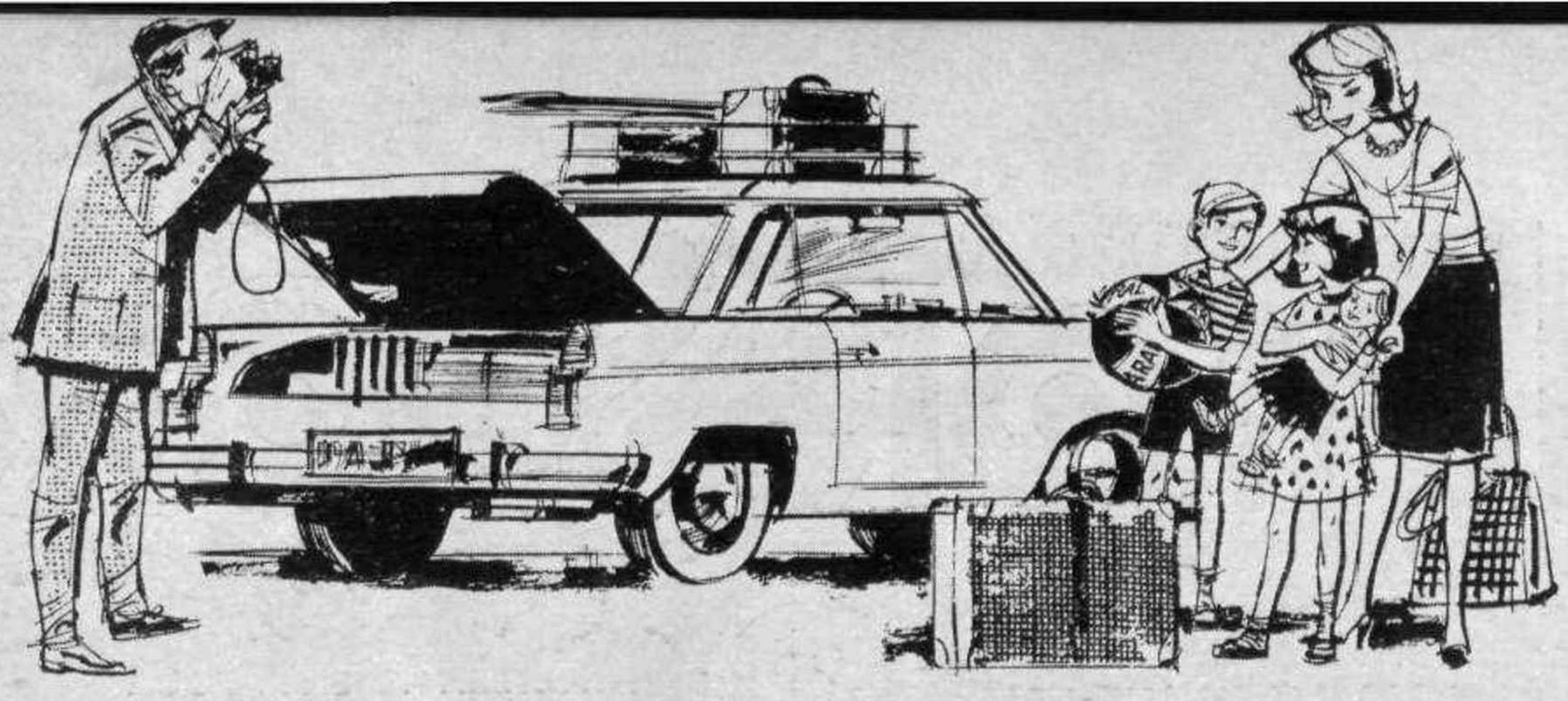
Vol. XLII No. 6 TWO SHILLINGS June 1966

MOTOR SPORT

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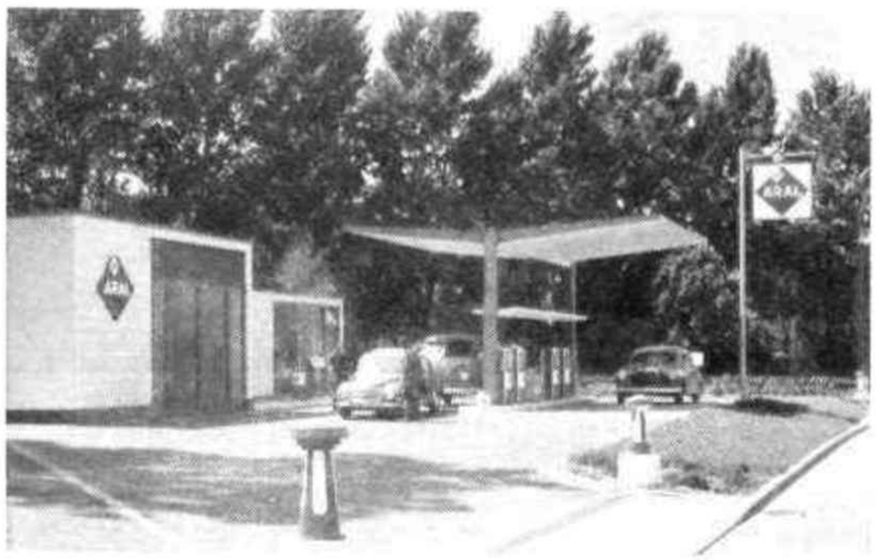
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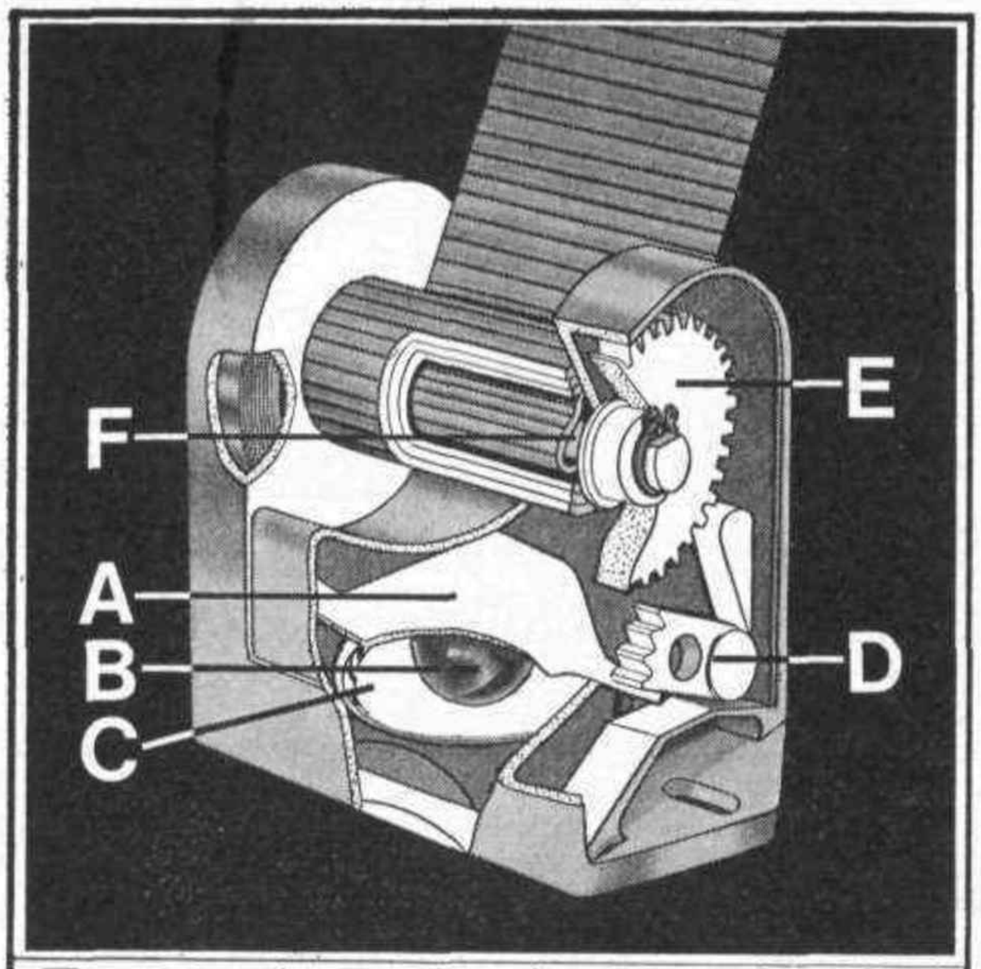
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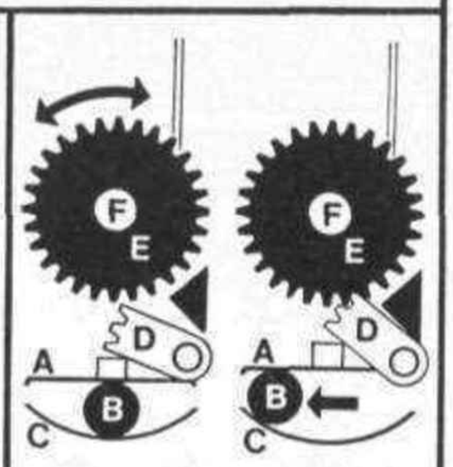
UNDER NORMAL DRIVING CONDITIONS, the unique Britax 'Autolok' reel lets the belt wind in or wind out to follow your movements in the car. BUT on any sudden change of the car's speed or direction, the 'Autolok' engages to lock the belt and hold you firmly in position until conditions are normal again.

Britax protects instantly and automatically

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- **Automatic protection in an emergency**
- **Automatic retraction when not in use**
- **Automatic adjustment to any wearer**

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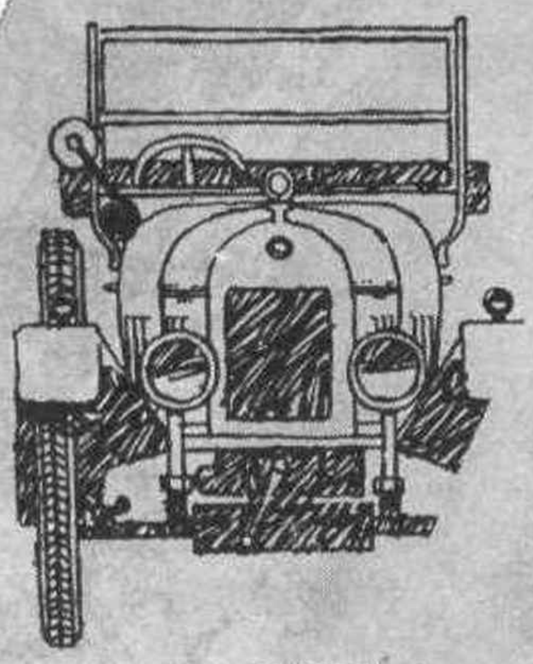
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FRANCE

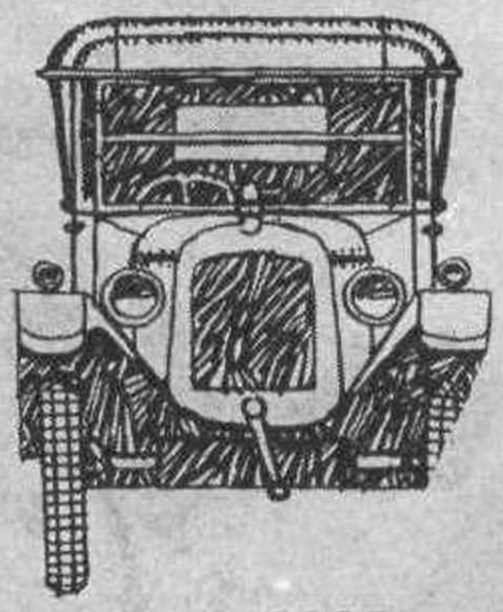
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Come and consult our Hotel Reference Library — all details and photos.

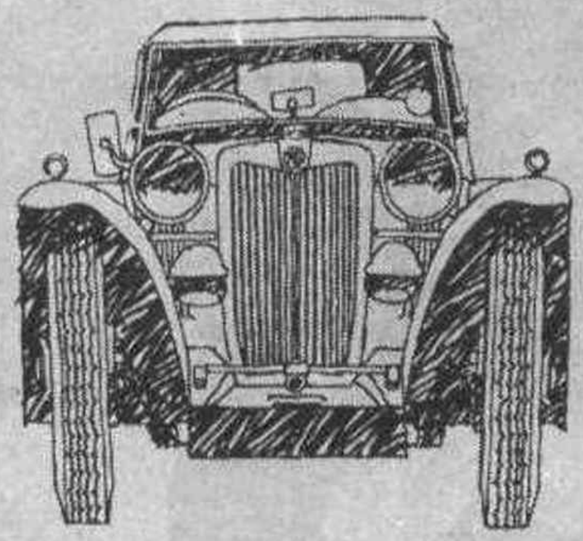
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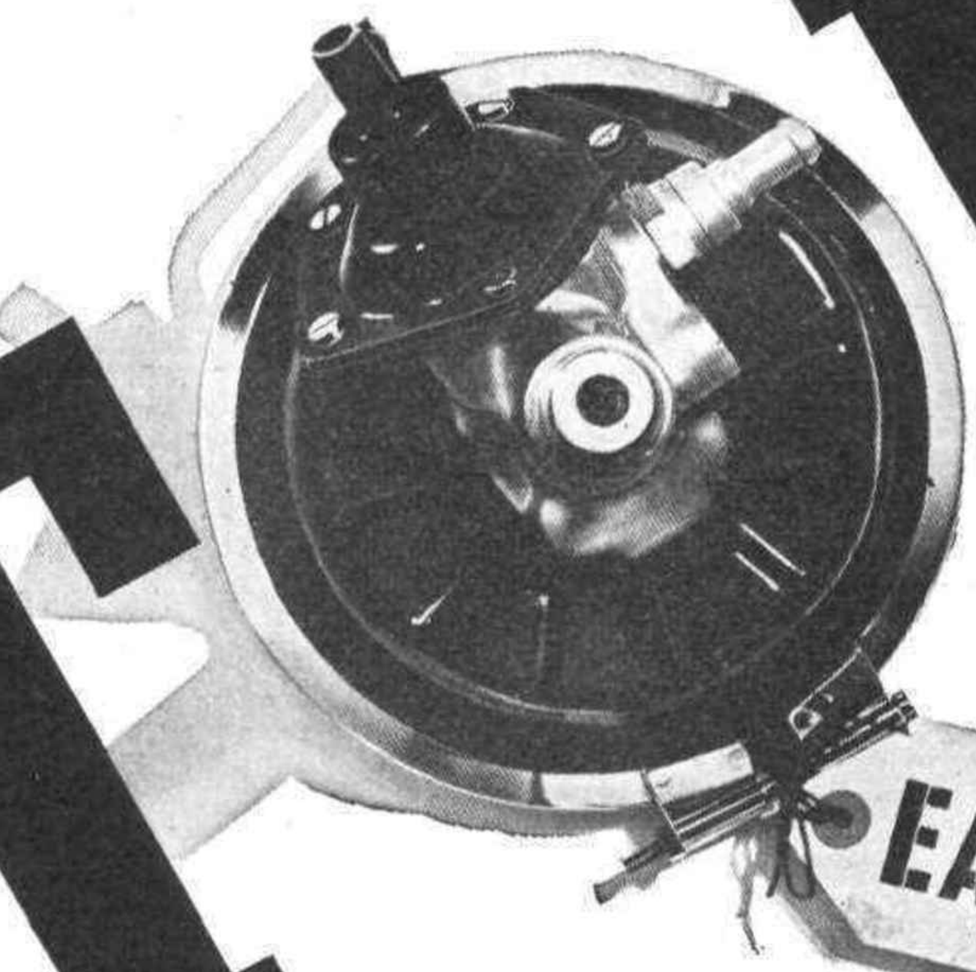
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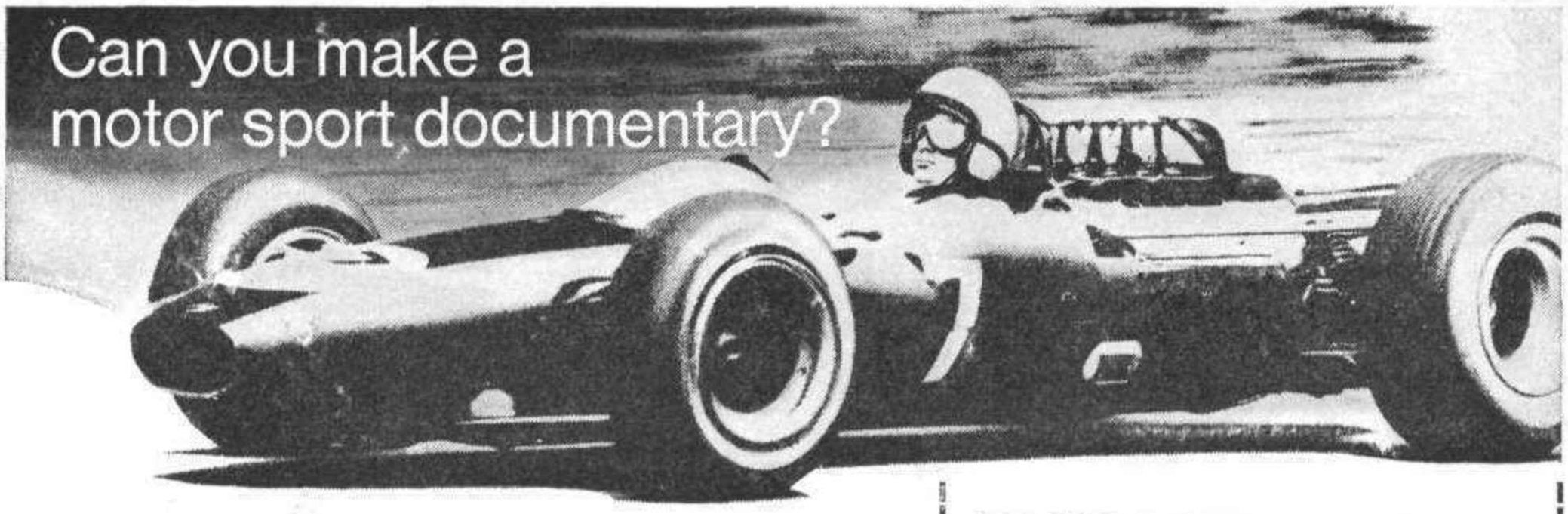
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BP

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POST NOW FOR FULL DETAILS To: BP Motor Racing Branch, BP House, Ropemaker Street, London, EC2.

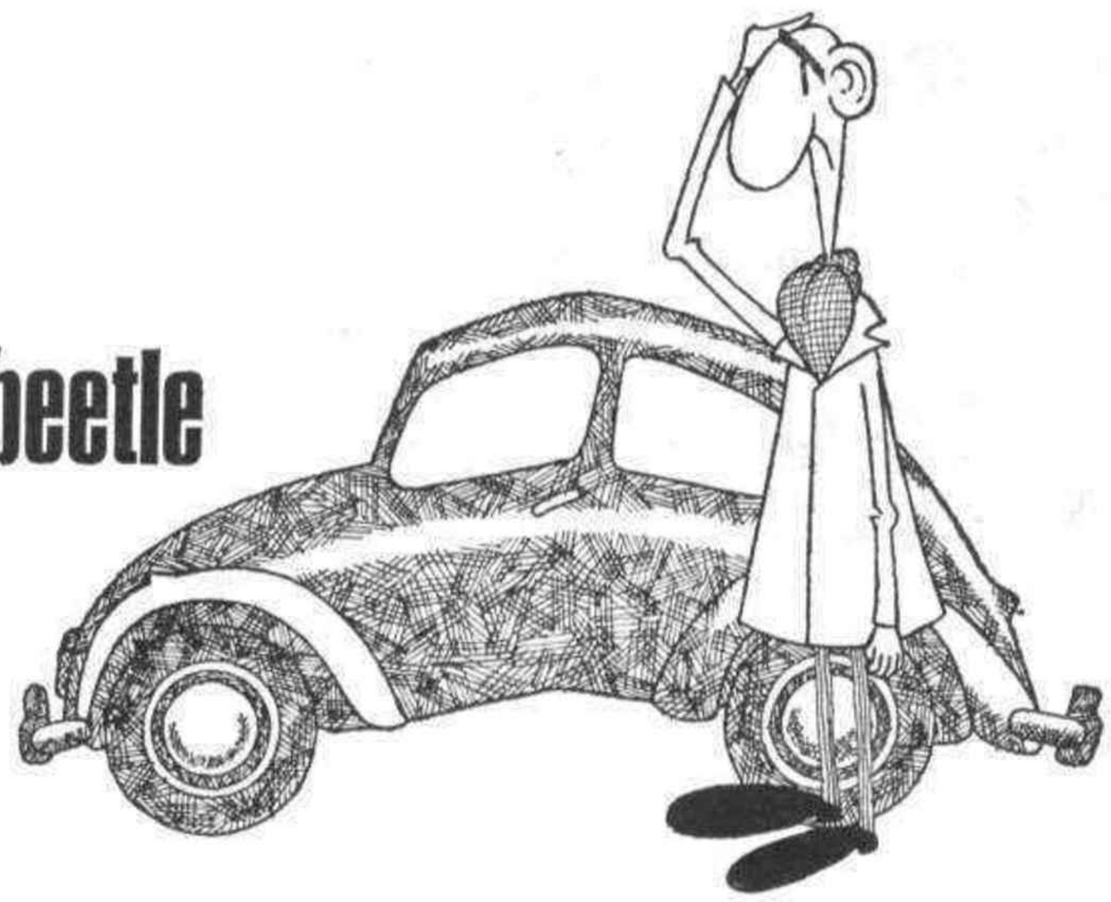
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M.S.

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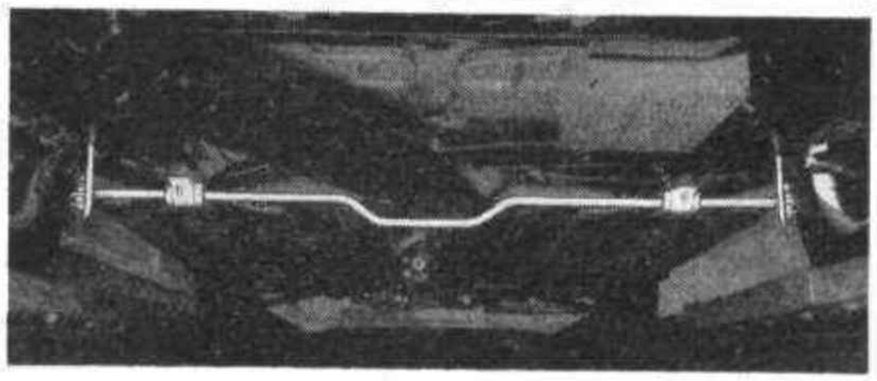
TOUCH-IN BELCO IN MOST MODERN CAR COLOURS. ¼ PINT 5/6

ALL SEASONS SCREENWASH FOR YOUR RESERVOIR WASHES AND DE-ICES AS YOU GO. ¼ PINT 4/9

CLEANER-POLISH POLISH PLUS SILICONE PROTECTION. 12 OZ. 8/-

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Speedwell add a rear stabiliser to HYDROLASTIC

This Speedwell Rear Stabiliser has been designed especially for Hydrolastic suspensions. Months of research and track testing have proved that the Speedwell Stabiliser reduces body roll, improves steering response and eliminates wheel lift in hard cornering.
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For Sprite, Midget, Riley 1.5, Wolseley 1500, Minor 1000, A35, new front Stabiliser for the VW saloon and Transporter. **Price From £5.19.6.**



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Start as a naval officer now

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The years ahead. The Defence Review underlines the vital importance of carrier-borne aircraft in the next decade. This means that you can have all the advantages of a short-service commission as a naval officer – and fly naval jets as a pilot or observer. You can enjoy unique opportunities for sport, social life and world-wide travel. And, as a married Lieutenant of 25, qualified as a pilot or observer, you can earn up to £2,500 a year.

Entry. You can serve for 8 years – with a gratuity of £1,750; or for 12 years – with a gratuity of £5,000; or for 16 years (or to age 38) – with a pensionable commission. And a number of options are open to you when your fixed-wing flying terminates in the Royal Navy. If you are over 17 and under 26, preferably with 'A' levels but at least 5 'O' levels including English and Maths in G.C.E. (or equivalent) then fill in the coupon below.

Royal Navy

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Officer Entry Section (894FQ1),
Old Admiralty Building,
London, S.W.1.

Please send me details about joining the Royal Navy as a pilot or observer, fixed wing or helicopter.

NAME _____

ADDRESS _____

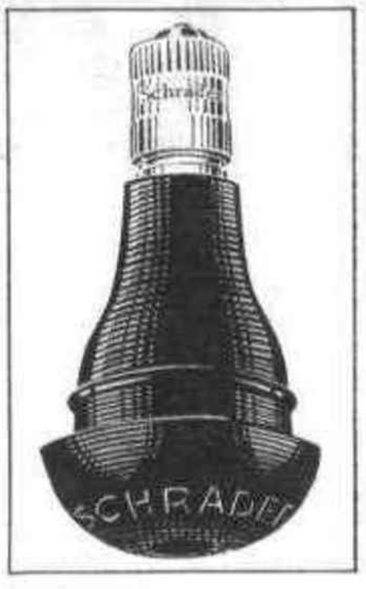
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her safety depends on your own good sense

(quite a responsibility for you)



When you are behind the wheel she relies on you for her safety. Pretty big responsibility for you. Yet are you giving her the fullest protection? What about your tyres? Just having good tyres alone is not enough. For maximum safety and performance, tyres must be kept inflated to constant pressures. Otherwise they can be just as dangerous as bald tyres. One safeguard is to insist when you have a new tubeless tyre that a new Schrader valve is fitted too. Only then can you be certain of a perfect air seal at the rim hole which will last the life of the tyre. The unique construction of the Schrader snap-in valve gives flexibility, allowing it to withstand knocks without affecting the seal. Schrader valves are the means of maintaining the constant pressures which mean better tread adhesion. Greater safety. Improved performance. And you'll notice the difference in acceleration. Braking. Cornering. Economy. And in the longer life of your tyres. Her safety depends on your tyres and your tyres depend on Schrader. When you renew tubeless tyres insist on Schrader valves by name. Don't be satisfied with anything less.



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A NEW SUPER OIL FROM BR

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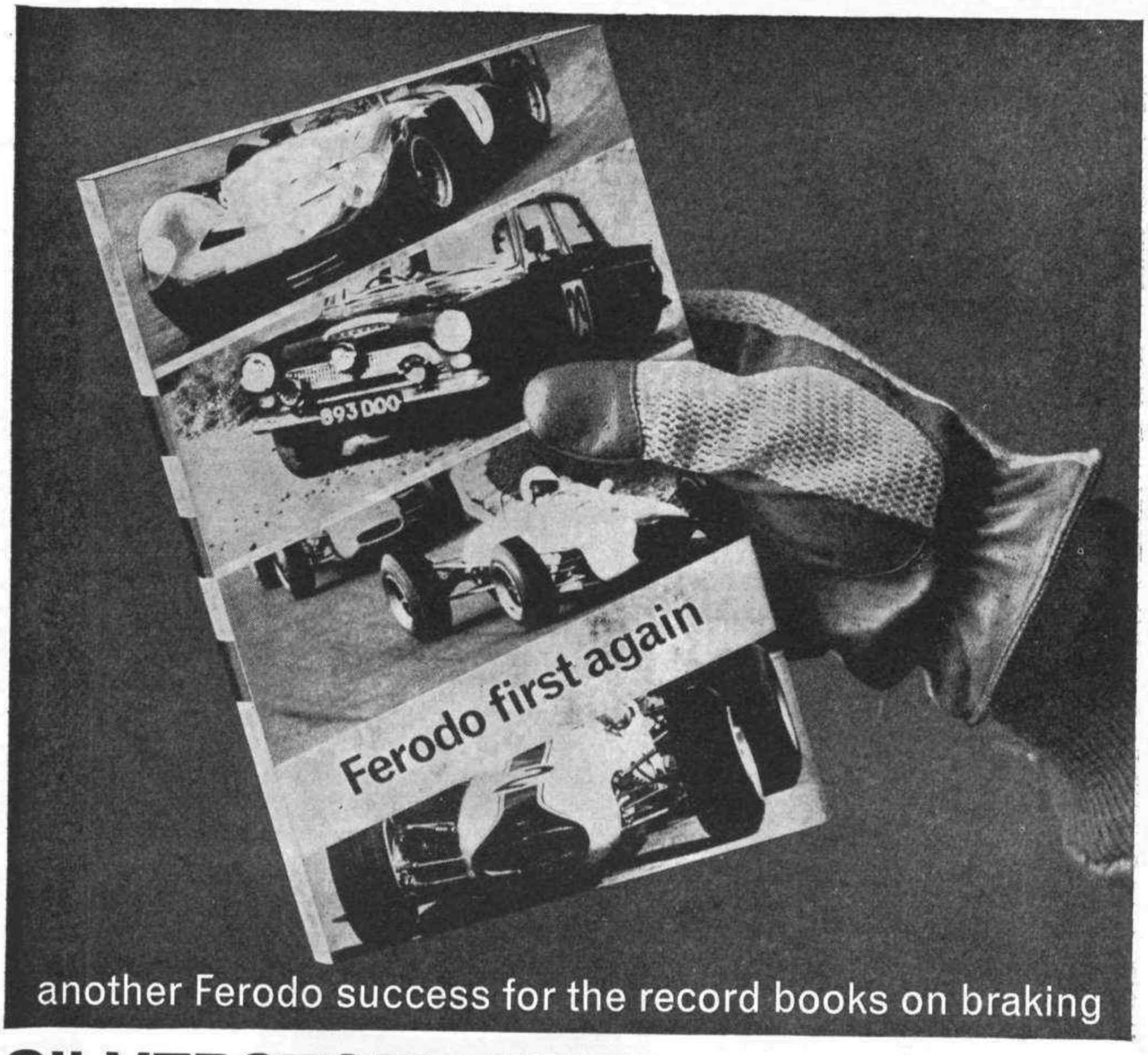
Every car

New BP Super V is exactly right for the car *you* drive. It's unanimously approved by the major carmakers.
And you can use Super V all year round. It performs sweetly in the depths of winter just as it does at the height of summer. This indifference to temperature changes also guards your engine whether you're booming along a motorway or stooging around in traffic.
The V in Super V stands for Visco-Static – BP's special formula for snap starting and imperceptible engine wear.

Top-up now

Next oil-change, ask for new BP Super V. If you need a top-up before then, you can *still* ask for Super V. It mixes with whatever oil you're using now (unless it's a special racing oil) ... even a pint of Super V is better than no Super V at all!

BP SUPER VISCO-STATIC
offers every car this outstanding engine protection



another Ferodo success for the record books on braking

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VOL. XLII No. 6 3-litre Formula G.P.s at Syracuse and Monaco—see pages 530 and 484 JUNE 1966

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

WHAT SHALL WE DO WITH POOR ANNE EDWARDS?

Columnists writing for the sensational newspapers have the power, if not the right, to express themselves forcibly on any subject they think will cause comment, and win them sensation-loving readers. So Anne Edwards of *The Sunday Express* was simply conforming to type when, on her women's page on May Day, she took "a long cool look at the whole mystique of racing drivers."

It is, perhaps, to her Editor's credit that, although this Newspaper Group has backed motor and motorcycle racing at least as far back as 1913, since the war has sponsored those *Daily Express* meetings at Silverstone, now backs dangerous Off-shore Power Boat racing, and accepts valuable advertising from the petrol, oil and components companies of their contribution to motor-racing victories, he did not prevent this middle-aged housewife from stating that she deplores and abhors and detests the whole mystique of racing drivers or stop her referring to motor racing as "a pursuit about as useful as potholing"—or, she could have added, the puerile following by self-conscious females of the constantly changing fashions about which this journalist is normally concerned!

Indeed, the Editor of *The Sunday Express* was extremely fair to this arch-enemy of modern sports—he did not blue-pencil her remark that "I don't give a hoot whether the makers of the one I buy have built a car to do 225 m.p.h. And it may come as a surprise to some manufacturers to know that whether some race was won on X's oil or Y's tyres influences me not one jot when I go to a garage." Anne Edwards is obviously blessed with a very fair and tolerant Editor, but one might prefer not to be in the shoes of *The Sunday Express*' Advertisement Manager!

This columnist was surely flaunting sensational journalism in expressing her opinion that "racing drivers, apart from doing no one any good, actually do harm to many," unless she honestly believes and can prove this, and in asking if she was the only one who saw a connection between the popular hero worship given to famous racing drivers and the accident rate at Whitsun?

We are sorry for this lady who feels compelled to attack exciting modern sports and Britain's considerable achievements in the sphere of high-speed motoring. We feel absolute contempt for a writer who chose to make her article in *The Sunday Express* the focal point of a quite uncalled-for attack on John Surtees at the very time when he had so bravely overcome the physical and mental stress of returning to racing after a serious accident, had won so courageously at Monza, and was to do so that day at Syracuse.

But, even greater than our pity and contempt, is our surprise at this poor mixed-up woman scribe, whose opinions change even more quickly than those ladies' fashions she writes about. For earlier this year the oddly-opinionated Anne expressed the view that "racing driver Graham Hill, who is a very fine fellow and rather more renowned (than Brian Statham)" should have been included in the New Year Honours List. . . . So if you see a matronly figure across Surtees' knee . . .!

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Front Cover Picture: JOHN SURTEES in the new 3-litre Ferrari seen here at Siracusa where he won quite easily. Note the crowd sitting on the safety rail.

A VITAL REBUILD

Whether you are of blue, red or pale pink political persuasion the Budget must presumably have been received with relief. Certainly the Rt. Hon. James Callaghan is the first Chancellor of the Exchequer who has not *directly* hit the already grossly-overtaxed car owner and the Motor Industry when times are hard.

He has provided stimulus to rebuild Britain and rid this country of the balance of payments deficit, and to that end we all should strive. Foreign cars are fascinating, but Britain, too, makes good automobiles, from Mini to Rolls-Royce, and sports and high-performance cars which are in very considerable demand in America.

Let workers and management alike take heart from a lenient Budget and really push out the boat to make Britain, through British Industry, a power in the World instead of an insignificant, if pleasant, little island. It can be done; it *must* be done, and the most important factor in this vital rebuild is the Car Industry.

Mr. Callaghan has called for maximum effort in exporting manufactured goods. Barbara Castle *must* now take off her 70-m.p.h. brake on the British Motor Industry.

NEW CASTROL OILS

Last month Castrol introduced new Castrolite and Castrol XL engine oils, which are described on page 520. They offer a further significant safeguard against rapid engine wear, better cold-

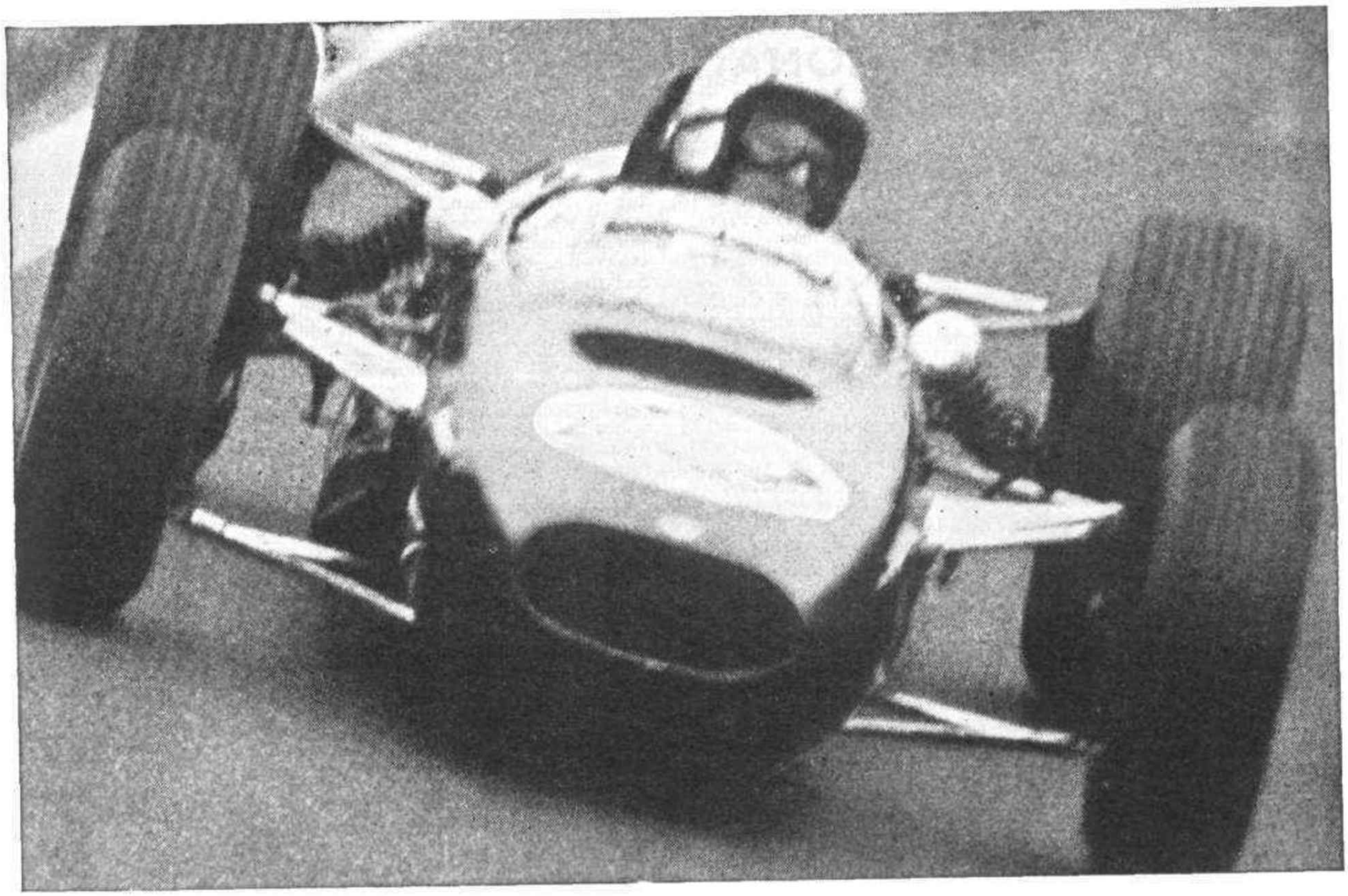
Continued at foot of next page

Motor Sport Fixture List For June

★ **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
June 4th ..	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (C.)	2.00 p.m.
June 4th ..	750 M.C.	Castle Combe	Chippenham	Race Meeting (R.)	1.30 p.m.
June 4th ..	Eight Clubs	Silverstone	Towcester	Race Meeting (C.)	11.30 a.m.
June 4th ..	Omagh M.C.	Syonfin	Fintona	Hill-Climb (R.)	1.30 p.m.
June 4/5th ..	B.H.R.A.	Santa Pod	Rushden	Drag Meeting (R.)	10.00 a.m.
June 5th ..	Coventry & Warwickshire M.C.	Mallory Park	Kirkby Mallory	Race Meeting (C.)	2.00 p.m.
June 5th ..	B.A.R.C. (Yorkshire)	Stockton Farm	Harewood	Hill-Climb (C.)	1.00 p.m.
June 5th ..	Rolls-Royce Enthusiasts' Club	Chicksands Priory	Shefford	Rally (C.)	12 noon
June 5th ..	Railton O.C.	Blackbushe Airport	Camberley	National Meeting (C.)	11.00 a.m.
June 5th ..	Renault O.C.	Blenheim Palace	Woodstock	Rallye Renault (C.)	11.30 a.m.
June 5th ..	E.M.I. M.C.	Charville Lane	Hayes	Autocross (R.)	2.00 p.m.
June 5th ..	Ford M.C. (Southampton) ..	Hiltonbury Farm	Chandlersford	Autocross (C.)	2.00 p.m.
June 5th ..	Shenstone & Dist. M.C. ..	Curborough	Lichfield	Sprint (C.)	1.30 p.m.
June 5th ..	South Bucks M.C.	Soho Mill (159/906876)	Wooburn Town	Autocross (C.)	2.00 p.m.
June 5th ..	M.G.C.C.	Knightscote Farm	Harefield	Motor Gymkhana (C.)	2.00 p.m.
June 5th ..	Spark M.C.	Greenhams	Feltham	Driving Tests (C.)	10.30 a.m.
June 5th ..	**A.D.A.C. .. .. ..**	**Nurburgring**	**Nurburg**	**1,000 km.** (*INT.*)	**8.00 a.m.**
June 9/12th	**A.C. de Suisse .. ..**	**Geneva**	**Geneva**	**Geneva Rally** (*INT.*)	**6.00 p.m.**
June 11th ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (C.)	2.00 p.m.
June 11/12th	B.H.R.A.	Santa Pod	Rushden	Drag Meeting (R.)	10.00 a.m.
June 11/12th	Furness Dist. M.C.	89/403973	Bowness-on-Windermere.	Rally (C.)	11.00 p.m.
June 12th ..	Airedale & Pennine M.C. ..	Baitings Dam	Ripponden	Hill-Climb (R.)	2.00 p.m.
June 12th ..	Cirencester C.C.	Park Corner, Sapperton	Cirencester	Production Car Trial (C.)	2.30 p.m.
June 12th ..	S.W.A.C.	Llandow	Cowbridge	Race Meeting (R.)	2.00 p.m.
June 12th ..	Potteries & Newcastle M.C. ..	Swynnerton	Stone	Driving Tests (C.)	—
June 12th ..	Chiltern C.C.	Studley Green	Stokenchurch	Autocross (R.)	2.00 p.m.
June 12th ..	Mini Se7en Club	Snetterton	Thetford	Race Meeting (R.)	2.30 p.m.
June 12th ..	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (N.O.)	2.00 p.m.
June 12th ..	Thames Estuary A.C.	Brands Hatch	Farningham	Race Meeting (R.)	2.00 p.m.
June 12th ..	B.A.R.C. (Yorkshire)	Croft	Scotch Corner	Race Meeting (R.)	2.30 p.m.
June 12th ..	B.A.R.C. (North Thames) ..	Lyons Factory (160/148840)	Greenford	Driving Tests (C.)	11.30 a.m.
June 12th ..	Mid-Cheshire M.R.C. ..	Great Warford	Knutsford	Autocross (C.)	1.00 p.m.
June 12th ..	**R.A.C. de Belgique .. ..**	**Spa**	**Spa**	**Belgian Grand Prix** (*INT.*)	**3.00 p.m.**
June 18th ..	B.A.R.C.	Silverstone	Towcester	Race Meeting (C.)	2.00 p.m.
June 18th ..	Morris 8 Tourer Club	Montagu Motor Museum	Beaulieu	Rally (C.)	—
June 18th ..	Liverpool M.C.	Oulton Park	Tarporley	Sprint (C.)	—
June 18/19th	**A.C. de l'Ouest .. ..**	**Le Mans**	**Sarthe**	**Le Mans 24 Hours** (*INT.*)	**4.00 p.m.**
June 19th ..	Allard O.C.	Santa Pod	Rushden	Sprint (C.)	1.30 p.m.
June 19th ..	Brent Vale M.C.	Eelmore Plain	Farnborough	Sprint (C.)	2.00 p.m.
June 19th ..	Sutton & Cheam M.C. ..	Tillingshurst Farm	Ardingly	Autocross (R.)	12 noon
June 19th ..	Penistone M.M.C.	Cannon Hall Park, Cawthorne	Barnsley	*Concours d'Elegance*	1.30 p.m.
June 19th ..	Chichester M.C.	R.A.F., Tangmere	Chichester	Driving Tests	—
June 23rd/25th	**London Motor Club .. ..**	**Fortes Airport Hotel**	**Hounslow**	**Gulf London Rally** (*INT.*)	**6.00 p.m.**
June 25th ..	B.A.R.C.	Castle Combe	Chippenham	Race Meeting (R.)	2.00 p.m.
June 25th ..	Midlands Motoring E.C. ..	Silverstone	Towcester	Race Meeting (R.)	1.00 p.m.
June 25th ..	V.S.C.C.	Oulton Park	Tarporley	Race Meeting (C.)	1.00 p.m.
June 25/26th	Highland C. & M.C.C. ..	Main Square Car Park	Grantown-on-Spey	Rally (R.)	11.30 p.m.
June 26th ..	B.A.R.C.	Mallory Park	Leicester	Race Meeting (C.)	2.00 p.m.
June 26th ..	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (C.)	2.30 p.m.
June 26th ..	Rolls-Royce M.C. (Derby) ..	Thoresby Hall	Ollerton	Autocross (R.)	1.30 p.m.
June 26th ..	Rolls-Royce Enthusiasts' Club	Blenheim Palace	Woodstock	Rally (C.)	11.00 a.m.
June 26th ..	Thames Estuary A.C.	Lydden Hill	Canterbury	Race Meeting (R.)	2.20 p.m.
July 1st/3rd	**Automotoklub Benzina .. .. ..



It's your year for a new formula, too

(Now race over to the next page!)

XXIV MONACO GRAND PRIX

The Wee Scot Wins

MONTE CARLO, *May 22nd*.

SINCE the advent of the new Grand Prix Formula, where the only interest seems to be for unsupercharged 3-litre engines, everyone had been waiting for the 1966 Monaco Grand Prix as it was felt that this race would really launch the new Grand Prix racing. Firms who were building new cars or new engines had the Monaco race as their target date and though Brabham, Cooper-Maserati and Ferrari got under way ahead of this schedule, B.R.M. and McLaren made the dead-line with their new cars so that Monaco was full of technical interest as well as interesting motor racing. The only new projects that failed to reach the target date were the new Lotus with B.R.M. H16-cylinder engine, and the Gurney-Weslake American " Eagle."

McLaren entered himself and Amon with new McLaren cars but only managed to complete one car for himself, but this was a very creditable effort for a new team. Brabham had his 3-litre Repco-Brabham, Ferrari produced two 3-litre V12-cylinder cars, Cooper had two works Cooper-Maserati V12 cars and were supported by Bonnier and Ligier with similar cars, and B.R.M. produced one new H16-cylinder car. For the rest the entry was made up of modified 1965 cars, acting as stop-gaps until further new Grand Prix cars are finished. In view of the twisty nature of the Monaco circuit and its low average speed, the modified 1965 cars were well to the fore and some of them were really well suited to the circuit, in particular the two works Tasman Championship B.R.M.s with 2-litre V8 engines, the works Lotus chassis R11 from last year, with a 2-litre V8 Coventry-Climax engine, and the Dino 246 Ferrari V6.

Practice began on Thursday afternoon and McLaren was among the first away as his car was brand new and untried, the Malite-sandwich monocoque chassis with 4-camshaft Indianapolis Ford V8 engine, reduced to 3-litre by means of shorter stroke crankshaft, not only looked very good, but sounded terrific. The engine carries a bit of a weight handicap, and the car appeared big for street racing, but undoubtedly has a good development life ahead of it and should be at home on the faster Grand Prix circuits. It was painted white with a green and silver stripe as a sop to Hollywood who are trying to make a Grand Prix film this season and who do not want a grid full of green cars—the dollars helped pay for engine development ! Graham Hill and Stewart drove the 2-litre B.R.M. cars, the latter setting off at a cracking pace, and while they practised the B.R.M. mechanics prepared the complicated, but exciting, H16-cylinder car for Hill to try. Lotus had received their first 16-cylinder B.R.M. engine a few days previously and had got it installed in their new chassis but it was too untried to enter for the race so Clark was alone in representing Team Lotus. The 2-litre V8 engine of his car was a big-bore/short-stroke 1965 Coventry-Climax engine with a new longer stroke crankshaft to squeeze another 500 c.c. of capacity from the engine, and the increase in stroke was allowed for by thick aluminium plates between the heads and block, with the liners locating these plates. This was the car with which Spence won the S. African Grand Prix and the engine was giving 245 b.h.p. with very little increase of weight over last year. The car's potential round Monaco was not seen in the first practice as the crown-wheel and pinion gave out early on. The Cooper team had the two cars they used at Silverstone, with Ginther driving the newer one, and the overheating problems had been traced to a badly made water filler neck on which the pressure cap was not seating properly. On this car the oil filter had been relocated alongside the engine, thus doing away with flexible pipes and long pipe runs, as it was on the cars of Bonnier and Ligier.

As practice began a sprinkle of rain fell and clouds hung low under the mountains, but conditions did not deteriorate and the roads dried, so that Stewart was soon down to the existing lap record of 1 min. 31.7 sec. and by the end of the afternoon he had got one tenth of a second below this. There were no Ferraris out in this first session as the transporter had got held up on its way through Italy by heavy traffic, it being a National holiday, and the Brabham team did not arrive in time either. The private-owners who practised were Spence, with the Parnell Lotus-B.R.M. 2-litre V8, Siffert with Rob Walker's 2-litre Brabham-B.R.M. V8, as they were awaiting the arrival of their repaired V12 Maserati engine, after its Silverstone breakage, Bonnier with his red and white Cooper-Maserati V12 and Ligier with his bright blue Cooper-Maserati V12. The 16-cylinder B.R.M. proved a little reluctant to start from cold, but after more batteries had been coupled into the system it burst into life and ran very sweetly, the noise being subdued until about 7,000 r.p.m., after which it began to hurt the ear-drums. There was no intention to race the car, its appearance being solely in the nature of an initial public test-run and Hill did a few laps, his best being 1 min. 40.9 sec. The engine was incredibly smooth and ran to 10,500 r.p.m. with no effort at all, and it was an achievement to get such a splendid piece of mechanism completed and functioning so early in the season. The recent Fleet Street scaremongering stories about thefts delaying progress were the usual " comic-cuts " nonsense. In amongst the cars practising was the Lotus-Climax V8 1½-litre that Baghetti " pranged " at Siracusa; suitably straightened it was entered under number 20 and Phil Hill drove it. On the front was a movie camera and he circulated around, trying not to get in the way, and took " action " shots. Certain members of the Grand Prix Drivers' Association opened their mouths to complain but before they could make a sound someone stuffed bundles of dollars into the mouths and that shut them up! The racing-car owners did not seem to be getting any compensation for risking their machinery in this comic-opera stuff.

On Friday morning practice was from about 8 a.m. to 9 a.m., after the F.3 racers had woken the whole town since 5.30 a.m., and

Continued on page 488

ENTRY LIST

No.	Driver	Entrant	Chassis	Engine	Gearbox	Tyres	Petrol
1	Chris Amon	Bruce McLaren Racing Motors Ltd.		NON-ST	ARTER		
2	Bruce McLaren	Bruce McLaren Racing Motors Ltd.	McLaren	Ford V8	ZF	Firestone	B.P.
3	Peter Arundell	Team Lotus Ltd.		NON-ST	ARTER		
4	Jim Clark	Team Lotus Ltd.	Lotus 33	Coventry-Climax V8	ZF	Firestone	Esso
5	Richard Attwood	Reg Parnell (Racing) Ltd.		NON-ST	ARTER		
6	Mike Spence	Reg Parnell (Racing) Ltd.	Lotus 25	B.R.M. V8	B.R.M.	Firestone	Shell
7	Jack Brabham	Brabham Racing Organisation	Brabham	Repco V8	Hewland	Goodyear	Esso
8	Denis Hulme	Brabham Racing Organisation	Brabham	Coventry-Climax 4	Hewland	Goodyear	Esso
9	Richie Ginther	Cooper Car Co. Ltd.	Cooper	Maserati V12	ZF	Dunlop	B.P.
10	Jochen Rindt	Cooper Car Co. Ltd.	Cooper	Maserati V12	ZF	Dunlop	B.P.
11	Graham Hill	Owen Racing Organisation	B.R.M.	B.R.M. V8	B.R.M.	Dunlop	Shell
12	Jackie Stewart	Owen Racing Organisation	B.R.M.	B.R.M. V8	B.R.M.	Dunlop	Shell
14	Joseph Siffert	R. R. C. Walker Racing Team	Brabham	B.R.M. V8	Colotti	Dunlop	B.P.
15	Bob Anderson	D.W. Racing Enterprises Ltd.	Brabham	Coventry-Climax 4	Hewland	Firestone	B.P.
16	Lorenzo Bandini	S.E.F.A.C. Ferrari	Ferrari	Ferrari	Ferrari	Dunlop	Shell
17	John Surtees	S.E.F.A.C. Ferrari	Ferrari	Ferrari	Ferrari	Dunlop	Shell
18	Joakim Bonnier	Anglo-Suisse Racing Team	Cooper	Maserati V12	ZF	Firestone	B.P.
19	Dan Gurney	Anglo-American Racers		NON-ST	ARTER		
21	Guy Ligier	Guy Ligier	Cooper	Maserati V12	ZF	Dunlop	B.P.
19	Bob Bondurant	Team Chamaco-Collect	B.R.M.	B.R.M. V8	B.R.M.	Goodyear	Esso

PRACTICE TIMES

No.	Driver	Car	Thursday Afternoon	Friday Morning	Saturday Afternoon
1	C. Amon	McLaren V8-3-litre	–	–	–
2	B. McLaren	McLaren V8-3-litre	1. 35.1	1. 34.3	1. 32.8
3	P. Arundell	Lotus	–	–	–
4	J. Clark	Lotus 33-Climax V8-2-litre	1. 36.1	**1. 30.8**	**1. 29.9**
5	R. Attwood	B.R.M.	–	–	–
6	M. Spence	Lotus 25-B.R.M. V8-2-litre	1. 36.0	1. 34.5	1. 33.5
7	J. Brabham	Brabham-Repco V8-3-litre	–	1. 32.8	1. 33.6
8	D. Hulme	Brabham-Climax 4-cyl.-2.5-litre	–	1. 31.8	1. 31.1
9	R. Ginther	Cooper-Maserati V12-3-litre	1. 34.7	1. 34.4	1. 32.6
10	J. Rindt	Cooper-Maserati V12-3-litre	1. 33.8	1. 32.2	1. 33.4
11	G. Hill	B.R.M. V8-2-litre	1. 32.3	1. 31.1	1. 30.4
12	J. Stewart	B.R.M. V8-2-litre	**1. 31.6**	1. 31.7	1. 30.3
14	J. Siffert	Brabham-B.R.M. V8-2-litre	1. 35.1	1. 37.4	1. 34.4
15	R. Anderson	Brabham-Climax 4-cyl.-2.7-litre	–	1. 39.3	1. 32.5
16	L. Bandini	Ferrari V6-2.4-litre	–	1. 31.2	1. 30.5
17	J. Surtees	Ferrari V12-3-litre	–	1. 31.7	1. 30.1
18	J. Bonnier	Cooper-Maserati V12-3-litre	1. 39.0	1. 37.5	1. 35.0
19	D. Gurney	Eagle-Climax 4-cyl.-2.7-litre	–	–	–
20	P. Hill	Lotus 33-Climax V8-1½-litre	1. 51.1	1. 47.6	1. 42.2
21	G. Ligier	Cooper-Maserati V12-3-litre	1. 37.0	1. 35.9	1. 35.2
11T	G. Hill	B.R.M. H16-3-litre	1. 40.9	1. 39.6	–
19	R. Bondurant	B.R.M. V8-2-litre	–	–	1. 37.3
16T	L. Bandini	Ferrari V12-3-litre	–	–	1. 48.1
18T	J. Bonnier	Lotus 25-Climax 4-cyl.-2.7-litre	–	–	1. 46.8



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Check the benefits Castrol with Liquid Tungsten works for you in three vital ways:

1. Longer engine life. Reduced friction means reduced wear which in turn means longer engine life with lower maintenance and repair bills.

2. Lower oil consumption. The main reason for undue oil consumption is wear in your engine. With wear reduced to its minimum you get lowest oil consumption.

3. Better all round performance. Piston rings accurately fitting cylinders, cams and tappets retaining their intended shape. Better all round performance is assured when you lower the friction level.

Two ways to get it Liquid tungsten is blended into both Castrol XL (20W-50) and Castrolite (10W-30). Check your handbook for the correct grade to use. If your engine is past its best or if oil consumption presents a problem use Castrol XL. If you're still not sure which one is best for your car, ask your Castrol dealer. He knows most about oils—he's handling the best in the world.

New Formula Castrol is approved by all British car makers.

Castrol

CONTINENTAL NOTES

WHILE in Milan recently I was doing some servicing and maintenance on my E-type Jaguar in a side street near the Hotel Auriga, when I became conscious of a small boy hovering around; not the usual scruffy urchin on the scrounge, but a neatly dressed small boy of about 10 or 11 years of age, and he was taking a great interest in the E-type. After some while he said "Molto veloce, vero?" to which I replied "Yes" and after another long pause, during which time he scrutinised the Jaguar from all angles, he approached again and said "Bella macchina, vero?" to which I could only reply "Yes" once more. After this he disappeared for a short while and when he returned he was carrying two scale model E-types and was carefully counting the louvres on the bonnets; then he counted the louvres on the bonnet of the real E-type and announced that one model was correct and the other model was one short. He continued his close scrutiny of the car and the models, muttering to himself that this one was right and that one was wrong and I watched all this with interest. I then opened up the bonnet for him so that he could study the mechanical detail, and joined him in his researches as he checked the number of carburetters, the radiator, header tank, heater and fan, camshafts, battery and so on. We then turned the models over and I checked for him the underside details such as suspension, radius arms, exhaust system and in every way one of the models was not only accurate but also lavish in detail, while the other one was one short in its bonnet louvres, the headlamps were the wrong shape, certain under-bonnet details were missing and underneath the sketchy details were vague in the extreme. Both models were to the same scale, about $2\frac{3}{4}$ inches long and the good one was made in Denmark, but imagine my chagrin when I found that the poor one was made in England by a very well-known firm!

My small Italian friend was not too worried, but he knew which model he preferred, and he told me he was a Jaguar enthusiast, having further models of D-type and Mark X. This was the first E-type he had seen close to and when I suggested that he ought to be a Ferrari enthusiast he brushed the remark aside, telling me that there was a Ferrari round in front of the hotel and the lines were nothing like as sleek and smooth as the E-types. He didn't like the vertical Ferrari headlamp glasses, they spoiled the lines, and he preferred the sunken lights of the Jaguar. When I said "What about the Ferrari GTB?" he agreed that the headlamps were all right but the body shape was not good. After verifying from me such facts as the price, the speed, the fuel consumption and the engine capacity of the E-type he disappeared again and returned with a copy of that magnificent Italian book "The World Car Catalogue" in which all the cars of the world are illustrated and described, and proceeded to compare facts and figures for the E-type and various Ferraris. I made vague attempts to introduce other interesting cars into our conversation, such as Porsche 911, Lamborghini, Maserati GT, but he was not impressed; he was a Jaguar enthusiast. I was going to suggest to him that it was a bit odd that a small boy in Italy should be enthusiastic about English cars, when I remembered the numerous Ferrari enthusiasts in England, and even in Coventry, so I didn't say anything. During our conversation I discovered that he intended to be an "Ingegnere-mechanico" and was hoping to go to technical college when he grew up.

After all this there was only one thing I could do, and I offered him a ride around the block. We didn't have the opportunity of going much over 60 m.p.h. amongst the trams and taxis, but when we returned he thanked me profusely and disappeared indoors clutching his "World Car Catalogue" and I felt certain that another enthusiast had taken a great step forward in life.

* * *

The very wet 1,000-kilometre race at Monza and the wet Targa Florio drew attention to the way drivers have to depend upon windscreen wipers. Ferrari has been having a lot of trouble recently, with blades flying off as well as complete wiper arms, and also with driving mechanisms packing up. At Monza it was interesting to see the different mechanisms in action as the cars raced past the grandstands at anything from 110-160 m.p.h. The Porsches, the Alpines and the Matra-B.R.M. all had slow-moving wipers, the single arms making long steady sweeps across the screens. The Ford GT40s and the Ferraris all had very fast action wipers, single arms in all cases, but giving the impression of frantic "flip-flap" in an arc in front of the driver. The Alfa Romeos had a mechanism giving a very efficient-looking parallel motion, the wiper blade appearing to have a horizontal motion across the screen, rather than an arc. The little Lotus Elan suddenly looked incongruous with its touring layout of double wipers. When the large single wiper of the coupé Ferrari P3 packed up I expected Parkes to slow up quite a bit, but it did not affect lap times, and when Surtees took over it appeared not to worry him. The windscreen on the P3 is very sloping and very curved, so it is quite likely that at high speed the air flow practically blows the water off the screen. It seems strange that in this day and age we still rely on a mechanism that wipes water off the screen with a rubber blade. I would have thought some other way of keeping the screen clear might have appeared by now. Perhaps, after the recent spate of wiper trouble, some new ideas might be thought up. On the Formula One Lotus cars Colin Chapman evolved a double windscreen that formed a funnel to force air at very high speed over the driver's head, so that he could look over the screen without suffering from wind-buffeting. The Formula Two Matras have a similar system, a double skin on the body scuttle forming the high-speed venturi to "squirt" air over the cockpit. From the experience of Surtees and Parkes with the P3 Ferrari it would seem that a system of high-speed air-flow might be used to clear windscreens of water.

It does not seem so long ago since the Association of Drivers was complaining about the high windscreens that the F.I.A. demanded for sports cars, and later prototypes, and we had the sight of them practically standing up in the cockpit trying to see over the top in the way they had been doing with the Perspex screens on sports cars. Windscreens were improved and the drivers sank down out of sight and learnt to look through the windscreens, and coupés quickly followed, so that there is now no question or argument about windscreens on sports and prototype cars running under Appendix J regulations.

* * *

In this issue are reported three motor races in which John Surtees finished first twice and second once, with the possibility of yet another win at Monte Carlo, but these notes are being penned before that race. Surtees made his return to racing at Monza in the 1,000-kilometre race, sharing a P3 Ferrari with Mike Parkes. This return was following his long winter convalescence after his accident in Canada last autumn, when he crashed in a Lola 70-Chevrolet sports/racer. At the time his injuries were much more serious than was generally realised, but once on the mend he recovered pretty quickly and when he turned up at Modena to try driving a racing car again, Ferrari put the V6 Tasman car at his disposal and he proceeded to reel off lap after lap at Modena, completing a full-length race distance without any apparent effort. Before he started the Monza race he knew within himself that he was not only physically fit again, but that he was properly tuned-in mentally, to high-speed driving, which was the most important thing. He did not make any fuss about Monza being his first race since his accident, and had it not been for the daily paper newshounds buzzing round him like flies round a jam-pot, it would have been hard to have believed that he had spent most of the winter months in hospital. John Surtees is made of pretty rugged material, but more important he has the right mental outlook to keep him at the top of the racing world. It is always pleasant to be able to record the return to racing of a good driver after an unfortunate accident and Italian enthusiasts were particularly pleased to welcome Surtees back to Monza, and with a victory as well.

* * *

Once again the loose wording of F.I.A. regulations allowed a strange situation to arise, in the result of the Targa Florio this time. Nobody expects all competitors in a race to keep up with the leader, but equally no one expects a really slow car to be allowed to qualify for a prize if its performance is pathetic compared with the winner. Regulations allow the non-winners to be classified providing they have completed a reasonable distance while the winner is winning. This is often two-thirds of the race distance in a Grand Prix event and it was nine-tenths in the Targa Florio, it being felt that while the winner was completing 10 laps the also-rans should at least be starting out on their ninth lap. Although the regulations did not say so, I am sure they meant that the slower cars should then complete their ninth lap

Continued at foot of next page

Brabham Wins at Limbourg

ZOLDER RACES (May 8th)—Formula Two—Two Heats

Once again the works Brabham-Hondas of Brabham and Hulme dominated a Formula Two race and in the race at Limbourg in Belgium they had it all their own way, the opposition only staying with them for the opening laps of each heat. The overall classification was decided by the addition of the results of the two heats.

Results :

HEAT 1—100.5 kilometres :

1st	J. Brabham (Brabham-Honda)	..	39 min. 20.2 sec.—153.163 k.p.h.
2nd	D. Hulme (Brabham-Honda)	..	39 min. 21.0 sec.
3rd	J. Rindt (Brabham-Cosworth)	..	39 min. 26.8 sec.
4th	K. Ahrens (Brabham-Cosworth)	..	39 min. 55.0 sec.
5th	A. Rees (Brabham-Cosworth)	..	40 min. 05.2 sec.
6th	F. Gardner (Lola-Cosworth)	..	40 min. 12.0 sec.

Fastest lap : J. Brabham (Brabham-Honda), 1 min. 37.1 sec.—155.122 k.p.h.

HEAT 2—100.5 kilometres :

1st	J. Brabham (Brabham-Honda)	..	39 min. 37.4 sec.—152.055 k.p.h.
2nd	D. Hulme (Brabham-Honda)	..	39 min. 37.7 sec.
3rd	J. Rindt (Brabham-Cosworth)	..	39 min. 41.6 sec.
4th	J. P. Beltois (Matra-B.R.M.)	..	40 min. 03.8 sec.
5th	K. Ahrens (Brabham-Cosworth)	..	40 min. 22.5 sec.
6th	A. Rees (Brabham-Cosworth)	..	40 min. 23.8 sec.

Fastest lap : D. Hulme (Brabham-Honda), 1 min. 36.8 sec.—155.603 k.p.h. *(new record).*

Overall Placings : 1st : Brabham; **2nd :** Hulme; **3rd :** Rindt; **4th :** Ahrens; **5th :** Rees.

In the saloon-car races Abarths once again beat the B.M.C. Mini opposition and in the larger class Rindt, in an Auto Delta Alfa Romeo, stirred up the works Lotus-Cortinas and but for a brief pit stop near the end he might have beaten them.

Results :

133.9 kilometres :

1st	J. Whitmore (Lotus-Cortina)	..	1 hr. 00 min. 04.9 sec.—133.715 k.p.h.
2nd	J. Ickx (Lotus-Cortina)	..	1 hr. 00 min. 39.6 sec.
3rd	J. Rindt (Alfa Romeo GTA)	..	1 hr. 00 min. 49.8 sec.

Fastest lap : J. Whitmore (Lotus-Cortina), 1 min. 51.5 sec.—135.089 k.p.h.

Frazer Nash and Porsche O.C. Castle Combe Meeting, May 14th

Race Winners :

5-lap Handicap : W. R. Cheston (Bentley).
Half-Hour Trial : J. Morris/M. Hone (Porsche 904).
5-lap All-Comers' Handicap : A. C. S. Jennings (Porsche 356B).
Frazer Nash Race : M. W. Gibbs (Meadows Exeter).
Griffiths Formula Race : E. N. Corner (Jaguar D-type).
2-lap Sprint : E. N. Corner (Jaguar D-type).

CONTINENTAL NOTES—continued from previous page

and receive the chequered flag before being classified as finishers. Because nothing was said in the regulations about finishers getting the chequered flag, Ford-France felt justified in claiming their derelict GT40, lying broken by the roadside 12 kilometres from the finish, as being classified at nine laps, having given up on its tenth lap. When it started its tenth lap, or, conversely, when it finished its ninth lap, it was leading its class and had lapped its rivals, the LM Ferraris, but while it lay stricken by the roadside the Ferraris went by, completing their ninth laps, but it took them longer in time than the Ford had taken, so the Ford was judged the class winner on its performance for nine of its total of $9\frac{3}{4}$ laps. Had Ford-France known their car was going to collapse on the last lap they could have stopped it at the pits and still won the class, saving themselves a lot of trouble!

At one time, not so long ago, every finisher in the Targa Florio had to complete the full distance to be qualified, but this meant that the race dragged on for too long after the winner arrived, so the distance percentage system was introduced. There are many pros and cons concerning this system, but until the regulations state clearly that finishers must receive the chequered flag after the winner has finished, we shall go on getting these anomalies of broken and abandoned cars winning their class. One day it will happen in a time rather than distance race for the overall winner and then perhaps something will be done about it.

D. S. J.

Readers reply to D. S. J.

THE BIG BATTALIONS

Sir,

I think the spirit of sport must have gone out. Big Daddy Ferrari says "Poor little us, what can we do against the might of Detroit?" This is the end. When the so-called enthusiasts of today start crawling away in the face of superior competition, the sport can lock its doors and disband. The very essence of racing a car has always been the continual endeavour to overcome opposition that appears in every way superior. Not now. Goodbye, motor racing, what a way for you to finish. Even more degrading when enthusiasts sink to putting heavy opposition under the label of "Big bad giant". Many journalists do it, but why does MOTOR SPORT have to tag along?

From another aspect, it is not realised how tremendously vital publicity is to motor racing. Competitors have no sense of performance or attraction, related to the demands of the ticket-buying public. Should G.M. sweep into the racing field to challenge Ford, then motor racing will begin its healthiest, richest, and most popular era yet. The public (no public, no race meetings) will flock in their hundreds of thousands to all the tracks, when it concerns a clash of Detroit empires with the most sophisticated cars yet seen, driven by the world's best race drivers. Do you think Joe Public gets excited over a one-off of dubious appearance that took months of midnight oil, sardine cans, sweat and ingenuity to build? Such a car is undoubtedly of interest to its builders and a few enthusiasts, and is a personal achievement to be proud of. But it will never put the sport on the map again. Don't knock Detroit's invasion; it'll do you more good than any little S.E.F.A.C. Ferrari. Wake up to the world around you!

Newspaper stories of 245 m.p.h. Fords are good tonic for an introverted sport. And can't be too inaccurate. Don't take Ford's quote of 475 b.h.p. too seriously. Stateside policy has always been to understate power outputs, because in spheres such as drag-racing, stock cars are classed by advertised power/shipping weight ratios. The N.A.S.C.A.R. stock cars that clock 170 m.p.h. laps at Daytona, nearly all claim 425 b.h.p. on their bonnets, when every race follower knows that a skilled mechanic can squeeze over 500 b.h.p. from a stock 427 Galaxie engine, and around 580 b.h.p. from the Plymouth hemi-head V-8. If an 18ft. long, 6ft. wide sedan of over 2 tons can hit straightaway speeds of 190 m.p.h. with between 470 and 570 b.h.p., how about a GT car smaller than a Cortina, with half the weight of a N.A.S.C.A.R. stocker?

Finally, can any reader deny that the people concerned in racing have some considerable responsibility towards the public whose five-bobs finance meetings and race moneys, to provide a spirit of rivalry, spectacle and skill? The reactionary sloth that is poisoning the spirit of motoring sport must not be allowed to corrupt it further by keeping healthy commercial rivalry and research from our race tracks.

Birmingham 24. D. R. KIPLING.

* * *

Sir,

I was absolutely amazed to read Denis Jenkinson's comments on the Ford racing programme in "Continental Notes" in your May edition. I am not sure whether he dislikes Ford because they are American or because they are an extremely large organisation. One would hardly call Daimler-Benz, B.R.M. or Honda small organisations but none of these have been criticised because of the money they have spent on research and development.

The new Ford S-car is referred to disparagingly as a travelling laboratory but I always thought that one of the prime reasons for motor racing was to develop and improve motor cars in general and the great improvement in brakes, tyres, etc., we have seen in recent years is mainly due to racing.

What is even more peculiar is that in the closing paragraphs of the same feature Denis Jenkinson says, with apparent admiration, about the French Matra concern that "... facilities of the whole engineering group can be used for the benefit of the racing department".

To describe, even jokingly, Ferraris as "home-made specials" seems to me to be insulting. One can only surmise that Denis Jenkinson would like to see racing cars built by poverty-stricken genii in back gardens. These cars, while interesting to their constructors, are hardly likely to make the same contribution to cars in general that large programmes like Ford's undoubtedly will.

London, S.W.18. MALCOLM MILLAIS.

MONACO GRAND PRIX—

continued from page 484

conditions were warm and dry. The Ferrari team arrived, as did the works Brabhams, and Anderson with his immaculate Brabham-Climax 2.75-litre. Surtees was driving the V12 Ferrari he had used at Silverstone and Bandini was in the Dino 246 Ferrari V6; the Brabham team of Brabham and Hulme were in their Silverstone cars, the former having a more powerful V8 Repco engine and the latter still with a 2.5-litre 4-cylinder Coventry-Climax engine. The Coopers had removed the detachable front portion of the nose cowlings, in order to get more cooling air to the radiators, Siffert was still using the Brabham-B.R.M., as although his Maserati engine had arrived there was not time to prepare the car properly, and Clark's Lotus had been repaired. The two works B.R.M. 2-litres were going really well and Hill and Stewart were in great form, trying hard all round the circuit, as was Bandini with the V6 Ferrari. The 3-litre Ferrari was proving quite well suited to the twisty street circuit and Surtees was among the fastest. Graham Hill did a few more exploratory laps in the 16-cylinder B.R.M. and McLaren was making steady improvements with his brand new car. As practice neared to its end there was a sudden flurry of high-pressure activity, and Clark began to make a real effort with the works Lotus, hurling it into corners at ridiculous speeds, and he came up with F.T.D. in 1 min. 30.8 sec., the only driver to break 1 min. 31 sec. Graham Hill and Bandini were not far behind and Hulme had been lapping in a most impressively smooth and unruffled manner to record 1 min. 31.8 sec. with the 4-cylinder Climax-powered Brabham.

The final practice took place on Saturday afternoon under perfect conditions, with the sun shining but not too hot, and Ferrari had a brand new V12 car for Bandini to try, as well as the V6 car. B.R.M. had the 16-cylinder car at the pits, but did not run it as Hill was pretty busy keeping his good grid position. It was the last chance to get on the front of the grid and everyone was trying hard, for with a two-by-two starting grid no-one could afford to be too far back. The dreaded " camera-car " was still circulating and poor Phil Hill was wondering whether he had got too involved in something he couldn't get out of. Just how hard everyone was trying can be seen by reference to the final list of practice times in the accompanying table, the only ones not to improve being Rindt (Cooper-Maserati V12) and Brabham, whose new Repco engine had gone sick. The top runners were now down into the 1 min. 30 sec. bracket, and Clark felt convinced he could get below the 1½-minute mark and just as practice drew to a close he went out for " the quick one " and made it by one-tenth of a second. 1 min. 29.9 sec. was recorded as he crossed the timing line and the chequered flag indicated the end of practice. The last few minutes had been really furious and Surtees very nearly equalled Clark's time, while Bandini, Stewart and Hill were not far off.

Bondurant made his first appearance in Team Chamaco-Collect's ex-works B.R.M. 2-litre V8 and Bonnier had a short try in the Parnell Lotus-Climax 4-cylinder to see if it was any quicker than his Cooper-Maserati V12 round the twisty circuit, and Anderson had been driving hard amongst the works cars and got himself a very good place on the grid.

The race started at 3 p.m. on Sunday in perfectly dry conditions under a hazy sky which was ideal, after a parade of old racing cars driven by various drivers of a past age. Lined up in pairs on the " dummy grid " the field of sixteen cars made a glorious sound which echoed amongst the blocks of apartments, and with everyone ready they moved forward to the proper grid. The sixteen cars surged forward when the flag fell, but one by one they overtook Jim Clark and Surtees led Stewart into the Saint Devote corner. The Team Lotus car was jammed in first gear and by the time Clark got it out and into second gear the fifteen other runners had practically disappeared. Surtees led the race with the 3-litre Ferrari, but Stewart was right on his tail and the two of them quickly outpaced the rest of the field, which followed in the order Hill, Hulme, Rindt, Anderson, Bandini, McLaren, Spence, Siffert, Brabham, etc., with Clark right at the back, but starting to make up time now that he no longer had to use the low " starting gear "

STARTING GRID

↑

4 J. Clark (*Lotus-Climax V8*) 1 min. 29.9 sec.

17 J. Surtees (*Ferrari V12*) 1 min. 30.1 sec.

12 J. Stewart (*B.R.M. V8*) 1 min. 30.3 sec.

11 G. Hill (*B.R.M. V8*) 1 min. 30.4 sec.

16 L. Bandini (*Ferrari V6*) 1 min. 30.5 sec.

8 D. Hulme (*Brabham-Climax 4-cyl.*) 1 min. 31.1 sec.

10 J. Rindt (*Cooper-Maserati V12*) 1 min. 32.2 sec.

15 R. Anderson (*Brabham-Climax 4-cyl.*) 1 min. 32.5 sec.

9 R. Ginther (*Cooper-Maserati V12*) 1 min. 32.6 sec.

2 B. McLaren (*McLaren V8*) 1 min. 32.8 sec.

7 J. Brabham (*Brabham-Repco V8*) 1 min. 32.8 sec.

6 M. Spence (*Lotus-B.R.M. V8*) 1 min. 33.5 sec.

14 J. Siffert (*Brabham-B.R.M. V8*) 1 min. 34.4 sec.

18 J. Bonnier (*Cooper-Maserati V12*) 1 min. 35.0 sec.

21 G. Ligier (*Cooper-Maserati V12*) 1 min. 35.2 sec.

19 R. Bondurant (*B.R.M. V8*) 1 min. 37.3 sec.

in his ZF gearbox. It looked as though Stewart was pushing Surtees, and the two of them were way out on their own and both trying very hard, for the rest of the runners were not hanging about, yet they were already out of touch at five laps. Clark had no trouble catching the tail-enders, and was lapping as fast as the leaders, and by ten laps he was in seventh place. Already Anderson had fallen out, Siffert was at the pits and McLaren was investigating an oil leak at the front of the car. Rindt had " chopped " his way past Hill and was third and Hulme also got past the number one B.R.M. driver, as the V8 engine was not working properly. As Surtees and Stewart braked heavily for the hairpin where the gasworks used to be, Rindt was just taking the Tabac corner onto the harbour promenade behind the pits, which gives a good idea of the pace the leaders were setting. There was not much hope of Stewart getting his Tasman 2-litre B.R.M. past the 1966 3-litre Ferrari, but he was not letting it have an easy time and was pressing hard. After they rounded the hairpin on lap 13 Surtees felt something was wrong in the Ferrari rear axle and he waved Stewart past, and the young Scot soon came past the pits out on his own. Surtees toured round for another lap before stopping at the pits to investigate, and later did one more lap before he gave up with the self-locking differential broken. This left Stewart out on his own, followed by Rindt, Hill and Bandini, the Italian closing rapidly to take third place. Hulme had dropped out with a broken drive shaft coupling and Brabham was out shortly afterwards with his new heavy-duty Hewland gearbox stuck in one gear. Clark was now in fifth place, in sight of the trio ahead of him, and whereas he had previously been lapping at the same speed as Surtees and not gaining on the leaders, he now began to gain ground because without the Ferrari V12 to goad him on Stewart's lap times slowed fractionally. Bonnier was the " red lamp " of the field, already lapped by Stewart, and he stopped at the pits as his Cooper-Maserati seemed to be suffering from fuel starvation. Rindt was being given a bad time by Bandini, and Ginther in the other works Cooper-Maserati was lying sixth just ahead of Spence in Parnell's Lotus-B.R.M. V8. By 20 laps Bondurant (B.R.M.), Ligier (Cooper-Maserati) and Bonnier had all been lapped and at the same time Bandini snatched second place from Rindt, and these two and Graham Hill seemed locked together. Slowly but surely Clark was gaining on them, and when he had Hill well and truly in his sights the B.R.M. went a bit better and Hill overtook Rindt, so that Clark had the Cooper-Maserati in his sights. Spence and Ginther were lapped and though Stewart was still driving hard his position did not look unassailable, for Clark was gaining continuously. Not that he was gaining an easily measurable amount each lap, but whereas the gap had been 37 sec. it was now under 36 sec., and after a bit it was nearer 35 than 36 sec. He got past Rindt, whose Maserati engine began to show slight signs of the power dropping off, and by 45 laps Clark was lining himself up to have a go at passing Graham Hill's B.R.M., which was not going to be easy. Spence retired when a rear suspension link broke.

At 50 laps, which was half-distance, Stewart was still ahead but Clark had narrowed the gap to 31 sec., and was now patently being held back by Hill, who in turn could not get past Bandini, the three of them being very close. A remarkable sidelight was that at this point all four Cooper-Maseratis were still running, and the overall order was B.R.M. V8, Ferrari V6, B.R.M. V8, Lotus-Climax V8, Cooper-Maserati V12, all on the same lap. One lap down was the Cooper-Maserati V12 of Ginther, and a long way back came Bondurant (B.R.M. V8), Bonnier and Ligier. By the time Clark was beginning to touch the rear of Hill's B.R.M. the gap to Stewart was down to 27 sec., and Rindt went out with a broken engine. The gap remained constant for four laps until Clark decided it was " now-or-never " and forced his way by on the inside of the B.R.M. as they both braked hard for Saint Devote corner. Hill could do nothing but move over and make room, and Clark was through. At the end of that lap, the sixty-first, Clark was braking for the Gasworks hairpin when the left-rear hub carrier of his Lotus broke in two and he skated round the hairpin and retired, letting Hill back into third place. Either from relief

er tension Hill promptly spun at the first hairpin after the Casino square and stalled his engine, and lost a lot of time before he got going again, with a large dent under the nose of the car.

Even with Clark out Stewart still could not relax, for Bandini was no less than 20 seconds behind and being urged on, added to which the B.R.M. driver was having to lap the odd tail-ender and some of them he caught at awkward moments, where it was difficult to get by. Bonnier inadvertently held Stewart up for a while, and then Ginther had to be lapped again and the Cooper-Maserati takes up a lot of room. He "bullied" his way past Ginther as they approached the Tabac corner on the harbour front, and the Cooper-Maserati went all sideways trying to get out of the way of the forcing B.R.M. Stewart was still lapping at around 1 min. 32 sec. or 1 min. 33 sec. and the gap between his B.R.M. and the pursuing Ferrari was hovering around 18 seconds; not a small enough gap to be dangerous but small enough not to be able to relax. Ginther had stopped at the pits with a broken drive shaft, and had another one fitted, as had Ligier, the universal joints being a weak point, and the only other runners were Bondurant, who had had to stop for fuel, and Bonnier who was in and out of the pits. On lap 82 Stewart lapped his team-mate and number one, and Bandini was a bare 12 seconds behind, trying all he knew, and setting up a new lap record on his ninetieth lap in 1 min. 29.8 sec. That seemed to be his total effort, for the gap got no smaller and as the last laps ticked by the gap enlarged and Stewart was sure of victory. Ginther clanked to a stop on the promenade with another drive shaft broken, and Graham Hill had backed off and was touring round in a secure third place, with Bondurant fourth, having driven a very smooth and reliable race. Stewart had really had to work for his victory and in consequence he had set up a record average speed for the 100 laps of the classic Monte Carlo circuit.—D. S. J.

Results :

MONACO GRAND PRIX—Formula One—100 laps—314.5 kilometres Warm and Dry

1st : J. Stewart (B.R.M. V8–2-litre) (Entrant: Owen Racing Organisation) 2 hr. 33 min. 10.5 sec.—123.139 k.p.h. (*new record*)
2nd : L. Bandini (Ferrari V6–2.4-litre) (Entrant: SEFAC Ferrari) .. .. 2 hr. 33 min. 50.7 sec.
3rd : G. Hill (B.R.M. V8–2-litre) (Entrant: Owen Racing Organisation) .. .. 99 laps
4th : R. Bondurant (B.R.M. V8–2-litre) (Entrant: Team Chamaco-Collect) .. .. 95 laps

Still running but not classified : G. Ligier (Cooper-Maserati V12), 75 laps; J. Bonnier (Cooper-Maserati V12), 73 laps.

Retired : R. Anderson (Brabham-Climax 4-cyl.), lap 4; B. McLaren (McLaren V8), oil leak, lap 10; D. Hulme (Brabham-Climax 4-cyl.), drive shaft coupling, lap 16; J. Surtees (Ferrari V12), rear axle, lap 17; J. Brabham (Brabham-Repco V8), gearbox, lap 18; M. Spence (Lotus-B.R.M. V8), rear suspension, lap 35; J. Siffert (Brabham-B.R.M. V8), clutch, lap 36; J. Rindt (Cooper-Maserati V12), engine, lap 56; J. Clark (Lotus-Climax V8), rear suspension, lap 61; R. Ginther (Cooper-Maserati V12), drive shaft, lap 81.

Fastest lap : L. Bandini (Ferrari V6) on lap 90, in 1 min. 29.8 sec.—126.080 k.p.h. (*new record*).

16 *starters* — 4 *finishers.*

* * *

Formula 3 Race

During the meeting a very large and truly International entry of Formula Three drivers, mostly with Ford-engined cars, contested the miniature Grand Prix on the same circuit. Practice sorted the entry out into two manageable Heats, and on Saturday afternoon these raced for 16 laps, the fastest eleven in each Heat going into the 24-lap Final. In Heat 1 Jean-Pierre Beltoise in a works Matra led with very little trouble, from Ahrens in a Brabham, these two leading many noted British entries such as Gethin, Pike and Beckwith. Heat 2 saw a very good scrap between Cardwell (Ron Harris Lotus 41), Irwin (Chequered Flag Brabham), Courage (Lucas Lotus 41), Williams (de Sanctis) and Bondurant (Brabham with DAF transmission). After a close opening Irwin got the lead and drew away to a sound win.

Twenty-two cars lined up for the Final and it was Courage who took the lead, from Irwin, Williams, Beltoise, Cardwell, Ahrens, Bondurant and Jaussaud, but on lap three Courage hit the wall of the Tabac corner, which bent the Lotus front suspension very badly. Luckily he bounced off the wall and kept going or there might have been a big pile up, but as it was Irwin and Williams had to dodge the bouncing car and this let Beltoise snatch the lead. He and Irwin then outpaced the rest of the field, never more than a few lengths apart, the Brabham driver handicapped by having an inoperative clutch, and Monaco is no place for clutchless gearchanges. Round and round the two of them went, Irwin hoping that the young French driver would make a mistake, but he did not and came home to a well-deserved and popular victory a few lengths ahead of the Chequered Flag Team's Brabham.

Results :

MONACO FORMULA THREE—24-lap Final—75.48 kilometres Warm and Dry

1st : J. P. Beltoise (Matra-Ford) .. .. 39 min. 47.2 sec.—113.626 k.p.h.
2nd : C. Irwin (Brabham-Ford) .. .. 39 min. 47.7 sec.
3rd : J. Cardwell (Lotus-Ford) .. .. 39 min. 52.6 sec.
4th : J. Williams (de Sanctis-Ford) .. 39 min. 53.9 sec.
5th : K. Ahrens (Brabham-Ford) .. .. 40 min. 01.4 sec.
6th : J. P. Jaussaud (Matra-Ford) .. .. 40 min. 19.5 sec.
7th : R. Pike (Lotus-Ford) .. .. 40 min. 31.1 sec.
8th : P. Vidal (Brabham-Ford) .. .. 40 min. 53.4 sec.
9th : P. Troberg (Brabham-Ford) .. .. 40 min. 53.9 sec.
10th : R. Slotemaker (Lotus-Ford) .. .. 41 min. 25.1 sec.

Four others still running.

Fastest lap : J. P. Beltoise (Matra-Ford), in 1 min. 36.7 sec.—117.083 k.p.h. (*new F.3 record*).

* * *

Monaco Murmurs

In practice those hardened Dunlop users Ferrari and B.R.M. experimented with the opposition's tyres, Surtees trying Firestone and Graham Hill trying Goodyear.

The 12-cylinder Ferraris were using ventilated brake discs, and at one point in practice the pads of one rear brake were actually in flames when Surtees stopped.

Cooper were using cut-down windscreens to make life easier for the drivers, and McLaren cut the nose of his car away to improve the cooling.

The works Brabhams were using a combination of Hardy Spicer mechanical universal joint and "bungy doughnut" drive on the inner ends of their driveshafts. After the practice trouble the mechanics had to put the Silverstone engine back in Brabham's car.

Surtees raced on 15-in. rear tyres, with knock-off hubs as used on the 330P3 Prototype Ferrari. The second and brand new V12 Ferrari that Bandini tried in practice was similarly equipped.

Although it did not compete in the race, the 16H-cylinder 3-litre B.R.M. made a good impression.

1,000 km. OF FRANCORCHAMPS

THE fifth round of the Sports/Prototype Championship at Spa on 22nd May was won easily by Mike Parkes and Ludovico Scarfiotti in a 330P3 coupé Ferrari from Sir John Whitmore and Frank Gardner in the first Alan Mann 7-litre Ford Mk. II. The better shape of the Ferrari enabled it to out-perform the Ford in the gusty conditions and its lighter weight counteracted the capacity difference; the combination, in the hands of Parkes, setting up a new absolute lap record for all categories at 3 min. 46.4 sec. (224.204 k.p.h.). An Essex Wire GT40 driven by Peter Revson and Skip Scott was third.

Results :

1,000 km. OF FRANCORCHAMPS—71 laps—1,001 km. General Classification

1st : M. Parkes/L. Scarfiotti (Ferrari 330P3) .. 4 hr. 43 min. 24 sec. (211.947 k.p.h.)
2nd : J. Whitmore/F. Gardner (Ford Mk. II) .. 4 hr. 43 min. 29.2 sec.—70 laps
3rd : S. Scott/P. Revson (Ford GT40) .. .. 69 laps
4th : P. Sutcliffe/B. Redman (Ford GT40) .. 68 laps
5th : I. Ireland/C. Amon (Ford GT40) .. 67 laps
6th : R. Attwood/J. Guichet (Ferrari Dino) .. 67 laps
7th : J. Epstein/P. Hawkins (Ferrari 250LM) .. 65 laps
8th : T. Gosselin/E. de Keyn (Ferrari 250LM) .. 65 laps
9th : R. de Lageneste/J. Patte (Alpine M65) .. 60 laps
10th : M. Bianchi/J. Vinatier (Alpine M65) .. 57 laps

Fastest lap : M. Parkes Ferrari 330P3—3 min. 46.4 sec. 224.204 k.p.h. (new absolute record, all categories).

TOWNSEND'S NEW "FREE ENTERPRISE III"

With the launching of "Free Enterprise III" on May 14th, in a style and atmosphere befitting the £2-million ship, by Mrs. Wickendon, Townsend Car Ferries now have facilities for taking across the Channel daily 4,600 cars and roll-on, roll-off freighters and 24,000 passengers, between Dover, Calais and Zeebrugge in Belgium. As a holiday ship she is fitted with bars, shop, a bank, and a dining saloon for 150 people. The open-plan promenade deck will enable mothers with children to enjoy a more comfortable journey. Motorists will be able to drive on and off, and freight will be loaded and unloaded even more quickly than before, as "Free Enterprise III" has great manoeuvrability assisting speedy berthing and the "drive-through" principle of bow and stern doors, thus obviating the previous frustrating and time-wasting delays often experienced on the Channel crossing sea journey.

She was built by Werf Gusto of Schiedam, Holland, and will be fully operational in July. The largest ferry ever to operate across the Channel, she is 385 ft. 6 in. long and 61 ft. wide at main deck level with a high clearance of 13 ft. 2 in. to accommodate freight. Maximum speed is over 21 knots. Engines are by Smit-M.A.N. and the stabilising system makes for a very steady journey.

With this new ship Townsend Car Ferries Ltd. have gained further status in the world of Channel crossing traffic, in which they are already held in such high esteem.—W. O. B.

50th TARGA FLORIO

Porsche Win

CEFALU, SICILY, *May 8th.*

THE annual battle against the Sicilian mountains and the ten laps of the Little Circuit of the Madonie was once again a Ferrari *v.* Porsche affair, for the expected onslaught by Ford did not materialise, nor did the lone Chaparral of Phil Hill/Bonnier that has been promised for Europe this year. Ferrari entered the open 4-litre 330P/3 for Vaccarella/Bandini, and two Dino 206 models for Parkes/Scarfiotti and Guichet/Baghetti, the former car open with fuel injection engine and the latter a coupé with carburetter engine. A third car was entered by the Scuderia Sant Ambroeus for Biscaldi/Casoni, this being an open one and running on Firestone tyres, unlike the works cars which were on Dunlop tyres. Of interest to the Ferrari team were two cars in the Prototype class, a GTB and an LM, both with 4-litre production single-cam engines in place of the normal 3.3-litre engines. The Porsche team arrived in force with an impressive array of cars, transporters, travelling workshop and radio communications team for race control. All the Porsches were the new Carrera 6 models as regards chassis and body, but one of them was fitted with a 2.2-litre horizontally-opposed 8-cylinder engine and two of them were 6-cylinders with Bosch port fuel-injection, these three running in the prototype category. There were two factory-prepared Group 4 (50 off) Carrera 6 models in the sports category, one driven by Pucci/Arena and the other loaned to the Scuderia Filipinetti for Mairesse/Muller. In addition to these works cars there were five more Carrera 6 cars in private hands, though the green one of de Udy/de Klerk entered by Porsche Cars Great Britain was transferred to the Prototype class as it was brand new and had not been registered for road use, this being a stipulation in the new Group 4 rules. Ferrari had numerous private owners taking part that would give support in the battle against Porsche, and among these were the 275LMs of Epstein/Hawkins, Swanson/Ennis and Ravetto/Starraba, but in their category was the lone Ford GT40 of Ford-France, driven by Ligier/Greder, which could well upset the overall picture.

As in most big International Sports and Prototype events, British opposition was negligible, apart from class racing amongst the smaller cars, but B.M.C. entered two M.G.-Bs in the sports class, and Healey entered their "dayglow" green Prototype Sprite. There was also a privately-owned Austin Healey 3000 and a privately-owned Sprite, but the latter inverted itself in practice and did not start.

All week unofficial practice and testing took place in glorious sunshine and Sicily was at its best as scrutineering took place at the pits amidst the usual shouting and confusion. Group 4 sports cars had to have number-plates and a log book before being accepted. A lap round the circuit while scrutineering was in progress saw a lot of resurfacing being done, both with shovel and broom, and tar-laying machinery, but the heat of the day was not giving the tar much chance to set properly, nor were the cars that were charging round. In one lap, with pauses here and there to look and listen, a GTA Alfa Romeo of Auto Delta went by at an impressive speed, as did an R8 Renault Gordini being used by the Alpine team for learning the circuit. The lone Bizzarrini of Edgar Bernay was found by the roadside being repaired after an altercation with a Fiat 500, and further on during a roadside pause Mitter went by in the "hack" Porsche 906 and Parkes went by really fast, with screaming tyres, in a Ferrari GTC, the new 4-litre saloon. A Ferrari GTB and an early 250GT also went by, being used for "circuit learning," and the truly International aspect of the Targa Florio could be seen in the number-plates of cars being used by drivers to learn the course; French, Swiss, German, British, American, Italian and Sicilian all being prominent during the week. The Ferrari enthusiasts of Collesano were out in force, decorating their village with encouraging slogans for Ferrari and his drivers, as well as painting black "prancing horses" on the road, sides of houses and rock faces. The organisers had been round the 44-mile circuit posting up warning notices and of these two of the best were "Don't throw fruit or paper in the road, it might cause an accident" and "Sporting types, control your enthusiasm, keep your distance from the corners."

On Friday, May 6th, there was an official practice session from 9.30 a.m. to 2 p.m. and, before it started, an anniversary run for old cars, of types that took part in past Targa Florio races, set off to cover the Large Circuit of the Madonie, a 148-kilometre mountain route that was used in the early days of the history of this famous race. This was in commemoration of the 50th race in the series and the survivors arrived back at the end of the practice for this year's race. The official practice saw a certain amount of consternation, for Guenther Klass in the 2.2-litre 8-cylinder Porsche beat Vaccarella with the 4-litre Ferrari, and Mike Parkes disappeared off the road in a flurry of dust and stones and ended up amongst the trees with a bent Dino Ferrari. Luckily only bodywork and one front suspension was bent and the car was tidied up and made ready for the race. At mid-day on Saturday, when everyone was making final preparations, heavy cloud obscured the island and torrential rain poured down almost without ceasing until after midnight. This caused havoc around the circuit with mud and stones being washed down onto the road, and gangs of labourers had to be rounded up to try and stem the flow.

Sunday morning dawned a bit drier and broken cloud covered the island as the cars lined up for the 8 a.m. start, but there was obviously still plenty of rain in the offing and the roads were very slippery. There were classes for Group 3 (500 off) GT cars, Group 4 (50 off) sports cars, and Prototypes, with capacity divisions in the classes. Cars left at 20-second intervals and the small class of GT cars was dominated by Lancia Fulvia coupés, of which the works-supported Scuderia HF entry of Cella/Marzi was way out ahead. In the over-1,600-c.c. GT class were the two works M.G.s, their opposition being two private 911 Porsches and a slowly-driven Ferrari GTB. With Prototypes limited to "up to 2,000 c.c." and "over 2,000 c.c.," the Abarth factory did not enter any 1,300-c.c. prototype models, nor did Alpine, and the French firm concentrated on the Group 4 Production Sports-Car class. There were two entries from Alpine and two from Regie Renault, all four being standard coupés. In this class was a 1300 Abarth coupé which Virgilio was driving with terrific speed, his knowledge of the course being obvious wherever anyone saw him in action. The sports-car class 1,300-1,600 c.c. was an all Alfa Romeo category, dominated by the four Auto Delta GTZ coupés driven by Zeccoli/"Geki," Federico/"Shangri-la," Pinto/Todaro and Bussinello/L. Bianchi, of which Pinto and Todaro were outstandingly fast. The next group away were the production Carrera 6 Porsches, followed by a mixed group of large cars ranging from the Worswick/Minshaw Austin Healey 3000 to the Settember/Freutel 7-litre Cobra. The prototype 2-litre class saw the Dino Ferraris and the fuel-injection Porsches take off, the Stuttgart cars driven by the pairs Herrmann/Glemser and Mitter/Bonnier, as well as the green Carrera 6 of de Udy, but he did not get far before crashing and wrecking the brand new car. Finally the Klass/Colin Davis 8-cylinder Porsche and the Vaccarella/Bandini P3 left, along with the two experimental production 4-litre Ferraris of Nicodemi/Lessona and Conti/Ventura and the lone Bizzarrini, and all round the course crowds waited expectantly for the first sound of a racing engine echoing through the mountains, while keen Silician eyes scanned the hills for the first signs of tiny moving specks. Due to getting rid of as much of the mud and stones as possible the start had been delayed some ten minutes and up in the mountains at the Bivio Polizzi refuelling depot, where I was stationed acting as emergency fuel and tyre depot for the Hawkins/Epstein Ferrari LM, we heard this news over the Porsche team's short-wave radio, the ringing tones of von Hanstein's voice down in the start area coming over clearly. Porsche were controlling their race from the pits and sending information by radio up to Bivio Polizzi so that their drivers could be kept informed of the situation with only half a lap delay, Polizzi being 38 kilometres out from the start.

Although it was not raining where we were, rain clouds could be seen discharging their contents at various points in far distant valleys and beyond mountain peaks, so that it was obvious that conditions were pretty rugged. When the cars began to pass our point they were already mud-spattered, and some did not get as far as us on the opening lap. Cella (Lancia Fulvia) was well out on his own, leading on the road, but Mäkinen (M.G.-B) was

making splendid time, if rather wildly, and had left Hedges (M.G.-B) a long way behind. Then a whole gaggle of raucous Alfa Romeos came by, pushing and elbowing each other and Pinto was already well up and when the Porsches started to arrive Mairesse was leading the class both on time and on the road. Hawkins was a long way behind schedule in the LM Ferrari, his Firestone Grand Prix tyres having very little grip on the slippery Sicilian roads. The Dino Ferraris were driven by Guichet, Scarfiotti and Biscaldi, the 6-cylinder Porsches by Herrmann and Glemser, and Scarfiotti was leading this group. Klass was in the 8-cylinder Porsche and Vaccarella in the big Ferrari, and on time at our half-way point the order was Vaccarella, Scarfiotti, Mitter and Klass, so the locals were happy. At the end of the lap the situation had changed as much as the weather and road conditions, for Mitter was second, Scarfiotti third, Mairesse fourth, and Klass fifth. A lot of cars were well down on their expected schedules due to the slippery conditions and the rain and mud, and others never arrived at the end of the opening lap. Hawkins stopped to see if some better Firestones could be found, as he was frightening himself silly.

On the second lap Mitter was going really well in the Carrera 6 and by the time he reached us he had a lead over Vaccarella, the big Ferrari proving a real handful in the tricky conditions, for showers were falling at varying parts of the circuit and seldom in the same place twice. Klass had moved up into third place, Mairesse was still going well as was Ligier in the Ford GT40 and Mäkinen, with full-lock slides and crossed-arms, was now second on the road behind the smoothly driven Lancia of Cella. At the end of the lap the order remained unchanged and the Mitter Porsche was leading by 21 seconds, much to the distress of the locals. That Mairesse was driving brilliantly could be seen by the way he was overtaking cars that had started before him without being overtaken himself, and he came by us on the third lap in second position on the road behind the flying Fulvia of Leo Cella, and was fifth overall. On this lap the 8-cylinder Porsche stopped by us and took on a lot of fuel, to avoid a stop down in the crowded pit area, where everyone else was due to refuel. This dropped it back to fifth place by the end of the lap, but next time past Polizzi it was well in the lead, the other cars having refuelled at the main pits. Cella came into the Polizzi depot unexpectedly as his Lancia had sprung a leak and he was running out of petrol; someone found him some and he was back in the race and still leading on the road, for Mairesse had stopped to refuel and hand over to Muller. The Biscaldi/Casoni Dino Ferrari was delayed by windscreen wiper trouble and later the Guichet/Baghetti car was to have the same trouble. With most co-drivers having their first spell at the wheel the order at the end of lap 4 was Klass (Porsche 8-cyl.), Bandini/Vaccarella (Ferrari 330P/3), Bonnier/Mitter (Porsche Carrera 6 injection), Parkes/Scarfiotti (Dino Ferrari), Mairesse/Muller (Porsche Carrera 6) and Baghetti/Guichet (Dino Ferrari).

There was no improvement in the weather, although the rain at Polizzi did not develop, but we could see it falling far off across the valleys and hills. Parkes arrived at Polizzi with petrol pouring from a leaking tank and many gallons more were put in the tank and away he went leaving a trail of petrol on the road. The three works Porsches of Glemser/Herrmann, Klass/Davis and Bonnier/Mitter arrived in a tight bunch and stormed off up the hill nose-to-tail, making a fine sight and sound. Vaccarella was not far behind, and was, in fact, back in the lead on time, and Parkes had been in third place when he stopped. Baghetti also stopped for petrol and the difficult conditions were beginning to take their toll as cars went by with crumpled bodywork or sick engines, and many more did not even come by.

On lap 6 the Muller/Mairesse Porsche was well ahead on the road and had to be taken into consideration in any time calculations for it was always in the first half-dozen in the overall picture. Cella was calling in at the Polizzi fuel depot nearly every lap in order to beg petrol to get back to the pits, and in spite of this he was still leading his class and holding second place on the road. Klass came by in the 8-cylinder Porsche and exactly 1 minute later Bandini arrived, which meant that the Porsche and the Ferrari were dead-heating for the lead as they had started one minute apart. However, Bandini pulled into the depot for a quick refuel, which meant that from that point on the Porsche 8-cylinder was leading, and this was only just over half-distance. The Bonnier/Mitter Porsche was third and as Parkes was overdue this let the Muller/Mairesse Porsche into fourth place. A dishevelled Parkes arrived with an even more dishevelled-looking Dino Ferrari, having been off the road in a big way, wrecking the rear of the car and smashing a wheel. He had fitted the spare and stopped at Polizzi to exchange the broken one for a new one, and the Ferrari mechanics tore a few of the tattered bits of bodywork away from the rear wheels, tried in vain to bang the engine cover down so that it would not wave in the breeze, and Parkes set off again, his only hope being to get back to the pits. The way the car dodged about it looked as if the rear suspension or the chassis were broken and we did not anticipate seeing him come round again. Some while later Biscaldi stopped to exchange a broken wheel and tyre for a new one, having struck something pretty solid. The conditions were taking their toll continuously now, for the Glemser/Herrmann car crashed on lap 6 and the total number of runners was diminishing noticeably.

On lap 7 out at our half-way point there was a depressing lack of runners after Muller had gone by in the Carrera 6 and 8½ minutes passed before Davis went by in the 8-cylinder Porsche, leading the race but all alone, for there was no sign of number 118, the Bonnier/Mitter Porsche, or 230 the Bandini/Vaccarella Ferrari, or 204 the Parkes/Scarfiotti Dino, and 196 the Guichet/Baghetti Dino was behind time and 210 the Biscaldi/Casoni Dino was very late and going slowly. The Targa Florio appeared to have won this year's battle of men and machines against the mountains, for Mitter had gone off the road and bent the front suspension of the Porsche and Bandini had been about to pass a GTO Ferrari driven by a local driver when he had collided with it and the big Prototype Ferrari had gone off the road, turning over and wrecking itself against a tree. The GTO had driver signalled to Bandini to " wait " and Bandini had taken it to mean " O.K., go by " as is normal racing practice. He was very lucky to escape with only cuts and bruises and the GTO driver stopped and gave him a lift back to the pits. At our depot we knew nothing of this at the time, except that the big Ferrari was overdue, so imagine our surprise when a crumpled GTO Ferrari stopped and we saw a depressed and slightly-bleeding Bandini in the passenger seat. He told the mechanics what had happened, took a bottle of mineral water from them and the GTO set off for the pits. It was a left-hand-drive GTO which may account for some of the observers seeing it arrive thinking Bandini was driving it !

The race was now a walk-over for the 8-cylinder Porsche, but on lap 8 the left rear suspension upright tore away from the lower wishbone and the wheel folded up under the body and that was the end of its race. The Stuttgart chances were not lost, however, for this let the Muller/Mairesse car into the lead, well ahead of the Guichet/Baghetti Dino Ferrari. Willy Mairesse was driving the closing laps, and he made no mistakes, driving fast and smoothly on the treacherous surface to bring the works Carrera 6, loaned to the Scuderia Filipinetti for this race, home to win the 50th Targa Florio. On the last lap we had a terrific gale of rain and hailstones at Polizzi and you could see it sweep inland across the course. Poor Ligier, who with Greder had been doing well to keep the big Ford GT40 on the road, was having brake trouble and he crumpled the front end of the bodywork on a wall. He was fourth overall at the time and leading the Group 4 sports class, and stopped at Polizzi while mechanics tore the loose bits of bodywork and electrics away, but this let the Pinto/Todaro Alfa Romeo go by into fourth place.

For us it was all over, Porsche had won the Targa Florio yet again, Ferrari had stumbled and fallen, the Auto Delta Alfa Romeos had impressed as had the Alpine-Renaults, the Carrera 6 Porsches had covered themselves with glory and the M.G.-Bs had done well, particularly that of Mäkinen/Rhodes. Many cars had been wrecked, many drivers disillusioned and many mistakes made. The Hawkins/Epstein Ferrari LM had not needed our emergency services, as due to the tyre problems the running schedule had been changed, but in spite of the delays to change tyres they completed nine laps and qualified.

When the roads were eventually opened we set off on the return down the circuit through Collesano and Campofelice, back to Cefalu. Shortly before Campofelice we found Ligier in the Ford-France GT40 by the roadside with a broken left rear stub axle, having skated to rest unharmed within some 12 kilometres of the finish. We gave him what food we had with us and left him guarding the car from souvenir hunters. On the second lap Ed Freutel had crashed the 7-litre Cobra and returned to the pits on foot, and when the mechanics eventually went to collect the car a lot of bits were missing. The Targa Florio only happens once a year, and the Sicilians made the most of it.

After the results had been sorted out there was a bit of a stir as Ford-France (managed in the pits by John Wyer) put in a protest at being omitted from the results. The regulations said nine-tenths of the winner's distance was sufficient to be classified; in

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"DAILY EXPRESS" SILVERSTONE RACES

A Pageant of Speed

SILVERSTONE, NORTHAMPTONSHIRE, *May 14th.*

THE annual day of racing on the Silverstone circuit, organised by the B.R.D.C., started off at 10.30 a.m. on a bright and sunny morning with a 35-lap race for sports cars, the majority of which were using large American V8 engines. The entry was mostly of Group 7 FIA 2-seater racers, with the addition of a few homologated Group 4 sports cars, though the organisers were still using the 1965 classification of sports cars and prototypes. Denis Hulme driving Sid Taylor's beautifully prepared Lola 70 with 6-litre Chevrolet power unit ran away from the rest of the field. In practice he had lapped in 1 min. 27.6 sec. (120.29 m.p.h.), the fastest ever at Silverstone and during the race he set a new official record lap with 1 min. 28.8 sec. (118.66 m.p.h.). The only likely opposition to Hulme was from the works McLaren-Elvas of Bruce McLaren and Amon, and Hobbs with the Team Surtees 6-litre Lola-Chevrolet. The Surtees car should have been driven by Graham Hill but at the last moment he went to Indianapolis, and Hobbs took over. After last year's upset one presumes Enzo Ferrari has asked Surtees to restrict his driving to Ferrari cars. The works McLarens were using Oldsmobile V8 engines bored out to give 5 litres capacity in an effort to combat the 6-litre Chevrolet engines, but in Friday's practice McLaren broke his engine and a 4½-litre "cooking" engine had to be substituted. In consequence McLaren could barely keep pace with his team-mate, let alone challenge Hulme, and any challenge from the Team Surtees Lola faded very early on when the clutch began to slip. Hulme drove in his usual smooth and unruffled style, the Lola never missed a beat, and he notched up another very impressive win for Sid Taylor and his efficient little team. This excellent performance, both in driving and preparation, could well have been copied by a great many other competitors, for the pits were a constant scene of troubles and retirements in this 105-mile sprint race. Only Amon managed to stay on the same lap as the leader and among the Group 4 (50 off) sports cars the Essex Wire Team's Ford GT40 driven by Scott led home the 275LM Ferrari of Bondurant (Piper's car) and Clarke. The results called the Ford GT40 a Prototype !

Results :

SPORTS-CAR RACE—35 laps—165 kilometres

1st : D. Hulme (Lola 70-Chevrolet V8) .. 53 min. 02.4 sec.—186.51 k.p.h. (115.89 m.p.h.)
2nd : C. Amon (McLaren-Elva V8) .. 54 min. 11.2 sec.
3rd : B. McLaren (McLaren-Elva V8) .. 34 laps
4th : B. Redman (Lola 70-Chevrolet V8) .. 34 laps
5th : H. Dibley (Lola 70-Chevrolet V8) .. 34 laps
6th : R. Scott (Ford GT40) .. .. .. 33 laps
7th : D. Piper (Ferrari 375 P2), 31 laps; **8th** : D. Prophet (McLaren-Elva), 31 laps; T. Dean (Brabham-BT8), 31 laps; R. Bondurant (Ferrari 275LM), 31 laps; P. Clarke (Ferrari 275LM), 30 laps; J. Sutton (Attilla V8), 30 laps; J. Scott-Davis (Lotus-Climax 2.7), 30 laps; B. Muir (Lotus 30-Ford V8), 30 laps.
Fastest lap : D. Hulme (Lola 70-Chevrolet V8), 1 min. 28.8 sec.—192.27 k.p.h. (118.66 m.p.h.) (*outright course record*).

Hard luck story : The Epstein team drove night and day with car and trailer to get back from the Targa Florio so that Hawkins could drive their 275LM Ferrari in this race only to have an oil pipe break on the warm-up lap, which prevented them starting.

An International Saloon Car race followed, in which the entry was divided up into four classes, Ford Anglias, B.M.C. Minis, Hillman Imps and a lone Fiat Abarth forming the 1,000 c.c. group; Ford Anglias and Minis the 1,000-1,300 c.c. group; Lotus-Cortinas and a lone B.M.W. the 1,300-2,000 c.c. group; and Ford Falcons and a Galaxie the over-2,000 c.c. group. For a moment it looked as though Brian Muir in the Willment Galaxie (7 litres) was going to give John Whitmore in the Alan Mann Ford Falcon (4.7 litres) a run for his money but the bigger V8 engine blew a head gasket. Arundell and Ickx in the Team Lotus Cortinas gave Baillie (Ford Falcon) a lot of trouble, but he finally managed to get to the end of the 35 laps ahead of them. Anita Taylor justified all her publicity by driving her Broadspeed 997 c.c. Anglia with great verve to beat the "fabulous Frazer Imps." The official race bulletins give a true indication of what saloon-car racing can become and I quote :—

12.09 p.m. Stowe Corner reports Cars nos. 28 Spice (Austin Cooper) and 44 Greene (B.M.W.) touched at apex of corner but continued.
12.12 p.m. Copse Corner reports Cars nos. 3 Fitzpatrick (Ford Anglia) and 6 McGovern (Hillman Imp) spun—Car no. 3 continued, but Car no. 6 retired.
12.13 p.m. Club Corner reports Car no. 31 Lewis (Morris-Cooper) collided with bank and overturned. Driver O.K.
12.20 p.m. Becketts Corner reports Car no. 7 Markey (Hillman Imp) retired damaged. Driver O.K.

However, I am sure motor racing is not really as lurid as this.

Results :

SALOON CAR RACE—35 laps—165 kilometres

1st : Sir John Whitmore (Ford Falcon V8) .. 1 hr. 03 min. 19.0 sec.—156.23 k.p.h. (97.08 m.p.h.)
2nd : Sir G. Baillie (Ford Falcon V8) .. .. 1 hr. 03 min. 35.4 sec.
3rd : P. Arundell (Lotus-Cortina) .. .. 1 hr. 03 min. 41.2 sec.
4th : J. Ickx (Lotus-Cortina) .. .. .. 34 laps
5th : M. Young (Ford Anglia 1,293 c.c.) .. 34 laps
6th : J. Rhodes (B.M.C. Mini) .. .. 34 laps
7th : A. Lanfranchi (B.M.C. Mini), 33 laps; **8th** : K. Greene (B.M.W.), 33 laps; **9th** : Miss Taylor (Ford Anglia), 32 laps; **10th** : R. Calcutt (Hillman Imp), 32 laps; **11th** : H. Ratcliffe (B.M.C. Mini), 32 laps; **12th** : N. Brittan (Hillman Imp), 32 laps; **13th** : M. Salmon (Ford Mustang V8), 31 laps; **14th** : J. Fitzpatrick (Ford Anglia), 31 laps; **15th** : M. Clarke (B.M.C. Mini), 30 laps; **16th** : G. Spice (B.M.C. Mini), 30 laps; **17th** : J. Handley (B.M.C. Mini), 30 laps; **18th** : A. Mylius (Fiat Abarth), 29 laps; **19th** : P. Webb (Ford Anglia), 28 laps.
Class Winners : Sir John Whitmore (Ford Falcon), P. Arundell (Lotus-Cortina), M. Young (Ford Anglia) and Anita Taylor (Ford Anglia).
Fastest lap : Sir John Whitmore (Ford Falcon), 1 min. 45.0 sec.—161.5 k.p.h. (100.35 m.p.h.).

After a lunch interval filled with demonstrations and "spectaculars" racing resumed at 2.30 p.m. with the 35-lap Formula 1 race, the first race for 3-litre 1966 Formula cars in Britain. It was preceded by a parade of four Jaguar 2+2 E-types driven by the Grand Prix drivers who were on the front row of the grid and these were Jack Brabham, Surtees, Rindt and Spence, except that it did not look like Surtees in one of the cars, but it did look like him in the V12 Ferrari warming up in the paddock. The "replacement" E-type driver was "Lofty" England of Jaguar Cars.

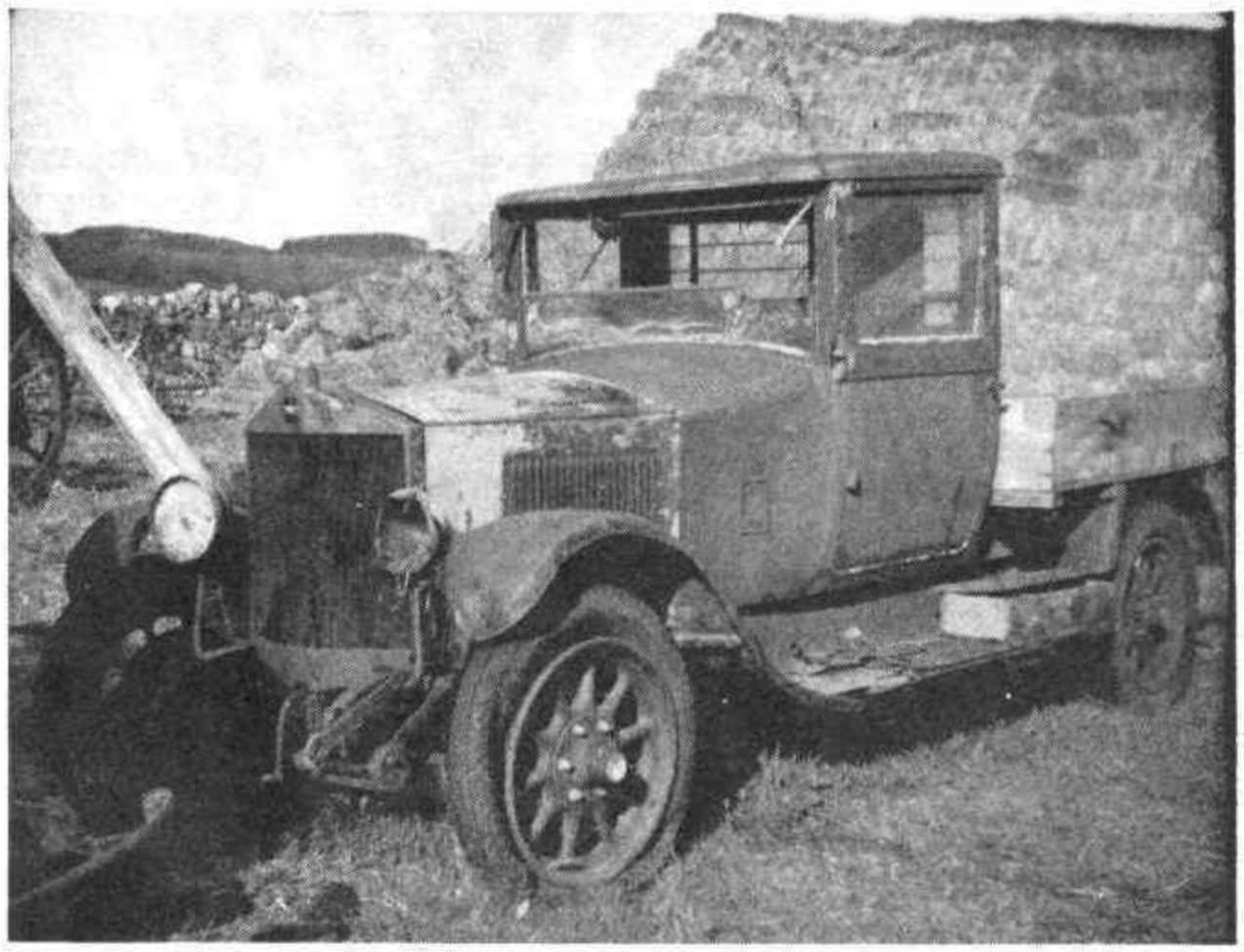
The grid was most interesting with four makes of car and four types of engine occupying the front row in the order Brabham-Repco V8, Ferrari V12, Cooper-Maserati V12 and Lotus-B.R.M. 2-litre V8, the first three being works cars and the fourth one of the Parnell cars. The second row contained Hulme (Brabham-Climax 2.5-litre 4-cyl.), Bonnier (Cooper-Maserati V12) and Ginther (Cooper-Maserati V12) and these were, respectively, works Brabham with a 2.5-litre engine replacing the 2.7-litre due to piston trouble in practice, brand new 1966 Cooper bought by Bonnier's Anglo-Swiss Racing Team, and brand new works Cooper only completed two days before. In the third row there were only three cars as Ligier's Cooper-Maserati V12 had seized its engine in practice; the three cars were Anderson (Brabham-Climax 2.7-litre 4-cyl.), J. Taylor (Brabham-B.R.M. V8) a 2-litre engined car of Gerard Racing and Wilson with his 1965/66 Tasman B.R.M. V8 with the latest type of centre exhaust engine. In the back row were Hawkins (Lotus-Climax 2.7-litre 4-cyl.) a Parnell car that had suffered piston trouble in practice, and Siffert with the old prototype Cooper-Maserati V12 with tubular space frame, as the 1966 Rob Walker car had broken its engine in practice.

The works Ferrari was the one used at Siracusa, as was the Brabham-Repco V8, and all the Cooper-Maseratis had strengthened front wishbones, with a cross strut, and strengthened inner universal joints on the drive shafts. The works Brabham 3-litre was using a new design of 15-in. Goodyear rear tyre that had enormous contact area with the road, while the works Ferrari and Cooper-Maseratis were on Dunlop tyres. After the Ferrari performance at Siracusa it was assumed that Surtees would have little trouble in winning the race, but in fact he had a lot of trouble and did not win the race. The trouble was wily old Jack Brabham, who had snatched a last-minute fastest lap in practice, and who shot off the grid and into the lead with very little fuss. He was on the top of his form, the Brabham chassis was handling splendidly, the Repco V8 running sweetly and giving the right amount of power for the flat airfield circuit and Brabham stayed well out in front for the whole 35 laps. Nothing that Surtees or the Ferrari could do made any impression at all, and Surtees was

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VETERAN—
EDWARDIAN—
VINTAGE

A Section Devoted to Old-Car Matters



NOT ALWAYS EXPENSIVE!—This vintage Sizaire-Berwick, converted into a light lorry, lay in a derelict Army camp and nearly ended its days in a children's playground, before being acquired recently by a reader—see page 494.

THE APRIL V.S.C.C. SILVERSTONE MEETING

THERE was much of interest at the first V.S.C.C. Race Meeting of 1966, held at Silverstone on April 23rd, which passed off entirely without accident, in spite of the entry being no less than 188 and some of the races being run in rain and hail showers—which shows how safe the older cars are!

For instance, how would the rebuilt 250F Maseratis of the Hon. Patrick Lindsay, C. Lucas and A. C. M. Millar perform, and how would Peter Moores' Austin 7 run, the latter a meticulously-built replica of the Kay Petre side-valve supercharged car, the Austin Motor Co. having lent Moores their own car, which regrettably they never race, to copy, while the engine is thought to be out of the car involved in the Parnell/Mrs. Petre crash at Brooklands, its Murray Jamieson blower never dismantled, yet in such good order that it still blows at 26 lb./sq. in. Moores mixes his own alcohol/water fuel and as the engine boils after running for 30 seconds on the line, he uses a portable electric fan standing on the track in front of the car to extend this to about a minute, while waiting for the starting flag!

After the customary One-Hour High-Speed Trial, in which the anticipated duel between the Anzani Frazer Nashes of Patrica Arnold-Forster and Charmian May didn't materialise because Mrs. Arnold-Forster's engine had unfortunately thrown a rod *en route*, racing commenced with a 5-lap Semi-Scratch Race (which implies three handicap groups), won comfortably by Readey's ex-Gerard/Harrison Riley from Bowler in Blight's Talbot 105 GO52 and Masters' ex-Lund Marshall-blown PB M.G. This time, Bowler, under orders from the car's owner, carried only ten gallons of fuel and had removed the back seat, to save perhaps a cwt. over Pomeroy Trophy trim!

The first 5-lap Handicap was won by Hope in Madeley's bolster-tank vintage Austin 7 Special, Wadham's Speed 20 Alvis second, Neve's 1914 T.T. Humber third, with Harwood-Matthews' rebodied 12/50 duck's-back Alvis and Glover's 12/50 beetle-back Alvis locked in combat behind.

The big event was the 10-lap 1908 G.P. Itala Trophy Race, very competently won by George Burton in the 1925 V12 Sunbeam "Tiger" so ably rebuilt on behalf of its enthusiastic owner, Sir Ralph Millais. St. John's Bugatti being *hors de combat*, there was no-one to come anywhere near the Sunbeam, which lapped at 77.6 m.p.h., but Kain was firmly in second place in his Type 35B Bugatti and Barraclough third in Sowden's enormous 8½-litre Bentley. Cecil Clutton seemed to be going really fast in the 12-litre Itala from which the race takes its title, its back tyres having swollen since last season, but Sam's umbrella still poking coyly from the tonneau.

The T.T. Humber looked well placed to win the next Semi-Scratch 5-lapper but it oiled-up on the line and came in, allowing Boyce's 1928 Frazer Nash to take a slow race from Skipper's aluminium blown Lagonda Rapier and Jardine's Brescia Bugatti, which just scraped home ahead of Wadham's big Alvis.

The 10-lap All-Comers' Scratch Race promised fireworks, although Spero's previously faultless 250F Maserati was a non-starter due to leaking water-pump glands after having been drained for its winter hibernation, and Lucas' car wasn't ready. Much was expected of the Ecurie Millar and Pat Lindsay Maseratis but the former had a twitchy moment at Woodcote on lap two and Bergel drove the latter with circumspection, which doesn't win these races. Cottam in his A-type 2-litre Connaught had already taken the lead, which he retained throughout, driving extremely neatly, Salvage's earlier 2-litre Connaught taking Millar on lap eight, the order being Cottam, Salvage, Millar, Bergel, the winning Connaught averaging 80.29 m.p.h. and Salvage making fastest lap, at 82.7 m.p.h. Waller's E.R.A. headed the pre-war contingent, at 75.75 m.p.h., holding off Brown's E.R.A.

The "heavy-metal," in the order "Jonty" Williamson (5.7-litre Bentley) and Sowden (Bentley), came through in the Merrydown Trophy Class Handicap for vintage sports cars but Lord Strathcarron was third in the ex-Merrick Riley 9.

The programme, watched by a good crowd of spectators shivering in the open-backed grandstand, those stands closer to Woodcote for some reason denied to them, concluded with four more 5-lap races. In the first of these Moores performed his starting ritual at the "1-min." signal but drove sensibly on the now-slippery track, the Austin unplaced behind Carmichael's l.h.d. 328 B.M.W., Abason's Lagonda Rapier and Weir's 4½-litre Lagonda.

The next Handicap saw Lockhart's 1946 Rover come out in front, Cottam's Connaught second, Blight's Talbot 110 third, Waller's E.R.A. home next, while Lindsay in the Maserati caught Millar, who had 15 sec. start, and equalled Cottam's earlier fastest lap, on a slippery track. Moores' Austin was out again in the following race, and, whining round snakily, finished third, It failed to catch the winner, Kain's Bugatti, which made up 20 sec. on the Austin, or Blight's Talbot from its own group. The Talbot vanquished both Rose's 4½-litre Bentley, a car which looked decidedly "Le Mans," hood erect, and Mrs. Shoosmith's open post-war 3½-litre Bentley, to which it had conceded 15 sec.

Masters' M.G., lucky to be in, for the V.S.C.C. normally shuns PBs, won the final Handicap by 4 sec. from Barton's 1932 Frazer Nash and Schofield in Hine's big Lagonda.

The fastest cars in historic-car racing did not shine, and now we must wait until Oulton Park to see how they go. With two 250F Maseratis absent and the others hardly on form, being beaten by the smaller Connaughts, and with Peter Wilks' 1959 Lotus 16 remaining on the grid with a leaking oil cooler and cylinder head, the 2½-litre cars were disappointing, while Moores' blown Austin was beaten by 12.2 sec. by a 1926 Bugatti, which gave it a good start, and by 9 sec. by a sports Talbot, so was not yet up to its 1934 form. Nor was Lindsay's E.R.A. "Remus" on form, coming in momentarily while leading the other E.R.A.s when its oil pressure fell.—W. B.

Silverstone Shivers

A minor tragedy of the day concerned Dudley Gahagan, who had specially commissioned Granville Grenfell to make a traditional Brooklands silencer for his 2-litre E.R.A.—it burst its seams in practice and had to be replaced by a straight pipe!

The Course Car was a 4½-litre Bentley fabric saloon.

* * *

An entry not seen for some time was Clinkard's 1937/53 blown 4.3 Alvis with the body from Peter Walker's E-type E.R.A. and now with de Dion back axle.

* * *

Rare Riley—the Flitcrofts' 1934 Lynx with 14/6 engine, once used by a parson.

* * *

Warne's side-valve Riley has acquired an outside exhaust pipe and external hand-brake during the winter months.

* * *

Hamish Moffat towed his splendid 1924 Type 35 Bugatti, which is still on b.e. tyres, to Silverstone on a trailer behind a delightfully-" Emmett "-like 1928 Rolls-Royce Twenty saloon.

* * *

We wonder what Langdon spends on keeping his understeering 4½-litre Invicta in front tyres?

* * *

Wragg somehow got his single-seater Austin 7 into the High-Speed Trial, which is supposed to be for sports cars, so that it was like seeing a V16 B.R.M. at Le Mans.

* * *

Lockhart's sons prefer their 1930 Austin 750 Special to their father's offer of his old Peugeot-J.A.P.—odd fellows!

* * *

Two absolutely standard cars (we are assured) were Spencer's TK beetle-back 12/50 Alvis and Moore's straight-eight Railton, the latter even retaining the drum-like remote air-cleaner to its single carburetter.

* * *

Lord Montagu was present, busily photographing the races, but he let Louis Giron drive his entry, a supercharged 1½-litre Alfa Romeo.

* * *

Below are appended the MOTOR SPORT Brooklands Memorial Trophy points scored on April 23rd—next round, Oulton Park on June 25th.

Results :

10-lap 1908 G.P. Itala Trophy Race : G. Burton (Sir R. Millais' 1925 4-litre s/c. Sunbeam)	75.81 m.p.h.
10-lap All-Comers' Scratch Race : A. S. Cottam (1953 2-litre A-type Connaught)	80.29 "
10-lap Merrydown Trophy Race for vintage sports cars : J. T. Williamson (1927 5.7-litre Bentley)	72.49 "
First 5-lap Semi-Scratch Race : C. Readey (1935 1.7-litre Riley)	64.93 "
Second 5-lap Semi-Scratch Race : T. D. Boyce (1928 1½-litre Frazer Nash)	62.08 "
Third 5-lap Semi-Scratch Race : B. B. D. Kain (1926 2.3-litre s/c. Bugatti)	69.14 "
First 5-lap Handicap : M. Hope (G. Madeley's 1928 Austin 7)	56.38 "
Second 5-lap Handicap : P. E. L. Carmichael (1939 328 B.M.W.)	63.31 "
Third 5-lap Handicap : F. S. Lockhart (1946 2.6-litre Rover)	73.42 "
Fourth 5-lap Handicap : R. Masters (1936 939-c.c. s/c. M.G. PB)	59.68 "

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest

B. B. D. Vain (Bugatti)	31 points
R. Masters (M.G.)	26 "
J. A. F. Blight (Talbot)	21 "
C. Readey (Riley)	18 "
M. Hope (Austin 7)	18 "
G. H. G. Burton (Sunbeam)	18 "
T. D. Boyce (Frazer Nash)	18 "
J. T. Williamson (Bentley)	18 "
P. E. L. Carmichael (B.M.W.)	18 "

The remainder of those who have scored have 13 points or under.

V.M.C.C. BANBURY RUN

The 18th Annual Banbury Run and *Concours d'Elegance* of the Vintage Motor Cycle Club takes place on June 26th, starting at 10.31 a.m. from Castle Gardens Car Park, Banbury, and finishing there, after the riders have covered routes of 16 miles at 12 m.p.h., 50 miles at 18 m.p.h., and 70 miles at 20/24 m.p.h. average speeds according to the age of their machines. Entries have closed but what an opportunity to see the pick of our ancient motorcycles in action in almost-contemporary scenes. But please park off the road!

Studies of the motor car in fiction have been rife since the subject was dealt with in these pages and enlarged on in *The Sunday Times Magazine*; perhaps the most erudite coverage to date is that by Francis Fytton in the May issue of *London Life*.

THE V.S.C.C. AT OULTON PARK

One of the most enjoyable vintage fixtures of the season is the V.S.C.C. Oulton Park Race Meeting. This year it takes place on June 25th, starting at 1 p.m., and includes the Richard Seaman Memorial Trophy Race for pre-1940 racing cars, over 12 laps of the 2.76-mile road circuit, the companion race for vintage, pre-1931 racing cars, over 10 laps, a 4-lap handicap for chain-driven G.N.s and Frazer Nashes, a 10-lap All-Comers' Race which will feature those very fast 250F Maserati, Connaught, Lotus and other post-war historic racing cars, and a number of 4-lap Handicaps and 4-lap Scratch and Group Handicap races, the last-named a welcome innovation at the April V.S.C.C. Silverstone Meeting. Entries close on June 4th.

The racing will be preceded by the Club's most important *Concours d'Elegance* of the year, followed by a parade on the circuit. Pre-1940 cars score further points towards the 1966 MOTOR SPORT Brooklands Memorial Trophy. The public is welcome to spectate, gate money going to the Cheshire Car Circuit, not to the V.S.C.C. Admission costs 12s. 6d. each adult, 5s. for a schoolchild, younger children free, a Paddock transfer 10s. Car parking is free, but you must leave the dog behind. There is nothing comparable with the sight and sound of the old racing cars in action, so make sure you get to Oulton Park on June 25th. Details from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire.

A vee-twin McEvoy motorcycle is being meticulously restored by a V.M.C.C. member in Bucks, who recently found a 1923 Ladies' Model Francis Barnet in running order. A Calthorpe chassis, *sans* wheels, has been rescued in Norfolk.

V.-E.-V. Miscellany.—A reader has sent in an amusing souvenir of the past, in the form of a gambling game given away with Overland Whippet and Willys-Knight cars. It is inscribed : " If you win, buy a Willys-Knight and luxuriate; if you lose, buy an Overland Whippet and economise—they are both winners! " Another Rolls-Royce Twenty with van body was seen recently in London. Birmingham Science Museum is restoring a Lanchester petrol/electric car said to have been one of three built in 1922 by Dr. F. W. Lanchester, its 10-h.p. twin-cylinder engine driving a dynamo that provided energy for the electric propulsion. Three prototypes are thought to have been built, of which one was broken-up, another crashed, this surviving example having run only 757 miles in 44 years.

An old lady is said to be harbouring her original side-valve Riley tourer and a Wolverhampton Sunbeam is rumoured to be bricked-up somewhere in Essex. The 22.4-h.p. Sizaire-Berwick depicted in the picture on page 493 was discovered recently rotting away in a disused Army camp at Berwick-on-Tweed. It is a 22 h.p., originally owned by Lady Waldie-Griffid of Grosvenor Place, but fitted with a truck body when found. In these days of inflated values it is unusual that the owner didn't care what became of it and thought of giving it to a children's playground. It has been saved by a Northumberland reader. The number-plates are missing but he wonders if it is the same Sizaire-Berwick as the one referred to as being converted into a commercial vehicle in Edinburgh by Dr. Killie in his recent letter; restoration information is required, but the engine appears to be sound. Another reader encountered a late-model Model-T Ford tourer in France, with a non-standard radiator (see photograph on the next page). Is there any significance in the car's unusual radiator and its domicile across the Channel?

The Spring issue of the *S.T.D. Journal* contained a provocative article suggesting that the Coatalen racing Sunbeams were not such a slavish imitation of the Henry Peugeots as is usually imagined, the author stating that the 1913 Coupe de *l'Auto* Peugeot chapter in " The Grand Prix Car " was erroneously based on a study of Sears' 1914 T.T. Sunbeam and should be rewritten!

General Motors confirm that Cadillac was the first car to be equipped as standard with electric starting, the 1912 models having Delco starters. On May 8th the Rolls-Royce E.C. held an exhibition of Rolls-Royce cars in Berkeley Square, at the request of the National Savings Association, to mark its 50th anniversary, the cars present ranging from six Silver Ghosts to the Silver Shadow, 47 Rolls-Royces being on show in this famous London square, which attracted a large crowd.

5th HISTORIC COMMERCIAL VEHICLE RUN (May 1st)

Organised by the Historic Commercial Vehicle Club and sponsored by National Benzole, this run from the Museum of British Transport at Clapham to Brighton has become as important and popular as the R.A.C. Veteran Car Run. This year's event had an astonishing entry of 164 vehicles, from the 1908 Unic taxi driven by Lord Montagu (with Lady Montagu and London's oldest taxi-driver, who started on Darracqs, as the passengers; the fare for the entire distance being clocked up as 13s.!) and Leyland's X-type lorry of the same date, to a 1949 Leyland fire-engine—but otherwise most of these vehicles were of pre-war origin. The weather set a record, too, for May Day warmth.

Only 28 of these very varied vehicles were non-starters; this included at least four steam wagons, but perhaps these find they are so well catered for by traction-engine rallies these days that they can afford to miss the "Brighton." There were also an astonishing number of missing Leylands, but that I cannot explain.

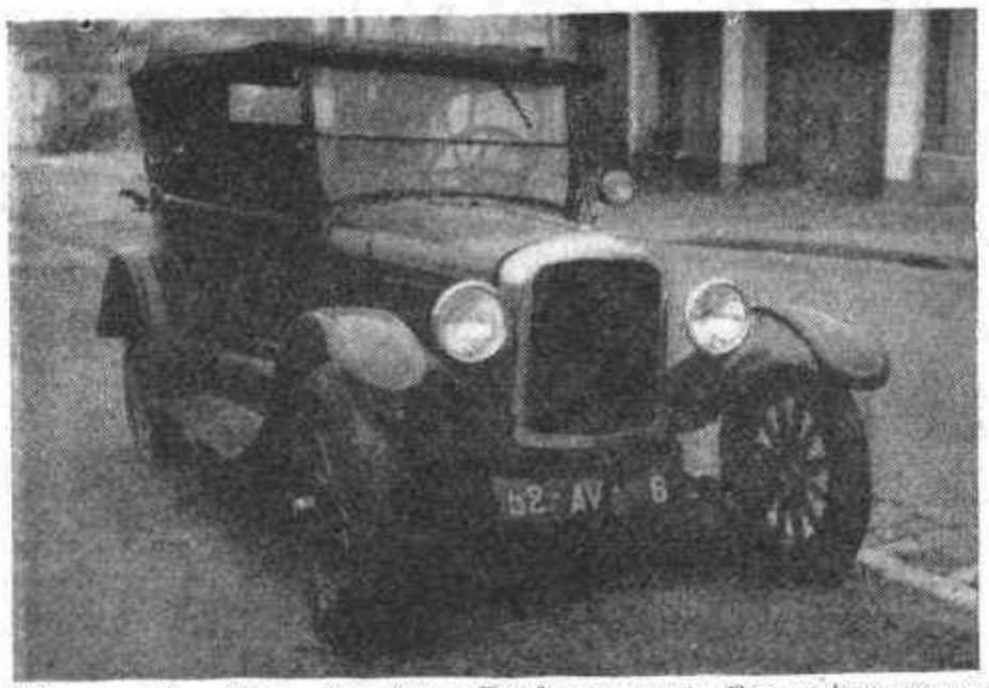
First to arrive at Brighton's famous Madeira Drive was R. B. Brittain's 1930 Albion-Merryweather fire-engine (but this isn't a race!) and one of the last Jim Hutchins' 1923 Super Sentinel, which steamed slowly in, the passenger's face black from fumes, although there is a glass-windowed cab. To the splendid diversity of vehicles this event brings out, there were added this year motorcycles with commercial sidecars; David Oakley's 1915 Royal Enfield twin with saddler's box was a non-starter, and I did not see D. E. S. Main's *circa*-1929 Chater-Lea, originally an A.A. patrol's outfit.

All the old favourites seemed to be there, including those favourites of mine, the 1913 solid-tyred model-CR Wolseley truck and 1915 model-W Selden 2-tonner. Model-T Fords and Trojans predominated, one of the latter obviously waiting to be cleaned up if not restored. Bill Hodge's 1926 Overland Whippet with detachable truck duo-body was very smart, as was the massive 1924 Tilling Stevens petrol-electric chassis, on loan to its entrant from the Montagu Motor Museum. Incidentally, the Museum's 1914 Albion and 1922 Maxwell charabanc both made the journey successfully, Lady Montagu emerging from the depths of the Unic taxi to enjoy the sunshine and fresh air in the latter from the halfway mark. R. G. Joice brought a Gwynne fire-engine, which went home on a trailer—it had the clever pipework which enables the inlet manifold to be water-heated in summer, exhaust-heated in winter—if the union nuts don't seize up!

The H.C.V.C. 1919 Leyland box-van in Chivers' colours unfortunately broke down and had to be towed in, while a popular late arrival was the khaki 1914/18 J-type Thornycroft gun-carrier, crewed by "soldiers" in period uniform, mounting an anti-aircraft gun, and carrying appropriate "Tipperary" slogans.

This time, having been asked to be one of the Judges, I did without the pleasure of travelling down on one of the vehicles and spent a hot afternoon judging the fire-engines and municipal vehicles—a change from vintage cars! Just as I thought Ephgrave's 1932 Leyland Cub HK1 had pipped G. D. Quinton's 1938 Dennis for first place in the former category the famous Banfield 1913 Merryweather-Aster arrived a bit late, having needed water *en route*, and it was just impossible to fault any part of this fabulous rebuild. The "battle of the municipals" was between a 1935 Talbot AY95 ex-L.C.C. ambulance from the London Ambulance Museum, a 1927 W. & G. ambulance entered by the G.L.C. Motor Transport Apprentices' Association, and the almost-too-clean-to-be-true 1934 Shelvoke & Drewry dustcart which was fully restored by Epsom Council workmen before they presented it to the Worthing & Dist. H.C.V.G. I felt first place had to go to the last named—its 3-litre transverse White & Poppe engine under the seat was so clean and its tramcar-handle steering and semaphore-hand turn-signal, etc., all so original. But between the ambulances, fully manned to lend a hand in the case of accidents encountered *en route*, it was a close thing; I felt the Talbot just had the edge over the re-liveried W. & G., but surely the water pipes on a Talbot engine should be polished copper? This is the chassis with double-reduction back axle and I hope Georges Roesch goes to see it.

The *Concours d'Elegance* was the usual Banfield benefit but the best restoration of the past year by an H.C.V.C. member was won by A. J. R. Belton's A.E.C. trolleybus, which was towed to Brighton on a bar behind a friendly i.c.-engined 'bus—if anyone had told me you could house and restore a trolleybus on limited means, you could have knocked me down with something considerably lighter than its pole!—W. B.



This special radiatored model-T Ford was seen in France last year by a reader—see note on page 494

Results :

Outright Winner (National Benzole Challenge Cup) : M. J. Banfield (1913 Merryweather-Aster fire-engine).
Runner-Up : M. J. Banfield (1929 Chevrolet LQ coach).
Vans and Lorries under 30 cwt.: J. H. Sparshatt & Sons Ltd. (1914-18 Crossley tender).
Lorries, 30 cwt. and over : E. J. Baker & Co. (Dorking) Ltd. (1935 Bedford WB).
Passenger Vehicles with over 20 seats : M. J. Banfield (1932 Leyland Titan TD2).
Fire-engines and Municipal Vehicles : M. J. Banfield (1913 Merryweather-Aster fire-engine).
Passenger Vehicles with up to 20 seats : M. J. Banfield (1929 Chevrolet LQ).
London-type Taxis : M. Freedman (Strachan-bodied 1937 Austin LL).
Best 1920-1930 Vehicle : M. J. Banfield (1929 Chevrolet LQ).
Best Municipal Vehicle : Worthing & Dist. H.C.V.G. (1934 Shelvoke & Drewry dustcart).
Best Bedford : E. J. Baker & Co. (Dorking) Ltd. (1935 30-cwt.).
Best Leyland-Group Vehicle : M. J. Banfield (1932 Leyland Titan TD2).
Best B.M.C.-Group Vehicle : M. Freedman (1937 Austin LL taxi).
Best Ford : V. W. Brewster (1922 Model-T 7-cwt. van).
Best Pre-1919 Vehicle : M. J. Banfield (1913 Merryweather-Aster fire-engine).
Best Restoration on limited means : A. J. R. Belton (1936 A.E.C. Type 664T trolleybus).
Vehicle Coming Greatest Distance : D. Ellor (1934 Leyland Lion LT5A 'bus, from Blackpool).

VINTAGE DIARY

Church of Wimborne St. Giles' Rally, June 4th.—Traction engine rally supported by vintage and veteran cars and motorcycles. Home Park, St. Giles' House, Dorset. Arrival time, 10 a.m.-2 p.m. Details from R. B. Coles, Wimborne St. Giles, Wimborne, Dorset.

* * *

Fleet & Dist. Carnival "Transport Throughout the Years" Concours d'Elegance June 19th.—Car, motorcycle and commercial vehicle classes. Assembly, Views Meadow, Fleet, 1 p.m. motorcycles, 2 p.m. cars. Entry fee, 7s. 6d. per m/c. class, 10s. per car class. Details from D. Vincent, 18, Kings Road, Fleet, Hampshire (Fleet 20).

* * *

English Riviera Concours d'Elegance, Paignton, June 26th.—Class for vintage and veteran cars. Details from : J. Ali Khan, 338, Torquay Road, Preston, Paignton.

* * *

Gala Day of Motoring, Debden, June 19th, in aid of R.A.F. Benevolent Fund and St. John's. Includes veteran and vintage *concours* and parade. Entry forms from : A. J. Beagle, 71, Links Avenue, Gidea Park, Essex.

V.-E.-V. Odds and Ends.—A Somerset breaker is reported as harbouring half-a-dozen Austin 7s, two Trojans, a Standard Avon, a bull-nose Morris and an Essex Super Six coupé. The racing McEvoy Star may soon undergo restoration. On the subject of Daimlers, a Light Straight-8 with Charlesworth body, used by an old lady for shopping, has changed hands after 10,000 miles for £150, and someone else has bought a 1937 4-litre straight-8 with Windover body, owned by a country doctor, for £50.

V.S.C.C. Driving Tests, Beaulieu (May 8th)

The annual visit of the V.S.C.C. to the Montagu Motor Museum can be set down as a highly enjoyable occasion, even if the rain was almost unrelenting. I am able to state that Club officials got as wet as anyone, even if they were fortified by an excellent lunch served to them by Lord Montagu in the comfortable Pullman coaches of his Bournemouth Belle—which is definitely worth a visit. The marshals carried on efficiently, as V.S.C.C. marshals always do, under these conditions of maximum damp, running four tests on Beaulieu's hard standing.

Out of an entry of 31, the *Concours d'Elegance* was won, deservedly, by J. M. Welch's 1924 o.h.c. Wolseley 15 tourer, which was spotless outside and mechanically, the only blemish being its upholstery which, however, was obviously original. The complex engine with early S.U. carburetter would repay more study than there was opportunity to give it, and from radiator cap to rear screen this car was redolent of those Wolseleys of the A. G. Miller regime. It must, however, have been run close by the A.C.s of Milner and Condon and Lorch's 1921 Charron-Laycock, with traditional aluminium bonnet. Biffin's 1929 Austin 12/4 saloon sported a wicker trunk and a Shell 2-gallon petrol tin.

The driving tests had a special Invicta class, besides the usual touring and sports car categories. The former included L. T. Skipp's ex-Tickford long-bonneted Monte Carlo Rally saloon, M. J. Skipp's "boy's racer," Swann's lightweight tourer with twin aero screens, Laurie's nice high-chassis 4½-litre tourer and Gue's presentable low-chassis 2-seater 4½, which he drove in a trilby hat.

Taking the test known as "Stepladder" (rather too much reversing, as in the previous test), Arnold-Foster lost time when his Frazer Nash, its drilled sprockets naked and unashamed, its engine sewn up again after the Silverstone blow-up, understeered in reverse. A pre-selector box aided Hawke in his Riley, Hill used lots of revs. in reversing his Lea-Francis tourer, Savill got rather crossed-up in his l.h.d. Fiat Balilla, but Edwards (Ulster Aston Martin) and Bolton (2-litre Lagonda) went well.

Passmore's 3-litre Bentley glasshouse experienced terrible judder when doing backwards retardation, as did Pack's open 3-litre, which also smoked but made splendid "W.O." rumbles. Tony Jones hurled his 30/98 Vauxhall about with typical enthusiasm, having just taken off his coat (it was still raining!), and it stopped without judder!

Very quick indeed describes Firmin's Meadows-H.R.G., and Giles was also rapid in his Frazer Nash but slid backwards and knocked over the last marker, to the accompaniment of a *six*-letter word! Anson drove his 9/20 Humber tourer nicely and Cole's p.v.t. Bentley saloon, from which the rain had apparently washed most of the paint, took a big sweep out of the "garage" but was neat. Mrs. Hogg hardly increased our confidence in lady drivers with her backwards handling of Edwards' Aston Martin but it was good to see the girls taking part, Mrs. Cardy very polished in her Austin 7 in spite of traditional back-axle tramp, Mrs. Cherrett present in rain hat and Alfa Romeo and Mrs. Hill driving the Lea-Francis. Ely was extremely good in his Riley Ulster Imp, other Rileys including Hannis' Lynx and Bennett's Plus Ultra Nine, the aforesaid Tickford Invicta "Excalibur" got a marker wedged in a front wheel, Hirons' i.o.e. G.N. had string round its o/s. push-rod, Maidment drove Lord Montagu's 1913 Fiat, Knight crunched in reverse on his very nice O.M. tourer, Gahagan was on form in his Bugatti, and one of the nicest cars present was Sharp's 30/98 Vauxhall Wensum, in polished aluminium.

The *Concours* might have made history by having an E.R.A., Kergon's, among the contestants, but it didn't appear.—W. B.

Results :

Montagu Trophy (Concours and Tests) : N. Arnold-Forster (1925 Anzani Frazer Nash).

Martini Trophy (Concours) : J. M. Welch (1924 Wolseley 15-h.p. Model A9).

Vintage Cars (Concours) :
First Class Awards : J. M. Welch (1924 Wolseley) and A. D. G. Sharp (1925 Vauxhall).

P.V.T. Cars (Concours) :
First Class Award : H. Jones (1937 Bentley).

Sports Cars (Driving Tests) :
First Class Awards : N. Arnold-Forster (1925 Frazer Nash) and A. D. Jones (1923 Vauxhall).

Touring Cars (Driving Tests) :
First Class Award : J. K. Milner (1926 A.C.).

Invicta Cars (Driving Tests) :
First Class Award : P. G. Swann (1928 3-litre).

VINTAGE POSTBAG

Any Morris-London Owners?

Sir,

Re the letter "Nostalgia," by Mr. H. Capper, in your April issue, may we have a description of the "Morris-London" car please?

I saw one of these once about 1924-5 in a garage at Hendon. It was a roomy 4/5-seater tourer, roughly the size of a Ford-T, and I believe had the Ford engine in it. I was told that only a couple of dozen or so were made.

Brookman's Park. L. G. JENNINGS.

[Has anyone any reminiscences of this car?—ED.]

* * *

Old Car Auctions

Sir,

I sent for particulars of a forthcoming veteran and vintage auction and the following extract from the terms of sale may interest you:—

"Commission on each lot sold will be 12½% and on each lot *unsold* 5% of the last bid. A commission of 12½% on the reserve price will be charged on vehicles withdrawn before the sale." I imagine the auctioneers' interest in vintage cars may be biased by pecuniary considerations!

Fairford. E. D. WOOLLEY.

* * *

Vertical Twins

Sir,

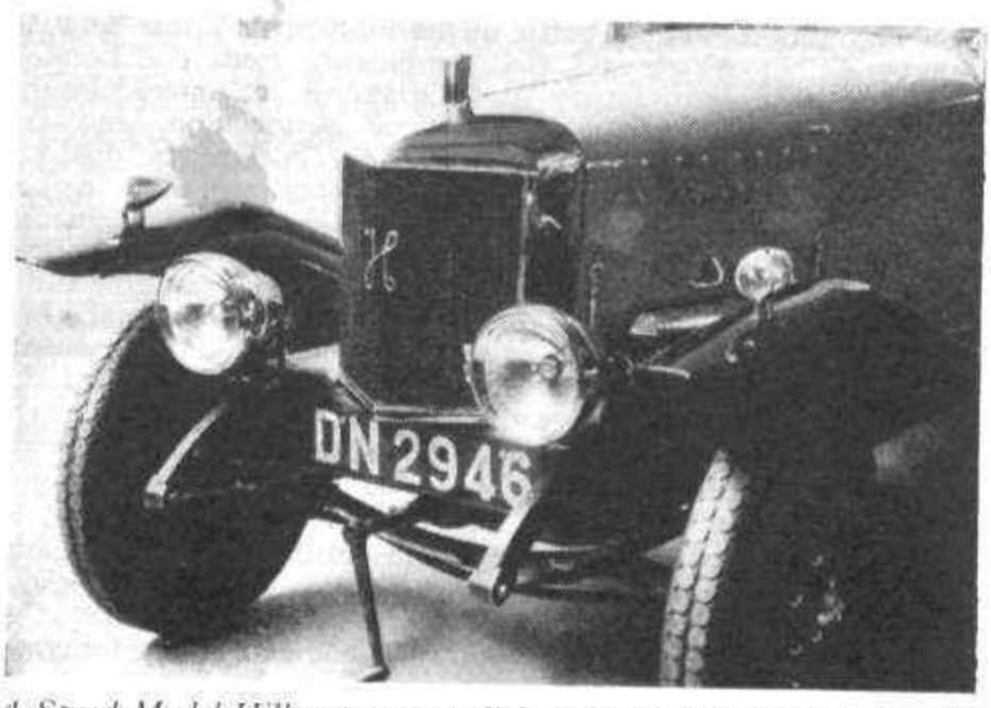
In your interview with Grp. Capt. Wynne you mention the "odd noises" made by his 1913 2-cylinder Swift due to "both pistons rising together."

No wonder, because if both pistons rose together then the Swift suffered from a broken crankshaft. I know the Swift had a 180° arrangement because I can remember the unusual exhaust beat of one owned by a friend of mine in 1914!

As far as I know, twin cylinder four-strokes with a 360° crankshaft arrangement were a much later development than the 1913 Swift.

Co. Mayo, Eire. ANTO BRETT.

[I regret the error, but the question of when 360° four-stroke twins first appeared, is open—I quote from an edition of Iliffe's "The Light Car Handbook," published, as far as can be ascertained, in 1914/15: "*The Vertical Twin-cylinder*. This engine has been constructed with one piston rising when the other falls and also with both pistons rising and falling together. The twin



A Speed Model Hillman come to light? You might think so, but this is actually a Baigent model *of that rare Coventry sports car.*

vertical engine is inferior on all counts, except cheapness and simplicity, to the vertical four-cylinder. Its noise is less continuous, and is heard in staccato barks at low speeds. If the pistons move together, the sound of the exhaust is divided into regular intervals, but the simultaneous movements of the two pistons in one direction cannot be perfectly balanced, and there must be a certain amount of engine vibration, likely to be specially marked at certain speeds. If, on the other hand, one piston sinks while the other rises, the piston movements will balance approximately, but the sounds of the explosions will occur unevenly."—ED.]

* * *

Some o.h.c. and Straight-8 Comments

Sir,

It is interesting to note that Mr. Roesch appears to claim that he can do with push rods what lesser mortals can only do with d.o.h.c. However, I humbly suggest that he has got his basis of comparison wrong. For example, his Talbot " 110 " in its final stage of development using a superior fuel and 11 : 1 compression ratio developed a maximum b.h.p. of 164. The Jaguar 3.4 of very similar size and dimensions started at about this point with cooking fuel and 8 : 1 compression ratio, and in its final Le Mans stage in 3.4-litre form was giving about 280 b.h.p. with 9 : 1 c.r. In other words, his comparisons are vitiated by the great disparity in specific output and I doubt if Jaguars need to take his remarks very seriously.

It may be overstating the case, but any push-rod valve gear can be regarded as a mechanical abortion only to be tolerated in the realms of fantasy created by the late Mr. Heath Robinson, and I look forward to the day when push-rod valves will be as dead as side ones.

Re. your comment on Lord Montagu's book, " The Lost Causes of Motoring," as you imply, it is absurd to suggest that there was any real correlation between a firm's introduction of a straight-eight engine and the firm's demise.

In its day, the straight-eight's popularity as a status symbol in the States was comparable with that of the V8 today, especially if allowance is made for the difference in the standard of living. In the vintage era in the States, the 4-cylinder engine was still a force to be reckoned with and the straight-eight attained its peak of popularity in post-vintage times.

During the latter period it might be argued that the Ford empire continued to lose ground to General Motors because Ford did not market a straight-eight, whereas G.M. did in the guise of Buick, Oldsmobile and Pontiac. It is perhaps interesting to recall that 1954 saw the last two catalogued American straight-eight engined cars. One of these was the Pontiac (G.M.) and the other, the Packard.

E. Horsley. F. R. B. KING.

* * *

From the Rt. Hon. Lord Montagu of Beaulieu.

Bankruptcy and the Straight-8 Engine

Sir,

I was gratified to read the Editor's kind remarks about my " Lost Causes of Motoring," though I cannot help feeling that Mr. Boddy has, perhaps unwittingly, ascribed to me statements that specifically I did not make in the book.

I never stigmatised either the small " six " or the straight-eight as inherently bad designs. I think most of us would agree that the 30-h.p. Lanchester of 1929 was first-class in every way, while the same would go for two of the small 6-cylinder machines that Mr. Boddy mentions by name—maybe nostalgia has dulled his memory of the other two, which were, let us face it, pretty horrible. What I did, and still do, postulate is a relation between the introduction of a straight-eight and the intervention of the Official Receiver. All the cases I cited in " Lost Causes " were historically correct. I will, of course, concede that all the companies concerned would probably have failed to side-step disaster at this point whatever they had done, and I would be less than honest if I could suggest what course of action might have been taken by Arrol-Aster, Belsize, or Hampton to save themselves. But let us face it, the type is expensive to make: while for an assembler it can hardly be a wise course to make a larger, longer, and thirstier scissors-and-paste job just to stay in the fashion.

Of course there were good straight-eights, though the examples Mr. Boddy cites are puzzling. O.M. never offered such an engine to the general public, and Leyland called it quits after making 16 admittedly superb cars. While he is undoubtedly right about Monsieur Ballot's competition machinery, I have never met anyone with a good word for the Type RH, which was the company's last effort before being swallowed by Hispano-Suiza, in any case. Renault's big eights survived for a decade, but were said to handle badly—I can't verify this statement as there do not seem to be any around for me to try. Not being an expert on American cars, I cannot assess in detail the reasons for the demise of Duesenberg, or Stutz, but the former died in 1937, and the latter in 1935, and they were both making straight-eights in their last years, albeit good ones. Isotta-Fraschini were kept going in later years on their Government contracts for marine and aircraft power units, and precious few of their final 8B model were made.

This leaves Packard and Alfa Romeo. The former's total output for sale to the public amounted to 300-odd units, and during the whole currency of the 8-cylinder cars they had a saleable " six " to keep sales going. Packard at first sight appears to support Mr. Boddy's thesis, but does it? Might it not be fair to say that one of the factors contributing to Packard's downfall was their obstinate adherence to eight cylinders in line at a time when everyone else in the States, bar Pontiac, had gone over to the vee formation?

Don't get me wrong. I like straight-eights and in fact enjoyed driving my Type 30 Bugatti to Portugal and back two years ago. I like the feel of the engine, I like a long bonnet in front of me (outside our outmoded British roads, that is!). But historically they seem to represent bad economics, especially in times of financial stringency; and maybe it was unfortunate that the zenith of the " straight-eight craze " coincided with the Great Depression of 1929-32. If we had encountered a similar world-wide slump in the middle 1950's, we might be saying the same thing about V8s too.

Beaulieu. MONTAGU.

REX JUDD'S BROOKLANDS RE-UNION

The annual re-union of Brooklands motorcyclists was held at the " Hand & Spear," Weybridge, on the evening of April 30th, organised by Rex Judd, who, in spite of a recent stroke, contrived to welcome fellow " competitors " and ex-rivals, in company with his son. The gathering was held in a room labelled " Brooklands Corner " in the appropriate colours of black and yellow, and this historic hotel, which wears the Locke King coat-of-arms, laid on a most lavish and varied repast for 12s. 6d. a head, much of the food proving surplus to requirements, so busy was everyone " talking Track " and looking at old pictures.

Amongst those present were Joe Wright, Noel Pope, Francis Beart, Bert Denley and his one-time " pusher-off-er," Charles Mortimer, Victor Horsman, all the way from his present retreat in Wales, Brian Pickford, Cobbold, Castle, Ernie Woods, the Dicker brothers, Ventura, O. A. Phillips, Granville Grenfell, Tottle, Headlam, Hood, C. J. Williams, Jarman, Wintour, Wheeler, Baragwanath's sidecar passenger G. C. Borham, Bill Boddy, Dudley Gahagan, and others to whose faces we could not readily put names—as democratic and enthusiastic a re-union as you would see anywhere. The car drivers have their turn on June 11th.

THE THINGS THEY SAY . . .

" Without any hesitation I rank it as one of the only six cars I would personally have in my own garage."—Robert Glenton, writing of the Fiat 500F in *The Sunday Express* of May 3rd.

* * *

" . . . a new small-six 1,290-c.c. sports engine, the ASA, develops the phenomenal output of 124 b.h.p. Far be it from me to decry this output, which is achieved unblown at 7,000 r.p.m. . . . but reflect that the M.G. K3 engine of 1933 was developing 120 b.h.p. at 6,500 r.p.m. We all know that this was blown . . . but a 14 lb./sq. in. boost on the K3 engine represented a c.r. of rather less than the ASA's. The K3 was a 1,100-c.c. unit and only had one carburetter . . . perhaps things aren't moving all that quickly? "—Mike Allison writing in the March/April issue of the *Triple-M Bulletin.*

* * *

" I've often felt that it's a case of mistaken thinking to pour money into football grounds for a very transitory World Cup, which we aren't likely to win anyway, when our racing drivers are continually bringing prestige and business to this country."—Dean Delamont of the R.A.C. during an interview with Peter Garniel in *Autocar* of April 29th.

* * *

" Furthermore, it's my considered opinion that racing drivers, apart from doing no one any good, actually do harm to many."—Anne Edwards in *The Sunday Express* dated May 1st. At first words failed us, but our considered comment appears in " Matters of Moment."

Which came first—THE EAGLE OR THE MERC.?

SPARKED off in the April issue, this controversy has caused an unexpectedly large response. Mr. M. H. Evans, Historical and Information Officer of the Rolls-Royce Public Relations Department, weighs in with some more evidence. An article which he wrote for *Rolls-Royce News* last winter admits that before Royce embarked on the design of the Eagle aero-engine he had examined the welded-steel water jackets of the Hon. C. S. Rolls' Mors and the 1914 G.P. Mercedes racing-car engines; Mr. Evans also admits that Royce had looked at Austro-Daimler and Mercedes aero-engines.

It should be explained that the Eagle was a private-venture engine, which Royce sold to the Admiralty, because he refused to design an air-cooled engine when requested to do so by Mervyn O'Gorman, head of the Royal Aircraft Factory (now the R.A.E.) at Farnborough. The real point at issue is could Royce have cribbed the 1914 G.P. Mercedes design for his aero-engine? We know that the car was taken to Derby on August 4th and that an Eagle engine first ran in February 1915, the first full testing being done early in March 1915. Mr. Evans admits that "work proceeded at an enormous pace." He also confirms that the sequence of R.-R. aero-engines was Eagle, Hawk, Falcon, and that the Falcon wasn't just a scaled-down Eagle but was designed by R. W. Harvey-Bailey, whose son is, today, Manager of the Machining, Assembly and Overhaul works at Derby.

About a year after the outbreak of war, Rolls-Royce Ltd. delivered a pair of Eagles (the name was devised by Claude Johnson, General Managing Director of R.-R.) to the Admiralty for testing in a Handley-Page. Production plans were in hand by December 3rd, 1915, and on January 3rd, 1916 the Admiralty placed an order for an initial 25 engines. Not long afterwards a pilot inadvertently landed an Eagle-engined Army FE biplane at Lille, and it was captured intact by the enemy. The American technical Press got hold of the data issued by Germany and the Eagle became known as the most widely publicised secret of the war! In all, 4,581 Eagle, Hawk and Falcon engines were made during the war, and the Eagle was made until June 1928, the last being the Mk. IX. Those mainly responsible for it were A. G. Elliot, Maurice Olley (later of General Motors), A. J. Rowledge, A. Wormald, and E. W. (later Lord) Hives, controlled by Royce from his retreat at St. Margaret's Bay.

How much did this great aero-engine owe to German racing-car design? Apart from insisting on water-cooling, Royce refused to fit detachable valve cages, as used for the inlet valves of the Wolseley and Austro-Daimler aero-engines, and for both inlet and exhaust valves of the Dorman V8 and Green aero-engines.

The Mercedes G.P. engine also eschewed detachable valve cages, but had the separate steel cylinders with welded-up water jackets adopted for the Eagle. However, this cylinder construction had appeared on Daimler-Benz aero-engines in 1912 and was used for one of the 6-cylinder 1913 Mercedes G.P. cars, so the aero-engine seems to have anticipated the racing engine in this respect. Royce may have gleaned *some* information from the 1914 G.P. Mercedes about cylinder construction but certainly not the overall idea. But the o.h. camshaft valve gear of the racing car may well have proved more valuable to him, for the Eagle was the first o.h.c. power unit built by Rolls-Royce.

The significant thing is that Royce, after looking at these German 4- and 6-cylinder engines, decided on a 60° V12, as easier to gear down, to get a reasonable propeller speed. He originally visualised perhaps 2,250 r.p.m. for a 900-r.p.m. propeller. He was aiming for 200 b.h.p. and had specified detachable cylinders rather than removable valve cages after contemplating Panhard racing engines, the Mercedes aero-engine and the Hispano-Suiza engine, etc. Royce estimated five minutes for removing a cylinder, ten minutes for replacing it. He quoted the success of Benz, Mercedes, N.A.G. and Austro-Daimler engines in his battle with the Admiralty over non-detachable valve cages, so he appears to have been conversant with German practice long before Briggs made him a present of the racing Mercedes now owned by Philip Mann!

Royce had settled on a bore and stroke of 4¼ in. × 6 in. for a 200-h.p. geared-down engine and 4⅜ in. × 7 in. for a direct-drive engine, to give, respectively, 200 h.p. at 2,000 r.p.m./130 h.p. at 1,250 r.p.m. and 200 h.p. at 1,300 r.p.m.

Briggs persuaded Royce on rather different dimensions, 4½ in. × 6½ in., from which Royce estimated 200-225 b.h.p. at 1,600 r.p.m. depending on b.m.e.p.s. of 80-90 lb./sq. in., and he spoke of a 6-cylinder using the identical cylinders, pistons and valve gear, to give 120 b.h.p. at 1,750 r.p.m. Trial crankshafts and cylinders were ordered in early September 1914.

Even so, further discussion on the ideal cylinder dimensions and crankshaft speeds took place and Royce, having insisted on epicyclic gearing down of the propeller, had much difficulty over its design, and the fixed ratios provided did not suit the Admiralty or War Office, the latter demanding a 2-to-1 reduction. Royce had already provided for a universal joint at each end of his engine for the War Office and a shorter end-bearing and universal joint for the R.A.F.

After some distress about finding hydraulic presses capable of forming the large, complicated cylinders in the 0.4-0.6 carbon steel Royce specified, altering the drive and location of water and oil pumps to comply with War Office installation dimensions and reducing the weight of the reduction gears to meet Farnborough's requirements, and difficulties in keeping weight down to the 700 lb. (later 736 lb.) specified by the War Office, production plans for the Eagle went ahead from November 1914 onwards.

How far did Royce follow German precedents? Certainly he wanted dual ignition from 12-wire 6-cyl. magnetos, suggesting B.T.H. as suppliers, literally copied Mercedes' starting magneto connections, and examined a German hand-magneto, and he also had a German *aero*-engine tungsten steel valve analysed but was not impressed by its large carbon, tungten and chromium content.

But such matters as the method of securing the pin of the articulated con.-rods, camshaft bearing tubes, camshaft drive coupling, enclosure of camshaft driving shaft, lubrication of camshaft and draining of oil down the driveshaft casing, and g.a. and details of magneto drives were regarded by Royce as probably patentable by R.-R. But he recognised the g.a. of his o.h.c. valve gear as that used by Hispano-Suiza before Mercedes, although the latter had patented it by describing a great many things in combination, even direction of rotation. Yet several *details* of the cylinder construction Royce regarded as new, and the Eagle's plugs were better positioned than on the French and German engines. Likewise, Royce was proud of the epicyclic reduction gear, which was tested to destruction on an 80-h.p. works engine and incorporated an Oldham coupling balancing arrangement to anchor the sun wheel and obviate out-of-balance pressure on the bearings (Royce regarded epicyclic gears as the only ones possible, other systems being liable to overload the white-metal bearing material then in use).

There is reason to believe that Royce compared the .048 in.-thick water jacketing of the Eagle with that of the Mercedes engine, not expecting to improve on it.

As November ran out the question of induction pipe length, position of the four carburetters and whether a Claudel carburetter would be as effective as an R.-R. single-jet instrument, were dealt with. Royce might well have given up when the War Office wanted all carburetters on one side, necessitating changing the exhaust valves to the centre of the engine, altering the camshaft, taking two inlet pipes under the crankcase, etc., and when they asked for a raised magneto location, calling for spur gears on the ends of the half-time shaft. He nearly did so after designing six carburetter layouts and not satisfying the War Office, and having to provide water heating, as well as hot air, at the behest of Claudel Hobson!

Coming back to German influence, Royce did suggest using a Mercedes engine and carburetter to test the proposed horrible inlet piping, not subsequently required, and did deliberately delete two bosses opposite the valves in order not to infringe a Mercedes patent specifying all bosses in one plane. And very definitely Royce was at some pains to avoid infringing Mercedes, Hispano-Suiza and even Peugeot patents over cylinder and o.h. camshaft details.

Towards Christmas 1914 Royce was enthusiastic about Zephyr pistons, even for the Silver Ghost car engine in c.i. form, if very considerably modified by R.-R.; he did not slavishly follow German concepts of clearances and hoped for a 3-lb. piston of 4½ in. dia., which Mercedes achieved for a 4⅛-in. piston.

Christmas over, Royce was still troubled about infringement of German patents (with a war going on!) and quoted the 1904 G.B. Mors' cylinders as pre-dating Mercedes practice; his oblique valves and opposite rockers were cleared by patents experts early in 1915. Even then, with an engine nearly ready to run, Royce was occupied with possible patents infringements and wondered if the Hon. C. S. Rolls' old G.B. Mors could be found, to provide a case against the Mercedes cylinder construction!

Royce was not only concerned with getting his V12 engine into production—he had to modify it all the time at the behest of War Office and Admiralty requirements, festooning it with starter, tachometer, etc., and arrange for a separate little engine (he suggested 4-cylinder F.N. or Douglas flat-twin m/c. engines) to drive a dynamo for current for wireless and a searchlight!

German car and aero-engine practice was studied by Royce in deciding whether to use a Claudel or R.-R. carburetter for the Eagle. Welding the cylinders proved troublesome and an old man at the British Oxygen Co. got a fiver for advice he gave R.-R. on the subject! Incidentally, R.-R. had more than one Mercedes aero-engine at Derby in 1915 as well as the G.P. Mercedes car.

After some teething troubles, including big-end failure and pre-ignition, the first Eagle ran 20 hours at 216 h.p. by 19.3.15, using normal car oil, the only failure a broken tappet lever. Royce insisted on Castrol oil for further tests. Royce arranged for separate test buildings to be built at Derby, one for each Eagle on full song, to prevent air and heat from one influencing another. Royce thought £1,800 prohibitive for such bays and even concerned himself with how many windows the revised structure should have.

By July 1915 Royce was anxious to experiment with aluminium pistons, using D.F.P. pistons cast to R.-R. patterns, both for Silver Ghost and Eagle engines. The aluminium Zephyr pistons were entirely successful but after Royce had had a momentary seizure in his Silver Ghost he put in hand a test in which one oversize piston was fitted to an aero-engine to simulate seizure, to see if broken con.-rods stemmed from piston seizure.

By January 1916 the Eagle was giving 275 h.p. at 1,600 r.p.m. with four carburetters, with 300 h.p. at 1,800 r.p.m. in sight, and fuel consumption guaranteed at 0.6 lb. per b.h.p.

And so this great British engine was perfected, after unbelievably painstaking war-work by Royce and his engineers, representing the thorough, logical, if empirical, development for which Rolls-Royce had been famous since 1906. It was giving 360 h.p. at 1,800 r.p.m. long before the end of the war. Obviously the Merc. came first but I do not consider that Royce depended all that much on these German engines for the Eagle's design and development, and certainly he went to considerable lengths not to infringe their patents. Although there was a family likeness between the Mercedes engine and the Rolls-Royce Eagle, those with military minds will derive pleasure from the fact that the latter soon avenged the death in aerial combat of Georges Boillot, whom Mercedes had defeated in the 1914 French G.P., as well as the deaths of countless Englishmen and their Allies.

For this war contribution Royce merely received an O.B.E. But he was knighted for his Schneider Trophy-winning engines many years later which gave us domination of the skies in the Second World War (as my couplet "If the Battle of Waterloo was won on the playing fields of Eton, the Battle of Britain was decided over Calshot Water" emphasises). Thus Sir Henry Royce, O.B.E., materially contributed to a British victory in both great wars, with his Eagle and Merlin power units.—W. B.

ELSTREE AIR DISPLAY
(JUNE 4th)

For the past two years there has been considerable interest shown by the general public in the Elstree Air Display organised by the London School of Flying, which until this year was only open to visiting aircraft and members of the Club. It has, therefore, been decided to change the scope of the Display and open it to the public and promote it in a suitable fashion.

Among the participants are the Royal Air Force Jet Provost Aerobatic team and parachutists from the British Sky Diving Association, with a radio link from the "free falling" parachutist to the ground.

A Spitfire and Hurricane fighter from the Second World War and a Bristol Fighter, or Sopwith Pup from the First World War are included. Other aerobatic displays will be given by visiting teams from France and the United Kingdom, and there will be many vintage and veteran aircraft on show.

A mock speed trial will finish a truly exciting Display, which with the inclusion of a Fun Fair, countless side shows, attractions, refreshments and a demonstration of vintage racing cars, should prove very appealing to the spectators.

V.S.C.C. CURBOROUGH SPEED TRIALS
(May 15th)

THE V.S.C.C.'s Midland Section used the pleasantly rural setting of Curborough for this very enjoyable speed trial meeting, which was graced by good weather and a representative entry. Fastest time of the afternoon was made by Cottam in his very original type A Connaught, still using Hillbourne fuel injection and a potent-smelling fuel, in a time of 38.6 sec. For each marker knocked down on the interesting course with its fast l.h. bend, a wiggle entered from a fast l.h. curve and a hairpin, 5 sec. were added to a competitor's time. This was particularly unfortunate for McCall, Senr. in the ram-intake Lagonda Rapier, who felled at least four! Fearnley's T.T. Replica Frazer Nash ran badly after losing a ram pipe, Smith cornered his Fiat Balilha fast but got a marker on his first run, McEwen was going well in his Riley Sprite, and Fowler revved his Le Mans Aston Martin until it wouldn't rev any more. Butters' Aston Martin took 94 sec. on its first run, but this included getting out to turn the fuel on! Mrs. Hogg's Ulster Aston Martin had rocker trouble, soon rectified, and Sherwood's Rapier opened the n/s door of its Abbott body, which was restrained by cord for just such a contingency.

After three black dogs had been chased away Morehen's 1937 2-litre Speed Model Aston Martin appeared, and Barker's Railton hit a marker, perhaps because of its Axleflex front suspension. Walker made the back tyres of his 4¼-litre Bentley whistle a bit but was beaten by the Railton, Toye's 1933 A.C., which has developed external exhausts in its old age, accelerated well, Lewis-Hall's very clean "Soda Squirt" was very slow, but Williamson's 5.7-litre Bentley was quick, if a handful on the corners. Schofield's sporting "1937" 4½-litre Lagonda was built from spares in 1964, and Wood's 1936 Rapier was the first one built after Lagonda had ceased to make these twin-cam 1,100s. Griffiths' ex-Winder Humber Special understeered all the way round the top corner, Robinson was hampered by new bearings in his Alvis Firebird Special, a car of nondescript conception, of which too many were in evidence, including Woolstenholmes' i.f.s. Alvis with Speed 25 engine, but Black had driven his beautiful Monza Alfa Romeo down from Liverpool, and Payne's 1925 S.V. Amilcar was absolutely original, even using *grease* in its solid back-axle; and the racers were really something, Arnold-Forster flexing the back tyres of Delage II, Moffat terrific and as neat as ever in his Type 35 Bugatti, removing much rubber from its b.e. tyres, but Davenport's G.N. Spider II retired after flinging the rockers from its o/s cylinder through the Perspex window in the rocker box, through which his mechanic watches on the line to see that oil is flowing. A pity, as this was the car's first appearance since its Loton Park accident. It has the 1946 f.w.b. H.R.G. chassis, the 2-litre V-twin engine with chain-driven o.h.c., carburetters made from big-bore tubes and Solex bits and twin M.L. magnetos, a Frazer Nash steering box and was on 185 × 15 rear Nylon SP Dunlops on magnesium rims. The fearsome Hardy Special driven by Barton-Hall was in fine form but hit several markers and Holland's G.N./A.C. and the Chawrer-G.N. shed chains. Rippon drove Moffat's Bugatti. Kain's and Neve's Bugattis were going very well, the former using a new cylinder block. Waine's 328 B.M.W. had no wings, being in process of a re-build.—W. B.

Results :

F.T.D. :	A. S. Cottam (1953 2-litre A-type Connaught) :	38.6 sec.
Standard Sports Cars up to 1,500 c.c. :		
1st :	J. V. Skirrow (1930 Frazer Nash)	44.6 sec.
2nd :	D. Edwards (1935 Aston Martin)	45.4 ,,
3rd :	J. A. McEwan (1937 Riley)	45.8 ,,
Handicap :	G. Smith (1935/7 Fiat)	46.2 ,,
Standard Sports Cars over 1,500 c.c. :		
1st :	C. J. Bishop (1937 Aston Martin)	45.8 sec.
2nd :	K. A. Lewis-Hall (1937 S.S.)	46.2 ,,
3rd	P. M. Barker (1934 Railton) .. .. / F. G. Moore (1934 Railton)	47.6 ,,
Handicap	P. Toye (1933 A.C.) .. .. / G. T. Walker (1936 Bentley)	48.0 ,,
Sports Cars, all capacities :		
1st :	W. D. A. Black (1931 Alfa Romeo)	39.8 sec.
2nd :	G. R. Footitt (1925 A.C./G.N.)	42.4 ,,
3rd :	J. T. Williamson (1927 Bentley)	43.0 ,,
Handicap :	T. R. W. Burke (1926/39 Frazer Nash)	43.2 ,,
Racing Cars up to 1,500 c.c. :		
1st :	R. Masters (1934 M.G.)	40.8 sec.
2nd :	J. B. Barton-Hall (1922/28 Hardy Spl.)	44.4 ,,
3rd	A. McCall (1935 Rapier) .. .. / A. R. McCall (1935 Rapier)	45.4 ,,
Hancicap :	Masters.	
Racing Cars over 1,500 c.c. :		
1st :	A. S. Cottam (1953 Connaught)	38.6 sec.
2nd :	B. B. D. Kain (1926 Bugatti)	39.8 ,,
3rd :	H. F. Moffatt (1924 Bugatti)	40.1 ,,
Handicap :	B. B. D. Kain.	

SILVERSTONE—continued from page 492

working really hard, the Australian car and driver drawing away steadily to finish over 7 seconds ahead of the Ferrari. It was a case of car, engine and driver being beautifully in tune to the circuit, having just enough power, not too much weight, good handling and possibly superior traction from the tyres. Rindt's Cooper-Maserati was handling in a very odd fashion and he dropped back from third place to fifth, even though he battled valiantly and Bonnier and Hulme drove steadily and consistently and kept on the same lap as the leader. Ginther retired with overheating trouble and Siffert retired with clutch trouble, while Spence went out with engine trouble, as did Wilson, and Anderson and Hawkins made pit stops to change plugs.

Results :

18th INTERNATIONAL TROPHY—Formula One—35 laps 165 kilometres

1st : J. Brabham (Brabham-Repco V8) .. 52 min. 57.6 sec.—186.78 k.p.h. (116.06 m.p.h.)
2nd: J. Surtees (Ferrari V12) .. .. 53 min. 05.0 sec.
3rd: J. Bonnier (Cooper-Maserati V12) .. 54 min. 22.2 sec.
4th: D. Hulme (Brabham-Climax 2.5-litre) 54 min. 28.8 sec.
5th: J. Rindt (Cooper-Maserati V12) .. .. 34 laps
6th: J. Taylor (Brabham-B.R.M. 2-litre) .. 33 laps
7th: R. Anderson (Brabham-Climax 2.7-litre) .. 32 laps
8th: P. Hawkins (Lotus 33-Climax 2.7-litre) .. 31 laps
9th: V. Wilson (B.R.M. 2-litre)—*classified but not running at finish.*
Fastest lap : J. Brabham (Brabham-Repco V8), 1 min. 29.8 sec.—188.24 k.p.h. (117.34 m.p.h.).
Retired : M. Spence (Lotus 33-B.R.M.), lap 4; R. Ginther (Cooper-Maserati V12), overheating, lap 6; J. Siffert (Cooper-Maserati V12), clutch, lap 12.
12 starters — 9 finishers.

After Brabham had done a lap of honour mounted on a trailer, complete with his car, and towed by a tractor, the Formula Three lads came out to do battle and this they did in a big way. After Courage (Lotus 41) had dropped out with a broken oil pipe a terrific battle ensued between Pike (Lotus 41), Irwin (Brabham) and Fenning (Brabham), these three chopping and changing positions continuously. Behind them Bondurant (Brabham) and Brian Hart (Lotus 35) were having a race-long scrap and as the laps were reeled off Nunn (Lotus) and Bell (Lotus) caught up and joined in, so that there were two very heated battles taking place, everyone using Ford engines. Towards the end of the 25 laps Pike seemed to be commanding the situation up at the front, leading at the end of each lap, which was the important point, while the following foursome were still swapping places. With the usual Formula Three business of dodging about Pike led over the finishing line in as close a finish as the customers could wish for, and Brian Hart just beat Bondurant for fourth place. The pace of this race can be judged by the average speed which was higher than the old lap record.

Results :

RADIO LONDON TROPHY—Formula Three—25 laps—118 kilometres

1st : R. Pike (Lotus-Ford) (Lucas Team Lotus) .. 42 min. 04.0 sec.—167.97 k.p.h. (104.37 m.p.h.)
2nd: C. Irwin (Brabham-Ford) (Chequered Flag Team) 42 min. 04.2 sec.
3rd: J. Fenning (Brabham-Ford) (Stockbridge Racing) 42 min. 04.4 sec.
4th: B. Hart (Lotus-Ford) (Peter Sellars Racing) .. 42 min. 42.4 sec.
5th: R. Bondurant (Brabham-Ford) (Chequered Flag Team) .. .. 42 min. 42.6 sec.
6th: D. Bell (Lotus-Ford) (Owner-driver) .. .. 42 min. 44.4 sec.
7th: M. Nunn (Lotus-Ford) (Lewis-Nunn Racing) .. 42 min. 48.4 sec.
8th: R. Fielding (Brabham-Ford) (Drummond Racing) 42 min. 57.8 sec.
9 other finishers — 9 retirements.
Fastest lap : C. Irwin and J. Fenning, in 1 min. 39.8 sec.—169.85 k.p.h. (105.58 m.p.h.) (***new record***).

This fantastic pageant of speed organised by the B.R.D.C. came to an end with a 12-lap race for Historic Racing Cars, competing for the Kodak Trophy and it provided a runaway win for Charles Lucas, owner of the Formula Three team and sometime Formula Three driver, driving a 250F Maserati. He would undoubtedly have been challenged, if not beaten, by Lindsay in a similar car, but a fuel pipe split on the starting line and he only got as far as Club Corner on the opening lap before everything was sprayed in fuel and he hastily switched off. Lucas drove a very smooth race to win comfortably from Spero in another 250F Maserati and Cottam in an A-type Connaught. Of the 22 starters only six fell by the wayside, which says a great deal for the people preparing these cars of a bygone age, ranging from 1960 back to 1925, as well as for the mechanical sympathy that the drivers must have for their machines.—D. S. J.

Results :

KODAK TROPHY—Historic Racing Cars—12 laps—56 kilometres

1st : C. Lucas (Maserati 250F) .. .. .. 22 min. 34.6 sec.—150.23 k.p.h. (93.35 m.p.h.)
2nd: J. Spero (Maserati 250F) .. .. .. 22 min. 43.8 sec.
3rd: A. Cottam (Connaught A-type) .. .. 23 min. 21.2 sec.
4th: P. Waller (E.R.A. 1½-litre) .. .. .. 23 min. 54.0 sec.
5th: F. P. Brewer (Aston Martin 3-litre) .. 24 min. 21.0 sec.
6th: J. Brown (Cooper-Bristol) .. .. .. 24 min. 25.4 sec.
Fastest lap : **Post-War :** C. Lucas (Maserati 250F), 1 min. 49.8 sec.—154.44 k.p.h. (95.97 m.p.h.).
Pre-War : P. Waller (E.R.A.), 1 min. 55.8 sec.—146.44 k.p.h. (90.99 m.p.h.).

Silverstone Sidelights

There was a shortage of "ace" drivers at the meeting as Graham Hill, Clark, Stewart and Gurney were all at Indianapolis.

* * *

For covering 35 laps in 52 min. 57.6 sec. with a fastest lap in 1 min. 29.8 sec. Jack Brabham won £750. For covering the same distance in 53 min. 02.4 sec., but with a fastest lap in 1 min. 28.8 sec. Denis Hulme won only £100.

* * *

Such is the pressure on the results sheet team during a full B.R.D.C. day that they are bound to make mistakes, but the best was the fastest lap in the saloon-car race, which took 1 hour 45 min. 0 sec !—presumably 1 min. 45.0 sec.

* * *

Brewer's Historic Aston Martin was an ex-works car of 1959 with 3-litre engine, and was recently retrieved from Australia.

TARGA FLORIO—continued from page 491

other words nine laps to the winner's ten laps. Ignoring the fact that the Ford did not finish the race, it covered 9 laps in a time that gave it victory in the over 2,000 c.c. sports class and 12th place overall.—D. S. J.

Results :

50th TARGA FLORIO—10 laps—72-kilometre circuit—Wet and Dry

* **1st** : W. Mairesse/H. Muller (Porsche Carrera 6) 7 hr. 16 min. 32.6 sec.—98.961 k.p.h.
* **2nd**: J. Guichet/G. Baghetti (Ferrari Dino 206)P. 7 hr. 25 min. 02.2 sec.
3rd: A. Pucci/V. Arena (Porsche Carrera 6) .. 7 hr. 34 min. 08.0 sec.
* **4th**: E. Pinto/N. Todaro (Alfa Romeo GTZ 2) 7 hr. 45 min. 24.2 sec.
5th: R. Bourillot/U. Maglioli (Porsche Carrera 6) .. .. 7 hr. 51 min. 55.0 sec.
* **6th**: R. de Lageneste/J. Rosinski (Alpine-Renault) .. .. 7 hr. 52 min. 33.8 sec.
7th: J. Vinatier/P. Orsini (Alpine-Renault) .. 7 hr. 55 min. 23.0 sec.
8th: I. Capuano/F. Latteri (Porsche Carrera 6) 8 hr. 00 min. 34.4 sec.
* **9th**: T. Mäkinen/J. Rhodes (M.G.-B-series) .. 8 hr. 02 min. 37.0 sec.
10th: R. Businello/L. Bianchi (Alfa Romeo GTZ 2) .. .. 8 hr. 04 min. 44.4 sec.
***11th**: L. Cella/Marzi (Lancia Fulvia) .. .. 8 hr. 28 min. 26.2 sec.
***12th**: G. Ligier/H. Greder (Ford GT40) .. .. .. 9 laps†
13th: P. Biscaldi/M. Casoni (Ferrari Dino 206)P. .. .. 9 laps
14th: G. Ravetto/G. Starraba (Ferrari 275LM) .. .. 9 laps
***15th**: A. Nicodemi/Lessona (Ferrari 330LM)P. .. .. 9 laps
16th: J. Handley/A. Hedges (M.G.-B-series) .. .. 9 laps
17th: C. Baker/R. Aaltonen (Austin Healey Sprite)P. .. .. 9 laps
18th: S. Semilia/E. Pinto (ASA 1100)P. .. .. .. 9 laps
19th: J. Thomas/A. Guillaudin (Alpine-Renault) .. .. 9 laps
20th: C. Maglioli/" M.C." (Lancia Fulvia) .. .. .. 9 laps
21st: Ferlaino/C. Fabri (Porsche 911) .. .. .. 9 laps
22nd: T. Marchesi/Sinibaldi (Ferrari GTB) .. .. .. 9 laps
23rd: Rizzo/Alonghi (Alfa Romeo GSV) .. .. .. 9 laps
24th: P. Hawkins/J. Epstein (Ferrari 275LM) .. .. .. 9 laps
25th: Nicolas/J. Pellecuer (Porsche 911) .. .. .. 9 laps
14 other finishers. 10 outside time limit.
** Denotes class winner. † Not running at end.*

Targa Tattle

The two M.G.-Bs beat two 911 Porsches in their class, which could mean that they are superior cars ! Two 1,250 c.c. Alpine-Renaults beat the M.G.s, though not in the same class, *they* could be superior cars.

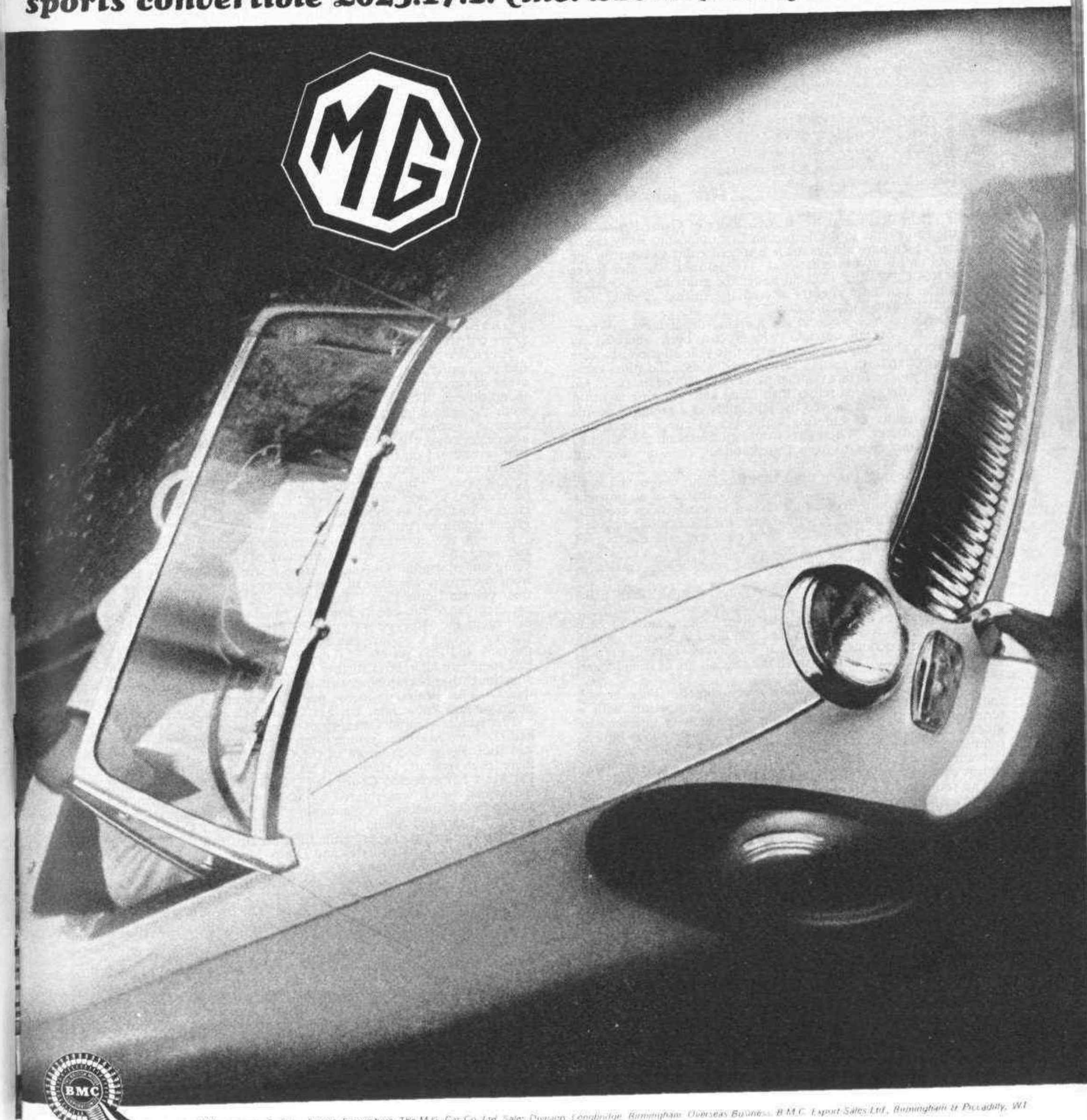
* * *

Six Carrera 6 Porsches started in the sports class and four finished, not bad going in the Targa Florio, when it included an outright win.

* * *

With Vaccarella presumed to be the winner for the second year running, Bandini was not the most popular driver when he upended the Ferrari, nor was the driver who caused the accident. Vaccarella had some strong words to say about "dilettanti" on the circuit.

Tyres gripping... wheels humming... driving urge to master the miles with a come-on-let's-go roar. You in your slung low sweet chariot—heart thumping, pulse quickening little bomb on wheels. Foot down and Zip-Zip-Away! Man, this is what sports car motoring is all about! MG Midget Mk II sports convertible £623.17.1. (inc. £108.17.1.PT)



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RALLY REVIEW

THE TULIP RALLY

GENERAL CLASSIFICATION

1st :	R. Aaltonen/H. Liddon (B.M.C. Cooper S)	3,880.5	marks
2nd:	V. Elford/J. Davenport (Ford-Lotus Cortina)	3,925.4	,,
3rd:	P. Harper/R. Turvey (Sunbeam Tiger)	3,962.5	,,
4th :	W. Gass/W. Bretthauer (Porsche 911)	3,994.1	,,
5th :	A. Cavallari/D. Salvay (Alfa Romeo GTA)	4,003.0	,,
6th :	G. v. Lennep/D. v. Lennep (Porsche 911)	4,027.5	,,
7th :	T. Trana/L. Berggren (Volvo 122)	4,116.4	,,
8th :	N. Koob/A. Wies (B.M.W. 1800)	4,147.2	,,
9th :	T. Mäkinen/P. Easter (B.M.C. Cooper S)	4,171.4	,,
10th :	J. Kennerley/D. Martland (Shelby American)	4,176.8	,,

Manufacturers' Team Prize : B.M.C. Cooper S.

THE Tulip Rally and the R.A.C. Rally of Great Britain are the two events in the European Championship Rally calendar which have always made a special effort to cater for the novice out on his first international. Therefore it was nice to see that the R.A.C. West of Holland under the guidance of president Piet Nortier had only slightly altered the format of this, their 18th Internationale Tulpen-Rallye.

The alteration took place in the marking department. Where previously the overall outright winner had been obtained by marking on a class-improvement basis, this year all the tests were marked on scratch, or simply fastest man wins. To most competitors this proved to be a popular move as it enabled people to see exactly where they stood rather than being kept guessing right up to the finish. It also removed the possibility of a group of people biasing the results by entering a number of support cars in a class to a fast driver. These cars would go slowly on the stages so enabling the fast crew to have a tremendous class-improvement and so perhaps an outright win.

Although one might then think that the Tulip has moved away from the private owner by taking away any chance of an outright win, this is not quite true as all classes and categories are split into works-supported and private-owner, the prizes also emphasising this distinction. The awards for a class win take the form of beautiful silver Tulips and the best private owner in a class wins a tulip, whether he comes eighth behind seven works entries, or whether he comes first.

There are several ways in which rally organisers can make things easy for a beginner, and the Tulip employs most of these. All the formalities at the start take place within yards of each other in the grounds of the Huis ter Duin hotel in Noordwijk Aan Zee.* All instructions are in four languages, Dutch, French, German and English, and above all the officials are as friendly and as helpful as can be.

Then, of course, there is that now much-copied " Tulip book " route card. This innovation provides the competitor with a series of arrow diagrams of junctions together with intermediate mileages, or should I say kilometreages, which allow him to completely dispense with maps, although it is wise to keep the relevant maps handy in the event of diversions, or freak snowstorms such as the one which created havoc on the 1965 rally.

The route itself is designed around first time rallyists. Long easy transport sections take crews between a number of short hill-climb tests and over a number of selective sections set at 60 k.p.h. All the time the emphasis is to provide the length and style of an international rally and yet bring home as many finishers as possible.

This year B.P. had virtually bought the event and here was another benefit to competitors in that the first 50 private owners placed had all their petrol paid for.

As is usual on Continental events, most of the stages are in fact sections of public road which have been closed to the public. Unfortunately the number of stages had to be reduced by eight from 26 this year when police proved obstinate in closing some of the roads.

The route ran down from Noordwijk through Belgium and Luxembourg into France. It then wended its way in a S.E. direction through the beautiful and scenic wine-growing areas around the Vosges, to Geneva, then almost exactly retraced its steps back to Noordwijk to make the 2,700 km. route. The 15 hill-climbs, two tests on army land at Utrecht and a lap of Zandvoort comprised the 18 eliminating tests, a total of 88 km., while the nine selective sections made 128 km. Seven of the selectives were easy to clean for most crews. The two that proved difficult were the crossing of the Col de Fouchy in both directions; however, this had been set at the slightly more impossible average of 70 k.p.h. Three crews, those that came in the first three places, were the only ones to be clean both ways.

For an event catering mainly for amateurs it was surprising to find so many works entries, however it should be remembered that the Tulip does provide good advertising value.

With the accent on power everyone thought that B.M.C. stood little chance against the Ford-Lotus Cortinas, the Alfa Romeo GTAs, the Porsche 911s, or the lone Sunbeam Tiger of Peter Harper. It was quite a surprise to many therefore to see the flying Finn, Rauno Aaltonen, co-piloted by Henry Liddon, bringing home the Group II 1275 Cooper " S " in first place some 40 sec. ahead of Vic Elford in the Group II Lotus-Cortina.

Firm favourite Rob Slotemaker took the lead very early on, but retired with a broken drive shaft on his Alfa Romeo GTA. The lead was then contested by the Ford-Lotus Cortina of Simo Lampinen which first of all had electrical trouble, then blew up its back axle and then retired after a brake cylinder burst and the back brakes caught fire. A real hard luck story. After the departure of those two the battle lay between Aaltonen and Elford with Harper's Tiger a close third.

Both second and third place men had complained throughout the event of fluffing engines, and while Elford's went better after a cracked jet was changed in one of the twin Webers, Harper's never did seem to improve.

Rosemary Smith's winning Hillman Imp from the 1965 Rally had been purchased by Nicholas Stuart who halfway through this event discovered why the new Hillman Rally Imps have a certain modification. The drive shaft is splined to the hub, and after a while the splines become worn to such an extent that " rear wheel steering " occurs. The remedy is to drill and tap the hub so that a permanent joint is made. On the same lines the new modification carried out on the Rally Imps consists of copper plating the splines and then ram fitting them into a permanent joint with a 10-ton press. This does mean that half-shaft and hub have to be changed as one unit, however, it prevents the " bogeying " effect. Just goes to show that manufacturers do use knowledge gained from competition to improve the strain.

Rallying lays quite exhausting demands on both mind and body, and sometimes very comical situations can arise through crews being under strain. One such instance which might have arisen from overstrain was that of David Friswell and Alan Taylor in their private Lotus Elan. They had spent many hours trying to get their car to run evenly and after running out of petrol on the first night they stopped a competing Porsche and requested fuel. Upon receiving a 20-litre can Friswell emptied the contents into the tank and they set off. Lo and behold the car spluttered to a halt some two kilometres further on and the horrified crew found, after much head-scratching, that they had a tank half full of pure water! This brings us to the point of whether it was sabotage or do we now know what Dr. Ferry Porsche's new secret fuel is?

The results showed Category or Group wins for B.M.C. in I and II, Timo Mäkinen coming ninth overall but taking the Group win from Bengt Soderstrom in the Group I Lotus-Cortina by a mere seven seconds. Harper got his expected Group III win, and Pat Moss her expected Coupe des Dames in the giant Plymouth Barracuda, which was entered by ANA, the Swedish Plymouth and Saab distributors. A plaudable effort was that of first-timers Carolyn Tyler and Sheila Taylor in bringing their Cooper " S " home as first private ladies, while the Best British Private Owners prize went to John Kennerley and Digby Markland in the Shelby American GT350 Mustang.

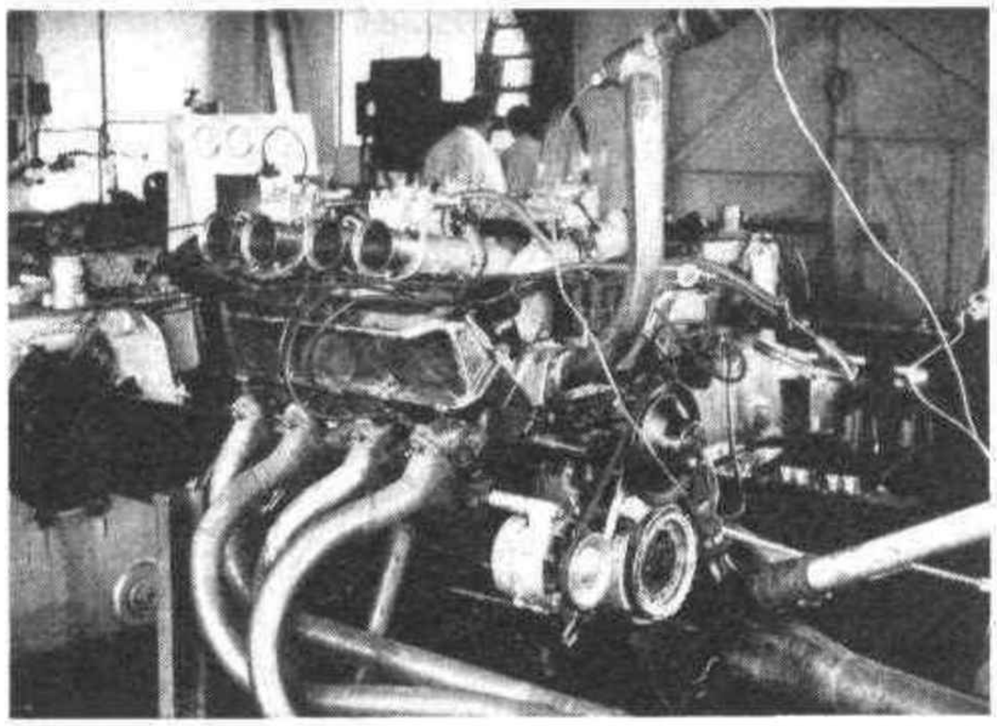
After-rally scrutineering took the form of spot checks, and so it was Timo Mäkinen's Group I Cooper " S," Jetten's very quick Opel Rekord and Elford's Lotus-Cortina. The friendly atmosphere made such a change after the recent mass disqualifications of the Monte and the Italian Rally of the Flowers.

The proceedings were rounded off by the usual Tulip Rally Ball, which some people regard as being reason enough to doing the event. The only blot being the fact that this year it was held on the Saturday night instead of the Friday. We know that the extra day is for the benefit of local traders and hoteliers, but after all rallying still is a sport, and many competitors left feeling that there was no need to spoil a fine event with a Monte-style joke.

Continued on page 504

*Which is a seaside town of Clacton proportions.

WILLMENT—
PAST AND PRESENT



The 7-litre V8 which is to propel the Willment Galaxie during 1966 shown on the test bed at Twickenham. It is said to give 520 b.h.p. at 6,200 r.p.m.

"RACE Proved by Willment" is a phrase which needs no introduction to readers of this magazine. Since its inception little over three years ago the racing division of the John Willment Organisation has emphasised by its successes that its choice of name is really no idle boast. But the origins of the well-known team date from much earlier than 1963. John Willment—whose first car was a 1925 8-h.p. Gwynne acquired at the age of 12—and his brother Roger were brought up in the construction industry, John looking after the mechanical plant side of his father's business. It was in this sphere that he first met a Cornishman called Jeff Uren who ran his own plant hire business and who shared his enthusiasm for motor cars. In 1949, Willment took part in his first competitive event in a 100E Ford, and in the years that followed teamed up with Uren to race this car, and others, in club events up and down the country.

By this time, Willment had established a garage at Twickenham, now the thriving Main Ford Dealership of John Willment Automobiles, and it was natural that he and Uren should concentrate on Dagenham-built cars for their sporting pleasures. Uren was no newcomer to 4-wheeled sport, his competitive baptism having taken place in 1955 when he was inveigled into preparing a car for his brother who had entered the Monte Carlo Rally of that year merely for a bet. But things did not end with preparation, and Jeff Uren found himself co-driving in the event, an experience which was to lead him to the Tulip, Alpine and Safari Rallies, not to mention success in the British Saloon Car Championship in his Zephyr, becoming class lap record holder at Snetterton, Aintree, Goodwood and Brands Hatch in the process.

In late 1962 Willment decided to integrate his rapidly expanding Ford dealership with his racing activities and, by establishing an organised racing team, to use the latter to publicise the former. His old friend Jeff Uren needed no encouragement to join him as manager of the team and, in February 1963, three Ford Cortina GTs were delivered to the Willment Racing Division behind the garage almost in the shadows of the Twickenham Rugby ground. After only two weeks of preparation, off they went to Oulton Park on March 26th, where Jack Sears made no bones about defeating the 1½-litre Rileys and Sunbeam Rapiers which had previously dominated this class of saloon car racing. The success was quickly followed up at Goodwood on Easter Monday where Sears again won his class decisively, beating the previous record held by Hutcheson's Riley 1.5 by 1.8 seconds. The white cars with the red stripes running from stem to stern over the roof had really come to stay, and by the end of the year Sears and the Willment Cortinas had clinched the British Saloon Car Championship.

But this was not all that 1963 brought to the team. In April a Ford Galaxie was ordered from the American race preparation firm of Holman and Moody. It arrived, having been frantically found a berth on a cargo aircraft, two days before the *Daily Express* Meeting at Silverstone in May. There were many wry grins when such a seemingly spongily-sprung monster appeared on the grid, but expressions changed when it completely outpaced the field in the hands of Jack Sears, trouncing the 3.8-litre Jaguar opposition and setting up a new class lap record of 1 min. 51.6 sec. This was the start of a successful partnership between Sears and the red-striped white Galaxie, a 6.9-litre single carburetter V8-engined version, which did so much in that year to establish the name of Willment.

In 1964, the Lotus Cortina had arrived on the scene, and two of them immediately found their way to the workshops of Willment Racing. They were driven mainly by South African Bob Olthoff whose association with the team was later to lead to the appearance of the familiar Willment colours on South African circuits. But the Lotus Cortinas were not the only horses in the stable. The Formula Two stakes were being contested by a Brabham, driven by Frank Gardner, and a Lola, driven by Paul Hawkins. Gardner also drove a newly-acquired Elva Mk. Seven sports car and Hawkins a Lotus 23. Olthoff and Sears were also being entered in two A.C. Cobras, one open and one a closed coupé, and the Galaxie was making frequent appearances in Sears' hands, although it was to leave early in 1965 for South Africa where it is still making regular appearances. Another driver to race under the Willment colours in 1964 was Boley Pittard, the significance of his appearance in a twin-cam 1,650 c.c. Anglia being in the fact that the car was really his own. Willment had realised that many club drivers had the ability to do well on the circuits but lacked the necessary funds and he set about exploring the possibilities of giving his support to such people, many of whom have cause to thank him for his sporting generosity. There were no championship wins in 1964, but several races were won and the number of Ford Main Dealerships increased to five.

In 1965, the team ran a Lotus Cortina for Frank Gardner, who had considerable success, a Lotus 30 also for Gardner, the two Cobras which were raced by Sears, Gardner and occasionally by Innes Ireland, three Lotus 35 Formula Three cars shared between Boley Pittard and Ray Parsons, a Lotus 35 Formula Two car for John Miles (not John "Elan" Miles) and, as a venture into the front seat of motor racing, a B.R.M.-engined Brabham F.1 car which was driven by Bob Bondurant and Mike Beckwith. Full works support was also given to the other John Miles (now of Elan fame) who was racing a Diva so successfully and who became so tied up with the Willment organisation that he was soon to join their sales staff on the performance equipment side. Also in 1965 Bob Olthoff was managing, under Jeff Uren's direction, a team of three Willment cars in South Africa. They were the familiar Galaxie, a Cobra and a 1,600 c.c. twin-cam Brabham for South African formula events, the drivers being Olthoff himself and Tony Maggs. With these mounts they won the Saloon Car Championship and were runners-up in the Sports Car Championship, but in mid-season Maggs had a bad accident in the Brabham, wrote the car off and has not raced himself since.

By the time 1966 came along, Willment was a household word, and the racing division was such that expansion and reorganisation was necessary. A new building was acquired but as space at Twickenham was at a premium the department was shared among all the Willment establishments pending its completion. It was in such a divided camp that we found ourselves when we went along to visit the organisation last month. There was a fully equipped engine shop, complete with comprehensive test-beds, nestling midst the bric-a-brac of the construction company yard at Twickenham. Tucked away alongside a filling station at Gillette Corner on the Great West Road was the new Willment sports car with 1,930 c.c. B.R.M. V8 engine. This first appeared at Goodwood on Easter Monday in the hands of Mike Beckwith but broke its Colotti gearbox during the race. It is being rebuilt with a DS20 ZF 'box and is soon to be driven for the team by Innes Ireland. In another corner of the shop was a road car

being built for the Patron himself—a Galaxie chassis and engine around which a Ghia-inspired body, not unlike that of the Fiat 2300S, is being shaped—and in another the bodyshell of John Miles' Elan, a works-supported car which has already earned remarkable success this season.

At Boston Manor Road, Hanwell, was the Lotus 30 with DS25 ZF gearbox to be raced by Brian Muir. This car was entered for the Oulton Park T.T. but dropped a valve before practice started. A new engine rushed up from London was not installed in time for the car to qualify. Alongside it was . . . yes, a Galaxie; not the single-carb. car raced by Jack Sears, but the shell of Sir Gawaine Baillie's former car to be fitted with a 7-litre engine which was then undergoing bench testing with four side-draught Webers. It is expected that Brian Muir, latest import under the "Australian Driver to Europe" scheme, will drive this car. A third car at Hanwell was a Lotus Cortina with which experiments are currently being made with inclined engine mountings to make room for a Shorrock supercharger. When completed, we gather that it may be driven by Sir John Whitmore. In addition to John Miles' Elan, other supported cars will be a Brabham BT8 Climax and a Lotus 41 F.3 for Tony Dean, an 1,800 c.c. t.c. Lotus 23 for Jack Paterson and, as a completely new venture, a Cortina GT to be rallied by Welshman Malcolm Gibbs. Quite obviously, Jeff Uren has not forgotten his rallying associations and has shown himself to be an astute selector in choosing Gibbs for support. Gibbs, navigated by Randal Morgan, now leads the *Motoring News* British Rally Championship.

In a comparatively short space of time the Willment Racing Division, with its colours now reversed to white stripes on red, has gone rapidly from strength to strength. We wish it continued success, not only with its own cars, but also with those of the club drivers that it supports so admirably.

* * *

No visit to the Willment Racing Organisation would be complete without a test-drive in one of their cars, but none of the cars was in road-going tune, race schedules were far too tight to permit a precious day to be consumed by a track-test and the Willment Sprint GT, a tuned version of the Ford Cortina GT for road use, has already been described in the November, 1964, issue of MOTOR SPORT. However, we learned that Gibbs' rally car was to return to the workshops for a refit before the International Scottish Rally and he agreed to allow us to use it for a week before this took place. Road test cars, as a general rule, are carefully checked before being subjected to the close scrutiny of the Press. Not so in this case, and it is a tribute to the confidence that Willment have in their preparation that I was allowed to take delivery of the car immediately after it had completed an arduous rally in South Wales. It seems that the car had lost some time during the night when a petrol pipe had burst, but the temporary repair was such that the journey from Lampeter to London was completed without any trouble.

Most competition cars are considerably lighter than their standard counterparts, but as this particular car has to withstand the terrible pounding that special stages can inflict it was fitted with protective equipment which rendered it much heavier. On a public weighbridge, it tipped the scales at 19¼ cwt., whereas a standard 4-door version recorded 17¾ cwt. Even allowing for the 38 lb. difference between 2- and 4-door versions this is still a considerable weight increase and one which should be borne in mind when taking the acceleration figures into account. Fords quoted 16¼ cwt. for the standard car, but we prefer to use our own figures since both were obtained in the same manner. Dare we suggest that perhaps the official Ford figure has something to do with homologation? Accounting for the weight increase was a pretty substantial dural sumpshield running to the back of the gearbox, and another guard protecting the fuel tank. In addition, there was a second, 8-gallon tank fitted in the boot from which high-octane petrol was fed to the original tank by a Bendix rapid action electric pump controlled from a switch on the dashboard. Stronger springs were fitted front and rear, heavy-duty shock-absorbers and strengthened front struts. The 5½J wheels were shod with Goodyear G800s which were considerably worn after many forest tracks had passed beneath them—another point which should be taken into account when considering the car's acceleration times.

The engine has been bored to 1,599 c.c. (though this will be changed to a homologated unit before the Scottish) and everything balanced and hand matched. The head has been modified and heavy duty con. rods, crankshaft and rocker gear fitted. The flywheel has been double-dowelled and a high pressure oil pump fitted. Fuel feed is through a pair of side-draught Weber carburetters, and the net result is a unit which produces 112 b.h.p. at 6,700 r.p.m.

The interior is relatively stark compared with some of the aircraft simulations we have seen, proving that it is not really necessary to install masses of complicated equipment in order that a car might go quickly in the correct direction. The seats were unchanged, Irvin belts were fitted, and the rear seats sported spring-loaded straps on the cushion and squab in order to keep tools, spares and maps in place. The only navigation aids were a Butler Flexilight, a Halda Twinmaster, with two scales each accurate to a hundredth of a mile, and a power socket for an illuminated magnifier. Spot, fog and reversing light switches were mounted on the central console just behind the gear lever.

Although a rally-prepared car must, of necessity, travel on public roads, the Willment Cortina GT became distinctly fluffy when taken from its natural habitat in the forests and deposited in the traffic-snarled streets of London, but throttle blipping served to keep the plugs oil-free. The marketed version of the car is, of course, not as fussy. The ride is understandably firm and handling is meticulously precise. All in all, a well-prepared competition car without any gimmicks. Even the jazzy white stripes are there for a purpose—to help service crews at night just as they help race mechanics by day.—G.P.

Performance Data

Figures taken on a wet track

0-50 m.p.h. ..	7.0 sec.	0-70 m.p.h. ..	13.3 sec.
0-60 ,, ..	9.8 ,,	0-80 ,, ..	18.9 ,,
	s.s. ¼-mile ..	17.1 sec.	

16 m.p.h. per 1,000 r.p.m. in top gear.

Fuel consumption 20 m.p.g. on the road, reducing to 15 m.p.g. on a rally.

RALLY REVIEW—continued from page 502

THE AUSTRIAN ALPINE

General Classification

1st : Hopkirk/Crellin (B.M.C. Cooper S)	0 min.	2,500.00	marks
2nd : Wallrabenstein/Muller (Porsche)	0 ,,	2,447.41	,,
3rd : Burkhardt/Koch-Bodes (Taunus 20MTS) ..	0 ,,	2,218.87	,,
4th : Kleint/Klapproth (Taunus 17M)	1 ,,	2,101.30	,,
5th : Buchbauer/Brandstetter (R8 Gordini)	2 ,,	2,115.97	,,

Like the French Alpine Rally the overall placings on this the 37*th Osterreichische Alpenfahrt* were decided by road penalties first and the results of nine tie-deciding tests next. However, the tie deciding tests were not marked on a scratch basis, i.e. fastest man wins, but on a system of comparison coefficients by Group. Therefore, Paddy Hopkirk is shown with maximum possible marks because he was the fastest Group 2 car on all the nine tests, whereas in fact on scratch he was beaten on the first two tests by Group 3 Porsches.

The point about this, then, is that if the Mini had dropped even a single minute it would have lost the outright winners cup although being quickest over 109 km. of special stages. The French Alpine makes up for this anomaly by awarding cash prizes for fastest on each stage, but not the Austrian—they only give awards to class winners!

However, the organisers, the O.A.M.T.C., did make vague promises that changes for next year would include prize money, results decided on special stage performances and a relaxing of the strict no-service rule.

The event itself consists of a two-day 1,700 km. tour of the rough back roads and passes in the scenic south Austrian Tauern Alps and the wildly rugged Dolomites just over the Jugoslav border. Porsche and B.M.C. were the only serious contestants; Fords not entering because only Groups 1 and 3 counted towards the European Rally Championship. They are using the Group 2 Lotuses wherever possible, presumably because the Group 1 Lotus Cortina is not considered competitive enough in its class.

So, anyway, B.M.C. pulled off their seventh international rally win after the formidable opposition from Porsche vanished when Klass broke a drive shaft on his 911 on the second day. Fall in the sister B.M.C. car retired after bending the steering on a pile of logs, while the GT category leading Porsche of Gass was immobilised after a road accident.—A.E.A.K.



"C'EST
UN ESSAI
DE VOITURE
QUI M'A FAIT
DÉCOUVRIR
LE CINTURATO"



'Ces pneus m'ont fait grosse impression et je les utilise toujours sur ma voiture personnelle', dit Paul Frère.

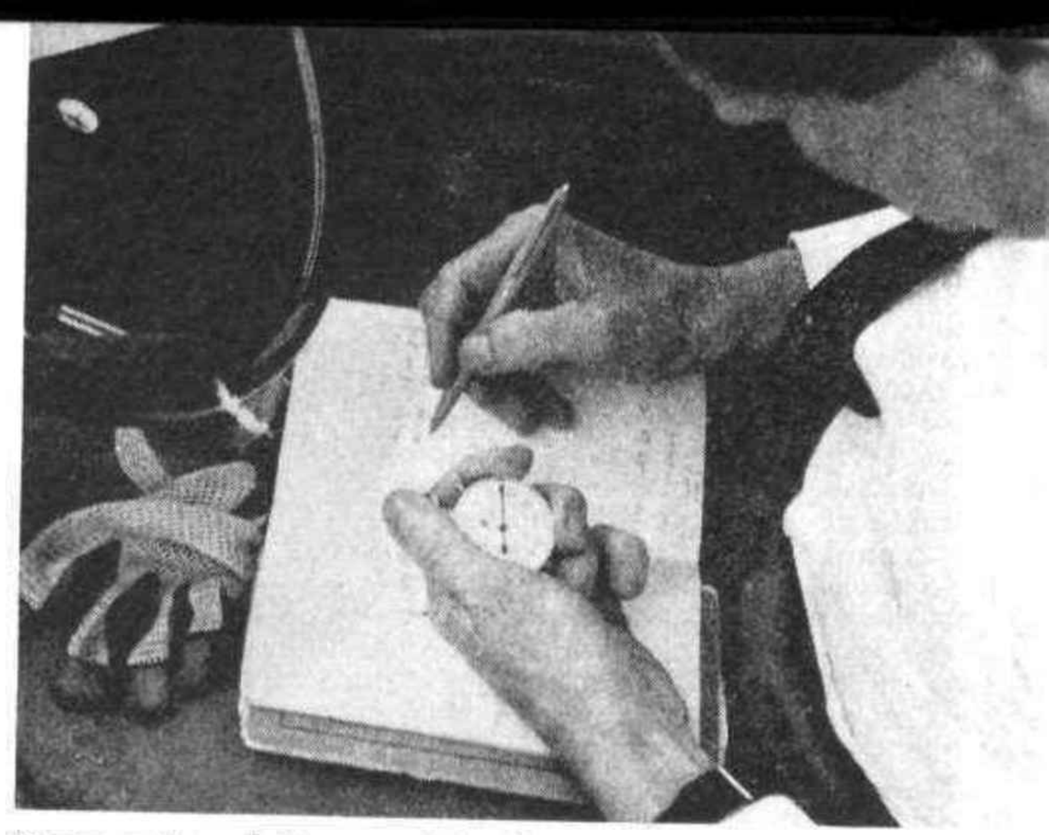
J'entrai dans le monde automobile par le journalisme, ce qui ne m'empêcha pas de tenir pendant douze ans, le volant de voitures de courses, sur d'innombrables circuits. J'ai aujourd'hui mes rubriques dans quatre publications européenes, sans compter de nombreuses collaborations moins régulières. Après avoir obtenu mon diplôme universitaire, j'ai choisi le journalisme pour essayer de me faire connaitre et m'ouvrir une voie dans la branche automobile. Mais bientôt le moyen devint une fin et m'aida aussi à réaliser un de mes grands rêves: faire de la course automobile. Et finalement les courses, à leur tour, m'aidèrent beaucoup dans ma carrière de journaliste.

J'ai presque toujours conduit des voitures d'usine. J'eus la chance de fair partie, très tôt, de l'equipe britannique H.W.M. qui courait en Formule 2. Puis on me vit au volant de Porsche, Aston Martin, Jaguar et Ferrari dans les courses pour voitures de sport et de Gordini et Ferrari dans plusieurs Grands Prix. Je me sentais fort à l'aise dans les voitures les plus diverses. C'est en 1948 que je disputai ma première course et c'est en 1960 que je renonçai à toute participation sérieuse à la competition. Cette année-la, j'avais gagné le Grand Prix d'Afrique du Sud, sur une Cooper, le Grand Prix de Spa pour voitures 'sport' sur une Porsche, et finalement, avec Olivier Gendebien, les 24 Heures du Mans sur une Ferrari. Un pilote dont la course n'est pas la profession ne peut guère espérer beaucoup mieux, et comme j'avais largement atteint l'age de raison, j'ai pensé qu'il serait peut-être temps de m'arrêter.

Depuis lors, mon activité de journaliste m'a fait que s'étendre. La majorité de mes articles est destinée à Les Sports *en Belgique,* L'Equipe *en France,* Quattroruote *en Italie et je suis le Rédacteur responsable de la partie sportive dans* Auto, Motor & Sport *qui parait à Stuttgart, sans compter diverses collaborations moins importantes.*

Je connais le Cinturato depuis ses débuts. C'est un essai de voiture qui me l'a fait découvrir. Ces pneus équipaient une Alfa-Romeo et me firent grosse impression, au point que j'en fis rapidement monter un jeu sur ma voiture. Aujourd'hui, ma voiture est d'un modèle qui a été conçu pour être monté sur des Pirelli Cinturato. Je l'utilise rarement en ville; presque toujours elle sillonne les grand'routes; c'est un usage pour lequel ces pneus sont très sûrs et extrêmement agréables. J'ai essayé de nombreux pneus à carcasse radiale et, à mon avis, le Cinturato réunit toutes les qualités qu'on doit exiger d'un bon pneu de ce genre. Et il n'est pas trop bruyant sur les pavés, ce qui est très important en Belgique, où j'habite quand je ne suis pas autre part . . . .

Comme journaliste de l'automobile, je dois tenir compte de tous les usagers, pas seulement les conducteurs d'une habileté très supérieure à la moyenne. Ainsi, je suis sûr que ceux qui cherchent à s'initier à la conduite correcte de voitures rapides auraient tout



'I was extremely impressed by these tyres, and I still use them on my own car today' says Paul Frère.

I got into the motoring world through journalism. That led to a dozen years as a racing driver, though I never gave up my writing. Now I have columns in four European motoring magazines and buzz the odd article off elsewhere. After I got my degree in engineering, I chose journalism as a means of making myself known and forcing an entry into the automobile branch. But after some time, the means became an end in itself and it also helped me getting into motor racing, which had always been a great ambition of mine. In the end, though, racing helped me immensely in my career as a journalist.

In my racing days, I mostly drove for factory teams. I was very lucky and speedily got into the British H.W.M. team when they were racing Formula Two. From there I graduated to drive Porsches, Aston Martins, Jaguars and Ferraris in sports car races and Gordinis and Ferraris in several Grands Prix. I was at home in quite a wide range of cars.

I entered my first race in 1948 and I signed out from racing on a serious scale in 1960. After Gendebien and I won the Le Mans 24 hours race in a Ferrari, after I had won the South African Grand Prix in a Cooper and the Spa Sports Car Race in a Porsche, all in the same year, I thought, well, that was about the best one could do, without going out to race full-time. I wasn't so young any more, and I thought it was high time I stopped.

As a journalist, I had always had assignments with a variety of magazines and I have consolidated these since. Most of my articles go to *Les Sports* in Belgium, to *L'Equipe* in France, to *Quattroruote* in Italy and I am actually Sports Editor of *Auto, Motor and Sport* in Germany, in addition to several lesser assignments.

I have known Cinturato tyres since their early days. It was through my professional need as a motoring journalist that I got to know them. I think the first ones I had were on an Alfa Romeo. I was extremely impressed by these tyres and soon had a set fitted to my own car. Today, I'm running a car, which was actually designed round the Pirelli Cinturato, so it all fits very well. My car is hardly used for town work, I mainly drive it on the grand'routes and for that job I find those tyres very safe and pleasant. I have tried many radial braced tyres and in my experience the Cinturato has all the qualities one expects from a good product of this type; and it doesn't produce too much noise either, especially on cobbles, which is very important in Belgium, where I live when I am not elsewhere . . .

In my work as a journalist I must think of all types of motorists, not only the very best drivers. When I consider the Cinturato from the point of view of some of my readers who are perhaps just beginning to drive fast, I am sure it makes life easier for them, because it improves the handling qualities of almost any car.

Let's face it, there are some cars which just don't work with a radial braced tyre, but usually the fault does not lie with the



interét à monter des Cinturato qui améliorent le comportement de presque tous les modèles et pardonnent beaucoup d'erreurs.

Certes, certaines voitures ne s'accomodent pas de pneus à carcasse radiale, mais ce n'est généralement pas la faute des pneux: le guidage plus précis qu'ils assurent peut, en effet, faire ressortie davantage les défauts d'une voiture mal conçue. Par contre, je crois qu'on peut toujours dire que le comportement d'une bonne *voiture est toujours encore amélioré par le montage de pneus à carcasse radiale. Ils augmentent la vitesse de virage, reduisent la dérive, améliorent la précision de la direction et favorisent la sécurité sur les routes mouillées. Certes, certains pneus à carcasse radiale sont plutôt 'traitres'. Mais les meilleurs d'entre eux 'préviennent' avant de décrocher et permettent au conducteur de se défendre avant que le dérapage prenne des proportions dangereuses. Les Pirelli Cinturato appartiennent à cette dernière catégorie. Sur la foi de mon expérience, il y a deux ou trois marques de pneus radiaux que je considère comme les meilleurs pour certains usages particuliers. L'un de ces pneus est le meilleur du point de vue de la tenue de route; c'est celui qui, hormis les pneus de course, permettrait de réaliser le meilleur temps sur un circuit. Il y en a un autre que je considère comme particulierement bon sur sol mouillé. Et enfin il y en a un que je choisirais pour ses qualités d'ensemble, un pneu qui atteint un niveau très élevé dans tous les domaines.*

Ce pneu, c'est le Pirelli Cinturato, un pneu remarquable par ses qualités d'ensemble et qui ne provoque pas de vibrations désagréables de la carrosserie sur certains types de pavés, comme le font certains pneus radiaux. Il assure une conduite précise et 'prévient' à temps, ce qui est très important pour ceux qui roulent vite. Et, c'est très important aussi, il assure une bonne adhérence sur sol mouillé.

Je parcours, en moyenne, 80,000 kilomètres par an, pour la plupart au volant de voitures que j'essaye. Le reste—15 à 20,000 kilomètres—est couvert au volant de ma propre voiture que, le plus souvent, je ne choisis, quand he pars en voyate, que pour le plaisir que sa conduite me procure. C'est un Coupé Fiat 2300 S, une voiture qui frise le 200 à l'heure et qui, comme je l'ai dit, a été conçue pour être équippée de Cinturato. Il est peut-être exagéré de dire qu'une voiture devrait être conçue 'à partir' d'un pneu d'un type et d'une marque bien déterminés en fonction de l'usage auquel elle est destinée, mais je crois qu'il est indispensable que le constructeur tienne compte, en créant une voiture, de la structure des pneus sur lesquels il compte la monter. Si elle à été créée pour recevoir des pneus à carcasse radiale, l'usager pourra, en choisissant la marque des pneus radiaux qu'il y monte, obtenir dans le cadre général du comportement recherché par le constructeur, les variations convenant à ses préférences personnelles. Mais il serait une grave erreur de remplacer des pneus radiaux par des pneus à plis croisés, alors que le contraire est presque toujours avantageux. Dans ce choix, pour ma part, j'ai opté pour le Cinturato.

tyre: the more precise behaviour of a radial braced tyre only makes bad design show up more drastically. I would say that any *good* car is improved by a good radial braced tyre. You get a higher cornering speed, less slip, more precise steering and safer handling in the wet. Mind you, there are some radial braced tyres which aren't predictable at all. With the best, if you are going into a slide you can feel them go, and correct. Pirelli Cinturatos are among those with which you know exactly where you are. In my own experience, there are two or three makes which I would rank at the top for different purposes. One for absolute best handling, let's say on the track, not using racing tyres, of course. Another radial braced because it's particularly good in the wet. And yet another because it is a very good all round tyre, ranking very high in all aspects.

That's where I would place the Cinturato. It's particularly good all round, and does not induce body vibration on the noisier sort of road as do some sorts of radial braced tyres. It gives very precise and entirely predictable handling, which is important if you drive fast: and it's good in the wet.

I cover an average of about 50,000 miles a year, mainly driving other people's cars. Of that mileage I suppose I do about ten or twelve thousand in my own car, just for the sheer enjoyment it gives me. It's a Fiat '2300 S', a 120 miles per hour plus motor car, that was designed round the Pirelli Cinturato. I do think a car should be designed, perhaps not round a specific make of tyre but certainly round a specific type of tyre, according to the main purpose its designer has in mind for his brain child. If a car has been designed round a radial braced tyre, drivers can vary in their judgements about the performance of a particular make of tyre, but they can't really abandon the radial braced with any wisdom. All I can say is that I agree with the makers of my car: I fit, and enjoy, Cinturato.

PIRELLI
CINTURATO

To the **Pirelli Performance Bureau** 343-345 Euston Road London NW1: please send me a copy of the Cinturato Book and the latest list of cars to which Cinturatos can be fitted.

Name .....

Address .....

.....Make of car .....

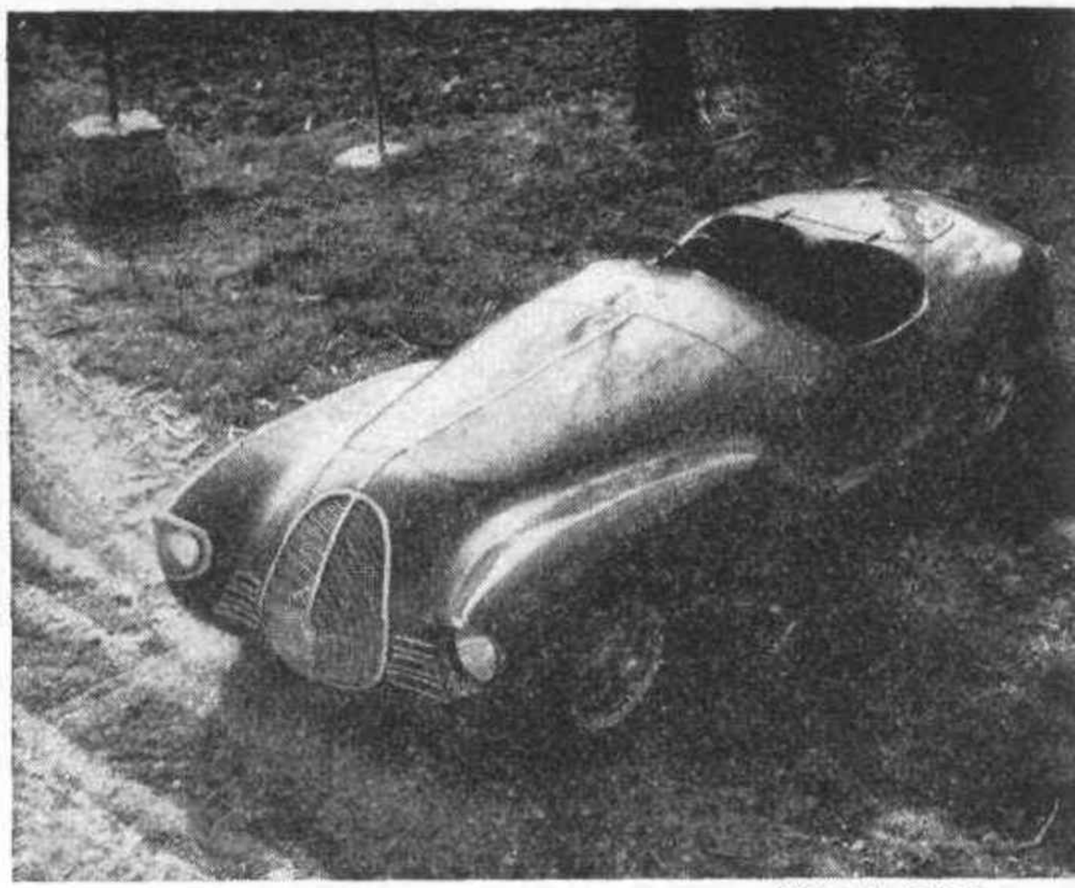
THE "815"

IN the issue of MOTOR SPORT of January 1965 reader R. M. Kitchingman wrote asking if anyone knew the whereabouts or the fate of the two sports cars that Enzo Ferrari built in 1940. This occasioned a reply from Hans Tanner, in the United States, who explained that one had been modified out of all recognition by Enrico Nardi and the other had been broken up by a Modena scrap dealer. That appeared to be the final answer to Kitchingman's query, but a little while later I was in Modena and my friend Peter Coltrin, who lives there, said that he had met a man in Bologna who claimed to know of the existence of one of these Ferrari sports cars of 1940. I left Coltrin starting a research programme that was to occupy many months and when I met him again at the time of the Italian Grand Prix he showed me a photograph he had taken at a village near Bologna. It was an "815" Ferrari, complete and unaltered from the day it raced in 1940, so somewhere Hans Tanner had got hold of the wrong information; either the Modena scrap dealer had not broken up his car, or the car that Nardi modified had not been an "815."

Coltrin continued his researches and on my last visit to Modena he lent me the file of papers and information he had collected after conversations with innumerable people connected with the "815" affair and we sorted out the whole story, as well as putting right a number of misconceptions that have been perpetrated about these cars by various motoring historians over the years. One story was that today Enzo Ferrari did not want to know about these cars and the designer, Alberto Massimino, brushed them aside as hopeless and preferred to forget about them. Coltrin found that Enzo Ferrari was very helpful, and pictures of them still exist on the walls of the Modena offices, while Massimino could not have been more helpful, producing facts and figures and making sketches, as well as writing long letters about the affair.

The beginnings go back to 1938/39 when Alfa Romeo re-opened their racing department in Milan and took back the racing activities of Alfa Romeo cars from the Scuderia Ferrari at Modena. Enzo Ferrari, Alberto Massimino and Luigi Bazzi left Modena and went to work at the Alfa Romeo factory in Milan, but as Ferrari has made very clear in his autobiography he soon fell out with Wilfredo Ricart who was in charge of Alfa Romeo racing engines. The war between Germany and Great Britain had already begun when Ferrari and Massimino left Milan to return home to Modena and start a firm known as Auto Avio Costruzioni, doing contract machine-shop and design work. Ferrari had been forced to sign a contract that forbad him to reconstitute the Scuderia Ferrari or to build racing cars that would in any way be opposition to Alfa Romeo for a period of four years. At the time Italy were not involved in the war and racing was continuing.

Around Christmas 1939, with the 1940 racing calendar already announced, Ferrari made plans to build cars to take part in the Brescia G.P. in April 1940. The Mille Miglia had been last run in 1938 when there had been a serious accident and the Government had banned the race in 1939, but the Automobile Club of Brescia planned a new race for 1940, over 1,000 miles on a triangular course running from Brescia-Cremona-Mantova-Brescia, a lap length of 167 kilometres. Although the official title was the Gran Premio di Brescia, the race was considered by the sporting world to be the revived Mille Miglia. When Ferrari and Massimino sat down to plan a new car for this race there were a number of factors that were to influence their decisions. Time was short, less than four months, money was limited, and Fiat were offering a cash prize to any class winner using Fiat components. They were agreed that production parts should be used as far as possible, Fiat was the obvious choice and there was a rich driver in Modena who would sponsor their project. This was the Marquis Lotario Rangoni Machiavelli, who lived in Modena and had been racing Fiats tuned by Stanguellini, whose garage was just up the road from the Ferrari works. The very successful 4-cylinder Fiat 1100 saloon, the 508C, was taken as a basis and Massimino set to work to design an engine using as many standard Fiat parts as possible. He started with two Fiat 1100 cylinder heads, which were of aluminium, and placed them end to end to make a straight-eight configuration, using standard valves, and rockers. A one-piece cylinder block and crankcase was cast for them by the



[Photo by Coltrin

SOLE SURVIVOR.—The second "815" driven by Ascari in the 1940 Brescia remains unaltered today, in a private collection of old cars. The lines are typical of sports-car design of the 1938/40 period.

Calzoni Foundry of Bologna, and they used wet-iron liners, while Calzoni also cast an aluminium sump and rocker box. As Ferrari could not put his name on the car he called it the "815," for 8-cylinder, 1.5-litre, but there was more to it than that. Before leaving Alfa Romeo he and Massimino had been working on the 1½-litre Alfa Romeo designated the Tipo 158, so Ferrari found great delight in using the same numbers for his new car. The numbers 815 were cast on the one-piece aluminium rocker box and also appeared on the badge on the nose of the car. This 8-cylinder engine had a bore and stroke of 63×60 mm. giving 1,496 c.c. and used standard Fiat 1100 connecting rods. At first there were two 4-cylinder distributors driven by skew gears on the camshaft, one by cylinder number 3 and the other by cylinder number 7, but great difficulty was experienced with synchronisation, so Magneto-Marelli came up with an 8-cylinder distributor which was driven from the forward skew gear, a tachometer drive being taken from the rearward one. With the standard Fiat cylinder head porting the inlet valves were fed in pairs from four downdraught Weber 30DR2 carburetters, and two 3-branch exhaust manifolds fed into a single tail pipe which ran under the car, being straight-through without any silencer. A Massimino designed camshaft and 7.5 to 1 compression ratio gave 75 b.h.p. at 5,500-6,000 r.p.m. A standard Fiat 1100 clutch and gearbox were used and the power unit was installed in a Fiat 1100 chassis, suitably reinforced. The 508C saloon was well favoured by special builders in those days as in production form it had a high standard of road-holding, with i.f.s. by enclosed oil-damped coil-springs on the Dubonnet system and a light rear axle well mounted on semi-elliptic leaf springs, while the chassis was a light but rigid cruciform of drilled channel-section. The "815" retained all the Fiat suspension, steering, brakes and rear axle and Borrani wire wheels were fitted. Carrozzeria Touring of Milan built the all-enveloping alloy body and, whether by accident or design it is not clear, it looked remarkably like the 1939/40 Alfa Romeo racing sports cars.

Ferrari built two of these cars in his factory in Modena, the first numbered 020 being for Rangoni and the second 021 being for Alberto Ascari. To this day Ferrari insists that the cars were built for customers, and that they bought the cars, but knowing Ferrari's friendship with Alberto Ascari's father until his death, in 1925, it seems likely that Enzo was keeping a paternal eye on his friend's son and helping him to graduate from motorcycle racing to car racing. The Brescia G.P. took place on April 28th, 1940, so that in less than four months Ferrari had built and tested two cars and they were both ready for the start. One was driven by Rangoni with Enrico Nardi as his riding mechanic, Nardi being the test-driver for Enzo Ferrari, as well as a factory mechanic, and the second car was driven by Alberto Ascari with his nephew Minozzi as his passenger. In the 1½-litre class the "815" cars

were untouchable, Ascari leading on the first lap but then retiring with what was said to be a broken valve, but today Massimino thinks it may have been a rocker arm. What he does remember clearly is that it was a standard Fiat 1100 part that was never known to give trouble. Rangoni then took the lead in the class and very near the end of the race he had 33 minutes' lead over the second man when engine trouble put him out, but not before he had made fastest lap in the class at over 90 m.p.h., and been timed at a maximum of 108 m.p.h. Reports at the time said a roller bearing had failed, but today Enrico Nardi recalls that it was a broken timing-chain, though the two might be connected. Although neither car finished the race they had set a new standard for 1½-litre sports cars.

After this Italy became involved in the war and the cars did not race again. Rangoni took his back to Modena, and when their war started the car was taken out tc a small village between Modena and Maranello and the Marquis joined the Italian Air Force. The second car went to Milan, to a Mr. Baltracchini, who would seem to have been involved with the entering of Ascari in the Brescia race. In 1942 the Marquis Rangoni was killed in a flying accident in a tri-motor bomber on a test-flight. He is often referred to as a fighter-pilot, which sounds much more romantic, but in fact he was assisting a friend as second-pilot in the test of this new bomber when it crashed, killing them both. Rangoni's brother looked after the car until the end of the war, and at some unspecified time in later years he sold it to a Modena scrap dealer. Coltrin traced the Marquis Rolando Rangoni Machiavelli last year, still living in the family home in Modena, and saw the bill-of-sale from the scrap dealer, and also heard the true story about Lotario's death. This was "815" number 020 and without doubt is the one that Hans Tanner heard about in Modena and the one that was broken up.

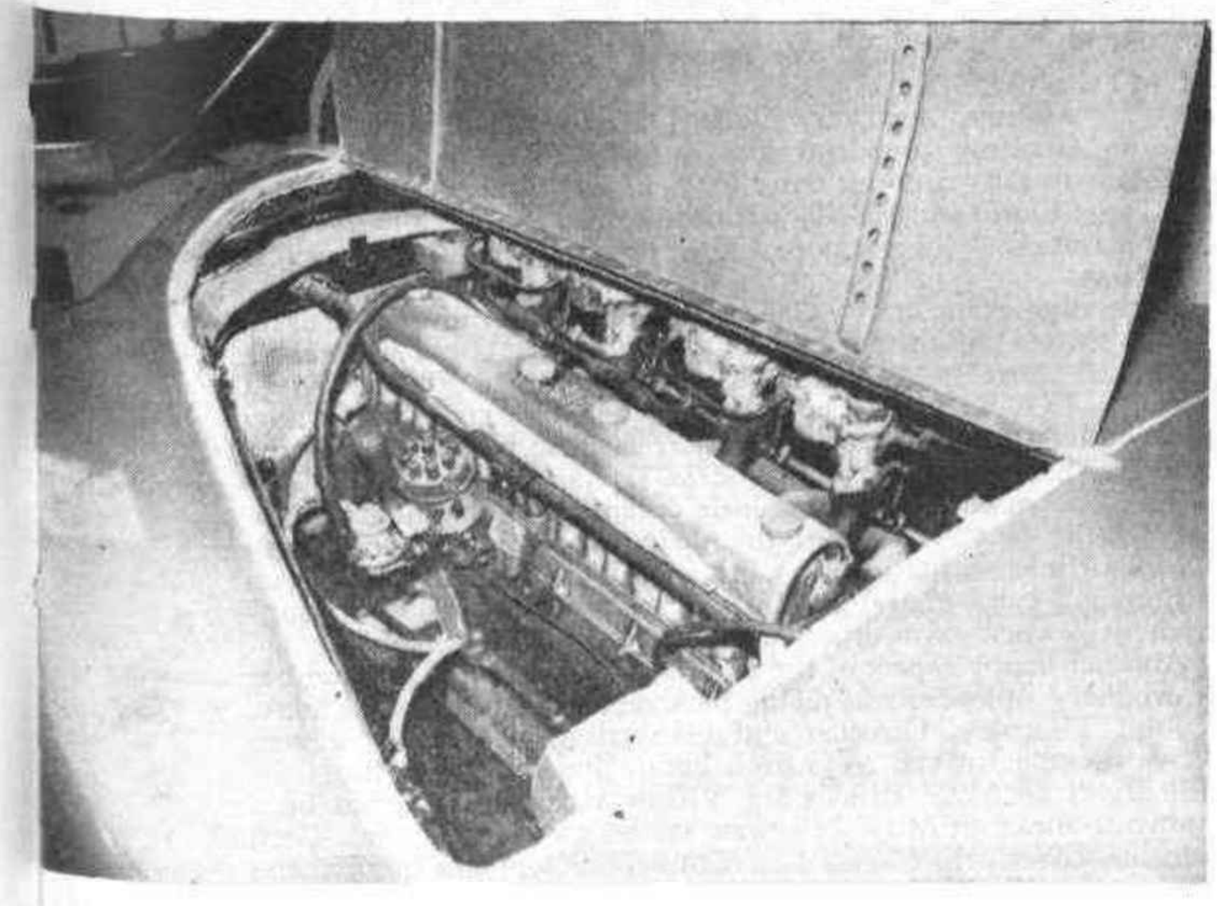
A year or two ago a collector of old cars and antiques in San Martino in Rio, near Bologna, heard tell of the Ascari car in Milan and after tracing it from one scrap-yard to another finally ran it to ground in Lucca, and bought it for scrap price, still complete except for the Perspex windscreen, a headlamp glass, the passenger seat, and the plug leads, and all in quite fair condition. He took it back to his collection, which is where Coltrin found it and photographed it last year. On the bulkhead is a plate stamped "Vettura 815-A, Motore 815-021, Telaio 815-021," without question the Ascari car. Research did not finish here, for previously written stories had not only said that Enrico Nardi built the cars, which was now patently not true, but that he was supposed to have modified the Ascari car into a 2-litre Nardi-Danese. Coltrin made a trip to Turin, to Nardi's steering-wheel factory next door to Lancia, and found Nardi, who was most interesting and helpful. He explained how he had left Lancia in 1938 and gone to work for Ferrari in Modena, had been the test-driver and ridden with Rangoni in the Brescia G.P. During the war years he had stayed at Auto Avio Costruzioni with Ferrari and in 1945 had returned to his home town of Turin and set up in the tuning business with Danese. He had taken with him certain engine parts of the "815" project, for Ferrari had made spare parts as well as the two racing units, and Nardi began a project to build a 2-litre version of the "815" engine, making a new crankshaft with longer stroke. This was to have gone into a new tubular space-frame he had designed, but the 2-litre Nardi-Danese ended up with an iron 6-cylinder single-o.h.c. Maserati engine installed. In various corners of his little factory bits of the projected 2-litre "815" engine still exist.

At the end of April this year there was the annual Trade Fair in Modena and on show amongst a collection of veteran and vintage cars was the sole remaining red "815" that was driven in the 1940 Brescia G.P. by Alberto Ascari. Undoubtedly Enzo Ferrari would like to get it back, if only to tidy it up and put it in the Turin Museum, and already there has been talk of exchanging it for a new Ferrari! The owner has no wish to part with it, having a large collection of historic cars of his own, so at least we can all rest content in the knowledge that it will never be seen again in a scrap-yard. There is a story put out by the guardian of this private collection that there were three "815" cars built, the third being destroyed in a fire before it was ever raced, but Enzo Ferrari, Massimino and Nardi all refute this story and say that only two cars were built, and they should know. The little blue and yellow badge above the radiator grille on this little red sports car merely states "815," giving no clue at all that it is the second real Ferrari car, the first having been broken up.

Thanks must go to Peter Coltrin for his patience and perseverance in ferreting out so much information and his ability to meet numerous Italians on their home ground and winkle out items of information in Italian that could be translated into this interesting story, as well as putting to rights many inaccurate items that have appeared in the Italian press as well as in the English and American press. Although the story is virtually complete it is not finished, for living in Modena as he does, Coltrin still meets Italians who recall the "815." To some of us the racing in 1940 seems only like yesterday, but it was 26 years ago.—D. S. J.

STRAIGHT-EIGHT.—The 1½-litre push-rod o.h.v. engine of the "815" designed by Alberto Massimino for Enzo Ferrari, based on two Fiat 1100 cylinder heads, with four downdraught Weber carburetters.

[Photo by Coltrin



JUAN JOVER RACES (April 24th)—Barcelona
Formula Two—60 laps—227 kilometres

The Spanish Club having more starting money available they were able to attract the bulk of the Formula Two runners, including the Brabham-Honda team, the Tyrell Matra team, Jim Clark, Graham Hill, Mike Spence and many others. The race was held on the interesting 3.79 kilometre circuit in the Montjuich Park, which is full of corners, climbs and descents, and after practice it looked as if Brabham and Hulme with their Honda-powered cars were going to have another "demonstration run." Rain on race day altered things, however, and Stewart in Tyrell's Matra-Cosworth ran away from the Brabham-Honda team until he was delayed at the pits by a flat battery, due to a fault in the charging system, and while a new battery was fitted Brabham took the lead and held it to the finish. Once again Clark was out of the picture with the Ron Harris Lotus 44, this team seeming to be as unsuccessful this year as they were successful last year. Spence had an accident with Tyrell's Matra-B.R.M., which he was driving in place of Ickx, and damaged a foot, while other competitors had spins and crashes on the streaming wet surface.

Results :

1st : J. Brabham (Brabham-Honda) .. 2 hr. 8 min. 49.55 sec.—105.928 k.p.h.
2nd : J. Stewart (Matra-Cosworth) .. 2 hr. 9 min. 35.90 sec.
3rd : D. Hulme (Brabham-Honda) .. .. .. 59 laps
4th : D. Hobbs (Lola-Cosworth) .. .. .. 58 laps
5th : M. Beckwith (Brabham-Cosworth) .. .. 57 laps
6th : G. Hill (Brabham-B.R.M.) .. .. .. 56 laps
Fastest lap : J. Stewart (Matra-Cosworth), in 1 min. 59.90 sec.—113.833 k.p.h.

FORMULA THREE RACE—Two Heats and a Final of 30 laps
113 kilometres, in the dry

1st : M. Beckwith (Lola-Ford) .. .. 58 min. 58.83 sec.—116.674 k.p.h.
2nd : C. Williams (Brabham-Ford).
3rd : H. Stiller (Brabham-Ford).
4th : B. W. Hart (Lotus-Ford).
5th : P. Courage (Lotus-Ford).
6th : C. Crichton-Stuart (Brabham-Ford).
Fastest lap : B. R. Hart (Lotus-Ford) in 1 min. 43.85 sec.—131.404 k.p.h.

AT

ABINGDON

A Visit to B.M.C.'s Sports-Car Factory and Impressions of the M.G.-B GT



THE SPORTING ASPECT of motoring takes many forms, of which this picture of an M.G.-B GT beside a 1930 Sunbeam Sixteen suitable for driving to vintage-car engagements, is a subtle reminder.

I AM not a rabid pre-war-M.G. " fan " but I think far too many Englishmen underrate the very fine competition record of this make and the valuable prestige it gained for this country before the war in racing and record-breaking. Indeed, in the war-time issues of MOTOR SPORT I did my best to emphasise this in special articles on the M.G. K3 Magnette's success in the Mille Miglia, the record-breaking achievements of Capt. George Eyston and Col. Goldie Gardner, and so on.

In view of all the competition history behind the make whose initials, enclosed within an octagon, breathe history, it is pleasing to find them extremely willing at Abingdon to follow the lead of their Press and Competitions Officer Wilson McComb and sort out the intimate details of the many historic M.G.s still in existence, a fascinating task in which McComb is helped by the Vintage M.G. and Triple-M Registers, of which Mike Allison of the B.M.C. Press staff is Hon. Secretary. Indeed, I know of no other manufacturer who researches more deeply into the past history of its products. In 1935 M.G. claimed that they had the biggest sports-car factory in the World; it had come into being in October 1929. As the last ZB Magnette saloon was built there at the end of 1958, this is again true—I know you can buy a B.M.C. 1100 saloon with the M.G. badges and a 1½-litre B.M.C. saloon called a Magnette, but these are not made at Abingdon. . . .

Today, production at the M.G. factory is devoted to the big Austin Healeys, the little Austin Healey Sprites and M.G. Midgets, and the M.G.-B, in both open 2-seater and GT form.

It was some time since I had been there and I chose an appropriate occasion on which to refresh my memory—the day on which confirmation came through that Aaltonen and Liddon had won the Tulip Rally in a Mini, and while I had on road-test a smart blue M.G.-B GT. Sir John Heygate, going to Abingdon to have his M.G. Magna overhauled after driving it about Europe for a year, wrote in " Motor Tramp " : " There is just one high street in this old Berkshire town heaped up on the Thames which leads from the little cobbled market-place, not unlike a miniature French *place*, on and on into the country. Farther out from the centre the houses lose a storey and straggle wider apart. You have half a mile of broad straight high street and at the end the Works. A perfect site for a motor *Alma Mater*."

That may be, but in 1966 you spend too much time going round and round Abingdon's tedious one-way system. . . . Yet this compact 5-acre factory is still delightfully situated, office blocks looking out on green fields, aeroplanes circling overhead from the near-by airfield. Nor has anything changed very much.

The cars are strictly hand-assembled, the body shells for the different models being mated to mechanical components on a high- and low-level assembly system, before the appropriate engines, which arrive by road from B.M.C.'s engine assembly plants, are installed. These engines comprise the 6-cylinder 83.36 × 89-mm. (2,912 c.c.) 150-b.h.p. Austin Healey power unit, the 4-cylinder 80.26 × 89-mm. (1,798 c.c.) 95-b.h.p. M.G.-B power unit, and the 4-cylinder 64.58 × 83.72-mm. (1,098 c.c.) 59-b.h.p. Austin Healey Sprite Mk. III and M.G. Midget power units—all simple, well-proven push-rod o.h.v. designs.

The body shells also come from the outside suppliers, those for the Austin Healey 3000 from Jensen's, and go onto the trim decks, where wiring harnesses, heaters and so on are fitted. The " Spridget " bodies are already painted at this stage, the M.G.-B bodies partially so. The smaller cars then get their front and back suspension assemblies, the M.G.-Bs their rear axles and sub-frame taking the i.f.s. assembly. The back axles of the Austin Healey 3000s have to be lifted on a bar and threaded sideways past the sub-frame structure, a difficult and heavy task. Final assembly takes place at ground level, two sets of concrete blocks locating the " line " as the cars are moved forward by hand. It is all very much in the unhurried, hand-assembly tradition.

But such is the demand for sports M.G.s and Austin Healeys that they have three assembly lines in operation for M.G.-Bs, with a fourth one soon to come into use, two lines for " Spridget " assembly, M.G. and A.-H. using the same lines, while the big Austin Healeys are assembled on a single line. There is happy impartiality in the employment of protective sheets, labelled " M.G.", laid over the wings of the big Austin Healeys. . . .

They make no secret of their production figures at Abingdon. For the week ending when I happened to be there the M.G. factory had produced 645 M.G.-Bs, of which 150 were the new GTs, 465 " Spridgets," divided into 240 Midgets and 225 Sprites, and 135 Austin Healey 3000s, a total weekly output of 1,245 cars. Not bad, for a factory which before the war was doing well to turn out 50 cars a week.

But it looks as if production will continue to go up, for the American market could absorb 1,000 M.G.-B GTs a month, were they available. . . .

Every car is road-tested, over a minimum of five miles, before going to the rectification bay to be readied for final dispatch.

All M.G. service is now undertaken at Cowley, but the Competition Department, under Stuart Turner, is based at Abingdon. This year B.M.C. are entering for seventeen rallies and while I was there two M.G.-Bs were being prepared for the Targa Florio. Mainly, however, Donald Healey deals with racing, his son Geoffrey preparing the cars. B.M.C. are more concerned with rally cars but enter for one or two races, like Sebring, the Targa Florio and Le Mans (but not this year!) as a high-speed demonstration. John Cooper also prepares Minis for racing, of course.

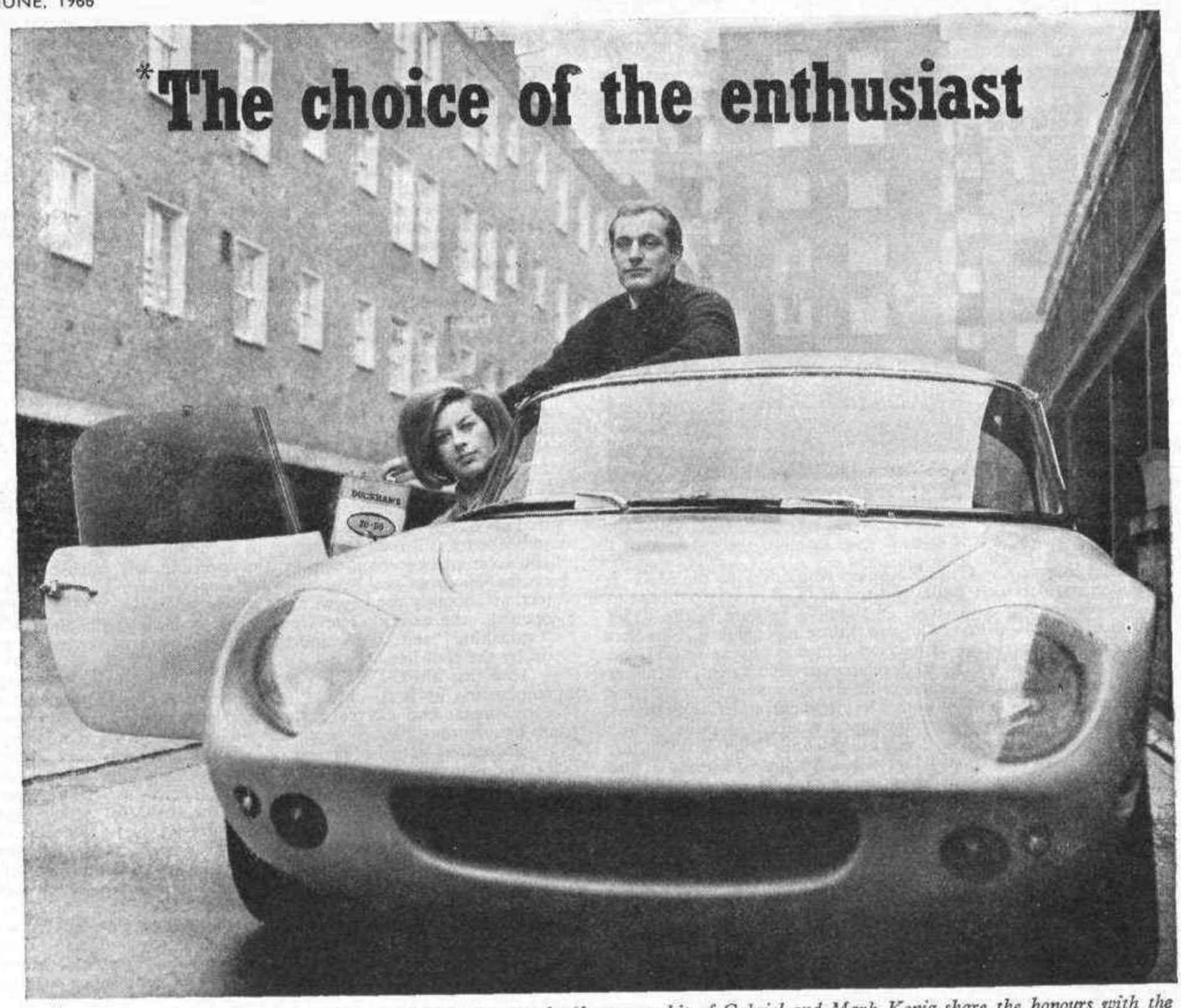
For rallying the 1275 Cooper S is almost universally used, for the simple reason that even in standard guise these remarkable little cars develop 121 b.h.p./ton, compared to 101 b.h.p./ton from an M.G.-B and 67 b.h.p./ton from an M.G. 1100. Thus they are so much more effective that there is little point in using the other B.M.C. cars.

Thus, down at this compact little organisation at Abingdon, not only is the factory devoted to making sports cars and getting B.M.C. Minis ready for rallies, but special tuning is carried out on customers' cars—there is no *need* to go to outside " soup-kitchens " when extra urge is sought from a B.M.C. engine!

Another happy aspect of the M.G. Car Company is the number of original employees and racing personnel still to be found there.

John Thornley, Director and General Manager, was a very active member of the M.G.C.C. before he joined the firm; he still drives an M.G.-B (as does Wilson McComb) and has been known to make an M.G. Magnette saloon go very quickly. Cecil Cousins, the Works Manager, joined Morris Garages in 1920 and reminisces eagerly about the old Cecil Kimber and Brooklands

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Headroom in the handsome M.G.-B GT is fairly limited and the back seat more suited to a small labrador than to a human-being.

days, Syd Enever, the Chief Designer, who designed the M.G.-A (of which 101,000 were built) and the M.G.-B, was prominent in the pre-war racing days, Reg. (" Jacko ") Jackson is the Chief Inspector, Alec Houslow (who was riding mechanic to Nuvolari in the T.T.) is in charge of development and engine testing and has his own drawing office and development department, including a very useful Crypton-Heenan roller-dynamometer in a separate test-room—this is used by both Development and Competitions for assessing the *real* power, developed where it is most useful! The Service Manager, Gordon Phillips, and Chief Road-tester, Sam Nash have but recently retired—all names redolent of the stirring days of the pre-war M.G. racing exploits.

Incidentally, Paddy Hopkirk, Rauno Aaltonen and Timo Mackinen have their own M.G.-B GTs. Since the 5-bearing 1.7-litre engine was adopted for the M.G.-B, not much development has been needed. The former 10-gallon fuel tank was changed for a 12-gallon tank, a closed-circuit fume trap introduced to comply with U.S.A. regulations, and all cars now have oil-coolers, not just the Export models. With the 5-bearing engine came a hot-wire fuel gauge to give a steady reading, and an electric tachometer. The GT car has the heavier " Police " back springs, as fitted to M.G.-Bs supplied for police work, when heavy policemen and radar equipment are carried(!), and the front anti-roll bar, optional on the normal " B," is standardised on the GT. The smart GT body is B.M.C.'s own, but the styling was evolved by Syd Enever, with some advice from Pininfarina.

* * *

What of this newest M.G.-B on the road? It is a sporting car in the old tradition, by which I mean that it is not scientific like a Porsche or Lotus Elan. Many customers, Americans particularly, enjoy it that way and wouldn't have the M.G. otherwise.

It is a car which does most things well, nothing outstandingly. Engine torque is such that you have to use the gearbox to really go motoring. Even then, acceleration, at 0-60 m.p.h. in 13.1 sec., a s.s. ¼-mile in 19.6 sec., is not outstanding for a 1.7-litre so-called GT " 2+1." The legal top pace of 70 comes up in 18 sec. and leaves the engine well out of the red in top gear; indeed, 79 m.p.h. is obtainable in 3rd gear.

A very rigid, well-placed, if fractionally too high, little central lever controls rather notchy changes of gear; the central pull-up hand-brake lever nestles close to the transmission tunnel and lacks the fly-off action of which M.G. was once so proud. On bumpy roads the GT, with those stiffer back springs, needs to be steered, and the ride cannot be described as anything but mediocre. But the steering itself, fairly heavy, positive, transmitting shake, accurate and sensibly geared at 2.9 turns, lock-to-lock, is well-suited to the sporting demeanour of the M.G.-B, the wheel fairly thick-rimmed, with three sprung wire spokes, set a trifle high for the low seating. Because the clutch-pedal travel is fairly long the driver tends to sit close to the wheel, but some people would find an adjustable steering column useful. The off-set accelerator pedal is something one soon gets accustomed to. Typically B.M.C., there is no syncromesh on bottom gear, which is invariably unpleasant to engage.

The handling is good, with no appreciable roll, mild understeer, and easily-corrected final oversteer, the anti-roll stiffening bar and the Dunlop SP41 tyres obviously suiting the suspension characteristics. The rigid back axle can be made to tramp under violent acceleration over poor surfaces, however.

The separate front seats, upholstered in leather-cum-leathercloth, which smells nice, are simple and, I thought, adequate, except that one sits too low and has no lateral support. The back-rest angle can be pre-set by screwing in or out stops under the squabs. The GT aspect is not overdone, the back window but not the roof being at an acute angle, while there is lavish padding behind the rear-seat occupant's head. Even so, head room is fairly limited and the well-upholstered seat, if used, is more suitable for a small labrador than a human. However, its too-vertical back-rest folds down easily and then the body reveals its true GT aspect, for the rear compartment becomes an upholstered shelf for luggage, prevented from sliding forward, and easily loaded through the lift-up back window, which stays up unaided, held by clock-springs incorporated in the struts. Spare wheel and tool kit live under the floor.

Visibility is seriously restricted by very thick screen pillars, but the window area is generous and the screen deeper than that of the sports M.G.-B—of which, incidentally, MOTOR SPORT published a full road-test report in September 1963. But this is not a car to have accidents in, for opposing soft crash-padding, crushable vizors and seat-belt anchorages, there are many projections, notably the key without which the cubby-hole cannot be opened; the exterior rear-view mirror is most misleading in its " vanishing " reflections, and the interior mirror is somewhat cut off by the roof line.

That this is a GT-bodied car at a competitive price is perhaps emphasised by fairly simple instrumentation (Smiths 120-m.p.h. speedometer and electric tachometer hooded-in, with combined oil-gauge/water thermometer and fuel gauge outboard of them), an unsecured petrol filler cap on a horizontal filler-neck, plastic press-down interior door handles, lack of a vanity mirror, and unlabelled, fumbly flick-switches for heater-fan, single-speed wipers and lamps, and especially by the listing of heater (controlled by indefinite dual knobs), centre-lock wire wheels, the SP41 tyres and overdrive as extras. However, fog and spot lamps (also extras), Radiomobile radio (which suffered from mild interference) and a map-reading lamp with its own switch were useful items of equipment on the test car, the trim and finish are of very reasonable quality, the rear side windows open on toggles, and this handsome and rugged M.G., capable of comfortably over 100 m.p.h., does sell for under £1,000. In fact, as tested, it sells for

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Rear aspect of the GT-bodied M.G., showing the easy access to the rear compartment. The back seat squab is shown erect—when folded forward it provides an even longer luggage platform and its lip prevents suitcases, etc., from sliding forward under heavy braking.

31st International Tourist Trophy

IN a blaze of late April sunshine the 1966 International T.T., 31st in the series since it began in 1905, was held for the second time at Oulton Park. It must be said at the outset that, although drivers and mechanics worked really hard, it was a comparatively dreary race which caused the car-park *exeunt* to begin long before the race ended. Indeed, as the event progressed more attentions seemed to be centred on the abundance of feminine fashions than on the track activities, suggesting that perhaps the T.T. is on the way to becoming the Ascot of motor racing.

Entries were rather disappointing, but this was hardly surprising as the Syracuse Grand Prix was taking place the following day. In addition, starting money, as such, was not being paid, a system of extra-award payment being substituted. A sum of money varying from £250 for the leader to £25 for 20th man would be payable according to the positions at 35, 70, 105 and 140 laps, the total equalling well over £7,000. It was therefore possible, by being in the lead at these four stages of the race, for a driver to earn £1,000 in addition to actual prize money; in fact this is what did happen.

Official practice took place the day before but there were several untimed sessions on Thursday and it was during one of these that Dick Protheroe crashed his Ferrari 330P and was killed. After practice the list of 25 entries and four reserves was reduced to 21, the grid being as follows :

↑

2 J. Brabham (*Brabham-Repco* 4,200 *c.c.*) 1 min. 42.6 sec.	26 J. O. Coundley (*McLaren-Oldsmobile* 4,450 *c.c.*) 1 min. 40.4 sec.	4 D. Hulme (*Lola-Chevrolet* 5,900 *c.c.*) 1 min. 37.4 sec.
16 M. Daghorn (*Felday-B.R.M.* 1,930 *c.c.*) 1 min. 43.4 sec.	28 B. Redman (*Lola-Chevrolet* 5,900 *c.c.*) 1 min. 42.6 sec.	
38 D. Piper (*Ferrari P2* 4,380 *c.c.*) 1 min. 44.2 sec.	8 F. Gardner (*McLaren-Ford* 5,300 *c.c.*) 1 min. 44.0 sec.	42 M. J. Parkes (*Ferrari Dino* 1,986 *c.c.*) 1 min. 44.4 sec.
18 T. Weber (*Lotus-B.R.M.* 1,930 *c.c.*) 1 min. 45.6 sec.	6 H. K. Dibley (*Lola-Ford Cobra* 4,738 *c.c.*) 1 min. 45.2 sec.	
58 G. H. Breakell (*Brabham-Climax* 1,996 *c.c.*) 1 min. 46.8 sec.	36 P. de Klerk (*Porsche Carrera Six* 1,891 *c.c.*) 1 min. 46.8 sec.	14 T. Dean (*Brabham-Climax* 2,000 *c.c.*) 1 min. 46.0 sec.
32 D. Prophet (*McLaren-Chevrolet* 5,300 *c.c.*) 1 min. 47.6 sec.	48 P. Sutcliffe (*Ford GT40* 4,727 *c.c.*) 1 min. 47.4 sec.	
50 A. Rees (*Ferrari 275LM* 3,300 *c.c.*) 1 min. 49.8 sec.	24 P. Gethin (*Crossle-B.M.W.* 2,000 *c.c.*) 1 min. 48.2 sec.	56 P. Sadler (*Lotus-Ford* 4,727 *c.c.*) 1 min. 47.8 sec.
54 M. Wayne (*Elva-B.R.M.* 1,916 *c.c.*) 1 min. 52.4 sec.	30 K. St. John (*McLaren-Ford* 4,700 *c.c.*) 1 min. 51.6 sec.	
	20 M. Garton (*Lotus-Ford* 1,650 *c.c.*) 1 min. 52.4 sec.	

The grid was supplemented by a strange car, vaguely resembling a Lola 70, waiting about 30 yards behind the back row with a bearded gentleman at the wheel. The mysterious objects which adorned the front and rear of this car were ciné cameras, and the driver Sir John Whitmore. Warner Brothers were using the race as an opportunity for location shots for their film, *Day of the Champion*, and when the flag dropped off went the camera car in pursuit of the field, actually passing a back marker before pulling off at the end of the first lap. The film features a character called Mike Pierce, played by American Steve McQueen but understudied in the race by Hugh Dibley whose Lola 70 carried Pierce's name, not his own. Whilst ground filming was going on, hovering overhead was a helicopter flown, so it seems, by the same pilot who does the job for Television at the Monaco Grand Prix. The "chopper" repeatedly dropped to below tree-top height and literally chased the field around the circuit, filming as it went and causing more excitement among the crowd than the race itself. We wonder whether this last fact points indirectly at a waning interest in long-distance races for "big bangers." Certainly this year's crowd of 25,000 fell far short of last year's 37,000

The T.T., the only race in the day's programme, was divided into two parts, each of 70 laps, the winner being he who covered the distance, 193.27 miles, in the shortest time. This was a departure from last year's format when the event was based on time rather than distance, the winner being the driver who completed most laps in two two-hour periods.

From the start, Jack Brabham, in the Ecurie Vitesse Brabham Repco, was first into Old Hall, but was passed later in the first lap by John Coundley's McLaren Elva. By the end of the third lap, two pit stops had already been made, setting the pattern for most of the race. In fact, there was hardly a minute when there was not at least one car having attention in the pits. By this time, too, Dennis Hulme, in Sidney Taylor's Lola 70, had taken the lead, and he soon set about establishing himself in that position. Mike Parkes had retired the Maranello Concessionnaires Ferrari Dino with transmission trouble and Mike Garton spent 5 minutes in the pits having the gear selector sorted on his Lotus 23. Pit stops were so frequent that it would be quite impossible to list them in the space available. Prophet was having overheating troubles in his McLaren and made several stops, finally staying in to have his head gasket replaced. De Klerk's Porsche Carrera Six, easily the noisiest car in the race, seemed to be having trouble in the gear-change department, several throttle blips being apparent on each change-down for Old Hall. It also came in several times for windscreen cleaning.

Shortly after 1 p.m., after clinching £250 for the lead at 35 laps, Hulme came in for oil replenishment, and the amount put in suggested that the 5.9-litre Chevvy engine has quite a thirst for lubricant. This two minute stop put Hugh (" Pierce ") Dibley in the lead, but only for four laps, after which Hulme got ahead again, reducing the lap record to 1 min. 37.4 sec. (102.05 m.p.h.) in the process.

By the time the 70-lap mark, end of the first half, had been reached, Hulme had a clear lead, although the positions behind were constantly changed by stop after stop. Brabham had gone in in order to repair an oil leak and had only completed 44 laps, leaving Dibley in second position and Brian Redman third in the Red Rose Motors Lola 70 Chevrolet.

During the interval, as was expected, the cars, parked echelon-wise in the pits, were subjected to attention varying from complete strip-down to simply fuel and oil replenishment. Brabham's oil leak was finally repaired, but the trouble was to cause his retirement in the second half. His engine was flown over from Australia a week before the race. Hulme's rear tyres had worn holes in the fibreglass shell with little or no effect on the tyres (Firestone Indy) but the rear offside one was changed as a precautionary measure. Dibley's Lola 70 was re-padded and re-plugged and a new transistor box fitted to Mac Daghorn's B.R.M. V8-powered Felday 4 which did not run in the first half, having stopped on the circuit with ignition problems and failing to make the start. Peter Gethin's 2-litre B.M.W.-powered Crossle was simply topped up with fuel and a broken radius rod replaced on Coundley's McLaren. The brake pads of Redman's Lola 70 were replaced and the rear tyres changed. Keith St. John, whose McLaren had its exhaust system break up during the first half, had his seat padding renewed (it was a hot day) and Piper's Ferrari received clutch attention. The Ferrari 275 LM of Alan Rees, who only discovered that he had been entered a matter of days before, had gearbox attention but had to start the second half with no third gear. The box had chosen the very moment of arrival at the pits after the first half to seize up. Peter Sadler's Lotus 30 was re-padded and work was completed on the cylinder head of Prophet's McLaren.

The grid for the second half was based on placings in the first, and it was interesting to see three Lolas on the front row, two of them Chevrolet-powered (Hulme's and Redman's) and one (Dibley's) powered by Ford. The pattern which the first half had followed changed very little, except that pit stops became more frequent. Hulme stayed out in front, a one-minute pit stop for oil not affecting his position. Piper stopped near the Water Tower with a broken throttle cable but came into the pits to have it changed. Redman had a transmission mishap and retired. Peter Gethin, sharing the driving of the Crossle B.M.W. with Derek Bennett, came in with a leak from the oil cooler causing inefficient braking and the combined oil/water radiator was changed. Dibley retired his Lola (much to the disgust of Warner Bros., we imagine) with oil everywhere except where it

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THE ILFORD 500

WHILST the T.T. had basked in Oulton Park sunshine, the Ilford Films 500-mile race for GT and sports cars at Brands Hatch the following week started in a torrential downpour which caused the stewards to abandon the planned rolling start and revert to a conventional grid, and to limit the race to 500 miles *or* six hours, whichever would be the shorter. The race, in fact, ended after six hours with the leader having completed 175 laps, not the 189 which would have made up the full 500 miles. Not only did the saturated track eliminate the chances of records being broken, but it rather levelled the big-engined cars with the small ones, and although a 7-litre Cobra did win, it was significant that a comparatively diminutively-sized M.G.-B finished third.

The B.R.S.C.C. were paying starting money, at the rate of £50 per car, which resulted in a total payment of £1,650, compared with the T.T. share-out of over £7,000 on a race leadership basis. Nevertheless, there was an interesting entry list, ranging from the big Cobra to a couple of 1,098-c.c. Sprites.

After a supporting 15-lap F.3 race, won by Piers Courage in a Charles Lucas-entered Lotus-Ford, the Ilford 500 got under way at 2.10 p.m., with Innes Ireland going into the lead in a 4,727-c.c. Ford GT40, holding it until lap 12, when his transmission suddenly locked solid at Stirling's Bend and he spun off. This let the 3,781-c.c. E-type Jaguar of J. Oliver through into the lead, which he held consistently, apart from a brief spell in second place after a spin, until his 85th lap when he stopped to refuel and to hand over to K. Baker, who spun off and retired.

After the disappearance of the Oliver/Baker E-type, the Shelby American Cobra, an open version with David Piper and Bob Bondurant sharing the driving, took the lead and stayed there to the end, but the other Chequered Flag Cobra, a 4,727-c.c. closed version driven by Chris Irwin and Roy Pike, expired on its 95th lap after losing it oil and putting a rod through the side of the block.

Shortly after the halfway stage, the various retirements let the M.G.-B of Roger Enever into second place. Enever was driving a remarkably consistent race in a car which apparently was having no troubles whatsoever. However, in the final laps, sheer power and a drying track prevailed, and it was overtaken by Sutcliffe's GT40. The Alan Fraser Tiger had a consistent race in the hands of Unett and Calcutt. It was in third place for a long spell until overtaken by the GT40, finally, only ten minutes before the end, seizing a wheel bearing at Stirling's Bend and retiring.

Despite the weather, the race proved far more interesting than the T.T., the incidence of pit stops among the smaller cars being far less than among the bigger machines at Oulton.—G. P.

Overall Positions :

1st :	D. Piper/R. Bondurant (Shelby American Cobra 427)	175 laps (77.11 m.p.h.)
2nd :	P. Sutcliffe/E. Liddell (Ford GT40)	168 laps (74.19 m.p.h.)
3rd :	R. Enever/A. K. Poole (M.G.-B)	167 laps (73.38 m.p.h.)
4th :	M. Salmon/D. Hobbs (Ferrari 250LM)	165 laps (72.85 m.p.h.)
5th :	R. Ellice/K. Green (Lotus Elan)	163 laps (71.71 m.p.h.)

Class Winners :

Class A : Over 2,500 c.c. :
D. Piper/R. Bondurant (Shelby American Cobra 427) 175 laps (77.11 m.p.h.)

Class B : 1,151 c.c. to 2,500 c.c. :
R. Enever/A. K. Poole (M.G.-B) .. .. .. 167 laps (73.38 m.p.h.)

Class C : Up to 1,150 c.c. :
P. Peach/A. Daykin (M.G. Midget) .. .. .. 145 laps (63.83 m.p.h.)

Distance covered by leader : 463.75 miles.

Continued from page 513.

should be, and Rees' gearbox trouble became worse, only 4th being available. Hulme made a second stop for oil in his 52nd lap, and Sadler brought the Lotus in with a slipping clutch, only to go out again circulating very gently to qualify for his " place " money.

A hard, tough, demanding race for every member of every team, but after the 1966 T.T. there are lots of people who are going to ask, " Is it worth it ?"—G. P.

Overall Results :

1st :	Hulme (Lola 70)	4 hr. 06 min. 11.2 sec.	—94.21 m.p.h.—140 laps
2nd :	Dean (Brabham BT8)	4 hr. 07 min. 36.4 sec.	—90.32 m.p.h.—135 laps
3rd :	Sutcliffe (Ford GT40)*	4 hr. 07 min. 36.0 sec.	—89.65 m.p.h.—134 laps
4th :	Breakell (Brabham BT8)	4 hr. 07 min. 17.8 sec.	—88.42 m.p.h.—132 laps
5th :	Weber (Lotus 23)	4 hr. 06 min. 55.2 sec.	—87.89 m.p.h.—131 laps
6th :	de Klerk (Porsche)*	4 hr. 08 min. 21.2 sec.	—87.38 m.p.h.—131 laps
7th :	Coundley (McLaren Elva)	4 hr. 07 min. 42.2 sec.	—126 laps
8th :	Gethin/Bennett (Crossle)	4 hr. 07 min. 56.0 sec.	—125 laps
9th :	Piper (Ferrari)*	4 hr. 08 min. 46.0 sec.	—81.91 m.p.h.—123 laps
10th :	Sadler (Lotus)	4 hr. 09 min. 19.6 sec.	—122 laps

* *Group 6 cars.*

Fastest lap : D. Hulme (Lola), in 1 min. 37.4 sec. (102.05 m.p.h.). *(New outright course record.)*

MORE PROFILES

The second batch of Profile Publications' 2s. Profiles has been issued, namely Nos. 5-8, for May. They cover the Lanchester 38 h.p. and 40 h.p., by Anthony Bird, Tim Nicholson on that controversial American car, the Duesenberg J & SJ, George Oliver writing of the 3½- and 4¼-litre Bentleys and a model presentation of the G.P. Vanwall, with lists of successes, drivers, specifications, analysis of entries and identification colour pictures of the 1954-58 variants, together with a cut-away drawing and five-view colour plans of the 1957/58 cars, with text in the capable hands of D. S. Jenkinson. These Profiles are great stuff, although, because each author is an enthusiast for the car he deals with, there tends to be some bias or " sales talk," sometimes detracting slightly from the accuracy of the piece. For example, while Bird admits that the Lanchester Forty, a car of sophisticated design able to out-perform the Rolls-Royce Silver Ghost in almost every respect, suffered from whine from its epicyclic gearbox when stationary [Enough, surely, to jeopardise sales, for this trait while disgorging its human cargo onto the red carpets of ceremonial occasions was more undignified than the contemporary Daimler's smoke-screen as it drove away.—ED.], he excuses the sudden termination of S. F. Edge's long-distance record attack at Brooklands in a 2-seater Forty as due to " slight wheel wobble, which he did not notice, but which caused George Lanchester to order the car in." The true facts are that the car proved under-geared, and as making a special high-ratio axle would have been expensive with the Lanchester worm-drive, bigger wheels were resorted to, which caused bad wheel wobble, which stressed a steering-arm so severely that it fractured, Edge fortunately pulling up without mishap—don't ask me why smaller front wheels were not used. However, Bird's discourse is extremely interesting, as are all these Profiles. Four more are to be released this month, covering the Auburn s/c. 8, Type 35 Bugatti, Alvis Speed 20 & 25, and Ferrari 625 and 555; the August batch will include the Le Mans Frazer Nash, by D. S. Jenkinson, which we omitted to mention last month, and after September six Profiles will appear every month. They represent excellent value at a couple of bob each, especially when compared to a certain superficial Rover History we had a pre-view of the other day, which is to sell for 30s.—W. B.

M.G. AT ABINGDON—*continued from page* 512.

£1,100 15s. 2d., excluding the radio.

The engine likes 100-plus octane fuels, and, as has been hinted at, has to be turning over at 3,000 r.p.m. to give maximum torque. Its tachometer has an orange band between 5,500 and 6,000 r.p.m., the red band from there to 7,000 r.p.m. Oil pressure is normally 60 lb./sq. in., the coolant heat 180° F., some richening of the twin HS4 S.U. carburetters was needed for cold starts, and in very varied running conditions the consumption of Esso Golden came out at 26.3 m.p.g., the fuel gauge suggesting imminent " topping up " after 278 miles from filling the tank to the brim, which suggests that the old 10-gallon tank was fitted to this car. I used the M.G. for 600 miles and, having been brought up on vintage-type cars, greatly enjoyed it and I can understand why many discerning drivers are ordering the new GT.

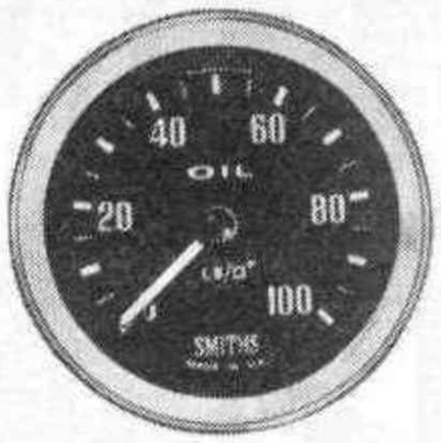
The black facia trim is entirely unostentatious and well suited to a fast car but a speedometer which shows 70 m.p.h. when you are doing only 64, " the ton " when you have merely reached 93 m.p.h., is disappointing in this type of vehicle, although rally competitors have the use of a trip with decimal odometer, providing they remember to correct for optimism here also. The rheostat-panel-lighting knob is badly placed behind the steering wheel and the foot dip-switch is placed too high off the floor. The transmission tunnel carried a lidded ash-tray and the loudspeaker.

A simple rather short r.h. stalk controls the winkers, there is a big map-pocket on the passenger's side of the scuttle (but no door pockets), the cubby-hole isn't very big, the throttle action was snatchy and the Lockheed disc/drum brakes on the test car were not entirely convincing. The wide transmission tunnel gets quite warm and an air-conditioner would be a welcome piece of equipment. However, it is possible to leave the side windows down without draughts.

This is, in short, a car which those who like it will like very much indeed. It feels durable, captures the spirit of pre-war motoring, and is a good proposition in this context at the price, only the absurd 70-m.p.h. speed limit making me wonder whether the M.G. 1100 saloon isn't, for the time being, just as pleasing to drive on British roads.—W. B.

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on your car's performance



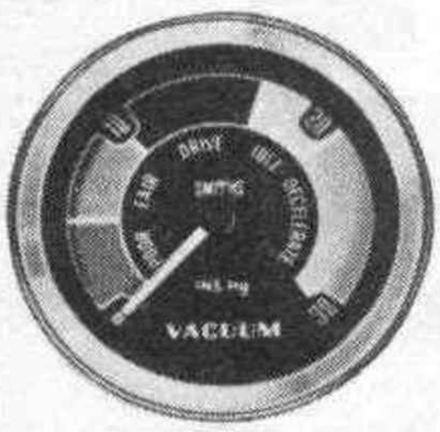
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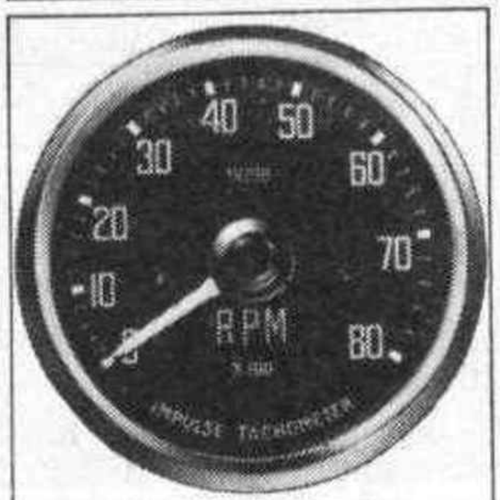
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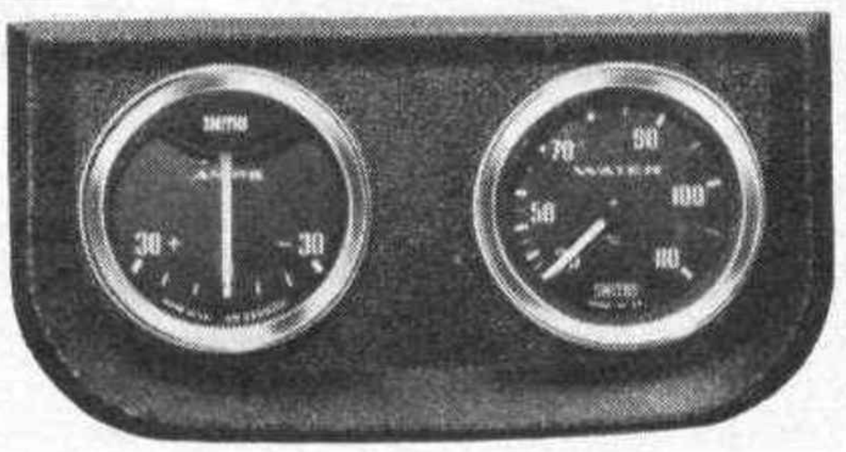
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BOOK REVIEWS

" Great Racing Drivers." Edited by David Hodges. 175 pp. 11 5/16 × 8¼ in. (*George Newnes Ltd., Tower House, Southampton Street, London, W.C.2.* 42*s.*)

With so many books about racing cars, great races, race circuits and so on, we have often wondered when the drivers, treated individually rather than as a collective subject for scientific analysis, or singly as in their various personal biographies, would appear.

This book fills the gap, or partially does so—I say only partially, for it is a cross-section of autobiographies of *some* of the great drivers down the years, from 1898 to 1962—but only a cross-section, because drivers of today are ignored and, indeed, the selection of " greats " includes only 29 drivers. Moreover, various specialist writers were commissioned to write about a driver or drivers of their fancy, so that hero-worship can be sensed where a dispassionate appraisal might have been more appropriate, and there is some inconsistency, inasmuch as treatment differs from author to author, and a driver's outstanding victories are catalogued in some cases but not in all. Moreover, some chapters are superficial, one contains information afterwards questioned in a footnote, an American record is claimed as a L.S.R. when it was not recognised in Europe, and there are other inaccuracies.

This is, then, a rather casual study of the top-rank racing drivers down the ages, written as different authorities saw and assessed them. Thus we have Ickx on Camille Jenatzy, W. F. Bradley writing about Felix Nazzaro, Robert Benoist and Louis Chiron, von Frankenberg dealing with Lautenschlager and Caracciola, Scott-Bailey giving his impression of the American Bruce-Brown, Kaufman telling us of another American, Ralph de Palma, S. C. H. Davis writing about Georges Boillot, the idol of France (it is interesting, in view of what has passed in these pages in recent months, that he gives Boillot's dramatic retirement from the 1914 French Grand Prix as due to *engine* trouble), and Posthumus bringing back to memory Segrave and Rosemeyer. They commissioned Gianni Canullieri to write of the Ascaris, Antonio and Alberto, Eason Gibson to promote his unquestionable champion Nuvolari, Walkerley to contribute chapters about Fagioli, Birkin and Etancelin, while there is Gianni Martin on Varzi, Seoniger on Stuck, Eves on Wimille, Gibson again, on Sommer, Boddy on Seaman, Editor Hodges on Lang, Bloemker on Wilbur Shaw, Lurani on Farina, Kirbus on Fangio, Philip Turner on Hawthorn, Gregor Grant on Collins and Jenkinson on Moss—so it comes out at less than 1s. 6d. per driver.

There are also plenty of excellent pictures, each driver getting a full-page illustration as well as action shots; it is significant of the dearth of fresh illustrative material that the publishers proclaim proudly that some are *now published for the first time*. This is a Temple Press book published by George Newnes Ltd.—W. B.

" *Autocar* **Road Tests, Spring 1966."** 126 pp., soft covers, 11⅛ × 8¾ in. (*Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.1.* 9*s.* 6*d.*)

This interim edition of *Autocar's* reproduced road-test reports covers twenty six-page accounts, of cars ranging from the Austin Mini-Cooper and Hillman Super Imp to the A.C. Cobra and Jaguar 4.2 Mk. 10. It is an important issue, because it carries reports on the N.S.U. Wankel, and new cars such as the N.S.U. 1000L, Porsche 912 and Citroën Pallas M.

This time the fastest car tested was the A.C. Cobra (138 m.p.h.), which also accelerated fastest over the s.s. ¼-mile (13.9 sec.). The most economical was the Hillman Super Imp, which returned 35½ m.p.g.

The amount of browsing in this book is unrivalled at the price, and after it has been read it will invariably be filed as vital reference material.—W. B.

CARS IN BOOKS

" The Wandering Years," by Cecil Beaton, the photographer (Weidenfeld & Nicolson, 1961), based on his diaries of 1922-1939, contain some unusual references to cars, although unfortunately makes are mostly omitted. However, the author does tell us that Eddie Gathorne-Hardy hired an Overland in Oxford in 1922, which he drove in " a pea-soup coloured cap " when taking a party of undergraduates for a run, and that in 1923 the Beaton family had " a little Calthorpe," in which they are described as driving from London to Cowdray Park. There is also an account of a run from London to Bournemouth in 1924, Reggie Beaton driving, to shouts from his father of " ' Steady! Steady! ' This sent Reggie into defiant skids. We had ten close shaves: Reggie can't resist passing cars at inopportune moments, especially on narrow roads with another vehicle coming towards us like a bat out of hell." (Before any anti-motoring propagandists make anything of this, Reggie was killed eventually by a tube-train.)

Whether this 1924 journey was in the Calthorpe I do not know, but as it took a long time to start, in Hyde Park Street, carried the whole family, lots of parcels and " an additional trunk had to be put on the carrier at the back," it may have been something larger. The only clue is a later reference to a hard seat, which is insufficient to identify it! There is a small 1924 conversation piece worth quoting : " ' What car was that that passed us, a Rover? ' ' No, a Ruston.' ' Are they good cars? ' ' Fairly.' ' Steady! Steady '."—this on a run from Bournemouth to Poole. On another outing the car went to Sandringham and they saw Queen Alexandra " —arriving by motor instead of by carriage." The make isn't mentioned, but presumably it was her 1904 Renault landaulette.

In the summer of 1924 Cecil Beaton tells of driving their car himself : " My parents shouted at me the whole time. I went round a difficult corner with a shrieking chorus from the back seat, ' Another car wants to pass you!' Several minutes later, a lot of vehicles got stuck on a steep and bendy hill. I stopped, then daren't start again for fear we would roll backwards and hit joy-riders behind. The pater changed places with me while Lord Cholmondely rolled down the hill in a black automobile done up in that yellow basketwork which used to be smart years ago. He looked at us as if we were mad." So perhaps there is some reason for driving tests, after all! And what *was* the car Lord C. was using in 1924 which young Beaton thought so old-fashioned even then?

There is a fantastic amount of the most fascinating flying reminiscence in the gigantic 299-page " Centenary Journal " of the Royal Aeronautical Society and we have already quoted from Sir Roy Fedden's contribution to it. It would be unfair, and infringe copyright, to quote more, but I was intrigued to read Air Commodore F. R. Banks' opinion that as a driver the Schneider Trophy pilot Stainforth, who took the Air Speed Record to 407.5 m.p.h. in 1931, was terrible, " always in trouble with his little 7-h.p. Austin at Calshot." Ten minutes were enough for Banks when, as he was taking the Schneider Trophy pilots to Sir Henry Royce's celebration at Derby, Stainforth asked to be allowed to try " the latest Buick " they were using—it was presumably one of the recently-introduced straight-eights. In contrast, Banks describes Lord Hives as " a fast driver and his well-known sixth sense seemed to work when he drove a car." He also recalls that Rolls-Royce Phantom I chassis fitted up to convey the Schneider Trophy practice engines to and from Calshot. " There were many records claimed for the time between Derby and Calshot, and return, which now escape me, but I do know the police stopped them once after they had ' toured ' through a village at some 80 m.p.h.! "—W. B.

MINIATURES NEWS

Corgi have an unusual model in No. 259 of their Corgi Toys series, this being a Citroën DS with Henri Chapron 2+2 coupé body, having openable doors and boot and tip-up seats, together with the usual Corgi features and Cibié 4-element quartz-iodine headlamps represented by amber-coloured jewelled lights. A model of a car with body by a specialist body-builder is an interesting innovation and the 4 in.-long Corgi Citroën should find many owners at its U.K. retail price of 7s. 3d.

There is also a new Corgi car-transporter in the Corgi Major series (No. 1138), consisting of an American Ford H-series tilt-cab tractor and Carrimore Mk. IV semi-trailer. The twin rear axles carry wheels with single tyres, which in this case is authentic, and the cab tilts to reveal a detailed die-cast engine with 6-blade fan. Measuring 10¾ in., this transporter costs 25s., or 55s. as a gift set (No. 41) with six cars.—W. B.



Triumph Spitfire Mk 2—holds the road but hugs *the corners!*

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Or maybe it's the PVC-covered bucket seats which hold them masterfully in snug reassurance.

But, you know what women are, probably they just like being seen in something that looks as if it came out of 'La Dolce Vita'. Not out of toyland.

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TRIUMPH

SECOND CHILDHOOD

THE other day I was transported back to childhood, when a reader sent for our perusal a copy of "The Wonder Book of Motors," published by Ward Lock & Co., around the year 1927—because this book, read in conjunction with another more technical treatise, taught me an early appreciation of things motoring around the age of 13. I remember as if it were yesterday this fat tome, with golden cover depicting four schoolchildren enjoying the delights of open-air seaside motoring in a cross between a Morris and a Gwynne, and a cartoon story of gnomes having motor disasters on the inside covers. . . . And did not the colour-frontispiece show a sort of Talbot-Darracq or Sunbeam racer in full cry at a speed hill-climb?—although an older eye might have wondered whether a passenger would have been carried on such an occasion.

Edited by Harry Golding, F.R.G.S., this wonderful wonder book had pictures galore and not very informative articles, most of them by Cecil B. Waterlow, on subjects like "Aristocrats of the Road," "Family and Touring Cars," "Light Cars and 'Babies'," "The Friendly Omnibus in Town and Countryside," "What Car Was That?" and so on.

More children were encountered, picnicking beside a 7/17 Jowett tourer, on the fly-leaves, and an Overland tourer was seen steeplechasing over some ramps, probably to the detriment of its transverse springs! I was very envious, and still am, of a child in a scale-model which looks like an Austin (it bore Reg. No. HC 161) and of two more kids, who surprisingly didn't look particularly happy, in one of those working miniature Cadillacs, said to do 16 m.p.h.

Some of the numerous illustrations were hand-out pictures, notably from John I. Thornycroft and General Motors, the latter's depicting smart Buicks, a make I knew to have very efficient, if contracting, front-wheel-brakes, even in those days. These pictures showed cars in natural surroundings, a practice which is dying out, presumably because there is now so much traffic it is never possible to pause for photography, or because it is deemed much more fun to hire model girls and drape them round the cars.

Some of these pictures are splendidly period, such as an 11/22 Wolseley at Dulwich Old Toll Gate, a big 6-cylinder Wolseley tourer at Morecambe Bay, and a 16/35 Wolseley at Alton Towers. In the recognition section such unlikely cars as a 40-h.p. sports Fiat on Hampstead Heath, a 15.7-h.p. Itala, a 12/40 Metallurgique and an O.M. Six saloon are included; commercial vehicles are much in evidence, from Gwynne 8 fire-engine to Leyland Lion Crosville No. 250 'bus at Chester. And there is a Garford truck taking the Oxford crew's boats to the water. A General Strike picture shows two 30/98 Vauxhalls, a Delage, a 3-litre Sunbeam, a 3-litre Bentley, a 25-h.p. Talbot and a Lancia Lambda outside Scotland Yard; and a 20/70 Daimler in the middle of a completely deserted main road recalls the traffic-free conditions of forty years ago.

I suppose most of the wayside landmarks included in the chapter on "Village and Other Signs" have long since vanished, but I did learn that Chertsey Bridge, which I cross frequently on visits to the office, was built in 1780.

There is one intriguing point. In explaining the niceties of car recognition, Harold Johnson remarked that the radiator shape was not infallible, because "I know a man who greatly admired the 'works' of the Vauxhall car but disliked its radiator and bonnet design, so he bought a Vauxhall and had a Napier radiator fitted!" Now I would have thought that pure romancing, had I not encountered some old cars in a basement below Euston Road some years ago and found that their radiators had been changed in this very manner. . . .

Waterlow stated that "The whole World owes a debt of gratitude to Mr. Charles Y. Knight, the inventor of the silent sleeve-valve engine, which is now used on all Daimlers, Panhards and Minervas, and on a few other makes, because, before the coming of his invention, almost all cars, with the exceptions of Rolls-Royces and Napiers, were appallingly noisy"; he further championed the sleeve-valve by quoting a Willys-Knight which went from Land's End to John o' Groats, 888 miles, entirely in top gear. I was far more intrigued by the picture of a small boy blowing up the cylinder of his sporting compressed-air-driven single-seater!

Waterlow was very warm in his praise of the Baby Austin, of which he had had considerable experience. Steam enthusiasts would like the picture of the Super-Sentinel all-enclosed passenger 'bus (NT 4950), and altogether this excellent children's book is stuffed with nostalgia. It reminds me that some years before I encountered it I was given another lavish volume explaining how a car worked; by reading new-car descriptions in *The Autocar* in conjunction with it I was able to understand automobile engineering long before I served my articled engineering apprenticeship to the game. The title of this book escapes me but I remember being enthralled with the separately-mounted colour plates, not realising that they had been "borrowed" from the Rolls-Royce, Napier and Daimler catalogues of the time.—W. B.

B.M.W. BLUE RIBBON SERVICE

A small party of Pressmen met at Langley Motors, Thames Ditton, in April, to see how the B.M.W. Blue Ribbon Service, announced in January, works. Every owner of a B.M.W. car sold from last January is given free servicing, the cost of oils and filters excepted, for the first six months or 6,000 miles, whichever is first. This embraces servicing at 750, 2,000, 4,000 and 6,000 miles, during which the B.M.W. is washed if required and its tyre pressures, radiator, battery, washer-bottle and all oil levels checked, apart from chassis greasing. Seats and wings are covered while this work is done and the steering wheel is cleaned afterwards.

It might be argued that in 1966 a car should not *need* greasing; the counter argument is that oil-less bushes wear out quite quickly and while they may last the life of a mass-produced car, they will be unsuitable for a long-life vehicle. Be that as it may, this gesture by B.M.W. should inspire confidence by expectations of efficient servicing amongst B.M.W. owners in this country, which is not always the case with imported cars. To this end a Blue Ribbon check-sheet, listing all the items attended to, is signed by the Service Manager and given to the car's owner.

Langley Motors, of a group of which Roy Salvadori is one of the Directors, had their mechanics busily greasing a B.M.W. 1800 TI at the time of our visit, and a sticking throttle on a road-test 1800 TI in which one of the journalists arrived was quickly rectified. The other cars in the small but very clean servicing bay, where Castrol oils are used, were Mercedes-Benz. The Service Manager is a German.

Afterwards a very good lunch was eaten at "The Mitre" at Hampton Court, at which David Blackburn, recently appointed Managing Director of B.M.W. Concessionaires (England) Ltd., was in fine form. He looks a much happier man these days, now that he is no longer touting two-strokes—presumably he still draws a salary but we cannot see why, for the B.M.W. 1800s and 1800 TIs sell themselves! And the new 2000 coupé looks like being in considerable demand, as it becomes more freely available. (Amongst enthusiastic 1800 owners are the Proprietor of MOTOR SPORT and Talbot-collector Anthony Blight.)—W. B.

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NEW FORMULA CASTROL

I HAVE used Castrol oil in the engines of the cars I have owned and for topping-up the sumps of road-test cars for as long as I can remember and the only bearing trouble I have experienced has been a " run " big-end on a 1924 12/20 Calthorpe a few years ago, when the engine was already extremely worn. My preference for Castrol stems from the respect I felt as a boy for Sir Charles Cheers Wakefield, founder of the specialised company making this oil, for the manner in which he cheered on the racing drivers, record-breakers and aviators of the time by backing their high-speed exploits, and for the feeling that an oil which got the Alcock and Brown Rolls-Royce Eagle-engined Vickers-Vimy across the Atlantic in 1919 and is used by B.E.A. and the R.A.F. for today's gas-turbine aircraft, which was specified by Sir Henry Segrave for his 231-m.p.h. record in the Napier-Lion-engined " Golden Arrow " in 1929, used by Fangio when winning so many races for Mercedes-Benz, and by Rauno Aaltonen to enable him to clinch last year's European Rally Championship in a Mini-Cooper S, must be good enough for the cars I drive.

So I am happy to put my trust in Castrol. Except in those far-away days when one listened with anxiety for a tap in the engine of a £5 Austin 7 which might denote melting white-metal in one of the diminutive big-ends, it has never let me down. A combination of Castrol oil and modern thin-shell engine bearings has made the old nightmare of " run " big-ends and " worn mains " non-recurring.

Why, then, was there need for all this research, culminating in New Formula Castrol, sold in clean-looking, redesigned new tins? Castrol explain it this way. The ordinary car engine produces more b.h.p. for a given size today than was the case a few years ago—for example, the 1966 Ford Anglia Super develops 48.5 b.h.p. at 4,800 r.p.m. from 1,198 c.c., compared to 36.1 b.h.p. at 4,500 r.p.m. from 1,172 c.c. of the 1958 Anglia—which implies harder work, increased stresses, higher speeds, greater operating temperatures. Couple this with improvements in controllability and tyre-performance of mass-produced cars and the growth of Motorways, which means steadily increasing sustained road speeds, and add the factor of more frequent stop/start driving in modern traffic conditions, and the need for a far more versatile oil becomes apparent, an oil able to cope equally successfully with high-speed, high-temperature pounding and low-temperature working occasioned by frequent short journeys.

In addition, modern design calls for a compact, small-sump engine, yet present-day servicing schedules call for longer and longer periods between sump draining and replenishment. For instance, in 1939 the average small-car sump capacity was around 10 pints; today it is likely to be only half as much. Twenty years ago it was customary to change the engine oil every 1,000 miles; today the drain period may extend to as much as 6,000 miles. In other words, half as much oil has to serve six times as long under far more exacting conditions.

Originally, Castrol, like other oils, was non-additived. *In a modern car under prevailing conditions the piston-rings would have stuck fast in their grooves due to high-temperature deposits after some* 1,000 *miles, the engine would become full of tacky black sludge, lumps of this substance would be liable to lodge in the oilways, starving and ultimately destroying the crankshaft bearings, and at the very best wear on all moving surfaces would be greatly accelerated. After about* 20,000 *miles the power unit would be reduced to scrap.*

For this reason, in 1935 Castrol was the first company in the World to use chemical additives on a commercial scale in a motor oil. These were devised from patented chromium and tin compounds, which gave Castrol anti-oxidant and detergent/dispersant properties. Originally these compounds were able to perform their task only by reacting chemically with the metal surfaces they were designed to protect, but research led to new compounds, the basis of New Formula Castrol, that will combine chemically not with the metal surfaces of the engine but with constituents of another additive in the oil, thus providing powerful *localised* protection when and where it is needed. In 1938 Castrol introduced " lighter " oils, foreshadowing the modern multi-grade lubricants, and in 1949 they were among the first to use a zinc dialkyl dithiophosphate additive as their anti-oxidant. The next major step forward by Castrol technologists was the use of an oil-soluble long chain tertiary alkyl primary amine tungstate additive (British Patent No. 882,295)—let's call it tungsten—which, whenever the stress at a given point in the engine becomes extreme, generates, *from within the oil itself*, an extra protective compound which exhibits very great friction-reducing and anti-wear properties. This is one of the additives used in New Formula Castrol, for which is claimed easier cold starting and better m.p.g. because of the improved deposit control and viscosity characteristics, and greatly reduced wear and a greater safety margin on account of the liquid tungsten, in the case of Castrolite 10W/30, with reduced oil consumption and greater engine cleanliness as well, in the case of Castrol XL 20W/50 which is specified for certain high-output engines and the power units of older cars.

New Formula Castrol was evolved after exhaustive experimenting and testing at the Castrol Research Establishment at Bracknell in Berkshire, described in MOTOR SPORT last November and proved during a 12,000-mile figure-of-eight run in an Austin 1800 using New Formula Castrol XL in Australia, where shade temperatures of up to 122° F. were encountered, in Norway's Arctic winter in Triumph Herald, Volvo Amazon and VW 1300 cars lubricated with New Formula Castrolite, each of which averaged 1,500 cold-starts at 60-minute intervals, and in a Morris Mini Minor saloon with New Formula Castrol XL in its combined sump and gearbox for 10,000 miles under R.A.C. observation in Central London traffic, day and night, round the clock.

New Formula Castrol is offered at no increase in cost and it is expected to be on sale at all garages, instead of at 80% of them as it was before the Monopolies Commission acted. *This Castrol contains the latest and most effective additives known to lubrication technologists, so that those who use it need never bother with squirts of this and shots of that in sump or petrol tank. Indeed, some of these proprietary additives, if used in New Formula Castrol, will undermine some of its qualities, although not doing any actual damage. Nevertheless, it is significant that Castrol consider solid materials unsuitable for inclusion in a motor oil because of the risk of them depositing out, and because such relatively large quantities are required to give adequate protection.* Verb. sap.!

* * *

To Castrol's main Research Establishment where the latest oil was evolved has been added a fine Engine Test Laboratory, the 32 test beds of which must be the envy of many car manufacturers. In a spotless, fume-free hall covering approximately 12,000 sq. ft., these test beds enable all manner of power units to be run under every conceivable condition, but notably for long periods under load, while lubrication problems are studied. The equipment includes Lauson, CLR and Petter W1 single-cylinder test engines, and Ford Cortina, Riley 1.5, Standard Vanguard and VW 1200 production power units, on which overall oiling problems, filter-blocking and cam and tappet tests are carried out. Diesel lubricants are investigated in Ruston & Hornsby single-cylinder horizontal c.i. engines, fuel with a high sulphur content being used to test the special sulphur-resisting properties of Castrol diesel lubricants, and two-stroke oils are evaluated in 250-c.c. Ariel Leader, 147-c.c. Villiers and 49-c.c. Motobecane Mobylette engines, while a Commer TS3 engine, which has its test bed in a separate room, is employed to test marine crankcase oils. Much road testing is also undertaken.

Castrol have discovered that specialised areas of ordinary production-car engines, such as tappets, gudgeon-pins and piston rings, etc., are now very close in ordinary service to critical conditions simulated in the laboratory, pointing to the timely introduction of tungsten-additived sump oils. Incidentally, although Castrolite and Castrol XL in their latest forms cover the needs of most car engines, other grades are still made, such as the nostalgic-sounding Castrol-R (which has also benefited down the years from the addition of additives and is especially useful for worm-gear lubrication) and Castrol 98 for gas-turbines.

As I said, I always use Castrol in my cars. I shall continue to do so in future with even greater confidence.—W. B.



New Formula Castrol in the new-style pack.

Seventy per cent of the time the roads are dry. With luck, most of the dry miles come in summertime, when your mileage is much higher, much faster and the roads more and more crowded. It's then you need C41, the 'grip-in-depth' tyre—for precision steering, 'spot-on' braking, better acceleration, safer cornering, miles more money-saving miles.

And for rainbow weather—With the inevitable summer showers on roads 'glass-polished' by heavier traffic and by particles of dust pounded into the road surface *you also need really dependable wet-grip*. The safest you can get. C41, with its water-dispersing 'grip-dry' tread, gives you this too!

Best of both worlds—A safer grip, whatever the weather. And for economy's sake a tread pattern impressed deep in slow-to-wear roadhug rubber, which still grips like new after thousands of miles. In fact, C41 is chosen by most car manufacturers and preferred by most motorists because it is undoubtedly the finest cross-ply tyre on the roads today.

And for top tyre service call where you see this sign

miles more grip
-especially in rainbow weather!



DUNLOP C41

FERRARI DOMINATION.—The new 3-litre Ferrari driven by John Surtees and the lighter 2.4-litre V6 Ferrari driven by Bandini dominated the whole of the Syracuse Grand Prix.

Pictorial Review

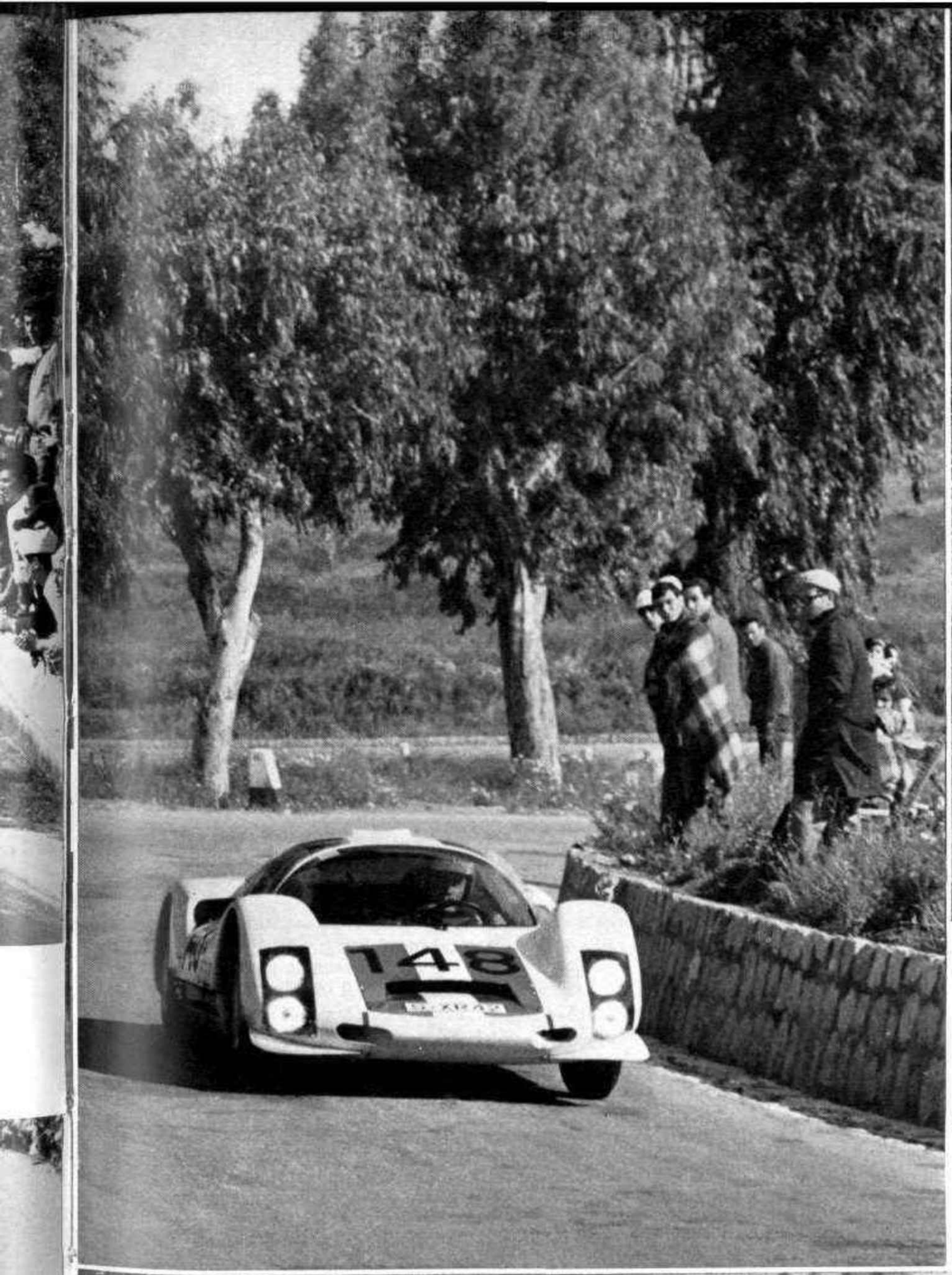
SYRACUSE GRAND PRIX

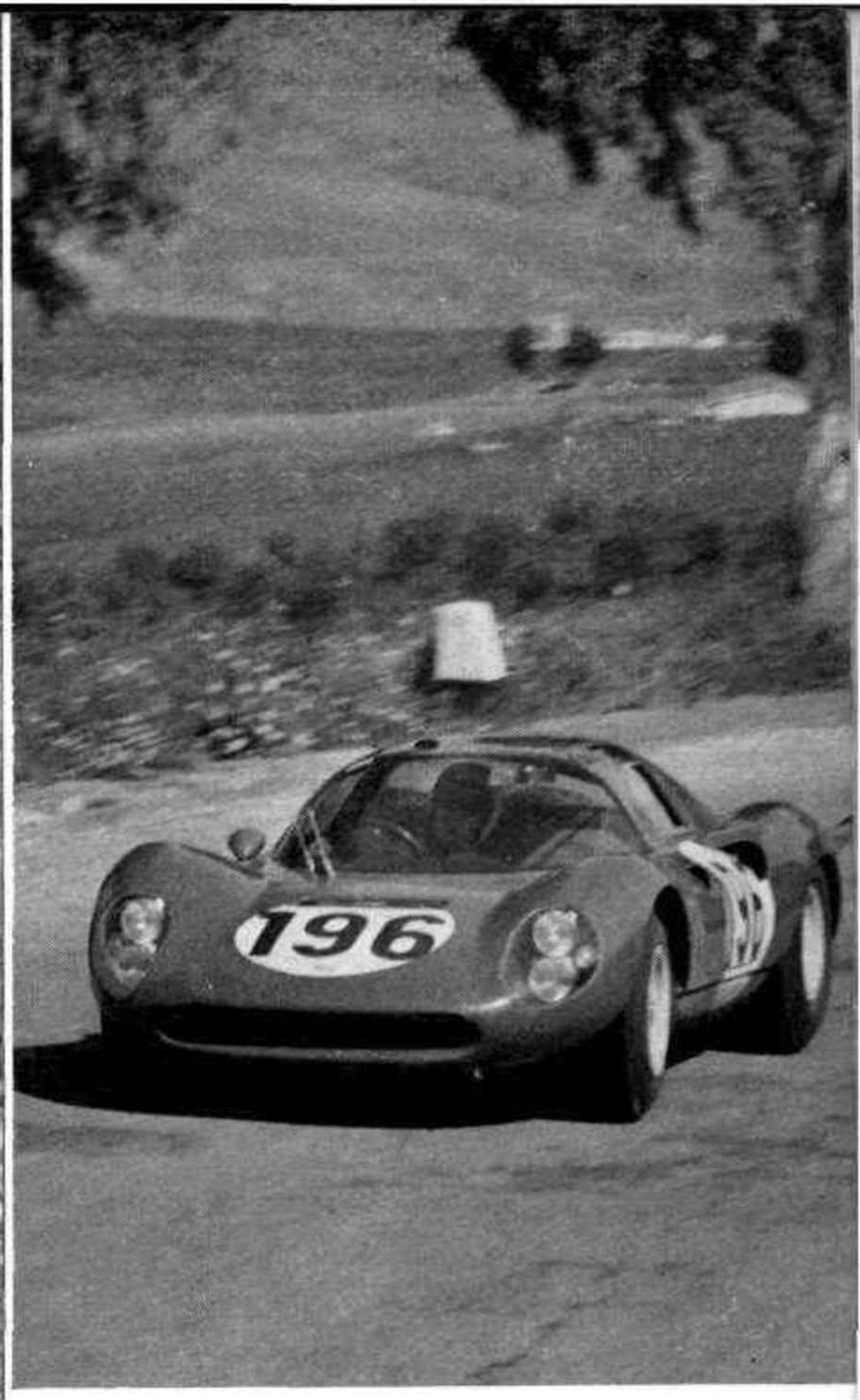
FIRST OUTING.—The Cooper-Maserati making its first appearance was dogged with minor troubles. Here Siffert is seen driving Rob Walker's car.



FAILURE.—Jack Brabham starts to push his 3-litre Repco-Brabham back to the pits after a suspected valve failure on the second lap.







▲ SECOND OVERALL was the Dino Ferrari coupe of Giancarlo Baghetti and Jean Guichet.

TARGA FLORIO

◀ A POLISHED DRIVE by Belgian Willy Mairesse and Swiss Herbert Muller brought them a deserved victory in their Porsche Carrera Six.

LOCAL DRIVER Nino Vaccarella in the 4-litre P3 Ferrari fought well, but the car was overturned when being driven by partner Lorenzo Bandini. ▼







▲ SECOND.—After driving a very steady race, Bandini came in second. During one exciting period when h catching the leader he also set the new lap rec

◀ LEADERS.—Surtees in the new 3-litre Ferrari led S in a 2-litre B.R.M. during the early stages of the race they are at the end of the quay with no-one else in

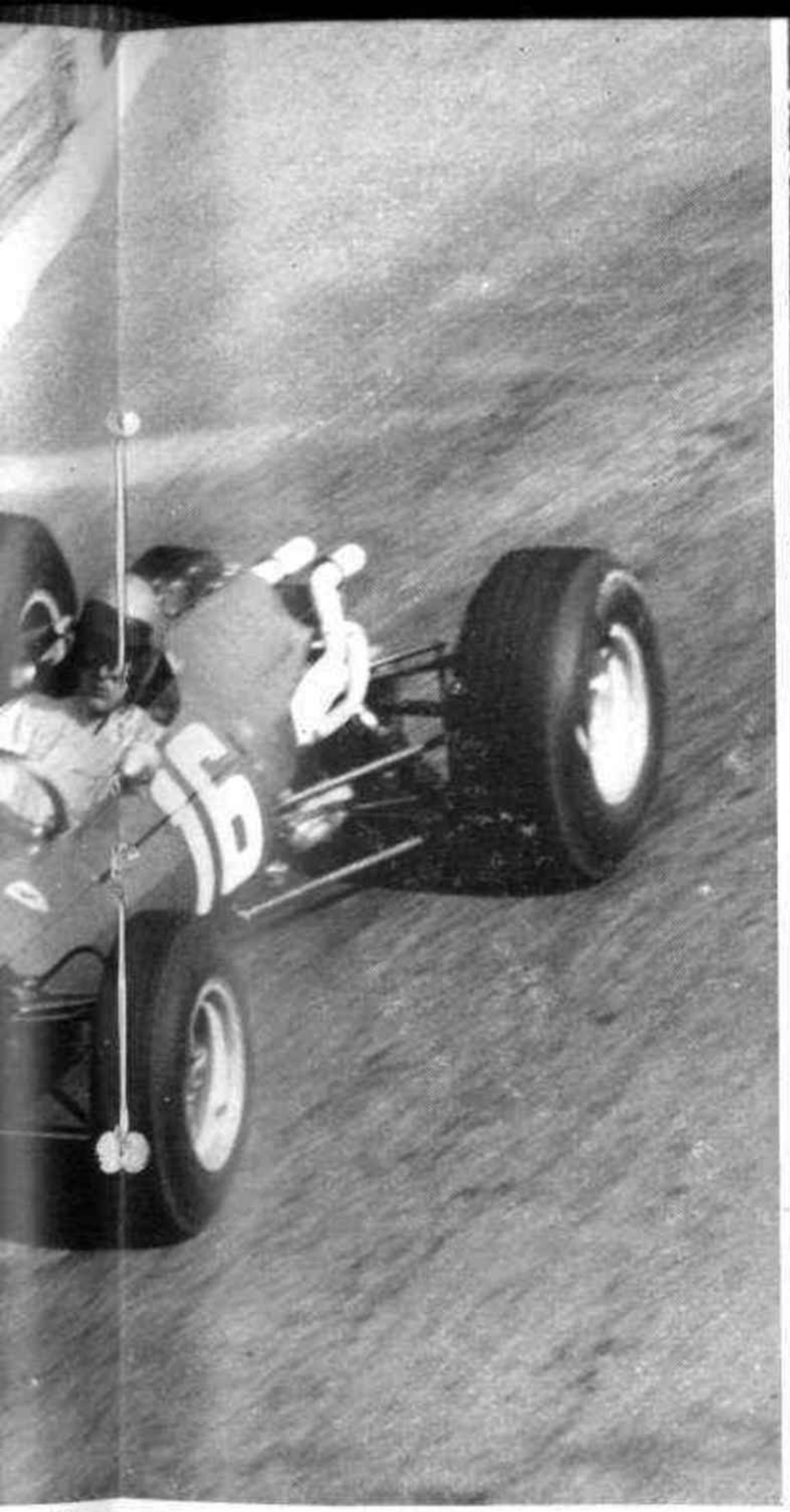
▼ RACE FOR THIRD PLACE.—Graham Hill in a 2-litre B trying hard to pass J. Rindt in one of the new Cooper Maseratis.



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B.R.M.
3-litre

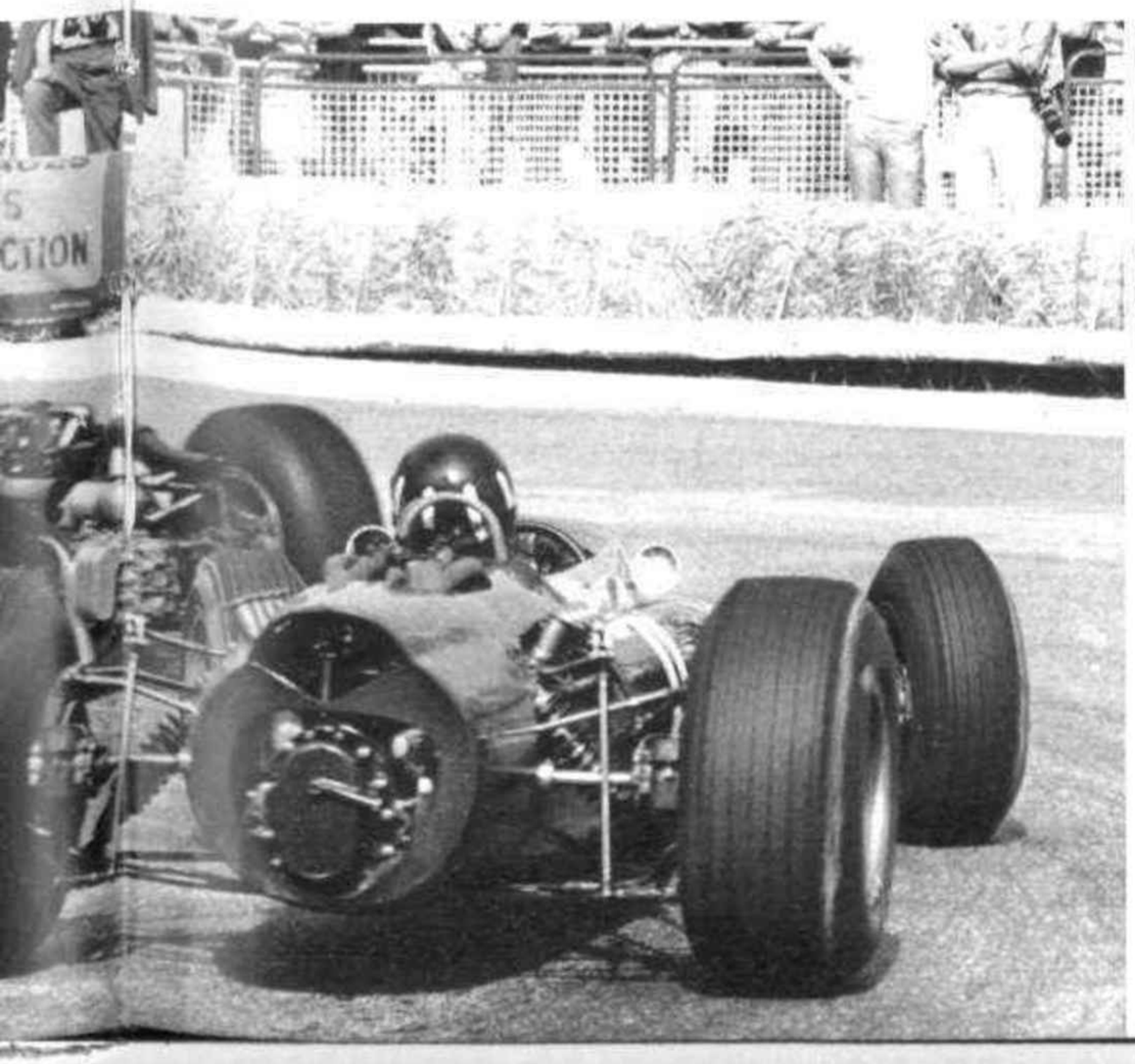




▲ CATCHING UP.—Bonnier in his sick Cooper-Maserati waving Clark past. Clark, who made a bad start, came right through the field until he retired with a broken upright.

MONACO GRAND PRIX

FIRST OUTING.—The very noisy new McLaren seen coming along the Monte Carlo quay well placed in the early stages of the race before he retired.







▲ JACK BRABHAM winning the F.1 race at Silverstone, setting up a new F.1 lap record in the process, in his 3-litre Repco-Brabham.



INTERNATIONAL TROPHY, SILVERSTONE

JO SIFFERT in an " old nail " 3-litre Cooper-Maserati, was having trouble with excessive heat in the cockpit even though it was open enough, unlike more modern layouts, to show his arms and shoulders. ▲

W. H. WILKS, in the " Vanwall-type " Lotus, suffered from overheating in the Historic Car race. ▼



▼ J. R. BROWN, Cooper-Bristol, leads an E.R.A. around Copse going on to finish sixth in the Historic Car race.



▲ NO BONES.—Dennis Hulme made no bones about winning the T.T. and finished two laps ahead of his nearest rival. As he passes the 2-litre Crossle-B.M.W. of Peter Gethin, the holes worn by the rear tyres in the fibreglass shell can be clearly seen.

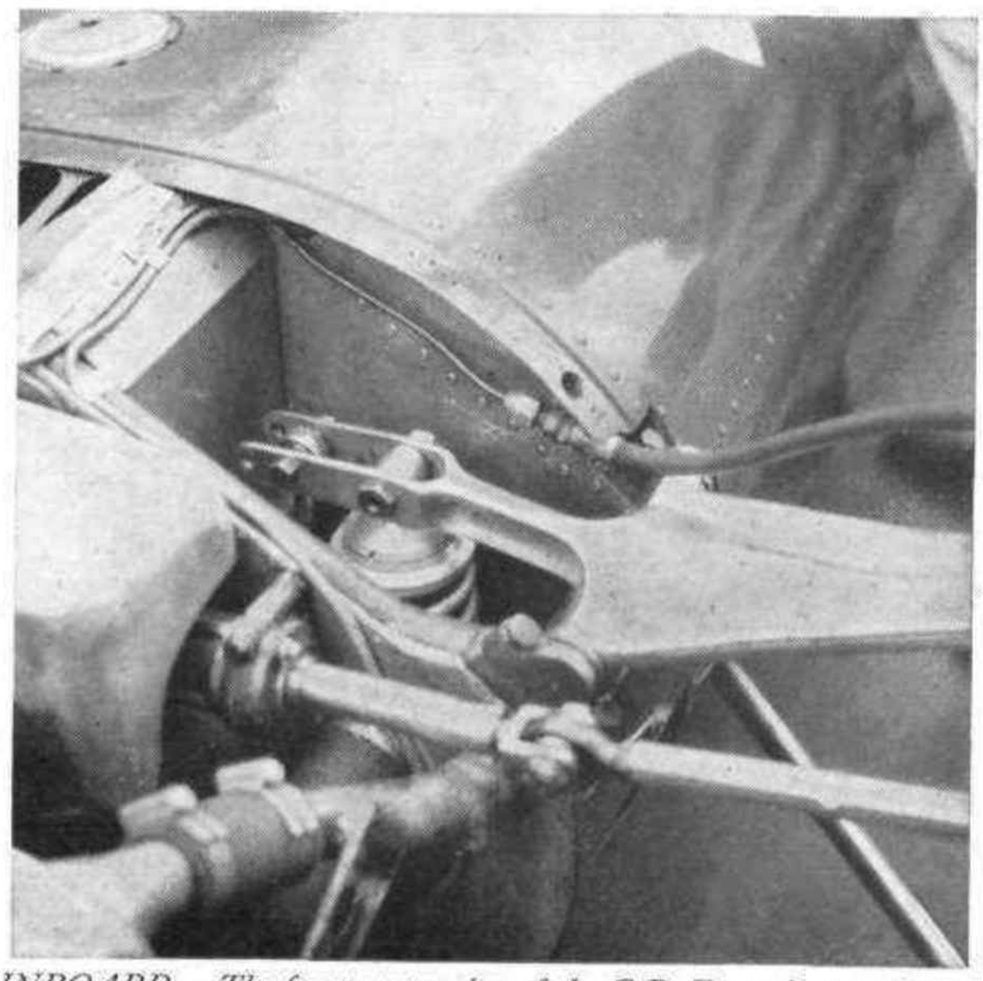
INTERNATIONAL TOURIST TROPHY

▼ SECOND PLACE.—The tussle for second place only became apparent in the later stages of the race, the 2-litre Brabham BT8 of Tony Dean, in Willment colours, finishing just one lap ahead of the Ford GT40 of Peter Sutcliffe.

GRAND PRIX CARS IN 1966

ALTHOUGH Jack Brabham was first off the mark with a 1966 G.P. car with 3-litre engine, and he raced it in South Africa on January 1st, it was not until the Siracusa G.P. on May 1st that we were able to see the first of the 1966 cars in action against each other on a European circuit. The 3-litre Ferrari, the 3-litre Cooper-Maserati and the 3-litre Repco-Brabham all appeared, there actually being two Cooper-Maseratis.

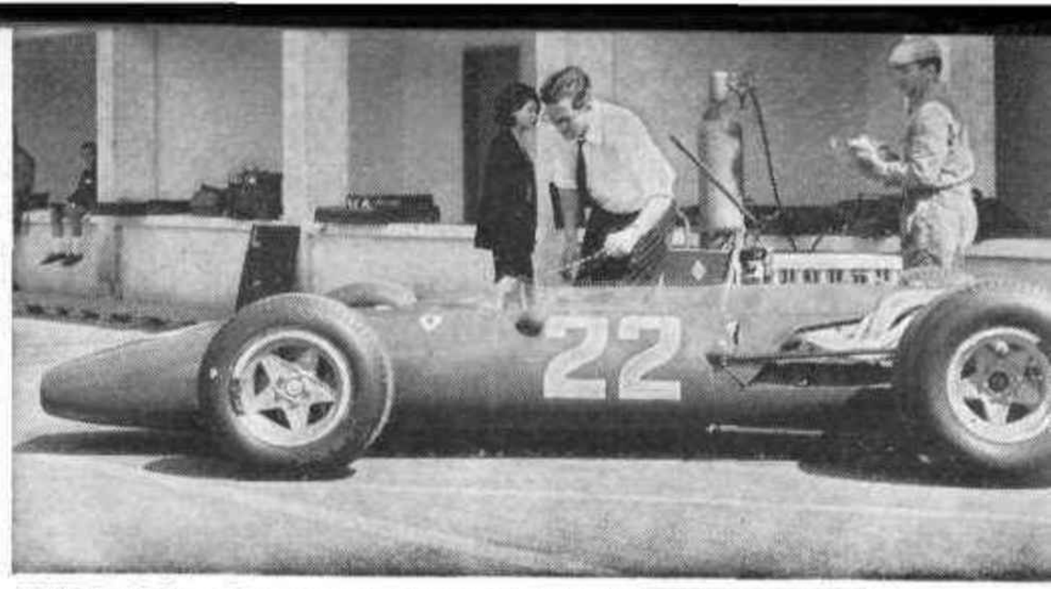
The Ferrari was shown as a static exhibit at the end of last year and fundamentally remains the same, though there have been numerous detail changes in the light of much track testing at Modena and Monza. The main body/chassis structure is of riveted aluminium sheet, wrapped round steel tubes, the sides of the cockpit forming boxes to contain the rubber fuel tanks. The riveted structure extends rearwards along each side of the engine bay formed around tubular longerons, these tubes having engine mountings welded into them, and they run rearwards to a bulkhead on which the rear suspension is hung. The suspension of all four wheels follows the principles of the smaller 1965 Grand Prix cars, with i.f.s. by top rocker-arms and wide-base bottom wishbones, the rocker arms compressing a coil-spring/damper unit mounted within the body/chassis shell by the front bulkhead. The i.r.s. layout is conventional, with lower wishbones, pivoted at their apex, a single upper transverse arm each side and double radius arms on each side. The upper radius arms can be attached in either of two positions, depending on the required geometry, and during tests at Monza they were fixed from pivots at hub level to chassis points about 4 in. inboard on the shell. The alternative fixing, using the same length rods, is from the top of the hub



INBOARD.—The front suspension of the G.P. Ferrari uses a forged rocker arm comprising an inboard coil-spring/damper unit. The extension beyond the spring is attached to the anti-roll bar.

carriers to chassis brackets on the outside of the shell. At Siracusa the car was tried first of all with the lower mounting and then changed for the higher one, and it was raced in that condition. Coil spring/damper units are mounted between the forward end of the bottom wishbone base and the top of the rear bulkhead, and quite a small anti-roll bar is fitted, with not very large adjustment.

The 12-cylinder engine is on the well-tried Ferrari lines of a 60-degree vee, with four overhead camshafts, and has a 4-point mounting in the engine bay behind the cockpit. Lucas fuel injection is used, with sliding-plate throttles, long trumpets, and the injectors squirting down on to the throttle plates. Ferrari are conducting experiments with direct cylinder-injection at high pressure for this engine. Two sparking plugs per cylinder are used and these are fired by four coils, mounted two on each side of the gearbox, and two distributors; the 12-point distributors being driven from the rear of the exhaust camshafts, with



FERRARI.—The 3-litre V12 Ferrari with which John Surtees won the Grand Prix of Siracusa. Note the 5-spoke bolt-on alloy wheels of 14 in. diameter.

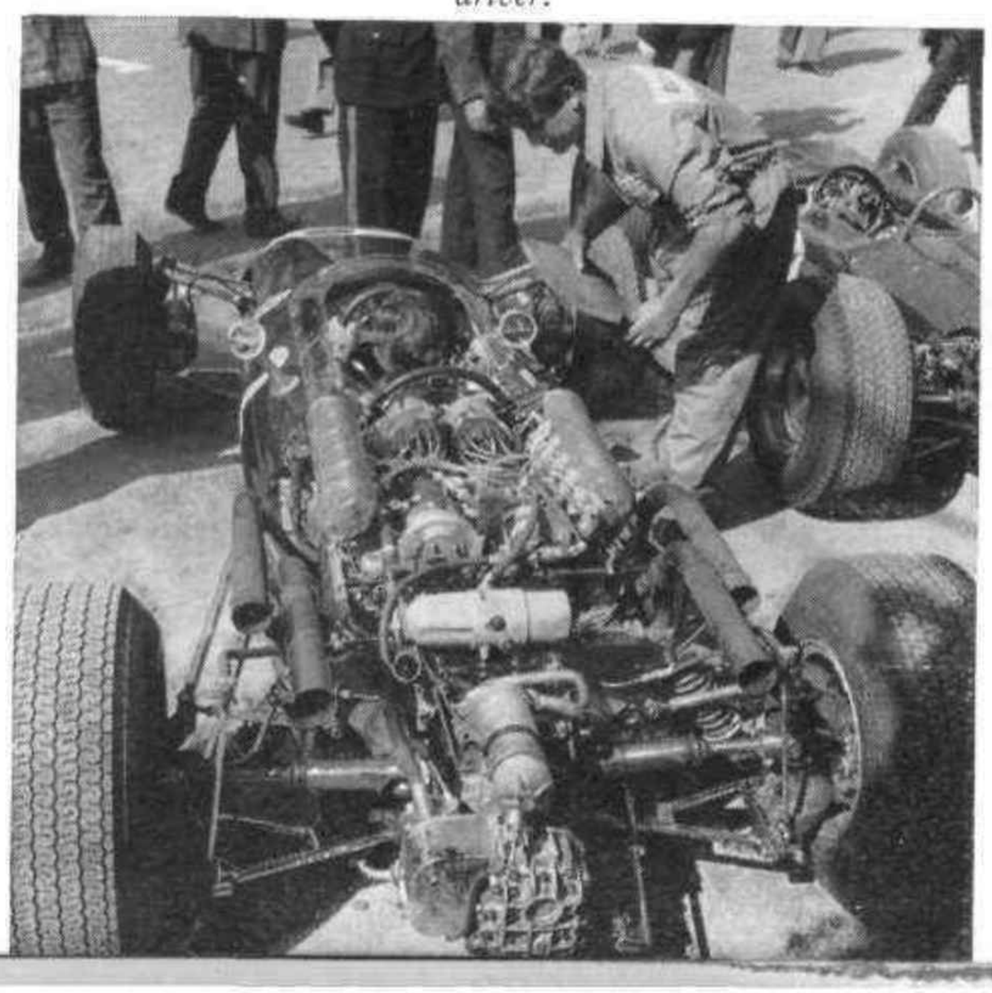
aluminium heat shields round them. Exhaust pipes are in groups of three, with two tail-pipes from each bank of cylinders, the four tail-pipes curving over the back of the engine to finish just above the gearbox. The oil tank for the dry-sump lubrication is in the nose of the car, behind the radiator, the nose cowling having slots on top and underneath to allow the escape of hot air. Alternator and rectifier are mounted behind the driver's head and the Lucas 100 lb./sq. in. pressure pump is mounted on the rear of the gearbox. The latter is a 5-speed and reverse unit with integral crown-wheel and pinion, and the clutch is in the orthodox position on the rear of the crankshaft and not out behind the gearbox, as on last year's Le Mans cars which used this type of 4-camshaft engine. The 3-litre 12-cylinder engine is rated to turn at 10,000 r.p.m. and should give 360 b.h.p., but at Siracusa it was pulling 9,800 r.p.m.

The front disc brakes are mounted at the wheel hubs, sunk inside the 14-in. bolt-on wheels and are radially perforated, with scoops directing air to the central annulus. At the rear the disc brakes are mounted inboard, on each side of the gearbox/final drive unit and universally jointed sliding spline-and-ball shafts transmit the drive to the wheels. Although the weight is claimed to be 548 kilogrammes, the car turned the scales at Siracusa at 604 kilogrammes (1,328 lb.).

FERRARI F.1

Engine : Ferrari 60-degree 12 cylinders in vee formation; four overhead camshafts; bore and stroke 77 × 53.5 mm. (2,989 c.c.). Lucas port fuel injection. Coil and distributor ignition; two 12-mm. sparking plugs per cylinder. 360 b.h.p. at 10,000 r.p.m. on 98/100 octane Shell petrol.
Gearbox : Ferrari 5-speed and reverse in unit with final drive.
Brakes : Discs with rear mounted inboard.
Wheels : Alloy—14 in. diameter.
Tyres : 5.50 × 14 front, 7.00 × 14 rear.
Dimensions : Wheelbase : 94½ inches. Track : front 57 inches, rear, 56½ inches.

MASERATI.—The 3-litre V12 Maserati engine installed in the 1966 Cooper chassis for the R.R.C. Walker team, driven by Siffert. This view gives a good impression of the mass of machinery behind the driver.



The 1966 Cooper-Maserati was first shown to the public at the Racing Car Show at the beginning of the year, and at the end of last year a prototype car had been out on test. This was a 1965 tubular chassis car designed to take the ill-fated 16-cylinder Coventry-Climax engine, into which Coopers had contrived to fit a V12 Maserati sports-car engine. This "special" taught them a great deal, and meanwhile Derek White and his design-assistants were at work on the new monocoque chassis. Apart from the factory team cars, three privately owned ones were ordered and the R. R. C. Walker team took delivery of theirs for Siracusa, as did the French driver Guy Ligier. The chassis is a riveted aluminium structure with fabricated steel bulkheads and steel sheet for the sides of the engine bay. The sides of the chassis form boxes into which flexible fuel tanks are inserted, these filling the whole length of the structure. Front suspension is independent by an upper transverse rocking arm, fabricated from sheet steel, the inner end compressing a coil-spring/damper unit, and wide-base lower wishbones are used. At the rear are lower wishbones, boxed in at their apex where they pivot on the chassis, transverse single upper arms and double radius rods on each side. Coil-spring/damper units are used and a heavy anti-roll bar, with a large adjustment. Brakes are hub-mounted back and front, the front ones being inboard of the hub carriers in order to expose them to the cooling breeze and to permit the discs to be of a larger diameter than the inside of the wheels.

The 12-cylinder Maserati engine is mounted behind the driver and is coupled to a 5-speed German ZF gearbox and final-drive unit, with sliding joint drive shafts taking the power to the wheels. The 4-camshaft engine has the inlet ports running down between the camshafts on each cylinder head, and Lucas fuel injection is used. At first motorcycle-type sliding throttles were used for each cylinder, but before the cars were raced these were changed for barrel-type throttles running on ball-races and joined together by ball-joints and rods, there being individual ram pipes and throttles for each cylinder. The exhaust pipes are grouped in threes and end in short tail-pipes high over the rear suspension, two on each side. With two sparking plugs per cylinder the 24 plugs are fired by Lucas transistor ignition, there being four transistor boxes mounted on the crash-bar behind the driver's head. Sparks are distributed by two 12-pole distributors mounted in the vee of the engine, driven from the camshaft gear train on the front of the engine, and the left-hand one has an alternator incorporated in it. Oil for the dry-sump system is carried in a tank in the nose of the car and there is an oil filter mounted above the gearbox. Under the gearbox, and insulated from it, is a collector tank fed from the main fuel tanks, this feeding the pressure pumps. Provision is made for a rudimentary engine cover, but there is so much machinery behind the driver that the cover looks superfluous. At the moment the engine runs easily to 9,500 r.p.m. and future development should see it at well over 10,000 r.p.m.

The Rob Walker car is painted dark blue with a white nose band and the Ligier car is painted bright French blue, both these cars being privately maintained but with keen works interest behind them, from both Cooper and Maserati. Both weighed over 600 kg.

COOPER-MASERATI F.1

Engine : Maserati 60-degree 12 cylinders in vee formation; four overhead camshafts; bore and stroke 70.4 × 64 mm. (2,989 c.c.). Lucas port fuel injection. Lucas transistor ignition; two 10-mm. sparking plugs per cylinder. 360 b.h.p. at 9,500 r.p.m. on 98/100 octane B.P. petrol.
Gearbox : ZF 5-speed and reverse in unit with final drive.
Brakes : Discs with front mounted inboard of hub carriers.
Wheels : Alloy, 13 in. diameter.
Tyres : 5.00 × 13 front, 7.00 × 13 rear.
Dimensions : Wheelbase : 98 inches. Track : front, 59½ inches; rear, 57 inches.

* * *

The Brabham connection with the Repco engineering firm has already been described in MOTOR SPORT and he had his first 1966 Grand Prix car with 3-litre V8 Repco engine ready for the South African G.P. He got further experience in the Australian races with a 2½-litre version, and made his first European appearance with the car at Siracusa. The 1966 Brabham chassis follows the basic principles of the 1965 Grand Prix cars, having a tubular space frame, the frame being constructed from a combination of round section, oval section and square section tubing, the upper tubes around the cockpit being of oval tubing. Fuel tanks are of aluminium and are slung pannier-wise on each side of the cockpit, and the oil tank is behind the radiator. Suspension is by double wishbones at the front with interposed coil-spring/damper units out in the air stream, and rear suspension is the orthodox Grand Prix layout of lower wishbone, upper transverse arm, double radius rods and inclined coil-spring/damper unit.

The Repco engine is mounted behind the driver and is a 90-degree V8-cylinder with single-overhead camshaft on each bank of cylinders operating in-line valves. Lucas fuel-injection is used, squirting into the downdraught inlet pipes, and the four exhaust pipes on each side join in their own cluster end and single tail-pipe with slight megaphone. At the moment the eight 14-mm. sparking plugs are fired by a Lucas coil, and a Bosch distributor driven from the camshaft drive and mounted in the vee of the engine, while on the left-hand side, under the exhaust pipes, is a Bosch dynamo. The engine is coupled to a 5-speed Hewland gearbox and final-drive unit. Disc brakes are used and are fitted outboard both back and front. Whereas the Cooper-Maserati seems over-full of machinery in the back, the Brabham-Repco seems sparse and lacking in machinery, due to the simple single o.h.c. valve layout.

BRABHAM-REPCO F.1

Engine : Repco 90-degree 8-cylinder in vee formation; two overhead camshafts; bore and stroke 88.9 × 60.3 mm. (2,994 c.c.). Lucas port fuel injection. Coil and distributor ignition; one 14-mm. sparking plug per cylinder. 285 b.h.p. at 8,200 r.p.m. on 98/100 Esso petrol.
Gearbox : Hewland 5-speed and reverse in unit with final drive.
Brakes : Discs.
Wheels : Alloy, 13 in. diameter.
Tyres : 5.50 × 13 front, 7.50 × 13 rear.
Dimensions : Wheelbase : 92 inches. Track : front, 53½ inches; rear, 54 inches.

* * *

These three cars were the first new 3-litre Grand Prix cars to appear under the new Formula and can only be considered to be the forerunners of what we can expect in Grand Prix racing during the next few years. Already Ferrari is working on a new engine, which should appear by September, Maserati have plans on the drawing-board that may come to fruition in conjunction with Cooper, and will involve more than twelve cylinders, and Repco really look upon their engine as a sports-car unit that Brabham is using as a stop-gap. This new Formula for Grand Prix racing seems to have got away to a flying start as far as mechanical interest is concerned, but I feel we must show a little patience before we shall see really close-fought battles between the 3-litre cars.—D. S. J.



BRABHAM.—Jack Brabham with his 3-litre V8 Repco-engined Brabham car going out to the start of the Grand Prix of Siracusa. Compared with its rivals the Brabham-Repco V8 is small and compact.

15th Grand Prix of Siracusa

Ferrari has a Try-out—and Wins

SIRACUSA, SICILY, *May* 1st.

UNLIKE certain British racing circuits, the Ente Autonomo Circuito Siracusa was undeterred as putting on the first Grand Prix in Europe for the new Formula One and ran their traditional 56-lap (308 kilometres) race, inviting an entry of 14 cars.

Ferrari sent John Surtees with the new 3-litre V12-cylinder car and Lorenzo Bandini with the car built for the last Tasman series, but which did not go due to Surtees being in hospital. This was one of last year's G.P. cars fitted with a 2.4-litre Dino V6 engine from the G.P. Formula of 1954-60, as used in the last of the front-engined cars. It was brought up to date with Lucas fuel injection, but was otherwise like the old Dino 246. The Rob Walker/Jack Durlacher team entered Joseph Siffert with their brand new Cooper-Maserati V12 and loaned the Brabham-B.R.M. V8 that Siffert drove last to Joakim Bonnier, but with a 2-litre version of the Bourne engine. Frenchman Guy Ligier had the second brand new Cooper-Maserati V12 to be delivered to a private owner. Jack Brabham entered himself with the Repco V8-engined car and Denis Hulme with a 2.7-litre Coventry-Climax 4-cylinder-engined car, while a similar engine was fitted in one of the Parnell Lotus cars of last year for Paul Hawkins to drive. Parnell's other Lotus was fitted with a 2-litre B.R.M. V8 engine and should have been driven by Mike Spence, but his foot injury received in the Formula Two race in Barcelona kept him away, so David Hobbs took his place. Bob Anderson had the Tasman-type Brabham chassis with 2.7-litre Coventry-Climax 4-cylinder engine that he built for the South African races last winter, and Vic Wilson was driving the newly acquired 1965 B.R.M. with 2-litre late-type engine, owned by Team Chamaco-Collect. Roberto Businello should have been there with the car built by Alf Francis, consisting of a 1965 works Cooper chassis, suitably altered, using a 3-litre A.T.S. sports V8 engine, but he did not turn up. To complete the list were Andre Wicky with an old Cooper chassis powered by an early 2-litre B.R.M. V8 engine, and Giancarlo Baghetti who had been loaned an ex-works Lotus 33-Climax V8, the one driven by Spence last season.

Brabham and Hulme were driving in the Tourist Trophy on the Saturday of Siracusa week-end, so they arranged to practise on Sunday morning, after flying to Sicily through the night. Wilson's B.R.M. was late in arriving and he had a little bother with it in the paddock, so missed the final practice, and joined Brabham and Hulme on Sunday morning, their times not counting towards the starting grid. In the Friday practice Anderson had a piston break before he got going properly and, having no spares, he had no alternative but to pack up and go home. Baghetti was not much better off for he spun and hit a wall backwards, bending the monocoque chassis and wrecking the gearbox. This was an entry by Bonnier's new Anglo-Swiss Racing Team and though they bodged the car together and it took its place on the grid, it was only to make up the numbers.

There being no serious opposition the Ferrari team used the occasion to do some experimenting with their V12-engined car, and Surtees had no trouble in knocking seconds off the old 1½-litre lap record, his best time being 1 min. 42.3 sec., as against the 1 min. 46.0 sec. of the old record of Jim Clark. Had he been pressed he could have got down to 1 min. 40 sec., but as it was his lap average was 193.548 k.p.h. (approx. 120 m.p.h.), thus giving them some useful high-speed experience, for the Siracusa circuit has three slow corners in its lap length. Having moved the high-pressure fuel pump from on top of the engine to behind the gearbox, in order to mount the alternator on top of the engine, a little trouble was experienced with overheating when the car was standing at the pits after being run.

The new Cooper-Maserati cars showed good promise, though Siffert was thwarted from having a last-minute attempt to set some really fast laps when the last six gallons of fuel refused to be sucked out of the rubber tanks. Ligier hit a wall and bent his front right-hand suspension, but luckily the Walker team had a spare wishbone and helped him out. It was thought that the rear tube of the wishbone was flexing under heavy braking, so the Walker car had all the chrome stripped off and a bracing rib brazed along each side of the tube. At one point in the Saturday practice session the track was completely empty as everyone was either in trouble or making some alterations, but the lull was only temporary.

STARTING GRID

↑

2 J. Siffert (*Cooper-Maserati V12 3-litre*) 1 min. 44.2 sec.	14 L. Bandini (*Ferrari Dino 246 2.4-litre*) 1 min. 43.9 sec.	22 J. Surtees (*Ferrari V12 3-litre*) 1 min. 42.3 sec.
26 G. Ligier (*Cooper-Maserati V12 3-litre*) 1 min. 48.4 sec.	24 J. Bonnier (*Brabham-B.R.M. V8 2-litre*) 1 min. 46.4 sec.	
18 G. Baghetti (*Lotus 33-Climax V8 1½-litre*) 2 min. 01.8 sec.	16 D. Hobbs (*Lotus 25-B.R.M. V8 2-litre*) 1 min. 51.4 sec.	6 P. Hawkins (*Lotus 25-Climax 4-cyl. 2.7-litre*) 1 min. 49.5 sec.
12 J. Brabham (*Brabham-Repco V8 3-litre*) No time	8 A. Wicky (*Cooper-B.R.M. V8 2-litre*) 2 min. 19.7 sec.	
4 D. Hulme (*Brabham-Climax 4-cyl. 2.7-litre*) No time	28 V. Wilson (*B.R.M. V8 2-litre*) No time	

Non-starters : R. Anderson (*Brabham-Climax 4-cyl. 2.7-litre*).
R. Businello (*Cooper-A.T.S. V8 3-litre*).

Sunday was not only May 1st, a national holiday, but also the day of the patron saint of Siracusa, and consequently a vast crowd turned out and overflowed from the enclosures into prohibited areas and over the circuit itself. It was blazing hot and the twelve starters had to be held on the dummy-grid for nearly three-quarters of an hour while police and officials tried in vain to clear the far side of the track. Unlike a British circuit where the commentator keeps up a continuous chatter, the Siracusa commentator said nothing at all, so that many people had no idea of the reason for the long delay. When the start was given neither Surtees nor Siffert had got their 12-cylinder engines running really cleanly, and it was Bandini who leapt into the lead and stayed there for three laps, until Surtees got the 3-litre Ferrari really working on all its cylinders and plugs, and he then stormed into the lead and was never challenged again. Siffert's engine never did clear its plugs and he had to stop on the ninth lap to have some changed. He was in again on lap 14 and on lap 18 having plugs changed, by which time he was right out of the running. There was no real trouble, it was just that the engine got over-rich on the line and would not clear itself. When it did fire on all 24 plugs he did three laps and then a drive-shaft broke! Ligier's Maserati engine went on to one bank of cylinders, and after changing all 12 plugs his mechanic found the main ignition pick-up lead for that bank was not making contact. Curing this solved the trouble and the car then ran faultlessly to the end of the race.

The Brabham team were in dire trouble, for after rushing from the back of the grid into third place on the opening lap, Jack Brabham's Repco engine went all rough and died on him. He pushed it back to the pits and after a long investigation he found that the Lucas fuel injection metering unit had "gone crook" and was leaking fuel out of everywhere. A nice little race started to develop between Bonnier, Hawkins, Hulme and Hobbs, but it did not last long for Hulme's Climax engine had piston trouble, Bonnier stopped at his pit to complain that the whole car was vibrating, but carried on anyway, and Hawkins got away from Hobbs.

Continued on page 532

COOLING.—The Lucas high-pressure pump on the 3-litre Ferrari was suffering from heat from the gearbox, when standing in the pits. For race day it had an aluminium shield around it and was covered in water-soaked rags before the start to prevent any risk of vapourisation. Note the two ignition coils on the side of the gearbox.



Another Esso victory



R.A.C. TOURIST TROPHY, Oulton Park, 30th April

1ST DENNIS HULME LOLA

PAU GRAND PRIX, France, 17th April

FORMULA 2

1ST JACK BRABHAM BRABHAM HONDA

GOODWOOD INTERNATIONAL TROPHY MEETING, 11th April

FORMULA 2

1ST JACK BRABHAM BRABHAM HONDA

(Subject to official confirmation)

PUT A TIGER IN YOUR TANK

WITH NEW POWER-FORMULA ESSO EXTRA

MONZA 1,000 KILOMETRES

SURTEES/PARKES WIN FOR FERRARI

MONZA, ITALY, *April 25th*

THE 1,000-kilometre race at Monza on Monday, April 25th, a national holiday, provided Ferrari with a hollow victory, rather like that of Ford's at Daytona, for there was no serious opposition to the works-entered 4-litre V12-cylinder four-overhead-camshaft 330P/3 with new coupé bodywork. There was no car in the entry of 40 that was any challenge, nor was there any driver capable of challenging John Surtees. The Ferrari number one driver was having his first race since his crash last autumn, and he proved that he was not only fit, but right back on form, by driving 500 of the 1,000 kilometres and making fastest lap. Michael Parkes shared the car with Surtees and did his 500-kilometre stint at undiminished pace, driver changes and refuelling being made approximately every 25 laps of the total of 100. Rain fell throughout the day and the winning Ferrari had its windscreen wiper fail shortly after Parkes took over at the first stop, but he soon got accustomed to driving without a wiper, the very sloping and curved windscreen assisting greatly in getting rid of the rain and spray. This happened on lap 30 and the car did the remaining 70 without a wiper. At one point during Surtees' second spell at the wheel the Ferrari showed signs of getting waterlogged in the engine compartment and though it did not lose any speed it did not sound so crisp; luckily things dried out a bit and it finished the 1,000 kilometres as healthy as when it started.

There were four Dino 206 Ferraris entered, competing directly against the Porsche Carrera 6 cars of Stuttgart, as the German cars were not due to be homologated as Group 4 sports cars until May 1st. All four Dinos were using production-type V6 four-camshaft engines, built by Ferrari but similar to the engine that Fiat intend to put into production. The Bandini/Scarfiotti car was a coupé, like the 330P/3, and also like its big brother it was using Lucas fuel injection. The other Dinos were using Weber carburetters and during the Sunday practice Bondurant left the road at the Curva Grande and wrecked the car he should have shared with Vaccarella, so the Sicilian was transferred to a 275LM Ferrari with Carlo Facetti, and Bondurant was stood down. The private Dino Ferraris of Maranello Concessionaires and Scuderia Sant Ambroues were driven, respectively, by Piper/Attwood and Biscaldi/Casoni, but during the race all three 2-litre Ferraris were delayed by windscreen-wiper trouble, while the last-named pair retired with gearbox trouble. The expected Porsche versus Dino Ferrari battle did not materialise and though Colin Davis had a slight accident on the opening lap and stopped at the pits to make sure all was well, the other works car driven by Mitter/Herrmann had no trouble and was a challenge to all but the leading Ferrari.

It was hoped that Ford would send some opposition for Ferrari, but the only American challengers were production 4.7-litre GT40 models, and they cannot match the Prototype Ferrari. Ireland drove the light blue car of F. English Ltd., the Bournemouth Ford dealers, until it went out with a serious oil leak, so that his co-driver Amon did not get a drive, and the two white and red cars of the Essex Wire Team ran in formation for a time but eventually the Revson/Scott car ran out of fuel, and the Whitmore/Gregory car continued to run well, but was no match for the leading Ferrari. The Filipinetti Ford GT40, driven by Muller/Mairesse, ran very consistently, going noticeably faster when Mairesse took over, and the Ford France car of Ligier/Greder was reliable, if not fast. The dark green Ford of Nick Cussons was driven well by English clubmen Brian Redman/Richard Bond, who were in their first big International event and did nothing to let the side down; quite the opposite, in fact, they made a good impression.

Among the small cars the prototype Renault-Alpine of Mauro Bianchi/Grandsire went very fast in practice but its starter failed to operate on the "dummy grid" and it was last away. After Bianchi had forced his way up to 26th position, out of 40 runners, the engine broke, and the second car, driven by Vinatier/de Lageneste could not deal with the Abarth opposition. The interesting Matra-B.R.M. 2-litre made its first race appearance in the hands of two young French Formula Three drivers, but they were not fast enough to do it justice, and there were numerous other entries that are best not mentioned.

Considering the appalling weather conditions, everyone seemed to drive with great circumspection and "incidents" were few. The speed on the banked part of the track was cut down by the introduction of *chicanes* at the beginning of each banking. These were new tarmac roads built in the infield, forcing cars down to bottom gear in order to negotiate the right-left-left-right corners before starting each banking. Even so the Ferrari P3 and the Fords must have been reaching 160 m.p.h. past the grandstands after their "standing start" blind round the south banking, and a very impressive sight they made, with water and spray streaming out behind the fat rear tyres. While not being an exciting race to watch it was doubtless an exciting race for the drivers, especially during the closing stages as early darkness began to fall and headlights were used to penetrate the gloom, while Parkes and Surtees must have had some hair-raising moments passing other cars without a windscreen wiper. It was a fine opportunity for John Surtees to prove that his accident of last autumn has left him with no after effects, even if he didn't drive the whole 1,000 kilometres, as some daily paper reporters seemed to think, and it showed that the 1966 Prototype Ferrari is a force to be reckoned with.—D. S. J.

Results :

1,000 KILOMETRES MONZA—10-kilometre circuit—100 laps
Very wet

1st : J. Surtees/M. Parkes (Ferrari 330P/3) 100 laps in 6 hr. 05 min. 11.6 sec.—165.939 k.p.h.
2nd: M. Gregory/J. Whitmore (Ford GT40) .. .. .. 90 laps
3rd : H. Muller/W. Mairesse (Ford GT40) .. .. 98 laps
4th : G. Mitter/H. Herrmann (Porsche Carrera 6) .. .. .. 98 laps
5th : J. Siffert/C. Vogele (Porsche Carrera 6) .. .. .. 96 laps
6th : G. Ligier/H. Greder (Ford GT40) .. .. 95 laps
7th : C. Davis/D. Glemser (Porsche Carrera 6) .. .. .. 94 laps
8th : P. Siebenthal/M. Peixnho (Ferrari 270LM) .. .. .. 94 laps
9th : B. Redman/R. Bond (Ford GT40) .. .. 94 laps
10th : L. Bandini/L. Scarfiotti (Ferrari Dino 206) .. .. .. 93 laps
11th : A. de Adamich/T. Zeccoli (Alfa Romeo GTZ 2) .. .. 92 laps
12th : A. Wicky/A. Knorr (Porsche Carrera 6) .. .. .. 91 laps
13th : R. Attwood/D. Piper (Ferrari Dino 206) .. .. .. 90 laps
14th : A. Fischhaber/E. Furtmeyer/G. Baghetti (Abarth OT) .. 89 laps
15th : K. Steinmetz/J. Ortner (Abarth OT) .. .. 85 laps
16th : S. Morando/G. Varese (Abarth OT) .. .. 84 laps
17th : S. Zwimper/H. Illert (Ferrari 275GTB) .. .. .. 83 laps
18th : J. Vinatier/R. de Lageneste (Alpine-Renault 1300) .. .. 81 laps
19th : G. Pessina/P. Botalla (Ferrari 275GTB) .. .. .. 81 laps

Fastest lap : J. Surtees (Ferrari 330P/3), on lap 57, in 3 min. 26.7 sec.—175.806 k.p.h.

40 starters — 19 finishers.

GRAND PRIX OF SIRACUSA—continued from page 530

At 10 laps there were only eight cars left running, for Baghetti had been wheeled off the starting line and Wicky's car would not start, and of the eight only seven were running, for Ligier was still having his trouble sorted out. Wilson had stopped briefly to check his oil pressure and was going well, ahead of Bonnier and keeping Hobbs in sight. The two Ferraris had no bother keeping the first two places and reeled off the laps, not exactly in close company, but on the same lap. The Parnell cars ran fourth and fifth ahead of Wilson's B.R.M., and Bonnier brought up the rear, Ligier being many laps behind. Hawkins' engine began to lose its tune and when his gearbox stuck in 4th gear he pulled into the pits, to find an oil scavenge pipe from the engine had broken and he was pumping all his oil out into the atmosphere, so that was that.

A wildly enthusiastic crowd cheered the Ferrari victory and then poured all over the circuit. The tail-enders had a job getting back to the pits, but the sun had shone brilliantly, it had been a national holiday, and Ferrari had won the first European Grand Prix for the new Formula, so everyone was happy, or seemed so. While not being an exciting race it was interesting for it showed the true value of the Italian opposition, Surtees won for the second time, which no-one has done before, there were new race average and lap records, and the third and fourth drivers were having their first go at a Grand Prix race. An historic day.—D. S. J.

Results:

XV SIRACUSA G.P.—Formula One—56 laps—308 kilometres—Very hot

1st : J. Surtees (Ferrari V12) (Entrant : SEFAC Ferrari) .. .. 1 hr. 40 min. 08.3 sec.—184.535 k.p.h.
2nd: L. Bandini (Ferrari V6) (Entrant : SEFAC Ferrari) .. .. 1 hr. 40 min. 32.9 sec
3rd : D. Hobbs (Lotus 25-B.R.M. V8) (Entrant : Parnell Racing) .. .. 54 laps
4th : V. Wilson (B.R.M. V8) (Entrant : Team Chamaco-Collect) .. .. 53 laps
5th : J. Bonnier (Brabham-B.R.M. V8) (Entrant : Team Walker) .. .. 52 laps
6th : G. Ligier (Cooper-Maserati) (Entrant : Driver) .. .. 39 laps (outside time limit)

Fastest lap : J. Surtees (Ferrari V12), on lap 37, in 1 min. 43.4 sec.—191.489 k.p.h.

Retired : A. Wicky (Cooper-B.R.M. V8), lap 1, battery; G. Baghetti (Lotus 33-Climax V8), lap 1, gearbox; J. Brabham (Brabham-Repco V8), lap 2, injection unit; D. Hulme (Brabham-Climax 4-cyl.), lap 8, engine; J. Siffert (Cooper-Maserati V12), lap 21, drive shaft; P. Hawkins (Lotus-Climax 4), lap 36, oil pipe and gearbox.

12 starters — 6 finishers.

LETTERS FROM READERS

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

THE CRIMINAL MOTORIST!

Sir,

Due to recent experiences I feel that I must express my great dissatisfaction of the great British legal machine.

Experience No. 1: I was proceeding along Foresters Drive, Croydon, Surrey, which is a wide, open, fast, but, however, restricted road, when I was apprehended by modern science, i.e. radar. After appearing at Wallington court was fined £25 for this first offence, and although feeling annoyed at the time, now realise was fully justified.

Experience No. 2: Early on Easter Sunday morning my car was broken into and driven away from my home.

Later that morning the police noticed "my" car and its four occupants exceeding the speed limit somewhere in West Kent. The police gave chase and after some error of judgment by the driver of my car it succeeded in piercing a healthy brick wall, somewhere on the Isle of Sheppey.

On trying to reverse from this position, the near-side door was torn away and the police car duly reversed into (leaving my car a write-off). The occupants of my car, two boys and two girls, age approximately 19, were forcibly detained by the two police officers and offered free board and lodging for the rest of the night.

At the ensuing appearance in court, the boy, who had admitted breaking into the car and driving it away, was sent to a detention centre for three months on the charges of stealing and driving the car without insurance or L-plates. (He had already several previous convictions for similar offences.) His accomplice, who was charged with stealing, was fined my nominal fee of £25.

I am writing this letter to you in between spasms, crying, and bouts of laughter caused by this bloody mockery of British justice. Seriously, though, one would think that with the number of cars and drivers in this country today a standardised and fair system of punishments could be devised.

I would like to point out that the police were extremely polite and helpful throughout this whole affair, and I would like to take this opportunity, through you, to thank them.

K.Y.B.

[Name and address supplied.—Ed.]

* * *

WHAT'S WRONG WITH HOT AIR?

Sir,

I have been a Jowett Javelin enthusiast for a great number of years, but the Achilles heel of these cars has always been their vulnerability in heavy rain. Nagged by my wife, who has had many breakdowns in this context, swayed by your own good opinion of them, I bought a VW1300 three weeks ago. If one accepts the fact that this car is really only a two-seater, at £650 it is incomparably better than any British car up to £1,000.

Now to the real point of this letter. Why is there not a British car which is air-cooled? Why does water have to slosh round engines, radiators leak, cylinders crack when one forgets to put in anti-freeze in time, and so on? Does the ugly phrase (dare I whisper it) "vested interests" creep in? After 1,000 miles in the new VW I see no disadvantage in an air-cooled engine, and ten million customers cannot be wrong, anyway.

As a boy, I remember a handsome American car called the Franklin which was air-cooled. I wonder why this failed? I have not heard of one at any V.S.C.C. meeting, though doubtless there are examples left in America.

Bromley. W. J. D. Clarke.

[Perhaps the idiosyncrasies of the Franklin's full-elliptic suspension and wooden chassis killed it off. The six-cylinder, in-line, fan-cooled engine was satisfactory I believe, and in this country Gilbert Frankau, the novelist, was among those who enthused over them.—Ed.]

* * *

OLD ROVERS NEVER DIE

Sir,

With reference to the letter by Mr. P. L. Ullathorne entitled "Old Rovers Never Die," I would like, if I may, to add to this theme.

A rebore, a new petrol pump diaphragm, and a new set of brake linings, plus stronger rear springs and shock absorbers of a different rating fitted on the front, have been the repairs and the modifications on the Rover, now in my possession, since it was built. This may seem like expensive motoring for an initially expensive car.

Consider, though, that this car will do up to 30 m.p.g., use little oil, offer a comfortable ride and is used daily for considerable mileage, often with a trailer in tow, plus the four weeks or so in the year when it is used for pulling a 17 cwt. caravan round this island. This has little significance until I say that the Rover has beeen giving similar service for 15 years, and that it was used regularly for 16 years before that.

The car is of the sports saloon type with a lightweight aluminium body and 12 h.p. engine. This combination accounts for the original condition of the body and adequate performance. Like Mr. P. L. Ullathorne's 95, the 12 is also capable of turbine-like power plus tremendous torque at low speeds. Stopping is effectively achieved by the wide 10 in. drums.

At 31 years old the car cannot claim any longevity prizes by any means, but considering the above record and the fact that 80 m.p.h. can be attained in silence, comfort and safety, the car is worth every penny of its £20! (present day value).

Finally—basic defects still remain, i.e. the semaphore trafficators and the bump prone steering, though the latter is only as marked as on my previous car (the Rover was my father's), a 2.4 Jaguar. Comparatively analysed the Jaguar was much faster, handled better, but had an inferior gearbox to the Rover's, and the Jaguar was much heavier to manipulate in city traffic. Apart from four repairs to the fuel pump and two to the braking system, the Jaguar gave excellent service for eight years, until its sleek body half disappeared in reddish-brown powder beside the sedate Rover!

What a waste! Though I suppose it keeps the ball rolling.

Birmingham. G. Bailey.

* * *

"TRACTION AVANT"



Sir,

I too had trouble with the universal joints of my Morris 1100, both pairs! At 17,000 miles bits of rubber inner universal joint deposited themselves on the road. This caused terrible transmission snatch, as one would expect. As you correctly say, the reason for failure is oil seepage past the differential casing oil seals. I was told that the replacement ones were of a tougher rubber. I suspect that the original joints are the same as the Mini's and cannot withstand the extra torque of the larger engine. I think this type of failure is not as rare as you suspect.

However, their failure was only the start of the troubles I experienced with the car; the outer universal joints failed, as did a rear hydrolastic unit, a bearing went on the gearbox mainshaft, the discs of the brakes became badly scored, and the remote control tunnel to the gearlever became detached. After all these calamities, together with very heavy oil consumption, I lost faith in the car and sold it. I have heard of other people having trouble with early 1100s, mine being early 1963.

I feel that B.M.C. can only be doing themselves harm by selling cars obviously needing more development before production commences. It would appear that early 1800s are being as troublesome as the early 1100s. I would be most reluctant to buy another 1100, although I concede that the car is, on the whole, a good design.

Redditch. A. J. Venables.

Sir,

Re the letter on premature failures of B.M.C. Mini constant velocity drive joints, I notice that your comment "invites" any

similar experiences. I would think you would experience an avalanche [No!—Ed.] from disgruntled 1100 owners—or it may be that people are just disgusted at early (10,000 miles) need for £15 replacement jobs! Perhaps this is behind the large number of moderate mileage 1100s for sale and the present inability to obtain the old Morris Minor—except in foul and stupid colours. (I've had a Minor on order since February—via the main London agent.)

My own experience relates to a Mini, owned by me from new—June, 1963—and, like your other contributor, driven carefully and looked after personally.

I was never happy with the offside C.V. joint from new—it had very slight but definite rotational backlash and the rubber gaiter was inclined to cockle peculiarly. There was no noticeable lengthwise play on the shaft that I could notice. You may imagine the sort of reception I had at my local B.M.C. distributor when I pointed out this and the next consequence!

After about 10 months running—about 7,000 miles—a small hole appeared in the depth of the corrugation in the rubber gaiter—just about where it cockled. Back I went to the agent in alarm and pointed this out. The reply was that if I insisted they would take out the shaft and renew the gaiter (or even more parts if needed), but that they didn't recommend it and probably I'd have to pay for labour in view of this (of course labour is the trouble on this service). Their advice was to forget the small puncture—it would " give me no trouble " was the phrase used.

This didn't appeal to me (I didn't actually buy the car locally)—so I carefully patched the hole with a small, very thin flexible cycle tyre patch. This, of course, wasn't permanent, it would work off after about 2/3 months and need renewing.

I carried on so for another year—no noises or oddities from the joint—perhaps the backlash was slightly more definite.

While on holiday, at about 17-18,000 miles, i.e. two years from new, the said joint began knocking when starting off on full lock. I'd gathered from magazines and mechanics' talk that this was the first sign of trouble. When I got home and thoroughly investigated I found that the small hole in the gaiter had begun to spread into a split. Naturally I set about to remove the shaft and replace the gaiter and regrease the joint—I got the two rubber gaiters and grease and obtained advice from various quarters (I have the B.M.C. manual which tells you to do everything in the most elaborate way). I don't drive motor-cars that knock in their vitals!

The official method of service calls for removal of the shaft and steering trunnion complete. This involves undoing the two steering swivel joints, the track rod ball joint and the brake-line—hence the large labour charge—there is quite a bit of skilled work involved (or at least, responsible work). For replacing a 2s. 6d. rubber cover, this is design gone mad. I do not agree with the owner or the average garage ever meddling with these vital items on a car which has not done its 35-40,000 miles first life.

I found out that it was sometimes possible to wangle out the shaft, by dismantling the inner x-piece coupling and not interfering with the swivel joints or brake line. This is what I did—the offside is a bit easier because the final drive is slightly to the nearside of centre in the car. Later, I found out that the best compromise method is to undo the *bottom* inner suspension wishbone bearing (bolt and rubber bush). Then provided one is careful of the brake hose, there is just that little extra freedom to remove and replace the drive-shaft in the hub splines.

As soon as I dismantled the inner x-piece coupling and got the shaft free, I could feel appalling end-wise play on the shaft in the C.V. joint. It was obvious to me that I would have to replace the joint, so off I went to the agent and bought the shaft assembly, complete—also the rubber gaiters on!

It did not take so very long to insert the new shaft, although reassembly of the x-piece coupling in situ was a " fiddle ".

Having got the car running again O.K., I washed out the old joint thoroughly and got it clean and dry. I can find no traces of the usual sort of wear to be expected from grit penetration—there wasn't any. I'm afraid the trouble with these things is poor standards of inspection and pass-out of these items at Messrs. Birfield's.

You cannot really judge joint condition after the grease is in and the gaiter on—the car manufacturer would not be able to " vet " the article as supplied. It is up to Messrs. Birfield's to employ the right kind of labour, used to making ball-races, and rigid standards of viewing.

My nearside coupling, at 27,000 miles, is *still* free from backlash, noise or boot fault. Provided the boot is not accidentally damaged (always a £5 hazard of F.W.D.) it may well go on for the life of the engine. I'm not too happy with the " feel " of the replacement o/s shaft but the boot is O.K. so far (10,000 miles).

I'm sorry this has been rather lengthy, but I don't often write to you and I enjoy reading Motor Sport. I do think this matter is very serious for the success of British F.W.D. cars (the Triumph 1300 uses the same item).

The non-technical public will get fed up with paying premature £15 bills just for F.W.D. and the drive technique will get the blame for dishonest couplings.

We all remember the ill-effect on F.W.D. of the instability of the B.S.A. three-wheeler of 1929-1937—the trouble was *not* F.W.D., but the stupid brake on the crown-wheel, instead of two on the road wheels. The public and the insurance companies just cursed F.W.D.!—and for years one paid higher insurance for F.W.D.

Personally, because of this and other shortcomings of B.M.C. transverse engineering I am returning shortly (?) in disgust to the old Morris Minor. I am well aware of the deficiencies of the old design (I had one from new 1958/1963 and wish I hadn't sold it), but they aren't " impossible ", it is comfortable, reliable and accessible and has precise controls in right places! Incidentally, I find a 10% power loss and 10% increase in petrol consumption of Mini versus 948 Minor over similar holiday journeys and similarly tuned by me. So much for gears churning submerged in sump oil!

For transverse motor engineering done intelligently, with some regard to basic engineering principles, the Peugeot 204 is worth detail study. I presume you haven't been able to test one yet. I've had a demonstration ride in a part-used one—very good indeed—no mechanism judders or protests changing from top to 2nd at 35 m.p.h!

I'm not just an old fogey about cars—I am technically interested and practically experienced on overhaul and I've owned quite a variety of designs—e.g. pre-war Austin 7 and Ford 8 (excellent), Renault 750 (economical but tricky), Renault Dauphine, Morris Minor 1000, and now the Mini. I've never driven anything so stable as the Mini, but the Minor isn't so terrible and I can't put up with the nasty controls of the Mini any longer.

Re the break-up of the inner rubber x-piece joint on the B.M.C., this may be promoted by oil leakage down the rear of the engine. I've always been fanatically careful to keep mine clean. It seems not generally known that crankcase ventilation is critical on the B.M.C.-A type engine or it snuffles out oil from the tappet chamber vent pipe. On the transverse engines this seepage runs down the back of the engine and transmission case. It can be considerable if there is blockage of the top ventilator pipe from rocker cover to air cleaner—a colleague of mine used to " lose " a pint in 100 miles on long hot journeys and none on short ones!

Certain vintages of Minis—probably 1100s as well—have a stupid wooden strengthener in the air-cleaner side arm. This has a very small hole and there is a bigger one where the " rolled-up " side arm is riveted into the air-cleaner body! The remedy is to discard the wooden bung and tape over the " leak " hole in the tee-arm! After the engine has done 15-20,000 miles this improvement in ventilation has a marked effect on oil consumption and engine external oiliness. Care must also be taken to prevent the pipe from the rocker cover fouling with sludge—it needs an annual clean-out.

The B.M.C. A-type engine, well looked after, is a sturdy and economical work-horse—even if irritatingly stupid in layout and in some details like that horrible bypass hose on the thermostat and the location of distributor and oil pump. Not a very inspiring unit, perhaps, to those who have access to more exotic machinery, but a good reliable everyday hack—especially if bought new.

I personally do not intend ever to buy another British F.W.D. car—at least with Birfield C.V. joints—I don't think British industry has the will to solve this matter of standards of work (it comes to what one is going to scrap). Consequently it should stick to simpler out-of-date designs!

When my Morris Minor is worn down (I don't much like doing major overhauls now—sooner buy another!) I'll perhaps be able to afford a Peugeot 204. I'm convinced that transverse engine and F.W.D. is the right way to do a small car, provided the detail architecture of the package is correct.

Of course, I was only taught engineering design by a steam engine draughtsman!

Greenford. P. T. Hodgson, B.Sc.

Sir,

I cannot let your editorial comment on Joyce Halliday's letter in the May edition pass unanswered. In 1960 I bought one of the first Austin Minis, which I replaced two years later with a Morris Mini, which I also kept for two years. Both cars did 30,000 or so miles while I had them. Neither of them caused me a single involuntary stop on the road, and both were a pleasure to own and drive, as well as being economical. The second Mini was replaced by one of the first Hillman Imps, which was full of bugs and which I disposed of with a sigh of relief 10 months after I bought it.

This was replaced by a 1962 Morris 1100, which I bought secondhand from a friend who had looked after it carefully for the 17,000 miles it had covered till then. He had had one drive shaft failure, and about three replacement indicator switches. I had the 1100 until I sold it last month, when it had covered 40,000 miles.

During the time I had it I had no less than five drive shaft failures—one in Nice on holiday, the car having been inspected by a B.M.C. agent before the holiday, who was instructed to pay especial attention to the condition of the drive shafts.

The last two drive shaft failures occurred at the same time, two months ago. On one side the constant velocity joint and the inner hook joint had failed, and on the other side the inner hook joint had failed (I still have these parts), but the constant velocity joint was all right. The bill for £35 for the renewal of transmission parts decided me to dispose of the car, and I now have a new foreign car whose road-holding and comfort are not as good as the 1100, but which is much more solidly constructed and better finished, and has a reputation for reliability.

The repeated failures of the drive shafts were my only criticism of the Morris, whose comfort, steering, and road-holding were a source of pleasure which never palled. After the third drive shaft failure I wrote to B.M.C. to ask their advice, but their reply, while very courteous, was quite unhelpful and irrelevant to my query.

Brentwood. JOHN A. TALLACK, M.B., CH.B.

Sir,

I noted with interest the letter in your May issue about universal joint failure on a Morris Mini—and your own remarks on the rarity of this occurrence.

My mother-in-law purchased a new Morris 1100 from Morris Garages in Oxford in December, 1964. She has used it so little since that last month (April, 1966) it had only just covered 9,000 miles. The car was carefully driven, regularly serviced (by Morris Garages) and always garaged. At the time of the recent scandal a loud knocking noise developed on full lock. This proved to be what my mother-in-law termed " the fashionable disease " and the universal joint was replaced at a cost of £25.

Repeated invoices for this sum have been received despite several polite letters pointing out that the part (in view of the mileage and standard of maintenance of the vehicle) *must* have been seriously defective and should therefore be replaced under warranty.

I must most heartily concur with your correspondent that the matter is by no means resolved. Also the attitude of B.M.C. is open to question and could be unfavourably contrasted with that of Ford, Rover or Triumph under similar but less drastic circumstances.

London, W.C.1. MARTIN E. PAWLEY.

Sir,

I have been following with interest the correspondence on " Traction Avant ", and I see your comment on the letter from Mrs. Halliday. In February, 1963, my mother exchanged her 1957 Minor 1000 for a Morris 1100. The 1000 had given almost faultless service for nearly 30,000 miles and still had original tyres, brake linings, etc., and was in good condition in spite of living in the open country (Dorset) for its lifetime.

The new 1100 was carefully run-in according to the manufacturer's instructions, and covered 5,000 miles in just under 12 months. Then one evening whilst I was driving, there was a knocking sound from the rear, and increased noise on lock from the front. The rear subframe had become detached at the rear, and the front drive shafts both needed replacing. This was carried out under guarantee (just!).

Other troubles included fuel pump and indicator switch, as far as I remember, and two exhaust systems (fracture of front pipe at manifold). Until then my mother had done nearly all the driving, and in a very careful manner, and servicing was always done by main agents.

Soon after the new drive shafts were fitted, the car received more use, including by myself, and in six months covered 6,000 miles, needed at least one more new drive shaft (not guaranteed because they had been replaced once), and new gaiters. The tyres (Dunlop C41) also needed replacing at 12,000 miles (Avons were fitted), but just before this a C41 that had been put from the spare to the n.s. front suddenly " lifted " its plies and bloomed out. We were given a 50% allowance, with the usual disclaimer of no responsibility accepted.

I then bought a car of my own, a 1953 M.G. TD. The Morris 1100 reverted to my mother, and has now reached a grand total of 20,000 miles, and the drive shafts are again very noisy from about half-lock onwards.

I *too would like an explanation from B.M.C. as to why this* car should " consume " drive shafts. My parents just accept it as a fault of design, and are looking elsewhere for a replacement—the Viva SL perhaps, although the apparent simplicity of servicing, etc., and convenience of four doors on the small car are factors to be weighed.

Perhaps I can add a few words on my M.G. TD. As far as I can trace, she has covered over 130,000 miles from new, and had a third engine fitted just before I bought her.

Since then I have spent a lot of money on new steering and front suspension (the O.S. front suspension sheered one night, just after I'd bought the car). However, she was registered on July 13th, and is green. The result of this meant a respray was due, and has been done. New Xs were fitted (believed to last about 40-50 thousand miles a set), and various other mechanical and weather parts (say about £200 in all). In return I have been unable to get home only once (suspension) in over 16,000 miles of really pleasant motoring, mainly with hood down, and including 3,000 plus around Spain last year with a Barcelona-Cherbourg drive in 21 hours through the night.

The car can easily be adapted for sleeping in (twin beds!), is roomy for two or three passengers for short journeys, and provides comfort for two on long trips—better than a new Spridget I am told by one passenger.

Although as a student under 21 in a city the insurance is expensive (nearly £30 p.a. for third party, fire and theft) and tax and petrol are always going up, the cost per mile taking all into account is only just over 6d., mainly due to the high resale value. Why are no modern cars as good as this (with the possible exception of the Morgan)? I often wonder what my mother's 1100 will be like at 130,000 miles, and how many drive shafts it will have used—the half-shafts are original on the M.G., I think.

Cardiff. HOWARD C. C. GOSLING.

[The fact remains that out of two million B.M.C. f.w.d.-users, these have been the only complaints we have received to date, and none has resulted in locking-up of the front-wheels. As for fear of f.w.d. I have had 3,400 enjoyable miles in a 1965 M.G. 1100 with absolutely no mechanical trouble and wouldn't think of giving it up as a potentially dangerous car.—ED.]

* * *

CAPTION CORRECTION

Sir,

If, as stated in Pictorial Review last month, Mike Spence won the Lavant Cup race at Goodwood in a Willment-B.R.M., can you please explain how he changed cars during the middle of the race, and did Mike Beckwith have fun in the Parnell-B.R.M?

Your magazine is dangerous! Whenever I take a copy to school, I get almost torn to pieces by enthusiasts who want to read it!

Beaconsfield. GEOFFREY ARNOLD (aged 15).

[Error regretted, but schoolboys can nearly always put us right! I hope this will not suggest to a certain American journalist that we write *only* for schoolboys, however! My apologies to Parnell and his mechanics.—ED.]

* * *

THE JAPANESE INDUSTRY

Sir,

May I refer to your review of the " East African Safari Rally " in your May, 1966, edition, and in particular to your paragraph on the two Japanese Datsun cars which finished 5th and 6th in this rally?

Firstly, you referred to the Japanese as an "infant" car industry " trying " to penetrate new markets. In terms of years the Japanese car industry may, in fact, be in the " infant " stage, but their growth rate I feel sure far surpasses that of British and

Continental car manufacturers. Far from " trying " to penetrate new markets, the Japanese car industry is making tremendous inroads into traditional English markets such as Australia and, in fact, I feel sure through aggressive salesmanship and meticulous attention to detail in design and finish, if we are not very careful, will capture our already diminishing share of these markets.

Your claim that the two Datsuns would not have stood up to the conditions had they been driven by top class European drivers, seems to reflect a state of mind which in the long run does more harm to the British motor industry than that which openly acknowledges the creditable performance by a competitor.

No amount of derision and innuendo that these cars were nursed by local drivers can hide the fact that, apart from Ford, they were the only car manufacturer who had more than one finisher; in fact we were given no details of the total number of British cars entered. This is all the more creditable when one compares the respective cost of say the Mercedes and Peugeot. I am not, in fact, aware of the cost of the Datsun in Kenya, but it would be of great interest to compare the performance of a relatively priced British car under similar conditions.

It is surely time that the majority of British motoring correspondents stopped decrying foreign successes and attribute the overseas manufacturers (in this case Datsun) some ability to produce a vehicle capable of coping with the arduous conditions found in East Africa. It may be possible for journalists to brainwash the majority of the British public into thinking that they, in buying British cars, are buying the best in the world, but in markets which are open to foreign competitors without crippling import duties the public tends to purchase vehicles which offer the best value for money. Under these circumstances with the practical proof before them it is of no advantage to British manufacturers for journalists to decry the performance of our competitors. No amount of propaganda of this kind will produce better British cars.

Haslington. E. S. FODEN and M. J. FOSTER.

[You cannot please all the readers all the time! When we praised the Volkswagen ten years ago we were accused of doing harm to the British motor industry. We have not yet described or road-tested Japanese cars (we shall probably succumb in time) but are told this is brainwashing the British public into buying British! The simple fact is that Japan is closing in on us as Germany did a decade ago and if we do not buy British, build British cars capable of combatting the Japanese invasion, and consolidate our links with Europe against the rest of the world our children will eat margarine instead of butter and their children will be eating dry crusts. However, MOTOR SPORT is not a political journal and the Datsun performance in the E. African Safari Rally must be rated as highly creditable; our rally reporter expressed the opinion that had these cars been driven harder they *might* not have stayed the course. But I agree our correspondent underrated the Japanese motor industry in calling it an infant—it is the fourth largest in the world in terms of total vehicle output, exceeded only by the U.S.A., Germany and Britain, its 1964 production being 1,782,000 units, although only about 600,000 were private cars. Incidentally, I will take this opportunity of correcting the erroneous impression in " Matters of Moment " last month that Ford took the Team Prize with two Cortina GTs and a normal Cortina. Subsequent information made it clear that the third string to Dagenham's bow was a Lotus-Cortina, proof that this high performance twin-cam Ford is now as reliable and rugged as the push-rod Cortina models.—ED.]

* * *

RACING ON PUBLIC ROADS

Sir,

With the recent announcements in current newspapers of a cycle race now taking place in public roads in the West of England, can any of your readers enlighten me as to why this is allowed. Having twice nearly been involved in a nasty accident due to these " head-down " speed merchants, I would really like to know, especially in view of the 70 m.p.h. limit (50 m.p.h. on some roads) and also of the fact that cyclists make no contribution at all to the upkeep of our roads although constituting a nuisance, particularly in towns.

Kidlington. JAMES F. PAGE.

* * *

ANOTHER LOTUS ELAN ENTHUSIAST

Sir,

Having been a reader of your excellent Magazine for sixteen years, I feel that this is a good time to write my first letter to you, and join in the correspondence concerning Messrs. Lotus Cars Ltd.

MOTOR SPORT was, in a way, responsible for my joining the " Elan Clan " through D.S.J.'s article on his trip to Syracuse in one. This set me thinking, and a visit to the very well organised Lotus stand at the Motor Show did the rest.

I have owned my car since January 3rd and consider it to be quite the best car I have had to date. I consider that Lotus, as a small car manufacturers, are to be congratulated on turning out a product of such high quality. The finish and attention to detail is excellent in every way My only complaint is the ingress of water to the cockpit. The car has been back to the works for this, but the fault has not been entirely cured. I am quite prepared to put up with this, however, until I can find time to return to Lotus again, which is not easy from this part of England.

My wife and I have just returned from a 4,000-mile trip to Spain in the car, which was loaded to the gunwhales with luggage. The car was driven hard, even over the very often appalling Spanish roads, and I have nothing but praise for the suspension, which ironed out all the bumps, and gave a most comfortable ride at all times. A day's journey of 540 miles left us still very fresh, which speaks for itself.

A quite fantastic amount of luggage can be put in the car, if the system of limiting each person to one case and one soft bag each is applied, and packing other things loose in the boot and behind the seats.

Another great attribute of the car came to light when, stationary in a queue of traffic in Carcassonne, we were rammed up the back by a 2cv Citroën, who appeared to be fresh out of brakes. Total damage to the Elan was a small split in the rear bumper and a broken lamp glass. The Citroën was undrivable. This illustrates, I think, the virtues of glass fibre construction, as I am convinced that had the car had a conventional steel body, the damage would have been considerable, perhaps even making the car unusable and ruining our holiday.

Finally, I must say a good word about Messrs. Lotus Cars themselves. I have always had a prompt reply to my letters, and, like Mr. R. P. W. Gunn, have found Mr. Sewter of the Service Department to be courteous and extremely helpful in every way.

Let's face it, to set up from scratch as a car manufacturer must present enormous problems, and in my view Lotus are doing a grand job. Long may it continue.

St. Ives. H. J. CHALCRAFT.

* * *

THE *REAL* BENTLEYS?

Sir,

Surely Mr. David Tulloch is not suggesting for one minute that the " real " Bentleys were better cars than the Rolls-Bentleys were? If Bentleys had survived the " depression " of the Thirties (and it is a pity that they did not) I sincerely doubt that they would have been able to build a car which could have matched up in any way to the Mk. VI, which Rolls-Royce so courageously introduced in the very difficult period after the last war.

In any case, even a pre-war 3½-litre Bentley, made by Rolls-Royce, could lick the heels off " any fast lorry," and was built to standards that none have bettered.

Edinburgh. JACK T. HOPKINS, Jr.

* * *

LOW-GEARED STEERING

Sir,

I am delighted to find an articulate ally, for I, too, am an anti-twiddle monger.

Not long ago I wrote to B.M.C. to expostulate about their ridiculous steering in the 1100 and, to my surprise, got a civil letter back, the content of which was that most people don't grumble, and that to offer alternative ratios would not be economic. I cut my motoring teeth on direct steering in a pedal car (*circa* 1917) with half a turn of its 6 in. steering wheel from lock to lock. A 1928 Austin 7 and a Morgan were not so very different either.

It seems to me that most, though not all, retrograde fashions emanate from America, and this steering fetish evidently stems from their matriarchy; it being maintained that women require this leverage. This regrettable trend makes reversing impossible except at a snail's pace, and is dangerous as any loss of adhesion is impossible to " catch." Perhaps the bolt-on goodie boys will market a fur-trimmed knob to go with their steering wheel gloves. Sorry, I can't go on, I feel somewhat nauseated.

Staplehurst. G. L. SIMMONS.

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FOR SALE

LAGONDA 1951 2.6 saloon, maroon, good cond. £100 ono. Williamson 56 Porlock Ave, Weeping Cross, Stafford. (8014

1926 BULLNOSE Morris Cowley 2-str, MoT, excell cond throughout. 475 ono. Laxton, 36 Grove Rd, Ilkley, Yorks. Tel: 4448. (8015

RILEY 2½ 1951, good cond and appearance. £120 ono. Riggs, 107 Argyle Ave, Hounslow, Middx. TW1 4954. (8016

M.G.A TWIN-CAM coupe 1959, engine, body, tyres excell, very fast but safe, discs. Urgent sale, £325. 37 Wilsham Rd, Abingdon, Berks. (8018

AUSTIN COOPER 1962, S-type performance, lowered, new SPs, excell cond. £300 ono. Glenfield, Pembroke Rd, Haverfordwest 2842. (8019

BEAT THE Chancellor! Under 1,500cc (just) Borgward Isabella 60 saloon 1960, rhd, superb cond, u/sealed, standard extras, Lucas washers, seat belts, Mich X: what other car gives vivid acceleration to 80s? Sports car roadholding, 5ft 8in elbowroom with 30ft turning circle and over 30 mpg. All this for £245 or your near offer. The Wylam Dilly, Standlake, Oxon. Standlake 415. (8020

M.G. TD '51, indigo blue: last 18 months, g/box and b/axle o/hauled, new dynamo, stage II engine 18,000 miles, brakes relined, new battery, new hood, s/screens and tonneau, resprayed, reversing light, spot, perfect throughout. £240 ono. GATley 4702 (evenings). (8021

ALPINE GT '65, owner leaving country. £750. 10 Shelford Place, Headington, Oxford. (8022

1960 AUSTIN HEALEY 3000, mech and bodily sound, new disc brakes, new Xs, 33,000 miles. £375 ono. Davis, 42 Burlington Rd, Chiswick W4. (8024

RILEY KESTREL 9 1935, excell cond, new mechanicals, tyres, brakes, body good, MoT. £70. Tucker, Lower Hook 4244, 21 Kelvin Grove, Chessington, Surrey. (8025

ROLLS-BENTLEY Mk VI, all alloy razor edge body by Hooper, black and grey, 4-door sports saloon, a very beautiful car. £295. Ash 1113 (nr Manchester). (8026

ROLLS-ROYCE Continental touring saloon 1934 25hp, attractive shape, excell body and all mechanics sound, interior needs some tidying, only 2 owners since 1954, MoT. £175. PAD 3756. (8028

RILEY MONACO 9hp 1932 sports car, fabulous roadholding and performance, tonneau, MoT. £85. PAD 3756. (8029

LEA-FRANCIS 1953 2½ sports, 2 plus 2 seats, excell mech and bodily, good beige hood and tonneau, resprayed red, new chrome and tyres, new g/box, usual extras. Offers. Tel: Bourne End 1254 evenings. Harding, 5 Pinkneys Rd Maidenhead, Berks. (8030

ROLLS-ROYCE 20/25 body by Thrupp and Maberly, immac cond, £350 recently spent. £450 ono. Mr Barry, ELT 8139. (8031

1930 AUSTIN 12/4 truck, suitable for spares only. £20. Turk, Hilbury, Benenden, Kent. (8032

1932 STANDARD 9, original cond, taxed, MoT, good tyres. £65 ono. Turk, Hilbury, Benenden, Kent. (8033

1964 ARMSTRONG Siddeley Sapphire, black, well tyred and good cond. £65 ono. Turk, Hilbury, Benenden, Kent. (8034

PORSCHE 1500 coupe 1955, well equipped, excell cond. £325. Bletchley 4195. (8036

JAGUAR 3.4 o/drive 1962, opalescent dark green, radio, Cinturatos, will accept part exchange. £695. Guenier, 36 Marina Drive, Marple 3711, Ches. (8037

RILEY 1½ RME 1953, immac, excell body, stone leather upholstery and engine, 2 new tyres, battery, beautiful specimen, black. £185. Tel: Walton-on-Thames 26400. (8039

MORGAN 4/4 series II competition model Dec 1959, new engine/clutch, f/s/absorbers, respray, htr, s/w, Aquaplane conversion, MoT, SUs, 2 tonneaux. £350 ono, seen London. Tel: FRE 5602. (8041

SPITFIRE 1965 (March) Mk I, 11,400 miles, htr. HP, £540 ono. 41 Eshe Rd North, Liverpool 23. Great Crosby 1111. (8042

M.G.A BARGAINS: late 1961 Mk II fhc, new Xs, £335. Also 1957-8 open 1500, damaged offside, £60. H.R.G. crossflow head 15-1600, race modified by Mangoletsi, complete valves etc, £35. Wall, 51 North Rd, Lancaster. Tel: 3817, evenings Carnforth 2770. (8044

M.G. TF 1954, prime cond, well maintained, Gold Seal engine, new carbs, rewiring, Cints, bodywork especially good, luggage rack, tonneaux, owner suddenly called abroad must sell to highest bidder. Tel: Cambridge 50559 or 58708 (business). (8045

ALVIS FIREFLY 12 saloon 1933. For full details of time and money spent on this thoroughbred apply to 57 The Tything, Worcester. (8046

RILEY 2½ 1948, mech sound, had MoT cert when laid up 2 years ago. What offers? Bedford 67885 evenings. (8047

FOR SALE—continued

M.G. PA 1934, red, new tyres, original. Offers. Adams, Longmede, Sciviers Lane, Durley (250), Southampton. (8048

TRIUMPH/JAGUAR XK150, 3.8 engine fitted Vitesse body, standing ¼ mile 14.5sec, used daily, 100mph in 3rd gear. Must sell/exchange about £399. Barry Hawkins, Peakrevs Church Rd, Laverstock, Salisbury 5709. (8049

1962 E-TYPE fhc, blue, radio, seat belts, etc, this car is in quite fantastic cond. £925. If there is no part exchange this price will be reduced; by how much? Tel: Elgar 6868. (8050

TR4 1963, red, excell cond, 30,000 miles, extras. Nearest to £600 secures. TR3A black tonneau, £5. Tel: Bristol 34682 evenings. (8051

LAGONDA 1957 3 litre saloon, mech perfect, bodywork vgc, radio, htr, spots, Mich X tyres, recently checked by factory, owner going abroad. £350 ono. Bennett, 14 Manor Place, Oxford. (8052

ALFA ROMEO Giulietta Spyder 1960, red, Cinturatos. £390. 3 Ridgebourne Rd, Shrewsbury. Tel: 51649. (8053

JENSEN INTERCEPTOR, o/drive, very sound. £170 ono. Tel: Birmingham South 0565. (8054

B.M.W. 1500 saloon, actual 1962 Motor Show model, lhd, first reg Feb 1963, total taxed period 12 mths, mileage 15,700, as new. £570. Medlam, 15 Vivienne Close, E. Twickenham, Middx. (8056

JAGUAR XK150 fhc, maroon/red, well maintained by fastidious owner, taxed Nov, MoT 1967, opportunity at £340. Details, Hampton-in-Arden 2593. (8058

M.G.A 1600 fhc, low mileage, many extras etc, tax and tested. £360 ono Hope, Combe Florey, Taunton, Som. (8061

M.G. TC 1947, red/black, excep cond, well maintained, 4 good tyres, recently o/hauled engine, new hood, wood rimmed wheel, wing mirrors, spot light, bucket seats. £185. Tel: Abingdon 879. (8062

AUSTIN HEALEY 100/4 1955, immac ice-blue, h/s-tops, tonneau, new gearbox/overdrive. £250. Clare Cottage, East Malling, Kent. (8063

M.G. TD Mk II 1953, new hood, recond engine, 4 new Cinturatos, taxed. £170. Also many 1949 TC spares. McMillan, Combs, Chapel-en-le-Frith, nr Buxton, Derbys. Tel: Chapel 2881. (8064

UNIQUE short-bodied 1938 Humber Super Snipe, immac throughout. Offers over £150. Kaye, 131 High St, Woolwich. (8083

BENTLEY 1935 3½ Park Ward, rebuilt engine, new exhaust, some work so £175 ono. Farrell, 138 Ansdell Rd, Blackpool, Lancs. (8084

MORRIS COOPER 1964, green/white, balanced 998cc engine, excell cond throughout. £385. M. Wood, 17 Beacon Sq, Emsworth, Hants, or Tel: EMS 3063. (8088

PORSCHE 1300 fhc reg 1956, lhd, good tyres, mech. interior, Grundig radio, MoT, needs respray hence £165, no offers. Watford 28067. (8089

"MOTOR SPORT" 1948-1963 including 5 bound vols. £10. Box 1881. (8091

A.C. ACE Sept 1955, except cond, enthusiast maintained. Hertford 5205. Genuine enquiries only. (8092

BRAND NEW Smiths rev counters £8. Electric clocks, half price at £3. Pair Notek blue spots £6 10s. Box (Notts) 1882 (8093

A7 SPECIAL bits: unused 14in w/wheels fitted new tubes, hack tyres, Supaloy head, dropped axle, Softride springs, unbroken 2-bearing crankcase, numerous other bits. Offers. 2 Delaware Rd, Layton, Blackpool. (8094

1939 M.G. TB, immac, new weather equipment. £100. Huntercrook, Bordon Mill, Hexham, Northumb. (8095

M.G.A 1600 1960, white with black hood and interior, engine completely o/hauled, 9.1 pistons fitted now giving 1,628cc, still being run-in, extras include Cinturatos, radio, htr, belts, luggage rack, reg No. TKW4, history known, maintained in superb order, taxed. £365, or £200 and w.h.y. Noble, 22 Garfield Ave, Bradford 8, Yorks. (8097

BRISTOL 400, excell mech, smart appearance, fast, reliable. £145 ono, must go. Mr P. J. Bloor, 28 Mornington Rd, Sneyd Green, Hanley, Stoke-on-Trent. (8098

1936 BENTLEY 4¼ saloon, wings untidy, good running order, new tyres, also spares, cylinder head, instruction book, set tyres, 525 x 19 and 550 x 18. 1952 Sunbeam-Talbot 80 convertible, good cond, any offers. G. Final, Garsyde, Sandpit Hill, Cholesbury, Tring, Herts. Tel: Cholesbury 360. (8099

FIAT ABARTH Zagato 2-str coupe, combining speed and looks with economy, new engine 2,000 miles. £400 ono. Box 1888. (8130

ASTON MARTIN DB2/4 1955, excell cond, dark blue, twin exhausts, 3 litre engine, increased family forces sale. Reduced to £480 ono. Woking 5332. (8131

KARMANN GHIA 1200 convertible 1960, Havana brown, 50,000, except cond. £520 for quick sale, seen Glos. Box 1889. (8132

PEUGEOT 403 1960, light grey, excell all round cond, well maintained, good tyres, workshop manual. £265. 3 Robin Lane, Hilldale, Parbold, Lancs. (8133

BRISTOL 400 1948, a mech perfect car in superb cond, colour maroon/cream upholstery, complete history. £150 or offers. Horsley, Redwell Inn, Arkholme, via Carnforth, Lancs. Tel: Hornby 240. (8134

ROLLS-ROYCE 1939 Wraith sports saloon Park Ward, lovely lines, extended sweeping boot, very fast, the only car really worth owning, selling for better one. £595 first cash buyer. Southampton 73006. (8135

REG No. LUM 1 (pronounced lummy!) available without car, best offer accepted. 34 Nursery Lane, Leeds 17. Tel: 683884. (8136

BRISTOL 400, BRG, good cond throughout including good tyres, battery; I am sadly forced to part with her at £150 ono as am going abroad, private HP possible. Hobson, c/o Naish Farm, New Milton, Hants. (8137

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FOR SALE—continued

R-TYPE engined 4½ litre Bentley for £395. This standard steel saloon is in superb cond for a 1952 car and is fitted with radio and all extras. First to inspect will certainly buy. ASH 1113 (nr Manchester). (8140

AUSTIN CHUMMY tourer 1926, absolutely original, complete o/haul, photo available (s.a.e.), £300. Lagonda, blue, dhc, 1953, body and mech good, £125. Box 1890. (8141

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JAGUAR E-TYPE fh coupe 1963, pearl grey, red trim, radio, seat belts, excel cond. £1,150 ovno. P. Nicholls, 20 Garden Way, Neasden NW10. (8150

1957 LAGONDA 3 litre Tickford saloon, £350. Jones, Moor Row, Wigton 2513. (8151

SUNBEAM Mk III 1957, excell cond, £225 ono. Nicholson, 15 Seabank Rd, Southport. (8152

1948 M.G. TC, MoT, good cond throughout, 5 new tyres and tonneaux; details on request. Atkinson, 51 Helmsdale Rd, Lillington, Leamington Spa. (8153

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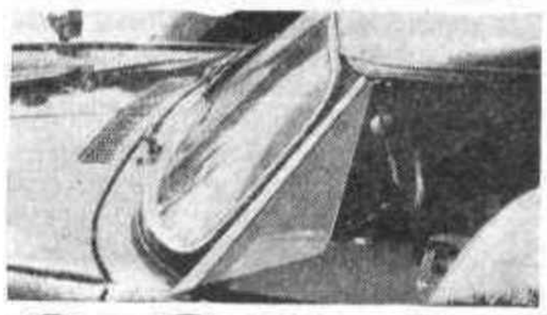
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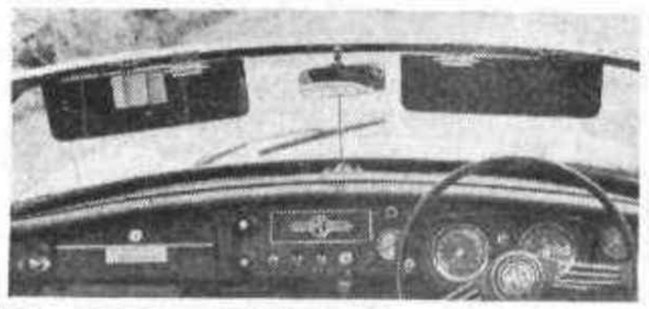
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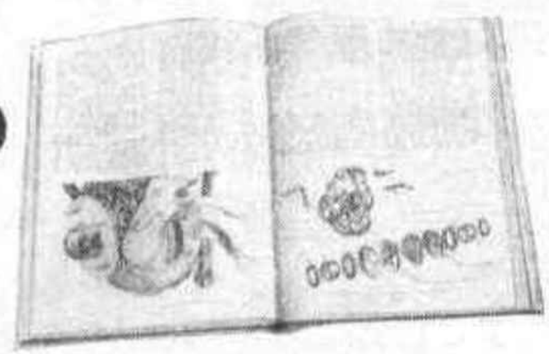
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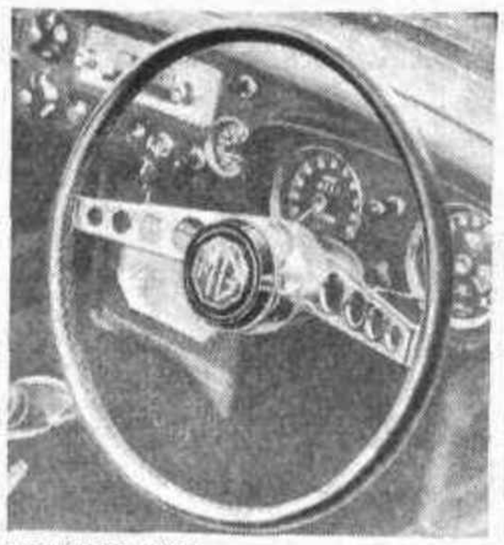
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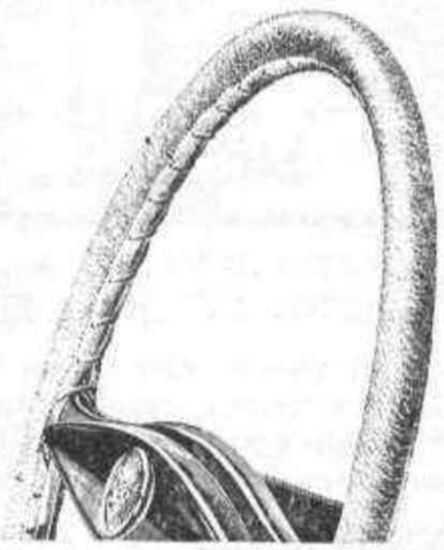
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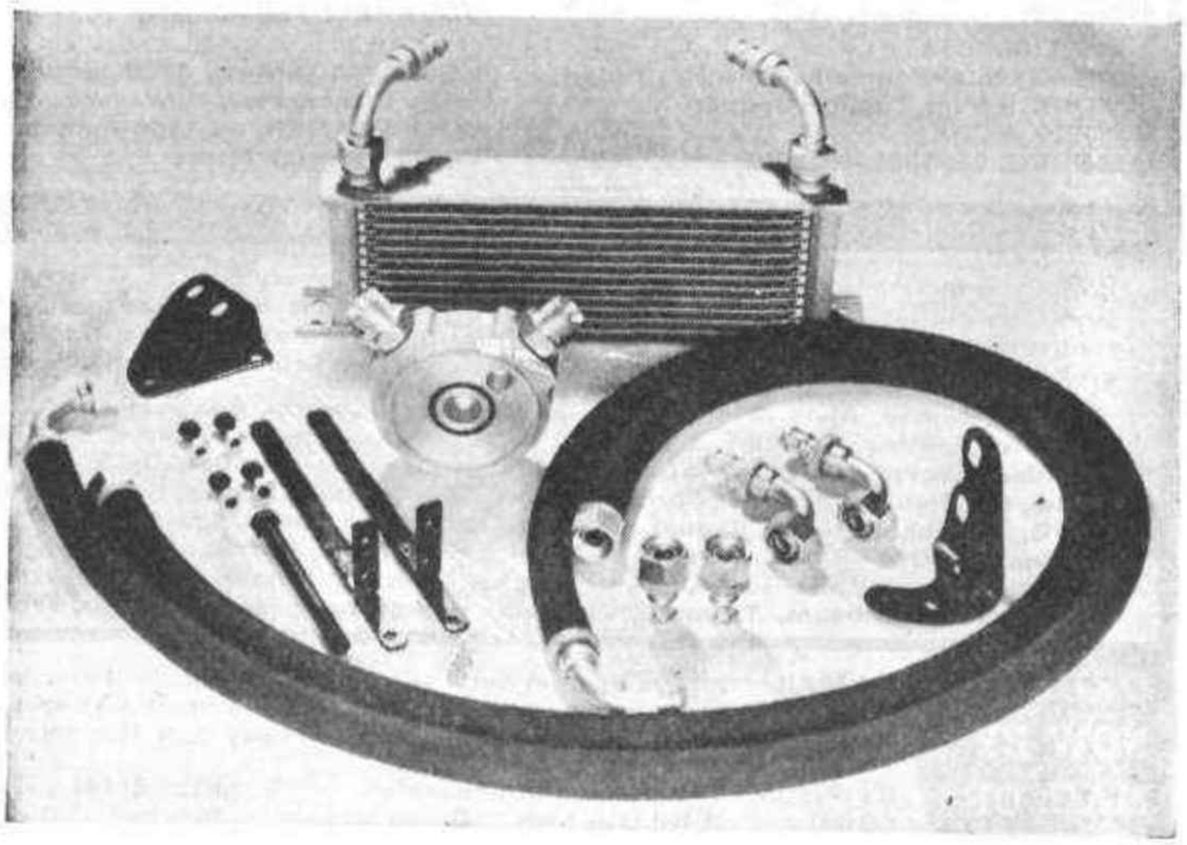
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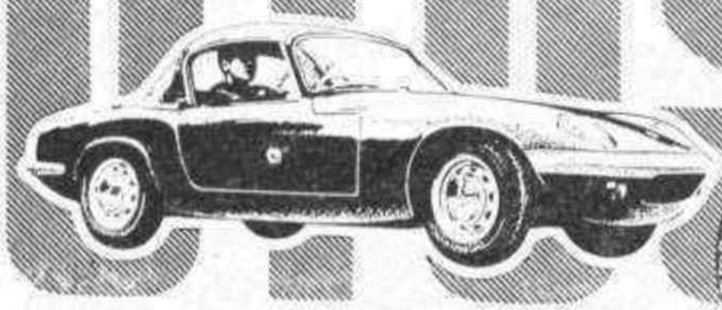
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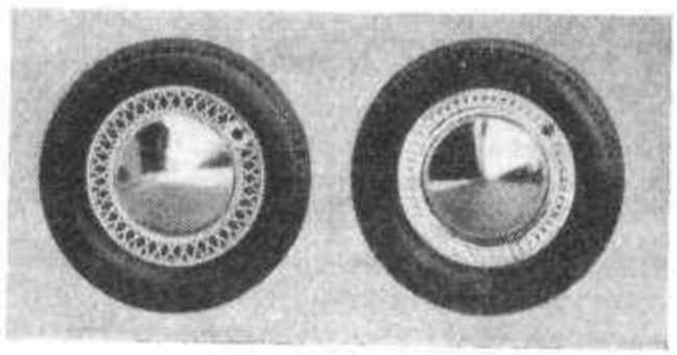
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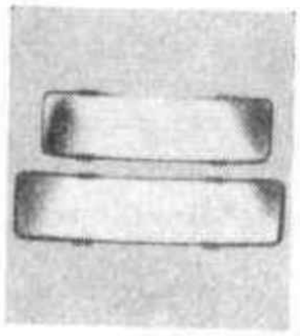
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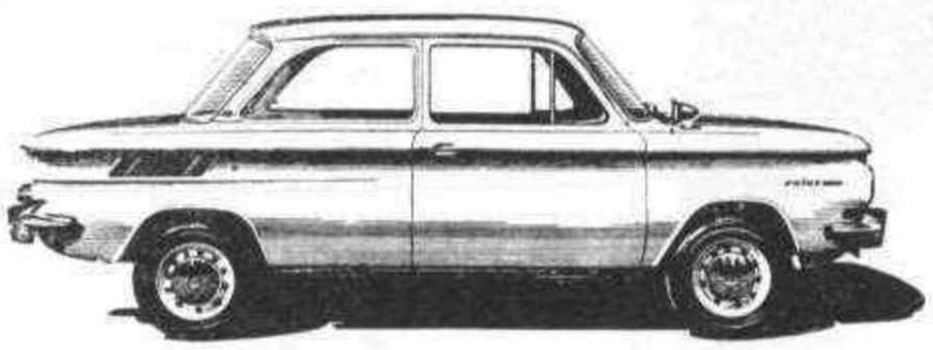
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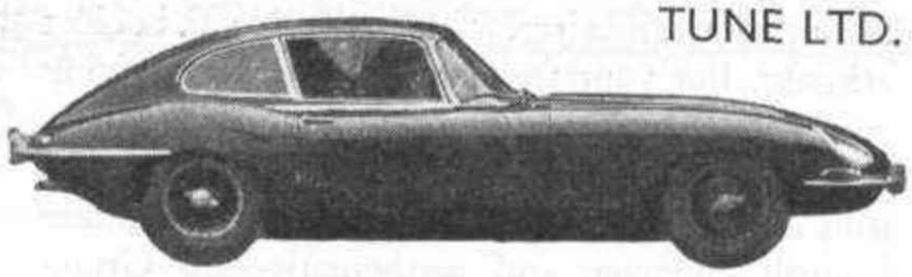
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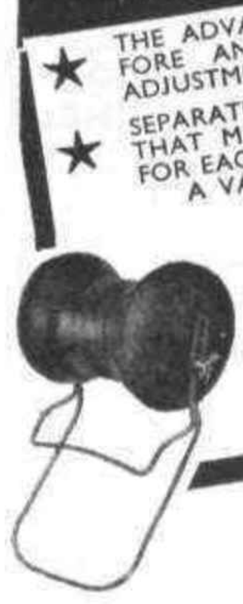


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1936 MORRIS 8 tourer, well cared for, very reliable. £35. Woking 62630. (8230

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1930 AUSTIN Burnham saloon, sound and original, clutch requires attention hence £40. Howe, 9 Laburnum St, Wollaston, Stourbridge. (8234

STUDENT'S FOLLY, 1935 M.G. PA in bits, many parts recond, hence £45. Details from Nightingale, Pembroke College, Cambridge, before June 9th, or Meadow Cottage, Stoke Prior, nr Bromsgrove, Worcs, afterwards. (8235

1953 LANCHESTER 14hp 4-dr saloon, tidy cond throughout. £50 Addiscombe 8017, not Sunday. (8236

LINCOLN Continental Mk 2 1956, very rare model, immac cond, fully recond 1964 in Detroit, fully equipped, refrigeration air-conditioning, elec windows, record-player, etc. £600 ono. Tel: GRO 8276 mornings only. (8237

1936 BENTLEY saloon with sliding roof, colour grey, Park Ward coachwork, engine, tyres good, paintwork and leatherwork fair. Offers to Bingley, Moor Cottage, Guiting Power, nr Cheltenham, Glos. (8238

1962 SUNBEAM Alpine II, moonstone with red interior, o/drive, white tonneau, wire wheels, radio, htr, luggage rack, reversing lights, screen washers, 5 good tyres, immac bodywork; selling reluctantly on overseas posting. £520. 25 Cheney St, Eastcote, Pinner, Middx. Field End 0739. (8239

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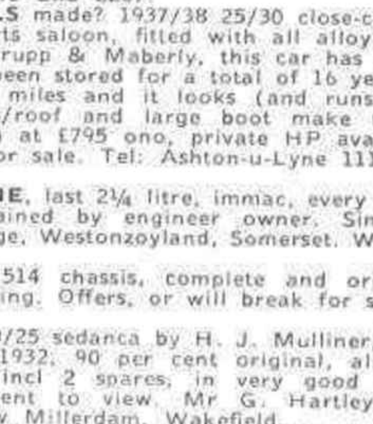
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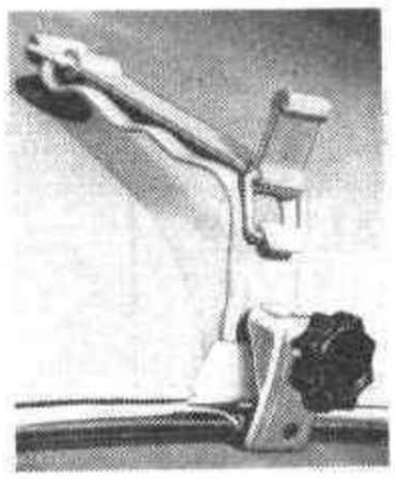
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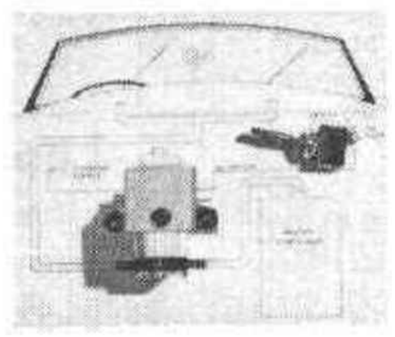
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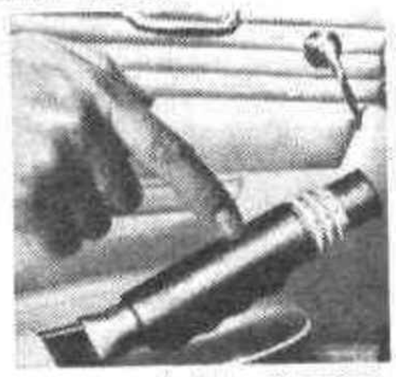
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1965 MORRIS-COOPER, immac, white/black roof, non-hydrolastic but all other '65 mods hence price £475. Seen Surrey/Sussex. Prior, 79 Carpenters, Billingshurst, Sx. Billingshurst 2601. (8265

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M.G. TF 1250 1954, htr, BRG, immac. £265. Bown, 655 Chepstow Rd, Newport, Mon. 71293 after 6pm. (8271

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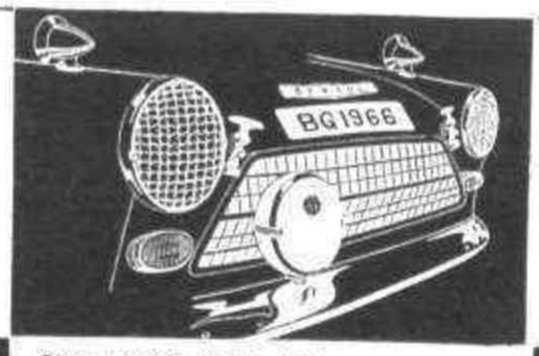
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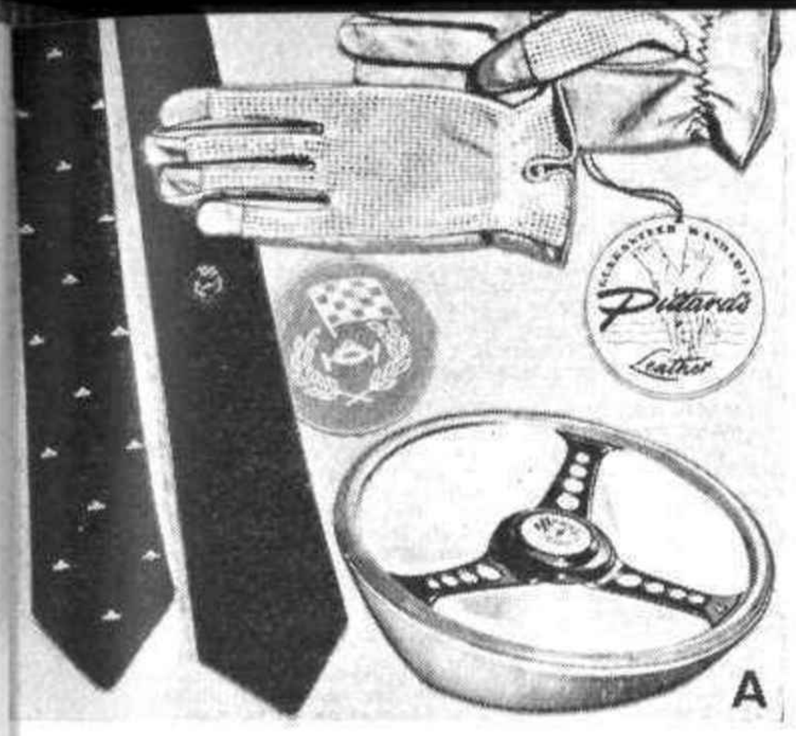
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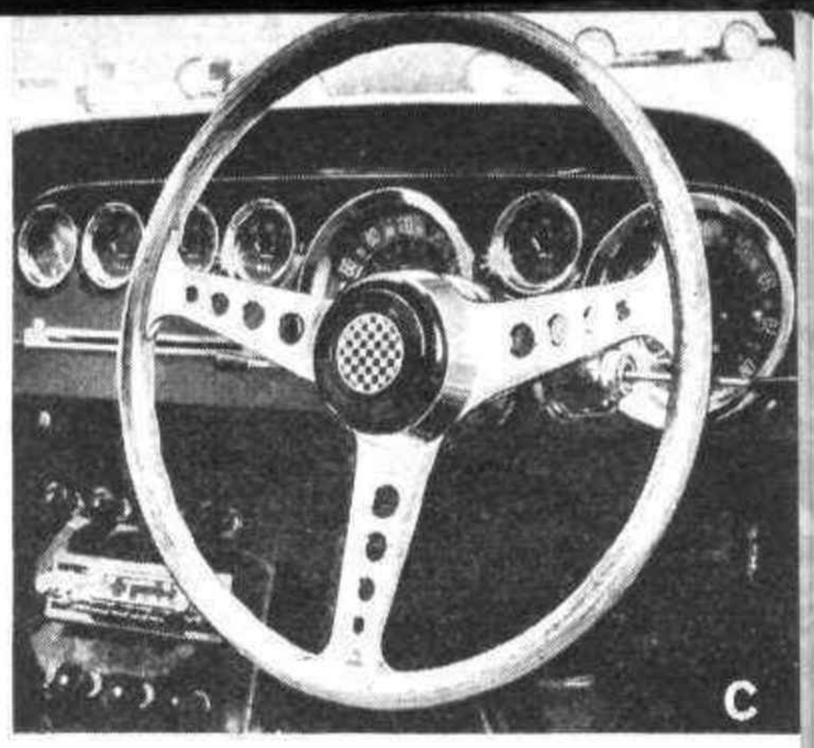
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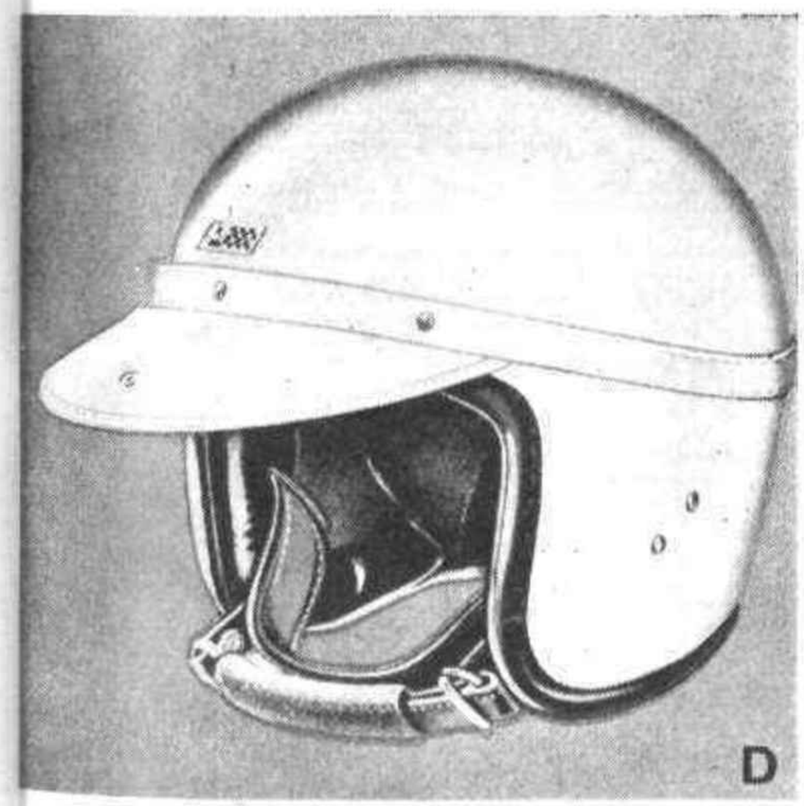
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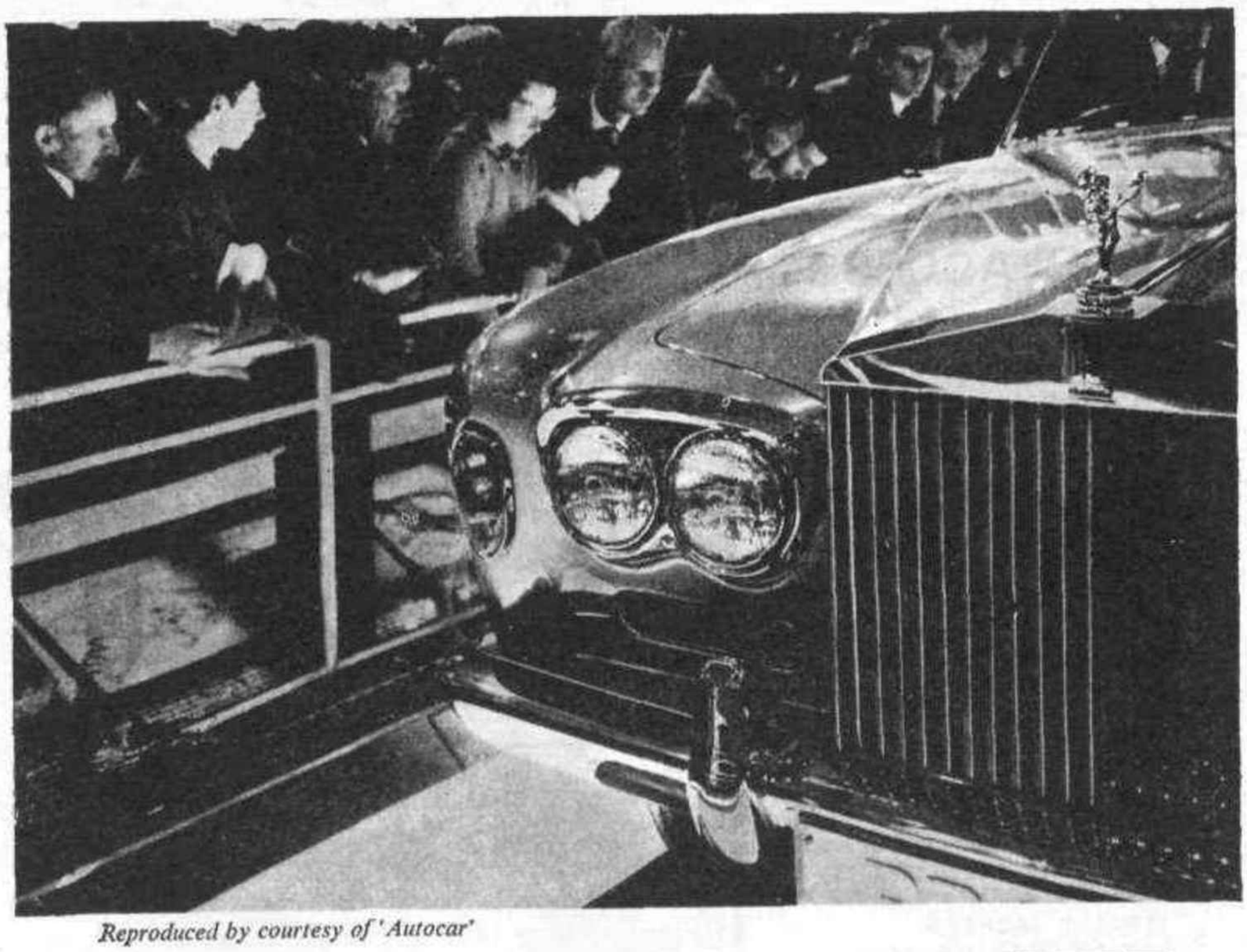
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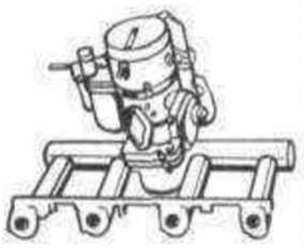


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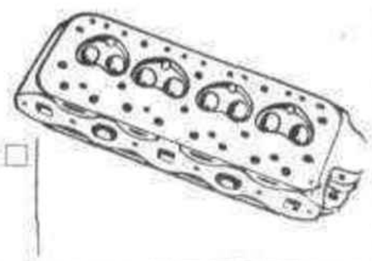
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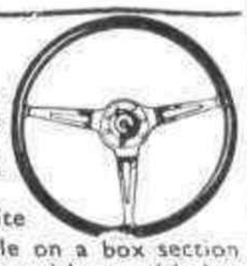
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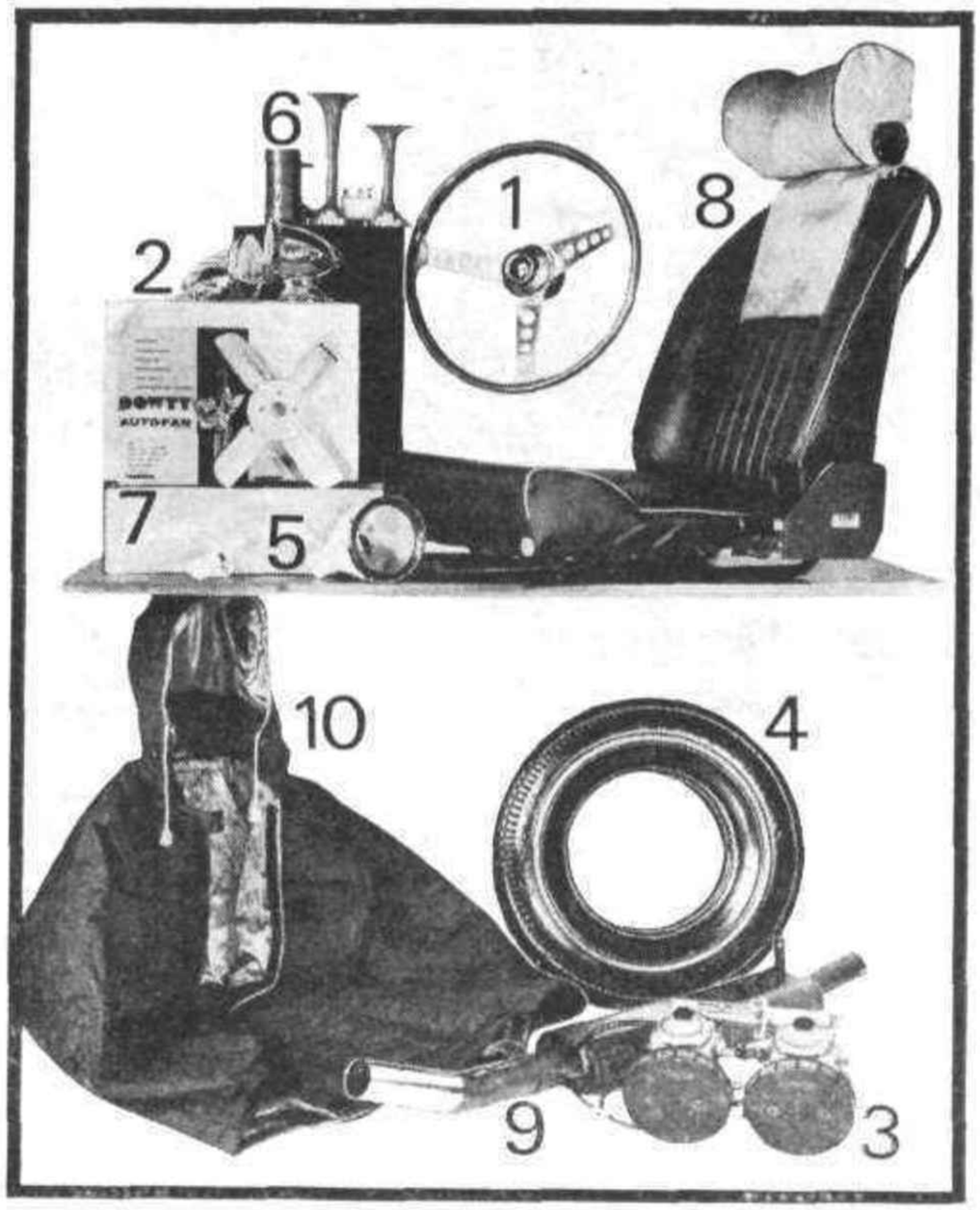
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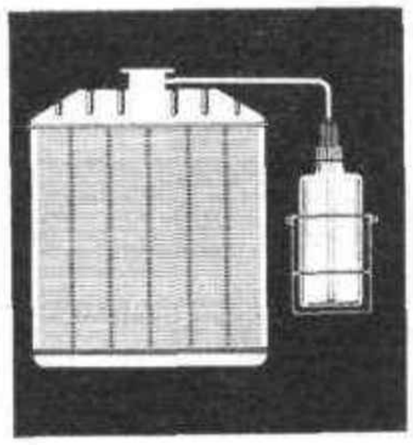
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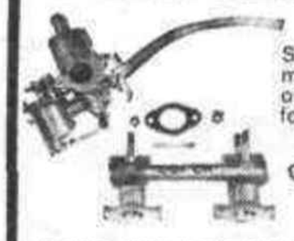


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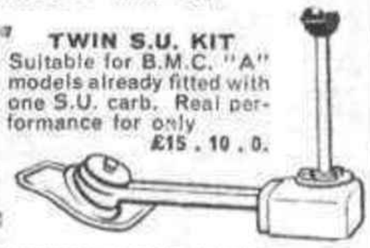


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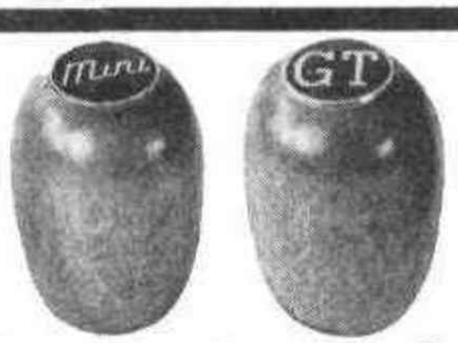
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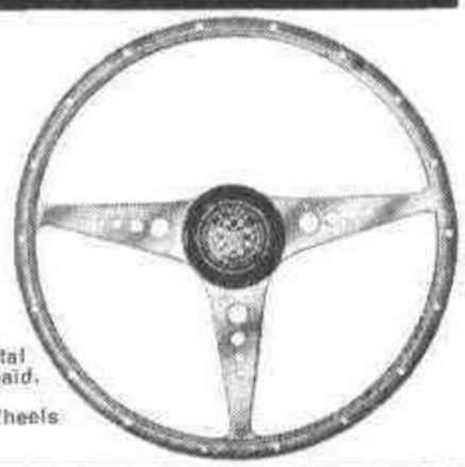
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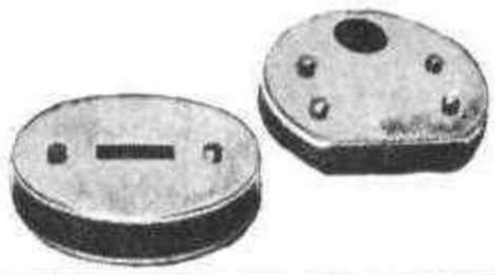


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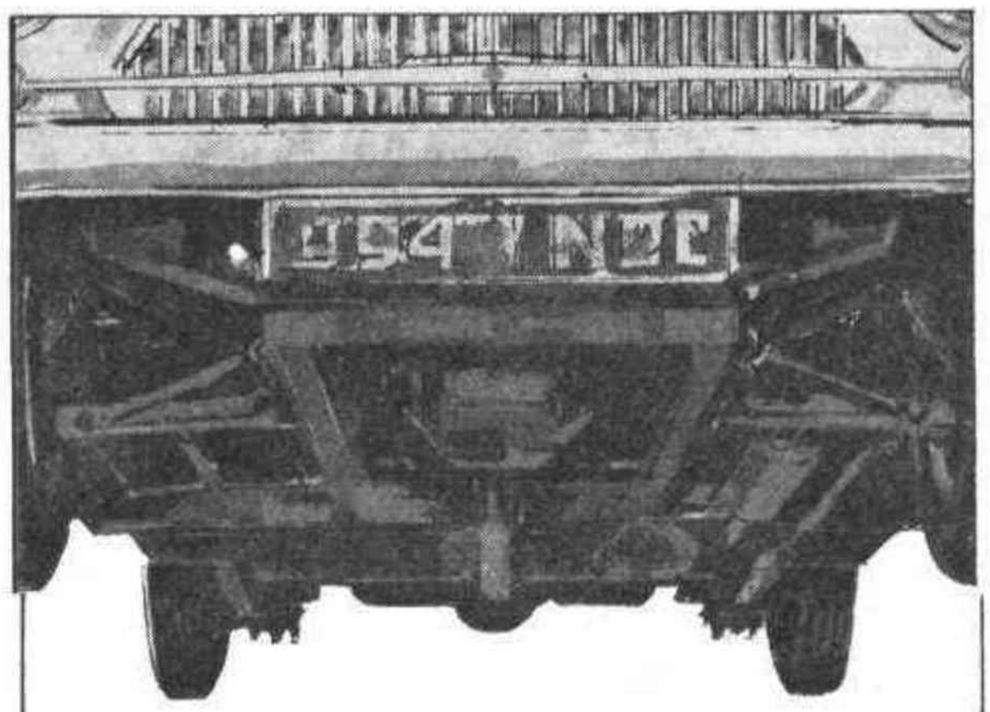
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1954 **JAGUAR** XK120 fhc, wire wheels, twin exhaust, new brakes, clutch, tyres, resprayed racing green, excell cond; family forces sale. Haggle £250. Turner, Rathmines, Spital Rd, Bromborough, Ches. (8337

AUSTIN 12/4 tourer 1934, AVC, MoT, good hood, batteries, tyres, 2nd owner. £70 ono. MAR 3020, Mr Cannon. (8338

RELIANT SABRE 6 GT Nov 1963, 1 owner, British racing green, wire wheels, o/drive, new set Cinturatos, fog, spot, reverse lights, superb throughout. £510 ono. M. B. Tredgett, 146 Northampton Rd, Broughton, Kettering, Northants. Tel: Broughton 383. (8339

CLUBMAN'S RACER, Elva, 105E Cosworth, 40DCOEs, ready to race, trailer included. £200 ono. Ninfield (Sussex) 483, evenings. (8340

FOR SALE—continued

M.G. TD 1950, Old English white, XPAG engine recond 15,000, new dynamo cutout, w/rimmed wheel, htr, w/washers, flashers, tonneau cover, 4 new tyres. £160. J/T Payne, SSF, RAF Stradishall, Suffolk. (8336

1932 **M.G.** L2, 1,087cc 6-cyl ohc, 2-str sports, recond, immac. £150 ovno. Windsor, 55 Eastern Parade, Southsea. (8341

XK120 ROADSTER 1951, BRG, better than average; marriage forces sale. V. Bailey, 9 Benfield Way, Portslade, Sx. Tel: Brighton 46771. (8342

AUSTIN 7 Chummy 1927, all details original, new battery, tyres, tax, MoT, 1967, reliable daily use hence neither concours nor tatty. £220. Bell, 1 Stratford Villas, Heaton, Newcastle. (8343

AUSTIN 7 Chummy 1933, recond engine, excell hood, bodywork, etc. £125. Otford 2868. (8344

1947 **BENTLEY** saloon, black/bronze, recent engine o/haul; sale due to bereavement. £300 ono. Tel: Swinton 1202. (8345

1961 **ASTON MARTIN** DB4, Superleggera body, pearl, ex cond; sale due to bereavement. £1,500 ono. Tel: Swinton 1202. (8346

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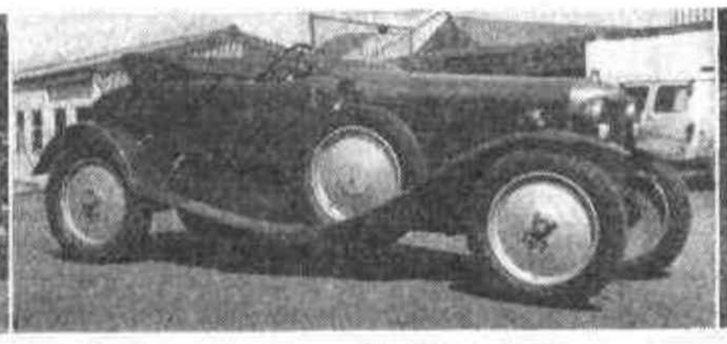
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BENTLEY R-Type, Freestone & Webb special coachwork, 1953, syncromesh gearbox, all-alloy body in duo blue, red hide interior. Thoroughly serviced by us, in excellent order both bodily and mechanically. **£845**

ROLLS-ROYCE Phantom III Hooper sports saloon with division, 1938 CM Series, black, brown hide throughout. Indicated mileage 77,000, believed genuine, and entire car in absolutely outstanding condition. **£1,575**

ROLLS-ROYCE 25/30 Park Ward owner/driver sloping-tail sports saloon, 1936; bodywork not immaculate, broken connecting rod, but offered with complete sound spare engine at the realistic price of **£250**

ROLLS-ROYCE 20/25 Barker swept-tail owner/driver saloon, 1935. Mechanically excellent and very fair coachwork. **£375**

BENTLEY Mk. VI Park Ward power-top convertibles—choice of two, both 1949, in dark green with brown interior at **£775**, or in bottle green and sage green, recent new hood, recently overhauled engine, first-class paintwork at **£875**

BENTLEY 4¼ MX Series, 1939, Mann Egerton razor-edge sports saloon, good chassis, brown hide interior quite fair, but needs repainting, hence price of **£350**

BENTLEY Mk. VI standard steel saloons—choice of three, 1948, 1950 and 1951—all representing very sound value at their price—from **£245**

We are negotiating for a 1952 big-bore **BENTLEY,** 2-door, James Young, an outstanding 1954 **R-Type** automatic, a **Mk. VI BENTLEY** fitted genuine 4-door estate car coachwork (not Countryman conversion) and a 1952 **Silver Wraith** Hooper sports saloon.

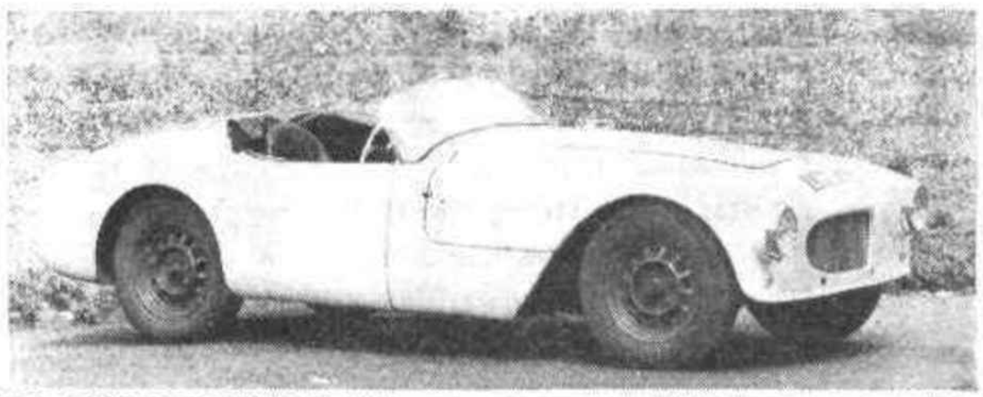
We believe the following group of cars are all in their own way unique, either by rarity, condition or originality, in some cases a combination of all three. A 1934 **HISPANO-SUIZA V12** sliding-roof coupé by Van Vooren, virtually as new. A 1935 **HISPANO-SUIZA V12** Hooper 7-passenger limousine, again in quite outstanding condition. A 1927 **MERCEDES-BENZ 33/180** supercharged 4-seater sports tourer by Erdmann and Rossi, in very fine order, **£2,500.** A 1921 **LANCHESTER 40 h.p.** open tourer, fitted Lanchester f.w.b., in one family since new and completely original, even to tools and hand-book, **£1,200.** A 1934 **CADILLAC V8** 7-passenger limousine, r.h.d., superbly restored, **£775.** A 1939 **LINCOLN Zephyr** sedan, completely overhauled and in very fine order, **£550.** A similar car, but 1938, **£450.** A 1922 **DARRACQ 18 h.p.** saloon, completely restored, needs only painting, **£500.** A 1924 **HUMBER 12** saloon, carefully restored to original condition, **£475.** An **ALVIS** supercharged F.W.D. 2/4-seater, some racing history and complete mechanical overhaul now being completed, **£750**

We still have some of the interesting but inexpensive cars mentioned last month on which we can consider offers, and additions include a 1949 **ALVIS TA14** shooting brake in sound running order at **£50,** a vast 1952 **HUMBER Imperial** estate car at **£145** and a very good and original 1936 **MORRIS 10** saloon at **£35.**

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£1,595 PORSCHE 356SC, 1965, f.h. coupe. White with red interior. A low mileage one-owner car.



£495 ELVA Courier, 1963, 1,622-c.c. M.G.-A Mk. II engine. Red with tan interior. One owner from new. In new condition throughout.

£1,695 JAGUAR 4.2 f.h. coupé 1965. An immaculate one-owner 6,000-mile example in silver grey with red hide trim, radio, seat belts, nudge bar.

£995 JAGUAR 'E'-type f.h. coupé 1963 model. In ivory with dark blue trim, radio, heater, etc.

£895 JENSEN 541S 1961 model Automatic. An excellent example fitted with radio, heater, and offering excellent value. Dinkey brown with beige hide.

£895 LOTUS Elan 1964. Finished in Medici blue with black interior, Ian Walker engine conversion, heater, etc.

£895 JAGUAR 'E'-type f.h. coupé 1962. Dark metallic blue with contrasting trim.

£845 SUNBEAM Alpine Mk. V 1966. 3,500 miles only. Trafalga blue with black trim.

£785 M.G.-B. 1965. B.R.G. with black trim; wire wheels, radio, heater, etc.

£775 PORSCHE 365B 1960. A very clean example in silver grey with black hide trim, black hardtop, heater, radio.

£775 T.V.R. Grantura Mk. IIIA. 1964. A Viking sprint modified car with M.G.-B engine, overdrive. Superbly finished in metallic blue with blue leather trim.

£745 AUSTIN HEALEY 3000 Mk. II convertible, 1964. Red with matching interior. Extras include radio, twin spots, luggage rack, etc.

£695 LOTUS-CORTINA, 1964. An excellent example equipped with sunroof, radio, twin spots, heater, etc.

£695 LOTUS-CORTINA. An immaculate example in usual Lotus colours, fitted Cinturato tyres, heater, etc.

£695 DAIMLER SP250, 1963. A one-owner example in Carmen red with black hide, wire wheels, heater, Cibie headlamps.

£695 VAUXHALL VX 4/90, 1964. Finished in blue and white with contrasting trim, Stage II engine, wire wheels, leather steering wheel, lowered suspension, etc.

£675 M.G.-B, 1964. A fine example in B.R.G. with black trim; fitted wire wheels, radio, heater, etc.

£675 SUNBEAM Alpine GT, 1964. A specimen one-owner example in off white with black hide, wire wheels, radio, heater, etc.

£655 AUSTIN Mini-Cooper 1275S, 1965. Finished in ivory and black with contrasting interior; equipped with SP41s, seat belts, sump guard, leather wheels, air horns, oil cooler.

£625 ASTON MARTIN DB2/4, 1957, Mk. II. Two owners from new, 35,000 miles.

£625 AUSTIN Mini-Cooper 'S' 1000, 1965. One owner from new, full history and all bills available; green with white roof, as new throughout.

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£595 AUSTIN Mini-Cooper 1275S, 1964. Almond green with white roof; wire wheels, twin tanks, headlamp flasher. 15,000 miles from new.

£585 TRIUMPH Vitesse convertible, 1964. White with black flash. Extras include heater.

£585 TRIUMPH TR4, 1962. Red with black interior; wire wheels, twin spots, etc.

£575 AUSTIN HEALEY Sprite, 1965. Wire wheels, SP tyres. One owner from new.

£545 AUSTIN Mini-Cooper, 1965. A very low mileage one-owner car. Finished in red with black roof; various extras.

£545 MORRIS Mini-Cooper 1275S, Regd. 1965. An ex-Cooper works car in British Racing Green with contrasting trim; new engine fitted May 1965, rev. counter, leather wheel, Restall seats, Mag. wheels, seat belts, etc.

£495 JAGUAR XK150S roadster, 1959. Carmen red with matching interior. This rare car is fitted with overdrive, heater, twin spots, etc.

£495 KARMANN GHIA, 1961. A very clean car in beige with matching trim, heater, red roof.

£495 ALFA ROMEO, 1960. L.H.D. Ivory with contrasting trim; twin spots, heater.

£465 MORRIS Mini-Cooper 'S', 1,071 c.c., 1964. One owner from new; white with black roof.

£445 T.V.R. Mk. II, 1961. A very clean example in British Racing Green with contrasting trim; radio, heater, 105E engine, twin exhausts.

£345 AUSTIN HEALEY 100/6, 1958. A very clean example in B.R.G. with red interior; overdrive, wire wheels, hard- and soft-tops, tonneau, etc.

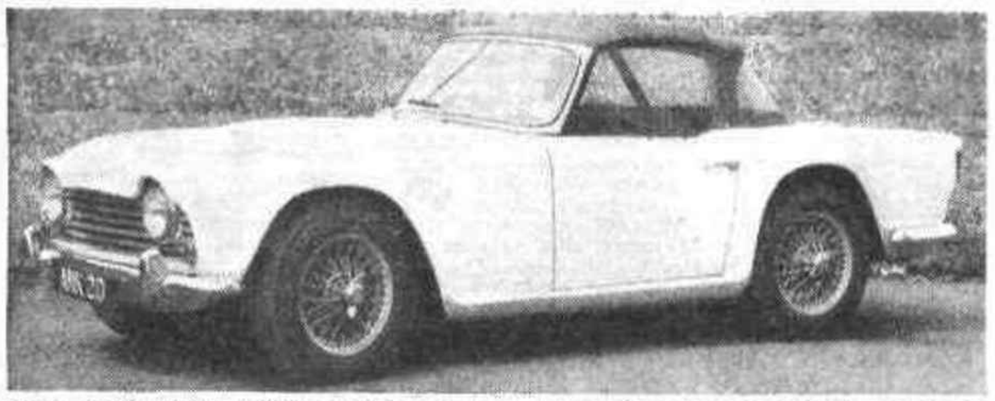
£325 MORRIS Mini-Cooper, 1962. Green and white.

£325 M.G.-A, 1957 An exceptional example in Monza red, black trim; chrome wire wheels, modified engine, radio, etc.

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£1,395 ASTON MARTIN DB4, 1960. A superb example in snow shadow grey with grey hide trim. Chrome wheels, push-button radio, etc.



£765 TR4, 1964. White with black trim. Extras include wire wheels, overdrive hard- and soft-tops, power brakes, radio, heater, etc.



£595 TRIUMPH Vitesse saloon. S.A.H. modified engine, wire wheels, overdrive, sunroof, bucket seats, etc. Originally cost over £1,000.



£1,065 MERCEDES-BENZ 190SL, 1961. Hard- and soft-tops, dark grey with white hard-top, red hide, radio, etc. 31,000 miles approx.

£275 MORRIS Mini-Cooper, 1962. Surf blue, contrasting trim; Waso steering lock, SP41s. Without Warranty.

£245 AUSTIN HEALEY Sprite, 1960. Green with green trim. A very genuine example.

£245 JAGUAR XK140 f.h. coupé, 1955. A very fine car in British Racing Green with red hide. Bodywork unmarked and trim exceptional for a car of this type.

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£545 MORRIS 1100, 1964. A one-owner car in black with contrasting trim; sunroof, modified engine, twin carbs., etc.

£485 M.G. 1100, 1963. Finished in Connaught green, contrasting trim; push-button radio.

£345 FORD Anglia, 1962. Maroon with grey roof; twin spots, reversing light, etc., A fine example.

£225 TRIUMPH Herald coupé, 1960. Finished in primrose and black. Without Warranty.

£195 JAGUAR 2.4, 1956.

£195 VOLKSWAGEN, 1964. Registered, left hand drive, sunroof. Metallic green with contrasting interior.

£195 SIMCA Montlhéry, 1960. Ivory; radio, twin spots, etc.

£175 SKODA Octavia, 1961. Red.

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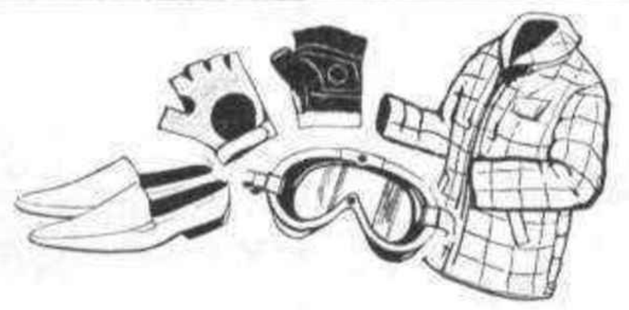
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AUSTIN HEALEY Sprite 1960, hard/soft tops, luggage rack seat belts, immac. £255. Tel: Birmingham SEL 0842. (8378
RILEY 1½, 1950, black, immac, original roof as new, record engine, two previous owners only. £175. Taylor, 3 Lonscale Dr, Styvechale, Coventry. (8379
MG TA, 1939, new hood, w/bearings, king pins, resprayed, retrimmed. £90. Gillman, Leigh Sinton, Malvern, Worcs. (8380
1959 VAUXHALL Victor estate, with large sun-roof, htr, screen washers, fog lamp, fire extinguisher, very recently fitted with exchange record engine, new shock absorbers, new battery, 2 new Michelin Xs, brakes relined, new clutch and brake master cylinders, excell appearance and cond. Has to be sold, £235 or best offer. J. Pemberton, 9 York House, Kew Gardens Rd, Kew, Surrey. Richmond 5591. (8381
RELIANT SABRE, 105 mph, s/top, July 1963, 2 owners, 42,000 miles, white with black hood, tonneau, w/wheels, Cinturatos, excell cond. £450. Tel: Marple 2733 (Cheshire). (8382
ALFA ROMEO Giulia Sprint 1600 coupe, 1963, 5 speed gearbox, Acqua Fontana blue, low mileage, late property of eminent personality. Accept £790. Uxbridge 34144. (8383
1956 TR3, mech good, Xs, damaged body off side, boot, drivable. £80 ono. Key, 30 Redhill Gdns, Stone, Staffs. (8386

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MIDGET 1965, white, red upholstery, wire wheels, Cinturatos, htr, seat belts, u/sealed, anti-roll bar. £560 ono. Lonsdale 134 Ludwick Way, Welwyn Garden City. (8384
RILEY ROADSTER 1951 2½ litre, Concours cond, MoT, taxed, completely stripped, resprayed ivory, rechromed, many extras including htr, radio, fog lamps, Konis, wing mirrors, mech perfect, works record engine, recent replacements include springs, exhaust, red hood, sidecscrens, instruments, rev/counter, carpets, Michelin Xs. Foreign appointment forces sale £375, no reasonable offer refused. Specification and photo. J. Spencer, 57 Sackville Gdns, Hove 3. Brighton 38261, 6-8 pm. (8385
MG TF 1,250 cc 1954, black, very good cond throughout, 5 new X tyres, htr, reversing light. £285. Sheffield 367182. (8387
XK140 DHC Nov 1956, C type head, close ratio gear box, wire wheels, new hood, new respray. £100 ono. G. Peck, 48 Warkworth Gdns, Isleworth, Middx. EAL 3355. (8388

FOR SALE—continued

MORGAN 4-4 1957, red, 100E engine, tonneau, body, tyres very good, part record engine, new battery, shockers. £195 ono. 79 Doncaster Road. Eastleigh, Hants. (8389
1933 ASTON Martin S/C Le Mans, very good original car, complete mech overhaul during last 12 months. £330. Bloor, 148 Water St, Accrington, Lancs. (8390
1956 LANCIA Aurelia B20, first reg Jan '66, rhd, silver with tinted glass, black interior, outstanding and faultless car. Particulars from J. Horridge, 35 Kensington Square, W.8. WES 3453/0308. (8391
1955 LANCIA Aurelia saloon B12 series II De Dion suspension, two tone grey in superb original cond. Unused 3 years since importation in 1961. £300. Gutteridge, Corfehill Farm, Weymouth. WEY 3251. (8392
JAGUAR XK120C roadster, very fast, mech 100pc, immac, white with new black trim, hood, tonneau and htr. £245. Blake, 24 Clarendon Rd, Southsea. Portsmouth 22817. (8393
TR4 1963, white, o/drive, extras. £575. 13 OMQ. St Eval, Wadebridge, Cornwall. Tel: Rumford 254. (8394
JAGUAR 3.4 1958 (Oct), 2 owners, 52,000 miles, Sherwood green, disc brakes (just renewed), o/drive, push-button radio, seat belts rimbellishers, wing mirrors, service manual, RS5s (two new), all service sheets, body, interior, chrome all immac, mech perfect. Foreign appointment forces sale £275, no reasonable offer refused J. Spencer, 57 Sackville Gdns, Hove 3. Brighton 38261, 6-8 pm. (8395
CONVERTIBLE SUNBEAM-TALBOT 90 IIA 1953 mdl, silver, grey vynide hood, electric s/washers, clock, htr, tonneau. £59. Tel: Imperial 5675. (8396
1964 LOTUS Cortina Bentley, pine green, belts, auxiliary tank, Cinturatos, 25,000 miles. £635. 1960 MGA coupe, radio, new G800s, 48,000 miles. £345. All part exchanges considered. HP arranged. Allanson-Oddy, 60 York Place. Harrogate. Tel: 69772. (8397



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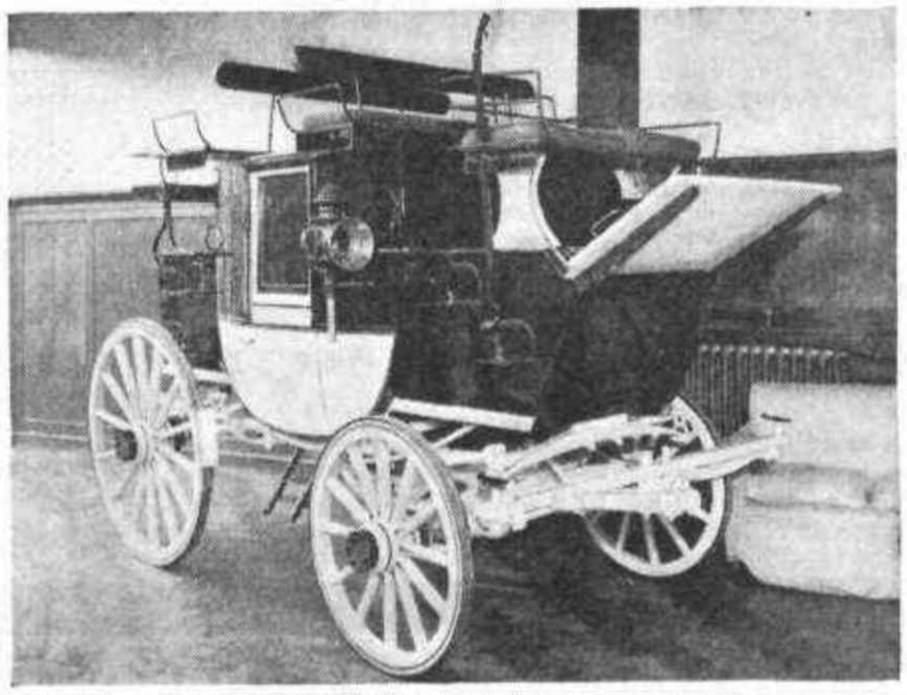
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MGA 1600 1960 bronze, h/top, s/top, tonneau, 2 spots, new seat belts, new tyres, immac. £365 ono. 49 York Cres, West Bromwich. Tel: Tipton 2960. (8450

ALFA GIULIETTA saloon, 1958, blue, X tyres, fast, reliable, perfect for family constrained enthusiast. £235 GREenwich 6990. (8451

AC ACE Bristol, 100D, o/drive, oil cooler, discs, hardtop, respreyed to buyer's choice. £460. Webb, 59 Richmond Hill Court, Richmond, Surrey. RIChmond 7969, CHIswick 0044. (8452

BENTLEY 1951 MkVI, blue, very good cond, new battery, w/s wiper motor, w/s washer unit, petrol pump, coils, recond dynamo, wheel discs, bumper rechromed, ideal family car to confound the Joneses in. Bargain £485 cash, no offers, no time wasters. Box 1926. (8453

IT'S A shame to let it rot. 1959 TVR, red, wire wheels, MGA 1,622cc, but been standing for 9 months, needs some enthusiast's enthusiasm to bring it into top trim. Offers around £225. Cranfield Garage, Cranfield, Bletchley, Bucks. Tel: Cranfield 207. Private sale.(8454

DAIMLER BARKER Special 1952, silver/blue aluminium body, recond engine 5,000 miles, new hood and tyres. Delivered for nearest £165. 11 Hele Gdns, Plympton, Plymouth. (8455

JENSEN MK.III Automatic 1965 (October, saloon, chauffeur maintained, mileage 5,400, white with black upholstery, several extras. Price £3,100. Stevens & Pedley Ltd, Basford, Nottingham. Tel: 75193. Or if closed Valley Road Garage, Basford, Nottingham. Tel: 71344. (8456

ALFA ROMEO Giulia Sprint GT, March 1965, genuine 7,800 miles, immac pale blue, tan interior. An as new car for £1,385. Birmingham SHI 5499. (8458

PORSCHE 1600 75 coupe 2+2 1955. £475 ono. Excell cond. Welwyn Garden 27332. (8457

1933 MG J2 swept wing, exceptional original cond, rebuilt throughout at great expense from chassis up, 2,000 miles ago, reupholstered and trimmed, new hood, side screens, carpets, marine-ply floors, 12in J4 brakes, rewired, sealed beams, recond steering box, rebored (+20 only), ground, etc, rechromed, many spares, some new including diff unit and gearbox parts. Long list of work done on request. £180 or vno. 664 Maidstone Rd, Wigmore, Gillingham, Kent. (8459

MK 2 Midget, white/red, low mileage, fitted radio, seat belts, fog light, tonneau, new SP 3s, taxed, immac. £535. Tel: Cheltenham 56417. (8460

FINALLY COMPLETED! 1963 reg 1172 Ford Falcon Special, just sprayed red, rack and pinion, impulse tachometer, wood wheel, twin SUs, c/ratio gears. £300 ono. Taylor, 18 Southgate Drive, Kettering, Northants. (8461

TRIUMPH SPITFIRE 1963 BRG, o/drive, htr, tonneau, carpets, one owner since 2 months old, enthusiast maintained, immac as new cond bodily and mech. £465. Private HP. Bray, Rayleigh 5984 or Brentwood 6576 (office hours). (8462

1963 SPRITE, iris blue, soft top, tonneau, belts, new Pirellis, gearbox 10.4:1 c/r, 1½in SUs. £420 or exchange, w.h.y. plus cash. Write Webb, 93 Gower Street, W.C.1. (8463

AUSTIN HEALEY 3000 Mk2, late 1962, silver blue, recent respray, o/drive, excell Firestone sports oversize tyres, luggage grid, tonneau, only 25,000 on present engine. £600 ono. Plant, 15a Lancaster Mews, London, W2. AMB 5850. (8464

ASTON MARTIN 2.4 1954 2,580cc Vantage engine, recent extensive overhaul on engine, BRG. £495. Tel: EMP 0435 after 6.30 pm. (8465

PVT FRAZER Nash/BMW type 319 2 litre saloon, rather Austin Ten-ish in appearance so will scrap body and build sports on the chassis unless BMW fan wishes to restore car as it stands. Excell mech, can be driven away. £55. Box 1931. (8466

1938 LANCIA Aprilia, very good cond. 81 Hanging Hill Lane, Hutton, Essex. Brentwood 247. (8467

TR4 1962, BRG, excell cond, extras include Motorola Xs, must sell this month due to house purchase. Will accept £550 ovno or w.h.y. plus £450. Tel: Amersham (Bucks) 3140. (8468

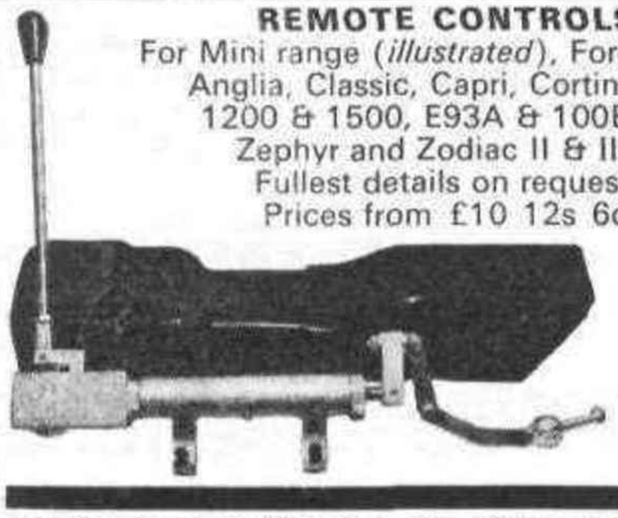
1960 ALFA Romeo Giulietta open 2-str, genuine 33,000 miles, resprayed, rechromed, wheels stoved, engine and gearbox stripped and rebuilt, Michelin X and Koni dampers. £495. Ross 29 Park Road, Uxbridge 35876. (8469

MGB 1964, immac cond in black, 32,000 miles, host of extras including hard top, o/drive, wire wheels, new G800 tyres, radio, htr, oil cooler, twin spots, reversing lamp, safety belts, anti-roll bar, wood rim wheel, screen washers, cigar lighter, ash tray, underbonnet light plus standard extras. Excell value at £765. Tel: Osgathorpe 346 day, Osgathorpe 442 evening. (8470

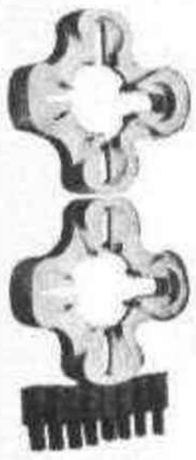
LANCIA AURELIA GT, imported 1963, bills for engine overhaul, part exchange considered, terms available. £295. Muschamp, 6 Berry Way, Newton Longville, Bucks. Bletchley 4287. (8471

HOST OF spares, Rolls PIII, 20/25 and 3½ litre Bentley, sound and reasonable. SAE please. 10 Orchard Close, Long Ditton, Surrey. Emberbrook 6034. (8472

ALFA ROMEO Spider, July 1965, a superb motor car, 8,000 miles. £1,100 ono. Box 1932. (8473



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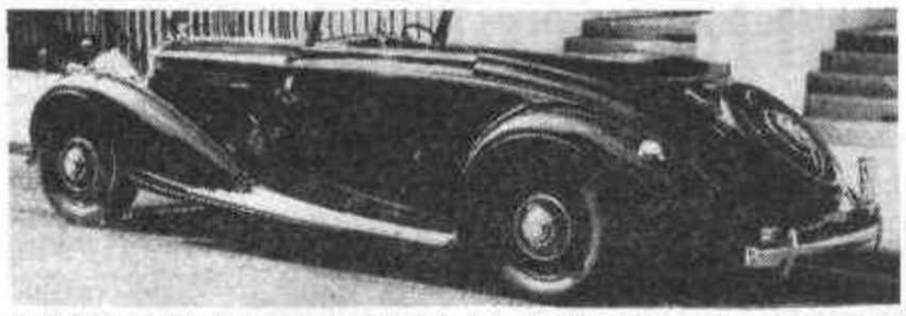
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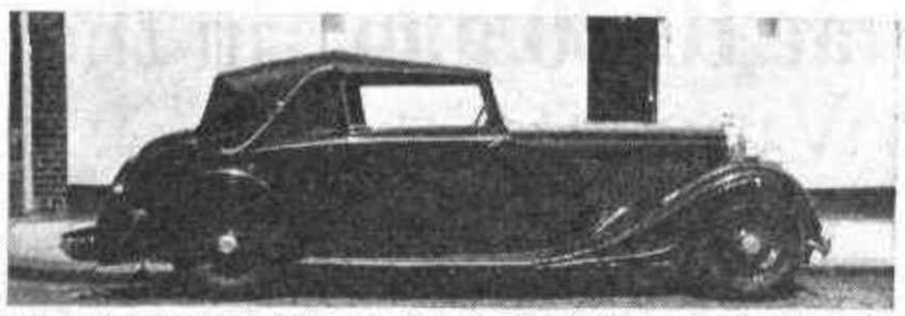
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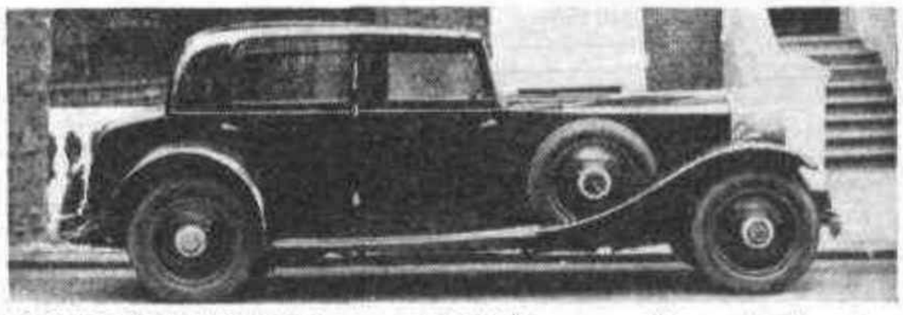
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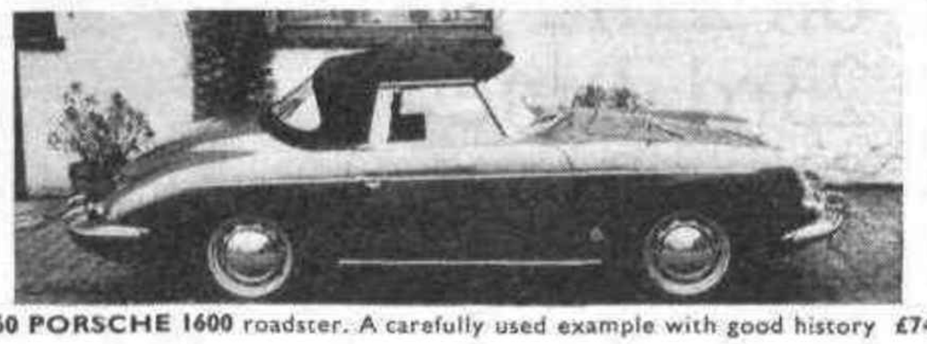
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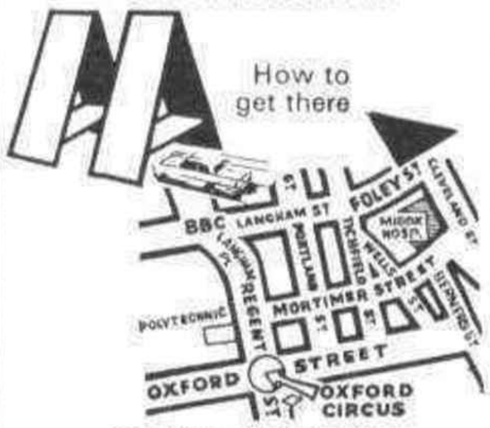
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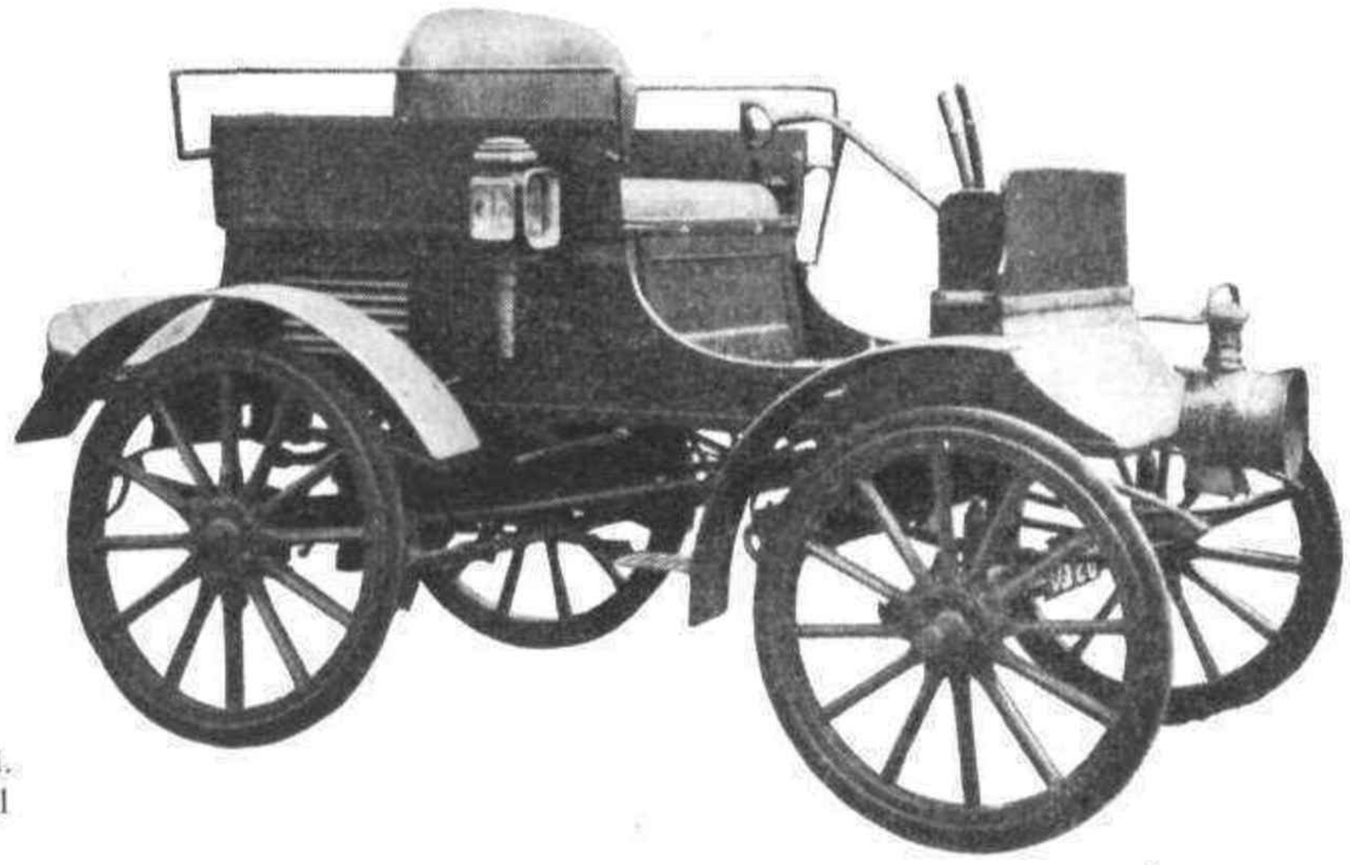
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M.G.-A 1600 Mk. 2, 1962. Very attractive in white with red upholstery, equipped with luggage rack, twin spotlamps, heater, tonneau cover and screen-washers **£495**

M.G. Midget Mk. I, 1962. Two owners only from new; bright red with matching interior in red, and fitted seat belts, screen-washers, etc. ... **£385**

AUSTIN HEALEY Sprite Mk. 3, 1965. One owner, 18,000 miles; unblemished dark green, with black cockpit; Pirelli tyres, heater, reversing lamp, wing mirrors, etc. **£565**

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TRIUMPH TR4, 1962. British Racing Green, with red interior, and equipped with heater, 'X' tyres, tonneau cover disc brakes, etc. **£545**

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Sunbeam Alpine, Series II 1600, 1961, seacrest green black trim and hard-top, soft-top, £375. Triumph Spitfire, September 1963, signal red, black trim, the late property of an Irish Dentist, £430. MG-B, 1963, signal red, black leather, Michelin 'X', £575. Sunbeam Tiger, July 1965, forest green, black trim, wheel trims, wing mirrors, reclining seats, elderly Welsh owner given up motoring, health reasons, after only 4,200 miles, £960. Austin Healey Sprite Mk III, September 1964, fiesta yellow, black trim, Cinturatos, £485. MG Midget 1,100cc, 1963, price not yet fixed. Triumph TR4, May 1963, white, Stromberg carbs and other '64 features, taxed May 1967, £595.



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ASTON MARTIN DB4 Super Leggera, 1960 model (reg Nov 1959), 46,000 miles only, well maintained, silver blue with white upholstery. £1,250 ono. Contact during office hours, R. Lewis, 38 Court Parade, East Lane, Wembley. ARNold 5564. After 8 pm WEMbley 4971. (8477

VOLVO 1225 saloon 1964, in excell cond, recently specially prepared for Caravan Road Rally. £845 ono. Contact during office hours R. Lewis, 38 Court Parade, East Lane, Wembley. ARNold 5564. After 8 pm WEMbley 4971. (8478

JAGUAR MKII 3.4 1962, pearl grey lh drive, radio, o/drive, one owner. £495 ono. Tel: Ascot 23524. (8479

MG TDII 1953, respray, rechrome, new hood, screens, tonneau, tyres, numerous extras including walnut dashboard and spare Lavstall alloy head. Offers. Williams, Yr-Hen-Fasnachdy, Llanover, Monmouthshire. (8480

1934 AUSTIN 10, new roof. £35. 1955 MG Magnette, running order. £75. 18 Green St, Chorley Wood, Herts. (8481

AUSTIN COOPER 1965, 17,000 miles, immac maintained, *never used competitively, tach, belts.* £450 *ono.* Tel: Liverpool CRE 2649. (8482

MERCEDES BENZ 300B saloon, grey, 1954, rhd, centre gear change, HMV self-seeking radio, electric Selectaride, Reutter seats, servo brakes, good cond. £250. Nix, Honeyknab Lane, Oxton, Notts. (8483

PORSCHE 1955 FHC, very good cond, white. Only £345. Ruislip 7262. (8484

1932 ALFA FHC reg XP1 4 litre, good cond, needs minor attention to run. Offers or exchange estate/family car. View Middx. Carter, Mountskip, Helsby, Warrington. (8485

1950 RILEY 2½ litre drop head coupe, year-old hood, 4-str open air motoring for around £150. No nonsensical offers please. Tel: DRYden 0574 (Middlesex) weekends only. (8486

JAGUAR XK150 FHC 1958, bargain, must sell. £210. Ruislip 7262. (8487

1965 MG Midget Mk II, £100 worth extras, genuine *reason for sale.* £570. Tel: West Monkton 245 (Somerset). (8488

SWALLOW DORETTI 1955, red, black interior, new pvc hood, side screens, htr, wing mirrors, washers, taxed, immac car throughout. £220 ono. 118 Woden Ave, Wednesfield, nr Wolverhampton, Staffs. (8489

MGB LATE 1963, green, wire wheels, oil cooler, only 21,000 miles, a very genuine car. £645. R. Hawkins, 1 Mayors Walk, Peterborough. (8490

TR4 1964 (Sept), blue, Surrey top, o/drive, radio, htr. £750. Groves, 38 Canada Rd, Cobham, Surrey. (8491

EXPECTING NEW Midget, June, selling immac April 1963 model, wire wheels, extras. Tel: Edinburgh WAVerley 3572 evenings. (8492

BENTLEY MK VI 1947 James Young two door sports saloon. £400. Tel: Beckenham 0010 after 6.30 p.m. (8493

XK150 1959 FHC ML30 Automatic, 42,000 miles. £365. Doone, Castle Close, Camberley. (8494

AUSTIN 750 sports special, blue, aluminium body, black interior, extensively overhauled, many useful mods, weather equipment, great fun, MoT. First £60. Tel: Wolverhampton 37825 after 6. (8495

VOLKSWAGEN, 1950, l/h drive, good mech, new brakes, body tatty inside and out, no rust. £35. Taylor, 35 Richmond Rd, Yeovil, Som. (8496

AC 1951, rebuilt engine, show bills, very good order. £75. R. Abraham, 97 Graham St, Swindon. (8497

1938 2-LITRE AC sportsmans coupe, in immac cond inside and out. £300. Also a 1949 2-litre AC saloon in excell cond. £95. 24 Elm Tree Rd, Cosby, Leics. (8498

1930 AUSTIN 12/4 saloon, ideal for restoration, in running order, little rust, must be sold. £40 ono. 40 Tinglesfield, Stratton, Cirencester. 3812 evenings. (8499

LANCIA AURELIA GT 1958 Nardi conversion, engine completely rebuilt 3,000 miles, bodywork excell. £395. Gould, 30 Preston St, Brighton. 27488. (8500

JAGUAR *XK140* DHC, special equipment, o/drive, C head, wires, Cinturatos, etc, fast, reliable. £175. KEN 8739. (8501

1923 ROVER 8 original and immac in every respect, a local car taxed for only 4 years since new, original reg book. Offers exchange. John A. Furness, The Lodge, Carlton Dr, Heaton, Bradford 9. Tel: Bradford 43441. (8502

A ROLLS and a Bentley. Having now too little time to devote to my hobby, I should like to dispose of—1931 RR owner driver saloon by Mulliner, very original and sound. £380. 1935 Bentley drop head coupe by Park Ward, in extremely good cond and extensively re-upholstered to original specification. £500. Please tel Hemel Hempstead 4141 during the evening for appointment to view. 8503/8504

SUNBEAM TALBOT Mk III 1957 (Nov), resprayed burgundy with light grey interior covered from new, new grey headlining, no rust at all and in fine mech cond, o/drive, one owner, low mileage, recent new tyres, part exchange family saloon. £195. Epsom 22022 anytime. (8505

SUNBEAM TALBOT Mk III 1957, radio, rev counter, unmarked blue with light grey trim in excell cond, fine mech cond, good tyres, chrome, etc, part exchange family saloon. £185. Epsom 22022 anytime. (8506

AC BRISTOL 100D2 engine, genuine 30,000 miles, reg 1961½, excell cond bodily and mech, charcoal grey, matching factory made hard top, new Motorola with electric aerial, htr, must sell soon, owner posted abroad. £750. STR 3417. (8507

SPRITE 64 MkIII, 24,000 miles, new G800s, whole in mint cond. Worth every penny of £480. Allesley (Coventry) 2756. (8508

1958 MORGAN +4 4 str, superb cond, many extras. £350. 1936 AC dh coupe, partly restored. Offers. Painter, Flat, Mill Rd, Cranfield, Bedford. Cranfield 422 (office). (8509

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1963 Sunbeam Alpine Series III, l/mlge **£580**
1963 A.C. Ace 2.6. A beautiful car with Ruddspeed engine, overdrive, wire wheels ... **£880**
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COOPER MINI 1962, excell cond throughout. Real bargain at £295. Any trial. Tel: Nottingham 249127. (8511
MG TD Mkii 1953, good cond, black, twin spots, htr, luggage rack. £220 ono. F/O Brown, Officers' Mess, RAF, Andover. Tel: 4181. (8512
AC ACEDES 1933, 4 seat tourer used as family second car, MoT, taxed, insured, good cond and in daily use. £100. Horringer 373. (8513
1937 **AUSTIN** Ruby saloon, reg 1936, in excell original cond, garage space required so £50 to enthusiast. Manchester, Stepping Hill 5937. (8514
SINGER SPORTS 1951 4AB, very good throughout. £75. Tel: Bransgore 203. (8515
1928 **MORRIS** Cowley d/h tourer with dicky, near showroom cond new clutch, magneto, top overhaul, etc, everyday use, MoT. Best offer over £230. Lowe, 35 Spalding Way, Chelmsford 71634. (8516
LOTUS CORTINA, Aug 1963, really exceptional mint cond, white/green, Cinturatos, taxed. £565. Might exchange. WALlington 2351 (Surrey). (8517
TR4 JULY 1962 red roadster, maintained without regard to cost, approx £500 of extras when new, Laystall balanced engine, modified head and manifold, oil cooler, thermostatic fan, servo brakes, o/d, w/w, Cinturatos, Motorola, special lighting, u/seal, Brittax belts, about dozen other items, neither raced nor rallied. £595. Tel: Frost Maidenhead 22760. (8518
BARGAIN. LANCIA Flaminia 1962 convertible, coachwork by Touring, white with red upholstery, unmarked, as new. £975 ono for quick sale. A Green, Trenant, Redlynch, nr Salisbury. Tel: Downton 354. (8519
AUSTIN SEVEN tourer 1937, immac in Concours cond, tonneau, MoT, licensed. BEC 2343. (8520
TRIUMPH 1800 roadster BRG, good cond. £70 ono. 32 Mayfield Dr, Hucclecote, Glos. (8522
MG TC 1948, excell cond. £195 ovno. Taxed, tested. Tel: EALing 9553 evenings. (8523
1920 **SILVER** Ghost open tourer, needing minor restoration, mostly mech. Offers. Also two penny-farthing bicycles. (Manchester) DIDsbury 2050. (8524
1930 20/25 fixed head coupe by Park Ward. Must sell at once as am acquiring a wife. Car has just had engine overhaul and repaint, fiance a ring I cannot pay for. £750 w.h.y. Box 1934. (8525
COOPER 998 1965, well cared for, not rallied or raced, u/seal, seat belts, htr, floor mats, tach, w/rim wheel, spot, fog, w/mirrors, 4 spare wheels, taxed Dec, MGB GT forces sale. Offers. 18 Westward Way, Kenton. Tel: WOR 4564. (8526
TALBOT BD75 *1936 sports saloon, bearing and illness* troubles. Offers. Hornchurch 45462. (8527
1951 **DAIMLER** Barker sports coupe, smart and sound. £110. Papworth ACOrn 2179. (8528
SUPERCHARGER, SHORROCK, complete for Minis and all A type engines. £30. Loader, Heusden House, Gerrards Cross 4160. (8529
SUNBEAM ALPINE GT3, late 1963, red, black interior, wires, o/drive, hard and soft tops, htr, 25,000 miles, excell cond. £650. CLE 9561. (8530
1951 **LAGONDA** 2.6 saloon dohc, ifs, irs, floor change, recently decarbonised, brakes relined, generally checked over, instruction workshop manuals. £125. Beckham, 17 Derham Park, Yatton, Bristol. (8531
ALVIS FIREFLY 1933 Cross and Ellis tourer, recently completely rebuilt, dual ignition, reupholstered, excell cond. £250, Hunt, 16 Spiceland Rd, Birmingham 31. Priory 4661. (8532
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ROLLS ROYCE 25/30 1939 sedanca de ville by Gurney-Nutting, two tone silver grey, reupholstered, good cond. £450 ono. Tel: Welwyn Garden City 23581.(8538
AUSTIN COOPER 1963, low mileage, new crank and bearings recently, ammeter, spot, good cond. £340 ono. Jones, Coventry 27545 (office hours). (8539
PORSCHE 1600 fhc 1956, indigo blue. £450 ono. Walker, Market Harborough 3153. (8540
BENTLEY 1951 MkVI full flow, excell SS coachwork and mech. £295. Mr. Bradley, High St, Shipton-u-Wychwood, Oxon. Tel: 214. (8541
TR3 DAMAGED frontal area, 1957, o/drive, rear seat, red, Xs. £80 or will break. Letters only. 25 St John's Rd, Grove, Wantage, Berks. (8542
SUNBEAM ALPINE III 1963, blue, one owner, o/drive, h/top, htr, tonneau. £545. Bright, North Hill Cottage, Lt Baddow, Chelmsford. Tel: Danbury 2351 evenings. (8543
MG J2 1934, professionally fitted with Ford 1,172cc engine and gearbox, hydraulic brakes, MoT, rewired, good hood, etc, above average cond. Haggle at £100. Cooper, 75 Beeches Rd, West Bromwich, Staffs. Tel: WES 1758. (8544
ALVIS SILVER *Eagle 1936 4 light saloon, very good* order, used daily. £150. Plymouth area. Box 1935.(8545
VINTAGE HORNS, ex Rolls Royce, musical, 4 note. £10. 12V Klaxon. £2 10s. Maidenhead 26281. (8546
MG TD, mech sound, 4 good Xs, body sound, hood tatty, top end overhaul, new universal joints, 70 psi, 900 per pt, taxed October. £155 ono. Tel: Bishops Lydeard 456. (8547
10ALA ROCHDALE GT, professional finish inside and outside, full instrumentation, complete specification. £175. 44 The Hobbins, Bridgnorth, Salop. (8548
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SS JAGUAR 2½ 1938, 6,000 since engine recond, new clutch and overhauled steering, bill £50, bodywork needs attention, test cert to Jan 67. £85 ono. Fuller, Castle Hotel, South Rd, Aberystwyth. (8550
MGY 1950, also Austin 7 chassis and wheels. Alton 2332. (8551

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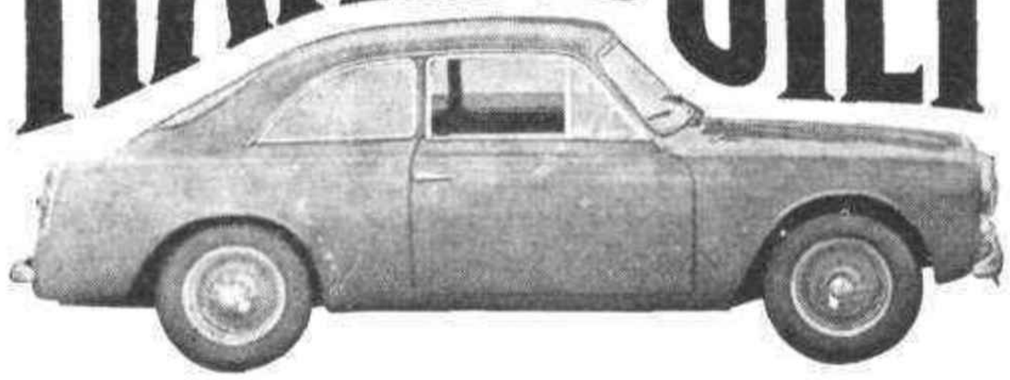
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1955 **SUNBEAM** Talbot Alpine, mech excell, respray last year, MoT April 67, spares. £200 ono. Forbes-Proctor, 176 Croydon Rd, Newcastle upon Tyne 4. (8553
RILEY 2½ litre 1951 for sale, above average cond, engine and body good, MoT May 1967. £80 cash. Write Parkin, Eversleigh House, South Darley, Matlock, Derbys. (8554
MG TDII 1953, red, reasonable cond, several extras. £199 ono. Dr Curtis. Epsom 23376. (8555
TF 1250, excell cond, recent rebore, new bearings, t/chain, c/plate, new hood, radio, htr, spot, r/light, w/mirrors, l/rack, reg FXD1. £325. Wiltshire, Seafields, Dodwell Lane, Bursledon, Southampton. (8556
MG TD rebuilt to Concours standard, many new parts fitted. Offers. Tel Totton 2772. R. Baker, 29 Shepherds Hey Rd, Calmore, Southampton. (8557
LOTUS ELITE (95 spec), Nov 61, red/black, stored for 18 months, must be seen to be appreciated. £660 ono. Tel: HARborne 4898 or ARNold 6595. (8558
MG A 1,600cc 1960 f/head coupe. £375. Dell, 312 Ifield Drive, Crawley, Sussex. (8559
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ALVIS 1935 Speed 20 saloon, Blandon body, in excell cond, engine factory maintained, tyres very good, MoT 10 months. £250 ono. Barker, 298 Hinckley Rd, Leicester. (8561
1929 **ALVIS** *12/50 tourer, certainly one of finest on* the road today. £500. Moreton-in-Marsh 751. (8562
JAGUAR 3.8 saloon 1960, in mint cond, fitted wire wheels, radio, o/drive, colour pearl grey. £425. WALlington, Surrey 4071. (8563
TWIN CAM M.G.A, perfect, in metallic silver blue, extras incl h/s-tops, radio, tonneau, special s/screens, l/rack, o/cooler, air horns, complete o/haul with balanced rebuilt engine, new diaphragm clutch, etc, really superb in every way, photos available as proof. Will discuss offers around £425. 197 Park Ave. Ruislip, Middx. Tel: RUislip 8830. (8564
RALLY/SPEED equipment for the Mk 2 Zephyr range 2,776cc), Alexander conversion complete, hc heads, 3-carb manifolds, high lift camshaft, Laycock o/d, Konis, high gear steering and much else. List sent. Box 1937. (8565
M.G. TC 1949 reluctantly offered, A1 performance and appearance, real eye-catcher, new engine, tyres, respray, htr, radio, etc, MoT 11 months, £127 lavished on her in 18 months, reliable sports car motoring. £190. Hemingway, 22 Max Rd, Coundon, Coventry. (8566
MINI-COOPER 1962, 37,000 miles, 1 owner, baulk ring syncromesh, laminated w/screen, Xs, belts, reluctant sale. £325. Tappenden, 38 Norton Rd, Woodley, Reading, Berks. (8567
B.M.W. 600 coupe, running well. £90. Tel: Tunbridge Wells 25725. (8568
ALVIS TD21 1958, black, white leather, radio, wire wheels, manual box, new carpets, 50,000 miles, being sprayed. £570 ono. Flt-Lt Crabtree, RAF Manby, Louth, Lincs. (8569
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COOPER 997cc Sept 1963, new engine and box 3,000 miles ago, racing head, wide rims, lowered, G800s, belts, etc. £365. Tel: evenings Chandlers Ford, Hants 2797. (8571
JENSEN 541S automatic, blue, beige leather, 1961, 48,000, works o/hauled, new tyres and exhaust, little used for 2 years, Motorola, all accessories. Tel: Bamford, Derbys 304. £890. (8572
ASTON DB2/4 1957, maroon/black interior, Borani w/ wheels, RS5s, must be best example for year, superb cond. £585. Epson 21062. (8573
DAIMLER SP250, dignified, sophisticated and arrogant, distinctive green with spoked wheels, an unquestionably sound purchase, 28-30mpg. Busheyheath 1715. £375. (8574
TR4 '62 roadster, o/drive, radio, wire wheels, a fine low mileage car, will accept part exchange. £575. Guenier, 36 Marina Drive, Marple 3711, Ches. (8575a
TR4A, irs, white, 2 plus 2 roadster, wire wheels, power brakes, Mich X tyres, u/sealed, will accept part exchange. £895. Guenier, 36 Marina Drive, Marple 3711, Ches. (8575
FORD V8 *saloon 1934, very original and good cond, a* classic motor car. £135. Box 1938. (8576
SS JAGUAR 1938 1½ litre saloon, black. £125 ono. 66a Hardwick Rd, Streetly, Sutton Coldfield. (8577
PNE1 IS the reg No of my superb Aston Martin 2/4 for sale. Inquiries and offers Steadman, 17 Harborough Ave, Sidcup, Kent. (8578
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DELAHAYE 1938 135 aluminium sports saloon, excell coachwork/mech, electric gearbox, very sound interesting classic car, comfortable 120mph. £175. Also spare competition engine, manual gearbox. LAB 4694. (8583
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JAGUAR 3.4 automatic, 1958, discs, good cond. Only £200. Evenings Silverthorn 7568. (8585
BENTLEY 1954 R type automatic long boot sports saloon, 70,000 miles, unmarked metalescent green coachwork, beautiful tan hide upholstery with original beige carpets, recent mech overhaul, excell tyres, superb cond throughout. £695, p/exchange vintage or sports car. Mike Berry, 92 Ashfield St, London E1. Stepney 3102. (8586

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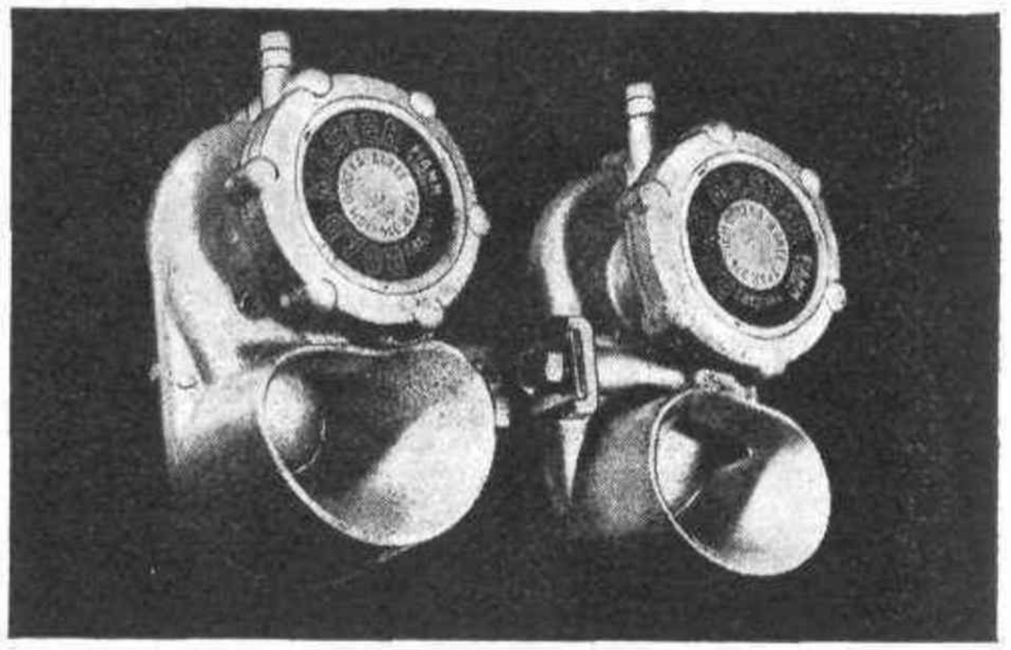
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1964 SUNBEAM Alpine Mark IV GT, red, black trim, radio, new Cinturatos, 1 owner, 25,000 miles, **£645.**
1962 TRIUMPH TR4, overdrive, powder blue, Michelin 'X', 1 owner, 35,000 miles, **£585.**
1963 series VOLKSWAGEN 1500 saloon, black, grey trim, **£575.**

1964 M.G. 1100, Connaught green, radio, foglight, wheel trims, 17,000 miles, **£575.**
1963 TRIUMPH Herald 1200 convertible, powder blue, blue trim, low mileage, **£395.**
1961 RILEY 1.5 saloon, grey, blue/grey trim, Speedwell anti-roll bar, **£315.**
1960 SIMCA Montlhery saloon, black, twin spotlights, **£235.**
1960 FIAT 500, dark blue, sun-roof, **£155.**
1964 MORRIS Mini-Minors, choice of two low-mileage, 1-owner cars from £365.
1964 PORSCHE Carrera, 16,000 miles. We like this car so much we don't really wish to sell it; but if someone were to produce a potential Hill-Climb class-winning car in part-exchange we might be persuaded.

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INTERESTING CARS ALWAYS REQUIRED.

RELIANT SCIMITAR DISTRIBUTORS

FOR SALE—continued

XK 150 May 1960 FHC automatic drive BRG 52,000 miles taxed August 1966. £350. HP arranged. Tonneau cover Sprite Mk 1 £3. Steering wheel Sprite Mk 1 £2. Metcalfe, Sherwood, Springfield Ave, Ulverston, Lancs. Ulverston 2475. (8347

VOLKSWAGEN 1200, 1964, immac. £450 ono. Radio £15 extra. Apply Paine, Willow Court Lane, Moulsford, Berks. (8348

GILEERN GT 1962 MGA 1,588 cc engine, red with light blue interior. £550. Winstanley, 196 Middleton Hall Rd, Birmingham. KIN 2163. (8349

RILEY 2½, 4/5 str drophead coupe (1951) in exceptional cond, one meticulous owner since 1955, underneath kept rust-proofed. Marquis, Kingsmead, Whitehouse Rd, Edinburgh 4. (8350

SUNBEAM ALPINE 2¼ litre, superb cond throughout, Scintilla ignition and twin SUs give 120 mph and 25 mpg, radio, o/drive, Cinturatos, iodine spot, etc. Will go to Woburn Abbey if not sold before. Full details from Medway 46472. (8351

1925 OPEN Austin Seven, good cond, stored in garage 11 years, all components for engine, gear box, rear axle, clutch, road wheels, magneto duplicated in spares, tools, instruction book, photo. £100. J. Baker, Sunnyside Cott, Yapton Rd, Clymping, Littlehampton, Sussex. (8352

XK 150 coupe 1960, one previous owner, 39,000 miles, all extras inc o/drive and high ratio axle, £200 spent last 18 months inc engine rebuild, ex cond, taxed. £495. Seen Surrey. Emberbrook 0383. (8353

BORGWALD ISABELLA 1960, ideal for sporting motorist encumbered with family! Surprisingly fast from A to B yet very economical, fastidiously maintained by one enthusiastic owner since new and in perfect order, all spares readily available. Offers invited. L. Bell, Crantock, Rowney Green, Alvechurch, Birmingham, Redditch 3954. (8354

1937 VAUXHALL 14 hp DX model de luxe saloon, re-Dunloped, resprayed, rechromed, reroofed, re-engined, bills seen, plus spare engine, main chassis, 2 owners since new, with minor exceptions as original even to brochure. £80. PAD 7549. (8355

VETERAN RENAULT 8hp twin cyl believed 1908, suitable restoration, engine, gearbox in ¾ chassis in working order, bonnet, lamps, axle and other parts. £150. Also pair of large 1904 acetylene all brass headlamps £25. Two other pairs 1906 oil lamps £15 pair. Barry 6278. (8356

ASTON MARTIN DB3 1958 in British racing green, immac inside and out, o/drive, w/wheels, every available extra, just fitted new engine and clutch, DBA crank shaft and racing valves fitted, just done 1,500 miles since this £400 overhaul, new Cinturatos on rear, others half worn, only wants seeing to believe condition. A sacrifice at £865. For further details Tel: Cleckheaton 4022, or Frearson, 623 Halifax Rd, Hightown, Liversedge, Yorkshire. (8357



1960 JENSEN 541 R

Two owners from new. Fitted with overdrive, radio, heater, screen washers, wing mirrors, wire wheels, icelot device, seat belts, Cinturato tyres, spare unused. Finished in grey with hide trim. A beautiful car at **£775**

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1964 M.G.-B. One owner, red. Immaculate **£689**

1963 M.G.-B. One owner, British Racing Green. Immaculate **£599**

1963 MORRIS Mini-Cooper. One owner, green/white. Carefully used specimen **£369**

1964 VOLKSWAGEN de luxe. One owner, nominal mileage. As new **£499**

1959 MERCEDES 220S. Two owners, blue, extremely well maintained. Above average example **£499**

1961 SPRITE. One owner, hard- and soft-tops, very well maintained. Absolutely immaculate **£299**

1962 RILEY 1.5 saloon. White, superb example in every way **£379**

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FOR SALE—continued

SPITFIRE MK 2 1965, white with black hood and interior, wire wheels, as new condition. £525 or Mini etc and cash. Connor, 10 Ingleway, Cleveleys, Blackpool. (8358

MGA 1500 FHC reg 1957, gold seal engine and replacement gearbox, 10,000 miles, brakes just relined, MoT to May '67, fitted heater, s/washers, luggage rail. £200 p/e considered. Taylor, 6 South Ave, Cleveleys, Lancs. (8359

BMW 700 saloon, reconditioned engine, Cinturatos, extras. £275. Two 1935 319 coupes £30. Trailer suit Mini, imp, £30. Kenya bound. Des Carne, Broadway 3274. (8360

MORGAN +4 DHC, special 2.2l TR engine, rebuilt 8,000 miles, balanced etc., new clutch, starter, exhaust, battery, w/pump, IFS, also heater, s/belts and radio, Xs 4,000 miles, resprayed BRG, vgc. £350 ono. Kinsell, Tel Stoke-on-Trent 54417 or Ripe (Sussex) 360. (8361

1958 CITROEN DS, good cond, no rust, primrose, overhauled last year. £225. Tel: Stockton-on-Tees 53824. (8362

HRG 1500 1947, good cond, resprayed, three new Xs, twin spares. £310 ono. Further details Cooke, 3 Ashford Court, Elmsleigh Ave, Stoneygate, Leicester 73787. (8363

MGA 1600 MkII, 1962 series, immac, discs, radio. £420. Manchester DID 3793. (8364

1954 MERCEDES 170 SV, unbelievably immac, under 60,000 miles. The gentleman owner of this thoroughbred since new hopes it will be sold only to another enthusiast of this famous breed when £320 or near offer would be accepted. On view at Westella Garage, Yelverton, Devon. YEL 2005. (8365

RILEY 1½ 1952, one previous owner, u/sealed, extras, well maintained, nice car. £170 ono. Peter Bennett, Cambridge. Tel: Comberton 629. (8366

MG TD II 1952, ivory, an exceptionally interesting car at £275. Write for comprehensive details. Box No. 1916. (8367

MG-TF FROM 1954 Motor Show, one owner who reluctantly must sell because children outgrowing it, extras, factory recond engine, cream, red leather. £250 cash. Box 1917. (8368

XK 140 C type high axle ratio FHC 1956, 16,000 miles on this engine, wire wheels, Mk4 Turbospeeds htr, radio, spotlights, screen washers, etc, immac Sherwood green bodywork. Fraser-plus-60 with ease, owner joining brain drain. £215. WEStern 9235. (8369

DAIMLER SP 250, 1964, guaranteed 10,000 miles, as new cond, hard and soft tops, leather upholstery, radio, other extras, immac example, HP available. £850. 48 Blenheim Chase, Leigh. Tel: Southend 76786. (8370

SPRITE MK II, Sept 1962, immac throughout, de luxe hard top, tonneau, spots, etc, tyres as new, primrose and black. £350. Chalfont St. Giles 2487. (8371

JENSEN 541, 30,000 miles, one owner, w/wheels, o/drive, the best in existence. £495. DID 5142 (Manchester). (8372

THE CHANCE of a lifetime. A Facel Vega, colour red, reg 1960, company director's second car, driven in London only, 27,000 miles only, fully automatic, "power everything". To view tel London TULsehill 0543. (8373

BENTLEY 1936 4¼ Park Ward saloon, body well above average, mech first class, good battery, tyres. £260 ono. 88 Marwood Drive, Great Ayton, Middlesbrough. Great Ayton 489. (8374

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'62	**M.G. Midget,** white	**£375**
'60	**M.G.-A,** original car, 1600	**£375**
'59	**Jaguar 3.4,** Webasto roof	**£325**
'61	**Herald 'S',** twin carbs., rev.-counter ...	**£285**
'59	**Herald** coupé, twin carbs.	**£235**
'62	**Jaguar 3.4** Automatic, radio	**£575**
'60	**Sprite,** green, radio	**£285**
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FOR SALE—continued

AUSTIN-HEALEY 1954 BN1, motor engineer owned and maintained for last seven years, in good order throughout. Victor Johnson & Co, 2b Guthlaxton St, Leicester. Tel: 59580. (8587

1960 MG A 1600 f/head, discs, Xs, roll bar, htr, spots, etc, original finish in dove grey, garage owner's personal car, immac cond. £385. Willwood Tune, Lynmouth Ave, Reddish, Stockport. Heaton Moor 3443. (8588

SILVER GHOST, excell chassis, body, tyres, wooden wheels. £2,500. Box 1939. (8589

1929 AUSTIN 12/4 saloon, highly original, excell bodily and mech, taxed, MoT. £180. 1932 Austin 10 tourer. Offers. Shrewsbury 82376. (8590

ROLLS ROYCE 25/30 hp 7 passenger limousine by Hooper, 1938, excell cond. £575 ono. Baker, 56 Waterloo Rd, Smethwick 0316. (8591

XK150 FHC, Sept 1958, new engine, o/drive, Cinturatos, radio, body good, mech perfect, £325 ono. HP possible. Tel. Holmes Chapel 3294. (8592

£5. RILEY 1.5 radiator grille, brand new, cost £12. 31 Greencroft, Kingswinford, Staffs. (8593

LANCIA B20 Aurelia GT 1957 5th series, immac white, excell mech order. Debtors closing, so £300. Greenwich 6990. (8594

FIAT 1500 1962, excell cond, discs, new Xs. £385 ono. 79 Mossiea Rd, Whyteleafe, Surrey. (8595

1938 ARMSTRONG Siddeley 17hp saloon, excell cond, believed genuine 57,000 miles, original leather, etc, little work achieves showroom standard, MoT and tax June, posted abroad hence only £60. POP 2153. Box 1940. (8596

MG Y-TYPE 1950 black saloon, recond BMC engine, new tyres, radio, carefully maintained and in excell cond. £120 ono Cookson, Loughton 3950. Away June 4-11. (8597

SUNBEAM SILVER Dawn 1934 12.9hp 4 door saloon, 1 owner since new, 59,000 miles, complete with original instructions book, etc, ideal family transport. £150. Box 1941. (8598

TR4A 1965 (Sept), 5,000 miles, BRG, o/d, htr, leather uph. £890. Terms poss. Herons Rest, St Mawes, Cornwall. Tel: St Mawes 265. (8599

BRISTOL 403 in good cond, new Cinturatos, front suspension, exhaust system, resprayed, needs new carpet. £150 ono. Tel: Atherstone 3140. (8600

NEW TWIN SU carbs to fit Mkll Consul complete with all manifolds and linkages, air cleaners etc. £10. Tel: Atherstone 3140. (8601

1934 HORNET special 4 seat tourer, excell cond, new hood. £110 ono. Coutts, Northwood 23736. (8602

MORGAN 4/4 1939, rebuilt Climax engine, wooden frame and front suspension, sound chassis, six good tyres, gooc hood and sidescreens. view North Kent. £110. Box 1943. (8603

BMW 2 litre 501A 6 cyl saloon in first class order, maroon with cream upholstery, full 6 seater, 25 mpg lhd. £225. Jones 2 Fugelmere Rd, Fleet, Hants. Tel: 2505 evenings. (8604

AUSTIN COOPER 1964, 18,500 miles, green/white, s/belts, u/sealed, 1 owner, showroom cond. £420. Tel: RIPpleway 1643 (8605

1938 MORGAN 4/4, Coventry Climax engine, recently rebuilt, new tyres, battery, sidescreens. £130. Tel: Brigg 3187. (8606

BRISTOL ENGINES 85C and 100A, complete car No OPK2. Cheap. Deepdale, Gisburn 331, Clitheroe. (8607

XK140 FHC, superb cond throughout, o/drive, radio. £250. 36 The Gresleys, Ross, Herefordshire. (8608

1935 SINGER Le Mans, twin Solex, body, engine, hood good, steering needs attention. £40. B. Simmons, 91 Queens Rd, Watford. Watford 27624. (8609

1953 RILEY 1.5 immac cond, 2 owners, 52,000 from new, new battery and carb, suit enthusiast. £185. Drewett, 22 Claverham Way, Tollgates Est, Battle 2936. (8610

1953 ALVIS 3 litre, maroon body, slightly rough edges, new tyres, good performer, but too much for ageing mother. £120 ono. Apply Dr Leather, 116 Green Lane, Bolton, Lancs. Tel: Bolton 21309. (8611

CHEVROLET CORVAIR 4 door sedan, 1961, in excell cond, just refinished in tartan red, 37,000 miles guaranteed. £350. Wright, 395 Bradford Rd, Sandbeds, Keighley, Yorkshire (8612

MG VA dhc by Salmons, 1939, new hood, brakes, u/js, 4 tyres, clutch (dry), steering joints, recond motor in past 9 months, poverty forces sale by VSCC member. £75. R. W. Moses, Donington, Huntley, Glos (by church). (8613

MG TC 1949, recond engine, recent respray red, retrimmed and carpeted, new hood, brake system, silencer, also htr, winkers and luggage rack, MoT. £175. Wyatt, Orchard Cottage, Hook, Hants. Tel: Hook 2579 (8614

750 FIBREGLASS special, rebuilt racer to road car, 1965, full mods. £125. Details: Adams, Long Bredy 347 evenings. (8615

3½ LITRE Jaguar 1948, very good mech, bodywork sound, good chrome. £60. Offers? Cooke, Park View House, Brock Street, Bath. (8616

RILEY 2½ litre roadster, 1950, recently fitted new tyres, battery, carpets, hood, retrimmed red, repainted grey, reliable car, taxed June. £225 ono. R. E. Cook, York. Dunnington 215 (office) or Escrick 204 (8617

MG TF 1954, 1,250cc, black, l/rack, tonneau, extras. £250. Tel: Derby 24146. (8618

SPARES TR2 1955, good recond engine, gearbox, 2 doors, complete set of carbs, good back axle, back spring and many more. Pudsey 3720. (8619

UNSPONNED. IMMACULATE white Spitfire Mkll, 1965 4/12, low mileage, s/belts, radio. £560. Tel: Greenwich 3690. (8620

FIAT 500 saloon, 1939, very good cond, fitted with overhead valve engine, MoT, good tyres, screen washers, etc. £55. Manchester CHOrlton 1840. (8621

1936 RILEY 9 special, 2-str open, Merlin engine, twin SUs, preselector, hood and sidescreen, taxed, MoT, numerous spares £60. Middleton, Bayswater 0703.(8622

MG 1947, new hood, tonneau, battery, carpets, recent respray, overhaul, MoT 1967. £140. Perkins, 2 Bridge St, Haverfordwest. (8623

XK150 3.4 S 1959 d/h coupe, B/R green, 30,000 miles, every extra, original and very good cond. £475. Tel: Batley 4605. (8624

AC 2 litre 1951, recond engine, clutch, gearbox, waterpump and carbs, good tyres, cellulose scruffy, good beige leatherwork, unfitted Smiths heater and push-button Radiomobile, spot and fog lamps. 2nd AC with unserviceable engine and radiator for spares: £175 or offer the pair. Maggs, Chorlton 3677 (Lancs). (8625

PORSCHE 356A 1957, respray red, new shockers, radio, Helphos, excell cond. £450. DID 4613 (Manchester) evenings. (8626

FOR SALE—continued

TWO CARS too many. Must sell 1951 Daimler special sports Barker coupe, immac, original and sound investment at £250. 1935 Ford 8, one owner, excell cond, £125. Langley, 12 Bilford Rd, Worcester. Tel: 24592. (8627

PORSCHE SUPER 75 1960, fixed head coupe, grey with red upholstery, radio, safety belts, good cond. £685. Tel: LAN 0175 business hours. (8694

US READERS look. Bullnose Morris Oxford tourer 1925 garaged Westfield, NJ. Contact R. A. Davies, 31 Northumberland Rd, Bristol 6, England. (8695

ALVIS FIREFLY 1934 open tourer, mech sound, new differential, good coachwork, acquisition of modern car forces sale. Lt. Bridges, RNAS, Helston, Cornwall. 2571 ext 210 after 5 pm. (8696

MG A 1600 Mkll Nov 61, excell cond, many extras. £460 ono. Dawson, 31 Seymour Rd, Wimbledon SW19 (9-5 KIN 2551). (8697

LOTUS CORTINA special equipment, 1964, previously the property of the MD of a leading car accessory co, this car has been maintained regardless of cost, and has completed 18,000 miles only, it is fitted with a full length sliding roof, Motorola PB radio, seat belts, adjustable shockers, etc, etc. This car must be the finest Lotus Cortina on offer today having cost £1,400 when new. £675 ono. Peter Yates, EUS 7811 day, CUN 2066 after 6. (8698

AC ACECA 1957 2 litre, BRG MoT, 20-30mpg (London-touring), Marchals, i/s all round, w/wheels, original. £385. Hurdley, 98a Redcliffe Gdns, SW10. FRE 8206. (8699

TURNER-FORD LATE 1964, 10,000 miles only, royal metallic blue with wire wheels, GT1500 engine, Cinturatos, woodrim wheel, etc. Must sell reluctantly. £465. FREmantle 8206 (after 6). (8700

MG B 1964 BRG, 12,000 miles, immac cond, o/drive, wire wheels, htr, radio, tonneau cover, spare tyre unused. £695. Evenings after 7. Tunbridge Wells 23973. (8701

BEAUTIFUL XK150 3.4 VIP's car, maintained regardless, discs, o/drive, radio, seat belts, spots, Michelin Xs, 85lb psi, only 32,000 miles since new, grey, red interior, an outstanding example, immac. £525. Leeds 52145 evenings. (8702

1935 ROLLS-ROYCE 20/25 Barker limousine, small D-backed, very nice original car, MoT 12 months. £265 ono. Ayrton, Glen Aire, Redcar Rd, Marske-by Sea, Redcar, Yorks. (8703

MG Y 1950, excell cond, low mileage. £135 ovno. Brown, 38 St Davids Rd, Hethersett, Norfolk. (8704

FOR THE man with about £130 to invest in a real bargain. Exceptional Riley 2½ saloon. Why not enquire? 38 Reynards Close, Winnersh, Wokingham. West Forest 4545. (8705

1961 WARWICK GT saloon, 38,000 miles, Wedgwood blue, wire wheels, o/drive, above average cond. £525 ono. Thompson, 10 Ullswater Ave, Middlesbrough, Yorks, or 16 Laurel Drive, RAF Colerne, Chippenham, Wilts, after June 9. (8706

1938 V12 Lagonda, excell mech and body cond, all alloy body by H. J. Mulliner, sports saloon with bucket seats. £325 or exchange Mk 6 or R type Bentley. American offers invited. Hefford, Cattle Hill, Great Billing, Northampton. Cogenhoe 341. (8707

BENTLEY 1935 3½ litre with superb Mann Edgerton sports saloon body, ex concours winner, engine overhauled. Offers. Alan Kellow, 19 Clifton Rise, Windsor. 61431. (8708

JAGUAR 3.4 saloon, 1958, very good cond throughout, A1 mech, good tyres, taxed, MoT. £195 ono. Tel: Leeds 59506. (8709

TR2 HARDTOP, black fabric exterior, lined interior, interior light, good cond. £20. Coombes, 45 Grange Rd, Aveley, Essex. (8710

AUSTIN 7, 1932, complete, sound, original and running, needs a spring clean. £40. Bovingdon (Herts) 2229. (8711

TONNEAU, POLISHED wood boot rack and steering wheel, suit Sprite I or II. Romford 48742. (8712

ALVIS SPEED 25 Charlsworth saloon, mech excell, just rebored at Alvisis, bodily good, quick offer over £165. Hollick, 25 Trevor Rd, Hinckley, Leics. Tel: 3898. (8713

RILEY KESTREL-SPRITE 1937, good bodily and mech cond, one or two minor faults. Well worth £70 asked. 7 Cobnar Gdns, Sheffield 8. (8714

ALFA ROMEO Giulietta T1, 1962, primrose, 36,000 miles, specialist maintained, excell cond, seats belts, covers, Cinturatos. £550 ono. Hemel Hempstead 54855. (8715

RILEY 1½ Merlin 1936 breaking for spares. 100 Upper Horsebridge, Hailsham, Sussex. (8716

COOPER 1071S red, 1963, superb, new engine, belts. £395. Nottingham 211775, Birmingham SHI 1419. (8717

BENTLEY 4¼ 1938 Park Ward saloon in good cond throughout, carefully maintained by 1 owner last 8 years. £250. Halfway House, Nutfield, Surrey. Nutfield Ridge 2267. (8718

TR3A 1960, damaged front, recent £100 overhaul, w/wheels, Cinturatos, h/top. Offers. 78 Shepherds Hill, Harold Wood, Essex. Ingrebourne (IL) 42940. (8719

1928 AUSTIN 12/4, fhc, dicky, completely rebuilt, immac. £195. Seen Kent. Lee, 96 Lennard Rd, Penge, SE20. SYD 4761. (8720

ROLLS-ROYCE Phantom III Freestone & Webb limousine, most elegant shape in black with all black chome leather, ebonised fillets, solid tappets, new Fort tyres, absolutely orginal and near mint, tools, twin enclosed spares. £595. Potter, Ham Mill, Newbury 1346. (8721

FACEL-VEGA HK500, regal red, w/wheels, discs, Selectaride, SU pumps, radio, electric windows, late 6.2 engine, rhd, manual transmission. £495 Potter, Ham Mill, Newbury 1346. (8722

ROVER 12 tourer, 1947, mech reliable, maroon body excell but hood and sidescreens shabby so £100 ono. Jones, 5 Holly Banks, Earlsdon Ave South, Coventry. (8723

BENTLEY 3 litre 1924 Weymann saloon, vgc, original trim. £425. Tel: Monarch 2532. (8724

ROVER 90 1955, grey, exceptional cond, Michelin X, radio, seat covers, etc. £155. Hertford 4525. (8725a

WOLSELEY 6/80 in police black, very smart and original, excell tyres, engine requires top overhaul, therefore only £47 10s. Hertford 4525. (8725

LG45 LAGONDA cylinder head £25. Cylinder block £25. Bolland, 14 St Giles Close, Rowley, Blackheath, Birmingham (8794

JAGUAR MK8, manual with o/drive, needs 2 tyres and MoT test, body sound, good interior. £75 ono. Alternatively will dismantle, providing £75 can be raised. Bolland, 14 St Giles Close, Rowley, Blackheath, Birmingham. (8726

FOR SALE—continued

STEYR SUPER 120 4-str cabriolet, all independent suspension, as new cond, taxed insured, MoT. £120. Many excellent spares. Also Lancia Augusta Chapron d/head, rare car Gratzmuller. 311 Stroud Rd, Gloucester. Tel: 22776. (8727

AC 1936, rare but fast Greyhound 4-str d/head coupe, owned by 1 family 30 years, unused since complete engine rebuild, everything in first class cond, tempting offers required. No objection to selling outside England. Box 1953. (8728

PERKINS P6 diesel engine for sale, good cond, at present fitted in RR Plll chassis. £25 ono. D. Kitchen, The Cottage, Claypole Lane, Balderton, Newark, Notts. (8729

MG TF 1954, BRG, excell cond, many extras. £285. Hogg, COP 5577 (day), Southend 558652 (evenings). (8730

MG B, 1963, BRG, black interior, o/drive, Motorola, seat belts, tonneau, luggage rack, u/sealed, htr and washers, 19,000 miles, marriage forces sale of this well kept and much loved motorcar. £635. Wordsworth 7876 (evenings). (8731

LANGONDA RAPIER 4-str tourer, new pistons, relined clutch and brakes, requires new hood and tyres. £75. Robertson, 65 Church Rd, Urmston, Manchester. URM 4138. (8732

MG TA 16in rears, Andrex shockers, converted headlamps, spare engine, wheels, half-shafts, new tonneau and hood, bodywork recond, requires assembly and respray. £50. Also BMW 319 cabriolet, reconditionable spare engine £15. Ricketts, Crantock, Carsons Rd, Mangotsfield, Bristol. (8733

MG TD hard and soft tops, sliding s/screens, good Xs, htr, outstanding cond, owner posted abroad. £235 ono. 17 Maurice Dr, Mapperley, Nottingham. Tel: Nottingham 62828. (8734

MG TF, 1954, 1,250cc, red, w/wheels, recond engine 7,000 miles, tonneau, htr, l/rack. MoT, taxed. £320. 10 Snowdon Rd, Fishponds, Bristol. (8735

TRIUMPH 2000 roadster, 1949, hardtop, MoT, taxed. £50. Tarrant, Mitelo, Broomfield Park, Sunningdale, Berks. (8736

MG A 1600 Mkll roadster, well-loved (and responsive), seeks new master, Oct 1961, 2 owners, 47,000 miles, red, Mich X. £380 ono. BUCkhurst 6211. (8737

CHEVROLET CORVETTE, the ultimate in luxury sports cars, genuine 1962 model still running in after complete specialist mech rebuild, new pistons, crank, bearings, valves, braking system, steering, bills over £200 paid one month ago available, absolutely immac in scarlet, matching interior, injection Stingray engine, manual box, limited slip diff, leaves Es in the dust, must be the best irrespective of its rock bottom price ever offered. £875 or will take car plus cash. HP a possibility. DID 5142 (Manchester). (8738

RILEY 1½ 1952, black and ivory, general cond good, believed 2 owners only. Tel Runfold 2469. (8739

BENTLEY MARK V 4¼ litre 1941 Park Ward saloon, independent front suspension, rare model, exceptional cond throughout, original instruction book, htr, radio. Offers. Tel: Wimbledon 1462. (8740

RARIN' TO go! 1964 standard Mini d/l, low mileage on first class engine and coachwork, also including tax, SPs and host of extra interior comforts. Tel: BEL 2465. (8741

LOTUS ELITE, series II Climax, in good cond, recently overhauled and unused for the entire winter. Offered at £475. Tel: 021-236-8313, Mr. Mustin, office hours. (8742

BENTLEY MARK VI 1950. £375. 4 new Road Speed Dunlops, taxed April 1967, very good order throughout but unfortunately too big for wife. Consider part exchange 12/60 Firefly or similar. Robertson-Ritchie, Market House, Market Ave, Chichester 82337. (8743

A GOOD classic British sports car for £200. 2½ litre sports Lea-Francis, perfect bodywork, original paint and chrome, new hood and seats just fitted, brakes extensively overhauled. Write or call 146 Nunts Lane, Coventry. (8744

MG TA 1939 reg AWH100, new hood, extras, good cond but engine requires attention, therefore non-runner. Spare engine. Good offers. Box 1955. (8745

MINI COOPER Aug 64, 15,000 miles, many extras, £430. Tel: Chester 42966 evenings. (8746

MG TD 1953, good cond, new engine, 4 X tyres £240 ono. Wadkins, 46 Gravelhill Terr, Hemel Hempstead, Herts. (8747

1926 DARRACQ TL20/98 fabric saloon, immac, will sell at extortionate price but prefer exchange interesting mech sound vintage or pvt tourer. Also wanted, Alvis Speed 25 drophead to purchase. Rawlinson, 11 Carden Ave, Brighton 6. (8748

ROLLS-ROYCE 1936 Plll Hooper limousine, magnificent carriage, originally the property of the Duke of Devonshire and near immac throughout, twin spares, mascot, MoT April, taxed March. Oxford 61432. (8749

4 SPLINED wire wheels, 835x135, tyres, tubes, offers. Shorrock blower £12. Stromberg on A7 manifold £4. Wanted 1750 Alfa differential. 4 Marlpit Hill, Sutton Bonington, Loughborough, Leics. (8750

TR3 1956, very good cond, hard top, seat belts, htr. £225. Offley 353. (8751

1923 TALBOT 10 2-str with dickey, highly original, being extensively overhauled. Price on completion £575. Ealing 1542. Bentley R type automatic, in outstanding order. £625. Consider exchange Rolls pre- or post-war or vintage. Ealing 1542. 34 Baronsmede, W5. (8752

ASTON MARTIN DB 2/4 1954, immac example, 3 owners from new. £450 ono. Would consider exchange something smaller. Tel: Birmingham NORthern 0785. (8753

TRIUMPH ROADSTER 1800, 1947, recond engine, 8,000, resprayed dark blue, general cond very good. £170. Wagstaff, Fladbury, Worcs. (8754

ALVIS GREY Lady d/head coupe, 1955, your chance to own a real motor car. £230. 100 Spencer Rd, Belper, Derbyshire. (8755

CAN'T AFFORD an MG B? Why not try mine. August 1963, iris blue MG B, no dents, new tyres. £550. Box 1958. (8756

MG A 1600 fhc, red, black interior, excellent cond all round. Further details and offers around £395 to Martin, 106 Wolverhampton Rd, Stafford. Tel: STA 51238 bus or STA 51936. (8757

1200 CORTINA, aqua, radio, 1963, 1 owner, £390. Sopp, Heathrise, Ripley, Surrey. (8758

MG TA suitable spares, rebuilding, complete, part dismantled. £25 ono. Wintrip, FRE 8307. (8759

1963 SUNBEAM Alpine, red, black interior, o/drive, htr, twin spots, elec washers, h/top, s/top, tonneau, stage II conversion, very fast, immac cond, £550 or very near. Any trial. Write Roberts, 25 Collingham Gdns, Kensington, SW5. (8760

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

FOR SALE—continued

MORGAN 1938 4/4 coupe, Coventry Climax 10hp, black, red leather, 1 owner, original cond. Offers. Pearson, Hawthorn Cottage, Mill Lane, Hildenborough, Kent. (8761

1936 **ASTON** Martin open 4-str, outside exhausts, recond engine, recellulosed, rechromed, new tyres. £600 ono. Sloane 4342. (8762

MG A 1956/57, excell cond, new hood, resprayed dark blue, new Michelin Xs, w/wheels. £250. P. F. Elliott, 112 Clarks Hay Est, South Cerney, Cirencester. (8763

BRISTOL 401, 1952, metallic dark green, engine rebuilt 15,000. £225. George Read, 21 Clough Road, Shaw, Oldham. Tel: Shaw 5309. (8764

BUICK 1912/13 open 2-str tourer, really outstanding cond and running order, original cond and colour green/black wings, complete with all original equipment. Viewing and demonstrations can be arranged, offers invited. M. Matton, 114 Vivian Rd, Birmingham 17. (8765

MG B 1964 (October), BRG, immac example, o/drive, Cinturatos and many other extras, taxed 1967, garage being taken over by new MG B. £690. HP available. White, 89 Uttoxeter Road, Mickleover, Derby. Tel: Derby 54101. (8766

1930 **LAGONDA** 2 litre low chassis speed model, full history, etc. body fabric recently recovered, and in good cond mech. Sensible offers only to Lamb, Chandos Lodge, Stourbridge Rd, Hagley, Worcs. Tel: Hag 2217. (8767

1936 **MERCEDES** Benz type 200, fair cond, requires repaint, seen Manchester. £95. Box 1959. (8768

LANCIA ASTURA, 4-door d/head coupe, brand new chrome, suitable for rebuilding or spares, towable. Sykes, Shadingfield Park Lane, Ashtead, Surrey. (8769

1952 **RILEY** 2½ litre green, low mileage, htr, radio, body, roof and mech well above average. £170. Nash, 7 Chestnut Ave, Hampton. Tel: Molesey 4217. (8770

DO YOU want a real sports car, well this is it. Lotus Elite Super 95, Oct 1962, a thoroughbred car from end to end, fitted stage 4 fully balanced Climax engine with twin Webers, ZF Cox 4-wheel competition power brakes, alloy callipers, w/wheels with new tyres. This car is very fast and a real joy to drive for those that really appreciate motoring. Finished in unblemished red with black top. Only £750, terms arranged, possible p/exchange. 480 Derby Rd, Chesterfield. Tel: Chesterfield 4616. (8771

SPRITE MK II, Sept 1962, red, very good cond, seat belts, gearbox lock, SP41s, tonneau, u/sealed, taxed Feb 1967. £340. Rogers, Partridge Green, Sussex 460 (evenings), MUN 2577 ext 38 (office). (8772

RILEY ROADSTER, rare 1950 2½ litre, good metallic bronze body, excellent mech, new hood, battery, taxed and tested. £150. Cridland, 14 Marlborough Ave, Bromsgrove (2417), Worcs. (8773

1925 **BENTLEY** 3 litre red label speed model, short chassis, VDP body, Le Mans wings, rebuilt to concours standard at cost of over £2,500, must be finest available, photographic proof of rebuild from stark chassis upwards. £2,000 Mike Berry, 18 Westbury Rd, Woodside Park, London N12. Hillside 7242. (8774

TF MG, white, sell, exchange. Offers. 6 Kingsley Rd, Northampton. Tel: 33607. (8775

TVR 1960, BRG/white, 32,000, Derrington head, balanced 1588 unit, c/r box, adjustable shocks, discs/Alfins, electric washers/fan, wood wheel, Cinturatos, htr, 70 in second. £350. 275 Park Lane, Bradford, Yorks. (8776

MG J2, 1933, excell. Photos and details White, 260 Southwell Rd, West Mansfield, Notts. (8777

CRASHED AUSTIN-HEALEY 100/6 1958, nearside damaged, otherwise perfect, will dismantle, engine (hc head, high lift camshaft, 6-port manifold), gearbox (3,000), o/drive, rear axle all OK, 4 w/wheels, Cinturatos, tubes, front discs, rear drums, tonneau cover, instruments. Brown 98 Liberton Dr, Edinburgh 9. Tel: LIB 3430. (8778

SPITFIRE HARD top, full length Le Mans fastback type. £33. Turnbull, 13 East High St, Crieff, Perthshire. (8779

CLEARING OLD shed. Hillman 1929 or 7 complete but needs restoring. Pre-1914 Maxwell rad cowl with badge, some other parts. 4 motor bikes 1920s. Old Petrol pump and globes, Pratts, ROP, etc. Few oil lamps. Box 1960. (8780

ALVIS TA 14 d/h coupe, black, good cond and smart appearance, £150. Daimler 15, 1935, 2 door 4 light saloon, green/black, stored 10 years, cond poor though little corrosion, complete. Pate, 4 Ewenfield Rd, Ayr. (8781

PEUGEOT 403 1959, fog lamp, seat covers, radio, towbar, new clutch, owner emigrating. £175. 7 Kendal Ave, Shinfield, Reading 883606. (8782

MG TF 1954, recond £285. Lewis, 6 Mount View Rd, Kingsbury NW9. (8783

MG MIDGET MkII, 1964, red, immac, tonneau, belts, htr, Cinturatos, 11,000 miles, owner going abroad, £510. Shone, 33 Beaumont Ave, Barnsley 5464. (8784

MG TC breaking for spares. Francis, 6 Brookside, Headington, Oxford. (8785

MG TD II, stage 2. Nearest £300, strengthened chassis, new hood, tonneau, new Xs, badge bar, spots, radio, luggage rack and flashers. Stratton, 32 Annalee Gns, South Ockendon, Essex. (8786

MG TC 1946, rebuilt, overhauled, new hood, tonneau, etc, superb cond. £250. Tel: Mansfield 2151. (8787

MG TC 1947, black, htr, 16in rears. £130 ono. Speakman, 18 Fulwood Rd, Little Sutton, Wirral. (8788

LANCIA AURELIA GT, 1953, first reg 1963, rhd, very good bodily and mech. £210 ovno. Smith, Applecroft, High St, Yatton nr Bristol. Tel: Yatton 3579. (8789

MG TF, recent respray BRG, new hood, immac interior. £265. Flaxman 8342. (8790

NEW 8½IN Lucas headlamps, vintage shape and mounting. £4 10s. Hargreaves, Garden Cottage, Trumpet Hill, Reigate. (8791

JAGUAR XK150, S-type 1960 d/h coupe, ivory and red leather, radio, htr, o/drive, w/wheels, Cinturatos, fog and spot, good clean car. £550 or sensible offer. Cole, Codford, Wilts. Tel: 312. (8792

MORGAN THREE wheeler s/sports, JAP 1,100cc w/c, vgc and original. £165. Gravesend 66412. (8793

MG B hardtop, brand new Bermuda with one-way glass panels in roof, unwanted order, cost £80. £59 10s. David Tack, WE5 2532. (8815

HERE IS the Batmobile! One previous owner, immac Armstrong 236, o/drive, new Michelins. £50 dep, balance 18 months. Even Lady Penelope would love it. FRE 9780 after 6 pm. 8817

ARMSTRONG SIDDELEY Star Sapphire 1959, in excell cond, automatic, fully equipped, low mileage, recent engine overhaul, must sell, owner emigrating. Bargain £350. Southend-on-Sea 524117. (8834

FOR SALE—continued

50%. A reduction of 50% on retail price is offered on the following BMC Mini parts: front seats, steering wheels, road wheels, rear screens, door glasses, wiper motors and speedos. Tel: RIVerside 8831. (8816

TR3A 1960, perfect example in white, black soft top and tonneau, every sensible extra, 60,000 miles. £375. Gardner, Waterperry, Oxford. (8817

MORGAN 4/4, 1957, Elva ohv, good cond. £240 ono. Prosser, 4 Quiet St, Bath. (8818

ALVIS TA14 dhc, 1948, recond engine, new hood, all good chrome and tyres, host of spares. £100 ono. MoT 12 months. Oakman, 2 Cheyne Close, Gerrards Cross. GX 5890. (8819

1933 **RILEY** 9 Lynx, complete mech rebuild, excell body, bills over £110. £130 ono. Williams, 41 Cambrian View, Chester. (8820

1934 **KESTREL**, body rough, front axle bent, unsteerable, mech good. £35 ono. Sherratt, Oxford 47581. (8821

MG TA, resprayed red, reupholstered, engine recond, new hood, carpet, £70 recently spent. £140. Goolden, The Old Vicarage, Hermitage, Newbury. Hermitage 466. (8822

1930 **MORRIS** Minor 4-str tourer, recond engine, brakes and steering partly restored. £50. Lord, Priory Court, Pevensey, Sussex. (8823

TR3A 1958, white, vgc, o/drive, htr, washers, spots. £250. F/O Walker, Officers' Mess, RAF Waddington, Lincoln. (8825

AM ABLE to offer my MG B (belongs to 3-car owner), reg May 1964, 30,000 miles, BRG, o/drive, w/wheels, tonneau cover, radio, luggage rack, twin spotlights, regularly serviced by suppliers. New car being delivered. £645. Tel: Luton 28841 (day), Whipsnade 508 (evenings). (8826

1928 **AUSTIN** Chummy (magneto ignition), reasonable cond. £110 ono. Tel: Farnborough Hants 45348 after 7 pm. (8827

ASTON MARTIN DB2/4, late 1954, red, black trim (new), Avon Turbospeeds, immac cond. Rubber cheque on last deal. Quick sale £325 ono. Must be seen at the price. Tel: Whitehead Biddulph 2560 or Broadhurst Culcheth 2776. (8828

JAGUAR 1947 3½, recently overhauled, twin spots, radio, very good example, must sell. £60 ono. Springfort House, Bristol 6. (8829

MERCEDES 190SL, 1957, ARO2, second owner, £100 recently spent on vehicle, 74,000. Excell value at £550. Box 1964. (8830

M.G. TD spares, hardtop, tonneau, twin SU carbs, workshop manual. £12 lot. 419 Charter Ave, Coventry. (8833

SHORROCK SUPERCHARGER, complete kit, suitable Victor and VX4/90, excell cond. £40 ono. Tel: Jackson, Otley, Yorks, 3251. (8835

MG TF 1500, new hood, tonneau, electrics, recent respray, htr. £285. Tel: Wheathampstead 2130 evenings. (8832

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SCOTT FLYING Squirrel, 1959, rebuilt Sept 63 to Feb 65, alloy rims, Dolphin fairing, stove enamelled throughout, entire machine is perfection. Price £230. Photos or can be seen. D. Parry, Hillcross, Norton, Freshwater, I.O.W. (8831

WANTED

VINTAGE SPORTS car running and complete wanted privately for restoration by Englishman currently abroad. Write Rae Smith, 119 Ruskin, Ottawa 3, Canada. (8837

WANTED, 1932 Wolseley Hornet Special with KOs, for spares. Complete and cheap. Caswell, Brooklands, Gotton Lane, Cheddon Fitzpaine, Taunton, Somerset. (8836

REQUIRED, a soft top for an Austin Healey 3000. BAY 4321 after 6 p.m. (8824

3 LITRE Bentley crown wheel and pinion, rev counter and wind screen. 376 Kingston Rd, Ewell. EWE 8143. (8398

WANTED, ALL types of vintage cars, any type from 1920 to 1930, also 1930-38 PVT. Best price given. If you own any of these cars we will take it in exchange for a modern 1961 to 1966 plus HP arranged. Tel: Heaton Moor (Manchester exchange) 4927) between 10 am to 8 pm, also 8 pm to midnight Tel Hulme Wall 1887. (8399

BRESCIA BUGATTI, with or without body, for rebuild by genuine Bugatti enthusiast. Details and price to Box No. 1904. (8400

VINTAGE THOROUGHBRED required either Vauxhall 30/98 6½ litre Bentley or V12 Hispano-Suiza. Mech cond not important. Reply Box No. 1905. (8401

VINTAGE TOURER or sports tourer wanted. Any make considered with overhead camshaft. Mech cond not important. Reply Box No. 1906. (8402

BROUGH SUPERIOR SS100 motor-cycle wanted preferably with sidecar. Reply Box No. 1907. (8403

JOWETT JAVELIN de luxe 1953/54 in mint cond, will view anywhere in UK, also any spares. Metcalfe, 2 Abbott Rd, Armley Rd, Leeds 12, Yorkshire. (8404

WANTED IN July, Austin Healey 3000 Mk I 1960/61 or TR3A same vintage, both with hard top and o/drive, or MGA MkII. Will be subject of AA inspection. Write with price and details of mods, extras, mileage, etc. Wood, 11 Park Valley, The Park, Nottingham. (8405

AC HARDTOP for 1956 Ace. Box No. 1908. (8406

PURCHASER FOR Rochdale GT. Want this immac example? Tel: Gt Mollington (Chester) 218. (8407

MG PB cylinder head wanted. Heighway, 7 Myrtle Ave, Eastcote, Middx. FIE 6556. (8408

WANTED URGENTLY reg number GMH1 or nearest number. Offer to J. W. E. Banks & Sons Ltd, Crowland, Peterborough. Tel: Crowland 316/7/8. (8409

WANTED URGENTLY for 1933 Wolseley Hornet Special, off side trackrod lever, off side rear shock absorber, bucket type seat approx 15 ins wide. Please contact Mayer, 210 Bromsgrove Rd, Halesowen, Birmingham. (8410

BRISTOL ENGINE 401 or 403. Must be in excell cond. State price. Box No. 1909. (8411

GENUINELY IMMACULATE convertible, prefer TVR MGA Alpine or Rapier. About £400. Small mileage, outstanding cond essential. Private cash purchase late June or exchange Mini Super 1965. Full details required, all replies answered. Box No. 1910. (8412

ROLLS ROYCE 20 or 20/25 wanted, only pre-1933, any chassis, prefer unrestored or partly restored. Serious cash buyer visiting England in July. Send photo and complete details to Besserman-Nielsen, Ordrup Jagtvej 153, Charlottenlund, Denmark. (8413

ALVIS SPEED 20, 25 or 4.3 tourer wanted. Firebird 12/60 tourer considered. Russell, 367 Worcester Rd, Malvern Link, Worcs. Tel: Malvern 2357 (day), Malvern 5309 (night). (8414

BAOR/UK enthusiast requires interesting sports car, August/Sept. Box 1911. (8415

WANTED BY enthusiastic VSCC member 4½ Bentley, Vauxhall 30/98, or PVT racing car of British breed. Cond immaterial. Fullest details to Russell, 19 Anglesmede Way, Pinner, Middx. (8416

MG A 1600 wanted. Must be immaculate, underseal and usual extras. Details and price to Box No. 1912 (Cheshire). (8417

JENSEN 541 de luxe saloon required. Good cond essential. Pardoe, Ael-y-Bryn, Dinas Terr, Aberystwyth. (8418

MERCEDES. INFORMATION, photos, brochures, books, etc, anything relevant wanted. Ian Dear, 11 Slessor Close, RAF Watton, Norfolk. (8419

REGISTRATION NUMBERS GH and ML with interesting numerals. State price to Solar Vista, Slant Gate, Kirkburton, Nr Huddersfield. (8420

1950-51 **JAGUAR** Mk V 3½, in very good cond and running order. Priced between £50-£70 or nearest. Terms preferred. Replies to Smith, 20 Jeffrey St, Leigh, Lancs. (8421

DAMAGED SPITFIRE wanted for cash. Details to Walker, 18 Battlefield Rd, St Albans. (8422

WORKSHOP MANUAL for 1948 Wolseley 14/60 Series 3, 152 Lancaster Rd, Enfield, Middx. (8423

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STANDARD 16 or 20hp engine suitable for an SS 1 or SS 90 or even a complete SS 1 or SS 90 or SS 100. Hill, Wymondham, Leics. (8425

4¼ LITRE Bentley d/h coupe wanted for export to an enthusiast for own use in British Dominion. All arrangements for inspection, payment and shipment by friend resident in this country who has no financial interest in transaction. Write Quas, Edgemoor, Park Rd, Bowdon, Altrincham, Cheshire. (8426

RAILTON OR Brough Superior drop head coupe, must be mech sound. £50-£100. Hopkinson, 421 High St, Denby Dale, Huddersfield. (8427

MAGNETTE ZB, essential mint cond. Full details, price Formby, 8 Greenfield Cres, Waverton, Chester. (8428

WANTED. CYLINDER head for 25/30 1937 Rolls Royce. Box No. 1913. (8429

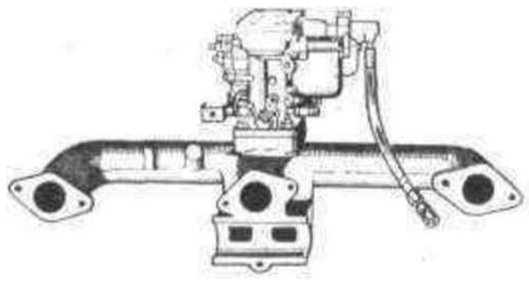
SHOOTING BRAKE, estate car, with original wooden body, preferably pre-war, Rolls, Bentley or American preferred. Full details and price to D. Atkinson, 26 Oxford St, Swansea. (8430

ASTON MARTIN DB 2/4 Mk II saloon, excellent cond is essential. Box No. 1914. (8431

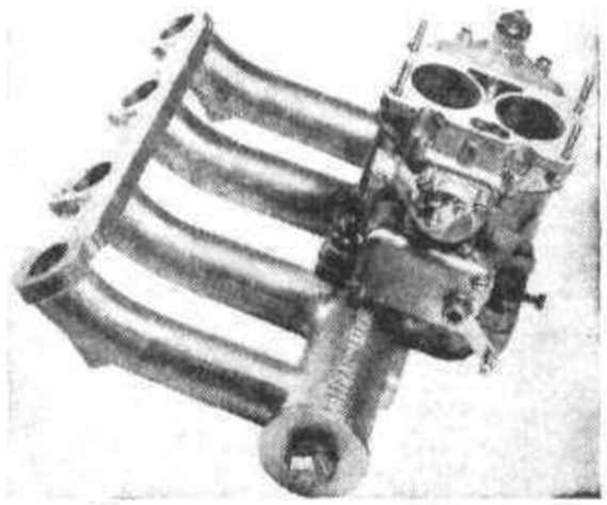
1937 **DAIMLER** light straight eight, cond unimportant, for spares or restoration. Also early light fifteen in good mech order. Box No. 1915. (8432

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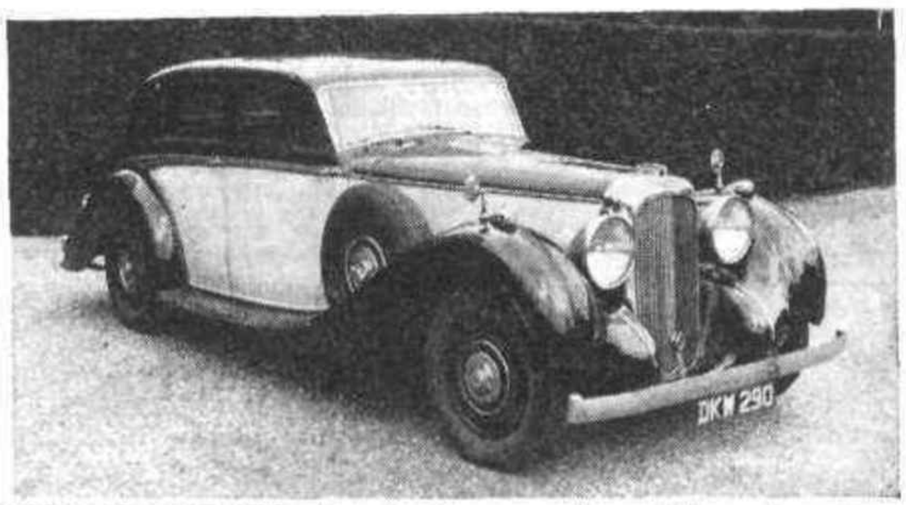
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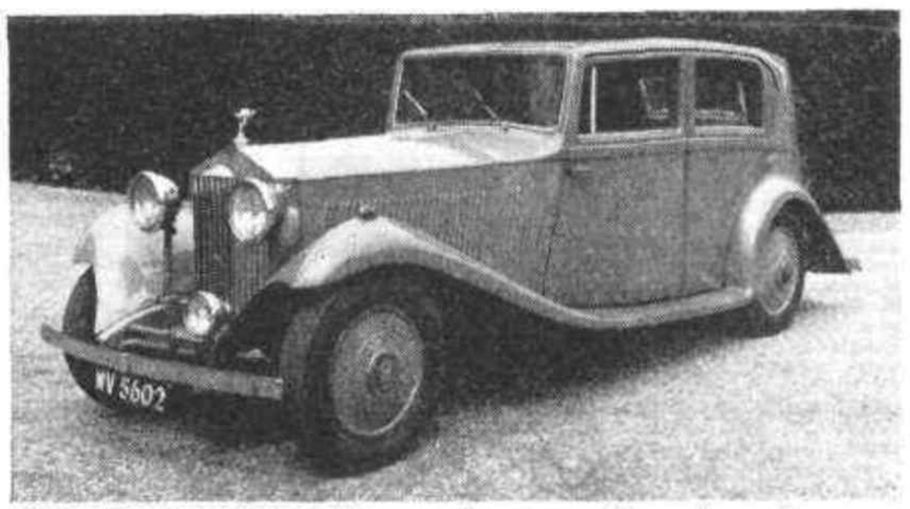
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M.G.-B roadster, 1963. Tartan red with red trim; wire wheels, tonneau cover, etc. A bright car... **£595**
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M.G.-A 1600 roadster. White with black trim; fitted radio, tonneau cover, Pirelli Cinturato tyres. Well above average condition **£395**
M.G.-A roadster, 1959. White with black trim; fitted det. hard-top, wire wheels, woodrim steering wheel, recent Michelin 'X' tyres **£345**
M.G.-A roadster, 1959. Blue, with black leather; fitted det. hard-top, wire wheels, radio **£335**
M.G.-A roadster, 1956. A superb specimen for the year in B.R. Green; fitted radio, tonneau cover, Michelin 'X' tyres, heater, etc. **£275**
M.G. Midget Mk. II, 1966 model. A beautiful local Bournemouth car that has covered 6,000 miles only, finished in white with black trim. This car has just been Downton tuned and has done virtually no mileage since; fitted radio, heater, etc. **£595**
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M.G. Midget, 1962. Tartan red with black trim, one change of owner, well maintained; recent Cinturato tyres, tonneau cover, heater **£395**
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ASTON MARTIN DB3 saloon, 1958. Immaculate in opalescent dark blue with matching trim; overhauled gearbox, fitted wire wheels, overdrive, radio, recent tyres **£795**

PART EXCHANGES : Any car, van, motorcycle, 3-wheeler, etc., taken in. H.P. accounts settled.

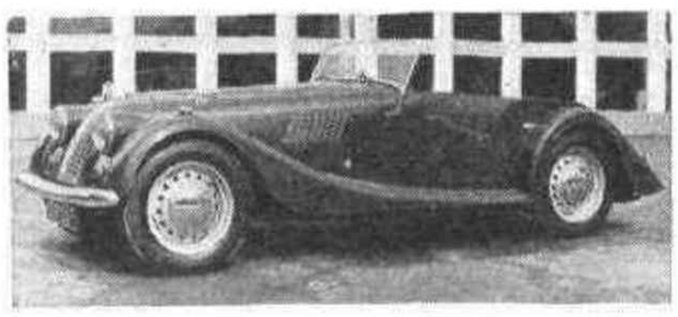
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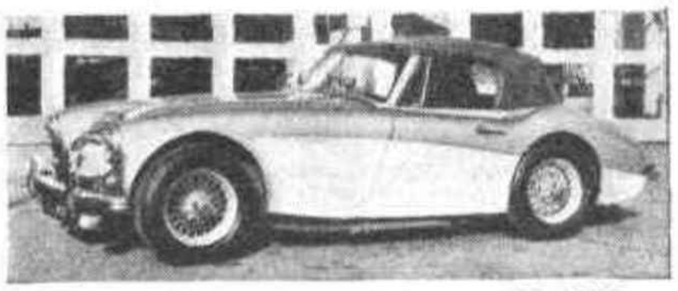
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JAGUAR XK150 'S' roadster. Another exceptional example in blue; overdrive, wire wheels, Pirelli Cinturato tyres. Wonderful performer **£495**
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JENSEN 541R saloon, 1960. Beautiful example in regal red with biscuit trim, one change of ownership; fitted overdrive, radio. Highly recommended ... **£795**
JENSEN 541 saloon, 1957. A magnificent car in B.R. Green, full servicing history of this low mileage example is available. A car that must be driven to be appreciated **£545**
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TRIUMPH Spitfire, 1963. Jonquil with black trim, local car, maintained in excellent all-round condition; heater, tonneau cover, Pirelli Cinturato tyres ... **£455**
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AUSTIN HEALEY 3000, 1960. Hard-top, overdrive, wire wheels, good appearance and motors well. Value at **£395**
AUSTIN HEALEY 3000 Mk. III convertible, 1964. A beautiful one-owner car, in B.R. Green with black trim; fitted overdrive, wire wheels, Radiomobile radio, tonneau cover, Michelin 'X' tyres, etc. **£795**



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Ice blue and white; overdrive, wire wheels, Pirelli Cinturato tyres. Beautifully clean example ... **£645**

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WANTED. PARTS for 1938 VA type MG tourer. Write G. Vogtherr, Box 71, Hastings, New Zealand. (8434
INTERIOR ROOF light fitting for vintage car. Will pay good price. Millar, Lynewood, West Linton, Scotland. (8435
1932 TO 40 V8 Ford with tourer, roadster or d/h coachwork, any cond. Will pay top price. Heslop, The Forge, Acomb, Hexham, Northumberland. (8436
REGISTRATION NUMBERS required, AM, AHM, CJM, JEM, with interesting number. Montague, 39 Briardale Gdns, Hampstead, NW3. (8437
WANTED. ASHLEY hardtop for Midget MkII (windup windows). Preferably BRG. Will collect. Write Lambert, Clare St, Raunds, Northants. (8438
DISTINCTIVE REGISTRATION No required. State price to Carroll, 51 Lansdowne Rd, Bournemouth. (8439
WANTED. BENTLEY vintage open 4-str, pref. Vanden Plas, any type, any cond. Blankenbyl, Leamington Spa 24435. (8440
ASTON MARTIN DB2 grille and/or bonnet. Chalfont St. Giles 2487. (8441
TF 1500, good cond only, London area. Box No. 1919. (8442
VITESSE OVERDRIVE, complete gearbox considered. Buttolph, 3 Bankside, Darley Abbey, Derby 50691. (8443
RILEY IMP, MPH or open Nine. Must be mint. Pay premium price. I will be in England Sept. Burke, 3333 Chelsea Dr, Cleveland Hts., Ohio 44118, USA. (8444
MG TD/TF, must be immac throughout. Good price for good car Details and price to Newman, Flat 42, 6 Hall Rd, NW8. (8445
FRAZER NASH chain drive wanted. Any type or cond. 15 Luxor Gdns, Belfast 5. Tel: Belfast 654350. (8446
12/50 ALVIS, beetle or duck's-back. Originality more important than cond Box No. 1920. (8447
ALFA GIULIA TI. Up to £800 cash for good example. Horndean 2575 (8448
WANTED. ROLLS Royce P IV limousine. Arthur Leidesdorf, 125 Park Ave, New York 10017, NY. (8449
ROLLS ROYCE 20/25 radiator cap and standing lady mascot required. Offers to Box 1933. (8521
JAGUAR XK150S fixed head coupe in excell cond wanted for export to New Zealand, buyer arrives UK end May, will pay up to £700 cash for right car. Reply Box 1928 before 10th June. (8628
SILVER GHOST 1924 touring body required. Neale, Hadzor, Droitwich, Worcs. Droitwich 3157. (8629
MORGAN 4/4 series IV or V, must be in excell cond, competition mods an advantage. Write giving full details and price required to G. Macgregor, Knowton Farm, Shotts, Lanarkshire, Scotland. (8630
DB2, DB2/4 or Mk III with engine needing complete o/haul, chassis, back axle and body must be good, cond of paintwork immaterial. Box 1930. (8631
HARDTOP for Spitfire 4, preferably pale blue or black. Birch, 5 Lordswood Rd, Southampton. Tel: 68925. (8632
WANTED, M.G. TF 1500 or TF 1250 engine. Slade, 10 Birch Grove, Taunton. Tel: Taunton 7031. (8633
ROCHDALE OLYMPIC, up to £400. Taylor, 25 Bedburn Drive, Roby, nr Liverpool. (8634
RESTORED or restorable Frazer Nash chain gang, Aston Martin 1½ litre Mk II SC, or SS100. Does anyone have spare wheel mounting and dickey step for pre-war A.C 2 litre dhc? Box 1948. (8635
DELAGE D8, any cond. Box 1942. (8636
WANTED to buy, chain gang Frazer Nash for use in film, car will not be mistreated, modified or taken from UK in course of film production. Partics and photo if poss please to Frank Green, Brookdale Productions, Pinewood Studios, Iver, Bucks. (8637
CITROEN 7.5 hp (5cv) 1922-26, spares, catalogues, literature, information required. Bailey, 44 York Rd, Cheam, Surrey. (8638
WANTED, Duesenberg J and Auburn Speedster, any cond considered, or information leading to purchase. Box 1944. (8639
MG TC parts, 16in wheels, c/r box, back axle casing gc, any tuning bits, all letters answered. Box 1945. (8640
PANHARD PL17 in good cond, must be rhd. Up to £150. Tel: Reading 64799. (8641
DAIMLER SP250 1960/61, good body and mechs essential. Derry, 121 Victoria Rd, Cambridge. Tel: 58977 ext 274 office hours. (8642
WANTED. REALLY sound engine for TA14 Alvis. Box 1947. (8643
750 FORMULA car and trailer, essential competitive and raceworthy. Market Harboro 3153. (8644
LANCIA CONVERTIBLE, Aurelia or Spyder V6 wanted. Details please to Revd Peter Fairbrother, Oak Hill, Dawlish. (8645
AC ACE, about 1958/59, excell cond throughout, good background. Cash. Martin, 2 Lakeside, Enfield, Middlesex. ENField 5413. (8646
VAUXHALL 30/98 wanted, cond not important but preferably complete. All replies, if any, answered. Box 1949. (8647
MERCEDES 540K or similar model wanted. Full particulars and price Box 1950. (8648
UNUSUAL CAR wanted by enthusiast who wants to sell a Duesenberg, Cord, big Hisso, Bugatti, Mercedes etc of the vintage or classic era. Not wanted for resale. Box 1951. (8649
BRASS. NO, not any old brass, but I want a pair of acetylene headlamps, 2 side oil lamps and oil tail lamp. Any offers of same in repairable cond? Box 1952.(8650
LOTUS ELAN 63/64 wanted by private buyer for cash. Tel: Portsmouth 62793. (8795
RILEY IMP or Sprite wanted by register member, cond immaterial provided car is complete and in running order. Sherwood, Site 4, Ivanhoe Estate, Carryduff, Belfast. (8796
WANTED. 20/25 Rolls Royce circa 1934 model, aluminium body in good running order. Photo and price to Box 1957. 8797
LOTUS ELITE 1962/63, must be immac. Cash. Galloway, 32 Park Rd, Brentwood, Essex. (8798
1960/62 TR (not BRG), wire wheels, vgc essential. Bowman, 20 Beachcroft Rd, Hoylake, Ches. (8799
PRE-1930 Ford car or commercial vehicle in running order and ideally in original cond. Wilkinson, Ashcroft, Billet Hill, Ash, Sevenoaks, Kent. West Ash 292, HOP 8221 (8800

WANTED—continued

HARD TOP and aluminium s/screens for M.G.A Mk II. Box 1962. (8801
£300 OFFERED for M.G. TC, absolute perfection, alternatively £400 for TF 1500, wire wheels. Box 1963. (8802
MORGAN 2-str, Plus 4 or Super Sports, about 1963. Broughton, 5 Banks Cres, Bingham, Nottingham. (8803
VINTAGE, pvt sports for rebuilding or needing attention, VSCC member. Skilton, 25 Ninehams Rd, Caterham, Surrey. (8804
ALPINE II, o/drive, w/w, h/top, good cond essential, not red. PINner 9411. (8805

EXCHANGES

62 IMMACULATE E type, under 10,000 miles convertible, used as 4th car, for Rolls or Bentley S type. Cash adjustment or other suggestions. Private. Box 1924. (8684
1953 TDII MG, immac, many special and interesting features, for interesting proposition or sell £275. Private. Box 1925 (8685
SUPERB AUGUST 1965 MG B, wires, tonneau, etc, for 1963/64 Volvo 122S or w.h.y. plus cash. Coxtie Green (Brentwood) 849. (8686
1954 LAGONDA 4 door Tickford saloon, good cond throughout. £330 or exchange DB2 Aston-Martin, any cond, with adjustment. Burnham-on-Crouch 2267. (8687
DOLLYROCKER 1275S, red/gold, 14/5/65, radio, belts, woodrim, iodine spots, immac. Exchange cheaper car or £620. Wedding bells imminent. Williams, Shrublands, Mildenhall (Tel: 2080), Suffolk. (8688
JENSEN 541R, faultless, unmarked, exchange estate car or sell. Box 1946. (8690
1960 TR3A, w/wheels, radio, htr, new Cinturatos, vgc. Need smaller vehicle, Sprite, Midget, Cooper, w.h.y? Sell around £340. Higgs, Rural Science Institute, Penglais, Aberystwyth, Cards. (8691
1963 VOLKSWAGEN 1200, sun roof, good cond, exchange for recent lhd car or sell. Mr. Finnigan, 15 The Beeches, West Didsbury, Manchester 20. (8806

MISCELLANEOUS

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GRAND PRIX POSTER SERVICE, from 2s, SAE for lists. New 1935 Brooklands 500 reproduction, double crown 8s. 254 High St, Uxbridge, Middx. (8656
RAILTON OWNERS needing spares, technical help and contact with other owners should join this lively club, monthly bulletin, meetings, trophies, register; Brough owners equally welcome. Chairman, Alan G. Nicholls, 136 Park Road, W4. (8657
AN AUTOMOBILE SHOW designed for the discriminative motorist, such as those who read this magazine, will be held on the 4th-5th June at Woburn Abbey, the famous stately home of His Grace The Duke of Bedford. The 1966 Used Car Fair will offer the widest opportunities to those wishing to buy or sell, and to the specialised trader, a shop window to the international market. Charge for exhibiting £1 per day, payable on entry. Neil Engert, Exhibition Consultant, 50 Queensborough Terr, London W2. (8658
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THE PRE-50 AMERICAN AUTO CLUB caters for all pre-1950 American cars, commercials and m/cycles, also Anglo-American hybrids. Monthly journal "Multi Cylinder" and spares. Register free to all members. Contact Secretary, A. Willson, Dordon, Furze Platt Rd, Maidenhead, Berks. (8671
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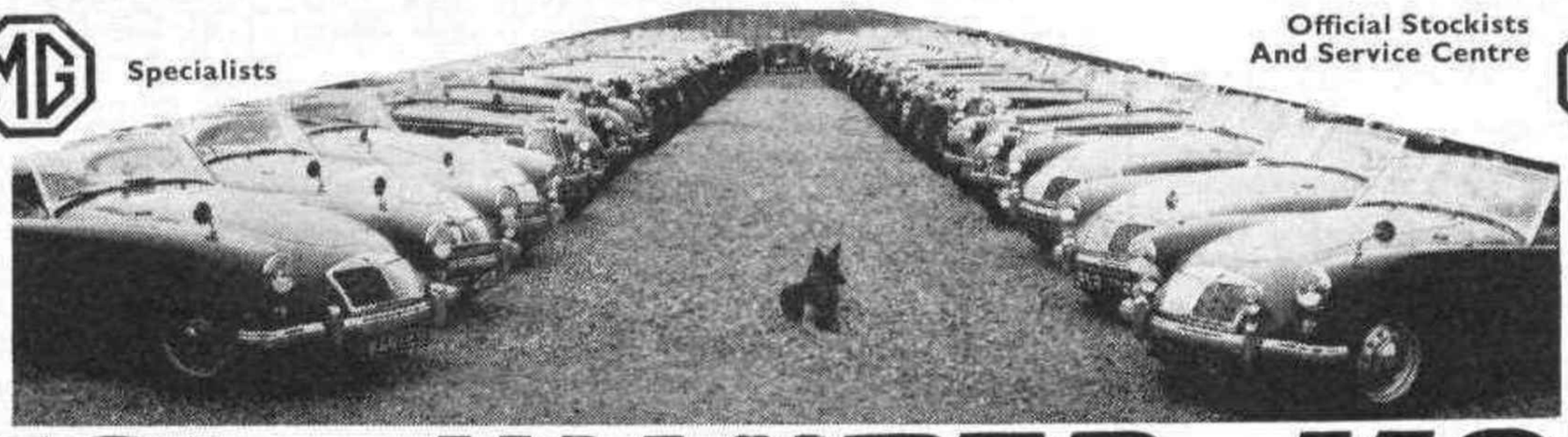
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MECHANIC, EXPERIENCED in pre- and post-war Rolls and Bentley, Jaguar, Climax, etc, used to racing work, welding and turning, seeks work on quality cars or racing. Box 1954 (8807
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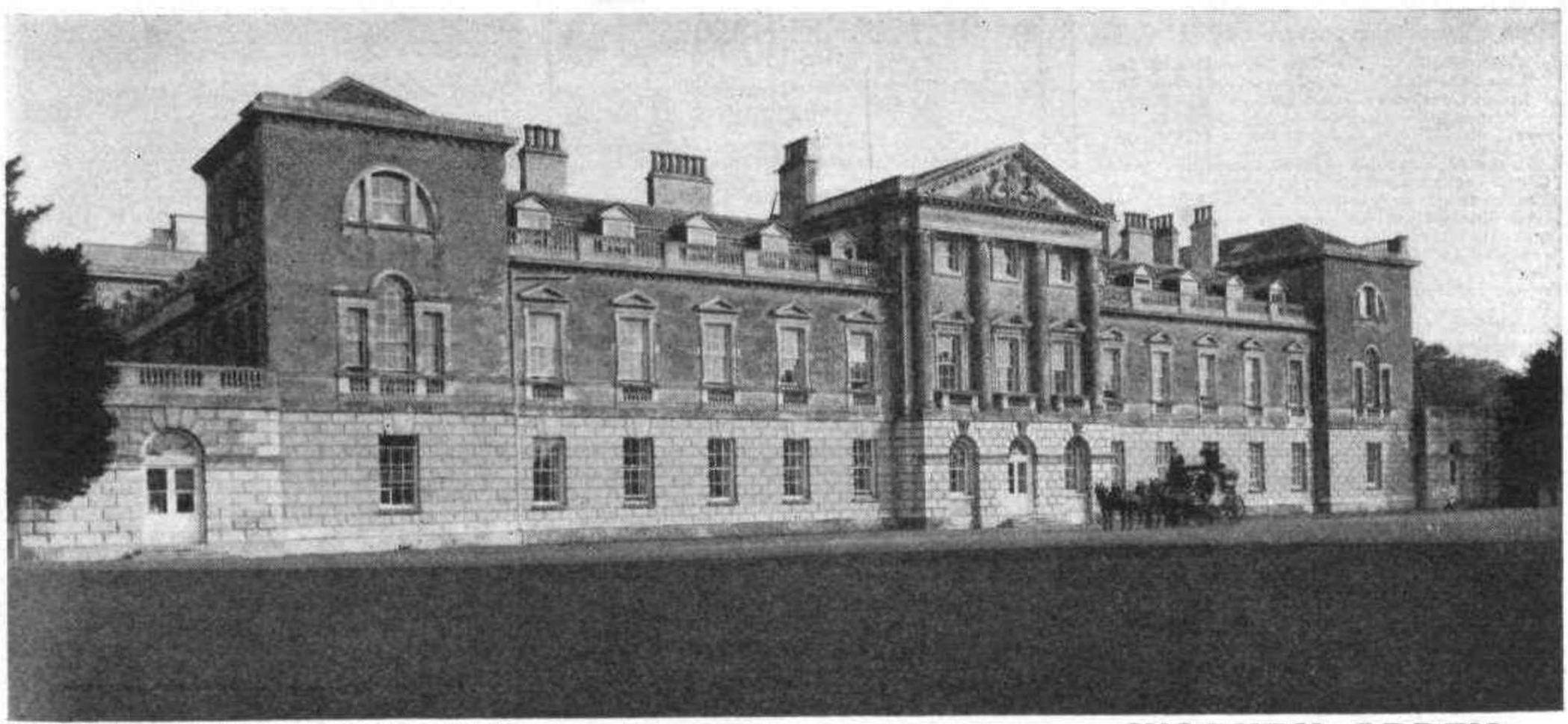
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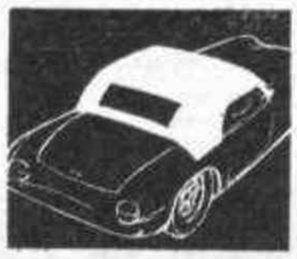
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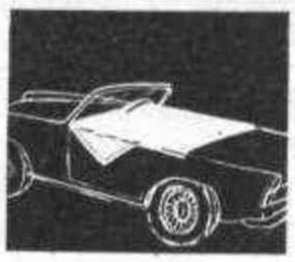
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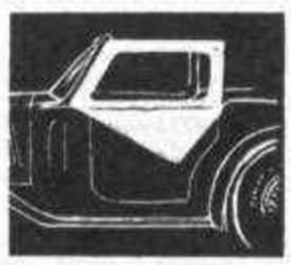


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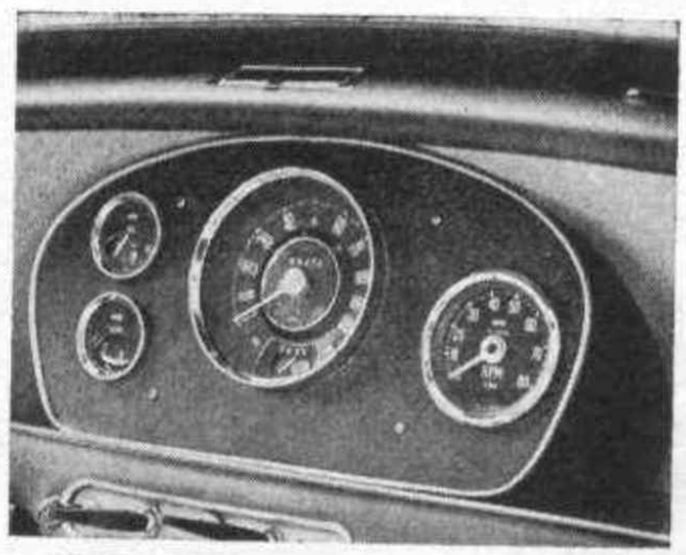
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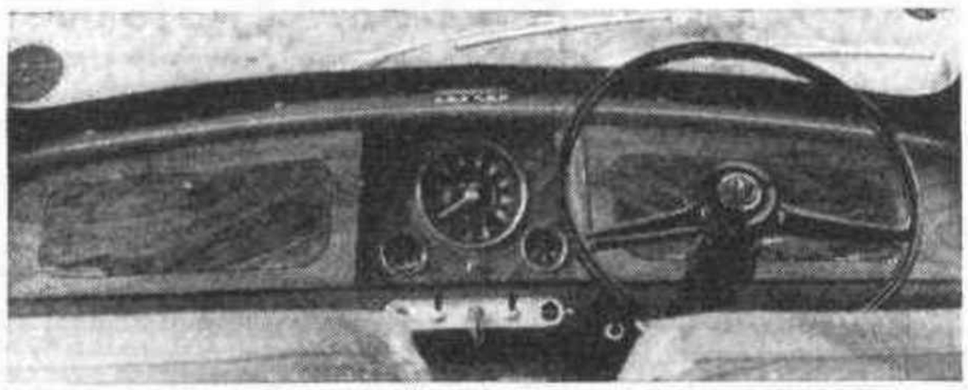
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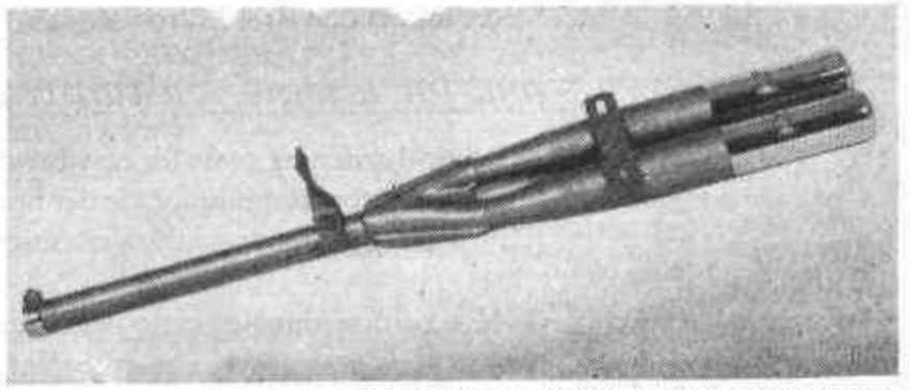
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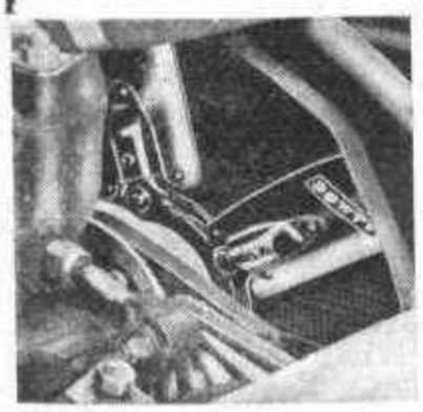
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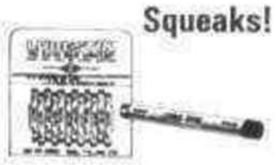
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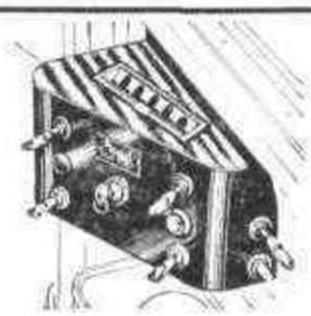
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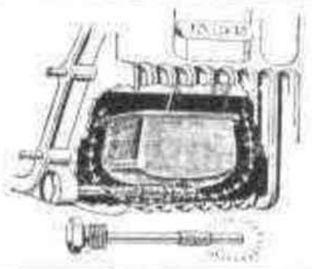


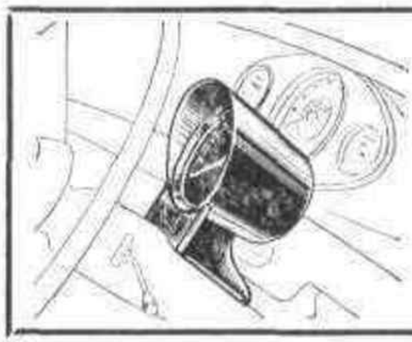
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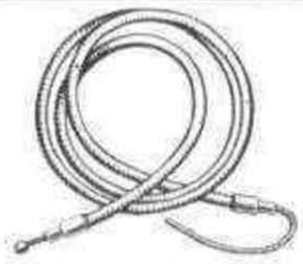
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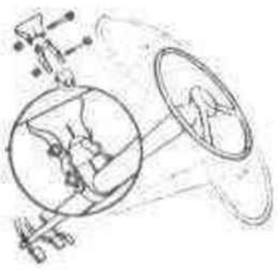




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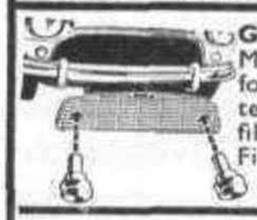
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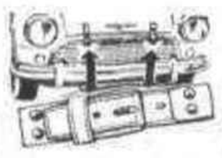
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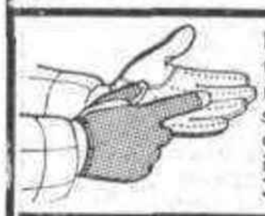
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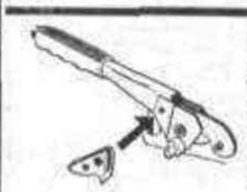
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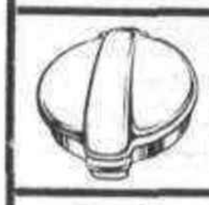
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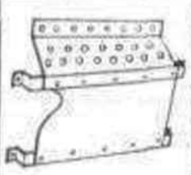
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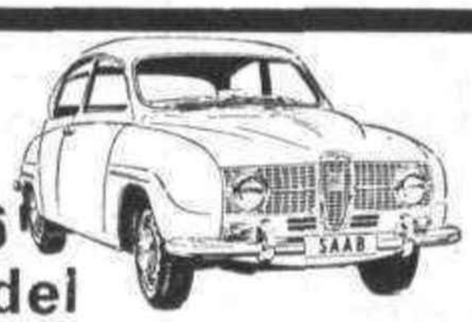
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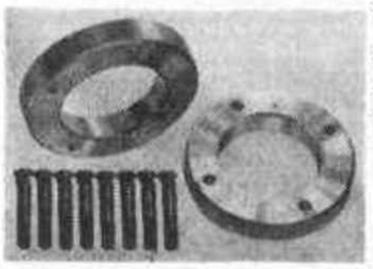
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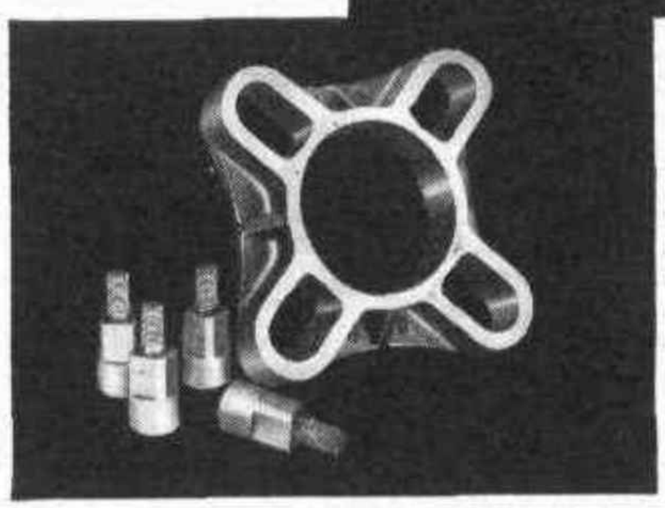
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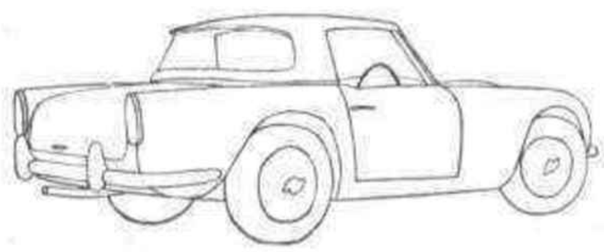
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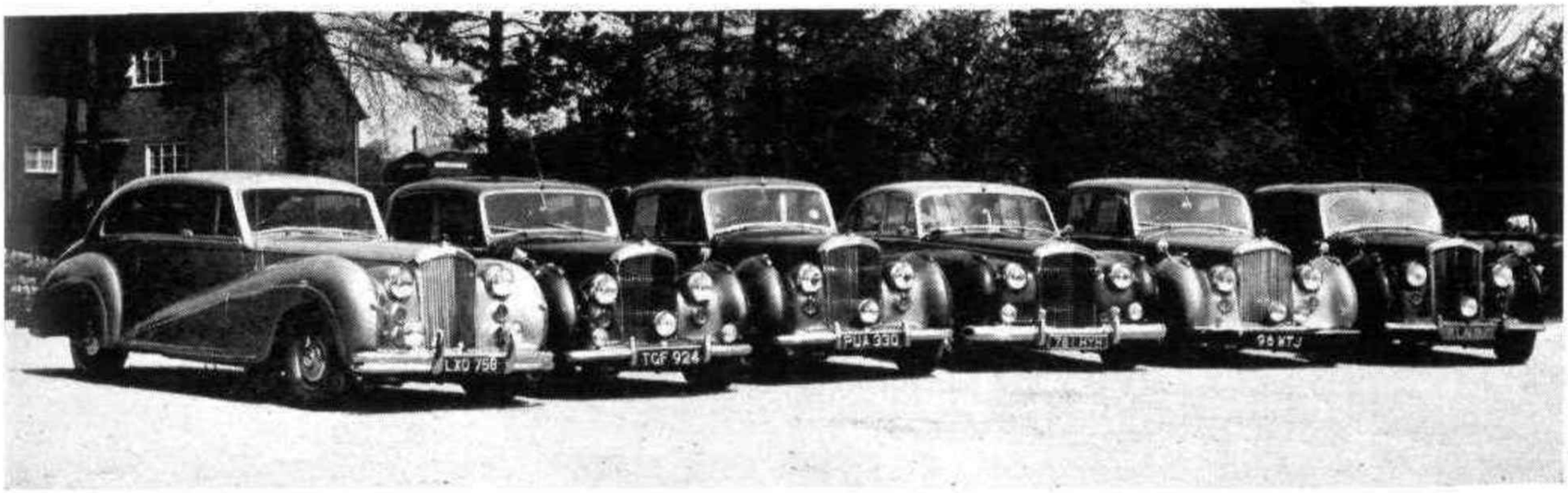
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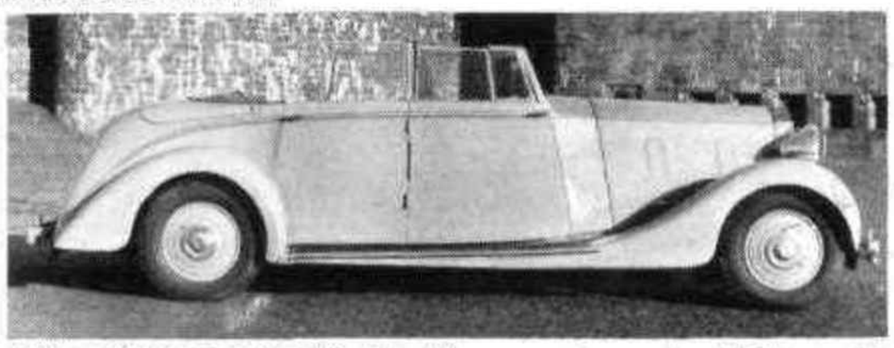
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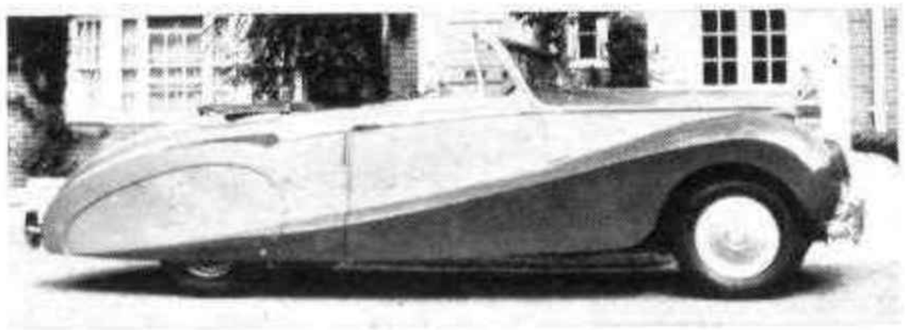
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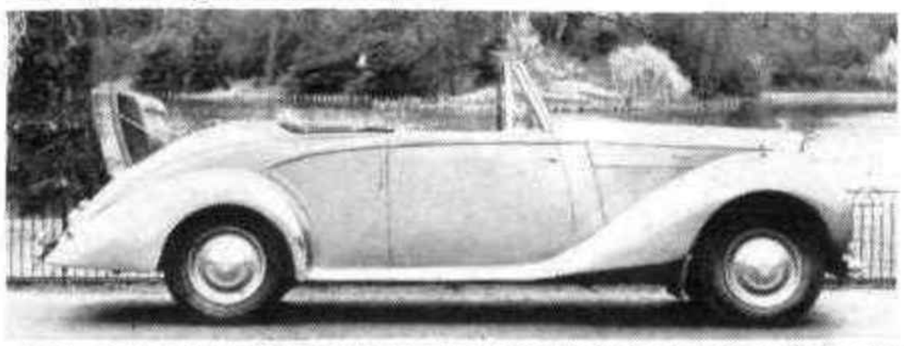
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