545**

MERCEDES 300SL roadster, late 1957. Light grey with red leather; a superb example. Surely one of the finest available, must be seen **£1,695**

SUNBEAM Alpine, 1960. Carnival red, fitted detachable hard-top, soft-top, overdrive; engine overhaul and new clutch recently **£435**

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TRIUMPH TR4A roadster, May 1965. Genuine 1,300 miles only; Wedgwood blue, blue trim; i.r. suspension, wire wheels. A great saving... ... **£965**

M.G. Midget 1100, 1963. A completely unmarked car in tartan red with black trim. Quite a low-mileage car **£495**

M.G. Midget Mk. II, Sept. 1964. This car has a genuine 2,000 miles only and of course is as new. White with black trim; a great opportunity **£595**

M.G.-B roadster, 1963. A one-owner example in iris blue with black leather. Such a lovely straight car; tremendous value **£645**

M.G.-B roadster. One owner, low mileage, an exceptional car in tartan red with wire wheels, heater, tonneau. 1963 model **£695**

M.G.-B roadster, 1963. A spotless one-owner car in white with red leather. Fitted overdrive, Pirelli Cinturatos, heater, etc. **£725**

M.G.-B roadster, 1964. A local Bournemouth one-owner specimen. Overdrive, wire wheels, luggage carrier, tonneau, S.P. tyres **£795**

M.G.-B roadster, 1965. A one-owner car that has covered only 3,000 miles and is just as new. Tartan red with black trim **£835**

M.G.-A 1600 roadster, 1960. One owner; tartan red with black trim. Recent new hood, really outstanding value **£375**

M.G.-A 1600 roadster, 1959. Tartan red, red leather. A really outstanding one-owner example, recently fitted Gold Seal engine. Extras **£395**

M.G.-A 1600 roadster, 1960. Very attractive in turquoise; fitted heater luggage carrier, Michelin 'X', spot and reversing lights. Highly recommended ... **£425**

MINI-COOPER 1275S, 1964. A lovely one-owner West Country car that has covered only 11,000 miles. Cannot be faulted. *New Goodyear Grand Prix tyres.* Reg. No. 999 TTT **£595**

JENSEN 541, 1956. One owner, superb condition. Maroon with beige trim; overdrive, chrome turbo discs. Goes like a dream **£495**

ASTON MARTIN DBIII convertible, 1959. A sensational car; two fanatical Aston Martin owners. Completely unmarked in cornflower blue, grey top; overdrive, wire wheels **£1,145**

ASTON MARTIN DBIII saloon. An immaculate one in B.R. Green, maintained regardless of cost. Fitted overdrive, wire wheels, Pirelli Cinturatos, radio, etc. **£895**

TRIUMPH Spitfire Mk. II, May 1965. 3,000 miles, just as new, spare unused; 10 months' maker's guarantee. A great saving **£625**

TRIUMPH Spitfire, 1963. Primrose yellow, black trim. Radio, heater, rear seat, twin spots, Michelin 'X' tyres, luggage carrier. Wonderful one-owner car **£525**

TRIUMPH Spitfire, *1963. White with black trim;* special walnut facia, heater, tonneau. A very pleasant example **£495**

TRIUMPH Spitfire, 1963. Wedgwood blue; one owner, 22,000 miles. Fitted heater, tonneau cover; well maintained **£495**

TRIUMPH TR4 hard-top coupé, 1963. Wedgwood blue; a very smart car. Fitted surrey soft-top, radio, etc. **£745**

TRIUMPH TR4 hard-top coupé, 1963. White with black top; fitted overdrive, wire wheels, etc. Competitively priced **£725**

TRIUMPH TR4 hard-top coupé, 1962. A really outstanding one in white with red trim. Overdrive, surrey soft-top, heater **£695**

TRIUMPH TR4 roadster, 1963. Superb one-owner example; B.R. Green, black trim. Overdrive, wire wheels, Cinturatos, etc. **£765**

TRIUMPH TR4 roadster, 1962. Signal red; one owner, moderate mileage. Detachable hard-top, soft-top, wire wheels, twin spots **£675**

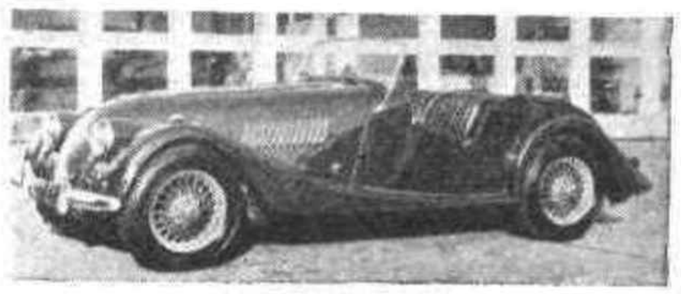
TRIUMPH TR3A, 1960. B.R. Green, light grey trim. Detachable hard-top, soft-top; radio, heater, etc. A really clean TR **£445**

TRIUMPH TR3A, 1958. Superb in Wedgwood blue. *Fitted overdrive, heater, tonneau cover. Recommended* **£385**

TRIUMPH TR3A, 1958. A very well tuned specimen. Hard-top, overdrive, speed pilot, woodrim wheel, twin spots, Michelin 'X', heater **£345**

PORSCHE 1600 cabriolet, 1957. Right-hand drive; white with black leather. Bills for overhaul work, a really wonderful performer **£545**

MORGAN 4/4 Series V, Sept. 1964. One owner and a genuine 6,000 miles. A virtually new example of this much-sought-after car **£595**



MORGAN PLUS 4
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FOR SALE—*continued*

FRAZER NASH-B.M.W. 328 open 2-seater, finished in original silver with black upholstery. This car is perfect mechanically, having, we believe, only done 40,000 miles from new and must be one of the finest examples of this wonderful car in the country. This car is an investment at £695 as it must surely increase in value every year. Gilroy of Edinburgh Ltd., Motor Engineers, East London Street, Edinburgh 7. Tel.: WAV 6464. [2971

AS SEEN ON T.V. and in the Nat. Press : a celebrated Rolls-Royce 20/25 limousine, 1935, by Park Ward. £225 or nearest offer. 14, Devonshire Place, Jesmond, Newcastle-on-Tyne 2. Tel.: 813500. [2973

VINTAGE ENTHUSIASTS. 1923 Vauxhall forces sale of 1929 Austin Seven saloon. V.G.C. Offers, 49, Higher Cadewell Lane, Shiphay, Torquay, Devon. Tel.: 63713. [2974

DAIMLER SPARES : Works recond. engine for Conquest Century (1957), only done 7,600 miles; also gearbox, tyres and instruments for same model. F. Kirkby, c/o C.E.G.B. Operations Section, West Burton Power Station, Nr. Retford, Notts. Tel.: Gainsborough 3238. [2975

1921 3-LITRE BENTLEY tourer, chassis no. 26. Have not the time or money to undertake the necessary rebuild. £895, offers considered. Box No. 1259. [2976

1956 TR3; good condition, metallic blue. " X " tyres, 33 m.p.g. £175 o.n.o. for quick sale. Tel.: Sheffield 396826. [2977

SHORROCK SUPERCHARGER, £30. Ancient Fiat carburetter, £10. Old brass speedo head, £15. P100 lamps, £15. Some odd American lamps, 50s. ea. Parts for 1930 4½ Invicta. 30×5 tyre, w/e 7-10. 3½ Bentley in daily use; photo and details. 6, James Road, Castletown, Isle of Man. [2978

AUSTIN HEALEY SPRITE, 1959. Good condition, h-/s-tops, extras. £230 o.n.o. J. Brown, 2, Ash Tree Square, Burgh-by-Sands, Carlisle. [2979

RILEY LINCOCK, 1934, excellent condition throughout. £150. Minter, Bradfield, Leafy Grove, Keston, Kent. Tel.: Farnborough 52924 (after 7). [2981

BRISTOL 400, excellent mechanically, smart appearance. Fast and reliable. Taxed and M.O.T. £200 o.n.o. P. J. Bloor, 28, Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent. [2982

1932 ALVIS TL 12/60 beatleback. Engine rebuilt, " S "-type gearbox, good body, interior retrimmed; mudguards need attention. £170 o.n.o. Phillips, 306, Gillott Road, Edgbaston, Birmingham 16. [2983

1952 MORGAN PLUS 4, excellent condition. £175 o.n.o. Partly-built Riley Nine single-seater, Brooklands chassis. £40. Humpherson, 43a, Leicester Road, Shepshed, Leics. [2984

VERY RARE ROVER Marauder, 1952, 2/3-seater sports, believed to be only six in this country. Spares no trouble; bodywork needs attention. Offers. Ivill. Tel.: HOU 6677. [2985

MORGAN PLUS FOUR, 1951, v.g.c. Reconditioned engine, Derrington manifold, twin S.U.s, good tyres, immaculate blue cellulose. Very fast. £210 o.n.o. Tel.: Crawley (Sussex) 21164. [2988

LATE 1962 TRIUMPH TR4, British Racing Green. All mod. cons., *i.e.*, wood-trimmed steering wheel, tonneau cover, polished rocker box, etc. This car, having in its whole life completed only 22,000 miles and being in such exceptional condition is indubitably the best " for sale " value in this magazine at £575. Tel.: M. B. Luckin, Good Easter 284 (Essex). [2989

FRAZER NASH, 1935, Chain-gang T.T. Replica, in outstanding and perfect order throughout. Winner of several *concours* and competitions. Offers around £785. Only genuine inquiries please. Box No. 1247. [2990

FOR SALE—*continued*

SPRITE Mk. II, NOV. '63, B.R.G. Hard-top, soft-top, tonneau, heater, Cinturatos. Waso gear lock. £450 o.n.o. Tel.: GERard 847. [2987

1961 MASERATI 3500 GT, Superleggera 2+2 f.h.c., blue, 28,000 miles. Absolutely as new throughout. *Concours* winner. New discs just fitted by concessionnaires; 5-speed gearbox, lavish extras. Unique opportunity to acquire a truly magnificent GT vehicle in superb condition. £1,500. Box No. 1246. [2991

1952 MERCEDES 220 cabriolet, L.H.D. Very hard to come by. Excellent condition all round. £400 o.n.o. Box No. 1245. [2992

CITROEN LIGHT 15. Many spares, some new, please state needs. Box No. 1244. [2993

MAGNIFICENT 1939 BENTLEY 4¼ o/d. Park Ward saloon. Around £300, or exchange small Fiat, 2 c.v. Citroen. Box No. 1243. [2994

ZB MAGNETTE, 1958 (Nov.). Black with red leather, usual extras except radio; Alexander conversion. Never hard driven; below average mileage. £320. Cheshire. Box No. 1242. [2995

1955 Mk. III TALBOT 90. Bronze and white sand. No rust. Heater, radio, tachometer, floor gear-change, spots, etc. £70 recently spent. Rootes service. M.O.T. £145 o.n.o. Tel.: West Malling 3571 (evenings). [2996

AUSTIN HEALEY 100-4, 1954. Overdrive, heater, washers, w/wheels, new hood, spares. Red/black. M.O.T. £185 o.n.o. 76, Spencefield Lane, Leicester. Tel.: Thurnby 2625. [2997

1956 ASTON MARTIN DB2/4. Just resprayed armour grey; rechromed. Brakes relined, two new Turbospeeds. Company car forces sale. £575. Smith, 4, Kenneth Gardens, Stanford-le-Hope, Essex. [2998

ROLLS-ROYCE 25/30 saloon, 1934. Engine good condition. Clutch gone. For sale as spares. Offers. Tel.: Richmond 2568 (evenings). [2999

BENTLEY 4¼, 1938, Park Ward coupé. New hood, recellulosed. Tyres good, brakes relined, new cylinder head, valves, guides. Carefully maintained. Creek Cottage, Lymington. Tel.: 2536. [3000

SPITFIRE, JUNE 1963, 17,000 miles. Undersealed, tonneau, heater, radio, luggage rack, Autoreel seat belts, wheel embellishers wing mirrors. Only owner, emigrating. Hire purchase, £495. 79, Smiths Lane, Dedworth, Windsor. [3001

1931 SUNBEAM 23.8. £100. M.O.T. Now available for inspection. Details : Spring, 98, Northwood Avenue, Elm Park, Hornchurch, Essex. Tel.: Hornchurch 52103. [3002

MARRIAGE FORCES SALE Bristol 401, excellent mechanical/body condition. Radio, heater, five " X " tyres. Best offer over dealer's £200. Tel.: FUL 5575 (evenings). [3003

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FOR SALE—*continued*

T.V.R. Mk. III, June 1963. Climax 1,220 c.c. B.R.G. 22,000 miles. Careful private owner. No race or rally. Excellent condition. £595. Tel.: Esher 65163. [3008

1958 XK150 S/E. Wire wheels, overdrive. New engine and gearbox, 10,000 miles. Bills £200. Being fitted new discs and Konis. Reason for sale, loss of licence. £410. Tel.: Northampton 34410. [3009

GREAT OPPORTUNITY to buy fine example 1963 Volvo B18 in splendid condition. Four good Cinturatos, spare unused. Available for telephone between Sept. 1st and 3rd and after Sept. 18th at (office) Folkestone 52487 and (home) Hythe 66569, or write Box No. 1240. [3010

ROLLS-ROYCE 25/30, 1936 Thrupp 4-door o/d. sports saloon. Sliding roof. Light grey. Third owner. Excellent condition. 66,000 miles from new. £595. Cooper, 24, Wynering Mansions, London, W.9. Tel.: Cunningham 7075. [3011

CRASHED HEALEY 100-4, plus spare engine, £40. Will break. Bapot, Y.M.C.A., Erdington, Birmingham. [3012

TR2, WHITE. Good body and mechanics. New carpets. Heater. Other extras. A good reliable car. £170. Tel.: Stephenson, Ewell 3955 (evenings). [3013

CLEARING GARAGE. M.G. TC engine, clutch, cracked block, starter, dynamo; YB manual; bits and pieces. Also Reg. No. EC 9000. Richardson, Under Coombes, Armathwaite, Carlisle. [3014

JAGUAR XK120 roadster, 1954. Full " C "-type mods. Absolutely immaculate, recellulosed in opalescent silver blue, with black interior. New carpets, hood, tonneau cover, wire wheels, very good tyres. Very rare model. £285. Tel.: Southampton 74970. [3015

LOTUS ELAN, 1,558 c.c., April 1965, Stage 4. Immaculate B.R.G. Seen Herts. £1,275. Box No. 1260. [3016

AUSTIN RUBY SALOON, reconditioned engine, Bowdenex brakes, Lucas headlamp conversion, recently recellulosed; sunshine roof, new battery. M.O.T. Good car. £35. 11, Woodland Grove, Weybridge. Tel.: 45016. [3017

TR2, 1955. " X "s, heater, etc. M.O.T. 1966, taxed. £160 o.n.o. Airey, 10, Broadcroft Road, Orpington, Kent. [3018

M.G.-B, 1963 (September). Black. Overdrive, w/wheels, heater, oil cooler, flasher, folding hood, tonneau, Cinturatos. 31,000 miles, one careful owner. £660 o.n.o. Dr. Birnstingle, Tel.: Clerkenwell 9662 (evenings). [3019

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M.G. TD, 1951. White. " X "s, two tonneaux. Fair condition, fair price. Monk, The Wood, Crowthorne, Berks. Tel.: Crow 2636. [3026

" POOR MAN'S COBRA." A.C. Buckland tourer, 1954, excellent order throughout. Tel.: Leicester 872312. [3077A

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COMPLETE SHORROCK SUPERCHARGER installation for Triumph 1200 range, including carburetter, manifolds, special cylinder head and push-rods, £45. 6,000 miles only. Alternatively will separate as supercharger is suitable for engines up to 1,500 c.c. Bowler, Tel.: Hendon 0055 or Wembley 7495 (evenings). [3030

M.G. A 1600, December 1959. Engine 6,000 miles. Nearly new " X "s, hooter; interior retrimmed. Paintwork, body in mint condition. Crypton tuned. Must sell at £340. 5, Bond Close, Knockholt, Sevenoaks, Kent. Tel.: KN2-3328. [3031

BULLNOSE MORRIS 2-seater tourer, 1926. *Concours.* Ideal car for driving, advertisement or investment. £450. Box No. 1234. [3032

M.G. TD Mk. II, 1953. A very pretty car in unmarked French-grey cellulose with new all-weather equipment and Michelin " X " tyres. £225. C. Andrews, 140, Hill Lane, Southampton. Tel.: Southampton 25647. [3033

BENTLEY, 1948, James Young sports saloon. Coachwork v/good. Running but needs some attention. £135. Box No. 1253. [3034

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BORGWARD TS75. *New engine, brakes, SP41, Konis;* lowered suspension, heavy anti-roll bar, Blydenstein head, reclining seats. Good bodywork; very quick. £200 o.n.o. Tel.: Burgh Heath 54188. [3040

PILOT V8, black, 12v. electrics. Brakes, tyres, steering new. One owner. M.O.T. £89 o.n.o. Marshall, 209, Eden Way, Beckenham, Kent. [3041

SPRITE Mk. I, 1960, leaf green. Really immaculate throughout, low mileage. Fitted radio, etc. No modifications. £285. Warren, 29, Tilehouse Road, Guildford. Tel.: 66415. [3042

SUNBEAM RAPIER IIIA convertible, late 1961. Powder blue. One careful owner who has achieved the dizzy success of a company car. Complete service record. £475 o.n.o. Hill, The Old House, Ascott, Shipston-on-Stour, Warwicks. Tel.: Long Compton 244. [3043

TR3A, 1959. Immaculate. Black/white soft-top/hard-top, tonneau, overdrive, heater, radio, spotlamp, screen-washer, wire wheels, Michelin " X "s, Konis; all electrics renewed. Engineer owner maintained. Offers nearest £400. 89a, Park Road, Peterborough. Tel.: 68450 (before 5.30 p.m.). [3044

ALLARD. White convertible. Engine 8,000 miles. £110. Tel.: Twickenham (Middlesex) 3613 (after 6 p.m.). [3045

M.G. TD2, 1953. Gold Seal engine. Many new parts, extras. Ivory with red trim. Perfect. £285. Debney, 37, Ropers Avenue, Chingford, E.4. Tel.: LAR 8126. [3046

LOTUS CORTINA, 1965. Motorola, spots. 6,000 miles. Competition wheels, Cinturatos. £895. Also 1960 Borgward Isabella TS coupé, i.r.s., reclining seats. Cost £2,000, £545 o.n.o. H.P. arranged. Part exchange considered. Tel.: Brownhills (Staffs) 3761. [3047

ALVIS, 1952, 3 LITRE d.h.c. £280 spent in past 10,000 miles. 23 m.p.g. Low mileage. Tel.: GUL 5706. [3048

ALFA ROMEO 1900 Super Sprint GT coupé, 5-speed box. Cost new £4,000. Immaculate condition. £750 o.n.o. Harding, 6, King George Avenue, Bushey, Herts. Tel.: Bushey 1421. [3049

ALVIS GREY LADY, mechanically excellent, body good. 2L/S. p/b. radio, spots. Also TC21 engine and axle, perfect, would separate, £145. 46, Harborough Road North, Northampton. Tel.: Chapel Brampton 2121. [3050

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1929 ROLLS 20, Park Ward limousine. Engine, clutch, gearbox good. Two brand new tyres. M.O.T. Near Haslemere. Tel.: Milland 355. [3052

T.V.R., NOV. 1961. Alexander-Ford 1,340 c.c. Discs, heater, new tyres. Hoping for quick sale, so £425, or swap plus cash for M.G.-B. Tel.: SOLihull 3564. [3053

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ROLLS 20/25 landaulette by Barker, 1934. Engine and chassis good. Part retrimmed. In daily use. £275. 6, Stamford Avenue, Hassocks, Sussex. Tel.: 3653. [3055

A.C. ACECA, 1959, 1,991 c.c. Silver grey. Disc brakes, o/d., radio. Genuine 33,000 miles. Two private owners, exceptional condition. £495. Tel.: Wallington (Surrey) 4071. [3056

MARSHALL SUPERCHARGER, Type J75, in perfect order, complete with fittings for B.M.C. B series. £20. Sterry, 1, The Green, Aston-on-Trent, Derbys. [3057

VINTAGE BENTLEY SPARES : 4-litre engine, decarbonised; " A " gearbox, hubs, drums, wheels. 1911 de Dion Bouton 7-h.p. 2-cylinder engine, 4061B, radiator, tank, carb. and magneto. Also Gold Seal engine and gearbox for 1956 A.40. Morton, " Oaken Cottages," Oaken Clough, Limehurst, Ashton-under-Lyne. [3058

MERCEDES BENZ 190B, 1961. Petrol. One owner, 38,000 miles from new. This must be the most immaculate 190B in the country. Faultless in every respect. £750. Roberts, Whittycroft Works, Higherford, Nelson, Lancs. Tel.: Earby 3230. [3059

MORGAN SUPER SPORTS, 1932, 3-wheeler, J.A.P. vee, water-cooled. Reg. YY 18. £120. Richardson, 36, Stephenson Road, Newton-le-Willows, Lancs. [3060

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1931 ALVIS 12/50 drophead coupé, immaculate, original and mechanically sound. £250 o.n.o. Box No. 1261. [3061A

1962 E TYPE JAGUAR f.h.c. Koni dampers, Cinturatos, Motorola radio, seat belts, detachable kiddies seat with harness. £1,100. Phillips, 152, Essex Way, Benfleet, Essex. Tel.: 82656. [3062

LAYSTALL LUCAS ALLOY cylinder head, £20. Burn, Flint Cott., Slindon, Sussex. Tel.: Slindon 246. [3064

M.G. TC (1949). New engine, gearbox, clutch, hood, brakes, steering box. £250 spent last three years (bills available). *Some minor body/lighting faults* and have new Sprite Mk. III, so first offer of £140 secures. Clarke, Tel.: NATional 9015 (10 till 5). [3065

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1929 MORRIS COWLEY tourer, on blocks since 1961. Basically in good condition. Nr. Windsor. £70. Henderson, 4, Porchester Square Mews, Bayswater, London, W.2. [3063

1938 APRILIA. Late wheels, Scintilla. Complete mechanical rebuild 15,000 ago. Underside rebuilt. Plus a complete car in spares. £130. Farndell, Jaksons, Shipley, Horsham, Sussex. Tel.: Coolham 275. [3066

1952 JENSEN INTERCEPTOR convertible. Bills for £200 over past year, inc. new hood. Fabulous car, wonderful condition. £195. Tel.: Reigate 43681 (9 a.m. to 7 p.m.). [3067

£225. ASTON MARTIN, 1933, Le Mans, long-chassis open sports. Good engine. Taxed, M.O.T. cert. Reconditioned clutch, new wiring, floor-boards, etc. Mrs. Royle, 30, Pine Road, Cricklewood, London, N.W.2. Tel.: HYD 2271 (weekdays). [3068

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DAIMLER SP250 UNIT (cost £560) in special Buckler space frame. M.G.-A suspension, rear axle, trailing arms, Panhard rod. Twin braking system. Wire wheels. Comprehensive instruments. Complete—less bodyshell. New components throughout. Cost £900. Serious offers £450 o.n.o. 2, Green Lane, Guildford, Surrey. Tel.: 66711. [3072

M.G. 1100, Dec. 1964, full Downton conversion. Silent Travel and sensible extras. One private owner. £630, or exchange M.G.-A 1600 coupé, Aceca, etc. A. J. Stungo, Durrants, Croxley Green, Herts. Tel.: PAD 3494 (office hours). [3121

TRIUMPH TR3, 1956. Excellent condition. Red. £235. Tel.: Caernarvon 2124. [3122

XK140 F.H.C., 1956. B.R.G. Wonderful condition. £205. 1, Leighton Court, Pepper Lane, Earley, Reading, Berks. [3123

ALLARD 71M 4-seater d.h., V8, 3,622 c.c. Good condition, fine runner. Spares, three tyres, engine sundries. £75 o.n.o. Woolley, 89, Station Road, Marple, Cheshire. [3124

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CAA 1, M.G. SA, taxed, M.O.T. £65. The Poplars, Hoad's Wood Road, Hastings, Sussex. [3126

1956 RILEY PATHFINDER. Breaking for spares. 21, Smith Hill, Milnrow, Nr. Rochdale. [3127

SPRITE, 1960, hard-top, tonneau, £225. 1959 Sprite, hard-top, etc., £200. Tel.: Ormskirk 3209. [3128

LANCIA FLAVIA, late 1961. Blue. Excellent condition; insured, taxed. £780 o.n.o. Tel.: Maidenhead 24014. [3129

TR3A, OVERDRIVE, new Mich. " X," tonneau, spots, heater. Perfect condition. £450. Lingtor, Oldfield Way, Heswall. Tel.: 1796. [3130

ALFA ROMEO, 2,500 c.c., red, well-shod, 6-seater drophead coupé. Very rare, with Farina body. M.O.T. certificate. £175 o.n.o. Springfield House, Little Driffield, Driffield, Yorkshire. Tel.: 2161. [3131

PORSCHE SPEEDSTER, 1955, 1,500 c.c., blue. " X "s, recent top overhaul. £295 o.n.o. Tel.: Mr. Gibson, Bedford 59377 (day), Hemel Hempstead 53212 (week-ends). [3132

M.G. A 1600, 1960. Wire wheels, hard- and soft-tops, tonneau, adjustable column, luggage rack, de luxe sidescreens; recently resprayed. 456, Loose Road, Maidstone. [3133

SUNBEAM TALBOT 90 Mk. IIA convertible. Good condition. M.O.T. Taxed. £40 o.n.o. 7, Myrtle Grove, Denton, Manchester. [3134

BENTLEY : James Young sedanca, 1950. Excellent condition. New engine fitted, 24,000 miles since replacement. Resprayed silver grey over black pearl. New radiator and rechromed bumpers. Smaller car purchased. Reluctant sale. £825. Box No. 1270. [3135

XK150, 1958, 3.8 engine fitted 18 months, special head, three carbs., new gearbox, clutch. £200 spent recently. Excellent condition. Nearest £400 or W.H.Y.? with four seats. Tel.: Birmingham, KIN 3700. [3136

MERCEDES BENZ 170V roadster, 1937. Advertised July issue p. 636, item 1416, still available. Now open to offers. Tel.: Falmouth 846. [3137

TRIUMPH TR3, 1957. Overdrive, discs, hard/soft-tops, radio heater, Cinturatos. New clutch, hydraulics. Good condition. £245 o.n.o. Apply Box No. 1269 (London) (after September 12th). [3138

BENTLEY Mk. VI, 1951, big-bore engine, exceptional throughout. £360. Richards, " Paddock," World's End Lane, Chelsfield, Kent. Tel.: Farnborough (Kent) 51272. [3104

1927 AUSTIN 7 saloon. Good condition. S.A.E. details. Box No. 1262 (Wilts). [3105

M.G. SPARES, from 1929 to 1949. S.A.E. to : Hazelcroft, 183, Woodfield Road, Northgate, Crawley, Sussex. Callers, Sunday afternoons only please. [3107

RED SPITFIRE, 1963, in immaculate condition, only 15,000 miles, new tyres, extras. £445. 8, Kingsend, Ruislip, Middlesex. [3106

FABULOUS FASTBACK 2+2 TR. Modified bonnet and 3A front incorporating oil cooler. 130 m.p.h. plus. 2.2-litre engine, cross-drilled crank, etc.; roll-over bar and safety belts; tail end similar to Dino Ferrari. Extras include power brakes, overdrive on all gears, shimmed syncro., bonnet and boot straps, radio, etc. New low profile G.P. tyres fitted. Ready for anything. Offers around £350 with spare engine, but cheaper to good home. J. S. Bunting, Tigertune, 125, New Street, West Bromwich. Tel.: 1200. [3108

SALUTED BY COMMISSIONAIRES! Lancia Aurelia Spyder, 1959, red, 35,000 miles. Body, mechanics, good. Belts, heater, radio, record player, spots, new " X "s. L.H.D. New clutch, universals, brakes. Carefully used. Negotiate at £600. Seen London or West Midlands. Tel.: D. G. Lewis, FIN 2688 (week-day), Stourbridge 6826 (week-ends). [3109

ASTON MARTIN/LAGONDA 3-litre engine, Series VB6J—as fitted 1954/59, complete with carburetters, starter, distributor and clutch recently overhauled. I have fitted a 4-litre engine. Box No. 1256. [3110

ALFA ROMEO GIULIETTA T.I., 1961 (Sept.). White. Immaculate condition. One owner. £550. Seen S.W.3. Box No. 1255. [3111

TR3A, 1958, black. White steel hard-top, hood, zip tonneau, heater, Cinturatos, recon. brakes, new carpets. £300 o.n.o. Sherratt, Accounts, R.A.F., Boscombe Down, Salisbury, Wilts. [3112

TK 12/60 ALVIS, rare sports saloon. Good all round condition. £90 recently spent. Approx. 3 cwt. spares, handbook. Bills. Quick sale, so £95. Mosse, Riverside, Dulverton, Somerset. [3113

MORGAN PLUS FOUR. Enthusiast maintained. Mild tuning includes Lawrencetune head and wide rim wheels. Ideal sprint/hill-climb/road car. £325. Full details from R. Bonsall, Hazelcroft, Tickenham, Clevedon, Somerset. Tel.: Nailsea 1633. [3114

SUNBEAM ALPINE, 1961. Immaculate. Taxed. Overdrive, detachable hard-top, wire wheels, radio, seat belts, spot, fog, reversing lights. £479. H.P. possible. 76, Spencefield Lane, Evington, Leicester. Tel.: Thornby 2625. [3115

1937 DAIMLER 8-cyl. limousine. Immaculate Park Ward body. Good tyres; engine cracked head. Any offers? £30? R. Francis, Healing, Grimsby. Tel.: Healing 2208. [3116

ALFA ROMEO SPIDER, engine completely rebuilt August 1965. Genuine reason for sale. Haggle starts at £625. M. Goodwin, Tel.: Hunts Cross (Liverpool) 2455. [3117

JAGUAR, 1957, indifferent body, good mechanics, hence realistic price of £85. M. Goodwin, Tel.: St. Helens (Lancs) 27381 (daytime). [3118

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

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1955 (Oct.) ASTON MARTIN DB2/4 3-litre saloon. Crimson with fawn interior. Radio, Avon Turbospeeds, etc. Comprehensive overhaul just completed. Exceptional condition throughout. **£565.**

1959 ALVIS 3-litre Park Ward sports saloon. Radio, wire wheels, RS5 tyres. Cost new nearly £3,000. Now offered in excellent condition at **£595.**

1962 (Dec.) AUSTIN HEALEY Sprite Mark II. Radio, woodrim wheel, rear seat, rimbellishers, heater, tonneau, etc. Red with black interior. Very fast and in unmarked condition. **£395.**

1959 series JAGUAR XK150S roadster. Ivory with green interior. Wind-up windows, overdrive, radio, carrier, tonneau, "X" tyres. A very fast and rare model. **£415.**

1957 JAGUAR 2.4 saloon. Overdrive, radio, "X" tyres, twin spots. A really sound car in most reasonable order. **£198.**

1956 JAGUAR XK140 *fixed-head coupé.* B.R.G. Enthusiast maintained in excellent order. **£195.**

1963 RENAULT R8. Black with red interior. "X" tyres, radio. One careful owner. **£375.**

1959 TRIUMPH TR3A. Hard- and soft-top, heater, "X" tyres, leather upholstery. **£325.**

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1955 series LANCIA Aurelia GT series IV 2500. Recent engine and gearbox overhaul. A very fast car. **£365.**

1933 MORRIS 10/4 4-seater fixed-head coupé. A really delightful little car in superb original condition. **£95.**

1939 PONTIAC Silver Streak convertible 2/4-seater. One of only two in this country and in amazing original order, **£195.**

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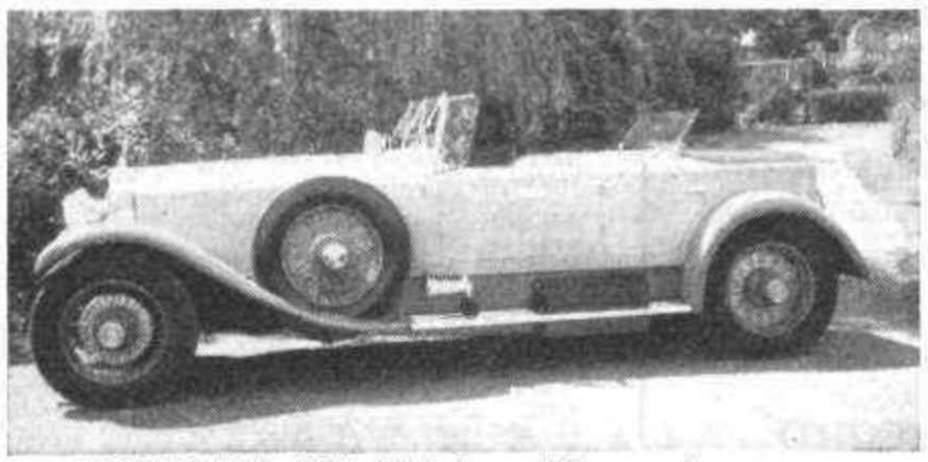
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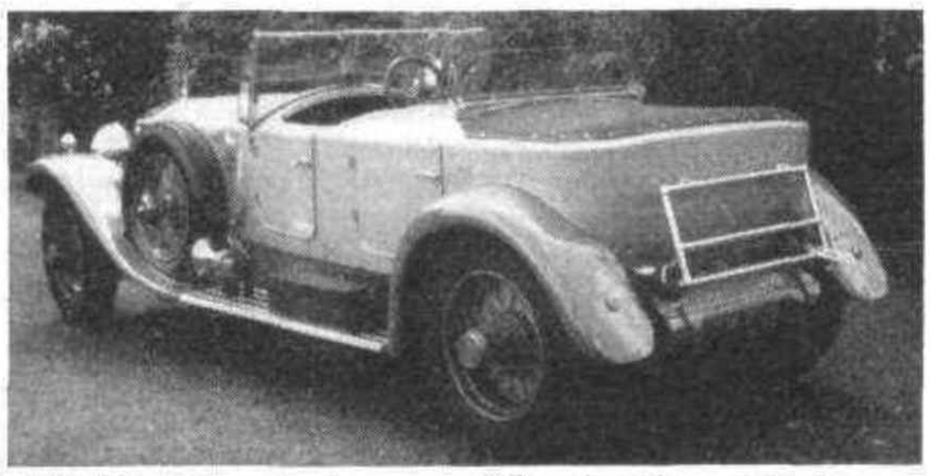
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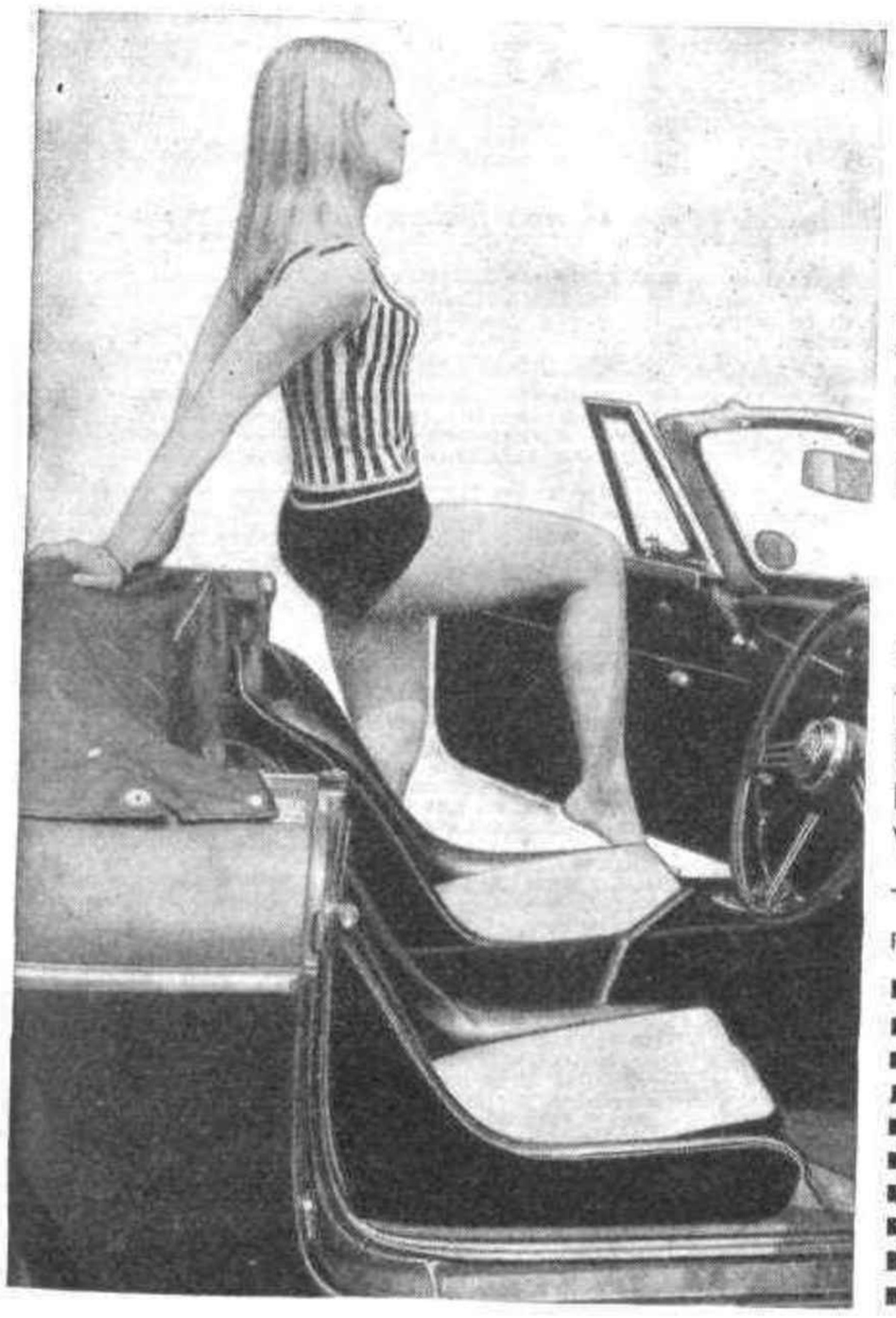
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SPEEDWAY Rudge, J.A.P., Douglas and any other dirt-track machines or engines. Box No. 1211. [2882
REGISTRATION LETTERS TEX, with any numbers. Please Quote price. Box No. 1219. [2883
WANTED : sports car or convertible. Take over payments. Sorry only £20 cash. Box No. 1220. [2884
REQUIRED : early December Alvis TD21 saloon, manual, o/d, wire wheels, Jensen 541S, Bristol 405 or 406. Around £850. Details and photograph if possible. J. Finneron, 46, Datura Avenue, Luanshya, Zambia. [2885
***LAGONDA* WANTED** for spares. Any model, condition, or location, if cheap. Box No. 1193. [2886
COMFORTABLE SEAT, headrest, leather rim wheel for Mini. Wakefield, 56, Holly Road, Aldershot. [2887
BRISTOL 405. Good condition. R.A.C. test. Between £500 and £600. Box No. 1191. [2888
AUSTIN 7 TOURER, about 1927 vintage, in good mechanical condition. Lockhart, 5, Crossways, Berkhamsted. [2889
ELVA COURIER, 1962/3, required. Preferably B.M.C.-engined. State condition, price, etc. Box No. 1190. [2890
SUPERCHARGER KIT FOR Austin 1100. Osborne, "Hebron Villas," Langley Heath, Maidstone, Kent. [2891
AUSTIN NIPPY. Good condition essential. Paton, 54, Hackenden Close, East Grinstead, Sussex. [2561
HARD-TOP FOR M.G.-B, black preferred. Carey. Tel.: Tatsfield 236. [2892
HOOD FRAME AND instruction book for 1927 Chummy. Scotney, Swineshead, Boston, Lincs. [2893
DB2/4 D.H.C., 3-litre engine, or XK150 D.H.C.; preferably white, wire wheels, overdrive and S.E. Shaw. Tel.: Sutton Valence 3189. [2894
MINI-COOPER "S," 1964. Low mileage, no competition use. Up to £500 cash. 11, Mason Crescent, Penn, Wolverhampton. [2895
FRAZER NASH, Vintage or p.v.t., wanted by V.S.C.C. member. Preferably an original car in near *concours* condition. Box No. 1189. [2896
WANTED : *Rolls mascot, side lamp,* wheels and tyres, 33×5, for early Phantom I. Also large early Daimler tourer, any condition. Thompson, 33, Marske Mill Lane, Saltburn, Yorkshire. Tel.: 2844. [2897
B.M.W. 327 OR 328. State condition and price. Crane, The Estate Yard, Bawelsey, Woodbridge, Suffolk. Tel.: Bawelsey 268. [2838
REGISTRATION LETTERS JD, JFD or D, with low or distinctive numeral. State price. Box No. 1213. [2899
REGISTRATION NUMBERS WANTED: CMP, CP, IMP, IP, single or distinctive numbers, with or without vehicle. *Parkinson, G.P.O. Box 8, Stockport, Cheshire.* [2900
BENTLEY 4½, 6 OR 8-LITRE, saloon or open, condition immaterial. Also TR o/d unit with relay. Box No. 1216. [2901
FIVE COSMIC ALLOY WHEELS (Mini). 9, Sutherland, Balcraggie, Wick, Caithness. [2902
HUB REMOVAL TOOLS, brake, servo liners, for 25/30 R.-R. Box No 1221. [2903
HELP! Wanted : Sunbeam, 1927-1928, 16 h.p. 6-cylinder engine in good condition. Write Box No. 1222. [2904
ATF CAR REGISTRATION, low number, required. Would arrange purchase and resale of vehicle. Box No. 1223. [2905
***MORGAN 4/4 SERIES V** wanted. Berry, Flat 1, 8, Cambalt* Road, S.W.15. Tel.: Gibbon 1476. [2906
PRE-WAR DAIMLER CARS, chassis or engines wanted. Condition immaterial. Good home assured. Box No. 1224. [2907
JMH 373 PACKARD. Former owner seeks present owner, or knowledge of fate of car. Box No. 1225. [2908
ARNOTT TYPE 224 supercharger in good order urgently needed. Box No. 1226. [2909
INVICTA LOW CHASSIS 100 m.p.h. model. Enthusiast will pay top price for good example. Box No. 1227. [2910
ASTON MARTIN ULSTER *(short chassis) urgently re-*sired. Condition must be excellent. Box No. 1228. [2910A
FRAZER NASH CHAIN GANG carefully maintained. T.T. Replica or what have you? Box No. 1229. [2910B
MEADOWS 4ED WATER PUMP urgently required. Young, 9a, Waverley Road, London, N.8. [2911
WANTED : SS100 or Alfa Romeo 1750, similar sports car of 1930s. Prefer car requiring work. Details to : Capaldi, 2, Station Road, Aldershot, Hants. [2912
SHORROCK SUPERCHARGER KIT to fit B.M.C. 1500 engine. Antill, Pump End, Hooton Pagnell, Nr. Doncaster (Tel.: South Elmsall 2581). [2913
FOR MINI 850, Stage One or Two head. Don't necessarily require it immediately. Surman, Salamander, Ickford, Aylesbury, Bucks. [2914
REGISTRATION NUMBER REQUIRED. Very brief. Any combination. *Please telephone particulars : TED 2382.* [2915
BENTLEY, 1934-39, DROPHEAD, would consider attractive saloon. Hillside, Shelleys Lane, Knockholt, Sevenoaks. [2916
RACING TYRES WANTED, preferably R5 or R6, 15 in. and 16 in., new or nearly new, from 5.00 to 7.50. Also racing tubes to suit. Half-shafts or hubs only, and new front stub axles wanted for pre-war Riley 9 with knock-on wheels. A. Hocking, 8, Ebrington Street, Plymouth. [2917
HAVE YOU AN interesting watch or clock? Items of horological and/or mechanical interest, musical boxes, etc., or veteran speedometer, lamps, horn, etc., taken in exchange for one or all of the Three Musty Steers : Model-B Ford, Austin 12/6, Vauxhall 4-speed, 1935; cash either way. D. H. Lister, A.Inst.P.I., Connor Downs, Hayle, Cornwall (on the A30). [2919
2½ *RILEY ENGINE,* *'47-'50, reconditioned/exchange, suit* '47 Healey. No accessories nor mileage. 26, Cloves Hill, Morley, Derby. [2567
IMPECCABLE Mk. VI BENTLEY wanted privately. Fullest details and photograph (returnable). All letters answered. 4, Dormers Drive, Meopham, Kent. [2568
HARD-TOP FOR 1956 M.G.-A (white, black or dark blue). Fenn-Wiggin, 27, Brookfield Road, Culcheth, Nr. Warrington. Tel.: Culcheth 2701. [2569
TR4. Wire wheels, overdrive essential. Cash sale. Write Lieutenant J. Williamson, H.M.S. London, B.F.P.O. (Ships). [2570
MERCEDES 190SL HARD-TOP. Archer, 186, Rykneld Road, Derby. Tel.: 54894. [2571
1937-39 SS100 BODY in good condition, or restorable. M. Thursby, Clive, Salop. [2572
WANTED. *Will pay good cash price for any open type* Vintage fine American car or foreign car. Prefer Cadillacs, Packards, Cords, Lincolns, Bugattis, Delage, Hispano, etc. Also any unusual bodied open type Rolls-Royces. Please send full details and pictures to Philip Wichard, 5, Stuart Drive East, Glen Cove, New York. All letters acknowledged and pictures returned. [2573
WANTED : M.G. TF, 1955, preferably 1,500 c.c., will accept 1,250 reluctantly. Must be in *concours* condition and have following specification : low mileage, wire wheels, cover, tonneau, heater. Reply stating price, full details of car and where it can be inspected to *Box V 114, Lee & Nightingale,* Liverpool 2. [2575
REGISTRATION LETTERS JL, JGL or GL with single or distinctive numeral. Dr. Lillie, 3, Croft Close, Uxbridge, Middx. Tel.: UX 30201. [2574

WANTED—*continued*

LAGONDA 3-LITRE, 1953-59 SERIES, in good condition. Please give full details. Box No. 1230. [2918
WANTED : Speedometer cable, to fit Walford-made speedometer for 1930 10-h.p. Standard Avon. Ingham, 159, Woodland Road, *Darlington, Co. Durham.* [2576
D-TYPE JAGUAR. Details and price Box No. 1187. [2577
SPEEDWAY Rudge, J.A.P., Douglas, and any other dirt track machines or engines. Box No. 1186. [2578
WANTED : H/t to fit Sunbeam Alpine Series II, any colour. Write : Furber, 22, Copse Close, Oadby, Leicester. [2579
WANTED FOR IMMEDIATE CASH. A tourer or drophead coupé, any make or model considered. 1925 to 1956. Must be in good mechanical condition and have M.O.T. certificate. 638, Streatham High Road, S.W.16. Tel.: POL 6093. [2580
PORSCHE CLUB, Great Britain, invites applications from *past and present Porsche owners. Details gladly from Varney,* The Malt House, Woollas Hall, Pershore, Worcs. [2581
WANTED FOR M.G.-A 1600 Mk. I, cast iron cylinder head, c/w manifold and carbs., or manifold and carbs. only would do. Nicklen, "The Oaks," Dibden Purlieu, Hants. Tel.: Hythe 2495. [2582
WANTED : Hard-top panel for TR4 surrey top. Please reply Hillier, The Grange Cottage, Kington Langley, Chippenham, Wilts. [2583
TUNING ACCESSORIES and spares for Ford Special 93A engine. Harding, 5, Park Road, Cults, Aberdeen. [2584
***MORGAN +4,** 1957-8, 4-seater. £250 for perfect example.* Price, Chestnut Drive, Chipping Sodbury. Tel.: 2588. [2585
HERALD 1200, Minor 1000, Volkswagen, Fiat or similar convertible or sun roof wanted as second car West Africa. No rubbish. Up to £300 cash. Commander Foden, 7, Melvinshaw, Leatherhead, Surrey. Tel.: 3532. [2586
REGISTRATION LETTERS DB required with any distinctive number. Price, etc., to Bailes, Finkle Street, Knaresborough. Tel.: 3635. [2587
REGISTRATION NUMBERS WANTED : CMP, CP, IMP, IP: single or distinctive numbers with or without vehicle. *Parkinson, G.P.O. Box 8, Stockport, Cheshire.* [2588
JAGUAR SS100 with 3½-litre engine. Willing to pay good price for good car. Reply with detials and picture to Box No. 1178, c/o "Motor Sport." No dealers. [2589
WANTED : Soft-top or frame, for 190SL; state colour. Earnshaw, Shamley Green. (Tel.: Cranleigh 389). [2590
ASTON 2/4 Mk. 3 overdrive gearbox. Benson, Daneshill, Sandsend (Tel.: 278), Yorks. [3073
MOGGY ADDICT REQUIRES 1963 series V 4/4 or 1961 Plus 4. Devon/Hampshire. Box No. 1208. [3074
ROLLS ROYCE MASCOT required urgently. D. Revell, 25, Morley Street, Warington, Lancs. [3075
WANTED, 720×120 beaded-edge tyres, rim size 715×115. Fairweather, Seamer, Scarborough. [3076
WANTED : CHEAP M.G. "twin-cam" engine, Ford 1500, "five bearing." Any similar competitive engine considered. Condition immaterial. *Tel.: Leicester 872312.* [3077
TWELVE VOLT KLAXON, or hand Klaxon, or Boa. Good price paid. Bedworth Garage, Newtown Road, Bedworth. [3078
GILBERN M.G. B, engine and gearbox not essential. Baggett, 163, Lavernock Road, Penarth, Glam. [3079
SUPERCHARGER ASSEMBLY WANTED for M.G. PB. Heighway, 7, Myrtle Avenue, Eastcote, Middlesex. Tel.: FIE 6556. [3080
WANTED, REGISTRATION NUMBER RGB. Distinctive number if possible, but any considered. Ware Sumach, *Mill Hill, Edenbridge, Kent.* [3081
PERFORMANCE VINTAGE SPORTS car in good order : Red Label, Lambda, Aston, 'Nash, W.H.Y.? Watts, Beckford House, Hilary Street, St. Helier, Jersey. [3082
AUSTIN CHUMMY, must be sound throughout and in near *concours* condition. Write, Mrs. Burton, Handpost Cottage, 334, Finchampstead Road, Wokingham. [2637
VINTAGE ROLLS or Bentley, in good order, tourer preferred. Details of price, condition, etc., to A. Chiltern, 2, Rose Street, Wokingham, Berks. [2639
ENTHUSIASTIC BUT HARD UP—will save and restore an *Alvis 4-cyl. W.H.Y.? please. Box No. 1251.* [3083
WANTED : FORD 4.4 C. & P. or rear axle. Sale : *Motor Sports.* Box No. 1252. [3084
BT.7 HEALEY 3000, 1961/62, preferable w/wheels, hard-top. Page, 200, Headstone Lane, North Harrow, Middlesex. Tel.: HAT 4749. [3085
BODY FOR ROLLS 20, tourer or drophead; also 6.00×20 covers. 107, Thorne Road, Doncaster. Tel.: Doncaster 3003. [3087
HARD TOP FOR MIDGET I, Sprite II. Good condition. Garside, 44, Fownhope Avenue, Sale, Cheshire. Tel.: 4632. [3088
MINOR S.V. Inlet/exhaust manifold, Derrington or similar. Barker, 14, Queens Road, Eastwood, Nottingham. [3089
HARD TOP FOR SPITFIRE 4. Tel.: GATley 5752, or write, 6, St. David's Road, Cheadle, Cheshire. [3090
PREMIUM PAID for used car with STV reg. number. S.T.V., Hatton, 86, Station Road, Balsall Common, Nr. Coventry. [3091
UP TO £200 offered for immaculate M.G. TC. Must be structurally unmodified. Tel.: KENsington 2673. [3092
RILEY 2½ SALOON, RMF. Must be immaculate. Please give *details and price, together with engine and chassis numbers.* Box No. 1235. [3028

EXCHANGES

JAGUAR XK120 convertible, 1953/54. Well above average. £210. Might exchange. Cooper, Tel.: EDG 4123. [2936
PORSCHE, 1961, coupé, red. Sliding roof, radio, seat belts, new "X" tyres. Latest clutch fitted. A.F.N. maintained. Superb example. Part exchange considered. £900. Tel.: Harlow 23900. [2937
ROLLS, 1938, 25/30, alloy coachwork by Windover. Tools, handbook, mascot, heater, etc. *Excellent "all systems go"* condition. For best TR offered, or sell, £260. Bird, 53, Watling Street, Nuneaton. [2939
1961 JAGUAR Mk. II 3.4 for "E"-type. 29, Peachey Lane, Cowley, Middlesex. [2940
1961 ELVA COURIER, 1,588 c.c. Discs, tonneau, etc. One owner; 36,000 miles. Midnight blue. For Mallock U2 or similar clubman's sports with trailer. Box No. 1218. [2941
RILEY 1½-LITRE RME (1954 model) saloon in really brilliant condition. Under 40,000 miles from new. Black with brown interior. Original carpets hardly marked, excellent chrome and roof. *Maker's oil pressure, engine inaudible at idling* speed; all tyres are as new. Sell for £345, or exchange for competition car up to £500-£600, suitable sprints. 30, Sewell Avenue, Wokingham, Berks. Tel.: Wokingham 2530. [2450
T.V.R. WITH TR4 engine (see For Sale) for Bentley 4½, 6 or 8-litre saloon or open, condition immaterial. Box No. 1215. [2943
GENTLEMAN WISHES to exchange his exceptionally fast 3500 GT Maserati (value £1,650) for similar car, DB4GT, Porsche, 300SL. Cash adjustment either way. Write : Manor Farm, Wilbarston, Northants. Tel.: East Carlton 245. [2944
1950 ALVIS TA14 saloon, good condition, for interesting vintage or P.V.T. sports tourer suitable restoration. Champion, "Manor Cottage," Martins Lane, Dorchester-on-Thames, Oxon. [2945

EXCHANGES—*continued*

1957 WYVERN, new engine, exchange for Healey Tickford. Short, 1, Charles Street, Rothwell, Northants. [2942
NEW GT CORTINA being delivered end August. Exchange for SP250/3000/W.H.Y.? Cash adjustment. Box No. 1248. [3100
RILEY LYNX SPRITE. Sale/exchange post-war 1½-2½ d.h.c. Car Scotland, mid-Sept. Wight, 7, Roscoe Avenue, Redhill, Notts. [3101
MORGAN—SELL/SWAP excellent 4/4, 1950, M.O.T., for three-wheeler. Mike Dun, 191, Speedwell Road, Bristol, 5. [3102
T.V.R. Mk. II, 1,600 c.c. Mk. III bonnet, c.r. gears, h.r. diff. Cinturatos; every extra; 120 m.p.h., 30 m.p.g. £425 o.n.o. Sports car value £140 taken part exchange. Tel.: 77736. Hulm, 27, Ty-Mawr Road, Rumney, Cardiff. [3103

MISCELLANEOUS

NAH 2 REGISTRATION NUMBER for sale. Offers. Box No. 1196. [2804
1965 MINI ENGINE, 848 c.c., new, £55. McGowan, Stoke Paddock Road, Bristol, 9. [2920
HIRE OF BARN, large shed or roomy garage required within 20-mile radius of Guildford. To carry out extensive rebuilding of vintage vehicle. Write, 19a, Quarry Hill, Godalming, Surrey. [2921
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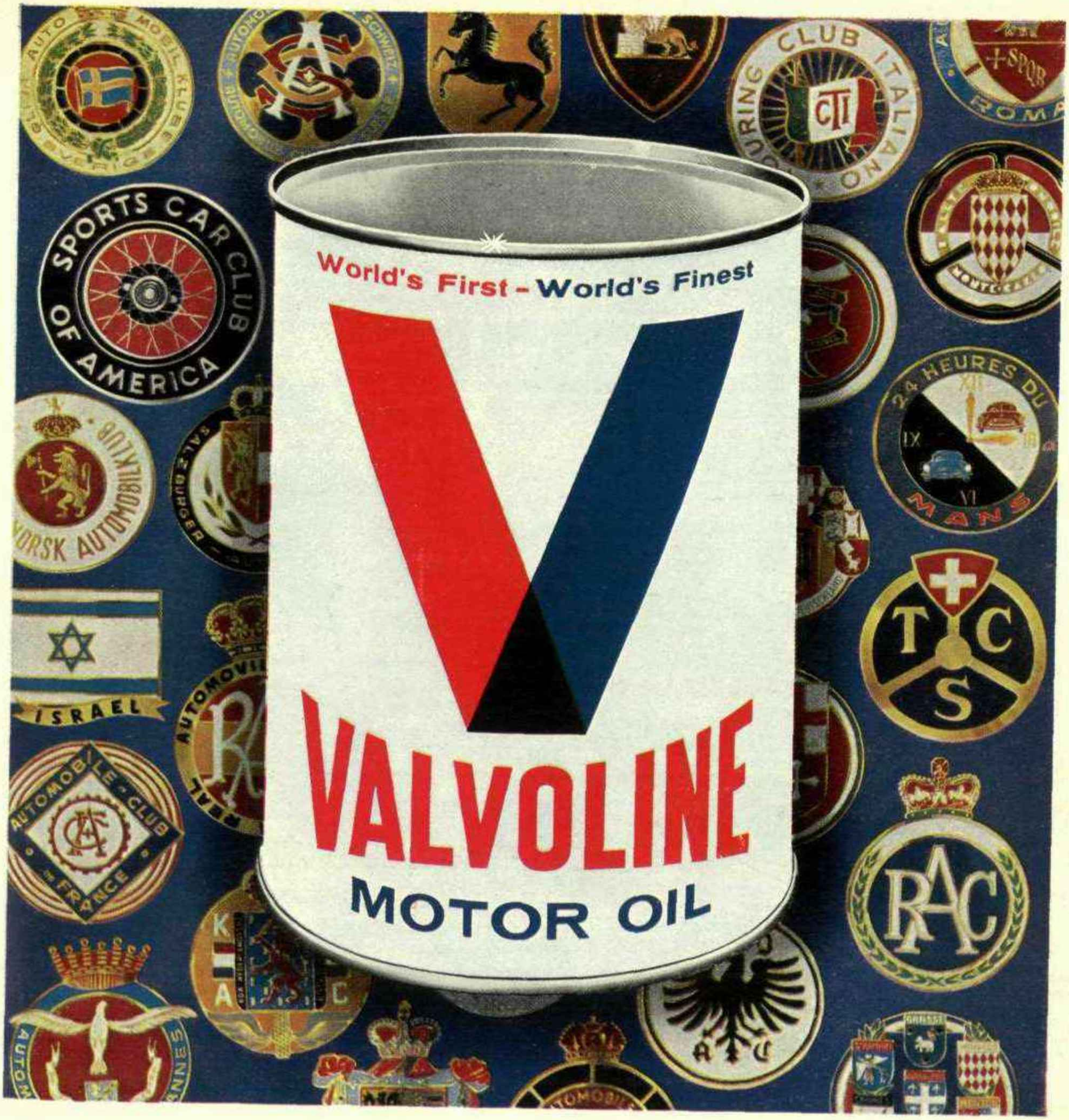
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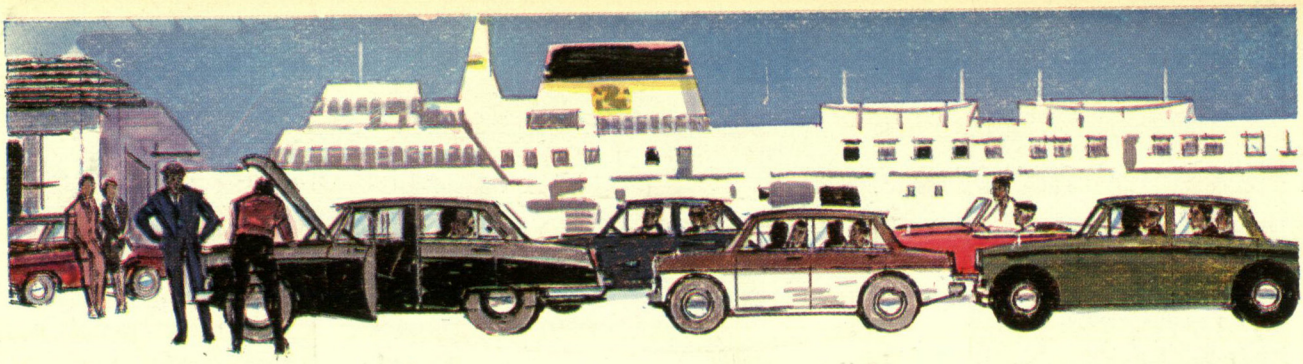


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