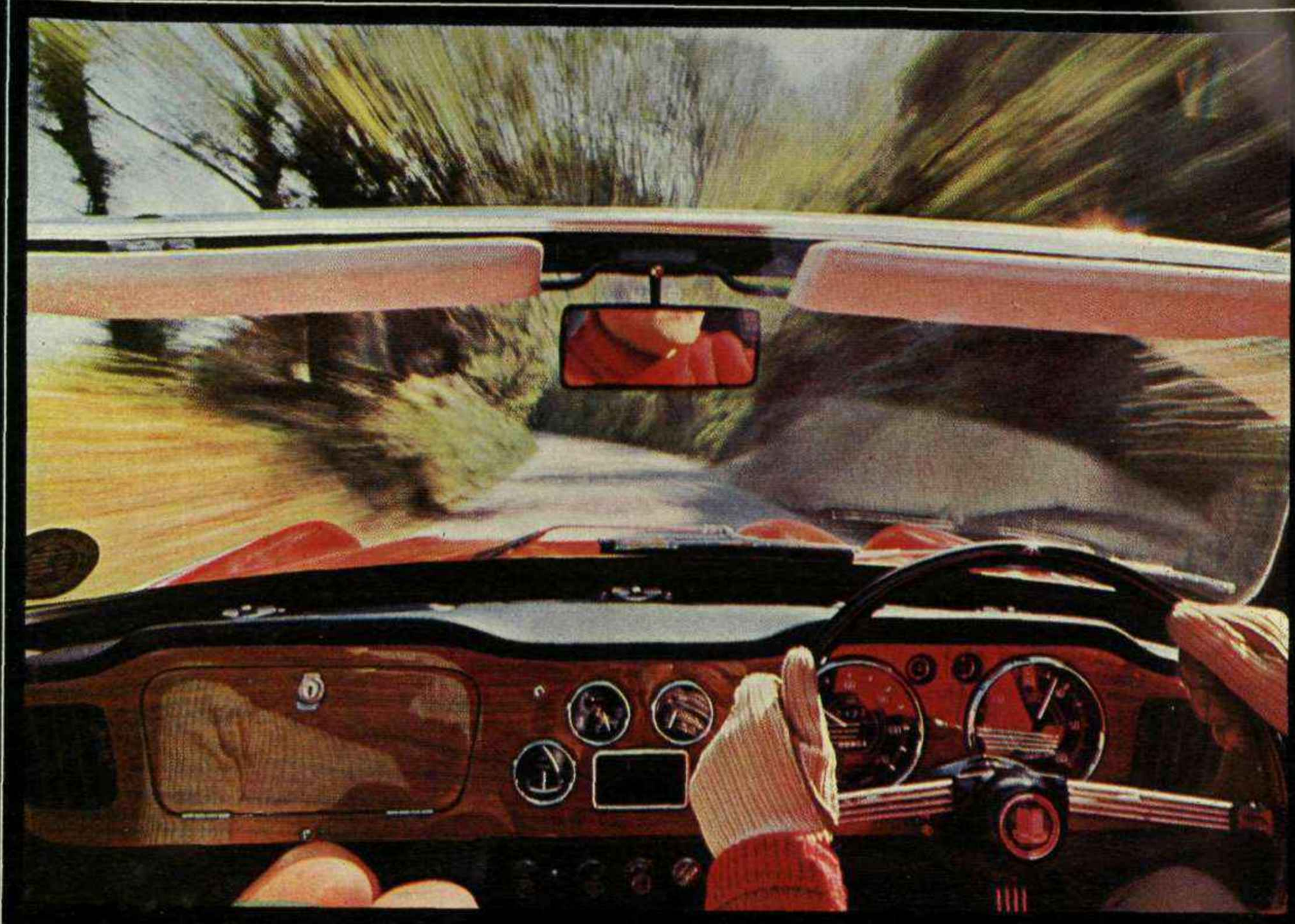
Vol. XLIII No. 7 TWO SHILLINGS July 1967

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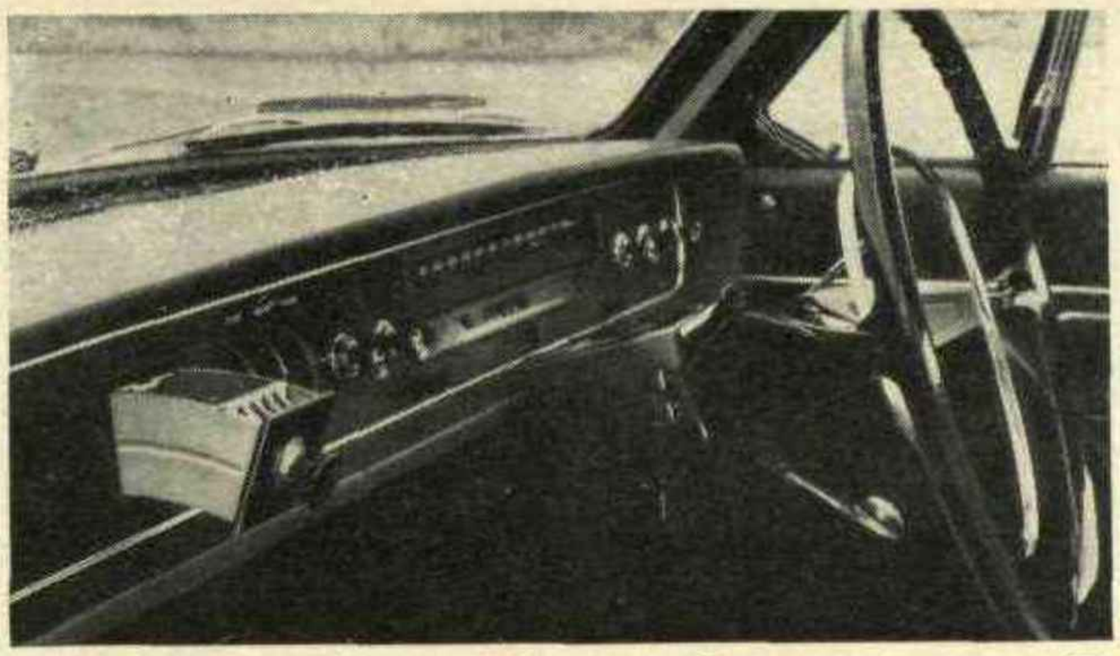
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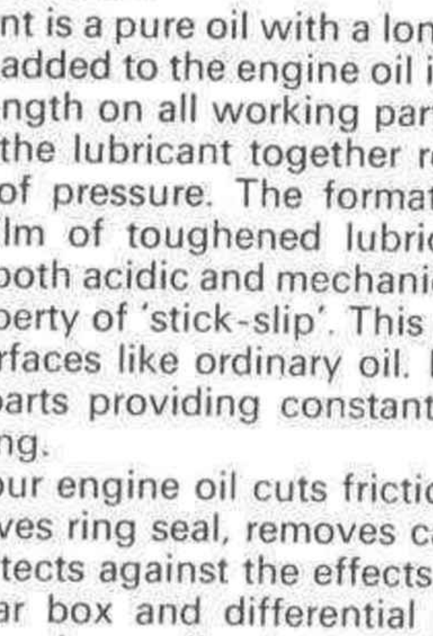
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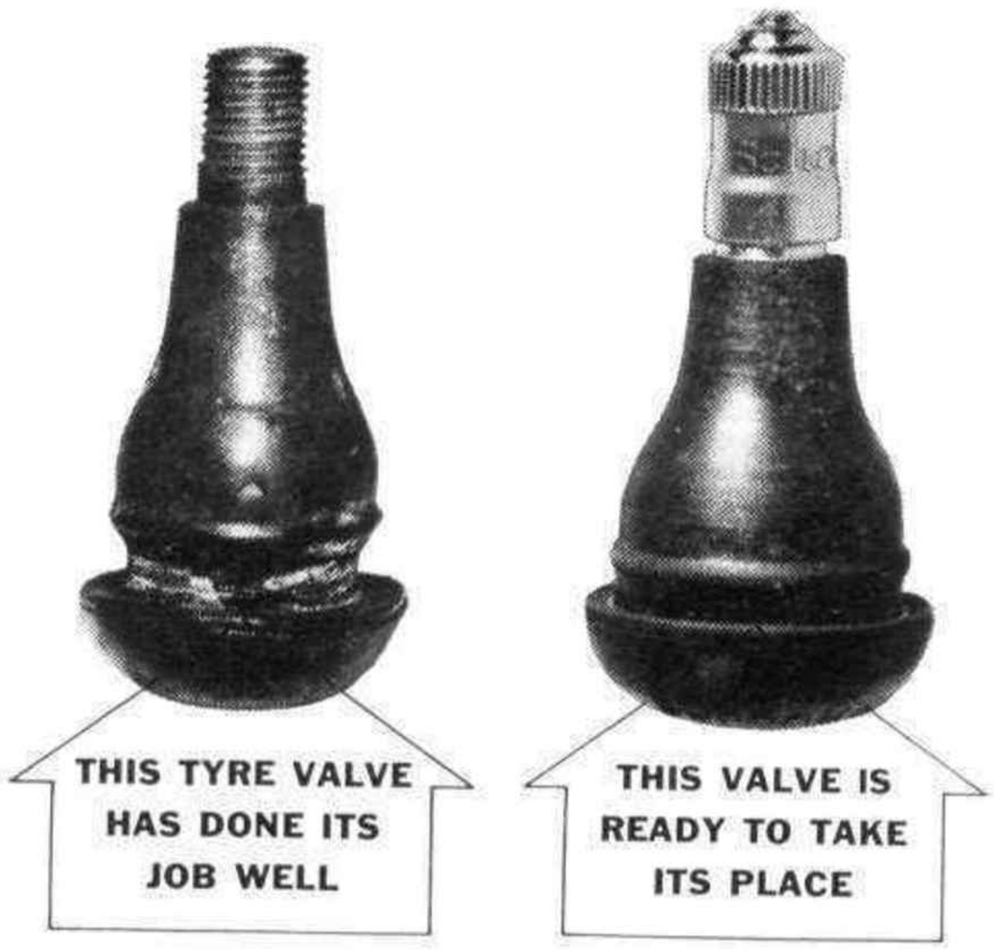
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| 12v. 38. a.h. | ,, | 5. 2.0. |
| 12v. 46. a.h. | ,, | 5.17.6. |
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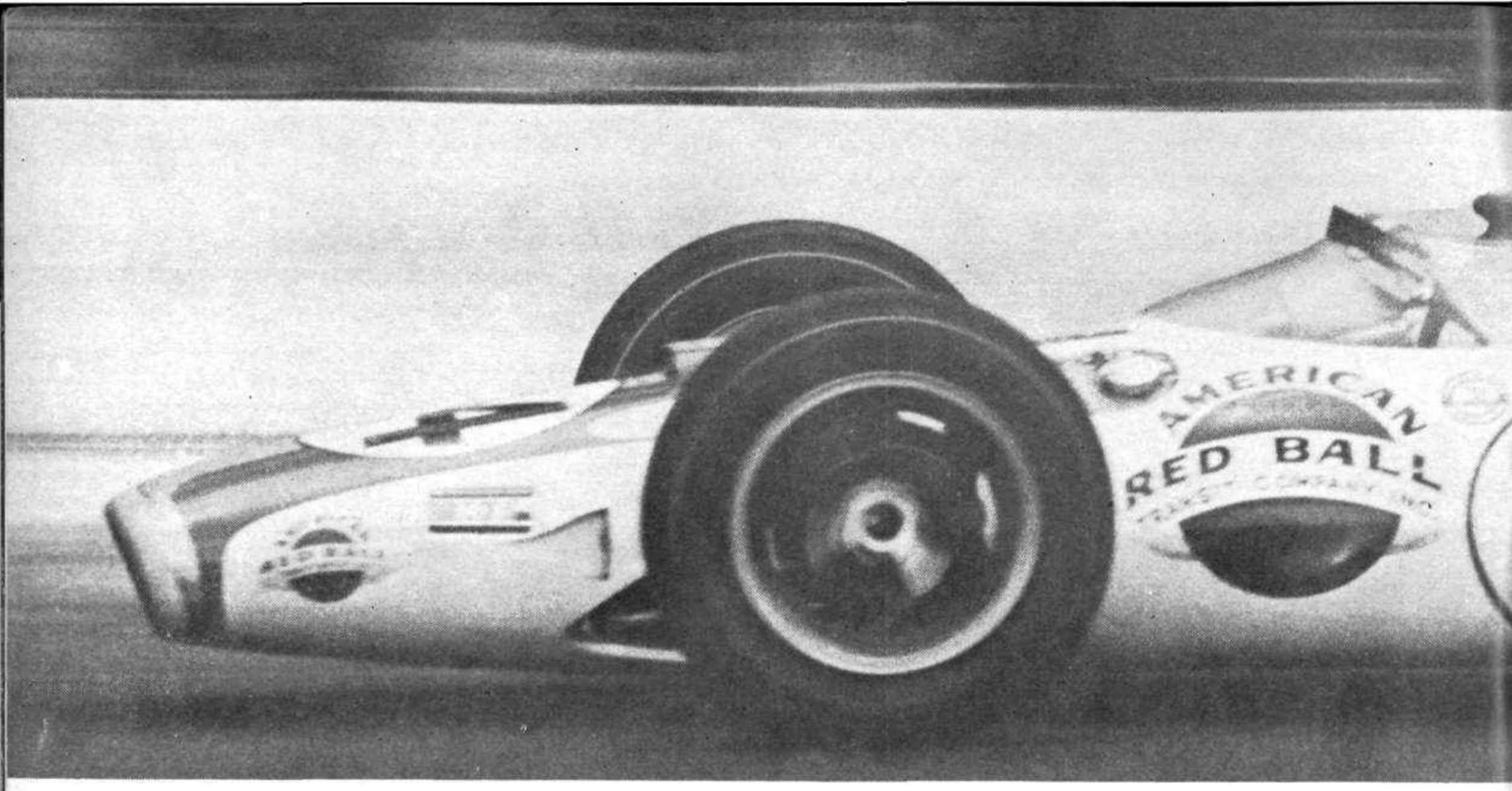
Not just to compare with each other.

But against anything else at their price.

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45 wins at Indianapolis

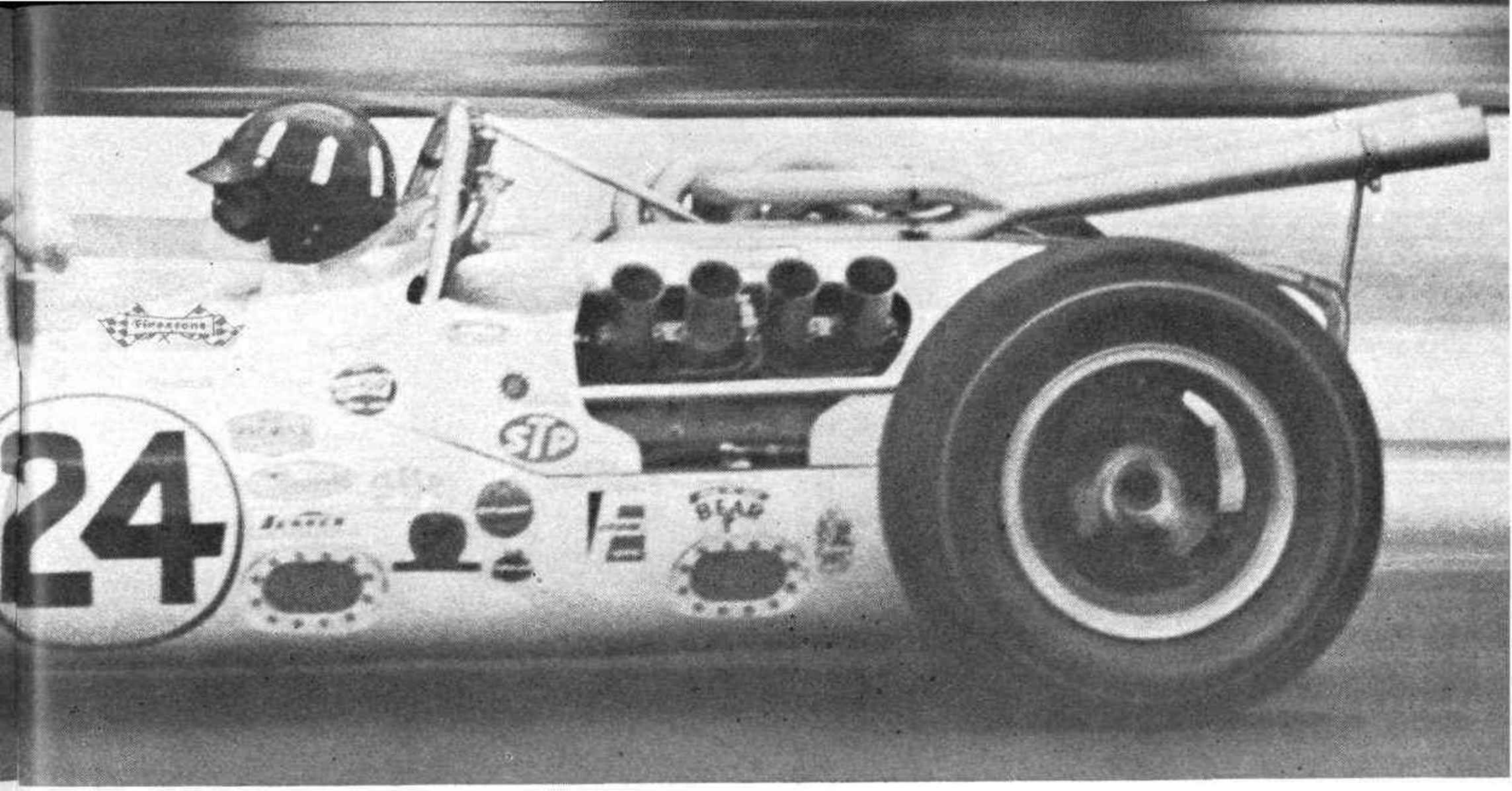
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All over the world, Indianapolis to Silverstone ; Daytona to Monza.
On Indianapolis championship cars. On Formula 1 cars. Saloon cars.
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your car. Firestone Tyres.

**Here is a selection of Firestone's 1967 major race wins to date.**

| | |
|---|---|
| January | South African Grand Prix, S.A.<br>Levin Grand Prix, N.Z.<br>Lady Wigram Trophy, N.Z.<br>Teratonga Grand Prix, N.Z. |
| February | Daytona 24 Hours, U.S.A.<br>Lakeside International, Australia.<br>Sandown Park International, Australia. |
| March | Guards International, Snetterton.<br>Will's International, Silverstone. |
| April | Sebring 12 Hours, U.S.A.<br>Pau Grand Prix, France.<br>Barcelona Grand Prix, Spain.<br>Eifel Cup, Germany.<br>Monza 1000 Kilometres, Italy.<br>Daily Express International, Silverstone.<br>Spa 1000 Kilometres, Belgium. |
| May | Guards International, Mallory Park.<br>Martini International, Silverstone.<br>Syracuse Grand Prix, Sicily.<br>Limbourg Grand Prix, Belgium. |
| June | Dutch Grand Prix, Holland. |




*Indianapolis cars*



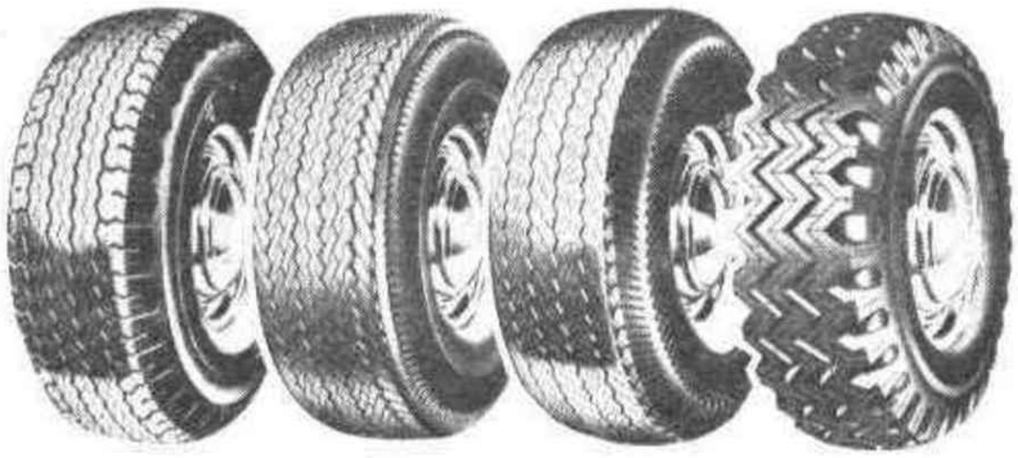

*Production cars*



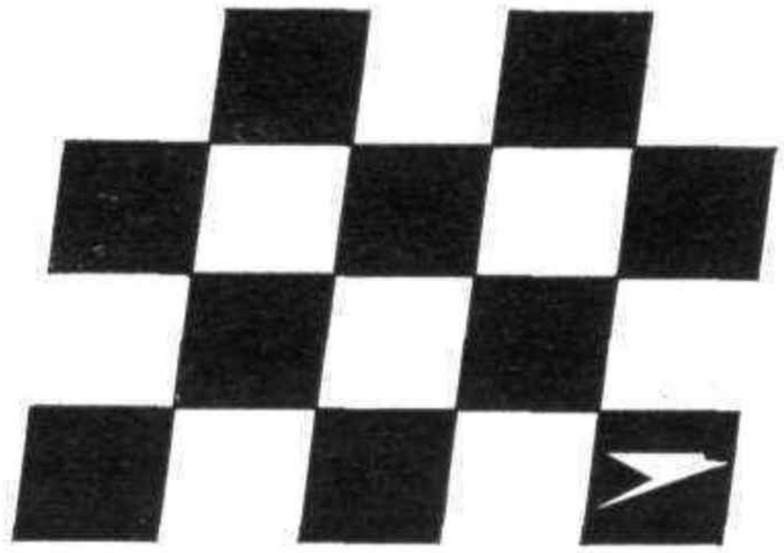

*Sports cars*

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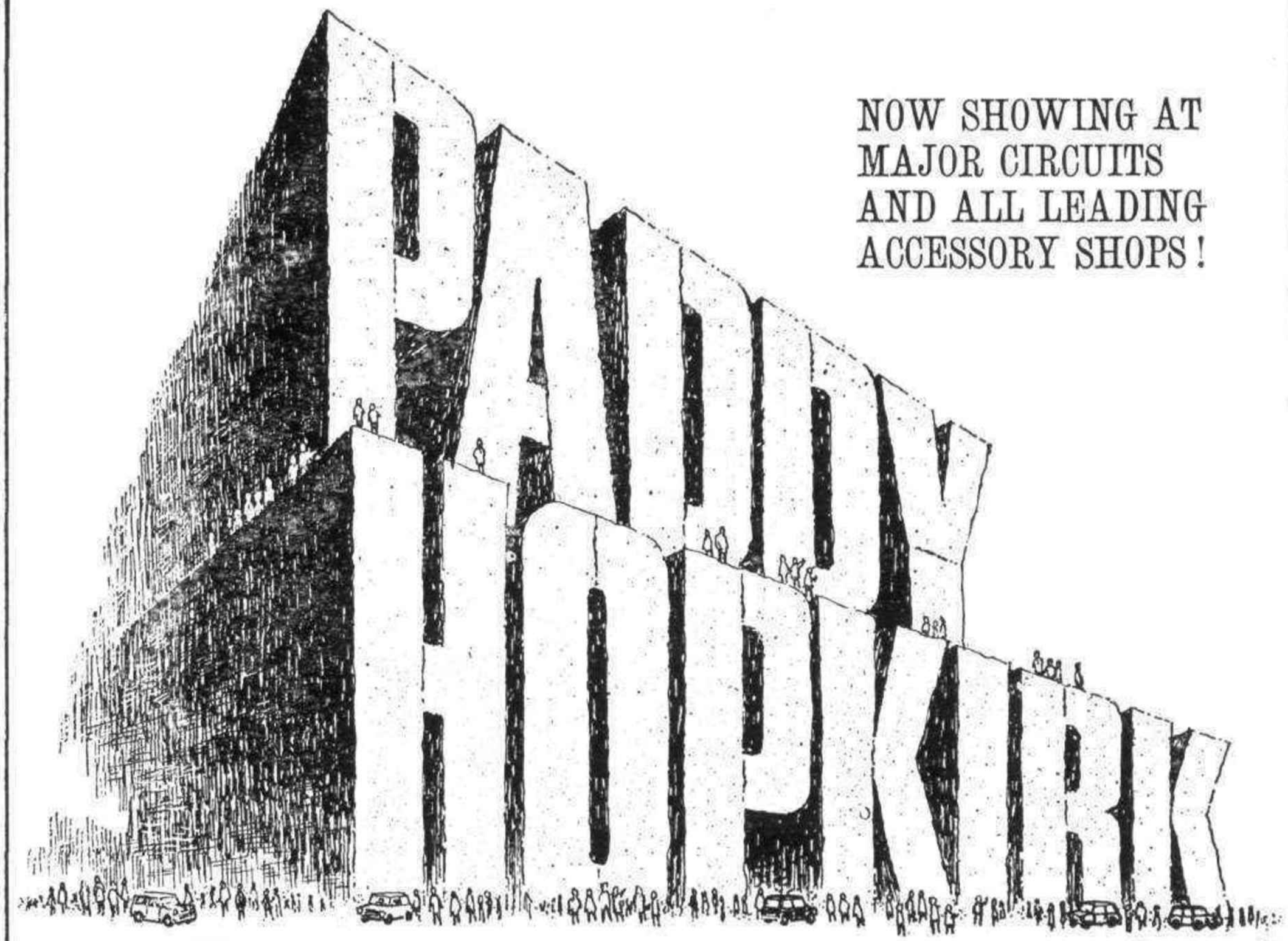
# The teams lining up for the BOAC International 500 Race at Brands Hatch, on Sunday July 30, spell out an exciting day!

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ABARTH
FORD
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**RALLY COAT**
Blue, quilted, showerproof nylon. Tailored collar into which the hood folds. *'Touch & close'* fastening. Windproof cuffs. Men's 38in., 40in., 42in., 44in. (Chest), and Ladies' 34in., 36in., 38in., 40in. (Bust). **£9.19.6**



**SUMP GUARD**
Soundly engineered in 3/16in. heavy plate steel. *Full* sump and gearbox protection. Machine drilled to allow air flow between sump and guard. Minis **£4.10.0.** B.M.C. 1100s **£5.5.0.** B.M.C. 1800 **£8.15.0.**



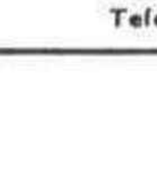
**PADDY HOPKIRK —FIRESTONE RACING OVERALLS**
In a new lightweight permanently-fireproof material. Two-piece zip front, adjustable cuffs, neck, ankles and waist. White with red flashings. Easily hand-washed, Drip Dry. Chest, waist, leg measurements to ensure perfect fit. **£8.15.0.** PAIR



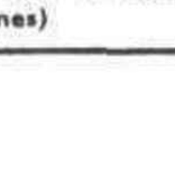
**B.S.2495 CRASH HELMETS**
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New black leather driving gloves. Expertly styled from finest Abyssinian skin. Firm comfortable grip. Non-rot Terylene stitching. Washable and colour fast. *State small, medium, large, Gent's or Ladies'.* And ex. large Gent's. **52/6** PAIR



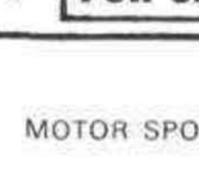
**DROP DOWN LAMP BRACKET**
A new product designed to fit any B.M.C. Mini variant. Strong support for any lamp. Swings down for access to engine. Lamp can be instantly removed for racing or to prevent theft. One drill-hole only. **29/6.**



***SLIP-ON* PADDED SEAT COVER**
Fits over existing seat. Heavy luxury padding Mini and Imos **£6.6.0**: De Luxe **£8.15.0.** B.M.C. 1100 and Cortinas **£6.10.0**; De Luxe **£8.19.6.** If your car is not listed, please enquire.



**AUXILIARY LAMP COVERS**
With "see through" window. Made from non-hardened P.V.C. Foam protection pad. Lined against moisture and with water drain hole. 5¾in. **12/11** PAIR. 7in. **15/6** PAIR. 8in. x 3½in. (for rectangular lamps) **15/6** PAIR.



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Replace existing nuts and when fitted allow instant removal without spanners of valve cover. Precision engineered for long life. Quickly and easily fitted. All B.M.C. 4-cylinder models. **10/6** PAIR.



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**FLY-OFF HANDBRAKE KIT FOR A RACING START!**
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Prevents bonnet flying open at speed. Real natural tan, heavy 1in. wide leather. Quality chrome plates and 4 fixing bolts. Easy to fit on any make of car. **12/6** EACH



**MINI FILLER CAP**
For speedy refuelling! Press-button fly open. Slams shut on hinged cap. Beautifully made in alloy. Cannot be misplaced or accidently opened. For all B.M.C. Minis. **£3.19.6** with fittings.



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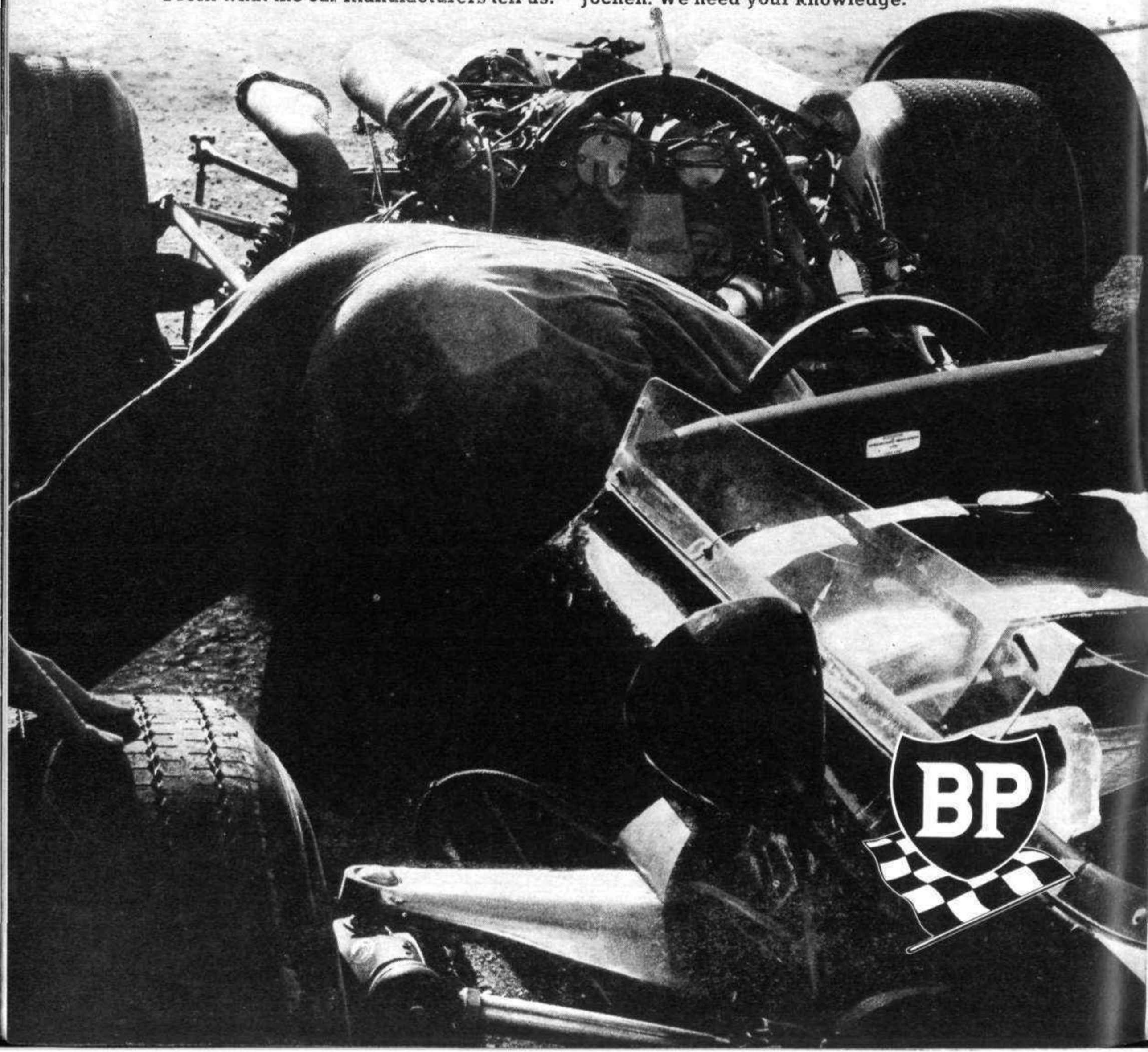
Or Pedro. Or Jo. Or John.
Or any of the men on top in motor racing.

A lot of them use BP fuel and lubricants. And they can tell us what happens at the high-stress moments.

And we learn something. From what Jochen Rindt and his mates tell us.
From what the car manufacturers tell us.
From what our own research tells us.

And then we pass on the benefits of what we learned on the twenty-seventh lap at Le Mans, or Brands, or Zandvoort, to all the other people who use BP fuels and lubricants.

We don't just need your company, Jochen. We need your knowledge.



# MOTOR SPORT

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

VOL XLIII No. 7 JULY 1967

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

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**FRONT COVER PICTURE :** BACK IN BUSINESS.—Clark dons driving gloves before taking the Lotus 49 from the Zandvoort pits on its first public outing in practice for the Dutch Grand Prix, which he won.


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# MATTERS OF MOMENT

## ■ FORD TRIUMPHANT

The Ford Motor Company has obtained a highly-respected place in the field of competition motoring. The high-speed run from the Cape to Southampton with the Corsair V4 was just a start. Since then they have won Le Mans again, at a record speed, and at Zandvoort their new 3-litre Grand Prix engine took the Lotus 49 to first place on its initial racing engagement. This last achievement is quite outstanding—very much the event of the year and one that merits the warmest congratulations to Keith Duckworth, Mike Costin, Colin Chapman, Maurice Phillipp, Walter Hayes and all concerned. After saying that, what Ford call the car is surely their affair, as they put up the money for its engine.

Certainly the Dutch G.P. showed the outstanding engineering ability of Cosworth Engineering. But success in motor racing is elusive and the first reports from Spa suggest that about the only Ford part in the new engine, the Autolite plugs, let Clark down badly in the Belgian G.P., where the V12 Weslake engine, which some experts thought would never cope with a very fast circuit, brought Gurney's Eagle through to victory.

Again, all-British race successes are fading, even if this little country provides the technical know-how behind machinery which is paid for in dollars.

The fact remains that the Lotus-Ford win at Zandvoort was a magnificent performance from a car straight off the drawing-board. What a pity that Ford-of-Britain's publicity boys have taken some of the gilt off this great achievement by stupid copy-writing. Having written big-headed exaggeration into the handout on the Cosworth engine their admen have now come out with the statement that "It's the first time in history an engine has won, first time out." This has caused a spate of letters to arrive at the MOTOR SPORT offices from readers protesting at the inaccuracy of this remarkable claim. It will no doubt cause historians a busy time checking the facts. As the Continental Correspondent points out, in post-war G.P.s Maserati and Mercedes-Benz won races the first time they used brand-new designs. Before the war we remember how Mercedes-Benz went to Tripoli and finished 1st and 2nd with entirely new 1½-litre V8 cars, admittedly in a *voiturette* race. There must have been other occasions when this happened. But we suppose that anyone so childish as to call these invincible modern competition cars "Roaring Fordies" is unlikely to have read much serious motor racing history. . . .

## ■ TOURIST TROPHY UNTRIUMPHANT

The T.T., which should rank as one of the most important sports-car races in the International calendar, was this year run as a sort of saloon-car club day at Oulton Park. From being an honest attempt at Edwardian touring-car racing, a racing-car event over the tough I.o.M. road circuit in 1922 and later a very exciting and instructive sports-car race in Ireland, this long-established fixture has sunk almost into obscurity, so that it merits but a brief report in this issue.

It is high time the R.A.C. took definite steps to restore the T.T. to its former importance.

## ■ BROOKLANDS

The Godalming Brooklands Meeting (see page 592) (no connection with the old firm) has aroused mixed feelings. It got a bad but not very accurate report in the *Daily Telegraph*, a nostalgic write-up in the *Sun*, which even mentioned a new organisation which intends to restore part of the Track, confirmation of which we await with curiosity. The *Aldershot News* printed its usual nonsense about vehicles going round the Track, which has not been usable for a quarter of century.

Bill Boddy writes : "My suggestion for a Brooklands' Society has received a fresh impetus through the enormous interest displayed in the old Track and the time is ripe for its formation. Its aims would be to maintain memories and interest in the Track, preserve records, documents and photographs pertaining to it and, if funds permitted, publish an illustrated magazine. If B.A.C. co-operate occasional visits might be possible to Brooklands, and film-shows and other meetings could be arranged.

"Those who had pre-war associations with the motor racing and flying at Brooklands could be granted full membership, others associated membership. The Society could be run initially from the MOTOR SPORT offices and I would ask those interested to write to me there, so that the possibilities can be further assessed."

# Motor Sport Fixture List For July

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

| DATE | CLUB | RENDEZVOUS | NEAREST PROMINENT TOWN | CATEGORY | TIME |
|---|---|---|---|---|---|
| July 1st .. | Midlands M.E.C. .. .. .. .. | Silverstone | Towcester | Race Meeting (*R.*) | 13.00 |
| July 1st .. | Austin-Healey Club .. .. .. .. | Aintree | Liverpool | Sprint (*R.*) | 13.00 |
| July 1st .. | Airedale & Pennine C.C. .. .. .. | Croft | Darlington | Sprint (*R.*) | 14.00 |
| July 1st .. | Hampton & Dist. M.C. .. .. .. | Hanworth Air Park | Hanworth | Driving Tests (*R.*) | 15.15 |
| **July 2nd** .. | **A.C. de France** .. .. .. .. | **Le Mans** | **Sarthe** | **French Grand Prix** (*INT.*) | — |
| July 2nd .. | B.A.R.C. .. .. .. .. .. | Brands Hatch | Farningham | Race Meeting (*R.*) | 14.30 |
| July 2nd .. | Alvis O.C. .. .. .. .. .. | Riccall Airfield | Selby | Driving Tests (*R.*) | 10.30 |
| July 2nd .. | Huddersfield M.C. .. .. .. .. | Baitings Dam | Ripponden | Speed Hill-Climb (*R.*) | 14.00 |
| July 2nd .. | Taunton M.C. .. .. .. .. | St. Audries Bay | Watchet | Speed Hill-Climb (*R.*) | 14.00 |
| July 2nd .. | Gaynes C.C. .. .. .. .. | Park Farm, Herongate | Brentwood | Autocross (*R.*) | 13.30 |
| July 2nd .. | Morecambe C.C. .. .. .. .. | Clawthorpe Hall | Burton-in-Kendal | Autocross (*R.*) | 13.30 |
| July 2nd .. | North London E.C.C. .. .. .. | Crow's Nest Farm | Ruislip | Autocross (*R.*) | 14.00 |
| July 2nd .. | Burnham-on-Sea M.C. .. .. .. | Critchill Farm | Frome | Autocross (*R.*) | 14.00 |
| July 2nd .. | Bridgend A.C. .. .. .. .. | Ewenny Park Woods | Bridgend | Production Car Trial (*R.*) | 14.15 |
| July 2nd .. | Midland Spitfire O.C. .. .. .. | Standard-Triumph Works | Coventry | Driving Tests (*C.I.*) | 11.00 |
| July 2nd .. | Mid-Cheshire M.R.C. .. .. .. | Dane Villa Farm | Nether Alderley | Autocross (*C.*) | 13.30 |
| July 5th .. | Ulster A.C. .. .. .. .. .. | Castle Grounds | Bangor | Driving Tests (*R.*) | 19.00 |
| July 8th .. | Motor Cycling Club .. .. .. .. | Silverstone | Towcester | Race Meeting (*R.*) | 10.30 |
| July 8/9th .. | Knowldale C.C. .. .. .. .. | Moorland Café | Leek | Rally (*C.I.*) | 23.01 |
| July 8/9th .. | Quinton M.C. .. .. .. .. | Prynne's Service Station | Llangammarch Wells | Rally (*R.*) | 22.00 |
| July 8/9th .. | North London E.C.C. .. .. .. | Blinking Owl Service Station | Haddenham | Rally (*C.I.*) | 22.01 |
| **July 9th** .. | **Automobile Club Trento** .. .. .. | **Trento-Bondone** | — | **Speed Hill-Climb** (*INT.*) | — |
| July 9th .. | B.A.R.C. (Yorkshire) .. .. .. | Croft | Darlington | Race Meeting (*R.*) | 14.30 |
| July 9th .. | Port Talbot M.C. .. .. .. .. | Eppynt Ranges | Brecon | Rally (*C.*) | 10.00 |
| July 9th .. | Southsea M.C. .. .. .. .. | R.A.F. Station | Thorney Island | Sprint (*R.*) | 14.00 |
| July 9th .. | Sevenoaks & Dist. M.C. .. .. .. | Great Danes Hotel | Hollingbourne | Autocross (*R.*) | 14.00 |
| July 9th .. | Dudley & Dist. M.C. .. .. .. | Clive Farm, Pattingham | Wolverhampton | Autocross (*R.*) | 13.30 |
| July 9th .. | Shenstone & Dist. C.C. .. .. .. | Curborough | Lichfield | Driving Tests (*R.*) | 11.00 |
| July 9th .. | Maidstone & Mid-Kent M.C. .. .. | Brands Hatch | Farningham | Race Meeting (*R.*) | 14.30 |
| July 9th .. | Truro & Dist. M.C. .. .. .. .. | Truro | — | Autocross (*C.*) | — |
| July 9th .. | Chislehurst M.C. .. .. .. .. | Burstow Park | Horley | Driving Tests (*C.*) | 10.00 |
| July 14/15th .. | 55 Car Club .. .. .. .. .. | South Inch | Perth | Red Hackle Rally (*N.B.*) | 18.00 |
| **July 15th** .. | **Royal Automobile Club** .. .. .. | **Silverstone** | **Towcester** | **British Grand Prix** (*INT.*) | — |
| July 16th .. | South Wales A.C. .. .. .. .. | Llandow | Swansea | Sprint (*R.*) | 14.00 |
| July 16th .. | Falcon M.C. .. .. .. .. .. | Dowsetts Farm | Ware | Autocross (*R.*) | 13.30 |
| July 16th .. | Stafford & Dist. C.C. .. .. .. | Coppice Farm | Teddesley | Autocross (*R.*) | 14.00 |
| July 16th .. | Airedale & Pennine M.C.C. .. .. .. | Cromwell Garage | Brighouse | Economy Run (*C.*) | 09.00 |
| July 16th .. | B.A.R.C. (Surrey) .. .. .. .. | Old Swains Farm | Leigh | Autocross (*R.*) | 14.00 |
| July 16th .. | Knowldale C.C. .. .. .. .. | Reed Hotel | Rochdale | Production Car Trial (*C.I.*) | 12.30 |
| July 16th .. | Romford E.C.C. .. .. .. .. | Brands Hatch | Farningham | Race Meeting (*R.*) | 14.30 |
| July 16th .. | 750 M.C. .. .. .. .. .. | Snetterton | Thetford | Race Meeting (*R.*) | 14.00 |
| July 16th .. | A.M.O.C. .. .. .. .. .. | Curborough | Lichfield | Sprint (*R.*) | 13.00 |
| July 16th .. | J.N.F. Car Club .. .. .. .. | Brentford Market | Kew | Driving Tests (*C.*) | 14.00 |
| July 22nd .. | Sevenoaks & Dist. M.C. .. .. .. | Valence School | Westerham | Speed Hill-Climb (*R.*) | 14.00 |
| July 22nd .. | Vintage S.C.C. .. .. .. .. | Silverstone | Towcester | Race Meeting (*C.*) | 12.30 |
| July 22nd .. | B.A.R.C. (N. Thames) .. .. .. | Santa Pod | Podington | Sprint (*C.*) | 13.30 |
| July 22nd .. | B.A.R.C. (N.W.) .. .. .. .. | Oulton Park | Tarporley | Race Meeting (*R.*) | 14.00 |
| July 23rd .. | Midland A.C. .. .. .. .. | Shelsley Walsh | Worcester | Speed Hill-Climb (*R.*) | 14.30 |
| July 23rd .. | B.A.R.C. (Yorkshire) .. .. .. | Stockton Farm | Harewood | Speed Hill-Climb (*C.*) | 14.15 |
| July 23rd .. | B.A.R.C. (E. Midlands) .. .. .. | Mallory Park | Kirkby Mallory | Race Meeting (*C.*) | 14.00 |
| July 23rd .. | Thames Estuary A.C. .. .. .. | Canewdon | Rochford | Autocross (*R.*) | 13.30 |
| July 23rd .. | Swansea M.C. .. .. .. .. | Llandow | Swansea | Autocross (*R.*) | 14.00 |
| July 23rd .. | B.H.R.A. .. .. .. .. .. | Santa Pod | Podington | Sprint (*C.*) | 12.00 |
| July 23rd .. | Bentley D.C. .. .. .. .. .. | Finmere Airfield | Buckingham | Driving Tests (*C.*) | — |
| **July 30th** .. | **B.R.S.C.C.** .. .. .. .. .. | **Brands Hatch** | **Farningham** | **Race Meeting** (*INT.*) | — |
| July 30th .. | B.A.R.C. .. .. .. .. .. | Silverstone | Towcester | Race Meeting (*C.*) | 14.15 |
| July 30th .. | Mini Seven Club .. .. .. .. | Stisted Hall | Braintree | Autocross (*R.*) | 13.30 |
| July 30th .. | Maidstone & Mid-Kent C.C. .. .. | County Showground | Detling | Autocross (*R.*) | 14.00 |
| July 30th .. | Hagley & Dist. L.C.C. .. .. .. | Appletree Lane | Inkberrow | Autocross (*R.*) | 14.00 |
| July 30th .. | Severn Valley M.C. .. .. .. .. | Loton Park | Alberbury | Speed Hill-Climb (*R.*) | 14.30 |
| Aug. 5th .. | Hants & Berks M.C. .. .. .. .. | Gt. Auclum | Burghfield Common (Reading) | Speed Hill-Climb (*N.B.*) | 14.30 |
| Aug. 5th .. | 750 M.C. .. .. .. .. .. | Silverstone | Towcester | 6-Hour Relay (*N.B.*) | 13.00 |
| **Aug. 6th** .. | **A.D.A.C.** .. .. .. .. .. | **Nurburgring** | **Nurburg** | **German Grand Prix** (*INT.*) | — |

## A DOSE OF HIS OWN MEDICINE

The *West Sussex Gazette* reports that retired solicitor B. P. Vincent Elsden, of Sea Lane, Rustington, who became known as the motorist who fixed a camera to his car for the purpose of photographing other driver's alleged misdemeanours, was himself convicted of careless driving by causing a collision between his car and another at the junction of North Lane and the Worthing Road. He was fined £15.

## FIRST-AID

It is sensible to carry a first-aid kit in the car. Johnson & Johnson of Slough make a useful First-Aid Autokit in compact form which retails for 17s. 6d. They are prepared to offer these in quantity to interested organisations, in tins printed in individual lettering, at a reduced price.

## CLEANING THE CAR

Those who clean their own cars, which must mean some 90% of car owners these days, will find the Perfex cleaning cloths made by Johnson & Johnson (Gt. Britain) Ltd., Slough, Bucks, very handy. A plastic pack containing three cloths, yellow, pink and green, costs 2s. 11d., and they can be used wet or dry and for household as well as motoring applications.

A very durable leather for final wiping down after the car has been washed is the Deco Synthetic chamois leather cloth made by Chas. Hanson & Son, Ltd., Spring Bank Works, Brighouse, Yorks. It comes in a 22 in. × 18 in. giant size, is not affected by detergents, and can be left wet or dry without harm. It is claimed that the harder or more harshly it is used, the better it becomes.

## The Things They Say . . .

"A young racing driver, crouching over the wheel of his car, may chew off the paint in the process."—*Which ?* reporting on children's pedal cars in its June issue.

* * *

"The workmanship and most of the hardware in this, the most costly Ford of all, are miserably below the standards of the meanest Falcon."—By-line in *Car and Driver's* road-test report on the Ford Mark III.

* * *

The *Daily Express* of June 14th carried a picture of a Police Ford Anglia driven by a 22-year-old policeman which swerved to avoid a pedestrian on a zebra crossing in Ashton, rolled over three times, and caught fire. We wonder what the police would say if this happened to *you* in a speed-limit area ? And we wonder why the Anglia caught fire after rolling, as Peter Procter's did when racing at Silverstone ?

# LE MANS 24-HOURS

## NOTES ON THE CARS

PRE-RACE tension for the Le Mans 24-hour event started to build up last February when Ferrari had a sweeping victory at Daytona and the Ford team were plagued by gearbox troubles. Ford went charging off to Sebring, hot for revenge, but Ferrari did not enter and he did not tackle various European races very seriously as he was concentrating all his efforts on the Le Mans race, as was Ford. In April there was a mild scuffle during the Le Mans practice week-end, in which Ferrari came out on top, but the real show-down was the Wednesday before the Le Mans race when the two teams revealed their arms at the scrutineering. While this Ford versus Ferrari conflict was waging there was a small niggling factor that was frequently upsetting both of them, this was Jim Hall's Chaparral team, for they had put up a serious challenge to both teams in the American races, and to Ferrari in various European races, and in addition there was the new Lola-Aston Martin team lurking in the background.

Ford came with four Mark IV cars and three Mark II cars and for backing had two Ford "Mirage" cars and numerous GT40 Group 4 cars. The Shelby team prepared two Mark IV Fords and a Mark II, all with 7-litre, 107.5 × 96.1 mm. pushrod V8 engines, with alloy heads, dry sump lubrication, twin four-choke Holley carburetters and over 500 b.h.p. at 6,800 r.p.m. and this was coupled to a four-speed gearbox/axle unit, all in the back of the car. Holman prepared two Mark IV cars and two Mark II cars, all to the same specification, his second Mark II being delivered to the Ford-France team for Schlesser and Ligier to drive. The Mark IV cars were constructed of a bonded honeycomb and aluminium sheet material with fibre-glass nose and tail sections and the Mark II cars were of similar chassis construction to the Ford GT40, fabricated from steel and aluminium sheet. The Shelby cars were number 1, a red Mark IV for Gurney/Foyt, number 2, a yellow Mark IV for McLaren/Donohue and number 57, a light blue Mark II for Hawkins/Bucknum. The Holman cars were number 3, a bronze Mark IV for Bianchi/Andretti, number 4, a dark blue Mark IV for Hulme/Ruby, number 5, a gold Mark II for Gardner/McClusky and number 6, the white Mark IV of Ford France. Both types of Ford had the spare wheel mounted on the left of the gearbox in a vertical position, the Mark II being removed through the rear of the tail and the Mark IV through a hatch in the top of the tail, the wheel now just sitting in a cradle and not fixed on a bracket as before. All the cars were fitted with an automatic fire-fighting apparatus in the cockpit that was sensitive to infra-red rays from flames, and when triggered off filled the cockpit with a fire suppressing gas. All were running on Shell oil and the Shelby cars were on Goodyear tyres and the Holman cars were on Firestone. Although the preparation of the cars was in the hands of the rival teams, the whole affair was controlled by the personnel and technical staff of the Ford Motor Company of Detroit.

The Ferrari team comprised three factory cars and the four cars of the Ferrari agents, all having been prepared at Maranello. The works team consisted of three P4 cars, two coupés, number 21 for Parkes/Scarfiotti and number 19 for Klass/Sutcliffe, and an open cockpit one, number 20, for Amon/Vaccarella. They also brought along a new P4 for the Equipe National Belge, which was number 24, to be driven by Mairesse/"Beurlys" and mechanically these four cars were identical, with 4-litre V12-cylinder engines with three valves per cylinder, four overhead camshafts, inlet ports down between the camshafts on each bank of cylinders, Lucas fuel injection and twin ignition, the power unit being coupled to a Ferrari 5-speed gearbox. These cars being the latest and best from the Maranello factory, were all painted red, the Belgian car having a yellow stripe down the centre, and running on Firestone tyres. The P3/P4 cars of Maranello Concessionaires of Great Britain, the Scuderia Filipinetti and the N.A.R.T. of Chinetti, were the cars raced at Spa, Monza, etc., except that they all had their 5-speed ZF gearboxes replaced by the latest P4 Ferrari 5-speed gearboxes, but retained the 2-valve per cylinder, carburetter-fed four overhead camshaft, 4-litre V12 engines. The Filipinetti car was number 22, for Muller/Guichet, the Maranello car was number 23, for Attwood/Courage and the N.A.R.T. car was number 25, for Rodriguez/Baghetti; the first two cars were red and the third was white. Filipinetti also entered a 275GTB, with single camshaft per bank of cylinders engine in the GT category for Steinemann/Spoerry, and Chinetti entered his old blue and white P2 Ferrari, but these could not be considered as support for the main Ferrari force.

A thorn in the side of both Ford and Ferrari were the two Chaparrals, number 7 for Phil Hill/Spence and number 8 for Johnson/Jennings, two American S.C.C.A. drivers. Hall's tactic was that Hill/Spence in 2F002 would probably challenge the leaders, but not stand the pace and Johnson/Jennings in 2F001 would not break it, and if it was well placed towards the end of the 24 hours he could put his pair of fast drivers in it for a last-minute challenge. These were the two cars campaigned throughout Europe this season, and 2F002 had a brand-new Chevrolet V8 engine that was quite a lot lighter than those used previously, and more powerful. Both were of 7 litres capacity, 107.9 × 95.5 mm., with alloy heads and alloy cylinder block, fed by four double-choke carburetters, modelled on the Weber carburetter, made by Chaparral (or General Motors). The engines drive through a hydraulic torque-converter to an automatic transmission, and both cars were using the hydraulically operated stabiliser wing. Whereas the challenge by the Chaparrals was a known quantity, the two Lola-Aston Martins were unknown, but full of promise. Number 12 was the car used in April, but now running on Lucas fuel-injection, driven by Irwin/de Klerk, and number 11 was a new one with completely covered-in tail and a full width adjustable spoiler across the end of the body; it was driven by Surtees/Hobbs, and both Aston Martin engines were the four overhead camshaft V8 cylinder, 5,009 c.c., fuel injection units with ignition by Scintilla magnetos. They drove through 5-speed Hewland gearboxes, were painted dark green and ran on Firestone tyres. Another pair of cars from Britain, but sponsored by Ford and the American Gulf Oil Company, were two Mirage coupés, number 14 for Piper/Thompson and number 15 for Ickx/Muir, both cars using 5.7-litre Holman and Moody Ford V8 engines.

Other cars in the large-engined category were a Chevrolet 7-litre "Stingray," number 9, driven by Bondurant/Guldstrand, a Shelby-Mustang 350GT, number 17, driven by Dubois/Tuerlinx, a red Ford GT40, number 18, Maglioli/Casoni, a white GT40, number 16, Greder/Dumay and the pale green GT40, of John Dawnay, driven by Salmon/Redman, which was number 62.

In the 2-litre category the entry was greatly depleted by the withdrawal of all the Dino Ferraris and the Autodelta Alfa Romeo 33 team, so it left a row of Porsches to be challenged by two Matra-B.R.M. entries. Porsche number 37 was a Group 4 Carrera Six 906 model driven by Elford/Pon, and number 66 was also a Carrera Six, for Poirot/Koch, both being part of the factory entourage, while the Prototype cars consisted of two 910 coupés as used in the Targa Florio, and two long-tailed 907 cars, as experimented with in April. All the Prototype cars had fuel-injection, horizontally-opposed six-cylinder engines, and the exhaust fume problems of the 907 cars had been cured by putting the exhaust pipes underneath the long tail, instead of inside. The drivers were Stommelen/Neerpasch in 910 number 38, Schutz/Buzzetta in 910 number 39, Rindt/Mitter in 907 number 40, and Herrmann/Siffert in 907 number 41. All were on Dunlop types, the Prototypes using the latest Porsche magnesium wheels with centre-lock hexagon nut. Whereas the 906 and 910 cars are left-hand drive, with central gear-change, the 907 cars are right-hand drive with right-hand gear-change, the linkage crossing to the centre of the car behind the driver's seat. Naturally all the cars were painted white, with recognition colours on the nose cowlings. In the GT category were four 911S Porsches, privately entered and driven, number 42 by Buchet/Linge, number 43 by Dewez/Fischhaber, number 60 by Wicky/Farjon and number 67 by Boutin/Sanson.

The two Matra-B.R.M.s were identical, having 2-litre V8 B.R.M. fuel injection engines, with centre exhausts and ZF gearboxes, as illustrated in the May MOTOR SPORT. The coupé bodies had the choice of two tail sections, one with a short angular tail and the other with a long tapering tail, and in practice they settled for the short angular tails. Matra had been doing a lot of pre-race testing, including some endurance runs, and were very confident of challenging the Porsches. The detail work on the car was most interesting and worthy of study, for like the Mark IV Fords and the Chaparrals there were engine cooling radiators on each side of the car just behind the cockpit, fed by air ducts at the rear of the doors. The Matra nose was completely devoid of any opening, presenting the best possible

form to the air, but under the nose were two sunken ducts that fed air to the brakes. Instead of letting the hot air find its own way from the brakes, as most people do, there were extractor ducts just behind the front wheels in the side of the body. In the side scoops for the water and oil radiators were air ducts that took cold air to the rear brakes and to the exhaust system. The exhaust pipes in the centre of the V of the engine were completely enclosed in a metal duct that runs to the tail of the car, and the side air inlets feed cold air into the front of the exhaust ducts, encouraging exhaust pipe cooling and heat flow. The two cars were painted typical French blue, number 29 being driven by Beltoise/Servoz-Gavin and number 30 by Jaussaud/Pescarolo. These cars are still a joint project, with Matra concerned with the body/chassis unit and B.R.M. with the engine/gearbox unit, staff from both firms being in attendance.

The remainder of the entry was made up by small cars, the Renault Alpine team entering five of their very efficient long-tailed Le Mans A210 coupés, all with 4-cylinder Renault-Gordini twin-cam engines, and the Ecurie Savin Calberson entered two similar cars. All seven now utilise a 5-speed Porsche gearbox in place of the Hewland boxes used previously. Number 45 was a 1,470 c.c. driven by Mauro Bianchi/Vinatier; number 46 a 1,296 c.c., Grandsire/Rosinsky; number 47 a 1,296 c.c., Andruet/ Bouharde; number 58 a 1,296 c.c., Vidal/Offenstadt; number 56 a 1,005 c.c., Larrousse/Depailler, all being entered by Alpine. The Calberson cars were both of 1,296 c.c. and were number 48, de Lageneste/Cheinisse and number 49, Cortanze/Le Guellec. There was another 1,005 c.c. model entered by N.A.R.T., this being number 55, an earlier short coupé on the M64 chassis, using a Renault gearbox.

A lone Lotus 47 was entered by Team Elite for Wagstaff/Preston, number 44, a lone works Mini Marcos for Lawrence/Marsh, number 50, a works Austin Healey Sprite coupé, painted red for Hedges/ Baker, number 51 and a mid-engined Hillman Imp powered special by Nathan Racing Ltd. for Nathan/Beckwith, number 54. Finally there were two long aerodynamic C.D. coupés with twin tail fins, powered by modified Peugeot 204 engine/gearbox units mounted transversely behind the cockpit, these cars being number 52 for Ballot-Lena/Dayan and 53 for Bertaut/Guilhaudin, and an Abarth OT 1300 coupé driven by two local lads.

There were a number of detail changes in the overall scene this year, notably on identification of cars, for the I.B.M. electronic lap scorer was abandoned, a colour system was used to identify bodywork construction and the American Sylvania firm introduced luminous racing numbers. In previous years each competing car has been fitted with a battery operated " bleep " signal that was picked up by an enormous electronic " black-box " which proceeded to produce lap times and speeds and race positions. After numerous troubles in the past the system was abandoned this year and the reliable human hand was used. In order to assist course marshals in case of an accident a system of coloured discs were fixed on the side of the body to identify the material used. Yellow was for aluminium, Red for fibre-glass or similar substances, Blue for steel and Green for magnesium. These discs were about three inches in diameter and were luminous so that marshals could see at a glance what methods were required in dealing with an accident. The Fords, Ferraris and Porsches were using a number disc coated with phosphor in which was an electrical circuit coupled directly to the alternator and in the dark the disc glowed green, the black numbers standing out very clearly. In daylight or when the A.C. was switched off, the disc was white, the numbers remaining black all the time. The brightness of the green background was also an indication of the alternator output and it was fascinating to see the green background light up as an engine was started and the alternator cut in. At tick-over when the charge was just balancing or giving a small positive charge the background would flicker on and off and was in effect a luminous ammeter. This was of enormous help to time-keepers and an electrical development that will no doubt become universal in night racing.—D. S. J.

## FORD WIN A GREAT BATTLE

LE MANS, FRANCE, *June* 10th/11th.

AFTER the usual problems arising from scrutineering, such as insufficient rear vision in the mirrors on the Fords, too much petrol in the tanks of the Lolas, bodywork too narrow about the wheels on the Mirage, windscreen too shallow on the Marcos, all the competitors tackled practice on Wednesday and Thursday evenings, practice times deciding the order of lining up for the classic start. Phil Hill set the ball rolling in a big way with the Chaparral on both evenings, recording 3 min. 27.4 sec. the first night and 3 min. 24.7 sec. the second night, with no bother at all and it was not until after dark on Thursday that McLaren beat the Chaparral with 3 min 24.4 sec.—147 m.p.h. average (in the dark !). The other Fords could not match this and the Ferraris were a long way away. Practice was not without trouble as the Mark IV Fords were suffering broken windscreens and there was a lot of high pressure panic between Corning Glass in Detriot and Le Mans. Ferrari had a lot of work to do when a slow car moved out in front of Klass and he crashed number 19 Ferrari, but it was all repaired in time for the race. Conditions were very good when 54 cars lined up for the start, the 55th being ruled out at the last moment as it was found that it had not done sufficient laps to qualify, this being a GTB Ferrari in the G.T. class.

**4 p.m.**—At the head of the line was McLaren with 3 min. 24.4 sec. and at the end was Nathan with 4 min. 55.4 sec., and though Rodriguez was the first to move, Bucknum shot off into the lead in a Mark II Ford. Gardner pursued him until he lost a balance weight and stopped for a wheel change, leaving Gurney and McLaren in pursuit. Hulme has been delayed at the pits with a sticking throttle. Surtees retired the Lola-Aston Martin after three laps! The second Lola is in trouble soon after.

**5 p.m.**—Bucknum still leads. Spence had carved his way through from 13th to fourth in the Chaparral. The first Ferrari was sixth and then the Fords needed fuel, which let the Chaparral into the lead. Bianchi had collected a stone through the windscreen of his Ford and the leaders were lapping at well under 3 min. 30 sec. Salmon's GT40 caught fire after refuelling, when braking for Mulsanne. Big Fords doing 212 m.p.h. on Mulsanne, lapping at over 146 m.p.h. Bucknum has a water joint split, stops for welding. Gurney is leading. Hulme has lap record at 3 min. 23.6 sec. and is to go even faster. Bucknum has to creep round without water, after repair job, until requisite refuelling laps have been covered. Hawkins takes over. Hulme has lost time in the pits after an excursion into the sand.

**6 p.m.**—Both Mirage cars have been in the pits with engine trouble. The Fords are only running for a little over an hour on a tankful. They are thirsty. The Gurney/Foyt Ford leads from the Hill/Spence Chaparral, Bianchi/Andretti Ford is third and McLaren/Donohue Ford fourth, then come three P4 Ferraris, Parkes/Scarfiotti, Mairesse/ " Beurlys " and Amon/Vaccarella. The first Porsche is 15th.

**7 p.m.**—I go to Mulsanne corner. Foyt is in the leading car and cornering well. Rindt and Siffert in the 907 Porsches look as if they are in a G.P. race and are having fun. Hope Hanstein cannot see this. The leaders are still lapping at 3 min. 30 sec. and the Chaparral is pressing hard. The second Matra-B.R.M. is out of the running as Jaussaud did not close the door properly at the start and it bent in the wind and will not stay shut.

**8 p.m.**—The Andretti Ford is second and pressing the leader. This is a Holman versus Shelby match and the pace is very fast. Andretti told to slow, so he drops one second a lap, to 3 min. 28 sec. The Ruby/Hulme Ford is having trouble stopping and twice goes up escape road. Muller goes by in the P3/P4 with smoke pouring from engine. He does not return. Hawkins spun to avoid a Porsche.

**9 p.m.**—The Fords are really racing amongst themselves and are leaving everyone behind, the order being Foyt/Gurney, McLaren/ Donohue, Andretti/Bianchi with the Chaparral of Hill/Spence following. The leaders are averaging over 140 m.p.h. including all stops. Ferraris are fifth, sixth and eighth, Porsche are up to 12th. Lights are on and the Sylvania glowing phosphorous numbers are excellent.

**10 p.m.**—The Andretti Ford has been delayed by gearchange troubles, which drops it behind the Ferraris and the Chaparral is third. Back at the pits everyone is groping about in the dark or trying to see by 25 watt bulbs ! McLusky (No. 5) and Ruby (No. 4) have both had their Fords into the sandbanks. Foyt doesn't make mistakes. Amon tries to limp to pits on a flat tyre and it cuts fuel lines and sets car in flames. Amon is O.K.

**11 p.m.**—Due to pit stops Parkes/Scarfiotti Ferrari is briefly in second place. The second Chaparral has gone out with starter and battery trouble. The first Chaparral has lost control of its " wing," it is staying in the braking position, losing 12-15 m.p.h. off top speed. General pandemonium is settling down, but race average is still just under 140 m.p.h. Ruby has No. 4 Ford in sand for good.

**12 p.m.**—A fine clear night but awfully cold. Hot coffee on every occasion. Gurney/Foyt lead by just on a lap from McLaren/Donohue, with Parkes/Scarfiotti just half a lap ahead of Andretti/Bianchi. Ford, Ford, Ferrari, Ford. The leading Porsche is now 10th, driven by

Herrmann/Siffert, as Rindt blew his engine up. There are officially 19 retirements, but there are others at the pits that will not run again.

**1 a.m.**—What a lot of important people have gone to bed ! I always think about it but never get round to it, there is too much going on. Gurney/Foyt now have a healthy lead, but McLaren/Donohue, Andretti/Bianchi and Parkes/Scarfiotti are all on same lap and not far apart. The pressure is still on.

**2 a.m.**—There is no mist but it is cold. The race seems to have settled down, if you can call an average of 137 m.p.h. in the dark " settled." Now is the time to get some sleep, but something exciting is sure to happen. More coffee and hear from the Shelby drivers how the Holman drivers are still pushing. The N.A.R.T. Ferrari P3/P4 has gone out, covered in oil from the breathers, piston rings probably. The Bucknum/Hawkins Ford is having clutch slip.

**3 a.m.**—All seems well. Fords are 1st, 2nd, 3rd. Ferrari 4th, Chaparral 5th, Ford 6th, Ferrari 7th, 8th, Ford 9th, Ferrari 10th. Now for five minutes sleep in the Ferodo pits. Oh no ! Yellow danger lights are flashing. Schlesser walks by explaining how there was nothing to do but to ram the bank with the Ford France Mark IV. Seems Andretti had a brake lock on going into the Esses and crashed into the bank. McLuskey in Ford No. 5 tried to avoid him and crashed into the opposite bank. Schlesser avoided them both but crashed No. 6. Fords all over the place. Everyone else tip-toes through the wreckage. No one hurt. McLaren in trouble at pits with clutch.

**4 a.m.**—Gurney/Foyt are five laps ahead. Parkes/Scarfiotti second, the Chaparral third in spite of its fixed air brake. Dawn is breaking, and its still cold, but dry. Seem to be only 37 cars left running. The McLaren/Donohue Ford is having more clutch adjustment taken up.

**5 a.m.**—Fried eggs and coffee made me feel better. Go to pits to see how things are going. Spence arrives in Chaparral with smoke pouring from everywhere and a foul smell. Jim Hall and mechanic get underneath, oil is running out of transmission. A seal has broken. They start work to replace it. It means dismantling the whole of the back of the car and removing the gearbox and torque converter. Only two mechanics allowed to do the job. Hall reckons two hours at least. Ronnie Hoare's P3/P4 expires in a cloud of oil smoke, piston rings like the other P3 Ferraris. The P4 Ferraris are still running well.

**6 a.m.**—Ferraris are 2nd, 3rd and 4th but the leading Ford is still five laps ahead. There is a Porsche up to sixth place now. The Chaparral is spread all over the pit area. Hope they remember where all the bits and pieces go.

**7 a.m.**—The crowds are enormous. It is a fine day, but the cold wind is still blowing. Ford may be leading, but there are three healthy sounding Ferraris following and the remaining Fords are sick. Only nine hours of racing to run and the average is still around 137 m.p.h.

**8 a.m.**—The little Austin Healey driven by Baker which has been running regularly, after some drama with its electrics has a little accident just like Andretti. A brake pad change and next time at the Esses a front brake locks and it crumpled its tail. It can still go on racing. Coffee with Goodyear this time.

**9 a.m.**—After nearly three hours work the Chaparral is back in the race, to great applause from everyone. It immediately laps at 3 min. 33 sec. and seems like new. It is now 17th ahead of the Austin Healey, an Alpine and an Abarth, after all that time at the pits. There are 20 cars still running.

**10 a.m.**—The leading Ford is easing off slightly and holding the pace of the Ferraris, who are virtually flat out. McLaren has the tail fly off his Ford and stops next time round to pick up the wreckage. The leading Ford has its joints taped up as a precaution at next fuel stop. The Chaparral retires. The transmission has broken, and after all that work. Ford mechanics are doing a marvellous repair job on the McLaren car's tail, using leather belts and yards of masking tape to stick all the bits together. Klass walks in ! His Ferrari which he shares with Sutcliffe and was in third place has stopped. The injection pump drive has sheared.

**11 a.m.**—There are only 16 cars running now. The Mk. II of Hawkins/Bucknum has broken its engine. This is the worst time at Le Mans. Those people who have been to bed all night are just *too* cheerful.

**12 a.m.**—The big red Ford sounds strong and Gurney and Foyt have made no mistakes. The average is still over 135 m.p.h. but even if the Ferraris could push harder the Ford could easily match the speed. Porsches are now 5th, 6th and 7th, one of these days they are going to win at Le Mans.

**1 p.m.**—It is now just a question of survival, and usually by this time the leading cars are cruising round in well over 4 minute laps, but this lot are still hammering on at 3 min. 40 sec. to 3 min. 45 sec. All speed and distance records are being broken in a big way.

**2 p.m.**—There are now merely routine stops for fuel and driver changes, but Scarfiotti is feeling sick so Parkes goes on and on in the second place Ferrari. The McLaren/Donohue yellow Ford looks very odd with its patchwork quilt bodywork.

**3 p.m.**—No one else has dropped out but the locally-owned Abarth 1300 has burnt an exhaust valve and they are going to try and stagger round for the two final laps in order to qualify. The red Ford rumbles relentlessly on, with the two Ferraris screaming defiance behind it. There is a group of Alpine-Renaults that are as impressive as the Porsches for speed with reliability, and the battered Austin Healey is still running.

**4 p.m.**—Gurney and Foyt give Mr. Ford a 100% American victory at an all time record speed and record distance. Ferraris finished second and third sounding as healthy as ever, but they just did not have the speed to challenge the Fords. For the French crowds it was not a popular win, they made it quite clear that they would have liked to have seen a Ferrari victory.—D. S. J.

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### Le Mans Murmurs

When both Lola-Aston Martins were in the pits within 45 minutes of racing, with mechanical troubles, we quietly folded up our Union Jack and hoped no one would notice.

Ford made themselves very unpopular with the local French people when they kept the Press out of their pits. Chaparral were very popular with everyone because of their sporting spirit of " let's have a go."

Apart from Mike Salmon's burns, nobody was injured during the 24 hours of racing. Amongst the public a small boy was killed on the Go-Kart track, a man was badly knifed in a brawl, and two people bitten by a savage dog! We did not hear the "do-good-ers" saying that the public must be stopped.

Are there still people who think A. J. Foyt is just " a wild U.S.A.C. track driver " ? Who else has won Indianapolis *and* Le Mans, *and* in the same year? We did not see Foyt in the sand, or spinning round, or breaking the Ford, and he did more than his share of driving because someone forgot to wake up Gurney at one pit stop, so A. J. went out again.

After the race Ford went home. Ferrari moved on to the next important race, the Belgian G.P., with the same drivers, mechanics, engineers, team-manager and personnel. Ferrari races because he has a passion for racing.

**RESULTS**

| Position | Racing No. | Drivers | Nationality | Car | Model | Capacity | Cylinders | Entrant | Distance in kilometres | Speed, k.p.h. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | A. J. Foyt/D. Gurney | U.S.A./U.S.A. | Ford | Mk. IV | 6,980 c.c. | V8 | Ford Motor Co. | 5,232.900 | 218.038 |
| 2 | 21 | M. Parkes/L. Scarfiotti | G.B./Italian | Ferrari | P4 | 3,983 c.c. | V12 | Ferrari S.p.A. | 5,180.590 | 215.858 |
| 3 | 24 | W. Maitresse/" Beurlys " | Belgian/Belgian | Ferrari | P4 | 3,983 c.c. | V12 | Eq. Nat. Belge | 5,084.390 | 211.850 |
| 4 | 2 | B. McLaren/M. Donohue | N.Z./U.S.A. | Ford | Mk. IV | 6,980 c.c. | V8 | Ford Motor Co. | 4,844.140 | 201.839 |
| 5 | 41 | J. Siffert/H. Herrmann | Swiss/German | Porsche | 907 | 1,991 c.c. | Flat 6 | Porsche Syst. Eng. | 4,830.550 | 201.273 |
| 6 | 38 | R. Stommelen/J. Neerpasch | German/German | Porsche | 910 | 1,991 c.c. | Flat 6 | Porsche Syst. Eng. | 4,735.900 | 197.329 |
| 7 | 37 | V. Elford/B. Pon | G.B./Dutch | Porsche | 906 | 1,991 c.c. | Flat 6 | Porsche Syst. Eng. | 4,409.450 | 183.727 |
| 8 | 66 | G. Koch/C. Poirot | German/French | Porsche | 906 | 1,991 c.c. | Flat 6 | Christian Poirot | 4,328.690 | 180.362 |
| 9 | 46 | H. Grandsire/J. Rosinsky | French/French | Alpine-Renault | A210 | 1,296 c.c. | 4-cylinder | Automobiles Alpine | 4,323.990 | 180.166 |
| 10 | 49 | A. de Cortanze/A. Le Guellec | French/French | Alpine-Renault | A210 | 1,296 c.c. | 4-cylinder | Ec. Savin Calberson | 4,283.550 | 178.481 |
| 11 | 28 | G. Steinemann/D. Spoerry | Swiss/Swiss | Ferrari | 275 GTB | 3,286 c.c. | V12 | Scud. Filipinetti | 4,281.000 | 178.375 |
| 12 | 48 | R. de Lageneste/J. Cheinisse | French/French | Alpine-Renault | A210 | 1,296 c.c. | 4-cylinder | Ec. Savin Calberson | 4,197.980 | 174.916 |
| 13 | 45 | J. Vinatier/M. Bianchi | French/Belgian | Alpine-Renault | A210 | 1,470 c.c. | 4-cylinder | Automobiles Alpine | 4,189.280 | 174.553 |
| 14 | 42 | R. Buchet/H. Linge | French/German | Porsche | 911S | 1,991 c.c. | Flat 6 | A. Veuillet | 4,158.090 | 173.254 |
| 15 | 51 | C. Baker/A. Hedges | G.B./G.B. | Austin Healey | Sprite | 1,292 c.c. | 4-cylinder | Healey Motor Co. | 3,897.050 | 162.377 |
| 16 | 64 | M. Martin/J. Mesange | French/French | Abarth | OT 1300 | 1,289 c.c. | 4-cylinder | Ec. du Maine | 3,531.530 | 147.147 |

*Fastest lap* : D. Hulme (Ford Mk. IV), on lap 41 / M. Andretti (Ford Mk. IV), on lap 60 — in 3 min. 23.6 sec.—238.014 k.p.h. (approx. 147.9 m.p.h.).

*54 starters — 16 finishers.*

**Winner of Index of Performance Handicap :** J. Siffert/H. Herrmann (Porsche 907).
**Winner of Index of Energy Formula :** D. Gurney/A. J. Foyt (Ford Mk. IV).
**Winner of Sports Category (Group 4) :** V. Elford/B. Pon (Porsche Carrera Six).
**Winner of GT Category (Group 3) :** G. Steinemann/D. Spoerry (Ferrari 275 GTB).

# ANTELOPE "KNOCKS OUT" SIMONIAN IN E.A. SAFARI

## *Natural hazards fail to halt Ford/Castrol triumphs*

***Nairobi, March 27th***

**SEVERAL hundredweight of hartebeeste (locally known as kongoni) cost Jack Simonian his late-won lead in this year's Safari. Jack's Cortina beat Bert Shankland's 404 into second place as dusk fell on the penultimate day of the rally, and by supper-time in Nakuru he was six minutes ahead.**

### Bounced off road

But later in the night a kongoni trotted out of the darkness straight into his path. Simonian swerved, and the speeding Cortina bounced off the road and out of the lead.

### Stone-throwing spectators

The Safari is tough enough as it is without the danger of stones being hurled at competing cars by spectators along the route. This outbreak of hostility, apparently sparked off by high entrance fees on the starting-ground, resulted in several arrests—and a cut lip for one competitor.



*A kongoni, snapped during a practice run by none other than Simonian himself. "It has a nasty look in its eye" says Jack, convinced it's* the *kongoni.*

## BMC BREAKTHROUGH IN "TULIP"

### *Castrol smooths the way over tough Dutch Roads*

The 19th International Tulip Rally, always highly popular with British teams, proved a triumph for BMC/Castrol cars. Timo Makinen was winner for the Touring class in his Mini, with BMC team-mate Rauno Aaltonen



just behind him in second place. Run through some of the most beautiful—and punishing—country in Europe, the Rally yielded BMC 2nd and 3rd placings overall and the team prize.

## RESULTS

**FORD/CASTROL**
**RESULTS**
**E.A. SAFARI**
**23-27 MARCH 1967**
**FORD**
**TEAM PRIZE**

L. BIANCHI
(Ford Cortina GT)
P. HUGHES
(Ford Cortina GT)
J. SIMONIAN
(Ford Cortina GT)

## FAVOURITE DISAPPEARS INTO DITCH

**Another casualty of the Safari was 'Softly-Softly' Söderström's Ford, which was leading** strongly in the early stages of the race. The car shot at 90 m.p.h. through some unexpected roadworks and disappeared neatly into an enormous hole. When the dust settled the suspension was found damaged and Söderström retired from the rally.

## LATEST

**Acropolis Rally outright win by Paddy Hopkirk another triumph for Castrol lubrication. Paddy's victory atones for disappointment last year when judges dropped him from 1st to 3rd place on a technicality 4 minutes before protest period ended.**

# BRITISH SALOON CAR CHAMPIONSHIPS

**Three rounds of this Championship have been held so far at Brands Hatch, Snetterton, and Silverstone on Easter Monday** (it snowed—spinning cars were a major hazard!) Significant successes have already been recorded by Castrol-lubricated cars, including two successive wins in the 1,000 c.c. class by current champion John Fitzpatrick in his Broadspeed Anglia.



*A Broadspeed Anglia.*

# PADDY'S IRISH LUCK HOLDS

**'Twas the fifth Circuit of Ireland for Paddy Hopkirk this year, and the veteran Emerald Isle driver lost no time in leaving** everyone behind. "It was more like the Monte than the Circuit" said Paddy afterwards, "What with heavy snow and gale-force winds." He led from the first stage despite running out of petrol driving on a wrong road: the luck of the Irish held, and he found an isolated filling station in the nick of time. By the time the prizes were awarded on Tuesday evening Hopkirk was halfway across the Atlantic to Sebring, with the congratulations of BMC and Castrol still ringing in his ears.



# NEW MG WINS AT SEBRING "FIRST TIME OUT"

## *Excellent BMC/Castrol results*

***Sebring, April***

A steely sky and warm, windy weather, and restless plumes of dust hung over this year's Sebring preparations heightening the usual air of anticipation before a big race.

Anxiously awaited was the MGB GT of Paddy Hopkirk/Andrew Hedges making its first appearance on the world racing scene. Paddy quickly set about proving the astonishing performance of this Castrol-lubricated car, moved into 11th place overall. Timo Makinen and John Rhodes, in another MG, zoomed in an easy second in the 1,300-2,000 c.c. GT class. The amazingly rapid Sprite of Aaltonen: Baker won the 1,300 c.c. Sports Prototype class event. All BMC entries used Castrol oil; its exclusive "Liquid Tungsten" ingredient showed amazing resistance to the abnormal stresses and temperatures of endurance racing.





**A Winning Oil!**

Major international rallies are the proving grounds of a great oil like Castrol. See what it can do for your car's performance —and how it keeps wear right down!

**CASTROL**

BRITAIN'S MOST SUCCESSFUL MOTOR OIL

# RACING CARS RETURN TO BROOKLANDS

THE Godalming Round Table's Brooklands 60th Anniversary Rally on June 11th can be rated a considerable success. It was nearly a ghastly flop. An excellent assembly of Brooklands cars ranging from 1908 to 1939 arrived to do demonstration runs in pairs down the wide wartime runway, a splendidly-varied selection of pre-1940 cars was present for the spectators to examine, and some of these undertook driving tests devised by the S.W.-Centre of the B.A.R.C. But after the first of the demonstration runs, mainly by the motorcycle contingent, the B.A.C. police and security-staff, who presumably had never before seen racing machinery in even-fairly-subdued action, thought things had got out of hand, and said racing must stop immediately. Admittedly, the public had broken away from the rope-barriers and were lining the first part of the runway, because otherwise they could see very little of what was taking place, as MOTOR SPORT predicted last month. But there was no danger in this and the demonstrations could have continued with a completely clear conscience. After rumours that the meeting had fizzled out by 3 p.m., reason fortunately prevailed, the well-behaved British spectators moved back as requested, and the runs were resumed, (but not before the Itala and other cars had left in disgust,) and rather haphazardly, to a vague commentary, because Peter Hull had been stationed at a microphone where he could not see which machines were to run next.

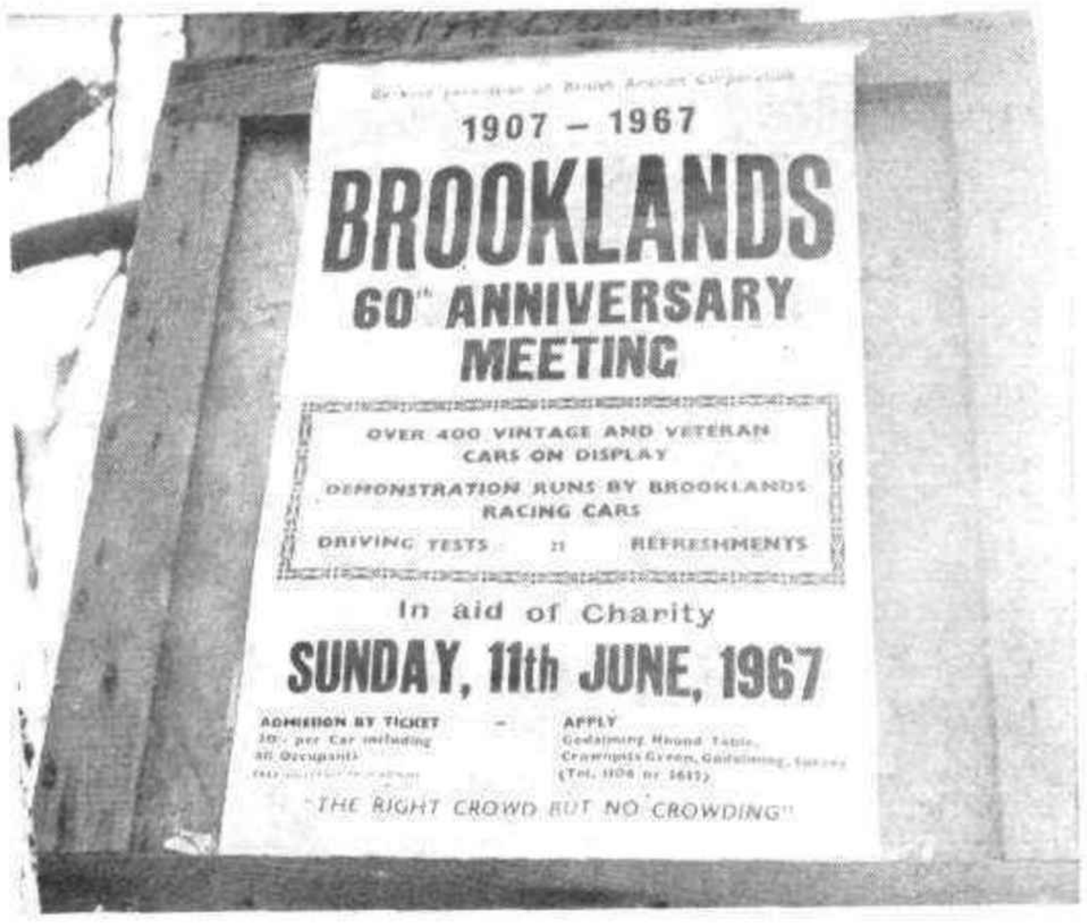
However, apart from this delay, and the unfortunate insurance ruling that the crowd must not be allowed anywhere near the moving cars, it was all very worthwhile, and painstakingly organised. I would think that some 10,000 people, all told, came to Brooklands. Some saw, more heard, and perhaps smelt, the sights, sounds and scents that were typical of Brooklands over a quarter of a century ago.

Dicker was painting racing numbers on the racers as he did all those years ago, the Montagu Museum's 1908 G.P. Austin, Barker's big Napier and Clutton's Itala recaptured the atmosphere of the opening years of the Track's history, E.R.A.s and Bugattis, etc. the spirit of its closing seasons. I had a quite impossible task of judging the class for the most original Brooklands' car and decided to eliminate all road-racing, sprint, sports-racing and general-purpose racing cars. This enabled me to place James' 1910 G.P. Fiat first, as a car with a very long Track career, still on high-pressure tyres, and original except for a shortened tail and a guard over the o/s driving chain. Second I put Dunham's off-set Alvis Speed 20 single-seater, a car built for Brooklands, although now with abbreviated exhaust system, and third Ken Revis' Wellsteed Special Morris-Oxford, which ran in spite of a solid clutch, as typical of the less-specialised Brooklands cars of the mid-twenties. Michael Mays' famous Alvis, seemingly with much of its pre-war dirt about it, and the Itala were others well in the running.

The Harker Special V8 was unhappily not present, nor was Rob Walker's Delage, but two of the Blight Talbots had come up from Cornwall for the occasion. Inman-Hunter's Aston-Martin had clutch trouble on arrival, as did the aforesaid Morris-Oxford, and the Thomas-engined Nanette, driven by a lady, was extremely slow. Dunham out-accelerated Weeks' dope-burning ex-Horton/Jackson Morgan 3-wheeler, Allen's lap-record Brough-Superior with chair, watched by its former intrepid rider, Noel Pope, made smoke, as did Hopes' Rudge, the ex-Huxham Matchless-engined Morgan ran with aero screens flat, Day's E.R.A. sported twin rear wheels, and there were a few cars which never ran at Brooklands. Derrington's Salmson was running badly but I was able to dispel the cobwebs as passenger in Gahagan's Type 37 Bugatti. Liston Young's Balilla Fiat beat Tidy's Aston-Martin but of course they weren't *really* racing ! But it was all excellent fun and the Hon. Patrick Lindsay got in a good run in the lap-record Napier-Railton. He was presented with the annual silver trophy so generously given to the organisers by Fiat.

Bradley brought the i.f.s. 1½-litre G.P. Delage, both Arnold-Forster's and Williamsons' Delages cars made a very definite Brooklands picture, as did the ex-Temple Montgomery-British-Anzani motorcycle, with very smooth back tyre, which was a static exhibit. The prize for the best foreign racing car went to Richards' immaculate Type 51 Bugatti with replica body. Brooklands silencers were much in evidence, for example on Snashall's Rex-Acme, and made the appropriate " tangy " sounds.

There were tents containing sideshows to back the active part of the pageant, including a special Brooklands Exhibition put on by the Montagu Motor Museum, whose 350 h.p. V12 Sunbeam stood guard outside their marquee. The souvenir programme had the correct B.A.R.C. Race Card cover but could have been more lavishly illustrated




and more conscientiously read for spelling errors. (Having said which, I will own up to three errors in my article therein—the Track reopened after the 1914/18 war in 1920, not 1921, the military vehicle test-course was known as the " Colonial," not the " Overseas," course, and Lord Northcliffe was mistakenly refused admission to Brooklands not in 1907 but in 1911, on the occasion of the *Daily Mail* Round-England air race). . . .

This nostalgic occasion, in splendid weather, with a remarkably big attendance, ended with the presentation of prizes by Lord Montagu and a Sedgwick commentary on a seemingly-endless cavalcade of the interesting cars present, the oldest of which was an 1898 Orient Express possessing an enormous handle with which the luckless passenger wound on the parking brake ! Trojans, I noticed, were strongly represented, and a van similar to that with which Thomson & Taylor once towed racing cars about within the precincts of the Track was on view, together with other H.C.V.C. exhibits, including a Foden steam waggon. But why no aeroplanes ?

Generally the event was well publicised by the Press but the *Aldershot News*, which once won a prize for being the best provincial newspaper, was sadly wide of the mark in allowing its Mervyn Deverell to report that " Chitty-Bang-Bang will Race Again at Brooklands—it is hoped that Count Zborowski's gigantic 23-litre racer will be there." Zborowski's Chitty I was broken up many years ago. Where *do* they get hold of stories like that ? This being a charity-show for the public it was difficult to know how many Brooklands celebrities were present, as they were not specially invited as at previous re-unions. But I had not been within the grounds long before I met Oliver Bertram and later I met the Urquhart-Dykes. Jim Rands and other ever-young old-timers like Cecil Cousins of M.G., Tuson, the Westbrooks, Granville Grenville, etc., etc., were there. Whether such a thing happens again rests with the B.A.C. And, because humans are so careless about preserving things which give them great enjoyment, the Track as such no longer exists. But whatever the future holds for Brooklands, happy recollections of it will live on.—W. B.

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Sir,

This letter takes a two-part form. Firstly to congratulate the Godalming Round Table upon a noble attempt to produce a memorable day for those who once used Brooklands and an insight into the mysteries of the Motor Course for true enthusiasts, who, like myself, were but thoughts in our parents' minds before the war. But secondly to admit a certain disappointment, that after our pilgrimage down from Warwickshire and my attempts to produce a picture of pre-war motors for my girl friend on the way, the enjoyment was rudely shattered by the very large " sheep " element in the crowd. It was painfully obvious from the comments and behaviour of a very large percentage of the mass gathered on the hallowed ground, that they were merely Sunday-afternoon trippers, and really shouldn't have been there, or at least if they were to be present, should have been severely marshalled !

Tony Rippon, tall as he is, walked away from the first racing car demonstration *because he could not see* ! *Need I say anything about the second attempt at 4 o'clock* ! ! To be denied the opportunity of seeing the Napier-Railton, the Derby-Maserati, and the 1927 Seaman Delage in action after such a long trip was one of the biggest disappointments I have ever had and I am sure this will be echoed by many other true followers, and the organisers alike.

So please next time, if indeed after this exhibition the B.A.C. and Vickers allow it, let's have some efficient V.S.C.C. marshals, and plenty of them. I realise this was for charity and admirably so, but the large element which may forever stop the enthusiastic Brooklands devotees from ever being allowed inside again, must not come

*Letters continued at foot of next page*

# V.S.C.C. SEAMAN TROPHIES MEETING AT OULTON PARK—JUNE 17th

THE heat brought marshals in shorts, girls in sun-tops and mini-skirts, babies in prams, and one little doggy to this always enjoyable day's sport at the picturesque setting of the Cheshire circuit. This feast of vintagery was marred, however, by the fatal accident in practice to M. Johnson (whose real name was Mike Chipperfield). His ex-Gardner Connaught hit a tree at Old Hall corner and was badly damaged; he died soon afterwards in Chester Infirmary, with a broken skull.

On the Friday night a new small-size oil-pump was fitted by Douglas Hull to the E.R.A. "Remus" to cure its habit of suddenly blowing out oil after four laps, and Corner worked late fitting a new drive-shaft to his Bugatti's gearbox, only to have the rods come out of the engine in a big way the next morning; it is said while another driver was sampling the car. Panks had brought the straight-8 T.T. Sunbeam, *although its gear ratios are unsuited to the circuit, because the G.P.* Sunbeam "Cub," recently overhauled, was getting oil in its blower, and Colin Crabbe was a non-starter in the vintage motorcycle race, explaining that his Model 90 Sunbeam cost him £2 but the essential leathers would have set him back £30! Much interest centred on Sir Ralph Millais' Type 59 3.3-litre Bugatti which the Hon. Patrick Lindsay was to drive. Lindsay, racing a Bugatti for the first time, found the car very heavy and tiring to control and was not used to changing gear, so did so only once per lap. The magneto played up but Summers lent them a spare one, which was fitted on the Friday evening.

The meeting commenced with a big parade of *Concours d'Elegance* cars, which included the Semmence and the E.R.A. "Hanuman"; the winner was J. Broadhead's 30/98 Vauxhall Wensum, which afterwards appeared as a Course-patrol car, with Etchell's Aston Martin and Parker's open James Young-bodied Alfa Romeo the runners-up. The *Concours d'Etat* went to Middleton's Riley, from the E.R.A. and Hughes' Austin 12/4. This made the first race about half-an-hour late.

The big event of the day was the Richard Seaman Memorial Trophies Race. *It was run in two parts, over 12 laps for pre-war historic racing* cars, and over 10 laps for pre-1931 vintage racing cars. In the first Lindsay made a poor start but by lap 2 was ahead of Sid Day's E.R.A. and Waller in the E.R.A. "Remus." At half-distance he led Day by 23 sec., the ex-Lord Howe Bugatti snaking alarmingly into the corners, as Lindsay was having to lift the accelerator with his foot because the throttle was sticking, but accelerating so well out of them that the back tyres smoked. He lapped at 81.8 m.p.h., going through the time-trap at 103½ m.p.h. But three laps from the finish the Bugatti began to mis-fire and on lap 11 Day had it in his sights. The E.R.A. went by to win, and Waller also apologetically passed "Remus'" owner. Lindsay, very tired, coasted in after taking third place. Day's was the fastest car in the race on top speed (110½ m.p.h.). Donald Day's E.R.A. was fourth and the handicap went to Blight's Talbot 105, from Masters' mainly-O-Type M.G. and Hinchcliffe's 1.8 Riley.

The vintage Seaman Race saw Bernard Kain's Type 35B Bugatti lead from start to finish, hotly pursued by St. John's similar car, which, however, could not keep the flying Bernard in sight. For two laps it was Bugattis 1, 2, 3. Then Moffatt's Type 35 went out with *mysterious valve-gear trouble and Williamson's 4½ Bentley ran out on* its own in third place. Behind came a group comprising McCosh's 4½ Bentley, Sowden's 8½ Bentley and Delage II, these first to sixth positions remaining for the entire race. Kain made fastest lap, at 77.65 m.p.h., and both the leading Bugattis were timed at 100 m.p.h., Williamson's Bentley at 104.1 m.p.h. Worth's A.C. took the handicap section, from Bentley's 4½ Bentley and Stewart's 3-litre Bentley. Zeuner's Type 37 Bugatti shed a rod.

Between these two races the V.M.C.C. had put on a splendid 4-lap scratch race for their members, with a run-and-bump start. The sight and sound was a fine supplement to the cars, the riding skill outstanding. C. J. Williams' 1926 Scott-Special ran right away from Rhodes' KTT Velocette and Collett's Scott/Norton, lapping at 74.29 m.p.h. and being timed at 96.

Still in torrid heat, the historic racing cars came out for their 10-lap scratch race. Brewer's G.P. Aston Martin established a good lead from Crabbe's Maserati 250F for the first two laps. Then Wilks' Lotus 16 went past them both. He pulled comfortably away and the Aston Martin opposition withdrew on lap 4, probably with a return of the gear-selector bothers that had beset Brewer in practice. Charles Lucas now came right up in his Maserati 250F, to third place, but Wilks was 10 sec. ahead of Crabbe. On lap 7, however, he had fallen to third, having made a nonsense somewhere out in the country, so Crabbe led from Lucas. Lucas put on pressure and Crabbe, as he has done before, sensibly refrained from overcooking things, allowing Lucas, who outdrove him, to win by 2.6 sec. at 85.64 m.p.h., fastest race of the day. This Maserati was certainly the most potent car present, making fastest lap of the afternoon, at 86.88 m.p.h., and going down the straight at 121 m.p.h. Wilks stayed in third place, ahead of Lord Clydesdale's Maserati.

The programme had opened with a 4-lap vintage/p.v.t. handicap, dominated by three Rileys, in which Nice overturned his nice Ulster Austin. Then we had the Frazer Nash/G.N. handicap, which Mrs. Charmian May led to half-distance, after which the back-markers came through, Lord Dunleath's B.M.W.-engined, Crouch-bodied 'Nash winning from Brown's Meadows-'Nash and Boyce's earlier version of this model. The afternoon merged into early evening with three more vintage/p.v.t. handicaps. Warden's 1930 Meadows Frazer Nash dominated the first, Master's blown PB M.G. came through to win the second, and the last race went to Bentley's Bentley, which took the lead on the second lap.—W. B.

**Results:**

**Richard Seaman Memorial Historic Trophy Race (12 laps):**
**1st**: S. I. Day (E.R.A.) .. .. .. .. .. .. 78.41 m.p.h.
**2nd**: P. Waller (E.R.A.).
**3rd**: The Hon. P. Lindsay (Bugatti).

**Richard Seaman Memorial Vintage Trophy Race (10 laps):**
**1st**: B. B. D. Kain (Bugatti) .. .. .. .. .. 75.47 m.p.h.
**2nd**: G. St. John (Bugatti).
**3rd**: J. T. Williamson (Bentley).

**Historic Racing Cars' Scratch Race (10 laps):**
**1st**: C. Lucas (Maserati) .. .. .. .. .. .. 85.84 m.p.h.
**2nd**: C. Crabbe (Maserati).
**3rd**: W. E. Wilks (Lotus).

**Vintage Motorcycle Scratch Race (4 laps):**
C. J. Williams (Scott Special) .. .. .. .. .. 73.33 m.p.h.

**Chain-Drive Frazer Nash and G.N. Handicap (4 laps):**
Lord Dunleath (B.M.W.-Frazer Nash) .. .. .. .. 68.06 m.p.h.

**First 4-lap Handicap:** J. T. Golder (Riley) .. .. .. .. 60.61 m.p.h.
**Second 4-lap Handicap:** J. T. Warden (Frazer Nash) .. .. 64.35 m.p.h.
**Third 4-lap Handicap:** R. Masters (M.G.) .. .. .. .. 65.91 m.p.h.
**Fourth 4-lap Handicap:** P. Bentley (Bentley) .. .. .. .. 67.96 m.p.h.

*Fastest lap of the day:* Lucas (Maserati 250F), 86.88 m.p.h.

* * *

The MOTOR SPORT Brooklands Memorial Trophy Contest was completely ignored by programme and commentator but points were scored nevertheless, the leaders to date being: B. B. D. Kain (Bugatti), 34 points; Lord Dunleath (Frazer Nash), 31 points; T. D. Boyce (Frazer Nash), 29 points; C. T. Rogers (A.C.), J. T. Williamson (Bentley) and G. S. St. John (Bugatti), 26 points each. (Next round, Silverstone, July 22nd.)

### Oulton Park Pickings

Colin Crabbe arrived in a big vintage Hispano-Suiza tourer with extra speedometer and clock for the benefit of those riding in its tonneau. It is said to be ex-Zborowski.

* * *

*Amongst some very odd "pseudo-racer" specials of Riley, Alvis and Austin 7* origins, the Whittaker/Stott Ulster Austin looked reasonably original, with Alta head and Solex carburetter.

* * *

Much was made by the Fleet Street Press of Ann Shoosmith's baby but motherhood *has not affected her determined way of dealing with race "traffic" in her 3½-litre* Derby-built Bentley! She passed slower cars like a dose of vintage Enos. The V12 Delage had a bad fit of mis-firing but Clutton got it home eighth in the Seaman and it ran much better for Jonty Williamson in a later handicap race. A car not seen for many years was the Gray/Stirling 1933 Frazer Nash Nurburg.

* * *

Gahagan's 2-litre E.R.A. was feeling the heat or its age and was last in both its races.

* * *

Cairnes kept his 4.3 Alvis Special, with wings on, ahead of Blight's Talbot in the Historic Seaman but the latter chalked-up another success by winning on handicap. The Alvis was towed to Oulton Park on a trailer behind a very willing £32 Alvis TA21 saloon. Cairnes also raced a 12/70 Alvis tourer, with its screen erect. Gue's low-chassis 4½ Invicta had two outside exhaust pipes but retained another exhaust pipe, presumably to use with an inside system when it isn't racing. A post-war Armstrong Siddeley was boiling its way about the Paddock.

* * *

Slowest through the time-trap seems to have been Arnold-Forster's Anzani Frazer Nash, at 57.2 m.p.h. It was in and out of the pits, in a 4-lap race! Fast times were those of Brewer's Aston Martin (111.1 m.p.h.), Crabbe's Maserati (116.1), Wilks' Lotus (119.2), Clydesdale's Maserati (118.5), Boorer's Lotus (111.1), and Lindsay in "Remus" (110.4).

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*BROOKLANDS LETTERS—continued from page 592*

back. Let another demonstration of fairground or circus nature be used for money-raising purposes, but not dear old Brooklands, please.

I am but 25 and have never seen the Motor Course before; I hope I shall again, and under less strenuous circumstances.

Solihull. MICHAEL HAWLEY.

[MOTOR SPORT foresaw that the public and Brooklands might not blend so easily today as in the time of "The Right Crowd But No Crowding"—a slogan the Godalming Round Table misquoted slightly on their posters. Last February we said: "Whether the historic precincts should be used for a general motor rally . . . is open to debate" and in May we warned that the racing cars" for insurance purposes have to accelerate in pairs *away* from the public enclosures." But on the whole the day was a success and now we look forward to publishing the balance-sheet, showing just how the various deserving causes benefited from the big public attendance on June 11th.—ED.]

Sir,

May I through your publication congratulate the Godalming Round Table, for the wonderful display that they organised on Sunday 11th June at Brooklands.

This effort was in the cause of charity, and no doubt they must be feeling pretty pleased with the result from that angle. I feel sure that it must have been most satisfactory financially, judging by the numbers there. Their success however, is not confined entirely to the financial success that they had. They also displayed the great love that the people have for Brooklands.

It is obvious that that track ought to be got going again. It is the Mecca of Motor racing. It is situated in the right place and has the right atmosphere and more of it than any other track. Fortunately most of the track is there, and surely it is becoming obsolete for the aircraft industry?

I appeal to you as the leading motor paper to get the public reaction to a restore-Brooklands movement.

Biddenden. F. E. HALL.

[Whether Brooklands is ever opened again to the motoring public, even if not for racing, depends on what plans the British Aircraft Corporation has for this historical place. Vickers Ltd. got it for £330,000 in 1936. It would presumably be worth millions as an industrial development site but it would be splendid were the B.A.C. one day to feel philanthropic and return it to the motoring and private flying fraternity.—ED.]

# INDIANAPOLIS 500-MILE RACE

**(May 30th/31st)**

THIS year Indianapolis returned to normal, for the U.S.A.C. oval-track racers seemed to have learnt how to build and drive the rear-engined "funny cars" introduced by Brabham and Lotus. The result was that qualifying speeds were impressively high and, apart from Gurney in one of his Eagle-Ford V8 cars, the Grand Prix-type drivers were relegated to the back of the grid amongst the also-rans, even Clark being unable to get higher than the sixth row in a Lotus-Ford V8. Fastest qualifier was Andretti at 168.982 m.p.h. and Gurney was second at 167.224 m.p.h., slowest qualifier was Clark with 162.213 m.p.h. but as he did his official timed four laps on the first week-end of qualifying he kept his sixth row position even though the remaining five rows that qualified on the second official week-end were faster. Very impressive was the STP Turbine car driven by Parnelli Jones, which qualified at 166.075 m.p.h. in full race trim and was on the second row of the start, just behind cars that had qualified on nitro-methane fuel and which could not hope to repeat their performance in the actual race. The STP-Paxton Turbocar was built by the Granatelli brothers of the Studebaker Corporation and was powered by a Pratt & Whitney helicopter turbine engine giving 550 horsepower. Mounted on the left side of the car it drove all four wheels through a Ferguson 4-w-d transmission, and the driver sat on the right-hand side. As the only known formula for equating turbines to piston engines for racing car use was drawn up three years ago it is now rather outdated, in the light of later knowledge, so that the Paxton Turbocar was at quite an advantage over its piston-engined rivals. It is like equating supercharged and unsupercharged engines at the time when little development work had been done on the unsupercharged ones.




*Revolutionary: The turbine powered STP-Paxton Turbocar, showing the disposition of the engine and cockpit on either side of the central back-bone chassis. The duct in the nose feeds air to the turbine and the one in the tail goes to oil coolers. Front suspension is by inboard coil spring units.*

**STARTING GRID**

| | | |
|---|---|---|
| (1) Mario Andretti<br>*(Brawner-Brabham-Ford)*<br>168.892, Firestone | (74) Dan Gurney<br>*(Eagle-Ford)*<br>167.224, Goodyear | (3) Gordon Johncock<br>*(Gerhardt-Ford)*<br>166.559, Goodyear |
| (14) A. J. Foyt<br>*(Coyote-Ford)*<br>166.289, Goodyear | (4) Joe Leonard<br>*(Coyote-Ford)*<br>166.098, Goodyear | (40) Parnelli Jones<br>*(STP Turbine)*<br>166.075, Firestone |
| (25) Lloyd Ruby<br>*(Laycock-Brabham-Turbo Offy)*<br>165.229, Firestone | (6) Bobby Unser<br>*(Eagle-Ford)*<br>164.752, Goodyear | (5) Al Unser<br>*(Lola-Ford)*<br>164.594, Firestone |
| (26) George Snider<br>*(Laycock-Brabham-Ford)*<br>164.256, Firestone | (2) Jim McElreath<br>*(Moore-Brabham-Ford)*<br>164.241, Firestone | (39) Bobby Grim<br>*(Gerhardt-Turbo Offy)*<br>164.084, Goodyear |
| (16) Art Pollard<br>*(Gerhardt-Turbo Offy)*<br>163.897, Firestone | (15) Mel Kenyon<br>*(Gerhardt-Turbo Offy)*<br>163.778, Goodyear | (53) Wally Dallenbach<br>*(Huffaker-Turbo Offy)*<br>163.540, Goodyear |
| (31) Jim Clark<br>*(Lotus-Ford)*<br>162.213, Firestone | (98) Ronnie Duman<br>*(Shrike-Blown Offy)*<br>162.903, Firestone | (19) Arnie Knepper<br>*(Cecil-Ford)*<br>162.900, Firestone |
| (45) Johnny Rutherford<br>*(Eagle-Ford)*<br>162.859, Goodyear | (21) Cale Yarbrough<br>*(Vollstedt-Ford)*<br>162.830, Firestone | (22) Larry Dickson<br>*(Lotus-Ford)*<br>162.543, Goodyear |
| (12) Roger McCluskey<br>*(Eagle-Ford)*<br>165.563, Goodyear | (41) Carl Williams<br>*(B.R.P.-Ford)*<br>163.696, Firestone | (69) Denis Hulme<br>*(Eagle-Ford)*<br>163.376, Goodyear |
| (10) Bud Tingelstad<br>*(Gerhardt-Ford*<br>163.228, Firestone | (67) Lee Roy Yarbrough<br>*(Vollstedt-Ford)*<br>163.066, Firestone | (8) Chuck Hulse<br>*(Lola-Torbo Offy)*<br>162.925, Goodyear |
| (46) Bob Veith<br>*(Gerhardt-Turbo Offy)*<br>162.580, Goodyear | (24) Jackie Stewart<br>*(Lola-Ford)*<br>164.099, Firestone | (42) Jerry Grant<br>*(Eagle-Ford)*<br>163.808, Goodyear |
| (81) Graham Hill<br>*(Lotus-Ford)*<br>163.317, Firestone | (48) Jochen Rindt<br>*(Eagle-Gurney Weslake)*<br>163.051, Goodyear | (32) Al Miller<br>*(Gerhardt-Ford)*<br>162.602, Firestone |

*Speeds are shown in m.p.h., followed by make of tyre used; figures in brackets are racing number.*

On the first lap of the race the Turbocar took the lead and motored away from everyone, but then the rain came down and the race had to be abandoned. Only 18 of the 200 laps had been completed and as the rain continued the race was postponed to the next day, when it was restarted in single file in the order on the eighteenth lap of the previous day. It was the same story, the turbine-powered car ran away from everyone and Parnelli Jones had built up 52 seconds lead by the 190th lap and all seemed set for a revolutionary victory, with the old-fashioned "funny cars" trailing along behind. With only three laps to go a ball race in the transmission broke up and chewed up the drive from the turbine shaft, and that was that. A lucky A. J. Foyt who had been winning the "piston-engine race" found himself the happy winner of the 1967 Indianapolis 500. Apart from Hulme, who worked his way through the field, amid a great number of retirements, to finish fourth, the Grand Prix-type drivers had a bad time. Clark and Hill in Lotus-Ford V8s both retired with engine trouble, as did Rindt with an Eagle powered by a Gurney-Weslake pushrod Ford V8 engine, while Gurney himself was in second position at one point with his 4-o.h.c. Ford-powered Eagle when trouble in the fuel system caused a burnt piston. Stewart retired with engine trouble in his Lola-Ford V8 and it was a chastened group of Europeans who returned to Grand Prix racing, leaving the U.S.A.C. drivers to continue their round of track racing amid cries of "ban the turbine"—"unfair to piston engines"—"we've only just got control of the 'funny cars,' now we have to start again."

For Indianapolis-type racing the 4-w-d turbine-powered car must be as inevitable as the jet-powered record breaker, and though the opposition will complain and try and rule it out, it must surely be like the scream that went up when Chapman took the first Lotus to Indianapolis. "Unfair to front-engined cars," they said.

In the 33 cars that qualified for the start there were twenty-three 4-overhead-camshaft Ford V8 engines, seven Offenhauser 4-cylinders with exhaust-driven turbo-blowers, one Gurney-Weslake pushrod Ford V8, one supercharged Offenhauser 4-cylinder and one turbine engine. There were seven A.A.R. Eagle cars and seven Gerhardt chassis cars. For the first time in 43 years Firestone tyres did not equip the winning car, it was on Goodyear tyres, and at the start there had been 17 cars on Firestone and 16 on Goodyear.

**Results :**

**1st** : A. J. Foyt (Coyote-Ford V8) .. .. 200 laps—3 hr. 18 min. 24.44 sec.—151.207 m.p.h.
**2nd**: A. Unser (Lola-Ford V8) .. .. 198 laps
**3rd** : J. Leonard (Coyote-Ford V8) .. .. 197 laps
**4th** : D. Hulme (Eagle-Ford V8) .. .. 197 laps
**5th** : J. McElreath (Brabham-Ford V8)
**6th** : R. Parnelli Jones (STP-Paxton Turbocar)—not running at end of race.

*N.B.*—The Coyote chassis is built by Foyt, based on the Lotus 38.

## HOCKENHEIM—FORMULA TWO (June 11th)

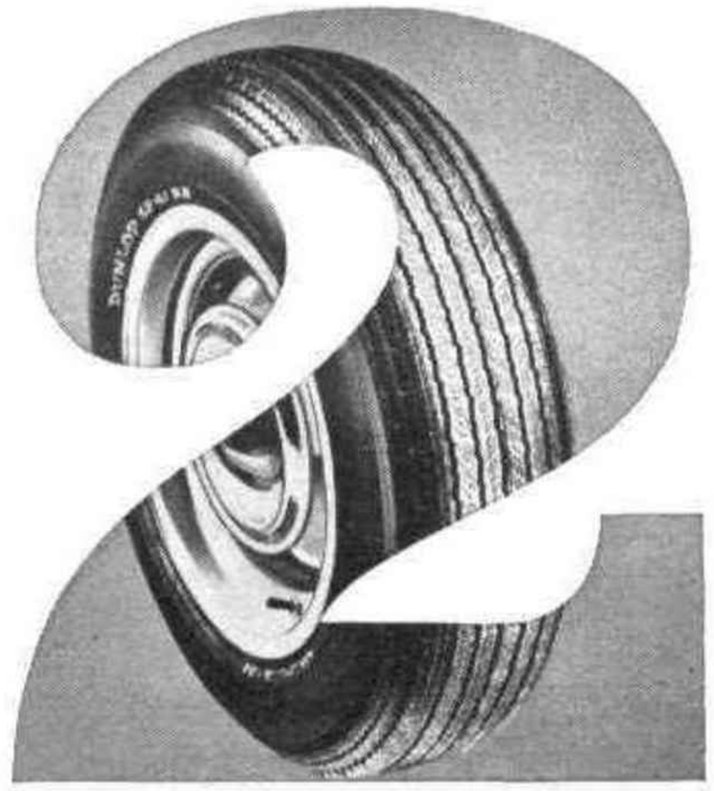
The young Surrey driver Robin Widdows won the poorly supported Formula Two race at Hockenheim-Ring on Sunday, June 11th. The meeting, which clashed with Le Mans, was hastily organised by the Badischer Motorsport Club and, as it was of National Open status, graded drivers were barred from entering. Rees in the Winkelmann Brabham led until two laps from the end when he ran short of fuel due to a split fuel pipe. This gave Widdows his first Formula Two win, while Lambert was second following the demise of the two wooden Protos machines with engine malfunctions.

**Results :**

**1st** : R. Widdows (Brabham-Cosworth FVA) (Entrant: Witley Racing Syndicate) 1 hr. 2 min. 4.0 sec.—194.789 k.p.h.
**2nd**: C. Lambert (Brabham-Cosworth FVA) (Entrant: McKechnie Racing Org.).
**3rd** : P. Gethin (Cooper-Cosworth FVA) (Entrant: Gerard Cooper Racing).
**4th** : E. Offenstadt (Protos-Cosworth FVA) (Entrant: Ron Harris Racing Division).
**5th** : C. Williams (Lola-Cosworth FVA) (Entrant: D. Bridges).
**6th** : A. Rees (Brabham-Cosworth FVA) (Entrant: Winkelmann Racing Team).
**7th** : F. Smith (Brabham-Ford t/c.) (Entrant: D. Bridges).
**8th** : I. Raby (Brabham-Ford t/c.).
**9th** : C. Meek (Alexis-Ford t/c.) (Entrant: W. A. Jones).
**10th** : B. Hart (Protos-Cosworth FVA) (Entrant: Ron Harris Racing Division).
**11th** : A. Taylor (Alexis-Ford t/c.) (Entrant: Team Alexis).

*Fastest lap :* Widdows, in 2 min. 0.4 sec.—216.864 k.p.h.










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# THE BELGIAN GRAND PRIX

## Grand Prix Reality

SPA BELGIUM, *June 18th*

UNLIKE the French, German and English national clubs, the Royal Automobile Club of Belgium have no doubts about the status and location of their Grand Prix. It takes place on the magnificent "National Circuit of Francorchamps" in the wooded hills above the town of Spa, and it represents Grand Prix racing at its best. The entry list was very similar to that at Zandvoort, as were the cars, Ferrari running the same three cars and drivers, Amon, Scarfiotti and Parkes, Honda had Surtees with their two 12-cylinder cars, B.R.M. had Stewart with an H16 and a Tasman V8, and Spence with a V8, Parnell with his Lotus-B.R.M. V8 and an H16 B.R.M. for Irwin, Team Lotus with the two Type 49 cars for Clark and Hill, the Brabham team with the new car that practised in Holland, but now with a F.1 Hewland gearbox, for the owner, and the 1965 chassis with 1967 engine that Brabham raced in Holland, for Hulme. Cooper had the same three cars as Zandvoort for Rindt and Rodriguez, and Gurney had Eagle number 104, the lightweight titanium car and a spare car and engine. Anderson, Bonnier and Ligier had their own cars and Siffert the usual Rob Walker car. A.A.R.-Eagle would have entered McLaren on one of their cars but were short of a good spare engine.

Practice from 4 p.m.-6 p.m. on Friday and Saturday afternoon saw Clark dominate everyone in the Lotus-Cosworth (Ford) V8 and while he was expected to go fast, few people were prepared for the speeds he achieved. Last year in practice Surtees was fastest at 3 min. 38.0 sec., without too much effort with the 1966 Ferrari, so it was natural that 3 min. 40.0 sec. this year should be minimum lap time for any works driver. In May the Chaparral driven by Phil Hill had lapped at 3 min. 35.6 sec. (approx. 146 m.p.h.) so that the good 3-litre Grand Prix cars could expect to beat that, and it seemed within the bounds of possibility for a real flyer to approach 3 min. 30 sec. by the end of the second day. The Lotus cars had small air deflectors on the sides of the nose cowling as they were anticipating reaching 190 m.p.h. and there was a feeling that the front might suffer from aerodynamic lift; Brabham was also trying similar deflectors. B.R.M. arrived prepared to be depressed by the performance of the H16 cars and had lent one to Parnell, but before practice was very old they had snatched it back for Spence to drive, as they were agreeably surprised by the way the cars were going. Stewart tried a V8 and an H16, as did Spence, and both soon settled for the 3-litre 16-cylinder cars, which were getting well wound up on the fast descent to the Masta-ess-bend, even if they lacked some steam up the long drag from Stavelot to Francorchamps. Irwin felt his way round in Parnell's Lotus-B.R.M. V8, then had a go in the H16 before it was snatched away, and finished up in the Tasman V8 that the Parnell team had used at Monaco. By 5 p.m. times were beginning to fall below 3 min. 40 sec. for a lot of drivers, but the Brabham team were not happy, for Hulme thought the handling on Brabham's old car was awful and did not do any flying laps, so was untimed officially. Brabham had a go in it and seemed happy enough, but neither Repco engines were giving enough power to challenge the Cosworth engines. Towards the end of the second hour both Team Lotus drivers began to use their 400 b.h.p. and everyone sat up when Clark did 3 min. 31.5 sec. and Hill 3 min. 32.9 sec., while a watchful eye was kept on Gurney as he had done 3 min. 34.1 sec. on a lap where he slowed up and came into the pits at the end. Then Clark really showed who was the Grand Prix master-driver by clocking 3 min. 31.2 sec., followed by 3 min. 29.0 sec., an average speed of 242.870 k.p.h. (approx. 151 m.p.h.) including the bottom gear hairpin at La Source—Grand Prix driving in its purest form. Just before practice ended Gurney gave an impressive reply with 3 min. 31.2 sec., the Eagle being in fine form. As Colin Chapman was not terribly satisfied with the Lotus chassis performance, one wondered what was to happen when he and Clark considered it to be right !

Next day was another of ideal weather conditions and for the first hour there was not too much activity or high speed motoring, Irwin was learning very nicely about Grand Prix driving with the V8 B.R.M., Amon was getting quite impressive with the leading Ferrari and Stewart was trying really hard with his H16 B.R.M. and getting good results. Poor Surtees could not even improve on his 1966 Ferrari time with the Honda V12 and was slower than the slowest Ferrari, driven by Scarfiotti. The Walker Cooper-Maserati had trouble in its gearbox so Siffert borrowed the spare works Cooper-Maserati for a number of laps, this one having the disc-type magnesium wheels. Not long after 5 p.m. things began to warm up and the pace quickened as everyone got wound up for a last do-or-die effort. Clark was about to do his "quick one" when he found Amon and Scarfiotti in his slip-stream, so he backed off and let them get well ahead and then put in a lap at a shattering 3 min. 28.1 sec.—243.921 k.p.h. (well over 151 m.p.h.). Gurney equalled his time of Friday, showing that it had been no fluke, but Brabham was only able to get a good time by reason of some crafty slip-streaming. Hill's Lotus 49 was going quickly but blowing out oil from its Cosworth engine and he did not improve on his first day's time, but Rindt and Stewart were both in fine form and really trying all they knew. It was becoming increasingly obvious that the really fast Grand Prix cars were beginning to out-perform their road-holding ability, a situation we have not known since 1951. Even the Lotus did not look its impeccable and serene self at the speeds Clark and Hill were cornering on the ultra-rapid Belgian circuit. The "cornering-on-rails" stuff we have become used to is disappearing now that real 400 horsepower 3-litre engines are on the go, and the drivers are earning their bread-and-butter.

The Belgian G.P. over 28 laps started at 3.30 p.m., but before that the drivers were taken round in a parade of cars driven by R.A.C.B. club members, and then they did a reconnaissance lap in their racing cars before lining up on the grid. The front row was most impressive with Clark, Gurney and Hill in that order, Lotus 49, Eagle-Weslake

**PRACTICE TIMES**

| No. | Driver | Car | Friday | Saturday |
|---|---|---|---|---|
| 1 | C. Amon | Ferrari V12—1967—No. 0003 | 3. 36.8 | 3. 34.3 |
| 2 | L. Scarfiotti | Ferrari V12—1967—No. 0005 | 3. 42.1 | 3. 37.7 |
| 3 | M. Parkes | Ferrari V12—1966/67—No. 012 | 3. 36.6 | 3. 36.9 |
| 7 | J. Surtees | Honda V12 | 3. 39.9 | 3. 38.4 |
| 12 | J. Stewart | B.R.M. H16 and V8 | 3. 35.9 | 3. 34.8 |
| 14 | M. Spence | B.R.M. H16 and V8 | 3. 40.7 | 3. 38.5 |
| 17 | C. Irwin | Lotus-B.R.M. V8 and B.R.M. V8 | 4. 00.0 | 3. 44.4 |
| 19 | R. Anderson | Brabham-Climax 4-cyl. | 3. 52.4 | 3. 49.5 |
| 21 | J. Clark | Lotus-Cosworth V8—49/2 | **3. 29.0** | **3. 28.1** |
| 22 | G. Hill | Lotus-Cosworth V8—49/1 | 3. 32.9 | 3. 33.4 |
| 25 | J. Brabham | Brabham-Repco V8—1967 | 3. 36.9 | 3. 35.0 |
| 26 | D. Hulme | Brabham-Repco V8—1965/67 | — | 3. 40.3 |
| 29 | J. Rindt | Cooper-Maserati V12—1967 | 3. 39.5 | 3. 34.3 |
| 30 | P. Rodriguez | Cooper-Maserati V12—1966 | 3. 43.6 | 3. 39.5 |
| 32 | G. Ligier | Cooper-Maserati V12—1966 | 4. 01.2 | 4. 02.3 |
| 34 | J. Siffert | Cooper-Maserati V12—1966 | 3. 45.4 | 3. 46.6 |
| 36 | D. Gurney | Eagle-Weslake V12—No. 104 | 3. 31.2 | 3. 31.2 |
| 39 | J. Bonnier | Cooper-Maserati V12—1966 | 3. 40.0 | 3. 39.1 |

*N.B.*—Clark's fastest lap equals 243.921 k.p.h. average (approx. 151.5 m.p.h.). Hulme did not complete a flying timed lap on Friday.

**STARTING GRID**

↑

21 J. Clark (*Lotus 49-Cosworth V8*) 3 min. 28.1 sec.

36 D. Gurney (*Eagle-Weslake V12*) 3 min. 31.2 sec.

22 G. Hill (*Lotus 49-Cosworth V8*) 3 min. 32.9 sec.

29 J. Rindt (*Cooper-Maserati V12*) 3 min. 34.3 sec.

1 C. Amon (*Ferrari V12*) 3 min. 34.3 sec.

14 J. Stewart (*B.R.M. H16*) 3 min. 34.8 sec.

25 J. Brabham (*Brabham-Repco V8*) 3 min. 35.0 sec.

3 M. Parkes (*Ferrari V12*) 3 min. 36.6 sec.

2 L. Scarfiotti (*Ferrari V12*) 3 min. 37.7 sec.

7 J. Surtees (*Honda V12*) 3 min. 38.4 sec.

12 M. Spence (*B.R.M. H16*) 3 min. 38.5 sec.

39 J. Bonnier (*Cooper-Maserati V12*) 3 min. 39.1 sec.

30 P. Rodriguez (*Cooper-Maserati V12*) 3 min. 39.5 sec.

26 D. Hulme (*Brabham-Repco V8*) 3 min. 40.3 sec.

17 C. Irwin (*B.R.M. V8*) 3 min. 44.4 sec.

34 J. Siffert (*Cooper-Maserati V12*) 3 min. 45.4 sec.

19 R. Anderson (*Brabham-Climax 4*) 3 min. 49.5 sec.

32 G. Ligier (*Cooper-Maserati V12*) 4 min. 01.2 sec.

*N.B.*—Since practice Stewart and Spence changed numbers.

and Lotus 49, with a total of more than 1200 horsepower between the three of them and all capable of using it all. Neither Lotus was using the air deflectors on the front. A "dummy-grid" line-up was used for starting engines and Hill fumbled the starting of his Cosworth V8 and flattened the battery in the process so had to stay on the dummy-grid while the other 17 cars rolled down to the starting line and were away, with Clark leading up the hill after the Eau Rouge, followed by Rindt, Stewart, Parkes, Amon, Surtees, Rodriguez and Gurney, the Eagle hesitating off the line. The unhappy Hill free-wheeled into his pit where another battery was fitted and he joined the race when everyone else was down at Stavelot. On the fast and deceptive left hand bend at Blanchimont Parkes got into a slide and crashed badly, being thrown out onto the edge of the road as the Ferrari turned over. The leaders charged down past the pits with Clark already well in the lead, followed by Stewart in an H16 B.R.M. going really well, then came Amon, rather depressed at having seen his team-mate crash, Rindt, and Gurney making up for his bad start. On the way back from Stavelot on the opening lap the Honda broke its crankshaft and Surtees came free-wheeling into the pits, stopping briefly at the Ferrari pit to tell them about Parkes. A lonely Graham Hill went by and then Irwin free-wheeled down the hill to the pits with a broken camshaft in his V8 B.R.M. engine. It had indeed been a momentous opening lap.

Clark set off with a second lap in 3 min. 35.9 sec. and just ran away from everyone, with Stewart struggling gamely to keep the Lotus in sight and Gurney in third place. Then came Amon, Brabham, Rodriguez and Rindt in a struggling and rather unruly bunch, with the young New Zealand Ferrari driver being surrounded by the other three. Some way back Spence was keeping his H16 B.R.M. ahead of Scarfiotti's Ferrari, but he, like Amon, was rather put off by the sight of Parkes' crash. Hulme was having an unhappy time racing against Bonnier, and Siffert in Rob Walker's car, Anderson and Ligier were bringing up the rear, apart from Hill who stopped at the pits on lap 2 and again on lap 3, to retire with an inoperative clutch and gearbox. By five laps there was the perfect exhibition of the present situation in Grand Prix racing and high-speed driving in its highest form, for Clark (Lotus), Stewart (B.R.M.) and Gurney (Eagle) were way out ahead of everyone else, the rest appearing to be struggling along like a lot of beginners. This situation was a fine picture of the overall scene, of the combination of driver, car, engine, and team, the two missing drivers being Hill and Surtees who were both in the pits.

In a very efficient manner Parkes had been brought to the ambulance station behind the pits and on lap 8 a Ferrari mechanic held out a signal to Amon and Scarfiotti which read "PARX OK," for his injuries were restricted to a broken leg and a broken wrist. However, Amon was not o.k. for he was behind Rodriguez and the Cooper-Maserati was spraying oil all over the Ferrari, and he did not have the speed to get by. Clark was motoring relentlessly on with a lap in 3 min. 33.3 sec. and by 10 laps he was 21 seconds ahead of Stewart, and at an average of over 145 m.p.h. that was a long distance. Gurney was closing on Stewart but not rapidly enough to be a danger and the three of them looked and sounded superb, V8 followed by H16 and V12, a veritable mechanical delight.

At the end of lap 12 Clark rounded the hairpin at La Source and then there was consternation as he headed for his pit, with the Cosworth engine running on seven cylinders. Stewart swept by into the lead, followed by the blue and silver Eagle-Weslake, but Gurney lifted off and dived into the pit area. He shouted that the fuel pressure was low and roared away. At the Lotus pit it was found that a sparking plug had disintegrated, probably having been over-tightened, but it was some time before Clark rejoined the race. After this panic the order was Stewart (B.R.M.), Gurney (Eagle), Brabham, Rodriguez, Amon, Rindt, and Clark was now seventh but a long way back, leading Scarfiotti, Spence and Hulme, while Bonnier had retired much to the relief of the number two Brabham driver; the remaining three, Siffert, Anderson and Ligier had all been lapped. Gurney was 14 seconds behind Stewart at the end of 14 laps, but did not seem to be gaining rapidly, and in third place was Rodriguez, but a long way behind, and he was followed closely by Amon and Rindt, with Brabham well behind them, having been leading them on the previous lap. There was obviously trouble brewing in the Brabham-Repco V8, but it was not alone for Clark returned to the pits as another sparking plug had failed, this time due to a fault in its structure, and just afterwards Hulme stopped as the oil scavenging system on his Repco V8 engine was not functioning properly and the base chamber was filling with oil. This was also Brabham's trouble and he had to give up on the next lap. Clark got going again but now his clutch was not freeing properly and with baulk-ring synchromesh in the Z.F. gearbox gearchanging was not easy. After struggling with the lever the operating mechanism became deranged and he was left with movement in only one direction, which gave him third and fifth gears, but he carried on with no hope of doing anything more spectacular than finishing.

Stewart was just about holding his own against Gurney's onslaught, the B.R.M. H16 cylinder engine going well and at 17 laps he was still 12 seconds ahead, but then he had trouble in the connection between the gear-lever in the cockpit and the selector mechanism in the gearbox at the back of the car. When he had the lever in the right place the mechanism at the back was out of step and in neutral the r.p.m. kept going to over 12,000! While Stewart was holding the lever with one hand and steering with the other, Gurney caught up 4 seconds a lap and on lap 21 they raced past the pits side-by-side, Gurney getting the lead up the hill to Burnenville. At that moment Scarfiotti was in the pits with a broken hydraulic pipe on his rear brakes and a repair was being effected, and meanwhile Amon had at last got ahead of the two Cooper-Maseratis and was pulling well away from them. Spence had not yet been lapped by the leaders, but Clark was a lap behind and cruising round to finish.

As Stewart's gear selection trouble got worse and worse, Gurney sailed on into a commanding lead, the Eagle-Weslake V12 looking and sounding superb, the only fault being that oil was spraying out of the catch tank onto the exhaust pipes and making ominous-looking blue smoke. This in itself was no worry, but the fact that there was that much oil in the catch-tank was disturbing. With only four laps to go the Maserati engine in Rodriguez's Cooper blew up, which was no great surprise for the young Mexican had been having a pretty spirited motor race, so this left Rindt in fourth place. On the penultimate lap Amon was signalled to switch on his reserve fuel pump, secure in third place, but over a minute and a half behind the leader. Amid much rejoicing in the Eagle pit, and no doubt a lot of quiet satisfaction at Weslake Engineering back in Sussex, Dan Gurney won the Belgian G.P. at record speed and with a new lap record that he had set up during his chase of Stewart. The B.R.M. team were well satisfied with the performance of the H16 cylinder cars, both of them finishing and Stewart felt he could have kept Gurney at bay had his gearbox not gone wrong. Team Lotus were slightly chastened by their misfortunes, but the practice laps and the opening part of the race convinced them that they had not got much to fear from any opposition.

D. S. J.

**Results :**

**BELGIAN G.P.—Formula One—28 laps—394.8 kilometres—Hot**

**1st** : D. Gurney (Eagle-Weslake V12) (Entrant: A.A.R. Eagle) 1 hr. 40 min. 49.4 sec.—234.945 k.p.h. *(record)*
**2nd** : J. Stewart (B.R.M. H16) (Entrant: Owen Racing Org.) 1 hr. 41 min. 52.4 sec.
**3rd** : C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari) .. 1 hr. 42 min. 29.4 sec.
**4th** : J. Rindt (Cooper-Maserati V12) (Entrant: Cooper Car Co.) .. 1 hr. 43 min. 03.3 sec.
**5th** : M. Spence (B.R.M. H16) (Entrant: Owen Racing Org.) .. 27 laps
**6th** : J. Clark (Lotus 49-Cosworth V8) (Entrant: Team Lotus) .. 27 laps
**7th** : J. Siffert (Cooper-Maserati V12) (Entrant: R. R. C. Walker Racing) .. 27 laps
**8th** : R. Anderson (Brabham-Climax 4-cyl.) (Entrant: D.W. Racing) 26 laps
**9th** : P. Rodriguez (Cooper-Maserati V12) (Entrant: Cooper Car Co.) .. 25 laps*
**10th** : G. Ligier (Cooper-Maserati V12) (Entrant: G. Ligier) .. 25 laps
**11th** : L. Scarfiotti (Ferrari V12) (Entrant: SEFAC Ferrari) .. 24 laps†

* Not running at end. † Not classified.

*Fastest lap* : D. Gurney (Eagle-Weslake), on lap 19 in 3 min. 31.9 sec.—239.547 k.p.h. *(new record)*.

*Retired* : M. Parkes (Ferrari V12), on lap 1, crashed; J. Surtees (Honda V12), on lap 1, engine; C. Irwin (B.R.M. V8), on lap 1, engine; G. Hill (Lotus 49-Cosworth V8), on lap 3, clutch; J. Bonnier (Cooper-Maserati V12), on lap 10, engine; D. Hulme (Brabham-Repco V8), on lap 14, engine; J. Brabham (Brabham-Repco V8), on lap 15, engine.

18 *starters* — 11 *finishers*.

## Spa Spurts

Progress. Just one year ago the first Gurney Eagle car appeared at Spa, with a 4-cylinder Coventry-Climax engine.

* * *

The Lotus 49 must surely be the fastest Grand Prix car ever built, as regards power to weight ratio and circuit performance, and that includes the supercharged Mercedes-Benz of pre-war times.

* * *

The Belgians were unwise enough to hold a Formula Vee race during their Grand Prix meeting. A driver was killed in practice and the winner and the second place man were disqualified for tuning their engines beyond the regulation limits. Why not stick to simple Grand Prix racing?

* * *

Both Gurney and Stewart were on Goodyear tyres. Goodyear claim to "win the big ones." Indianapolis, Le Mans, Belgian G.P. on successive week-ends seems to substantiate their claim.

* * *

The sooner Surtees goes back to Ferrari the better for everyone.

# LETTER FROM EUROPE

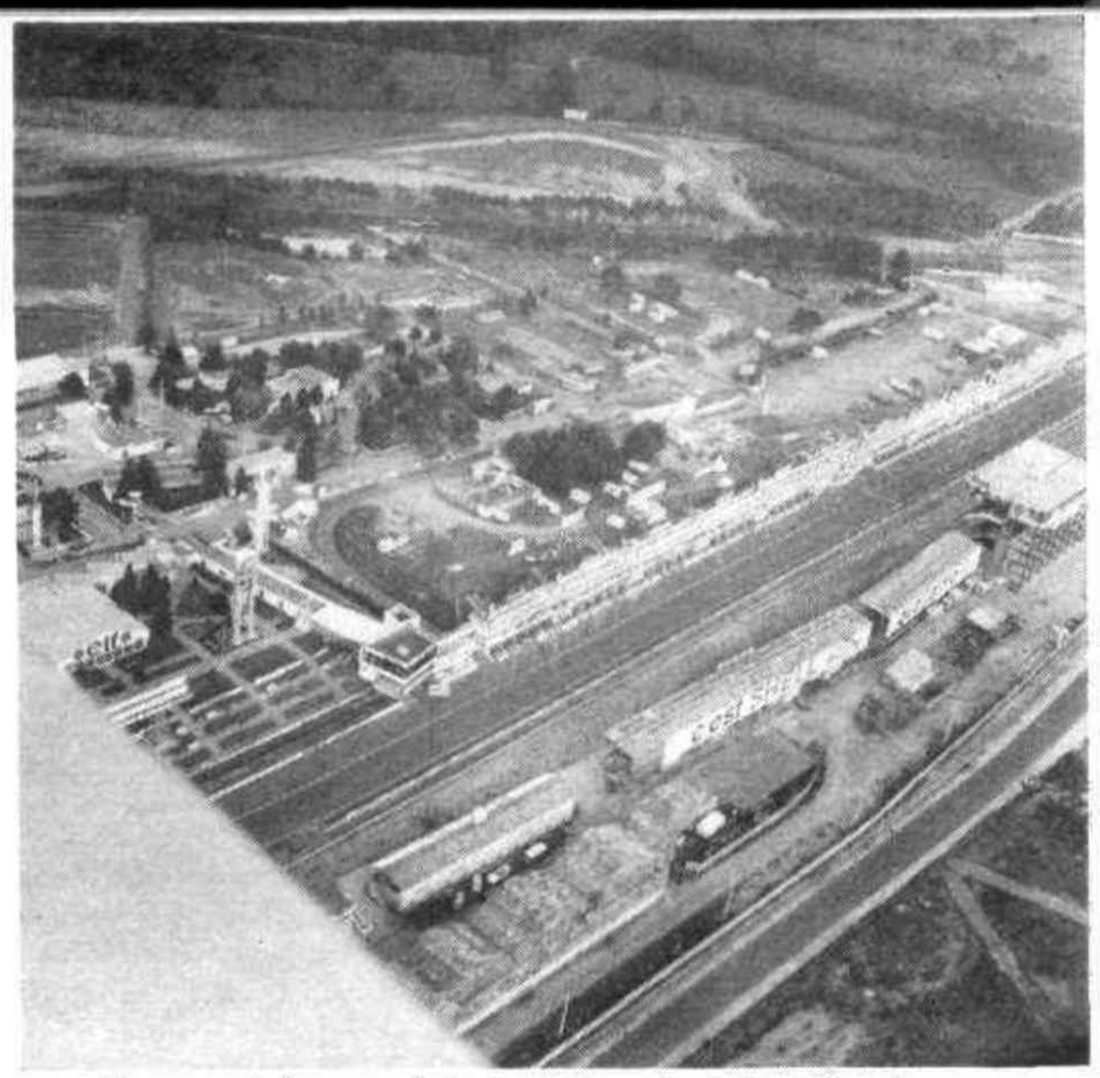
[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W. B.,

Now I have seen everything; when I left the Nurburgring after the 1,000-kilometre race I just happened to make a final tour of the vast paddock and on one of those inexplicable whims I decided to leave by the back gate. As I joined the main road I looked in the mirror and saw an orange Lotus 47 approaching quite fast so I moved over as I accelerated to let it go by. It was a road-equipped one, with number plates and all that sort of thing, and as it came up behind my " vintage " Jaguar I was thinking that the mid-engined sports-coupé has got to become the normal wear, it is so right in all respects. It went by and right behind was an orange Lamborghini Miura, and as if that was not enough, there was a white road-equipped Ford GT40 behind the Lamborghini. All three were obviously together and as they sped by the ordinary traffic nose-to-tail I realised that I was seeing the pattern of sports-car motoring of the very near future. I followed this exotic trio, Lotus 47, Miura and GT40, for some way before I had to turn off, and it was a magnificent sight for anyone who likes motor cars the way we do. Had I left the paddock by the main gate I would have missed seeing " tomorrow " now.

The day of the 1,000-kilometre race was one of those glorious sunny ones that make the Eifel mountain district really enjoyable and I can understand why a lot of people envy those of us who were there. However, it is not always like that and when the clouds come down on the Nurburgring it is awful, but the good days make up for it. When I last wrote to you I was in Sicily for the Targa Florio and I know you think Sicily is always bathed in glorious sunshine, which was true of race day, but the day afterwards everything turned grey and a terrific wind came down from the mountains. It was so strong that aeroplanes could not land at Palermo for two days and a lot of people had to travel by train to Rome, which takes 16 hours, and fly from there. When I motored over the mountains to Siracusa I was in cloud all the way to the top of the mountains and this meant driving for some 40 minutes in 2nd gear at 1,000 r.p.m. peering gloomily into the mists. On the top I came out of the cloud within 100 yards into a perfect Sicilian day and as I motored gaily down into the plains, with the windows open and the dust flying, I looked at the people heading the way I had come and thought " you don't know what you have got coming to you."

I saw in the papers that you had the R.A.C. Tourist Trophy race the day after we had the Nurburgring 1,000 km, on Holiday Monday or something, but I gather it was the same day as an International Meeting at the Crystal Palace. This seems to have been a masterpiece of calendar planning by those who try to control the sport in Britain. Isn't it a crying shame when you recall that we used to look upon the T.T. in the same light as Le Mans or the Targa Florio, when the T.T. was a classic race in the long-distance Championship series. I understand that it was a sort of sprint-race meeting for saloon cars and somebody over here suggested that the R.A.C. are embarrassed at owning the rights and traditions of one of the oldest classic events, and rather than give it to some virile young organisation, are trying to kill it off. It is very sad. Young Andrea de Adamich who won the event with an Alfa Romeo GTA is probably not terribly well known to you, but he has been making good progress on the Continent over the last year or two and seems to have that desirable quality for a racing driver of getting a bit niggled when something goes wrong and then driving in a rage, fast and furiously, but with complete control. I hear he did this in the final of the T.T. (heats and final in the T.T.—oh dear !), spinning off and then charging through the entire field in what appears to be a blind rage, but what is in fact a question of rising to the occasion without doing anything stupid. I saw him do this in a Formula Three race some while ago, he spun off or was elbowed off on the opening lap and the leading pack were wheel-to-wheel and elbow-to-elbow way ahead of him. He pursued them relentlessly and unlike many drivers in a similar situation, when he caught the leading bunch he was so wound up that he carved his way through the lot of them and went away and won. There are a lot of drivers who will make up lost ground in this slightly bad tempered manner, but they either then have an accident, or when they catch the leaders they then start racing with them, their excess tension easing off just too soon. De Adamich seems to have this inborn ability to bring out something extra in his driving when provoked, and this is not something that you are taught at a Motor Racing School.



" . . . *and flew round the Le Mans circuit* "—*The pit area*

I still maintain that good drivers are born not made. At the moment de Adamich is way ahead of all his team-mates in the Autodelta Alfa Romeo team, and it was he who was challenging the Porsches at the Targa Florio and at Nurburgring, with the Tipo 33. While on the subject of drivers, I was supping the other night with one who must be having more than his share of misfortune. This is Lucien Bianchi, the Belgian driver, who is what I call a " sporting professional " driver, who gets paid to race, but would race for nothing and still enjoy it. He went to Indianapolis to drive a Ford V8-engined car and failed to qualify in the top 33 by seven-tenths of a second. That was seven-tenths of a second on four laps of the Indianapolis track at an average of well over 160 m.p.h. The following week-end he was sharing a works Porsche with Mitter at the Nurburgring 1,000 km., and they were leading when the battery went flat a half a lap from the end. This was half a lap in a total of 44. At Le Mans he was sharing a Ford with Andretti and they were lying second when a brake locked-on and spun Andretti into the fence and wrecked the car. Bianchi's failure to get into the Indianapolis race was actually more annoying than it appeared, for he did his qualifying laps on Saturday and was prepared to have another go on Sunday if his time was beaten by enough people to put him out. There were something like eight cars slower than him, so everyone told him that he was quite safe and he could go back to Europe, where he was due to do some testing for Porsche prior to the Nurburgring race. While he was flying home all sorts of people " bumped " him off the grid, including Graham Hill, Stewart and Rindt, with the result that when he arrived in Europe he heard that he was 34th in the qualifying, and first non-starter. He is called " the unlucky one " over here.

While at Le Mans I met a friend of mine who had arrived in his aeroplane, having come from Zandvoort, and after the first day of scrutineering it was a lovely summer evening so he did not need much persuading to take me for a couple of laps of the circuit. I drove him over to the airfield, a vintage grass one that you would appreciate, in the E-type ostensibly to see his aeroplane, as it is rather rare. Nowadays most of the racing fraternity seem to have sleek modern Piper or Beechcraft aeroplanes, but this one was a 1936 Miles Falcon Major, and I think there are only two in existence. It is a three-seater low-wing cabin plane, with a lovely vintage-like Gipsy Major engine that has to be started by swinging on the prop, no fancy electric button starters. We bounced over the rough old grass airfield and flew round the Le Mans circuit, cruising down the Mulsanne straight at 110 m.p.h. and " understeered " like mad round all the corners. The interesting thing from the air was that I was aware for the first time that the corners at Tertre Rouge, Mulsanne and Arnage are *not* right-angle bends of 90-degrees, as I thought, but much sharper, about 80-degrees. The Miles Falcon, all screwed and glued together of wood and fabric, has same all-round performance as the E-type. It cruises comfortably at 110 m.p.h., has a maximum approaching 150 m.p.h. and does 15 m.p.g. at over 100 m.p.h. cruising. All the wheels are independently sprung, but it has cable-operated brakes ! Circuits and bumps are all good fun, but I still prefer high-speed motoring.—Yours, D. S. J.




# Now there are two

## BP SUPER VISCO-STATIC 10w-40
Suits any make of car
any time of the year

## BP SUPER VISCO-STATIC 20w-50
For engines with
higher oil consumption

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Whatever the car . . . whatever the weather

# THE LOTUS 49

DURING last season Team Lotus were without an engine of their own for Grand Prix racing, having relied on Coventry-Climax engines until the end of 1965. When the Coventry firm had to withdraw from racing it left a number of the British Grand Prix car constructors high and dry, the only self-contained Grand Prix team being B.R.M. This situation coincided with the beginning of the new 3-litre Formula for Grand Prix racing, and while B.R.M. were occupied with their 16-cylinder engine, Brabham had made arrangements with Repco of Australia for the supply of a suitable engine, and Cooper had made a contract with Maserati for engines. This left Lotus without a power unit, but at this point the Ford Motor Company stepped in and said they would finance an engine project for Lotus, to the tune of £100,000. The job of designing and building the proposed engine was given to Cosworth Engineering, under the direction of Keith Duckworth and Mike Costin, both of whom were closely associated with Lotus and Colin Chapman.

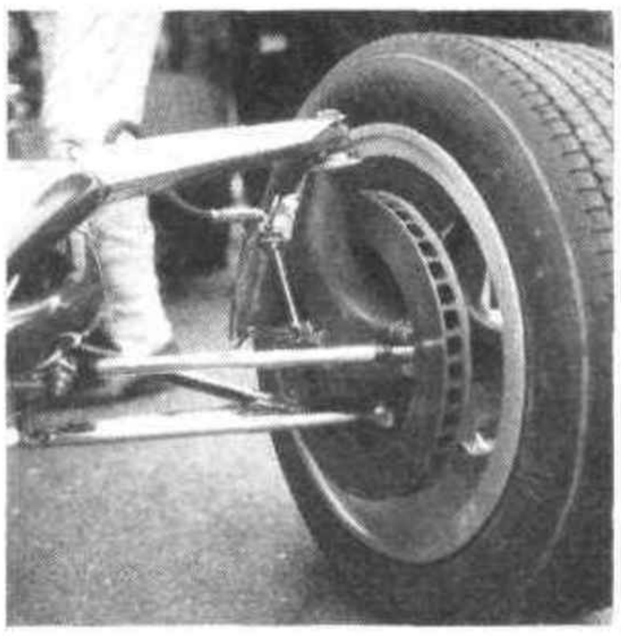
In Formula Two and Formula Three the names Lotus and Cosworth had been spelling success for some time, so naturally the connection of the two names on a Grand Prix project, paid for with Ford money, had everyone's interest. As you cannot design and build an engine overnight the project was aimed for 1967 and Team Lotus had to look for other means of racing in 1966. For this they relied on an old V8 Coventry-Climax 1½-litre engine, enlarged to 2 litres, and a 2-litre V8 B.R.M. unit, these being installed in Lotus 33 single-seaters dating from 1965. As a temporary measure for 1966 two B.R.M. 3-litre 16-cylinder engines were ordered and installed in Lotus 43 chassis, and though Clark won the United States G.P. with one of these cars and went very fast in the Italian G.P., they were not a great success as the B.R.M. engine suffered numerous teething troubles. The works B.R.M. cars were behind on development, so it was not likely that Team Lotus were going to have much success during 1966 and they resigned themselves to being patient and working towards better things in 1967 when they would be self-contained with the Lotus-Cosworth combine.

The Ford-inspired engine programme called for the building of a 4-cylinder 1,600-c.c. Formula Two engine based on the Cortina cylinder block, this unit to be a design study for a V8-cylinder 3,000-c.c. Grand Prix engine, and Duckworth designed, and Cosworth built, a twin camshaft cylinder head with four valves per cylinder for use on the basic Ford Cortina cylinder block, this Cosworth FVA engine being extremely successful from its inception, like many of the earlier F.3 and F.2 Cosworth projects. During 1966 the prototype 4-cylinder Cosworth FVA engine was installed in a single-seater Brabham chassis and underwent a serious test programme driven in Club racing by Mike Costin. Cosworth Engineering have a great advantage in that one of the directors is a sufficiently expert driver that he can compete in races and really test an engine, learning far more about the practical usage of a racing engine than any test-bed work or test driving done by a professional driver. By the time the FVA engine was ready to be sold to Formula Two racing teams it had been race proven and the design and development knowledge was already being incorporated in the Grand Prix engine programme. As part of the Ford domination of all types of racing the Formula Two Cosworth engine was made available to teams other than Team Lotus, but the 3-litre Grand Prix engine was to be exclusive to Lotus.

From the beginning of the Lotus-Cosworth Grand Prix project, paid for by Ford, Colin Chapman and his design team worked closely with Duckworth and Costin, so that the projected Lotus 49 was a complete unit from the "clean sheet of paper" stage and there was no question of adaptation or "special building" as on previous Lotus Grand Prix cars. The aim was to design a compact and light car, and the engine was to be used as part of the chassis design, suitably stressed to form the rear part of the car. From experience with the Formula Two FVA engine Duckworth designed his V8 engine so that it was very compact and short, and the cylinder heads, block and sump were all made extremely rigid as the main structure of the car was to be hung on the front of the power unit and the rear suspension was to be hung on the back, suitable pick-up points being built into the design of the various castings. From his experience of engine designing Duckworth almost guaranteed 400 b.h.p. from the new 3-litre engine, and last Easter, before the first V8 had been built, he said that if it did not give 380 b.h.p. in the first runs on the test bed he might as well throw it away, because it would mean he had been wasting his time and Ford's money for the past twelve months.

It was hoped that the first Lotus 49 would run at Monte Carlo in May 1967 but no-one was unduly surprised or upset when it failed to appear, for racing projects seldom meet their deadline. This is not because of a failing on the part of the people doing the work, rather due to the optimism of the estimates, for in racing "today is only just in time, tomorrow is too late, and yesterday would have been better." If the production world worked at the pace of the racing world we would never be able to buy anything really new, for by the time we had written out a cheque the product would have been superseded!

By mid-May the first Lotus 49 was out on test, driven by Graham Hill, the engine giving over 400 b.h.p. at 9,000 r.p.m. and the close liaison between Lotus and Cosworth producing an engine/car unit that set new standards for Grand Prix car design as regards light weight and an overall compactness. It was now just a question of whether it would work. Graham Hill did all the test-driving on 49/1 and by the end of May 49/2 was completed and the two cars were entered for the Dutch G.P. at Zandvoort, to be driven by Hill and Clark. With both engines giving well over 400 b.h.p. (409 b.h.p. maximum), they dominated the meeting, Hill recording fastest practice lap on both days and leading the race until a camshaft drive gear-wheel broke, which wrecked the cam-gear, and then Clark took over the lead and won without opposition. Writing from memory, a Grand Prix car, new in design from stem to stern, has only achieved victory in its first Grand Prix twice before in recent years, the prototype Maserati 250F won the 1954 Argentine G.P. on its first appearance, and in July of the same year the W196 Mercedes-Benz did the same thing in the French G.P. The victory of the Lotus 49 in the 1967 Dutch G.P. stands out as being equally impressive.



*The front hub and brake assembly on the Lotus 49 showing the wide ventilated disc and the magnesium hub carrier that is shaped to allow the disc to be out in the airstream. For further photographs of the Lotus 49 see the centre-spread.*

The Cosworth V8 engine, designated the D.F.V., was described in detail in MOTOR SPORT last month as far as dimensions are concerned but since that description the ignition system has been changed for the Lucas OPUS or Oscillating Pick-Up System, which utilises a normal 12-volt coil to provide the sparks and has the advantage of providing sparks at lower crankshaft speeds so that a smaller and lighter starter motor can be used, saving 6 lb. on this unit alone, which is typical of the thought that has gone into the overall design of the Lotus 49. It is difficult to say whether the Lotus monocoque cockpit structure or the Cosworth V8 engine is the most important structural member, for one is complementary to the other. The cockpit is within a monocoque structure made from 16 s.w.g. aluminium alloy sheet, with rubber-bag fuel tanks in the hollow sides and behind the driver's seat. On the front bulkhead of the monocoque a tubular steel subframe carries the front suspension and the steering rack and pinion, the suspension being by upper rocking levers operating inboard coil-spring/damper units, and lower wishbone members in what is now an almost universal layout. On the rear bulkhead of the monocoque the V8 engine is attached by two small triangular duralumin plates at the top and two lugs at the bottom, one large Allen screw sufficing to grip each of the upper alloy plates in a slot. At the back of each cylinder head is attached a tiny tubular structure that forms the inner mounting of the top transverse link of each rear suspension, as well as the top anchorage for each coil-spring/damper unit, and the anti-roll bar mounting. A similar small tubular structure attached to the lower part of the crankcase, on each side, forms the mounting of the pivot of the apex of the lower wishbone member. The 5-speed ZF gearbox is over-hung from the rear of the engine, and carries supports for the low-mounted exhaust pipes. The ZF gearbox has the latest differential with sliding roller splines inside so that the drive

*Continued on page 606*

## Who lives at 343 EUSTON ROAD N.W.1 and makes tyres?

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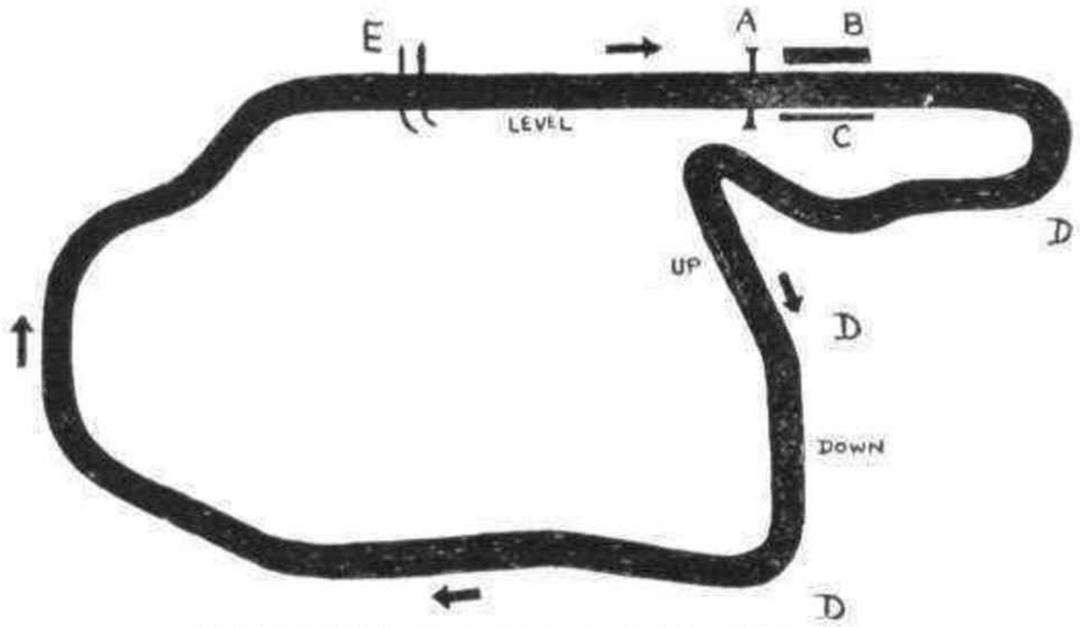
# DUTCH GRAND PRIX

## *TEAM LOTUS RETURN*

ZANDVOORT, HOLLAND, *June 4th*

A VERY full and complete entry was received for the seventeenth Dutch Grand Prix held on the sandy Zandvoort circuit and it was notable for the number of brand-new Grand Prix cars that were ready for first practice; either brand-new models of existing designs, modified versions or entirely new designs. The Brabham team had four cars in all, a brand-new chassis with 1967 Repco engine and a Hewland FT200 gearbox, as used on Formula 2 cars; Brabham's 1965 chassis that he used at Monaco, with a 1967 engine and heavy-weight Hewland box, and the two 1966 Brabham-Repco V8s for Hulme. The Scuderia Ferrari also had four cars, the long cockpit 1966 car with 1967 engine for Parkes, a 1967 car for Amon, a brand-new 1967 car for Scarfiotti and one of the 1966 Italian G.P. cars as a spare. Team Lotus were almost off the ground with pride, having two Lotus 49 cars with Cosworth 3-litre V8 engines, one being the car that Graham Hill had been testing in England and the other being brand-new, which Clark saw for the first time when he arrived on the morning of the first practice day. Honda Racing had the two 12-cylinder cars for Surtees that he had at Monaco, both looking a bit ponderous and dated alongside all the sparkling new cars. The B.R.M. team had their two 1966/67 cars with H16-cylinder engines, and a brand-new one that was lighter and slimmer across the cockpit, Stewart having the choice of an old one and the new one, and Spence having the second old one. Rindt and Rodriguez each had a Cooper-Maserati V12, but neither of them had the new 36-valve Maserati engine that appeared briefly at Monaco. Rindt's car was the lighter 1967 car with Hewland gearbox and was using the new welded construction magnesium disc wheels and Rodriguez had one of last year's cars. Gurney was all alone with his Eagle team for Ginther had decided to withdraw from serious racing after trying all he knew and failing to qualify at Monaco and at Indianapolis, but his place in the team remained open should he change his mind at the last moment. The team had three Eagle-Weslake V12 cars, the two from Monaco, though one of these was not assembled, and a brand-new car that was some 100 lb. lighter. The overall design had not been changed but great use of titanium and magnesium had been made, and this was the number one car that Gurney was intending to use. The rest of the entry was made up of single entries, these being McLaren with his neat little B.R.M. V8-engined car, Irwin with Tim Parnell's R3 Lotus-B.R.M. V8, Anderson with his immaculate Brabham-Climax 4-cylinder and Siffert with the Walker team's Cooper-Maserati, though it did not arrive until the second day of practice. Courage should have driven a second Parnell car, but it could not be got ready in time.

Practice took place all day on Friday, in three separate sessions, and again on Saturday afternoon, and during Friday the tempo seemed rather steady and cautious, with new cars being tried and everyone seeming to expect great things from the other teams. Ferrari, B.R.M. and Honda had all been to the circuit previous to official practice and all claimed spectacular fastest laps, but the known standard was the official lap record of 1 min. 30.6 sec. set up by Clark in 1965 with a 1½-litre Lotus-Climax V8, a time which Hulme equalled last year, on an oily track, with a 1966 Brabham-Repco V8. In practice last year, with a sister car to Hulme's, Brabham made best time in 1 min. 28.1 sec., so it was obvious that any time above 1 min. 30 sec. would mean that the driver was not really trying, or the car was hopeless. Those drivers with brand-new cars obviously had to do some "bedding-in" of components or acclimatise themselves to the new cars, while others were able to press-on madly and set the pace. Brabham's old chassis/new engine combination would not start, so he practised with the brand-new car, but he did not intend to race it and before the end of the day the recalcitrant engine was being removed from the old chassis, prior to being replaced. Hill was having the pedals of the new Lotus fiddled about with to suit his feet and Clark was finding out about his new car. During the lunch break both cars had the gearbox changed, for similar ones with different ratios. As it seemed certain that Ginther was not coming, his entry was given to the Ferrari team so that Scarfiotti could have a definite entry and many people cast covetous eyes on the spare Eagle-Weslake.




*Zandvoort G.P. circuit—length 4.193 km.*
*A—Start and finish. B—Main grandstand.*
*C—Pits. D—Spectator embankments. E—Road tunnel.*

All day the weather was dull and overcast and somehow the atmosphere at the Zandvoort circuit always seems the same, so that Friday practice seemed to pass in a rather lugubrious fashion, even though there was a lot of quick motoring taking place as the accompanying table of practice times shows. The Brabhams were quick and competitive as always, the Ferraris seemed to lack fire, the new Lotus-Cosworth V8s were beginning to show their true form, Surtees was satisfied with his Honda time as it had been done in full starting line trim, Gurney was in great form and very happy with his new lightweight car, Coopers were progressing without any fuss but B.R.M. seemed a bit despondent, lacking in high-speed acceleration. It was Gurney and Graham Hill who began to stir things up towards the end of the afternoon, with the new Lotus 49 coming out on top on its first public outing, much to the displeasure of a lot of people. Clark was about to extend his Lotus and make a bid for fastest time when he was conscious of a feeling of instability. Nothing could be seen to be wrong, but he was convinced that something was not as it should be and the only likely thing seemed to be the front wheel bearings, which had been brand-new and being taper rollers had probably "settled" and needed re-adjusting. The Friday practice ended with Hill recording 1 min. 25.6 sec., but Gurney was right behind with 1 min. 25.8 sec. and as both the Cosworth V8 and the Weslake V12 engines were new to Zandvoort, each with well over 400 b.h.p., this was reasonable and natural as the "standards" from last year were set by low-powered engines. The performances of these two engines also made a lot of people much more conservative in their b.h.p. estimates, even compared with their 1966 quotes.

Before the Saturday practice Clark's suspension and steering was checked closely and slight play in the front wheel races seemed the only suspect thing, Gurney had a different engine fitted into his lightweight Eagle chassis, Brabham had the good 1967 engine taken from his new chassis and installed into his 1965 chassis, and the rest hoped that they could keep up with the Lotus and Eagle cars and searched around for excuses such as wrong tyres, wrong plugs, wrong springs, etc., reluctant to admit that the two really powerful engines did have over 400 b.h.p. Clark had barely started to practise before the trouble he had been sensing, which Chapman could not locate, revealed itself forcibly; a ball-race in the right-rear hub broke up and split the hub carrier, and it was the first roughness that Clark had sensed the day before. Until it was all taken apart there was a gloom in Team Lotus as it looked as though it was a design failure in the hub casting, but it proved to be a faulty race, so the gloom lifted. While a new hub assembly was prepared and fitted, which took most of the afternoon, Clark had to stand and watch Hill fend off any attacks on the fastest lap. Brabham was very happy with his old chassis and was putting in some really fast motoring, equalling Hill's best time, while Gurney was still not far behind. Hulme felt he was lacking in brakes and his discs certainly looked frail and puny compared with the Lotus and B.R.M. discs. Stewart was depressed

by a lack of horsepower from the H16 B.R.M. and too much bulk and weight, compared to the Lotus, and Gurney's extra powerful Weslake engine was leaking oil from the rear main bearing. The engine in Hill's Lotus suddenly went rough and popped and banged, which brought gloom back to Team Lotus, this time on the Cosworth side, but it gave heart to the other teams who were getting despondent over the appearance of the Lotus. It was an electrical fault that was finally cured, even if no one was really certain from where it had originated, and as the sharp rasp of the V8 rang out loud and clear once more there were a lot of unhappy rivals. The leaking oil seal on the Weslake engine cured itself by some freak chance, so Gurney's team were smiling happily once more, but the B.R.M. team looked very depressed; Surtees was putting on a brave front and trying to look confident, the Ferrari team were working away hopefully, Brabham was actually smiling and enjoying the fact that his simple "old-fashioned" and unsophisticated car was on the front of the grid, and the Cooper team had quietly got themselves on the second row. With practice nearly over there was a sudden rush of activity as everyone tried for a last final very quick lap, but the only two real challengers were Gurney and Hill and they battled against each other at around the 1 min. 25.3 sec. mark. Gurney stopped when he got down to 1 min. 25.1 sec., feeling he had put Team Lotus in their place, but Hill went straight out and equalled this, doing two or three laps at the same pace. His final lap as the chequered flag stopped practice was a real scorcher, and many people clocked it at 1 min. 25.0 sec. exactly, but the official time-keepers gave out 1 min. 24.6 sec., so the Lotus fans hastily pocketed their stop-watches and cheered loudly. Even the opposition did not protest, they all seemed rather bewildered. While this last-minute excitement had been taking place Clark's car had been completed and he was able to get in a few laps, but with no opportunity to go really fast.

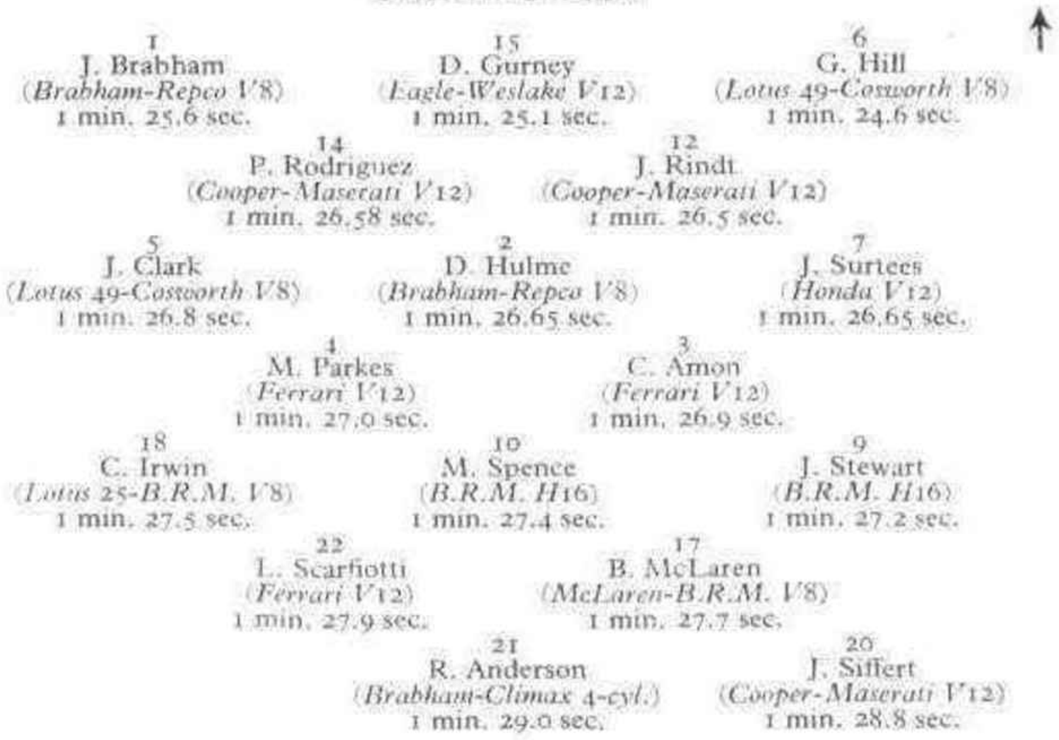
**PRACTICE TIMES**

| No. | Driver | Car | Friday a.m. | Friday p.m. | Friday p.m. | Saturday p.m. |
|---|---|---|---|---|---|---|
| 1 | J. Brabham | Brabham-Repco V8 | 1. 29.1 | 1. 29.7 | 1. 27.1 | 1. 25.6 |
| 2 | D. Hulme | Brabham-Repco V8 | **1. 26.8** | — | 1. 26.8 | 1. 26.6 |
| 3 | C. Amon | Ferrari V12 | 1. 27.9 | 1. 27.1 | 1. 27.3 | 1. 26.9 |
| 4 | M. Parkes | Ferrari V12 | 1. 30.5 | 1. 27.6 | 1. 27.4 | 1. 27.0 |
| 5 | J. Clark | Lotus-Cosworth V8 | 1. 28.4 | 1. 27.3 | 1. 26.8 | 1. 28.4 |
| 6 | G. Hill | Lotus-Cosworth V8 | 1. 31.7 | 1. 27.5 | **1. 25.6** | **1. 24.6** |
| 7 | J. Surtees | Honda V12 | 1. 27.1 | 1. 27.0 | 1. 26.6 | 1. 27.5 |
| 8 | — | — | — | — | — | — |
| 9 | J. Stewart | B.R.M. H16 | 1. 28.2 | 1. 29.1 | 1. 29.0 | 1. 27.2 |
| 10 | M. Spence | B.R.M. H16 | 1. 32.1 | 1. 28.2 | 1. 27.4 | 1. 27.8 |
| 11 | — | — | — | — | — | — |
| 12 | J. Rindt | Cooper-Maserati V12 | 1. 27.9 | **1. 26.9** | — | 1. 26.5 |
| 14 | P. Rodriguez | Cooper-Maserati V12 | 1. 30.3 | 1. 29.8 | 1. 28.7 | 1. 26.6 |
| 15 | D. Gurney | Eagle-Weslake V12 | 1. 27.7 | 1. 27.0 | 1. 25.8 | 1. 25.1 |
| 16 | R. Ginther | Eagle-Weslake V12 | — | — | — | — |
| 17 | B. McLaren | McLaren-B.R.M. V8 | 1. 28.2 | 1. 28.2 | 1. 27.9 | 1. 27.7 |
| 18 | C. Irwin | Lotus-B.R.M. V8 | 1. 36.2 | 1. 31.2 | 1. 30.6 | 1. 27.5 |
| 19 | P. Courage | — | — | — | — | — |
| 20 | J. Siffert | Cooper-Maserati V12 | — | — | — | 1. 28.8 |
| 21 | R. Anderson | Brabham-Climax 4-cyl. | 1. 29.0 | — | 1. 30.1 | 1. 29.9 |
| 22 | L. Scarfiotti | Ferrari V12 | 1. 30.3 | 1. 28.6 | 1. 29.7 | 1. 27.9 |

All seventeen entries had got below the rather artificial existing lap record and of the non-factory runners Irwin was particularly outstanding with 1 min. 27.5 sec. in the 2-litre B.R.M.-engined Lotus, a time that put him ahead of McLaren and Scarfiotti, among others. It was difficult to see why the two B.R.M. works cars were slower than the Cooper-Maseratis and the front row of the grid had a trio of widely differing cars on it, as well as widely differing drivers. With practice over, Team Lotus were faced with all-night work checking all the rear hub assemblies as they did not want a repetition of Clark's trouble.

The race was due to be run over 90 laps of the circuit, a distance of 377.37 kilometres (approx. 235 miles) and the cars were allowed a "warm-up" lap on their way from the pits to the "dummy-grid" behind the starting line. Brabham was driving his new centre-exhaust engine in his old chassis, Hulme had a 1966 car complete, Amon had a 1967 Ferrari with the latest centre-exhaust, 36-valve engine, as had Scarfiotti, while Parkes had this type of engine in his special long-cockpit 1966 car. Clark had Lotus 49/2 and Hill had 49/1, Surtees had the newer of the two Hondas, Stewart and Spence were driving the earlier B.R.M. H16-cylinder cars, with the external water pipes, Rindt and Rodriguez were unchanged from practice, and Gurney was using the lightweight Eagle. The remainder had no choice of cars, except that Irwin was having to use an early 1,930 c.c. B.R.M. V8 engine as his 2,070 c.c. unit had broken a camshaft in the final practice.

**STARTING GRID**




When everyone had their engines running and 2.30 p.m. was approaching the "dummy-grid" was cleared of extraneous people and the seventeen cars moved sedately forward towards the starting line, with Clark easing his way up into the second row. With 30 seconds to go and the engine notes rising, an official was seen wandering amongst the cars, trying to persuade Rodriguez to move back a bit! As he turned to Rindt's car the flag dropped and Hulme and Surtees were completely put off as they avoided the man, and they in turn baulked those behind them. More by luck than judgment the man was not killed, and he joined the other race officials by the side of the track. The inevitable strong wind was blowing off the North Sea and the skies were grey, but everywhere was dry, at least for the opening lap. Hill led from Brabham round the first corner, with Rindt, Gurney, Amon and Clark right behind. The Eagle had got away well for as it accelerated petrol sprayed out of the tank overflow system and went straight down the engine inlets, causing a rich mixture and a hesitant pick-up. Hulme's Brabham seemed to be slopping petrol or oil as it cornered on the opening lap. Hill had the new Lotus out in front, but there were five cars hot on its heels, Clark being at the end of this group as he was having to learn to drive the car and do some practice. He had virtually missed all the Saturday practice and in the light of Hill's successful practice times, Clark's car had been fitted with different rear springs and rear tyres, so it was all new to him. On the second lap McLaren skidded off the track and damaged his car, but was unhurt himself, and this caused an official car to go round the circuit with a white flag on it, which made one realise that the Zandvoort circuit lacks any communication road system.

Hill seemed to be in complete command, with Brabham trying vainly to keep up, while Gurney got past Rindt on lap 3 and Amon and Clark were close behind. Hulme made up ground very fast, after the baulking on the start line and by lap 4 was behind Clark, who had already passed Amon, while he had retaken third place from Gurney. It was quite a busy bunch of cars at the front, led by Hill in the Lotus 49 and, though he had pulled out a 2 second lead over Brabham in five laps, the others were very much nose-to-tail, the order being Brabham, Rindt, Gurney, Clark, Hulme, Amon, the rest trailing along behind, with Surtees in a hopeless eleventh position. The situation at the front was not presenting a very realistic picture, for Gurney's Weslake engine was not running properly, the injection mixture not being right, Rindt was keeping pace mainly because he was happy on the slippery surface and others were not, Clark was still practising in effect, and Hulme was still suffering from the start line nonsense. The pace looked fast but was in fact quite slow, the leaders lapping around 1 min. 33.0 sec and on lap 7 Gurney was missing from the pack and could be seen heading for the pits. He made a brief stop to have an adjustment made to his fuel metering unit and then shot back into the race just as Surtees went by, but next round the Weslake engine sounded horrible and the car came to rest behind the pits with a broken fuel injection metering unit, and Gurney's race was over. The leading Lotus was not getting any further ahead of the Brabham in second place and the gap was still two seconds at ten laps, with Rindt (Cooper-Maserati), Clark (Lotus 49), Hulme (Brabham) and Amon (Ferrari) following. Then at intervals came Rodriguez (Cooper-Maserati), Stewart (B.R.M.), Parkes (Ferrari), Surtees (Honda), Scarfiotti (Ferrari), Spence (B.R.M.) and Irwin

(Lotus-B.R.M.), while Anderson had been lapped and Siffert was in the pits having his suspension looked at as his Cooper-Maserati was feeling odd.

Next time round there was consternation in the Lotus pit as Brabham was leading, followed by Rindt, Clark, Hulme, Amon, and all the others, with no sign of Hill. By the time the leaders were round again, Hill's car could be seen coasting along the straight with a dead engine and he pushed it the last few yards in the pit area. While the race went on a crowd huddled round the Cosworth V8 engine, and after a time it gave one short flat-sounding " blurp " and then the Lotus was wheeled away to the paddock. Teeth had broken off one of the camshaft driving gears and, before the engine died, Hill had been conscious of an obtrusive ticking noise. For five short laps Brabham held the lead, but it was clear that Clark had done sufficient practice and was now going to start motor racing. On lap 15 he took second place from Rindt, on lap 16 he took the lead from Brabham and then just motored relentlessly on into the distance. This coincided with the track drying right out and as fast as Clark went ahead, Rindt dropped back, as he couldn't seem to steer the car properly on a dry track. By 20 laps Clark had pulled out a 2 second lead on Brabham, but it did not stop there, the gap got wider and wider and it was not long before it could be measured at a second a lap. Without much effort the brand-new Lotus-Cosworth V8 was lapping at just over 1 min. 28 sec. a lap, there being no need to go any faster in order to leave the rest of the field behind. Although none of the positions changed it was not for lack of trying on the part of the drivers, for Amon in fourth place, was pressing hard on Hulme all the time, but had neither the surplus of power nor experience to overcome his fellow New Zealander. Rindt gradually slowed until he was caught by Stewart, even though the excitable commentator seemed to think that it was Stewart who was speeding up, and at the back of the field of those who had not been lapped by the flying Clark, there was Scarfiotti keeping up with an unhappy-looking Surtees in the cumbersome-looking Honda. These two appeared to be gaining on Rodriguez, but in actual fact the Cooper-Maserati was slowing and it finally came to rest behind the pits with a broken gearbox. This was on lap 40 and on the next lap Rindt took his Cooper-Maserati into the pits and retired as he could not cope with the way it was handling, there obviously being something wrong, but nothing visible so for want of an explanation the ZF differential unit was blamed. By now Irwin and Spence had been lapped by Clark and Scarfiotti was about to be, Anderson was running smoothly and steadily and Siffert was following. On lap 44 the devastating Clark in the new Lotus 49 lapped the mighty Honda and was eleven seconds ahead of Brabham and still gaining, while Hulme in third place was still being hounded by Amon in the first of the Ferraris. A very poor fifth was Stewart ahead of Parkes, but on lap 45 the 16-cylinder B.R.M. was lacking effective front brakes and it stopped at the pits. The brake fluid had gone from the reservoir and most of it seemed to be down among the pedals, so the container was topped up and Stewart rejoined the race. He only did six more laps before it had all gone again, so he stopped once more and this time retired.

The all-conquering drive by Clark in the new Lotus continued unabated and unchallenged, his driving being smooth and effortless, while the Cosworth V8 engine never missed a beat. Parkes was lapped in due course and Irwin and Anderson were lapped yet again and by lap 61 even Brabham had lapped the Honda. Amon was not giving up the battle and was waiting for any opening that Hulme might inadvertently give him, but the Monaco winner was not making any mistakes and was certainly not going to be worn down by the Ferrari driver. This fruitless pursuit for third place tended to overshadow the beautiful performance by Clark way out ahead of everybody and driving with such ease and style, even though his clutch mechanism was not operating smoothly. Now and again Amon would get his Ferrari alongside Hulme's Brabham, but there was never any question of getting it in front, for Hulme always made sure he was in the right place at the right time, thus preventing any " diving into the corner " or " chopping " tactics by his young adversary. At the back of the field Spence was having a bad time in the remaining 16-cylinder B.R.M., having to hold the gear lever in place all the time, and at one point he got his hands crossed and spun the B.R.M., this letting Irwin get by in the Lotus-B.R.M. V8 which he was driving very neatly and smoothly, auguring well for better cars in the future. The Honda was running worse and worse and Surtees finally gave up after 73 laps, having had a mild spin due to the throttle slides sticking, and muttered about differential gears that were not working properly. This retirement saved the Honda the embarrassment of being lapped for a second time by the green and yellow Lotus in its record-breaking flight. With fifteen laps still to run the situation was that Clark was completely unchallenged, Brabham was holding second place but easing off, which meant that the Hulme/Amon duel was gaining on him. These four were the only ones on the same lap, and one lap down came Parkes and Scarfiotti, the Ferrari team still being complete as was the Brabham team. Two laps behind were Spence and Irwin and still running, but a long way behind were Anderson and Siffert.

Clearly if no one ran into trouble this was how the race was going to end and it was an anxious Team Lotus pit crew that ticked off the laps, knowing that Hill's Cosworth engine had developed a fault, and equally it was a thankful Clark that was holding first place without being challenged, for he had no idea what had happened to his team-mate's car, just hoping that whatever it was it would not happen to his car. With seven laps to go the Hulme/Amon pursuit race caught up and lapped Parkes and the Ferrari engineer did his best to cause some fumbling in the hope that young Amon might get by, but it takes more than two Ferraris to ruffle the swarthy Hulme. The gap between Brabham and Hulme was down to six seconds, as Australian Jack was taking it easy, realising he could do nothing about Clark, and suddenly the Brabham pit realised that Brabham was not aware of the fact that Hulme was being hotly pursued by Amon. They had only been signalling that Hulme was many seconds behind, so they came out with a signal that said: " Hulme *and* Amon—6 sec.," whereupon Brabham quickly opened the gap to 10 seconds and so the race finished, with a jubilant Team Lotus, which included Chapman, Duckworth, Lotus engineers and mechanics unbelievably happy with this outstanding victory by a brand-new design and Clark having showed once more his true ability as a Grand Prix driver. Brabham was well satisfied with second and third places, and Ferrari must realise that all they need is one of the " top five " in the team to gain success.—D. S. J.

**Results :**

**DUTCH GRAND PRIX—Formula One—90 laps—377.37 kilometres**
**Overcast and dry**

**1st** : J. Clark (Lotus 49-Cosworth V8) (Entrant: Team Lotus) 2 hr. 14 min. 45.1 sec.—168.087 k.p.h.
**2nd**: J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Organisation) .. .. .. .. .. 2 hr. 15 min. 08.7 sec.
**3rd**: D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Organisation) .. .. .. .. .. 2 hr. 15 min. 10.8 sec.
**4th** : C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari) .. 2 hr. 15 min. 12.4 sec.
**5th** : M. Parkes (Ferrari V12) (Entrant: SEFAC Ferrari) .. .. .. 89 laps
**6th** : L. Scarfiotti (Ferrari V12) (Entrant: SEFAC Ferrari) .. .. 89 laps
**7th** : C. Irwin (Lotus 25-B.R.M. V8) (Entrant: Reg Parnell (Racing) Ltd.) 88 laps
**8th** : M. Spence (B.R.M. H16) (Entrant: Owen Racing Organisation) .. 87 laps
**9th** : R. Anderson (Brabham-Climax 4-cyl.) (Entrant: D.W. Racing) .. 86 laps
**10th** : J. Siffert (Cooper-Maserati V12) (Entrant: R. R. C. Walker Racing) 83 laps

*Fastest lap* : J. Clark (Lotus-Cosworth V8), in 1 min. 28.08 sec.—171.375 k.p.h. *(new record)*.
*Retired* : B. McLaren (McLaren-B.R.M. V8), crashed, on lap 2; D. Gurney (Eagle-Weslake V12), fuel injection unit, on lap 9; G. Hill (Lotus-Cosworth V8), engine, on lap 11; P. Rodriguez (Cooper-Maserati V12), gearbox, on lap 40; J. Rindt (Cooper-Maserati V12), suspension, on lap 41; J. Stewart (B.R.M. H16), brake system, on lap 51; J. Surtees (Honda V12), sticking throttle slides, on lap 73.
17 *starters* — 10 *finishers*.

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## Zandvoort in the Zand

Ford (England) top brass were present and must have felt that it was money well spent when they saw the results achieved by Team Lotus.

* * *

Honda do not seem to learn very fast. Surtees retired with a " sticking throttle slide " in the Race of Champions in April. It was the same story at Zandvoort.

* * *

The more careful teams wrapped all the suspension and steering joints in cellophane and sticky tape, to keep out the sand that impregnates the circuit.

* * *

Funny how drivers who are out-driven by a superior car or driver always have very good reasons for not winning. Seldom hear the winning driver making excuses for winning.

* * *

Brabham blamed his tyres for the reason he could not stay with Clark; his tiredness made him think he had a slow puncture, which was complete imagination.

* * *

It was a relief when Stewart retired. The race commentator sounded like Stewart's P.R.O. man, and the little Scot was not even leading the race.

* * *

When is Brabham going to give Anderson one of last year's Repco




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V8 engines to put in his nicely prepared car. Some thought that Gurney, with three cars and engines and Surtees with two cars and engines were just plain greedy.

* * *

Maurice Gatsonides, the ex-rally driver, timed the cars with his Gatsometer and got Hill and Gurney fastest at 165 m.p.h. and Anderson slowest at 148 m.p.h. A pity he has developed this instrument on racing cars and sold it to the police to trap unwary motorists.

* * *

Someone thought they saw the new German Chancellor arriving in a Mercedes-Benz 600 limousine. It was a very imposing car.

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### Notes on the cars at Zandvoort

The latest Formula 1 Brabham chassis that appeared for first practice was BT24-1, still being a multi-tubular space frame, but the pedals were pivoted on a lower cross-member instead of being "pendant" from an upper member. An FT200 Formula 2 Hewland gearbox was being tried experimentally with a view to weight saving as it is some 30 lb. lighter than the normal Formula 1 Hewland gearbox. A small plate on the instrument panel of this new car read "Maximum speed not to exceed 170 m.p.h."! Jolly Jack some people call him, others call him Black Jack. Whichever way it is he has to be respected and the Brabham cars are rather like the 250F Maserati of 1957. They are not very clever or sophisticated, but they are honest and forgiving and the drivers can take diabolical liberties with them without getting into difficulties.

Gurney's A.A.R. Eagle chassis No. 104 was the lightweight one, such things as wishbones, radius rods, pedals and pedal mountings were all made of titanium, a very expensive material that can replace steel as far as strength is concerned yet is much lighter. Welding titanium is no easy matter and skilled men in the racing game whistled with admiration at the workmanship and welding on the new Eagle chassis.

The 1967 Ferrari chassis, to take the centre-exhaust 36-valve engines have higher side pontoons alongside the engine, giving more space for fuel bags. The 1966 type chassis that Parkes still uses has lower sills alongside the engine as originally, with the 24-valve and with the Monza 36-valve engines, the exhausts were on the outside of the heads and passed over the sills before curving rearwards. With the 36-valve centre-exhaust engine installed, the 1966 chassis has side panels attached by Dzuz fasteners to fill up the space. The spare car which Scarfiotti used briefly in practice on Saturday, had a Monza type 36-valve engine with the side exhausts over the chassis sills. This car was 0011, Parkes had 0012, Amon had 0003 and for the race Scarfiotti had 0005.

The "lighter, but not lightweight" B.R.M. H16 was much slimmer across the cockpit, had internal water piping, a roll-cage designed into the cockpit structure and different shaped front wishbone rocker-arms, while the fabricated sheet steel structure that carries the revised rear suspension was lighter and simpler. In the interests of reliability the H16-cylinder engines have been detuned to give about 375 b.h.p. and Spence has now completed the Monaco and Zandvoort races. If they can keep this reliability and return to the original 420 b.h.p. they could be competitive, as the handling and manners are satisfactory.

The two Lotus-Cosworth V8 cars were 49/1 and 49/2, number one being the first car to be completed and tested by Graham Hill, which appeared in all the publicity pictures, and number two being untried until it ran at Zandvoort. Team Lotus had no spare engine with them but there was the nucleus of one back at Northampton and in the transporter was old R11, the type 33 with B.R.M. V8 engine in it, just in case of complete and utter failure. The other old Type 33 was badly bent at Monaco.

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*THE LOTUS 49—continued from page 600*

**LOTUS-COSWORTH F.1—TYPE 49**

*Engine :* Cosworth 90-degree 8-cylinder in vee formation; four overhead camshafts; bore and stroke 85.7 × 64.8 mm. (2,993 c.c.); Lucas port fuel injection; Lucas OPUS ignition system; one 10-mm. sparking plug per cylinder; four valves per cylinder; 400 b.h.p. at 9,000 r.p.m. on 98/100 octane Esso petrol, with 11-to-1 compression ratio.

*Gearbox :* ZF 5-speed and reverse in unit with final drive, incorporating sliding roller splines in differential.

*Brakes :* 12-in. diameter ventilated discs with Girling 4-pad calipers.

*Wheels :* Cast magnesium alloy, 15-in. diameter, 4-peg drive.

*Dimensions :* Overall length, 158.7 in.; overall height, 31.0 in.; overall width, 74.0 in.; body width, 27.5 in. Wheelbase, front and rear track measurements "classified". Weight with oil and water, 1,102 lb. (quoted).

shafts are without joints, all lateral movement as the rear suspension works being taken up by the sliding movement within the differential unit. All the ignition equipment, including an electronic r.p.m. limiting device, is mounted on a plate attached to the top of the gearbox, the electrical controller being by Lucas and fixing maximum engine speed to 9,200-9,300 r.p.m., with a "fade out"—"fade in" range of about 160 r.p.m.

The 15-inch diameter cast magnesium wheels are located by four pegs each, with a single large hexagon centre-lock nut, the hubs being carried on magnesium uprights which are so arranged that the 12-inch brake discs, although attached to the outer ends of the hubs, protrude inwards clear of the wheels and are well in the airstream. The discs are very wide and profusely ventilated, there being four pads to each disc in special Girling calipers. Each rear hub carrier is located by twin radius rods running forwards to the monocoque structure. The long nose cowling is made of glass-fibre, as is the cockpit surround to which the ducted air-flow windscreen is attached, but there is no attempt to cover any of the mechanical components aft of the cockpit.

The Lotus 49, with V8 engine by Cosworth, paid for by Ford, is not new in conception, as regards principles and layout, but it is entirely new in overall design and has set new standards for Grand Prix cars, especially from the point of view of b.h.p. to overall weight and compactness. A great deal of the detail design work also sets new standards, which many other designers will no doubt endeavour to copy.—D. S. J.

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### MALLORY PARK—FORMULA TWO (May 14th)

THE first of several Formula Two races to have its entry reduced by Indianapolis was run at the small Leicestershire track of Mallory Park on May 14th. However, there were sufficient entries to run the race in two heats and a final and all were held in appalling conditions.

The first heat comprised most of the faster competitors and was won by the Belgian Ickx in Ken Tyrrell's Matra-Cosworth from Surtees in his Lola-Cosworth, with Rees third in the Winkelmann Brabham-Cosworth. The second heat was won by Lambert (Brabham-Cosworth), from Formula Three driver Gaydon in a borrowed Brabham-Ford twin-cam and Raby in another Brabham-Ford twin-cam.

The 75-lap, 97½-mile final was significant for the number of drivers who crashed or spun at Gerards Bend. Ickx led initially but soon had the first of four spins at the corner, leaving Surtees to win by a total of three and a half laps. Gardner drove the lone works Brabham to second place ahead of McLaren, Ickx and Rollinson (Cooper-Cosworth).—A. R. M.

**Results :**

**1st** : J. Surtees (Lola-Cosworth FVA T100) (Entrant: Lola Racing) 1 hr. 11 min. 6.4 sec.—136.70 k.p.h.
**2nd** : F. Gardner (Brabham-Cosworth FVA BT23) (Entrant: Motor Racing Developments) .. .. .. .. .. .. .. .. 72 laps
**3rd** : B. McLaren (McLaren-Cosworth FVA M4A) (Entrant: McLaren Racing) .. .. .. .. .. .. .. .. 71 laps
**4th** : J. Ickx (Matra-Cosworth FVA MS5) (Entrant: Tyrrell Racing Org.) .. 71 laps
**5th** : A. Rollinson (Cooper-Cosworth FVA T82) (Entrant: Gerard-Cooper Racing) .. .. .. .. .. .. .. .. 71 laps
**6th** : I. Raby (Brabham-Ford BT14) (Entrant: I. Raby) .. .. .. 70 laps
**7th** : P. Gaydon (Brabham-Ford BT15) (Entrant: R. Lamplough) .. .. 69 laps
**8th** : C. Lambert (Brabham-Cosworth FVA BT21) (Entrant: McKechnie Racing Organisation) .. .. .. .. .. .. 68 laps

*Fastest lap :* Surtees, 53.8 sec.—144.37 k.p.h.

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Iliffe Books Ltd. have now issued the 1967 edition of that specification reference work to beat all such books, the "World Car Catalogue." It runs to 672 pages, 10½ in. × 9 in., almost all of them carrying a couple of pictures on fine art paper, and it is a car directory highly praised by many export companies. Compiled by the A.C. of Italy, the British edition costs 63s., or 66s. 9d. post free from Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.1.

# CORSAIR v. "WINDSOR CASTLE"

## —an honourable draw

"THEY flew half the way," the deck steward told an elderly lady passenger on the Union Castle ship "Windsor Castle" at Southampton, looking down on the mud-plastered Ford Corsair 2000E standing at the quayside. Eleven and a half days previously the car and the ship had left Capetown on a "race" in the oldest tradition, but while the vessel peacefully plied the "sunshine route" the car, driven by Eric Jackson and Ken Chambers, and its support crew met adventures that would make good material for a James Bond saga. Eventually the car arrived 20 minutes before the ship and the contest was declared an honourable draw.

Getting the flying into perspective, the Corsair was air-lifted a total of 600 miles over water and across the Cameroons, that territory being impassable for diplomatic rather than physical reasons. It was driven about 9,000 miles.

Records of this nature have no official standing, so it made the endurance run the more pertinent to challenge the Union Castle's claim that, next to flying, it is quickest to sail—all the more fitting to choose a Corsair. No one, at any rate, will dispute the shipping line's claim that it is *best* to travel by sea, since Jackson and Chambers were the first to agree.

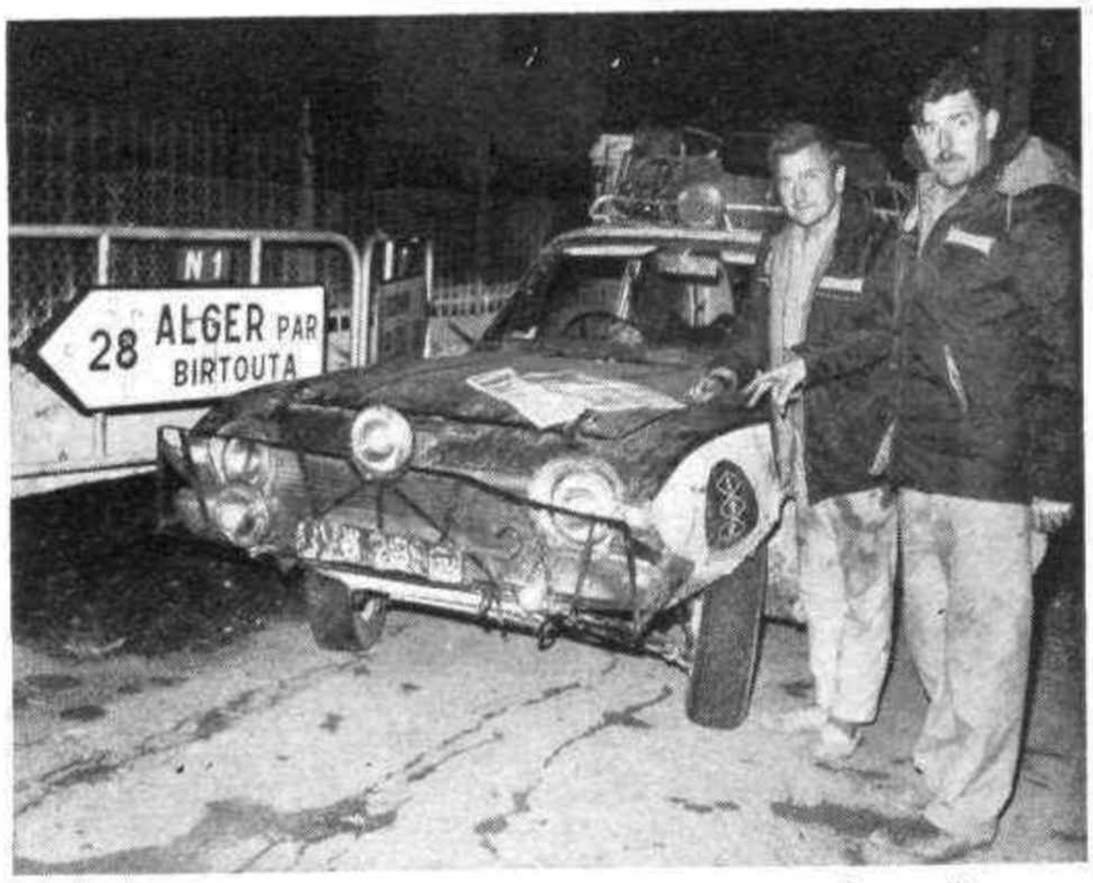
Even with all the planning, support and finance put into the effort, the achievement was spectacular. Three-quarters of the distance was desolate and half the mileage, through central and north Africa, so remote and undeveloped that if anything serious had gone wrong with the engine, transmission or suspension it would not only have put paid to the record run, but would have put the crew in serious danger. Added to the natural hazards were the risks of driving through the Congo where Ford's special events manager, Mr. Edgy Fabris, Castrol's competition manager, Mr. Jimmy Simpson, and three journalists were arrested at gunpoint and held captive for five days. Fabris, travelling in a Piper Aztec 'plane, was co-ordinating the supplies of fuel and tyres at points along the route, so luckily his planning was sufficiently good that things didn't go wrong in his absence.

As soon as they left Kenya, Jackson and Chambers had to turn the clock back fifty years. They were repeatedly held up by armed troops at road blocks, then allowed to go on since their papers had been prepared comprehensively. They had to pull up two nights running because of curfew, losing 16 hours, and at times the supply of petrol was so precarious that they were literally stopping at village stores, once even at a convent, to keep their 49-gallon tanks replenished. Petrol pumps in the Congo were smashed, they reported, and the jungle was closing in on the ghost towns.

At one point in the Congo the Corsair travelled 135 miles through forbidden rebel-held territory between Aketi and Lisala without the crew realising it. Maps were sketchy, to say the least, at 66 miles to the inch, and the journey nearly ended in a 50-yards-long waterhole. Even at the Congo/Central African Republic border the drivers were in trouble, being arrested for eight hours for trying to cross a river after the customs point had closed for the night.

Tyres were the biggest problem, for with the car overloaded by half a ton the pressures recommended were inadequate. Altogether the crew repaired 37 punctures, having to discard 24 covers, and in the heat the task sometimes exhausted them to the point where they had to rest before going on. Jackson had to walk 12 miles to buy new inner tubes in Kenya, when the supply ran out, while in the Congo they had to make an unenviable decision to travel the shortest and roughest route without any spare tyres at all, because they hadn't enough petrol to travel a smoother route.

Union Castle sent permission for the crew to overfly the Cameroons and Niger, where political strife made it impossible to get the necessary visas, so 1,000 road miles were saved and the drivers rested-up to cancel any unfair advantage. The next, perhaps the most dangerous, task lay ahead crossing the Sahara, which has been undertaken and written about so many times by adventurers that armchair critics might believe it to be an overestimated formality. The worst part was tackled at night, since there was time to be made up, and the journey nearly ended when the road fell away and the Corsair became airborne at 60 m.p.h. The heavy landing splayed the front wheels out, cracked the windscreen, jarred the drivers, and the weight of the roof-rack punched a concave depression in the roof—the crew thought the




*"By Gad, you cad, after 10,000 enormously-hazardous miles, your number plates are absolutely filthy . . .!" Which is roughly how the British police reacted to the epic achievement of Chambers and Jackson. . . .*

engine mountings must have sheared, yet after quick repairs to the track rod the Corsair was on its way. The 1,350-mile Sahara crossing was completed in 43 hours of virtually non-stop driving, believed to be a record in itself.

A scheduled 16-hour stop in Algiers was cancelled to bring the Corsair back on time, and the journey was completed uneventfully. The overall average based on time elapsed was 35 m.p.h., and the running averaged 42 m.p.h. The dynamo was replaced twice, two fanbelts broke, a fuel tank was punctured, the steering bent, a battery split and the speedometer cable broke.

Compared with the send-off or the reception in places such as Rhodesia and Kenya, the welcome was sparse at six o'clock on Monday morning. Some may think of the run as pointless, but in terms of personal achievement for the drivers it was magnificent, and equally so for the car.—M. L. C.

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### TYPICAL!

British motorists are getting tired of police persecution, and rightly. As Chambers and Jackson ran towards the successful conclusion of their epic race from the Cape against the liner "Windsor Castle" in the Ford Corsair V4, according to the *Daily Express* they were stopped, in England, by the police—for having dirty number plates!

But what can you expect, in a country in which, as reported by the *Cheshire Observer*, the managing director of a Chester company was disqualified for six months and his livelihood thereby jeopardised, for parking a mini-van 10 ft. beyond some pedestrian-crossing studs while parking in a crowded street while delivering some goods? This in spite of an explanation to the Chester Magistrates that this driver averaged over 20,000 miles a year, on business, that two other convictions against him were not for dangerous driving, and that it would be little short of disastrous if he were deprived of his right to drive.

There but for the grace of God (or St. Christopher, whose celestial department this is) . . . go the licences of all non-criminal but unlucky drivers.—W. B.

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### OVER 250,000 DRIVERS CHANGE TO CASTROL

In the six months following the introduction of New Formula Castrol well over a quarter of a million British motorists, owning approximately 313,000 cars, changed over to this oil, claim Castrol, who say this figure, a very conservative one, is based on an independent survey.

Biggest increase, reports the Company, is in those drivers using Castrol XL, the 20W/50 multi-grade designed to control oil consumption in cars where this is a problem. Three in every four of the converts to Castrol are using this grade, which is the biggest selling 20W/50 oil in Britain. These figures do not include new motorists buying oil for the first time during the period in question. Indications are that this trend was continuing at the same level during the early part of 1967.

# ANOTHER FRENCH CAR

## *Some remarks about the Citroën DS21*




*The Citroën DS21 in a rough country lane, a situation in which this unconventional hydro-pneumatic suspended French car excels.*

SHORTLY after driving the Peugeot 404 (see page 613) I had a week remembering what the Citroën DS is all about. If the former is a highly desirable and practical car with a strong individuality, what can I say about the Citroën, which is quite unique ? It is certainly a very difficult car to write about; it is so easy to be either unfair to it or unfair to potential customers, because emotions run strongly for or against this pneumatic-wonder, whereas a road-tester is supposed to be strictly impartial.

The truth is that the Citroën, even in its latest DS21 guise, is a car which, like De Gaulle, is difficult to understand, certainly on first acquaintance. It has been said of the General that his mysterious personality and apparent destiny have made him uncharacteristic and unpredictable, a description that fits also the Citroën car. It is difficult for a stranger to understand in the sense that it has a great many identical-looking unidentified controls (13 in all, plus nine heater/ventilator controls) scattered haphazardly about the facia, and an engine started by moving the gear lever. It has plenty of mystery in its mechanical make-up—just take a look under the bonnet! This is bound up with its destiny of being the World's most-advanced medium-price automobile, not only now, but for all time. So the controls and specification and styling (if you can call it styling) are uncharacteristic, and the car can be called unpredictable, as the suspension lurches with sudden changes of direction or while the drive takes up, the single-spoke steering wheel rocks slightly and hisses very faintly to itself around dead-centre, the button-applied brakes come on with unwanted suddenness, and the automatic-selector gear mechanism mumbles to itself and emits sounds like imminent clutch-slip as it makes its drawn-out changes.

Yet, after all this has been accepted if not mastered, it has to be conceded that the Citroën covers the ground deceptively, setting up highly respectable average-speeds without making any real demands on the driver or imparting any sense of insecurity to its passengers. In this it excels and had the Jaguar publicity boys not thought of it first, the slogan " A Special Kind of Motoring which no Other Car in the World can Offer " would fit it admirably. The lavishly-illustrated catalogue says the Citroën is driven with the finger-tips and toes and this is literally true of the clutchless gear-change, the power-braking and the power-assisted steering, the last named being heavy for parking, unlike other power systems, but light (but by no means finger-tip light) for driving, yet with plenty of " feel " to it, and retaining the accuracy of a good rack-and-pinion mechanism, geared just over three turns, lock-to-lock. The absence of a conventional brake pedal is logical, being restful, especially compared with badly-located up-in-the-air pedals as found on Alfa Romeo and VW cars, and safe. The action of the foot-button has been rendered nicer by making it bigger and softer, and there are now separate pads for the button/parking brakes. By using the foot-parking brake as a clutch, smooth hill-starts are assured but its sticky action on the test car did not encourage this. The foot-operated parking brake with its under-facia release knob, originally seen as yet another Citroën non-conformity but since made familiar because it is as used on the majority of American cars, is awkward by European standards (and can clout the right ankle if the driver is so foolish, as I was, to release the brake before getting the active foot on to the other brake or the accelerator).

The Citroën hydro-pneumatic self-levelling suspension, once THE automotive achievement, is less impressive today. Rolls-Royce have surpassed it (with Citroën's help) and it is still caught out by hump-back culverts, etc. Yet the standard of interior comfort of all DS Citroëns is unquestionably high. The splendid reclining seats have multi-adjustments for the driver, the pile floor carpeting is laid over latex foam-rubber, the ride is pitch-free and leg-room generous. The cloth upholstery assists by holding on to the seat of one's trousers when the full cornering power of f.w.d. with Michelin XAS tyres is being exploited. Citroën road-clinging is such that passengers may find that cornering tires them, but to the driver this stability, the small turning-circle, and the scientifically-planned view out onto the road are important contributions to the Citroën's ability to be driven very fast and very safely. The tyres howl rather easily, but are otherwise quieter running than " X "s. The brakes, disc at the front, now work well but the twist-and-dip r.h. lamps'-stalk calls for unwarranted concentration and, although the DS has one of the most sophisticated heating/ventilation systems imaginable, it would have taken me more than a week to learn subconsciously how to set it for maximum effectiveness.

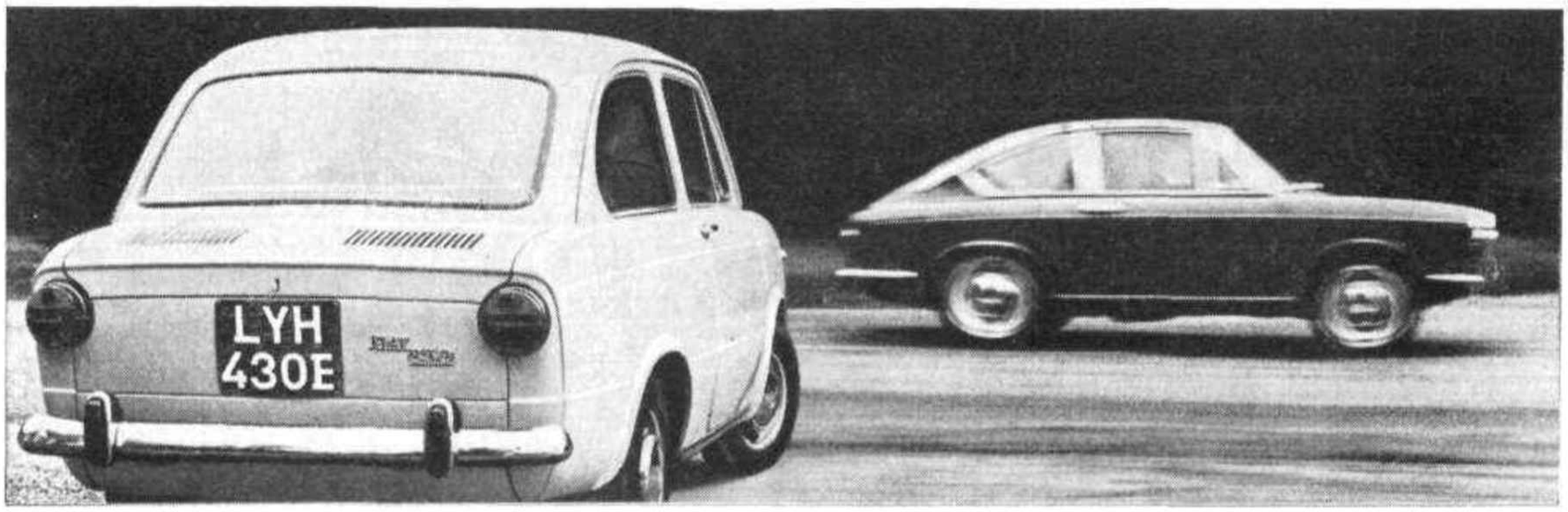
The biggest change has been to the engine, the 5-bearing light-alloy push-rod hemispherical-head 2,175 c.c. power unit in the DS21 producing 100(DIN) b.h.p. at 5,500 r.p.m. This gives just about adequate performance (they claim 112 m.p.h. and a s.s. ¼-mile in 19.5 sec.) but a lot of gear selection is necessary to maintain speed, and the noise level at the higher rates of crankshaft rotation, while not objectionable, is greater than one expects in a car costing not far short of £1,800. But I got 23.9 m.p.g. in a combination of fast and slow, country and town, motoring, and 4-star fuel is acceptable with the c.r. of 8.75 to 1. After 750 miles the 9-pint sump needed no oil.

The long-established Citroën arrangements remain—for example, dual-circuit balanced power braking; the clever if " fumbly " interior door handles; the illuminated boot with its light lid, that holds a surprising amount of luggage (claimed capacity : 17½ cu. ft.); the aggressive aerodynamic shape; the big rubber-sealed windows, *sans* quarter-lights; the provision of a French Jaeger clock and the oblong speedometer calibrated in multiples of 20 m.p.h. along most of the dial and difficult to read quickly; the chain-controlled radiator blind; the excellent tool-kit within the front-mounted spare wheel; automatic jacking; quickly-detachable wings and doors, and the roof-level rear turn-indicators, etc., etc.

A vague fuel gauge and an uncalibrated thermometer occupy a separate panel with the trip-with-decimal and total odometers, the turn-indicators have to be hand-cancelled but their short l.h. stalk lever operates as a flasher, and there are two bonnet-release levers on opposite sides of the scuttle, both needing to be used to release the lid, although the safety-catch is well contrived. Stowage in the door pockets, facia well and unlockable cubby-hole is restricted to small objects. There is a manual choke.

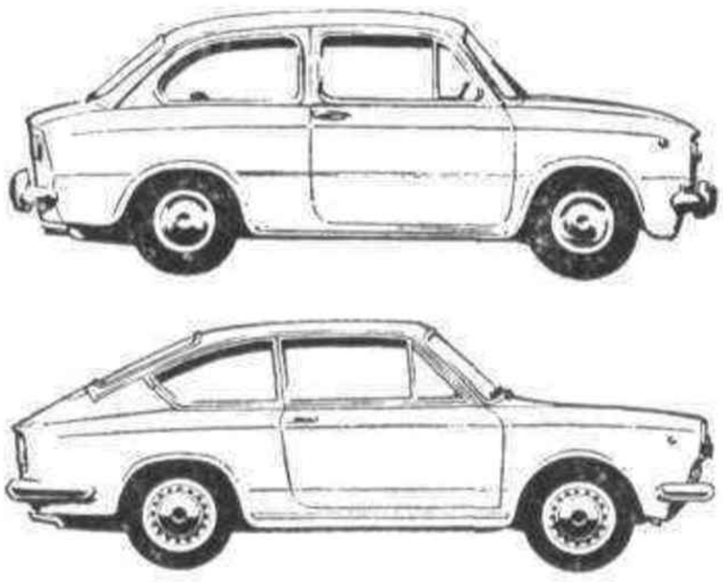
There are now constant-velocity transmission joints which have removed all snatch from the steering and all Citroën models have their body panels filled at Slough with Havoline as an additional anti-corrosive, this treatment being possible because the doors, etc., have holes drilled in them for this purpose, afterwards plugged with grommets—rust-proofing which can be repeated as frequently as road-salting and other conditions demand. A notable feature of the DS21 is the provision of Cibie quartz-iodine headlamps, additional to the normal self-levelling headlamps; on British roads these are embarrassingly powerful, especially as, self-levelling or not, they lit up the tree-tops, but give superb night vision. They can easily be switched off, of

*Continued on page 611*




# One for the money, two for the show

For £559. 2. 11 you won't find another car that has what the 850 saloon has.
The 843 c.c. engine is just the start.
You've got comfortable seating for 4 adults.
A large capacity boot. Padded interior.
A cooling system with permanent anti-freeze. Heating-demisting with 5 outlets.
And fuel consumption of 40 miles per gallon.
To produce a car like that for that kind of money takes some doing. But how about this?
The 850 Coupé. The sporty looking job on the right. It has more than looks.
The same 843 c.c. engine delivers 10 more horse-power. How ? By changing the compression ratio, putting in a twin-choke Weber carburettor, a four-branch manifold and a revised camshaft.
In other words, the 850 Coupé is hot.
It moves. 85 comes easy. The engine turns over at 6,000 r.p.m. And all of a sudden it's showtime. People take notice.
Basically that's the story. If you want a great little family car, buy the 850 saloon for the money.
If you want that extra bit, go for the Coupé.
Naturally it costs a little more.
But that's show business.



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# CANADIAN SHELL 4,000 RALLY

**GENERAL CLASSIFICATION**

| | | |
|---|---|---|
| **1st** : | R. Clark/J. Peters (Ford-Lotus Cortina) .. .. .. .. | 44 points |
| **2nd** : | S. Harvey/M. Kerry (Plymouth Barracuda) .. .. .. | 133 ,, |
| **3rd** : | K. Schutz/P. Manson (Datsun) .. .. .. .. .. | 170 ,, |
| **4th** : | P. MacLennan/J. Wilson (Ford-Lotus Cortina) .. .. .. | 329 ,, |
| **5th** : | M. Rainville/R. Edwardes (Citroën DS21) .. .. .. | 336 ,, |
| **6th** : | J-C. Ogier/Mlle. L. Pointet (Citroën DS21) .. .. .. | 387 ,, |
| **7th** : | B. Bunch/D. Bland (Jeep Wagoneer) .. .. .. .. | 443 ,, |
| **8th** : | E. Siivonen/T. Jones (Rambler) .. .. .. .. .. | 560 ,, |
| **9th** : | D. Dunwoodie/J. O'Dwyer (Volkswagen) .. .. .. | 584 ,, |
| **10th** : | F. Hochreuter/L. Ecker (Volkswagen) .. .. .. .. | 633 ,, |

**Team Prize :** Datsun (K. Schutz/P. Manson, D. Lamont/E. Deak, K. Ross/J. Bird).
**Ladies' Prize :** R. Smith/A. Coombe (Sunbeam Imp), 761 points and 13th place.

THE *Canadian Shell* 4,000 *Rally* is the World's longest event held under F.I.A. rules at the moment and the longest anyway with the demise of the Round Australia Trial. This year it provided several "firsts." The first win for a non-Canadian crew, the first international rally win for Boreham's new '67 shape Lotus Cortina (an early baptism considering it took the old-shape nearly four years before semi-privateer Gilbert Staepelaere won the Geneva last year) and a long-awaited first major win for Roger Clark.

Over a complete week of almost continuous motoring faced the ninety-three starters in Vancouver, British Columbia, and of these, just over one-half made the finish at *Expo* '67 in Montreal. The route was most interesting and demanding in the Rockies (two days), and the rural roads of Quebec and Ontario (last three days); the intervening three days over the featureless Prairies were boring to say the least, although the organisers had done their utmost in finding three stages and some rough roads. Talking of special stages these numbered twelve over mountain tracks and logging roads, or over the sand and gravel wastes of army camps. In addition there were three race tracks.

A total of 250 miles saw a marking system whereby in each of the six capacity classes the fastest scored zero, others losing one point per twenty seconds slower than that. This method of marking is antiquated by European rallying standards being only used in straight hill-climbs where power is the major criterium. Over up-and-down tests of flat forests the drivers much prefer to be on scratch; Roger Clark, for instance, would probably have felt cheated if beaten by an expert driver in say, a Jeep Wagoneer (Blair Bunch and Doug Bland got theirs to seventh overall incidentally) after having battled rally-long with an ace driver like Paul MacLennan in his own class. To partly offset this the organisers had set varying target times for each class on each stage, but this had the undesirable effect that over 5-litre cars had to go 20% faster than under 1-litre vehicles!

Despite this difference from European ways of thinking the event was well organised for one on such a large scale and the marking has improved boundlessly from the regularity sections of only a year ago. The manufacturers' team award is one aspect which is treated quite importantly in Canada, indeed, more note of it is being taken in Europe now and even in the U.K., and the battle was mighty before the Datsuns finally scooped the precious prize with 3rd, 11th and 18th places. After having led for five days the Citroën hold was broken when Keith Ronald and John Medwell had their DS21 hopelessly mired in a deep water-hole near the shores of Georgia Bay. They were eighth at that time. The Ford Cortina-Lotuses then took over the team challenge but lost Anita Taylor and Terry Gillies when Mrs. Gillies committed a navigational error on the seventh day; they too became irretrievably bogged, so leaving the Datsuns to it.

In the Ladies' Cup, Rosemary Smith performed impeccably as usual and had taken the Coventry-prepared Imp as high as eighth overall when she too got stuck in the 100-yard water-hole by Georgia Bay. Luckily the Imp was more easily extractable than the Citroën and she only dropped to 17th, finally recovering to 13th. The area round Georgia Bay incidentally is the scene of the Canadian Winter Rally, by reputation a very tough all-snow event.

The battle for top honours lay mainly between the fast European cars of Paul MacLennan (last year's winner), Roger Clark, the private Smith/Catto Lotus, and the Schutz/Manson Datsun. MacLennan led from Vancouver for the first six days but then he clouted a sand-bank on an army camp special stage and deranged his suspension, and to cap it all, lost his clutch and third gear. The sixth day also saw the Herb Felton/Jim Callon Austin Cooper S drop from sixth place when the Mini's drive failed. After the Prairies the Schutz/Manson Datsun had been second but they lost time rolling the car on the way to the St. Jovite special stage and were penalised at the finish for having a seal broken on the engine, this dropping them to third behind the very steadily driven Scott Harvey/Mike Kerry Plymouth Barracuda.

Winners of the mixed crew award were Ogier/Pointet. They had been fifth up to the fateful sixth day but lost points digging fellow teammates Ronald/Medwell's Citroën DS21 out of that hole! The third Citroën dropped heavily to fifth place when they had two punctures on the seventh day as well as a chat with the law in Ottawa. Much to Henry Taylor's delight, Roger Clark and Jim Peters arrived unscathed in Montreal to a huge electric signboard welcome at the end of this the Centennial Shell 4,000 Rally.—A. E. A. K.

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# ACROPOLIS RALLY

**GENERAL CLASSIFICATION**

| | | |
|---|---|---|
| **1st** : | P. Hopkirk/R. Crellin (B.M.C. Cooper S) .. .. .. | 145.989 marks |
| **2nd** : | O. Andersson/J. Davenport (Lancia Fulvia HF) .. .. | 215.622 ,, |
| **3rd** : | B. Söderstrom/G. Palm (Ford-Lotus Cortina) .. .. | 262.100 ,, |
| **4th** : | Dr. Pilhatsch/H. Hartinger (B.M.W. 2000 TI) .. .. | 2,336.123 ,, |
| **5th** : | J. Pesmazoglou/" Thor " (Opel 1900) .. .. .. | 2,383.894 ,, |
| **6th** : | R. Halm/A. Wirtanen (Datsun 1600 SS) .. .. .. | 2,775.228 ,, |
| **7th** : | H. Laine/Anssi Jarvi (Datsun 1600 SS) .. .. .. | 3,111.299 ,, |
| **8th** : | R. Larsson/K. Jonrup (Volvo 122S) .. .. .. .. | 3,161.791 ,, |
| **9th** : | J. Lundgren/L. Ericksson (Volvo 122S) .. .. .. | 3,222.280 ,, |
| **10th** : | Eb. Schmitthelm/W. Gelermair (B.M.W. 1600-2) .. .. | 3,383.384 ,, |

JUST as the Shell 4,000 provided a number of firsts so did the Greek *Acropolis Rally*. The first all-British win in its 15-year history (a Jaguar XK120 won in 1953 but with Greek driver, Papamicheal, at the wheel and, of course, last year Ford won with Bengt Söderstrom in a Lotus Cortina); and the first time that B.M.C. have won this event in all their years of trying. Paddy Hopkirk and Ron Crellin came home first last year only to be penalised at the eleventh hour for working within a control area, this dropped them to third overall, so this time their victory was a doubly pleasant one for all concerned.

There had been some rumours that the Rally would be cancelled due to elections scheduled for the same date as the last day of the rally, but due to the *coup* this reason vanished and so the club hastily re-telegrammed everyone. However, on the advice of the Swedish Consulate in Athens many of the numerous nomadic Swedes stayed at home, including the Saab and Volvo works teams, so helping to reduce the entry to 72. The real contest lay between only seven cars. Three each from B.M.C. and Lancia and the lone works Lotus-Cortina. The Ford only came because Henry Taylor had promised Söderstrom a ride on the Acropolis if he won the R.A.C., and, of course, Bengt did. One should remember that Fords are having a reduced programme this year to develop the new car and can be expected back in 1968 in full force.

In the usual tradition few managed to get to the finish, this year only 18 making it. No complete team managed to hold together (the Austrians competing for the National Team Prize held longest) and no ladies' crew finished either.

Firstly though a quick description of the event. Originally it was designed as a punishing tour of Greece's more dreadful roads—not that there are a majority of good ones—and the 3,000 km. of near-

*PADDY HOPKIRK, disqualified from first place last year for a breach of regulations, made sure of victory in this year's Acropolis Rally driving the Mini-Cooper S.*



continuous goat-tracks and stony un-made surfaces combined with searing sun and choking dust were enough to widely separate the finishers besides decimating them. Just to make sure of continuing interest for untroubled competitors there were a number of special stages with set " bogey " times and three hill-climbs for classification or tie-deciding purposes. Time lost was often expressed in minutes and hours rather than seconds.

The Greek government have slowly helped change this picture by improving the major roads (called National Roads) to very good tarmac, albeit slippery from the ever-present covering of dust, and the minor ones have also become quite navigable. Hence the rally, although still rough by other on-the-road events, is no longer the car-breaker that once it was, a position helped greatly by the amount of recce-ing that works crews now do, in some instances for two or three weeks. Cars can now be accurately paced and take it easy over extra-rough stretches, knowing that time can be made up when the road improves.

As last year, the crews started from the foot of the Acropolis in the centre of Athens, then went westwards to the Pelloponnessus; a clockwise tour of this island-peninsula then across the ferry at Patras and northwards along the west coast. At Jaannina near the Albanian border they turned inland over the long and craggy ranges which scythe their sun-scorched path south-eastwards across Greece in tapering finger-like formations. A loop in the second night around ancient Thessaloniki and back south along the east coast to Volos. Then wriggling inland to the Distomon hill-climb near the ancient site of Delfi before visiting Marathon and then to the evening finish in Athens. A total of some fifty non-stop hours of driving is accomplished.

With this route and format the struggle for top honours can be broken down into seven parts; four of the sixteen special stages had unattainable target times and the three hill-climbs were marked on a scratch basis. The works Minis led for the first night and most of the next day followed by the Andersson/Davenport Lancia Fulvia HF and then Söderstrom's Lotus with the other two Lancias making up the septet. First out was the Rauno Aaltonen/Henry Liddon 1293S when demolished by a spectator's car speeding down a stage to visit the scene of Walter Roser's (Gordini 1300S) spectacular 150-foot plunge. All persons involved escaped serious injury but highlighted the problem of stages which are ineffectively closed and then only to oncoming traffic! Marjetta Aaltonen had already crashed when the brakes failed on her Finnish importer-entered Datsun 1600SS. The land of Gods obviously didn't smile on the Aaltonen family that weekend.

Toivonen retired his works Lancia soon after this when the smell of petrol from a punctured tank got too unbearable in the heat and Timo Makinen/Paul Easter lasted the second night only to retire at Volos when a tooth punctured the gearbox casing after first gear stripped. The final positions had already been decided during the night on the Thessaloniki loop at the two Arnea stages. The first one was a tight steep and wriggly 28 km. climb which saw Hopkirk dropping 40 sec.; Andersson 84 (the Fulvia was badly geared here, neither first or second being right); Cella 90, and Söderstrom 94. From the top of the hill the second part was very fast and here Söderstrom pulled back by only dropping 12 sec., but his position had already been set by other seconds dropped earlier; Andersson lost 59 and Cella 77. Makinen dropped 76 and a magnificently quick 1 second and so kept his lead at that point until of course, Volos. The other two uncleanable tests were the 6th (Deskati—28 km.—only loose stage) and very peculiarly the last Marathon test (it was " on " last year!). On these two the leaders were fairly evenly matched. Hopkirk was fastest on all three hill-climbs and Soderstrom pulled thirteen and a half seconds back from the Lancia but nevertheless lost out through his other performances as he only cleaned eight stages to the Swede's ten. Leo Cella generally just wasn't in it.

In the new-innovation department the Abingdon cars had miniature sliding clamps fixed between the tops of the four Lucas 7 in. spots and the grille, this at last being an effective vibration damper, and a 1100-type condenser tank had been fixed inside by the co-driver's feet to catch boiling over-spill water, thus keeping the pressure up and helping alleviate their constantly overheating engines. Trouble was had with engine stabiliser rubbers (Hopkirk used four) and there were occurrences of the hydrolastics sagging over the rough roads. Makinen's gearbox wasn't right from the start, it having been changed already with a recce car's. To work on a Mini's engine it's easier to turn the car on its side, but care has to be taken since inversions on the offside will cause oil to run through to the clutch. This happened to the winner and although threatening slip was cured, the car ran its bearings on the final circuit race when surge deprived the pick-up tube of liquid. The re-routed oil-pipe as used in racing, hasn't been homologated yet. The Cortina had a grumbling starter motor which was changed as a precaution but apart from that, enjoyed a trouble-free run—and a dust-free one as well, the inside of the car looking comparably clean to cars without aero-flow ventilation systems. One felt that Palm had perhaps under-estimated the toughness of the event and had set their pace just that little bit too slow to win for undoubtedly both car and driver are capable of victory. In Ove Andersson's words the Lancias weren't that quick, " but they strong " and coupled with a good recce he achieved second overall. It was interesting to see in the race that the Mini can still out-accelerate the Ford and that the Lancia wasn't so far behind.

Of the rest, Austrian champion Dr. Arnulf Pilhatsch drove his B.M.W. 2000TI to a creditable fourth place after Cella dropped even lower in the classification from road-penalties incurred by his erring co-driver. Opel Rekords also did well with the winner of the first Acropolis Rally coming fifth in his and Dieter Lambart lying fourth until an hour before the finish when a broken differential pushed him to 11th. Swede Jan-Erik Lundgren dropped from a possible fifth after running out of petrol in the last 12 hours (more errors or breakages occur in this period than at any other time) and ended up just behind fellow countryman Rune Larsson. Both were in Volvo 122Ss and apparently the new 144S Volvo is receiving a cool reception as a competition car in Scandinavia. Perhaps more favourable will be the Datsun 1600SSs, two of which came 6th (Rain Halm) and 7th (Hans Laine).

The club organised well, despite there being too many cooks in the results broth, and with no protests, so let us hope that 1968 sees a more competitive entry list for this fine event.—A. E. A. K.

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*ANOTHER FRENCH CAR—continued from page 608*

course, independently of the main lamps, and they go out when the latter are on dipped beam. The 5-position height adjustment of the suspension is another unique, and at times useful, Citroën characteristic; the control lever is now on the right (but be careful not to get a shoe-lace caught on it). The anti-dazzle mirror tends to impair n/s visibility and the binding on the small steering wheel admirably absorbs sweat. The fuel range is very generous (approx. 350 miles) but while I suppose a very pessimistic petrol gauge is a product of the Motorway-age, it can be very tedious if unsupported by a warning light or a reserve tap, as on the Citroën (and although a reserve tap is usually said to be omitted on the score of expense, it is less costly than a gauge, *pace* the new economy-version of the VW 1200).

That is, I hope, a fair assessment of this controversial car. If I write in enthusiastic detail of this Citroën as I did when it was virtually a new model (MOTOR SPORT, April 1958) I may be accused of swindling those who buy one and find they dislike it. Yet Citroën enthusiasts need no convincing and indeed are likely to criticise me for daring to suggest that this " legendary dream car " (I quote from the catalogue) has any shortcomings or that any car is superior to it.—W. B.

## BOLEY PITTARD

Boley Pittard, the 29-year-old Jersey driver who won the MOTOR SPORT Brooklands Memorial Trophy in 1964, died tragically last month following an accident at the 16th Coppa Autodromo Monza Formula Three race. After making fastest time in practice, his car caught fire at the start of the final.

Pittard came to London in 1960 after taking part in motorcycle and car races on the sands of St. Ouens Bay in Jersey. He earned his living by working as a kerbside car salesman in the legendary Warren Street district and became a successful karting driver. He took up car racing in 1964 with a Ford Anglia prepared by Willment, winning a total of twenty races that year. He was hailed as the discovery of the season and won a Grovewood Award. The following year he drove an Alfa TZ and a Willment Lotus 35 Formula Three with some success. In 1966 he removed to Italy and became works driver for the B.W.A. Formula Three team. This season he moved to a similar position with another Italian constructor but in the last few races drove a privately owned Lola with which he was showing much promise. " Bo " Pittard was one of the larger-than-life characters that make the sport of motor racing so intriguing.—A. R. M.



*Hear that tiger talk!*

# FIRRRRRST AGAIN!

**Dutch Grand Prix · 4th June**

**1st JIM CLARK**
Lotus-Ford

**2nd JACK BRABHAM**
Repco-Brabham

**3rd DENIS HULME**
Repco-Brabham

**WON ON ESSO FUELS AND LUBRICANTS**

# A SPORTS STATION WAGON

### The Latest Peugeot 404 de Luxe in Load-Carrying Form

I HAVE driven most Peugeot models and variants and have enjoyed them all. Over the May Bank Holiday I borrowed one of the latest 404s, in the form of the de luxe station wagon, using it to move some furniture and to go down to Beaulieu, crossing Hampshire by the back roads. If I were a habitual load-carrier or a genuine farmer or anyone whose calling entails the need for a car with maximum stowage and weight-carrying capacity, there is no vehicle in which I would rather invest than one of the big Peugeots.

If I was once heard to ask why don't we all have Lotus Elans (unless more than two seats are required), I also frequently query why more people do not run shooting brakes or estate cars or station wagons—call them what you will—given the space in which to store them and the need from time to time to fill them to capacity with children, animals or hardware. Since the war such vehicles have become refined and even handsome and are in almost all ways an excellent substitute for the inevitable saloon.

This is particularly true of the Peugeot 404. In de luxe form it has a handsome polished floor, rubber slatted to prevent damage from the load, and in all respects compares with the saloon version for equipment and trim. And all Peugeots are so practical !

There is that steering-column gear lever working in three planes, away from you for reverse and first, centred under spring-loading for second and third, and up and away from you for high top-gear—French logic, and an action that seems especially appropriate to the shooting-brake version of this durable, Safari-proved car. There is the r.h. stalk controlling all lighting permutations, obviating the duplicated controls of other cars for putting on the required lamps and then dipping/flashing them, and that all-metal under-scuttle handbrake and ratchet, sensibly angled for easy operation with the right hand.

Moreover, this long Peugeot 404 handles surprisingly well—no surprise, in fact, to those who have had experience of these cars. The Peugeot 404 de luxe is veritably a sporting station wagon, with quick, accurate light steering, excellent driver-vision with both front wings in full view, powerful, light but too-sudden servo drum brakes, and presenting unexpectedly good performance to those who, never having driven one, see it only as a large, substantial-looking brake. Moreover, it is superbly economical. I did not do a fuel consumption check or take any performance figures. But this six-seater with stowage space behind the back seat, a seat which folds very quickly to convert it to a real load-carrier, was returning around 30 m.p.g. of 4-star petrol, cruised on a whiff of throttle at an indicated 65 m.p.h. with a lot more speed to come, was delightful to drive, in characteristically Peugeot fashion, and quiet running, only a whisper from the carburetter-intake being heard at normal speeds.

The Peugeot 404 de luxe weighs about 23½ cwt. unladen and can take driver, one passenger and a payload of 9 cwt. (450 kg.) and 1½ cwt. on its roof rack, for which there are permanent fixtures; it can haul nearly 1½ tons at 50 m.p.h. It has a big lockable illuminated cubby-hole, horn-ring, rubber mats for the passenger compartments, very comfortable fully-reclining front seats, convenient well-placed door handles and grabs, very efficient adjustable facia fresh-air vents, sensible heater controls, accessible fuses, pendant pedals, and Jaeger instrumentation, with logical symbols, consisting of transistor clock with seconds' hand, speedometer with trip *mit* decimal and total odometers, gauges recording fuel contents, water heat and thermal voltage, and a steering lock. It is easily loaded through the lift-up self-supporting tail-gate and Michelin " X " tyres help it to cling to the road. It is not surprising that the Peugeot is such an individualistic car, because it is built in a factory deep in the south of France which manufactures its own steel and perhaps more of its own components than any other—items like wiring-looms, cylinder liners, brake drums, shock-absorbers, oil-filters, and the rack-and-pinion steering gear. The worm back axle is still a feature of the 404 saloons but the 1967 station wagons have hypoid-bevel back axles.

Apart from very minor irritations like the need to reach slightly to the left for the single-speed wipers' knob, somewhat weak door " keeps," a tap as one wiper blade fouled the screen-sill, and a spring-loaded fuel filler-cap which, although very easy to remove, defeated petrol station attendants, I have nothing but praise for this useful and practical Peugeot. It sells here for £1,378 inclusive of p.t. and will be on my next " short list."—W. B.

## CARS IN BOOKS

FROM that very readable account of China, Oxford and the literary personalities he met and remembers so well, " Memories," by C. M. Bowra (Weidenfeld & Nicholson, 1966), one would not expect to glean much about automobilism. But I had not read very far before I discovered that in 1912 Bowra's parents, then living at " a house at Cookham Dean amid beech woods," acquired a motor car, " an open Darracq, driven by a succession of evil-looking chauffeurs who seemed to encourage it to break down." It did this when the Bowras visited their son at Cheltenham for Speech Day, and took him for a drive in the Cotswolds. They got back late by train and his father was so depressed that he spent the next morning in bed.

The author recalls a " motor tour of the Scottish Highlands in bright autumn weather," soon after the Armistice, with R. H. Dundass, tutor in ancient history at Christ Church, who " was as careful of his own driving as he was critical of his sister's." Unfortunately, the make of car isn't mentioned.

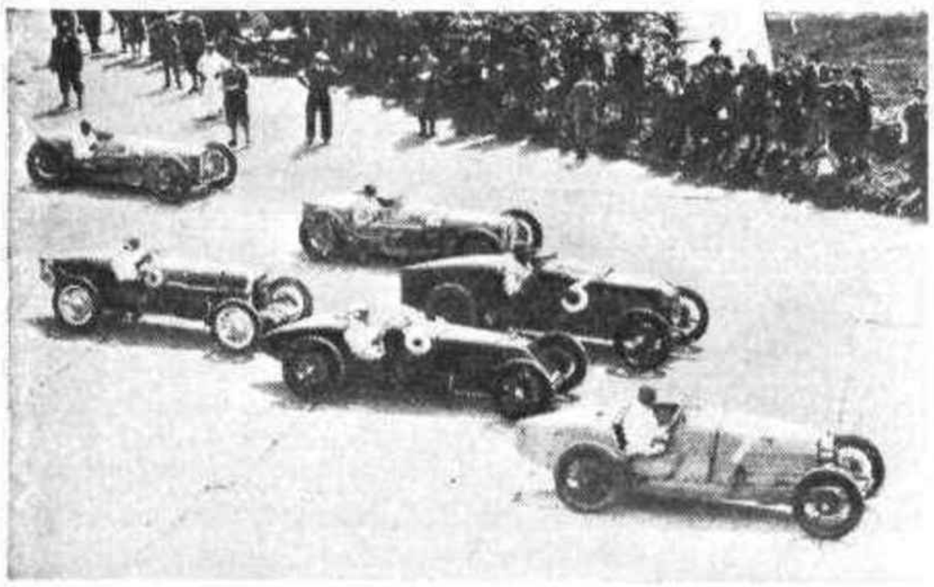
There is also an enlightening reference to what happened at Oxford when the governing body of the University was told that undergraduates used motor cars for love making—this was 1930-31. The Warden of New College was opposed to undergraduates keeping cars and endeavoured to persuade Council to instruct the Proctors to forbid their use. This was beyond the powers of Council, as Bowra and his colleague pointed out. Fisher, the Warden concerned, then said that Congregation must pass a decree to the same effect. Bowra replied that he would veto it. In a spirit of compromise a committee was set up to see what could be done but the matter was abandoned largely because A. S. L. Farquharson, a Fellow of University College, said early in the discussion : " You know, Mr. Vice-Chancellor, that if they wish to commit fornication, they can do so just as well by train." I mention this, because all those undergraduates who enjoyed motoring in cars while at Oxford may not be aware how much they owed to Bowra and Farquharson. At the end of the book Oxford's view of Lord Nuffield completes these fascinating reminiscences.—W.B.

*TWO STATION WAGONS.—A 1930 Sunbeam, rebodied after the war when its original fabric saloon body became tattered and torn, and the 1967 Peugeot 404 de luxe. The specifications run as follows :—*

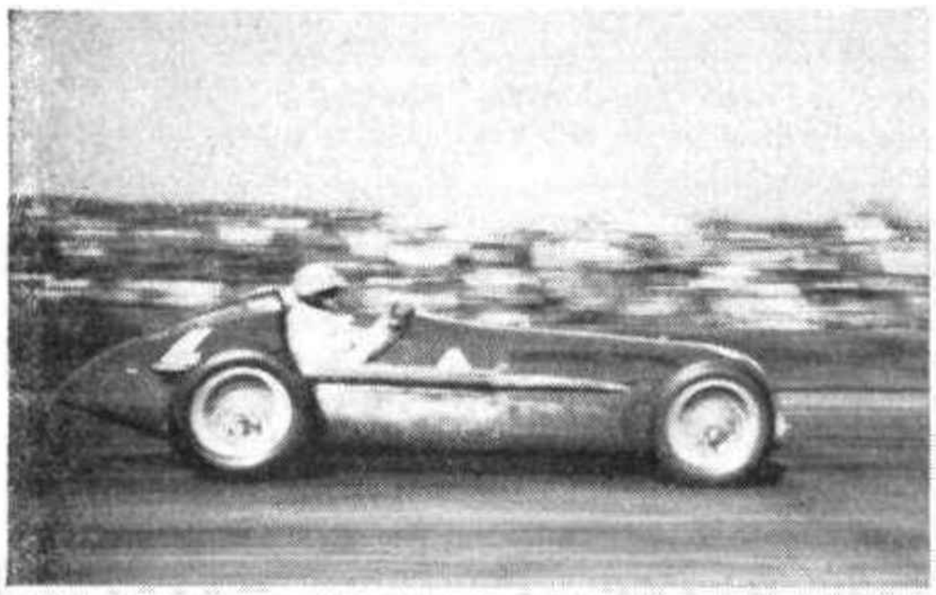
| Sunbeam | Peugeot |
|---|---|
| Six cylinders. | Four cylinders. |
| 67.5 × 95 mm. | 84 × 73 mm. |
| 2,040 c.c. | 1,618 c.c. |
| Claudel Hobson carburetter. | Solex 34 PBICA3 carburetter. |
| Push-rod-operated vertical overhead valves. | Push-rod-operated inclined overhead valves. |
| 5.7-to-1 c.r. | 8.3-to-1 c.r. |
| Four main bearings. | Five main bearings. |
| 44 b.h.p. at 4,000 r.p.m. | 80 b.h.p. at 5,500 r.p.m. |
| 5.6-to-1 top gear. | 4.6-to-1 top gear. |
| Lockheed hydraulic brakes (1931). | Bendix-Lockheed hydraulic servo brakes. |
| Half-elliptic front springs, rigid axle. | Macpherson coil-spring strut and wishbone i.f.s. |
| Half-elliptic back springs, rigid axle, torque-tube. | Four coil-springs, rigid back axle, torque-tube. |
| 10 ft. 6¼ in. wheelbase. | 9 ft. 4 in. wheelbase. |
| Michelin 6.00 × 20 tyres. | Michelin " X " 165 × 380 tyres. |
| Bolt-on wire wheels. | Bolt-on disc wheels. |
| Steering, turns lock-to-lock : 1¾. | Steering, turns lock-to-lock : 3¼. |



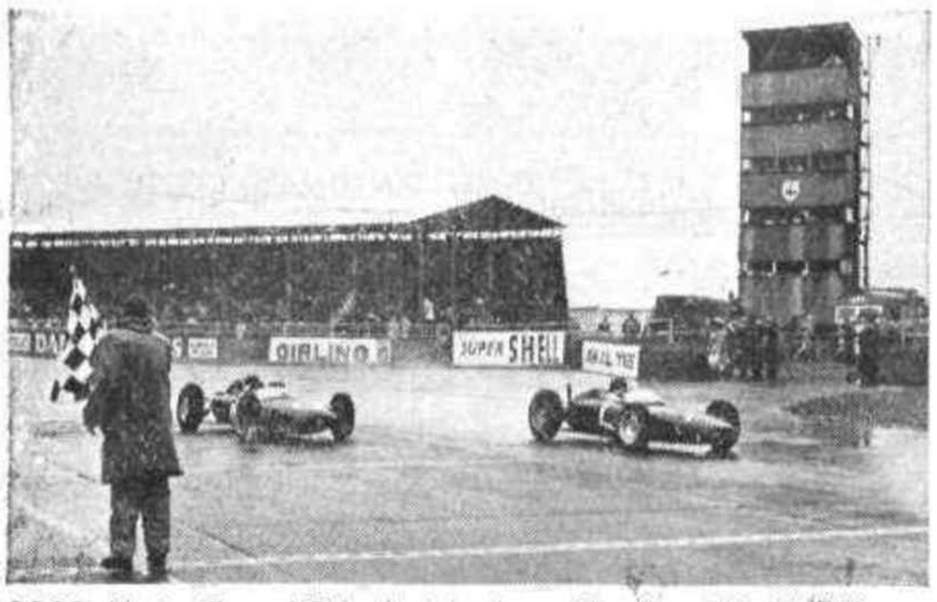
# 40 years on!



**1926.** The first British Grand Prix, Brooklands. An historic line-up, including Malcolm Campbell in the Bugatti (7) and Capt. Eyston in the A.M. (3). The race was won by Louis Wagner in the Delage (14, back marker on the grid) at an average speed of 71.61 mph.



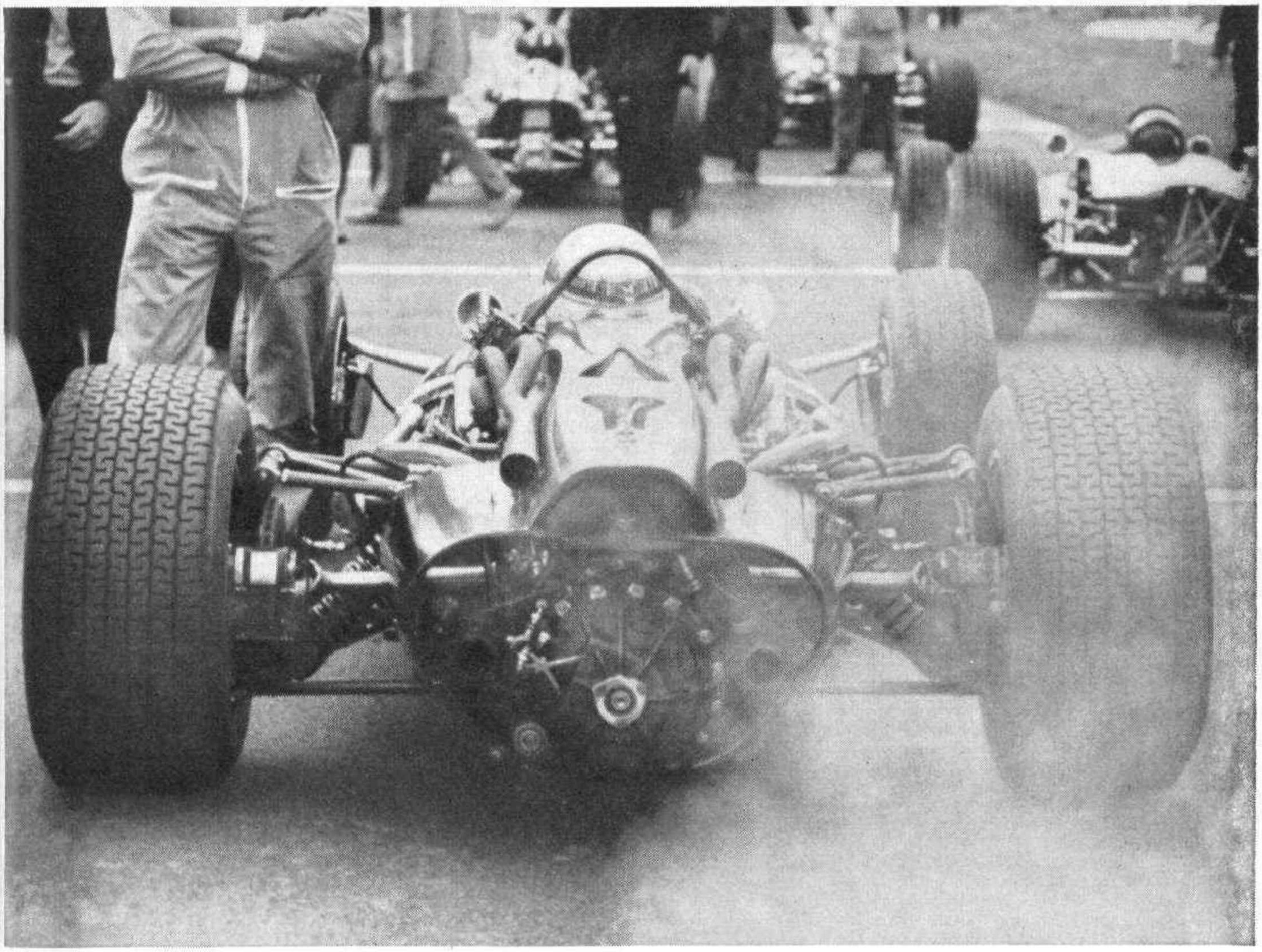
**1950.** Alfa-Romeo dominated the early post-war years of motor racing. Britain saw the invincible Alfa 158 team at 'Royal' Silverstone in 1950, the race being both the British and European GP. Fangio won and Parnell (above), the only Englishman to drive for Alfa, was 3rd. A year later Alfa lost their crown to Ferrari who have won the British GP five times at Silverstone. But both Alfa-Romeo and Ferrari have always raced on Shell.




**1962.** Not a Grand Prix, but perhaps the finest finish Silverstone has ever seen. In the International Trophy, Jim Clark had a lead of 5 seconds at the start of the last lap. Then Graham Hill took Woodcote Corner as it had never been taken before to snatch victory by a whisker.



# 400 brakehorsepower back!



Aft of Jackie Stewart's tartan hatband is yet another technical landmark from the BRM factory at Bourne : the H.16 3-litre is the most advanced and complex Formula One power unit on the circuits.

In fact, it's virtually two engines in one—specifically, two V8's lying on their sides, with *sixteen* pistons sprouting in four banks and turning *two* variable-throw crankshafts . . . *eight* camshafts pushing *thirty-two* valves . . . Truly, a remarkable and ingenious piece of machinery.

Shell are vitally concerned with the BRM's performance. Scientists at the Shell research centre in Thornton, Cheshire, helped produce designs for the BRM combustion chamber, permitting efficient breathing and combustion. The piston crowns and valve ports bear the mark of Shell expertise.

The flag goes down on July 15th at 2.30 p.m. It'll be noisier than the rig tests. More exciting. And for Shell and BRM, just as instructive. Rewarding for you, too. After all, the BRM's always run on Super Shell—the same high-performance petrol as you get from the pumps. It's just got to be good.

**BRM say good-mileage Shell**



# VETERAN — EDWARDIAN — VINTAGE

***A Section Devoted to Old-Car Matters***



*DAIMLER AT A STANDARD REGISTER RALLY.—This scene, typical of the many* Concours d'Elegance *which are contested up and down the country during the year, is of the rally for Coventry-built pre-1940 cars, with Packington Hall in the background. The car in the foreground is Acock's class-winning* 1910 *Daimler, which was restored by Daimler apprentices and is on loan to the Herbert Museum—all praise to Sir William Lyons for permitting this sort of restoration.*

## V.S.C.C. DRIVING TESTS, FAWLEY (May 21st)

FOLLOWING a *Concours d'Elegance* in the rally field of the Montagu Motor Museum, won by Wrapson's 1939 Rolls-Royce Wraith saloon with " fast-back " lines, the tests were held at Fawley by permission of Esso. The star entry was First's 1930 2-litre Amilcar straight-eight d.h. coupé from Prague. It had arrived via France and Devon after some tyre trouble and two rebuildings of the differential, on the Continent and again at Burton-on-Trent. But there it was, a large neat car with Bosch headlamps and a smooth-running eight-cylinder engine. The tyre trouble was caused by too-narrow rims but the Amilcar had made it, on three 6.00×18 Barum Bus tyres, a Continental, and a Michelin spare. Unfortunately, Goodwin's similar CS8 Amilcar did not materialise to meet it; if it had we should have seen two of only three straight-eight Amilcars to survive (the third being in Germany) together in this country.

Most of the competing cars were old friends. Day's 1937 4¼-litre Bentley converted into a lightweight sports car had an oil-cooler, and those curious bob-weights on its front brake gear thought to release the shoes should the axle wind up, these also being in full view on Page's 1939 4¼-litre Bentley stark, slab-tanked tourer. Another stark Derby-Bentley was Cole's 1935 3½-litre. Invictas were out in force, from Jenkins' original 1926 3-litre tourer with rivets along its long bonnet to Hutton's 1928 high-chassis 4½-litre which seemed undecided whether to be a chauffeur-driven saloon or a fabric-tailed racer. Skipp's unusual 3-litre was wearing an original and now very rare Invicta mascot. There were also two-low-chassis 100 m.p.h. 4½-litre Invictas on wide tyres. Tarring brought an alloy-bodied Anzani Frazer Nash.

Three tests took place simultaneously, rather like the action in a pre-war Crystal Palace circus, but concentrating on the Figure of Eight, I observed some very fast runs on the tarmac surface. Even Denne's unassuming 1913 Sunbeam was quick, in spite of a creaking front hub, MacMillan made his Rolls-Royce's tyres howl, Condon submitted his Empire-model A.C. to a stern test of its king-pin bushes. This car is on b.e. tyres, in spite of which there is negative clearance between those and the front mudguards, as if to discourage the prevailing tendency to equip ancient motor cars with enormous " boots," a thing taken to absurdity in the case of Harper's 1928 Chummy Austin 7, which had original-size front wheels and tiny castors at the back. This made it very stable but very funny, which is perhaps why an A30 had taken fright and rammed it, with, unfortunately, detrimental results to the alloy body.

Milner selected reverse in error for starting his A.C. but recovered instantly and made a good run, Wadsworth drove his r.w.b. 3-litre Bentley fast, Welch's immaculate 1924 Wolseley A9 tourer ground away to display a fine steering lock, Wild's 1929 14.4 h.p. Armstrong Siddeley tourer, another immaculate car, actually spun its inside back wheel at the turns, to make an astonishingly rapid run, its driver afforded good visibility through a big one-pane screen, and Mrs. Hill was as neat as ever in the A.J.S., which, however, seemed to lack acceleration above about 30 m.p.h. Wrapson's R-R did it in complete silence, Rush's scruffy Riley Lynx smoked and looked to have been on fire at some time, Hill flung the A.J.S. about, losing rubber and fuel, Lincoln's fabric-bodied 16/65 O.M. went well, House in his smart International Aston Martin was hampered by a poor lock, Ridley drove the lofty Prince Henry Vauxhall steadily in 2nd gear, sliding to a stop, Hancock managed tail slides in his 16/65 O.M. with its outside handbrake, Arnold-Forster in his silver Frazer Nash was trying all the way as usual, the Franklin's pair of splendidly turned out Rover 10/25s were neat and quick. Anson made the tyres of his 9/20 Humber protest, Miss Cobb very nearly hit the guard rail in her pre-selector Riley Lynx, Hutton gave a very spirited demonstration in his Invicta but Giles used the wrong ratio and wasted the effort of a fine handbrake turn in his T.T. Replica Frazer Nash, although this did not prevent him winning the Montagu Trophy. Cardy's enviable Alvis squealed off, Butt's 1930 Austin 7 saloon rolled, Mrs. Hogg was neat and fast in Edwards' Ulster Aston Martin, Pack's 3-litre Bentley was the noisiest car there, Hirst's Railton, which one hopes he is going to paint, was extremely fast, as was Pilkington's 1750 Zagato Alfa Romeo, which spat back. Maskell's 328 B.M.W. looked nicely original, Bolton removed rubber from the tyres of his brightly shining Lancia Augusta. Jones worked hard for his tea (beer ?) in his 30/98 Vauxhall, Barry Clarke's Ulster Austin smelt of " R " and Fuller showed how very effective a lightly-bodied 4¼-litre Bentley can be, and what good brakes they have. There were minor items of interest, like the drilled gear lever of Harding's Frazer Nash and the diamond mirror and tail lamp of Ely's Riley Ulster Imp. It was, in fact, a typical V.S.C.C. meeting and if some of the competing cars were rather down at heel, this is a reflection on the inflation of prices which is affecting vintage motoring these days. Most of the officials came in modern vehicles but Monica Whincop was present and correct in her blue H.R.G.—W. B.

**Results :**

**Montagu Trophy (Concours and Tests) :** F. G. Giles (1931 Frazer Nash T.T. Replica).
**Martini Trophy (Concours only) :** G. W. Wrapson (1939 Rolls-Royce Wraith).
**Driving Tests :**
**Vintage and P.V.T. Touring Cars :**
*First Class :* S. D. Harper (1928 Austin Chummy) and R. P. Bennett (1932 Riley 9).
*Second Class :* D. L. Franklin (1929 10/25 Rover) and K. M. Hill (1930 A.J.S. 9).
*Third Class :* R. D. I'Anson (1927 Humber 9/20) and C. Franklin (1929 Rover 10/25).
**Vintage and P.V.T. Standard Sports Cars :**
*First Class :* N. Arnold-Forster (1925 Frazer Nash Anzani) and F. G. Giles (1931 Frazer Nash T.T. Replica).
*Second Class :* M. A. Maskell (1939 B.M.W. 328), A. D. Jones (1923 Vauxhall 30/98) and D. J. P. Edwards (1935 Aston Martin Ulster).
*Third Class :* R. A. Pilkington (1931 Alfa Romeo 1750) and J. Bolton (1934 Lancia Augusta).
**Vintage and P.V.T. Modified Sports Cars :**
*First Class :* T. Ely (1934 Riley Ulster Imp).
*Second Class :* E. R. Fuller (1937 Bentley 4¼).
**Vintage and P.V.T. Invicta Cars :**
*First Class :* A. E. Hutton (1928 4½ High Chassis).
*Second Class :* S. J. Langton (1930 " S " Type).
**Concours d'Elegance :**
**Edwardian and Vintage Cars :**
*First Class :* A. D. G. Sharp (1924 Vauxhall 30/98) and J. M. Welch (1924 Wolseley A.9).
*Second Class :* A. I. Roberts (1926 Morris Cowley) and C. C. Bown (1930 Rolls-Royce Phantom II).

*Third Class :* A. J. Jeffries (1929 Lea-Francis P) and J. K. Milner (1926 A.C. 12/24).

**P.V.T. Cars :**
*First Class :* G. W. Wrapson (1939 Rolls-Royce Wraith).
*Second Class :* F. M. Hawke (1934 Riley Imp).
*Third Class :* G. Fitt (1934 Fiat 508S-Balilla).

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## RALLY OF COVENTRY-BUILT CARS (May 20th)

The eighth National Standard Register—open to pre-1940 Coventry-built cars—was held at the Earl of Aylesford's Packington Park Estate at Meriden, Warwickshire, on Saturday, May 20th. Almost 50% of the entry consisted of Standard cars built between 1907 and 1938, the oldest being the Standard Register's own *Roi des Belges* 30-h.p. model, bearing the appropriate registration number SMC 1. Other makes to be particularly well represented were Triumph and Riley. Amongst the Standard derivatives were numerous Avon-bodied models, and a fine 1933 S.S.I 16-h.p. four-seater open tourer entered by Lt.-Col. D. O'Rourke. A later S.S. model (of the early "Jaguar era") was the splendidly turned-out 1937 S.S. Jaguar 100 two-seater of G. E. Davies, which carried off two of the major awards.

Being a Coventry-orientated event, Daimlers were naturally present, too. A. H. Acock's 1910 15-h.p. two-seater won its class in the *Concours d'Elegance*, and the Daimler Company's own 1911 tourer (restored by Daimler apprentices and now on loan to the Herbert Motor Museum, Coventry) took third place. Both of these cars are fitted with Daimler "Knight" sleeve-valve engines, as is the 1912 Siddeley-Deasy 18/24-h.p. tourer (also entered by the Herbert Museum) which took second place in its class in the driving tests. Outstanding in the *concours* was G. R. Middleton's magnificently restored 1936 Riley Sprite.

*Concours* judges were Mr. D. C. Field (Research Historian, Veteran Car Club), Mr. C. J. Scott (Curator, Herbert Museum), and Mr. F. K. Mitchell and Mr. J. A. Butterworth (both of the V.C.C. and Standard Register).

*Major award winners were :—*

**Distance Awards :**
**Standards : Pre-1931 :** P. Keedy (1924 11-h.p. "Coleshill"), 395 *miles*.
**Post-1931 :** J. H. Sturgeon (1936 10-h.p. saloon), 397 miles.
**Triumphs :** L. Blake (1935 Gloria/Vitesse), 182 miles.
**Other Coventry makes : Pre-1931 :** G. E. Davies (1927 14-h.p. Humber tourer), 162 miles.
**Post-1931 :** G. E. Davies (1937 S.S. Jaguar 100), 162 miles.

**Driving Tests :**
**Standards : Pre-1931 :** R. Watson (1930 "Teignmouth").
**Post-1931 :** D. R. Medcalf (1936 20-h.p. saloon).
**Triumphs :** A. Bridgett (1936 Gloria).
**Other Coventry makes : Pre-1931 :** J. T. Woodhouse (1933 Lea-Francis).
**Post-1931 :** G. E. Davies (1937 S.S. Jaguar 100).

**Concours d'Elegance :**
**Standards : Pre-1931 :** S. Webb (1926 "Stratford" tourer).
**Post-1931 :** D. E. R. Phillips (1935 9-h.p. saloon).
**Triumphs :** P. Stafford (1939 Dolomite tourer).
**Other Coventry makes : Pre-1931 :** A. H. Acock (1910 Daimler two-seater).
**Post-1931 :** G. R. Middleton (1936 Riley Sprite).

## TRACTION ENGINES ALL AT SEA

Beaulieu's annual Traction Engine Rally took place over the Whitsun holiday. Unfortunately, a thunderstorm accompanied by torrential rain water-logged the rally field. When I looked in on the Sunday there were engines becalmed, like Sir Francis Chichester on parts of his epic voyage, at the far end of the once-grassy arena while others had stopped on the first bit of hard-standing available to them and a big Burrell showman's engine was manoeuvring on to the pathway leading to the children's go-kart track. One late-model Sentinel van was well and truly bogged down, in spite of wattle-fencing beneath its back wheels, and the public, who were arriving in considerable numbers, unless equipped with gumboots, could not venture very far into the muddy arena.

So there was nothing much to report, except for several engines bravely in steam, including Jack Hampshire's solid-tyred Foden wagon from the Isle of Wight, which had an ingenious auxiliary lighting set in its cab, consisting of a two-cylinder Stuart Turner model steam engine driving a motorcycle dynamo and obtaining its steam from the Foden's boiler. Clever !—W. B.

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## HISTORIC CAR RACING

At the A.M.O.C. Martini Trophy Meeting at Silverstone on May 20th the Historic Racing Cars' event round the outer circuit produced another excellent race. Colin Crabbe (Maserati) and Peter Brewer (Aston Martin) again engaged in a spirited duel, but this time Crabbe kept ahead, until, on lap 6 of this 15-lap race, Charles Lucas, from the back of the grid, fulfilled expectations and stormed into the lead, his Maserati 250F setting a new class lap-record of no less than 101.12 m.p.h. He won at 97.41 m.p.h. from Crabbe and Brewer. The pre-war class went to Day's E.R.A. and in the main race the placemen were followed home by Lindsay, and Bergel (Maserati) and Le Sage (Lotus).

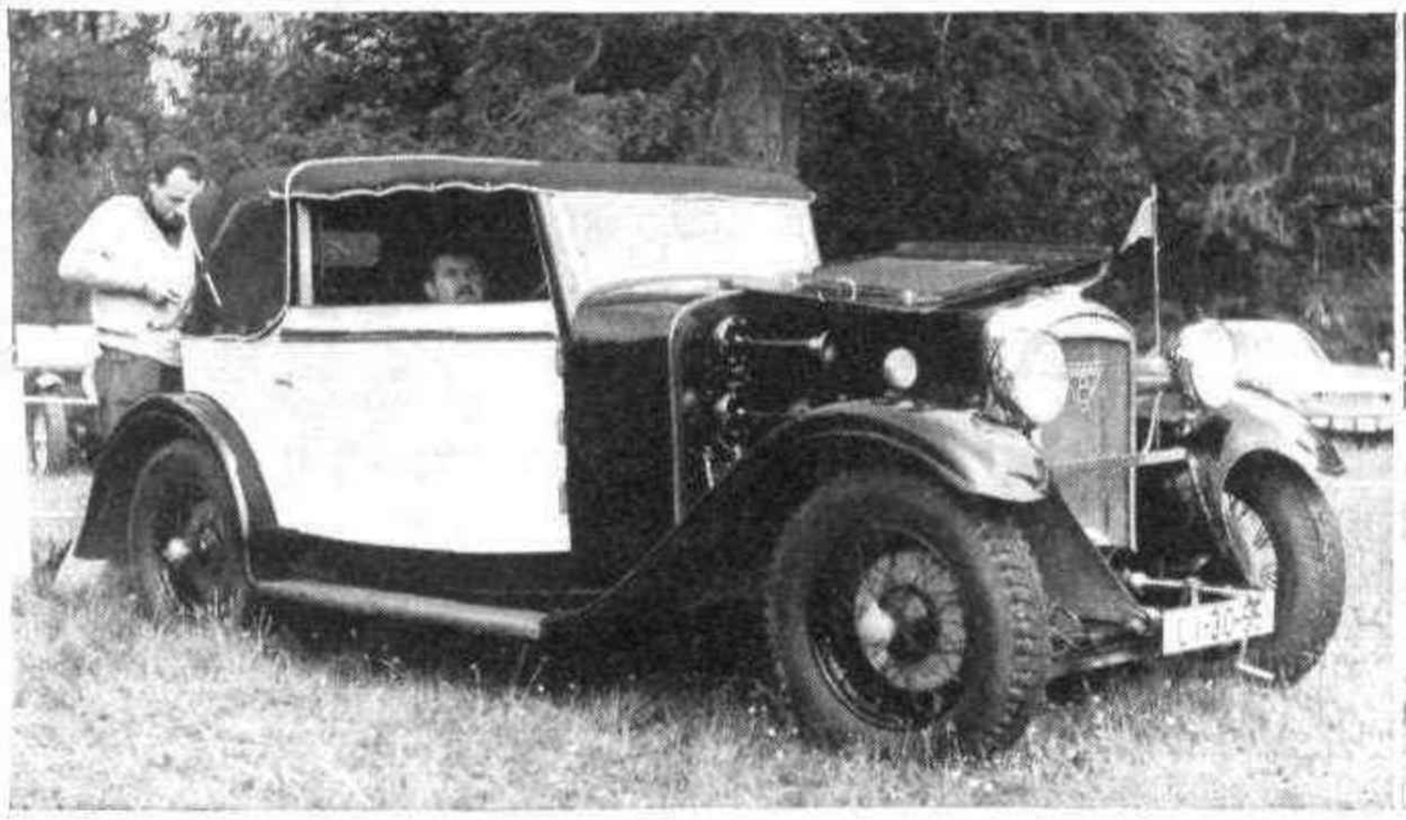
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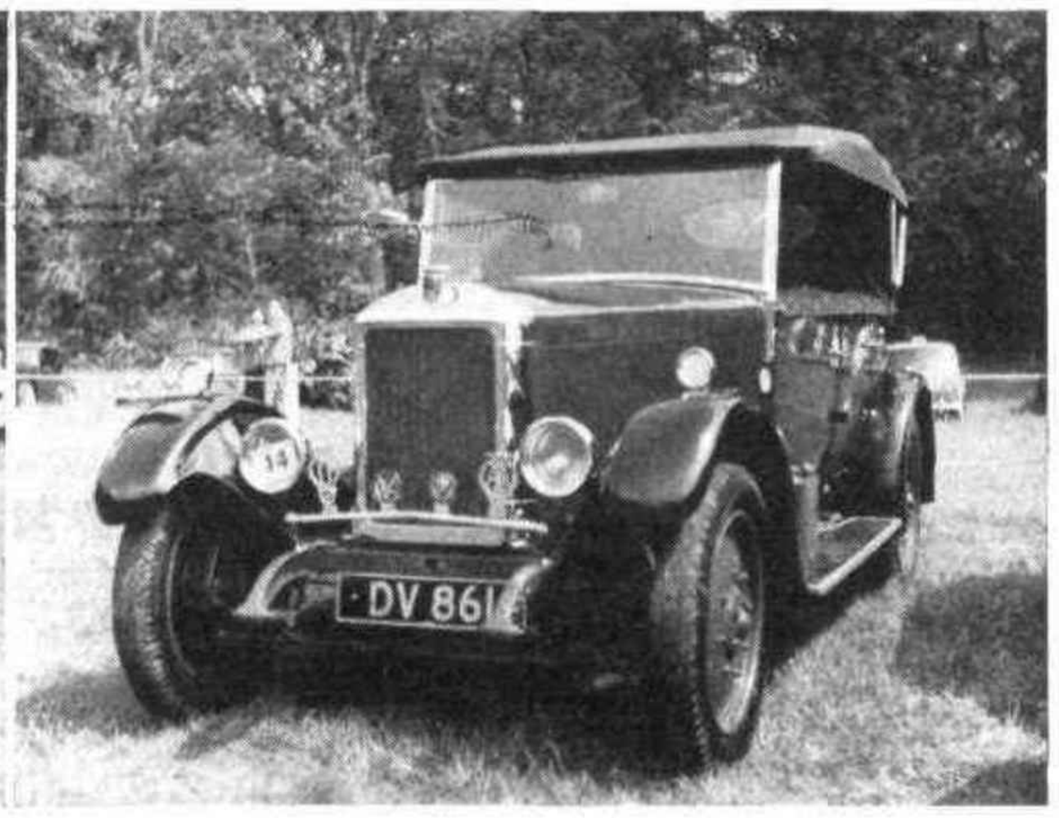
**V.E.V. Miscellany**—It would be a nice gesture if the Gulf petrol station in Ashburnam Road, were to present the Morris Eight they are displaying in a mickey-taking "give it more zip with Gulf" theme to the Morris Eight Club, when they have finished with it.

More of the older cars have been seen on the road lately. On the day after Bank Holiday a smart post-war Armstrong Siddeley 234 was seen motoring slowly in a rainstorm near Guildford; a late-model Morris Minor two-seater, *circa* 1931/2, was encountered on the Guildford By-pass; a vintage 9/20 Humber tourer was seen hurrying along later on the journey; and a clean pre-war Morris 12/4 saloon was noticed near Sutton. Unfortunately, during the holiday a meticulously-restored Nippy Austin 7, which would have been at Beaulieu on July 2nd, was run into by a modern car and wrecked. The remains of a Mendip light car have been found in a Buckinghamshire hedgerow.

*RARE BIRD.—This straight-eight Amilcar d.h. coupé came all the way from Prague for the V.S.C.C. Driving Tests at Fawley.*

*JUST TO SHOW there is no ill-feeling for the make, the Editor took this picture at Beaulieu of Wild's very smart 1929 Armstrong Siddeley tourer.*





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

# STOPPING POWER



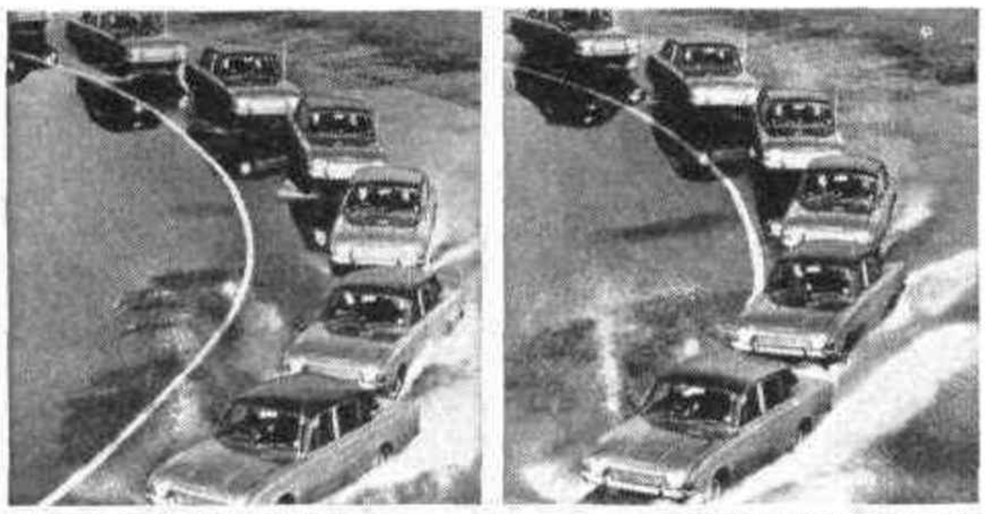

ORDINARY CROSS-PLY TYRE




INDIA AUTOBAND RADIAL

**PROOF** Two identical cars. Both travel at exactly 30 m.p.h. on a wet road. Both brake at precisely the same spot. But just look at the difference in stopping power. The car on the left is fitted with ordinary cross-ply tyres. It travels 50.7 feet before coming to rest. The one on the right is fitted with India Autoband Radials. It stops in only 40.5 feet. The reason for the Autoband Radial's superior stopping power is this. Unlike ordinary tyres it has extremely supple sidewalls and powerful bracing layers beneath the tread. These allow the tread to lie *flat* on the road. At all times. The entire tread-width remains in contact with the road even when you brake. Another thing. The Autoband Radial's tread pattern doesn't close up under stress. It stays open —gives you full braking power no matter how hard you slam on the brakes.

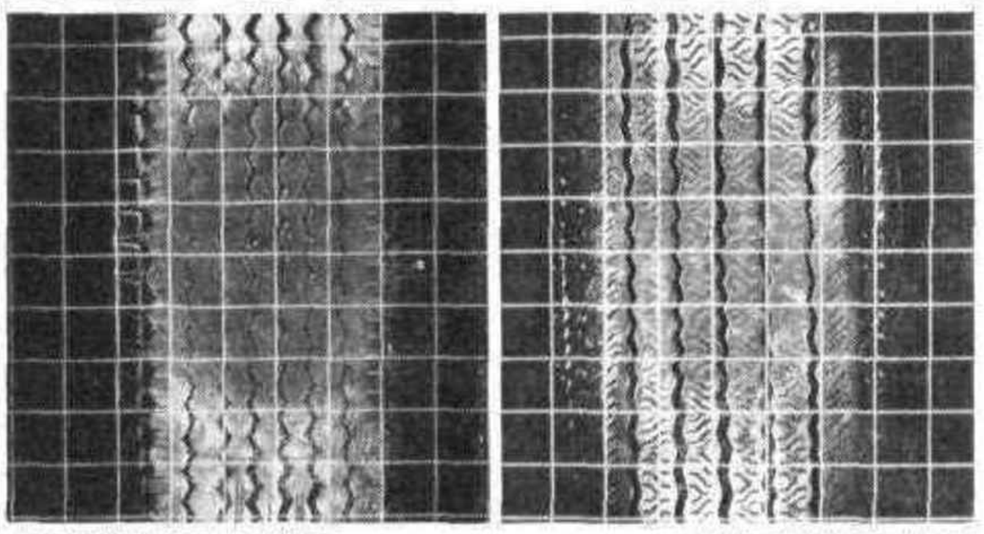
# CORNERGRIP



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

The Autoband Radial's full tread-width contact with the road and ever-open tread pattern work for you when you corner, too—give you road-holding power no ordinary tyre can match.

# AVOIDWEAR



ORDINARY CROSS-PLY TYRE — INDIA AUTOBAND RADIAL

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

## AND AS IF THAT WASN'T ENOUGH . . .

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

STOP ACCIDENTS




# INDIA AUTOBAND RADIALS


# VINTAGE POSTBAG

### Tatra Racing Cars

Sir,

Two of the three 1,100 c.c. Tatra racing cars, illustrated in the May issue, actually competed in the 1925 Targa Florio in Sicily and finished 1-2 in their class. Designed by the famous Hans Ledwinka—who died a few months ago—they had air-cooled flat-twin engines, transverse mounted, and a chassis with a central tubular member that carried the power train.

The Czechoslovakian Tatra Works, then part of the Ringhoffer Group of Companies, had then two teams of racing drivers, an official works team with Josef Vermirovsky, Richard Mittermüller and J. Klabazna and a "*gentleman drivers team*" *headed by Fritz Hückel* with Karl Sponer and Ing. Vodicka.



The factory produced four special racing versions for the 1925 Targa Florio, of which two—driven by Hückel and Sponer—competed successfully in the race. The picture shows Hückel's in action during the race, in which it was the class winner. Hückel, now 83 years old and a hut manufacturer, lives in Munich, and drives a Ford "Mustang"; Sponer died some years ago.

The Tatra works built also a not dissimilar air-cooled 2-litre four-cylinder racing car which, driven by Vermirovsky, competed in 1930 in the first Masaryk-Circuit race at Brno. The same driver used, between 1926 and 1928, a water-cooled six-cylinder Tatra sports car (Typ 17) and this factory built also V12-cylinder cars in the early thirties.

Hemel Hempstead, Herts. ERWIN TRAGATSCH.

* * *

### Some Lea-Francis Asides

Sir,

I was naturally very interested in the letter you published from A. Sewell, of Leamington Spa, in your March edition, because I am J. Hewitson, the tester he refers to.

I remember very well testing at high speed on the Banbury-Warwick road. The car we were in was one being prepared for the 1929 Irish Grand Prix, and which, driven by S. C. H. Davis, actually finished second in the 1,500-c.c. class. I was the racing mechanic in this particular race, and clearly remember the terrific "dice" we had with the Alfa-Romeos, one of which, driven by Ivanowski, was the winner.

I think Alf's estimation of the speed was rather optimistic, but it was well into the nineties. A similar car, in full racing trim, with a single-seater body, was capable of well over 100 m.p.h. at Brooklands. Some will recall it was nicknamed the "Lobster." This car performed very creditably in the B.R.D.C. 500-mile races of that era. It is amusing to consider doing speeds of this nature on such a road, in present traffic conditions.

Lea-Francis Ltd. employed some of the finest engineers of that time. To the names Alf mentions in his letter, I would like to add those of: C. van Eugen, who designed the "Ace of Spades" engine, which took its name from the front-end view of the crank-case; H. Tatlow, the competition manager; "Meph" Norris, the works driver, unfortunately killed in Ireland; and A. Taylor, the chief racing mechanic.

Crewe. J. I. HEWITSON.

### High Speeds in Belgium

Sir,

The paragraph under the above caption on page 494 of June MOTOR SPORT suggests some uncertainty as to what speed which of my cars did.

I took my ex-works unblown team car (YW5758), which, by coincidence, is depicted on page 556 of the same issue in the advert, for your " Brooklands Bible." This car covered the flying kilo at 103ish m.p.h.

It was Tom Rose's ex-works team car (same team)—YW2557—which did 89 m.p.h. The car was in full touring trim and was, like several of the Bentleys, overgeared for the conditions and very short " run-in " for heavy motor cars. A most enjoyable weekend.

Poole. HARRY ROSE.

* * *

### Sheffield-Simplex Memories

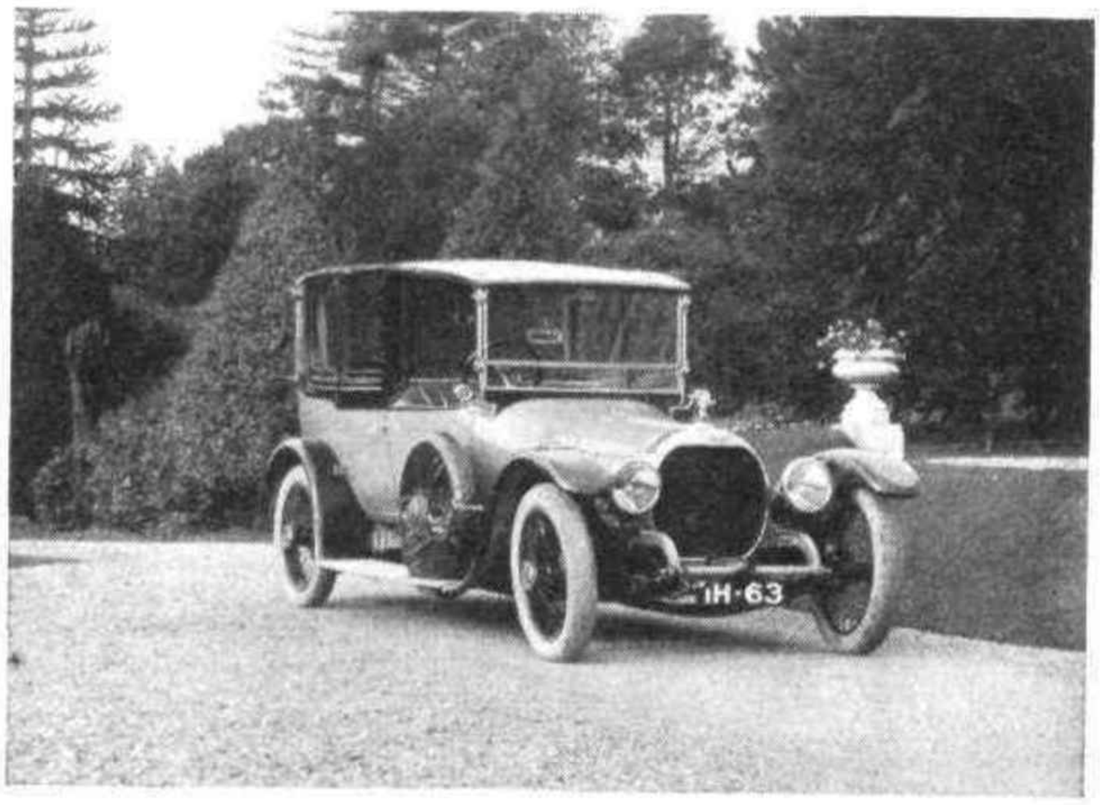
Sir,

These cars were owned by my grandfather and while I don't remember the Brotherhood he had, I did drive the Simplex IH63 (IH is the registration for Co. Donegal) under the eagle eye of the chauffeur—steel-studded tyre and all! I could just manage to push the clutch but it was quite easy to start in top and even outside the car it was difficult to tell if the engine was running—I found it a sure way of winning bets from school friends!

One thing about the S-Simplex I do remember was that they made their own sparking plugs. A discarded one was found on the shore in 1954 by a friend of mine who " scraped the barnacles off it " and put it in a Morris truck where it worked perfectly.

I am not sure but I think the last Simplex was involved in an accident about 1929, when my grandfather bought a Lanchester straight-eight. I do know that it was never repaired in a garage and the roads in Co. Donegal in those days were poor.

At the time he bought the last Simplex I do remember that it was a




toss-up between it and a Napier but, for some reason, he would not even consider a Rolls-Royce.

My father bought a Rover 12 in 1914 and I first drove it in 1922 at the ripe old age of 14 but, as he was the parson, the local police looked the other way—a not uncommon thing in Ireland.

The Rover lasted until 1928 when it went on fire at a funeral and while I was not there I understand it was a very lively afternoon for the mourners!

I saw it some years later with a truck body, still going strong but the footbrake on the transmission was tricky on a wet day and it was not unusual to find that the car had " swopped ends."

I was also interested in your article on the Rovers, as I had a 1956 " 90 " for some four years, a very trouble-free car.

I drive a Triumph 2000, my second one, and if the Premium bond comes up I think a Jensen FF is the answer.

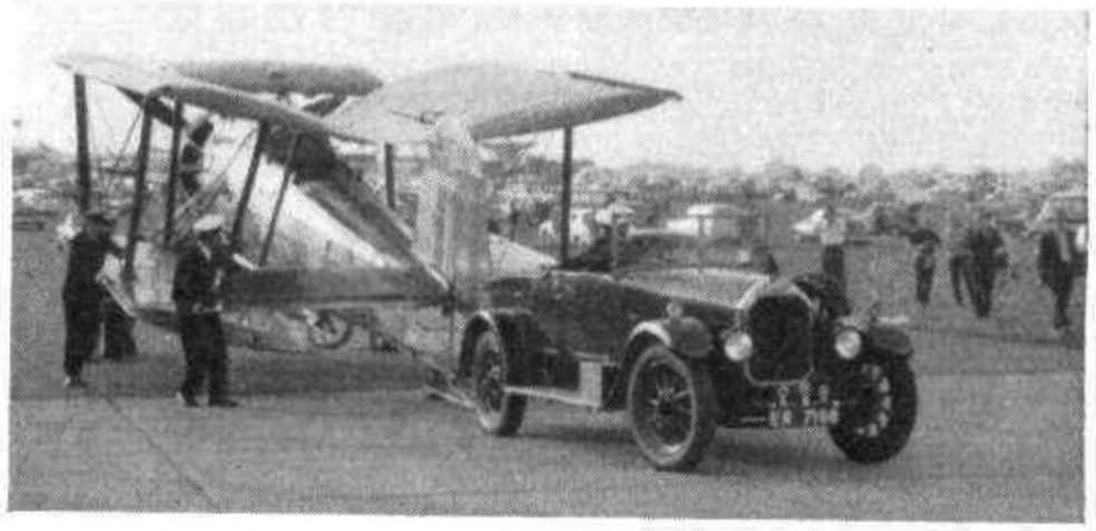
I trust I have not bored you but I have been reading MOTOR SPORT for very many years.

Donaghadee, Co. Down. K. G. LYNN.

### Task for a Humber

Sir,

I thought the enclosed, taken at the recent Biggin Hill Air Fair, might interest you.



The Fairey Swordfish after its demonstration is being towed away by a 1927 (I believe) Humber. The car is the same colour as the aircraft, and owned and driven by the Lt.-Commander, pilot. Note the registration letters. Both aircraft and car, O.H.M.S?

E. Grinstead. DAVID WELCH.

* * *

### National Central Library

Sir,

Whilst I was pleased to note the praise given to the Public Library service by Mr. D. Preston Cobb, I feel that due credit should be given to the National Central Library which is the central source of inter-library loans and not the " National Book Council," which so far as I am aware does not even exist.

It may also be of interest to your readers in the London area to note that the Homerton Branch of the Acton Public Library Service has a special collection of British books on motor vehicles.

M. HUGHES, F.L.A., *Technical Librarian*,
Basildon. Ford Motor Co., Ltd.

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**V-E-V Odds and Ends.**—The monthly magazine of the Malaysian Vintage Car Register often contains items of interest. The April issue was no exception, from a picture of the M45 Lagonda which won this year's vintage Singapore G.P. and another of a Minerva which is being re-bodied as a replica of that which G. L. Baker raced at Brooklands, to shots of cars in the aforesaid Singapore races which might be taking part in a V.S.C.C. Oulton Park meeting, except for a couple of Fiat 509s that are racing. One picture shows two Chummy Austin 7s and a s.v. Family Morgan awaiting the start, proving that our Light Car Section of the V.S.C.C. has nothing on the Singapore enthusiasts! The latest edition of the Bulletin of the Morgan 3-Wheeler Club notes that a vintage Morgan was tracked down in Bath and bought, in bits, for a fiver.

This year's V.S.C.C. Light Car and Edwardian Rally takes place on July 2nd, starting from Basset Down. Unfortunately a number of fixtures clash on that week-end; for instance, the S.T.D. Register Wolverhampton Rally is also on July 2nd, and this is the day when veteran cars tackle Prescott hill, on the occasion of the V.C.C. Hill-Climb, while the Riley Register's Annual Coventry Rally occupies the week-end of July 1st-2nd.

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### WHAT IS A " SLOGGIN' & CLATTER "?

Unless you are a member of the Hants & Berks M.C. you can be excused for not knowing that this is an annual evening gathering of the most unusual and/or exciting machinery that the members can assemble in one place for the edification and enjoyment of all concerned. This year the clattering took place at Major Charles Lambton's home, deep in the heart of the Berkshire countryside. There could hardly have been a nicer setting for the assembled vehicles or for the eating and drinking and dancing that went on far into the night.

Nan Cawthorne had persuaded an excellent array of cars to foregather, even if she and her husband had to forsake their Rochdale due to exhaust pipe detachment and come in their hack Fiat 600. Major Lambton's drive soon resembled a pocket-size Montagu Museum, as the guests exhibited their pet vehicles. These ranged from a Foden in steam to the actual Citroën 2 c.v. road-tested by MOTOR

SPORT a decade ago. Sports cars were well represented by Morgan Plus Four, Daimler 250SP, Ginetta, Austin Healey 3000, Lotus Elan, Aston Martin DB2/4, and David Good's Jaguar E-type. Good had also brought his four-wheel-drive B.R.M. and Nick Williamson the new Brabham BT21 he uses in sprints. Older sports machinery was seen in the guise of Lambton's well-known H.W.M.-Jaguar, his Type 37 Bugatti, a 1750 Alfa Romeo, Nutter's 6½-litre Bentley, and Wood displayed the Semmence Special. The Derby/Crewe axis was pointed by a Mk. 6 Bentley and two Rolls-Royces, a 1933 20/25 and a 1937 25/30, with Lambton's two Packards, smart Super Eight and scruffy V12.

Modernism was provided by Stoop's Porsche 911, a Saab V4 and a DS Citroën, with Patsy Burt's Ferrari baulked *en route* by my vintage Sunbeam glasshouse. And the truth that you learn something new every day was emphasised when we looked at Mike Eyre's two specimens of Austin 7 and were told that the oddly-shaped long tail on his alloy-bodied Boyd Carpenter-Special with its L.A.P. o.h.v. head, was for the purpose of carrying golf-clubs—we had often wondered. Fun!—W. B.

## SOUTH AFRICAN RALLY

The eighth international South African Veteran and Vintage Car Rally is being held next March over a 500-mile route from Capetown to Durban. The route will take five days to complete and with increasing interest in the rally every year, the organisers are trying to attract entries from Europe. Good scenery, fine roads and easy schedules are promised.

## SEE YOU AT SILVERSTONE?

Those who enjoy the sight and sound of historic racing and vintage sports cars in action and who did not get to Oulton Park last month, should note that the second V.S.C.C. Silverstone Race Meeting of 1967 takes place on July 22nd, commencing at 12.30 p..m, practising taking place from 9 a.m. that morning, and on the Friday afternoon. The races include the 10-lap Boulogne Trophy Race for vintage racing cars, the Hawthorn Trophy Scratch Race over 15 laps for historic racing cars, the Pre-War All-Comers' Scratch Race for pre-1940 racing cars, over eight laps, and the customary 5-lap handicap and group handicap races. Pre-1940 cars gaining places will score points towards the MOTOR SPORT Brooklands Memorial Trophy Contest. Entries close on July 3rd and a feature of the meeting will be a demonstration by Delage cars and another of Edwardian cars. Details from : T. W. Carson, Vintage S.C.C., 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire.

## HISTORIC FILMS AT THE NATIONAL FILM THEATRE

The two showings of old motor-racing films at the National Film Theatre on June 6th were seen by " full-house " audiences, and some appropriate cars were parked outside, notably a Rolls-Royce Silver Ghost tourer, a Clyno tourer, a Lagonda Rapier and an Edwardian Renault. A 6½-litre Bentley coupé de ville, a 2-litre Lagonda and others were seen trying to get to the congested car park before the second showing. (National Car Parks, nearby, took me in for 2d. an hour, which seems very reasonable.)

Generally, the evening was entertaining, because Bill Mason's Shell films are always worth seeing, however many times they have been seen previously. More early racing cars, notably a 1914 G.P. Peugeot, appeared in the comedy " Lucky Devil " featuring Richard Dix and made in 1925, and there were original films of the original Glidden Tour and the 1902 I.O.M. T.T., the last-named from the late R. G. J. Nash's archives.

If any criticism is justifiable it is that in a performance put on mainly to mark the 60th anniversary of Brooklands there were very few films about Brooklands. Apart from brief repeated shots of Percy Lambert in the Talbot in 1913, news-reel items showing Segrave demonstrating the 1,000-h.p. Sunbeam on the Track and Campbell winning the 1927 J.C.C. 200-Mile Race there, it was a modern film with sound tracks from the past, lent by B.B.C. TV, and put in at the last moment, that prevented this essential part of the programme from being a flop. And I was disappointed that, although I read *him*, the commentator for the Brooklands' part of the show apparently does not read *me*, otherwise he could hardly have mistaken Turner's burnt-out Gwynne for one of the flat-iron Thomas Specials!

The films concluded with the World Premier of the 70-mm. six-track stereophonic-sound feature about last year's Le Mans race, which John Armstrong has made for Shell. A stunt film of loud sound and vivid colour, it is one I do not mind if I never see again. It concludes with the winning Fords crossing the line at 4 p.m., in the rain. At Brooklands, of course, it never rained!—W. B.

## SOME EDWARDIAN/VINTAGE FIXTURES

| *DATE* | *ORGANISER* | *RENDEZVOUS* | *NOTES* |
|---|---|---|---|
| July 1st .. | Brotherhood's Works Sports Club (G. N. Jacklin, 651 Lincoln Road, Peterborough). | 651 Lincoln Road, Peterborough. | Show of Veteran, Vintage and Thoroughbred cars. |
| July 2nd .. | Sunbeam/Talbot/Darracq Register (K. Fidgen, 5 Wood Lodge, Lake Road, Wimbledon, S.W.19). | Wolverhampton. | Wolverhampton Rally. |
| July 8/9th .. | Somerset Traction Engine Club (R. Evis, Court House, Puriton, Bridgwater, Somerset). | Barwick Park, Yeovil. | Rally, Veteran and Vintage models. |
| July 8/9th .. | Lancashire Traction Engine Club (F. J. Westall, 749 Bury Road, Bolton, Lancs.). | Burtonwood Airfield, Nr. Warrington. | Rally, all Veteran and Vintage transport. |
| July 9th .. | M.G. Car Club (N.E. Centre) (J. Kidder, Denville House, Cutthorpe, Nr. Chesterfield). | Wilsic Hall Hotel, Wadworth, Nr. Doncaster. | *Concours d'Elegance* and Gymkhana. Inter-Registers Northern Meeting. 1.30 p.m. |
| July 9th .. | Vintage Motor Cycle Club (E. R. Osborne, 55 Windermere Road, West Wickham, Kent). | Crystal Palace grounds. | Crystal Palace Rally. 10 a.m. |
| July 15th .. | Newcastle & Dist. Motor Club (J. Lawson, 1-2 Claremont Place, Newcastle-upon-Tyne, 2). | Newcastle. | 65th Anniversary Edinburgh Run. Starts 10 p.m. |
| July 15/16th .. | Midland Festival of Steam (W. G. Pyatt, 99 Charles Street, Cheadle, Staffs.). | Bellamour Hall, Rugeley, Staffs. | Pre-1930 cars and motorcycles, pre-1940 commercials. |
| July 16th .. | Veteran Car Club (H. L. Wilson, 8 Fairfield Way, Ewell Court, Epsom, Surrey). | Crystal Palace grounds. | London Veteran Car Rally. Cars built before 1919. 11 a.m. |
| July 22nd .. | Vintage Sports-Car Club (T. W. Carson, 3 Kingsclere House Stables, Newbury, Berks.). | Silverstone. | Silverstone Race Meeting. 12.30 p.m. |
| July 23rd .. | 750 M.C. (N. Herts. Centre) (Mrs. J. Sutton, 1, Lindley Close, Harpenden). | Weston Park, Nr. Hitchin. | Charity motor rally. *Concours* and Gymkhana. 12.30 p.m. |
| July 29th .. | Wild Hill Fete Committee (S. E. Robinson, Warrenwood, Hatfield, Herts.). | Warrenwood Stables, Kentish Lane, Brookmans Park (B.158). | Vintage and Veteran Car Rally. 2 p.m. |
| July 30th .. | Bullnose Morris Club (T. R. Kane, 8 Frank Dixon Close, Dulwich Village, S.E.21). | Bolton. | Northern Rally. |
| Aug. 12th .. | Vintage Sports-Car Club (The Secretary, City of Worcester Show, 7 Alexander Road, Worcester). | Worcester. | City of Worcester Show. Vintage and Veteran Car Rally. |

## A MATTER OF SPELLING

In referring to the extra-strong safety-belts made for Rover by the Irving Company we inadvertently named them Irvine belts in the last issue. This is not the first time that a spelling error has been made in connection with Irving products. When Leslie Irvin, 24-year-old inventor of the free-fall military parachute, got his first contract, from the American Air Force, he decided to register the company making them. Due to a typographical error what should have been Irvin Air Chutes became the Irving Air Chute Co. and young Irvin hadn't enough money to put the mistake right. So let's try and clarify it. Not Irvine, certainly, but Irving for the company, and Irvin for the seat-belts and parachutes made by them. O.K.?—W. B.

Herald Advisory Services, 23A, Brighton Road, S. Croydon, have issued the fifth edition of " Recommended Wayside Inns of England," by Peter Stanley Williams, a 128-page paperback costing 3s. 6d.

# 16th GRAND PRIX OF SIRACUSA

## *A Ferrari Demonstration*

SIRACUSA, SICILY, *May 21st*

BY CHANGING the date of their Grand Prix from early in the season to after the first big Championship race the Ente Autonomo Circuito di Siracusa fell foul of clashing dates, with the result that a very small entry was received. Those who were not making money in Formula Two at Limburg were trying to make money at Indianapolis qualifying, and the only works entries were the V12 Ferraris of Parkes and Scarfiotti, the former having the 1966 car with 1967 engine with which he won at Silverstone at the end of April, and the latter having the late 1966 car with which he had won at Monza last September. Both engines were of the three-valves-per-cylinder variety, the 1966 one with exhausts on the outside of the unit and the 1967 one with the exhausts in the centre of the vee. As the average Sicilian race follower gets only one Formula One race a year, and last year saw Surtees drive the prototype 3-litre Grand Prix Ferrari, this year afforded them the opportunity of seeing two later versions of the Ferrari, and they turned up in vast numbers to support the race. The rest of the entry consisted of Bonnier and Siffert with the Cooper-Maseratis they normally race, Spence with a 2-litre V8 B.R.M. "Tasman" car and Irwin with a Lotus 25-B.R.M. V8, both entered by Parnell, and Moser with the Cooper-A.T.S. V8 owned by Fritz Baumann. There should have been, in addition, Ligier with his Cooper-Maserati but the engine blew-up on the test-bed at Maserati, Schlesser with a Matra-Cosworth FVA but he wrote it off in practice, while there was no sign or sound of Anderson (Brabham-Climax), Hobbs (B.R.M.) and Wicky (Porsche Special).

Needless to say the two Ferraris had things all their own way but it was interesting to see the progress made by Ferrari in twelve months, for last year Surtees gave the 3-litre Ferrari its first run and in practice clocked 1 min. 42.3 sec. on the very fast Sicilian road circuit, and felt he could have got down to 1 min. 40 sec. if he pulled out all the stops. This year Parkes got down to 1 min. 41.6 sec. and Scarfiotti to 1 min. 41.7 sec. in practice, so that one can assume that given a driver of the calibre of Surtees the latest Ferrari would easily lap at under 1 min. 40 sec., without much effort. As this represents a lap speed of close on 123 m.p.h. for the 3½-mile circuit, which includes a bottom-gear hairpin and two very sharp left-hand bends, it will be appreciated that Ferrari had the opportunity of finding out some more about high-speed motoring. During first practice Parkes was doing some experimenting which ended up in a spin on one of the left-hand bends and Siffert came round the corner and hit the Ferrari's left front wheel, the Cooper-Maserati suffering a broken rear wishbone and upright. As Schlesser had misjudged a fast bend with his F.2 Matra, hit a wall and spun into the guard-rail and demolished his car completely, the first practice saw the loss of nearly half the entry! The Cooper-Maserati and the Ferrari were repaired but on the second practice day both Parnell cars were *hors de combat*, the V8 B.R.M. breaking its gearbox and the Lotus-B.R.M. breaking its clutch; however, they were repaired in time for the race. Parkes started practice running under number 18, but as this was the number of Bandini's ill-fated Ferrari at Monaco, this was changed to 28.

**STARTING GRID**

↑

16
L. Scarfiotti
*(Ferrari V12)*
1 min. 41.7 sec.

28
M. Parkes
*(Ferrari V12)*
1 min. 41.6 sec.

22
M. Spence
*(B.R.M. V8)*
1 min. 46.2 sec.

20
J. Siffert
*(Cooper Maserati V12)*
1 min. 44.2 sec.

10
S. Moser
*(Cooper-A.T.S. V8)*
1 min. 49.1 sec.

6
J. Bonnier
*(Cooper-Maserati V12)*
1 min. 47.9 sec.

14
C. Irwin
*(Lotus 25-B.R.M. V8)*
1 min. 54.4 sec.

With no opposition the two Ferraris put on a demonstration of speed and reliability that many other Grand Prix teams would like to be able to emulate, but not many could guarantee to achieve. For the whole 56 laps of the race Parkes and Scarfiotti ran in close company, even when rain started to fall, making the circuit very slippery. They took turns in leading and often ran side-by-side, to the delight of the huge crowd who seemed more than happy enough just to listen to the two works Ferraris on full song. Moser lasted only ten laps before his clutch began to slip, but he had his first taste of high-speed driving and got by Bonnier's Cooper-Maserati before he retired. Spence went out with failing oil pressure on the B.R.M., having held fourth place, unable to keep up with the Ferraris or Siffert, and the Swiss driver in the Walker/Durlacher Cooper-Maserati held third place throughout, even though he collected a stone through the radiator and lost all his water. The Maserati engine boiled itself dry and was practically incandescent by the end of the race, but it kept going although it was very rough on the last few laps. Chris Irwin in the old Lotus-B.R.M. V8 of the Parnell stable had only done five laps' practice on the first day and none at all on the second day, so he started the race not really knowing where he was going. It did not take him long to dispose of Moser and Bonnier and by the end of the race he was going quite well and very nearly caught the ailing Cooper-Maserati of Siffert.

For the last few laps the two Ferraris ran very slowly and practised for the finish, which was obviously going to be a dead-heat. Meanwhile the vociferous Sicilian crowd shouted at the Ferrari pit and team manager Franco Lini to let Scarfiotti win. It was not to be and at 50 m.p.h. the two Ferraris crossed the line in a dead-heat, this last very slow lap allowing the other three runners to close up, still a number of laps behind, so that all five cars completed their slowing-down lap in a tidy group.

In Sicily there are only two serious races each year, the Targa Florio and the Siracusa G.P., so it is not surprising that each are treated like a public holiday and everyone attends, no matter how small the entry. Enzo Ferrari has always kept faith with the Sicilians, especially since the dark days of 1955 when they refused to succumb to the mass-hysteria that pervaded other motor-racing countries. It is a pity that some of the other big people in motor racing do not give the same support to the enthusiastic element on the island.—D. S. J.

**Results :**

**XVI SIRACUSA G.P.—Formula One—56 laps—308 kilometres**
**Cool and damp**

**1st** { L. Scarfiotti (Ferrari V12—1966) } (Entrant: Ferrari S.p.A.)
{ M. Parkes (Ferrari V12—1967) } 1 hr. 40 min. 58.4 sec.—183.018 k.p.h.
**3rd** : J. Siffert (Cooper-Maserati V12) (Entrant: Walker/Durlacher) .. 54 laps
**4th** : C. Irwin (Lotus 25-B.R.M. V8) (Entrant: R. H. H. Parnell Racing) .. 53 laps
**5th** : J. Bonnier (Cooper-Maserati V12) (Entrant: Ecurie Suisse) .. .. 53 laps
*Fastest lap :* L. Scarfiotti (Ferrari V12), on lap 50 in 1 min. 41.0 sec.—196.039 k.p.h. *(new record)*.
*Retired :* S. Moser (Cooper-A.T.S. V8), lap 12, clutch slip; M. Spence (B.R.M. V8) lap 23, low oil pressure.

# B.U.A. INTERNATIONAL TROPHY

### Matra 1-2 at Crystal Palace

THE Greater London Council presented the longest race ever held at the narrow Crystal Palace circuit on Spring Bank Holiday Monday, a 75-lap, 105-mile Formula Two event. It was organised by the B.R.S.C.C. and sponsored by British United Airways. Entries, again powered solely by Ford-Cosworth FVA engines, included Surtees in the Lola T100, McLaren in his own M4A, works Matras for Beltoise and Servoz-Gavin, Ken Tyrrell Matras for Jaussaud and Ickx, Ron Harris Protoses for Hart and Offenstadt, an MRD Brabham for Gardner, a Winkelmann-entered Brabham for Rees, Lotus Components' Type 41b for Oliver, and a pair of Gerard Cooper entries for Beckwith and Gethin.

Because there were 24 competitors for the 16-car grid there were two qualifying heats of ten laps. Coinciding with Indianapolis, the entry list lacked Rindt, Clark, Brabham, Hill and Hulme, the formula's most successful drivers, but there was no lack of entertainment in the efforts of those who did take part. The first heat was dominated by Beltoise and Surtees, the Matra and the Lola drawing 14 seconds ahead of Oliver, Beckwith and Gethin. A shower of rain just before the second heat had all the drivers on tiptoe wondering whether to change tyres, Gardner (Motor Racing Developments' Brabham) and Courage (John Coombs-entered McLaren) succumbing to temptation. Gardner took an early lead but dropped back when the track dried after five laps and McLaren led to the end, pursued by Jaussaud in the Matra. The French driver was having his first Formula Two drive, was making his first visit to the Palace, and recorded fastest time in practice, so there is no doubt now about the up-and-coming French talent to handle the Matra Formula One cars next year.

The serious part of the day's proceedings ran in warm sunshine. McLaren took the lead immediately and pulled out a commanding lead with Surtees and Beltoise in pursuit, but after three laps the Matra got past the Lola, and then Ickx climbed from fifth to third place. This was too much for Surtees, who stopped in his pits to have the

Come and have fun in the sun

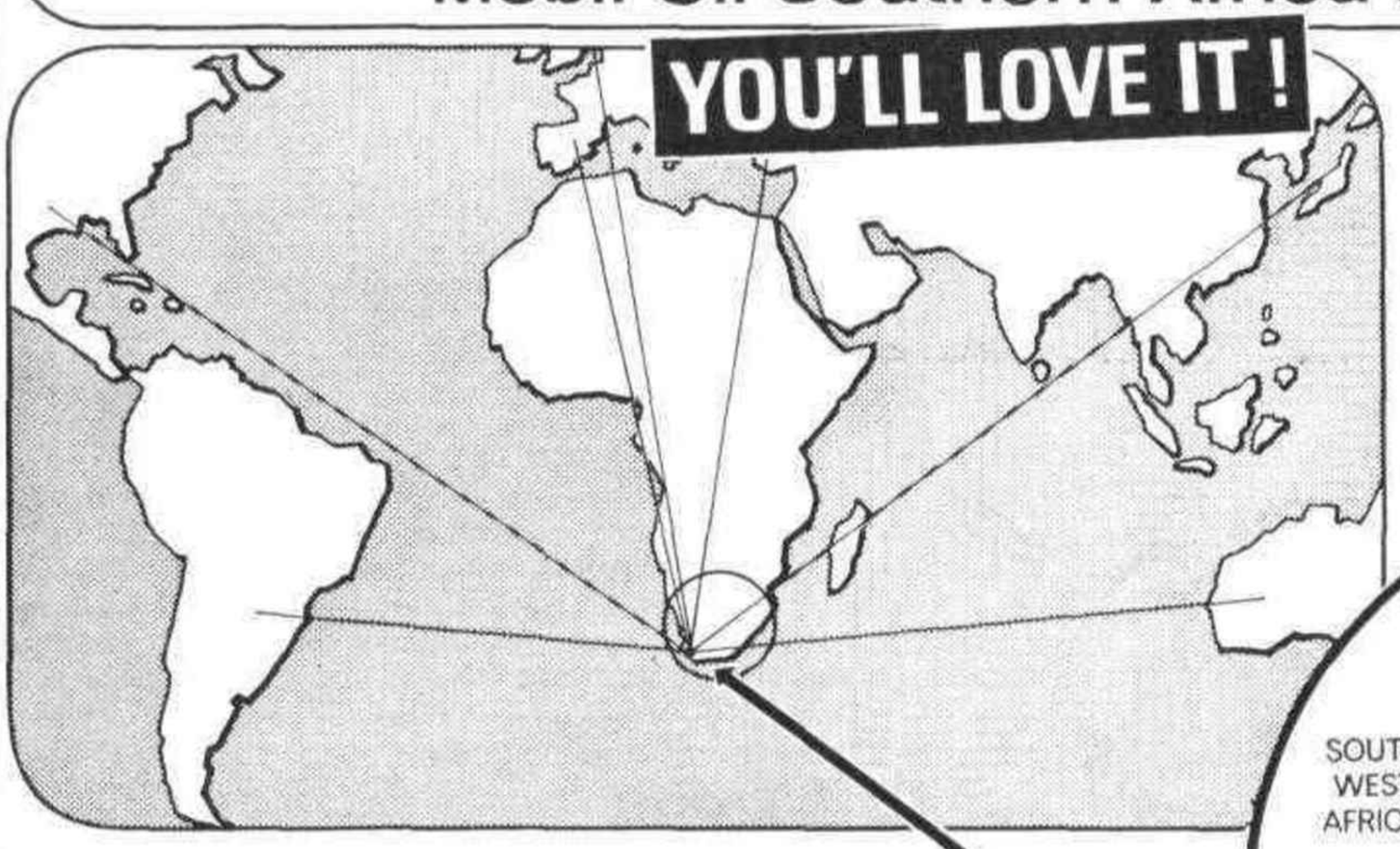
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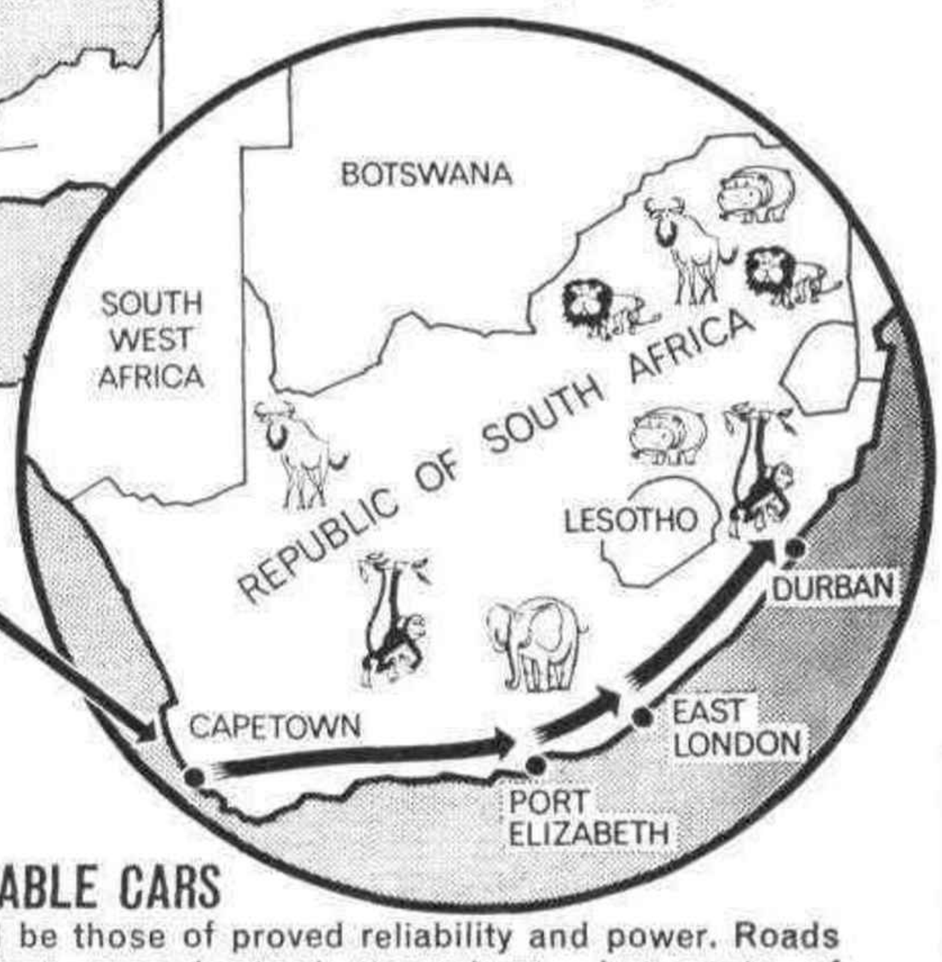
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Best hotels in main centres. Overseas entrants will be given preference in smaller towns. **Fuel and Oil: Free** for **entire** Rally, by Mobil Oil Southern Africa (Pty) Ltd. **Service en Route** is envisaged in case of emergency or breakdown.

## OFFICIAL LANGUAGES:

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would be those of proved reliability and power. Roads excellent, macadamised throughout — but parts of country thinly populated . . . REAL wide open spaces! It's sunny here, in March — enjoy glorious weather, away from the freeze.

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## ENTRIES CLOSE 15th SEPTEMBER, 1967

front suspension checked, then continued at undiminished pace a lap and a half behind.

McLaren held the lead until nearly half distance, when Ickx got by and only Beltoise was anywhere within striking distance. Well behind them were Gardner, Courage and Rees, but the former retired with less than 20 miles to go with deranged suspension, damaged earlier in a collision with Gethin. Jaussaud did not have such a happy final, retiring from fourth place ahead of Courage in the early stages when a fuel injection pipe broke.

Only 14 laps from the end Beltoise overtook McLaren, the New Zealander apparently trying to conserve his front tyres, and although McLaren nearly got back to second place on the last stretch to the flag Ickx was well clear, and as they have a habit of doing in Formula Three the Matras came first and second.

In fourth place, Rees just avoided being lapped, while Oliver in sixth place was doing well with his ill-handling Lotus to keep Courage in sight.—M. L. C.

**Results :**

**B.U.A. INTERNATIONAL TROPHY—Formula Two—75 laps**
**170.58 kilometres**

**1st** : J. Ickx (Matra-Ford) (Entrant: Tyrrell Racing Organisation Ltd.) 1 hr. 6 min. 57.5 sec.—150.34 k.p.h.
**2nd**: J.-P. Beltoise (Matra-Ford) (Entrant: Matra Sports) .. 1 hr. 6 min. 59.3 sec.
**3rd**: B. McLaren (McLaren-Ford) (Entrant: McLaren Racing Ltd.) .. .. .. .. .. .. 1 hr. 6 min. 59.8 sec.
**4th** : A. Rees (Brabham-Ford) (Entrant: Roy Winkelmann Racing Ltd.) .. .. .. .. .. .. 1 hr. 7 min. 43.0 sec.
**5th** : P. Courage (McLaren-Ford) (Entrant: John Coombs) .. .. .. 74 laps
**6th** : J. Oliver (Lotus-Ford) (Entrant: Lotus Components Ltd.) .. .. 74 laps
**7th** : J. Surtees (Lola-Ford) (Entrant: Lola Racing Ltd.) .. .. .. 74 laps
**8th** : J. Servoz-Gavin (Matra-Ford) (Entrant: Matra Sports) .. .. 74 laps
*Fastest lap :* Beltoise (Matra-Ford) and Ickx (Matra-Ford), 52.9 sec.—152.22 k.p.h. *(new circuit record).*

# ZOLDER

## FORMULA TWO

JOHN SURTEES followed up his Mallory Park victory the previous week-end by winning the Zolder Formula Two race on May 21. But this time the result was far from clear cut and showed up the deficiencies of running a race in two parts.

As at Mallory, Messrs. Rindt, Stewart, Hulme, and Hill were busy qualifying at Indianapolis but Clark, his American mission completed returned to the field. Other absentees included the works B.M.W.s as the German firm are making further detail modifications to their radial 16-valve engines and for the same reason Surtees was driving the Cosworth FVA-powered Lola. The Ferrari Dino V6 failed to make its debut.

**Starting Grid**

↑ J.-P. Beltoise (*Matra-Cosworth FVA*) 1 min. 30.4 sec. — J. Clark (*Lotus-Cosworth FVA*) 1 min. 30.6 sec. — B. McLaren (*McLaren-Cosworth FVA*) 1 min. 31.4 sec.

J. Servoz-Gavin (*Matra-Cosworth FVA*) 1 min. 31.4 sec. — J. Surtees (*Lola-Cosworth FVA*) 1 min. 31.4 sec.

A. Rees (*Brabham-Cosworth FVA*) 1 min. 31.5 sec. — J. Ickx (*Matra-Cosworth FVA*) 1 min. 31.5 sec. — J. Brabham (*Brabham-Cosworth FVA*) 1 min. 31.7 sec.

R. Widdows (*Brabham-Cosworth FVA*) 1 min. 32.8 sec. — C. Lambert (*Brabham-Cosworth FVA*) 1 min. 34.0 sec.

B. Redman (*Brabham-Cosworth SCA*) 1 min. 37.5 sec. — I. Raby (*Brabham-Lotus t/c*) 1 min. 38.9 sec. — R. Lamplough (*Brabham-Lotus t/c*) 1 min. 42.1 sec.

F. Smith (*Brabham-Lotus t/c*) 1 min. 44.2 sec. — P. Robinson (*Alexis-Lotus t/c*) 1 min. 47.5 sec.

A. Taylor (*Alexis-Lotus t/c*) 1 min. 56.9 sec. — F. Gardner (*Brabham-Cosworth FVA*) Did not practice.

The event was split into two 24-lap races over the 4.184 km. Hugenholtz designed Belgian track. The first race immediately developed into a scrap between Jim Clark in the Lotus and the Frenchman Jean-Pierre Beltoise. Clark won while Beltoise suffered a blown head gasket but still finished second way ahead of Surtees and McLaren who battled during the early part of the race.

**1st Heat**
**1st** : J. Clark (Lotus 48 Cosworth FVA) .. 36 min. 45.2 sec.—163.9 k.p.h.
**2nd**: J.-P. Beltoise (Matra MS5-Cosworth FVA).
**3rd** : J. Surtees (Lola T100-Cosworth FVA).
**4th** : B. McLaren (McLaren M4A-Cosworth FVA).
*Fastest lap :* Clark, 1 min. 30.4 sec.—166.619 k.p.h.

The second heat was very closely contested with Clark leading until slowed with head gasket trouble at two-thirds distance when Brabham who was an undistinguished fifth in part one, moved ahead. Brabham was chased hard by Surtees who took the lead on the very last lap to head the World Champion across the line by inches. Beltoise having broken bottom gear finished third ahead of Clark.

**2nd Heat**
**1st** : J. Surtees (Lola T100-Cosworth FVA) .. 36 min. 42.7 sec.—164.115 k.p.h.
**2nd**: J. Brabham (Brabham BT23-Cosworth FVA).
**3rd** : J.-P. Beltoise (Matra MS5-Cosworth FVA).
**4th** : J. Clark (Lotus 48-Cosworth FVA).
*Fastest lap :* Brabham and Beltoise, 1 min. 30.3 sec.—166.804 k.p.h. *(New Circuit record).*

The only thing remaining was the question of the overall victor and the Lotus pit seemed sure their man had won and the Lola team were not disputing it. But it was Surtees who was placed on the rostrum as the organisers had clearly stated that overall classification would be based on a points system and not combined times as in England. Thus Surtees with a first and third bettered Clark with a first and fourth although Clark had completed his 48 laps in 1 hr. 3 min. 37.0 sec. compared with Surtees's 1 hr. 4 min. 38.2 sec. To add to the confusion Beltoise's combined time was 1 hr. 3 min. 39.8 sec. although he was placed third.—A. R. M.

**OVERALL**

**1st** : J. Surtees .. .. .. .. .. .. .. .. .. 4 pts.
**2nd**: J. Clark .. .. .. .. .. .. .. .. .. 5 ,,
**3rd**: J.-P. Beltoise .. .. .. .. .. .. .. .. 5 ,,
**4th** : J. Brabham .. .. .. .. .. .. .. .. 7 ,,
**5th** : B. McLaren .. .. .. .. .. .. .. .. 10 ,,
**6th** : A. Rees .. .. .. .. .. .. .. .. .. 13 ,,
**7th** : F. Gardner .. .. .. .. .. .. .. .. 14 ,,
**8th** : C. Lambert .. .. .. .. .. .. .. .. 17 ,,
**9th** : I. Raby .. .. .. .. .. .. .. .. .. 20 ,,
**10th** : R. Widdows .. .. .. .. .. .. .. .. 22 ,,
**11th** : R. Lamplough .. .. .. .. .. .. .. .. 23 ,,
**12th** : P. Robinson .. .. .. .. .. .. .. .. 25 ,,

# TOURIST TROPHY

THE oldest racing event on the British calendar, the Tourist Trophy, was held at Oulton Park for the first time on Spring Bank Holiday Monday. The choice of this Cheshire circuit, the best road-racing course in the country, is a good one but the decision to make the event a qualifying round in the European Touring Car Challenge is far more debatable. When it was planned the R.A.C. thought the Challenge would be for Group 5 saloons which often provide good, fast racing.

By way of justification, the R.A.C. intended to bring the race back to its original intent, an event for road-going cars, but Group 2 saloons are not popular in Britain because modifications are limited and there is very little spectator appeal. No one in their right mind would suggest that Le Mans should be reserved for touring cars, since Prototypes, GT cars and graded drivers are the ingredients for success. Unless the Challenge is upgraded to Group 5 next year the R.A.C. will be hard put to resist re-grading the T.T. to Group 6 and Group 4, and will then have to provide considerably more starting money.

The race was dominated by the Alfa Romeo GTA team entered by Autodelta, headed by Andrea de Adamich who flew in from the Nurburgring 1,000 kms. race the previous day. Only Baron von Wendt, in a Porsche 911, was able to contest the leading position backed up by another Porsche driven by Giorgio Pianta. Bosse Ljungfeldt, in the Ford-of-Sweden Mustang, was going very well on a wet track until retiring with fuel pump trouble, but did not look like winning unless the road dried. The 1,300 c.c. class was a benefit for Mini-Coopers since Conte damaged his Lancia Fulvia and Maglioli's Fulvia was outpaced.

**Results:**

**TOURIST TROPHY—Group 2 saloon cars—Oulton Park—40 laps**
**111 miles—178.64 kilometres**

**1st** : A. de Adamich (Alfa Romeo GTA) .. 1 hr. 22 min. 10.0 sec.—129.79 k.p.h.
**2nd**: K. von Wendt (Porsche 911)
**3rd** : G. Pianta (Porsche 911)
**4th** : E. Pinto (Alfa Romeo GTA)
**5th** : B. Muir (Chevrolet Camaro) .. .. .. .. .. .. 39 laps
**6th** : R. Harvey-Bailey (Alfa Romeo GTA) .. .. .. .. 39 laps

**Over 2,500 c.c.**
**1st** : B. Muir (Chevrolet Camaro) .. .. .. .. 125.09 k.p.h.
**2nd**: T. Lynch (Chevrolet Camaro)
**3rd** : B. Ljungfeldt (Ford Mustang)

**1,600-2,500 c.c.**
**1st** : K. von Wendt (Porsche 911) .. .. .. .. 129.21 k.p.h.
**2nd**: G. Pianta (Porsche 911)
**3rd** : T. Hunter (Porsche 911)

**1,300-1,600 c.c.**
**1st** : A. de Adamich (Alfa Romeo GTA) .. .. .. 129.79 k.p.h.
**2nd**: E. Pinto (Alfa Romeo GTA)
**3rd** : R. Harvey-Bailey (Alfa Romeo GTA)

**1,000-1,300 c.c.**
**1st** : M. Campbell-Cole (Austin-Cooper S) .. .. .. 102.27 k.p.h.
**2nd**: B. R. Williams (Austin-Cooper S)
**3rd** : H. Ratcliffe (Morris-Cooper S)

*Fastest lap :* de Adamich (Alfa Romeo GTA), 1 min. 56.8 sec.—136.94 k.p.h.

# BEHIND THE SCENES

## *Looking at the teams which appear regularly at race meetings*

THE point of recognition between the public and the racing teams that entertain them is only at the circuits where brief programme notes (always about the drivers) do little to enlighten spectators about the cars, their sponsors, the mechanics, and the wherewithal of the team's existence. There are many different reasons for taking part, ranging from pure professional to philanthropic, with most of the shades between involving publicity to some degree. The common bond is a love of racing, a sport which has made or broken many a fortune; racing can be profitable but few men, if any, drive for that reason alone.

The purely professional entries are those of the works teams, such as B.R.M., Lotus, or Brabham, backed up by semi-works teams such as those of Roy Winkelmann or Ken Tyrrell in formula events, Alan Mann or Maranello Concessionaires, who have all the facilities of the works at their disposal. Garages and component makers often enter or sponsor cars for publicity, then there are wealthy private entrants and sponsors, or less-well-off individuals who thrive on faith, hope and charity.

All the more successful teams receive a fair share of publicity, in fact more than a reasonable share if you listen to their less fortunate rivals. Well, who are the teams who appear at all the big meetings, who contest the places behind the "works" cars then return to the far end of the paddock where autograph hunters are the more dedicated of the breed?

To make a start on our series "Behind the Scenes," we went to Crystal Palace on Spring Holiday Monday and talked to the men who run **Mefco Racing.** Their silver Porsche 904, distinguished by a green band along the bonnet and roof, is trailed by a white Ford Zephyr. Every regular spectator has seen the Porsche, now in its fourth season, but not so many perhaps know much about Mefco. The car races mainly in Britain, usually in international events and though it has not scored any important victories it has "bags of seconds" to its credit and was third in the two-litre class behind a pair of 906 Porsches at Crystal Palace.

John Morris, a Birmingham building contractor, bought the car in 1954 and the following year started a racing and business partnership with Martin Hone, mine host of the Opposite Lock club in Birmingham. Morris has been racing "on and off" since 1951 in M.G.s, vintage cars, a Cooper-Bristol and an XX120, without any conspicuous success, and he temporarily retired on acquiring family commitments in 1958.

*Martin Hone (left) and John Morris with their Mefco-entered Porsche 904.*







The racing bug stayed in his system though and being a Porsche enthusiast he decided to buy the 904 when it became available. Although a partnership deal fell through and despite having to pay import duty, Morris still reckons the car was a very good investment. During his first season he met Hone, then a pupil in the Jim Russell school, at Snetterton, and from a friendship grew a racing and business partnership. The name Mefco was publicising a trade name that never got under way, but the Opposite Lock is one of their successful promotions. Dennis Averill, their racing road manager, works at the club and his elder brother helps out with the routine maintenance work on the car, though A.F.N. do the more serious work and the car has been back to the factory twice for full overhauls.

Hone and Morris share the drives as equally as possible, and currently have an equal number of points in the *Autosport* championship. In 1965 they were class runners-up to Bernard Unett's Sunbeam Tiger, and last year Hone was runner-up again to John Miles' Elan. Last year they bought an Elan to try and get more class wins, but they did not keep it long because other Elans were going quicker. In their big races this year Morris bagged second-in-class at the Good Friday Snetterton meeting and third in the class at the Martini Silverstone meeting, Hone won his class and was second overall at Mallory Park on Easter Monday and was third in his class at the *Daily Express* meeting at Silverstone.

Morris, a quiet-spoken man, and Hone, with a ginger beard, say they lack time to get abroad very often but hoped to do the Reims 12-hours in June. Next year, they may sell the faithful Porsche and get a bigger, more competitive car, and would like to get their hands on a flat-eight Porsche if possible!

One exuberant young man who gets around a lot is Robin Widdows, whose dark-blue Brabham-Cosworth F.V.A. is entered by the **Witley Racing Syndicate.** No great mystery about Witley, since the team resides in that Surrey village, but who make up the Syndicate? Widdows was a bit reticent on the subject, since the title is a new one which impresses organisers of Continental events, but it consists of himself, his father, Charles, who was a Battle of Britain fighter pilot and R.A.F. test pilot, and his godmother, who takes a keen interest in his racing career. Just 25, Widdows is a member of the British bobsleigh team. He started racing a Lotus 23 in 1965 (14 starts, 8 wins), and bought a Brabham Formula 3 for last year in which his best success was a win in the Wills Trophy at Silverstone.

An accident while testing at Silverstone last winter had this driver walking around with his arm in a sling for several weeks but the




*Robin Widdows (left), Les "The Wizard" Osborne and Tony Fox with the Witley Racing Syndicate Brabham-Cosworth.*

bones mended in time for him to race his brand-new Brabham at Snetterton on Good Friday and again at Silverstone on Easter Monday, doing well enough to get invited to the first Formula 2 race on the Continent at Pau, where a broken fuel pump drive belt put him out of the running. He had an accident during practice at Nurburgring, but is carrying on to do all the " circus " of events including the French championship series.

Witley Racing Syndicate is housed in a garage converted from stables at the family home, the car being worked on full-time by Les Osborne, who was employed from the start, and Tony Fox who started this year. They turn up to events in a Ford Transit van, the Brabham on a trailer, and the car is noted for its immaculate turnout. Widdows has taken on a tough class against full works' opposition, and may never win a race, but he hopes to get enough experience to be in line for a works drive at the end of this year. Widening his scope, he drove Edward Nelson's GT40 at Spa, the wet 1,000 km. event, and was involved in the Formula 3 pile-up at Monaco while driving the Chequered Flag Brabham-D.A.F.

A gipsy red Ford GT40 entered by **Nick Cuthbert** and driven by Eric Liddell, is seen at most international meetings, not quite in league with Hulme and Hawkins but generally close behind. This is an all-Scottish team which also comprises a Lotus Elan driven by Bill Dryden. Based at Galashiels, where Cuthbert lives, the red Ford two-tier transporter makes regular sorties down south with mechanic Bill Brotherstone at the wheel.

Cuthbert is a racing contemporary of Jimmy Stewart, having raced a Healey Silverstone at Charterhall, Bo' Ness and Rest and be Thank-

*Eric Liddell, from Scotland, with Nick Cuthbert's smart red Ford GT40.*




ful. He is director of a road building company, King's and Co, and he turned his attention recently to sponsoring racing entries. At the beginning of last year he bought the GT40 for Eric Liddell, who had done very well north of the Border in his Lotus Elan and an E-type he bought from Jackie Stewart.

The team's best success came early on when Liddell won the British Eagle Trophy at Brands Hatch, Easter Monday last year. With Peter Sutcliffe he was second in the 500-mile race at the Kent circuit, then took the Benefactor's Trophy at Croft. Also the Crystal Palace lap record fell to this car last Whit Monday when it was placed second in the race. This year the Elan made a good start to the season by winning its class at Snetterton on Good Friday, but the GT40 got involved in a multiple accident without sustaining any serious damage. Since then it has had fourth places at the two international meetings at Silverstone, while Liddell was second in his class at Monza, driving with Edward Nelson in the latter's GT40. The two were also planning to compete in the Reims 12-hours in June.

A really enthusiastic sponsor is **Malcolm Gartlan** who enters a GT40 for John Harris, a handy driver who won his class in the *Autosport* championship in 1965 driving an Elan. Gartlan, a building contractor, used to rally and sprint various touring cars but never raced because the idea of it upset his family, so in 1966 he bought the Elan that Harris had been driving and took the role of sponsor. At the end of the year he sold the Lotus and bought the GT40 from Paddy McNally, finding his acquisition exciting and awe-inspiring in complexity, or so it seemed at first sight. The team is based at Per-




*Building contractor Malcolm Gartlan (left) with driver John Harris and mechanic Ted Grace and their dark blue Ford GT40.*

shore, Worcestershire, where Gartlan lives; Harris, who runs the sports car section in one of his uncle's garages in Coventry, has raced Sprites and Healeys successfully and taken part in the Targa Florio, and their mechanic is bearded Ted Grace. Their transport is a Ford Econoline van and trailer.

The three do all the maintenance work on the car, and so far they have had an extremely unlucky start with two engines blown up (attributable to assembly rather than maintenance). Repairs cost £300 a time but on the credit side the car got fourth place overall at Snetterton on Good Friday and has won a couple of club events at Oulton Park and Mallory Park.

This team is learning as it goes along. When the car was purchased the ride heights and roll centres were set up wrong and it took a time to discover that it was wrong, in the first place, and how to put the matter right. Rectification took five seconds off Harris' time round Silverstone, and the car is getting more competitive all the time. Future plans include the Monthléry 500-km. event in September, and for next year Gartlan hopes to get the engine fuel-injected to keep the car fully competitive. On the subject of sponsorship, he says he gets a great deal of satisfaction in watching his car do well, and it does not bother him that he is not driving himself.

Usually sponsors are people who have raced, found their level, and get satisfaction from being associated with a successful car and driver. Without them racing would be far poorer.—M. L. C.

# BOOK REVIEWS

**"The 1100 Companion,"** by Kenneth Ullyett. 184 pp., 8½ in. × 5½ in. (*Stanley Paul & Co., 178-202, Great Portland Street, London, W.1. 25s.*)

IT could be said of this book about the B.M.C. 1100 range of cars that all or nearly all of it has been published previously. But that is unfair, because such comment applies to many works of reference and history and the value of such works is that a great deal of interesting and useful information is there between two covers.

So it is with Ullyett's latest one-make, indeed one-model study. He has a happy knack of unfolding an account of a car so that its prestige is enhanced, personalities associated with it seem real, and ownership of the make or model concerned gains in stature after the book has been read. This is certainly true of this comparatively brief story of the famous transverse-engined rubber-suspended B.M.C. cars. How they originated in the mind of Alec Issigonis, how they were rendered so comfortable by Alex Moulton, how they are made, should be serviced and generally fit into the modern motoring scene, it is all there in fascinating wordage. Because there is an M.G. 1100 some pre-war M.G. racing history is included, rally exploits by the type are mentioned, the modifications made to 1100s down the years have a chapter devoted to them, and the author is very interesting on the subject of Moulton and his Hydrolastic suspension. The data section contains torque-wrench settings and I suspect that in text and tables quite a lot of new facts will be discovered. This is not a great one-make history such as Macdonald, Cassell and Foulis specialise in. But it should be read, and will I think be enjoyed, by all keen owners and advocates of B.M.C.'s 1100s.—W. B.

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**"The British Bomber Since 1914,"** by Peter Lewis. 418 pp. 8½ in. × 5⅝ in. (*Putnam & Co. Ltd., 9, Bow Street, London, W.C.2. 63s.*)

Here is another important title to include in the bookcase with other standardised Putnam aeronautical books. It is to their same very high standard, as regards art paper, rare and clearly-reproduced photographs and scale line-drawings. But instead of dealing with the many British bombers built since 1914, the author takes us through their advent, development, success or failure, and decline in one continuous story, divided into chapters representative of different periods or phases of bomber design.

Here it all unfolds nostalgically but also technically and informatively, covering those aeroplanes which defended our freedom in 1914/18 and again in 1939/45, with in between accounts of those which were seen in the New Type Park at Hendon Air Displays, on the grass and tarmac of bomber stations of the 'twenties and 'thirties, some secret, some built in ones and twos, others turned out in formidable numbers.

Peter Lewis knows, and I suspect loves, them all and who better to devote a very large and comprehensive book to them? From Handley Page V1500 and other giants of the First World War and even earlier bomber aeroplanes, to the great bomber craft of the last war, here is the true picture of how these machines performed, how and why they were built, when they first appeared, who flew them and what they achieved, in peace and in war. The data tables alone, running as they do from the A.D. 1000 to the Wight converted seaplane, with type names, engine details, maximum speed, empty and loaded weights, dimensions, and prototype numbering, are alone worth "the price of admission" and will settle many arguments, unseat much unofficial information. Model makers will like the plans, historians the pictures. Putnam's have done it yet again!—W. B.

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**"The Design and Tuning of Competition Engines,"** by Philip H. Smith. 464 pp. 8½ in. × 5¼ in. (*G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 48s.*)

A book for the more advanced student of engine improvement, probably in the lower echelons of motor racing, the publication is now in its fourth edition and its fourteenth year. It has been revised throughout with new photographs, line drawings and five more chapters, though more than half the book dealing with the basic theories of building and tuning for performance remain virtually unaltered.

Power units dealt with specifically include the Daimler V8, Ford Cortina GT and Lotus, Ford V8, Hillman Imp, Jaguar XK and E series, M.G.-B, Cooper S, Porsche 911, Rover 2000 and Triumph 2000. Some of the "competition engines" qualifying for technical tabulation are rather outdated, since the Alvis TD 21, B.M.W. 2.6-litre V8, Jowett Jupiter, Lancia Appia, Panhard Tigre, Riley Pathfinder, Singer SM and Sunbeam Mk. 3 (2,367 c.c.) are included among others, their descriptions being justified on the grounds of general interest and possession of unusual features.

The publication is quite expensive, but thoroughly justified for the person who is setting about getting maximum power out of an engine for competition use.—M. L. C.

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**"Autocourse,"** The Review of International Motor Sport 1966-67, edited by David Phipps. 216 pp. 12½ in. × 9 in. (*Macdonald & Co. [Publishers] Ltd., Gulf House, 2, Portman Street, London, W.1. 55s.*)

"Autocourse" is a comprehensive, well-illustrated and objective survey of the year's racing, dwelling on Grandes Epreuves and also covering GT, Prototype, and Group 7 racing, saloon car racing and rallying, European Mountain Championship, Tasman Series and Indianapolis.

In the past "Autocourse" has suffered from late publication, improved last year, and now published only four months into the following season, without any loss of quality or accuracy. It also contains 20 pages of advertising, which we hope will make it economically viable, for its existence is important if only for the inclusion of full lap charts (including lap times and elapsed times for each car) for each Grand Prix. David Phipps writes a survey of the 1966 season in Formula One, includes a controversial assessment of the top ten drivers, and features the tyre war which is all-important to the continued improvement of lap times. He unashamedly tips Clark for Champion this year, in the Lotus-Ford Cosworth V8, and since he forecast Brabham last year before the championship got under way, when everyone else was putting money on Ferrari, we should perhaps take notice! Keith Duckworth discusses racing engine design, though not mentioning his number one project specifically as it was at the time highly secret, but his logic is interesting to study. The strength of "Autocourse" lies in its photography, presentation and authenticity, which is improving all the time.—M. L. C.

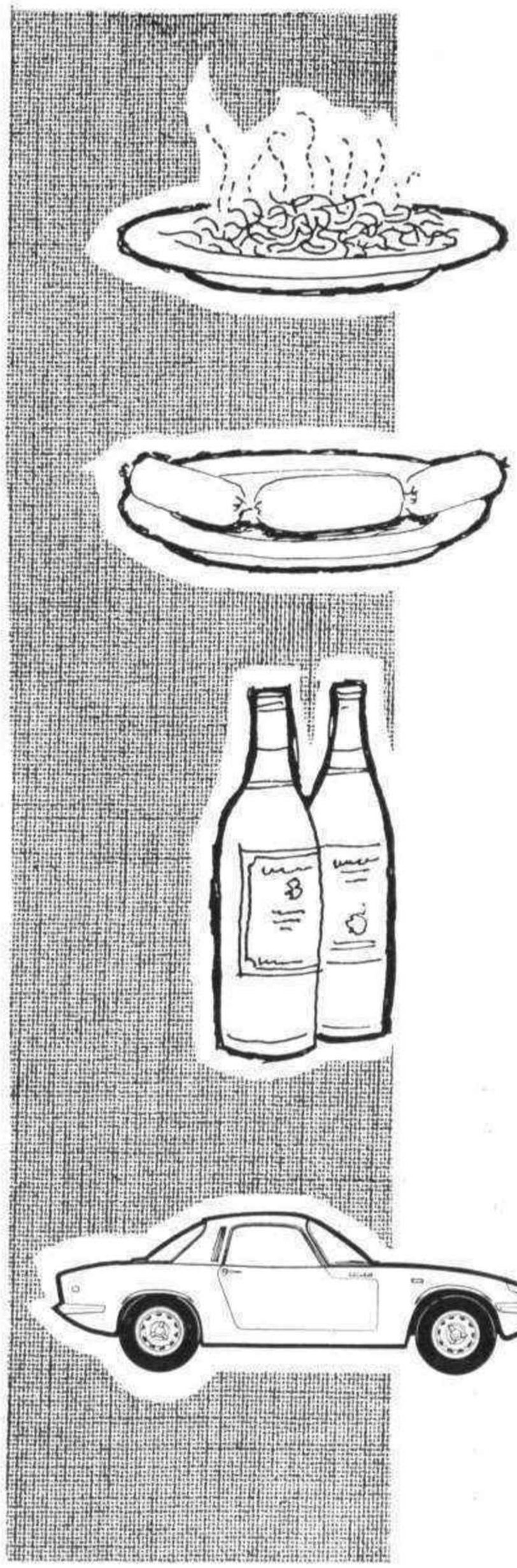
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### Further thoughts about "The Vintage Alvis" by Peter Hull and Norman Johnson

A preliminary review was published in May, but this is such a significant and expensive one-make book, further establishing Macdonald as the leading publishers of reference works of this kind and stealing much of the lead Cassells, Batsford and Foulis had in this field, that it merits further comment. On the whole the vintage period of the Alvis Company is splendidly described, with Peter Hull's happy knack of capturing the atmosphere of the times as well as honestly and critically portraying what the cars concerned were all about. It is not only the famous 12/50 that he covers. The book is also a very thorough commentary on the front-wheel-drive Alvis models and, indeed, about the evolution of f.w.d. and the technical pitfalls involved. The other vintage versions of Alvis are naturally dealt with as well, like the Silver Eagle and the early side-valve cars, and the Buckingham story is included. The book terminates, so far as the historical section is concerned, with just a brief look at the post-vintage models and the way in which the transition from pure vintage to what we now call p.v.t. was seen by a customer, and by T. G. John, the Alvis Managing Director, makes most interesting reading.

Post-vintage Alvis models are not covered more fully, partly out of respect for K. R. Day's very scholarly book on the entire history of the Alvis Company and its products and to preserve Hull's sanity. This is rather a loss, because whereas Day is entirely factual and does not "take sides" or express opinions about the relative merits and demerits of the different models, Hull is the writer to do this, and it would have been nice to know, for instance, whether, as David Scott-Moncrieff has it, in his book "The Thoroughbred Motor Car," the Alvis Firebird was really "a nasty little car . . . with little of nothing to commend it," the engineering of the Speed Twenty truly "a bit agricultural . . . with brakes which required frequent adjustment, a long task even for an Alvis specialist," and the Firebird merely "a bit better in all respects than the Firefly, and eventually sunk without a trace." And if, like Scott-Moncrieff's published opinion, the Firefly's coachwork was "far from good," whether the fitting of an E.N.V. pre-selector gearbox

*Continued on page 639*



***Spaghetti*** comes from Italy

*(pasta)*

***Sausage*** comes from Germany

*(wurst)*

***Wine*** comes from France

*(vin ordinaire)*

***Lotus Elan*** comes from England

*(extraordinaire)*

**LOTUS ELAN** Drophead and Fixedhead Coupes. Full luxury specification as standard, including Electric Windows, Carpets, Tachometer, Cigar Lighter, wide range of extras.
The Lotus Elan hand-built by World Championship & Indianapolis winning craftsmen, is the most outstanding sports car of this decade. Quiet and reliable it is the fastest car in its class in terms of maximum speed and acceleration, at the same time it is the most economical, the most aerodynamic and the best handling car made anywhere in the world today. This is a strong claim—your Lotus dealer is ready to let you prove it.

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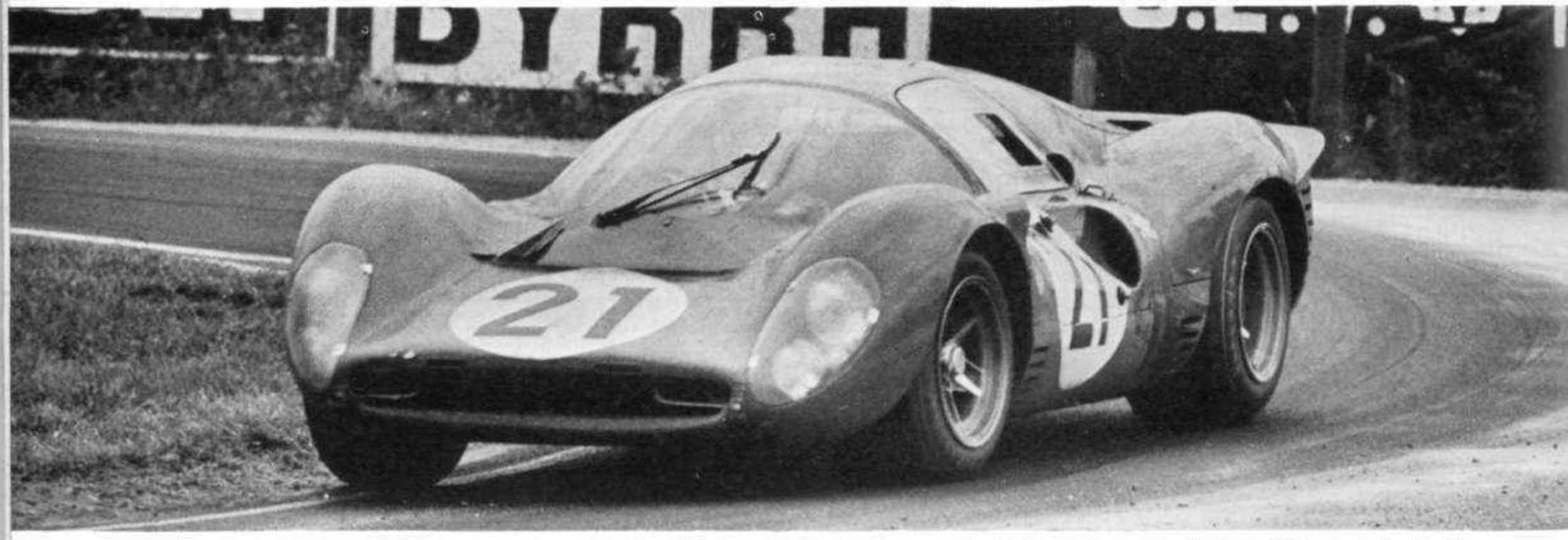
# PICTORIAL REVIEW

SIRACUSA GRAND PRIX | 1,000 KILOMETRES NURBURGRING | LE MANS 24 HOURS | DUTCH GRAND PRIX | BELGIAN GRAND PRIX | VINTAGE EVENTS

DEMONSTRATION.—The two works Ferraris gave a demonstration run at the Siracusa G.P. and here Parkes, with 1967 engine, leads Scarfiotti, with 1966 engine, into a corner.

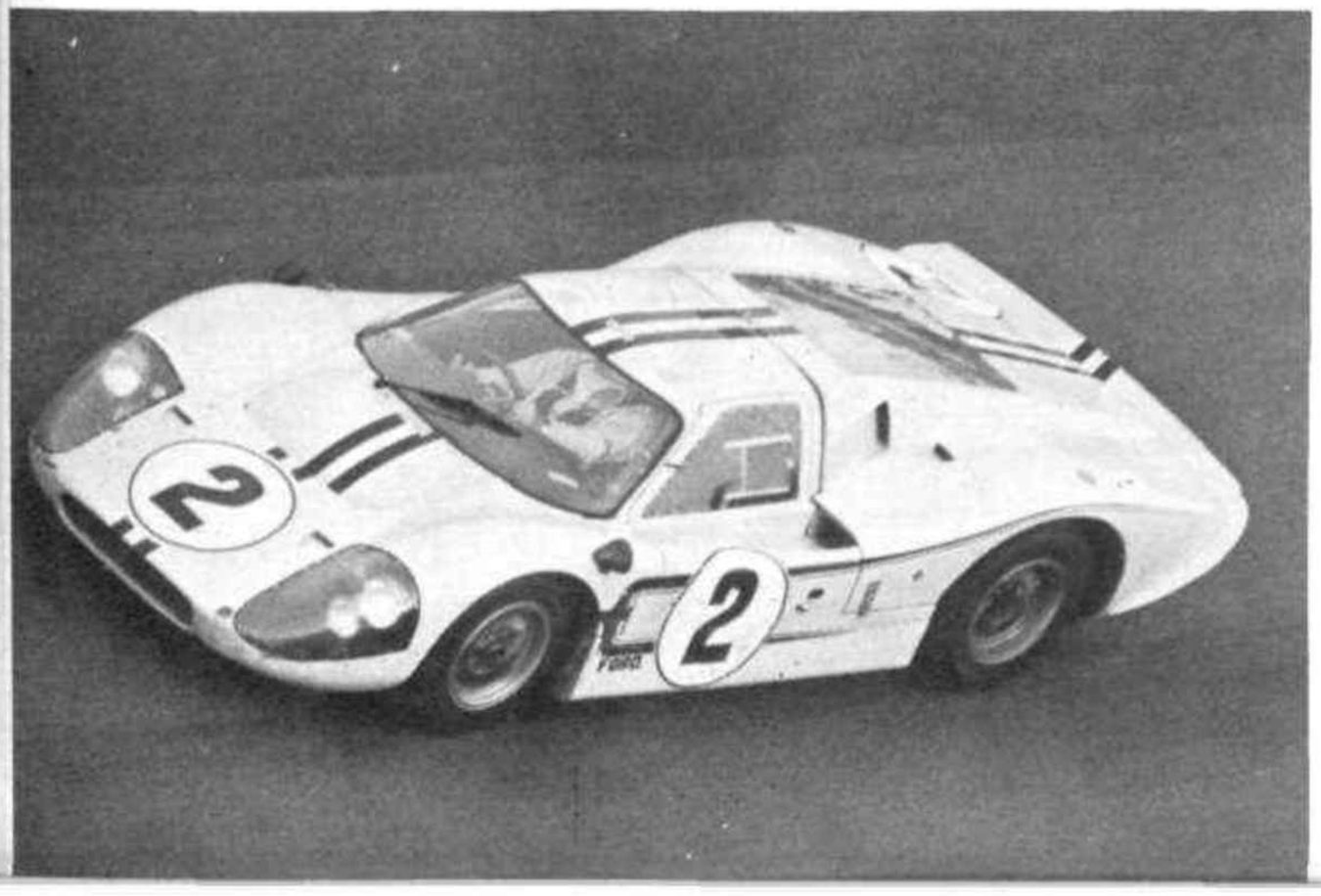
WINNER.—With the retirement of the leading 8-cylinder Porsche, Udo Schutz took over the lead to win the A.D.A.C. 1,000-kilometre race at Nurburgring with a 6-cylinder works car, partnered by American Joe Buzzetta. Due to his height the tall German driver has to have the detachable roof removed and the top of his helmet is seen above the windscreen.

TEN SECONDS PAST FOUR.—Bucknum goes away first in the Shelby-entered Ford Mark 2 (57) followed by the white Rodriguez/Baghetti Filipinetti Ferrari (25) and the Gurney/Foyt Shelby-entered Ford Mark 4 (1).



SECOND CAR HOME.—The works Ferrari P4 driven by Scarfiotti/Parkes was clearly outpaced by the Fords but spent the latter 12 hours poised with a chance of winning *if* the leading Ford was delayed.

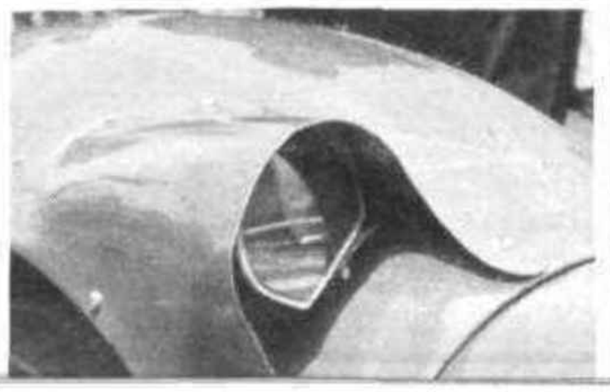
NUMBER 2 FORD driven by McLaren/Donohue, looked fine in the opening stages but secondhand on Sunday after the tail section flew off. It finished fourth.



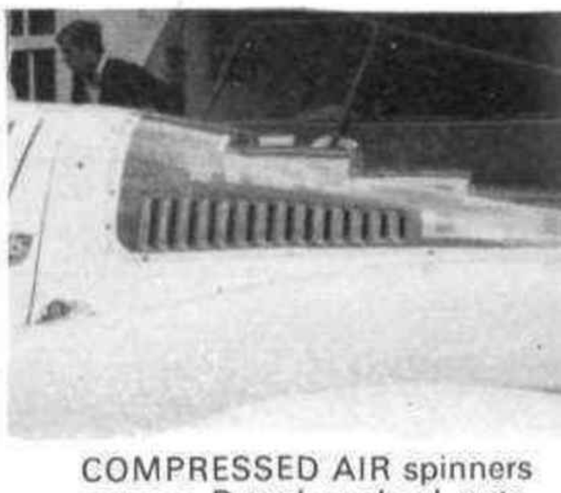
SECURING PANELS is a problem. Lola's solution is a sturdy door handle.



FAIRED MIRRORS on the works Ferraris.



GROOVY.—Air extraction plus anti-dazzle for the Porsche 907.



COMPRESSED AIR spinners remove Porsche wheel-nuts.



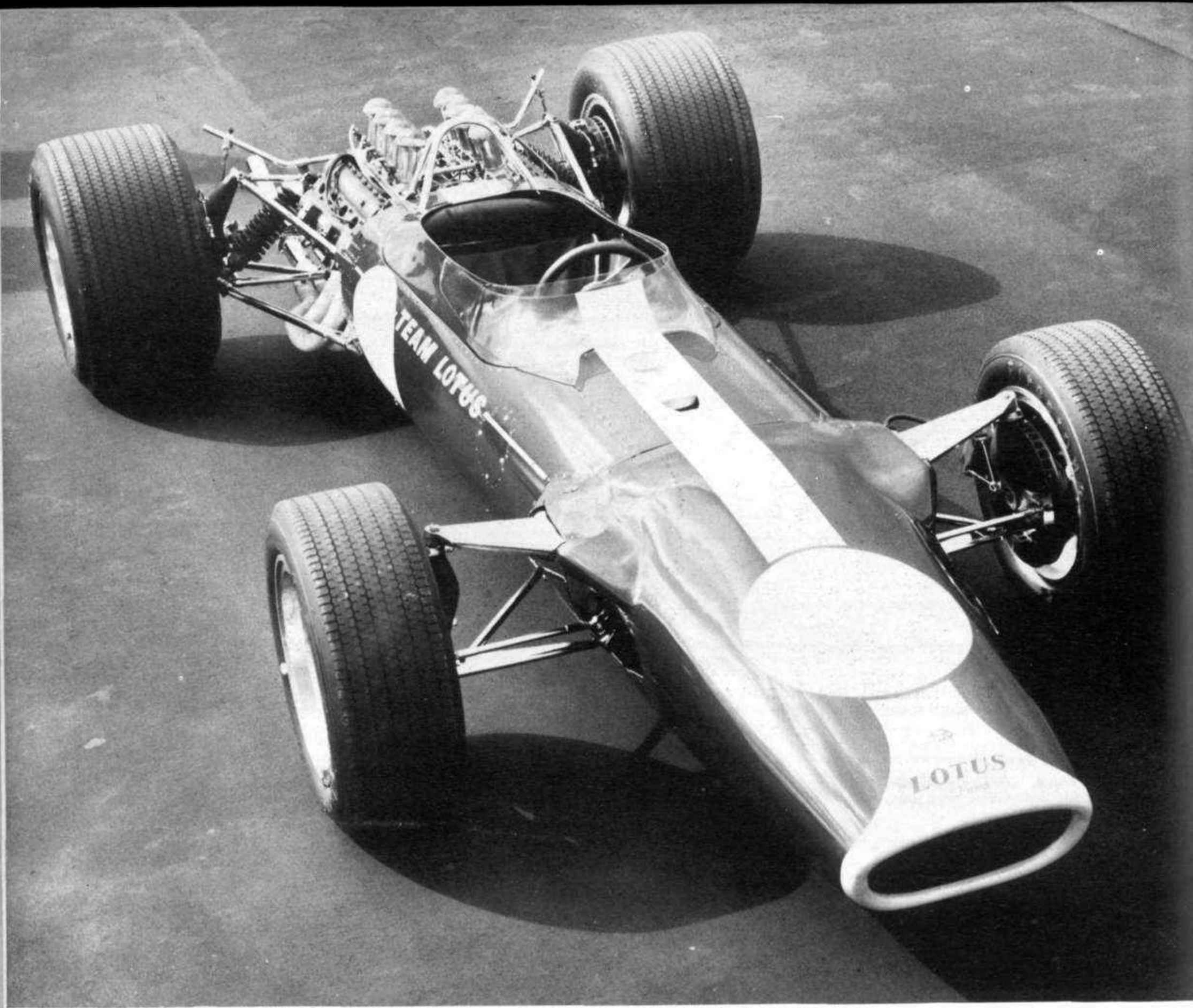
NO DOUBT ABOUT IT.—The red Gurney/Foyt Ford Mark 4 ran fast and reliably from start to finish, leading for 22 hours and recording a convincing race-record speed. This year there were no doubts about Fords' ability to go the distance under pressure.

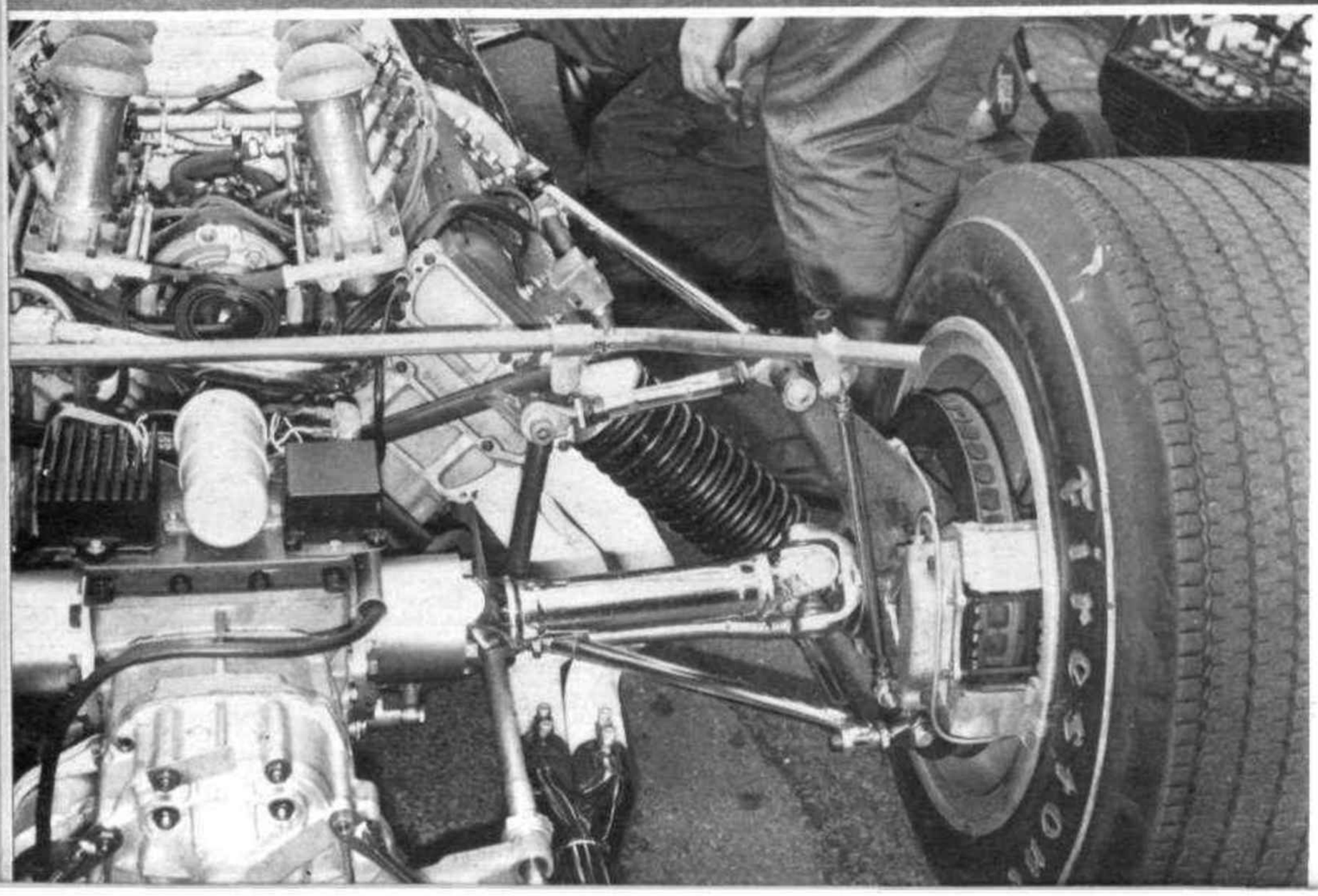
ONE-EYED FERRARI of Mairesse/Beurlys, a P4 entered by Equipe Nationale Belge. A tangle in the traffic during the first hour handicapped this car throughout the night—it finished third.




LONG-TAIL PORSCHE with narrow cockpit is the 907 driven into fifth place by Siffert/Herrmann. It won the Index of Performance with equal prize money to the winner (NF80,000, or £5,800).





NEW STANDARD.—The general opinion of the racing world seems to be that the Lotus 49 has set a new standard for 3-litre Grand Prix cars. The V8-cylinder Cosworth-designed engine is extremely compact and looks little longer than a 1½-litre V8 of 1965. This Ford-financed project is a triumph of detail design work and collaboration.

## DUTCH GRAND PRIX

REAR END.—All the mechanism on the Lotus 49 is naked and unashamed. The meeting point of the top of the spring unit, the anti-roll bar anchorage, and the inner end of the top suspension link is formed by a tubular structure bolted to the rear of the cylinder head on each side. Note the enormous brake disc and the electrical equipment on top of the ZF gearbox.

INTO THE LEAD.—Clark took the lead on lap 16 and from then on was never challenged. Here he leads Brabham, Hulme, Rindt and Amon round the Hunze Rug hairpin on lap 18, already showing signs of drawing away from them.

TENACITY.—Chris Amon made a good impression with the way he kept the pressure on Hulme throughout the race. Here Hulme leads the Ferrari driver past Scarfiotti (Ferrari), who has moved over to let them through. In the background is Siffert (Cooper-Maserati).

**BELGIAN GRAND PRIX**

NO MISTAKE this time. Dan Gurney's Anglo-American Eagle-Weslake V12 *scored its first Grand Prix victory at Spa, a circuit* where its power and handling were a real advantage, making up for the driver's disappointment in 1964 when he ran out of fuel when leading. Each G.P. this year has been won by a different car.

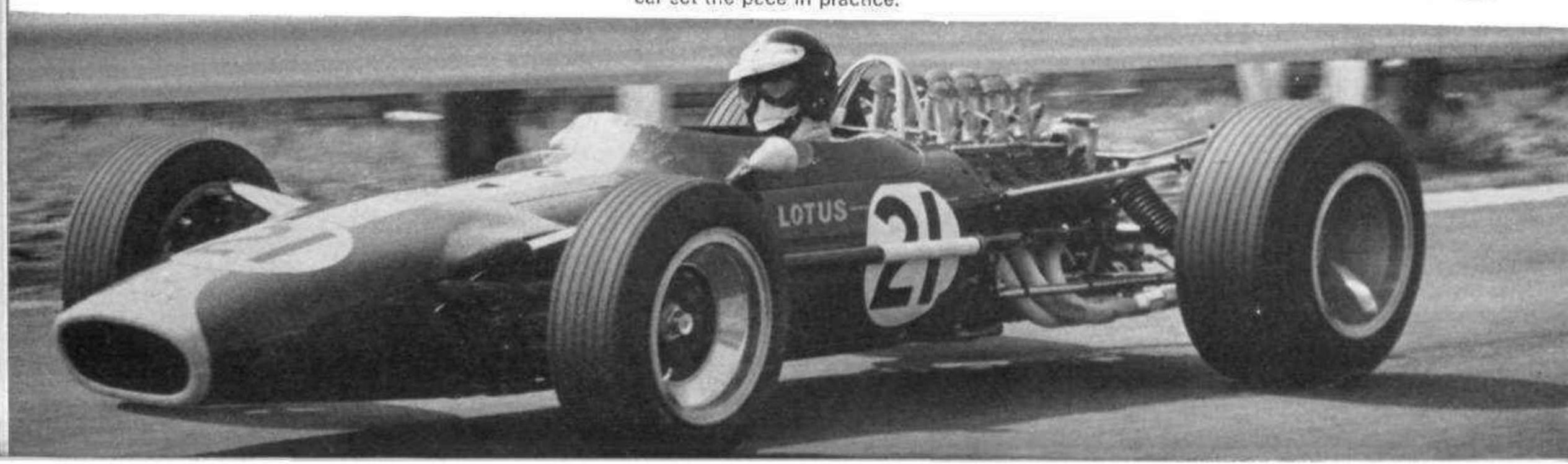


CLOSE CONVOY of heavy machinery. Amon's Ferrari leads the Cooper-Maseratis of Rindt and Rodriguez, the Mexican driver failing to finish due to engine trouble.



REDEMPTION.—Stewart's second-place H16 B.R.M., seen locking a wheel under braking, achieved its best Grand Prix result at Spa despite the customary gear linkage difficulties.

CLARK'S LOTUS, again to the forefront with the new Ford 3-litre engine, made two stops with plug and gear trouble but still finished sixth. This car set the pace in practice.



## V.S.C.C. RICHARD SEAMAN TROPHIES MEETING—OULTON PARK






A WELL-KNOWN number painter at work in the Paddock at Oulton Park.

C. J. WILLIAMS in the process of winning, very convincingly, the Vintage Motorcycle race on his 1926 Scott Special.





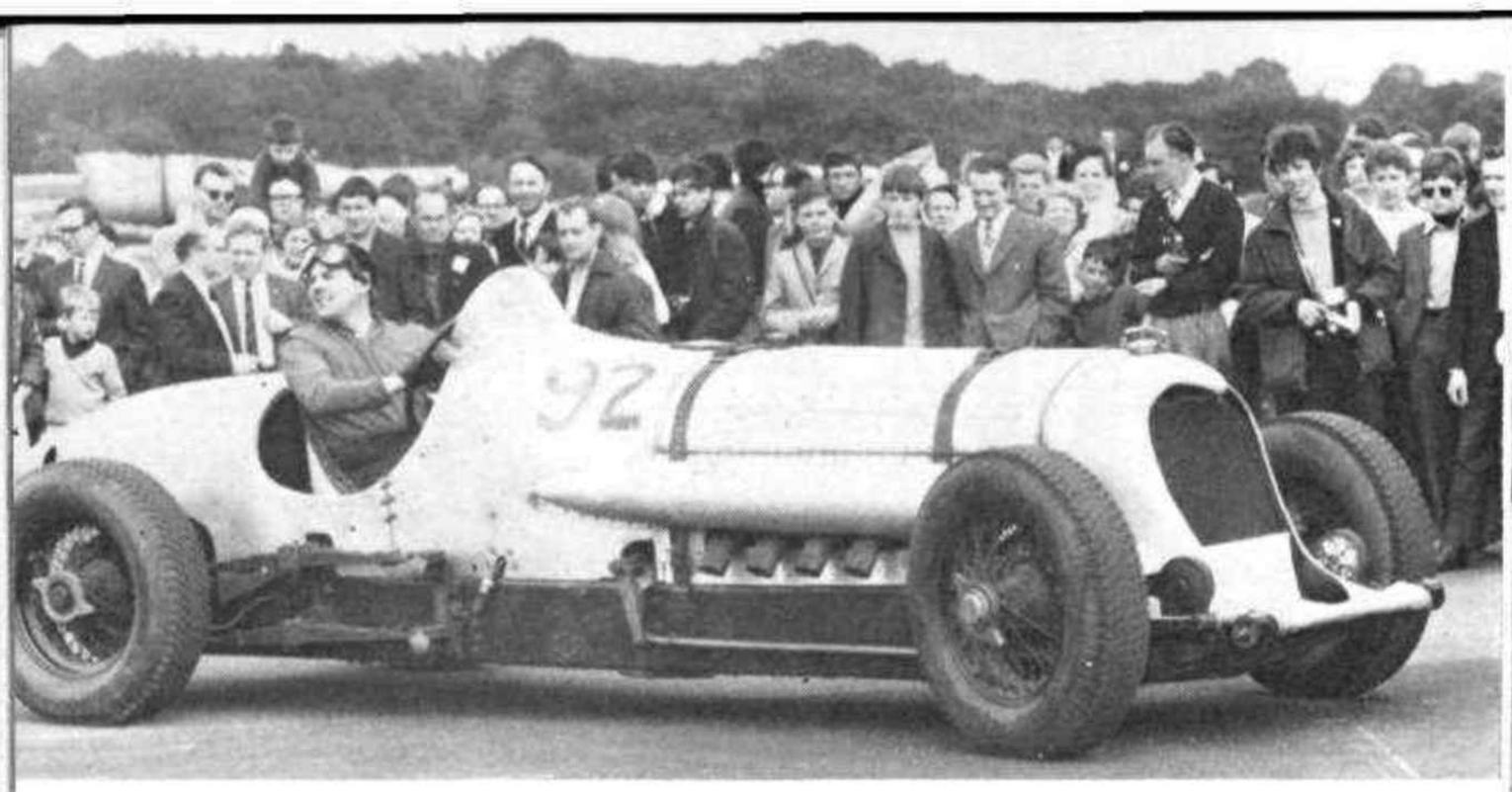
CHARLES LUCAS (Maserati 250F) came up fast at the end of the All-Comers scratch race for historic racing cars.

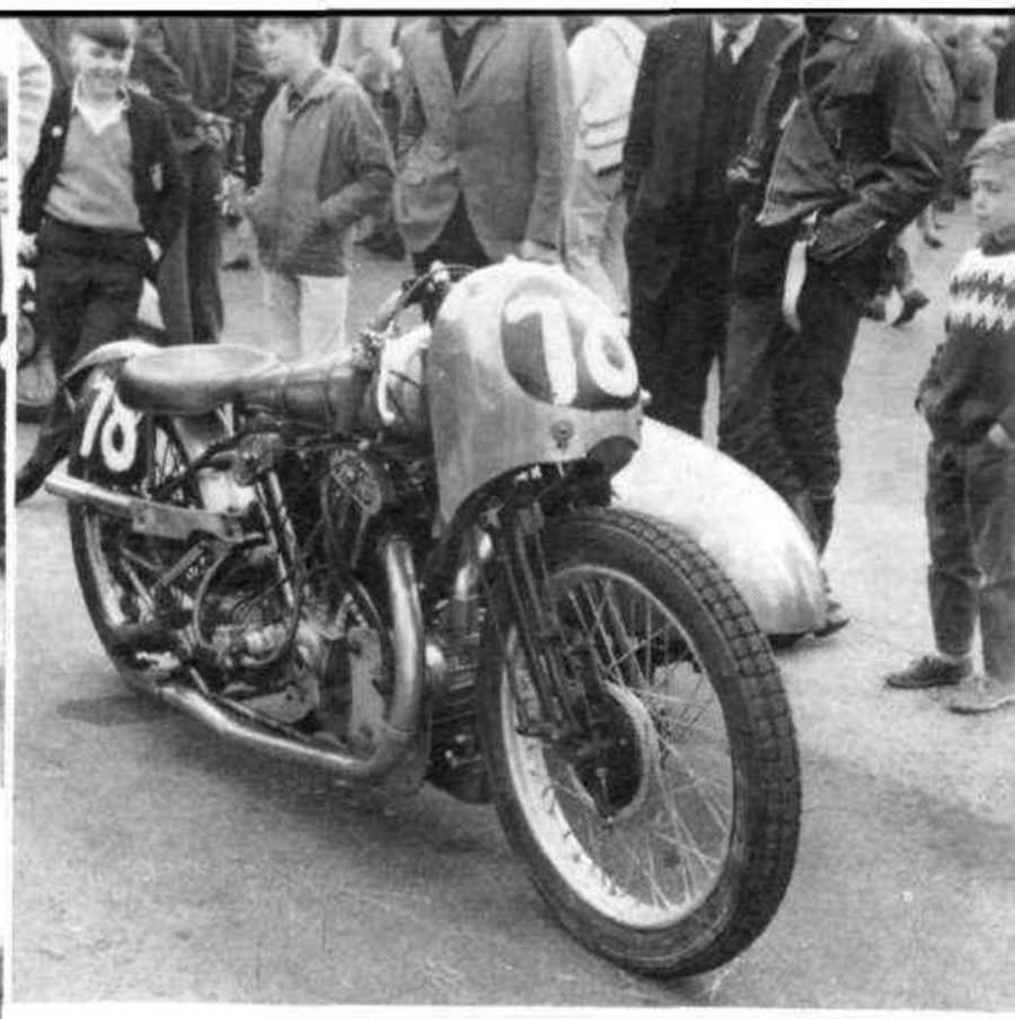
## VINTAGE PICTORIAL

SID DAY being congratulated after winning the Historic Seaman Memorial Trophy Race in his well-known 1936 1½-litre supercharged E.R.A.

THE HON. PATRICK LINDSAY having his first drive in a Bugatti led the Historic Seaman Memorial Trophy Race convincingly in Sir Ralph Millais' 3.3-litre Type 59 in spite of handling difficulties. When misfiring set in three laps from the end, he, finished third behind the two E.R.A.s of Sid Day and Peter Waller.



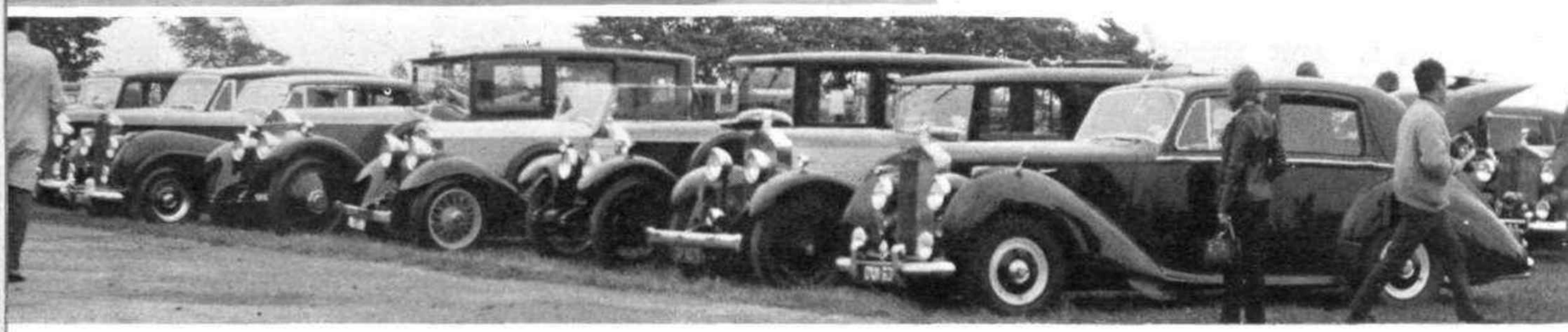






BROOKLANDS 60th ANNIVERSARY (June 11th).—*Above:* The ex-Noel Pope lap-record holding Brough-Superior and *(top left)* the lap-record holding Napier-Railton, with the Hon. Pat Lindsay up, return to the scene of pre-war triumphs. Dicker, the original Brooklands' sign-writer, put the numbers on the ex-Cobb car. *Left:* Part of the very considerable crowd which came to Brooklands, with the Byfleet banking in the background.

• • •



ROLLS-ROYCE AND BENTLEY PAGEANT AT GOODWOOD (May 20th).—A miscellaneous line-up of Rolls-Royce cars.

• • • •

NATIONAL ALVIS DAY AT CRYSTAL PALACE (May 21st).—Part of the very impressive assembly of the Coventry-built cars, including a f.w.d. model.






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Lap after lap in the Indianapolis "500" mile after mile of incredible, tortuous speeds, Goodyear tyres withstood the heat and the wear, proving their outstanding superiority.

These tyres were made with the same 3T cord and Tufsyn rubber you get when you buy Goodyear G8 tyres for your car.

And though you'll never need the kind of speed needed to win the Indianapolis "500," it's certainly comforting to know that the same safety, the same strength and the same tyre-building know-how – go into every G8 tyre you put on your car.




**GOODYEAR**

A LOOK AT . . .

# THE NEW ALFA ROMEO GIULIA 1300TI

I WAS able to cover quite a respectable mileage in an Alfa Romeo Giulia 1300TI very soon after the first batch of r.h.d. models of this newcomer had been brought into Britain. Driving any of the cars from Milan is usually a memorable motoring event and even this most inexpensive of the range is a car cram full of character. However, its comparatively small light-alloy twin-cam five-bearing 74×75 mm. (1,290 c.c.) engine, developing 94 (gross) b.h.p. or 82 (DIN) h.p., has very little power below about 3,000 r.p.m., so the driver does a great deal of gear changing on the 5-speed box to keep the thing moving at all effectively. Even then, acceleration from the lower speeds is disappointing unless the engine is allowed to scream away in 2nd gear; it is safe to 6,500 r.p.m., so enthusiastic driving is encouraged. You have to be pretty keen to truly enjoy this small Alfa Romeo, however, because at normal traffic speeds the well-known Alfa fizz is very evident and when cruising at around 4,000 r.p.m. in fifth cog, or at about 70 m.p.h., which is as fast as Mrs. B. C. thinks it is safe for it to go, the fizz changes to a rather tiring roar.

Everything else about the 1300 version is similar to that of the bigger-engined cars. Although the suspension is fairly supple, giving a most comfortable ride, the road-clinging is impeccable. Steering, a bit heavy at a crawl, becomes light once on the move and is very positive, with quick castor return. The Pirelli Cinturato S367 tyres can be made to howl, but only because the Alfa Romeo corners so quickly.

The all-disc brakes are superb, although those on the test car were inclined to rub and squeal, maybe because of harsh treatment in the hands of another paper's tester. Alfa Romeo, like Volkswagen, puts the pedals in a most awkward position, vertically above the floor, but at least they have non-slip rubbers (Rover please copy!). The pull-out handbrake had too short a travel to give it a decent feel and the r.h. turn-indicator had lost its self-cancelling action.

Much is made of the 5-speed gearbox but to enjoy it to the full I think you want to sit on the left of the central floor lever and to have the bigger engine. The lever is very heavy and rigid and so balanced that with any weight of hand on knob it comes out of gear—which should cure drivers of this bad habit, but can spoil maximum acceleration as placing the hand ready for the next upward change is apt to select neutral, with the revs going off the clock. The movement from fifth back to fourth gear is rather big and notchy, at all events on r.h.d. cars, and it is possible to beat the synchromesh going from 3rd to 2nd gear. Pressing the lever down to select reverse can be trying for those with weak wrists, like young girls.

Instrumentation is messy, the tachometer being a silly little dial externally figured prominently from 1 to 7, to the left of a ribbon 120 m.p.h. Veglia speedometer. Grouped warning lights look after dynamo, heating, lights and fuel reserve problems, and there is a very pessimistic petrol gauge, a water thermometer commencing at 100 deg. F. and normally reading around 175 deg., and an oil gauge recording a normal pressure of about 80 lb sq. in. A shallow lockable cubbyhole with a dangerously-projecting metal grip and a useful shelf in front of the passenger complete front-compartment stowage, save for a little pocket for the servicing booklet.

The front seats are large and comfortable, except that at first the cushion allowed me to sink down further than I liked, and there are reclining squabs. The boot is of very generous proportions but luggage has to be lifted up into it and the spare wheel, stowed under the floor, up and over the back panel to get it out. Equipment is good, too—things like bumper rubbers, coat hooks, twin roof lamps, roof grabs, arm-rests, etc. But the low-geared window winders are high set, where an elbow is apt to move them inadvertently, the ¼-lights were stiff to release, and the door pulls pulled against the trim. The headlamps are Carello; the turn-indicators, controlled by the shorter of the r.h. stalks, have repeaters on the bonnet sides. The doors have no noticeable means of keeping them open, their handles and locks are old-fashioned, and in external appearance, if this were not an Alfa Romeo, many people would call it downright ugly. The fussy facia is made more unpalatable by recessing, in this case of the cubby area, rather as on a Triumph 2000.




*LEAST EXPENSIVE of the Alfa Romeo range. The Giulia 1300TI, which, like the larger models, has a twin-cam engine, 5-speed gearbox and effectively-located lightweight back axle.*

However, I can forgive a car of such personality and fine road manners many things, although I am not sure I should want to pay £1,224 for this slowest of the Alfa Romeos.

The makers claim it to be the most powerful 1300 saloon in volume production, with a top speed of more than 100 m.p.h. But it takes powerful " rowing " to persuade it much above 70 on our sort of roads. Driven thus, mostly in traffic, I got 32.2 m.p.g., the fuel light flashing for nearly 60 miles before the tank ran dry.

It is always a pleasure to inspect the engine of an Alfa Romeo. After propping up the bonnet, I did this, noting the Bosch ignition equipment, Marelli Magnet battery, Solex twin-choke carburetter, twin two-branch exhaust system, Bosch dynamo, and that the recommended lubricant is Castrol XL. Of this, less than ½ pt. had been consumed in 680 miles, checked on the not-exactly-accessible bent-wire dip-stick. Hand-throttle and choke levers are fitted under the scuttle and the engine was a prompt starter from cold.—W. B.

## CHEAPER FORD INSURANCE

The Ford Cortina GT has been re-classified in Group IV instead of Group V by members of the Accident Offices Association of insurance companies. Making the announcement the Ford Motor Company forecast savings of 10-14%, up to £10 a year. The reductions are also valid for earlier Cortina, Corsair and Capri GTs.

Concessions of this nature are good for the manufacturer and appreciated by owners. It is high time B.M.C. got the Mini-Cooper re-classified, especially in view of declining sales, since even the 998 c.c. car, about as fast as a 1,200 c.c. Anglia, is loaded 50% by some companies and many refuse to quote for any Cooper S.

## VALVE REPLACEMENT

The importance of replacing the valve of tubeless tyres each time a replacement cover is fitted, is stressed by Schraders. The valve provides an air seal at the rim hole and is made to last the life of a tyre. Beyond this time fatigue of the rubber of body the valve is likely to impair the air seal, causing danger through deflation.

## COX SAFETY SEAT

Cox of Watford, the safety seat manufacturers, have asked us to point out that the seats fitted in the Brabham Viva we tested recently can be tilted to give access to the back seats and are, therefore, quite suitable for two-door cars. There is a small catch in the headrest to release the mechanism, which was not pointed out to us.

## THANKS A MILLION

WE HAVE received from the British Insurance Association the following warning about cars entered for competitions :

" Since last summer motor insurers have introduced stricter rules about taking part in rallies and competitions and the British Insurance Association warns competitors to make sure that their insurance cover is adequate. For some years cover for damage to the car itself occurring during a National or International rally has been excluded from the scope of most motor insurance policies. Until recently, however, third party cover during these rallies and comprehensive cover for other rallies was not excluded by the normal policy terms. Since last year *all* cover for competitions, rallies or trials has been excluded and it is essential that motorists wishing to take part in these events should get in touch with their insurers.

" The purpose of the new arrangement is to enable insurers to assess the risk involved in any particular competition and to charge additional premium or impose other terms where justified. This is based on the principle that only a small proportion of motorists take part in rallies and it is only fair to ask them to bear the additional claims cost rather than spread it over all policyholders. As well as considering the various features of the individual competitions concerned, insurers have to allow for such factors as the age of the policyholder and the type of car used, when deciding whether to charge more or impose other terms.

" Competitive driving generally involves an increased risk and the additional premium required may, where the circumstances justify it, be substantial. In others such as a treasure hunt or road safety rally presenting no particular hazard, insurers may be prepared to give the cover without additional premium. Because of the ever-present damage risk, some policyholders may be required to bear an 'accident damage excess,' that is, they may have to pay the first £25 or £50 or more of the cost of damage to their own cars. This may be in place of or as well as additional premium. A spokesman for the British Insurance Association commented : ' Insurers do not want to be spoilsports in discouraging motoring competitions and penalising car enthusiasts. Their purpose is to distribute the costs of providing cover for these events in an equitable manner. It is vital for any motorist wishing to take part in a competition to contact his insurers to discuss the matter or he will be running the risk of driving uninsured.' "

We have long held the opinion that insurance companies are out to extract as much revenue as possible from car owners, under the cover of the enormous claims they are compelled to meet. Yet there remain curious anomalies in their business methods. For instance, they are hot on young drivers, old drivers, certain fast but very safe cars and now on competition drivers. Yet they permit risks to be increased for them by granting to most third-party policyholders cover for anyone driving the car with the owner's consent. When we asked the B.I.A. for an explanation they told us this was originally a catch-penny scheme introduced by one company which, because it is so attractive, had to be adopted by all. Fine. It suits us ! But it is surely absurd to require policy applicants to fill in copious details of themselves and their driving record before acceptance, and then to permit to be protected by the insurance anyone to policyholder likes to nominate, although they have filled in no forms, have given no details to the company and are in fact quite unknown to them ?

The nonsense stems from insurance of vehicles instead of drivers. One day, sense may prevail and each driver be insured to drive all vehicles the insurance companies consider he or she can safely control. Because it is the driver who has or does not have accidents and it matters little, if he or she is competent and prudent, whether the vehicle is a Mini Minor or a six-ton Foden. To grant a man cover for his family saloon and refuse to take his Lotus-Cortina or Elan or 1925 Bentley unless an enormous increase in premium is paid, no matter how good his driving record, seems insane, but very good grab-grab.

Part of the fault lies in there being no means of ascertaining, apart from trusting the individual's word, how long anyone has driven without accident or conviction. It is high time clean driving licences were carried over on renewal, so that those with good records over many years would have proof to lay before not only insurance brokers but Magistrates and J.P.s. In like manner, endorsements could be carried over year after year as a permanent record, with dire penalties for defacement, as in fact they are on current driving licences.—W.B.

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*BOOK REVIEWS—continued from page 627*

" made the car seem worse," and if Speed Twenty coachwork by Alvis " varied in quality, from good to very bad indeed."

Personalities come over well in " The Vintage Alvis " and the details of Mrs. Urquhart-Dykes' and her husband's long-distance record attempts at Brooklands with their old 12/50 are very interesting, although, to be fair, the full story in Mrs. Dykes' own words in " The Alvis Car " is a scoop for K. R. Day and is so fascinating and redolent of the spirit of the 'twenties that I hope Mrs. Dykes can be prevailed upon to write more of her motoring reminiscences.

It is easy to be wise after an event and as I am supposed to have edited the Hull/Johnson book I do myself a disservice by drawing attention to omissions in it! However, an editor can only do a fraction of the research that is the author's responsibility and that I *did* discover in time for proof corrections that Sammy Davis drove a duck's-back and not a beetle-back 12/50 in the 1927 Essex M.C. Six Hour Race and I *was* able to prevent Harvey's 11/40 pictured competing in the 1922 R.S.A.C. Light Car Trial from being passed off as a 10/30 in the 1921 London-Edinburgh.

Hull is one of the first writers to deal collectively with the intimate items of the Boulogne races and this makes another valuable and absorbing section of his book, although nothing is said about that remarkable personality, F. N. Pickett, who made a fabulous fortune out of converting live ammunition in the Boulogne area into scrap metal, and had his own army and his own prisons to keep order, and who made the Boulogne Speed Weeks such successful Anglo-French occasions.

Naturally, although all Alvis competition exploits are well covered, and the sorting-out of the different racing Alvis cars and their subsequent history is extremely well done, " The Vintage Alvis " gives particular attention to the 1923 J.C.C. 200-Mile Race, in which the 12/50 Alvis scored its first major racing success. I have no grumbles here, except that the winning Alvis is quoted as running on 710 × 90 tyres whereas I think it used 760 × 90 Engelberts and that it could have been mentioned that it held 4,000 r.p.m. almost continuously throughout the race, must have been doing 100 m.p.h. down the Railway straight, and that it finished without loss of water. Some of the excellent drawings of its mechanical aspects, from *The Autocar*, would have been welcomed, too. It is mentioned that Harvey experimented with radio before this race, Hull remarking that Smith-Clarke, the Alvis chief engineer, could have been responsible. He certainly was, and some more research in the motoring papers would have revealed quite a lot about his wireless interests. But it is only because Hull has done such a splendid and thorough job that this hair-splitting is justified. Anyone who wants the continuing story of Alvis competition exploits in the vintage years, rendered graphic by liberal quotes from the contemporary Press (including how *The Auto* saw Mrs. Dykes as a personality at Boulogne) and giving the registration numbers of many of the cars used in competition events, and a clear explanation of the various vintage Alvis models and how they were developed, illustrated by an excellently-selected range of pictures and many line-drawings of mechanical items, will value this book very highly. Those who are more concerned to get the best out of the cars they are rebuilding and running in 1967 should note that, of its 400 pages, 179 are devoted to well-written notes on maintenance and tuning, again copiously illustrated.

Incidentally, for the record, Wason's 10/30 Alvis broke its back axle, not on one of my replica Exeter Trials, but during the one organised by the V.S.C.C., while to titillate historians, what was the *twin-cam* Darracq tourer said to have beaten Harvey's Alvis on formula at Shelsley Walsh in 1924 ?

The appendices deal with Alvis in Australia, and include an intriguing description of racing Alvis No. 1 which is still in existence, and a complete list of cars in the 12/50 Alvis Register at the time of publication. There are accounts of personal experiences with f.w.d. Alvis cars, extracts from road-test reports, very welcome accounts by Tom Rolt and George McKerrow of how they went to the works, respectively in 1924 and 1925, the latter taking delivery of a new 12/50 which he is still using, a story by L. T. Rooper of driving his 12/50 and f.w.d. cars in contemporary Brooklands races, and a summary of post-vintage Alvis competition successes, so that people like Fotheringham-Parker, Ivan Waller, Michael May, Powys-Lybbe, the Dunhams and Charles Follett are recalled, although I was disappointed that Westbrook, whose early stripped 12/50 duck's-back won a race and lapped Brooklands at 88.15 m.p.h. as late as 1932, isn't included. But an author cannot include *every* detail and Hull and Johnson have done magnificently, even to telling us of the post-Alvis activities of the works' personnel. " The Vintage Alvis " is dedicated to W. M. Dunn and George Tattersall and has a Foreword by Ruth Urquhart-Dykes. It is well printed on good if rather thin paper and boasts a colour frontispiece—of a 12/50 Alvis radiator surmounted by the famous hare mascot. Published by Macdonald, it costs 126s.

Those who enthuse over Alvis cars, and even collect different models as I would like to do, should perhaps get both books. " The Alvis Car " is published by K. R. Day of the Alvis O.C. at 45s. and its text and many fine illustrations are complementary to those in the Hull/Johnson tome.—W. B.

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" Jaguar—A Biography," by Lord Montagu of Beaulieu (300 pp., 8¾ in. × 5⅝ in., Cassell), has been published in a revised edition taking in the E-type and subsequent models, with revised competition history and appendices. It is priced at 42s.

# A.D.A.C. 1,000 KILOMETRES

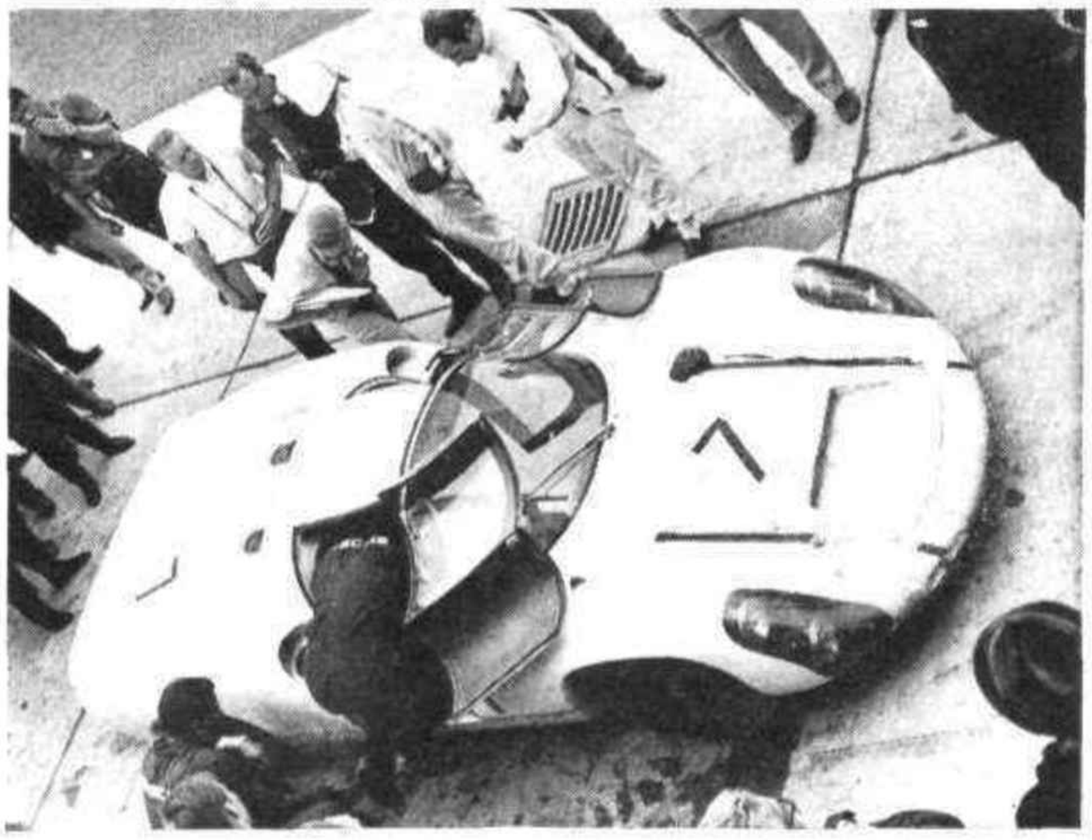
## SWEEPING VICTORY FOR PORSCHE

NURBURGRING, GERMANY, *May 28th*

WHAT the entry list for the annual 1,000-kilometre race on the Nurburgring lacked in quality it made up for in quantity. As it was held only two weeks before Le Mans the Ferrari team did not enter any 330P4 cars, nor did any of the agents enter their 330P3/4 cars. Ferrari sent a token entry in the form of a Dino with 2.4-litre V6 engine, as used in one of the Grand Prix cars last year, and Filipinetti borrowed a works 18-valve Dino for his entry. The big Dino was driven by Scarfiotti/Klass and the Swiss entered one by Muller/Guichet, but neither car survived practice, since the works car broke its engine and Guichet had the 2-litre catch fire in practice; he got out unharmed but the car was burnt out, which made one or two "knowalls" keep quiet and stop talking about Monte Carlo. Another entry that was lost in practice was the latest Ford Mirage with 5-litre Gurney-Weslake Ford V8 engine, which Dick Thompson put off the road and damaged severely, he being all right. A G12 Ginetta was also crashed badly, the driver Markey being injured.

At the head of the entry was the Chaparral 2F002 that raced at Monza and it was performing really well on the Nurburgring, Spence making fastest practice lap in 8 min. 31.9 sec., which included a new piece of road just before the start line plateau which takes the form of an S-bend, putting 25 metres on to the length of the circuit and adding 8 to 10 seconds to a fast lap time. The reason for this newly constructed road, beautifully built with graded corners, and not just marked out with straw bales or temporary barriers, is to slow the cars as they breast the *Tiergarten* hump and start the concrete pit area. Modern road-holding and speeds have gradually made it possible to take the old *Tiergarten* right-hand bends at over 150 m.p.h., which has meant not only very high speeds through the pit area, but big cars on the limit of adhesion as they breast the rise. The new road layout, with a gentle left, followed by a very tight right and a tight left, has knocked the speed down to about 85 m.p.h., so that the really fast cars are still accelerating through the pit area. Next fastest to the Chaparral was Surtees with the works Lola-Aston Martin V8 in 8 min. 39.6 sec. which he did without sticking his neck out and as this was the first race for this fine new all-British Group 6 Prototype, it was most encouraging. The remaining Mirage, with 5.7-litre Holman and Moody Ford V8 engine, driven by Ickx/Attwood, could not quite break 9 minutes. In the Porsche camp Huschke von Hanstein was assembling a veritable army of drivers, like a general preparing his troops. He had six Porsche 910 prototype cars at his disposal, three with 2.2-litre horizontally opposed 8-cylinder engines and three with 6-cylinder 2.0-litre engines. They all use Bosch fuel injection and are air-cooled, but the 8-cylinders have two camshafts to each bank and the sixes have single camshafts, being basically 911 type engines. The Hanstein army was cleverly arranged with seven German drivers and five "foreigners" and each car had at least one German driver. The 8-cylinders were driven by Mitter/Lucien Bianchi, Herrmann/Siffert, Stommelen/Ahrens, while the sixes were driven by Schutz/Buzzetta (a Porsche driver from America), Neerpasch/Elford and Hawkins/Koch. The 2-litre Porsches were keeping a wary eye on the Autodelta Alfa Romeo team of Tipo 33 cars, which were being driven by de Adamich/"Nanni Galli," "Geki"/Baghetti and Bussinello/Zeccoli but it was obvious that they lacked a top-class driver, though de Adamich was the fastest, but not fast enough.

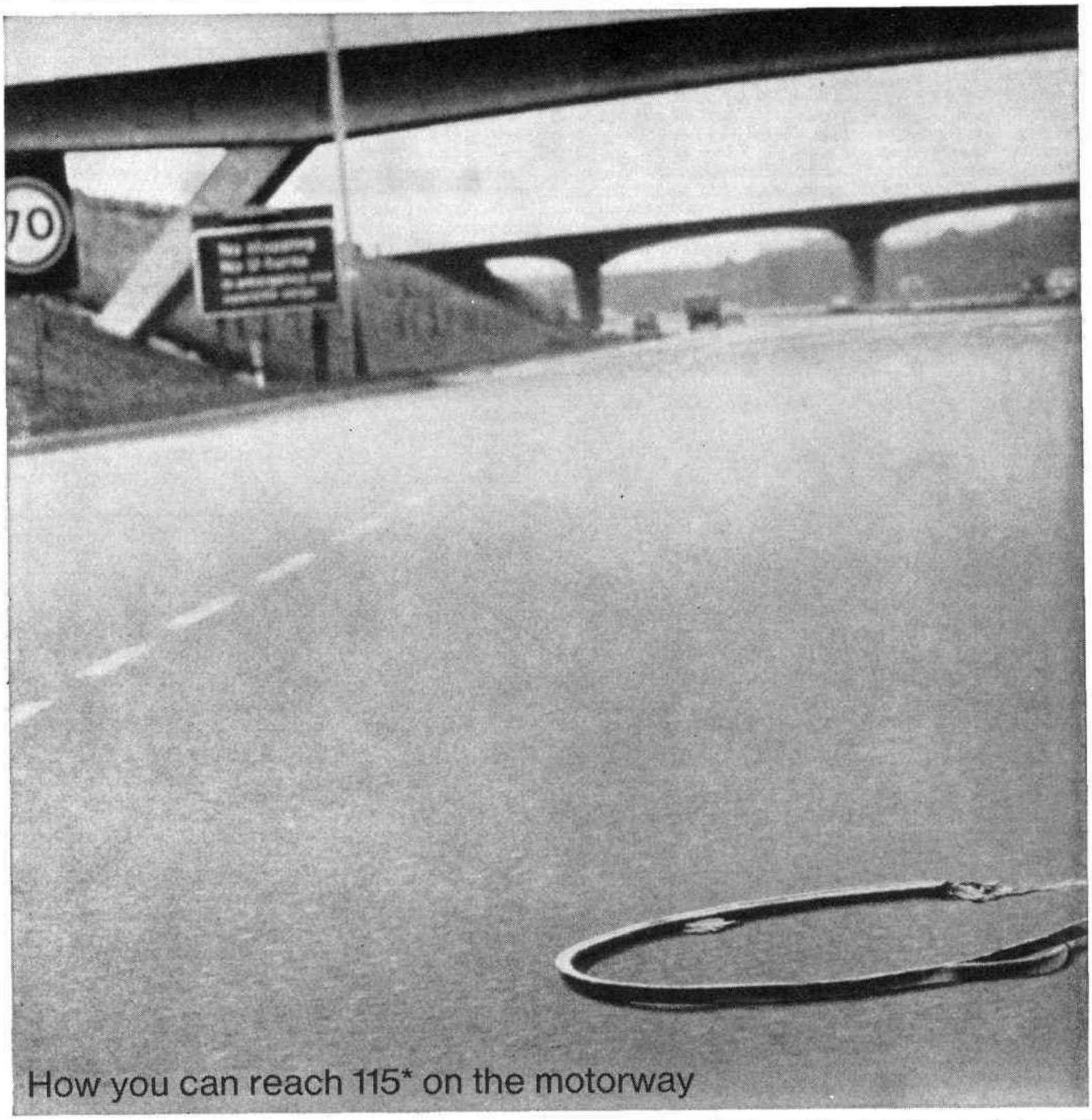
*BATTERY CHANGE.—When the charging system failed on the leading Porsche and the battery began to run down Mitter made an unscheduled pit stop and had a new one fitted. It ran out of amps on the last lap. Watching the operation is Mitter in helmet and overalls and alongside him is his co-driver, Lucien Bianchi, while team manager Hanstein looks anxiously into the cockpit.*



From this point onwards, down the list of entries, things developed into the biggest and most miscellaneous collection of cars and drivers ranging from semi-professionals to shiny and pink "club racers." Some were experienced in real long-distance racing and had suitable machinery, others had no experience at all and had very unsuitable machinery for such an important and arduous event and one is tempted to wonder on what grounds some of the International licences were issued. They came from Sweden, Switzerland, Germany, France, Belgium, Holland, Italy and Great Britain, and it is doubtful whether more than 50% had much idea of the task they were tackling, or whether they much cared, many of them appearing to be on holiday. In the "big boys" class the fastest practice lap by Spence was 8.31.9 and the slowest, by Ickx, was 9.00.4, less than 30 seconds difference in 22.8 kilometres. In the 2-litre Prototype class the difference was over 3 minutes, in the 1,600 c.c. Prototype class it was over 1 min. 20 sec., in the 1,300 c.c. Prototypes it was 1 min. 36 sec. in the Group 4 sports class over 3-litres it was better, at 50 seconds, but in the 1,600 c.c. sports class it was nearly 2 minutes and in some of the smaller G.T. classes it was over 2 minutes. Not only were these variations between the fastest and slowest cars in the various classes too large to be reasonable, but this was taking the fastest driver in each case; if you took the fastest driver in one car and the slowest in another, in the same class, the difference was really impossible. It was not a question of being dangerous, but it was unreasonable for those people who were out to win to have so many "moving chicanes" on the circuit and it lowered the overall standard of what is supposed to be a classic long-distance race. There was exactly 4 minutes difference between the fastest practice lap by the Chaparral and the slowest of the S800 Honda coupés, and this in an 8½-minute lap!

Altogether 69 cars lined up for the Le Mans-type start and it would have done a lot of drivers good to have surveyed the line-up critically, for the order was by practice times. Many drivers would have crept quietly away with rather red faces had they looked to see who was ahead of them on the line-up, taking into account drivers, cars, and driver/car combinations. Well ahead of all the Group 4 sports cars, irrespective of engine size, was Ben Pon driving a Carrera Six belonging to Swedish driver Axelsson, and ahead of a lot of larger engined cars was the tatty-looking Alfa Romeo Giula TZ coupé of Teddy Pilette, while a pair of standard 911S Porsches were way ahead of a lot of specially built racers. Unlike Le Mans where the starter is at the top of the line so that the tail enders can barely see him, the A.D.A.C. starter is positioned half-way along the line of cars, and a few seconds after the flag fell the track appeared to be full of white Porsches, with Siffert away in front. Nothing happened in the Chaparral for a long time, as Phil Hill was struggling into his safety-harness, while next to him Surtees was trying in vain to get the Aston Martin engine going, its vintage-type magneto not responding to the cranking speed of the starter. By the time these two got going the track was so full of cars that they had to wait for a gap. A bit further down the line Ickx was in the same trouble with the Mirage so that these three were all mixed up with the "club racers" when they got under way.

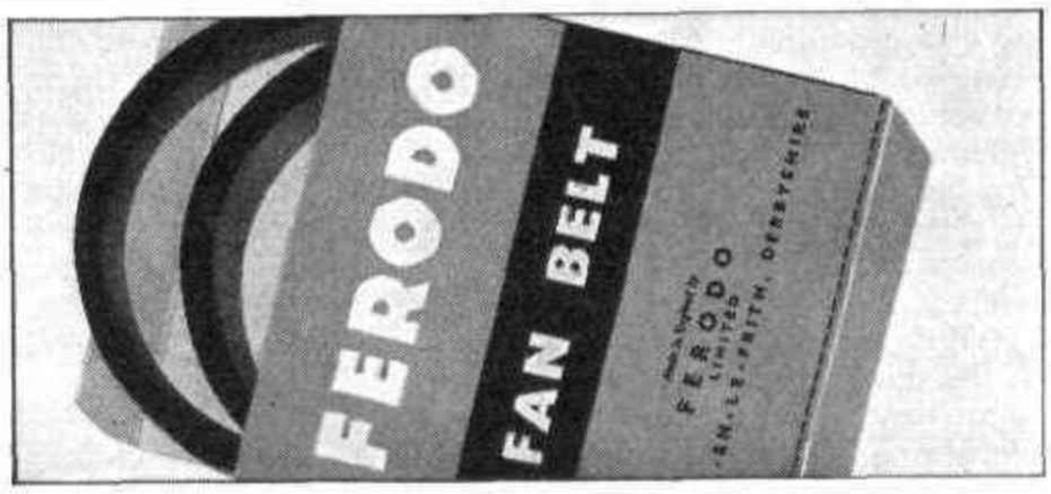
With a clear track ahead of him Siffert wasted no time and made the most of the situation, leading comfortably from Stommelen and Mitter in the other 8-cylinder Porsches, then came Neerpasch and Hawkins in 6-cylinder Porsches, and accompanied by a gasp from the vast crowd as Phil Hill thundered by in the Chaparral, headlamps ablaze. Just how many cars he had got by on that opening lap no




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one will ever really know, but it must have been at least half the entry and he had been passing them on all sides. With five Porsches still in front of him he set off on the second lap, picking them off one by one, during which time he recorded the fastest lap of the race, and was already catching and lapping the tail end of the field. In spite of practically coming to rest while two "club racers" had a battle without looking in their mirrors, Hill lapped in 8 min. 42.1 sec. and was in third place by the end of the lap, and in sight of Stommelen. Surtees had got up to eighth place fairly easily and settled for that, sitting back and seeing how the horde of Porsches progressed, while Ickx had the Mirage in thirteenth place but was not making much more progress. Andrea de Adamich was leading the Alfa Romeo team, just behind Surtees, and was followed by Pon in the Swedish Carrera Six, leading the Group 4 cars, which included a lot of Ford GT40s, but Schlesser in the first of the Ford France GT40s was at the pits having a front spring unit changed and looking at the steering. By the end of the fourth lap only Siffert was ahead of the Chaparral and Hill seemed to be easing up and settling for second place. The order was Siffert (Porsche 8), Hill (Chaparral), Stommelen (Porsche 8), Mitter (Porsche 8), Neerpasch (Porsche 6), Schutz (Porsche 6), Surtees (Lola-Aston Martin), Hawkins (Porsche 6), Ickx (Mirage), de Adamich (Alfa Romeo), Pon (Porsche 6), Dechent (Porsche 6), Baghetti (Alfa Romeo), Bussinello (Alfa Romeo). Then a long gap before the rest came, led by Greder (Ford GT40) ahead of Nelson (Ford GT40), Pilette (Alfa Romeo Giula TZ), Crabbe (Ford GT40), Greene (Lotus 47) and Walter (Ferrari LM). The miscellany that followed was led by a Swedish-driven Porsche 911S, while a vast number of the "club racers" were already in the pits with various ailments, four laps of the Nurburgring being more racing miles than some of them normally accomplish in a whole season of racing!

While it appeared as though Hill had settled for second place behind Siffert what had actually happened was that he had miscounted the number of Porsches he had overtaken and was convinced he was leading, figuratively pouring scorn on his pit crew when they signalled him that he was second. He went for a number of laps thinking he was in the lead until the pit signals convinced him that he must be wrong, whereupon he speeded up and sure enough there was another white Porsche ahead of him. At the end of lap 7 it was 8 seconds ahead; at the end of the next lap he was right on its tail, and took the lead as they started their ninth lap. During this time the Lola-Aston Martin has disappeared in a most spectacular fashion, for the right rear wishbone broke as Surtees was plunging down the steep *Fuchsrohe* flat out in top gear. In a series of lock-to-lock slides he kept control of the big car and brought it to rest at the bottom of the hill, somewhat shaken, having narrowly missed the Swiss Porsche Six of Steinemann which had been abandoned earlier with a broken drive-shaft After nine laps Hill was leading comfortably from Siffert, the two of them way ahead of everybody else, Mitter and Stommelen were third and fourth, close together, followed at some distance by Neerpasch, Schutz, Ickx, Hawkins, de Adamich, Pon and Dechent, the rest being way behind by a lap or more already.

The two leading cars were expected in for fuel and a driver change at the end of eleven laps, and there was consternation in the Chaparral pit when they saw their car heading towards them in a panic stop. The German crowd cheered as Siffert's Porsche came into view to go by into the lead, but the cheer changed to a groan as the white Porsche also headed for the pits! Hill was in early as he had felt, rather than heard, a nasty rumbling from the transmission, and Siffert was in because his engine seemed to suddenly lose power. While this pandemonium was taking place the other two 8-cylinder Porsches went by and then Herrmann was off in the Siffert car as nothing could be done. The Chaparral was refuelled, the rear hub nuts checked for tightness and Spence got in and started the engine. As the engine revs rose and the torque converter transmitted the power to the automatic gearbox the car gave a great hiccough and stalled. Twice it did this, as though a powerful handbrake was holding it back and on the third time it got away but had hardly reached the South Turn before Spence knew it was all over. He drove slowly along behind the pits with a terrible "mangling" noise coming from the transmission and that was the end of the Chaparral, and a groan went up from the thousands of American servicemen all round the Nurburgring. The Porsche team were equally concerned for Herrmann was overdue and when he appeared he drove into the pits and the 8-cylinder was wheeled away before the engine destroyed itself, for there was something very wrong inside. The two "aces" had driven each other into the ground in a splendid battle, but the race was only a quarter of the way through. Apart from the Mirage in their midst the Porsche team were in full command, but Ickx was finding his job very hard work for the cockpit was terribly hot and the circuit had become very oily and slippery and he was getting worn out. However, he got up to third place before stopping for fuel and for Attwood to take over, but he could make no impression on the two 8-cylinder Porsches out in front. The Stuttgart team were not over confident, for one 8-cylinder engine had gone sour, so there was no reason why the others might not go the same way.

In the GT category the private Porsche owners were in trouble for the wheels on the 911S models were cracking under the cornering strains. As the fancy cast alloy 911S wheels only have narrow rims, the racing 911S models have been using wide-rim pressed steel wheels with spacers, but nearly every one of them was showing cracks, so there was a panic for spare wheels. In the big Group 4 class there was a nice little private race going on between the Ford GT40s of Crabbe/Pierpoint, Nelson/de Klerk, Greder/Giorgi and the Ferrari LM of Walter/Ditzler, but Nelson fell back from them when an oil pipe from the gearbox to the cooler came loose and needed tightening. The Chris Barber entered Lotus 47, driven by Keith Greene had been going really well, up with the big Group 4 cars, until it lost all its water and cooked the engine.

When the Mirage had stopped for fuel it had lost third place to the Porsches of Schutz/Buzzetta and Neerpasch/Elford, for they had stopped long before, and at half distance Porsches were 1, 2, 3, 4, 6, 7 and 8, the Mirage being fifth, so it was just a question of which Porsche was going to win. Only one Alfa Romeo 33 was left, that of Bussinello/Zeccoli, but it was going rather slowly, so de Adamich/"Nanni Galli" took it over, their own car having gone out with broken suspension, while the third Alfa had retired with gearbox trouble. Around the half-distance mark all the fast cars refuelled once more and changed drivers, but the Stommelen/Ahrens 8-cylinder Porsche had been sounding rough for some time and was now withdrawn with deranged timing of the injection pump. With the 6-cylinder Porsches refuelling early, Attwood suddenly found himself in second place, behind the Mitter/Bianchi 8-cylinder Porsche, but it was obviously only temporary, until the Mirage stopped for fuel. In the thirtieth lap the Mirage disappeared, having stopped out on the circuit with both offside tyres flat, after running over some sharp stones on the edge of the track, so now it really was a Porsche benefit, but all was not well for the Mitter/Bianchi car was misfiring with its battery going flat, so at lap 35 it stopped to have a new battery fitted; there was obviously trouble in the charging department. By this time there were only 39 of the 69 starters still running, the Vesty/Gaspar Ferrari GTB had first broken a wire wheel and then stopped abruptly when the gearbox fell off! The works Mini Marcos of Jackie Bond-Smith/Joey Cooke had blown up its engine, the second works Marcos of Garton/McNally had run out of fuel, luckily in the pit area, and was wearing its tyres out, but was still running. The Nelson/de Klerk GT40 had been switched off smartly and retired when all the oil pressure disappeared, the Dibley/Sutton Lotus 47 with 2-litre Climax engine retired with brake problems, the Pon/Axelsson Porsche retired with broken suspension and numerous others just quietly gave up the unequal struggle, the Walter/Ditzler Ferrari LM stopped at its pit with a broken rear hub race, but had done enough laps to hold a high place even though it was no longer running.

As the final laps drew near the Neerpasch/Elford Porsche was slowing dramatically with a broken valve, and this let the Hawkins/Koch car, that was handling badly, catch up and take third place, so that it was a pretty tired collection of machinery that was heading for the finish, for the leading car driven by Mitter once more was discharging its battery rapidly and was down to a very slow lap time, with Buzzetta and Koch keeping station with him, the Neerpasch/Elford car struggling along behind. With less than half a lap to go the 8-cylinder Porsche came to a halt, leaving the two 6-cylinder cars to head for the finish together, with Buzzetta just finishing in front. The sick car of Neerpasch/Elford made it home on the same lap, but everyone else was a lap or more behind, the Mitter/Bianchi car having completed 43 laps before the Alfa Romeo of Autodelta, it was classified fourth overall and the last survivor in its class.

In the Group 4 sports class the Crabbe/Pierpoint Ford was all set for a class win when all the brakes disappeared and it did the last lap brakeless, to miss victory by less than 30 seconds, as shown in the results. In the G.T. class three German-driven Porsches 911S models were virtually in sight of each other at the end of more than seven hours of racing. Had the Pilette/Trosch Alfa Romeo TZ coupé not had overheating troubles it would have been nearer eighth or ninth than

*Continued at foot of next page*

## ROLLS-ROYCE & BENTLEY INTERNATIONAL PAGEANT, GOODWOOD (May 20th)

ORGANISED by the 20-Ghost Club, V.S.C.C. (Rolls-Royce Section), R.-R. E.C., Midland R.-R.C. and B.D.C., this event was quite unique. A repeat of that held in 1964 to mark the 60th anniversary of Rolls meeting Royce, it attracted 12 cars shipped over specially from America and goodness knows how many Rolls-Royce and Bentley cars. A conservative estimate would be 800 and no doubt in due time Stanley Sedgwick, President of the B.D.C., who rather specialises in such statistics, will tell us the exact number, divided into types. Suffice it to say that there was an ample number to form the most comprehensive representation of all R.-R. and Bentley models from 1904 onwards, such as could not be formed anywhere else in the World and the like of which will never be seen again—unless the same organisation repeats this wonderful Pageant a few years hence.

Torrential rain in the morning could not dim the magnificence of this spectacle, although one felt extremely sorry for the Judges working out who had won the *Concours d'Elegance* prizes. Fine weather, even some sunshine, helped the vast afternoon programme along. It embraced a demonstration of 200 selected cars (divided into groups of practically every model of each make, parading past in time with a well-informed technical commentary), a display by R.-R.-engined Royal Armoured Corps vehicles, a fly-past by a R.-R. Merlin-engined Supermarine Spitfire from the Historic Flight of the R.A.F. (much appreciated, especially in view of the gusty conditions and low cloud), the presentation by Her Grace the Duchess of Richmond of the prizes in the elegance competition and stable-of-cars contest and, finally, a grand three-abreast parade of almost all the R.-R. and Bentley cars in the programme. This was surely great value for the 7s. 6d. entry fee charged to the public, who arrived in force.

It was extremely pleasant to lunch in the Rolls-Royce tent with Mr. and Mrs. W. O. Bentley. It was an eye-opener how fast the Montagu Motor Museum's 1909 Silver Ghost Rolls-Royce tourer, which our Alfa Romeo happened to follow as far as Petersfield on the homeward journey, got along.

To attempt to describe in detail the cars which were present in such profusion defeats me, but the superb programme contained a supplement of the entries giving chassis and registration numbers and make of bodywork of them all. This programme itself is a beautifully-illustrated souvenir of a great occasion, with road-test reports on different Rolls-Royce and Bentley models, explanations of different body styles, specifications, tabulated Bentley racing successes from 1921 to 1933, production figures for the various models, biographies, articles, Dunlop vintage and veteran tyre charts, etc., and a splendid colour cover. It would be well worth while to try and obtain one of these programmes and copies may still be available for 5s. post free if you apply to 100, Cromer Street, W.C.1, marking the envelope R.-R./Bentley Pageant Programme.

The entire inside of Goodwood was filled with the cars listed therein and the only gate-crasher I saw was an Austin 1800. Quick inspection of the Paddock revealed a quite fantastic variety of Rolls-Royces, from a Gurney Nutting Wraith with zip-up leather covers over its running-board-mounted spare wheels, to a coupé with wooden wheels and railway-carriage door handles, from a vivid blue early Silver Ghost tourer to a shooting brake with gun-cases above the back wheels and an impressive black and white P. II James Young coupé. There was a 1928 P. I with odd pointed-tail sporting bodywork, a vast saloon with noisy tick-over, a P. I Windover limousine with lining on its bonnet, Col. Rippon's 1924 Twenty Rippon coupé immaculate even to its sump cowling, Valentine's canary yellow P. I coupé with disc wheels and searchlight, Bromley's prize-winning Gurney Nutting Sedenca Wraith in basketwork finish, and a P. III limousine entered by W. J. Oldham, author of the forthcoming book about Claude Johnson. The first parade contained Langton's 1904 car two 1905 models and in all 18 Edwardians. At the other end of the scale there were ten Silver Shadow/Model-T. Bentley team cars were represented by half-a-dozen superb specimens, covering the period 1924-1929 and racing drivers from Duff-Clement to Birkin-Chassagne. One magnificent R.-R. was chauffeur-driven round the circuit and dogs were frequently seen completing the ensemble. But what is the use of continuing? They were almost *all* there. Even to a selling plate enclosure for cars offered for sale by Club members, this motley collection including two being traded by a clergyman. Russ-Turner's ex-Birkin blower-4½ rumbled round blushing under Belgian honours (111 m.p.h. timed over the kilometre), but is still not back to single-seater form as I implied last month, and has tyres of a size that would have puzzled Sir Henry. At the other extreme, to portray the sort of transport common in England when Sir Henry Royce was born in 1863, a four-horse stage-coach, impeccably presented, made a brisk lap of the Goodwood circuit.

Most certainly this was a day to remember for all time and an event which reflects the greatest possible credit on all those who make it possible, not forgetting Castrol and Dunlop, and His Grace the Duke of Richmond and Gordon who loaned Goodwood for the occasion.—W. B.

## NATIONAL ALVIS DAY (May 21st)

No report or results of this event had reached us by Press day and an attempt to contact the Secretary elicited the information that he had changed his address.

## MINIATURES NEWS

Corgi have brought out a very convincing model, 3½ in. long, of the Formula One Cooper-Maserati. It is remarkably detailed for a simple die-cast toy, and catches admirably the big engine protruding from the Cooper's tail. The V12 engine, gearbox, exhaust system, suspension members, cast wheels and wide-track tyres are all faithfully reproduced, and the car has driver, steering wheel, windscreen, mirrors and roll-over bar. It is finished in Rob Walker's dark blue with Maserati emblem and racing numbers and is likely to be purchased by as many grown-up enthusiasts as by children. No. 156 in the Corgi Toys series, it costs 5s. 9d. retail in the U.K.

Corgi also offer a Dodge Kew-Fargo livestock carrier complete with animals, No. 484, which is 4½ in. in length and priced at 9s. 6d.—W. B.

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*A.D.A.C.* 1,000 *KILOMETRES—continued from page* 642

its final lowly position of 15th. The Chevron with 2-litre B.M.W. engine had run reliably and well to finsh 9th overall, but could not compete with 2-litre Porsches, even Group 4 ones. The Enever/Poole M.G. "B" finished yet another long-distance race as a fine example of reliability and good preparation. It has now completed 1,000-kilometre races at Monza, Spa and Nurburgring and many competitors trying to tackle serious racing would do well to give a close look at the preparation that goes into this private entry.

With 69 cars setting out to do a 1,000 kilometres it was remarkable that so few suffered accidents and it says a great deal for the safety aspect of the Nurburgring, even though it seems horrifying on first acquaintance.—D. S. J.

**Results :**

**A.D.A.C. 1,000 KILOMETRES—44 laps—North Circuit Nurburgring**
**Very hot**

| | | | |
|---|---|---|---|
| † | **1st** | U. Schutz/J. Buzzetta (Porsche 910—2-litre 6-cyl.) | 6 hr. 54 min. 12.9 sec.—145.5 k.p.h. |
| | **2nd** | P. Hawkins/G. Koch (Porsche 910—2-litre 6-cyl.) | 6 hr. 54 min. 13.1 sec. |
| | **3rd** | J. Neerpasch/V. Elford (Porsche 910—2-litre 6-cyl.) | 6 hr. 58 min. 32.6 sec. |
| *† | **4th** | G. Mitter/L. Bianchi (Porsche 910—2.2-litre 8-cyl.) | 43 laps |
| | **5th** | A. de Adamich/" Nanni Galli "—R. Bussinello/T. Zeccoli (Alfa Romeo 33—2-litre V8-cyl.) | 43 laps |
| † | **6th** | H. D. Dechent/R. Huhn (Porsche Carrera 6—2-litre) | 42 laps |
| † | **7th** | H. Greder/J. M. Giorgi (Ford GT40) | 7 hr. 01 min. 06.7 sec.—42 laps |
| | **8th** | C. Crabbe/R. Pierpoint (Ford GT40) | 7 hr. 01 min. 32.0 sec.—42 laps |
| | **9th** | D. Martland/" Paul Kelly " (Chevron-B.M.W.—2-litre) | 40 laps |
| * | **10th** | J. Schlesser/G. Ligier (Ford GT40) | 39 laps |
| † | **11th** | H. Kelleners/J. Neuhaus (Porsche 911S) | 7 hr. 01 min. 52.3 sec.—39 laps |
| | **12th** | S. Greger/M. Huth (Porsche 911S) | 7 hr. 02 min. 38.3 sec.—39 laps |
| | **13th** | B. Rothstein/B. Johansson (Porsche 911S) | 7 hr. 03 min. 23.6 sec.—39 laps |
| * | **14th** | H. Walter/P. Ditzler (Ferrari 275LM) | 38 laps |
| † | **15th** | T. Pilette/S. Trosch (Alfa Romeo TZ) | 38 laps |
| | **16th** | R. Enever/A. Poole (M.G.-B) | 38 laps |
| | **17th** | C. Baker/J. Vernaeve (M.G.-B) | 38 laps |
| † | **18th** | M. Garton/P. McNally (Mini Marcos) | 36 laps |
| *† | **19th** | F. Thiessen/G. Selbach (Shelby-Mustang) | 35 laps |
| | **20th** | W. Kniese/W. Oetelshoven (M.G.-B) | 35 laps |
| † | **21st** | G. Bodmer/D. Schmid (Glas 1300) | 35 laps |
| † | **22nd** | A. Gyltman/R. Eklund (Lotus Elan) | 34 laps |
| | **23rd** | G. Edwards/P. Anslow (Mini-Marcos) | 34 laps |
| | **24th** | M. Pigneguy/M. Cave (Austin Healey Sprite) | 34 laps |
| † | **25th** | C. Smet/H. de Fierlant (Honda S800) | 34 laps |
| | **26th** | F. Noenen/M. Herbert (Glas 1300) | 7 hr. 05 min. 27.9 sec.—34 laps |
| | **27th** | D. van Lennap/F. Polak (Matra-Diet) | 7 hr. 05 min. 57.3 sec.—34 laps |
| † | **28th** | G. Capra/M. Nardari (Alfa Romeo TZ) | 33 laps |
| | **29th** | A. Siefener/H. Becker (Honda S800) | 33 laps |
| | **30th** | K. Pfnier/H. Koepchen (N.S.U. 1000) | 33 laps |
| | **31st** | J. Bloomfield/D. Mockford (Diva 1,150 c.c.) | 31 laps |
| | **32nd** | J. Green/R. Joseph (Diva 1,150 c.c.) | 31 laps |

* These cars were not running when the winner received the chequered flag, either being abandoned out on the circuit or at the pits, but not having been officially declared retired.

*Fastest lap :* P. Hill (Chaparral 2F), in 8 min. 42.1 sec.—157.4 k.p.h.

† **Class Winners :**

1. **Sports/Prototypes over 2-litres :** Mitter/Bianchi (Porsche 8-cyl.).
3. **Sports/Prototypes up to 2-litres :** Schutz/Buzzetta (Porsche 6-cyl).
4. **Sports/Prototypes up to 1,600 c.c. :** Trosch/Pilette (Alfa Romeo TZ).
5. **Sports/Prototypes up to 1,300 c.c. :** Garton/McNally (Mini-Marcos).
6. **Sports Cars over 3-litres :** Greder/Giorgi (Ford GT40).
8. **Sports Cars up to 2-litres :** Dechent/Huhn (Porsche Carrera Six).
9 & 10. **Sports Cars 1,600 c.c. and 1,300 c.c. :** Capra/Nardari (Alfa Romeo TZ
12. **G.T. Cars over 3-litres :** Thiessen/Selbach (Shelby-Mustang).
14. **G.T. Cars up to 2-litres :** Kelleners/Neuhaus (Porsche 911S).
15. **G.T. Cars up to 1,600 c.c. :** Gyltman/Eklund (Lotus Elan).
16. **G.T. Cars up to 1,300 c.c. :** Bodmer/Schmid (Glas).
17. **G.T. Cars up to 1,000 c.c. :** Smet/de Fierlant (Honda S800).

# LETTERS FROM READERS

*N.B.—Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.*—ED.

## WHAT NOW?

Sir,

I was interested to read " D. S. J." 's conjecture on the fuels used by the Gurney-Weslake cars at the " Race of Champions " and the letter of Mr. Anthony Stamer, of Jet Petroleum.

Whilst I have no knowledge of the brand of fuel used by this team during the practice periods, I can state categorically that the fuel used for the race was Super Shell with ICA.

The two Gurney-Weslake cars were, in fact, refuelled on raceday with a total of 66 gallons of Super Shell with ICA at our retail outlet in the Brands Hatch paddock. As this team did not have a contract with Shell they were prepared to pay for their supplies; however, payment was waived in view of the our good relationship with the Gurney-Weslake team.

RAY CUNNINGHAM,
*Shell Motor Racing Manager (U.K.),*
Shell Centre.
London, S.E.1.

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Sir,

Your letter from Mr. Ray Cunningham, the Shell Motor Racing Manager (U.K.), caused me considerable surprise. Naturally, I promptly contacted Anglo American Racers, who were perhaps even more astonished by its contents.

Team Manager Bill Dunne reconfirms that

(a) All practising by both Eagle-Weslake V12 cars was completed on Jet 100 octane petrol.
(b) The race-winning and lap record-breaking car, driven by Dan Gurney, ran throughout the heats and the final on Jet 100.
(c) The second team car, driven by R. Ginther, completed both heats on Jet 100. Regarding the final (in which it retired on the 37th lap with steering maladies), an inaccuracy in my original facts has now come to light. It was felt that available supplies of Jet 100 for this car were perhaps dangerously low, so A.A.R.'s Mexican mechanic Joe departed with a container to obtain locally a small quantity of fuel with which to top up.

Some 2-3 gallons, believed to be of BP origin (though they can't be sure) were in fact added to the Jet 100 already in the car's tanks.

I hope BP will accept my apologies for failing to mention this point originally, but apparently it slipped A.A.R.'s memory until I requestioned them.

A.A.R. were unable to throw any light on Mr. Ray Cunningham's 66 gallons of Super Shell which he states were supplied to them ex retail outlet in the Brands Hatch paddock. They refute the suggestion that they raced on Shell that day.

SIR ANTHONY STAMER.
p.p. Jet Petroleum, Ltd.
Teffont Magna.

* * *

## WATCH IT, STEWART!

Sir,

The Shell advert. featuring Jackie Stewart at Monaco was most interesting. Stewart " astonished many people by coming out in favour of the 70-m.p.h. speed limit . . . he insists the only place for dicing is the track . . . ."

Of course in New Zealand where there is a 55-m.p.h. overall speed limit, things are different. I mean who could resist a 102-m.p.h. burn-up with Jim Clark in a couple of Jaguars?

IAN PETER LONGWORTH.
Haslingden.

[The point being that Stewart, in the Shell advertisement, again showed sympathy for the 70-limit, which is, to say the least, most unusual for someone so experienced with cars that are safe at far higher speeds, and yet he was fined for speeding in New Zealand.—ED.]

* * *

## FOR AND AGAINST QUARTER-LIGHTS

Sir,

In reading the article on the Ford Corsair 2000E in the May issue of your magazine I was shocked to read this passage and I quote: "It is good to find that the quarter-lights have been deleted but a pity their frames remain."

Surely W. B. can't mean this, as quarter-lights are of great use in obtaining ventilation without draught; especially for smokers. Without quarter-lights, and I am sure many will agree, one almost invariably ends up with a pile of ash on the carpet, or even worse a burning cigarette on the floor.

Surely the only reason for the omission of quarter-lights, is " price paring " or, in other words, telling the customer what he wants.

Also putting smoking to one side, surely W. B. must miss a nice blow in the face from quarter-lights turned inside out on a really hot day.

Anyway, now that I have aired by grievances I would like to praise your excellent magazine, which I eagerly await every month.

CHRISTOPHER P. GEDDES.
Chobham.

[The whole purpose of a proper ventilation system, as on Fords, Hillman Minx, Saab, etc., is to get the required amount of fresh-air into and stale air out of the car, without noise or draughts caused by opening any of the windows. And burning cigarettes should not be thrown out of car windows! So I meant what I wrote and advocate " Aeroflow."—ED.]

* * *

## BRITISH SUPREMACY

Sir,

I would like to take issue with Capt. G. H. H. Brook regarding his assertion that the superiority of the Continental car over the British is illustrated by the fact that over 80% (sic!) of the car-owning members of B.A.O.R. drive the former.

The reason why so many drive Continental cars is that they form the bulk of the used-car market, most people preferring to take a tax-free British car home, having previously disposed of their used Continental one. If the serviceman situation were reversed, one would surely find that the German troops in Britain would drive British cars while stationed there.

It is wild statements such as your correspondent makes that do the industry harm. A demonstration of the general superiority of British cars and service over most German ones may be gathered by comparing the number of pre-1960 cars that are still on the road in both countries. From this one may deduce that they are not built to last in Germany [or that the wealthy Germans change their cars more frequently?].

I might also add that Germany has its full quota of inefficient service garages, too!

W. LUFFMAN (*Capt.*).
B.F.P.O. 16.

* * *

## GOVERNMENT CONTROLS

Sir,

The Government seems to be very effective in controlling our speed on the roads, but not at all in controlling the speed of Messrs. Joseph Lucas' price increases.

If you will read the attached letter you will see that an exchange dynamo for a perfectly standard car now costs £16 2s. as against £8 15s. at the beginning of the year. This in a time of so-called freeze and squeeze!

If anybody thinks you have to pay more because you run a Jaguar, just consider the effect of doubling what you now have to pay for an exchange replacement. Perhaps someone just wants to discriminate against Jaguars. D. S. J. beware!

D. H. B. JOHNS.
London, W.C.2.

[And on the subject of Government controls, as the M.o.T. admits that it doesn't know why express trains come off the rails, shouldn't British Rail also be subject to a blanket 70-m.p.h. speed limit?—ED.]

* * *

## POINT TO THE A.A.

Sir,

Recently I wanted to travel to the Midlands using the new M1 motorway. In order to find out where the most northerly termination of this motorway is I rang up the A.A. at Manchester. They said that the M1 stopped at Nuthall, just north of Nottingham. To check this, I rang up the R.A.C. also at Manchester. They said that the M1 stopped at Annesley, about 5 miles further north of Nuthall.

This just shows how up to date the motoring organisations are on the progress of our motorways. By the way the A.A. were correct.

If they are incorrect about the progress of motorways how correct

are they in giving other information, e.g. weather conditions?

Is it not time our motoring organisations amalgamated to give accurate and true information?

Warrington. Z. P. BENN.

[The day after Mr. Benn wrote his letter, the 5½-mile section of the M1 between Nuthall and Annesley was opened. Perhaps the R.A.C. are ahead of the times?—ED.]

* * *

## TOOLS FOR CARS

Sir,

Whilst appreciating the economics involved in the mass production of motor cars, I have noted with dismay over the years, the gradual reduction in the tool kit supplied with new cars. With modern techniques and materials, the need for servicing periods decreases, likewise many adjustments that could be carried out by the home mechanic are eliminated. However, I do feel very strongly that at least one tool should be supplied and that is the screwdriver to fit those " hot cross bun " screws (which I believe are called Pozidriv), as one can guarantee that this is the one tool which will be needed and can be used satisfactorily by the owner-driver.

Perhaps the motor manufacturers would care to comment on my observations, bearing in mind I am sure, that most of us would be willing to pay the odd few shillings extra to have one of these essential tools in our kit.

Wolverhampton. M. W. WATT.

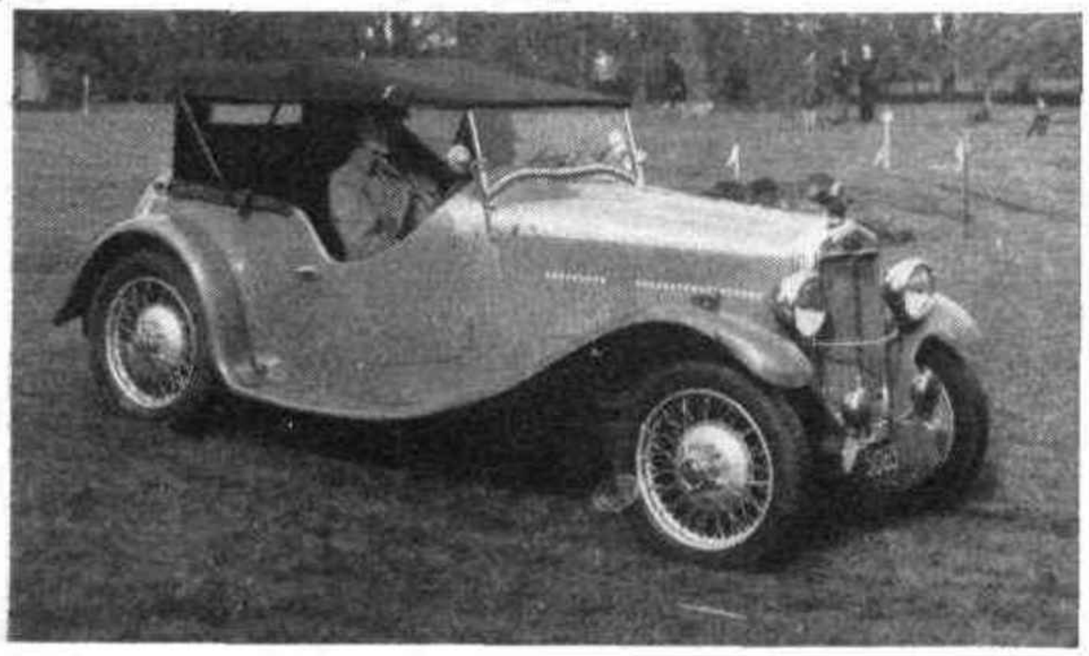
[And while airing this topic, which car has the best tool-kit, supplied as standard? Any claims?—ED].

* * *

## RARE BIRDS AT RUGBY

Sir,

I enclose photographs of two very rare birds, taken at the Daimler and Lanchester O.C. National Rally at Stanford Hall, Rugby: the cars are (top) a 1933 special Lanchester 10 sports tourer and (below) my 1954 Lanchester-Hooper " Dauphin."





Other interesting cars at the Rally were Roger Halliwell's 1927 21-h.p. Lanchester with Maythorne limousine all the way from Brighouse in Yorkshire, Acock's 1910 sleeve-valve Daimler two-seater, and Mrs. Sheila Bishop who won the *Concours d'Elegance* with her Barker special sports Daimler. In spite of the bad weather a fair number of cars turned up, there being 40 Daimlers and 20 Lanchesters present.

Speen. FRANCIS HUTTON-STOTT.

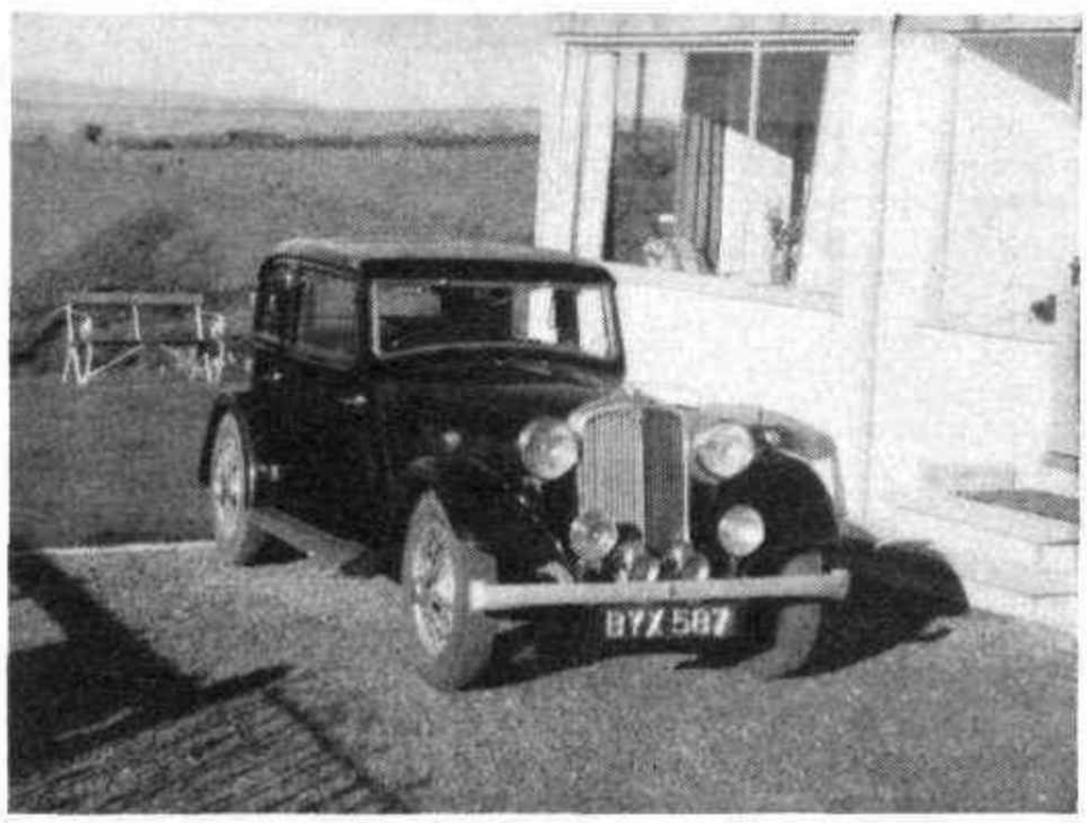
## ROVER HISTORY

Sir,

I enjoyed reading your interesting monograph on the P4 Rovers in the May issue but I should like to correct a reference to " the earlier dignified 10-, 12-, 14- and 16-h.p. Rovers retrieving the fortunes of *the Birmingham concern.*" *Up to the start of World War II all these* cars were built in Coventry. There was a machine shop at Tyesley, Birmingham, but the headquarters of the firm was Meteor Works on the Stoney Stanton Road, Coventry.

I went there in about 1936 to have some service done to my 14-h.p. sports saloon and while waiting for the car I was allowed to see over the assembly shop and the coachbuilt body shop where all the alloy-panelled sports bodies were built.

These cars were in my opinion far more pleasing in appearance to the later, perpendicular P4s. The chassis frame at the back was underslung beneath the rear axle, allowing a low roof line while the Rudge centre-lock hubs made the sports models more attractive to the younger owner of the period than any of the Solihull cars have done since




The photo above shows my (Coventry) Rover as it is today, now in its thirty-second year, having covered 135,000 miles. Still going well with its original 1,577-c.c. six-cylinder engine.

Bantham. W. R. PARKINSON.

* * *

## WE WANT BETTER ROADS

Sir,

The 70-m.p.h. limit, and the proposed method of keeping the motorist out of cities by making him pay to go in, are evidence that the Government is avoiding the real issue. Britain's road system is obsolete. Such measures can only be regarded as futile attempts to play for time.

The future is our responsibility. The present Government cannot continue to ignore the necessity for an up-to-date highway system, a valuable capital asset, and an important factor in saving lives.

The motor industry is vital to the British economy, and motor vehicles will be with us for many years to come. In order to continue to develop and export competitive vehicles the home market must be viable, and unless money is spent on modernising our roads it will be stifled.

Leeds. PETER J. L. KNIGHT.

* * *

## ORGANIC CHEMISTRY

Sir,

I am writing to you concerning the advertisement for S.T.P. motor oil, which appeared on page 569 of your June edition. This advertisement gives a diagram which purports to show the structure of a molecule of S.T.P. motor oil. Unfortunately, this diagram contains three carbon atoms which appear to be connected by a common bond, and also a five-valent carbon.

To my knowledge, neither of these phenomena has been found possible in organic chemistry.

It would appear, therefore, that this is either a mistake, or a deliberate attempt on the part of the company to confuse ignorant members of the public such as myself. I humbly suggest that Link-Hampson Ltd. be informed of the possibility of a mistake.

In the event of my being in the wrong, would you please congratulate the company on the hitherto undreamt-of advances which they have made, and inform them of the possibility of revolutionary concepts in organic chemistry based on their discoveries.

Manchester. A. G. GIBSON.

* * *

## INDIANAPOLIS WINNER FOR EUROPE

Sir,

As an avid reader of your delightful magazine, I was interested to read in the May issue M.J.T.'s comments on the Sebring 12 hours race and in particular A. J. Foyt's exploits with the Ford Mk. II, which he would appear to have run very successfully into the ground on that day (thereby virtually destroying any chances his team-mate Ruby might have had of successfully finishing) by choosing to ignore the most elementary precautions when his machine was obviously malfunctioning.

It is all the more surprising then (or is it?) when one reads (May 29 issue of Newsweek) that this driver is apparently classed with world champions! On what grounds, one wonders?

As far as I am aware, Foyt has never competed in Europe—although he has apparently expressed a desire to do so, if only for the avowed ambition to, and I quote, "see the Americans show up the European 'sporty car' set" (sour grapes?). Should he ever attempt it I am certain that some erroneous beliefs would have to be rapidly revised, not to mention driving technique! Not a bad thing, perhaps.

Jedda. S. J. GANDER (Major).

[A. J. Foyt has driven sports cars in Europe before, but his return on June 10th/11th was a memorable one—overall victory with Dan Gurney at Le Mans, at his first attempt. Some of his beliefs may not be erroneous after all!—ED.]

* * *

## AUDI ADVERTISING

Sir,

I feel it my duty to speak up in support of Auto Union Audi advertising. Mr. I. E. A. Barclay's letter may have left some readers with a doubt as to the accuracy of Audi advertisements.

The last page of *Motor* certainly does contain the figure of 9.2 sec. for the acceleration of an Audi, the difference being that this figure concerns the Audi 70 while the advertisement in question concerns the Audi Super 90.

Another point arising from Mr. Barclay's letter is the fact that the Lotus-Cortina is now a Cortina-Lotus and it no longer only takes 7.4 sec. to reach 50 m.p.h. I have not, as yet, come across 0 to 50 acceleration figures for the new Cortina-Lotus, only 0 to 60, which incidentally takes 0.8 sec. longer than the old Lotus-Cortina.

As the 7.6 sec. acceleration figure only recently appeared on the last page of *Motor* and also as the Cortina-Lotus is fairly new, I can only presume Mr. Barclay is out of touch.

So next time, I would suggest Mr. Barclay gets his facts right before rushing headlong and complaining not only of inaccurate "knocking" by Audi advertising but also of the standard of publication of this magazine.

London, S.W.13. R. W. ARNOLD.

* * *

## A DISILLUSIONED 20-YEAR-OLD

Sir,

I have owned a car for just one year. In this short space of time I have suffered the usual motorist setbacks, self-contradicting road signs, inflated garage fees, extra insurance premiums and of course the now traditional police versus road user cold war. Most people have grown to accept these daily hardships as being unavoidable, but after reading the article by Harry Bloom in the *Sunday Times* I realise what a disgusting mess we are now in.

Britain now has a police force dedicated to removing every form of engine from the road and an archaic system of law to back them up. The Government does its doubtful best by passing nonsensical speed laws suggested by Mrs. B. Castle. At the age of twenty after putting up with this sad state for two years on two wheels and one year on four I feel it is high time something was done.

Surely it is not too much to ask for anyone who still cares to write to his M.P. The 70 m.p.h. limit is as good a start as any as it seems to me to be forgotten by far too many people.

To close may I humbly suggest to the dynamic Mr. Wilson that if he must have a female M.o.T. how about giving Anita Taylor a go. She may know little about politics but she can drive.

Stalybridge. J. PETER SCULLIA.

## BLUE OR GREEN?

Sir,

Being an avid reader of your excellent magazine, it is with mixed feelings that I take this opportunity of displaying my limited knowledge. In your issue of June 1967 there appears an advertisement informing us of the virtues of Shell oil; in support of which the details of several Le Mans winners who used Shell oil are given.

In describing these magnificent Jaguar victories of the 1950s the text states (and I quote), "1951, 1953, 1955, 1956 and 1957 saw British Racing Green first over the line." Now, unless I am very much mistaken, the victorious Jaguars of 1956 and 1957 were both Ecurie Ecosse cars which sport the dark blue of Scotland!

Whilst not for a moment refuting any of the claims made by the advertisement I am somewhat surprised to see a company of such size and reputation make such an error.

Bolton. NICHOLAS G. NEWTON.

* * *

## TYRES FOR BENTLEYS

Sir,

I would be very interested to hear from any of your readers who have tried radial ply tyres on R-type Bentleys.

The makers cannot offer advice on the matter as they have not carried out tests.

Stourbridge. IAN RYALL.

* * *

## UNRELIABLE HONDA

Sir,

Being the owner of a Honda 600 for the last six months, my experiences may be of interest to prospective owners.

First, I would like to support Mr. Merton in his statement that the Honda motor company have a lot to learn with regard to quality and reliability. Secondly, Mr. Alexander should not confuse the excellent motorcycle with the by-product that bears the same name.

After seventeen years motoring in East Africa I decided to get the feel of the open road in a sports car:

At 400 miles, front wheel bearing failed : Replaced.
600 miles, missing badly; carburetter found loose on return of service : Adjusted.
850 miles, rust appearing under paint : Repaired.
1,200 miles, missing badly, paint cracking : Repaired.
1,500 miles, steering rattle : Adjusted.
1,975 miles, missing badly, manifold gasket leaking : Repaired.
2,500 miles, steering rattle, pinion worn : To be replaced.
3,000 miles, missing due distorted manifold; two fixing screws had sheared their threads in the carburetter body : Repaired.
3,800 miles, missing, so manifold replaced; steering rattle : Adjusted.
3,900 miles, car in once again, missing badly : New carburetters to be fitted.

During this time, one door would not close, the other leaked badly, instrument glasses rattled, choke cable jammed, and switches always worked loose.

The U.K. produce excellent small sports cars with quality, and spares; purchase them and be guaranteed a good resale value in the future, after miles of reliable motoring, which is a very important point to remember.

Singapore. J. S. T.

[Name and address supplied.—ED.]

[We cannot comment—the requested road-test Honda is still conspicuous by its absence!—ED.]

## TAILPIECE



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## FOR SALE

**SILVER GHOST,** wooden wheeled open-drive limousine, £2,200. 30hp 1938, unique double sunroof coachwork, £425. Both excell cond throughout. PI 1926 chassis, Barker coupé body, requires fitting, £495. Box 2928. (6476

**ROLLS-ROYCE PHANTOM** II 1930 sedanca coupé, mech sound, body near concours, £1,375. May be inspected by local Rolls agents if report desired. Beswick, Regency Cottage, Bletchingley, Surrey. (6477

**BUGATTI T40** 2/4 Grande Sport, orig Molsheim works body. £1,160. Box 2936. (6478

**AUSTIN 12/4** saloon 1927. £350 ono. Many others. Tisbury 386 or Bath 21096. (6479

**TALBOT 105** 2 seater, similar to Pomeroy Trophy winner, Brooklands racing cowling; maintained 16 years by self. Investment at £750. Lewery, 7 Everton Rd, Blackpool South. (6480

**UNUSUAL PVT,** first regd 1939, Peugeot 402B saloon, rhd, requires general clean up otherwise in orig cond. £150 or p/exch considered. For further details and photos call Manchester, Heaton Moor 5108 or Box 2929. (6481

**ASTON MARTIN** DB2 1950, ex-works team car, VMF63; BRG, recent complete rebuild, entire car in faultless cond; ideal road or competition car, eligible Griffiths Formula. £575. See below. (6482

**FORD 8 Y** model 1936, one owner from 1937, genuine 58,000m only, completely orig. £75. Wards Garage (Daybrook) Ltd, 835 Mansfield Rd, Sherwood, Nottingham. Tel: Nottingham 268144. (6483

**RILEY ROADSTER** 2½ litre 3 seater, partially restored, but needs work, therefore cheap for quick sale. 83 Elm Rd, Albrighton, Wolverhampton. (6484

**1928 AUSTIN** Heavy 12/4, fabric body, brown, 2 owners, orig equipment; used regularly, licensed Dec 1967; 6 new retreads; owner's age compels sale; available testing north Glos. £250 ono. Reply Box 2930 (6485

**ASTON MARTIN** DB2/4 1955, beautiful cond, 70,000m, bills for £300 last 6 months, complete service history, new exhaust, tyres, battery, dynamo, brakes o/hauled; recent top end o/haul; paint and interior superb. £500. Elmbridge 4946. (6486

**1962 MORRIS** 1100, engine converted to 1,196cc by Downton in 1965 and rebuilt with Cooper gears, fitted Weber and modified head, 70bhp; 5 good Xs and many extras; no competitions. £295. Tel: Altrincham 5076. Dr Robertshaw. (6487

**SUNBEAM HARRINGTON** Le Mans, 3 stage, very fast; w/wheels, o/drive, radio; immac in white, black interior. Give away at £500. 184 Albany Rd, Earlsdon, Coventry. COV 73852. (6488

**LAGONDA 1957/8** Tickford f/h short coupled coupé, BRG over pearl shell, extraordinary cond both mech and bodywise; all orig including immac interior; every possible extra. £345. Ealing 8359. (6489

**ROCHDALE OLYMPIC** 1963, MG A engine, new Cinturatos, Cibies, htr, belts, nice cond. £280 ono. Sadler, 4 Allen Mansions, Allen St, London W8. EALing 3060 office, WEStern 2146 home. (6490

**OPEN FAMILY** motoring; owner and large family must sell beautiful dark green 1956 Mercedes 300C cabriolet, believed one of 6 made; recent move leaves us no suitable garage space; car completely checked and adjustments made 1,000m ago; superb, roomy, quality open motoring for £650. Box 2931. (6491

**RILEY RMF** 1953 2½ litre, black, very good cond throughout. £95 ono. Quenby, Wood Barn Farm, Toft, Cambs. Tel: Comberton 310. (6492

**SPITFIRE 1965,** Wedgwood, h/top, belts, Konis, htr, new clutch. £475 or £255 dep. AMB 2763. (6493

**MK.VI BENTLEY,** 1950 model, extremely sound car throughout; painted silver with blue interior, new tyres, radio, htr, MoT; could arrange shipping. Malvern 3923 night, Hereford 66273 day. (6494

**JAGUAR 2½** litre d/h coupé 1938, 42,000m by one family only; yellow with red interior, immac and orig in every respect; surely an investment and potential concours winner. £350. 29 Cotton Lane, Withington, Manchester 20. Didsbury 4220. (6495

**A.C. DROPHEAD** coupé 1933, absolutely orig cond, needs some restoration. Sae for full particulars. Box 2932. (6496

**1966 ALFA** Giulia Sprint GT, red, grey trim, as new. £1,250 ono. Downton (Wilts) 354. (6497

**SAAB 96,** Sept '65, pristine cond, 4 speed box, fog and spot lamps, s/belts, new exhaust, doctor owner in the brain drain; this car is a flier. £500 ono. Tel: Field End 6217 evenings. (6498

**MORGAN 4/4** 1939, Coventry Climax, recently recond, good body, tyres, spare engine, gearbox, b/axle; MoT, taxed. £125 or p/exch for early Plus 4. KIN 8244. 22 Durlston Rd, Kingston. (6499

**CORTINA GT** 1964 4 door, Goodwood green, 39,000m, obsessionally maintained; belts, Cinturatos, 4½Js, QI.V spot, 2 fogs; many other extras; one enthusiast owner, going Lotus. £460. Wickford (Essex) 3435. (6500

**RILEY 1½** litre 1950, new engine, tyres etc, immac throughout. £145. Street, Monnow Lodge, 111 Marshall Ave, Bognor Regis, Sussex. (6501

**VOLVO P1800S,** red, connoisseur's car; electric window aerial, Kenlowe; every extra; I am owner, consider exch family car. £875. Box 2934. (6502

**UNUSUAL MOTOR** car, 4.2 litre Maybach engine installed in a pre-war chassis of uncertain origin but great virtue making a very exciting motor car. £325. 3 Bridgewater St, Lymm 3261. (6503

## FOR SALE—continued

**LANCIA AUGUSTA,** Chapron d/head and Steyr Super 120S (as described in German High-Performance Cars), both orig and numerous spares. Also Bentley R-type 1953, needs new pistons, otherwise excell; lack of time forces sale; would take R4L or similar in p/exch. Gratzmuller, 311 Stroud Rd, Gloucester. Tel: 22776. (6504

**M.G. A** twin-cam, ex Dick Jacobs, regn no 2MTW; mech first class and very reliable, probably fastest A in the land, many many mods, bodywork excell, together with h/top etc, £320. Full particulars Tel: Ilkeston 3004 or write 40 Main St, Awsworth, Nottinghamshire. (6505

£99. **DAIMLER** 20hp small limousine (1934), magnificent, almost concours cond, mech superb, 2 owners in last 25 years. DID 5142 (Manchester). (6506

**ASTON-MARTIN VMG606,** the first production DB2, maroon (dull), Xs, MoT 3/68, taxed July, used daily, £300 ono. Courtis, Pig and Whistle Cottage, Chignal Smealey, Chelmsford, Essex. (6507

**RARE CONVERTIBLE** Alpine, resprayed, engine immac, o/drive, 5 excell tyres, extras. £142. Bob, 20 Marlborough Rd, Sutton, Surrey. Ci-644 6565. (6508

**BENTLEY 4¼** saloon, 1936, aluminium body in good cond, mech good, in everyday use, some spares. £350. Southend-on-Sea 87407 evenings. (6509

**M.G. TD1,** in excell cond, with recond engine, new hood, new wiper gear, htr, Xs, s/belts, many extras. £275 ono. Tel: 028-14 2242 after 6pm. (6510

**A.C. ACE,** one of 3 specially prepared for 1954 Alpine Rally; good mech order, recent respray, new hood, tonneau cover. £350 ono. RIV 3144 evenings and weekends. (6511

**COOPER 1275S,** superb, 1964, green/white roof; unmodified, unraced, 28,103 road miles only; regularly serviced, new battery, twin horns, mirrors, washers, good Cinturatos; ideal town or country traffic beater; insurance advice available. Nearest £410. Morten, Walberswick House, Feering, Kelvedon (tel: 279), Essex. (6512

**ROLLS-ROYCE SILVER** Wraith 1955, magnificent touring limousine by James Young, restored to showroom cond; 2-tone green, genuine 62,000 mileage. £1,950 or offers to Box 2935. (6513

**RILEY MONACO** 1932, good running cond, year's MoT. £45 ono. Gutteridge, 26 Clarence Square, Cheltenham. (6514

**1934 MORRIS** Minor 2-str; rare car in really exceptional cond; must sell as garage needed. Best offer secures; genuine collectors only, please. Hall, 13 Landford Close, Rickmansworth. Tel: 73067. Enquiries after July 13. (6515

**1953 FIAT** 600 4 seat cabriolet, good body and tyres, suitable restoration or spares. £17. Brown, 31 Southern Cottages, Stanwell Moor, Middx. Colnbrook 2763. (6516

**M.G. TD** 1950, excell cond throughout. Nearest to £245 secures. Write, call J. Morris, Fairways, Bellemere Rd, Hampton-in-Arden. Tel: 2806. (6517

**A.C. 1937** coupé, body good but rest needs restoring. About £25. 01-650 9316. (6518

**M.G. MIDGET** 1966, red, emigrating. HP available. £565. 21 Loughrigg Ave, Royton, Lancs. Tel: 061-633 2388. (6519

**M.G. TD** MkII 1953, good cond, engine and box recond. £250. Marsh, 4 Henrietta Villas, Bath. Tel: 64771. (6520

**£50. RILEY** 1950, 1½, MoT, taxed; reason cheap, body needs paint; mech very sound. One The Rest, Aldeburgh, Suffolk. (6521

**REGISTRATION NUMBER** JRJ3, Plymouth SS rhd V8 auto, 10,000m rebore, crank grind, MoT, taxed; brakes relined. £100 or offers. Deliver. Tobin, 126 Preston New Rd, Blackburn. (6522

**RARE 1935** AUSTIN 10 cabriolet, excell cond. £200 ovno. Jowett, Halifax 62709 5-7pm. (6523

**LEYLAND FIRE** tender 1933, 7,000m, small; no Road Tax required; suitable impecunious commuter; orig cond. £275. Delivered South or exch vintage or pvt. Fiat 529 saloon for restoration or break. £45. Millar, Park House, Lower Largo, Fife. Tel: Lundin Links 469. (6524

**AUSTIN HEALEY** Sprite 1960, BRG, chromium luggage rack, very clean car, regrettably too small for family, must sell. £230. Rickmansworth 77647. (6525

**M.G. TD** 1953, my pride and joy for last 4 years, very pretty in metallic blue, recond engine, Cinturatos, all necessary extras, all bills, giving away at £175. Stevenson, 2 North Drive, Great Baddow, Chelmsford, Essex. Tel: Chelmsford 72227. (6526

**ROVER 14** sports saloon 1939, MoT Dec, 2 new tyres, excell paintwork, very little rust. Tel: Harpenden 3891. £45 ono. (6527


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**RACING MINI** Cooper 990cc, balanced, H4 SUs, 4⁹ cam, race head, modified suspension, good tyres on wide wh., s.s. oil cooler, Aley roll bar, full harness, rev counter, good appearance. £250 or £275 with new trailer. Tel: Epping 3731 in evening. (6528

**ROLLS-ROYCE 20** 1929; mech sound but body (Compton Co. 1935) ropy. £270. Buckley, Lane End, Walshaw, Bury, Lancs. Bury 4665. (6529

**M.G. TC** unused 8 months, very sound; £20 and little effort to make perfect. Sensible offers. All letters answered. Surrey. Box 2933. (6530

**ALPINE 1964,** moonstone, one owner, extras, very clean, perfect mech. £525. Tel: Salisbury 5111, c/o Mr Gray. Also view London. (6531

**SINGER 1933** 9 sports, excell mech, interior tatty, many spares, new hood and tyres. Offers over £50. Tel: Little Chalfont 2710. (6532

**1935 M.G.** PA, completely rebuilt and o/hauled to orig standards; exceptional car. £350. Tel: Chester 35616. (6533

**ALPINE '63** Oct MkIII, 31,000m, white, red interior, immac cond, Xs, s/belts, alarm, tonneau, racing mirrors. Tel: Laindon 4421. (6534

**BRITISH SALMSON** 20/90 saloon, excell cond. Leschallas, Westcote, Hammer, Haslemere, Surrey. (6535

**OFFERS OVER** £100. 1959 2 seater sports, outstanding performance 0-50 10sec, fantastic cornering, immac bodywork, bucket seats; MoT etc. Genuine bargain, stork imminent. Reigate 42064. (6536

**AUSTIN HEALEY** 100/4 1955, o/drive, htr, recent engine o/haul, immac bodywork; must be one of the finest examples of the BN1. £285. Tel: 01-950 2371 after 6pm. (6537

**AUSTIN HEALEY** BN2 1955, immac cond with one year's MoT, standard fittings of o/drive, w/wheels, htr etc, extras include tonneau, luggage rack, twin spots and racing mirrors, s/belts, reversing lamp, little racing screen, workshop manual, 6 Cinturatos (4 new) and spares include 2 engines, gearbox and suspension. £250 ono. Brean, West Monkton (Tel: 208), Taunton, Somerset. (6538

**M.G. MIDGET** 1965, lady owner, emigrating, h/s tops, tonneau, pushbutton Motorola radio, woodrim wheel, immac cond, taxed. £500 ono. Brean, West Monkton (Tel: 208), Taunton, Somerset. (6539

**ENTHUSIAST'S RILEY** 1½ RME, very clean and orig and low mileage. £180 ono. Consider exch. Wilson, Weston, Hitchin. Tel: Weston 270. (6540

**DB2 ASTON** Martin, XMC77, ex-works team car, excell orig cond, eligible for Griffiths Formula. £750 ono. Tel: Danbury (Essex) 2488. (6541

**1933 ALVIS** Firefly 4 door open tourer, recently completely rebuilt and in immac cond, meticulously refinished in black and BRG with grey upholstery. £275. Russell, 21 Brooklyn Gdns, Cheltenham 21752. (6542

**FELDAY/FORD SINGLE-SEATER,** Formule Libre, Ford 4.7 350bhp engine, Weber cars or petrol injection, 2-speed Hewland gearbox, spares including wheels, gears, clutch etc; change of plans. Offers. Tony Griffiths, 3 Ladywood Rd, Four Oaks, Sutton Coldfield, Warks. Business: Birmingham Aston Cross 5841. (6543

**M.G. B** 1963, red/black, htr, radio, tonneau, Xs, good cond. £490 ono. Tel: PARk 4647. (6544

**1930-1 RILEY** Alpine 14/6, full canvas; engine, body needs little work. Offers or exch for Kestrel or Gamecock. Jean Nicholson, 25 Swansey Lane, Whittle-le-Woods, nr Chorley. Tel: Preston 35535 before 4.30. (6545

**M.G. B,** immac bodywork, BRG, w/wheels, o/drive, folding hood, u/sealed, tonneau, SP41, radio, htr, 30,000m. £575 ono. Meakin, 15 Stivichall Croft, Coventry. COV 67613. (6546

**ASTON MARTIN** engine special sports 1937, 2 seater, £250. Austin Swallow 1930, £200. Ner-a-car (motorcycle) 1922, £75. F. E. Davis, Folders, Folders Lane, Burgess Hill, Sussex. Tel: 2038. (6547

**1965 AUSTIN** 1100, Downton conversion, superb cond, 95 mph plus excell acceleration; radio. £465. Owner o/seas. C/o Beaton, Eastshotte, Hartford, Hunts. (6548

**D.K.W. JUNIOR** 1960, taxed, tested, scrupulously maintained, outstanding cond. £195. Buckle, Officers' Mess, RAF Hereford. (6549

**HEALEY ABBOTT** 1950 4 str convertible, very sound, 2½ litre Riley engine, 100mph. £125 ono. Box 2937. (6550

**M.G. B** 1965, 20,000m only, BRG, w/wheels, htr, new tyres. £635. Tel: Harwell (Berks) 230. (6551

**M.G. B** GT, June '66, BRG, o/drive, w/wheels, 8,000m. £975. Brighton 58999. (6552

**1964 MK.III** Austin Healey 3000, BRG, w/wheels, Kenlowe, radio, o/d, extras. £700 ono. Tel: Mr Lisney, Langton 2614. Salisbury House, Langton Green, Kent. (6553

**1936 STANDARD** 12 de luxe, one owner since new, meticulously maintained by 81 year old retired headmaster; new tyres; new engine 1961, little mileage; entirely orig and immac; MoT April 1968, taxed year, insured to 1968. An investment for £185. Ealing 8359. (6554

**1963 SAAB** 96 spares, mostly new; 4 dampers, front mat, u/j rubbers, clutch cable, points, brake rubbers, manual, silencers. Sae. Box 2938. (6555

**TRIUMPH TR4** 1963 model, immac in BRG with red upholstery, white Surrey top, fitted htr, s/belts etc. £545. HP etc arranged. T. R. Griffiths, Springfield, Drybrook, Glos. Tel: 279. (6556

**LANCIA, M.G.** Two thoroughbreds must go. 1954 Lancia Aurelia B20 GT series 4, regn no OWR1, fair cond, MoT. £225. 1937 MG TA, similar. £125. Webster, West Hanney 281 (nr Oxford). (6557

**M.G. TDII,** red, perfect cond, new hood; photo available. £260 ono. Eccles 1540, Manchester. (6558

**AUSTIN-HEALEY** 3000 MkIII 1964, ice blue, o/drive, w/wheels, well maintained, marriage only reason for sale. £700 ono. Tel: Welwyn Garden 25408 day, or call/write Edmunds, 58 Homestead Rd, Hatfield, Herts. (6559

**HEALEY 3000** MkIII 1964, metallic ice blue, unmarked and above average, o/drive, w/wheels, radio, a host of individual extras including interior lighting, new Cinturatos. This car cost £1,400 new but will go for £725. Tel: West Mersea 2657. (6560

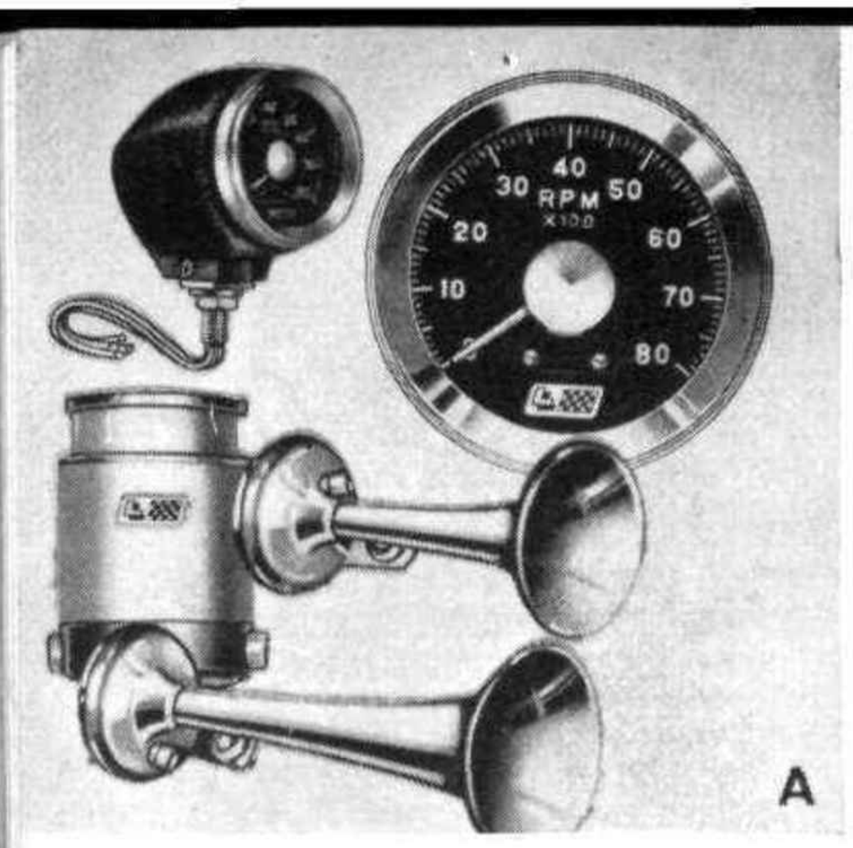
**1938 BUICK** straight 8, good cond; new valves, brakes and stub bushes; MoT till April 1968. Apply Dewis Simpson, 17 Muir St, Zoar, Forfar, Angus. (6561

**SPRITE MK.II** 948cc, OE white, new battery, brakes; Cinturatos. £300. 54 Crossfield, Hutton, Preston, Longton 2601. (6562

**FOR SALE** 2 seater fibre glassed sports car, miniature pattern of E-type Jaguar; Coventry Climax engine, 4 nearly new tyres; needs reassembling; would deliver to purchaser. £75. Benenden 469. (6563

**FOR SALE** 1928 Morris Oxford, o/hauled 12 months ago at a cost of £250; in excell cond. £145. Benenden 469. (6564

**M.G. A** 1600 1960, excellently maintained, every extra. £335. Falk, Reigate 43907, also can be seen Essex (6565

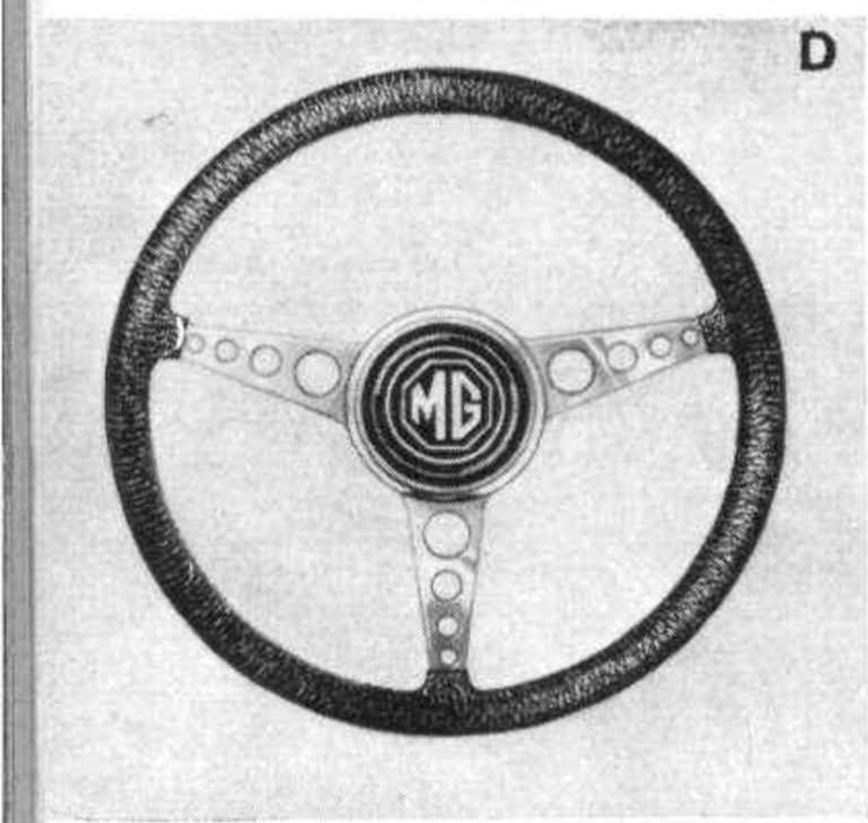


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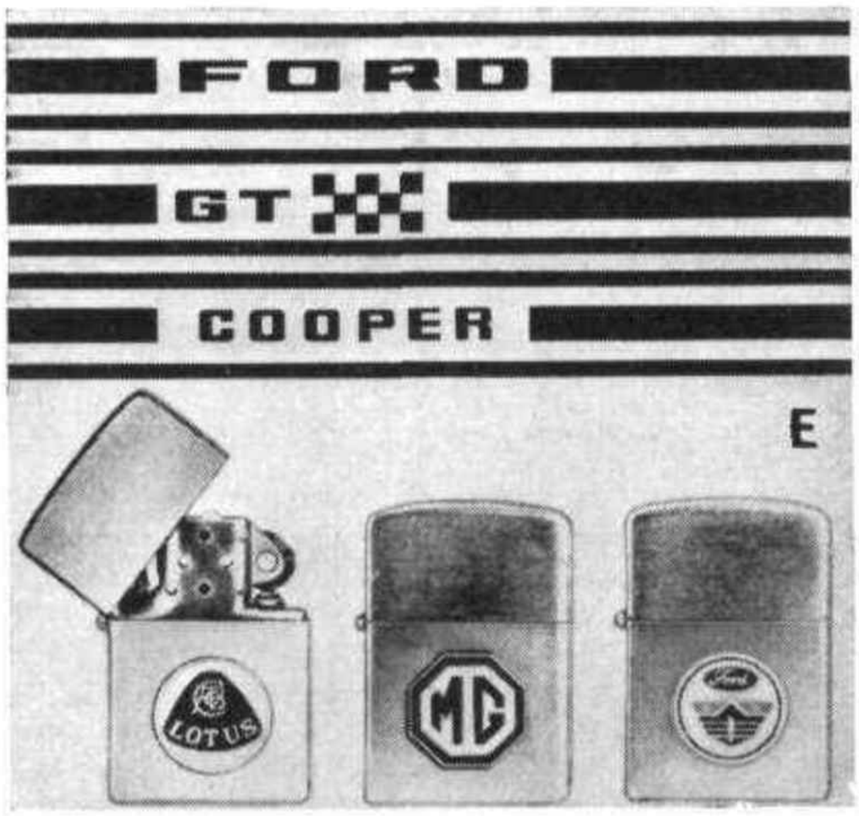

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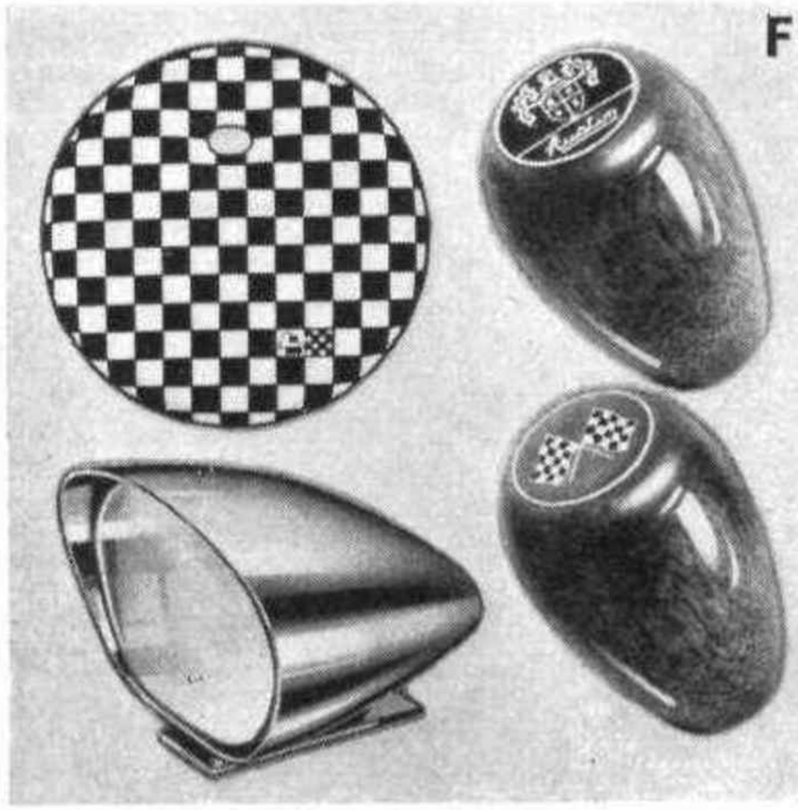
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**"Sportsman" Lighters** with full colour vitreous enamel car badge. Never fails to work in any weather. Every British and Continental car make available. **29/6.**

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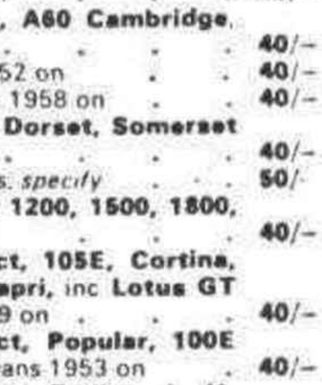
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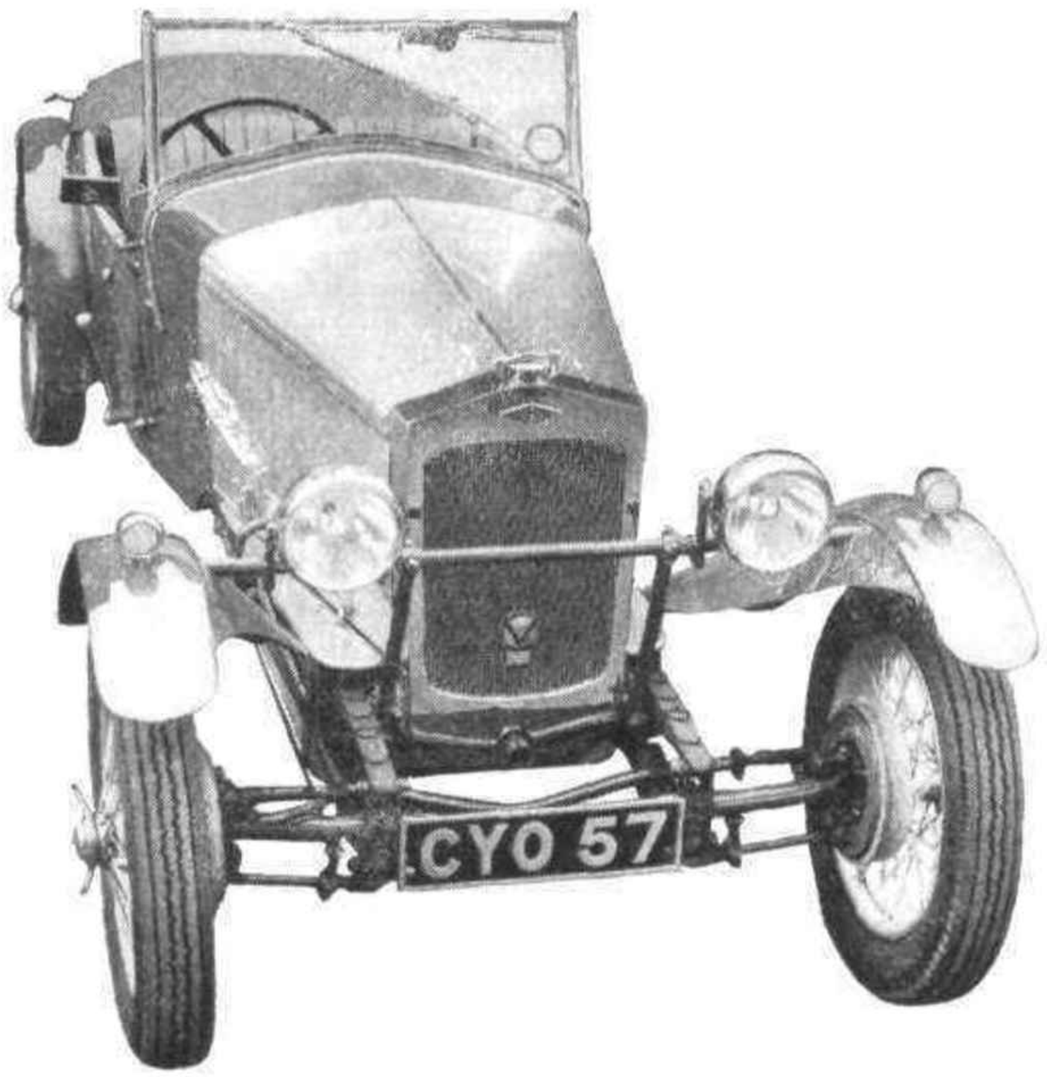
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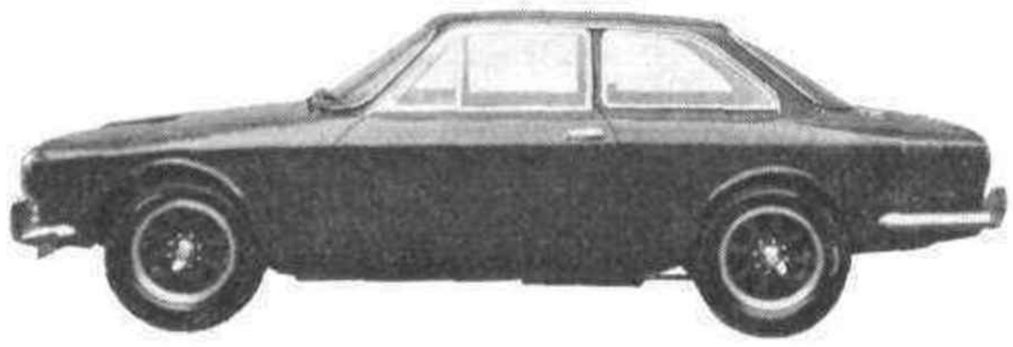
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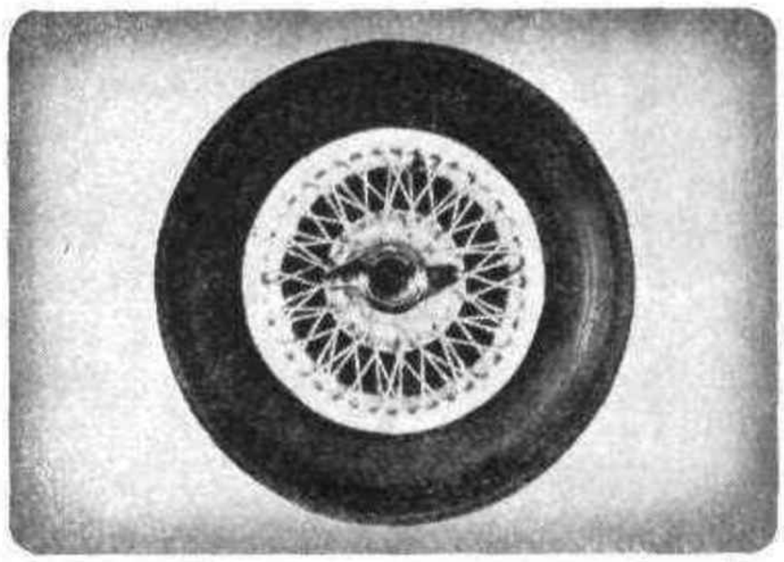
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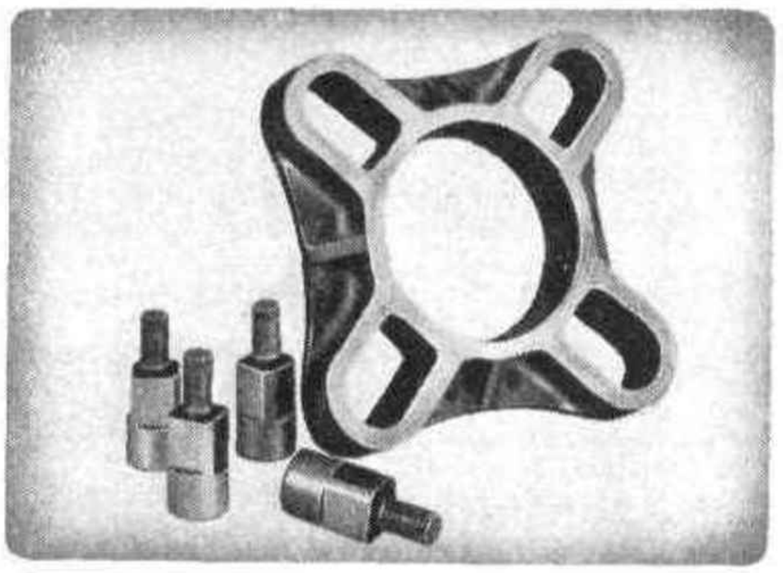
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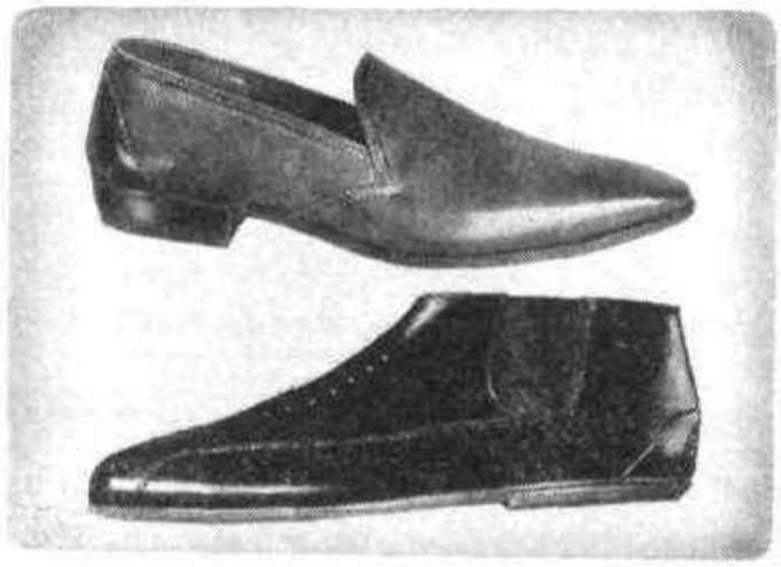


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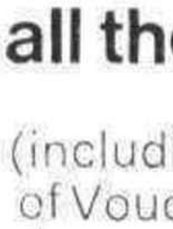
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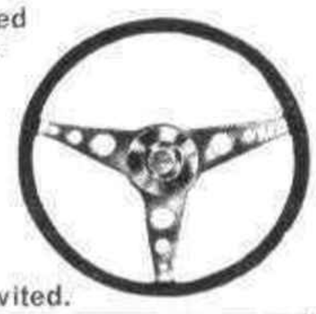
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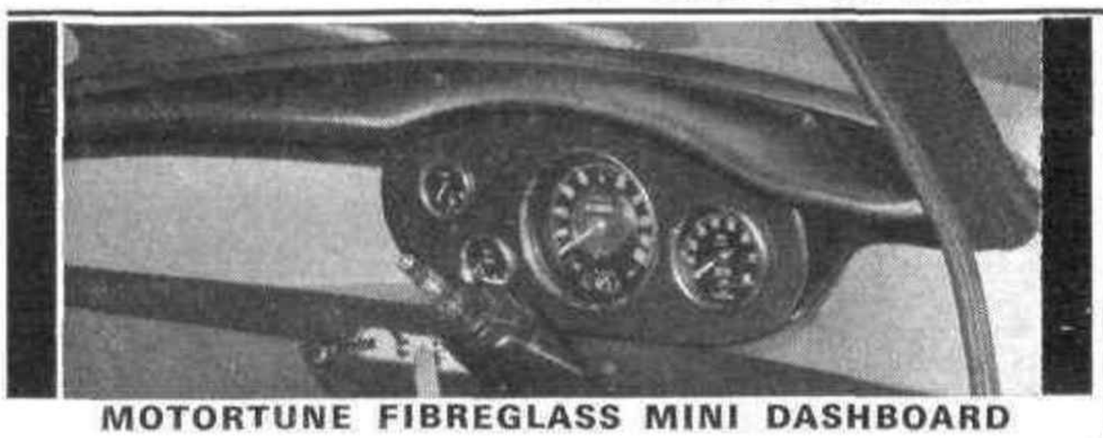

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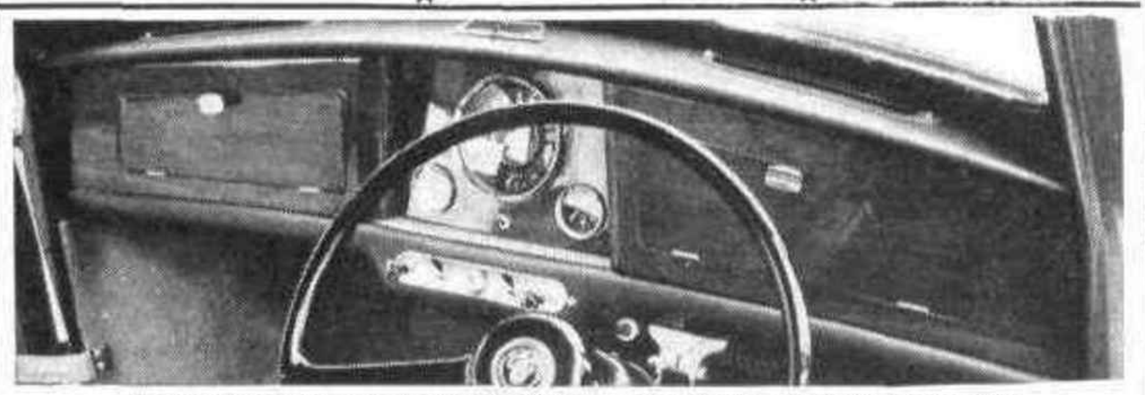

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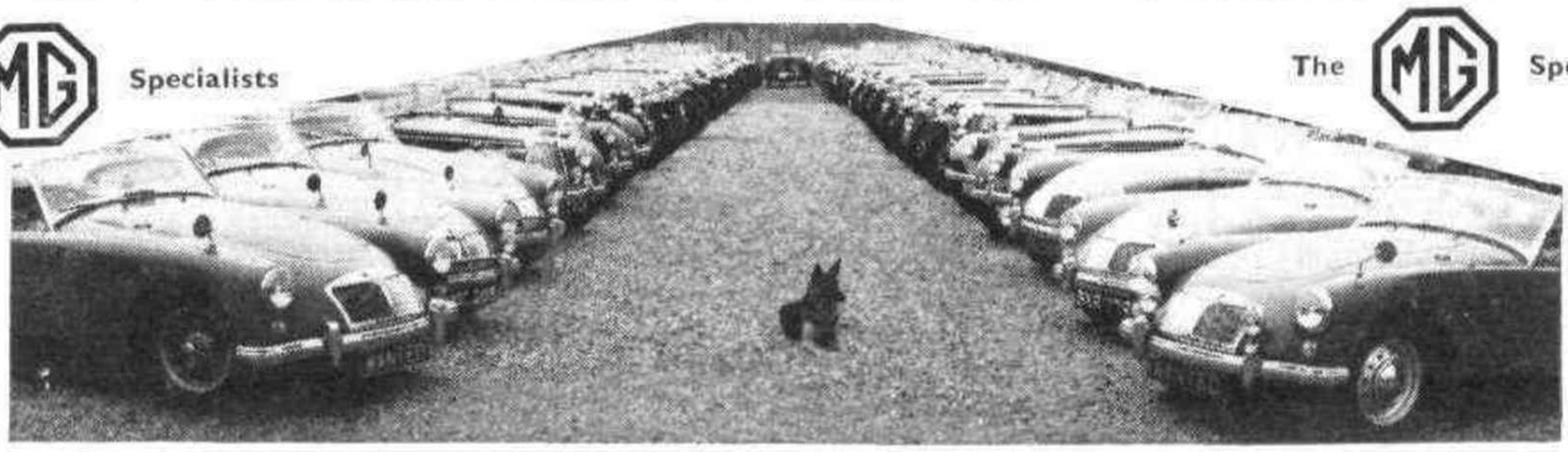
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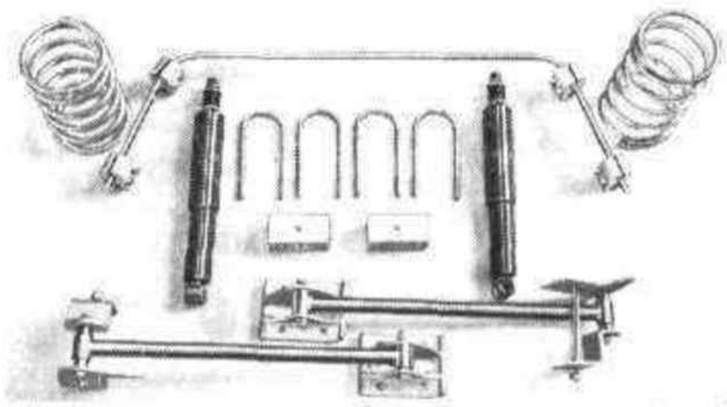
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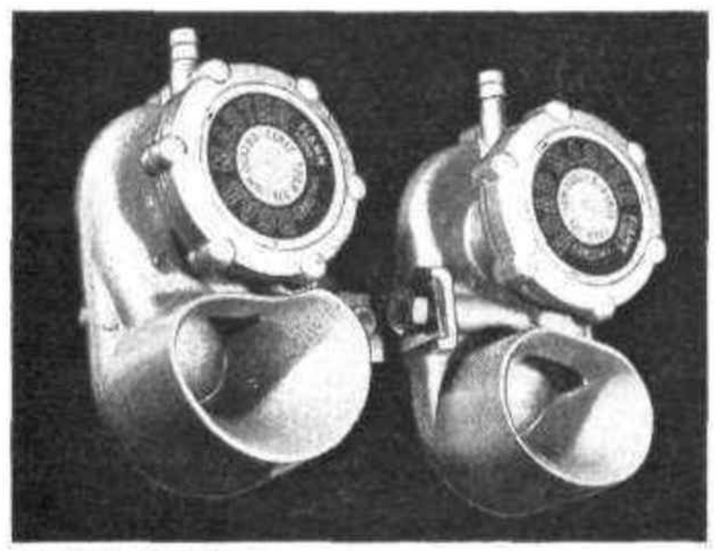
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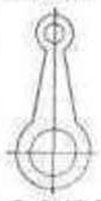
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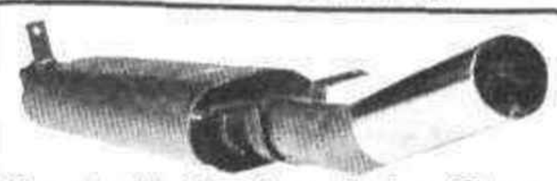
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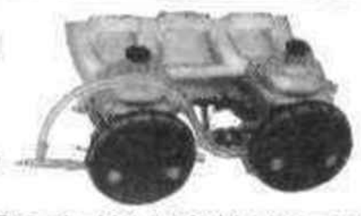


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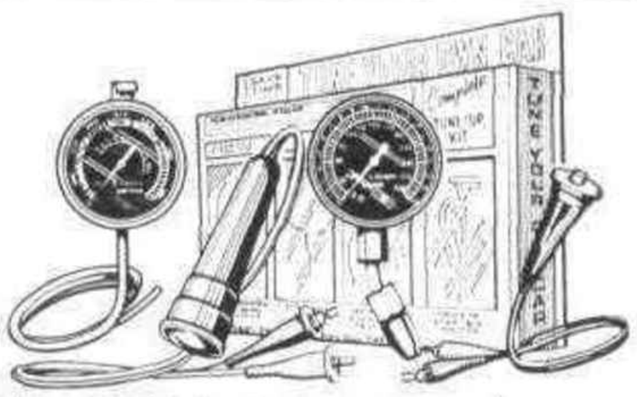


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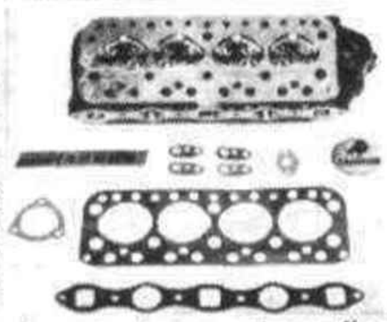
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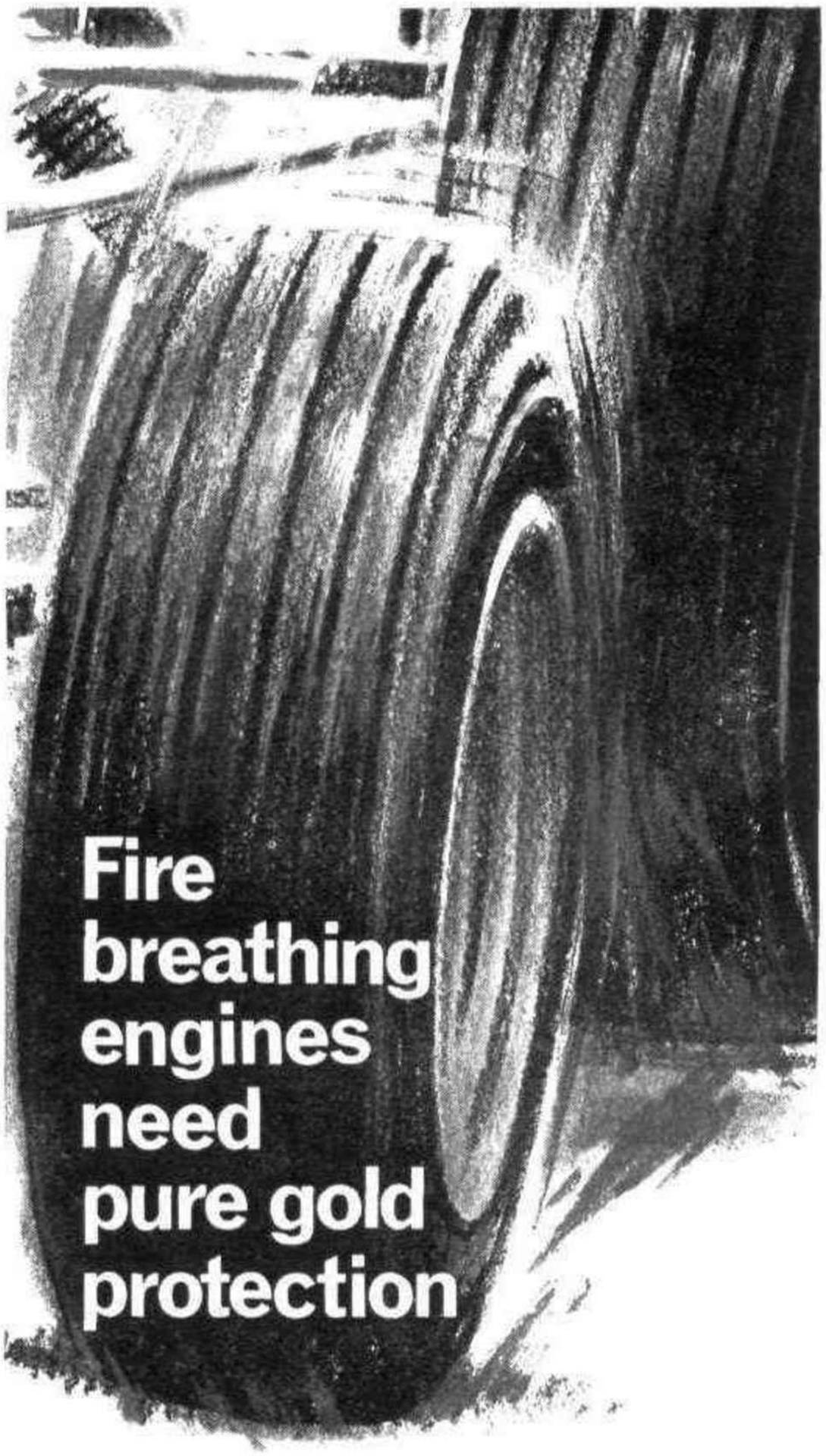
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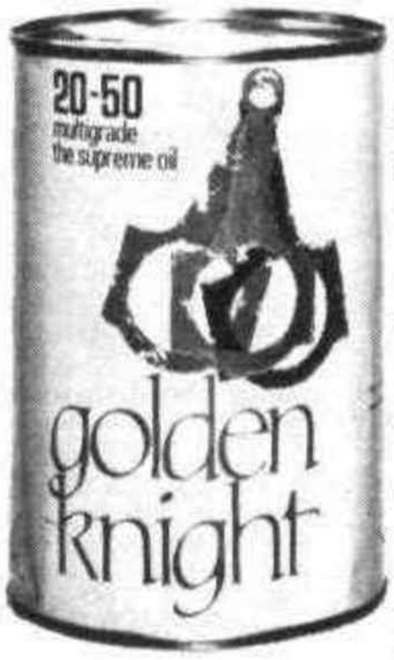
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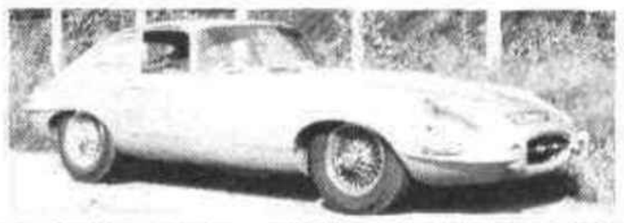
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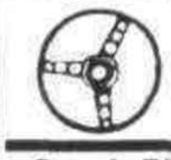
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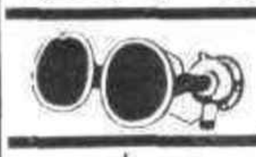
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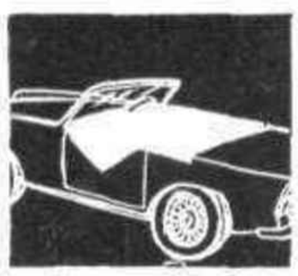
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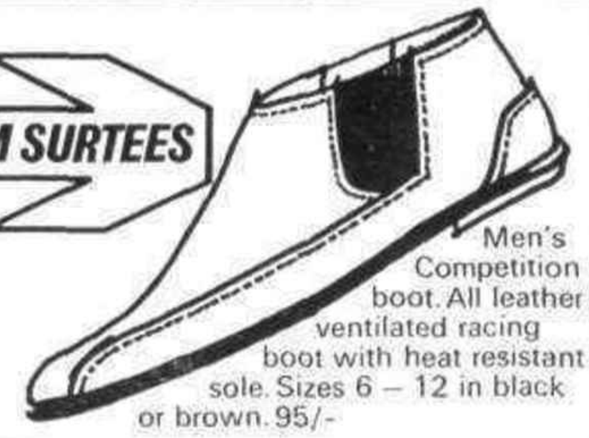
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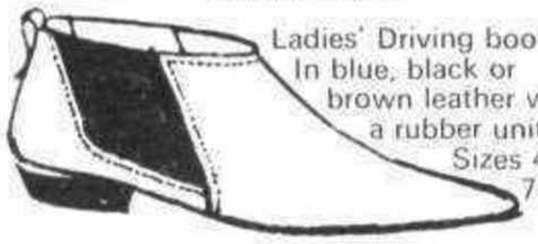
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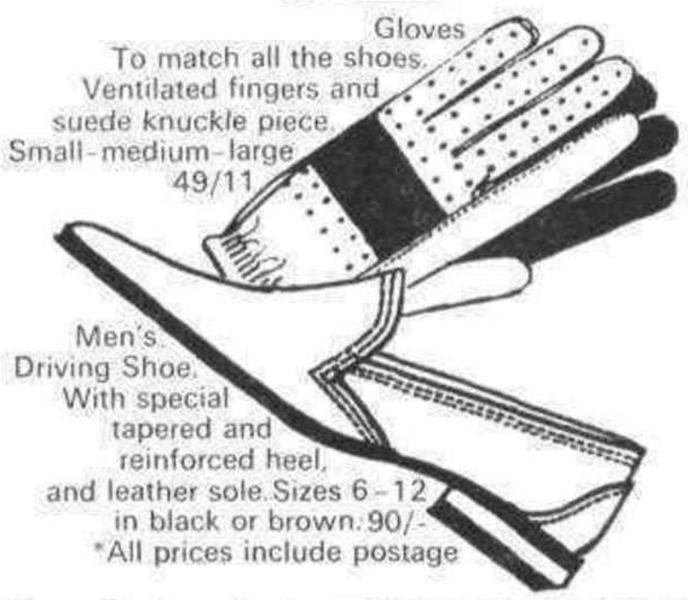
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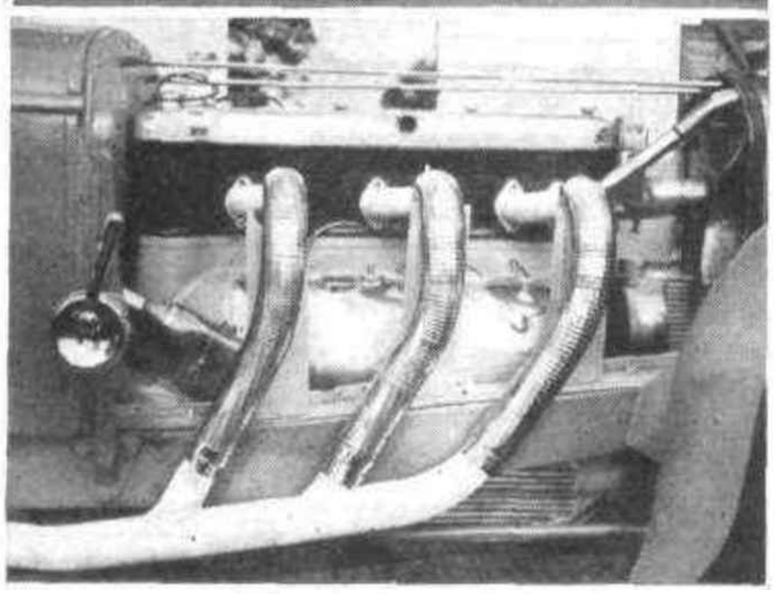
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*How to find us . . .*






Project 214. 1963 ex works **Le Mans Aston Martin.** This very successful car is now offered for sale with numerous spares, including a 4.2-litre dry sump engine at around £3,000.



Photographed on the left is the 7-litre supercharged engine of our **38/250 Mercedes.** This magnificent car has a touring body by Gill of London, and is at present undergoing restoration in our workshops. Further details may be obtained on request.

**1931 4½-litre Bentley** supercharged touring car, fitted with a most attractive and unusual body, thought to be by Carlton. Undergoing full restoration. Price on request.
**1935 500K Mercedes Cabriolet B** .. .. .. .. .. .. **£3,000**
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**1935 1½-litre Maserati.** Complete, but requires restoration .. .. .. **£1,500**
**1929 Darracq 20 h.p.** fabric saloon .. .. .. .. .. .. **£850**
**Circa 1924 Ballot 2-litre** perpendicular limousine .. .. .. .. .. **£850**
**1952 Gordini 1½-litre** ex works sports racing car .. .. .. .. .. **£850**
**1928 Hotchkiss 15.9 h.p. Cabriolet** .. .. .. .. .. .. **£725**
**1924 37.2 h.p. Hispano Suiza,** dual cowl phaeton by Bligh. Completely restored.

**We are now in a position to undertake complete restorations of Thoroughbred motor cars, and shall be pleased to give quotations and valuations by appointment. We have a selection of Vintage, Veteran and Edwardian accessories, and several period radiators (see last month's advertisement). Our premises are open seven days a week, and visitors are always welcome.**

*35-39, Main Street, BASTON, Nr. Peterborough*

## FOR SALE—continued

**M.G. PA** 1934, PB engine, excell cond and performance; MoT May '68. £90. Try offer. Stevens, 38 Beechwood Gdns, Slough, Bucks. TRA 7799 ext 241 day. (6566

**M.G. SALOON** 1950, MoT, good tyres, super personality car to right owner. £95. Please apply to Mrs G. Demery, Eggarton Manor, Godmersham, Canterbury, or Tel: Chilham 247. (6567

**FERRARI. 250GT** lightweight Scaglietti Berlinetta; one of the few short chassis models in the country, first regd 1962; Le Mans car 1961; excell cond both mech and bodily; Ferrari red, black upholstery; lh drive, low mileage, very fast. £1,500. Large quantity of spares available. Darby Ackleton 217. (6568

**M.G. PB** regd MG3594, BRG, rebuilt, orig. £120. Write Phillips, RAC, Cirencester, Glos. (6569

**TONNEAU COVER** to fit MG B, choice of two units support bars, one black, one red, both new. £6 each. Tel: Upminster 7818 or 8286. (6570

**LUGGAGE RACK**, chrome, fitted to red MG B boot lid, as new; original cost £32. Will accept £14. Tel: Upminster 7818. (6571

**VINTAGE STEERING** wheels 14in and 16in, new, in manufacturer's wrappings. Simms magneto type SF4LD, recond, as new. Offers. W. T. McGill, Chetwynds, Wellhall Rd, Hamilton, Lanarkshire. (6572

**BCS1, CSO1**, SM22, GL125, SGG3, YS1966 regns. Offers. W. T. McGill, Chetwynds, Wellhall Rd, Hamilton, Lanarkshire. (6573

**1946 M.G.** TC, MoT, resprayed, recellulosed, rechromed, retrimmed; excell throughout. £185. Call School House, The Crescent, Eastleigh, nr Southampton. (6574

**TWIN-CHOKE SOLEX** carb on manifold complete, for Triumph 1200 engine, £25. Tonneau for Herald or Vitesse, £5. Wanted, h/top for Morgan. N. R. Hargreaves, 75 Raikes Rd, Skipton, Yorks. 3758. (6575

**1960 MORRIS** Mini, rebuilt engine, balanced crank and flywheel, 731 competition-road cam, twin 1½in SU carbs, competition brake linings. Also for sale with car: twin Stromberg 125CD carbs with manifold, 1 brand Mini gearbox complete, 1 secondhand 1100 gearbox complete, 1 partially rebuilt 1100 engine with balanced crank etc; 1 pair Cooper S-type front suspension assys complete with drive shafts, discs and brake calipers, host of other stuff. The lot £180 cash ono. 119 Hathersage Rd, Gt Barr, B'ham 22A. Tel: GRE 9992. (6576

**RALLIERS. LUCAS** roof light, cost £17, as new. £10 ono. Lear, 17 Berkeley Rd, Bishopston, Bristol 7. (6577

**LOTUS XI** Le Mans A series 1,070cc, race tuned; new full race cam and crank, valve springs etc, new SP3s, w/wheels, oil cooler, Bosch racing coil, c/r gears, Weber carbs; bodywork just recond at a cost of £70, not raced since rebuild. £350. No HP. Tel: reverse charge calls to Kingham 430 after 7pm. (6578

**1937 CHRYSLER** 6cyl, mech excell, body sound, interior tatty; used daily, taxed, MoT 1968. Offers. C. P. Folwell, 22 Cambridge Rd, Hastings, Sussex. Tel: 3524 daytime. (6579

**PROFESSIONALLY BUILT** Tornado Typhoon. For specification and photograph write Staines, Weekend, Sanremo Rd, Canvey Island, Essex. (6580

**MORRIS COWLEY** 1930 2 seater with dickey; MoT June 68. £185. Chewton Mendip 377. (6581

**IMMACULATE CONCOURS** 1938 2-litre Aston Martin, resprayed silver grey, rechromed, engine completely rebuilt and not yet fully run in. Further details from T. H. Gadsby, Heathercliffe Lodge, Penistone, nr Sheffield, Yorkshire. Tel: Penistone 2315. (6582

**RILEY SALOON** 1936, non-runner, mech sound, the rest needs attention. Any offers. Tel: Whitstable 5134. (6583

**ALVIS 1936** Crested Eagle 4 light saloon with 1938 25 engine, servo brakes and 4.1 axle; good cond, good tyres, new batteries, htr, fog and spot lamps; photos available. £100 ono. Oldacre, 4 Granville Ave, Newcastle, Staffs. Tel: 64304 home, 67828 office. (6584

**1923 UNIQUE** Chevrolet Cambridge 2/3 seater, listed by Chevrolet with English coachwork and dickey seat; immac cond, dark green body, black wings, lined in yellow, complete with varnished wood spoked wheels, new tyres; believed the only surviving Chevrolet with English Cambridge coachwork; spare parts list and manual with car. £650. Sinfield, Beechcroft, Crowlees Rd, Mirfield, Yorkshire. (6585

**SCHWIMMWAGEN. ONE** of the few left; this unique vehicle was used by the Germans for wading rivers; no time to rebuild so reluctantly offering for sale. Further details and offers to Box 2939. (6586

**1946 SUNBEAM** Talbot 10hp tourer, grey, well preserved handsome vehicle, merits restoration; owner since 1947. Hawkes, 21 Broad St, Stratford-on-Avon, Warwicks. (6587

**JAGUAR E-TYPE** 1963 fhc, chrome w/w, new whitewall tyres, radio, unmarked Carmen red, really attractive car. £975. Will accept p/exch. Guenier, 061-427 3711, Marple, Cheshire. (6588

**LOTUS CORTINA** 1964, a specimen low mileage car, radio, belts etc. £550. Will consider any p/exch. Guenier, 061-427 3711, Marple, Cheshire. (6589

**A.C. 2-LITRE** saloon, 1950, blue, remarkably fine bodywork, bumpers etc rechromed, engine as new. Exceptional car for £175 ono. Will travel to meet. Rogers, 27 Beach Rd, Tynemouth, North Shields, Northumberland. N/S 73823. (6590

**1949 TRIUMPH** 2000 roadster, metal h/top, excell cond. Full set of tools also for sale if required. Offers to Box 2940. (6591

**COMPLETE FAMILY** stable. Austin Healey 3000 2/4, h/top, resprayed dark blue, good tyres, very tidy. Also de luxe Mini to S specification, 1220 block, Weber, mag wheels etc, numerous spares. £425 each or £825 the pair. 1 Woodlands Rise, North Ferriby (632501), Yorkshire. (6594


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I am the **Man with the Mania** for acquiring outstanding specimens (ancient and modern) and usually have one for sale. I overhaul them with the generous advice and guidance of the Service Engineering Department of the makers. Meticulous mechanical work is an end in itself and time is not a factor on any job. *Enquiries welcomed from fellow cherishers.*

Am just completing a thorough body and mechanical overhaul on a **1936 4¼-litre Bentley Park Ward.** This classic trend-setter can be relied upon to increase in value. In the meantime it would satisfy the demands of the most discerning driver — it handles like a thoroughbred. Four-door sports saloon with spare on back of projecting boot, surmounted by luggage grid. Considering its condition, **£550** is considered a reasonable asking price. Engineer's inspection and test invited.

**WILLIAM M. TAYLOR**
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## FOR SALE—continued

**1928 4½-LITRE** Bentley, fitted attractive 2 door open body in 1936, rebuilt over last 2 years; short chassis, D box, hydraulic brakes, rewired, new radiator; engine, chassis and axle completely o/hauled, body resprayed, wheels only since above. £1,800 ono. Smith, 15 Monkgate, York. enamelled and fitted new 18in tyres, twin spares etc. 800m Tel: 22978. (6592

**DAIMLER BARKER** sports 1952, MoT, taxed Oct, absolutely orig and immac, new hood, 32,000m. £250 ono. Real collector's piece. Photos. Jones, 416 Edgware Rd, W2. PAD 1308. (6593

**1938 TRIUMPH** Vitesse 14/60, silver grey, exceptional cond, MoT (Hendon) cert, bereavement forces sale. Fair and reasonable offer wanted. Seen by appointment. Pearce, 7 Court Way, London NW9. (6595

**WCT1. 1963** Humber Sceptre, red, beige upholstery, radio, s/belts, 27,000m, very good cond. 1965 Hillman Super Minx, 28,000m, excell cond. Turner, Gayden, Mareham-le-Fen, (Tel: 216), nr Boston, Lincs. (6596

**1966 TRIUMPH** Herald convertible, 9,000m, dark blue, htr, belts. £550. HP available. VAL 2938. (6597

**VERY FAST** and comfortable engineer/director's personal VX4/90, June '64, stage II; radio, twin lamps, X tyres, maintained regardless of cost; bodywork, engine and transmission all perfect. £475 no offers. HP arranged. Apply M. L. Finlow, Elworth Wire Mills, Sandbach. Tel: 3331. (6598

**ROLLS-ROYCE PHANTOM** III 1938 sedanca, exceptional. £1,750. Also 1936 PIII saloon, excellent. £500. Box 2941. (6599

**BENTLEY MK.VI** 2 door saloon by James Young, fitted fully recond full flow engine, 3,000m only, by Rolls agents. Just resprayed, new headlining, fillets, chrome, carpets etc; in absolutely immac cond mech and bodily; genuine reason for sale. Offers around £500. Tel: Stoke-on-Trent 48844 or 47198 evenings. (6600

**ASTON MARTIN** 1938 d/head coupé, very attractive lines, mainly rebuilt, mech completed; all parts in hand and o/hauled; owner posted, must sell. £300, offers considered. Tel: Botley (nr Southampton) 2644. (6601

**PORSCHE SUPER** 75, 356B, 1960, excell cond; Motorola radio, almost new Cinturatos and Dagenite battery, AFN engine rebuild 14,000m ago. £585. Walnut Cottage, Shiplake Rise, nr Henley, Oxon. Wargrave 3329. (6602

**1929 BENTLEY** 4½ open tourer, dismantled. Offers. Box 2942. (6603

**SUNBEAM TIGER** 1966, h/top, tonneau, Arctic white, black interior, 12,000m, fully fitted towing. £950 ono. Will consider p/exch Vitesse approx £400. Simpson, 114 Haunch Lane, Kings Heath, Birmingham. Highbury 1806. (6604

**MORRIS 8** 1935, 4 door, black/red upholstery, sound throughout. £55. Lotus Cortina rear coil suspension parts. £6. Stourbridge 3301. (6605

**TRIUMPH TR4** series IV, Nov 1963, o/drive, w/wheels, new XAS, radio, tonneau, red and black interior, low mileage. £595. Tel: Bristol 626462. (6606

**1928 FIAT** 509A, rare, very practical 4-seater tourer, very good order except seats require some attention. MoT, taxed. Medway 61107. £375. (6607

**1935 INTERNATIONAL** Norton motorcycle, 500cc model 30; completely dismantled and ready for restoration by genuine enthusiast. £50. Gerry Stonhill, George Hotel, Dorchester-on-Thames, Oxfordshire. Warborough 404. (6608

**BENTLEY 1938** 4¼, glorious family saloon by Park Ward, sand and black. Investment at £340. Office 01-508 2134, Home 01-508 6237. (6609

**VOLKSWAGEN 1200** 1961, gulf blue, excell cond, 35,000m, 2 owners. £300 ono. 18 Link Way, Arborfield, Berks. (6610


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Present Company..... allow me..... years' N.C.B. of .....%. Accidents last 3 yrs. YES/NO

## FOR SALE—continued

**M.G. B** 1965 (model), 5-bearing crank; white, black interior; extras include o/drive, w/wheels, Motorola, oil cooler, new Cinturatos, htr, s/belts, tonneau, wing mirrors, air horns; excell cond. £650 ono. Sloan, 142c Cromwell Rd, SW7. FRE 5716. (6611

**T.V.R. 1800S** fastback 1965, resprayed white, red interior, modified head, Weber, c/r gears, oil cooler, o/drive, htr etc. Tel: Birmingham EDG 2504. £695 ono. (6612

**XK150 3.8S** fhc, fitted Protheroe prepared Mike Hawthorne racing engine, tuned cams, head etc; o/drive, 230mph speedo, Konis, Motorola, E-type bucket seats, X tyres; just fitted clutch, discs, pads, exhausts, reworked head etc; new doors, rear wings, respray in gleaming carmine red make this a 150mph car in exceptional cond. Offers over £395 to D. Askew, 1 Central Drive, Buxton, Derbyshire. Tel: 4507. (6613

**MORRIS COOPER S** 1,275cc, regd May '66, immac cond, radio, £600 ono. Bentley, 29 Barnetby Rd, Hessle, Hull 35228, night 641339. (6614

**ALLARD K1**, very attractive and distinctive sports car; 2 new tyres, recond gearbox, mech sound with no body rust; taxed, MoT. £120 ono. Weekends only, 21 Kingston Ave, Leatherhead, Surrey. (6615

**1965 M.G. B**, 1967 ex-works engine, new brakes, oil cooler, Abarth, Maseratis, Xs, tonneau, cig lighter, ashtray etc, hat; covered 15m since new engine; bills for over £130 available. Offers near £700, will haggle. Tel: 51101 9-5, 51394 after 6. Ask for Peter. (6616

**1957 T-BIRD**, excell cond, both tops, PS, PB, auto, low mileage. £500. Contact Pywell, 12 Manorville Rd, Hemel Hempstead, Herts. 2589. (6617

**1957 BENTLEY**, powered steering, silver/pearl black, fantastic cond throughout; one owner. What offers? Tel: Farnborough, Kent, 56310. (6618

**AUSTIN HEALEY** 100/6 1957, body o/hauled and sprayed black pearl; extras include silver beige h/top, s/top, tonneau, powered discs all round, o/drive, htr, oil cooler, w/wheels with Xs. £250. F/L Nixon, RAF Wyton, Huntingdon. (6619

**M.G. A** 1600 Mkll fhc, 1962 model, w/wheels, Cinturatos, spots, belts etc, black, orig cellulose, whole car good order. £375 ovno. Wanted: Marshal blower or similar for PB, in good order. N. D. Churcher (MMM member), Stoke House, Shaftsbury Rd, Gosport, Hants. Tel: 80755. (6620

**JAGUAR XK140** 1955, metallic dark green dhc, excell cond, many extras and spares. Further details on request. £215. Powell, 51 Monument Lane, Lickey, nr Birmingham. Tel: RUB 3581. (6621

**M.G. TC** Nov 1949, recond engne 10,000, new exhaust system, front tyres and many other parts; extras include winkers and luggage rack; MoT, taxed. £175. Wyatt, Orchard Cottage, Hook, Hants. Hook 2579. (6622

**AUSTIN 7** 1935 2 seater tourer, whole car in excell cond with many new parts, excell hood and interior and many spares. £60. Wyatt, Orchard Cottage, Hook, Hants. Hook 2579. (6623

**MINI COOPER** May 1966, immac. £500. 25 Charville Lane West, Hillingdon, Middlesex. Tel: UX 34618. (6624

**1934 S.S. II Jaguar**, very good cond, taxed, MoT. 67 St. Michael's Hill, Bristol. Tel: 23961. (6625

**BENTLEY MK.6** short chassis sports 2/4 seater, suitable for touring or competitions. £495. Box 2943. (6626



We are happy 'cos we have just earned £200 hiring our famous 1938 **CADILLAC** F.H. club coupé to a rich film company, this should make you happy 'cos we can now offer this fabulous machine at the realistic price of **£575** (all you droolers who said "If only I had the cash I would buy it like a flash" can now have it, or at least the first-comer can).

**FORD Model B** "Tudor" saloon, 1932, fitted lusty but economical 24 h.p. motor, completely overhauled 3,000 miles ago. Very sound and original, because it's a French built one, it has L.H.D. and beautiful Marchal lamps plus just a touch of Chanel No. 5 in the sump. Dazzling scarlet ... ... ... ... ... ... **£225**

**1931 CHRYSLER "70"** 27 h.p. four-door sedan, a lulu, engine rebuilt, good hydraulic brakes. Very rakish prohibition type body, painted corn whisky and black, new skins, what more d'yer want for ... ... **£125**

**1933 CHRYSLER "Kew"** 4-door sedan, small 19.8 h.p. six. Light on gas but snappy acceleration. Very fine condition, body plum and black, brown hide interior, vo-de-o-do radio. Drive one of these old Yanks and you're sold at ... ... ... ... ... **£175**

Our grand old Duchess, the **1924 STANDARD Warwick 14** four-seater tourer is still with us but just been redecorated in regal cherry and black, brand-new hood. Had recent £150 mechanical and electrical overhaul, so she is ready for the parade. As we had a good month we've decided to let her go at ... ... ... **£395**

Following our Le Mans victory with the hot 33 Austin ten saloon we offered last month (now sold to Henry Ford for research) we offer another masterpiece by the tuning wizards Twinkletoes and Esterhardy, a **1937 MORRIS 8**, four-seater tourer, with two (yes we mean two) carburetters and a galaxy of other modifications (grab it before Enzo Ferrari does) ... ... ... **£95**

**1931 RILEY 9** Monaco fabric sports saloon in pristine condition, very attractive to look at and drive ... **£185**

Plus two nice **39 BUICK** straight 8 limousines at **£75** each.

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## FOR SALE—continued

**ALVIS 3-LITRE** TD21 Nov '60, dark green, grey interior, convertible; present engine 11,500m; htr, spotlights, tyres as new; this attractive car is in very good mech order and almost immac; cost over £3,000 new. £575. HP possible. Williams. Tel: 01-886 3870. (6627

**BENTLEY MK.6** 1951, 4 new Cinturatos. Will reluctantly part with this very glamorous motor for £550 ono. Tel: Wellingborough 2994. (6628

**SUNBEAM ALPINE** MkIV GT 1964, blue, o/drive, h/top, extras, vgc; owner going abroad. Bargain at £450. Tel: 01-435 4208. (6629

**1948 M.G. Y**, 2-tone green, red leather upholstery; fastidiously maintained from new in concours cond by 2 meticulous owners, regardless of cost; probably one of the finest examples in the country; many spares; full pedigree available. £285 ovno. Tel: Sheffield 367795. (6630

**CONCOURS CONDITION** Mulliner bodied Lanchester 14 sports saloon 1936, recond engine, MoT May 1968. £175 or exch antique weapons. Holmes, 133 Nottingham Rd, Nuthall, Notts. Tel: Nottingham 272421. (6631

**ASTON MARTIN** 1936 2 litre 4 seater tourer, excell throughout, taxed, MoT, £395. Offers considered. Must sell or would consider p/exch. Sussex. Box 2944. (6632

**STAR 1931** Little Comet 4 seater coupé, positively concours throughout; MoT. £295. P/exch considered. Sussex. Box 2945. (6633

**ROLLS-ROYCE 1933** 20/25 close coupled sports saloon by Hooper, completely o/hauled, superb cond throughout; complete with mascot, tools and handbook; a beautiful and original car. £750. Box 2946. (6634

**SAAB 96**, immac 3 carb 1966 model in red, extras include belts, spot and reversing lights, radiator blind etc. £590 asked, must sell, going abroad. Hartley, Bryher, Springs Rd, Longridge, Preston, Lancashire. (6635

**BENTLEY 1934** 3½ litre Hooper alloy saloon, in daily use, much mech work done recently; photo. £300 ono. Kay, Marsh Lane, Hambleton, nr Blackpool. (6636

**WORKSHOP CLEARANCE.** Early Rolls 20/25 gearbox, fan assy, starter, wheelspanner, distributor, carb, magnets, shaft. Riley 1½ cy head. Two 6volt car htrs. Vintage 2in car clock. Smiths. Lancia spares for Aprilia and Augusta and few Lambda. Sae please. Kay, Marsh Lane, Hambleton, Blackpool. (6637

**DELLOW MK.II**, twin SUs, very good bodywork, recently reupholstered, mech good. £120. Hammill, 2 Mt Pleasant, Hayle, Cornwall. (6638

**CONNAUGHT L3** sports 1953, recond engine, new brakes, resprayed BRG, outstanding. £240. Also MG TA, exceptional. £160. Couché, Culver Court, Crediton, Devon. (6639

**DELLOW SPORTS**, 1172 Ford 100E, BRG, twin SUs, Aquaplane head, 5,000m since rebuild, new tonneau, excell cond. £140 ono. Southend-on-Sea 523181. (6640

**RILEY KESTREL-SPRITE** 1936 1½ litre, twin SUs, Scintilla, preselector. £110. 4 St Hugh, White Lion Rd, Amersham. (6641

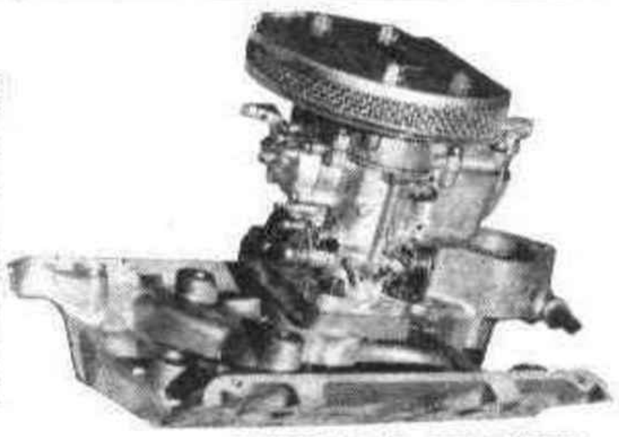
**LENHAM GT** Sprite, built 1966, superb in every way. £100 spent last 9 months; interior immac, never competed, always attracts attention, enthusiast owned. £275. 01-540 7845. (6642

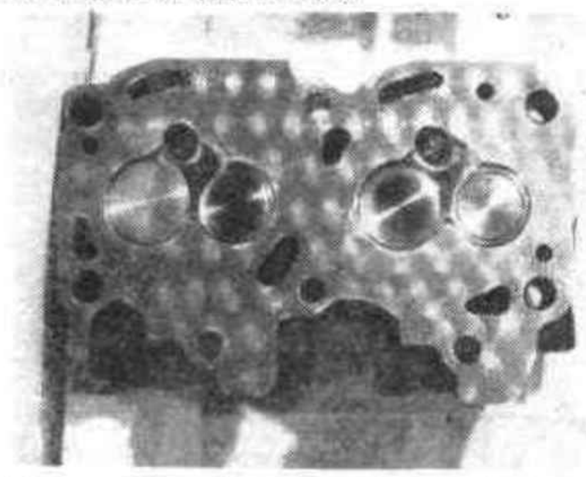
**M.G. TC** 1947, good cond, MoT. £135 ono. Alex Ryan, Students' Union, Keele University. (6643

**ASTON MARTIN** 2 litre short chassis, rebuilt mech, paintwork excell, new hood, fine specimen. £450 ono. Lagonda Rapier Sportsman's coupé, very orig, runs well. £100 ono. Will sell both for £500 or exch plus cash for interesting pvt/vintage. Berks. Box 2947. (6644

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**M.G. PA** 1934, sound and orig, ideal for restoration. Offers. Box 2948. (6645

**LANCIA LAMBDA** 8th series 1928 Weymann saloon, clean, orig; valuable spares, suspension tools, extra tyres. £550. Stamer, Black Horse Inn, Teffont, Salisbury. (6646

**BENTLEY MK.VI**, very good cond, bills for engine o/haul £200 6,000m ago; must sacrifice. £350 ono. Norwood Hill (Surrey) 230. (6647

**ALFA ROMEO** Giulia 1600 Spyder 1964, 5,000m since complete engine o/haul, very sound mech; owner going abroad; radio, s/belts, chains. £625. Visit or tel, working hours weekdays, Saturdays 10-2. Bulloch, Church Farm, East Wittering, Chichester. West Wittering 2354. (6648

**1948** 3½ litre Jaguar first class order throughout, BRG, w/wheels, P100s etc Warland Farm, Todmorden, Lancs. (6649

**TALBOT 65** tourer (Roesch) 1934, beautiful Carlton aluminium bodied pvt, completely orig, well maintained; needs respray, hence only £150 MoT. 2 Beauchamp Rd, Upper Norwood, SE19. Office: 01-733 2141. (6650

**IMP STAGE** IV conversion. Fitted to standard Imp the performance exceeds Sunbeam Imp Sport: Rallye head, twin Strombergs, competition camshaft, water heated inlet manifold, 4 branch exhaust. Complete £55. Tel: Newington (Kent) 230. (6651

**30 YEARS** one owner, Rover 14 sports saloon, immac. £135. Peters, 26 High St, Princes End, Tipton, Staffs. Tel: 3256. (6652

**1930 MORRIS** Major in going order. First reasonable offer. Brown, 217 Beacon St, Lichfield. (6653

**1936 FORD** 10 model C, outstanding example, MoT. £65. Tel: Nottingham 66987. (6654

**MORGAN 3-WHEELER** 1949 F super, 1,172cc, excell cond throughout, MoT '68, £100 ovno. Jones, The Beeches, Stanthorne, Middlewich, Ches. (6655

**ASTON MARTIN** DB2/4 1955, 2,922cc, Girling power disc front brakes, new tyres, all round excell cond, history available; owner getting married. £450. Offers considered. Renfrew, Broadway 2372. (6656

**IMMACULATE ALLARD** sports coupé, 3 times concours winner after considerable expense; numerous extras. £225 ono. G. Manns, Oakington, Hungerford, Bursledon, Hants. Tel: Bursledon 572. (6657

**M.G. TD2** 1953, ivory, excell cond throughout, must be seen. £260. Hayling Island 73111. (6658

**M.G. TD** resprayed, Xs. £235. Details, 5 Chadfield Rd, Duffield, Derbyshire Duffield 2541. (6659

**ROLLS-ROYCE 1934.** Your search for a mech perfect 20/25 is over; mine has an engine that would put a Singer sewing machine to shame; plus all instruments, tools, mascot; only needs a respray. £345. Tel: St Annes 26529 or Lytham 6487. (6660

**SUNBEAM DOCTOR'S** coupé 1930/31, excell engine, hydraulic brakes, newly sprayed coffee and cream, 6 almost new tyres, good interior; ideal for professional man who wants a vintage car without troubles. £300. Tel: St Annes 26529 or Lytham 6487. (6661

## FOR SALE—continued

**FANTASTIC OFFER.** Company director's 1967 rebuilt Lotus Elan, meticulously maintained; all extras, XASs, KOs, radio, record player, hood, tonneau; 7,000m from completion; in eye-catching, amazing Rolls-Royce silver green; terms available; exch TR, MG B, Aston, E. £850, no haggling. Can be seen any time. Worcester 24964 or 27305. (6662

**ELAN S2**, Oct '64, 19,000, special yellow paint job, black trim, belts, Kenlowe etc; rather immac. £835. Enquiries after July 9th. 01-845 5054. (6663

**HEALEY SILVERSTONE**, rebuilt at a cost of over £600 including chassis o/haul by Rubery Owen; new brakes, wheel suspension and steering bearings; cadmium plated springs and suspension; engine o/hauled, new Konis and SP41s; resprayed BRG with new black leather bucket seats; full weather equipment and host of spares including engine and c/r gearbox; in immac order and a worthy Griffiths Formula contender. £590. Rickard, 24 Paddock Heights, Twyford, Berks. Tel: Loddonvale 5855, (6664

**AVON SPECIAL**, a delightful little 4 seater open tourer of the '32 period; extremely pretty, mech very good. To be given away to the first gentleman or lady for £85. 2 Barton Rd, Luton. Luton 23640. (6665

**ALFA ROMEO**, a magnificent chassis with new tyres all the way round; completely orig with a very attractive aluminium James Young d/head coupé body; the whole car is in very good cond throughout; recently used in the 19th episode of the Forsyte Saga; as it is now a film star it feels it cannot be properly loved, being one of a number of vintage cars; it is now available and looking for a loving owner. Would be interested in exch for modern sports car. HP terms can be arranged on the Alfa Romeo. 2 Barton Rd, Luton. Luton 23640. (6666

**VOLKSWAGEN 1956**, finest in country, national concours winner, subject of numerous magazine articles. £250 ono. Fancott (Beds) 266, evenings and weekends. (6667

**ENTHUSIAST HAS** Jaguar XK120 1954 d/h coupé in excell cond, especially bodywork; MoT March 1968; w/wheels etc. Will consider exch with similar period sports racing car or will sell for £175. Shapland, Slaters Farm, Peppard Common, nr Henley-on-Thames, Oxon. Rotherfield Greys 282 after July 14th. (6668

**1919 MODEL** T Ford open tourer, excell orig cond, recent new hood and tyres, ready for use. £950. Didsbury 2050 (Manchester). (6669

**BENTLEY MK.VI** Mulliner alloy lightweight saloon, £110 spent on coachwork and painting; photo page 557 last month, identical model. Nearest £225 for immediate sale. 4 Marlpit Hill, Sutton Bonington, Loughborough. Kegworth 778. (6670

**CONSULTANT'S TR3**, mech perfect, new hood, seats tatty. Haggle £170. Cole. 01-607 5616. (6671

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**PACKARD 1937** model 120C, one owner only, maintained regardless of expense and in immac cond; straight 8 engine, mileage 75,510, numerous spares; seen Buxton, Derbyshire. Offers invited. Enquiries to R. A. Williams & Son, Estate Offices, 684 Wilmslow Rd, Didsbury, Manchester 20. Tel: DIDsbury 2056. (6672

**SPITFIRE, NOVEMBER** '63, white, tonneau, r/mirrors, belts, Mich X, used only as second car hence 29,000m; faultless cond. £395 or p/exch for Bond Equipe. 1 Lovedale Grove, Balerno, nr Edinburgh. Balerno 3136. (6673

**AUSTIN HEALEY** MkIII 1964 convertible, many extras, first class cond, 21,000m only. Offers invited. White House, Sutherland Ave, Wellington, Shropshire. Tel: 2801. (6674

**AUSTIN HEALEY** 100M, all extras. £185 ono. Write Jones, Brynderi, Llangoemor, Cardigan, Wales. Tel: Llechryd 344. (6675

**MORGAN PLUS 4** dhc 1954, old style, Vanguard engine 10,000m, new tyres, batteries, excell. £240 ono. Tel: Filtness, 01-857 7816. (6676

**BENTLEY 4¼-LITRE** 4 door sports saloon, H. J. Mulliner aluminium body, royal blue, near concours cond; new carpets, battery, silencer, headlining; fitted htr, washers; beautiful specimen, used daily. £295. 115 Barlow Moor Rd, Didsbury, Manchester. DID 6150. (6677

**1964 M.G.** B, BRG, w/wheels, s/belts, new tyres, £100 extras. £590. Stelling Minnis 375. (6678

**GRACIOUS LADY** Standard 20 saloon 1932, good cond throughout, MoT May 1968; view Bucks. £50 ono. Box 2949. (6679

**1927 SUNBEAM** 20/9, orig parts throughout, engine overhauled with remainder, requires final assembly and upholstery, body good. Tel: Standeford (Wolverhampton) 369. (6680

**RILEY 2½** RMB 1952, body, roof, brakes, transmission, lights very good, but engine would be improved by a little expert attention; new battery, reasonable tyres. I want £175, but rent day is near, so may reduce. MoT to March 1968. Harris, Sandon Lodge, Sandon, Stafford. (6681

**BENTLEY 1939** MX 4¼ o/drive saloon, black/primrose, magnificent appearance. £300. Rank, 92 Glebe Rd, Cambridge. Tel: 47587. (6682

**1938 ROLLS-ROYCE** Wraith Park Ward 5-passenger saloon, over £1,000 spent recently with concessionaires. £600. Newbury 1346. (6683

**1964/5 GORDON-KEEBLE**, light green, 28,000m guaranteed; new Turbospeeds, comprehensively equipped, mint cond inside and out. £1,750. Newbury 1346. (6684

**VOLKSWAGEN 1961**, green, sunroof, seat covers, nearly new Cinturatos, flasher conversion, radio, slick shift, Smiths air cleaner, Bosch sports coil, wheel spacers, wing mirrors, s/belts etc etc. £315 ono. 01-876 4524. (6685

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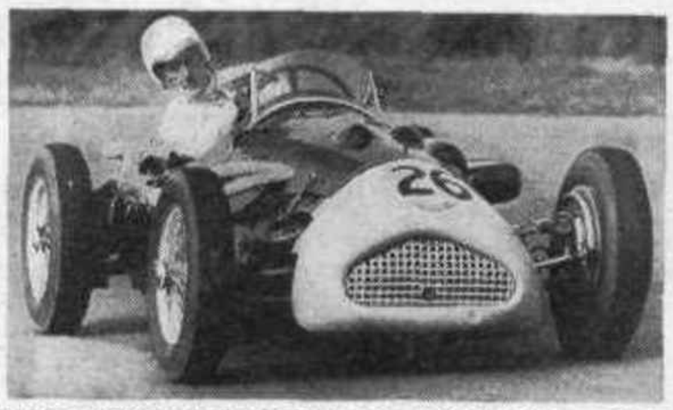

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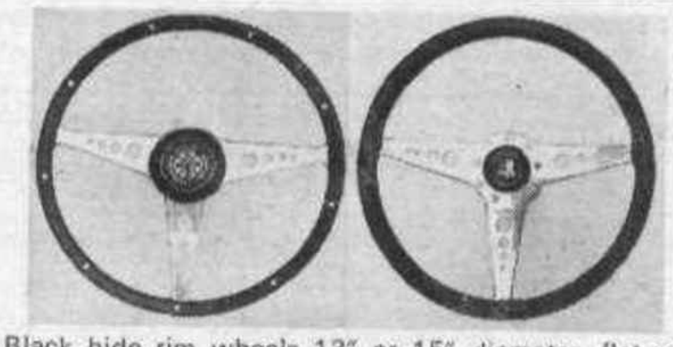
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**AUSTIN HEALEY Sprite Mk. 1,** 1959. Finished in Ireland green with white stripe, and hard-top, modified engine, Weber carb., close-ratio gears, wide-rim rear wheels, special seats, etc. Very quick ... ... **£295**

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**TRIUMPH Spitfire,** 1965. Two owners; finished in midnight blue with black interior, hard-top, overdrive, radio and heater, and modified engine; a very good-*looking and rapid example* ... ... ... **£595**

**LOTUS Super 7,** 1962. B.R.G. with red cockpit, and with the 1,340-c.c. Ford-Cosworth engine, Webers, discs, etc. Full weather equipment, tonneau cover, etc. ... ... ... ... ... ... ... **£395**

**RELIANT Sabre,** 1964. Gunmetal grey with red upholstery, and fitted radio and heater, overdrive, etc. ... ... ... ... ... ... ... **£565**

**MORRIS-COOPER 1275 S,** 1965. One owner only. Excellent in red with black roof, and red trim, heater, seat belts, wide-rim wheels, etc. ... ... ... **£495**

**AUSTIN HEALEY Sprite Mk. 2,** 1963. Pale blue with dark blue upholstery, and tonneau cover, heater, special seats, etc. Another in white with red trim **£365**

**M.G.-B,** *1963.* Finished very attractively in *Iris blue* with dark blue trim, and fitted heater, tonneau cover, seat belts, wing mirrors, etc. ... ... ... **£545**

**TRIUMPH TR3A,** 1958. Tartan red with black interior, and just fitted new hood; also with radio and heater... ... ... ... ... ... ... **£325**

**TURNER-CLIMAX 1,220-c.c.,** 1961. White with black cockpit, wire wheels, disc brakes, heater, tonneau cover, wood-rim wheel ... ... ... ... **£395**

***T.V.R. Grantura,*** *1961. Choice of two examples. One* in pale blue with red trim, mag. wheels, Ford unit, etc., and the other in red with black trim, with M.G.-A 1,622-c.c. engine and gearbox, wire wheels, and disc brakes... ... ... ... ... Both at **£345**

**AUSTIN-COOPER,** 1964/65. We have a **1071S** in white, and two ordinary Coopers in pale blue or yellow, all with various extras, as well as some five or six standard Minis. The Coopers are priced from **£295** and the Minis from **£195.**

**AUSTIN HEALEY Sprite Mk. 1,** 1958/59. Three very good examples, in cherry red or green, all have heater, tonneau cover, etc., and are competitively priced from ... ... ... ... ... ... **£225**

***M.G.-A 1600*** *fixed-head coupé, 1958. Superlative in* bright signal red with black interior, and equipped with radio and heater, twin spotlamps and wing mirrors **£325**

**TRIUMPH TR4A,** 1963. Red with red trim, with wire wheels, overdrive, radio and heater, twin spots, etc. **£545**

**LOTUS 7,** 1959. Metallic silver grey with black cockpit, modified 1,172-c.c. Ford unit, weather equipment ... ... ... ... ... ... **£225**

**AUSTIN HEALEY Sprite Mk. 1,** 1959. A "hot" *racing one at that—fibreglass bodywork, fully modified* engine, Weber, close-ratio gears, wide-rim wheels, Firestone racing tyres; the list of mods is just too long to detail ... ... ... ... ... ... **£325**

**LANCIA Appia Zagato,** 1961. A beautiful little two-seater coupé, which we have just had recellulosed in Italian red; with black cockpit, radio and heater **£595**

**CONNAUGHT L3,** 1948. Red with black cockpit; ex-Works, ex-McAlpine; dry-sump 1,767-c.c. engine, twin overhead cams, 4 Amals, etc. Very good order **£295**

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**1956 B.M.W.** 503 2 plus 2 3 litre convertible; power hood, electric windows, Becker radio, Cinturato tyres; grey, red leather trim; excell cond. £695. Tel: Tonbridge 2449. (6693

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**BRISTOL 401** 1952 for sale, excell mech, over £400 spent, bills available, paint untidy; husband gone boating, must clear car away £230 ono. Smith, 70 Bryanston Rd, Solihull. (6695

**1931 AUSTIN** 6/20 saloon, completely rebuilt, good cond. £275. N. Evans 76 Lovelace Ave, Solihull, Warwickshire. Tel: SOL 4446. (6696

**E-TYPE JAGUAR** 1962, open, dark blue, 43,000m only, excell cond throughout. £690 ono. Tel: 01-862 1321. (6697

**M.G. TDII** 1953, fine example, black, red upholstery, beige hood, tonneau screens, luggage rack, fog reversing lights, s/harness, htr; extensively recond. £250. Tel: 01-340 1136. (6698

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**1933 TRIUMPH** Gloria, only 44,480m from new; orig Philips car radio; all leaflets supplied with car when new are still available with owner's handbook; Ministry tested of course and ready to be examined by serious enquirers. Also available PB and M type MGs for spares or rebuilding. Although I like cash I am interested in any type of hairy motors, so exch considered. A. M. Oldfield, Doncaster 55471 after 7 pm. (6743

**RILEY 1937** Adelphi, good cond, taxed; specialist o/haul and engine rebuilt 10,000m, bills available; 3 owners from new. £130 ono. Ruislip 9536. (6744

**1963 SPITFIRE**, 39,000m, very good cond throughout, 4 new Xs, factory replacement engine 12,000m ago. £350 ono. Lowe, Antwicks Manor, Letcombe Regis, Wantage. Tel: Wantage 2620 evenings. (6745

**M.G. TF** 1954, regn no 1BMU; BRG, excell cond, recent major engine o/haul, new pistons, new crankshaft, 2 new Cinturatos, spot, fog and reversing lights, tonneau. £300. May be viewed in Bedford. Macdona, 310 Wellingborough Rd, Northampton. Tel: 38428. (6746


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| **JAGUAR E-Type,** 1965, convertible, t/cover, radio, heater, metalescent blue | £1,399 | **£1,349** |
| **JAGUAR E-Type,** 1966, 2+2 coupé, dark blue with dark blue leather interior | £1,999 | **£1,899** |
| **JENSEN CV8,** 1964, maroon with beige int., superb condition throughout | £1,749 | **£1,699** |
| **JENSEN CV8,** 1964, Automatic, radio, heater, reclining seats; maroon/biscuit... | £1,729 | **£1,699** |
| **LANCIA Flaminia,** 1963, 2-door coupé, 138 b.h.p. eng., 3 Webers, white | £1,149 | **£999** |
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| **LOTUS Elan,** 1963, buttercup yellow with black interior. Fitted heater..... | £749 | **£699** |
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| **M.G. Midget,** 1964, duo-tone finish, fitted heater; quite striking car..... | £469 | **£449** |
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| **M.G.-A 1600** coupé, white with black int., fitted heater; excellent mechanics | £429 | **£399** |
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| **M.G.-B,** 1963, unusual black, fitted wire wheels, radio and heater; low mileage... | £589 | **£569** |
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| **M.G.-B,** 1964, overdrive model with all conceivable extras; beige, red leather... | £699 | **£669** |
| **M.G.-B,** 1965, white with black interior, overdrive, wire wheels, heater, extras... | £799 | **£749** |
| **M.G.-B,** 1966, overdrive, wire wheels, htr., British Racing Green with black int. | £869 | **£849** |
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| **PORSCHE 1600 Speedster** drophead, rare and in excellent cond. throughout | £549 | **£499** |
| **PORSCHE 1600,** regd. 1961, coupé, blue with black interior, fitted heater... | £449 | **£399** |
| **PORSCHE 1600,** 1957, drophead coupé in blue with black interior, heater, etc. | £399 | **£299** |
| **RENAULT 1100 Gordini,** 1966. Superb unmarked condition. Blue..... | £699 | **£649** |
| **RENAULT Caravelle,** 1963, hard-top convertible, heater; beige/black ..... | £529 | **£499** |
| **SUNBEAM Harrington Alpine,** 1961, red with black int., heater; fast car | £449 | **£399** |

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| **SUNBEAM Tiger,** 1964, red, blk int., fitted works 240 b.h.p. eng., G8 tyres... | £699 | **£649** |

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| **TRIUMPH Spitfire,** 1963, finished cream with blk int., tonneau cover, etc. | £399 | **£349** |
| **TRIUMPH Spitfire,** 1964, hard- and soft tops, radio, htr.; low-mlg. example | £499 | **£469** |
| **TRIUMPH Spitfire,** 1965, h/s.-tops, tonneau cover, htr., u/sealed, mirrors... | £549 | **£529** |
| **TRIUMPH Spitfire,** 1966. An immac. car comparable brand new, nom. mileage | £629 | **£599** |
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| **TORNADO Talisman,** 1965, 1500 Weber carb'd eng., 4 seats, spts perform. | £529 | **£499** |
| **WARWICK GT,** 1961. A first-class exam., few left nice as this one; heater | £529 | **£499** |

## FOR SALE—continued

**MAGNIFICENT M.G.** d/h coupé 1938, 2¼ litre SA, 4 owners from new, one last 10 years; recellulosed white, good chrome, recond engine fitted 10,000m ago, excell tyres; requires a little tidying; MoT naturally; thoroughbred looks and fascinating to drive. Sensible offers. 24A Kingswood Rd, Tadworth, Surrey. 01-TAD 2286. (6767

**1924 3-LITRE** Blue Label Bentley 4 seater tourer, VDP body, completely rebuilt to orig specification; repainted BRG, new hood, hood bag, tonneau cover, rebuilt running boards; real hide upholstery; an immac and rare motor car, nearly concours. £1,950. Box 2974. (6768

**M.G. A** 1600, white, 1960, htr, radio, Cinturatos, l/rack, immac. £325. Poole 4954. (6769

**M.G. TD** 1953, little used by present owner. £295. Nicol, Links House, Hindhead, Surrey. Hindhead 86. (6770

**JULY 1950** Lea-Francis 18hp roadster, complete as made, 2 owners from new; extras including all over tonneau, Michelins; unused last 4 years. Offer wanted or any exch. G. Final, Garsyde, Sandpit Hill, Cholesbury, Tring, Herts. Tel: Cholesbury 360. (6771

**1946 2½-LITRE** Jaguar, black, immac cond; engine enthusiast's dream; many spares including engine; new tyres. *What offers? After 1st July. Tel: Hyde (Cheshire) 2823.* (6772

**AUSTIN NIPPY** 1935, Bowdenex brakes, modified f/suspension, 4 speed g/box, Lucas 700s, spot, white. £110 ono. 39 Aldershot Rd, Fleet, Hants. (6773

**HEALEY TICKFORD** saloon, Gold Seal engine, 5 new Michelin X, new Exides, in daily use. £165. Ward, Greyhound Hotel, Burlington Street, Ashton-under-Lyne, Lancs. (6774

**M.G. A** fhc, excell cond, extras and new parts including engine, 8 months guarantee. £300. Simpson, 37 Woodland Drive, Braunstone, Leicester. (6775

**PORSCHE 356A** 1600, red, in beautiful cond all round, 1956, worth seeing, regret sale, £400 ono. Lyall, 7 Spencer Crt, Cherry Orchard, Stratford-on-Avon. (6776

**BENTLEY 1937** 4¼, nice specimen of H. J. Mulliner pillarless saloon. £365. High Wycombe 26439. (6777

**1964 CORTINA** GT, genuine mileage 33,000, wide wheels, 165x13 Pirellis, antiroll bar, sump shield, uprated second gear (55mph), s/belts, padded seat cover, quartz iodine lights. £420. Box 2975. (6778

**1964 CORTINA** GT, white, red stripe, lowered, undertrayed, twin fuel tanks and Bendix pumps, power braking, competition linings, Cinturatos, radio, Q1 foglamp, s/belts front and rear, map light, twin reversing lamps, heavy duty battery. £480 or offer. Swanley, Kent 2711. (6779

**XK140 1956**, red, in good cond, s/belts, htr, radio. £325 ono. Butler, 4 Clarendon Cross, London W11. 01-229 4323. (6780

**RILEY PATHFINDER** 1957, black with cream interior, 44,000m only, excell cond throughout. £250. Any trial. Tel: Wisbech 2865. (6781

**MORGAN PLUS 4** dhc 1961, BRG, disc brakes, c/ratio gearbox, Xs. £380 ono. Tel: Portsmouth 60199. (6782

**MERCEDES 190SL** 1959, BRG, white h/top, black leather, 60,000m, 2 owners, Blaupunkt short wave radio and scanner; owner leaving country. Tel: Kingsdown (Deal) 297. (6783

**VOLKSWAGEN FASTBACK** 1966, 11,900, immac, Blaupunkt, extras. £795, exch smaller car, cash. 3 The Cottages, Foxmoor Lane, Ebley, Stroud, Gloucestershire. (6784

## FOR SALE—continued

**NEW SENSATION** in high speed driving in the shape of a 1964 (June) Chevrolet Corvette Stingray, fitted every conceivable extra including big 350hp V8 engine, 4 speed all syncromesh box and limited slip back end; finished in unblemished white with contrasting upholstery and hood; large ko magnesium wheels with new SP41 tyres; £80 VHF fitted radio etc etc plus numerous other extras. This car cost nearly £4,500 new and has covered a genuine 30,000m, it is now offered at the realistic price of £1,750. HP arranged and possible p/exch. Tel: Chesterfield 4616. (6818

**ROLLS-ROYCE 20/25** 1931 Hooper limousine, one owner last 15 years; arthritis forces sale. £250. Fielden, Halifax 60966. (6819

**1932 LAGONDA** 3 litre fabric tourer, available August; a truly magnificent car. Offers over £600 considered. Thomas, 66 Avenue Rd, Tottenham, N15. (6820

**ALFA GIULIA** TI 5 speed saloon, Sept '63, really excell cond. £475. Exch possible. Uxbridge 32624. (6821

**TR3A 1960**, h/top, s/top, o/drive, htr, w/wheels, Konis. £320. Harris, 5 Kineton Green Rd, Olton, Solihull, Warwickshire. (6822


**BROCKHURST SERVICE STATION**

**74 Uxbridge Road, Harrow Weald, Middlesex**

**1963 ASTON MARTIN DB4 VANTAGE**

Finished in Monza red with tan leather interior. Reclining seats, radio, electric windows and chrome wire wheels. This car must be the finest in the country, being in completely perfect condition, and must be seen and driven to be appreciated.

**£1,595**



**WOODYATTS of Malvern**

**BENTLEY S1** saloon, Nov. 1957. P.A.S. Tudor Grey/black pearl. Quite outstanding specimen, one owner until 1966. Full authenticated history from R.-R., with whom £850 was spent on the car during 1966. Probably the best S1 available anywhere ... ... ... **£1,750**

**BENTLEY S1** saloon, 1957. Sand/sable. Very attractive condition throughout, steering/brake/exhaust just overhauled. P.A.S., high-compression engine, almost new tyres ... ... ... ... ... ... **£1,495**

**BENTLEY Mk. VI** James Young "Clubman Coupé," 1950. Black with biscuit leather, electric windows. Remarkable condition throughout for its age, very good service history ... ... ... ... ... **£535**

**W. & B. WOODYATT LIMITED**

**75-83 COURT ROAD, MALVERN, WORCESTERSHIRE.** **Tel.: Malvern 3391/2/3**


## FOR SALE—continued

**LANCIA B12**, 2nd series, 1955, imported 1963; well maintained one owner since good mech particularly engine, sound body. New car bought therefore offered at £185. Chorleywood 3958 evenings, 01-623 0024 day. (6823

**MINI MARCOS**, brand new, unregd, only needs trim to complete; 850 engine fitted, usual appointments; run out of time. Haggling starts around £425. Tel: evenings 01-764 4479, South London. (6824

**M.G. A** '59 f/head, black, excell cond, Cinturatos, oil cooler, fog, spot. £300. PUT 9535. (6825

**1966 SPRITE**, 5,800m, Riviera blue, immac cond. 4 Clent Rd, Maghull, Liverpool. Tel: Maghull 5422. (6826

**MAGNIFICENT PORSCHE** Super 90, July 1960, luxuriously equipped, service history. £640 ono. Warrington 61453. (6827

**M.G. TA** 1937, black/red, fitted VA engine, good cond, many spares. £100 ono. 59 Hollyfield Rd, Sutton Coldfield. (6828

**LOTUS ELAN** June 1966 convertible, green, h/top, knock-on wheels, and many other extras; 5,000m only, immac cond. £1,025. Greenwich 0329 office hours. (6829

**LANCIA APRILIA** series II, 1947; rebuilt competition engine still to be run in, everything new or as new, body immac in recent coach enamel, S/B spots, good Xs etc. £210. Box 2982. (6830

**M.G. A** twin-cam, late 1958 recond engine, Cinturatos, many extras. Details from: Pritchard, 33 Maes Hafod, Menai Bridge. (6831

**BUGATTI TYPE** 57 1936 (Series 2) d/head coupé, rebuilt in exceptional cond, £1,200 ono. P. R. S. Williams, Heronsgate, Moorside, Parkgate, Cheshire. (6832

**VERY RARE** 6cyl ohc MG L-type Magna, rebuilt throughout, faultless performance, Snip £145 ovno. Franklin, Cobham (Sy) 2806. (6833

**FABULOUS 1956** M-type Jaguar Mk7, only 32,000m, in absolutely as new cond; radio, o/drive, sun roof, taxed until February 1968, garaged and hardly used by one owner. £250. G. Mattingley, 48 Clifford Ave, London SW14. (6834

**ALPINE III**, Dec '63, GT, red, o/d, s/belts, new G8s, unbelievable cond. £460. 228 4958. (6835

**D.K.W. ESTATE** car, minimal insurance, maximum load-carrying with economy, good handling and quality, rhd. Cost £1,200 in 1958, now £150. Summerton, 19 Dinorben Close, Fleet (Hants) 3217. (6836

**M.G. MIDGET** 1964, good cond, low mileage, extras. £395. Cooper, Tiffanys, Farnham Common 4273 or 4179. (6837

**WOLSELEY 1937** series II 14hp, family owned since new, 66,000m only, showroom cond, engine needs new rings. £275 ono. Pinner, London. Tel: 01-866 9007. (6838

**INCREDIBLY MY** immac 1963 Healey 3000 remains unsold, enthusiastic, doting owner required to maintain in present tiptop cond; o/drive, 28,000m. Sensible offers. Turner, 6 Benmore Rd, Liverpool 18. Tel: Allerton 2270. Applicants will be rigorously tested. (6839

**ALFA-ROMEO 2443CC** 4/5 seater sports 2 door saloon, purchased from stand Motor Show October 1950 and has only covered 45,000m due to the one owner having 5 other cars; fitted loose covers, built in radio; cost £4,000, stored since 1963; used at Brooklands, June 1967. How much? Tell me. 14 Park Rd, Hampton-Wick, Middlesex. Teddington 4646. (6840

**LANCIA AURELIA** 1958, rebuilt engine 6,500m, excell appearance, Xs, radio, rhd, floor mounted gear change; 1st and reverse gears require attention. £180. Gould, 30 Preston St, Brighton 27488. (6841


# Chiltern Cars

**11a Water Lane, LEIGHTON BUZZARD**

**BEDS. TEL.: LEIGHTON BUZZARD 2760**




**1964 LANCIA Flavia 1500.** Grey with black leather upholstery. One careful private owner. Low mileage. Cost new £1,850. Now offered in superb condition at **£745.**

**1948 ALFA 2-litre** supercharged Grand Prix single-seater. Eligible Historic Racing Car Class. Faultless throughout. Complete with trailer and valuable spares.

**1964 (August) AUSTIN HEALEY Sprite Mark III** 2-seater. B.R.G. Wire wheels, tonneau, heater, etc. *One careful owner and 21,000 miles only.* **£450.**

**1960 AUSTIN HEALEY Sprite Mark I.** Light green. Luggage carrier. Wheel trims, new tyres, sliding screens, etc. Exceptional condition. **£250.**

**1960 GEMINI Formula 3** single-seater. Needs a little work to make raceworthy, but generally very fair order. **£295.**

**1962 M.G. Midget.** Light blue with tonneau and new hood. A very nice little car. **£335.**

**IMMEDIATE HIRE PURCHASE AND INSURANCE**

**EXCHANGES WELCOMED**




**1925 JOWETT 7-h.p.** 2-seater with dickey. A very well-maintained example of this rare model in excellent original order. **£225.**

**1954 BENTLEY R-type automatic** with special coachwork by James Young. Black over grey. New India Supers. A very pretty car. **£795.**

**1936 BENTLEY 4½-litre** Park Ward sports saloon. Very sound condition both mechanically and bodily. **£295.**

**1963 MORRIS-COOPER 997.** Seat belts, Cinturatos, etc. Immaculate. **£280.**

**1961 VOLKSWAGEN** Karmann-Ghia convertible. Red with black interior. A nice example of this very scarce model. **£450.**

**SPARES AVAILABLE.** DB 2.6-litre Aston Martin/Lagonda engine complete in good order. Lagonda 2.6 gearbox. No correspondence. CALLERS ONLY.

**ANY MAKE OF NEW CAR SUPPLIED**

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## FOR SALE—continued

**1933 MORRIS** vintage Minor with very rare 4 seat saloon body, in regular use with tax, MoT, handbook and many spares, and in excell cond throughout, believed to be one of 6 left. £125. Holly Grange, Langham Rd, Bowdon, Ches. ALTrincham 4338. (6842

**M.G. A** 1600, radio, htr, oil cooler, luggage rack, Pirellis, excell cond. £200. Tel: Formby 2778. (6843

**1930 ASTON** Martin International, stripped to chassis and rebuilt with pointed tail 2 seat body. £400 ono. Kennedy, Brandonville, Snibdon Bank, Blaydon, Co Durham, or Newcastle 675857 during working hours. (6844

**LANCIA APPIA** III 1961, one owner since new, silver grey, excell mech and body cond, new clutch and cyl head. £350. Dr Marks, 27 Westdown Rd, Seaford, Sussex. Tel: 3804. (6845

**FOR GOOD** home, rare 4 seater open YT MG 1952, 2 previous owners, recond engine, twin carbs, radio, htr, BRG, and all round sound cond. Only 380 made. MGCC membership. £240. C. J. Young, 110 Kenilworth Dr, Croxley Green, Herts. Rickmansworth 74286. (6846

**FIAT 2100**, Sept 1960, cream/black, Cinturatos, s/belts, 15,000m since engine rebuild, excell cond. £240. Bond, 36 Hivings Park, Chesham, Bucks. (6847

**S.S. JAGUAR** 3½ litre sports saloon 1939, first regd 1947, one owner, genuine 56,000, not just restored but in absolutely orig mint cond from new, all fitted tools, new tyres, battery, spec men. £285. M. Berry, 92 Ashfield St, London E1. 790 3102, HIL 7242 evenings. (6848

**HOT HILLMAN** 95mph, 30 to 35mpg, Alexander modified, power brakes, wood rimmed wheel, lowered suspension, Konis, Rapier seats, s/belts, new o/drive, taxed and tested, written history from new. £145 ono. 5 Place Farm Way, Monks Risborough, Bucks. (6849

**ALFA-ROMEO** 1930 6C twin cam 1,750cc Gran Turismo 4th series, Graber dhc body, orig and excell cond. £780. 8 Elizabeth Close, London W9. Cunningham 6674. (6850

**1936 SINGER** 1½ litre Le Mans Special Speed model, just completely rebuilt throughout, mechs are in perfect cond, body fair, very reliable, extremely rare; MoT, taxed; must sell. £340 or exch Austin 7 tourer or similar plus cash. Wallington 5081 (6851

**LANCIA AURELIA** 2500 GT series IV, rhd, regd '62, complete rebuild, rebore, regrind, new camshaft etc, Borrani wheels, immac. £375 ono. Exch Cortina GT/Cooper cash either way. 62 Mossley Ave, Wallisdown, Poole, Dorset. (6852

**AUSTIN COOPER** 1275S, 1965 series, low mileage, regularly maintained, oil cooler, wood dashboard with full instrumentation, interior silenced, everything in perfect working order; marriage forces sale. £430 ono. C. A. Good, *Manx Farm, Chobham, Surrey.* (6853

**RAPIER IIIA** 1961, 1,600cc, Alexander conversion, alternator, SP41s; steering and o/drive o/hauled, new water and fuel pumps; smart fast car. £280 ono. 68 Farm Fields, Sanderstead (Surrey) 2395. (6854

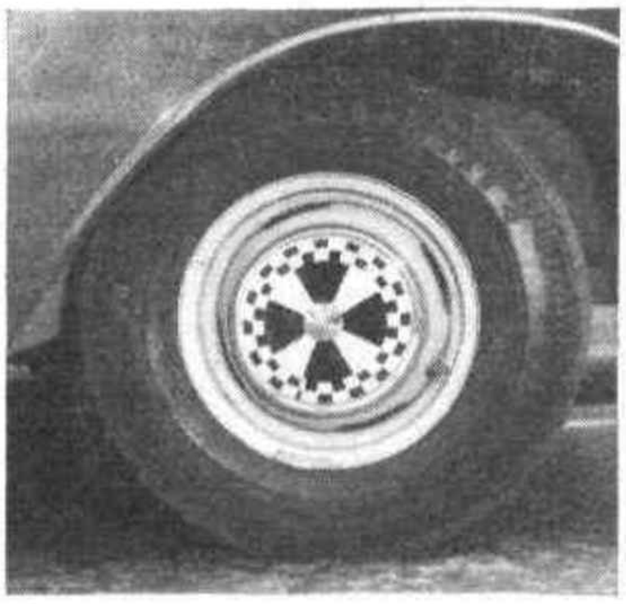
**JAGUAR MK.II** 3.4 1960, steering o/hauled, new discs, battery, radio, o/drive, body rustproofed. £350. City 4121 day, Sanderstead 2395 evening. (6855

**JAGUAR 1951** MkV sports saloon in grey with blue trim; the cond of this classic car has to be seen to be appreciated; it has spent all its life in sunny South Africa which accounts for a singular lack of rust; low mileage, must be one of the best available. £225. Interesting p/exch considered, especially open. 54 Baronsmede, W5. 01-567 1542. (6856

**DOWNTON MORRIS** 1800, balanced stage 2 engine, quick steering, 1966 dark green one owner car, excell cond, Rover TC performance (see "Motor" 4.2.67) for £760. Wall, Sutton, Peterborough 67032. (6857


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*Trade Enquiries* **CLE 7726**


## FOR SALE—continued

**1955 ROLLS-ROYCE** Silver Wraith Park Ward saloon, excell cond. £1,250. Halifax 81475. (6858

**1927 BENTLEY** 3-litre long chassis 4-seat open tourer, immac cond. Halifax 81475. £1,350. (6859

**JAGUAR 3½-LITRE**, 1950, sound, taxed, MoT, used daily, offers. Cowgill, 13 Victoria Gardens, Horsforth 2830. (6860

**M.G. A** 1600 1960, truly beautiful cond, white, l/rack, tonneau, htr, spots etc. Fair price. Details write 107 Clumber Dr, Radcliffe, Nottingham. (6861

**AUSTIN HEALEY** Sprite Mk1, Ashley GT h/top, outstanding cond, unique colour, tuned, balanced engine, 90mph, extras. Offers over £200. Details write 107 Clumber Drive, Radcliffe, Nottingham. (6862

**LOTUS** 7, very competitive, 997cc, dry sump. Offers to D. R. Walke, Bathpool PO, Launceston, Cornwall. Tel: Rilla-Mill 230. (6863

**1960 TR3A**, red, black works steel h/top, new s/top, wires, o/d 2 3 4; no rust, very smart. £350 ovno. Sylvester, 53 Brynland Ave, Bishopston, Bristol 7. (6864

**EMIGRATING. MUST** sell 2 1947/48 Jaguar 2½ SS type saloons. Also Le Mans class winner type 1950 2½ Riley roadster, reg AEN 10. G. Cusick, 211 Longhurst Lane, Mellor, Cheshire. (6865

**M.G. SA** 1938 2 litre saloon, black, red leather. Excell opportunity, no reasonable offer refused. Details 8 Ansdell Rd North, Lytham St Annes, Lytham 5146. (6866

**M.G. TF** 1,250cc, mech/bodily well above average. £340. Redbourn (Herts) 21o. (6867

**1949-50 ROLLS-ROYCE** Show model Wraith Hooper saloon; only 2 owners; superb body; 10,000m since engine recond, unused several years; spares, tyres. Nearest £850. Arrow, 21 Burntwood Rd, Sevenoaks. (6868

**AUSTIN** 7 1933, in daily use; MoT 1968; with similar car for spares. £100 ono. Mrs Mollie D. Simpson, The Liveries, Laughton-by-Spitsby, Lincolnshire. (6869

**140mph 1956** Jaguar XK140 o/drive d/h coupé, MoT, nice car, *must sell*. £135 ono. *Mr Fletcher*, 45 *Lynton Dr*, Southport, Lancs. Tel: 68958. (6870

**1954/55 ASTON-MARTIN** DB2/4 3 litre. £350 ono. Exch smaller car, cash either way. Sandowne House, Woodford Rd, Stanton, Burton-on-Trent. Swadincote 7280. (6871

**BENTLEYS. 1954** R-type, history from new, faultless cond, therefore expensive. 1953 R-type, average cond, therefore cheap at £495. 1950 Mk6, one titled owner, magnificent vehicle. £395. Box 2983 (6872

**MERCEDES. STATUS** symbol for £495 only. 1-1-1957, grey/red 220S (TVR8 registration worth £35). 2 fastidious owners, performance as new (30, 47, 73, 99), uncrashed, Simonized, Mercedes serviced/maintained; genuine 3,000m *showing 2nd time round. AA/RAC examination welcomed*; some work needed, slight rust door bottoms, sills etc; best-by-a-mile car in my 40 years motoring, no longer need 4/5 seats. Consider p/exch low mileage, faultless SP250. Bickley, 26 Patch Lane, Bramhall, Cheshire. BRA 3852. (6873

**MORGAN PLUS 4** d/c '63, BRG, TR4, 25,000, w/wheels, leather, luggage grid, htr, Marchal spots, Selectaride etc; new SPs, k/pins, bushes, exhaust system. £500. 01-730 5346. (6875

**ASTON MARTIN** DB2/4, Vantage, metallic grey, power brakes, twin exhausts, spot lights, MoT 1968, excell cond and appearance. £340 ono. The Chestnuts, Godstone, Surrey. Tel: Godstone 203. (6876

**TR2 1954**, red, h/s tops superb cond, many extras. £165. 14 Coombe Court, Thatcham, Berks. (6877

**JAGUAR E-TYPE** 1962 fhc, meticulously maintained and in very exceptional cond; 24mpg, Cinturatos, radio, spots, badge bar etc; any inspection welcomed. £800. Tel: Turvey 367 Old Rectory, Newton Blossomville, Bedford. (6878

**JAGUAR XK150** 3.8 fhc 1958, BRG, radio, Cinturatos, discs repadded, maker's oil pressure, cond excell. Offers. Baxfield, Wilmington, Honiton. Tel: Wilmington 352 evenings. (6879

**M.G. B**, 1964, red, black, splendid cond, one owner, many extras. £575. Clarke, The Cottage, Worms Ash, Bromsgrove, Worcs. Bromsgrove 3297 (6880

**BENTLEY SPEED 6** Gurney Nutting close coupled 4 seater. £3,750. Box 2985 (6881

**T.V.R. IIA** 1962, balanced 1340, wires, Kenlowe, discs, blue. £350. Allen, KENsington 1460 ext 129 office hours only. (6882

**1965 AUSTIN** Cooper S 970, many extras. £550 ono or exch Vitesse Alpine, w.h.y. Wright, 571 Lightwood Rd, Stoke-on-Trent. Tel: 33315. (6883

**AUSTIN HEALEY** Sprite MkIII, June 1966, white, black upholstery, w/wheels, htr, radio, tonneau, antiroll bar, SP41s etc, 11,600m. Cost over £700. HP arranged. £565. Tomlinson, The Moat, Newent, Glos. Tel: Newent 456. (6884

**1935 A.C.** 16/80, rare alloy bodied 2 seater sports, tiptop cond; MoT. Details on request. Parker, 760 Liverpool Rd, Ainsdale, Southport. (6885

**M.G. TA** 1937, reg MG5209, screen, bodywork good, current MoT, excell hood, s/screens and tonneau. £125. Tel: Altrincham 4807 (Cheshire). (6886

**M.G. TA** 1937, recond; occasional 3 seater, elongated, has carried 4; htr, washers, air horns etc. £120 ono. 01-202 6328 after July 9th. (6887

**FORD CORSAIR** GT 1965 model, superb low mileage specimen; every extra including radio. £480. 15 Mallard Rd, Studley, Warwickshire. Studley 2310. (6888

**ROLLS-ROYCE PHANTOM** III 1939 Hooper sedanca, 44,000m, 2 owners; full history; finest specimen extant, immac cond. £2,500. Exch entertained. Seen Worthing. Box 2986. (6889

**PORSCHE 356A** coupé, 1958, recent complete mech rebuild by concessionaires and in first class cond; inspection welcomed. £580. 1 Medlars Mead, Hatfield Broad Oak, Essex. Tel: 346. (6890

**BENTLEY MK.VI** 1950, MoT, full flow; radio, excell body, mech. Only £325 ono. Fleet 3161 Hants. (6891

**300SL MERCEDES** Benz gull wing coupé, first regd 1955, 3 owners; dark blue, beige interior; engine completely o/hauled at cost of £600, bodywork refurbished and repainted to a very high standard; finest example in this country. Offers. Palmer, Boseley, Well, Long Sutton, nr Basingstoke, Hants. (6892

**M.G. TF** 1250, *red, excell cond, recond engine*. £285 ono. Wantage 3376 after 5.30pm. (6893

**GT/M.G. B**, Sept '66, BRG, w/wheels, o/drive, low mileage. £975 ono. Brooks, Long Close, Woodstock, Oxon. Tel: 482. (6894

**RARE! 1947** Rover 12 convertible, recond engine, steering, brakes, clutch; good tyres, general cond above average. £195 ono. Hawkins, Greenside, Borough, Downton, Wilts. Downton 329. (6895

**ALVIS TOURER** 1933 Firefly, excell cond, recent body and engine o/haul, completely reupholstered. MoT; many spares including engine, gearbox, back axle etc. £250 ono. Rowlands, 156 Hillmorton Rd, Rugby. (6896

**PORSCHE COUPE** 356A 1600 Super 1959, blue with red interior, new exhaust, brakes; 110mph, 35mpg. £345. Exch Mini or imp. Kirkburton 2817 (Huddersfield). (6897

## FOR SALE—continued

**1963 TR4**, Surrey h/s tops, o/drive, radio, Cinturatos, excell cond, carefully maintained. £585. Valentine 0855 (Ilford). (6898

**AUSTIN HEALEY** Sprite 1965 Mk3, Riviera blue, Ashley GT h/top, oil cooler, new Cinturatos, wood-rim, mirrors, full s/top, tonneau etc. £465 ono. Ponting, 42 Nash Square, Birmingham 22B. 021-356 7761. (6899

**1935 3½-LITRE** Bentley Hooper sports saloon, recond engine, suitable for restoration. £100 ono. David Bailey, Rock Cottage, Eyam, Derbyshire. (6900

**LOTUS CORTINA** 1965, orig assembled to full racing spec but adapted for road use 1966, no competitions since; now has standard engine (10,000m), racing suspension (coil spring), gearbox, tank; Aeroflow body, aluminium doors etc. Any offers? Waltham Cross 22271. (6901

**ALLARD M-TYPE** coupé 1949, one owner to 1966, 41,000m from new; immac cond, hc alloy heads, high ratio back axle, radio; just resprayed. £250. Redman, Deers Leap, Newton St Cyres (Tel: 224), nr Exeter. (6902

**ALLARD SPECIAL** 1938, believed one of only 2 left in existence; Mercury V8 engine fitted with triple twin choke carbs, Scintilla magneto, Rudge hubs and wheels, Columbia 2 speed axle, all new tyres, extremely fast. Offers. Redman, Deers Leap, Newton St Cyres. Tel: Newton St Cyres 224 nr Exeter. (6903

**JAGUAR 2½-LITRE** saloon 1948, in superb orig cond, 29,300m only showing on this coachbuilt thoroughbred, P100s, 5 new tyres, tool kit, handbook etc etc, this is finest orig Jaguar on the road (MoT of course) today; the only reason for the sale is the squeeze. £300 ono. Tel: Badsey 768. (6904

**1956 PORSCHE** 1600 fhc, dark blue, recent MoT, new tyres; fitted radio, s/belts etc. £375 ono. Tel: Biggleswade 2091 (office hours), R. L. Day. (6905

**RILEY 1½-LITRE** 1953 REME, first class cond, MoT, excell body, engine and tyres; colour metallic dark grey; ready for any journey. £75. Arthur Baird, 33 Heaton Moor Rd, Stockport, Ches. (6906

**FORCED TO** sell my beautiful XK150S, BRG, with dark tan leather interior; must be one of the finest examples in the country. Offers around £650. Tel: 021-705 7994 to view. (6907

**XK120 JAGUAR**, recellulosed indigo blue and retrimmed black; fitted with o/hauled later type engine, also braking and exhaust systems have been rebuilt; good Michelin X tyres, sound hood and tonneau; full details supplied on request. Price £175. Michelmore, Tintagel, Tryes Road, Cheltenham. (6908

**1934 A.C.** 2-seater coupé, vgc, resprayed black, polished aluminium bonnet, recond engine, new hood. Sensible offers. Tel: Rugby 273o. (6909

**SPITFIRE MK.II** Oct '65, BRG, black interior, 17,000 careful miles, s/top, tonneau, radio, excell cond, never graunched. £525. Finance arranged. Reason for sale brain-draining to Canada. Tel: 01-940 6647. (6910

**1939 (MARCH)** 4¼ MR Bentley Mann-Egerton knife-edge sports saloon, maroon/black; v good cond; over £300 spent last 2 years; part reupholstered, completely rechromed and repainted, sunshine roof rebuilt, rear axle o/hauled, brakes relined, running boards renewed, 5 good tyres, new battery etc; MoT cert and licensed; sole reason for sale, bought coupé. £575 ono. Available London early July. Box 2987. (6911

**1927 16/45hp** ohc Wolseley 2 seater, rare, in excell cond. £300. Also 1931 Morris Major, one owner 30 years, concours. £150. Offers considered. Smallbone, 123 Bournbrook Rd, B'ham 29. Selly Oak 2350. (6912


# *COMPLETE MOTOR MUSEUM COLLECTION*

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**1927 Rolls-Royce Phantom I** tourer, perfect, **£3,000. 1933 Phantom II, £650. 1935 Phantom II Continental** sports saloon, Park Ward—undergoing restoration at present, **£3,000. 1937 Phantom III** sedanca-de-ville, unrestored, **£600. 1934 TR**, rare tourer, unrestored, **£400. 1925 Austin 12, £350. 1934 Aero Minx, £235. 1934 Talbot, £275. S.S. Airline,** unrestored, **£200. S.S. 90** sports, very good and rare, **£3,000. Morris Major, £75. Railton, £85.** French **Salmson, £175. B.S.A., £75.** The last **Singer Airstream,** unrestored, **£500. 1932 Riley,** March engined, **£100. Triumph Gloria,** Triumph engined, **£250. 1929 Allan Taylor** tractor, **£450. 1926 Morris Oxford,** good, **£350. 1932 S.S. II, £275. 1939 Armstrong** landaulette, **£65. 1934 Daimler** tourer, **£95. 1937 Humber** limousine, **£95. 1938 Lanchester 10, £75. 1936 Bentley** tourer, unrestored, **£165. 1933 Chrysler Airflow,** no engine, **£50. 1935 Daimler** landaulette, unusual, **£900. 1940 Fire Engine, £150. 1938 Leyland** open-top 'bus, good condition, **£250.**

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**Only one snag — I have no photos and as the Museum is still flourishing it will cost 2s. entrance fee — refunded if you buy a car. Americans welcome.**

**Critchcraft Motor Museum**

**BULWARK CAMP, CHEPSTOW**

*Tel. No.: 3418*

## FOR SALE—continued

C&C67B. **FIAT** 500D, first class order. £220 ono. 8 Brunstath Close, Barnston, Wirral, Heswall 2617. (6747

**1931 M.G.** Magna salonette, very good orig cond, full history; the only one known to MGCC. £175. Box 2972. (6748

**TRIUMPH SPITFIRE** 1964, red, as new throughout, extras, new tyres. £450 ono. Hughes, 14 Willow Rd, London NW3. (6749

**TR3 1955/56**, h/s tops, tonneau, o/drive, servo brakes, special linings, w/wheels, large bore motor, Brabham balanced; spot/fog lamps, stiffened suspension, anti-roll bar etc; bodywork immac. £295 ono. Growing family forces sale. Blaber, 40 Queen Victoria Ave, Hove. Tel: Brighton 56683. (6750

**ROVER 12** sports convertible 1947, only 200 made; vgc, many new parts. £260 ono. Potters Bar 53913. (6751

**M.G. A** f/head, dark blue/black, numerous extras, recent respray; if you are interested in acquiring a really first class example, whatever age, you will never find one as nice as this, much money has been spent, I have some bills; full history known, virtually one owner; any examination invited. HP and exch. £295. Clandon (Surrey) 410. (6752

**BENTLEY 1939** MX o/drive dhc by VDP; mech sound, body tatty; restoration begun, no time to complete. Offers. Tel: Wisbech 2055. (6753

**VERY QUICK** 1100 1964, Weber, Kenlowe etc; perfect cond but not suitable for auntie type. Genuine reason for sale, low price £390. Hill, 01-997 4003. (6754

**AUSTIN-HEALEY 3000** 1961, excell cond, new engine, new suspension, Cinturatos, hood and exhaust; o/drive, l/rack, tonneau. £365. Harkness, 5 Rosary Gdns, London SW7. FRE 1772. (6755

**1955 ASTON** Martin d/head; the cond of this car defies written description, it still being orig and completely unblemished throughout; over £500 have been spent at the maker's to bring to mech perfection; total mileage only 50,000; this is a connoisseur's item and should not be confused with the average example. Offers around £650 please. Gerrards Cross B2240. (6756


## SELECTED CARS

**174 LONDON ROAD**
**KINGSTON-UPON-THAMES. KINgston 9292**

| | |
|---|---|
| **1960 JAGUAR 3.8,** overdrive, chrome wire wheels, low mileage, one owner. 1965 condition... ... | **£475** |
| **1961 JAGUAR 3.8,** automatic ... ... ... | **£395** |
| **1961 JAGUAR 3.8,** overdrive specimen... ... | **£465** |
| **1960 JAGUAR 3.4,** automatic ... ... ... | **£335** |
| **1965 M.G. Midget,** wires, red ... ... ... | **£525** |
| **1965 COOPER Mini,** rev.-counter, etc.... ... | **£425** |
| **1964 COOPER Mini,** new engine and gearbox... | **£395** |
| **1963 M.G.-B,** new engine, superb car ... ... | **£535** |
| **1963 M.G. Midget,** Ashley G.T. bonnet, 1098 c.c. | **£375** |
| **1962 M.G. Midget,** red ... ... ... ... | **£345** |
| **1962 SPRITE,** blue ... ... ... ... ... | **£315** |
| **1960 M.G.-A,** wire wheels, new hood ... ... | **£345** |
| **1959 M.G.-A,** silver grey, new hood ... ... | **£295** |
| **1959 SPRITE,** blue, radio ... ... ... ... | **£259** |
| **1958 VOLKSWAGEN,** drop head coupé ... | **£249** |

**1958 A55, £69. 1954 A30, £79. 1956 Husky, £59.**
**Others taken p/exchange.**
**ALSO TONNEAU COVERS AT £5 EACH.**



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## FOR SALE—continued

**UNIQUE M.G.** £120 ono. Enveloping alloy body, BRG, record TA engine, magneto; new hood, instruments, bearings, steering; vgc. Stuart 85 Lyonsdown Rd, New Barnet. (6757

**1932 20/25** Rolls sedanca, considerably restored bodily, sound mech. £850 ono. Wade, Southampton 68248. (6758

**FOR SALE.** 1925 rebuilt Silver Ghost chassis, all instruments, no clock, 4 new tyres, no wings. Wade, Southampton 68248. (6759

**MORRIS COOPER** 998 1964, immac cond, surf blue/white, belts, extras. £345 ono. Tel: 01-777 6106. (6760

**M.G. TD** 1952, red, excell cond throughout; enthusiast's car, many extras. £240 ono. Beattie, 22 Windsor Rd, Carlton-in-Lindrick, Worksop, Notts. (6761

**ROLLS-ROYCE 20/25** 1932 limousine, yellow and black, taxed and insured, sound cond. Slaithwaite (Huddersfield) 2878. (6762

**1939 ROLLS** Wraith touring limousine by Hooper, projecting boot, electric division etc; outstanding cond. £695 ono. Weston, Brink Farm, Buxton New Rd, Macclesfield Forest, Cheshire. Tel: Macclesfield 2920. (6763

**M.G. J2** 1933 with aluminium C-type racing body; discovered 1964 and lovingly restored over last 3 years at cost of £150; work done includes new crankshaft, pistons, rebore, carbs, tyres, clutch, kingpins, hydraulic brakes, lights, flooring, respray; driven for first time last week; fantastic despite running in; taxed and tested. £150. London. Box 2973. (6764

**BOOKS BEFORE** rebuild; student wishes to dispose of 1933 Riley 9 Monaco, rebuild started. £45 ono. Guildford 3911. (6765

**1AMR 1957** Alfa Romeo Sprint Veloce, lhd, professionally fitted Ford 1500GT engine and gearbox; discs, LS diff, new wide rear wheels and tyres; excell cond. £450. Photo. 01-399 9492. (6766

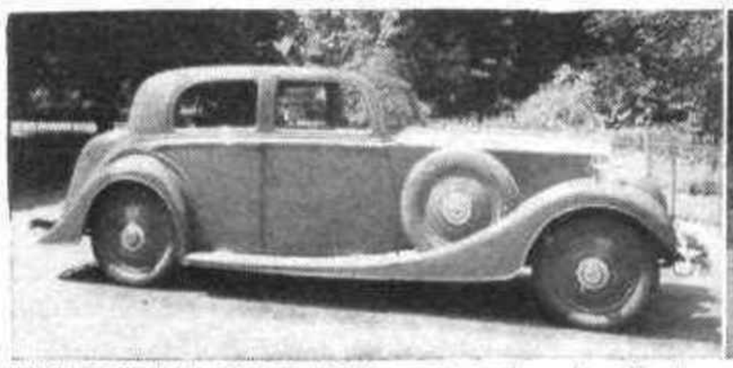

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**1935 BENTLEY 2-Door, Barker Sports Saloon,** with sun roof. One titled owner from new and genuine 26,800 miles only. Repeat, 26,800 miles only. This car is in *concours* condition throughout and completely unmarked. Perfect running order.
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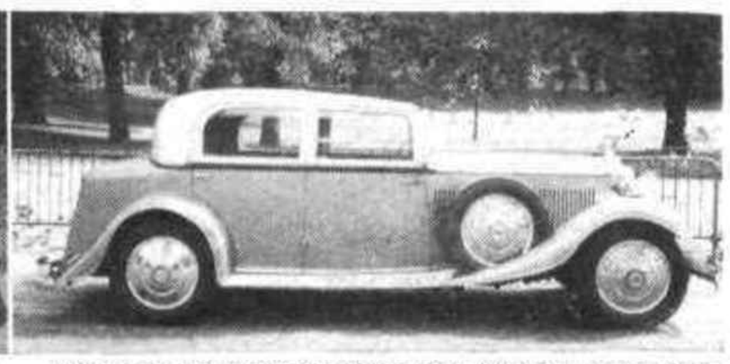
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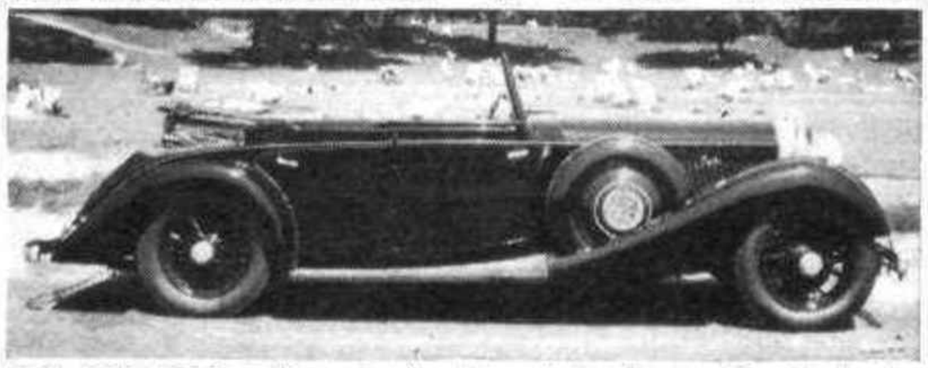
**1938 ROLLS-ROYCE 25/30** sports saloon by H. J. Mulliner, outstanding original order ... ... **£975**



**BENTLEY "R" type** chassis fitted with "Continental" style coachwork by Graber, full details on request.



**1933 ROLLS-ROYCE 20/25** Park Ward sports saloon, many special features, fitted suitcases, fully restored.



**1938 BENTLEY 4¼-litre** drophead coupé by Vanden Plas (4 door). Engine rebuilt, repainted, new carpets, tyres etc., very fine example.



**1951 (Nov.) BENTLEY Mark VI** sports saloon by H. J. Mulliner, full service history, very fine example ... ... ... ... ... **£675**

**1925 ROLLS-ROYCE Phantom I** tourer with touring body by Gurney Nutting, fully restored and one of the most impressive tourers available today.
**1932 ROLLS-ROYCE 20/25** sports saloon by A. Mulliner, repainted and extensively renovated ... ... ... ... ... ... ... ... ... ... ... **£945**
**1925 ROLLS-ROYCE 20** saloon by Harrison completely restored to concours condition, ready mid July ... ... ... ... ... ... ... ... ... ... **£1,550**
**1936 ROLLS-ROYCE 20/25** 2-door fixed-head coupé by Gurney Nutting, completely restored, perspex roof, quite outstanding ... ... ... ... ... ... **£1,250**
**1937 BENTLEY 4¼-litre** Sedanca coupé by Gurney Nutting, not restored but in good order with excellent interior ... ... ... ... ... ... ... ... **£695**
**1938 ROLLS-ROYCE 25/30** limousine by Rippon, good chassis and interior, paintwork fair, hence price ... ... ... ... ... ... ... ... ... ... **£325**
**1955 ROLLS-ROYCE Silver Wraith** saloon by Park Ward. 50,000 miles in exceptional condition ... ... ... ... ... ... ... ... ... ... ... **£1,550**
**1939 BENTLEY 4¼ MR series** Park Ward sports saloon, bills for recent £300 overhaul, reasonable order ... ... ... ... ... ... ... ... ... ... **£425**
**1937 ALVIS 4.3-litre** sports saloon by V.D.P., outstanding original order... ... **£595**
**1931 LAGONDA 3-litre** tourer good original order, details on request.
**1965 ALFA ROMEO Giulia Spyder "1600",** 55-speed gearbox, twin Webers, good order ... ... ... ... ... ... ... ... ... ... ... **£795**
**1927 ROVER 9/20** sports 2-seater, attractive original coachwork ... ... ... **£195**

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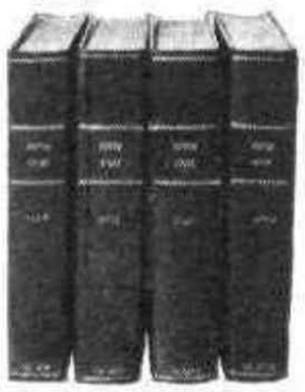
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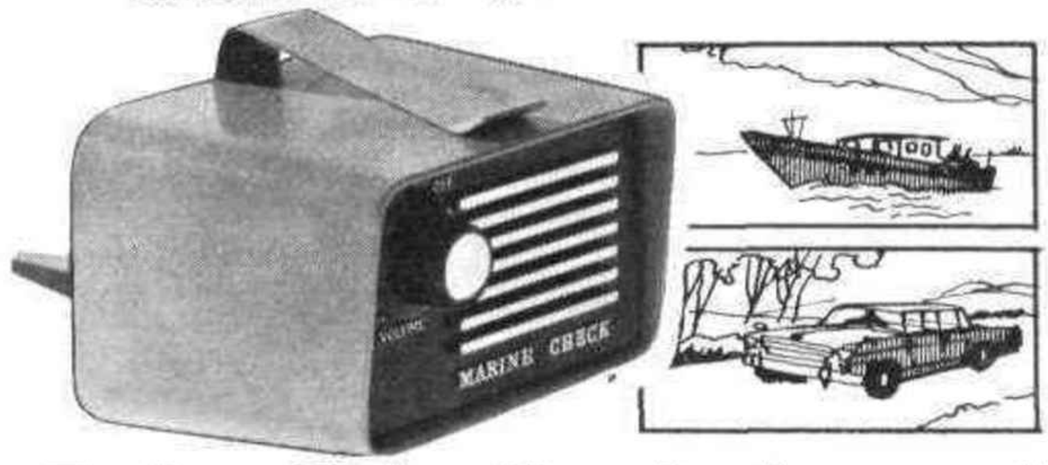
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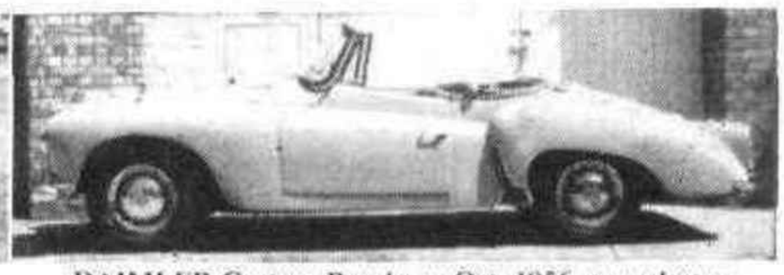
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**ROLLS-ROYCE 20/25** Hooper owner/driver saloon, 1933 Series, mechanically very good, virtually one owner since 1945; black paintwork still reasonable and brown hide interior surprisingly good for its age. **£450**



**BENTLEY 'S' Series Continental** by Park Ward, 1956, automatic, duo grey, grey hide interior. Several owners and 95,000 miles but some history, including bills and an extremely well-kept specimen both mechanically and bodily. New tyres, new exhaust etc. **£1,875**



**DAIMLER Century** Roadster, Oct. 1956, pre-selector gearbox; a very fair specimen of this extremely rare model, Mediterranean blue, black hide interior, excellent hood etc. Indicated mileage of under 60,000 possibly genuine. **£395**

**ROLLS-ROYCE Silver Wraith** Park Ward owner/driver saloon, 1952, full-flow wings, and built-in head-lamps. (For photograph and fuller description, see last month.) An excellent specimen and outstanding value at **£895**
**ROLLS-ROYCE 25/30** Thrupp & Maberly swept-tail limousine, 1938, minor body blemishes, but very fair general order. Recent engine work includes rings and small-ends. Excellent value at **£345**
**BENTLEY R-Type** Park Ward convertible, 1954, automatic, dark green, pale green leather; recorded mileage approximately 90,000, modern styling (see photograph last month) and a first-class car throughout. **£1,650**
**BENTLEY Mk. VI** Park Ward power-top convertible, 1949. Dark green, brown hide interior. In excellent all-round order. **£625**
**BENTLEY R-Type,** 1953, synchromesh, special 4-dr. all-aluminium coachwork by Freestone & Webb, dark and light blue, red interior. In nice order throughout. **£645**
**AUSTIN 10** saloon, 1933, two recorded owners and a remarkable specimen. Ideal near-vintage runabout. **£125**
**BORGWARD Isabella TS** 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. **£175**
**1959 CHRYSLER Crown Imperial,** a top quality American, new tyres, brakes relined, complete transmission overhaul, power steering, electric windows and seats and air conditioning. White, red and white hide interior. **£495**
**1961 CHRYSLER Newport** sedan, V8, automatic, power steering and brakes, twin headlamps, new tyres etc., pale blue. A modern high quality American car, l.h.d. of course, but outstanding value at **£495**
**DAIMLER Majestic Major,** 1964, one owner, duo grey, red hide interior. A very good specimen originally costing over £2,500 and now outstanding value at **£895**
**FRAZER NASH B.M.W. Type 326** saloon, 1938, in very fair order throughout **£110**
**1965 N.S.U.-Wankel Spyder** convertible, red, black interior and top, disc brakes, radio, one owner, 14,000 miles; ex-N.S.U. Ltd. and consequently all mods. completed and also converted to r.h.d.: originally costing over £1,500, virtually as new and now offered at **£695**
**JENSEN Interceptor** convertible, 1955, in very fair order throughout. **£195**
**MORRIS 10/6** saloon, 1935, one owner until 1965 and in surprisingly good order. **£95**

**STANDARD Avon** 6-cylinder 16 h.p. fixed-head foursome coupé, 1932, extremely original, needs painting, but otherwise very good both bodily and mechanically. **£125**
**VERITAS-B.M.W.,** *circa* 1949, imported to U.K. 1955, l.h.d., Type 326 engine, mechanically very good, bodywork sound but a bit shabby. No history known, but almost certainly has racing background. **£275**
**WOLSELEY County** saloon, 21 h.p., 1935, quite original and in fair running order, but indifferent paint and interior, hence realistic price of **£60**

VINTAGE

**B.S.A. 10 h.p.** air-cooled twin-cylinder 4-str. tourer, 1924, superbly restored and a delightful and unusual car. **£675**
**FORD Model T,** 1925, with two-speed axle, original wings, screen and front half of tourer body; in running order. **£450**
**SALMSON 12 h.p.** 2-str. folding-head coupé, *circa* 1928, needs painting, trimming etc., but body very sound, believed mechanically sound but not running, hence realistic price as seen of **£125**

CASUALTIES: The following are much too good to break up, but with pressure of other work, repairs from our point of view are at present out of the question and the cars must be taken as seen—no reasonable offers refused:—
**A.C.** sports saloon, 1937, one owner since 1938, original and quite fair coachwork, but big-end gone; **ALVIS 3-litre** saloon, 1952, exceptional coachwork, much recent mechanical work completed but suspected broken timing chain; **BENTLEY 4½-litre** Park Ward sports saloon, 1936, excellent coachwork, good tyres etc. and presumably a very sound car mechanically, but engine seized although no visual damage.
We are pleased to be able to offer a well-known **CONNAUGHT** racing car, number A4, eligible V.S.C.C. Historic Racing Class etc. and frequent competitor, last outing April Silverstone, placed 7th in 15-lap race, complete with trailer and large quantity of spares.

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## FOR SALE—continued

**T.V.R. GRANTURA** *MkIIA*, Monaco red, regd GB 1964; tuned 1,622cc engine, Konis, discs, w/ws etc. 14,000m only from new; immac cond. £525 ono. Consider p/exch cheap Sprite, Midget, w.h.y. Tony Cartridge, 51 Vicarage Rd, Poole, Dorset. Tel: Poole 4954. (6913

**M.G. TC** 1947, green with red interior, taxed and MoT. £155 ono. Dursley (Glos) 2879. (6914

**ELVA SPORTS** racing car, 1,098cc supercharged Climax engine, magnesium wheels, racing tyres, sprint and long distance tanks etc. £350. Would p/exch against 26ft cabin cruiser, difference in cash. Stroh, Pendower Caravans, Takeley, Essex. (6915

**MAGNIFICENT DAIMLER** 8cyl limousine 1936, good tyres, good engine, immac body. £75, drive away. R. Francis, Station Rd, Healing, Grimsby. Tel: Healing 2208. (6916

**ALFA ROMEO** Spyder 1600, 5 speed box, red, cream interior, engine o/hauled, bills available; immac cond. £650 no offers. 6 Florence Close, Langer Lane, Chesterfield. (6917

**SPRITE NOVEMBER** '59, excell cond, taxed, tested, htr, carpeted. Tel: Monmouth 2867 day. (6918


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**1930 ROLLS-ROYCE 20/25** by Windover in yellow and black, completely restored in 1966. A small elegant, vintage Rolls for ... ... ... ... ... **£1,250**

**1931 BENTLEY 4-litre,** open tourer by Harrison, the only surviving car with this beautiful coachwork. *Concours* condition. Took part in the Goodwood Pageant ... ... ... ... ... ... **£1,200**

**1950 BENTLEY Mk. VI** by Freestone & Webb, black and silver ... ... ... ... ... ... **£595**

**1938 ROLLS-ROYCE Wraith** by Park Ward, owner driver sports saloon in black with red interior, in very nice condition ... ... ... ... ... **£650**

**1954 BENTLEY "R"-type,** choice of three from **£650**

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## FOR SALE—continued

**AUSTIN** 7 1938 Ruby saloon, over £100 spent on rebuild; prize winner at Beaulieu. Offers. C. Hawkins, Maidstone 57665. (6919

**SPRITE MK.I** 1958, good cond, G800s, radio, htr. £210?. Chapel Brampton 3169 (6920

**ALPINE SERIES** 1, front damage, breaking; h/t, unused s/t, Cinturatos, all parts vg. James, 01-467 0240. (6921

**DAIMLER 1931** model 16/20, immac orig car, faultless cond; sleeve valve, fabric top, orig instruction book, carpets and tools; stored for 27 years in heated garage. Photos on request. Offers over £500 to Mr C. Lawson, 37 City Rd, Dundee, Angus, Scotland. (6922

**300SL GULLWING,** an exceptional example in really immac cond, white/blue interior. £1,850. Tel: Leigh Sinton 306. (6923

**JAGUAR E-TYPE** dhc 1963 with chrome wheels, average mileage. £865. Bournemouth 25561 after 8pm. (6924

**OLYMPIC PHASE** II 1965, 24,000m, superb example, red with black cirrus trim, radio, htr, MG A twin cam engine, servo, discs. £500. Foster, 6 Cliffe Court, Guy's Cliffe Ave, Leamington. Tel: 28183. (6925

**M.G. A** 1956, red, recond engine, clutch, brakes etc last 16,000m; Xs, extras. First £65. 20 Colbran St, Burnley, Lancs. (6926

**1965 (DECEMBER** 16th) Morris Cooper 1275S, genuine 14,000m only, not raced or rallied; extras including s/belts, Konis, oil cooler, rev counter, u/sealed, one owner. £545. Chamberlain, Hoddesdon 66363. (6927

**M.G. MAGNETTE** ZA, Alexanderised engine, very tidy body, some new chrome, new carpets; a very nice specimen of this famous marque. Offers around £100. Brown, 37 Station Rd, Waltham Cross, Herts. Waltham Cross 25166 office, Waltham Cross 21852 home. (6928

**XK150 SPECIAL** Equipment f/head coupé, finished in white with red leather upholstery and w/wheels; no dents; undersealed; good oil pressure; complete car has been maintained in excell cond, with Abarth exhaust, new clutch, batteries, servo, discs; good tyres, high ratio rear axle, MoT, taxed to Sept. £275. 19 Woodlands Rd, Guildford Rd, Little Bookham, Surrey. Bookham 5335. (6929

**1933 AUSTIN** 10 saloon, superb cond, paintwork and interior *all orig, virtually one owner. Genuine enquiries only* please. 60 Saxonhurst Rd, Northbourne, Bournemouth. (6930

**AUSTIN NIPPY** 1937, red, nice cond, attractive little 2 seater. £110 ono. Townsend, 106 Ainsdale Rd, Leicester, 58926. (6931

**1950 DAIMLER** Barker tourer 2½ litre, green, superb cond. £120 ono. W.h.y? Cawte, 21 Lythwood Rd, Bayston Hill, Shrewsbury. (6932

**TR3 1957/58,** 3A front, o/drive, h/top, tonneau, all brakes relined; rebuilt 1965, new chassis, f/suspension, radiator, engine o/hauled; excell throughout. £290. Martin, Rosemerran, Carnon Downs, Truro, Cornwall. (6933

**DAIMLER SP250,** blue with hide upholstery, Cinturatos, very fast yet economical car; marriage forces sale. £425 ono. Tel: Rotherham 3410 after 7pm or write Marshall, 57 Godstone Rd, Rotherham, Yorks. (6934

**1935 BENTLEY** 3½, sun-roof; new clutch, tyres, silencers, perfect Hooper body; low mileage. £300. Consider P4 Rover in p/exch. 35 Gainsborough Rd, Liverpool 15. 051-733 7000. (6935

**M.G. VA** 1938, excell cond throughout; new battery, good tyres, MoT, taxed. £125 ono. HUNter 4992. (6936

**RILEY RMF** 1953, excell cond throughout. £150 ono. Write: Staley, 83 Barnwood Ave, Gloucester. (6937

## FOR SALE—continued

**BENTLEY 1948** MkVI, black over shell grey, beige interior; engine rebuilt, new clutch and exhaust system; steering and suspension o/hauled; new tyres. £300 spent past year; mech and bodily first class. £350. 749 Manchester Rd (A6), Over Hulton, Bolton. Over Hulton 683. (6938

**TWIN CAM** MG A fhc 1959, rebuilt engine, 5 Cinturatos. £325 ono. M. White, 27 Donnington Dr, Sunnyhill, Derby. (6939

**1931 ASTON** Martin international, very orig, Brocken axle. £260. Pike, 27 Walford Dr, Solihull, Warks. SHE 3638. (6940

**LOTUS-CORTINA (JUNE** 1964) with leaf spring rear suspension, 46,000m, private motoring only. Finance available. Tel: business, Grantham 5423. (6941

**TR3A OCTOBER** '59, h/s tops, tonneau, rear seat, belts, Xs, luggage rack, BRG 38,000m. £240. 19 Colbran St, Burnley, Lancs. Tel: Burnley 24571. (6942

**BENTLEY 1938** 4¼ litre semi-razor edge saloon by Barker; used regularly with good history and in first class cond bodily and mech; exhaust system just renewed; genuine *reason for sale, situated Midlands; photos available if returned.* £425. Box 2988. (6943


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**1931 TJ 12/50** Atlantic saloon, in excellent order, green.

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**1936 CRESTED EAGLE** saloon by Charlesworth, 39,000 from new. Chocolate and sand. The best one I have ever seen ... ... ... ... ... ... **£365**

**1939 SPEED 25** Charlesworth d.h.c. Rear coachwork rebuilt and engine overhauled, still to be run-in. Black and silver. Nice hood but seats are untidy ... **£350**

**1955 TC21/100** saloon, 2 owners, 70,000 from new. Car has been o'hauled and will be resprayed to choice **£325**

**1957 TC108G saloon by Willow Brook.** 70,000. This car is in very good order and only 16 were built at £3,500 each. New tyres, etc. **Offers on £600**

I have been asked to find a new owner for a pair of **SP20 ALVISES,** both by V.D.P., one tourer and a saloon. The pair about **£700.**

*All cars sold by us carry 100% guarantee and M.O.T. Cert.* We have lots of Post-War Spares including recon. engines and some Pre-War Spares (12/70, Sp. 25, Firebird, etc.).

*I regret having to offer the following :*

**XK150 Auto.** d.h.c., 3.8 'E' eng. and brakes, etc. **£675.**

**XK120SS,** o'hauled and to be resprayed. No rot **£270**

**LANCIA B20S 2500GT,** 39,000 miles; 1959, regd. 1964. Maroon ... ... ... ... ... **£425?**

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## NEW AND USED JAGUAR AND HIGH PERFORMANCE CARS

***1966* ALFA ROMEO Giulia Super.** Genuine and immaculate, one-owner, 9,000-mile saloon. White with grey trim, fitted radio, belts, Pirelli tyres. Virtually as new ... ... ... ... ... ... ... ... ... ... ... **£1,195**

**1965 ASTON MARTIN DB5** saloon. Magnificent one-owner specimen, 22,000 miles, finished in golden sand with beige trim, fitted radio, electric windows, heated rear window, tinted screen, Selectaride, etc.; superb body and mechanical condition ... ... ... ... ... ... ... ... ... ... ... **£2,195**

**1961 ALVIS 3-litre** saloon. Extremely smart car, opalescent silver grey, fitted 4-speed box, wire wheels; well above average ... ... ... ... ... **£745**

**1961 BORGWARD Isabella** saloon, white, red trim, fitted twin-speaker push-button radio. Very good condition for year ... ... ... ... ... **£295**

**1961 DAIMLER SP250.** Mountain blue, grey leather trim, fitted hard-top, Pirelli tyres; well above average ... ... ... ... ... ... ... ... **£545**

**1963 DAIMLER SP250.** Very recent bills for over £200 include complete new clutch and gearbox, brakes and steering overhaul. Deep red, optional special black or standard grey seats. Recent Pirellis ... ... ... ... ... **£695**

**1966 MORRIS-COOPER.** Attractive one-owner car, white with black roof; special factory reclining seats, woodrim wheel, spots, SP3 tyres; 9,000 miles and in first class order. Also similar car in almond green ... ... ... ... **£495**

**1964 JAGUAR Mk. II 3.4** saloon. Particularly nice example in opalescent silver grey with red trim, fitted overdrive; well above average in every way ... **£795**

**1963 JAGUAR 3.4** overdrive saloon. Superb example in golden sand with red trim. First class throughout ... ... ... ... ... ... ... **£695**

**1963 JAGUAR 3.8 Automatic.** Genuine one-owner, 28,000 miles only and in superb condition. Golden sand with tan trim ... ... ... ... ... **£695**

**1964 M.G. 1100.** Unmarked genuine 10,000-mile saloon, green over white and really in superb order; way above average ... ... ... ... ... **£495**

**1963 JAGUAR Mk. X** saloon, Automatic with power steering. Opalescent dark blue with blue trim. Extremely fine body and mechanical condition, fitted radio, etc. ... ... ... ... ... ... ... ... ... ... ... **£695**

**1959 JAGUAR XK150** drophead. B.R.G. with green interior, fitted wire wheels. Very good order throughout, good tyres ... ... ... ... ... **£445**

***1960* PORSCHE 356B** cabriolet. Very special model fitted with expensive Reutter seats and hood, also with hard-top. Unusually fine specimen in red with black top, radio, spots, etc. ... ... ... ... ... ... ... ... ... **£795**

**1962 PORSCHE 356B** coupé **Super 75.** Extremely nice car in stone with black trim. Fantastic performance; p.b. radio, spots, etc. ... ... ... ... **£945**

***1966* TRIUMPH Vitesse** convertible, one owner, white with black trim and hood, new G800 tyres ... ... ... ... ... ... ... ... **£695**

**1965 TRIUMPH Spitfire Mk. II.** Royal blue, black trim, fitted hard-top and wire wheels. Very attractive ... ... ... ... ... ... ... ... **£545**

**1964 SPITFIRE.** B.R.G., black trim, good tyres, nice condition ... ... **£445**

***1965* TURNER.** Fabulous looker in mid-blue with black trim, fitted 1,650-c.c. Superspeed engine, twin Webers, diaphragm clutch, wire wheels, genuine one owner only, 16,000 miles; Pirelli tyres. Phenomenal performance ... ... **£495**

**TURNER GT.** Very special fibreglass-bodied full 4-seater GT. Unique car built for director of Turners, fitted Cortina GT (Weber) engine, a really sleek and fast 4-seater fastback. Golden sand with red trim, radio, spots, w/w. rim, wire wheels, Pirelli tyres. Reputed only 14,000 miles, in superb condition ... ... **£495**

**NEW : E-type 2 + 2,** white, all extras.
**NEW : SPITFIRE Mk. III,** wire wheels, royal blue.
**NEW : TR4A,** royal blue, o/d., w/ws.
**NEW : VITESSE 2L** convertible, royal blue.
**NEW : VIVA SL90,** white, black trim.

★ THREE-MONTH GUARANTEE ★ FULLY QUALIFIED JAGUAR MECHANICS ★

**NEW TRIUMPH GT6, TR4A, SPITFIRE, VITESSE ALWAYS AVAILABLE**

## FOR SALE—continued

**ROLLS SILVER** Wraith 1949 razor edge sports saloon, sun roof, all aluminium body by Mulliner, full flow engine; an elegant investment. £825. Box 2992. (6966

**COLLECTOR DISPOSING** of London taxicab: 1957 Austin diesel; absolutely orig with meter, tariff board, advertisements, handbook, blemishless chrome and paintwork, hide interior, mech first class; a specimen. Box 2993. (6967

**1930 FORD** vintage model A 2 seater saloon with dickey, superb cond throughout; probably the finest example available today! body colour beige, wings, running boards black, interior beige; taxed, MoT, £450. Cheshire, Altrincham 4740, evenings Ringway 5286. (6983

**BOUGHT HOUSE,** must sell my beautiful rare 6cyl economy model 24EL Daimler limousine, Charlesworth body, one owner, 30,000m, superb order; seen London or Somerset. Box 2999. (6984

**COMPLETE RANGE** of spares for MkVI Bentley, several for Rolls-Bentley P111 and 20/25. Box 3000. (6985

**GINETTA G4** 1966, 9,000m, 1500GT Ford, gas flowed and polished head, Kenlowe fan, discs, SPs, full weather equipment including tonneau; no competition use. £650 ono. London, 01-699 7764. (6986

**M.G. TF** 1,500cc, concours winning car, full history; in beautiful birch grey, rebuilt balanced engine, now running sing. Offers over £500 please, to Stonehouse Gloucester 2067. (6987

**SUNBEAM 20** tourer 1927, very rough, believed some Brooklands history, not twin oc model; £175. 2 Fawley Ave, Hyde, Cheshire. Tel: 061-368 3668. (6988

**AUSTIN NIPPY** 1935, restored to very orig cond, one owner for 31 years. £120. Mirfield 3159. (6989

**TR3A 2.2,** 4 branch, o/drive 2, 3, 4; 4 wheel discs, w/wheels, oil cooler, htr, antiroll bar, radio; new gearbox, tonneau, hood, black h/top with rally light, fibre glass wings, spots; recent BRG respray. £365. Brown, 57 Bassett Rd, W.10. (6990

**ASTON MARTIN.** £375, DB2/4, 1955, silver-blue dhc; superb throughout. R. Mossip, 57 Church Rd, Hatfield Peverel, Chelmsford, Essex. (6991

**SPITFIRE 4** 1964, 27,000m, tonneau, htr, white. £415 ono. H/top £25. Masters, 01-FIT 0813 weekend or weekday evenings. (6992

**LOTUS IX,** recently rebuilt to Formula 1200; instant racing or phenomenal road car, currently taxed and insured. £200 ono. Tel: Bingley (Yorks) 3361. (6993

**HERALD/CLIMAX CONVERTIBLE,** red, black hood, interior immac, most extras, Cinturatos, engine 1,213cc stage 2, 40,000m, ZF box and lowered suspension. Pockeridge (Herts) 512. (6994

**FORD FALCON** MkII special, 1964 regd, 10hp, 2 seater racing body, 15,000m only, MoT. £235. 8 The Gap, Lowestoft, Suffolk. (6995

**MARCOS 1800L** 1966, body and engine excell, only 19,000m; modified rear axle, shock absorbers; new handbrake, Avanti wheel etc; very fast, works miracles with the ladies. Can't let it go for less than £1,300. Forrester, Grafton Flyford, Worcester. Upton Snodsbury 635. (6996


# PYCROFT JAGUAR

**BUILT ON SS 100 CHASSIS**

*Won first race at Goodwood 1948.*

Engine completely overhauled 950 miles ago.

Excellent mechanical condition.

**£200 o.n.o.**

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**An opportunity to purchase a unique SUNBEAM Mk. III**

Finished in grey with red interior, fitted with overdrive and steel sliding roof, and first registered in July 1955.

This thoroughbred motor car has a recorded mileage of 16,230 and is still running on the original tyre equipment. The condition of the vehicle is incomparable and interested parties are invited to inspect the car and make offers.

**Please telephone for an appointment**

**LUTON 54144**


## FOR SALE—continued

**1928 LEA** Francis 12hp 2 seater and dickey, restored regardless of cost to concours winning standard; ready for immediate use. £600. Consider modern sports car in p/exch. Hill, 49 Granville Rd, St Albans, Herts. Tel: St Albans 58619. (6997

**1962 TR3,** Xs, htr, tonneau. £360. Tel: Lieutenant P. Thomson, Vandyke 9214 or North Luffenham (Rutland) 241. (6998

**PORSCHE 356B** Super 75 coupé 1960, red/black interior, new tyres, radio, reversing/fog lights, belts; immac. £675 ono. HP, P/exch. Fowler, Whittonditch Rd, Ramsbury, Wilts. Tel: Ramsbury 413 after 6pm. (6999

**3.8 JAGUAR** 1961, manual with o/drive, superb example in metallic bronze, 2 owners, 35,000m, all extras, 125mph performance. £450. Cheaper car taken p/exch. Ratcliff, 87 Manchester Rd, Wilsmlow, Cheshire. Tel: 22833. (7000

**TURNER-CLIMAX 1220** 1962, new paint, tyres; c/r box, w/w, w/rim, htr. Pullan, RNEC, Manadon, Plymouth. (7001

**ALPINE GT** late '64, white, excell cond; reluctant sale, owner going abroad. £540 ono. Gammack, 6 Buttleas, Silk Willoughby, Sleaford, Lincs. (7002

**MINI COOPER S** 1,071cc 1964, low mileage, excell cond, no competitions, with belts and extras. £400 ono. Possible p/exch small estate. Horsham 60290. (7003

**ARMSTRONG SIDDELEY** 236, reg HREI, engine o/haul, good cond; 1956, MoT. £95. 29 Amherst Rd, Kenilworth, Warks. (7004

**ROLLS-ROYCE 1930** 20/25 open tourer, just completely restored at cost of over £1,000. 26 Hallmeadow Rd, Glossop, Derbys. (7005

**MORRIS-COOPER 998cc,** Nov '64, '65 model, special order dry suspension, green/white, 22,000m; £165 extras; genuine fast town car with no competition use. Good value for £395. Tel: 01-693 7245 after 7pm or call Clandons, Dulwich Common, SE21. (7006

**TALBOT VINTAGE** 1931 14/45 2 door saloon, one owner, MoT, £125 ono. 64 Kingston Rd, Romford. Tel: 41439. (7007

**1964 MORGAN** plus 4 4 seater, 18,000m only, BRG, many extras including immobiliser; growing family forces sale; never raced or rallied. £515. Rev Shearer, Nuffield Rectory, Henley. Tel: Nettlebed 305. (7008

**E-JAG 1963** roadster, black, excell cond with Cinturatos, Motorola, spots, low recorded mileage. £880 ono. KINgston 8542 day, PARk 6273. (7009

**M.G. TF** 1955, 1500 but fitted 1250 replacement engine, resprayed MG ivory, rechromed, new hood and s/screens; absolutely superb throughout. HP available. £425. Tel: Carr, Mullion (Cornwall) 417. (7010

**SUNBEAM TALBOT** 1955, 5 Xs, radio, htr, washers, good cond and value for £90. Tel: 01-940 7196 or Dummer 258 (Hants). (7011

**RALLYE IMP** 998cc, 1966, never raced or rallied, excell cond, new Cinturatos, many accessories. £580 or offer. 01-352 5340 evenings or Box 0002. (7012

**1959 M.G.** A twin cam ivory, only 30,000m on replacement engine and gearbox. £300. King, 64 Cotley Rd, Mowmacre Hill, Leicester. (7013

**ALVIS BEETLEBACK** 12/60, very good cond, with spares. £420 ono. Hay, Hallcliffe, Parwich, nr Ashbourne, Derbys. (7014

**RILEY 1½-LITRE** RME 1955, resplendent in Jaguar green, excell all round, 2 owners, radio, 63,400m. Jackson, 9 Craigmount Terr, Edinburgh. Tel: 031-334 3175. (7015

**XK140 ROADSTER,** disc brakes, chrome w/wheels, o/drive, immac. £600 firm. Box 0001. (7016

**WOLSELEY WASP** 1934, excell cond throughout. £80 ono. Nuneham Courtenay 277 (Oxon). (7017

**T.V.R. MK.IIA,** completely rebuilt steering, suspension; resprayed white; a fast reliable 1,600cc sports car. £375 ono. Abbott, Stable Cottage, Teeton Rd, Guilsborough, Northants. (7018

**B.M.W. 328,** an orig example of this rare classic, engine just completely recond; lhd. £525 ono. Box 0003. (7019

**ASTON MARTIN** DB2/4 3 litre 1955 d/h coupé, ivory/blue interior, excell cond throughout, just had top o/haul. £450. 1606 Chorley Old Rd, Bolton, Lancs. Tel: 41586. (7020

**MASERATI 2-LITRE,** *regd* 1960, *orig* £8,250; multitubular GT alloy body, Borranis, fabulous; only 18 built, unique, England. Box 0004. (7021

**XK120 JAGUAR** sports saloon, special equipment model; outstanding cond mech and bodily; resprayed BRG and rechromed; 145mph; ex director's second car. Will pay single ticket from any station in England to Liverpool. £230. Potter, 64 Dale St, Liverpool. CEN 9591. (7022

**M.G. TF** 1250, ivory, exceptional cond, full white tonneau, htr; no expense has been spared over past 11 years, bills available. Nearest offer £500 secures. Write Lawrence, 17 Hollymead Rd, Chipstead, Surrey, or Tel: DL 52639. Overseas enquiries invited. (7023

**TR3A 1958,** mech A1, w/w, o/d, spots, reverse; body needs attention (front wings, sills). Offers around £120. Humphrays, 5 Answell Ave, nr Crumpsall, Manchester. (7024

**FOR SALE.** 1953 Riley RME 1½ litre, 2 previous owners, full history, low mileage; spare engine; exceptional cond. £225. HP possible. Also Morris 8, EMW999. Offers. Runner. Consider cheap MG p/exch. Williams, Calcutt Manor, Cricklade, Wilts. (7025

**LOTUS CORTINA** Nov 1964, radio, new SPs, low mileage, immac and cheap at £525. Tel: Checkendon (nr Reading) 783. (7026

**PORSCHE 356B** 1960 model, very good cond, 46,000m. £650. Tel: Edinburgh CAL 8130. (7027

**HEALEY 3000** 1960 2/4 seater SCT3, metallic blue, black h/top, o/drive, w/wheels, Cinturatos; good hood and tonneau, spots etc; 2 careful owners, outstanding cond. £370. Close, Caythorpe, Grantham. Tel: Fulbeck 453 evenings. (7028

**TRIUMPH SPITFIRE** 1963 model, exceptional in Wedgwood blue; tonneau, woodrim, racing mirrors, alarm, reverse light. £395. P/exch considered. Tel: Slough 42044. (7029

**T.V.R. 1800S** 1965, 20,000m, MG B engine, metallic light blue; black interior, tinted rear window; 5Kx15 72 spoke w/wheels, SPs, discs, oil cooler, 3.9 diff, Kenlowe fan, anti-theft device, s/washers, air horns, reversing light, htr, woodrim; immac, no competitions; seen London. Box 0005. (7030

**STORED 12 years,** *titled owner, Riley 2½ litre 1949, mileage 9,993 genuine; interior red, roof like new, original maroon bodywork; 5 hardly used tyres, costing £50; new fuel tank and exhaust system; MoT; probably the best example of this model in the country. Offers considered in the region of £200.* Dewar, 13 Glengall Rd, Edgware, Middx. Daytime tel: 01-958 7250. (7031

**JAGUAR MK.IV,** November 1945, 2 owners only; a beautiful motor kept in top cond throughout its life; recently resprayed and refurbished; maker's record engine only 22,000m; probably the most immac MkIV in the country. £195 for quick sale. MacTavish, Myrtle Bank, Rickmansworth Rd, Northwood, Middlesex. Tel: 26424. (7032

## FOR SALE—continued

**PVT A.C.** 2 litre d/head coupé, ideal for restoration. Details on request. Gilford, Toddington Nurseries, Littlehampton 1639. (7033

**TF 1500** red/black trim, completely recond to orig specification regardless of cost; for sale due to change in plans. Write for details etc, 2 Stirling Ave, Leamington Spa. (7034

**BENTLEY MK.VI** 1952 big bore small boot model; engine and brakes have been o/hauled within the last year; 5 very good tyres, radio, sun roof. Excellent buy, about £325 ono. Jones, Burnt Norton, Chipping Campden, Glos. Campden 358. (7035

**M.G. YB** saloon 1952, 1,500cc twin carb engine, mech A1, no rust on body; MoT June '68, taxed Oct '67. £70. Tate Gallery 9239 after 6pm. (7036

**M.G. B** GT, Grampian grey, o/drive, htr, u/seal, radio, March '67, 3,500m, HP or p/exch. £1,100. Wychbold 350 (Worcestershire). (7037

**CONVERTIBLE KARMANN** Ghia VW 1960, recent hood and engine, Lucas headlamps, radio. £285. 62 Bradshaw Rd, Honley, Huddersfield 62106. (7038

**1937 DAIMLER** EL24 luxury limousine, reg FPF1; glass partition, intercom, 7 seater, fluid flywheel, preselector, 6cyl. Offers around £130. 34 Woodlands Rd, Cove, Hants. Tel: evenings Farnborough 43350. (7039

**M.G. A** 1960, vgc mech and bodily; discs, htr, good hood, tonneau, new Cinturatos, £300. Stilling, Wakefield 76915 before 8pm. (7040

**M.G. TDII,** truly immac, rebuilt throughout, new hood, screens, tyres; Fiat metallic green. Sensible offers please. Radlett 5196. (7041

**1933 MORRIS** Major special coupé, yellow/black, sound cond; in regular use as second car; 3 owners only; recent tyres and battery. £120 Parkes, 33 Gritstone Rd, Matlock. Tel: 2901 evenings. (7042

**1961 3500GT** Maserati, rhd, 38,000m. Best offer over £825. Nothing under this contemplated. Box 0006. (7043

**TRIUMPH SPITFIRE 4,** Nov 1963, red, detachable h/top, 32,000m, excell cond, new tyres, htr. £385 ono. Sanderson, 23 Ashridge Close, Rushden, Northants. Tel: Sharnbrook, Beds, 202 ext 283 business hours. (7044

**M.G. TA** 1937, concours cond, engine, chassis, transmission, steering, instruments, brakes, suspension and dampers rebuilt; new upholstery, hood, s/screens, carpets; resprayed and rechromed, rewired and restored using orig parts; can be seen London or Warwick. Tel: Kenilworth 54416 any time or London Tate 6217 before 8.30am. £280 ono. (7045

**M.G. TC** 1948, regd MG7396, immac orig cond, body royal blue, interior red, new hood, mech excell, many new parts; taxed, MoT. £195. Tel: 01-908 0039 (Wembley). (7046

**ALVIS TA14** 1948, recent complete o/haul, fine cond throughout. £75. 2A Burchell Rd, London E10. Leytonstone 4582. (7047

**RILEY 1½** 1947, immac bodywork, interior spotless, mech excell, new tyres, real enthusiast's car. £170 ono. Tel: 01-WOR 4931. (7048


# FIAT CABRIOLET COUPE 1964

This rare model L.H.D. finished in white accompanied by red trim. 18,000 miles only. One owner. Must be seen — **£575**

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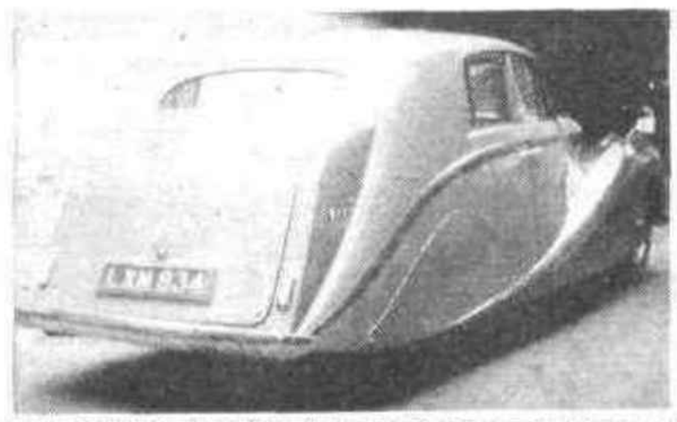
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**DAIMLER EMPRESS 2½-LITRE SPORTS SALOON,** *built to Special Order* **at reputed cost of over £5,000, with all-aluminium, razor-edge coachwork by HOOPER. O/drive gearbox, recent engine o'haul, new tyres, H.M.V. radio, heater, jacks. First regd. 1951. IMMACULATE ... ... £325**

**FORD Thunderbird hard-top, 1959; 4 seats, fully automatic, new tyres, engine overhauled, decarbonised, new valves, etc. ... ... ... £345**

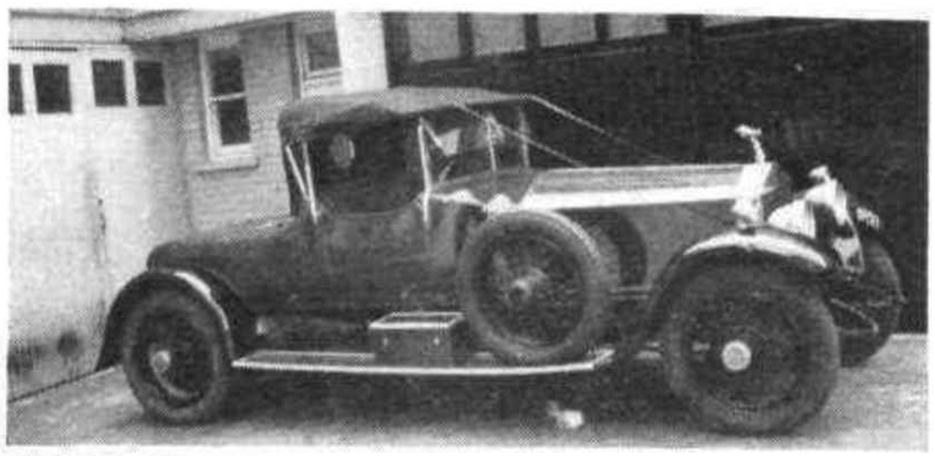
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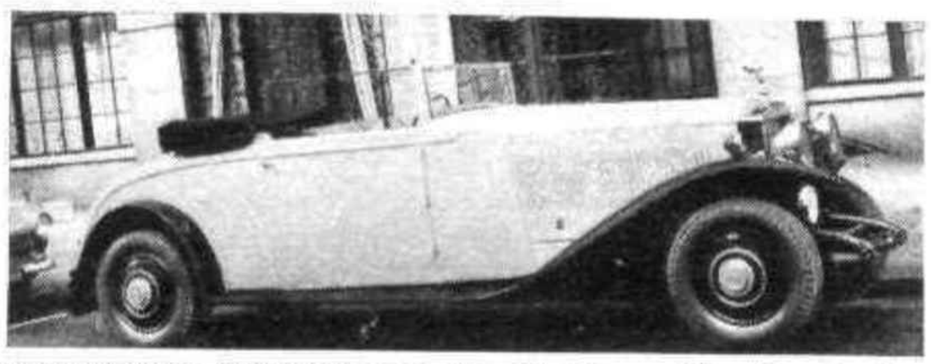
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**ROLLS-ROYCE (1920) Silver Ghost** with two-seater touring coachwork, recently re-upholstered and repainted, excellent chassis, fully serviced. Further particulars on request.



**ROLLS-ROYCE (1934) Phantom II** with three-position drop-head coupé coachwork. Recent mechanical rebuild by Rolls-Royce specialists, bills available Further particulars on request.

We are now able to undertake restorations of most marques of Veteran and Vintage cars of character and will be pleased to discuss such requirements with interested parties. Vehicles of the type we advertise are still urgently required and we shall be pleased to receive details of any such cars that are for sale. Our normal terms of introductory commission are applicable.



**£2,095 ASTON MARTIN DB5, 1964,** in Carmen red.

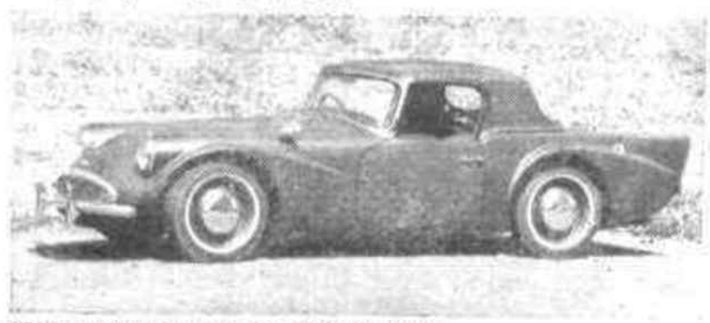
## A SELECTION FROM STOCK

**£1,995 ASTON MARTIN DB5, 1964.** A magnificent example in Polychromatic Peacock blue with red hide. Chrome w/ws, radio, electric windows, etc. Good history.
**£1,995 BENTLEY S.II saloon, 1960 series.** A two-owner example with full history, in Silver Birch with grey hide.
**£1,510 LOTUS Elan Special Equipment.** In yellow; extras include radio, tonneau cover. As new throughout. 1967, June.
**£1,495 ASTON MARTIN DB4, 1962.** D.H.C., hard- and soft-tops in steel grey with red hide.
**£1,450 DAIMLER saloon, 1966.** In silver grey with black hide. Chrome w/ws, Webasto roof, radio etc.
**£1,365 JAGUAR 4.2 roadster, 1965.** In Carmen red with black hide, chrome w/ws, new tyres, 21,000 miles from new. One careful owner. A choice from two other "E" Types in stock.
**£1,095 LOTUS Elan coupé, 1966.** Red with black interior. Knock-on wheels, radio etc.
**£1,095 JAGUAR "E" Type fixed-head coupé, 1964.** A magnificent example in Pearl grey with red hide. Chrome w/ws, radio etc.
**£795 SUNBEAM Alpine, 1966.** 10,000 miles from new. Hard- and soft-top, o/d, w/ws, radio etc., red with black trim.
**£795 DAIMLER SP250, 1964.** A one-owner car fitted with w/ws, hard- and soft-tops, radio, etc., only 29,000 miles from new.
**£795 SAAB Super sports, 1966.** 6,000 miles from new. Cost over £1,100. Still under guarantee. Radio, red with red and grey trim.
**£795 JAGUAR "E" Type F.H.C., 1962.** Above average car in Carmen red, chrome w/ws, radio.
**£765 LOTUS Elan, 1964.** In Indigo blue, new short engine just fitted. A choice from two others in stock.
**£765 TRIUMPH TR4A, 1965.** A 10,000-mile car in Spa white with red hide, extras. Mint order throughout.
**£695 TRIUMPH TR4 coupé, 1964,** Dec. In B.R.G. with black, o/d, radio. A choice from two other TR4s from £545.
**£725 M.G.-B roadster, 1965.** One owner example in Iris blue. A choice from three other M.G.-Bs from £575.
**£695 LOTUS Cortina, Nov. 1965.** White and green.
**£645 MORGAN Plus 4, 1964.** Lawrence tuned TR4 engine.
**£595 A.C. Bristol.** H/t and s/t. A very fine example.
**£595 ALVIS TD 21 saloon, 1960.** Black with red leather interior; w/ws, new tyres, p.-b. radio.
**£575 FORD Cortina GT, 1965.** One owner, new SPs, radio, unmarked.
**£565 M.G. Midget 1966.** Red with black interior. A one-owner low mileage car, fitted with w/ws, p.-b., radio, etc. A choice of two others at £495.
**£595 MORRIS Mini-Cooper "S", 1275.** Wide wheels, a superb example.
**£525 LOTUS VII, 1966.** 948 c.c. B.M.C. A series engine. Stage 1. Another at £495.
**£495 WARWICK GT, 1962.** Light blue with black interior, wire wheels, overdrive etc. One owner from new.
**£495 MORRIS Cowley** two-seater drop-head coupé with dickey. *Concours* condition throughout.
**£495 TVR Mk. III, 1962.** 1622 M.G. unit, red with red trim, wire wheels.
**£455 M.G.-A Mk. II, 1962 roadster.** Red with black interior, 1st Class condition.
**£445 TRIUMPH Spitfire, 1964.** Red with black interior, radio, heater, Cinturato tyres etc.
**£435 M.G.-A Mk. II, 1961 roadster.** In Iris blue with black interior. Twin spots etc., heater.
**£415 MORRIS Mini-Cooper, 1965 model.** In Tweed grey with white, excellent condition.
**£365 AUSTIN HEALEY Sprite,** Le Mans GT body. Wire wheels, disc brakes, metallic blue, a very attractive GT car.
**£365 AUSTIN HEALEY 3000, 1960.** A two-owner car finished in mid blue with dark blue interior; o/d, heater, etc.
**£295 ASTON MARTIN DB2.4 F.H.C.** Requires attention to gearbox.
**£265 TURNER, 1962,** B.M.C. 948 engine, wire wheels.
**£195 TRIUMPH TRII, Dec. 1954.** Well above average throughout.
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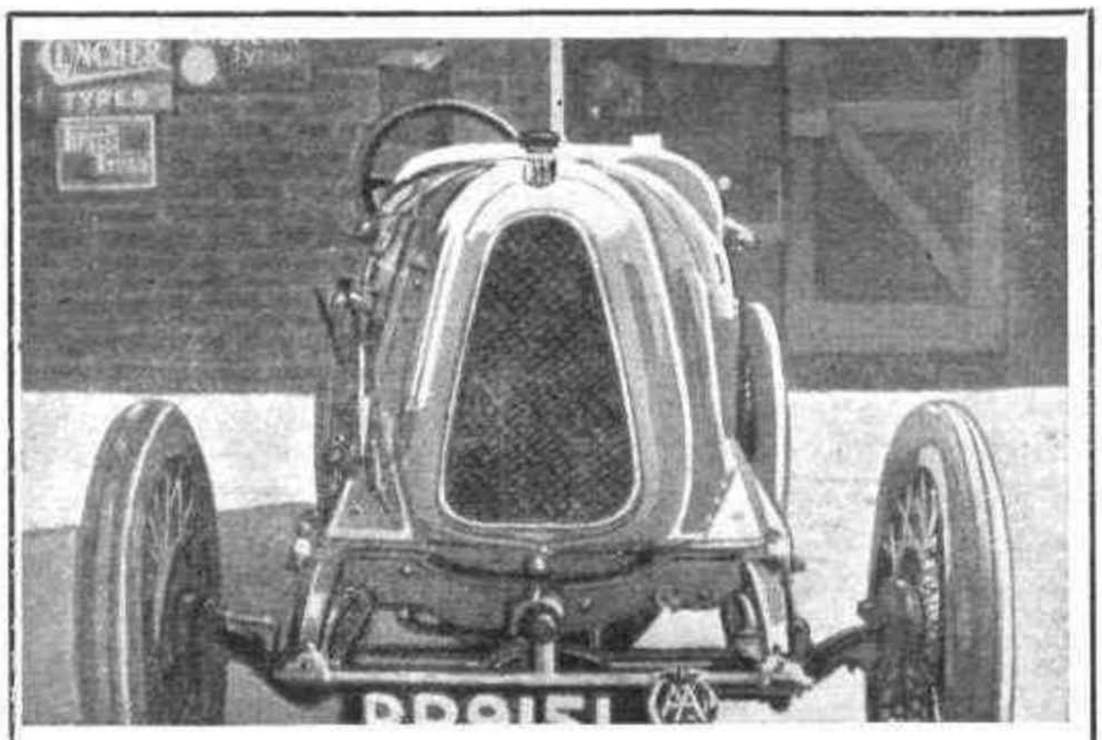
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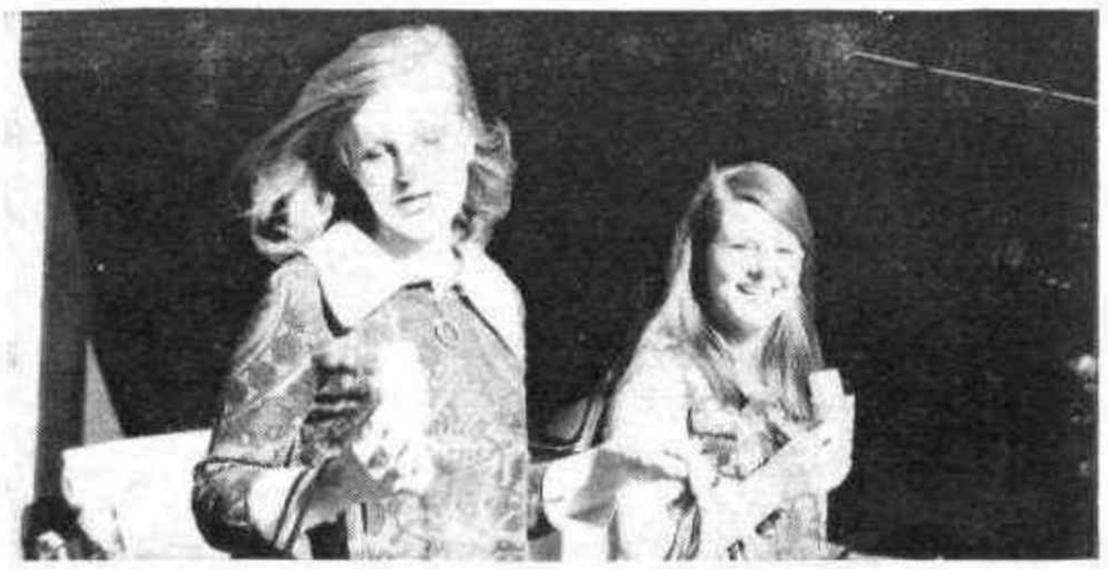
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Austin Healey 3000 Mk III sports convertible, 1966 May, white with red leather, wire wheels, overdrive, one owner, £890. MG-B, 1964, Iris blue, overdrive, wire wheels, Cinturatos, £615. Triumph TR4, 1963, white with black hood and red leather trim, overdrive, radio, £530. MG-B, 1963, as shown in photo, black with red leather, overdrive, wire wheels, Perspex headlamp covers, oil cooler, Cinturatos, Silverstone wing mirrors, last owner bought it from us and we looked after it, £545. Sunbeam Alpine GT, November 1964, blue-grey, this is the one with detachable hard-top but no soft-top, tree-wood dash, one elderly owner, £570. Triumph Spitfire, 1965, white, wire wheels, Cinturatos, £570. Morris Cooper 1275 'S', 1967, specially finished from new in chocolate brown with honey brown roof, equipped black Restall reclining seats, luxury dash panel with rev counter and many other instruments, pushbutton radio, cassette tape recorder (detachable), 13in leather rim wheel, Downton £100+ engine conversion, oil cooler, alloy road wheels, Benelite grille, variable intensity quartz-iodine spotlamps, £765. Triumph Spitfire, late 1966, signal red, one owner, £575. Austin Healey Sprite Lenham GT, 1963, 1098 engine, finished in Orient red with fully trimmed black interior, 5½J rears. Specially built last year for one of the Lenham directors, £440. Triumph Dove GTR4, 1964 July, white with red trim, overdrive, wire wheels, Cinturatos, woodrim, radio, two people have mistaken it for a new car, your £725 will be wisely spent. The next picture is printed so that you can visualise yourself at the wheel of one of our sports cars, the car in the photo is the S/E Elan with flight deck dashboard conversion belonging to power boat racing driver Tony Williams who works here from time to time. Triumph TR4A, October 1965, white with red interior, overdrive, anodised boot grid, hard- and soft-tops, one professional owner, £795. A number of other cars are in stock at present and of course 15 or 18 more will be at Arkley and at Moscow Road by July 1st, although some of those advertised above will have gone. Suggest you ring up before making a special journey to check on current stocks. All cars except the very old ones have a full parts and labour guarantee without pointless exclusions. They get a 12,000 miles service and detailed inspection of brakes, steering, suspension, tyres, exhaust, shock-absorbers and all functional items before being offered for sale. There is an element of risk involved in buying any used car but at least with ours you can be sure that you won't have to spend any money on it for a little while, whereas I think that buying a sports car privately or from a back-street dealer is very risky unless you're a mechanical genius. Gigantic stocks of tyres, especially radials at prices you wouldn't credit, for instance brand new first quality G800 radials, narrow band whitewall one side only, individually wrapped, stupendous 40% discount, dozens of other bargain offers including radial ply seconds up to 50%, enquire on Barnet 1146, no mail-order I'm afraid. Am also afraid that much as I enjoy receiving your letters I simply don't get time to reply to them individually any more. Many thanks to the people who troubled to write in saying I oughtn't to change to a larger type face with fewer words, opinion was unanimous except for one postcard-writer who pleaded for "More pictures, less written, John Britten." Will gladly send you illustrated leaflets/price lists on Lenham GT conversions for Sprites and Midgets, prices from £35 for complete kit, all parts in stock including one-piece front hinged fibreglass bonnets, Mk II shape, £28 complete with fittings, also competition bonnets, faired-in headlamps, just like a little E-type, £45 complete. Photo below shows Oliver Bal and Rob Harris sadly lifting off the Lenham GT body from my yellow racing MG Midget, this body, never pranged and complete with rear wings, rear window and head scoop is for sale at £40. The Midget is now fitted with standard shape bodywork in strict conformance with 1965 Marque sports car regulations and may be seen racing at Brands July 2nd, Croft July 9th, Mallory July 23rd. Can do HP with 3rd party insurance on all sports cars regardless of age, agents for the AA and RAC loan plans, special insurance arrangements with tariff companies, nominal premiums. 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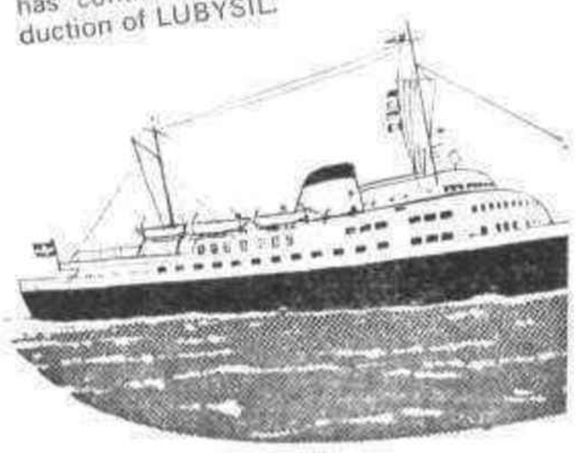
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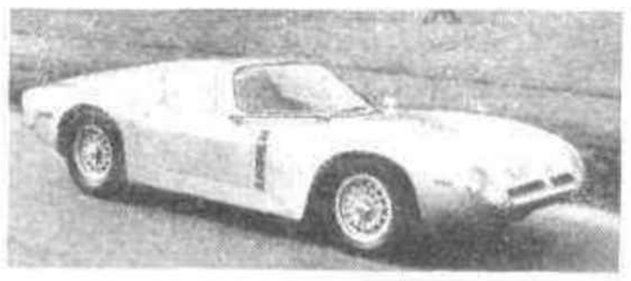
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**SPORTING VANGUARD** 1960 Vignale with 100bhp? Yes, now fitted with recond TR 2.2 engine, clutch, brakes, twin carbs; beautiful inside and out; taxed. Cortina EATA for £175 or HP £50 dep drive away. 01-373 9740. (7049

**MY WIFE'S** crying because I insist on selling her 1960 Mkl Sprite; respray indigo blue June 1966, htr, tonneau, 4 new Cinturatos, luggage rack, recent recond gearbox and clutch, 2 anti-theft devices, s/wash, newish battery, but Marchal headlights tatty; no modifications, dozily driven for 4 years. Who'll give her, say, £255 to soften the blow? Work MUS 0943, otherwise PAL 8851 (London). (7050

**TR3A 1960**, h/s tops, tonneau, oil cooler, Cints, M/rola, recond carbs and g/box, 2.2 engine. £300. CRO 4134 evenings. (7051

**UNIQUE GT** Sprite 1961 Mkl, Ashley bonnet and h/top, s/top, tonneau, w/wheels, discs, roll cage, fully carpeted, woodrim, s/belts, highly tuned replacement engine. Fast, interesting car for £300. Also Aquaplane alloy highcomp head for BMC A series, £15. Wood, NAT 7711 office, 550 9971 evenings. 254 Clayhall Ave, Ilford. (7052

**AUSTIN HEALEY** 3000 MkIII, ivory/black, o/d, w/wheels, Cinturatos, Motorola, alarm, s/belts, spots, wood wheel, tonneau, manual; enthusiast car. £650. Tel: Hornchurch 50586 for quick sale. (7053

1938 **TALBOT** 1,265cc saloon, racing green bodywork, chrome perfect, mech good, in use. £40. Box 0008. (7054

**FRAZER-NASH TARGA** Florio, Bristol BSIA Mk3 engine, c/r gearbox, splendid car, many spares. £600. Forbes, 5 Rectory Close, Merrow, Guildford. (7055

**M.G. A** 1600 fhc 1961, Mkl, new MkII engine 4,000m, recent bills £95, since Feb many extras, htr, Cinturatos, spots and rev light, washers etc, in very good cond. £395 ono. Moorhouse, 77 All Saints Rd, Peterborough. (7056

**ALVIS GREY** Lady 1951, only 62,000m since new. £200 ono. Peile, Hillcrest, Tadworth, Surrey (7057

**SILVERSTONE HEALEY**, not quite but same chassis and mech fitted with estate type body, good cond, towing hitch, tax and MoT. Ben Courage, 48 Meadow View, Frampton Cotterell, Bristol. (7058

1937 **AUSTIN** Ruby, particularly attractive car with new tyres, battery, electrics etc; very little required to make it outstanding. Purchaser collects. £75. Bracknell 3405. (7059

**BENTLEY 1936** 4¼ engine, o/hauled, good interior and Park Ward body, orig Continental model. £295. Johnston, Abbey Mews, Grange Rd, West Kirby, Cheshire. (7060

**LOTUS ELITE** opportunity, owner going abroad offers this truly fast and beautiful car to the highest bid; white, Climax, ZF, any trials. Private HP possible. Tel: Devizes 3412, Mr Small. (7061

**SWIFT SWALLOW** sports saloon 10hp 1930/31, eligible VSCC, immac throughout, only surviving example; comprehensive spares; MoT, taxed. Offers. Stower, Little Oaks, Warborne Lane, Boldre, Lymington 3263. (7062

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**WOLSELEY 1500** 1958, green/cream, good cond throughout. £145 ono. 35 Ticknall Rd, Hartshorne, Burton-on-Trent. (7064

**JAGUAR XK150** fhc, 3.4 SE, white/red, o/drive, wires, radio; new tyres, shockers, springs, top o/haul; good cond and excell value for money. £340. Green, 6 Everard Ave, Totley, Sheffield 367990. (7065

**MIDGET 1963**, red, low mileage, immac cond, serviced regularly, new SPs; must sell, going abroad; tonneau, s/belts, many other useful extras. Tel: Richmond Surrey 1475 after 6.30pm. (7067

**FOR SALE.** Regn nos RGY1, JSG5, 907F, 262MP with log books. Mr Fox, 31 Allensway, Corringham, Essex. (7068

**LOTUS ELITE**, stage III. £400 ono. HP arranged. Brown, Halket Holm, Lugton, Ayrshire. (7069

**M.G. TF** 1500 1955, JAM7E: this is as new, imported from Jersey it was stripped to the chassis and rebuilt with new or recond parts and it is thus immac. £525. M. R. H. Dunstan, The Old Rectory, Bishopstrow, Warminster 2148, Wilts. (7070

**DAIMLER STRAIGHT** 8 1954 limousine, one owner, immac, never raced or rallied; ideal large family or small Masonic lodge. £90 ono. FLA 4351. (7071

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**TRIUMPH TR3**, w/wheels, disc brakes, o/drive, many other extras; immac cond, just completely o/hauled. £250. Tel: Colwyn Bay 55404. (7073

**A/H SPRITE** 1962, red, 44,000, good cond, htr, tonneau, Xs, racing mirrors, new exhaust system. £295 ono. Staddon, 9 Silwell Park Rd, Rotherham. (7074

**1959 RILEY** 1½, excell cond. Haggle from £200. Elm Cottage, Catisfield, Fareham. Titchfield 3109. (7075

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**AUSTIN COOPER** 1966, 11,500m, grey, showroom cond, £475. Lyne, 28 Oxford Rd, Littlemore, Oxford. (7078

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**M.G. A** 1600, 1960, white, c/r box, balanced engine, a/roll bar, tonneau, radio, rack, many other extras, excell cond. £325 ono. Horley 4699. (7080

**BENTLEY 1938** 4¼ litre saloon, body by Dunn & Crosbie, complete history, radio, htr etc, in excell cond. £250. Tel: Robertsbridge 613, Sussex. (7081

**M.G. MIDGET**, family ties regrettably force early sale of carefully maintained one owner car, racing green, Dec '65, 21,000m, htr, tonneau, u/seal. £495. Dale, Crossfell, Station Rd, Burley-in-Wharfedale, Ilkley, Yorkshire. (7082

**LAGONDA 1938** 4½ litre V12, fitted special 2 door saloon body, recent engine o/haul. £250. Tel: Robertsbridge 613 (Sussex). (7083

**M.G. B** 1963, white radio, tonneau, immac. £525 ono. Tel: Kinver 2696 (Worcestershire). (7084

**BENTLEY 1939**, o/drive, engine, transmission, chassis, completely recond or renewed to as new cond; new professionally built 4 seater touring body, hood, screens, tonneau, slab tank, stone guards etc; immac, impressive tourer in best pvt tradition, unused since rebuild, private vendor. £1,300. Box 0007. (7085

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**A.C. BUCKLAND** tourer, MoT, htr, tonneau, spot, spare engine, £100 o/haul. £145. Wraysbury (Bucks) 2198. (7093

**BRISTOL 405**, possibly one of best in country, premature retirement only forces sale; regal red, red leather, engine perfect, o/drive, twin speaker radio, power brakes, tools, manual. £545 ono. Enthusiast to maintain preferred. Nash, 4 Pembroke Ave, Walton-on-Thames, Surrey. WT 21002. Will bring for inspection 50 miles. (7094

**SUPERB ENGINEERING.** Sports racing car, designed and built by a Rolls-Royce engineer, 3 years to complete; fully blown, stove enamelled, Healey S engine, supercharger, D-type carb, c/c gearbox, disc brakes, limited slip diff; shattering performance; body 1 year to build from 65 aluminium sheet parts, finished in 12 coats of Rolls grey; car is a masterpiece in engineering, equal to any thoroughbred, must be seen to be appreciated. £995. Further details, apply G. Goodall, 161 Dimond Rd, Bitterne Park, Southampton. (7095

**M.G. TC**, rewired, engine rebuild; new hood, s/screens; 5 new tyres; taxed until December. High mortgage forces sale. £210 ono. 67 Suttons Lane, Hornchurch, Essex. (7096

**RACING MINI-MARCOS**, engine rebuilt, still to be run in. Genuine reason for sale. Offers over £425. Tel: Molesey 3896 evenings. (7097

**M.G. TC** 1947, red, good cond. £140 ono. Steven, Rossland, Wigtown, Wigtownshire. Tel: 2110. (7098

500c.c. **SPRINT/HILL** climb racing car; ohc Norton motor, immac and raceworthy. £125. 46 Crownhill Park, Torquay. (7099

1936 **LAGONDA** 4½ complete chassis, fitted wood framework for attractive open 4 seater sports/racing body. £95. 46 Crownhill Park, Torquay. (7100

**M.G. TF** 1954, 1,250cc, red, excell cond, recent engine o/haul, many extras. £300 ono. Crouch, 251 Maidstone Rd, Gillingham, Kent. Medway 31077. (7101

**M.G. B** 1963 Oct, blue, htr, tonneau, good tyres, excell cond. £500. 777 7751. (7102

**SUNBEAM ALPINE** 1961, red, black interior, black h/top, s/top, radio, sound proofing throughout, reclining seats, u/sealed, spots, reversing light, Michelin X tyres, s/belts, servo assisted discs; superb cond. £375 ono. Tel: Boston 4138 after 6pm. (7103

**FIAT 500D**, 1962, one owner, second car. £195. 2 Woodlands Dr, Hoddesdon. Tel: 64204 (7104

**ROLLS 25/30** Barker saloon, reasonable, restorable; mascot, discs. MoT. £250. Newbies West, Baughurst, Basingstoke. (7105

**TERRAPLANE 1934** 16.9hp saloon, good battery, tyres, no rot, good engine, front seats require attention, spare wheel carried in front wing. £150. All offers or exch considered. 27 Burrell Dr, Moreton, Wirrall, Cheshire. (7126

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**1913 HUMBERETTE** 2 seater with trailer, excellent. £800. 1929 Graham 2 seat f/head coupé, needs restoration. £250. Webb, Hilltop House, Rettendon, Chelmsford, Essex. Hanningfield 287. (7132

1960. **THE** most beautiful Jaguar XK150, completely as new; 16,000m, d/head coupé, automatic, white, black hood, radio, etc; must be seen. £750 no offers. Box 0010. (7133

**ARMSTRONG SIDDELEY** Sapphire 346, 1958, taxed Feb 1968, MoT April 1968; Xs all round, ¼ worn; only slight rust, body and engine sound, interior excell, radio; genuine 41,500m. £150 ono. Tel: Bradford 32333 business hours. (7134

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**SILVER GHOST** engine or cylinder blocks. Box 2953. (6700

**VINTAGE BENTLEY** wanted, all letters answered or would p/exch my personal Rolls Wraith Freestone & Webb, immac, photos exch. Private details to Sherratt, 1A Granby Rd, Cheadle (Hulme), Cheshire or Tel: HUL 1867. (6701

1933 **SINGER** Le Mans workshop manual, buy or borrow (care taken). Taylor, 15 Woodfield Ave, Mexborough, Yorkshire. (6702

**MORGAN PLUS 4** 4-seater in good cond wanted Jan '68. Box 2954. (6703

**GOOD PRICE** paid for "Safety Fast", 1959 vol 1 nos 1, 2; 1962 April, May, July, Sept, Nov, 1964 Oct. Jones, PO Box 119, Ladysmith, Natal, South Africa. (6704

**WANTED. FOLD** flat windscreen for Alvis Speed 20, or similar for vintage rebuild. Box 2955. (6705

**ROLLS-ROYCE/BENTLEY 1919-1936.** £200-£2,000, pictures and full details please. All letters answered. Box 2956. (6706

**LAGONDA.** Life long enthusiast wishes to purchase 2 litre preferably low chassis Speed model. Good price and good home offered for car in sound cond, prefer excell example but must be mech sound; all photos will be returned. Box 2957. (6707

**WANTED DESPERATELY** by an enthusiast, MG 6 Mk.I Speed model, about 1931 or '32, preferably complete but cond immaterial. Details to M. C. Constant, 145 Glenhurst Ave, Bexley, Kent. (6708

**WANTED, JANUARY** 1967 "Motor Sport" copy. Davies, Bwlch-yr-Adwy, Nantgaredig, Carmarthen. (6709

**ROLLS-ROYCE 1927** to 1930, needing some attention. Details, price, cond to Knowles, Dolphin House, Butts Ash Lane, Hythe, Southampton. (6710

**DAMAGED FACEL** Vega HK500 wanted for certain body parts. K. Howard, , Church St, Padiham, Lancashire. Tel: 71455. (6711

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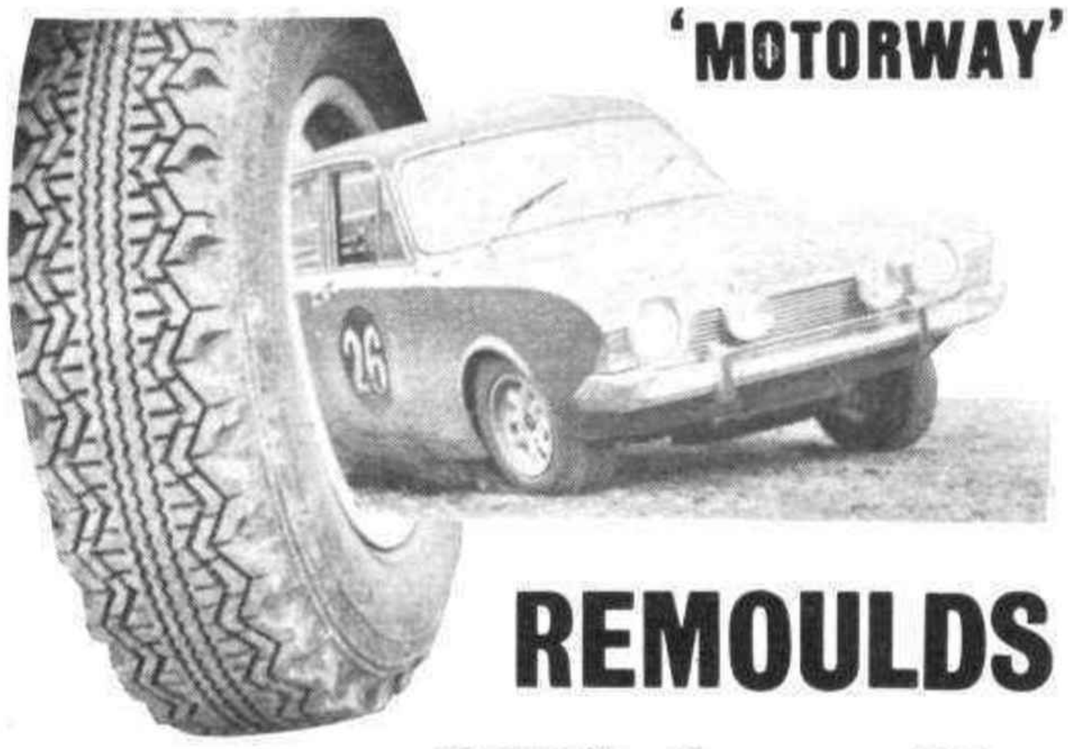
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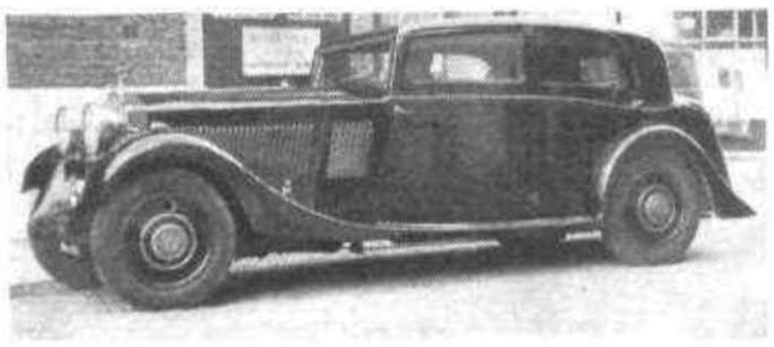
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**DAIMLER SP250,** 1964. Outstanding opalescent mountain blue, hard- and soft-tops, radio, excellent hood/tonneau, Cinturatos; highly recommended ... ... ... **£645**

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**MORGAN +4** two-seater sports, 1965. Immaculate B.R.G./black interior, wire wheels, radio, heater, excellent hood/tonneau, C41 tyres; purely nominal recorded mileage, full history; exceptional ... ... ... ... **£695**

**JAGUAR "E"-type 4.2** f.h.c., 1965. Unmarked example in opalescent blue/light grey interior, "Pye" all-transistor radio, Dunlop RS5 tyres; superb one-owner, low-mileage car **£1,395**

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**MORRIS Mini-Cooper 997,** 1964 (July). An umblemished one-owner specimen with reconditioned engine, wing mirrors, excellent Dunlop SP40 tyres. Outstanding per-formance and value ... ... ... ... ... **£345**

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**TRIUMPH TR4A** f.h.c., 1966. Superb in blue/matching interior, Surrey top, overdrive, leather upholstery, chrome wire wheels, "Radiomobile," racing mirror, four-branch exhaust, power brakes, Cinturatos, low-mileage one-owner specimen, **£945.** Also 1965 roadster at **£795.**

**TR4** roadster, 1965 series. Distinctive Wedgwood blue/matching interior, overdrive, Motorola, excellent hood/tonneau, Goodyears; moderate mileage; exceptional **£665** Others from **£525.**

**TRIUMPH TR4** f.h.c., 1964. An exceptional car in unmarked white with contrasting black top/interior, over-drive, woodrim steering wheel, wing mirrors, spotlight, Michelin "X" tyres; recommended opportunity ... **£665**

**M.G. TF,** 1964. A very genuine and original car in cream/red interior, fitted wire wheels, "Notek" spotlight, heater, tan hood, reversing light, excellent tyres; opportunity **£395**

**M.G.-A 1600** f.h.c., 1960. Outstanding in red/black interior, racing mirrors, reverse light, Michelin "X" tyres, quite exceptional, **£365.** Also 1958 model at **£295.**

**M.G.-A 1600** roadster, 1960. Unblemished Tartan red/red interior, Gold Seal engine, excellent hood and tyres, ton-neau, wing mirrors, belts; highly recommended ... **£365**

**M.G. Midget Mk. II,** 1966. Unmarked B.R.G./black interior, new Ashley GT hard-top, excellent hood, twin racing mirrors, passenger headrest, reversing light, "Avanti" woodrim s/wheel, radio, clock, belts, first class tyres; nominal mileage specimen ... ... ... ... **£575**

**M.G. Midget,** 1962. Spotless red/black interior, as new hood, heater, belts, screen-washers, first-class Goodyear tyres; exceptional car ... ... ... ... ... **£345**

**M.G.-B** roadster 1963. Unmarked Iris blue/black interior, belts, excellent hood and tonneau, C41 tyres; moderate mileage example ... ... ... ... ... ... **£545**

**JAGUAR 3.8 Mk. II** saloon, 1963. Superb opalescent silver blue/dark blue interior, overdrive, wire wheels, radio, manual gearbox, excellent tyres, specimen at £695. Also 1962 (September) model at **£495.**



**AUSTIN HEALEY 3000 Mk. III** convertible, 1965 (*similar to above*). Sparkling example in unmarked red/black interior, overdrive, wire wheels, excellent hood, first-class Cinturato tyres; magnificent one-owner specimen, low recorded mileage, mint ... ... ... ... ... ... **£795**

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**GOOD TIDY** example of a pre-1940 Bentley. Cash awaits. Box 2959. (6713

**ROLLS-ROYCE, ANY** pre-1940 model considered but 40/45hp preferred. Box 2960. (6714

**WANTED, '61** Beetle bonnet, boot lid, late type lights, also damaged motor. Mrs Hanson, 8 Whinmore Gdns, Oxford Rd, Gomersal, nr Cleckheaton. Tel: Cleckheaton 2611. (6715

**WANTED, A.C.** Acecа, Bristol or Ford engine, must have o/drive; latest car accepted. Good price paid for right car. Write 4 Cruikshank House, London NW8. Tel: 01-722 8952. (6716

**LAGONDA AND** Aston Martin wanted for spares, any model, cond or location, if cheap. Box 2961. (6717

**ROLLS-BENTLEY WANTED,** 4¼ convertible or possibly Pit Rolls, reasonable cond. Please state price. Box 2962. (6718

**OLD CARS** required by collector, must be earlier than 1920, cond immaterial. Box 2963. (6719

**ROLLS-ROYCE 1925-1940** wanted, any cond considered. Box 2964. (6720

**M.G. J2** aluminium facia and instruments, whole wanted but consider separately; cond immaterial if complete. Triple M member. Box 2965. (6721

**WANTED, SURREY** h/top for TR4. Doel, 2 Glasbury Rd, Morriston, Swansea. (6722

**WANTED, TWO** 5.25-5.50x16 Michelin X or Cinturato tyres with tubes, part worn or well worn. W.h.y. Also any braced 6.70x15. Box 2966. (6723

**WANTED BY** enthusiast, chain drive Frazer, complete or not. Tel: Morden 279. Nichols, Jackdaws, Dorchester Rd, Organford, Dorset. (6724

**WANTED, ALFA** Romeo 1,750cc blown Zagato preferred or Nash, cond not important. Tel: Belfast 657686. 6 Shandon Park, Belfast 5, Northern Ireland. (6725

**MK.6 OR** R-type Bentley s/top and automatic preferred, but would consider sliding head model: must be in good cond. Box 2967. (6726

**FOR ALFA** Romeo 6C 2300B, any spares. Official programmes, Targa Florio and Mille Miglia, 1953/54. "Auto Italiana" 1953/54. Stamer, Black Horse Inn, Teffont, Salisbury. (6727

**WANTED, £5** offered for 1929 or any pre-1930 log book, Morgan Super Sports preferable. Also any pre-1930 Morgan parts or incomplete car. Also V-twin Jap parts, and any relevant literature. Dutton, 4 Long Drive, Greenford, Middx. (6728

**HEALEY DUNCAN.** Full particulars, price, chassis no, etc. Box 2968. (6729

**PRIVATE BUYER** requires MG TC, Rolls 25/30 sedanca, Alvis Speed 20/25 tourer, Bentley d/head, Silver Wraith. Offer anything interesting old or new. Box 2969. (6730

**DAIMLER D.H.C.** Conquest or Century, must be in good cond. Cash or exch 1957 Century automatic saloon. Doig, 6 South St, Derby. (6731

**REAR O/S** wing 1954 Riley 1½ RME. Bone, 1 The Grange, Mount Barrow Rd, Ulverston, Lancs. (6732

**REGISTRATION LETTERS** wanted, BMP or BP with low numbers. R. K. Pountain, Manor House, Uttoxeter, Staffs. (6733

**WORKSHOP MANUAL** for Citroën Big 15. Write year, price, postage, to Hill, c/o High School, Gore, New Zealand. (6734

**GOOD PRICE** paid any parts Ulster Austin 7 or Speedy engine. The Sevens, Barton, Malpas, Cheshire. (6735

**PRE-WAR OPERATING,** workshop manuals and sales brochures. Full particulars in first letter. Box 2970. (6736

**ROLLS-ROYCE LIMOUSINE,** excell pre-war example required Sept. Box 2971. (6737

**WANTED FOR** 1936-37 SS saloon, restorable radiator shell, tach, speedo, headlamps, Sussex. Box 2952. (6738

**M.G. TF,** TD, any cond, for rebuilding. Cooke, Abbey Lawn Hotel, Torquay. (6739

**WANTED, M.G.** TA, TC, TD, TF, smashed, dilapidated or faulty, any cond. Good price paid, any distance considered. Write 4 Cruikshank House, London NW8, or Tel: 01-722 8952. (6740

**MOTOR MUSEUM** seeks interesting items to buy or hire. Send full details to Motor Museum, 221 Scalby Rd, Scarborough. (6741

**AAD264 M.G.** P-type, previous owner wishes to locate. Write to Captain Strong, c/o 23 East St, West Coker, Yeovil, Somerset. (6944

**ALVIS 4.3** short chassis, open coachwork preferred. Pay cash. M. Martin, Dr Arce 20, Madrid, Spain. (6945

**HARDTOP FOR** AC Ace, flat screen. Pinckney, 76 Albert Hall Mansions, London SW7. Kensington 9351. (6946

**WANTED, CROWN-WHEEL** and pinion for Renault (or complete differential unit/rear axle for 1921 model tM. Reid, 55 Nithsdale Dr, Glasgow S1. (6947

**"BUGANTICS." COMPLETE** set wanted, or odd copies prior to 1954. Box 2989. (6948

**ALVIS 12/50** beetle, duck's back or narrow 4 seater. Appleton, Scarth Hill Lane, Ormskirk. ORM 3546. (6949

**LOTUS** 7 side screen and headlamps. 3 Way Cottage, Savely Lane, Guildford. (6950

**B, CB** or CLB registration with low or distinctive number. Box 2990. (6951

**OWNER SEEKS** rentable garage for restoration vintage car, 25 miles Victoria. Suggestions? Baldwin, 164 Tachbrook St, SW1. (6952

**MAGNESIUM WHEELS,** 5½Jx13in for Lotus Cortina. Kay, Abattoir House, Barrow-in-Furness. Barrow 203. (6953

**WANTED, WOOLLER** 4-speed gearbox for 100E. Letters only. 107 Farmilo Rd, London E17. (6954

**ASTON MARTIN** 1½ litre Mkll SC or Le Mans. No haggling for restored or restorable car, will also consider post-war HRG 1½ litre. Box 2991. (6955

**M.G. TA/B/C,** enthusiast requires. Reasonable. Ridgewood, Oxton Hill, Southwell, Notts. Oxton 650. (6956

**WANTED, TR2/3** or Dorett. 124 Brooklyn Gdns, Cheltenham, Glos. Tel: 56589. (6957

**E-TYPE JAGUAR** f/head wanted, 1965/66 model, must be immac, subject to RAC inspection. Please state price. 6 Florence Close, Langer Lane, Chesterfield. (6958

**BLOCK FOR** 1948 3½ Jag, good plus .020in bores or boreable plus .020in, or complete engine if cheap. A. C. Fennell, 182 Halifax Rd, Nelson, Lancs. (6959

**PRE-WAR SINGER** Le Mans, MG or similar required in good, or not so good, cond; anything considered. Richardson, 67 Broad St, Syston, Leicester. Syston 2751. (6960

**M.G. TF** 1250 wanted, good cond. Tel: London 01-226 6990 evenings. (7106

**COOPER-J.A.P. OR** like. Lance, 76 Cheyneys Ave, Canons Pk, Middlesex. (7107

**WISH TO** buy old, good cond Lotus 7 or MG. Write: G. Semcesen, Midttunveien 9, Bekkelagshogda, Oslo, Norway. (7108

**SP250B SERIES.** £300-£380 offered according to cond, must be clean inside. Tel: Kidsgrove, Stoke-on-Trent 3150-3260 after 6.30pm. (7109

**DELAHAYE. ANY** model or cond, but preference for open 2-seater. Open 3½ litre Talbot also considered. Box 0009. (7111

## WANTED—continued

**M.G. TC** wanted, must be excell throughout. E. G. Hudson, 10 Beeches Rd, Chelmsford, Essex. (7112

**AMILCAR REQUIRED** urgently by enthusiast. Also any historic racing car in any cond. Box 0010. (7113

**VETERAN, VINTAGE** cars required by private collector, guaranteed to be kept in England and not for resale. Box 0011. (7114

**DON SERIES** regn no required with or without vehicle. Please state price. Box 0013. (7116

**WANTED, BONNET,** grille and radiator for Mk1 Sprite. Straughan, Alnwick 2294 8.30am-5.00pm. (7117

**GRADUATING TO** a man's car, Morgan plus 4 or 4/4, competition. Broughton, 5 Banks Cres, Bingham, Nottm. (7118

**BENTLEY** 3½ or 4¼ d/head, good cond, photo if possible. O'Neill, 12 Rodney St, Liverpool. (7135

**M.G. B,** TR4 or Vitesse conv, 1964-65, wanted by private buyer, Central Scotland; must be good. Box 0017. (7136

## EXCHANGES

**VW VARIANT** S 1964, vgc engine o/hauled, new tyres, radio, spotlamps, triple air horns, for Morgan and cash or sell. £640 ono. Box 2984. (6874

**JAGUAR CLASSIC** 1948 d/head coupé 3½ litre, complete, orig; exch SS1, SS saloon or sell. SS1 handbook wanted. Hook, Bookers Yard, Bersted St, Bognor, Sussex. (6968

**WANTED, IMP** or Mini, Mini-Cooper in exch for June 1963 Citroën ID, 34,650m, excell cond throughout, extras. Lear, 17 Berkeley Rd, Bishopston, Bristol 7. (6969

**EXCHANGE 32ft.** fibreglass seagoing cruiser, built to lifeboat specification, 52hp air cooled diesel, cost £6,000, requires berths fitted, otherwise perfect, value £2,000 complete with trailer; for veteran, vintage car or small collection. Cash adjustment either way. Belcher, Wattisfield, Diss, Nfk. Walsham-le-Willows 305. (6970

**1962 AUSTIN** Cooper, good cond, for similar XK150. Small amount cash either way. 28 Burnside Ave, Skipton, Yorks. (6971

**HERON DINGHY,** full gear, £70; wanted 1172 special. 83 North Rd, West Drayton, Middx. (6972

**UNIQUE JENSEN** prototype 1953 1,500cc, all BMC mechs, immac. For sale or exchange similar value larger fast saloon, eg Bristol, Lancia or w.h.y. Approx value £250-£300. Carr, 524 Dorchester Rd, Weymouth, Dorset. (6973

**TRIUMPH TR2,** 2,138cc, 1954, virtually completely rebuilt mech and bodily. Offers. Consider exch vintage or pvt sports car. Reid, 111 Coventry Rd, Coleshill, Birmingham, Coleshill 2193. (6974

**950c.c. B.M.C.** parts. Wanted for Sprite: wheel, tyres, sump, laminated windscreen. Sale (first sensible offer): new crank, new block, gearbox, Sprite differential, A35 differential. Preferably write first. R. Russell, 18 The Verne, Church Crookham, Hants. (6975

**WANTED, SPITFIRE** Mk2, low mileage. Exch Herald 12/50 1963, immac, olive. Cash adjustment. Full details please, colour. 64 Gaer Park Dr, Newport, Mon. (6976

**DAIMLER-JAGUAR** 2½ litre V8 saloon 1964, one owner, low mileage, mint cond. £865. Would accept MG A or similar p/exch. 18 High St, Eccleshall, Staffordshire. (7066

**E-TYPE '64** (June), immac, white, fhc. £950. Small saloon wanted or £90 deposit and payments. Bramley 3046. (7110

**HOOPER SIMCA** 1000GL, cost £1,000, value £400, for immac XK150 dhc. Cash adjustment made. Box 0012. (7115

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**DAIMLER CONQUEST** '53, vg, for Morgan 4 seater or similar. Whalen, 103 Abbotsham Rd, Bideford, Devon. (7138

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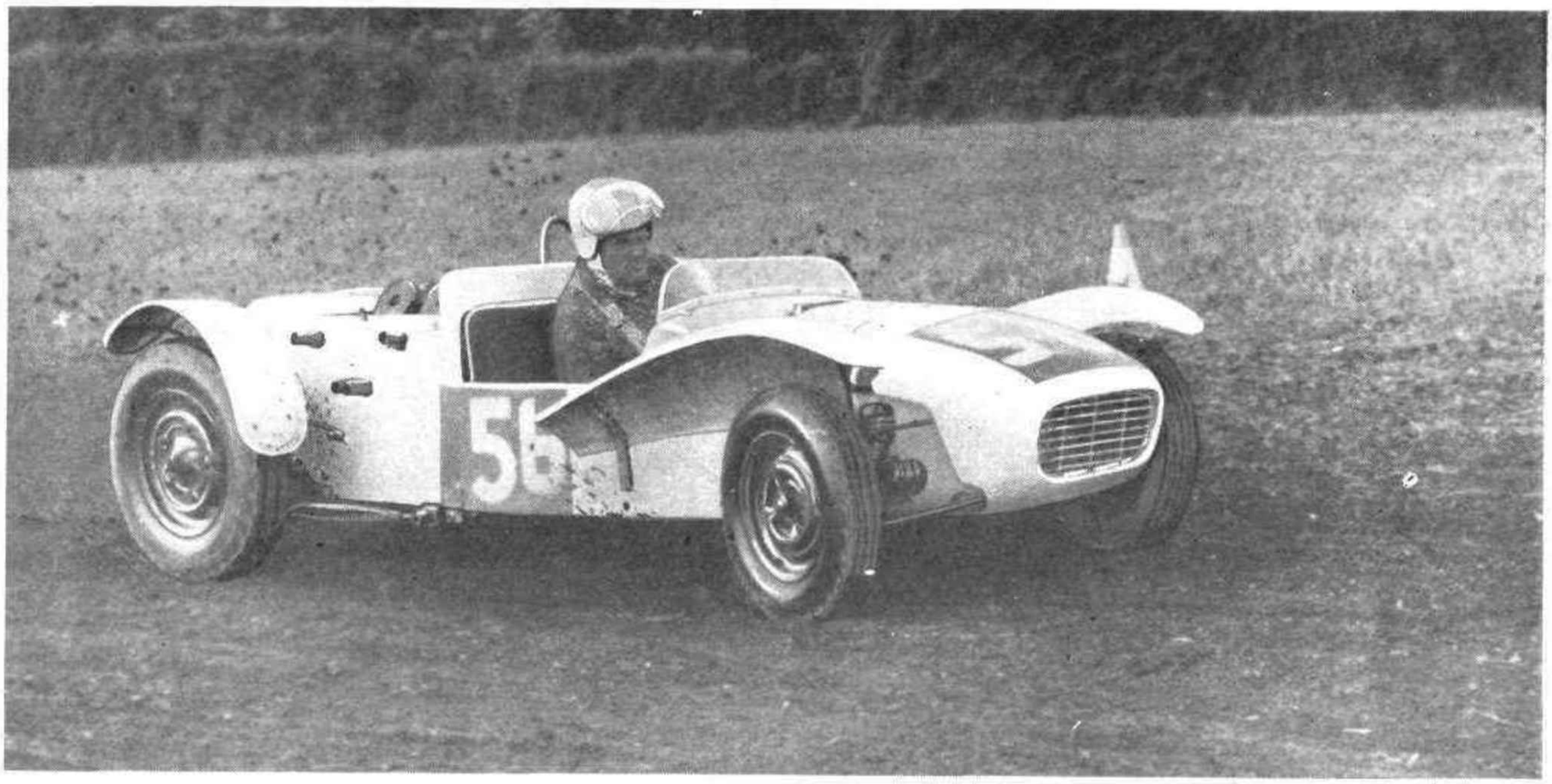
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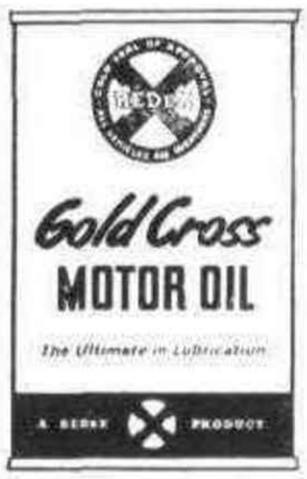



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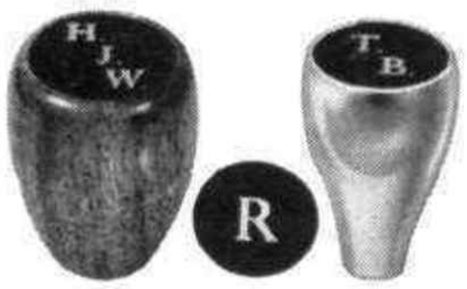



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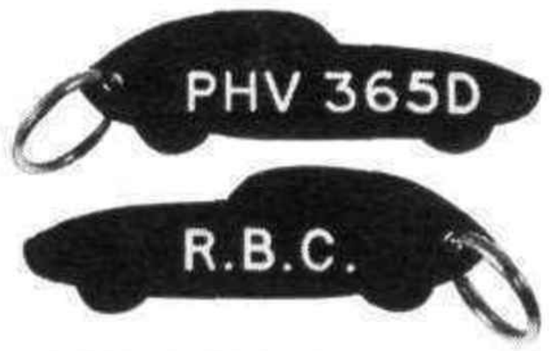



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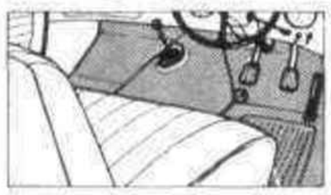





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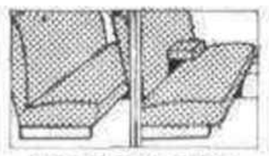
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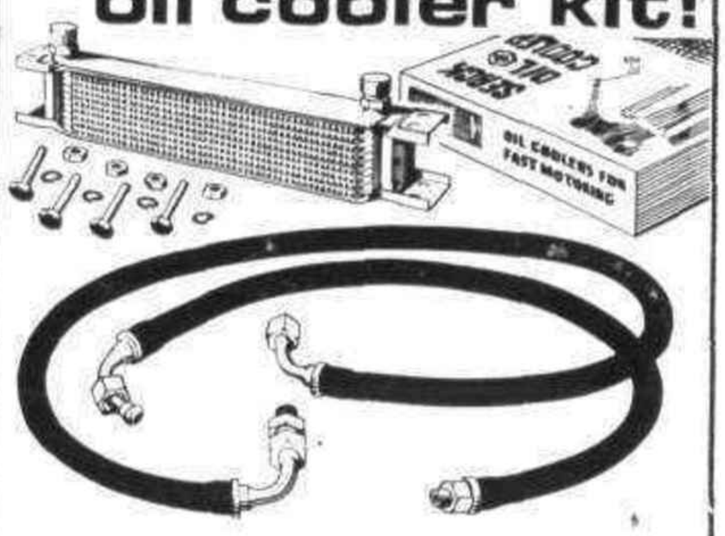


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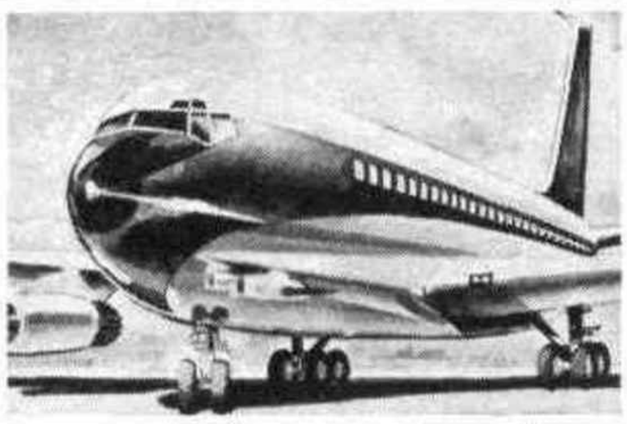
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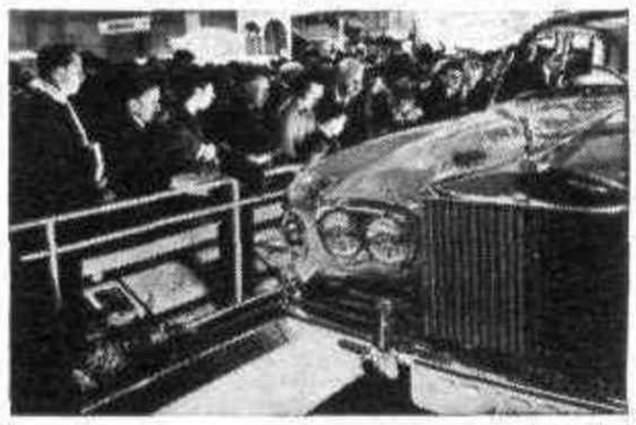
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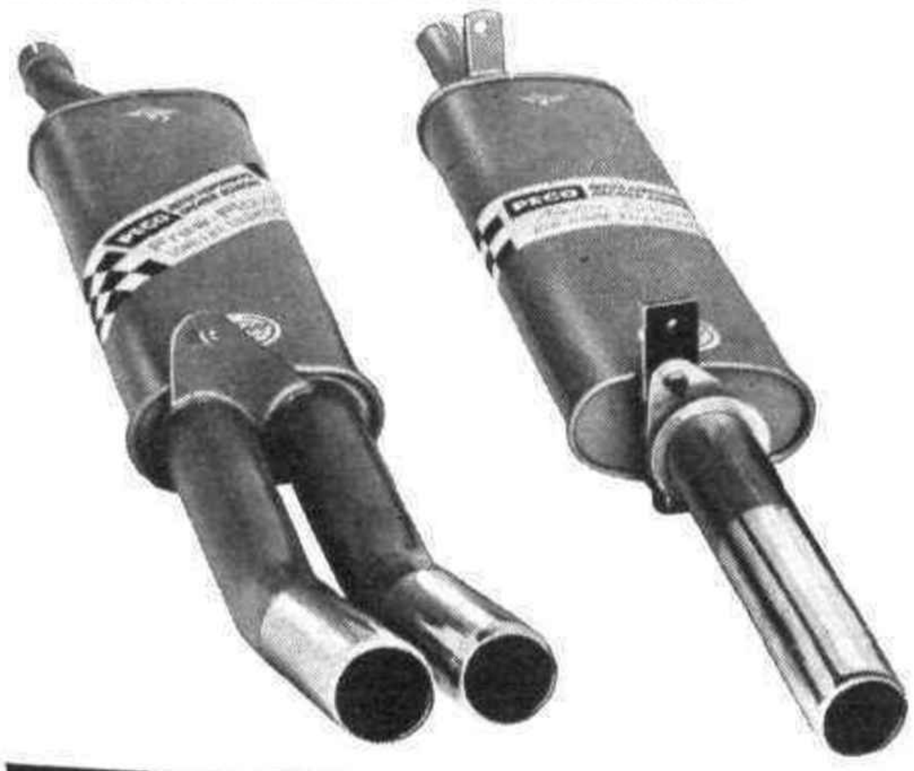
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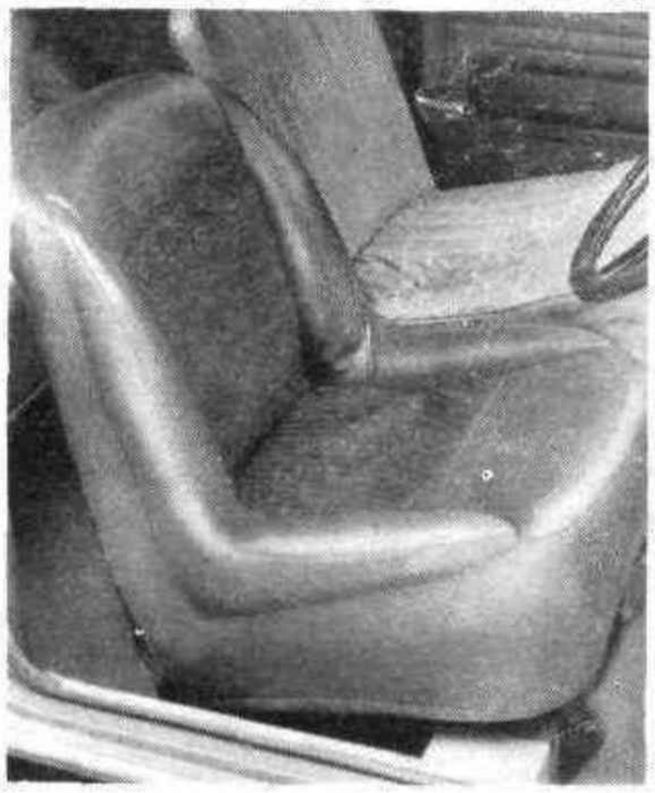
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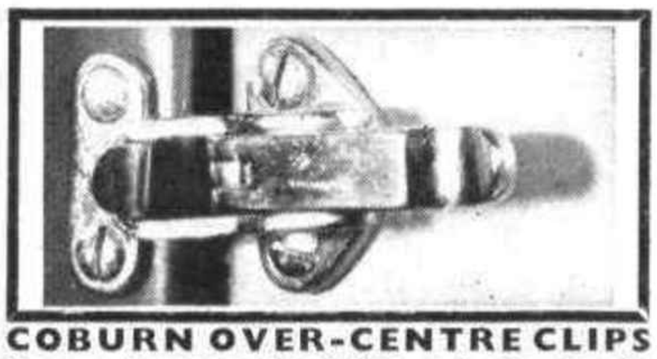
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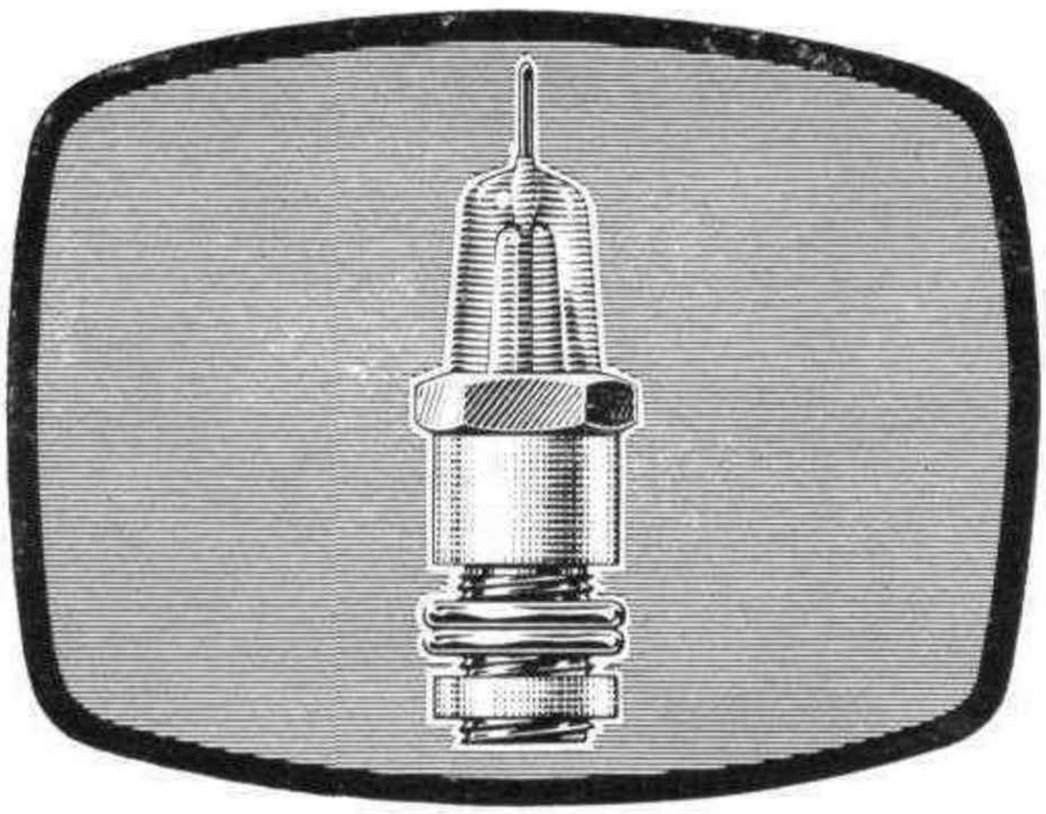
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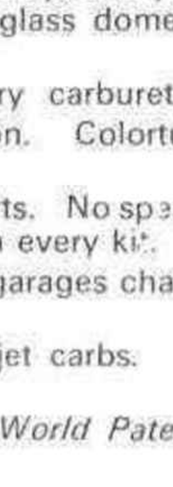
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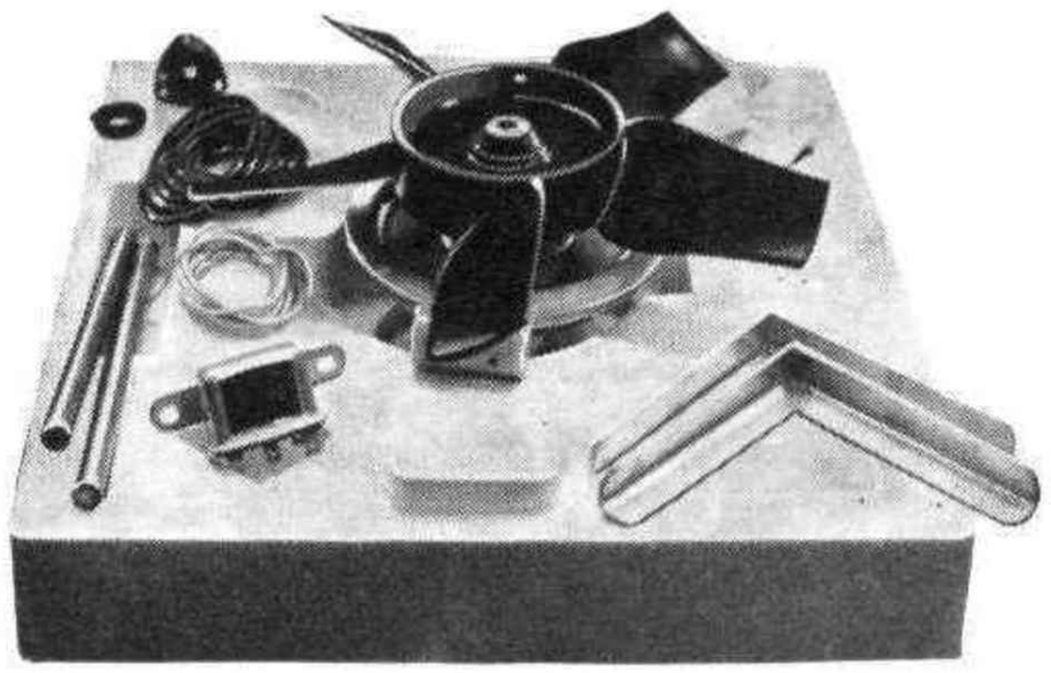
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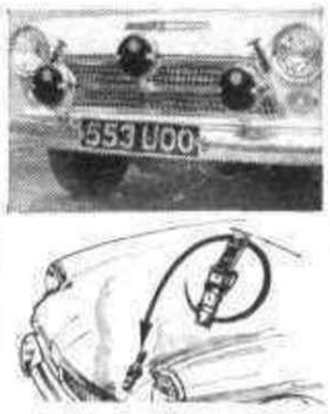
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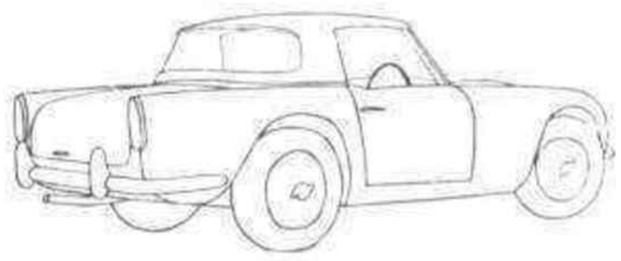
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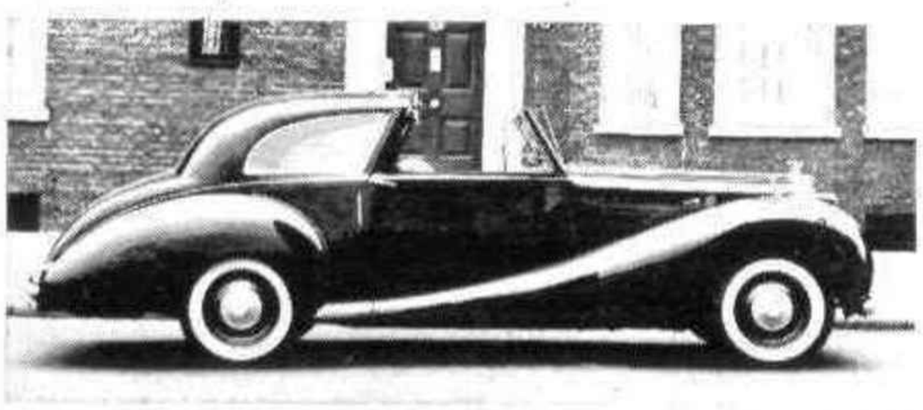
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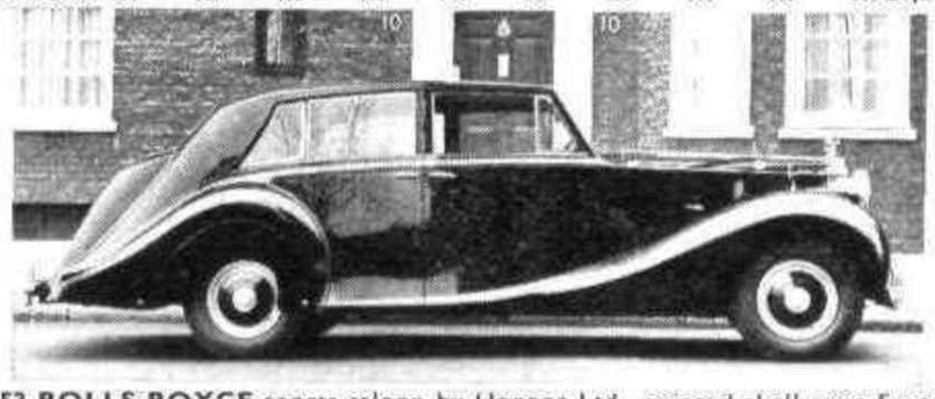


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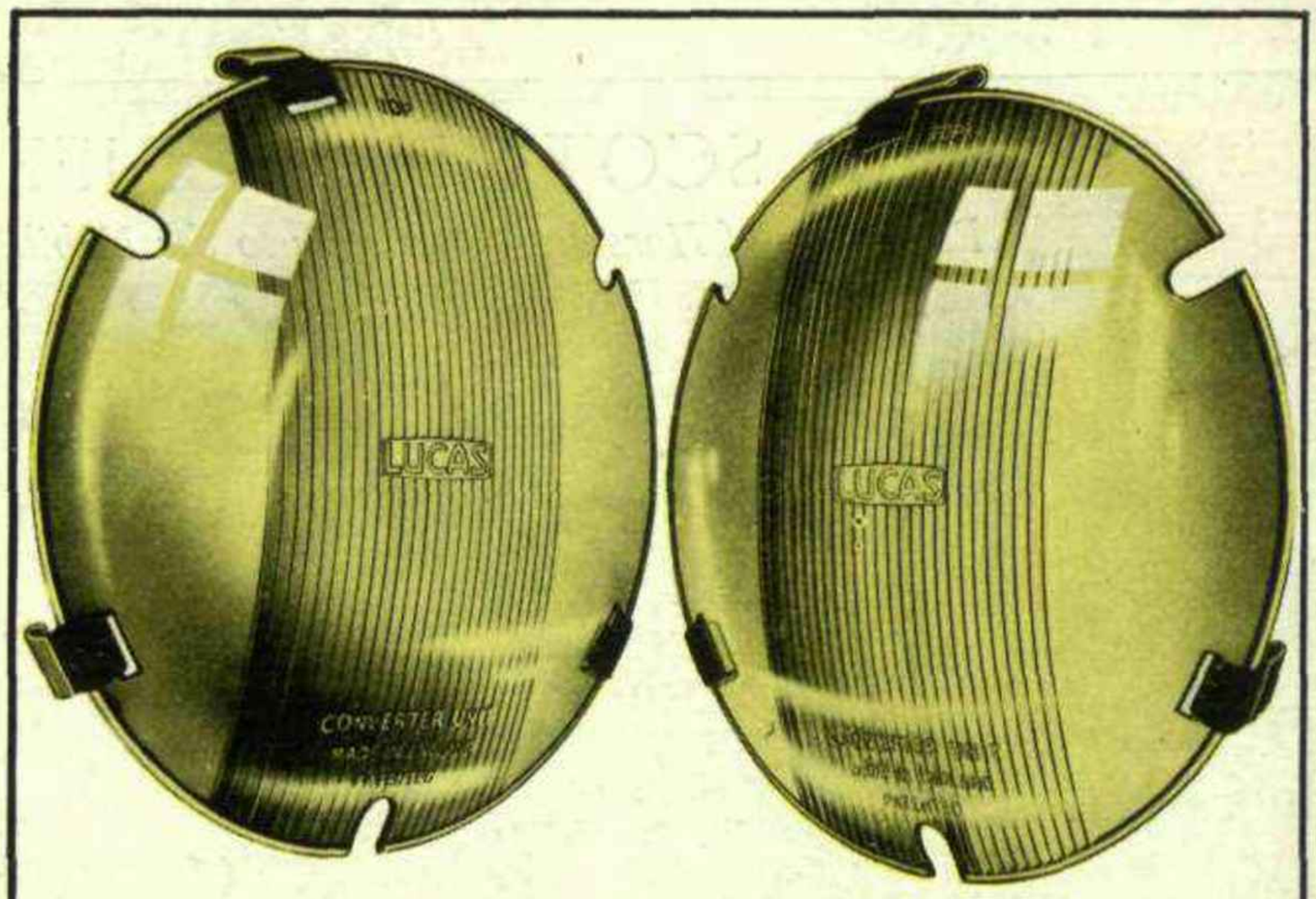
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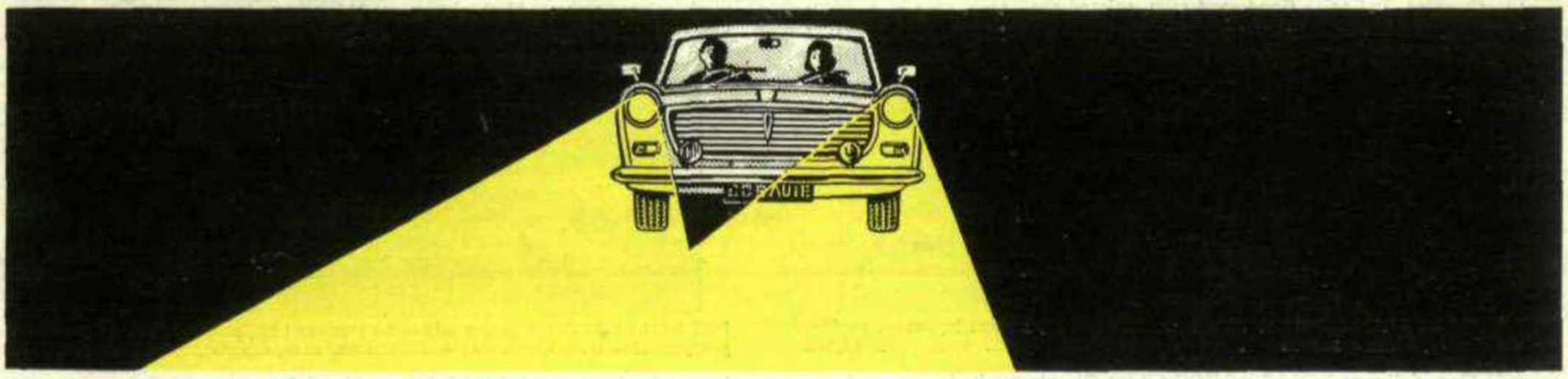

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