

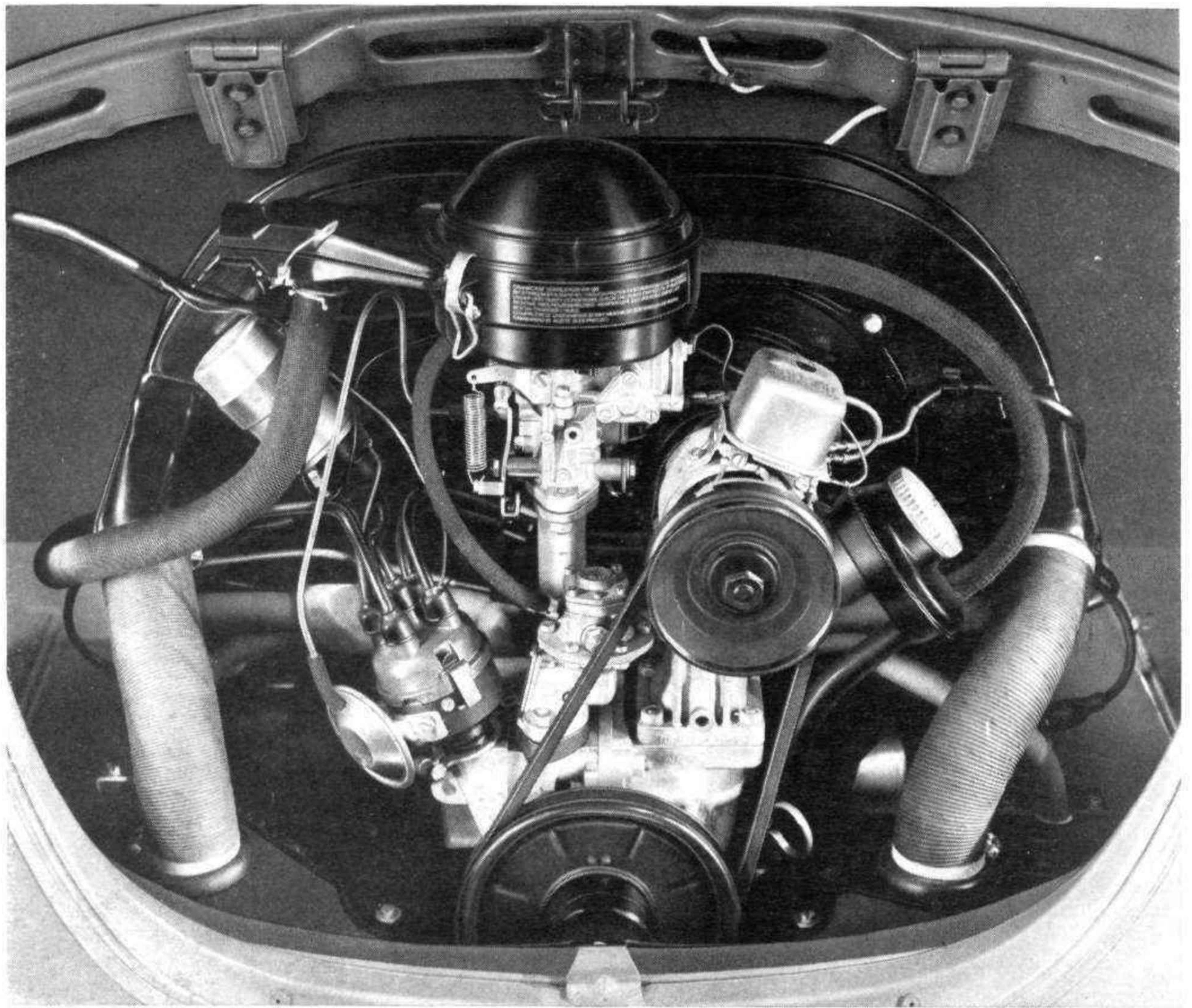
MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR





Your money wears out more slowly too.

The Beetle is designed to last donkey's years. If not longer. To stay reliable and take it easy on your pocket. It succeeds. Ask any of 10 million owners.

The Beetle is precision toughness. The engine is so well made you don't have to bother with the bore of running in. Maximum speed, which is cruising speed in a Beetle, is reached at low revs to save wear.

The engine is air-cooled too. So it can never let you down by boiling or freezing.

Every Beetle is protected by enough coats of paint to make garaging old fashioned. The thick steel body is guarded from below by a unique steel platform chassis. It

makes the Beetle tougher still and protects all the working parts.

In addition you get fully independent suspension. A safety steering column. Dual brakes on the 1300 and 1500. Detachable wings for easy repairs. And many other safety and luxury extras at no extra cost.

You'll find the Beetle is a car you'll want to keep a long, long time. But when at last you come to change, you'll find your Beetle has held its value well. The next man to buy it knows it will last him too.

Recommended retail prices inc. P.T.
1200 £660.2.9: 1300 £747.0.7: 1500 £787.18.4: 1500 Automatic Stick Shift £874.16.1.

SEE YOUR AUTHORISED VOLKSWAGEN DEALER

or write to us for his name and address.



Say Purolator every oil change

**it filters finer-
helps your engine
last longer**

says Jack Brabham,
who uses them on his World
Championship winning cars.



Ask your garage to show you a Purolator—and you'll notice the difference. Purolator's *micronic* filtration keeps out maximum dust, grit and metal particles from your engine—things that ruin performance and engine life.

In other words Purolator filters finer to help your engine run smoother, and car last longer.

You're due for an oil change soon and that means a new filter. So make sure it's the finest—ask your garage for Purolator!

AP Purolator[®] Micronic Oil Filters

Automotive Products Co Ltd, Banbury, Oxon. The Service Division of the Automotive Products Group

Destroyer on patrol



Fly in it as a Naval Officer

Coming into service with the Royal Navy soon: the new Sea King helicopter. By day or night, in nearly any weather, Sea King can carry out its vital role of searching out and destroying submarines. Its sonar, radar and homing torpedoes make it the most advanced anti-submarine aircraft in the world.

As a pilot or observer in the Royal Navy you could fly in a Sea King—or in one of our other modern helicopters. You would carry out anti-submarine exercises and fly rescue missions, of course. And, since we are a fighting service in a troubled world, you could well find yourself on patrol off hostile coasts or on amphibious operations with the Royal Marines.

You get all the benefits of being a Naval Officer. You see the world, lead an outdoor life and enjoy good company with legendary hospitality. What's more, as a married Lieutenant of 25, fully qualified as Pilot or Observer, you can earn up to £2,300 a year.

Short Service Commission

You can serve for 8 years—with tax free gratuity of £1,750; 12 years with tax free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission. You must be between 17 and 26 with at least 5 'O' levels.

Permanent Commission

You must be between 17 and 19½, with at least 5 G.C.E. subjects including 2 'A' levels. For full details, send this coupon. *Today.*

Royal Navy

CAPTAIN W. J. GRAHAM, R.N.,
OFFICER ENTRY SECTION (894WG3),
OLD ADMIRALTY BUILDING,
LONDON, S.W.1

Please send the details about joining the Royal Navy as a helicopter pilot or observer.

Name _____

Address _____

Date of birth _____

U.K. applicants only



Like the experts...

Put Konis between you and the road



People who really know cars fit KONI adjustable shock absorbers either on delivery of their new car or when the original equipment needs replacing. KONIs give them improved roadholding, safer cornering, more positive steering and a much more comfortable ride. KONIs reduce wallow, pitching and roll. They are unconditionally guaranteed for one year, and can be adjusted for wear when necessary. They can also be reconditioned, and are available for practically every car made. KONIs cost a little more than ordinary shock absorbers do, but then quality always does cost more.



For a revelation in roadholding fit a set of KONIs.

FIT KONI AND FEEL THE DIFFERENCE

KONI

SHOCK ABSORBERS

KONI STOP PRESS

B.O.A.C. 500
BRANDS HATCH
7th APRIL

1st FORD GT 40
4th FORD GT 40
5th FERRARI 250 LM
6th LOLA T 70 MkIII

ALL USED KONI SHOCK
ABSORBERS



To: Sole U.K. Concessionaires
J. W. E. BANKS & SONS LTD., Crowland,
Peterborough. Tel: Crowland 316/7/8
London Depot: Motortune Ltd.
250 Brompton Rd., S.W.3. Tel: KEN 1166

Please send information on KONI shock absorbers for

Year _____ Make _____

Model _____

Name _____

Address _____

K 15

POST THIS COUPON TODAY!

Ford introduce their private member's bill.

 THE FORDSPORT CLUB.	
Admission into more than 50 race meetings. Plus 2 guests.	up to 25% discount
Entry to Mallory Park. FordSport day. 2nd September.	no charge
Members only entry to Brands Hatch, Mallory Park and Snetterton clubhouses.	no charge
Members special parking facilities at selected race meetings.	no charge
'All In' FordSport flights to Monaco Grand Prix. 5 days for £30. Page Tours Ltd.	members reduced price
Members FordSport rally jacket.	less 14/9 discount
Technical advice on high performance problems.	no charge
Members FordSport badge and tie.	no charge
Trackside reports from the major events in members bulletin. Plus FordSport bulletin binder.	no charge
Invitation to drive around 4 racing circuits.	no charge

When you've paid your petrol tax and purchase tax and road tax bills, take a look at what we're offering.

It's the kind of bill you get if you're a member of the FordSport club.

Our bid to put a little fun back into motoring.

Of course you have to be a Ford owner to join.

After all, it's only fair that Ford owners should be the first to share Ford's racing success.

And when it comes to racing success Ford have more than anyone.

So no other manufacturers can

make their customers quite the same kind of offer.

Every member becomes part of our FordSport team. Using the same clubhouses as people like world champ' Denny Hulme. (Where they'll pick up loads of racing information.)

And there'll be lots of goodies from the club. Including outings, film shows, a badge and tie and all.

For 2 gns. membership, we think the club will make motoring an enjoyable hobby again.

If you have any doubts, give the bill above a second reading.



Please send me more information about the FordSport Club. MSP.1

NAME _____

ADDRESS _____

Post to The FordSport Club,
132-134 Fleet Street, London E.C.4.

'Dipstick killer.'



Think of one good reason why the dipstick should survive as a species. You could say that, by indicating oil level, it performs a vital function. But, at the same time, it's messy, inconvenient and laborious. In this modern age, it's decidedly dated.

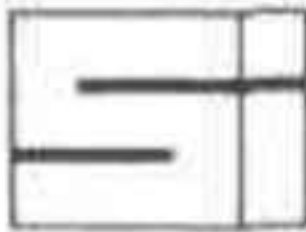
Smiths new Oil Check does everything the dipstick did — more easily, quickly and cleanly. You stay behind the wheel and just pull the Oil Check indicator out. The indicator registers either green (satisfactory level) or red (low level). It's as simple and reliable as that.

The Oil Check fits neatly and easily in — or below — the dash. You can fit it yourself — neatly and easily.

At a recommended price of 69/6, Smiths Oil Check is the best thing to happen to motorists since the car heater (another "first" from Smiths Industries).

The dipstick is dead. Long live the dipstick killer.

SMITHS oil check

Post to Smiths Oil Check,		SMITHS INDUSTRIES LIMITED MOTOR ACCESSORY DIVISION OXGATE LANE, LONDON NW2
<i>Please send me full illustrated details of Smiths Oil Check. These include fitting instructions.</i>		
Name _____		
Address _____		
Town _____	County _____	MS3

corbeau goes simon green the world over



We are pleased to announce that we, Simon Green Ltd, have been appointed world distributors for the famous Corbeau Driving Seat.

To mark the occasion, Corbeau have introduced a brilliant new Seat, the Corbeau GT 3. The new GT 3 has a raised front for added comfort but still incorporates many of the GT 2's outstanding features.

Why not get the comfort of a Corbeau round you? The GT 3 retails at £12.10.0 and the GT 2 remains at the very attractive £10.10.0. Runners for Sports Cars for both GT 2 and 3 £1.0.0. Sub Frames for Saloon Cars for GT 2 and 3 £2.15.0. Both models of the Corbeau Seat have been designed to fit most makes.

We have also been appointed world distributors for the Corbeau Head Rest. You would be surprised at the comfort this accessory gives on a long journey. The Head Rest retails from 69/6 to 84/6.

For further particulars and brochures please contact
Simon Green Ltd., 69 Brighton Road, Surbiton, Surrey.
Telephone:— 01-399 5394

Michelin

XAS

***The radial tyre
for high
performance
cars.***

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

The advantages this brings are considerable. It gives you:

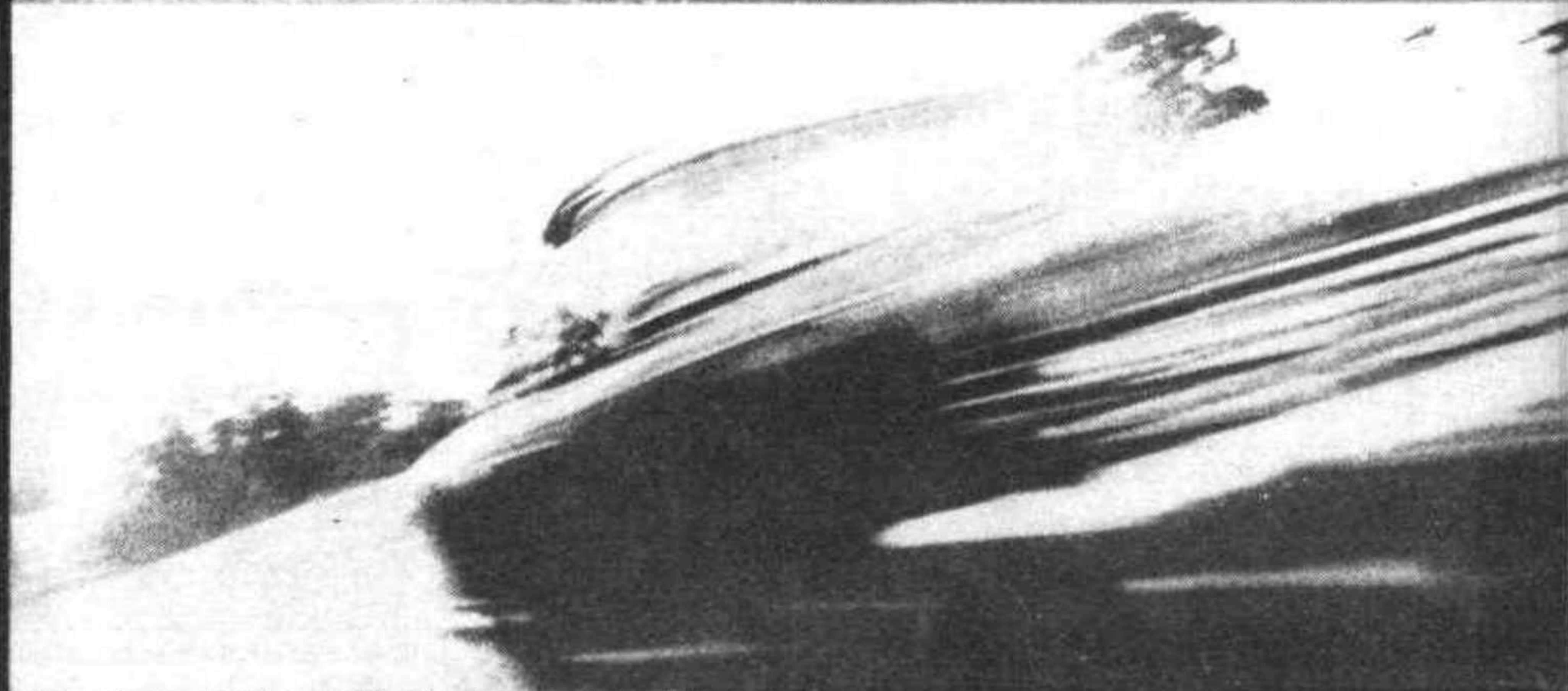
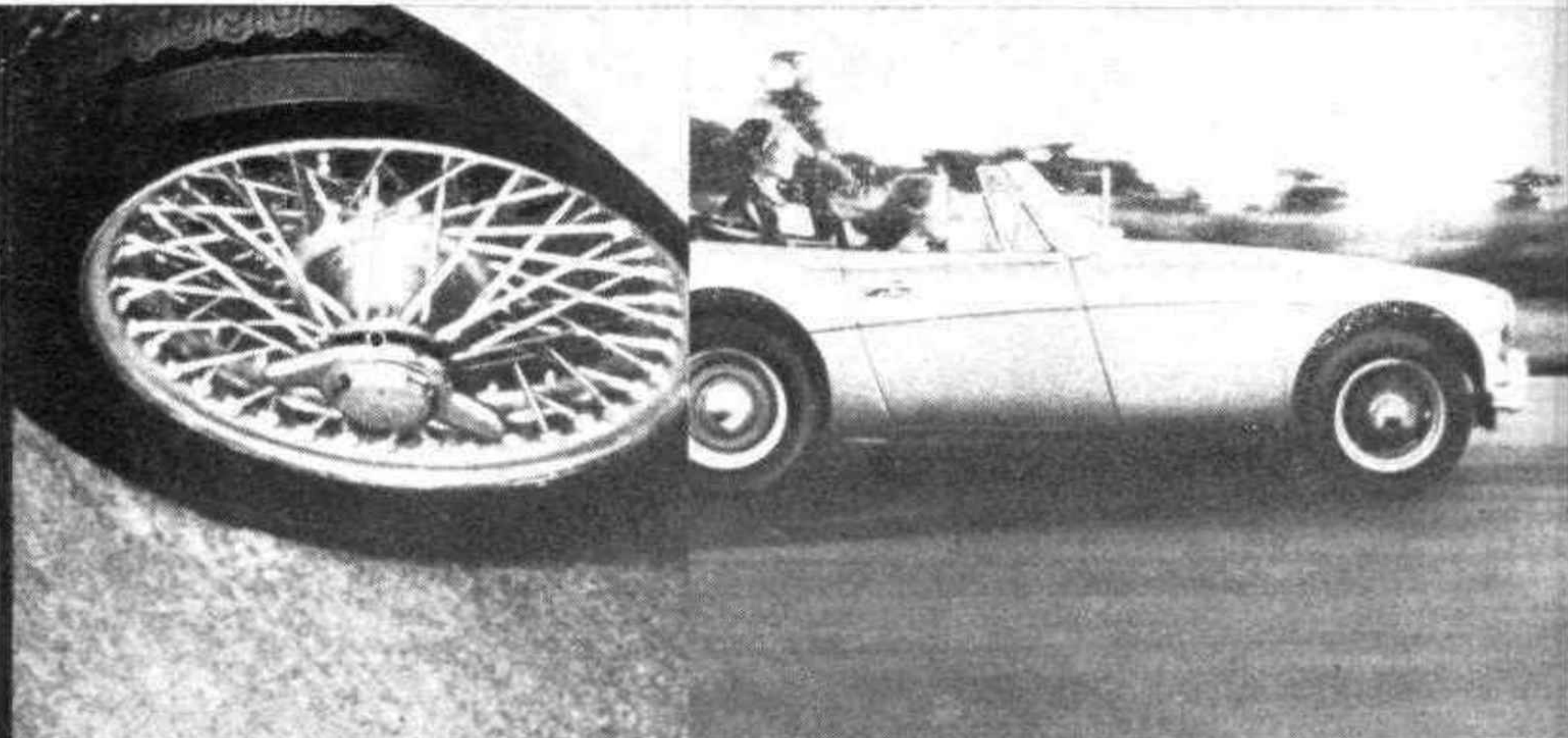
Incisive braking: like all Michelin X tyres, the new XAS has a **steel-braced tread** to bite down hard and fast into the road.

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

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

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

Note: The XAS is so special it must be fitted to all 4 wheels: and each must be fitted with its built-up shoulder on the outer side.



68.31/GB

MICHELIN XAS 

Wipac Lighting Kits throw new light on your motoring.



R4 Kit

Make a racing change up to Quartz-Halogen! A brilliant 4-headlamp replacement kit to bring big beam lighting to all vehicles with 5½" diameter light units. Superbly engineered and factory sealed for peak performance.

Complete kit with simple fitting instructions and alignment chart: **£11.7.6d.**



2+2 Rally Lighting Kit

Bring your car lighting up to rally standards! Two high-powered Quartz-Halogen 7" light units with a matched pair of Quartz-Halogen fog and spot lamps make up the kit—with independent or simultaneous operation of the lamps at the flick of a switch!

Complete kit, wiring and auxiliary switches: **£15.15.0d.**



The Wipac Fog deFender Kit

Dial your visibility at the dashboard! A control switch allows simultaneous adjustment of the light intensity of the Quartz-Halogen fog lamp and twin rear-guard lamps. This 3-way switch ensures maximum vision in front and from behind in mist, fog and dense fog!

Complete kit with fog lamp, rearguard lamps, dial control and wiring: **£8.7.6d.**



Q Twin F Kit

The headlamp replacement Kit to completely transform your present lighting. It will replace all standard 7" headlamps converting them to brilliant Quartz Halogen lighting. Complete with the very latest double filament Quartz Halogen bulbs, reflector and glass set and two adaptors for easy fitting—no rewiring necessary. Price **£7.12.6d.** With pilot bulbs for B.M.C. Mini's, etc., **£7.17.6d.**

THE WIPAC GROUP BUCKINGHAM, BUCKS.

WIPAC

accessories

Please send me full details of Wipac lighting Kits.

Name _____

Address _____

All this car*

For only £665



- 991 c.c. 50 h.p. valveless engine
- All synchromesh gear box with floor change
- Independent suspension all round
- Front wheel drive
- British-made radial tyres
- A host of other extras

—and now read on

A great economy car... 2-stroke, 3-cylinder, 991 c.c. engine for sparkling acceleration and much simpler servicing. No valves, distributor or dipstick. And the KNIGHT runs on the cheapest petrol.

A great looker... the 14ft. KNIGHT has the looks and finish of a far more expensive car. And compare the space inside, and its outstanding visibility. Standard equipment includes fully reclining front seats, 'throughflow' ventilation, fresh air heater/demister, British-made radial tyres.

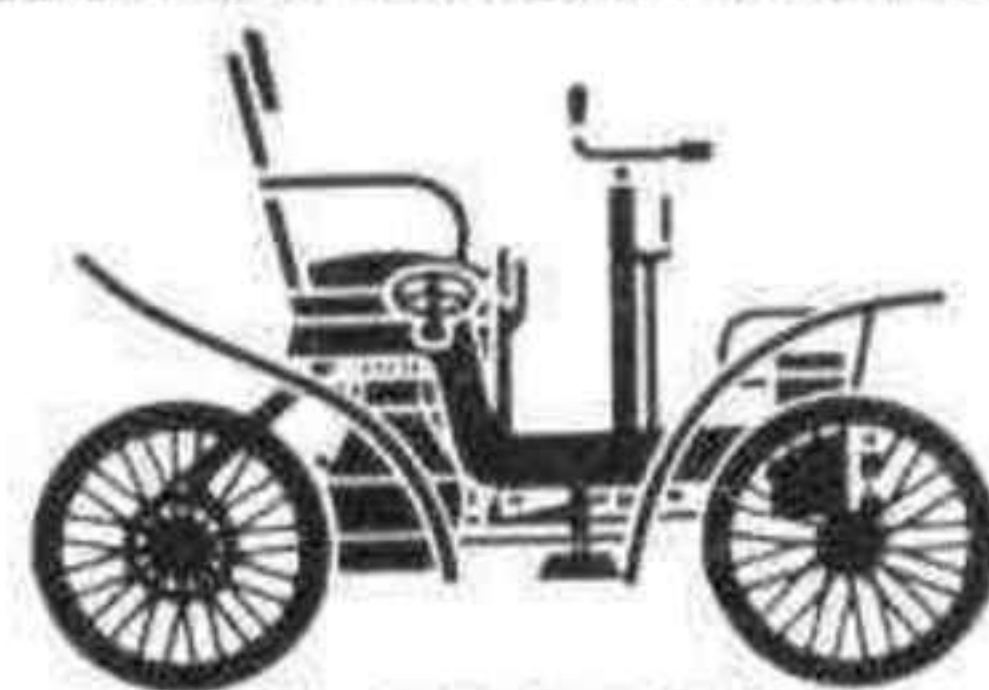
Recommended
retail price inc. P.T.

£665.5.0

Other standard equipment includes: radiator blind, cigarette lighter, parcel shelf, wheel-trims, automatic lights in the boot and engine, adjustable beam headlamps, steering lock, mudflaps, childproof locks on rear doors, two-speed windscreen wipers, electric screen washer, twin reversing lamps, full tool kit.

The 'Knight' is a *big* saloon car—14 ft. long and 5 ft. 3 ins. wide—with a spacious boot! It has a sealed cooling system—no topping up required. Lubrication comes up only once in 30,000 miles! Independent suspension on all four wheels, front wheel drive and British-made battery, windtone horns and upholstery.

70 YEARS CAR MANUFACTURE EISENACH



WARTBURG

The first Wartburg, the popular 'Wartburg Wagen' was produced at Eisenach, Germany, in 1898. It was a family tourer which featured a vertical steering column and hand-built coachwork. The old tradition of care and thoroughness in every detail continue to this day at Eisenach, still the home of Wartburg cars.

There are specially selected Wartburg dealers in all parts of the country to sell and service the new Wartburg 'Knight'. And they all stock spares.

Please forward name of nearest dealer and full details of the new Wartburg 'Knight'. (I am over 17 years of age)

To: **Industria (London) Limited,**
248 Holloway Road, London, N.7

Name

Address

Dept. MS

THE WARTBURG 'KNIGHT'

SMART — RELIABLE — ECONOMICAL — WONDERFUL VALUE — DEPEND ON IT!



Sole U.K. Concessionaires: Industria (London) Ltd., 248 Holloway Road, London N.7. Tel: 01-607 8261 (5 lines.) Telex: 23651

One day
when time has clipped
your sports car wings
when all the proud cars of your years
line up to take the chequered flag of memory
you will remember how you caught
the sunrise
rode the misty wings of morning
in your MGB/GT.
MGB/GT - a beautiful classical
high powered love affair
that begins at MG dealers



INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

 STANDARD HOUSE,
 BONHILL STREET,
 LONDON, E.C.2

Telephone: 01-628 4741

© Teesdale Publishing Company Limited

CONTENTS

	Page
Matters of Moment	461
Spanish Grand Prix	463
New Cars at Jarama	467
Mazda 1500	469
Nurburgring 1,000 Km.	472
Where Have All the Peugeots Gone?	474
American Comment	478
Continental Notes	479
Targa Florio	480
Veteran—Edwardian—Vintage	483
H.C.V.C. Brighton Run	484
The "Babs" Controversy	485
Monza 1,000 Km.	490
On the Road	493
Letter from Europe	497
Formula Two Round-up	499
Silverstone International Trophy	502
Rally Review	514
Book Reviews	515
Letters from Readers	518

FRONT COVER PICTURE: The second-placed 2-litre Alfa Romeo 33 driven by the quick Italians "Nanni" Galli and Ignazio Giunti rushes downhill towards Collesano during the Targa Florio. The Alfas put up their best International showing yet, with second, third, fifth and sixth places, among the rugged Sicilian mountains.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: 38/-

CANADA AND AMERICA: \$4.75

AIRMAIL: MIDDLE EAST £6.10.0

AUSTRALASIA £8.10.0

ALL OTHER COUNTRIES £7.10.0

All prices include postage.

MATTERS OF MOMENT

■ ALMOST NOT WORTHWHILE

Motoring and motor cars have provided much pleasure for many people for more than 70 years. From the initial task of making the things go and proving that they were better transport than the horse to the enjoyment of devouring Alpine roads in today's high-performance cars covers a time-span during which the pleasures and frustrations have been many and varied.

There has been the fun of building a car at home and making it function, the joy of driving long distances in a day at the wheel of a responsive vehicle, the fascination of conquering difficult hills, of map-reading (before those prolific direction-signs sprouted!), of starting in and sometimes finishing in trials great and small, from half-day affairs to the M.C.C. holiday classics, of spectating at innumerable motor races and, as a passenger, of watching all manner of interesting things pass by, both scenic and female (it is one's good fortune to live in the age when skin-tight slacks and micro-skirts can be observed at one and the same time).

But have you realised how the present Government restrictions seem to be aimed at spoiling the pleasures of motoring? Under the disguise of increased safety all manner of new stipulations are being made, with harsh penalties if they are disobeyed, even inadvertently. Obviously tyres should be safe for cruising at a furious 70 m.p.h. on the Motorways—the Police used to ensure this quite effectively. Now it is mm. of tread and lb./sq. in. that decide the issue, and on a day when another young girl had been brutally murdered we noticed able-bodied constables waving the older cars into a lay-by and peering at their wheels (£50 for every one you catch). Safety belts must be in the more recent (and therefore, one would have thought, safer) cars by the end of the month, but there is no law to make you wear them—how absurd can you get? Soon this, too, will be compulsory, one supposes, regardless of accidents in which those involved would not be here now had they not been able to duck under the scuttle, or been thrown clear. A sort of Ministerial death-sentence, admittedly for a minority, as it were.... The £1,000,000 which the M.O.T. is spending on publicising "Snap On That Belt", etc. would be better spent on a few road improvements—we are sure the British Road Federation will agree. How far are we from having to don crash-hats, carry fire-extinguishers and have our cars governed to some pedestrian pace, before being permitted to go by road?

Soon the Police will be adding decibel meters to the radar apparatus, breathalysers, pressure gauges, tread-depth measurers, stop-watches, etc. they use to trap the Demon motor car, regardless of the fact that it produces millions of pounds in taxation and essential exports at a lower cost in life and limb than unpenalised domestic carelessness in British homes. But presumably jet aircraft, road-drills and portable saws which delight in destroying trees will go scot-free in respect of noise? With all the new signs, lines, laws and restrictions, not forgetting loss of licence after three endorsements, inflicted for quite minor "offences", so that everyday driving a car becomes closer to unimaginably driving a train, there is no recognition, apart from no-claim insurance benefits, for being experienced, with a long-spell clean-licence record. This is something Mr. Marsh might well introduce.

Unless common-sense prevails, motoring, with a capital M as we know it, is likely to become almost not worthwhile....

■ IN MEMORIAM

Following the fatal accident at Hockenheim to Jim Clark, O.B.E., and two deaths in Club racing, Mike Spence, the leading B.R.M. driver, was killed at Indianapolis while practising in the S.T.P.-Lotus 56 turbine car. Spence received fatal injuries in a crash after putting up the second-fastest lap ever at this American track, of 169.5 m.p.h. And now J.R. "Dickie" Stoop has died of a coronary while racing his Porsche at Croft.

Words are not much solace under these circumstances, but to all the bereaved we offer heartfelt sympathy.

■ TO DIG OR NOT TO DIG

It seems doubtful whether, in all the long history of motoring, a racing car, and a



45-year-old aero-engined racing car at that, has been the subject of Army conferences at high level and Parish Council meetings. This is what has been happening at Pendine recently, in respect of the Thomas special "Babs" in which J. G. Parry Thomas was killed, on a Land Speed Record attempt in 1927. Knowing that MOTOR SPORT readers, particularly those interested in vintage racing cars, would want details, we went down to Carmarthen-shire to investigate. The report appears on page 485.

FAREWELL TO THE SUNBEAM "CUB"

We hear that the 1924 2-litre s/c. G.P. Sunbeam "The Cub" will no longer form part of the Rootes collection of historic cars. They have given it to H.S.H. Prince Rainier of Monaco, who will add it to his own collection. Rootes say they have very good reasons for banishing this Sunbeam from Britain but, in view of its many appearances here in contemporary competitions and its successful Brooklands career when driven by K. Don, it seems most unfortunate that this decision has had to be taken. Especially as the car never competed in a Monaco G.P.

A ROVER ACCOLADE

We have referred previously to the fine reputation earned by the Rover 2000 in the eyes of the road-test staff of *Road Test*, the American journal which eschews advertising and publishes consumer-research type reports. In a special feature in its June issue *Road Test* again gives high praise to this British car. In 1965 it had an article headed "Rover 2000—Does the World's Finest Car cost only 4,000 dollars?" It now publishes the findings of many American users, amounting to a million-mile survey, and concludes that "Rover tops them all". This special survey includes all manner of reports on Rover 2000 from owners, test-drivers, engineers and mechanics, and includes such praise as "Why can't everybody make a car as good as this?" and the comment of a noted German car-fancier "It looks like it was designed at Mercedes-Benz".

Certainly the Editorial 2000TC goes on serving well, apart from incorrect negative camber of the n/s front wheel having destroyed a Pirelli Cinturato tyre after 10,850 miles, and a broken exhaust tail pipe bracket. In changing the oddly-worn tyre I found that the side jacking system works well and I discovered that the tool-kit contains a Rover tyre gauge. This presses straight onto the tyre valve and I find it easier to use than my Dunlop or Desmo gauges, which are angled. Incidentally, all three gauges have valve-removal tools in their tips which is useful.—W. B.

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 1st	Thames Estuary A.C.	Lydden Hill	Canterbury	Race Meeting	14.00
June 2nd	Blackpalfrey M.C.	Staplehurst	Staplehurst	Autocross (C.)	14.00
June 2nd	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (C.)	14.00
June 2nd	Didcot M.C.	Didcot, 158/514896	Didcot	Autocross	—
June 2nd/9th	Vintage M.C.C.	John o' Groats Hotel	John o' Groats	"End-to-End" Motorcycle Run	08.00
June 3rd	R.A.C.	Oulton Park	Tarporley	Tourist Trophy (INT.)	—
June 3rd	B.A.R.C.	Crystal Palace	London	Race Meeting (INT.)	—
June 3rd	B.R.S.C.C.	Croft Autodrome	Darlington	Race Meeting (R.)	14.00
June 3rd	B.R.S.C.C.	Mallory Park	Leicester	Race Meeting (C.)	14.30
June 3rd	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (C.)	14.30
June 3rd	Hagley & Dist. M.C.	Great Norbury Farm	Inkherrow	Race Meeting (C.)	14.00
June 3rd	Bristol M.C.	Old Sodbury	Cross Hand, Jareton (A46)	Autocross	14.00
June 8th	750 M.C.	Silverstone	Towcester	Race Meeting (N.B.)	13.30
June 8/9th	Kirkby Lonsdale M.C.	Cossley's Garage, 89/640682½	Bentham	Devil's Own Rally (R.)	22.45
June 9th	Fairthorpe S.C.C.	Blackbushe Airport	Camberley	Driving Test Slalom	—
June 9th	R.A.C. de Belge	Francorchamps	Spa	Belgian Grand Prix (INT.)	—
June 9th	B.A.R.C.	Mallory Park	Leicester	Race Meeting (C.)	14.00
June 9th	B.A.R.C.	Brands Hatch	Farningham	Race Meeting (C.)	14.30
June 9th	Rochester, Chatham & Dist. M.C.	Arun Bank Farm	Bredhurst, nr. Chatham	Autocross	13.30
June 9th	West Essex C.C.	Howfield's Farm	Stapleford Tawney	Autocross	14.00
June 9th	Cambridge C.C.	Witchford Airfield	Ely	Driving Tests (R.)	10.30
June 9th	Lancashire A.C.	Town Hall	Manchester	M'cter-Blackpool Vet. & Vint. Run	09.00
June 15th	Bentley Drivers' Club	Ford Aerodrome	Arundel	Bentley and Lagonda Sprint	14.00
June 15th	Mid-Cheshire M.C.	Oulton Park	Tarporley	Race Meeting	—
June 15th	S.U.N.B.A.C.	Silverstone	Towcester	Race Meeting (R.)	13.00
June 15th	Morris 8 Tourer Club	Montagu Motor Museum	Beaulieu	Morris 8 Rally	—
June 15/16th	A.C. de l'Ouest	Sarthe	Le Mans	Le Mans 24-Hours (INT.)	16.00
June 15/16th	Blackburn M.C. & C.C.	Mullard Factory, 94/6974295½	Blackburn	Mullard Trophy Rally (R.)	20.30
June 15/16th	Kildrummy V.V.V.C.	Kildrummy Castle	Kildrummy, Aberdeen	—	—
June 15/16th	East Ayrshire C.C.	Enoch Farm	Girvan, Ayrshire	Motorsport Festival	—
June 16th	Rolls-Royce E.C.	Woodstock Park	Oxford	Blenheim Rally	—
June 16th	B.A.R.C.	Harewood, 96/337451	Leeds	Hill-Climb (N.B.)	13.00
June 16th	Austin-Healey Club	R.A.F. Locking, 165/369606	Weston-super-Mare	Speed Trials	14.00
June 16th	Harlow & Dist. A.C.	Overhall Farm, 148/442135	Harlow	Autocross (R.)	13.30
June 16th	B.A.R.C.	Snetterton	Thetford	Race Meeting (R.)	14.15
June 16th	Didcot M.C.	Wallingford, 158/614895	Wallingford	Autocross	—
June 16th	Poachers M.C.	Gleke Farm	Colsterworth	Autocross	13.30
June 16th	Welsh Counties M.C.	Creigau Cross	Capel Llanilterne	Autocross	14.00
June 19th	Rugby M.C.	Shawell, 132/533806	Rugby	Driving Tests	13.30
June 22nd	V.S.C.C.	Oulton Park	Tarporley	Seaman Trophies (C.)	13.00
June 22nd/23rd	Lancashire A.C.	Tholt-y-Will	Peel-in-Glen, I.O.M.	Hill-Climb (N.O.)	10.30
June 22nd/23rd	Blackpalfrey M.C.	Marden, 184/741455	Maidstone	Rally (C.)	—
June 23rd	R.A.C. West	Zandvoort	—	Dutch Grand Prix (INT.)	—
June 23rd	B.R.S.C.C.	Mallory Park	Leicester	4,000 Guineas Meeting (INT.)	14.30
June 23rd	Thames Estuary A.C.	Southchurch Park	Southend-on-Sea	Vintage Meeting	14.00
June 23rd	London M.C.	Brands Hatch	Farningham	Race Meeting (R.)	14.00
June 23rd	Railton O.C.	Fimmere Aerodrome	Euckingham	12th National Meet	11.00
June 23rd	Sevenoaks & Dist. M.C.	Great Danes Hotel	Hollingbourne	Autocross	14.00
June 23rd	Cheltenham M.C.	Hazleton Priory	Andoversford	Autocross	14.00
June 23rd	B.A.R.C.	Silverstone	Towcester	Race Meeting (C.)	14.15
June 28th	Dunfermline C.C.	Public Park, 55/096872	Dunfermline	Driving Tests	07.30
June 29th	Royal Scottish A.C.	Rest and be Thankful	Arrochar, Argyll	Hill-Climb (N.)	14.30
June 29th	John Birkbeck School	John Birkbeck School, N. Somercotes	Louth	Veteran & Vintage Rally	14.30
June 29th	B.R.S.C.C.	Rufforth	York	Race Meeting (R.)	14.00
June 29/30th	Cheadle, Staffs, A.C.	Amoco Service Station, 110/995559	Leek	Cheadle Amoco Rally (R.)	23.00
June 30th	Huddersfield M.C.	Baitings Dam, 102/014192	Ripponden	Hill-Climb (R.)	14.00
June 30th	Airedale & Pennine M.C.	Hanging Wood Site	Hunsworth	Autocross	13.00
June 30th	Rolls-Royce (Derby) M.C.	Kedleston Hall	Derby	Autocross	13.30
June 30th	Thames Estuary A.C.	Lydden Hill	Canterbury	Race Meeting	—
June 30th	East Anglian M.C.	Wigborough Wick, St. Osyth	Clacton-on-Sea	Autocross	14.00
June 30th	Coventry & Warwicks, M.C.	Mallory Park	Leicester	Race Meeting (R.)	14.00
July 6/7th	A.C. Normand	Rouen	—	French Grand Prix (INT.)	—
July 6/7th	Lancashire T.E.C.	Burtonwood Airfield	Warrington	Traction Engine Rally	—
July 7th	B.R.S.C.C.	Cadwell Park	Louth	Race Meeting (R.)	14.00
July 7th	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (C.)	15.00
July 7th	Morecambe M.C.	Clawthorpe Hall Farm	Burton-in-Kendal	Autocross	—
July 7th	Lincoln & Dist. M.C. & L.C.C.	Norton Place	Bishop Norton	Autocross	13.30
July 7th	B.A.R.C.	Thrupton	Andover	Race Meeting (R.)	14.30

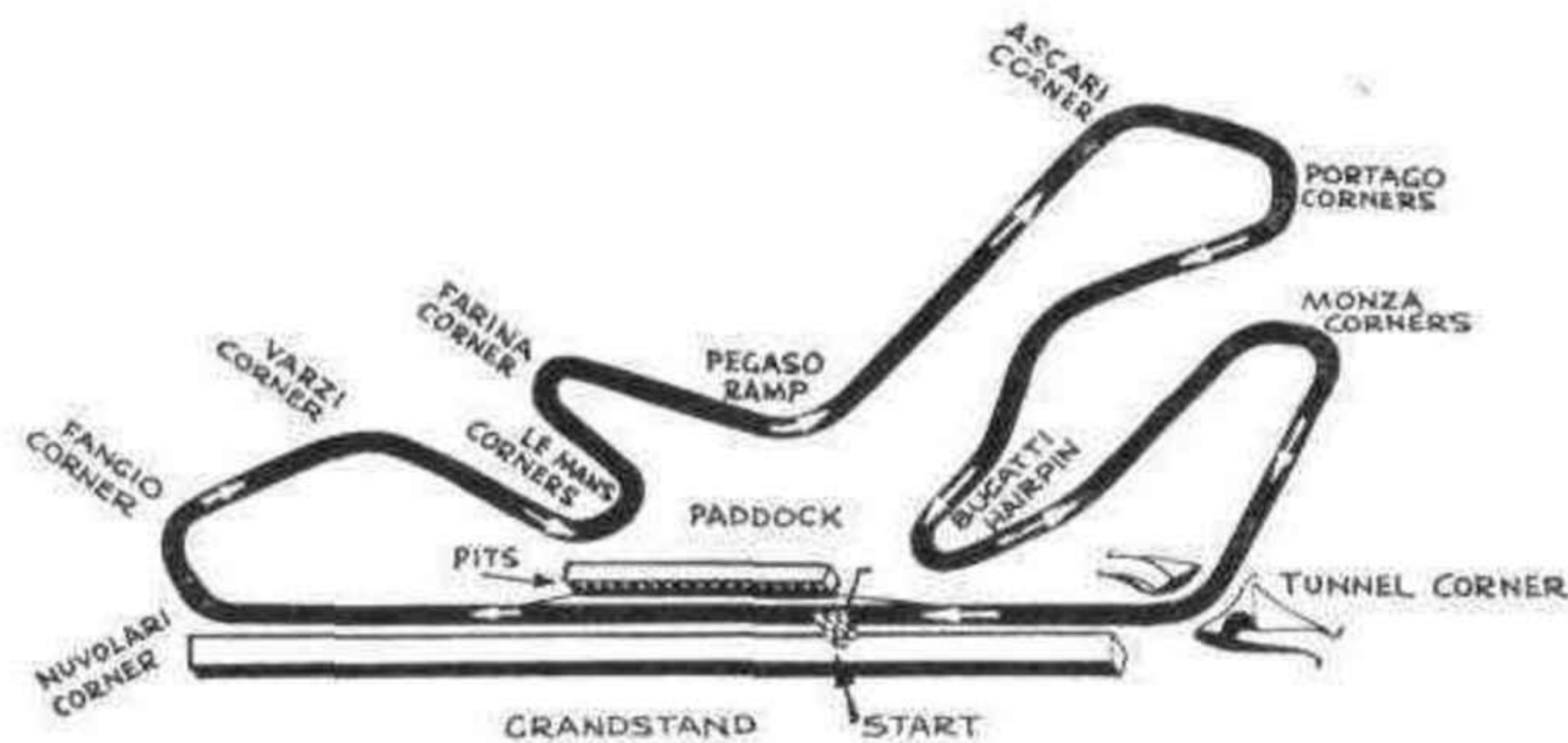
SPANISH GRAND PRIX

MADRID, SPAIN, May 12th

AFTER holding a small Formula One race on the Jarama circuit at the end of last season, the Royal Automobile Club of Spain, and ODACISA the circuit owners, organised the Spanish Grand Prix to be the first European round in the 1968 World Championship series and received support from all the teams except A.A.R.-Eagle. After some complaints from the drivers' union about the rubber cones marking the edge of the corners, the loose gravel on the inside of the corners and the height of various guard-rails, a lot of last-minute work put everything right. All the inside edges were surfaced with tarmac and the line of the corners was marked by bevelled kerbstones neatly fitted into the surface. These stones had radial flutes on them and caused no problems if a wheel ran up them, but there was little grip to be obtained from the fluted surface so there was no encouragement for drivers to run up them except in emergency. The guard-rails were all lowered to ground level and with the rubber marker cones and loose gravel all gone, everyone was very happy and appreciative of the efforts and co-operation of the Spanish club.

The circuit is very small and twisty, being 3.4 kilometres in length, contained in quite a small stadium-like area and is an artificial man-made layout, like Zandvoort. The installations, though not yet finished in detail are first class and as an artificial race-track it is satisfactory, though small for Grand Prix cars, but Spanish enthusiasts have little choice, for racing on the roads, as in France or Belgium or Italy, is not permitted in Spain.

As would be expected in May, 30 kilometres north of Madrid the sun was hot, though there was a cold niggling mountain breeze blowing most of the time. Practice began on Friday with an hour and a half at mid-day, and a further hour at 4 p.m., and nearly everyone was ready, only the Brabham team being absent. Their transporter was on its way with Rindt's car, and Brabham's brand new car with 4 o.h.c. Repco V8 engine was still being completed and a transport aircraft was being readied to fly out with it. The only other absentee was the Bernard White B.R.M. V12 which Hobbs was entered to drive. Ferrari arrived and found that Ickx had been allocated number 18 and hurriedly changed it to 21, being superstitious of numbers that have been involved in fatal accidents on their cars. With Stewart still suffering from his hand injury sustained at the F.2 meeting last month at Jarama, Matra arranged that Beltoise should drive the Matra-Cosworth in his place, which was very fortunate for them as their own V12-cylinder-engined car was not ready. It had been entered and Beltoise and Servoz-Gavin had done a 1,000-kilometre test run, but it was withdrawn at the last moment. After their showing at Brands Hatch and Silverstone it was expected that McLaren and Hulme would dominate the meeting with the orange McLaren cars, and they set off to practise together, looking very confident. To some of the drivers the circuit was new, to others it was a question of adjusting from a 1,600 c.c. Formula Two car to a 3,000 c.c. Formula One car and Graham Hill was fortunate in having raced a Lotus 49 on the circuit last November. Although the Formula One lap record stood at 1 min. 28.8 sec. to the late Jim Clark, set up last year, Beltoise had reduced this to 1 min. 28.2 sec. in a Formula Two Matra last month. It was no surprise on this twisty circuit that the Grand Prix cars could not take full advantage of their 400 b.h.p. and many of the drivers did not approach the outright lap record. What was a big surprise for a lot of people was that Rodriguez in the V12 B.R.M. P133-01 got below the record and made fastest lap of the lunch-time session, at 1 min. 28.1 sec., just ahead of Hill in Lotus 49/1. Redman and Scarfiotti were not quick enough with the Coopers, nor was Ickx with the new Ferrari, but Amon got his red car going better. The new Honda driven by Surtees was noisy but not impressive, the fuel-injection system leaving a lot to be desired in its pick-up from the slow corners. The Cosworth V8 engines were all fitted with longer inlet trumpets to try to improve low speed acceleration, but it was noticeable that the 12-cylinder Ferrari and B.R.M. engined cars were accelerating much better than the V8-engined ones. Courage was driving the Parnell B.R.M. V12 cautiously, Beltoise was learning to handle the powerful and light Matra-Cosworth V8 very confidently, and Siffert was learning his way round in the Walker/Durlacher Lotus 49, while Rindt was kicking his heels in the paddock waiting for a car. The Brabham transporter arrived as this practice session ended so that Rindt was able to practise in the late afternoon session, his car being a BT24 to 1967 specification. Rodriguez practised in the second period with his second B.R.M.



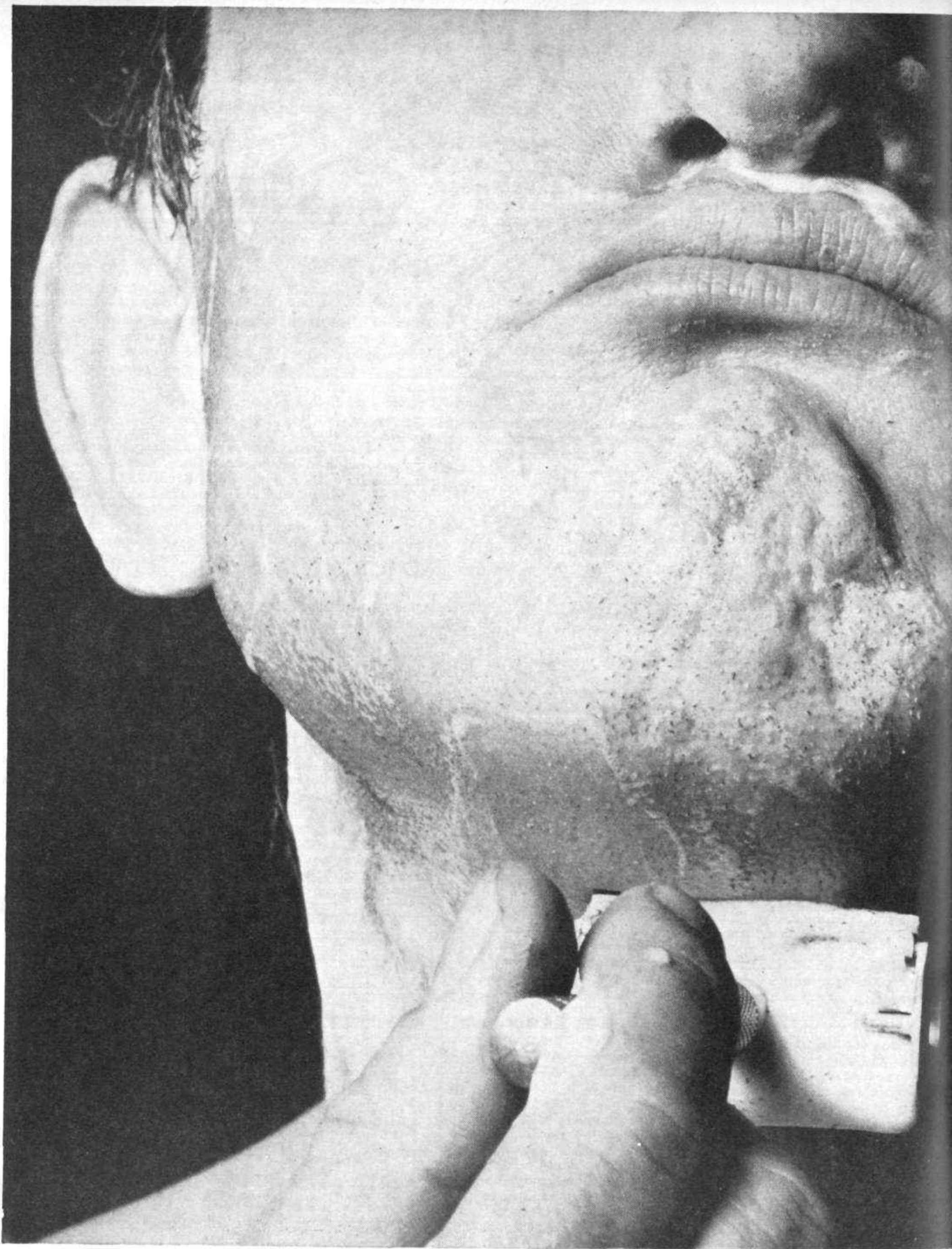
JARAMA CIRCUIT—3.4 kilometres.

V12, P133-02, fitted with new designed wheels and wider tyres, but was not so fast, but most other drivers improved on their times as one would expect. Hulme and Amon scored equal fastest lap with 1 min. 28.3 sec., slower than the F.2 record and the earlier time of Rodriguez, but encouraging progress. Redman and Scarfiotti were surprisingly evenly matched, the Honda began to show improvement, but Ickx was not impressive.

Overnight the McLaren team removed the engines from their two cars as they had done their quota of racing miles and installed two new ones, and with Saturday practice at 4 p.m. there was ample time for everyone to get all their work completed, especially as the pits form good, clean, well-lit workshops, avoiding any need to leave the circuit. The new Brabham BT26 with 4 o.h.c. Repco V8 engine had arrived with Jack Brabham, the McLarens were fitted with pannier fuel tanks on tubular outriggers, though they did not contain petrol as yet, the B.R.M. P133-02 was fitted with the earlier wheels and the Cooper drivers had swapped cars. There was a very adequate one and a half hours of practice and all 14 entries were circulating, but most drivers seemed to have reached their limit and the F.2 lap record time was still elusive to most of them. Hulme soon discarded the pannier tanks on his car, but McLaren continued with them, while both cars had short nose cowlings, as did the Coopers. Beltoise was showing excellent form with the Matra-Cosworth V8, his first meeting with such a powerful car, and he equalled the previous day's fastest time by Hulme and Amon, whereas Siffert with a similarly powerful car could not approach them, and likewise Ickx could not approach his team-mates' times. Amon was really enjoying the tight little circuit and was power-sliding the Ferrari out of the slow corners, while others seemed to be hanging fire. It was no surprise that Amon made best time overall, with 1 min. 27.9 sec. but it was not expected that he would be nearly half a second faster than the next best.

Just before practice ended, and when a lot of people thought it was all over, mainly because the track had become very oily after Courage's B.R.M. had loosened an oil union and spread its oil all over the place, an unfortunate incident occurred. Brabham had been going round relatively slowly as the new car had not done any previous running, and on one lap, when he got to the end of the short main-straight, the brand new Repco V8 went bang and deposited a lot more oil. McLaren was just behind and he skidded on the oil and struck the guard-rail,

PRACTICE TIMES					
No.	Driver	Car	Friday 1st Period	Friday 2nd Period	Saturday
1	D. Hulme	McLaren-Cosworth V8 M7A-2	1. 29.1	1. 28.3	1. 29.1
2	B. McLaren	McLaren-Cosworth V8 M7A-1	1. 28.9	1. 28.6	1. 28.3
3	J. Brabham	Brabham-Repco V8 BT26-1	—	—	1. 44.2
4	J. Rindt	Brabham-Repco V8 BT24-3	—	1. 29.7	1. 29.7
5	P. Courage	B.R.M. V12 P126-01	1. 33.1	1. 29.9	1. 29.9
6	J-P. Beltoise	Matra-Cosworth V8 MS10-02	1. 29.8	1. 31.6	1. 28.3
7	J. Surtees	Honda V12 RA301-801	1. 30.0	1. 28.8	1. 29.0
8	M. Spence	B.R.M. V12	NON-STARTER		
9	P. Rodriguez	B.R.M. V12 P133-01	1. 28.1	—	—
10	G. Hill	Lotus-Cosworth V8 R49/1	1. 28.4	1. 30.6	1. 28.7
11	—	—	NON-STARTER		
12	J-P. Beltoise	Matra V12	NON-STARTER		
14	B. Redman	Cooper-B.R.M. V12-F1-1-68	1. 33.4	1. 31.5	—
15	L. Scarfiotti	Cooper-B.R.M. V12-F1-2-68	1. 34.2	1. 31.4	—
16	J. Siffert	Lotus-Cosworth V8 R49/2	1. 30.6	1. 30.9	1. 29.7
17	—	—	NON-STARTER		
18	—	—	NON-STARTER		
19	C. Amon	Ferrari V12-0007	1. 29.1	1. 28.3	1. 27.9
20	D. Hobbs	B.R.M. V12	NON-STARTER		
21	J. Ickx	Ferrari V12-0009	1. 30.7	1. 29.6	1. 32.8
9	P. Rodriguez	B.R.M. V12-P133-02	—	1. 29.8	1. 28.8
14	B. Redman	Cooper-B.R.M. V12-F1-2-68	—	—	1. 31.0
15	L. Scarfiotti	Cooper-B.R.M. V12-F1-1-68	—	—	1. 30.8



This is an ad. for Castrol GTX high performance motor oil

When you shave in the morning, the razor takes off your shaving cream, your bristles, and a little of your skin.

Nothing to worry about.

Your loss of face is microscopic. And your skin quickly recovers.

But that's not your only shave of the morning.

When you start your car, the pistons (like razors) sweep up and down the face of the cylinder walls. They instantly shave off deposits that can collect overnight in the cylinder chambers—and often a sliver of cylinder wall, too.

Again, the loss is microscopic.

But unlike yours, the cylinder face won't recover. So every time you start your car, you're helping to finish your engine.

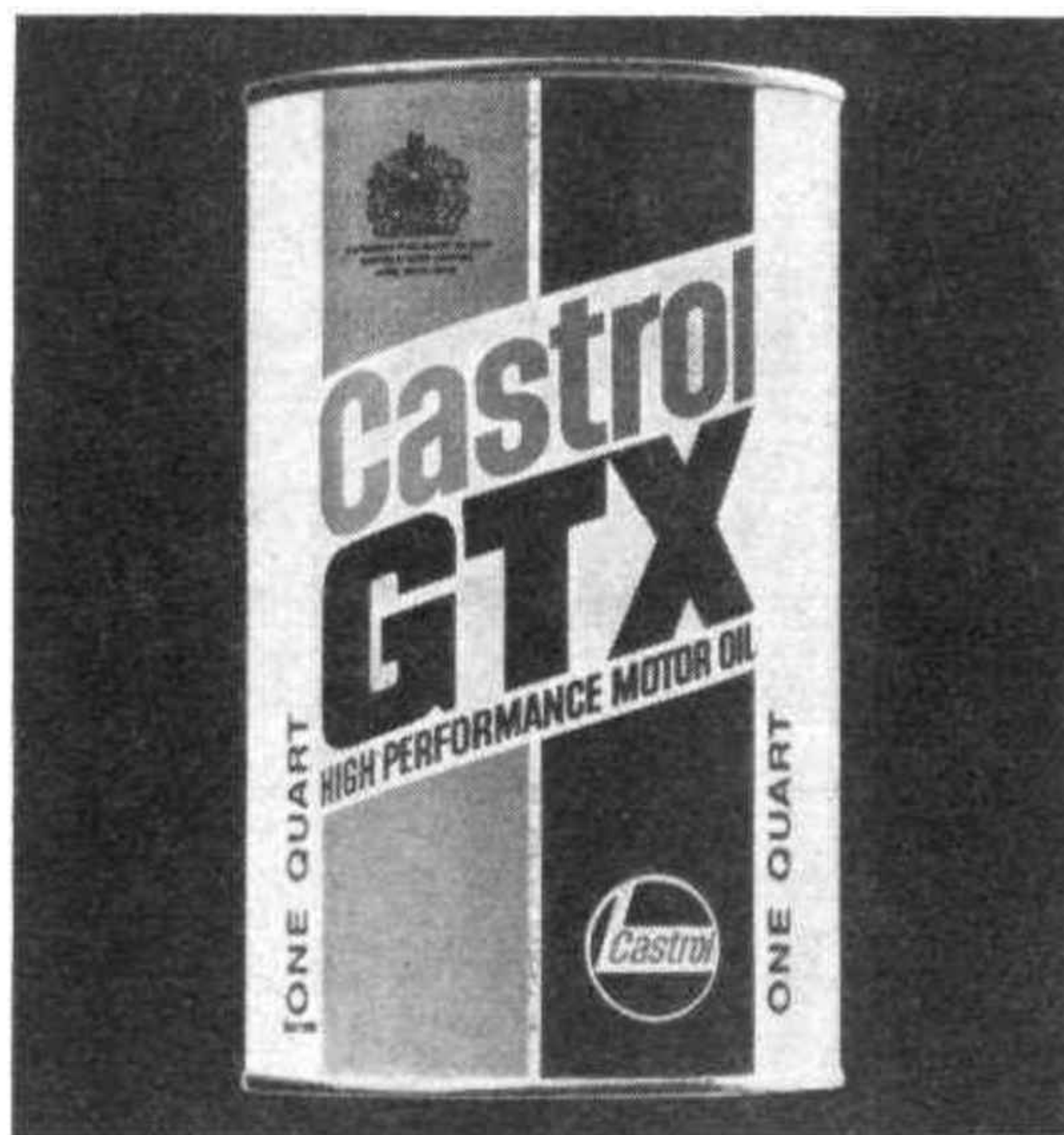
Castrol have an answer to this wear problem.

The new high performance motor oil, Castrol GTX. With its special neutralising ingredients, GTX mops up acids and rust before they have chance to eat into anything. Cylinders are protected whether you leave your car out all night or even for an hour in a parking ground.

Less post-ignition corrosion, less engine wear.

Think about it.

While you're shaving.



writing off the entire front end of his car. These guard-rails, which are infesting all the circuits of the world, certainly keep the cars on the track and out of the public enclosures but they cause enormous damage to cars that hit them, even when the incident is of a very minor nature. The Repco engine was a mess, with one piston, cylinder liner, head and valves completely wrecked, so there was no question of Brabham starting in the race. The McLaren was not as bad as it looked at first sight and hard work by the team got it fitted with new suspension members, new steering assembly and new radiator, the only damage to the "monocoque" being one tiny crinkle. Unfortunately, they did not have a spare set of the 1 test and widest front wheels so McLaren had to do the race on the earlier narrower ones and this caused excessive understeer, which was not what was wanted on the slow hairpin bends.

The make-weight Formula Three race was over and done with on Saturday evening, leaving Sunday completely clear for the 90-lap Grand Prix, to be held under a blazing sun, but attended by a poor crowd, in view of the circuit's proximity to the Spanish capital. Scheduled to start at midday, the 14 cars were allowed a warm-up lap before assembling on the "dummy-grid", and Rindt was late in joining the other competitors, still being beside the track rather than in his proper place on the grid as the cars moved forward to the starter's flag. With Ferrari, B.R.M. and McLaren cars on the front row, McLaren and Matra in row 2, and Lotus, Honda and Ferrari in row 3, the possible outcome was wide open and it was anybody's race. Rodriguez was driving his faster practice car, P133-01, Redman had Cooper number one, and Scarfiotti number two, Hulme was running without the pannier tanks, but McLaren had his fitted but empty of petrol, running on the chassis tanks and the scuttle tank, and his car was also using the earlier smaller capacity oil tank. The loss of oil by Courage's B.R.M. V12 had not done any damage to the engine, and every one of the 13 competitors seemed well prepared, apart from Rindt whose car was fitted with an old engine as a head gasket had leaked at the end of practice and the Austrian driver had driven on until all the water had gone and the engine was scintillating.

STARTING GRID

1 D. Hulme (McLaren-Cosworth V8) 1 min. 28.3 sec. (1 min. 28.4 sec.)	9 P. Rodriguez (B.R.M. V12) 1 min. 28.1 sec. (1 min. 28.9 sec.)	19 C. Amon (Ferrari V12) 1 min. 27.9 sec. (1 min. 28.6 sec.)
6 J.-P. Beltoise (Matra-Cosworth V8) 1 min. 28.3 sec. (1 min. 28.3 sec.)	2 B. McLaren (McLaren-Cosworth V8) 1 min. 28.3 sec. (1 min. 29.8 sec.)	
21 J. Ickx (Ferrari V12) 1 min. 29.6 sec. (1 min. 31.7 sec.)	7 J. Surtees (Honda V12) 1 min. 28.8 sec. (1 min. 29.4 sec.)	10 G. Hill (Lotus-Cosworth V8) 1 min. 28.4 sec. (1 min. 28.5 sec.)
16 J. Siffert (Lotus-Cosworth V8) 1 min. 29.7 sec. (1 min. 29.6 sec.)	4 J. Rindt (Brabham-Repco V8) 1 min. 29.7 sec. (1 min. 28.9 sec.)	
14 B. Redman (Cooper-B.R.M. V12) 1 min. 31.0 sec. (1 min. 30.0 sec.)	15 L. Scarfiotti (Cooper-B.R.M. V12) 1 min. 30.8 sec. (1 min. 30.2 sec.)	5 P. Courage (B.R.M. V12) 1 min. 29.9 sec. (1 min. 28.5 sec.)

Non-starter: J. Brabham (Brabham-Repco V8), 1 min. 44.2 sec.
N.B.—Times in brackets are fastest lap in the race by each competitor.

It was Rodriguez who jumped into the lead and he did a scorching opening lap, coming round the last right-hand bend into the finishing straight in a beautiful opposite-lock slide, with his rear wheels almost off the edge of the track. He was followed by Beltoise, who had made a superb start, and then came Amon, Hulme, Surtees, McLaren and Hill, with the rest in tow. Rindt had started late but was driving in his usual spectacular fashion trying to make up the lost ground. After only three laps the first three cars began to pull away, and once Hulme got past the Honda he joined them. McLaren was finding his excessive understeer embarrassing and could not maintain his opening lap pace, and once Hill had got past him and the Honda the Lotus forged ahead to join the leaders. At 10 laps the first five cars were running nose-to-tail, in the order B.R.M. (Rodriguez), Matra (Beltoise), Ferrari (Amon), McLaren (Hulme), and Lotus (Hill), the three young rabbits showing the two old hands the way along. After a short gap Surtees led an unhappy McLaren, with Siffert keeping station with them. The two Coopers were slow but regular and the Ferrari of Ickx was not firing evenly, so that Rindt had no trouble in catching these three. Courage's car was overheating and he stopped on lap 9, and on lap 10 Rindt retired with a loss of oil pressure. Courage rejoined the race some eight laps later.

As the leaders came down the hill to complete the 11th lap a trail of smoke issued from the back of the Cosworth V8 engine in the Matra but even as it did Beltoise pulled out of the B.R.M.'s slipstream and went into the lead as they braked for the right-hand bend at the end of the short straight. With oil smoke pouring from the back of the Matra Beltoise stayed in the lead and Rodriguez dropped back a bit, for it was obvious that this situation was not going to last long, and Amon made the most of the position and forced his way by into second place. On lap 13 Siffert lost contact with Surtees and Amon as a petrol tank had sprung a leak and the pedals were wet and slippery, making things difficult for him, and on the same lap Ickx pulled into the pits with a misfiring engine and retired, part of the ignition distributor having broken. The smoking Matra held the lead until lap 15 and at the end of the next lap Beltoise pulled into the pits, letting all the others go by, with Amon in the lead. Mechanics searched for the source of the oil leak, which was from the oil filter, tightened it, and he went off again, but there was still smoke and after one lap he was back. The car was jacked up and mechanics got underneath to replace the sealing ring on the oil filter, and many laps went by. While Beltoise was in and out of the pits, Courage set off again, his cooling system having settled down, and meanwhile Amon was keeping ahead of Rodriguez, Hill and Hulme. A considerable way back and unable to make much impression on anyone was Surtees with the new Honda followed painfully by McLaren, and Siffert, while the two Coopers brought up the rear, soon to be lapped by the leader. After 25 laps the petrol leak in the Lotus cockpit was becoming impossible, so Siffert stopped and had the leaking tank isolated from the system, and at this point Rodriguez decided it was time he tried to get back in the lead and for four laps he harried the Ferrari, but there was no way past. On the 28th lap, just as Beltoise had rejoined the race with the oil leak cured, Rodriguez overdid things on braking for a long right-hand bend and shot off the road and through the first wire-mesh fence, and finished up against the second one with the car in a horrible mess but himself unscathed. This gave Amon a clear run, for while the B.R.M. had been pressing him they had drawn away from the Lotus of Graham Hill and Hulme's McLaren. Steadily the gap increased from a few seconds to 12 seconds, then to 15, and at 45 laps, which was half-distance, the Ferrari was 16 seconds ahead of the Lotus and still drawing away.

The race now settled down into a drawn-out procession, with the Ferrari pulling away at one second a lap, without straining and lapping at just under 1 min. 30 sec., while Hill and Hulme seemed to have reached stalemate. Surtees was too far back to be of any consequence, and McLaren was just keeping going. The Coopers had both been lapped by the Ferrari, and even by the Honda, and were running in close company, and on lap 59 Redman suddenly nipped in front of Scarfiotti. The Matra was going perfectly after its stop and Beltoise was driving harder than anyone, even though he could not hope to make up the time lost. However, his efforts rewarded him with the fastest lap, and he made full use of the time to put in some excellent practice, for this was his first race in a 3-litre Grand Prix car. Siffert was not going anything like as fast and stopped when the transmission started to rattle and vibrate; after a few more laps it was getting worse, so the car was withdrawn before something broke. Courage retired out on the circuit when the fuel-injection unit broke down, and hardly had all this happened than the usually reliable Ferrari which seemed certain to win, died on the hill behind the pits. The petrol pump taking fuel from the tanks to the high-pressure unit had given up, and Amon had no choice but to walk back and watch Hill in the lead on lap 58.

There were now only eight cars running, in the order Hill (Lotus), Hulme (McLaren), Surtees (Honda), McLaren (McLaren), all on the same lap, with Redman (Cooper) and Scarfiotti (Cooper) a lap down, followed by the ailing Lotus of Siffert, that was about to retire, and the healthy Matra of Beltoise, going faster than anybody, but nine laps behind. At 64 laps Hulme decided to attack Hill, and for five laps he pressed hard on the tail of the Lotus, but the little circuit did not allow room anywhere for out-fumbling Hill, and the Lotus driver was not making any mistakes. They were fast catching McLaren, who was now in trouble with a cracked oil-breather pipe on his Cosworth V8 engine, so that on left-hand bends he was losing a lot of oil, and smoke was issuing as the oil fell on the exhaust pipes. Hill and Hulme could see that they were soon to lap McLaren, and the New Zealander thought it might give him the opportunity to slip by into the lead, while the Lotus driver realised that if McLaren played things right he could help his team-mate and cause a little obstruction, which is all quite fair in open battle, so he began to get ready for a little rough-

and-tumble. On lap 72 they were about to lap McLaren when all the tension disappeared, for he drew into the side and almost stopped, waving them both by, so that Hulme had no help at all.

As long as Hill did not make any mistakes it was stale-mate again and the two Cosworth-powered cars toured round nose-to-tail. The Honda was over half a minute behind them, in a poor third place, when there was a "graunching" noise on the slow part of the circuit behind the pits and the gearbox broke. The fact that Surtees could not get into any gear suggested that part of the selector mechanism may have broken off and fallen in amongst the internals. Whatever it was, it was the end of the Honda, and a few laps later McLaren's engine had lost so much oil that oil pressure was almost nil, and as the engine showed signs of seizing he switched off and walked back to the pits. All this left the two Coopers in third and fourth places, profiting from sheer reliability. In the last 10 laps Hulme had had enough of sitting in the exhaust fumes of the Lotus, added to which his gearbox would not engage 2nd gear, so he eased right off, leaving Hill to tour home to a very popular victory, these two being the only ones to complete the full 90 laps.

Everyone was very pleased with the outcome, for just at this time Team Lotus are going through a bad period and needed the morale booster that it gave them.—D. S. J.

Results:

SPANISH GRAND PRIX—Formula One—Jarama Circuit—90 laps
306.388 kilometres—Very hot

1st: G. Hill (Lotus 49-Cosworth V8) (Entrant: Gold Leaf Team Lotus)—
 2 hr. 15 min. 20.1 sec.—135.842 k.p.h.

2nd: D. Hulme (McLaren M7A-Cosworth V8) (Entrant: McLaren Racing)—
 2 hr. 15 min. 36.0 sec.

3rd: B. Redman (Cooper T86B-B.R.M. V12) (Entrant: Cooper Car Company) 1 lap behind

4th: L. Scarfiotti (Cooper T86B-B.R.M. V12) (Entrant: Cooper Car Company) 1 lap behind

5th: J-P. Beltoise (Matra MS10-Cosworth V8) (Entrant: Matra International) 9 laps behind

Fastest lap: J-P. Beltoise (Matra-Cosworth V8), in 1 min. 28.3 sec.—138.796 m.p.h.

Retired: J. Rindt (Brabham-Repco V8), 10 laps, no oil pressure; J. Ickx (Ferrari V12), 13 laps, ignition; P. Rodriguez (B.R.M. V12), 27 laps, accident; P. Courage (B.R.M. V12), 52 laps, injection unit; C. Amon (Ferrari V12), 57 laps, fuel pump; J. Siffert (Lotus-Cosworth V8), 62 laps, transmission; J. Surtees (Honda V12), 74 laps, gearbox; B. McLaren (McLaren-Cosworth V8), 77 laps, loss of oil.

13 starters — 5 finishers.

Jarama Jottings

It seems that some members of the drivers' trade union, the G.P.D.A., tried to get the race cancelled, on safety grounds. All was put in order by ODACISA and the President and Secretary of the G.P.D.A. were conspicuous by their absence, leaving the members to look after themselves.

* * *

Some Fleet Street daily paper scandal-mongers arrived expecting a big fuss over starting money, qualifying, safety precautions and so on. When nothing happened they looked very bored watching the racing cars.

* * *

The pits were kept admirably clear of photographers who do not take photos, reporters who do not report, and hangers-on and camp-followers during the race, so that the paying customers and those in the Press Stand could actually see what was going on.

* * *

Our Formula Two reporter has enthused over the pits construction, where each pit is in fact a workshop facing onto the pit apron and backing onto the paddock. Justifiable enthusiasm; and the sooner Brands Hatch and Silverstone organisers go to Spain to see how it should be done, the better for British motor racing.

* * *

Certain "well-informed circles" were saying that the crowds stole parts off the crashed B.R.M. It was not true, they merely took pieces of the shattered glass-fibre nose cowling that flew over the fence. The same "circles" were saying that there wasn't a flag signal to be seen during practice. Again untrue.

* * *

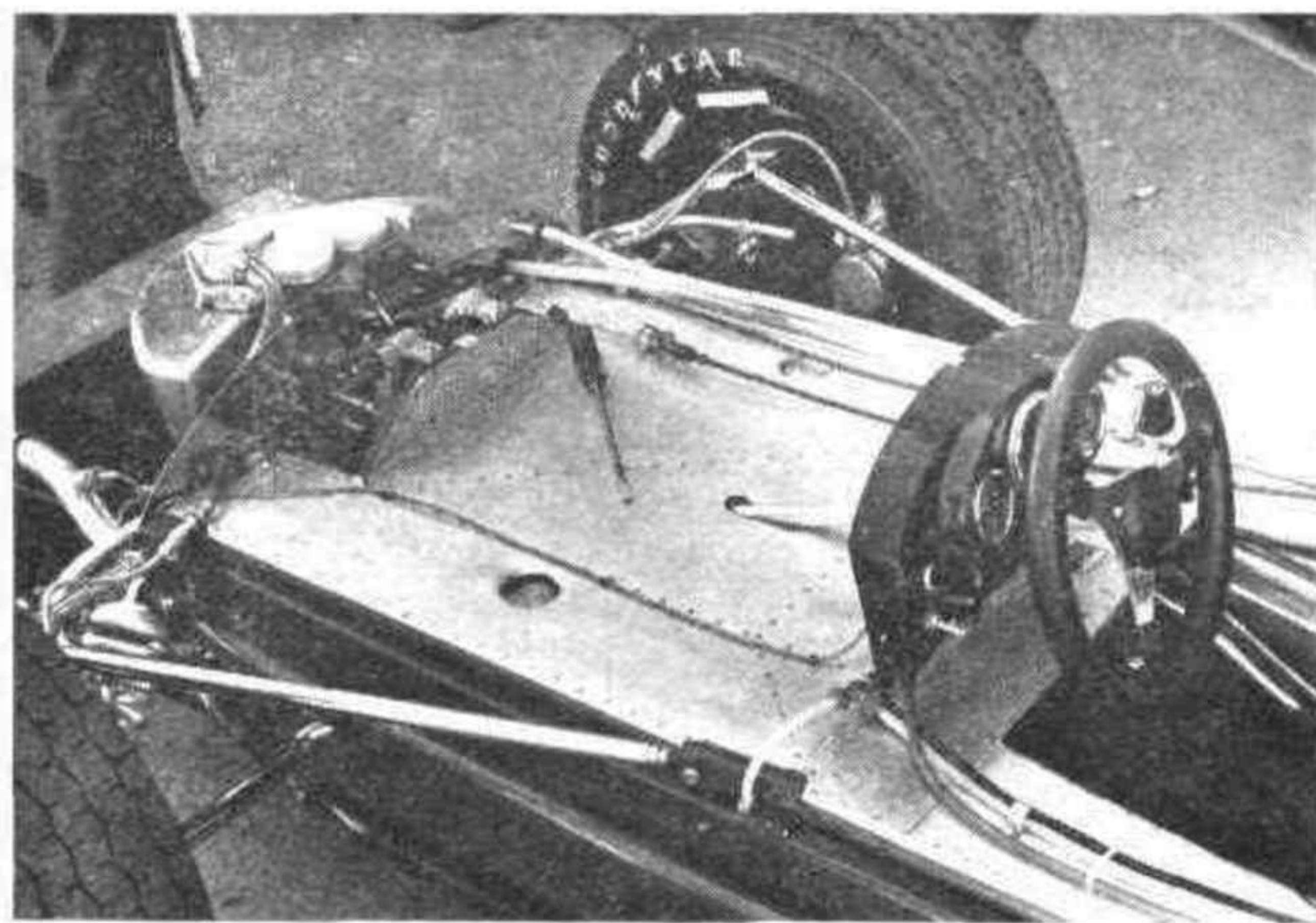
The officials of the G.P.D.A. objected to the idea of two Spanish Formula Two drivers taking part, but not to Courage and Redman, whose Grand Prix experience is very limited.

* * *

On the starting grid are shown the best practice time for each driver, as is normal, and underneath in brackets the fastest lap recorded during the race. They make for interesting study and indicate that the newcomers are still learning as they were the only ones to go faster in the race. Beltoise would seem to have reached his limit for the conditions.

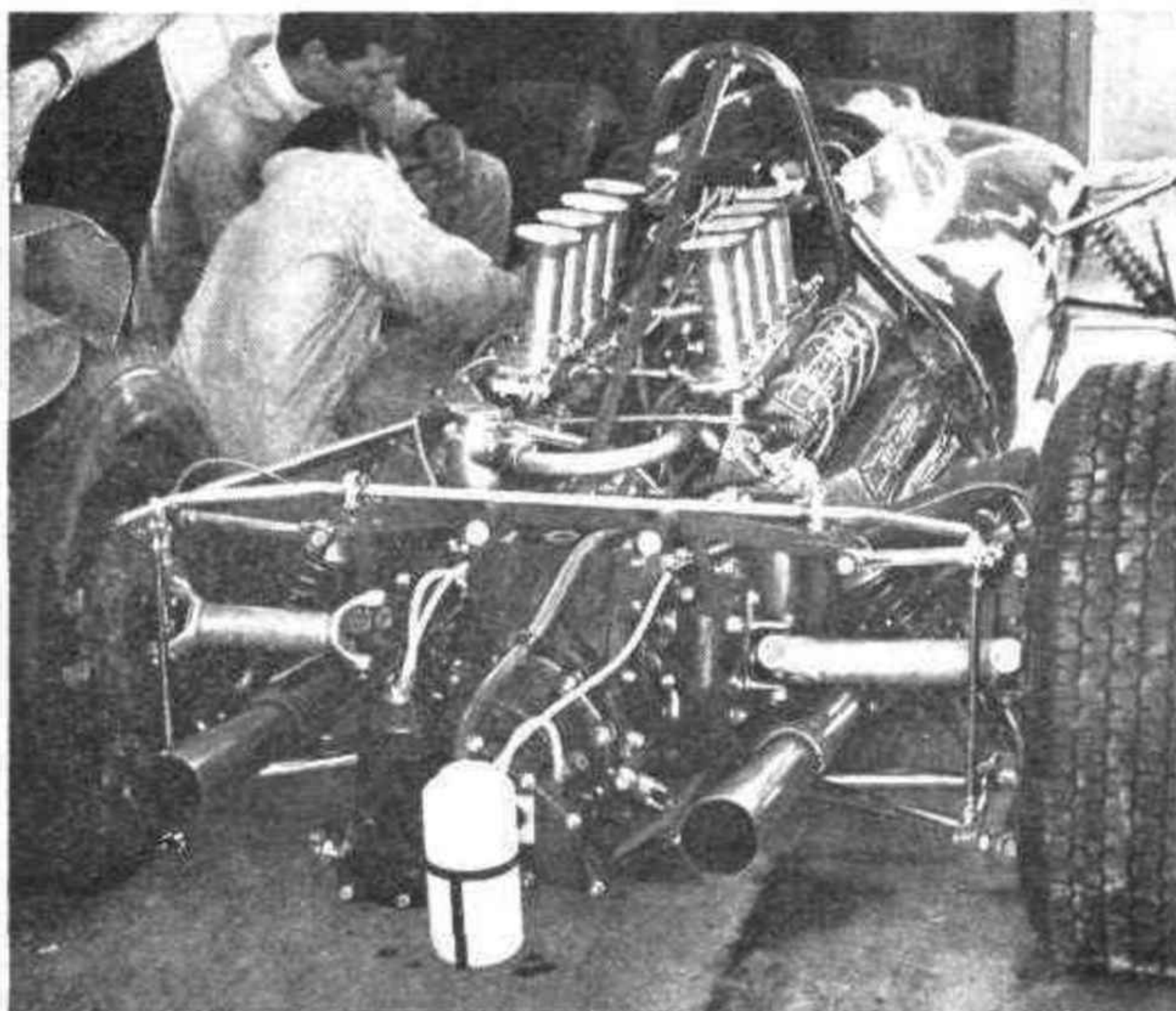
NOTES ON THE CARS AT JARAMA

TWO brand new designs appeared for the Spanish G.P., the BT26 Brabham-Repco and the RA301 Honda V12; in addition there was a redesigned Lotus 49, a second 1968 Cooper T86B, a new Ferrari V12 to the existing pattern, a new MS10 Matra-Cosworth, a new BT24 Brabham-Repco V8 to 1967 specification, and McLaren had a third M7A almost complete, but dismantled and stowed in the transporter, so that with the exception of the Eagle team, who were not present, everyone seemed well advanced and ready for an active Grand Prix season.

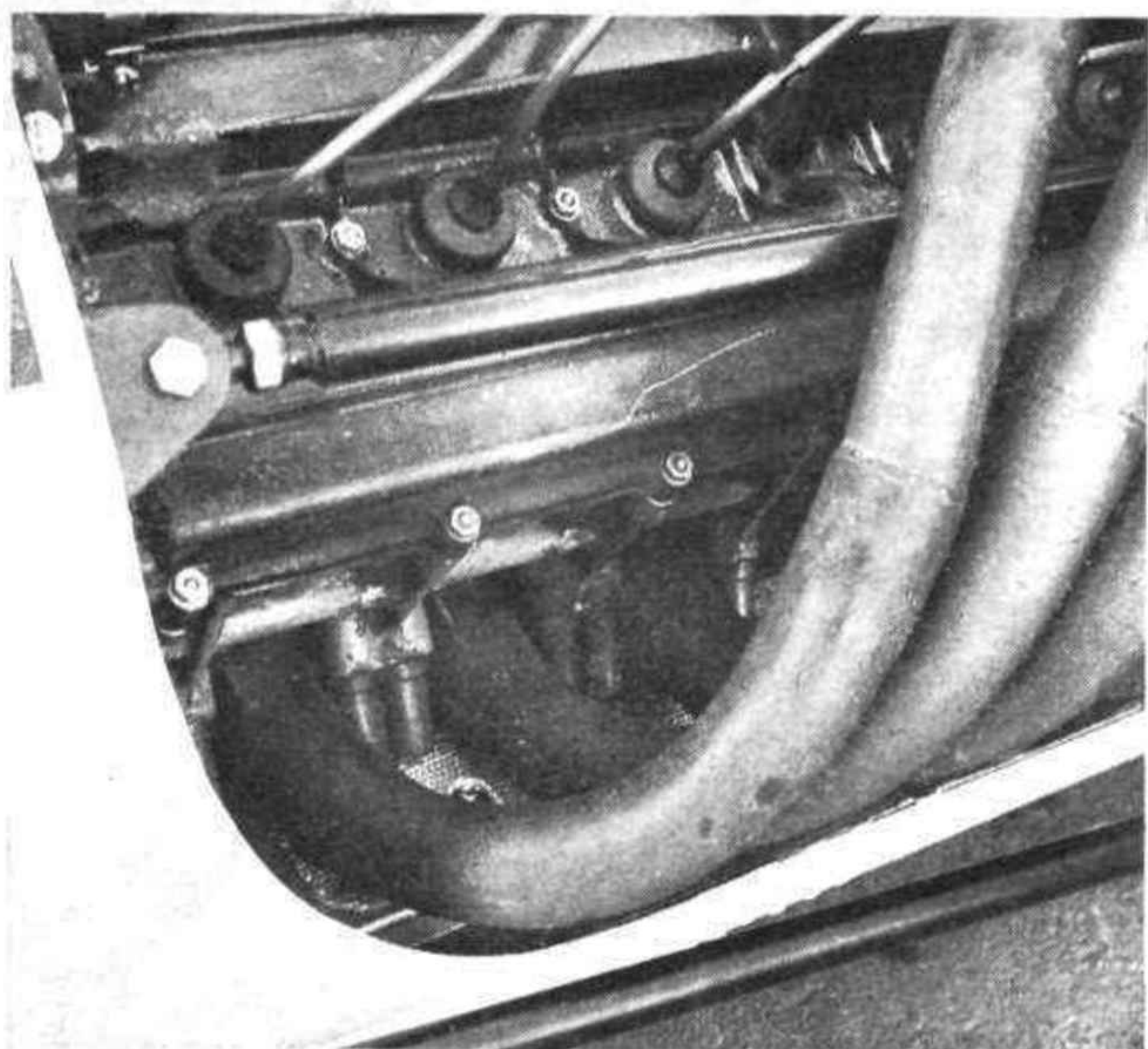


Stressed aluminium-sheet riveted to the tubes stiffens the Tauranac-designed space-frame of the Brabham-Repco BT26-1.

In spite of a lot of work to do on their Indianapolis cars, the Brabham team worked non-stop and chartered a special transport aircraft to fly their 1968 Grand Prix car out to Madrid in time for the last practice, on Saturday afternoon. This new car, BT26-1, is a new departure; the Tauranac-designed chassis uses stressed aluminium sheet in its construction, instead of relying solely on round and square section tubing. The chassis is still a space-frame following the previously successful designs of Ron Tauranac, but around the cockpit area aluminium sheet is riveted to the tubes to provide extra stiffness in torsion, rather like F. W. Dixon did with his Rileys in the early nineteen-thirties. It is neither a space-frame, nor a monocoque, but a sort of "half-coque", and it is interesting that while Tauranac is cautiously moving from space-frame towards stressed-skin, or "monocoque" in popular terms, other designers are moving from the complete stressed-skin structure towards the addition of tubular structures, so that later this year we may see an ultimate compromise. The



The new Type 860 all-Australian 90° Repco-Brabham V8 engine. Note the inlets in the vee of the engine and the length of the ram-pipes.



The new Honda 12-cylinder engine, showing the sleeves between the exhaust pipes which enclose the torsion-bar valve springs.

suspension and running gear of the BT26 follow previous Brabham layout and the fuel tanks are still separate components hung pannier-fashion by straps on each side of the frame along the cockpit sides and forming the body shape. The most important part of the new Brabham is the Repco-Brabham V8 engine, it being the new Type 860 all-Australian four-overhead-camshaft, 90-degree V8, with four valves per cylinder, and a nicer looking, clean and compact engine would be hard to design. The porting is conventional, with the inlets in the vee of the engine and the exhaust ports on the outside, and Lucas fuel-injection is used. The exhaust pipes end in long thin megaphones, stamped "Lukey Muffler" as on all Repco V8 engines, Len Lukey being an exhaust pipe and silencer manufacturer in Australia who has been a friend of Jack Brabham for many years and used to race a Cooper-Bristol along with Brabham before they found out about European racing. This brand new Repco V8 "four-cammer", as it is known, is coupled to a new version of the ubiquitous Hewland gearbox, combining heavy-duty crown-wheel and pinion unit with lightweight gearbox assembly. It must have been heart-breaking for the Brabham-Repco people when the new engine broke before it had even started going fast, but at least they learnt something, whereas if they had not made the big effort to get to Jarama they would probably not have even got the car running when they did, and would have been that much behind all season. It will be recalled that Brabham tried out a new Repco V8 engine in practice at the first European World Championship event last year, at Monaco, and that broke before it got going properly. In view of the Repco V8 results of 1967 it could be that the un-auspicious debut of the "four-cammer" this year is a good omen. The Brabham team's second car, which Rindt drove, was BT24-3, a car virtually identical to the two cars used last year and sold in South Africa, with a single camshaft to each bank of cylinders Repco V8 mounted in their orthodox space-frame.

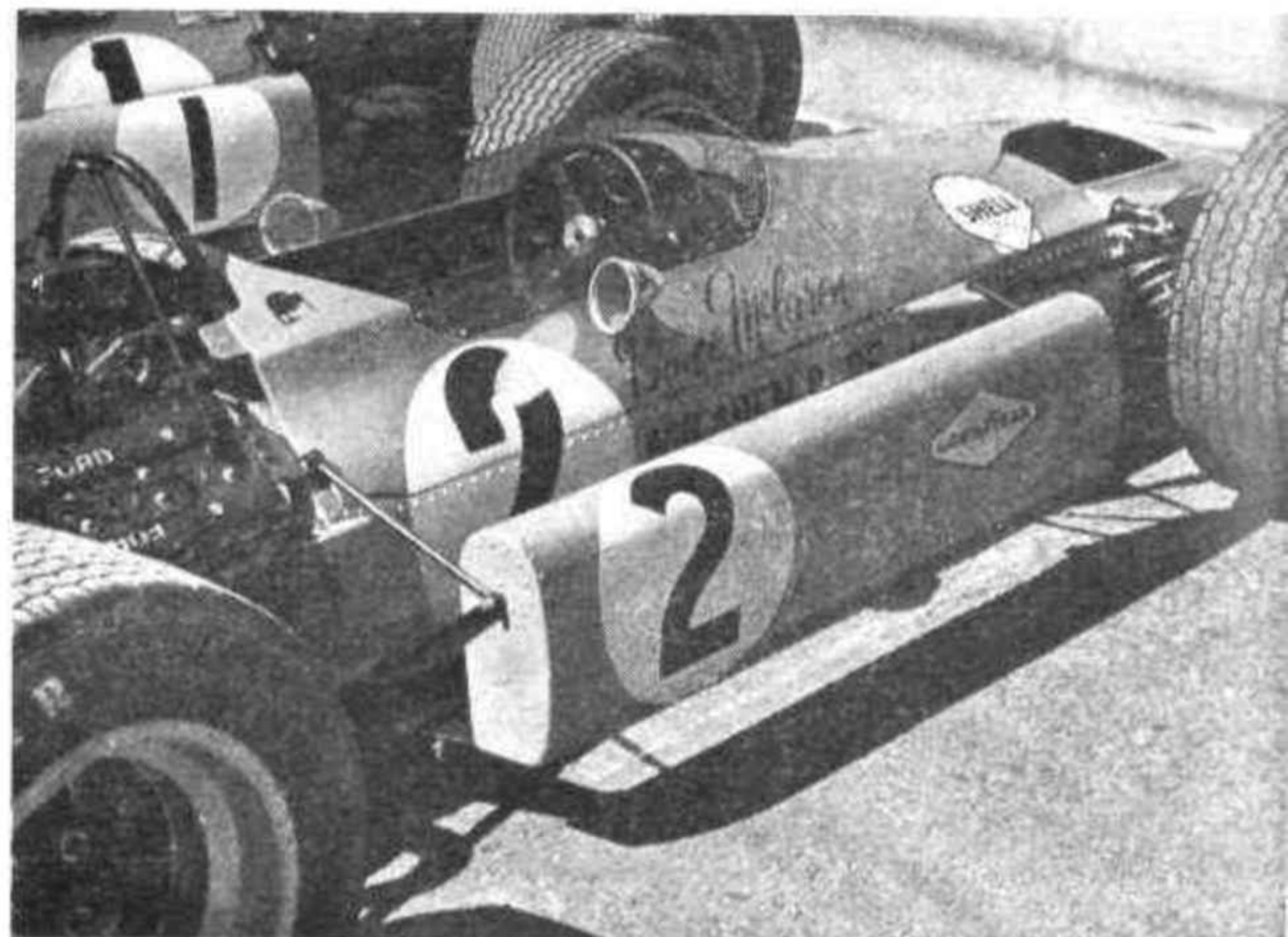
The brand new Honda, designated RA301-801, was making its first public appearance and could best be described as a product of "John Surtees Enterprises", which seem to encompass people and firms from Slough, England, to Tokyo, Japan. This new Honda has a full riveted aluminium-sheet stressed-skin "monocoque" chassis extending to the rear of the car, with the V12-cylinder engine mounted in the cradle formed by the two side-members. Front suspension is by double A-brackets, the top one with a forward bias, the bottom one with a rearward bias, and with a coil-spring/shock-absorber unit interposed. The "monocoque" finishes in a front bulkhead and forward of this is a light tubular structure which carries the radiator and the mountings for the anti-roll bar. At the rear the chassis ends in another bulkhead which carries the rear suspension members, the layout being conventional in having a lower A-bracket and single upper transverse strut on each side. There are the usual two radius rods on each side, and while the lower ones are attached to the chassis, the upper ones are attached to a tubular hoop that runs upwards and

over to form the regulation crash bar, or roll-over bar. This hoop is rigidly fixed to the "monocoque" by three bolts on each side and can be removed, the point being that if for reasons of suspension geometry Honda want to alter the chassis pick-up point of the upper radius rods they merely have to replace the tubular hoop with a different one rather than riveting new pick-up mountings on the chassis. The 12-cylinder engine utilises the same roller-bearing bottom end as last year, with the centre gear drive to the camshafts from the crankshaft and centre power take-off shaft, but the cylinder heads are entirely new. They still retain four valves per cylinder, operated by two overhead camshafts, but use a valve gear like that on the successful 1-litre Formula Two engines of 1966, with torsion-bar valve springs operated by small forked levers under the valve-stem cap. Inlet ports are now in the centre of the vee of the engine and exhaust ports on the outside, the exhaust system being rather unwieldy as it winds its way up and over the rear suspension, compared with the Cosworth V8 or the Brabham-Repco V8. Honda use their own fuel-injection system and their own gearbox/final drive assembly.

The Gold Leaf Team Lotus had Lotus 49/1 as raced at the B.R.D.C. Silverstone meeting by Hill and, in addition, 49/5 which appeared rather hurriedly prepared for the Race of Champions at Brands Hatch. However, since that race 49/5 has been entirely remodelled and represented some new thinking for Team Lotus, though it was so new and untried that while 49/1 was in good working order it was kept under a sheet and did not run at all during the meeting. In place of the Zetor gearbox used for so long by Lotus, this latest car has a Hewland gearbox, and the rear suspension mounting points are no longer on small tubular struts attached to the engine, but are on a very substantial fabricated box-section sub-frame, the upper pivoting points being much more widely spaced. A neater and smaller oil tank than that used at Brands Hatch is mounted over the gearbox, with an oil cooler above it. On each side of the nose of the car are large horizontal fins each presenting nearly a square foot of area, and they are mounted so that they can rotate about their leading edge through an angle of some thirty degrees. At the moment they are adjustable from outside the car, fixed by a pin that locates in one of a series of holes in the nose panel, but it is quite likely that future development will see these small "wings" controlled from inside the cockpit. A complete break away for Lotus Grand Prix cars is the fitting of a cover over the entire engine and gearbox unit, shaped with a rising surface towards the engine and finishing in a sharp cut-off, to form the flat wedge effect, as used on the Indianapolis turbine Lotus. In the top surface is an N.A.C.A. duct to feed air to the oil cooler. It is interesting that someone is thinking along proper aerodynamic lines for Grand Prix cars for, since the days of Connaught and Vanwall, scant attention has been paid to the advantages of good airflow on a Grand Prix car. It will be interesting to see this new Lotus in action at Spa. The other Lotus at this meeting was 49/2 which the Walker-Durlacher team are using until a brand new one is ready for them later in the season.

The Ken Tyrrell Matra-International Team had a brand new MSI car with Cosworth V8 engine, this being number two chassis, while number one was in the transporter as a spare, and a nice touch was the printed instructions in the cockpit, written in Spanish, explaining

Continued on page 47



One of the pannier fuel tanks on the latest McLaren-Cosworth V8.

Road Impressions of:

THE MAZDA 1500 de LUXE SALOON



HAVING been so favourably impressed by the Wankel-engined Mazda 110S (MOTOR SPORT, April 1968), I was anxious to discover whether the Mazda 1500 saloon was equally advanced in the field of high-grade medium-capacity family saloons. I was able to put this to the test over a varied fortnight's driving.

The ordinary as distinct from sports Mazda has a 4-cylinder 1,490-c.c. engine with a single chain-driven overhead camshaft and the "square" cylinder dimensions of 78 mm. bore and stroke. This neat power unit has a c.r. of 8.2 to 1, so that it is flexible, pulling away without protest from 20 m.p.h. in the high 4.11-to-1 top gear, and uses our lowest-octane fuels with very little audible alarm. This does not endow it with high performance, although the gross b.h.p. is 78, at 5,500 r.p.m., the Mazda driver having to be content with a top speed of about 93 m.p.h. and through-the-gears acceleration representing a s.s. $\frac{1}{4}$ -mile in 20.7 sec. This calls for some concentration when passing in the faster traffic streams. As compensation, this is a quiet-running car and one that is very nicely finished within. It gives something of the impression of an imitation B.M.W., without the precise handling and snappy performance of the German car.

The clutch is extremely light to disengage, the gear-change very pleasing indeed, with control by a neat, non-spring-loaded, central lever. Reverse is quite easy to engage, to the left of the gate, against spring action. The hand-brake is a nasty pull-out under-facia affair for the left hand (on r.h.d. cars) which, however, holds well and has a warning light. The rather high steering wheel carries a half-horn-ring and operates fairly light, rather vague steering ($3\frac{1}{2}$ turns, lock-to-lock, plus sponge) which isn't helped by the tyres tending to follow road irregularities. In fact, the handling is poor, in an understeering manner which changes to final oversteer, especially on bad surfaces, and the Bridgestone 6.45 x 14 cross-ply low-profile whitewall tyres hang on better in the wet than might be expected, although grip is far from 100%. But I never felt entirely confident on slippery going, although the car corners quite well, with some roll. Moreover, while the ride is comfortable, there is too much karate massage and bad gear-lever oscillation on bad roads, akin to that experienced in some British saloons ten years ago. The test car had drum brakes, which were far too sudden unless carefully premeditated light pressure was exerted on the pedal, and they worked very unevenly. Before the end of the test they became very bad and obviously needed adjustment or relining.

The interior of the Mazda is very "B.M.W.-ish", with big seats, the mock-woven vinyl upholstery of which is a good imitation of leather in looks and feel. The driver's seat adjusted very easily fore and aft, and the squabs of the front seats are adjustable quite simply, except that the desired non-reclining setting needs manipulation by hand.

Generally these are decent seats, but the sunken cushion became uncomfortable on long runs. The carpeted floor and quality of the interior trim are good points, and there are roof-grabs, coat hooks, laminated screen, anti-dazzle mirror, good undersealing, etc. A narrow band of real matt-finished wood serves for a fascia, on which instrumentation is simple and effective. Two main round dials, the speedometer of matt-black with white digits, with trip and total distance recorders, and a combined-services dial (ammeter, fuel gauge, thermometer, oil-gauge and the usual warning lights), constitute the instrumentation. Long flick-up switches, grouped three close together on the left of the steering-column and one on the right, look after, respectively, rheostat facia lighting, 2-speed wipers, electric screen-washers and lamps. It needed time to become accustomed to moving these up to the "on" positions, especially as the facia light control went the opposite way. The washers give a very hearty squirt for some seconds after the control has been returned to "off". A slender r.h. stalk control controls turn-indicators and dips the headlamps.

The 5-bearing engine is smooth to in excess of 6,000 r.p.m. and quiet until approaching 60 in 3rd gear, but took its time starting from cold, even if the manual choke was fully out, and was sometimes difficult to get going even when warm. It has a Stromberg-Nikki downdraught twin-choke carburetter with a transparent float-chamber and two-stage action controlled by movement of the throttle-cum-manifold depression, which is unusual but worked without too apparent hesitation. It is fed by a Mitsubishi Denki electric pump. There is a four-lamp Koito lighting set, with inbuilt reversing lamps, and a very small GS battery is located accessibly under the bonnet and charged by a Prestolite-Mitsubishi alternator. The installation of the cross-flow o.h.c. engine is notably neat, with shielded exhaust manifold and a long, guided dip-stick being ahead of this. Nos. 2 and 3 plugs are well buried and the horizontal distributor rather inaccessible. The minimum servicing interval is 2,000 miles, although chassis greasing, of 12 points, is needed only once every 20,000 miles.

The forward-hinged bonnet lid releases easily and is self-supporting, and the spare wheel does not obstruct the spacious boot, the lid of which is unlocked by using one of the two keys, both of which, however, work the ignition. The locks function nicely, although the "friction-feel" of that in the driver's door was a bit disconcerting, and there are sill interior-locks. Stowage within the Bertone body consists of a rather restricted tray before the front passenger and an illuminated drop-locker, big enough to take a Rolleiflex camera, with a lockable press-button above it on the facia. The heater involves four rotatable outlets on the screen sill, three vertical levers and a 3-speed fan, and can be set to a recirculatory system which obviates fumes entering the body—a good point. Knee-level rotatable cold-air vents are also fitted. A good tool-kit comes with the Mazda.





A side view of the Japanese Mazda 1500 de luxe saloon, showing the slender pillars of the Bertone-styled body but ugly wheels.

As to economy, the absolute range proved to be a very useful 349 miles, and the actual consumption of the cheapest-grade petrols was a most impressive 31.1 m.p.g., with 34 m.p.g. on one long run. The journal which reported that this car is heavy on fuel must have thrashed it unmercifully through the gears. As for oil, less than a quart was consumed in 1,100 miles. The fuel filler is a lockable flap without separate cap. The body is stylish, with slender pillars, wrap-around rear bumper, side-mounted turn-indicator repeaters and tamper-proof front quarter-lights; the radiator grille carries the M-badge, which is now getting quite well-known here.

Although personally I would not buy this Mazda 1500, especially at the price of nearly £994 for which it sells in Britain, finding it disappointing after the sheer pleasure of testing the 110S, after driving nearly 1,300 miles in this well-appointed, flexible and quiet saloon I shall be most interested to see what the Hiroshima company throws at us next—they are already putting disc brakes (badly needed!) on this 1500, and an electrically-operated radio aerial, and have introduced an estate-bodied version. The Japanese car manufacturers are learning fast, and already have mass-production techniques very well buttoned-up. Alas, at the end of the test this Mazda 1500 resolutely refused to start—no sparks. And a car which won't start is useless, be it Mini or Silver Shadow. Apart from needing a rather stiffer body shell to cope with stiff conventional suspension, and better steering, road-holding and braking, this Mazda is an uncommonly good car, which will probably sell here on sheer individuality or "different-ness".—W.B.

NOTES ON THE CARS AT JARAMA—continued from page 468

that the two small spanners were for removing the steering wheel in case of accident and the driver being trapped in the cockpit. Some day someone will think of using the simple idea of holding the steering wheel on a spline with an over-centre catch as Mercedes-Benz used to do, so that it is quickly detachable.

Cooper had two 1968 cars, virtually identical, apart from different suspension mounting points on the chassis to give improved geometry on the second and newer car. Both were using V12-cylinder B.R.M. engines with Hewland gearboxes. B.R.M. themselves had three cars, P126-03 which poor Mike Spence should have driven, the transporter having left Bourne before his death, and P133-01 and P133-02 for Rodriguez. The Tim Parnell team had the original Len Terry-designed car P126-01, which Courage was driving, all the Bourne cars using Hewland gearboxes.

McLaren brought his team in a well-prepared state, with M7A-1 for himself and M7A-2 for Hulme, and a third car in spares form; they also had two spare Cosworth V8 engines, as well as alternative nose cowlings, which were shorter and with larger apertures in view of the likelihood of high ambient temperatures. As the Cosworth engines had been showing signs of using more oil than expected during a race, the exposed cylindrical oil tanks at the rear were increased in capacity. For both cars there were sets of pannier petrol

IMPRESSIVE N.S.U. RUN

AT 9 a.m. on Wednesday, May 15th, seven assorted N.S.U.s set out from Land's End on a virtually non-stop "reliability run" to John o' Groats and back. Just over 46 hours later, at 7.10 a.m. on Friday, May 17th, the first car returned to the Land's End Hotel, and just 20 minutes later all seven cars had returned.

Crewed by an assorted team of motoring journalists, five cars—one twin-Wankel Ro80, a 1200C, a 1200TT, a 1000C and a prototype of a new Prinz 4 model to be known as the Super Prinz—took part in the run proper, with a brace of 1200Cs acting as lead and service cars. This well-managed run proved to be virtually flat-out all the way, less stops for food and fuel, and really tortured the cars for almost two days. The service 1200C suffered a dynamo failure, replacement being the cure, and the lead car slid into a ditch in the Highlands, bending a wheel but being otherwise undamaged, but the five journalist's cars never missed a beat.

I drove for over 850 miles, finding the two most impressive cars the Ro80 and the 1000C. The twin-Wankel car is roomy and comfortable, it's difficult to see its extremities from the driving seat, but it is incredibly quiet and deceptively fast; its true maximum speed being over the 112 m.p.h. quoted. The gearchange, with torque converter clutches being disengaged by pressure on the three-speed gear lever knob, was a bit puzzling at first, but one soon became acclimatised, while with front-wheel drive, powerful disc brakes all round and Michelin XAS tyres the Ro80 could be cornered very quickly, and very safely.

The 1000C was totally different, being small and precise, with all-independent suspension giving superb handling qualities, this being one of the few standard family cars which can be really set up and slid through corners under full control. The gearchange was very quick with unbeatable synchromesh, while the car is well-finished if a little noisy.

Of the other cars, the 1200C is a larger-bodied version of the 1000 series, is quicker and more comfortable than the 1000C but lacks the speedy gearchange and "fun car" handling; the 1200TT was the quickest of them all on twisty roads with its 65-b.h.p. engine but was so quick as to make one take driving it very seriously; while the little Prinz endeared itself to everyone with its 598-c.c. twin giving a true 75-m.p.h. maximum speed though, while sharing the handling characteristics of the 1000C, lacking the power to make the most of them.

Sample fuel consumption figures for the hard run were as follows:

Ro80, 20.3 m.p.g.; 1200TT, 26 m.p.g.; 1200C 34 m.p.g.; 1000C, 30 m.p.g.; Super Prinz, 47 m.p.g.*

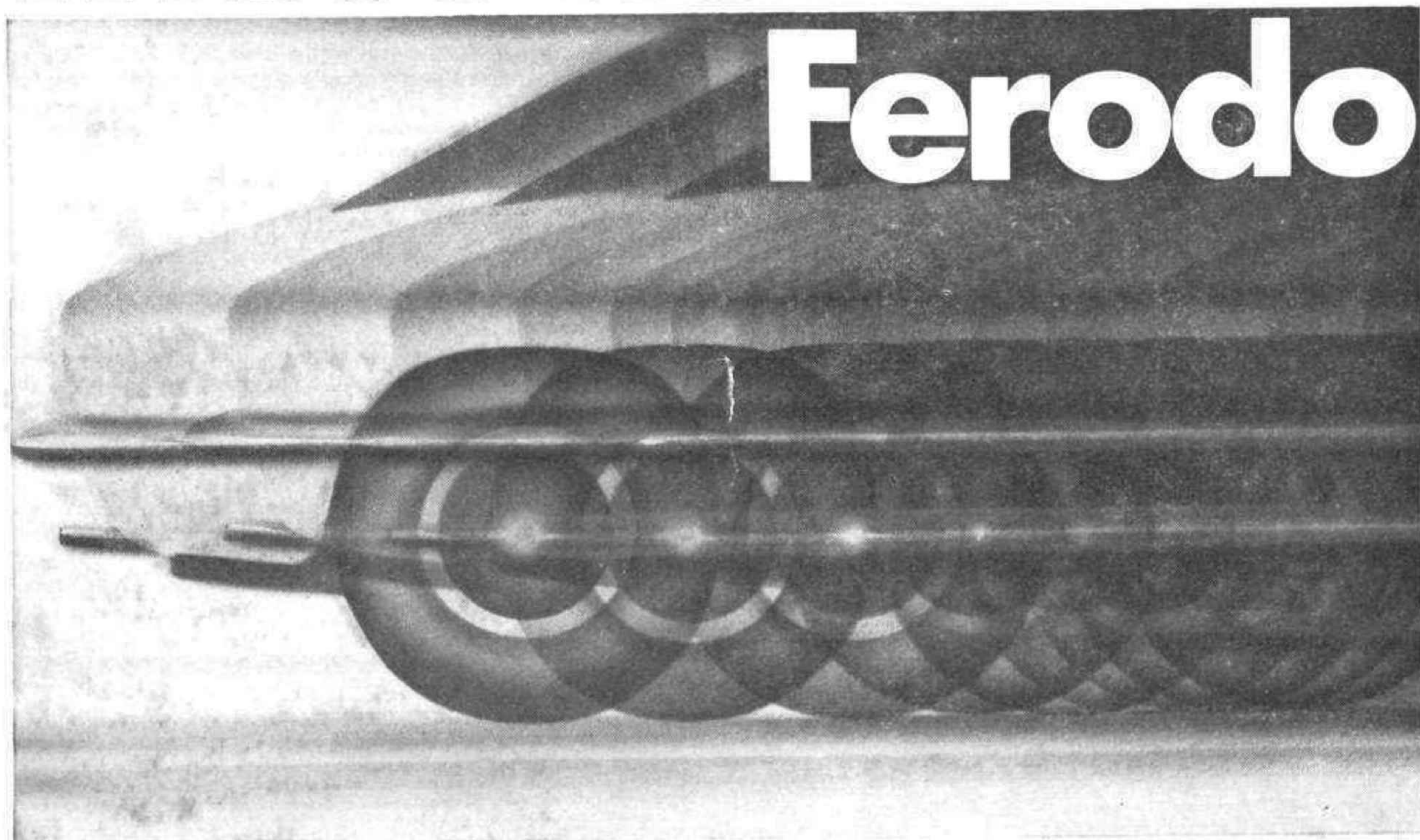
*These figures are not really representative of normal driving—the rush up and down the country returning near minimum consumption data.

This run, supported by Britax, Bosch, Castrol, Philishave, Pye, Solex and the St. John's Ambulance Brigade (who provided first-aid kits), proved the apparent unburstability of the N.S.U. family as a whole, the sheer modernity and class of the Ro80 and put the 1000C near the top of my personal "wanted" list.—D. C. N.

tanks, mounted on tubular outriggers, these riveted aluminium tanks containing rubber fuel bags, and when finally coupled up will be filled from the scuttle filler. The object of these pannier tanks is to get the weight spread wider and lower, for when in use the large tank over the driver's legs will be dispensed with. At Jarama they were tried experimentally from the mechanical attachment point of view and contained no petrol.

The Ferrari team had three cars at the circuit, all to the same specification, but only two were used, Amon driving 0007 and Ickx the brand new 0009, while the even newer 0011 was not used. The four-valves-per-cylinder, single-ignition engines were installed, with inlet ports along the outside of each cylinder head, and exhaust ports in the middle of the vee. The engine sits very low within the deep side-members and is a very tight fit in the confined space. Just behind the cockpit, air scoops direct a cooling draught along the side of the crankcase. The Lucas fuel-injection metering unit has now been moved from the rear of the engine to the front of the left-hand cylinder head and is mounted vertically, driven by skew gears off the front of the exhaust camshaft. The roll-over bar has been redesigned and made larger, and covers a small petrol cooler element, mounted behind the driver's head. Although Amon's car started life as a 1967 model it has gradually been modified and is now to full 1968 specification, identical to the two new cars, which are logical developments of the original design, rather than entirely new designs.—D. S. J.

behind the wheels of all these new cars:



Bristol 410
Lotus Elan +2
Aston Martin DB S
Humber Sceptre
Ford Falcon

Austin Healey
Sprite 1300
MGB MkII
MGC
MG Midget 1300

AC 428
Rover 3.5
Ferrari 365 GT 2+2

Saab 96
Triumph TR5
Sunbeam Rapier
Holden

**and now -
The Ford Escort G.T.
and all disc-braked versions.**

FERODO
DISC BRAKE
LININGS



VICTORIOUS ELFORD.—After wins at Daytona and in the Targa Florio, ex-rally driver Vic Elford drove a hard race in this 3-litre Porsche 908, shared with Jo Siffert, to win his third World Championship Sports Car race this year.

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

Porsche improve

NURBURGRING, GERMANY, May 19th.

THE German club took full advantage of the 22.8 kilometre length of the Nurburgring to accept 113 entries for the 1,000 kilometre race, ranging from factory teams, through professional teams and amateur teams, to virtual beginners at the business of long distance motor racing. What the entry lacked in quality it certainly made up for in quantity, though non-arrivals, crashes, non-qualifiers and mechanical disasters reduced this unwieldy number to a miscellaneous 76 starters, whose practice lap times varied from 8 min. 32.8 sec. to 10 min. 51.7 sec., the slower one's presence on the track not making it easy for the first dozen cars. The quality of the leading drivers was not sufficiently high to cause them to rush off to their trade union and try to get things stopped or put right, so the numerous works and professional drivers had to accept the challenge that the speed differential presented. The weather did not help either, being variable during practice and the race, from warm sunshine to hail storms, and the casualty list of men and machines after Friday and Saturday practice was quite considerable. Most serious was Irwin who crashed very badly at the Flugplatz in one of the Alan Mann 3-litre Cosworth powered Prototype coupés, wrecking the car and receiving very severe head injuries. The 1968 Alpine-Renault V8 was badly wrecked when Grandsire crashed, Classick put himself in hospital when he crashed

the works Chevron-B.M.W., Hedges crashed a Lotus 47, and an Elan and a Porsche 911 were reduced to scrap. It was not until nearly the end of practice, after midday on Saturday, that a bright spell in the weather allowed most people a chance to get in a fast lap and up to this point Ickx had been fastest with a Ford GT40, with 8 min. 37.4 sec., but Stommelen was able to put in a lap well below the Surtees record with a Ferrari which stood at 8 min. 37.0 sec. The works 2.2-litre Porsche got round in 8 min. 32.8 sec., which put it at the head of the line-up on Sunday morning for the 10 a.m. Le Mans start.

The overall competition lay between four works Porsches, one 2½-litre Autodelta Alfa Romeo, they having withdrawn their second 2½-litre car, one Ford (England) 3-litre Prototype, one works Alpine Renault 3-litre V8, and two Ford GT40 coupés from the Gulf sponsored J.W. Automotive team. The 2-litre class was a battle between Alfa Romeo factory cars and private-owner Porsches, and as usual many of them had a good chance of featuring well in the overall picture. There was a 1,000-1,600 c.c. Prototype class that was incredibly well supported by British club drivers and all manner of special cars, mostly Ford powered, and the 2,000-5,000 c.c. Group 4 sports car class was like a British national meeting, most of the club-racer Ford GT40 owners being in it, as well as the J.W. Automotive team. The 2-litre Group 4 class was another British club race, with a few foreign entries thrown in, and GT classes were dominated by Porsche 911 and Alfa Romeo Giulia entries. Unfortunately the majority of the British club racer cars were either inexperienced at serious racing, unsuitable, slowly driven or outclassed, but they certainly made an impressive Le Mans start for the enormous crowd to witness.

The works Porsche team were not quite so disorganised as they have been in recent races, but though they finished first and second it was not without a certain amount of trouble. The winning car of Siffert/Elford was a new 908 short-tail car, with 3-litre 8-cylinder engine, and had been bothered by fuel injection trouble in practice so that it was in twenty-seventh place on the grid. Siffert did one of the best Le Mans starts ever seen, charged his way through the traffic and was in fourth place at the end of the opening lap, taking the lead on the next lap and holding it for the rest of the forty-four laps, apart from when the car stopped for refuelling. Elford did another superb drive, partnering Siffert and the two of them dominated the race. The second 3-litre Porsche, driven by Mitter/Scarfiotti started off well by leading the opening lap and then holding second place. However, when the brakes were applied the car darted sideways and after a series of pit stops to change brakes, hubs, suspension units, springs, shock-absorbers and just about everything else at the front of the car, it showed no improvement so was finally withdrawn and a broken chassis was suspected. The two 2.2-litre 907 short-tail cars, driven by Herrman/Stommelen and Neerpasch/Buzzetta ran in what used to be considered

A.D.A.C. 1,000 KILOMETRES—Group 6 Prototype Cars, Group 4 Sports Cars, and Group 3 GT Cars—Nurburgring—44 laps—Wet and Dry			
* 1st	J. Siffert/V. Elford (Porsche 908—8-cyl. 3-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart
2nd	H. Herrmann/R. Stommelen (Porsche 907—8-cyl. 2.2-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart
3rd	J. Ickx/P. Hawkins (Ford GT40—4.7-litre V8)	Gr. 4	Entrant: J.W. Automotive Eng., Ltd.
4th	J. Neerpasch/J. Buzzetta (Porsche 907—8-cyl. 2.2-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart
5th	"Nanni" Galli/I. Giunti (Alfa Romeo "33"—V8 2-litre)	Gr. 6	Entrant: Autodelta S.p.a., Milano
6th	D. Hobbs/B. Redman (Ford GT40—4.7-litre V8)	Gr. 4	Entrant: J.W. Automotive Eng., Ltd.
7th	U. Schutz/L. Bianchi (Alfa Romeo "33"—V8 2½-litre)	Gr. 6	Entrant: Autodelta S.p.a., Milano
8th	J. Neuhaus/H. Kellners (Porsche 910—6-cyl. 2-litre)	Gr. 6	Entrant: Jürgen Neuhaus, Germany
9th	G. Larrousse/P. Depailler (Alpine Renault V8—3-litre)	Gr. 6	Entrant: Automobiles Alpine-Renault, Dieppe
10th	H. Schultze/N. Vaccarella (Alfa Romeo "33"—V8 2-litre)	Gr. 6	Entrant: Autodelta S.p.a., Milano
* 11th	E. Bitter/R. Joest (Porsche Carrera Six—2-litre)	Gr. 4	Entrant: Caltex Racing Team, Germany
12th	K. v. Wendt/W. Kausen (Porsche Carrera Six—2-litre)	Gr. 4	Entrant: IGFA Köln, Germany
13th	T. Gosselin/S. Trosch (Alfa Romeo "33"—V8 2-litre)	Gr. 6	Entrant: Racing Team VDS, Belgium
14th	A. Rollinson/M. Nunn (Chevron-B.M.W.—4-cyl. 2-litre)	Gr. 4	Entrant: Tech-Speed Racing, England
15th	W. Bradley/C. Lambert (Porsche Carrera Six—2-litre)	Gr. 4	Entrant: Vic Elford, Birmingham
16th	C. Ashmore/J. Morris (Porsche Carrera Six—2-litre)	Gr. 4	Entrant: Mecro Racing, England
17th	M. Salmon/D. Piper (Ford GT40—4.7-litre V8)	Gr. 4	Entrant: Strathaven Ltd., England
* 18th	J. Gregor/M. Huth (Porsche 911 T—2-litre)	Gr. 3	Entrant: German Sports Association, Germany
19th	J. Delmar-Morgan/M. Walton (Porsche Carrera Six—2-litre)	Gr. 4	Entrant: Jeremy Delmar-Morgan, England
20th	G. Koch/R. Lins (Porsche 910—6-cyl. 2-litre)	Gr. 6	Entrant: Gerhard Koch, Germany
21st	N. Granville-Smith/J. Raeburn (Ford GT40—4.7-litre)	Gr. 4	Entrant: N. Granville-Smith, England
22nd	E. Kraus/D. Basche (Porsche 911 S—2-litre)	Gr. 3	Entrant: Caltex Racing Team, Germany
23rd	M. Pinto/J. Villar (Porsche 911 R—2-litre)	Gr. 6	Entrant: United Sports, Portugal
24th	G. Steinemann/D. Spoerry (Porsche 910—6-cyl. 2-litre)	Gr. 6	Entrant: Hart Ski Racing, Zurich
25th	J. Guichet/J.-C. Killy (Porsche 911 T—2-litre)	Gr. 3	Entrant: Porsche System Eng., Stuttgart
26th	B. Rothstein/P. Gregg (Porsche 911 T—2-litre)	Gr. 3	Entrant: Sten Axelsson Racing, Sweden
27th	H. Blatzheim/A. Hamilton (Porsche 911 S—2-litre)	Gr. 3	Entrant: H-D. Blatzheim, Germany
28th	P. Sadler/W. Green (Ford GT40—4.7-litre)	Gr. 4	Entrant: Peter Sadler, England
29th	T. Pilette/R. Slotemaker (Alfa Romeo "33"—V8 2-litre)	Gr. 6	Entrant: Racing Team VDS, Belgium
* 30th	C. Baker/J. Handley (Austin Healey Sprite—1,300 c.c.)	Gr. 6	Entrant: Donald Healey Motor Co., England
31st	N. Killenberg/G. Bialas (Chevron-B.M.W.—1,600 c.c.)	Gr. 6	Entrant: Nikolaus Killenberg, Germany
32nd	P. Jackson/R. Harvey-Bailey (Lotus 47-Ford 1,600 c.c.)	Gr. 4	Entrant: Julian Hasler, England
33rd	I. Moore/M. Davidson (Ginetta G12—1,300 c.c.)	Gr. 6	Entrant: Richard Groves, England
34th	H. Krause/E. Furtmayr (Abarth 1,300 c.c. OT)	Gr. 6	Entrant: Sc. Auto Neuser, Germany
35th	T. Drury/T. Sanger (Ford GT40—4.7-litre)	Gr. 4	Entrant: Terry Drury, England

12 other finishers, more than seven laps behind the winner.
76 starters — 47 finishers.

* Class Winners.

Fastest lap: J. Siffert (Porsche 908—3-litre), in 8 min. 33.0 sec.—160.200 k.p.h. (New Group 6 lap record).

typical Porsche fashion and backed up very ably the 3-litre car that won. They showed very good fuel consumption and were able to get through the race with fewer pit stops than the 3-litre, so frequently held the first two places. The Neerpasch/Buzzetta car was not driven quite so fast as its sister and lost third place towards three-quarters of the race distance. Alfa Romeo seem to be improving all the time and their lone 2½-litre V8 Tipo 33, driven by Schutz, challenged the 2.2-litre Porsches strongly until the alternator driving belt broke and the battery ran down. After a long pit stop to change the battery and fit a new belt, Lucien Bianchi shared the driving with Schutz and the car ran strongly to finish seventh. The 2-litre Alfa Romeos went extremely well, the two young Italians "Nanni" Galli and Giunti, who are so well matched, dominated the 2-litre class throughout the race, and the second Autodelta car driven by Vaccarella/Schultze would have backed them up strongly had it not been delayed by the tail section of the body coming adrift and having to be patched up and wired together. Their main opposition in the 2-litre class came from privately owned 910 Porsches, the cars of Spoerry/Steinemann, Koch/Lins and Neuhaus/Kelleners putting up a great fight until the first one had a rear wheel bearing seize, which necessitated changing the whole upright and put them right out of the running, the second one had the steering wheel break and the stop to fit a new one dropped them a long way back and then they had to retire when the engine cooked itself. The third 910 ran strongly to finish eighth overall.

The Gulf petrol team should have won the event overall, apart from dominating the Group 4 category, but they made a tactical error on their driver pairings. Normally Ickx and Redman share one of the GT40 Fords, but as Redman had never driven on the full Nurburgring it was decided to put him with Hobbs in the second car and put Hawkins with Ickx. The poor practice conditions did not allow any conclusions to be drawn from lap times, so that Hawkins' previous Nurburgring knowledge seemed the best bet to pair with Ickx. Throughout the race the two cars ran faultlessly and Ickx was a severe threat to the 3-litre Porsche, but Hawkins could not keep up the pace and the car fell back from its challenging position during his spell of driving. Try as he could, Ickx could not regain all of the lost ground. He kept the second place Porsche team of Herrmann/Stommelen on their toes and the Porsche pit alert all the time, but could not get higher than third place overall. The second Gulf Ford GT40 ran equally well but was hampered by a very poor start by Hobbs which got him hemmed in and baulked by all manner of slow cars during the opening lap. Redman proved very competent at learning the Nurburgring circuit and was lapping within a few seconds of the times of Ickx. If J.W. Automotive had been courageous and left their splendid partnership of Ickx and Redman together they would certainly have been second and might well have won outright.

After the demolition of the 1968 Alpine V8 in practice, the French team were a bit depressed, and though the 1967 car ran like clockwork, it was not competitive, and Larrousse and Depailler never figured strongly in the overall picture. Of the Alan Mann Ford team of 3-litre Cosworth V8 powered cars, the less said the better, and Ford must be thankful that they are treating this season as an experimental year. They are still having problems finding suitable drivers, for it is a car with immense potential and it is pointless giving it to anyone who cannot do it justice, added to which there are continual petrol and tyre contract problems. They settled on Rodriguez/Irwin for one car and Attwood/Gardner for the second one, but after the practice crash they were reduced to the second one only. Attwood started the race, but on the opening lap the retaining clip on the right front brake caliper disappeared and the brake pads fell out! After a very slow lap Attwood got back to the pits and the trouble was rectified. On the second lap the driver's door came open and twisted itself out of shape and there was a puncture in the right rear tyre. On the third lap he finally got going, but a lap and a half behind the leaders, and though the car ran well for a few laps it finally stopped out on the circuit when the engine died, and that was that.

Of the enormous British club-driver entry some got the results they deserved, others suffered misfortunes, some were no better than could be expected, some went fast and off into the bushes, some went slow and kept on the road and some went steadily and reliably. The usually reliable Nomad-Ford 1600 of Konig/Lanfranchi suffered an engine blow-up; the immaculate Ginetta G12 of Richard Groves, driven by Moore/Davidson was going splendidly and leading its class for a long time until a petrol leak delayed it and dropped it to third place; the equally well-prepared Chevron-B.M.W. of Tech-Speed driven by Rollinson/Nunn was not fast enough to challenge the better Porsche Carrera Sixes, but nevertheless ran extremely well to finish third in

its class. The second car of the team had gone very fast in practice, driven by Chris Craft, up with the Porsches, but in the race Meek put it into a ditch; Bradley's Porsche Carrera Six led the class for a long time, while Lambert was driving, but then oil from the rear main bearing got on the clutch and slip set in and though they kept going they fell back to fourth place in the class. The Salmon Ford GT40 had crankshaft bearing trouble in practice and a temporary repair was made which lasted the whole race, he and David Piper driving it considerably into third place in their class. Robin Widdows drove Norinder's Lola T70-Chevrolet, turning in a very impressive practice time of 9 min. 05.7 sec. without any previous experience of the car or the circuit, but in the race the engine blew up very early on.

While it had not been an exciting 1,000 kilometre race, it had been interesting and there was much to be learnt from it. The Porsche team were greatly improved and back to their former standards, while Alfa Romeo continue to make progress and now seem to have achieved complete reliability, five V8-engined cars starting and five finishing. The Gulf team continue to impress on all sides, but Ford (England) are learning the hard way. The A.D.A.C. once again provided a veritable army of British drivers the opportunity to start learning about serious motor racing, and many went home sadder but wiser, while others went home well satisfied, but they must have all returned somewhat dissatisfied with what passes for a racing circuit in Britain.

D. S. J.



UNHAPPY SECOND OUTING.—The 3-litre Alan Mann Ford prototypes did not show up very well over the Nurburgring's bumps, and after poor Chris Irwin crashed his heavily in practice, this car, driven by Frank Gardner and Dick Attwood, had a troubled race, ending in an ignominious retirement when the engine died.

NATIONAL ALVIS DAY (May 19th)

Alvis cars, 220 all told, congregated at the Crystal Palace for this 13th annual rally, *concours d'elegance* and driving test. The oldest cars there included a 10/30 two-seater, a 1923 12/40 saloon on herring-bone Dunlops, and a painstakingly restored 12/40 chassis. Silver plaques were awarded to Urquhart-Dykes and S. C. H. Davis (for whom Gerry Dunham deputised) to commemorate the 41st anniversary of their Le Mans successes in F.W.D. Alvises. Three of these cars were present, in one of which Mr. and Mrs. Dykes went for a ride. Another interesting Alvis was Michael May's ex-Brooklands special Silver Eagle.

THE DAIMLER & LANCHESTER O.C. NATIONAL RALLY, BEAULIEU (May 12th)

Approximately 70 cars attended and some 50 entered for the *Concours d'Elegance* and driving tests.

Results :

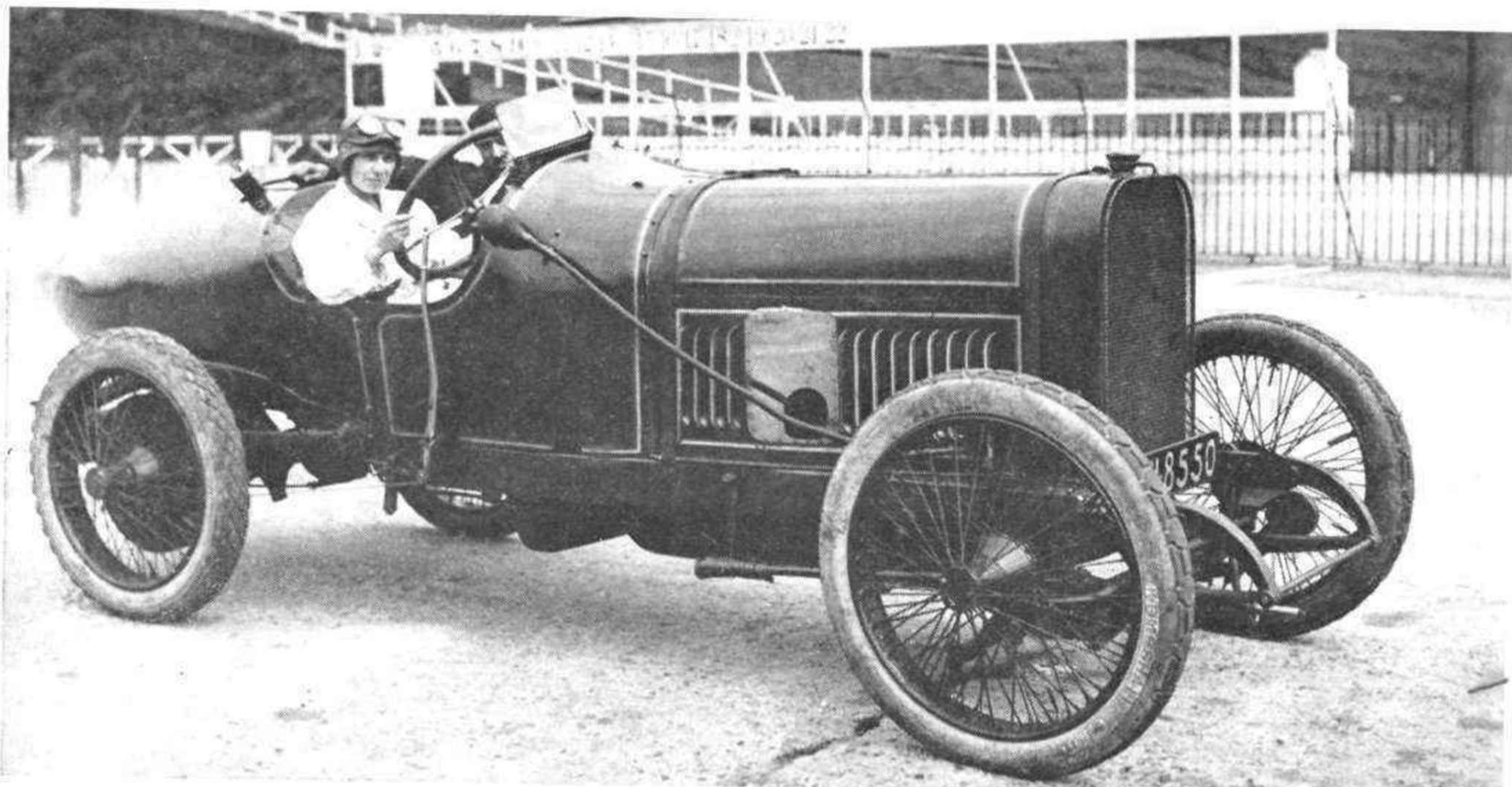
The "Jet Trophy" : K. A. Berrisford (1939 Daimler DB18/1).
The Hutton-Stott Trophy : S. L. Sawyers (1934 Lanchester 10).
The Best Veteran : E. D. Wooley (1897 Daimler).
The Best Vintage : H. Coles (1929 Lanchester "30").
The Conquest Cup : W. Warden (1957 Daimler Conquest roadster).
Post-1945 Prize : A. B. Yarrow (1951 Daimler Barker Special).
The D.L.O.C. Trophy : S. Bishop (1952 Daimler Barker Special).

Driving Tests :

First Prize : G. C. Wakefield (1938 Lanchester LA14).
Second Prize : C. B. Bromfield (1957 Daimler Conquest Century Mk. II).
Ladies' Prize : Mrs. G. Saunders (1959 Daimler SP250).

WHERE HAVE ALL THE PEUGEOTS GONE?

The Editor attempts to trace the fate of some of the most significant Grand Prix cars of all time



[Photo from Radio Times Hulton Picture Library]

HISTORIC.—In 1912 the 7.6-litre Grand Prix Peugeots pioneered the actuation of inclined o.h. valves by twin overhead camshafts, in an engine driven by Ernest Henry. These then-revolutionary racing cars, which led a technical break-through which still influences today's high-output engines, have long since vanished. Perhaps the last driver to race one was Mrs. O. Stewart-Menzies, here seen in the Paddock at Brooklands in the summer of 1923.

THOSE who know their motor racing history will not dispute the fact that the most significant Grand Prix cars technically were the Peugeots which were evolved by racing drivers Georges Boillot, Jules Goux, and Zuccarelli and the Swiss draughtsman Ernest Henry for the 1912 French G.P. and subsequent pre-First World War road races. Peugeot is again in the forefront of great technical and competition achievement with the victory in this year's extremely arduous Coronation Safari Rally of a fuel-injection 404 KF2 saloon.

Fifty-six years ago the old-established House of Peugeot was equally high in esteem after winning the French G.P. Just as increased sales of all Peugeot models will stem from the 1968 Rally success, so in 1912 it can be presumed that Peugeot, not yet challenged by Citroën, but with the great Renault reputation to compete with, reaped the benefit of winning the greatest motor race of the year, as Renault themselves had done seven years earlier.

The story of how a separate racing department was set up, under the control of the gentlemen aforementioned, to build a Peugeot racing team has oft been told in recent times. So I do not need to reiterate, except to recall that the first cars to appear as the outcome of this efficient set-up were those built for the 1912 Dieppe G.P. The reason they were the most significant road-racing cars of all time lies in the advanced engine Henry had conceived for them. This had four inclined o.h. valves per cylinder operated by twin overhead camshafts driven from a vertical shaft and gears at the front of the engine. The late Laurence Pomeroy said this was the first time all these features had been combined and that Peugeot claimed a patent. It is common knowledge that from this 1912 110×200 mm. (7,603 c.c.) 4-cylinder power unit, which developed 130 b.h.p. at 2,200 r.p.m., stemmed not only the subsequent Peugeot 1913 G.P. and Coupe de l'Auto and 1914 G.P. cars, but that these revolutionary engines were copied by Louis Coatalen for his 1914 3.3-litre T.T. Sunbeam and by Premier and others in America, that the engines of the 1914 T.T.

Humbers closely resembled the 1913 Peugeot and that after the war the racing straight-eight Ballots, Sunbeams and the invincible Talbot-Darracqs were follow-ups of Henry's brilliant conception of how a high-output racing engine should be built. Indeed, twin o.h. camshaft valve gear persists to this day as the most sophisticated poppet-valve layout there is and is still used for high-performance cars like Alfa Romeo, Jaguar and Aston-Martin, Fiat, Ford Lotus-Cortina, etc., and remains the accepted method of arranging and actuating the valves on many modern racing engines, and most of those built in between times.

The Peugeot was particularly successful in 1912 as representing what in those days was a comparatively small car capable of vanquishing the last of the remaining giant racers. In the Grand Prix Georges Boillot's bolster-tank blue Peugeot won the two-day, 995-mile race at 68.45 m.p.h., in which Wagner's 14-litre chain-drive Fiat was second and Rigal's 3-litre side-valve Coupe de l'Auto Sunbeam third. Although broken petrol pipes delayed the giant Fiats, the race was unquestionably a triumph for the new high-speed small but efficient twin-cam multi-inclined-valve engine of the Peugeots, the winning car lapping at 75 m.p.h.

This success, and the subsequent hollow victory by Goux in the 1912 G.P. de la Sarthe, inspired the Peugeot racing team to build 100×180 mm (5,655 c.c.) 4-cylinder cars for the 1913 French G.P., these cars finishing first and second in the hands of Boillot and Goux, at a winning speed of 72.2 m.p.h. Even more outstanding were the 3-litre Peugeots prepared for the 1913 Coupe de l'Auto race, which naturally retained the now-classic Henry layout for their 78×156 mm. (2,980 c.c.) 4-cylinder engines, but had the sixteen valves inclined at an angle of 60° instead of 45° and the camshafts driven by a train of spur gears at the front of the engine. Giving 90 b.h.p. at 2,900 r.p.m. and running at the unheard of piston speed of 3,000 ft./min., two of these Peugeots ran home first and second, Boillot winning from

Goux at 63.15 m.p.h., with a third Peugeot fifth. Incidentally, these highly efficient cars had a forerunner in the small-car section of the 1912 French G.P., a Peugeot also of 78×156 mm., but with 45° valves. It retired but subsequently one of these cars won the 1912 G.P. de France at 66.43 m.p.h., driven by Zuccarelli.

Peugeot built a team of 92×169 mm. (4,494 c.c.) 4-cylinder cars to the established Henry formula for the 1914 French G.P., in which they were vanquished by the single-o.h.c. Mercedes cars, and the saga of the Henry Peugeots is completed by recording that a 2½-litre version was prepared for the abandoned 1914 Coupe de l'Auto race and won the 1919 Targa Florio.

It is not my intention to refer in detail to these cars and the races in which they ran, much as my appetite has been whetted by reading again about the many dramatic and interesting aspects thereof. The purpose of this study is to ask why, in view of their enormous technical significance and unquestionable racing success, almost all of these pre-1914 Peugeot racing cars have disappeared? And to endeavour, not very conclusively I fear, to establish something of their later history. It is sufficient to preface what follows with a tabulated record of the cars in the races for which they were built:—

Race and Cars	Drivers and Team No.	Racing Numbers	Result
1912 French G.P. 110 × 200 mm. (7,602 c.c.)	Goux (I) Boillot (II) Zuccarelli (III)	13 22 45	Disqualified. First. Retired.
1912 Coupe de l'Auto 78 × 156 mm. (2,980 c.c.)	Thomas	47	Retired.
1913 French G.P. 110 × 180 mm. (5,655 c.c.)	Boillot (I) Goux (II) Delpierre (III)	8 14 19	First. Second. Overturned, retired.
1913 Coupe de l'Auto 78 × 156 mm. (2,980 c.c.)	Boillot Goux Rigal	8 19 26	First. Second. Fifth.
1914 French G.P. 92 × 169 mm. (4,494 c.c.)	Boillot (I) Goux (II) Rigal (III)	5 19 32	Retired. Fourth. Seventh.
1914 Coupe de l'Auto 75 × 120 mm. (2,652 c.c.)	Race abandoned due to outbreak of war.		

Before we consider what happened to the victorious 1912 G.P. car, it should be stated that H. Boissy, of Peugeot Frères entered a Coupe de l'Auto Peugeot for André Boillot to drive at Brooklands, that depository both for lost causes and famous racing cars that would otherwise have earned early retirement. It first ran on June 15th and as this was ten days before the Coupe de l'Auto that year I incline to the view that Peugeot was using up one of the cars which they didn't run in the French race because, their daring experiment of making an efficient small engine that would run at high r.p.m. having opened up a fresh vista, they preferred to concentrate on winning the G.P. and started only one 3-litre car in the smaller category.

After having indeed won the Grand Prix, Peugeot sent one of the 7.6-litre cars over to Brooklands in pursuit of records, where it was equally successful. They sent Jules Goux to drive it. First he competed at the 1913 Brooklands Easter Meeting, where he won the 100-m.p.h. Short Handicap and finished second in both the "100 Long" and the Sprint Handicap. His best lap was at 105.97 m.p.h. Twenty-eight days later Goux went for World's records, putting the coveted one-hour figure to 106.22 m.p.h., in spite of a stop to change wheels. Over the half-mile, the Peugeot, which for its Brooklands appearances had been given a radiator cowl and a streamlined tail, although still a two-seater (it is, I think, wrongly described as a single-seater in "The Grand Prix Car"), was timed at 108.56 m.p.h. It lapped subsequently at 109.2 m.p.h. If the English spectators did not appreciate that the car they were watching was destined to become historic, they must at least have been thrilled to see the type of car which had won the previous year's French G.P. in action . . .

After making this great impression at Brooklands, Goux sailed for America to compete in the 1913 Indianapolis 500-Mile Race. Now this race was for cars not exceeding an engine capacity of 450 cu. in. As they stood, the G.P. Peugeots exceeded 460 cu. in. So the engines of the two cars entered had to be reduced in size. If *Motor Age* for June 5th, 1913 is correct, this was done rather inconsistently, or else the officials who measured the engines worked a trifle haphazardly, because the Peugeot to be driven by Goux is quoted as of 4.25×7.87 in. (448.13 cu. in.) and that to be driven by Zuccarelli as 4.26×7.88 in. (447.92 cu. in.). The race took place 48 days after Goux (who did not at first discover the correct way across the Fork or how

to negotiate the Byfleet banking) had taken his final batch of records at Brooklands. In that time he had to cross the Atlantic (no Boeing 707s then!) and qualify. It seems logical to suggest that two cars were being prepared for Indianapolis while Goux was at Brooklands. He won the American race convincingly, at 75.92 m.p.h., using Firestone tyres on French Rudge-Whitworth wheels, Bosch plugs and magnetos and Owl castor oil. He took home some £9,000 in prize and bonus money. Zuccarelli was less fortunate, retiring with bearing failure after a very short distance, which Charles Faroux obscurely referred to as caused by a back-fire. It is interesting that the advanced construction of the Peugeot engines was still very apparent, Faroux stating that "for certain reasons I am unable to give you the pattern of the Peugeot motor which is designed along very extreme and unique lines as will be noted when it is understood that the intake valves and exhaust valves are open at the same time". Thereby, one would have thought, revealing to curious Americans one secret of Henry's engine which could not be seen by peering under the Peugeot's bonnet! Faroux said that Goux kept down to a speed of 1,700 r.p.m. at Indianapolis, getting about 10 m.p.g. of fuel and approx. 60 m.p.g. of oil. But he quoted the engine as giving 162 b.h.p. at 2,250 r.p.m. and said that already the cars had started in eleven contests and had never been defeated.

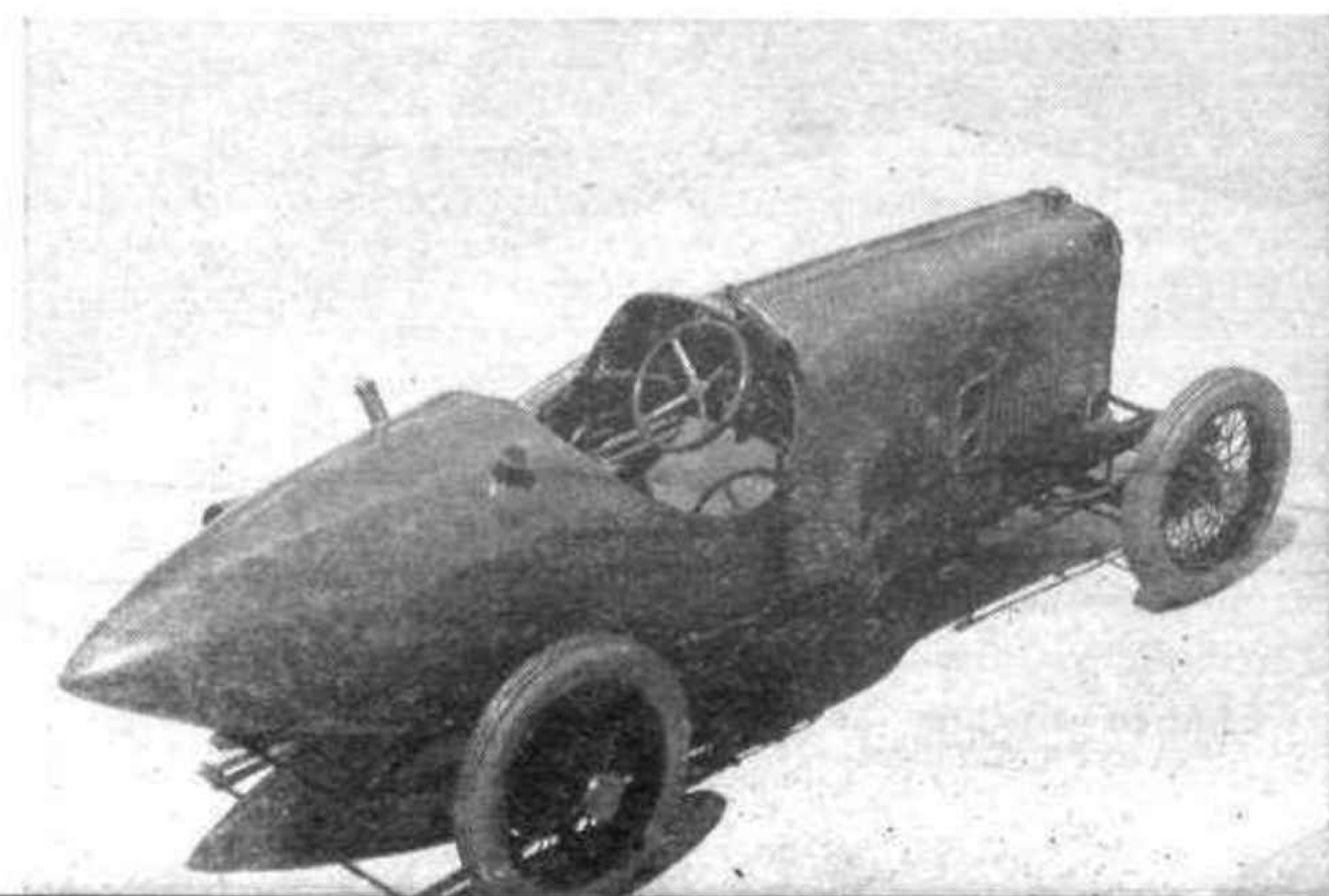
What was the subsequent history of these successful G.P. cars? As the Indianapolis race was confined to 300 cu. in. cars in 1914 the 1912 Peugeots couldn't run there and it seems likely that the two sent over in 1913 returned to the factory, perhaps to end their days competing in small French hill-climbs and races; the late Clive Gallop told me that when he was apprenticed to Peugeot after the war he was encouraged to borrow a car and run it in some minor event every week-end.

If we assume that each driver of the Peugeot team retained his own car, we may take it that the Peugeot which was beset by broken fuel-pipes in the Grand Prix was the one sent over for Goux to drive at Brooklands. It would be logical to send a car not too highly stressed in that race to attempt long-distance records and as Goux had been disqualified for taking on petrol away from his department on the first day of the arduous Dieppe G.P., his car was presumably in quite good mechanical fettle at this time. Meanwhile, the winning car and Zuccarelli's, which had given trouble and retired from the G.P., could be rebuilt at leisure with slightly smaller engines for Indianapolis. The car sent to Brooklands was chassis L76, using engine No. 2, which suggests it was Peugeot II.

There is further evidence that points in this direction. Apart from the fact that Goux's record bid finally came to an end when the carburettor caught fire and no replacement was available, which is an improbable situation for a car destined for the important Indianapolis race, Sir Malcolm Campbell was in the habit of having splendid models made, by the Roger brothers of Slough, of the cars he raced. One of these has found its way into the Montagu Motor Museum and is captioned as the Peugeot driven by Goux in the 1912 French G.P., afterwards acquired by Campbell. It is shown with a shapely

EVIDENCE IN MINIATURE.—This model, made in the 1920s for Malcolm Campbell by the Roger brothers of Slough, is now in the Montagu Motor Museum, where it is said to depict (and very accurately at that, to a pleasingly large scale) the Peugeot driven in the 1912 French G.P. by Jules Goux, and afterwards raced by Campbell at Brooklands; the streamlined tail is said to have been added "for record-breaking". It seems likely that Campbell had models made when selling his cars; in this case, not only does this model provide evidence that Campbell's car was Goux's but that Mrs. Menzies afterwards acquired it, with the streamlined tail which presumably went with the car.

[Photo: Montagu Motor Museum]





[Photo: Autocar

SWAN SONG?—Probably the very last competition appearance of a 1912 G.P. Peugeot—Mrs. Menzies driving her aged racing car at a Shelsley-Walsh hill-climb in 1924.

pointed tail (but no radiator cowl) and it is stated that this tail was added for record breaking. It seems likely that the car had either returned to France or remained in this country during the war and thus came to Campbell's notice.

At Indianapolis both cars looked exactly as they had in the Grand Prix, except that spare wheels were not carried on the sides. So the streamlined car presumably was not one of these. I admit I am not sure whether the tail shown on the model was put on by Campbell or was the one on the car when Goux took records with it. It looks somewhat more pointed and to have been grafted on to the road-racing cockpit, whereas Goux's car had higher sides and so used a straight exhaust pipe, whereas the man-sized outside copper exhaust pipe of the model follows the shape of those on the car when in G.P. form. But Campbell used the Peugeot to take 40-h.p. and Class G records at the Track in October, 1920, and the tail may well have been put on for this purpose; the Peugeot was quicker than before the war, covering the half-mile at just over 109 m.p.h. For racing Campbell ran the car in bolster-tank form. He used it to good purpose during the first post-Armistice Brooklands season, winning the Summer 100-m.p.h. Short Handicap at 89.5 m.p.h., an Essex Lightning Long Handicap at 95 m.p.h. and finishing third in the August 100-m.p.h. Long Handicap. But on occasions the carburettor used to catch fire—just as Goux's had done in 1913, which you may accept or reject as an additional pointer that this was one and the same car. I never set too much store by engine sizes on the B.A.R.C. entry forms of those days, but it could be significant that Campbell always declared the car as 110×200 mm. and not of the reduced dimensions of the Indianapolis cars . . .

The situation which could wreck this theory is that Peugeot built spare cars as well as the three that competed in the Grand Prix, and I admit that W. F. Bradley, writing in 1925, said that one of the team cars was sold to a Russian Prince, another was bought by a Parisian sportsman who was still racing it occasionally, and that the Duc de Montpensier acquired the third car. This does not allow for the Goux/Campbell car, which might thus be assumed to have been a spare car, except that Faroux, writing much nearer the birth of these cars, said that the Peugeot factory constructed in 1912 three identical cars. Nor can I overlook the fact that Bradley wrote, in the same article, that all the 1913 G.P. Peugeots "went to America and seem to have disappeared", whereas for some years one had been racing at Brooklands and, indeed, crashed there the previous year. There is one item, however, which still casts some doubt as to whether more than three 1912 cars were built, namely, that Boillot undoubtedly used one for hill-climbs like Mont Ventoux during that year, and that, when Goux and Zuccarelli returned triumphantly from America in 1913, he met them at Le Havre, according to Bradley, and, driving his racing car, beat the express train in which they were travelling to Paris. Perhaps some more dedicated historian will check on those hill-climbs to see if they happened prior to the Grand Prix at the end of June; however, as to Boillot's road-burning racing car, this could have been a Coupe de l'Auto car being readied for that race or the Goux

1912 G.P. Peugeot between its record sorties and its subsequent sale to Campbell. Incidentally, at this period Goux was very much the No. 1 driver, Boillot concerning himself with engineering, although very soon the role changed and one source says that Peugeot missed the Le Mans race of 1913 because the now well-established Georges had strained an arm and they didn't dare let Goux start without him!

The 1920 Brooklands car, which I am going to assume to have been the ex-Goux Peugeot, was dark blue with black wheels, which not only suited its nationality but Campbell's habit of calling his cars "Blue Bird". Its owner did not race it again until 1922. It had now reverted to a bolster tank, which proves nothing, anything can happen to a pointed tail in two years! It gained a second place on its second appearance, lapping at 103.11 m.p.h., but was otherwise unplaced at the main Brooklands meetings that year. Campbell, apparently using alcohol fuel, won the 1923 Easter 100-m.p.h. Short Handicap in it, at 92½ m.p.h., lapping at 101.43 m.p.h. and later offered it for sale, at £500.

I remember as a schoolboy about this time reading in a daily paper how a Major Menzies had remonstrated with a bus driver who, applying his brakes too harshly in Piccadilly, caused some of the lady passengers to be flung on the floor. The gallant Major was described, as is the way when Fleet Street journalists get hold of a story, as "the husband of a famous woman racing driver". Mrs. Olive Stewart-Menzies was hardly a famous racing driver, but she had fun driving her 7.6-litre Peugeot, almost certainly the ex-Campbell car, at the smaller Brooklands meetings, during 1923 and 1924, without, I think, winning any prizes. In 1924 she drove it at Shelsley-Walsh, climbing, with a passenger, in 66 sec. in spite of finding the old car so heavy to steer that she was unable to change gear at the appropriate moments, causing the engine to labour and misfire. She also drove a 17/50 Itala. Incidentally, on this occasion the old Peugeot wore a radiator cowl; could this have been the one used when Goux drove his record attempts eleven years earlier, and handed over by Campbell when he sold the car? It also seems to have reverted to the pointed tail, as on the aforesaid model.

In those days, although twin-o.h. camshafts operating valves inclined to create hemispherical combustion chambers, were by then universal for racing engines, motor-racing history was not the avid study it is today and I do not suppose Mrs. Menzies or anyone else regarded the old Peugeot as anything other than an amusing car to use for a spot of amateur competition work. That it was the original version of the revolutionary and widely-copied Henry design which was such a great technical breakthrough in 1912 was almost certainly unheeded.

As far as I can ascertain, the Shelsley-Walsh performance was the last appearance of this historic racing car, of which none has survived. Unless, of course, somewhere, in some remote garage, Mrs. Menzies' car is resting where it was finally put to sleep in the mid-nineteen-twenties . . .

(To be continued.)

THOUSANDS ATTEND LOTUS OPEN WEEKEND

A Lotus hand-out reads:—

"Well over 7,000 visitors attended the Lotus factory at Hethel last weekend when, for the first time, the complete car manufacturing plant was opened to the public. On Sunday afternoon, several hundred cars overspilled on to the Lotus test track when the car park had reached its capacity.

Speaking at the presentation of prizes yesterday (Sunday), Mr. F. R. Bushell, a Director of the Lotus Group of Companies, said: "We have been completely overwhelmed by the local interest in our Organisation. The Open Day was partly a result of demand from Lotus owners in the U.K., partly a result of local demand, but we never thought that so many people would be sufficiently interested to visit a new factory situated in the heart of the countryside. Obviously, this Open Day will now have to become a regular event on our diary."

Among the attractions for the large crowd were driving tests, *concours d'elegance*, and a race around the 2½-mile test track—on foot! Mr. Bushell presented trophies to Dr. E. Watson from Birmingham for his Elan + 2 entry in the *concours d'elegance* and to Billy Lyons, an employee of the factory, for winning the track race in a time of 12.05 sec. [Which, on the face of it, sounds as if even F.1 Lotuses are fearfully slow!—ED.]

This is the new 1750:

the saloon you'd expect from Alfa Romeo.



The saloon for the man who believes family cars don't have to be shy, retiring machines. The car to put enjoyment back into family motoring.

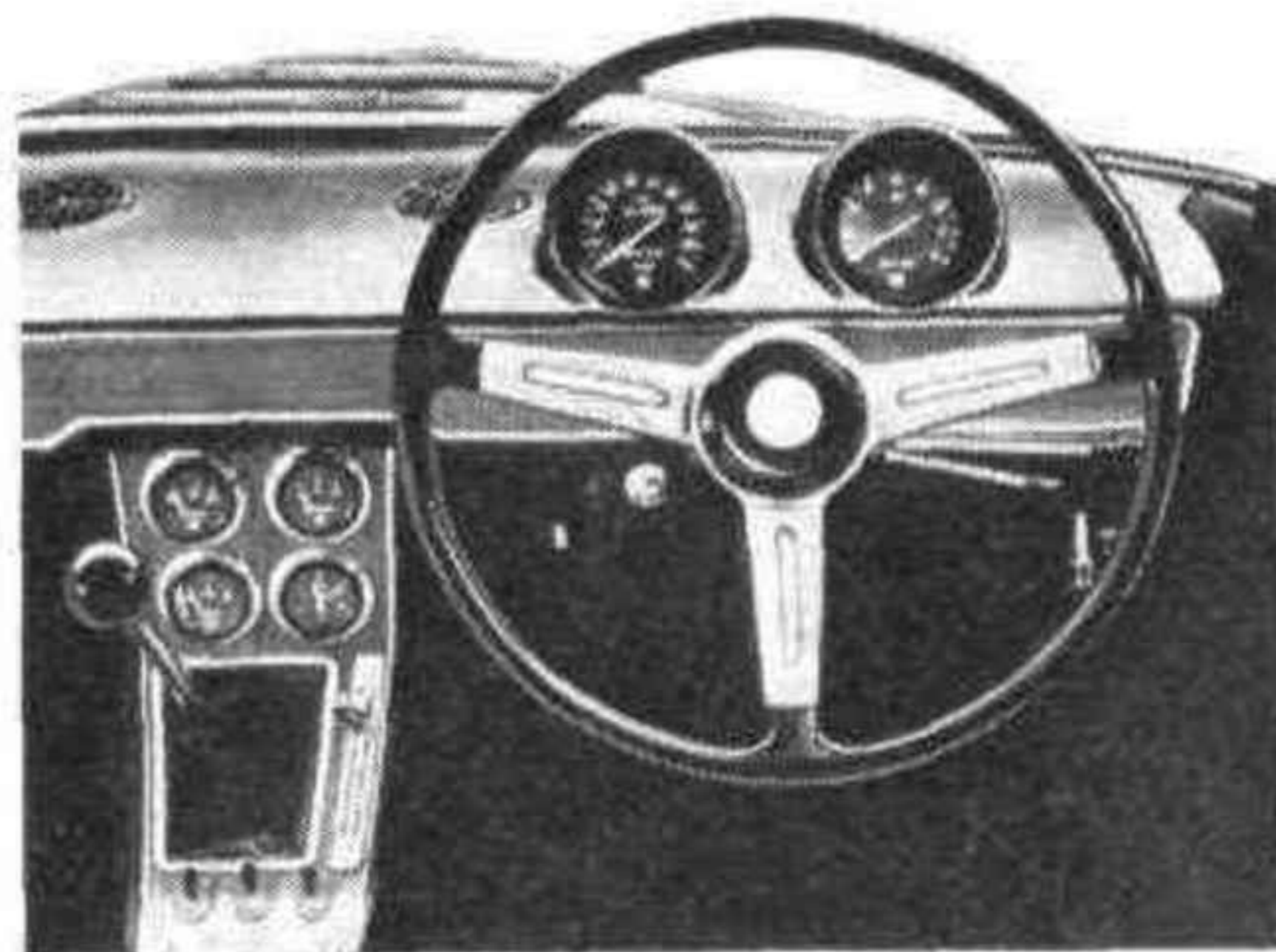
Get behind the wheel and you'll see how different the 1750 is from any other 4-5 seater saloon. The 1750's driving seat is a cockpit. You're in a position to drive. You feel a part of your car; your car a part of you. Just as it should be.

Start her up and hear the big 5-bearing alloy engine burst into life. This twin overhead camshaft 1779 cc engine has more than enough power and acceleration (132 bhp) to put you ahead and keep you there. With a top speed in excess of 112 mph, you can happily cruise at 70 knowing you've got over half your engine power in reserve.

Close at hand is the short floor-mounted gear stick with a fast 5-speed box you can whip through as easily and quickly as you

like. It's *race-proven*—smooth, positive, clean. Something else you won't find in normal family cars.

The 1750's got the same renowned road holding ability of all Alfas. So you can drive the way you want, corner the way you never dreamed you could. And with extra wide tyres and servo-assisted



Like to get behind the wheel? Just fill in your name and address, tear out the ad and post it to us. We'll arrange a test drive for you.

disc brakes on every wheel you've got all the grip and power to stop at a touch where you want, when you have to.

Another unique feature is the 1750's braking power regulator on the rear brakes that guarantees you balanced braking—no matter how tricky the conditions or how many people you're carrying.

And the 1750 is spacious, luxurious and comfortable. So your passengers will be as happy as you are. And special care has gone into all safety aspects of the 1750, so you've no worries even at high speeds. In fact, every way you look at it, the 1750 just isn't an ordinary saloon. It is an Alfa Romeo. A car to put pleasure back into family motoring.

Price inclusive of purchase tax £1898.6.2.

Export: If you're an overseas visitor find out about our own personal export scheme. We've got attractive facilities for tax and duty free purchases.

Name

Address

..... Tel No.....MS.3

Alfa Romeo (GB) Ltd, 164 Sloane Street, London SW1. Tel: 01-235 7746.

Alfa Romeo

AMERICAN COMMENT

THE Great Turbine Controversy finally came to a head last month when practice opened for the 52nd Indianapolis 500. Although this was necessarily written before the qualification attempts or the race itself, the first two weeks produced more than their usual share of extraordinary and, unfortunately, tragic events.

The controversy began, of course, when Parnelli Jones drove the S.T.P. Turbocar to within $7\frac{1}{2}$ miles of victory in last year's race. Caught off guard, the United States Auto Club quickly amended its rules to make gas turbine powerplants more nearly equivalent to reciprocating engines. (U.S.A.C. does not use the F.I.A. equivalency formula.) The principal change reduced the permitted inlet area, measured at the first compression stage, from 23,999 sq. in. to 15,999 sq. in. Anthony Granatelli, the president of S.T.P. Corp., cried foul, took U.S.A.C. to court and lost the case. Meanwhile, Ken Wallis, the Englishman who designed the S.T.P. car, left Granatelli and was already building two new cars to be powered by modified General Electric turbines. The project was underwritten by Goodyear—at a cost of over \$1 million—and managed by the Shelby Racing Co. Bruce McLaren and Denis Hulme were the drivers. At the same time, Colin Chapman was building four new S.T.P.-Lotus turbines (Type 56) to be powered by a modified version of the Canadian-built Pratt & Whitney engine that Granatelli used last year. The drivers were to be Graham Hill, Mike Spence, Jackie Stewart and an American, Greg Weld.

When the Indianapolis Motor Speedway opened on May 1st, McLaren, Hulme, Hill and Spence were among the first on the track. Just two days later the controversy (1968 version) flared anew when Parnelli Jones announced his withdrawal as driver of the original S.T.P. Turbocar. Referring to the restrictions on turbines, Jones said one can't take away one-third of the horsepower and expect the car to remain competitive with piston-engined cars. "I race to win," he said, "and I don't think I can win with this car except for a fluke. I don't depend on flukes."

Granatelli's disappointment was eased somewhat the following morning when Spence took out his S.T.P.-Lotus turbine and posted the fastest speed of the year as he circled the track at 164.239 m.p.h. Three days later Spence shook everyone—except, perhaps, the Lotus contingent—with a consistent series of laps over 169 m.p.h. His best lap of 169.555 m.p.h. was the second fastest in Speedway history, just behind the one-lap record of 169.779 established by Mario Andretti on his way to the pole position last year. Spence had been at Indianapolis only a week, and was still a "rookie" in their terms, but his relaxed, easy-going manner and rapid adaptation to the $2\frac{1}{2}$ -mile track had earned the respect of all who met him. He also had the advantage that he had done more testing in the S.T.P.-Lotus than any other driver. Not long after Spence's runs, Hill took his car out and confirmed that the turbines were still a threat, despite the restrictions, with a best lap of 169.045. The Lotus team was elated. Not only would Hill and Spence be able to leave for the Spanish Grand Prix with a tremendous psychological advantage, but the team had accomplished more in a week than it did in the whole month last year. Later that afternoon, however, Spence was asked to shake down the turbine entered for his team-mate, Weld. He had worked the car up to 163.1 m.p.h. when the car went out of control and crashed into the wall in the first turn.

(The $2\frac{1}{2}$ -mile Speedway is a simple rectangle with four rounded corners. The two long straights measure 3,300 feet and the two short straights 660 feet. The four turns are each 1,320 feet long and are banked at 9 deg. 12 min. Although the turns are similar dimensionally, surface variations and other factors mean that each requires a different technique. Virtually all drivers agree that the first turn is more difficult than the others because it is the only one completely lined on the outside by cavernous, two-tiered grandstands. Coming down the front straight at over 200 m.p.h. the drivers say the grandstands tend to throw their perspective off and give the impression of driving into a huge, dark hole. The other three turns have fewer grandstands around them and the drivers are better able to "see where the turn goes".)

There were many witnesses to Spence's crash, but two of the most reliable were Walt Myers, U.S.A.C.'s chief observer, and Jim Maguire, a sprint and midget car driver who devotes the entire month of May to timing the cars through the first turn. Myers said Spence was going higher and higher each time he approached the slightly banked turn and just before the crash he had got well above the line and into some dust. Maguire said Spence "... was much higher in

Greg Weld's car than he had been in his own. I saw the dust blow under his car when he came into the turn just before the crash and knew he was too far out of the groove to make it through. It looked to me as though he realised how high he was and tried to cut the wheels sharply to the left to get back into the groove. Then it looked like he saw how fast he was going and knew he'd break loose if he cut too hard and tried to ride it out along the wall. By that time it was too late because he was going too fast and he went into the wall ..."

Spence was travelling at over 125 m.p.h. when the car hit the wall almost broadside. Spectators said the right front wheel appeared to twist back and catch him on the head, ripping his helmet off. The helmet was found with the chinstrap still fastened and a tyre mark across the top. There was another big tyre mark on top of the car near the right front of the cockpit, which is relatively further forward in the S.T.P.-Lotus than in most rear-engined cars. The right front wheel had apparently rotated about the steering tie-rod, which was the only component still attaching the wheel to the car after the impact. Apart from the right side wheels and suspension, which bore the brunt of the impact, there was hardly any other structural damage. The monocoque tub, though it may have been twisted, showed only a small deformation of the outside skin near the right front suspension pick-up points. Spence was rushed to hospital with severe head injuries, but he never regained consciousness. He died $4\frac{1}{2}$ hours later just as a neuro-surgeon requested by Chapman was about to leave Washington in a Firestone Tyre Co. jet.

The repercussions of the accident followed immediately. That same evening, Carroll Shelby announced that he was withdrawing his two turbine cars, saying: "After complete and intensive testing, I feel at the present time it is impossible to make a turbine-powered car competitive with a reasonable degree of safety and reliability." Issued only two hours after Spence's death, Shelby's statement caused considerable annoyance to the S.T.P.-Lotus-Firestone camp because it appeared to refer to *all* turbine cars rather than his entries specifically. The statement also skirted the fact that the new Wallis-designed cars had encountered a number of serious problems, including inadequate braking, and could not do the job they were designed for without expensive re-engineering. Hulme could only get his car up to 161 m.p.h. and McLaren was slightly slower. This speed would not have qualified for last year's race, let alone this year's.

Meanwhile, Colin Chapman announced that he was returning to England and handing over direction of his crew and the cars to Granatelli. "I am filled with grief at the loss of my long-time friend and associate, Jimmy Clark," Chapman said, "and the additional loss, just a month later to the day, of Mike Spence. As an understandable result, I want nothing more to do with the 1968 Indianapolis race. I just do not have the heart for it."

Chapman added that it was "regrettable" that the withdrawal of two competitive turbine cars by another owner was somehow associated with the death of Mike Spence. "Both Andy (Granatelli) and I agree that the combination of four-wheel-drive and turbine power provide the safest kind of racing vehicles and that this combination is here to stay." He pointed out that immediately after the accident a technical committee of U.S.A.C. (headed by S. A. Silbermann, a metallurgist) had made an inspection of the crashed car and could find no evidence of any structural failure.

Spence's death cast a heavy pall over the Speedway, but unfortunately the turbine controversy was far from over. On May 11th, a week before the first qualifying sessions, Harlan Fengler, the U.S.A.C. Chief Steward, sent a letter to Granatelli pointing out that the suspension parts of the S.T.P.-Lotus turbines did not meet the specifications in the U.S.A.C. rules and would have to be changed. The rules require that all highly stressed steering and suspension parts must be made from SAE 4130 steel, or an alloy specified by the manufacturer as equivalent in structural strength. They must then be stress relieved and heat treated to specified standards. Fengler said investigation of Spence's accident "revealed that the subject parts are of mild steel and do not meet the alloy and Rockwell (hardness) specifications required by the rules." But he was at pains to emphasise that U.S.A.C. was not criticising the construction of the cars. "Let me emphasise that we are not implying that this is an inferior part, or that it is unsafe, but simply that it does not meet our specifications. Actually, the parts stood up very well in the accident." Silbermann, the metallurgist, said the Lotus components might well be equal or even superior in structural strength, but they could not meet the Rockwell specifications. Fengler was in the difficult position of enforcing a rule he did not make and, as many observers commented,

Continued at foot of facing page

Continental Notes

WITH the tyre manufacturers designing and making wider tread tyres from one race to the next, all in the interests of greater traction and greater cornering power, other problems follow which are not the concern of Dunlop, Firestone or Goodyear engineers. These are purely mechanical problems connected with racing material and equipment. The Alan Mann team settled on the design of the Ford Prototype and then designed a transporter to carry the cars; by the time the coachbuilders had built the body and the loading ramps, Goodyear had designed and made wider back tyres, new wheels had been cast, and when the transporter was delivered the Ford Prototype did not run up the loading ramps as smoothly as intended, the rear tyres being wider than the ramps! B.R.M. suffer a similar trouble, their transporter now being some years old, and a racing car fitted with the widest rear tyres will not fit in the van, so they have to carry some "slave" wheels for transport purposes. Bodywork on cars like the GT40 Ford is continually being altered to cover newer and wider tyres, and so it goes on. The latest problem arose in the Targa Florio on the 907 Porsches, which are built down to very fine limits, for the space in the nose for the spare wheel would not take the widest Dunlop, as used on the rear wheels, and apart from regulations a spare wheel is essential in the Targa Florio. The problem was solved by using an American inflatable-ring tyre on the spare wheel. When uninflated it takes up hardly any more room than the wheel itself, lying loosely in the well of the rim. If needed to be used it can be blown up by means of a portable air-bottle and it then becomes a full-size tyre, the only disadvantage being that it blows up with a rounded ribbed section, rather like a motor-cycle tyre, and not the desirable square-shouldered modern racing tyre.

In the Targa Florio Elford had occasion to use this inflatable spare during the race, a small air-bottle being carried along with the jack and wheelbrace. It got him back to the pits, standing up to 160 m.p.h. along the sea-level straight, but he had to be careful on corners, especially those where the temporary tyre was taking all the cornering loads. At the recent F.I.A. meeting in Greece it was decided to combine the requirements of Group 6 and Group 7 cars, that is Sports-Prototypes and Two-Seater Racers, or Can-Am cars as Group 7 have become known. Group 6 Prototypes, as from 1969, will no longer need to carry a spare wheel, but whether anyone will be courageous enough to start the Targa Florio without a spare wheel will remain to be seen.

Other rule alterations are that there will no longer be any need for luggage accommodation, nor will deep windscreens be needed, so that open cars in long-distance racing might well become popular again, but engine limits remain at 3-litres, though the minimum weight has been reduced, allowing Group 6 Prototypes to become more and more like two-seater Grand Prix cars. Who knows, one day we may return to long-distance Grand Prix racing. Another change in rules affects Group 4 Production Sports Cars, which at present have to appear to have been made in a series of 50 cars in order to qualify. As from 1969 the requirement is to be reduced to only 25, but let

AMERICAN COMMENT—continued from facing page

it was obvious the U.S.A.C. rules were in need of an overhaul.

Granatelli accepted the ruling stoically and immediately set about having new parts fabricated—only to be struck by two more blows in this most incredible series of misfortunes. On May 12th Joe Leonard was testing the S.T.P. Turbocar vacated by Parnelli Jones and had worked it up to 166 m.p.h. when he lost control going into the first turn and crashed into the wall. Leonard was uninjured, but the car was extensively damaged. Granatelli announced that the car that launched the turbine revolution at Indianapolis probably "will never run again", and it was withdrawn. This disheartening development was made even more so by the fact that earlier that day Art Pollard had worked the car up to 166.8 m.p.h.—the fastest speed it had ever lapped the track.

Finally, on May 13th, new X-rays of Jackie Stewart's right wrist showed that it was not just sprained, but had a hairline fracture. The wrist went into a cast and the S.T.P.-Lotus team lost another driver. And so, after two weeks of what can only be described as tragedy, the Granatelli/Chapman combine approached the first qualifying weekend with three cars and only one of their original drivers—Graham Hill. The last chapter in the Great Turbine Controversy was still to be written.—D. G.

us hope that the F.I.A. play fair and make sure that 25 have actually been built, and sold, otherwise the dividing line between Group 4 and Group 6 will be so small as to be futile. It is strange how Porsche seldom miss out when it comes to homologation, unlike English manufacturers. Already Porsche have built nearly 20 of their very fast 2-litre 910 model, and sold most of them, so it must be all set to become the first homologated 1969 Group 4 sports car, ready to race at Daytona next year.

The progress shown this year by the Alfa Romeo Tipo 33 team run by Autodelta on behalf of the Milan firm has been most encouraging, and they are hard at work on a new car to take the 3-litre version of their V8-cylinder engine. The first signs that Alfa Romeo were becoming more ambitious than just racing in the 2-litre category was when they provided Alec Mildren with two 2½-litre V8 engines for use in the Tasman races last winter. Mildren has been the Australian importer for Alfa Romeo for many years and a friend of his of long standing in the Australian motor trade was Frank Gardner. The Alfa Romeo engine was installed in a Brabham chassis and Gardner raced it quite successfully. In England the Cooper Group of companies have trade connections with Alfa Romeo, and they have been supplied with a 2½-litre V8 Alfa Romeo engine and gearbox to install in a new Cooper chassis for Grand Prix racing. Meanwhile, Autodelta ran a 2½-litre V8 engine in one of the Tipo 33 cars in the Targa Florio and it performed quite well, while they hope their new 3-litre sports car will be ready for Le Mans. All this activity into larger capacities and different fields is most interesting, but as yet there is no sign of Alfa Romeo returning to Grand Prix racing on a big scale to try and recapture the glories of the Scuderia Ferrari days of the early nineteen-thirties or the Tipo 158 days of the immediate post-war days.

It was not so long ago that anyone in Britain who wanted to go motor racing had to buy a foreign car, preferably with foreign mechanics, and the use of French or Italian words in the team's name all added to the glamour and excitement. We had the Ecurie "this" and the Scuderia "that", disguising Bert Bloggs' garage in Balham, but it was all harmless fun and showed an appreciation of superior forces in International motor racing. If you could dress your mechanic in blue overalls, a white cap and dark glasses you were immediately one-up, providing no-one heard his Cockney accent. Gradually the racing superiority pendulum swung and Great Britain became the acknowledged leaders of Grand Prix racing and Colin Chapman thought up the simple title of Team Lotus; a more English-like name would be hard to find. Today, among the amateur racing drivers in Europe, it is fashionable to use the title Racing Team "this" and Racing Team "that", even though the members may not speak a word of English. From Lugano we have the Piccionia Racing Team, with Italian drivers, there is the Racing Team Holland, with Dutch drivers, the Valvoline Racing Team from Austria, the Caltex Racing Team from Germany, and so on, all paying tribute to the leading country in racing thinking, if not in racing activity. The Ecuries and the Scuderias are fast disappearing, and one wonders which way the pendulum will swing next. Somehow I cannot see the name Racing Team Ferrari ever appearing on the entry lists! When our big manufacturers raced it was under their own name, such as The Sunbeam Motor Company, or Jaguar Cars Ltd., but these days such is the way of big business that racing activity is kept as a separate part of such complex organisations as Owen, Lotus and Brabham. However, we do have the Cooper Car Company and the Ford Motor Company.

Last month saw the first anniversary of the French Government-backed petrol firm ELF, whose blue and red service stations have covered France, and spread into Belgium and Italy. ELF are backing the racing of Matra-Sports and Matra-International and already have a long list of F.3 and F.2 successes to the credit of their petrol and oil. With Matra forging ahead the ELF concern are making full use of the publicity value of motor racing and Beltoise, Pescarolo and Matra are featured strongly, with the ELF service stations offering you the self-same petrol and oil. Many patriotic French motorists must have switched from Esso or B.P. to ELF petrol, feeling that in doing so they are helping the Matra team to regain French glory in motor racing. In the S. African Grand Prix and the Spanish Grand Prix a blue Matra led the field (we will overlook the British engine and gearbox in our enthusiasm for France!). ELF is a comparatively new name in the motoring world, but around Europe it is becoming very well known.—D. S. J.

52nd TARGA FLORIO

Alfa Romeo challenge strongly

FIRST CAR AWAY.—A dayglow pink Group 3 Lancia Fulvia which finished third in its class, driven by Locatelli/Porelli. Works cars in Group 6 form had over-drive gearboxes giving the drivers seven gears.



CERDA, SICILY, May 5th

WHEN the Alfa Romeo team withdrew from the Monza 1,000-kilometre race it was clear that they were putting all their efforts into the Targa Florio, with every intention of challenging the Porsche team, and taking on the role normally occupied by Ferrari. Even before practice this feeling was strong on the island of Sicily, and on the Friday before the race the official practice saw Alfa Romeo in third place behind two Porsches in the 3-litre class and comfortably heading the works Porsche in the 2-litre class. Sicily seemed very strange without the scream of 12-cylinder Ferrari prototype engines, but the red Alfa Romeos made up in colour, if not in noise, so that local partisan enthusiasm was strong, especially as Vaccarella was driving for Alfa Romeo, although much allegiance was torn, for Scarfiotti was driving for Porsche. On the first lap of practice Scarfiotti, in a 2.2-litre Porsche 8-cylinder, caught up with Vaccarella in the 2½-litre V8 Alfa Romeo and in the ensuing patriotic dust-up the Porsche went off the road and was completely ruined, luckily without injury to Scarfiotti. The Porsche team had a spare car that had been used all week as a practice car by all the drivers, so that was tidied up and fitted with a new engine and replaced the wrecked car on race day.

Although race day was fine and sunny a strong wind was blowing down off the mountains and across the sea-level straight, which made 160 m.p.h. on the narrow road decidedly tricky, but did not trouble the cars anywhere else. Of the 67 cars in the starting list all but one were lined up on Sunday morning at 8 a.m., the missing one being a 910 Porsche driven by local drivers, which crashed in practice and was beyond immediate repair. As is traditional in the Targa Florio, the cars left at 20-second intervals, the smaller and slower ones first, the larger and faster ones last, and a row of ten Zagato Lancia Fulvia coupés set off at 8 a.m., all driven by Italian drivers. These were followed by a mixed group of old and new Alfa Romeos, a 1600 Porsche and two Fiat 124 Spiders, all in the 1,600-c.c. GT category. The 2-litre GT class consisted of six 911 Porsches driven by a mixture of Italian, Swiss and French drivers, and would have been a very easy class for a pair of good British club drivers to win. Two 1,000-c.c. Abarths went next, one driven by Calascibetta, a Sicilian who would take a lot of beating by British amateur drivers, and then went a row of 1,300-c.c. Abarths, among them a standard Group 4 Austin Healey Sprite, entered by Healey and driven by Aaltonen, with Clive Baker in the pits to take the second driving stint. Among the Abarth drivers was Virgilio, another Sicilian, who would take some beating on his home ground. Two old, but still incredibly noisy, GTZ Alfa Romeos followed and then the "up-to-5-litre" Group 4 class started to leave, the time being 12 minutes past 8 a.m. The Porsche Carrera Six of von Wendt looked incredibly fast after the small cars, and he was followed by Hopkirk in the B.M.C.-entered M.G.-B GT coupé, Drury in his GT40 Ford, repaired after its Monza accident and resprayed white by a local paintshop, Piper in Vestey's Ferrari LM and Worwick in his Austin Healey 3000. A mixed bag of five cars took off in the 1,000 c.c. Prototype class, among them Wheeler in his Austin Healey Sprite Special, with Lotus Elan front and rear suspension, dry-sump B.M.C. Formula Three engine, with down-draught inlet ports and twin horizontal Weber carburetters. In this group was a Mini-Cooper Special with the engine at the rear that was so much like a Unipower that Andrew Hedges was trying hard not to look.

Now the more serious competitors were beginning, with the start of the 2-litre Prototype class, which contained 14 cars, among them a possible outright winner of the 52nd Targa Florio if the over-2-litre cars ran into trouble. The Swiss-based Piccionai Racing Team had two Porsche 910 cars, driven by Nicodemi/Facetti and Alberti/Marchesi, and the Belgian V.D.S. team had two Alfa Romeo "33" cars driven by Pilette/Slotemaker and Trosch/Gosselin. There were two works Lancia Zagato 1401 coupés with an extra transfer box in the transmission operating on the upper three ratios of the normal 4-speed gearbox, giving a choice of seven speeds in effect, but, in fact, being used as a low set for the mountains and a high set for the long fast sea-level straight, the change being effected by an extra lever on the cockpit floor; these were driven by young Maglioli and Crosina and Munari/Pinto. A rally-type works Lancia 1401 coupé was driven by Pat Moss and Signorina Facetti, and there was the J.C.B.-entered yellow and red M.G.-B of Brown/Fall, the drab-green Nomad of König/Lanfranchi and a smart red Dino Ferrari of two Swedish club drivers. Excitement rose as the first Autodelta works Alfa Romeo "33" set off driven by Baghetti, followed by Ignazio Giunti in a similar car and a little later Lucien Bianchi in the third car. These were all 1968 cars with rear-mounted radiators, but they had the oil radiators mounted in the nose for this race, with a duct sunk into the top of the body panel, the hot air escaping out through the front wheel arches. Since last year the suspension members were completely redesigned and from previous testing and official practice they all seemed strong enough to combat the Sicilian roads. The springs and shock-absorbers had all been stiffened considerably so that, although they did not have much in the way of suspension by circuit-racing standards, they were very controllable and predictable on the bumpy Targa Florio course, Giunti having got round in 38 min. 03 sec., a bare minute off the lap record, and faster than any 2-litre Porsche, even the works 910 driven by Steinemann/Lins, the car that finished ninth in the B.O.A.C. 500.

All the foregoing cars had left at regular 20-second intervals, and now there was a five-minute break before the five over-2-litre Prototypes started, with Vaccarella on the line in an Alfa Romeo "33" with 2½-litre V8 engine like the one used in Tasman racing by Gardner. Unquestionably hot favourite with the crowds, Vaccarella stormed away at 8.25 a.m. and 20 sec., intent on not making a nonsense like he did last year in the Prototype Ferrari. Hardly had the sound of the 2½-litre Alfa Romeo gone than Herrmann was away in the first of the 907 Porsches, with 2.2-litre 8-cylinder engine and short-tailed body, the nose painted blue for recognition. Next away was Elford in a similar car, with yellow front, but with a hole cut in the roof to allow room for his co-driver Umberto Maglioli to get in the tiny cockpit without his crash-hat touching the top. Then Siffert was away in another Porsche, green-fronted, and finally Scarfiotti in an orange-fronted 907, this being the rehashed practice car, and after that all was relatively quiet around the pits apart from the strong, hot wind that had torn down flags and banners and was blowing paper and hats about and making things very uncomfortable for the pit crews. The Porsche people sat quietly at one end listening-in on their short-wave radio to their post at Polizzi, up in the mountains, half-way round the 72-kilometre lap, while Alfa Romeo were at the other end hoping that all their pre-race efforts were going to show some reward. Little did Porsche know that at that very moment Elford, their fastest runner in practice, was in trouble, for just after Cerda

The brilliant new BMW 2002



BMW 2002 £1,597 (Rec. retail price inc. PT)

move over...

From out of nowhere, a speck appears in your rear-view mirror, grows instantly larger, and you see the famed blue-and-white medallion on the bonnet. That's a BMW 2002 bearing down on

you and you'd best... move over. With catapult-like acceleration (0-50 under 7 seconds); controlled 106 mph top speed; pocket-pleasing 27 mpg; servo-assisted brake safety—all from a single carburettor, 2-litre engine—it's a BMW to move over to... and for!



The BMW range includes —
BMW 2000 CS — the connoisseur's choice, 0-50 7.3 sec;
 115 mph £3,365*
Frazer-Nash BMW 2000 TI — sparkling sports saloon,
 0-50 7.1 sec; 114 mph £1,899*
 ZF Sports Automatic available for BMW 2000 Coupé and 2000 Saloon (*Recommended Retail prices including PT)

BMW 2000 TiLux — the executive's express, 0-50 7.1 sec;
 114 mph £1,998*
BMW 2000 — 'new look' success symbol, 0-50 7.3 sec;
 105 mph £1,848*

BMW 1600 — the 5-seater family coupé, 0-50 7.2 sec;
 102.2 mph £1,375*
BMW 1800 Automatic — lively, yet economical,
 0-50 8.2 sec; 100.2 mph £1,749*



BMW 2000 CS, CA



BMW 2000 TiLux



BMW 1600

Consult your local BMW distributor or main dealer:

**BACKED BY THE UNIQUE BMW
 BLUE RIBBON SERVICE SCHEME**
 Free service for first 6,000 miles

See the unbeatable BMW models at any BMW Distributor or Dealer and arrange for an unforgettable test drive either from the showrooms, or from your home or office. We list only our main Distributors and Dealers, for the address of your nearest dealer please contact any of them or direct to BMW Concessionaires G.B. Ltd.

- LONDON BMW Distributors London Ltd.**, 142 Holland Park Ave, London, W.11. Tel: 01-727 0611
- S. G. Smith (Motors) South Norwood Ltd.**, Beulah Hill, S.E.19, Tel: GIPsy Hill 6266
- Reliance of Chingford Ltd.**, North Circular Road, Chingford, London, E.4, Tel: Larkwood 5067
- M.L.G. (BMW Specialists) Ltd.**, 148 Chiswick High Road, London W.4, Tel: 01-995 0227
- B & H Motors Ltd.**, 1460/8 High Road, Whetstone, London, N.20, Tel: 01-445 6671
- Harmer Car Sales Ltd.**, Royal Oak Centre, Purley CR2 2BG, Tel: 01-668 5111
- Clock Tower Garage**, Wotton Road, Isleworth, Tel: Isleworth 5543

- Motortune Ltd.**, 250 Brompton Road, London, S.W.3, Tel: KENSington 1186/0081
- Hexagon of Highgate Ltd.**, 25 North Hill, Highgate, N.6, Tel: 01-340 3431
- HOME COUNTIES Kingsdown Motors Ltd.**, Tankerton Rd., Whitstable, Kent, Tel: Whitstable 3251
- Chaseside Motor Co. Ltd.**, Gascoigne Way, Hertford, Tel: Hertford 2456
- Langley Motors of Thames Ditton Ltd.**, Portsmouth Road, Thames Ditton, Tel: Emberbrook 3435
- Normand Garages Ltd.**, Hookwood Garage, Reigate Road, Horley, Surrey, Tel: Horley 2257
- Chris Williams (Sales) Ltd.**, Shere, Surrey, Tel: Shere 2051
- Ernstleigh Autos of Enfield Ltd.**, The Precinct, Broxbourne, Tel: Hoddeston 65085
- EAST Boundary Garages**, Aylsham Road, Norwich, NOR 14N, Norfolk, Tel: Norwich 46204/5
- EAST MIDLANDS Ouse Valley Motors Ltd.**, Station Rd., St. Ives, Huntingdon, Tel: St. Ives 2641
- MIDLANDS Black & White Garages (Continental) Ltd.**, Harvington, Nr. Evesham, Worcs, Tel: Harvington 456

- Greaves & Welch Ltd.**, Cathedral Road, Derby, Tel: Derby 45318
- Lazenby Garages Ltd.**, 929-931 Loughborough Road, Rothley, Tel: Rothley 2484
- SOUTH WEST Chenhalls Garage (South West) Ltd.**, Collaton Garage, Collaton St. Mary, Paignton, Devon, Tel: Paignton 58567
- Jackson's Garage (Southampton) Ltd.**, 201 Romsey Road, Southampton, Tel: 76396
- Maiden Castle Service Station Ltd.**, Weymouth Ave., Dorchester, Dorset, Tel: Dorchester 301
- WEST Andrew Parkes Performance Cars**, Central Garage, Zeland Road, Bristol, G., Tel: Bristol 45561
- NORTH EAST Mill Garages (Sunderland) Ltd.**, Newcastle Rd., Sunderland, Tel: Sunderland 58225
- NORTH WEST Cliff Holden (Manchester) Ltd.**, 20 Peter Street, Manchester, Tel: Manchester Queensgate 6891
- Continental Cars (Lancaster) Ltd.**, Dalton Square, Lancaster, Tel: Lancaster 2458
- Pollard & Critchley**, 107-125 Duke Street, Liverpool 1, Tel: Liverpool Royal 4103

- T. H. Bennett Motors Ltd.**, Buchanan Street, Blackpool, Tel: Blackpool 22257
- Schenk Engineering Co. Ltd.**, 465 Stroulford Road, Manchester 16, Tel: Trafford Park 0323
- Marsh of Chorley Ltd.**, Bolton Street, Chorley, Tel: Chorley 4347
- Rudheath Garages Ltd.**, King Street, Northwich, Cheshire, Tel: Northwich 2113
- LINCOLNSHIRE Alexandra Motors (Grimsby) Ltd.**, Bradley Cross Road, Grimsby, Lincs, Tel: Grimsby 3274
- YORKSHIRE Normand Garages Ltd.**, Thornton Rd., Bradford 1, Tel: Bradford 31255
- Arthur Reed (Hull) Ltd.**, 101-103 Beverley Road, Hull, Tel: Hull 36893
- SCOTLAND Callanders Garages Ltd.**, 597 Gt. Western Road, Glasgow W.2, Tel: Glasgow Western 8585
- Western Automobile Co.**, 116 Collinton Road, Edinburgh, 11 Tel: 443-2065
- WALES Dave Gallimore**, Perylan Garage, Great Darngate Street, Aberystwyth, Tel: 7301
- CHANNEL ISLES Jackson's Garages Ltd.**, 60-63 Esplanade, St. Helier, Jersey, Tel: Central 20281
- NORTHERN IRELAND Isaac Agnew Ltd.**, 19 Falls Road, Belfast 12, Tel: Belfast 33931

BMW Concessionaires G.B. Ltd., Victoria Rd., Portslade, Sussex. Tel: Brighton 47814/5. Export enquiries: 142 Holland Park Ave., London, W.11. Tel: 01-727 0611





CLIVE BAKER takes the Donald Healey entered Sprite through a bend above Collesano. He and Rauno Aaltonen were placed second in their class before the head gasket failed.

village, a few miles from the start, the centre-lock nut on the right rear wheel had come undone and the wheel had slid off the driving pins, just as had happened to Bradley at Monza. He stopped and tightened it up with the huge socket spanner carried in the nose of the car with the spare wheel and carried on to Polizzi, where he stopped to have a new nut fitted. But Porsche troubles were far from over.

The Zagato Lancia of Giacomini/Barbasio was the first to complete lap one, having started half-way down its class, and then cars came through in quick succession, none of the British club drivers really being in the running in their various classes. The Austrian driver, Rudi Lins, in the works 2-litre 910 Porsche was leading the 2-litre class with a standing lap in 38 min. 41.1 sec., and he was 11 seconds ahead of Giunti in the first Alfa Romeo. Vaccarella was well up with a lap in 37 min. 29 sec., but Scarfiotti had caught up and with a lap in 37 min. 07.6 sec. was leading the Alfa Romeo by 22 seconds on time, though still behind on the road, having started 1 min. 20 sec. after it. Behind them all Elford was in more trouble with the same hub nut coming loose again, this time with disastrous results, for it happened on a fast bend and the sudden loss of drive sent the car all over the road and it struck a rock with the right-hand front wheel and burst the tyre. A lot of people would have given up then, but not Elford; he tightened the nut again, fitted the spare wheel, threw the tools in the passenger seat and charged off again. Little did he know that he was not alone with his Porsche troubles, for Siffert had the outer taper-roller race on the right-hand front stub axle seize-up and mangle itself to pieces, and he arrived at the pits with everything blue and smoking. Mechanics set to work to change the complete upright and stub assembly. Elford arrived in a great flurry while they were working, hot and sweaty and somewhat irritable, had a new front wheel fitted, a new spare inserted in the nose, all the nuts tightened with the compressed-air impact-spanner, the fuel tank topped up, and he then roared away some 18 minutes down on schedule but determined to set up a new lap record even if there was no hope of winning the race.

On the second lap Scarfiotti increased his lead over Vaccarella to 28.3 seconds, but Giunti upheld Autodelta honours by taking the lead in the 2-litre class, by a slender three seconds over the works 910 Porsche, and with Siffert and Elford delayed this put the Alfa Romeo third overall. Piper arrived late at the end of the first lap, the throttle cable on the Ferrari LM having broken, and lost a lot of time while it was repaired. He eventually set off on his second lap, but, just after half-way round, the steering came adrift on a very fast bend and the Ferrari shot off down the hillside, end over end, coming to rest with a very battered and bruised David Piper inside, luckily with no serious damage; but this could not be said of Vestey's blue Ferrari. Herrmann was not feeling happy with the steering on his Porsche 907 and had dropped down to fourth place, behind Lins, so the order after two laps was Porsche 907, Alfa Romeo 2500, Alfa Romeo 2-litre, Porsche 910 and Porsche 907, and before the start a lot of people had expected the four 907 Porsches to cruise round in formation!

On the third lap Vaccarella gained ground slightly and was only 20 seconds behind Scarfiotti, and before starting the fourth lap both cars stopped to refuel and change drivers, as did most of the other fast cars. Giunti handed over to "Nanni" Galli; Lins to Steinemann; Baghetti to Biscaldi; Bianchi to Casoni; Pilette to Slotemaker, and all were away with full tanks and racing as hard as ever. Vaccarella

brought the 2500 Alfa Romeo in, the tanks were filled, and Udo Schutz roared away into the mountains, and Scarfiotti handed over to Mitter, gaining a few more seconds by the Porsche mechanics' faster refuelling. Having filled the tanks on his emergency stop, Elford went straight through on his third lap and that constituted a shattering all-time lap record in 36 min. 02.3 sec., an average of 119.872 k.p.h., taking almost a minute off the old lap record. He still could not see any hope of really featuring in the race, but pressed on anyway, and on the fourth lap the whole situation changed. Only 14 kilometres after leaving the pits poor Schutz lost control on some loose gravel and slid into a wall and wrecked the Alfa Romeo; Elford had experienced a big hairy moment on this self-same corner, the only one that had really broken up badly, during his record lap, and Vaccarella had not warned Schutz about it. Hardly had the groans of the Alfa Romeo fans died down, than cheers went up, for it was reported that Mitter in the leading Porsche had stopped near Caltavuturo and was looking at the transmission. He got going again and stopped at Polizzi to report that the right-hand drive-shaft rubber "doughnut" had split, and as he set off again the Porsche radio alerted the pits, who got a complete new drive-shaft ready to fit. As the Porsche came into the pits and work started on changing the shaft it was still leading the race on time, but as the work proceeded and the minutes ticked by the Alfa Romeo "33" of Galli/Giunti was well away on its fifth lap, but still five minutes behind the stationary Porsche.

Elford stopped at the end of four laps, his shattering pace having got the car up to seventh place overall, and Maglioli set off with every hope now of figuring in the results thanks to the trouble the leaders had been having. Neerpasch had taken over the badly steering Porsche from Herrmann, but they were only just holding the pace of the 2-litre Porsche of Steinemann/Lins. The Porsche drive-shaft was changed and Mitter was back in the race, and during the fifth lap regained on the 2-litre Alfa Romeo most of the lost time in the pits so that at the end of the lap he was just over three minutes ahead. The Alfa Romeo had actually gone into the lead during the fifth lap for a short time, only to lose it when Mitter got going again. On time, at the end of five laps, which was half-distance, the Scarfiotti/Mitter Porsche 907 was leading the Galli/Giunti Alfa Romeo by 3 min. 09 sec., followed by the Casoni/Bianchi Alfa Romeo "33," the Herrmann/Neerpasch Porsche 907, the Steinemann/Lins Porsche 910, slowed by an inoperative self-locking differential, the Baghetti, Biscaldi Alfa Romeo "33" and the Elford/Maglioli Porsche 907. Although this was the situation on time it was not in fact, for the leading Porsche came into the pits at the end of five laps, instead of going on by. The front brakes were sticking on and the engine was losing power, for the broken drive-shaft had flattened one of the tail pipes. A quick fiddling down by the pedals cured the sticking front brakes, and then the tail-pipe assembly was removed and a new one put on. While the old one came off easily enough, the hot pipes from the engine had expanded and it took a long time to get the new tail pipes on, the minutes ticking away and the slender lead being lost to the Galli/Giunti Alfa Romeo, and then second place to the Bianchi/Casoni Alfa Romeo; at which announcement a great roar of approval went up from the crowds. Alfa Romeo were first and

Continued on page 488

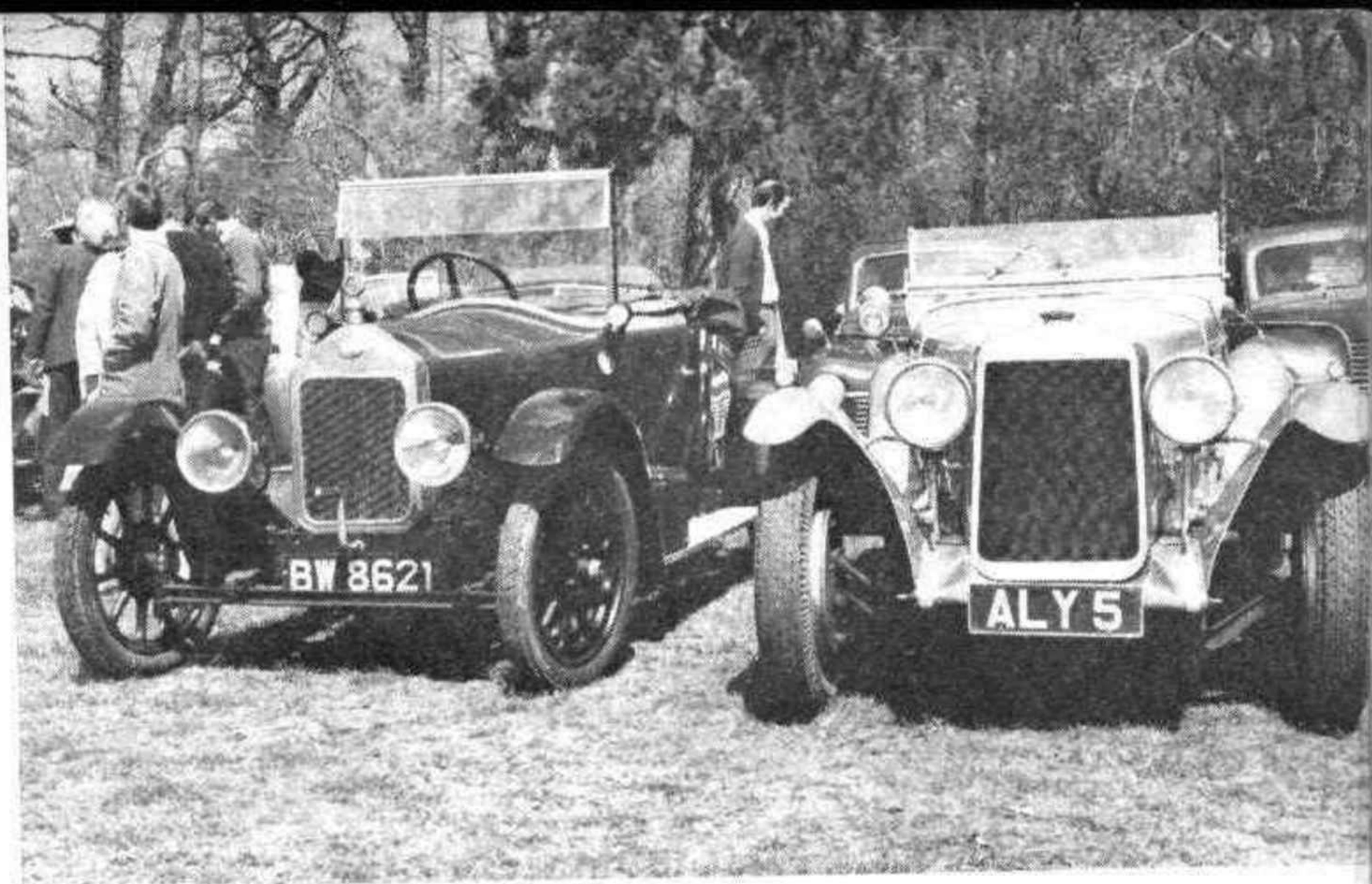


TARGA FLORIO SPECIAL.—Jack Wheeler and Martin Davidson built this one-off Sprite especially for the event, featuring Lotus Elan suspension with the backbone grafted onto the Sprite chassis. Unhappily the suspension did not go the distance.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to
Old-Car Matters

AWAITING THEIR TURN.—These two cars were at the "Lost Causes" Rally (see page 487) but not as entrants, the Wolseley Ten on the left of the picture because B.M.C. use the name on modern products, and the O.M. because so far Continental cars are not permitted—although Lord Montagu is considering the possibility of having a "Continental Lost Causes" day, in the future.



"DAILY EXPRESS" INTERNATIONAL TROPHY HISTORIC CAR RACE, SILVERSTONE (April 27th) 12 laps—Full Circuit—Wet

A VARIED field of 28, hampered by the conditions, put on a good race. Bewer's G.P. Aston Martin led for the first two laps, before gearbox trouble eliminated it. Lucas (Maserati 250F) then took the lead, working hard to hold tail slides, closely pursued by Corner in his 250F, which closed the gap on acceleration out of the corners, made fastest race-lap at 85.46 m.p.h., but slid into the bank at Chapel Curve on lap 4, the driver cutting his face.

Crabbe in his Maserati 250F now took up the pursuit of Lucas, but the latter drew away to an enormous lead after six laps. Boorer's Lotus 16 passed Crabbe and these two fought furiously for second place, which in the end went to the Lotus by a mere 0.2 sec. Balmer (Cooper-Bristol), Morris (E.R.A.) and Pilkington (Cooper-Bristol) fought their own battle, Balmer taking fourth place after ten laps, by brave driving, in spite of having spun at Copse on lap 2.

Lucas finished with no-one in sight, winning by 31.8 sec. Moffat lost 3rd gear in the Type 35 Bugatti and slowed down, and Day's E.R.A., sounding awful, did only seven laps. Apart from the six place-men mentioned, Eckersley (Lotus), Kain (Bugatti), Lockhart (Rover), Beer (M.G.), Brown (E.R.A.) and Curtis (Cooper), in that order, were the only competitors to go the full distance. The Hon. P. Lindsay entered both his Maserati 250F and *monoposto* Alfa Romeo and brought the latter to Silverstone but elected to watch the race from his Rolls-Royce tourer. In practice Lucas lapped at 100.93 m.p.h., so these Maseratis are by no means hanging around.

Results :

1st : C. Lucas (Maserati 250F) ... 82.42 m.p.h.
2nd : D. Boorer (Lotus 16).
3rd : C. Crabbe (Maserati 250F).

OULTON PARK ON JUNE 22nd

The Vintage S.C.C. has its second race meeting of 1968 at Oulton Park on June 22nd. I tend to harp on the sheer pleasure of seeing the old racing and sports cars, and the more exciting post-war historic racing cars, in action but certainly the Oulton Park V.S.C.C. Meeting is extremely nostalgic, perhaps because this pleasant circuit not far from Chester is reminiscent of the Donington Park road course over which this Club, with its characteristic initiative, ran race meetings before the war. Moreover, being in the distant North, the journey to and from the venue lends itself to excitement where the older cars are concerned and the event lends itself to a very fine social week-end.

So there it is—the date June 22nd, the venue Oulton Park. This is the Richard Seaman Memorial Trophy Meeting—appropriate, because somehow, if Seaman had not been killed racing for Mercedes-Benz, I think he might have been driving historic cars today—at which the main race is the Seaman Historic Trophy Race over ten laps of this twisting circuit, for pre-1940 racing cars. It should see the Hon. Patrick Lindsay driving his beautiful Dubonnet-i.f.s. *monoposto* Alfa Romeo and Sir Ralph Millais with his recently imported, normally

suspended *monoposto* Alfa Romeo, now broken-in to English air. If Neil Corner elects to run his *monoposto* Alfa Romeo, we shall see three versions of these famous cars in one race. Blight's Talbot 105 BGH 23 will be making a strong bid in this event.

Then there is the Seaman Vintage Trophy Race over the same distance for vintage racing and stripped sports cars, which should entice a remarkable variety of machinery onto the starting-grid. We can expect to have Kain's Type 35B Bugatti giving them a tough task. Racing starts at 1 p.m., there is practice to watch in the morning, and the supporting programme includes that most exciting 10-lap Allcomers' race for the post-war historic racing cars like Maserati 250Fs and Lotus 16s, the Frazer Nash Handicap, and several 4-lap handicaps with mixed fields. A fine day's sport must ensue if the day is fine and there may be a Parade of cars taking part in the *Concours d'Elegance*, which means for some of the finest, most glistening pre-war cars in the Land. This is the second round in this year's MOTOR SPORT Brooklands Memorial Trophy Contest, in which Peters' SS100 leads from Glydon's Ulster Aston Martin. The public is welcome—pay at the gate, for the good of the circuit owners, not the V.S.C.C. No dogs.—W. B.

FLYING KILOMETRES—BENTLEY D.C.

On May 4th the Bentley Drivers' Club took part in flying kilometre speed tests over a closed 6-km. section of the Kennedy Laan Autoroute near Gent in Belgium. The runs were co-organised by the R.A.C. de Flandres and R. O. Russ-Turner of the B.D.C., and it was ironic therefore that fastest time should be set by R. Wills' Lagonda with a speed of 224.2 k.p.h., about 140 m.p.h. This Swiss-domiciled car is something of a "bitsa", apparently being powered by a modern Aston Martin DB6 engine! Other class winners included J. Bailey's Fiat 1500S with an average of 151.2 k.p.h. for his two runs; A. Clark's Mercedes-Benz 600, clocking 196.5 k.p.h.; R. Mortimer's Osca with 165.2 k.p.h.; H. Hine's 3-litre Bentley at 160 k.p.h., just on 100 m.p.h., and R. Moss' 6½-litre Bentley with 177.4 k.p.h., 110.5 m.p.h. The latter was running on 7.00×18 rear tyres with a 3.0-to-1 back-axle ratio, but 19- and 21-in. wheels were much in evidence. Among the 15 assorted Bentleys present were Russ-Turner's ex-Brooklands car fitted with a two-seater body, which was second fastest overall with a speed of 119.1 m.p.h., and P. Morley's 4½-litre ex-Pacey Hassan Special which managed a meagre-looking 105.8 m.p.h.

V.S.C.C. CURBOROUGH SPRINT RESULTS (May 12th)

Class 1 (Standard Sports Cars up to 1,500 c.c.): 1st : W. B. Fowler (1933 Aston Martin), 44.5 sec.
Class 2 (Standard Sports Cars over 1,500 c.c.): 1st : W. R. Alexander (1933 Lagonda), 47.2 sec.
Class 3 (Modified Sports Cars, unlimited capacity): 1st : W. D. A. Black (1931 Alfa Romeo), 41.3 sec.
Class 4 (Racing Cars up to 1,500 c.c.): 1st : A. J. Merrick (1934 E.R.A.), 40.2 sec.
Class 5 (Racing Cars over 1,500 c.c.): 1st : A. Cottam (1953 Connaught), 38.6 sec.
Class 6 (Edwardian): 1st : J. W. Rowley (1913 Talbot), 52.9 sec.
* F.D.T.—A. Cottam (1953 Connaught), 38.6 sec.

DOWN TO THE SEA ON "SOLIDS"

The Editor Goes on the H.C.V.C. Brighton Run

THE Historic Commercial Vehicle Run to Brighton is a memorable annual event, not to be missed if this can possibly be avoided. This year it took place in beautiful weather on May 5th, starting at the gruesome hour of 6 a.m. from Battersea Park, because the Metropolitan Police wanted the ancient load-carriers clear of their Metropolis before the traffic thickened. (They need not have worried, because congestion was never apparent; it is nice to recall that elsewhere the Police were most helpful to the participants, whose vehicles give so much pleasure to so many citizens, particularly those with long memories.)

Bill Thornycroft, the Museum Officer to the Club, had kindly arranged for me to ride on the 1919 ex-R.A.F. Leyland van, splendidly restored by Chivers, whose property it was until 1959, who having put it into pristine order, then presented it to the H.C.V.C. So, having made a point of eating Chivers "Olde English" thick-cut marmalade with my 4 a.m. breakfast (as all members of the H.C.V.C. should do every morning, and Chivers jams for their tea, in appreciation of this generous gift), I set off for the start anticipating an interesting run. Alas, the Leyland had broken down and I had to find a seat on some other vehicle. Having previously thought up the heading for this outpouring, I wanted it to have solid tyres and when I saw the Best brothers' Daimler arriving in the Park, I knew this was an appropriate one; I was warned that it might not make the distance, but decided to take that chance.

This Daimler Y-type is a most interesting lorry. Its actual age isn't known, but is usually quoted as 1915. It was sold to its only other owner at an Army Disposals sale in 1921 and used for many years carrying potatoes in the Upminster district. It became derelict by 1928 and lay decaying, its cab tilted forward onto the bonnet. The Best brothers, who own the war-time Wolseley W.D. lorry in which I travelled to Brighton last year, discovered it but it was some years before they could persuade the owner to part with it. For some three years they have been preparing it. It was so original that not much had to be done, beyond restoring the mechanical aspects, repairing the cab, and removing a windscreen which had at some time been rigged up. Apparently it is a bit quicker than the Wolseley and has an easier gear change.

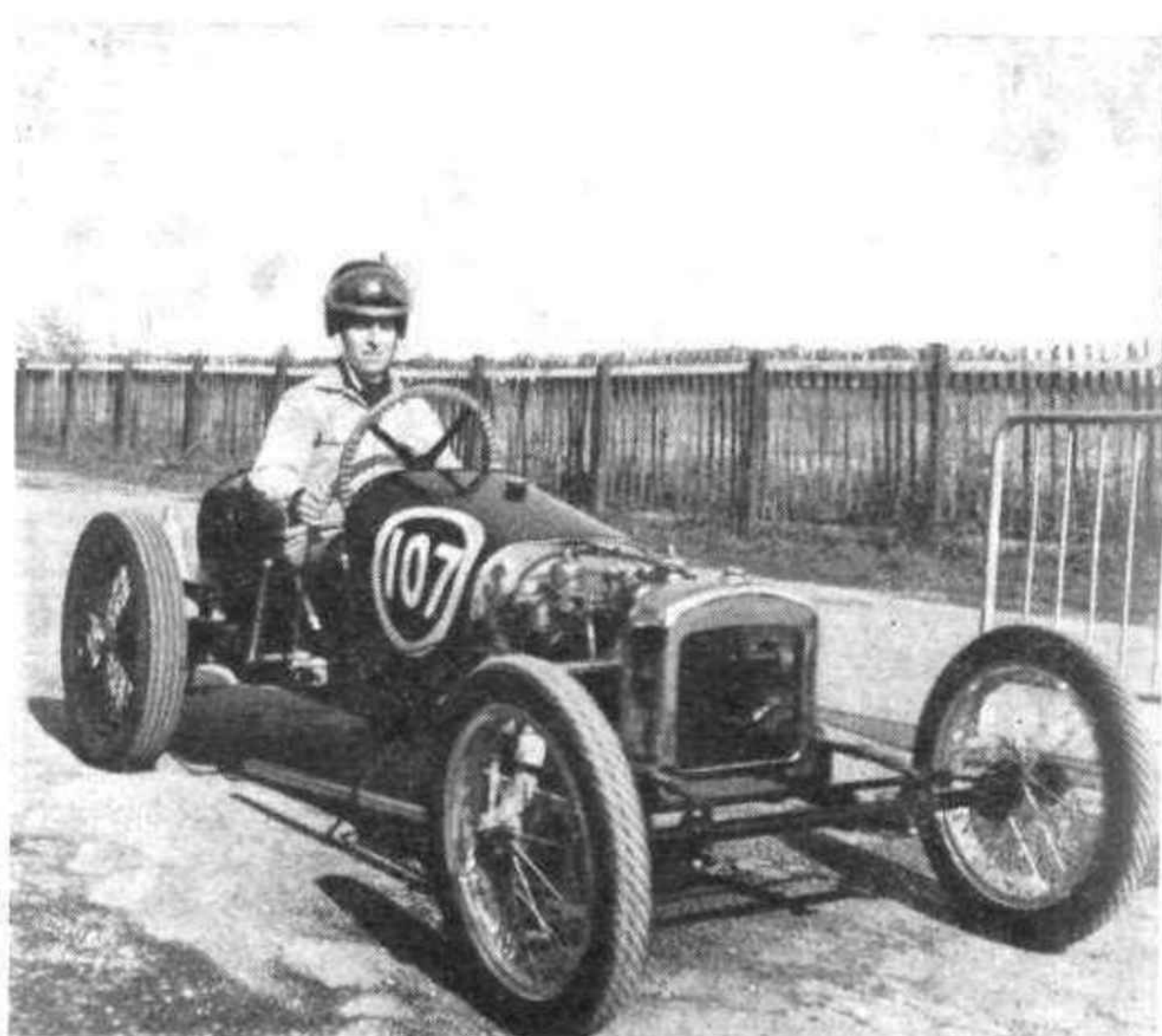
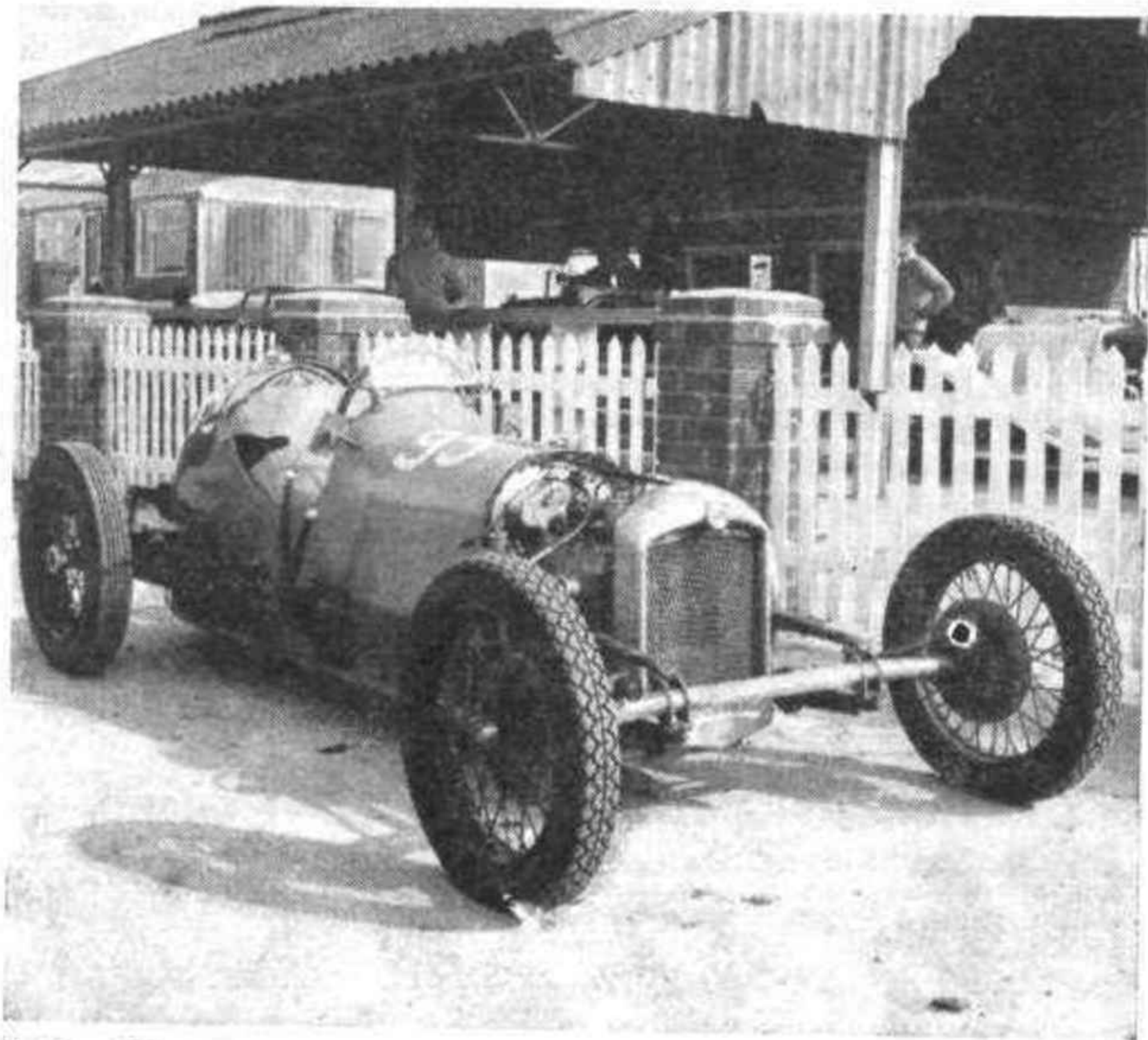
What is so interesting is that this Daimler has a sleeve-valve engine, for in my experience there are not very many of these still functioning. In this engine they operate happily, lubricated with Castrol XL. A plate on the crankcase informs those whom it may concern that the engine was built by the Daimler Co. of Coventry under licence from the Knight & Kilbourne Patents Co. A plate more likely to have

caused concern is that emphasising how important it was to oil the governor every day (but the governor is no longer fitted). The double-sleeves operate in two pairs of impressively tall cylinders. Otherwise, the design is conventional, with a Zenith carburetter (not necessarily original) feeding through a Y-shaped inlet manifold on the n/s and the gases leaving *via* a big-bore exhaust manifold on the o/s—what's so new about cross-flow porting? Also on the o/s are the Simms magneto and a waterpump, driven through fabric couplings from the timing gears. The drive goes *via* a cone clutch and 4-speed gearbox to an overhead worm back axle. The gears are changed by a massive r.h. lever with an ingenious pedal-operated block to prevent inadvertent engagement of reverse gear and outboard of this is the hand brake. The accelerator is central; the other pedals have hinged foot-plates. I suspect that W.D. subsidy requirements dictated the control layout.

The driving compartment is entirely devoid of instruments and no lamps are fitted, although there is evidence that this delectable Daimler was at one time gas lit. It rides on substantial $\frac{1}{2}$ -elliptic springs and the steel-spoked wheels are shod with solids, or, more correctly, Henley Air Cushion Tyres, although the air cushions are not apparent and these are uninflatable tyres, incidentally in good condition, as are the powerful brakes. A typical Daimler tube radiator of impressive dimensions, with flap filler, nowadays weeps to itself as if afflicted with perpetual hay-fever.

It was on this excellent Daimler that we set off, driven by Norman Best. All seemed to be in order until we stopped in S. Croydon to take on ten gallons of National Benzole and couldn't restart the engine on the handle. The Daimler responded to a push but soon began to mis-fire, to the accompaniment of shattering back-fires. We came to a final halt at Coulsdon and after much cogitation found the cause to be melted shellac in the magneto. This responded to being dismantled and washed in petrol but thereafter never gave a spark which would penetrate the now-oily plugs. (And try re-timing the ignition of a Knight engine by the road-side, with no valve stems by which to check the firing-strokes!) Which was the end of the 1968 Run for us, in spite of my hopeful prophesy last year that the Daimler, which had retired with roasted h.t. leads, would make it, next time. Had we left Battersea at 6.30 a.m. fully-laden, in contemporary times, presumably several families would have had no potatoes for dinner that night!

Fortunately, Bill Best was with us in the willing Michelin-shod Thames platform lorry. Although it was already carrying a Ford Cortina and a full load of passengers, it made light of towing the massive Daimler the rest of the way. It was not the only participant in this predicament, because I saw a Dennis fire-engine on a similar tow-chain. And already, I am told, another magneto, bought for 10s., has put the Bests' lorry back in action. So I think this venerable sleeve-valve Daimler stands a very good chance of motoring all the way in 1969 under its own—I nearly wrote steam. . . .—W. B.



G.N.s AT SILVERSTONE.—These G.N. hybrids appeared, to enliven the first V.S.C.C. race meeting of the year. On the left, David Thirlby's 1921/26 Parker-G.N. with J.A.P. engine and now with single-seater body and hydraulic brakes. On the right, Freddie Giles' splendid 1921 1,400-c.c. A.B.C.-engined G.N. with S.U. carburetters and cut-down Austin 7 radiator—and no front-wheel brakes.

THE "BABS" CONTROVERSY

ON May 3rd the *Carmarthen Times* published a front-page story headed "Violation of a Dead Man's Wish—Killer Car Must Be Left in Sand Dunes". The car referred to is the 27-litre Liberty-engined Thomas Special "Babs" in which J. G. Parry Thomas was killed on Pendine Sands in March 1927 when trying to break Malcolm Campbell's 174.88-m.p.h. record with the Napier-Campbell. After the tragic accident, caused perhaps by the collapse of the o/s back wheel, "Babs" was buried near the sand dunes flanking the course. Thomas' body was brought back to Brooklands and buried at Byfleet Church.

Now, 41 years later, Mr. Owen Wyn Owen of Bangor University, a V.S.C.C. member, has requested permission to dig up the remains of the car, and has started a fierce controversy. The Editor reports:—

PENDINE, May 11th.

Quietly but determinedly the Welshmen of Pendine, where the sands run straight for some seven miles, hard enough to drive a car on (at 1s. a time—no racing permitted), are divided over this matter, the subject, apparently, of much correspondence between Mr. Owen and the Army authorities who now occupy the land where "Babs" is buried; there have also been discussions at Parish Council meetings.

At the Beach Hotel, where Thomas and the other drivers stayed during record attempts, the bar contains a forceful reminder of just how historic is the beach outside—pictures of Thomas, Campbell, the Mollisons with their trans-Atlantic D.H. Dragon, the unfortunate Djelmo, Eyston's M.G. "Magic Midget", not forgetting members of the Carmarthen & Dist. M.C. & L.C.C. with their motorcycles in 1923. On an outside wall of the hotel a plaque, put up by Buckley's Brewery, commemorates the Pendine Land Speed Records and Thomas' accident and the burial of "Babs", "where it still remains".

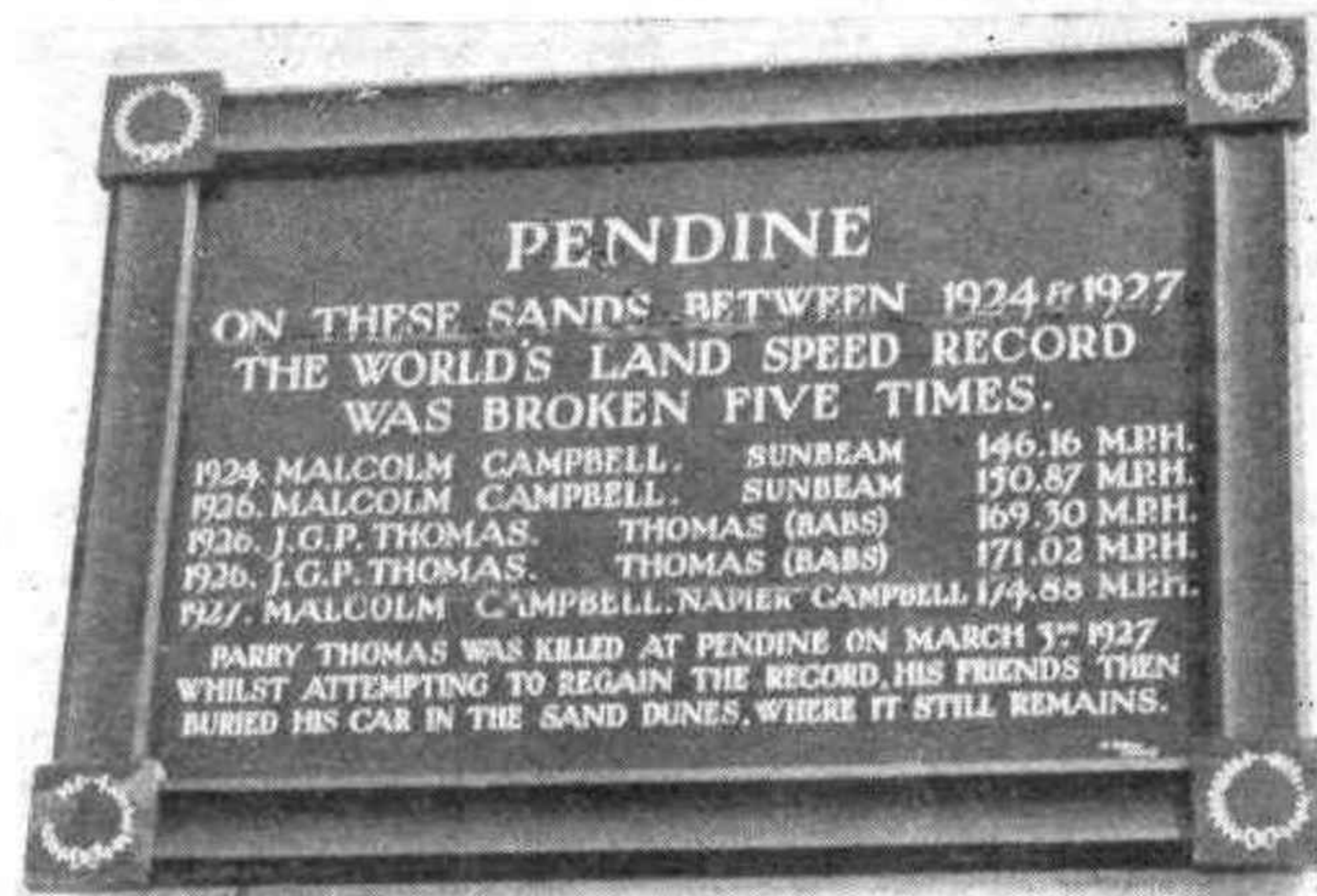
The Proprietor of the hotel is against disinterment of the car. He refutes the suggestion that it should be made into a permanent monument to the great Welsh driver, a campaign which is being run by the New Inn up the hill. "Who will pay for its shelter? Pendine needs new toilets first!" he tells you. . . .

At the Proof and Experimental Establishment of the Ministry of Defence, where "Babs" lies at rest, they face a difficult decision. Should they allow the car to be dug up, taken away for restoration, then returned to Pendine or a Welsh museum, perhaps to go on show to aid charity? Or should they turn a deaf ear to Mr. Owen's entreaties?

The situation has been complicated by sensational and inaccurate stories put out by the local Press. "Babs" is said to have been buried at the dead driver's request. This seems most unlikely. Thomas was not a man to contemplate disaster. And after his death four of his other racing cars were openly sold, and had an honourable career at Brooklands. As I have always understood it, the car was left in the sand dunes by those who were with Thomas at the time of the crash, partly as a mark of respect (his helmet and leather coat were reported as buried with the car) and partly because, with the Thomas Special



The slipway on to Pendine sands, down which Parry Thomas drove for the last time, on March 3rd, 1927. Racing on the historic sands is now discouraged, as the notice emphasises.



The plaque on the Beach Hotel commemorating Land Speed Records made on Pendine sands.

wrecked, its driver dead, and Segrave likely to go for a 200-m.p.h. bid very soon, there seemed no point in transporting "Babs" back to Weybridge. There are rumours now flying about that the car spent several weeks in the Ashwell Garage before its engine was removed, acid poured over it, and its burial arranged solely by the villagers. This is refuted by a report, in *The Motor* of March 8th, 1927, that the car was buried on the day of the inquest, which is quoted as the day after the accident. I think Thomas' friends damaged the engine with a hammer (the wheel clouter?) and slit his coat, to prevent vandals making any use of them immediately after the tragedy.

Another stupid rumour going round is that "Babs" killed three pioneer record-breakers, named as an American, a Polish Count and Parry Thomas, and that she was buried as a lethal "killer". This is completely untrue. Presumably the fact that Lockhart was killed trying for 200 m.p.h. in a Stutz in America about this time and that Count Zborowski, who created "Babs" (as the Higham Special, in 1923), was killed the next year in a G.P. Mercedes at Monza, has led to these wild and inaccurate accounts.

When the Ministry of Defence took over the ranges at Pendine "Babs" was almost entirely covered by concrete, in the course of an installation (not deliberately, as some are saying). This caused Hugh Tours, in his book about Thomas, to say "In spite of rumours to the contrary, there was never any attempt to dig up the car in later years and now . . . 'Babs' will never be disturbed". But it so happened that part of the car was uncovered recently when some cables were installed and, in view of Mr. Owen's request, some more digging has been undertaken, to see what condition the car is in. Part of the chassis frame, the n/s splined hub, sans wheel, the driving chain intact on both sprockets, and adjacent brake rods, radius arms, cowling, etc., were uncovered (the car being upside down, as rolled into the "grave") and found to be astonishingly well preserved. It was then that the story broke, with extensive Press and TV coverage.

If "Babs" is dug up, this will be under the authority of the Establishment, on the clear understanding that it would be for the purpose of having the car restored and returned to Pendine; excavations would be supervised by an archaeologist on the site. If this happens there are hopes of putting "Babs" on a headland facing down the historic course over which Parry Thomas made his last 170-m.p.h. run. Whatever is done must be done with respect. I do not share Mr. Owen's optimism that "Babs" could be made to run again, unless a very large sum of money was spent, and not necessarily then. Wheels would have to be made, tyres obtained, and where can Liberty engine parts be found, or a replacement for the driving chain that decapitated Thomas?

As so much interest has now been created, and "Babs" already partly uncovered, the solution might be to proceed with the excavations, on the understanding that the car would be quickly returned to the sands if expert opinion pronounced it as quite beyond resuscitation as a memorial to Thomas. Maybe the decision will rest with Thomas' sister who, as apparently his sole living relative, will, I believe, be consulted.

Sentimentalists, of whom I am one, will want "Babs" to lie undisturbed. But archaeology does not countenance sentiment, if anything useful is to be gained by disinterment. It is as delicate a problem as any racing car has presented since motor racing began.—W. B.

V.E.V. Miscellany.—Portrush U.D.C. has acquired a 1930s Dennis fire-engine. The Madeira fire station referred to recently is confirmed as having a 1929 Willys fire-engine, a 1931 Dodge ambulance, and early G.M. and Merryweather fire-engines. The April issue of *Klaxon*, duplicated magazine of the Preston & D.V.C.C., contained an article, with pictures, of the Moveo car, of which apparently only three were built, with 3-litre and 4½-litre Meadows engines, in a Preston factory. Racing driver and test pilot "Dizzy" Addicott is Chairman of the project, started by the Veteran Aircraft Flying Association, for building a replica of the Vickers Vimy biplane which made the first Atlantic crossing in 1919 and flying it across in 1969. Unfortunately, although the correct Rolls-Royce Eagle VIII engines have apparently been acquired, the venture is running out of money. Surely the *Daily Mail*, which sponsored the London-Paris Bleriot Commemoration Air Race in 1959, will wish to assist? Incidentally, it seems rather droll that a replica has to be built while the original Vimy exists in the Science Museum. Wolverhampton Sunbeams were represented at the first V.S.C.C. Silverstone Meeting of the year, a basket-work-finished saloon being seen in the Paddock, while on the run home our Fiat 125 was mixed up with a couple of Sixteen saloons, both of which were motoring commendably briskly.

A Type 23 Bugatti which has had only two owners from new, is completely original and has run only 44,000 miles, is being tidied up in Hampshire. A reader tells us that a garage near Woburn has on the wall a framed driving licence No. 1, issued in 1903 by Beds. C.C. to the Proprietor's father, whose first car was a 1912 Belsize. A complete set of *Bugattics*, from 1931 to 1950, including the original duplicated copy for June 1931, has been unearthed in an old trunk and will, we hope, be preserved.

The Editor met recently a lady of 92 who was taught to drive in France before the First World War on a Turcat-Mery. She later joined Sizaire-Berwick in London and throughout the 1914/18 War delivered 25-h.p. Vauxhall chassis from Luton to the London docks and Kempton Park. When the men began to return from the Front, she gave this up and bought an air-cooled Humberette of her own. Some years ago she went back to look round the Vauxhall plant but found things much changed.

VINTAGE POSTBAG

An Historic Landing Ground

Sir,

I was very interested to read Mr. H. Edwards' letter about early aviation in the Manchester area. The field where Paulhan landed was, in fact, very close to Burnage Station, which is still in use, the aviator having used the now time-honoured method of "railway lines navigation". The field, long since covered by council houses, was only a mile or so from Mauldeth Hall, where my father was born, his father being the lodge-keeper. My father often told how, as a schoolboy, he ran across the fields to see the flying machine.

Another interesting thing about this place, is that only a short distance in the opposite direction stands a cottage, which was the birthplace of another boy, well known to my father in his schooldays. This boy was named John Alcock, and he of course grew up to be a famous aviator himself, and was knighted along with Arthur Whitten Brown for the "First Across" flight of 1919. The cottage is not marked by any plaque, and is now almost in the forecourt of a filling station. Stockport.

ROY SANDBACK.

* * *

The Wolseley Ten

Sir,

As a past owner of a Wolseley Ten I was interested to read your article in the March issue relating to cars of this make driven by Capt. A. G. Millar. I was a frequent visitor to Brooklands in the 1920's and watched many of the races in which "Moth I" was competing.

A few of the details contained in your article relating to the private owner's car do not agree with my records. You state that the Press were not able to test the Wolseley Ten until late in 1920 and production

started at the end of February 1921. I purchased my car, an open two-seater, from Sam Robbins of Rugby on October 9th, 1920 at a figure of £550, I believe the £5 additional cost was for a clock. Incidentally I sold it on May 4th, 1924, after covering 24,750 miles of reliable motoring.

On the following page you mention that the standard model was fitted with coil ignition; this I think is incorrect as magneto ignition was prevalent at that time and my car was fitted with one manufactured under the name of M.L.

Salisbury, Rhodesia.

E. H. ROGERS.

[Mr. Rogers must have had one of the small number of Wolseley Tens that trickled through, because according to contemporary Press reports, production didn't get into its stride until very late in 1920. The fact that it had a magneto confirms this, because the first 1919 models had this; later coil ignition was substituted for all except Colonial models. *The Light Car & Cyclecar* did not road-test one until July 1920, I have checked three different sources and all give ignition by battery and coil until the 11/22 all-gear version, which had a magneto.—ED].

* * *

People in Glasshouses . . .

Sir,

I am an appreciative reader of *MOTOR SPORT*, not least because of its accuracy in reporting; and am also a vintage car owner of many years standing.

I was disappointed, therefore, to notice in this month's issue three advertisements thus:

No. 2776—"Vintage 1933 Austin 11.9 . . ."
No. 2852—"Veteran Model T Ford, 1917 . . ."
No. 3087—"Vintage 1934 Morris Minor . . ."

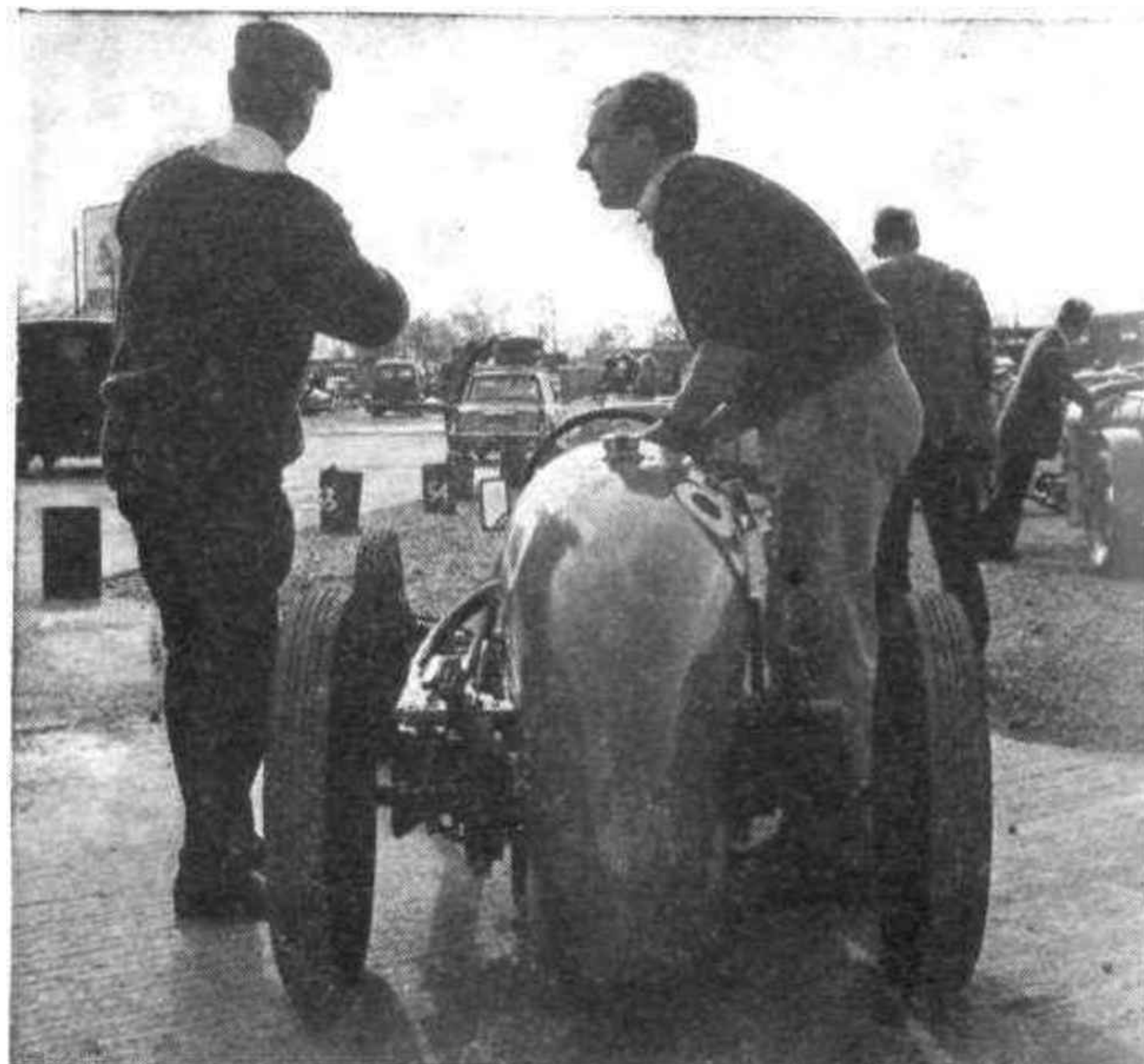
Either the people who advertise thus are unaware of the official classifications of Veteran and Vintage, or they are trying to hoodwink others.

Could your staff edit such advertisements in future and avoid misunderstanding?

St. Annes.

A. W. HURT.

[I have previously expressed the hope that veteran and vintage cars will be correctly described in the small ads.—ED.]



VINTAGE TAILPIECE.—David Thirlby (right) with a G.N., presumably the next best thing to a Frazer (no hyphen!) Nash.

THE YEARS OF FREEDOM

THERE are so many restrictions appertaining to present-day motoring in Britain that it is refreshing to look back to the years of comparative freedom. I am aware that vintage motoring today is probably less hazardous than it was in contemporary times, because well-preserved or meticulously rebuilt cars are not often the subject of police attention and, because roads have improved, the frequent punctures and the dust and mud of former days belong to the past. But when one has said that one has said all. For motoring *was* delightfully free from restrictions when vintage cars were new models in the dealers' showrooms.

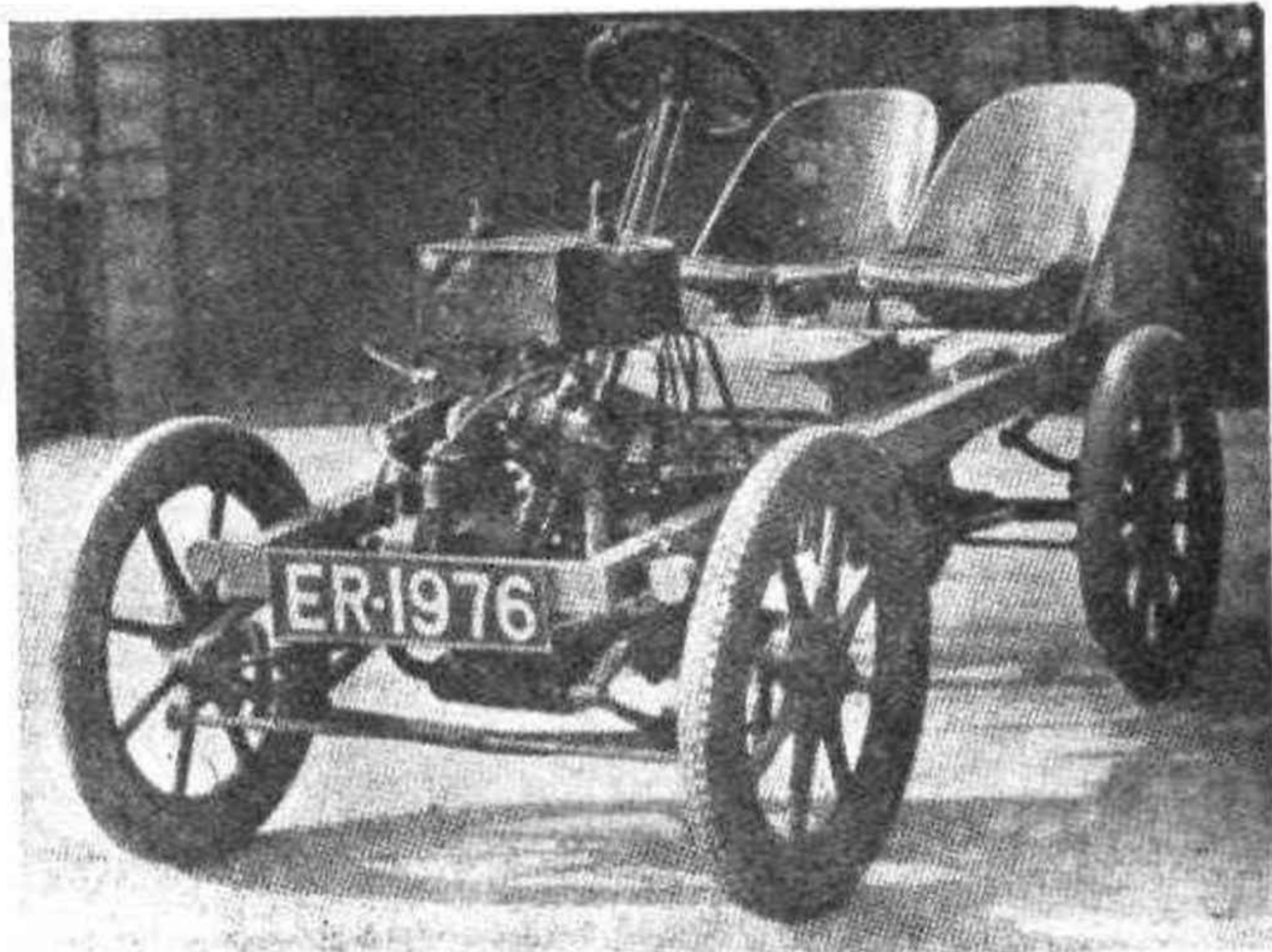
The 20 m.p.h. speed-limit still prevailed, but it was generally regarded as so absurd that it was seldom enforced, or was certainly not the menace it had been in Edwardian days. It was not until the 'thirties when police patrol cars began to appear and traffic density had so appreciably increased that the restrictions began to pile up. Even then, providing your papers were in order, which referred particularly to the new compulsory third-party insurance, you could get away with near-murder.

The freedom of the nineteen-twenties is nicely portrayed by an article which appeared in the issue of *MOTOR SPORT* dated July, 1926. This described how an anonymous motorcycling enthusiast succumbed to a desire for something on four wheels. He met this by buying a heap of odd parts and a box of small assorted junk described as a "6-h.p. Peugeot chassis, less engine".

This eventually emerged as a high chassis with a wheelbase of a mere five feet, sprung on full-elliptics, with extremely sturdy gearbox and back axle and a near-vertical steering column. The gear-lever was on the steering column and there is reason to believe that this ancient Peugeot may have been a genuine veteran—not that anyone cared, in 1926, with the first Brighton Run a year hence.

A 1920 8-h.p. air-cooled side-valve J.A.P. engine, with rather tired valve springs and piston rings, which had come out of a Morgan, was persuaded into this chassis. Two bucket seats, with cushions but devoid of upholstery, were fitted, a can rigged up over the engine to carry petrol, and our ex-motorcyclist was ready for a trial run. The clutch, having but $\frac{3}{8}$ in. movement, was fierce and also dragged. The left foot had to be used as a clutch-stop, by treading hard on a metal disc bolted to the clutch. Control of speed was by hand-throttle. In this form the vehicle was taken for test on to the high road, *sans* number plate or licence, for the excellent reason that these did not exist! This was prior to fitting floorboards and seats, both occupants squatting on one of the tubular cross-members. As the owner's left shoe was devoid of sole after the test run, and the clutch had slipped in the $4\frac{1}{2}$ -to 1 top gear, a piece of one-inch oak was bolted across the frame to act as a clutch stop of stouter proportions, and a tin of Erusa belt-grip was induced into the worn-out leather lining of the clutch.

The vehicle was then licensed, as a Peugeot-J.A.P., private car, two-seater, red. It wasn't red but the idea was that it would be if it ever aspired to a body. The taxation people believed it all and allotted it Reg. No. ER 1976. The builder was a Cambridge undergraduate, and the first long maiden trip was from Cambridge to



A ROAD-GOING VEHICLE OF 1926!—The home-made "Peugeot-J.A.P., private car, two-seater, red" referred to in the accompanying article.

London, accompanied by a fellow motorcycle enthusiast who sat on a suitcase with his feet over the back. Apart from frequent stops to clean out the Solex carburetter, all went well until the o/s rear wheel tried to come off and had to be split-pinned. Braking was a "complete myth", but transmission friction was sufficient and, apart from a broken oil-pipe, the Peugeot-J.A.P. got to its destination, an hotel in the Strand, at an average of just under 15 m.p.h.

This caused such enthusiasm, on the part of the car's owner if not the hotel staff, that he was soon busy lengthening the wheelbase by 2 ft. 3 in., initial trouble with a prop.-shaft that was out of balance being cured by using a Rover Eight 3-prong spider. The next activity was to enter for a one-day motorcycle trial. Mudguards of galvanised-iron strip, secured with string, proved entirely satisfactory. Eventually, after sundry adventures, a watersplash was entered at the flat-out speed of 45 m.p.h., because the foot-brake bent sideways, jamming the driver's foot between it and the steering column and the hand-throttle had stuck wide open. Both occupants were drenched, the driver's fur hat availing him no protection, but the old J.A.P. engine cut out only for a few seconds.

After this the builder decided that his A.J.S. was more fun.

Can you imagine getting an M.o.T. certificate for this vehicle today, or getting it past any competition scrutineer? But in far-away 1926 these things were possible. Those were the years of freedom, when the road-testers for the motor papers had so little traffic to contend with that it was quite usual to stop the car, often near a bend, set up the plate camera, and take any photographs required. Oh, happy by-gone days!—W. B.

LOST CAUSES FIND THEMSELVES AT BEAULIEU

THE 4th Lost Causes Rally was held at Beaulieu on April 28th. The entries, totalling 131, ranged from one car with one cylinder (a Rye Craft) to several with eight cylinders. The usual classes were used, comprehensible only to those who have read Lord Montagu's fascinating "Lost Causes of Motoring". Thus there was a class for the "Three As of Scotland" which was supported by a lone Edwardian Arrol-Johnston, a section for makes from Birmingham that was the preserve of B.S.A.s, except for an 1898 Royal-Enfield Quad, and a Wolverhampton-Makes division, well supported by Clynos, a 1909 Star and a smart A.J.S. 4-door fabric saloon which a catalogue on its screen proclaimed to have cost new £197. The most prolific make was Armstrong Siddeley, with 35, understandable as this was also the A.S.O.C.'s National Rally; Jowett, Standard and Lea-Francis were the runners-up. The car coming the greatest distance was Box's very presentable 1927 7/17 Jowett two-seater from Westmorland, some 290 miles each way. That coming the shortest distance was presumably Lord Montagu's 1915 Napier, which just came up the drive from the Museum.

There were two Armstrong Siddeleys which looked as if they were on their way to a breaker's yard, and some almost too immaculate to

be true, like Isles' 1928 Armstrong Siddeley 15 Broadway saloon, with unmarked Bedford cord upholstery and its spare wheel in a neat cover bearing the Sphinx insignia. Wilde's 1929 Armstrong Siddeley 14 Sandown tourer was also a worthy entry in this class, but it was Bert Reason's splendidly shiny 1950 limousine which was declared the Lost Cause of the Year.

The classes for Crossley and "Jam Factory" were completely neglected this year, although a smart Marendaz-Special was seen for a short time in the car park, and Lanchesters were poorly represented, although Scott's 1932 Ten saloon was notably clean, apart from discoloured rain-deflectors and was on 4.50 x 19 tyres, and Hutton-Stott came in his 1954 Lanchester Dauphin. Looking round at random, we noted that Capt. Tulver's H.R.G. seemed to have borrowed a radiator from a s.v. Morris 8 and had a non-standard tail. Niell had an Aerodynamic H.R.G., Morgan's B.S.A. Scout had its owner's name and address on it, presumably in case it became more lost than a Lost Cause, Bowler's B.S.A. 3-wheeler sported enormous Firestone front tyres for conveying the drive, the many Javelins were backed up by Jupiters and a couple of Bradfords by Jowett, and Parsons' 1936 Armstrong Siddeley 17 was a convertible by Maltby's of Folkestone, Builders of Beautiful Bodies (I am all in favour!), in which the head is

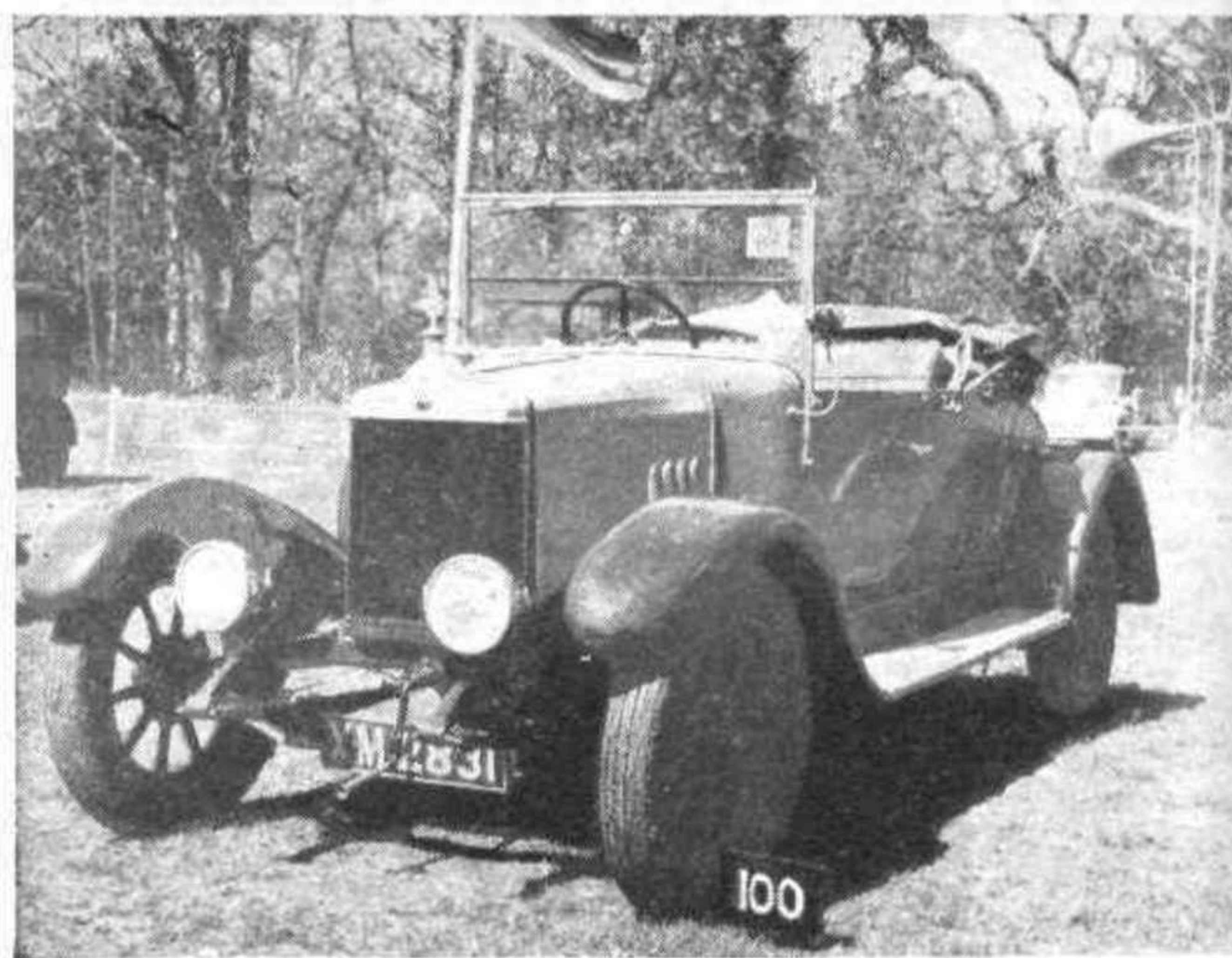
erected by operating a lever beside the driver, or would have been if a hydraulic leak hadn't developed.

Brown's Armstrong Siddeley Whitley had a flag staff sheathed in leather, the Clynos, (which someone once compared with that other Wolverhampton make by saying that Sunbeam made bad cars well, Clyno good cars badly) were represented by Salt's choice Royal saloon, a 1928 square-radiator tourer, and a two-seater with much lining on the body, Trade numbers, and more grey paint over the engine than even Clyno used originally, which hadn't made it any easier to start that morning. Simpson's 1950 2½-litre sports Lea-Francis, with Avon Turbospeeds on its front wheels, Dunlop Road Speeds on the back, rather self-consciously wore a bonnet strap. Curiously, not one Alvis was present, although this famous make was eligible for Class R, but Hampton, Brough Superior, Railton, Trojan, Dellow, British Salmson, etc. were amongst the rare makes represented. The programme couldn't decide whether Trojans have two or four cylinders and the advertisements it contained for competitors' cars were in poor taste.

W. B.

Results :

Montagu Cup, Premier Trophy & Sphinx Trophy : B. R. Reason (1950 Armstrong Siddeley).
Chairman's Trophy : A. Rutland (1954 Jowett Jupiter).
Selwyn Sharp Trophy & Pre-War Sphinx Trophy : A. G. B. Wood (1936 Armstrong Siddeley 25).
Sapphire Sphinx : E. M. Denton (1959 Armstrong Siddeley).
Class B-F : Dr. A. J. Cobb (1951 H.R.G.).
Class J-P : Mrs. D. Hayes (1949 Lea-Francis Westland).
Railton/Invicta Class : J. O. Dyson (1937 Railton).
Standard Class : B. Cowles (1922 SLO4)—only arrival.
Class Q-R : J. Burr (1934 British Salmson).
Distance Award : J. S. Box (1927 Jowett)—290 miles each way.



A "LOST CAUSE" AT BEAULIEU.—B. Cowles' 1922 type SLO4 Standard was about the only example of this now-defunct make to arrive at the rally field, although many were entered—surely all the others didn't break down?

52nd TARGA FLORIO—continued from page 482

second overall in the Targa Florio and "Nanni" Galli was hurling the car through the mountains, more than Alfa Romeo being at stake, he was upholding Italian racing honour against the might of the German Porsche team. Eventually the Porsche exhaust was fitted and Scarfiotti went back into the race, but the flattened pipe had caused overheating and soon after starting the seventh lap the engine succumbed shortly before Cerda village. All Porsche hopes now rested on the Elford/Maglioli car, which had refuelled after seven laps, and Elford was away to drive the last three laps. Due to refuelling stops the Casoni/Bianchi car led momentarily from Galli/Giunti, with Herrmann/Neerpasch third and Elford fourth now only 2½ minutes behind the leader and with three laps ahead of him. When Bianchi took over from Casoni the Alfa Romeo's oil pressure was sinking fast and Giunti soon got back in the lead again, but Elford was catching at such a rate that victory was in sight no matter how hard the young Italian tried, and he was putting all he had into his driving, the Alfa Romeo standing up well.

Elford reeled off two remarkably consistent laps, within two seconds of each other on this tortuous 72-kilometre circuit and before the end of lap 9 he was in the lead, much to Porsche's relief; Herrmann could not keep up with the two Alfa Romeos and the Siffert/Stommelen car, although going well, was much too far back to challenge. Alfa Romeo were well content to be holding second and third places, even though Bianchi was having an anxious time with the falling oil pressure. It was now all over, Elford completed his last lap without trouble and seemed almost incredulous at winning, having driven seven laps, while Maglioli had kept up the pressure on his three laps. The Porsche 910 of Steinemann/Lins had started its last lap, secure in

third place, ahead of the ailing Alfa Romeo, only to have a drive-shaft break, the lack of a self-locking differential giving the drive-shafts a hard time on the hairpins with furious wheelspin on the inside wheel. Herrmann stopped at the pits before beginning the last lap as he was sure the steering mechanism was falling off, but nothing could be found amiss so he went on, and during the last lap Siffert had an electrical bonfire behind the instrument panel and after stopping to tear off hot wires he finished the 10th lap very late.

Porsche solidarity and reliability was conspicuous by its absence once again and Alfa Romeo were able to put up quite a serious challenge, profiting from the Porsche troubles, so that the 52nd Targa Florio on the 72-kilometre Madonie mountain circuit lived up to its long reputation of being a motor race against the conditions rather than against mechanical opposition.

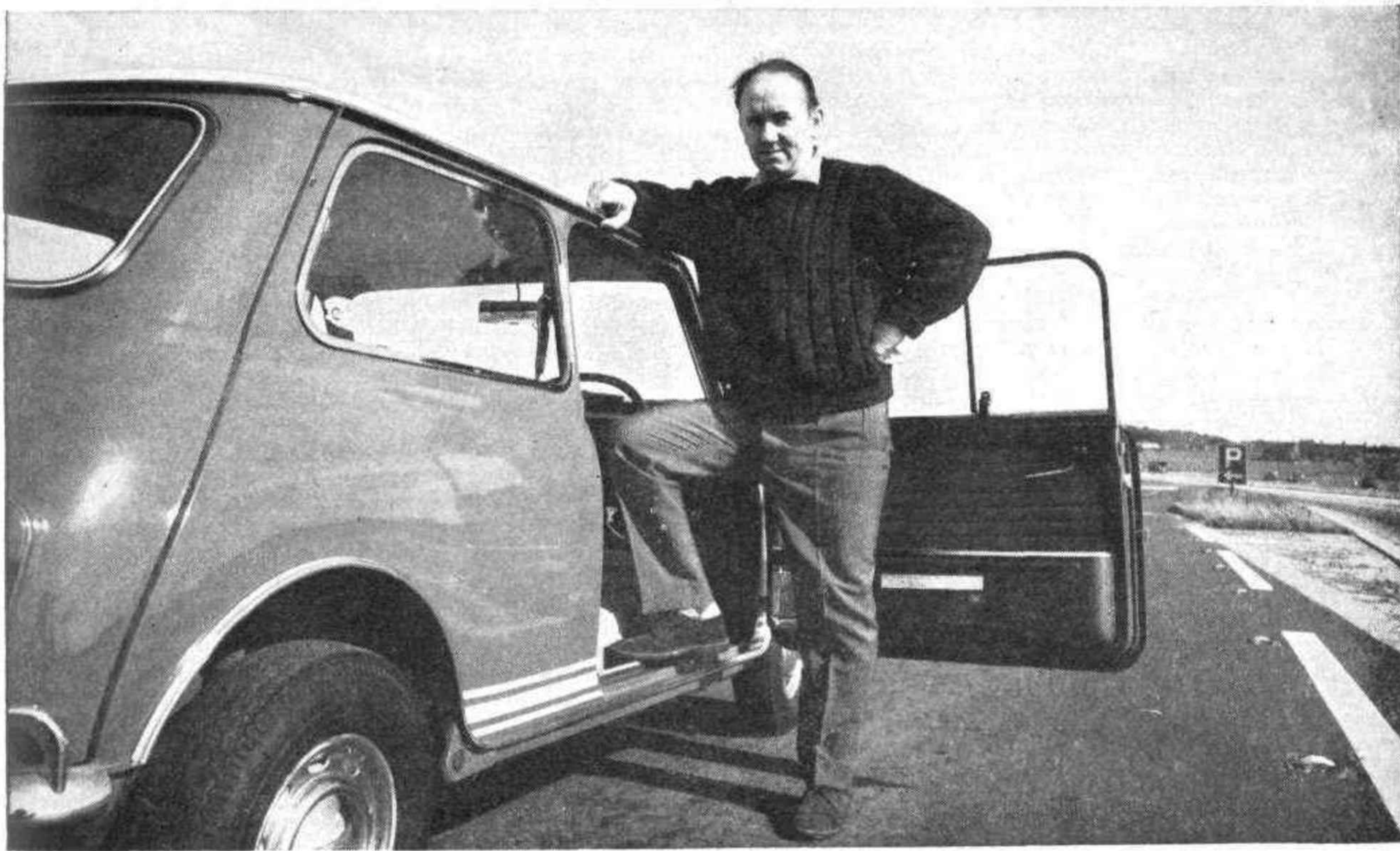
Of the British entries the Nomad was still running at the end, a long way back, having been delayed by a bolt coming out of the gear-change linkage just after starting a lap, so that Lanfranchi had to struggle the whole way round stuck in 3rd gear. The special Sprite of Wheeler had the Elan rear suspension mounting break up, the works Sprite was going well and Baker actually caught and passed the works M.G.-B, but then had the engine seize-up, and the yellow M.G.-B went off the road when Fall was driving and broke its gear-box mounting. He got the spectators to get the car back on the road, returned to the pits, a repair was made, and the car was still running at the end. Worswick and Bond kept the Austin-Healey 3000 going, to finish 29th overall, but Drury's Ford stopped out on the circuit while Sanger was driving it. Hedges and Hopkirk finished well up with the M.G.-B from the B.M.C. Competition department, but Pat Moss and her Italian lady co-driver were delayed by having to stop nearly every lap for water, as the head gasket was leaking.—D. S. J.

52nd TARGA FLORIO—Group 6 Prototypes, Group 4 Sports Cars and Group 3 GT Cars—10 laps—720 kilometres—Hot and Windy

1st	V. Elford/U. Maglioli (Porsche 907 8-cyl.—2.2-litre)	Group 6	Entrant : Porsche System Eng., Stuttgart	6 hr. 28 min. 47.9 sec.—111.111 k.p.h.
2nd	"Nanni" Galli/I. Giunti (Alfa Romeo "33" V8-cyl.—2-litre)	Group 6	Entrant : Autodelta, Milano	6 hr. 31 min. 30.7 sec.
3rd	M. Casoni/L. Bianchi (Alfa Romeo "33" V8-cyl.—2-litre)	Group 6	Entrant : Autodelta, Milano	6 hr. 37 min. 55.1 sec.
4th	H. Herrmann/J. Neerpasch (Porsche 907 8-cyl.—2.2-litre)	Group 6	Entrant : Porsche System Eng., Stuttgart	6 hr. 38 min. 48.7 sec.
5th	T. Pilette/R. Slotemaker (Alfa Romeo "33" V8-cyl.—2-litre)	Group 6	Entrant : Racing Team V.D.S., Belgium	6 hr. 55 min. 28.8 sec.
6th	G. Baghetti/G. Biscaldi (Alfa Romeo "33" V8-cyl.—2-litre)	Group 6	Entrant : Autodelta, Milano	7 hr. 00 min. 08.5 sec.
7th	K. von Wendt/W. Kausen (Porsche Carrera Six—2-litre)	Group 4	Entrant : Karl von Wendt	7 hr. 11 min. 39.5 sec.
8th	C. Haldi/P. Greub (Porsche 911S—2-litre)	Group 3	Entrant : Ecurie Les Corsaires—Swiss	7 hr. 26 min. 49.2 sec.
9th	G. Steinemann/R. Lins (Porsche 910 6-cyl.—2-litre)	Group 6	Entrant : Valvoline Racing Team—Austria	9 laps—Not running at finish
10th	A. Nicodemi/C. Facetti (Porsche 910 6-cyl.—2-litre)	Group 6	Entrant : Piccionai Racing Team—Lugano	9 laps
11th	S. Munari/R. Pinto (Lancia 1401-Zagato)	Group 6	Entrant : HF Squadra Lancia	9 laps
12th	A. Hedges/P. Hopkirk (M.G.-B GT—1,800 c.c.)	Group 6	Entrant : B.M.C. Racing	9 laps
13th	"Ypsilon"/C. Randazzo (Porsche 911S—2-litre)	Group 3	Entrant : Scuderia Pegaso	9 laps
14th	G. Giacomini/Barbasio (Lancia Fulvia-Zagato)	Group 3	Entrant : Jolly Club	9 laps
15th	C. Maglioli/Crosina (Lancia 1401-Zagato)	Group 6	Entrant : HF Squadra Lancia	9 laps
16th	C. Ferlaino/G. Starrabba (Porsche 911S—2-litre)	Group 3	Entrant : Carlo Ferlaino	9 laps
17th	J. Rey/S. Garratt (Porsche 911S—2-litre)	Group 3	Entrant : Scuderia Filipinetti—Swiss	9 laps
18th	J. Siffert/R. Stommelen (Porsche 907 8-cyl.—2.2-litre)	Group 6	Entrant : Porsche System Eng., Stuttgart	9 laps
19th	Pat Moss/Signorina Facetti (Lancia Fulvia Sport 1401)	Group 6	Entrant : HF Squadra Lancia	9 laps
20th	C. Laurent/J. Marche (Porsche 911T—2-litre)	Group 3	Entrant : Claude Laurent, France	9 laps
66 starters — 54 classified.				
24th	P. Brown/A. Fall (M.G.-B GT—1,800 c.c.)	Group 6	Entrant : J.C.B. Ltd., England	9 laps
29th	E. Worswick/R. Bond (Austin-Healey 3000)	Group 4	Entrant : Edward Worswick, England	9 laps
32nd	M. König/T. Lanfranchi (Nomad-Ford twin cam)	Group 6	Entrant : Nomad Cars, England	8 laps
49th	L. Scarfiotti/G. Mitter (Porsche 907 8-cyl.—2.2-litre)	Group 6	Entrant : Porsche System Eng., Stuttgart	6 laps—Not running at finish
53rd	R. Aaltonen/C. Baker (Austin-Healey Sprite)	Group 4	Entrant : Donald Healey Motor Company, England	5 laps—Not running at finish
54th	T. Drury/T. Sanger (Ford GT40)	Group 4	Entrant : Terry Drury, England	5 laps—Not running at finish

Other positions from 21st to 54th filled by local or European Club drivers.
Fastest lap : V. Elford (Porsche 907), on lap 3 in 36 min. 02.3 sec.—119.872 k.p.h. (new record).

* The choice of the enthusiast



KEN COSTELLO, Manager of Cripspeed Tuning and his Cripspeed Mini, present holder of five class lap records.

Enthusiasts understand the importance of immaculate engine lubrication and protection. Undertaking their own maintenance they know from experience that the true worth of a motor oil can only be established over the full life of the engine. Not for them the superficial paper claims – only the hard facts of visual proof. That is why so many enthusiasts have confidence in the unique full bodied protection of:

* DUCKHAMS



the oil with the perfect body

For literature please write to DUCKHAMS OILS, Summit House, West Wickham, Kent. Tel: 01-777 8341

MONZA 1,000 KILOMETRES

Team Gulf win another race

MONZA, ITALY, April 25th.

THE Automobile Club of Milan received an impressive entry of 75 cars for the 1,000-kilometre race over 100 laps of the combined Monza road circuit and banked track, with speeds on the concrete bankings being kept down by *chicanes* at the start of each banking which brought the cars down to first gear. After the ravages of two afternoons of practice, strict qualifying speeds and numerous non-arrivals, there were only 35 cars lined up at the start. Among the entries that failed to appear at all were the Howmet TX turbine car, various privately-owned Porsche 910 models and Porsche 906 models, the three Autodelta Alfa Romeo 33 cars, a row of Chevrons, various one-off English entries, three Lola-Chevrolets, and some private Italian entries. The Porsche factory team were out in force with Stommelen/Neerpasch in a long-tailed 907 with 8-cylinder 2.2-litre engine, Siffert/Herrmann and Scarfiotti/Mitter in two long-tailed 908 cars with 8-cylinder 3-litre engines, and Killy/Guichet with a 911T in the Gran Turismo class. The Gulf Petrol-sponsored J.W. Automotive team had two GT40 Fords, with Gurney-Weslake heads for Ickx/Redman and Hawkins/Hobbs and the Alpine Renault team were an interesting challenge with two 3-litre V8 Gordini-engined cars, Depailler/de Cortanze with the 1967 prototype car and Mauro Bianchi/Grandsire with the brand new car which appeared briefly at the Le Mans test weekend. The rest of the runners were private teams, with Pon/van Lennep in a new Porsche 910 replacing the one wrecked at Brands Hatch when a steering arm broke, Bradley's similar car with Elford as co-driver, Koch/Lins, Wicky/Hanrioud and Nicodemi/Facetti also in 910 Porsches. The Swiss Hart Ski team were put out of the race when Spoerry crashed their newly-acquired 907 Porsche during the first practice. The Belgian V.D.S. team who have previously raced Alfa Romeo's GTZ coupés were running two Alfa Romeo 33 Group 6 prototypes of the latest pattern, with rear-mounted radiators, and Autodelta assistance, and besides the two blue and orange Team Gulf GT40 Fords there were Salmon/Piper with the pale green Strathaven car, Mairesse/"Beurlys" with a brand new yellow one, Nelson and Epstein with the former's dark green car, and Drury/Sanger and Raeburn/Schenken with similar cars.

Even on paper the race was clearly going to be between the works Porsche team and the two Gulf-sponsored Fords, with the V8 Alpine Renaults an unknown quantity and the better prepared and faster driven private Fords and private Porsches following on, ready to move up should the leaders have trouble. Practice was held in the afternoons of Tuesday and Wednesday, the race being on Thursday, April 25th, an Italian public holiday, and, apart from the new 3-litre Porsches having transmission troubles, everything ran to form. Bianchi had a lurid moment on one of the bankings at over 130 m.p.h. when the 1968 Alpine, which had been grounding over the bumps, rubbed through one of its pannier fuel tanks, which let a stream of petrol on to the rear tyres and caused the car to spin, and by sheer chance the only damage was to the glass-fibre tail. The Gulf Fords and the 3-litre Porsches were fastest, with the Fords of Piper/Salmon and Mairesse/"Beurlys" next, followed by the 2.2-litre Porsche and the two Alpine Renault V8 cars. The Elford/Bradley car was the fastest of the 910 Porsches, and the Glemser/Kelleners Porsche 911T the fastest of its GT category.

With no factory Ferraris taking part, nor any factory-supported Ferraris, and only two privately entered prototype Alfa Romeos it was a very poor crowd that lined the circuit when the 35 cars lined up in pairs ready for an 11 a.m. start. Conditions were dry and sunny, but heavy rain in the night had scrubbed the track of practice oil and rubber, so that the dry surface was going to cause heavier tyre wear. The field was lined up a few hundred yards before the start line to give a sort of rolling start, which went off in a very ragged fashion, leaving Nelson's Ford GT40 with a dead engine, a weak fuel pump causing his Tecalemit injection to run weak, and not due to flooding the engine as it appeared. He finally got going long after everyone was out of sight. It only needed a lap for the order to settle down, with Siffert (Porsche 908) leading Ickx (Ford GT40), Scarfiotti (Porsche 908) and Hawkins (Ford GT40), followed at a little distance by Piper (Ford GT40) and Stommelen (Porsche 907), then Mairesse (Ford GT40), Elford (Porsche 910), Koch (Porsche 910), Pon (Porsche

910), Vestey (Ferrari LM), Gosselin (Alfa Romeo 33), Depailler (Alpine Renault V8) and Drury (Ford GT40). The new Alpine Renault V8 was soon in the pits as there had been no time in practice to set the springs and suspension properly for the circuit, and it was grounding still and handling badly. With over five hours of racing ahead the Alpine people set about using the time to do some development work on the car, and by the end of the day were well satisfied with the improvements they had made, even though they had not figured in the race.

A fierce scrap went on among the leaders with the two pale blue Fords giving the works Porsches a very rough time and dominating things, with Ickx leading for most of the laps. All round the circuit they were chopping and changing places with the two Gulf drivers indulging in some team tactics to make things difficult for Siffert. All this was at an average speed of just over 200 k.p.h. (nearly 125 m.p.h.) with some close running at 170-180 m.p.h. on the straights, which made for an exciting spectacle, and left the rest of the competitors way behind. After only five laps the Pilette/Biscaldi Alfa Romeo 33 was out with a melted piston and just before fifteen laps the sister car of Gosselin/Trosch ground an oil pipe off on one of the bankings and lost all its oil. Elford was just behind at the time and collected most of it on his windscreen and had to stop and wipe it clear before he could see the way back to the pits to have it cleaned properly, and this lost him the class lead to Koch. On lap 19 Siffert came into the pits very fast with smoke and a horrid smell pouring out of the tail of the 3-litre Porsche, leaving Scarfiotti to battle against the two Fords, but, though he was keeping ahead of Hawkins, he could not keep up with Ickx. The long tail of Siffert's car was lifted to reveal a horrible mess. The large diameter wire-wound flexible tube that carried cooling air from the tail scoop to the left-hand rear brake had become detached and had caught up in the open half-shaft, which had wound everything up into a tangled mess, taking with it some of the external oil pipes of the pressure lubrication system to the gearbox. There was gear oil, wire, glass-fibre and oil pipes everywhere and the mechanics set to work to dismantle the drive shaft and unravel the mess. At 26 laps, just after quarter distance, the second 3-litre Porsche came into the pits with the engine running badly, and after two attempts at fiddling with the throttle linkage it was found that one of the fuel injection pipe unions was loose. This left the two Gulf Fords in complete command, though the Hawkins car was not as healthy as it had been at the start, the edge going off the engine so that he could not keep up with Ickx. While Porsche were sorting out the Scarfiotti/Mitter car, and mopping up the Siffert/Herrmann car, the leading Ford made an ominous "plop" as it went past the pits, and next time round Ickx pulled in. The second exhaust pipe on the left of the V8 engine had broken right through on the sharp bend after the port and mechanics set to work to wire it together and make a temporary repair with asbestos sheet and clips.

Suddenly the whole race had come apart at the seams and now Hawkins was way ahead on his own, followed by Piper (Ford GT40) and Stommelen (Porsche 907). After 33 laps Hawkins made a quick stop for fuel and Hobbs took over, Stommelen came in for fuel and new rear Dunlops and Neerpasch took over and Salmon took over the green Ford GT40 from Piper, this stop letting the 2.2-litre Porsche move up into second place, but over two minutes behind the leader. In spite of the stops the race average was climbing slightly and was now over 202 k.p.h. Salmon had barely got going with his GT40 when all the oil pressure disappeared and he came to rest out on the circuit to the sound of damaged engine bearings, and this let the Alpine Renault V8 of Depailler/de Cortanze into third place, but a long way behind the leader. The second Gulf Ford had rejoined the race with its bodged-up exhaust pipe, with Redman driving, but the car was down into seventh place, and the two 3-litre Porsches got back into the race, but were even further back. Mitter took over from Scarfiotti, but had not gone far before the clutch cable broke and he was back in again, and Herrmann took over the oily mess from Siffert, but was back again after only a lap as a union on the gearbox oil tank was split and had not been noticed. Another long stop to remove the oil tank and change the union was undertaken.

Hobbs had no need to press very hard to maintain a good lead and the average speed began to drop to 193 k.p.h. before the 50-lap mark, which was half-distance. The Pon/van Lennep Porsche 910 had been running badly during practice and was still not happy, the engine cutting out when the throttles were snapped open, though it would build up to peak r.p.m. with care on the accelerator. The trouble was finally located in the fuel-injection unit; the pivot of the enriching lever having sheared, so that the unit was on full "weak" all the time. Bradley had taken over his Porsche 910 from Elford,

but going into one of the *chicanes* the left rear hub nut came off, letting the wheel move outwards and the driving pins disengage, so that the car stopped with no drive to the wheel, luckily before the wheel came right off. After suspecting gearbox or drive shaft trouble, marshals pointed out the loose wheel, found the wayward nut and Bradley was able to get back to the pits and have another wheel fitted and the nut locked-up properly. The factory 907 Porsche made a routine stop for fuel and a driver change, but also needed a battery change as the alternator regulator system had failed and the battery was being cooked by the high amps. At half-way the Hawkins/Hobbs Ford still led comfortably from the Stommelen/Neerpasch 2.2-litre Porsche, with the Alpine Renault V8 still third, though it lost this place briefly due to a routine pit stop for fuel, the Koch/Lins Porsche 910 moving up into third place. Following came the Porsche 910 of Nicodemi/Facetti, the 910 of Wicky/Hanrioud and the Ford of Ickx/Redman. The leading Ford was being signalled in for petrol and for Hawkins to take over again on lap 66, the driver being given 10 laps warning, then five laps and a lap-by-lap count down, but three laps before it was due the engine cut out momentarily due to lack of petrol, and Hobbs came smartly into the pits, which caused the Gulf petrol team to jump around a bit. While the refuelling was going on their second car came in unexpectedly. Redman had spun on the loose surface at Lesmo and clouted the tail, and the temporary exhaust pipe repair had given up. The team got Hawkins back into the race, still with a comfortable lead, and then tried to repair the second car, but the hinge mounting for the tail section was broken and together with the broken exhaust pipe it was decided to withdraw the car. The second-place Porsche made a stop for a change of front wheels, petrol and oil, and yet another battery, and Stommelen took over, but he was in again after four laps to have a new voltage regulator fitted, which cured the battery boiling. The Porsche pits were a complete shambles instead of the usual smooth, efficient operation we have known in the past, and it was noticeable that von Hanstein was no longer in charge of things, changes in the Zuffenhausen hierarchy delegating pit control to new people. The Mitter/Scarfiotti car was back in with its clutch-toggle mechanism hanging off, entailing more work for the tired and weary mechanics, and there was an air of desolation at the Porsche end of the pits, as apart from their troubles the 2.2-litre car could not match the Gulf GT40 for speed, and the works 911T, driven by Killy/Guichet, was being beaten by the private 911T of Glemser/Kelleners. In the J.W. Automotive pits all was more or less under control, except that the car they expected to fail was leading and their number one car was retired. The Alpine team were delighted with the way the original V8 car was running, and they were making worthwhile adjustments to the new car and Bianchi was getting in some satisfyingly fast laps.

The leading Ford had one more stop to make for a quick 15 gallons of petrol to get it through to the finish, and while preparing for this stop the car went by the pits and the engine misfired as it was running out of petrol sooner than expected, the consumption being heavier than practice calculations had indicated. All was well and Hawkins stopped on lap 88 with over four and a half minutes lead, petrol was

Some Notes on the Cars at Monza

Of particular interest were the two 3-litre Porsches, making their first race appearance, though they had appeared publicly at the Le Mans test-weekend. The body/chassis units were similar to the 2.2-litre long-tailed 907 cars, with a tubular space frame with the glass-fibre body bonded to it. Designated the 908, the new cars had entirely new engines and gearboxes, the only similarity to the 2.2-litre cars being the horizontally-opposed layout of the eight cylinders. Whereas the 2.2-litre 8-cylinder engine was developed from the old 1½-litre Grand Prix engine, with bevel gear and shaft drive to the camshafts, and a horizontal cooling fan on the top of the engine, the 3-litre 8-cylinders are developed from the 6-cylinder series, with chain and gear drive to the four camshafts from the front of the crankshaft and a vertical cooling fan driven from this drive train. The gearboxes were a new design, being of six speeds and having the clutch mounted on the extreme end of the gearbox and fully exposed, a U-shaped member surrounding the clutch, carrying the exposed operating arm pulled by a Bowden cable running under the engine. From the fly-wheel on the rear of the crankshaft a short splined quill-shaft connects to a long shaft that runs right through the gearbox to the rear-mounted clutch, the drive then going forwards on a concentric sleeve drive into the gearbox and final drive unit.

During practice the short quill-shaft gave trouble, but during the

squirted in from the pressure hose and he was off again with a comfortable lead of two and a half minutes after the slowing down, the stop and the return to full speed again. The yellow GT40 of Mairesse/"Beurlys" had climbed up to fourth place overall, but with seven laps to go it limped into the pits with the left rear wheel pointing outwards, the suspension linkage having broken. By staying in the pit it was classified as a finisher, though it dropped three positions as the last laps were completed by the leader. As the leading Ford scored another victory for the Gulf petrol-sponsored J.W. Automotive team, the Porsche team were still in trouble, for Siffert arrived at the pits with a front wheel nut loose and the wheel nearly falling off, and Mitter completed his last lap on a flat offside front tyre.

The Elford/Bradley Porsche 910 finished ninth, its wheel trouble losing it a certain fourth place, the Nelson/Epstein Ford GT40 gave up with a tired fuel pump, Drury crashed his GT40, but not seriously, and the standard Group 3 M.G.B. of Enever/Baker ran like a train, stopping only for petrol and a change of nearside tyres. The Vestey/Ridgeway Ferrari LM was quite well placed towards three-quarter distance when the left rear wheel came off due to the mounting flange breaking and the car skated into the sand at the Parabolic Curve. —D. S. J.

Results : MONZA 1,000 KILOMETRES—Groups 3, 4 and 6—100 laps Road and Track

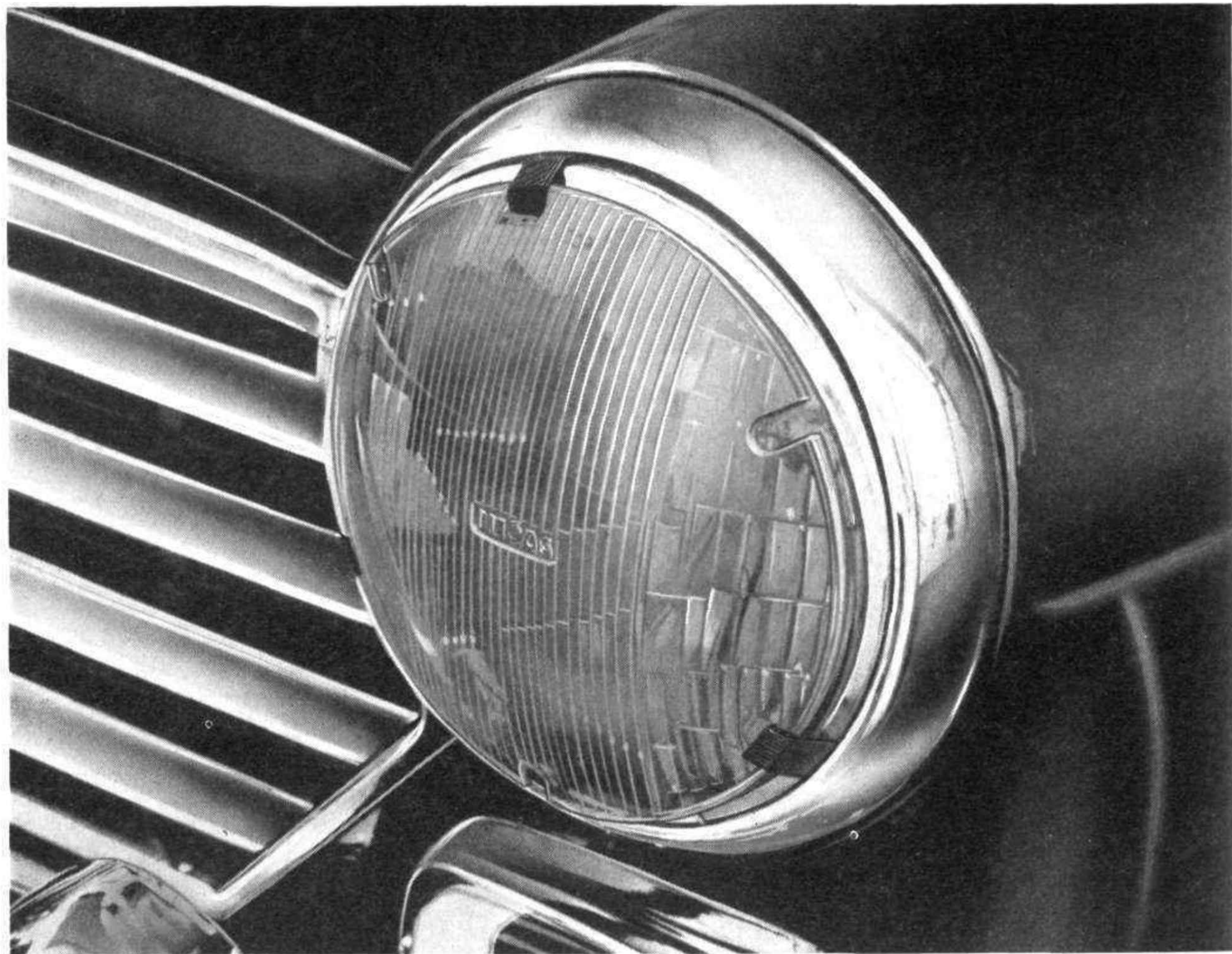
Hot	
1st	P. Hawkins/D. Hobbs (Ford GT40) (Entrant: J.W. Auto. Eng.) 5 hr. 18 min. 23.4 sec.—190.332 k.p.h.
2nd	R. Stommelen/J. Neerpasch (Porsche 907—2.2-litre) (Entrant: Porsche System Eng.) 5 hr. 20 min. 15.8 sec.
3rd	P. Depailler/A. de Cortanze (Alpine Renault A211—3-litre) (Entrant: Soc. Alpine Renault) 97 laps
4th	G. Koch/R. Lins (Porsche 910—2-litre) (Entrant: Gerhard Koch) 95 laps
5th	A. Nicodemi/C. Facetti (Porsche 910—2-litre) (Entrant: Piccionina Racing Team) 94 laps
6th	A. Wicky/J. P. Hanrioud (Porsche 910—2-litre) (Entrant: Wicky Racing Team) 92 laps
* 7th	W. Mairesse/"Beurlys" (Ford GT40) (Entrant: Claude Dubois) 89 laps
8th	D. Glemser/H. Kelleners (Porsche 911T) (Entrant: IGFA German Racing Team) 89 laps
9th	V. Elford/W. Bradley (Porsche 910—2-litre) (Entrant: Bill Bradley) 88 laps
10th	J. C. Killy/J. Guichet (Porsche 911T) (Entrant: Porsche System Eng.) 88 laps
11th	L. Scarfiotti/G. Mitter (Porsche 908—3-litre) (Entrant: Porsche System Eng.) 84 laps
12th	J. Rey/S. Garant (Porsche 911T) (Entrant: Scuderia Filipinetti) 83 laps
13th	W. Meyer/C. Haldi (Porsche 911T) (Entrant: Wicky Racing Team) 82 laps
14th	P. Botalla/"Pal Joe" (Fiat Abarth 1000) (Entrant: Squadra Piloti Bardahl) 82 laps
15th	L. Pasotto/U. Grano (Fiat Abarth 1000) (Entrant: Scuderia San Marco) 79 laps
16th	K. von Wendt/W. Kauhsen (Porsche 906—2-litre) (Entrant: IGFA German Racing Team) 79 laps
17th	R. Enever/C. Baker (M.G.-B) (Entrant: Roger Enever) 78 laps
18th	R. Terigi/G. Cecchini (Fiat Dino Spider) (Entrant: Scud. Balestrero) 75 laps
19th	J. Siffert/H. Herrmann (Porsche 908—3-litre) (Entrant: Porsche System Eng.) 73 laps
* 20th	P. Vestey/P. Ridgeway (Ferrari 275LM) (Entrant: Paul Vestey) 72 laps

* Not running at finish but classified on distance.
M. Bianchi/H. Grandsire (Alpine Renault A220—3-litre) running at end but not classified.

Retired: J. Ickx/B. Redman (Ford GT40); D. Piper/M. Salmon (Ford GT40); E. Nelson/J. Epstein (Ford GT40); T. Pilette/G. Biscaldi (Alfa Romeo 33); G. Gosselin/S. Trosch (Alfa Romeo 33); B. Pon/G. van Lennep (Porsche 910); J. Reaburn/T. Schenken (Ford GT40); T. Drury/T. Sanger (Ford GT40); F. Hohenzollern/R. Stenzel (Porsche 911T); E. Ostini/G. Starrabba (Porsche 906); J. Greger/M. Huth (Porsche 911T); E. Bonomelli/"Kandarù" (Porsche 911T); P. Sudan/C. Kocher (Ferrari GTB); G. Sartori/M. Saruggia (Iso Rivolta).
35 starters — 20 finishers.

race the new engines and gearboxes ran well. The gearbox has full pressure lubrication on a dry-sump principle, with an oil tank mounted in front of the left rear wheel, while external oil pipes on the gearbox casing direct oil through jets to the gears. The oil tank for the engine dry-sump system is mounted just behind the left front wheel and there is an oil radiator in the nose of the car as on the 907 cars, and, as with the 907 cars, the 908s have a right-hand steering position in the narrow cockpit, and right-hand gear levers, with an air-cooling duct blowing on the lever. Porsche alloy 13-in. wheels are used, with single central hexagon nut fixing, the nut being tightened by a pneumatic impact spanner or a socket spanner and lever of enormous proportions. This type of wheel and fixing is also used on the 910 models, which are now in limited production, some fifteen having already been sold. The 910 has a similar tubular chassis with glass-fibre bonding to the works cars, and uses the 2-litre 6-cylinder engine, with fuel injection. Like the earlier Carrera Six or 906 models the 910 has the steering on the left of the cockpit, but instead of the gull-wing doors of the 906 the 910 has the doors hinged on the forward edge, with a detachable roof panel. In the GT category the Porsches were the lighter and less lavishly trimmed 911T models, with all the permitted homologated modifications to bring them up to 911S standards, complete with alloy wheels and special three-choke Weber carburetters.

Continued on page 496

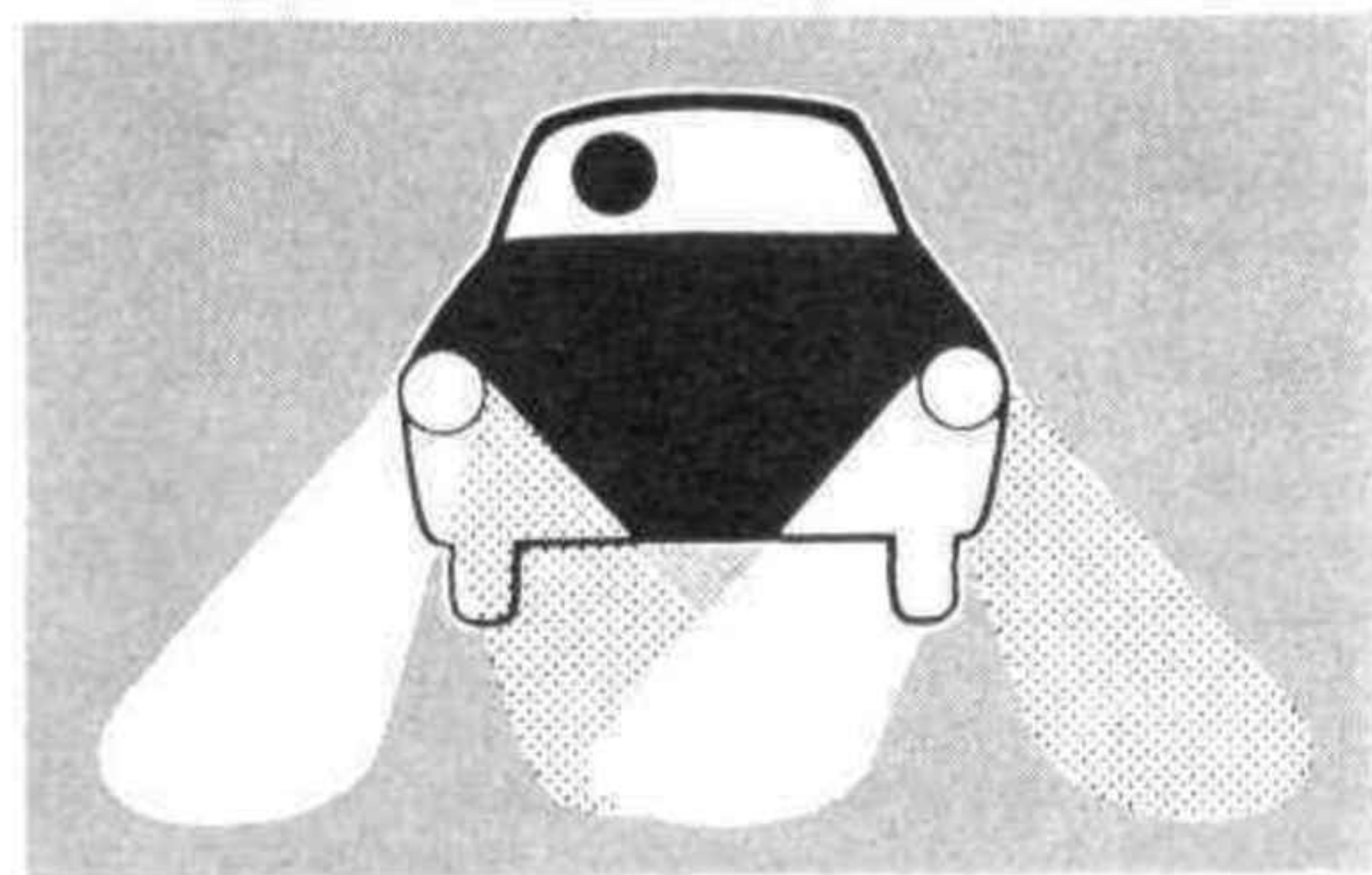


Please don't go abroad

with headlamps that dip the wrong way

British headlamps dip to the left, towards the nearside kerb and away from on-coming traffic. Fine for British roads, disastrous if you're on the Continent, where the rule is keep right and dip right.

Simple, inexpensive answer, Lucas Dip-Right Lens Converter set. Clip these clever yellow lenses to your headlamp rims and—voila!—you have amber headlights *that dip to the right*. 24/6d. a pair for 5 $\frac{3}{4}$ " headlamps, 27/6d. for 7". From all good garages.

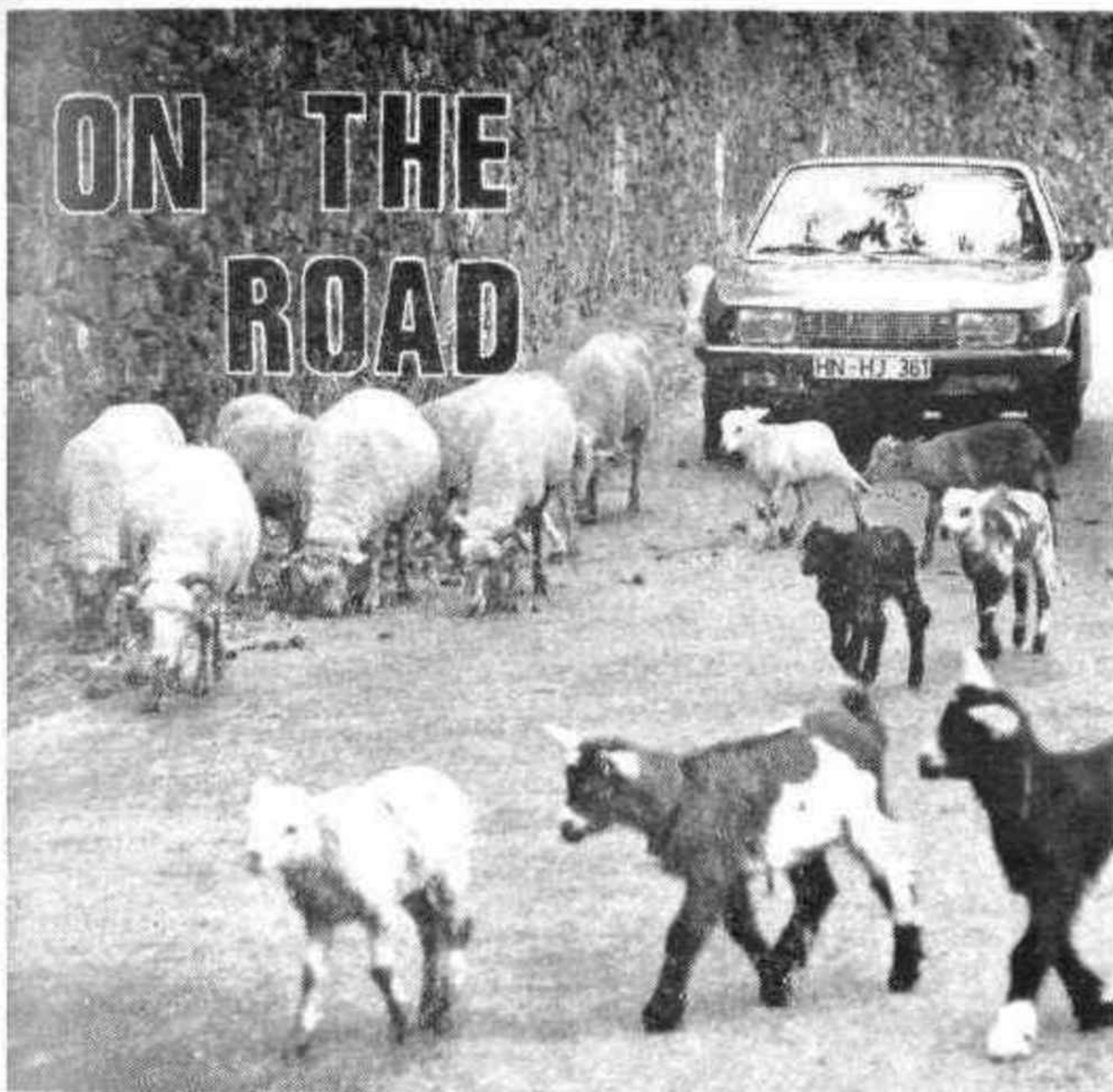


Don't spend your holiday watching a continental film

Touring in the sun causes a film of dust and grease to build up on your screen. Fit new Lucas wiper blades or arms before you go. Perfect remedy; Lucas electric Screenjet, 79/6d., with Lucas 'Crystal Clear' additive in the screenwash. Bottles, 3/9d., sachets, 1/-.

LUCAS

LUCAS ACCESSORIES MAKE MOTORING SAFER Joseph Lucas Ltd Birmingham 19



AUTOMATIC transmission is now well established and many experienced drivers pretend they enjoy a car better if it has no manual control over the gears. If 90% of their car travelling is in heavy traffic they can perhaps be accounted honest men, on the grounds mainly that such driving is tiring for the foot which has to engage and disengage the clutch. Otherwise, there is surely a touch of dishonesty in their willingness to forgo the pleasure of using a good gearbox and having it in the gear you want to use, precisely when you want the car in that gear?

I have had a fair share of automatic gearboxes recently and while I can see that in a one-car family an automatic box with control over its gears, as found to perfection on the B.M.C. "Minimatics", has a good deal to recommend it, I consider that a one-owner car should either be purely automatic or have a decent driver-controlled gearbox.

A completely automatic transmission in which the driver does nothing beyond using two pedals is unfortunately not possible—you have to have a reverse selection for proceeding backwards, and a neutral, and a means of locking in a low ratio for descending hills or getting engine-braking on slippery roads. So the beautiful simplicity of so-called fully-automatic transmission has already gone overboard. At least they could have let us settle for P, R, N, D, L control of the wonderful and surprisingly dependable mechanical-electrical-hydraulic-vacuum mysteries inside the box, like that of Vauxhall's "Powerglide", which I have remembered because they have this year issued a useful training manual explaining how to service it! But designers, ever anxious to improve but, at the same time, complicate a good car, did not leave it at that for long, or some of them didn't. We have the D1 and D2 additions to the Borg-Warner gate, the L, D, D3, D4 of Porsche's semi-automatic "Sportomatic", the Rolls-Royce's R, N, 4, 3, 2, 1, the 1, 2, 3, 4, D of the Minimatic, VW's P, R, O, 3, 2, 1 and even complications like means for altering the speeds at which the automation leaves one ratio for a higher one, and so on. Added to which, there is the dreaded "kick-down".*

So I still prefer to be allowed the prerogative of engaging the gears myself, even with synchromesh intervention. Especially as a lever controlling an automatic gearbox seldom works with the smoothness of precision of a good manual gear-lever, unless it is electrically coupled to the box, as on a Rolls-Royce Silver Shadow...

However, if I were making a fortune selling motor cars instead of scratching a living selling words, I suppose I would insist on having an automatic in the model-range. As Volkswagen have done. And I must say I found the VW 1600TL Automatic a very good car, and particularly so for driving in towns. It has very useful step-off and, although the gearbox is not quite sure of what ratio it should be in at around 35 to 40 m.p.h., the changes are made very unobtrusively. Moreover, there is plenty of "steam" from this fastback saloon. The

* I deplore the plea for standardisation of all controls, as liable to produce a dull "sameness" without any material contribution to safety, and, anyway it is commercially impractical. But as automatic transmission is simplification, let us also simplify its application, not complicate it.

floor selector-lever for the transmission gives hold-1 and hold-2, as well as a 3, or "drive" position and although this works harshly in comparison with a normal VW synchromesh change, it provides extra performance when wanted. Cruising at the British-70 the engine was having a very easy time. The new trailing arm rear suspension has eliminated the dreaded oversteer but the ride is lively. The interior is simple but beautifully finished, with big comfortable seats, and the minor controls work very nicely. The brakes are powerful if a bit noisy. On the test car there was an irritating rattle from the region of the steering column. I got 26.2 m.p.g. of two-star petrol and after 400 miles the dipstick, which is isolated from the engine, as the latter is buried under the floor of the rear compartment, showed that no oil was required. As good and as rugged as ever, this Automatic VW (now with 12-volt electrical system and which U.S.A. customers can have with Bosch fuel injection) sells for £1,247 18s. 4d., as tested.

It is just a coincidence that the name Fiat implies a commanding make of car, for the word stems from the initials of the company—Fabbrica Italiana d'Automobili, Turin. I have heard it rendered by the irreverent as Fun in a Taxi, and when I was a boy there were Fiat taxis on the streets of London. I do not think I ever rode in one and I doubt if, today, so much as a picture of one remains, nor, being a shy and reserved young man did I have much fun in taxicabs. Private cars were another matter.

But whether you render Fiat as "fiat" or "F.I.A.T." or link the name with cabs, the fact is that this great concern is now the largest producer of motor vehicles in Europe. It would not be true to say that Fiat have never made a bad car, a sentiment which is more applicable, perhaps, to Lancia. But they have made a mighty lot of good ones, from the pre-war Topolinós and present 500F upwards. And one of the nicer Fiats is the exciting new twin-cam Tipo 125A saloon, which I was lucky enough to drive over the Easter weekend.

The 1,608 c.c. 90 b.h.p. 4-cylinder 80 x 80 mm. engine has a light-alloy head and the two overhead camshafts are driven by a toothed belt. Unlike G.M. or Vauxhall, Fiat have the decency to put a shield over this otherwise exposed driving belt.

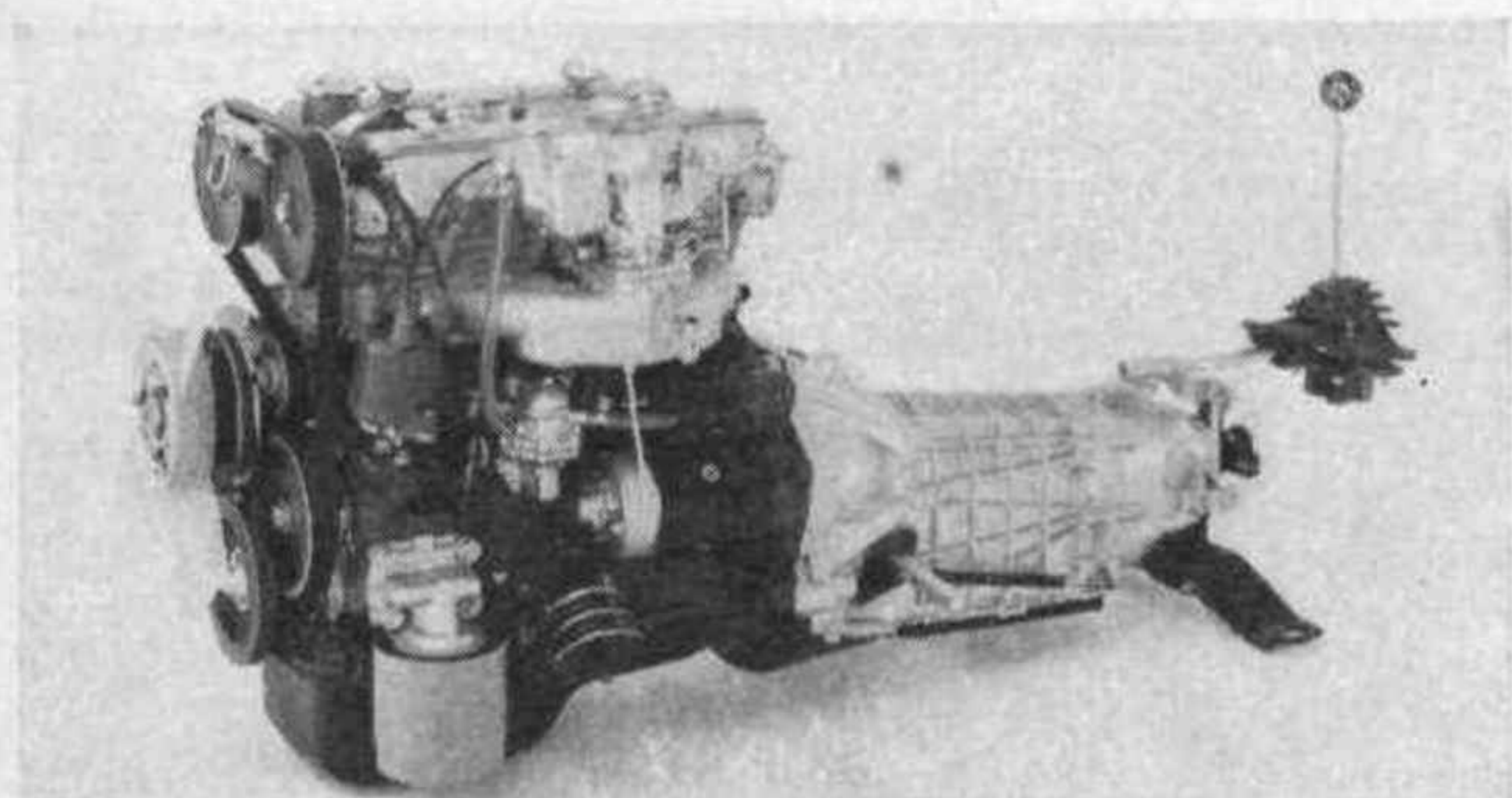
Like all modern Fiat saloons, the 125 is sensibly equipped and very nicely finished. It is not a sporting saloon like the Ford Cortina-Lotus but a very good touring saloon, its rather supple rear suspension by long $\frac{1}{2}$ -elliptics with a minimum of spring leaves putting it in the latter category. Indeed, this Fiat has suspension which gives both a lively and lurchy ride, although it corners better than the old 1500. Like many touring saloons these days it is a genuine 100 m.p.h. car and one which will cover a s.s. $\frac{1}{4}$ -mile in 18 $\frac{1}{2}$ sec., and it corners nicely, and has a good driving position. The engine is quieter than the single o.h.c. power unit of a Vauxhall 2000 or, for that matter, a Rover 2000. Yet the value of twin o.h. camshafts giving efficient combustion chambers, cross-flow porting and high revs, is evident in a third-gear maximum of nearly 85 m.p.h. if the usable 7,000 r.p.m. is indulged in (the five-bearing engine remains reassuringly smooth at such speeds, although the tachometer indicates a normal maximum of 6,200 r.p.m.)

F.I.A.T. doesn't mean Fun in a Taxi but cabs of this make plied for hire in London in Edwardian times. We didn't think a picture of one existed but Alfred Woolf, who looks after Fiat publicity in this country, produced this one at short notice. He also reminds us that the Turin company still makes taxis, in the form of the Multipla.





MODERN FIAT.—The 125 saloon is a well-equipped, comfortable family car (above) with (below) a twin-overhead-camshaft 1.6-litre engine, this valve gear having been pioneered by Peugeot in Grand Prix racing in 1912. The Fiat 125 has the o.h. camshafts driven by an internally-toothed belt which, when the power unit is installed in the car, is covered by a shield.



and in uncommonly good fuel economy, my overall figure coming out at 27.9 m.p.g. of four-star petrols. This is somewhat better than I used to get from a push-rod Ford Cortina GT. Driven hard the Fiat 125 would, I think, still return somewhat better fuel economy figures than a Ford Cortina-Lotus under similar circumstances. Especially as, with an 8.8 to 1 c.r., 100-octane isn't required.

Typically Fiat, the 125 goes in for stalks and warning lights. There are three of the former, two l.h. ones for turn-indicators (which have side repeaters) and lamps selection, dipping and flashing, and a r.h. one for working the screen-wipers, either intermittently or all the time. To wash the screen a foot-button has to be pressed; why this is no longer combined with the wipers I cannot imagine.

The shaped seats are comfortable but the driver sits rather low behind a somewhat high-set steering wheel and there is no disguising the fact that the slippery upholstery is imitation leather and its foam-underlay is rather too resilient. But the driving-seat adjustment is 100%, both fore-and-aft and for setting of the non-sprung reclining squabs. The latter have an additional fine adjustment by turning the knob at the base of the seat cushion which, lifted, alters squab rake over more liberal angles; but this turning action was far too stiff. The interior of the body is well fitted out for those who like the interior of their cars to resemble a padded cell. There is a *decor* of unpolished dark-veneered imitation wood for the facia, the floor of the central oddments-well, and around the gear-lever, but not on the doors. This tries to give a touch of the Stuttgart to the Turin product, but the effect doesn't quite come off. . . .

The gears are changed by a well-placed central lever which is strongly spring-loaded to the right, so that first and second gears go in grotchily, the changes between third and top being much nicer. The central handbrake is conventional and the steering, geared $3\frac{1}{2}$ turns, lock-to-lock, is on the heavy side, with mild castor return and a rather rubbery action. Of the aforesaid warning lamps, these are provided for side-lamps-on, choke-out, handbrake-on (a flashing light), and low fuel level, as well as for the usual services, such as low oil pressure (PRESS)

and no charge (G). The horn-pushes are so close to the steering-wheel rim that I sometimes blew a note I didn't intend. As is usual on Fiats, the lamps have to be switched on independently of the main control, two big, adjacent press-buttons being used, the second one for instrument lighting.

The equipment is all that could be desired in a car of this class and far better than is found in many family cars. There is, for instance, a small but lockable and lined cubbyhole, an under-facia shelf (it needs a better "lip"), roof-grabs and coat-hooks, a lighter, a rather vibratory anti-dazzle mirror, vanity mirrors in both vizors as on a Rover 2000, neat roof lamps, one each side, and a big 120 m.p.h. speedometer, a matching electronic 8,000 r.p.m. tachometer (an extra), and an electric clock, these being Veglia Borletti instruments. The aforesaid warning lights are supplemented by a casually-calibrated fuel gauge and thermometer, and under the facia on the right, apt to be masked by items carried on the shelf, are a hand-throttle and a choke control.

The Carello 367/361 dual headlamps give an excellent driving light, there are Marelli electrics, and on the test car the alternator fed an Exide negative-earth battery. The servo all-disc Fiat-Bendix brakes worked well and progressively but a little suddenly and one of them tended to drag, while they squealed somewhat. The tyres were 13 in. Pirelli Sempioni (Cinturatos would have been better on wet roads) and there was a Motorola radio. The fuel filler is under an o/s flap and, like that of a Rolls-Royce, has a screw cap. The body has air extractors, facia face-level, rotatable flap-coverable air vents, $\frac{1}{4}$ -lights, and is of typical Fiat shape, blended with modernity. The doors shut nicely and have sill internal-locks and little pull-out internal handles. The light bonnet top is self-propping but the flimsy stay has to be manually released and before the lid locks down the under-facia toggle has to be pushed in. The boot is truly commodious, its lid locks, and the spare wheel travels out of the way, underneath the floor.

I regard this twin-cam Fiat 125 as a very nice motor car, with enough individuality to give it character of an essentially practical nature. It is quiet running, notably economical for a 100 m.p.h. 1.6-litre saloon, very nicely finished and, up to the mile-a-minute mark, it can give a Ford Cortina-Lotus a run for its money, although not handling so firmly. Fiat have a highly competitive range of cars and the Tipo 125, at its "new" price since the Budget of only £1,081 16s. 2d. inclusive of taxes, is one of their most challenging.

* * *

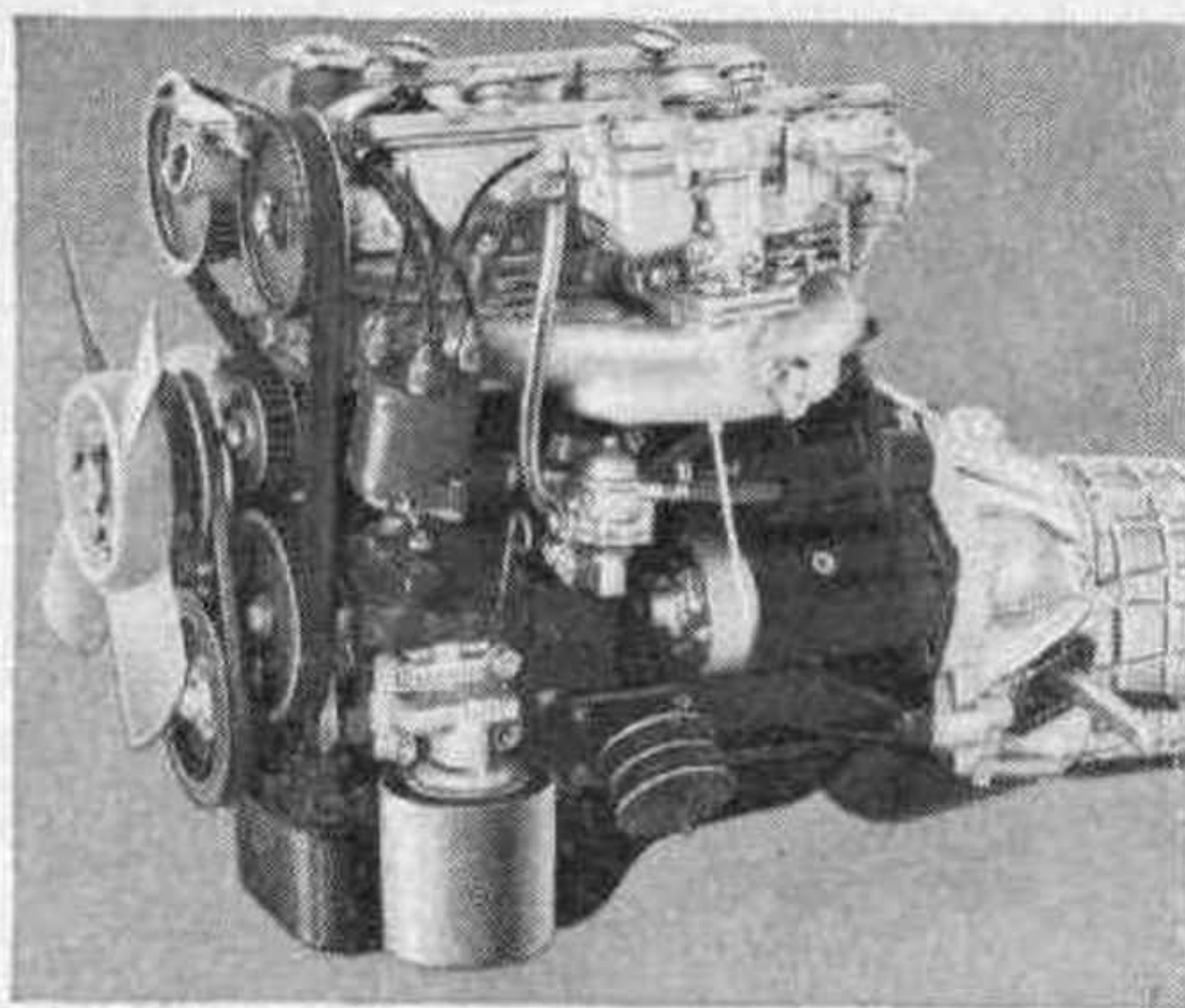
I used this excellent Fiat for a quick run to Wales on the Thursday before Easter, returning to Hampshire late on the evening of Good Friday; there was no traffic congestion in either direction. On the way down, I foolishly disregarded the fuel gauge reading and, missing the not very bright warning light, I ran dry. This entailed a walk of about a mile back to New Radnor. As the scenery is impressive in this area this was no hardship, except that although I tramped long and hard on the bell-wire at a Shell station in the village, it was a long time before anyone came; the Police Station next door seemed to be just as fast asleep. They relax, in Radnorshire!

On the Bank Holiday I went to Thruxton in the Fiat. Apart from the fact that the first three drivers in the Formula V race appeared to be staging a duel, the first accident befell the only girl-driver, and right in front of the stands at that (they are open-topped, so I refuse to call them *grandstands*), Miss Nadin, not content with hitting the wall at Club going on to leap into the air over that odd concrete kerb

The driving compartment of the Fiat 125; with the company's liking for stalk controls evident on the left-hand side of the steering column, and minimum number of instrument gauges, warning lights being another of Fiat's design features.



Power with only a whisper



The new Fiat twin-cam

From Fiat: a new whisper-quiet twin-cam power unit.

It gives an effortless 90 bhp—and more, for the sportsman. It is new, but fully proved.

This engine sweeps smoothly up to 100 mph, and is just as smooth in dense traffic. Gives real power, from 2000 to 6800 rpm, with eager, flexible response from rest to maximum speed. This performance lets you potter through the lanes in top—pound untiringly along the motorways.

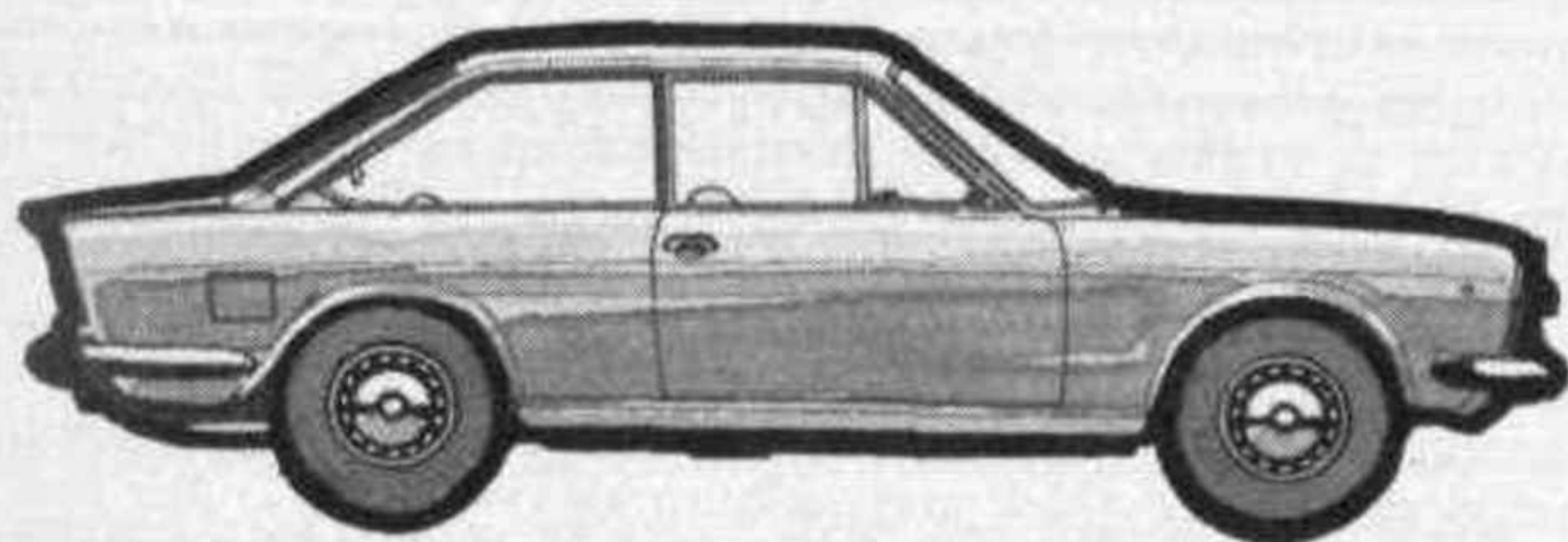
A rubber-toothed belt drive to the twin camshafts ensures silent-running power.

The camshafts stay constantly in tune, the tappets are easily accessible for adjustment, giving maximum performance with the minimum of maintenance.

And a single, two-stage carburettor meets the power demand with a modest thirst.

The Fiat twin-cam engines are lively, rugged, reliable and economical.

Two Fiats have the new twin-cam: The 124 Coupé. The 125 Saloon. Two quite different cars, but equally impressive. Try them both.



The Fiat 124 Coupé Twin-cam engineering giving 96 bhp from 1438 cc. A surge of acceleration from 0-50 mph in only 7.7 seconds and a maximum speed of over 105 mph. Power—smooth power—throughout the rev range. A balanced 5-bearing crankshaft. The gearbox a crisp delight. Functionally elegant, full four-seater styling designed for maximum safety and superb road-holding. Impact resistant coachwork with full interior padding and anti-burst doorlocks. Advanced ventilation and heating systems. Lavish instrumentation. No greasing points. Radial-ply tyres. Servo-assisted disc brakes at front and rear. **£1391.0.7.**

FIAT
124
COUPE



The Fiat 125 Saloon Twin-cam design for a fabulous family saloon. 90 bhp from 1608 cc. Acceleration from 0-50 mph in 8.2 seconds, with a maximum speed of over 100 mph. Known as 'The Sprinter in a Savile Row Suit' it provides luxury for five, and with complete visibility for everyone. A body with built-in safety, plus impact padding throughout and burst-proof doorlocks. Flow-through heating and fresh-air ventilation. Full, clear-view instrumentation. Wide section tyres for comfort and safety. Servo-assisted disc brakes at front and rear. No greasing points. Minimum-cost maintenance. **£1081.16.2.**

FIAT
125

Prices quoted are recommended retail prices, inclusive of purchase tax.

Take a test drive. Service and spares are provided by a nationwide network of more than 500 selected dealers.

FIAT (ENGLAND) LIMITED
NORTHDALÉ HOUSE • NORTH CIRCULAR ROAD • LONDON NW10 • 01-965 1951

on the outside of this swerve and over it again, to shoot back across the course. One of the very few drivers really motor-racing was Jochen Rindt, his quick recovery from that spin in the Winkelmann Brabham-Cosworth on oil going into Club corner during the F.2 race, which landed him in the ditch, further underlining his outstanding ability.

I apologise for harking back to Easter at this late date, which is due to the early deadline we have to observe, as a monthly, because otherwise the creaking flat-beds cannot cope with the big print-run by the 1st of the month. Incidentally, one Thruxton item most of the reporters overlooked was that, at this meeting, the B.A.R.C.'s new circuit was opened officially by the Club's President, the Rt. Hon. the Earl Howe, C.B.E., D.L., J.P. Afterwards he drove round the circuit in Mrs. Cherrett's 2.3-litre s/c Alfa Romeo, choosing this car because his famous father used to race them. But what a pity he didn't use Sir Ralph Millais' actual Alfa Romeo, which the former Earl Howe drove at Le Mans. It was a pity, too, that someone slipped up, the F.V. cars running up their engines all the time the National Anthem was being played after the course-opening ceremony. But Thruxton got off to a good start and merely needs logical development—Mr. Hugh Fortesque Locke-King would, I feel, have been unable to understand the toilet "facilities" as they were on Easter Monday! And have been surprised, perhaps, that he couldn't drive out from the inside of the course in his Itala any more than I could in the Fiat, while racing was taking place . . . Reverting to the F.2 race, it was a great credit to Cosworth that every competitor was using one of their Cosworth-Ford engines. But for me this detracted from the racing. It may make for closer competition but in my view it is an essential of good motor racing that make-versus-make is very firmly superimposed over driver-versus-driver.

I was interested to see how long it would take to get away from Thruxton. Walking to the Fiat after the last race I suppose I was trapped in the Paddock for about 20 minutes. Then, by using part of the course and the old aerodrome entrance-road, we were away. There was a solid line of traffic on A303 into Andover, so I turned first-left and resorted to the one-inch Ordnance Survey map. Had I not confused Over Wallop with Nether Wallop, this would have been more advantageous. . . . But at least I drove along completely clear roads until Stockbridge. Here no policeman was present to help at the very difficult crossing from A3057 onto A30. Once over, a fairly fast run resulted until a blockage beyond the A303/A30 roundabout. In company with a Jaguar I turned right for Micheldever but on reaching A33 down the back lanes the crawling traffic was just as bad, going towards Basingstoke, although two policemen were controlling the A33/A303 fork. It was a relief to turn off into the lanes again, towards Dummer and, eventually, home.

After this the faithful Fiat was used for all manner of tasks, including going to Silverstone on two consecutive days in connection with the always-enjoyable V.S.C.C. Meeting, for which I intended to use the more appropriate 1930 Sunbeam, only to discover that the M.o.T. certificate had expired—so much paper work and controls, these days! In all we drove the 125 1,200 miles, after which, making the customary inspection of oil level with the very "buried" dipstick, I found it had used only a quart of lubricant. Some people still think o.h.c. engines are oil burners and from some factories they are. But not in the case of this excellent twin-cam from Turin.

Coming back to a familiar car immediately after driving others is sometimes revealing. But going from Rolls-Royce Silver Shadow to the Rover 2000TC, the only item I noticed straight away was what

Last month we illustrated the ugly and costly giant signposts which have invaded Britain. In contrast, here is an old-fashioned signpost still showing observant drivers the back way to Winchester from King's Somborne.



a thick rim its steering wheel has. Coming back to the same Rover after a pleasing spell in the Fiat 125 I found there was just nowhere to comfortably accommodate my right elbow. Incidentally, I have often wondered whether driving continually in one car brings about any particular occupational disease? Could the pain I get in my right thumb joint, for instance, have any bearing on holding the Rover's wheel a trifle unnaturally because of the attitude adopted by the right elbow? Readers who are members of the medical profession may have some comments. . . .

NOTES ON THE CARS AT MONZA—continued from page 491

The Gulf Ford GT40s were Group 4 Sports cars, with the homologated Gurney-Weslake alloy heads and Weber carburettors, the improved porting of the heads increasing the power output, while the stronger bolting-down lands have cured all the Ford V8 head joint troubles. The Belgian-owned car was brand new for the race, with Gurney-Weslake heads and the Piper/Salmon car was new for the B.O.A.C. 500 race, but was fitted with special new front wheels in light alloy.

The two works Alpine Renault V8 cars were the model A211, the 1967 prototype that first appeared at Montlhéry last October, and the A220, the brand new 1968 car. The A211 has an identical tubular chassis and long-tailed body to the well-proven Le Mans 1½-litre 4-cylinder cars, except that the gauge of the tubing has been increased for extra strength, and the V8 Renault-Gordini engine is coupled to a 5-speed ZF gearbox and not a Porsche gearbox as used on the 1,500 c.c. cars. The new A220 car follows the basic chassis layout of the A211, but is lower and wider, with bigger brake discs, stronger suspension members, and two water radiators, one on each side of the body just behind the doors. The 3-litre V8 engine drives through a 5-speed ZF gearbox, the whole lot mounted behind the cockpit like the A211. There is no mechanism beyond the end of the gearbox, but the tubular chassis frame extends a long way back to carry the tail of the body and the battery is mounted on this tubular structure. Two long exhaust pipes run under the tail to the extremity. The A220 has new alloy wheels with centre hexagon nut-fixing like the Porsches, a system first introduced by Lola, and both Alpines were running on Michelin racing tyres, three types being available, a dry-weather tyre with a smooth surface covered in small holes, a wet/dry tyre with a combination of the hole tread-pattern and a "knobbly" tread and a fully wet tyre with deep "knobbly" tread all over. Suspension on both cars is by coil-spring/damper units and the wheel-carrying uprights are located by double A-brackets, the rear ones having wide bases top and bottom, thus obviating the need for radius rods. While not able to match the speed of the works Porsches and the faster Fords these V8 Alpines have put the French team into a much more competitive position and taken them right out of the tiresome "little blue car" category that has plagued long-distance racing for so long.—D. S. J.

THE THINGS THEY SAY. . . .

"Working on the long-established premise that there is no substitute for sheer horse-power, Rover have in many respects transformed the hitherto somewhat underpowered 2000 by giving it the all-aluminium 3½-litre V8 engine that they developed from an originally American Buick design."—Maxwell Boyd, reporting on the Rover Three-Thousand-Five in *The Sunday Times*. But he has got "the long-established premise" wrong. It is: "There is no substitute for litres", meaning that if you want quiet, effortless, undramatic performance it is better to use a big, low-revving engine than a smaller high-output power unit which may well involve twin o.h.c., roller bearings and even supercharging and which, while it could well be considerably more powerful than the larger unit, will inevitably be harsh or noisy or temperamental, or all three. Indeed, Peter Wilks has followed this premise with the Rover Three-Thousand-Five, giving it more litres than the 4-cylinder 2000 but not exactly "sheer horse-power", for although it may be credited by Mr. Boyd with "nearly 50%" more power, in terms of h.p. per litre the new V8 gives away some five horse-power to the older four-cylinder model.

"Just over a year ago I covered 500 miles a day for five days in succession in a 2000TC in one of the most impressive exhibitions of long-distance motoring I remember. I have no doubt that the new 3500, with its inherent comfort and its top speed of nearly 120 m.p.h., could do even better."—Maxwell Boyd, again comparing Rovers, in *The Sunday Times*. This is a different matter, although a difficult one to measure.

LETTER FROM EUROPE

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

Dear W.B.,

It is funny how as soon as I make tracks for Europe and put a wheel into the car park of British Air Ferries at Lydd, it all starts happening. Due to one thing and another, I missed the aeroplane to Ostend, and while B.A.F. were kindly shuffling their papers to get me on a flight to Le Touquet instead, a chap arrived in a grey E-type in the same plight, so when the Bristol Freighter took off it was full with two 4.2-litre E-type Jaguars. This fellow had only had his car for nine months and had a long tale of woe about this going wrong and that going wrong and was incredulous at the reliability I had experienced over three years of rugged use. I feel a lot of his problems arose from unsympathetic driving, for he did not really know a gudgeon pin from an exhaust valve, but in spite of this he was a Jaguar fan and thought the Coventry firm were marvellous, as they had replaced clutches, gearboxes, brakes, etc., all free of charge, and given him a set of chrome wheels for luck. He was convinced that the spokes were aluminium(!) and that they were something very special, and I hadn't the heart to disillusion him; nor did I explain that if you are really going to thrash an E-type over bad roads and through mountain country, you do not have chromium-plated wheels, for the spokes break. At Le Touquet we went our separate happy ways, well satisfied with our Jaguars for different reasons.

I had not been in Belgium for long before I caught up with what I thought was a local "hot-shoe" in an R8 Renault-Gordini, but then I saw that it had French number plates and was obviously going somewhere in a hurry. He was driving so fast and so nicely that I was content to follow him, and his R8 obviously had all the Gordini "tweaks" on it, with large bore, very noisy exhaust, 5-speed gearbox, enormous camber on the rear wheels and the sort of camshaft that ticks over all "bubbly and burbly" but is as sharp as a tack over 4,500 r.p.m. We had a lot of fun motoring in convoy across southern Belgium and his acceleration up to peak r.p.m. in all the gears from walking pace up to 100 m.p.h. I could easily match in top gear in the E-type. As I accelerated on full throttle from 1,500 r.p.m. in top, right up to 4,000 r.p.m., I could hear the Gordini going up to astronomical r.p.m. in 1st, 2nd, 3rd, 4th and 5th, and there we both were at 100 m.p.h., and I thought "Hmm, not bad for a buzz-box, but is there any point in it?" If I had used 5,500 in all the gears I'd have been gone into the middle distance. When we got to the next town I could hear the Gordini going "Brrrrp, 4th, Brrrrp, 3rd, Brrrrp, 2nd, Brrrrp, 1st", all ready to start all over again. The E-type just waffled down to 600 r.p.m. in top, going "Burble, burble". In vintage motoring people extol the virtues of things like 30/98 Vauxhalls, which have a high power/torque/weight ratio, and the E-type is a jolly nice modern(!) vintage car. Power certainly corrupts, especially brake horsepower. I wonder why people build little high-powered engines. I always remember with delight going down Southampton Water in a power-boat with two 7-litre Holman and Moody Ford V8 engines, one to each propeller, going "burble, burble, burbly, glug, burble", as we went along on tick-over until we got out of the restricted areas, with the feeling of anticipation for the moment when 700 b.h.p. could be unleashed. I was not disappointed.

I was rather reluctant to leave England when I did, with the first Vintage Silverstone about to happen, and I understand the weather

was fine. What a pity Cameron Millar's 8CTF Maserati did not run, for it must be the most exciting import into Historic Racing circles that has ever happened. Following on my history of the 1938-39 Maserati Grand Prix car, I received an interesting letter from a reader at Oxford. He tells how 3034 was bought from Maserati by public subscription raised in the Argentine, for Raul Riganti. He goes on to recount how Riganti built up a reputation in the wild and woolly open-road races in Argentina, one particular feat being the first crossing of the Andes in the 1935 event when he did the 200 miles on gravel roads in under seven hours. He confirms that Maserati 3034 went back to the Argentine, after Riganti crashed at Indianapolis, and never raced again, but points out that in 1948 Farina won a race at Mar del Plata in an 8-cylinder Maserati, and suggests that it might have been 3035, the factory car that went to Indianapolis in 1946. Being detached from my archives as I write this letter to you, I cannot check any of this. One good thing about Historic Car racing is that it does not matter if you miss a race, it does not make the car less competitive, unlike modern racing, where to miss a race or two could make your car obsolete!

While I was returning from the Targa Florio I was cruising quietly up the *Autostrada del Sol* at 105 m.p.h., admiring the scenery around Orvieto, north of Rome, when I noticed a red car coming up fast in the mirror. It was a Porsche 911S, and right behind it was a white one. I went up to 125 m.p.h. and they sat on my tail and I could see in the mirror that the leading one had Stuttgart number plates! We were running comfortably in convoy when suddenly a motor coach pulled out to overtake a Fiat 600. The driver had obviously not looked in his mirror, and unfortunately did not heed my flashing lights and stayed in the fast lane, even though he was quite a way off the Fiat he was aiming to overtake. I went down on the inside of the coach, with the brakes hard on, and then saw that there was still quite a gap between the coach and the Fiat 600, so instead of panic braking I accelerated violently between the coach and the Fiat and out into the open road again. As I went through the closing gap at about 80-90 m.p.h. I looked in the mirror and saw the two 911 Porsches overtaking the Fiat on the "inside" down the emergency lane of the *autostrada*. Before the coach had actually overtaken the Fiat 600 we three were back in formation again and cruising at 125 m.p.h., but I don't suppose the coach driver was even remotely aware of what he had caused.

I pulled over and let the two Porsches go by as I was intrigued to know who was driving them. The first one was driven by Hans Herrmann and the second by Gerhard Mitter, and they waved and grinned as they went by. After following them for some way at 120-125 m.p.h., with Mitter right in Herrmann's slipstream, I eased off and settled back to my 105-m.p.h. cruising. I find that I can sit relaxed at around 100 m.p.h., but at over 120 m.p.h. I have to concentrate too hard. To chaps who are used to 160-170 m.p.h. in works Porsches, 120 m.p.h. is comfortable cruising.

The Porsche factory insist that their racing drivers travel about Europe by road and discourage them from using aeroplanes and hire cars, like the "aces" do. After the *Daily Express* Silverstone meeting Vic Elford did a non-stop drive to Naples to catch the boat for Sicily, to start training. Herrmann and Mitter were obviously flat-out for Stuttgart when they passed me, and later, as I pulled out from a petrol station, two more Stuttgart-registered Porsches went by at 100-110 m.p.h., driven by Porsche engineers who had been in Sicily. Invariably these works 911S cars have little experimental tweaks on them, which are being "endurance tested" on such trips. Although I may appear to have gone off Porsches lately, I still have enormous admiration for their engineering and their integrity. Porsche is not only a name, it is a way of life, and the only thing wrong with Jaguars is the lack of this personal feeling. Somehow you have to believe in Porsche engineering because their production cars are developed through racing and serious trans-European usage by works drivers and works engineers.

On the *autostrada* from Rapello to Savona there are numerous brightly-lit tunnels, some of them quite long, and there being little traffic about I took the opportunity of doing over 100 m.p.h. underground! At 110 m.p.h. in a tunnel there is a most fascinating effect as the endless tube rushes towards you. Most tunnels have a speed limit, but the *autostrada* is limit-free and the effect of high speed down a tube is well worth experiencing. Not so long ago it took over an hour to traverse Genoa, but now you waft right over the top of the city on an impressive viaduct carrying the *autostrada*. Road building in Italy is progressing so fast that the map-makers cannot keep pace!—Yours, D.S.J.



The fastest production one litre car in the world.*

*That's what 'Autocar' said about the Honda S800—and with a top speed of over 95 mph and 0-50 in 9.4 seconds they were dead right. And the Honda has something other sports cars don't have. It is a complete entity—every component has been designed specially for this one car.

Heavily influenced by the virtually unbeaten Formula 2 Brabham Hondas it has a 791 cc twin overhead camshaft, water cooled in-line four cylinder engine with two twin-choke carburettors. The engine and gearbox unit are all alloy

giving a good power to weight ratio, excellent heat dissipation and a long life. Like the racing Hondas it has needle roller bearings to reduce frictional drag.

Driving the S800 is a real joy. Smooth gear change, zipalong acceleration, magnificent steering and roadholding make this just about the most interesting car you can drive.

And 'Motor Sport' said: 'The Honda sticks down very well indeed, on wet as well as dry roads, understeering mildly, the quick, accurate steering, geared a mere 2½ turns, lock-to-lock, with hardly

a trace of free-play, making it a very pleasing, as well as essentially safe, car for fast driving'.

The S800 is fitted with Dunlop SP 3 radial tyres, racing steering wheel and a host of luxury extras that don't cost you any extra. £935 with tax all up. Arrange a test drive with your local dealer.

YOU'VE GOT TO HAND IT TO
HONDA
S800 

FORMULA TWO PAU G.P.

PAU, FRANCE April 21st

ONE of the quirks of the International calendar is that the Formula Two races at the Nurburgring and Pau often clash, and as the Pau race is longer established it usually receives the better entry. This year, however, there are so many Formula Two cars that both races were well subscribed with the French organisers picking the 14 cars they thought best, this number being quite enough to fill this 2.7-kilometre road circuit within the shadow of the Pyrenees. The entries included Jackie Stewart and Jochen Rindt, who are certainly the top two drivers in Formula Two racing this year, plus the four regular French F.2 drivers, Beltoise and Pescarolo in works Matras and Schlessler and Ligier in their McLarens. There were also works McLarens for Widdows and New Zealander Lawrence, Regazzoni in the works Tecno, Gethin in the works Chevron, private Lolos for Spaniards Soler-Roig, de Bagration and Englishman Chris Williams plus Rees in a Winkelmann Brabham, team-mate to Rindt.

STARTING GRID

4 J. Rindt (Brabham-Cosworth) 1 min. 20.5 sec.	10 J-P. Beltoise (Matra-Cosworth) 1 min. 21.0 sec.	8 J. Stewart (Matra-Cosworth) 1 min. 21.1 sec.
18 J. Schlessler (McLaren-Cosworth) 1 min. 21.4 sec.	12 H. Pescarolo (Matra-Cosworth) 1 min. 21.6 sec.	
14 R. Widdows (McLaren-Cosworth) 1 min. 22.5 sec.	34 G. Regazzoni (Tecno-Cosworth) 1 min. 23.7 sec.	6 A. Rees (Brabham-Cosworth) 1 min. 23.8 sec.
30 A. Soler-Roig (Lola-Cosworth) 1 min. 24.0 sec.	24 C. Williams (Lola-Cosworth) 1 min. 24.1 sec.	
20 G. Ligier (McLaren-Cosworth) 1 min. 24.6 sec.	22 P. Gethin (Chevron-Cosworth-Cosworth) 1 min. 25.2 sec.	32 J. de Bagration (Lola-Cosworth) 1 min. 28.5 sec.
16 G. Lawrence (McLaren-Cosworth) 1 min. 29.0 sec.		

Rindt took pole position in practice with a time of 1 min. 20.5 sec., just 0.1 sec. off the record, with Beltoise second fastest and Stewart in his Matra third. From the start it was these three who made the running, with Rindt out ahead from Stewart and Beltoise, while the rest of the field obviously were not quite in the same class as this trio. Stewart was pressing Rindt hard, and with ten laps run of the 70-lap race the Austrian spun the car at a hairpin and Stewart immediately gained a good lead.

Rindt got away in second place and started to chase Stewart hard, but another 11 laps later he found a backmarker in the way and hit him in the rear. Little damage was done, but the impact was just enough to split a hose from the water radiator. From then on it was Stewart's race, and he started to lap the complete field while the circuit, which makes a racing car and driver work very hard, was taking its toll. Rees and Williams collided and their spinning cars were collected by Pescarolo who, having been delayed earlier, was about to pass them for sixth place. Both his Matra and the Winkelmann Brabham were badly damaged, but Williams continued, and then Schlessler, who was in a strong third place after Rindt's retirement, lost control and hit a lamp post—there is no room for error on a road course like this.

Beltoise, by then the only driver not lapped, lost his second place a few laps from the end when the gear linkage came adrift, but after a quick pit stop he moved back to third place and just failed to snatch second from Widdows, who all this time had been driving consistently despite a second gear which sometimes would not engage. This left Stewart the worthy winner almost two laps ahead of second man Widdows with Beltoise third. Gethin was fourth two laps behind the winner, followed by Ligier, a further lap in arrears. Regazzoni put up a good show in the Italian Tecno only to spoil it and lose his third place three laps from the end when he ran off the road. However, he was still classified sixth. To Stewart went a new record for the Pau circuit. Unfortunately we were sad to learn that there is a move afoot to build a permanent circuit outside the town and do away with this exciting road course which brings the very best out in man and machine.

Results:

PAU G.P.—Formula Two—70 laps—193.2 kilometres—Warm	
1st :	J. Stewart (Matra-Cosworth FVA) 1 hr. 36 min. 08.8 sec.—120.582 k.p.h.
2nd :	R. Widdows (McLaren-Cosworth FVA) 59 laps
3rd :	J-P. Beltoise (Matra-Cosworth FVA) 59 laps
4th :	P. Gethin (Chevron-Cosworth FVA) 58 laps
5th :	G. Ligier (McLaren-Cosworth FVA) 57 laps
6th :	G. Regazzoni (Tecno-Cosworth FVA) 56 laps
7th :	A. Soler-Roig (Lola-Cosworth FVA) 56 laps
8th :	C. Williams (Lola-Cosworth FVA) 56 laps
9th :	G. Lawrence (McLaren-Cosworth FVA) 55 laps
Fastest lap : Stewart, 1 min. 20.1 sec.—124.044 k.p.h.	
Retired : J. Rindt (Brabham-Cosworth FVA), H. Pescarolo (Matra-Cosworth FVA), A. Rees (Brabham-Cosworth FVA), J. de Bagration (Lola-Cosworth FVA), J. Schlessler (Lola-Cosworth FVA).	
14 starters — 9 finishers	

There was a supporting Formula Three race with a top-class field which was dominated from beginning to end by the American, Pike, in his works Titan, built in Highgate, North London. The promising Swede, Wisell, was second in his Tecno.—A. R. M.

FORMULA TWO EIFELRENNEN

NURBURGRING, GERMANY April 21st

AFTER Graham Hill had withdrawn, Surtees had substituted Irwin in his Lola, due to his being delayed in Japan, and Ferrari had replaced Amon by Brian Redman, the Eifelrennen Formula Two race took on a much more reasonable aspect and became a very open 30-lap race over the 7.747-kilometre South Circuit. Formula Two should be a training ground for drivers, teams, designers and mechanics to make progress towards Grand Prix racing, so that when races are monopolised by Grand Prix drivers and teams, as were a lot of them last year, or dominated by one "star" driver such as the Easter Thruxton meeting recently, it seems to lose its objective.

STARTING GRID

4 B. Redman (Ferrari V6) 2 min. 45.8 sec.	20 K. Ahrens (Brabham-Cosworth) 2 min. 45.6 sec.	6 P. Courage (Brabham-Cosworth) 2 min. 45.1 sec.	3 J. Ickx (Ferrari V6) 2 min. 44.0 sec.
5 J. Oliver (Lotus-Cosworth) 2 min. 50.1 sec.	8 D. Bell (Brabham-Cosworth) 2 min. 47.5 sec.	2 C. Irwin (Lola-Cosworth) 2 min. 45.8 sec.	
11 A. Walker (Lola-Cosworth) 2 min. 58.0 sec.	7 C. Lambert (Brabham-Cosworth) 2 min. 54.7 sec.	23 V. Elford (Protos-Cosworth) 2 min. 53.7 sec.	25 R. Lamplough (McLaren-Cosworth) 2 min. 52.4 sec.
24 P. Rodriguez (Protos-Cosworth) 3 min. 00.3 sec.	19 X. Perrot (Brabham-Cosworth) 2 min. 58.8 sec.	15 W. Habegger (Brabham-Cosworth) 2 min. 58.4 sec.	
16 B. Frey (Lotus-Cosworth) 3 min. 12.0 sec.	17 P. Blum (Brabham-Ford twin cam) 3 min. 10.6 sec.	9 C. Meek (Brabham-Cosworth) 3 min. 01.2 sec.	

The Eifel race saw Ickx and Redman driving works Ferraris with the latest 24-valve V6-Dino engines, severely opposed by Courage (Brabham), Oliver (Lotus), Irwin (Lola), Bell (Brabham) and Ahrens (Brabham), all with Cosworth FVA engines, while numerous private owners made up the field, together with the Ron Harris pair of Protos-Cosworth FVA cars, driven by Rodriguez and Elford, the latter making his first essay into single-seater racing. Last year this meeting was held in rain and snow, this year it was a heat wave and before the start the forests caught fire and delayed things for 1½ hours. The opening laps were a splendid scrap between Ahrens (Brabham), Ickx (Ferrari), Courage (Brabham), Redman (Ferrari) and Irwin (Lola), with Bell (Brabham) and Oliver (Lotus) not far behind, the first three taking turns at leading, but on lap 4 Redman had to stop as a flying stone had smashed his goggles, and on lap 5 Ickx had to retire as another stone had punctured his radiator, these stones not being from the rough edges on the corners, but from the concrete breaking up on the pits straight. Redman had a badly bruised eye, but taking the only spare goggles in the Ferrari pit he moved back into the race in last position.

While the Ferraris were in trouble, so was Courage, for his engine cover had come undone and was waving in the breeze. The organisation took a lap to think about this and then gave him the black flag, and after fixing the cover the engine refused to start again as the starter had given up, so Courage was out. Ahrens had been in the lead, working away like a demon, but the smooth, unruffled Irwin soon overhauled him and then it was all over, the Lola having a trouble-free run from lap 10 to the end.

From rejoining the race in last position Redman did a very fine drive up to fourth place by lap 15, but Irwin, Ahrens and Bell were too far ahead for him to get any higher, even though he set up a new lap record in his efforts. He was severely handicapped by a badly bruised left eye, and the fact that the goggles he snatched up in the pit stop were a pair of sun-goggles, with dark lenses, so that by the end of the race it was like night-driving under the trees. Among the remainder results speak for themselves; some were well prepared and gave their drivers a nice race, others just fell apart, some ran well and were driven slowly, others were driven fast but ran badly.—D. S. J.

Results :

EIFELRENNEN—Formula Two—Nurburgring South Circuit—30 laps
232.41 kilometres—Very hot

1st :	C. Irwin (Lola-Cosworth FVA)	1 hr. 25 min. 09.8 sec.—163.8 k.p.h.
2nd :	K. Ahrens (Brabham-Cosworth FVA)	1 hr. 25 min. 35.2 sec.
3rd :	D. Bell (Brabham-Cosworth FVA)	1 hr. 26 min. 17.2 sec.
4th :	B. Redman (Ferrari V6-Dino)	1 hr. 26 min. 40.9 sec.
5th :	J. Oliver (Lotus-Cosworth FVA)	29 laps
6th :	A. Walker (Lola-Cosworth FVA)	29 laps
7th :	V. Elford (Protos-Cosworth FVA)	29 laps
8th :	R. Lamplough (McLaren-Cosworth FVA)	29 laps
9th :	W. Habegger (Brabham-Cosworth FVA)	28 laps

Fastest lap : B. Redman (Ferrari V6), on lap 22 in 2 min. 47.0 sec.—167.0 k.p.h. (new lap record).

Retired : J. Ickx (Ferrari V6), B. Frey (Lotus-Cosworth FVA), P. Courage (Brabham-Cosworth FVA), X. Perrot (Brabham-Cosworth FVA), C. Lambert (Brabham-Cosworth FVA), P. Rodriguez (Protos-Cosworth FVA), P. Blum (Brabham-Ford twin cam), C. Meek (Brabham-Cosworth FVA).

17 starters — 9 finishers.

FORMULA TWO MADRID G.P.

JARAMA CIRCUIT, SPAIN, April 28th

WITH only 18 places on the grid and 24 cars squabbling over them, practice for the Madrid G.P. on April 28th was almost as exciting as the race. This lost considerable interest when Jackie Stewart, who was the fastest in practice, crashed the Matra International Matra. The car was little damaged, but Stewart had torn a ligament in his right arm so was out of the running. This left the main battle to Rindt and Beltoise and in the end it was the Frenchman who won the day.

The entry was headed by this pair and Beltoise was backed up by his team-mate Pescarolo, although Rindt's number two in the Winkelmann team was without a car following the previous week's accident. Ferrari were busy at Silverstone, but the works Merlyns of Cardwell and Hart made their second appearance of the year, there were McLarens for Widdows, Lawrence, Ligier and Schlesser; the works Lola for Irwin, the works Tecno for Regazzoni and Graham Hill made his first F2 appearance since Hockenheim with last year's works Lotus. A similar car was in Oliver's hands. The rest of the field was made up of some fast private Brabhams driven by people such as Bell and Ahrens and the two Spanish Lolos. A Brabham driven by Galli was fitted with a four-valve per cylinder version of the Alfa GTA engine.

Coming only two weeks before the World Championship Spanish G.P. at the same circuit, it was not surprising that only a small

STARTING GRID

24 J. Schlesser (McLaren-Cosworth) 1 min. 29.6 sec.	2 J. Rindt (Brabham-Cosworth) 1 min. 29.2 sec.	10 J-P. Beltoise (Matra-Cosworth) 1 min. 28.7 sec.
14 C. Irwin (Lola-Cosworth) 1 min. 29.9 sec.	12 H. Pescarolo (Matra-Cosworth) 1 min. 29.8 sec.	26 K. Ahrens (Brabham-Cosworth) 1 min. 30.0 sec.
18 C. Regazzoni (Tecno-Cosworth) 1 min. 30.5 sec.	5 G. Hill (Lotus-Cosworth) 1 min. 30.6 sec.	18 C. Lambert (Brabham-Cosworth) 1 min. 31.7 sec.
19 D. Bell (Brabham-Cosworth) 1 min. 31.0 sec.	1 A. Soler-Roig (Lola-Cosworth) 1 min. 31.8 sec.	25 J. Cardwell (Merlyn-Cosworth) 1 min. 32.1 sec.
30 R. Widdows (McLaren-Cosworth) 1 min. 31.8 sec.	23 B. Hart (Merlyn-Cosworth) 1 min. 33.3 sec.	22 G. Ligier (McLaren-Cosworth) 1 min. 32.9 sec.
6 N. Galli (Brabham BT23-Alfa Romeo) 1 min. 34.6 sec.	2 J. de Bagration (Lola-Cosworth) 1 min. 32.9 sec.	27 M. Mosley (Brabham-Cosworth) 1 min. 33.6 sec.

Non-starters :
J. Stewart (Matra-Cosworth), 1 min. 28.4 sec.—Crashed in practice.
P. Courage (Brabham-Cosworth), 1 min. 30.1 sec.—Crashed in practice.
J. Oliver (Lotus-Cosworth), 1 min. 32.7 sec.—Unable to cure practice fault.
A. Walker (Lola-Cosworth), 1 min. 34.3 sec.—Did not turn up for start.
C. Lawrence (McLaren-Cosworth), 1 min. 35.5 sec.—Did not qualify.
W. Habegger (Brabham-Cosworth), 1 min. 37.8 sec.—Did not qualify.

crowd turned out; however, those who did come witnessed a tremendous battle between Rindt and Beltoise. The Brabham driver led for the first 20 laps or so, but then the pair started changing positions on almost every lap, but after about ten laps of this the Frenchman started to pull away. At the end he had pulled out almost 20 seconds over Rindt in one of the best drives of his career.

Schlesser in the McLaren held third position until the closing stages, when his engine blew up, and this allowed F.3 graduate Ahrens in his Brabham into that position. Ahrens was pressed right to the finish by Pescarolo. Fifth, a little way back, was Regazzoni, while the young 22-year-old Spaniard, de Bagration, drove a good race before his home crowd to finish sixth just ahead of Hart in the Merlyn. The other Spaniard and Bell in his Brabham were eliminated in a spectacular start-line accident. Graham Hill made a poor start and worked up to sixth place before retiring when a wheel hub peg broke.

The outright lap record set by Clark in the Formula One Spanish G.P. last November took a beating and was reduced to 1 min. 28.2 sec. by Beltoise.—A. R. M.

Results :

MADRID G.P.—Formula Two—60 laps—205.92 kilometres—Warm

1st :	J-P. Beltoise (Matra-Cosworth FVA)	1 hr. 30 min. 9.7 sec.—136.174 k.p.h.
2nd :	J. Rindt (Brabham-Cosworth FVA)	1 hr. 30 min. 28.4 sec.
3rd :	K. Ahrens (Brabham-Cosworth FVA)	1 hr. 31 min. 12.4 sec.
4th :	H. Pescarolo (Matra-Cosworth FVA)	1 hr. 31 min. 14.0 sec.
5th :	G. Regazzoni (Tecno-Cosworth FVA)	59 laps
6th :	J. de Bagration (Lola-Cosworth FVA)	57 laps
7th :	B. Hart (Merlyn-Cosworth FVA)	57 laps
8th :	M. Mosley (Brabham-Cosworth FVA)	56 laps
9th :	N. Galli (Brabham-Alfa Romeo GTA)	55 laps

Fastest lap : Beltoise, 1 min. 28.2 sec.—138.95 k.p.h.

Retired : D. Bell (Brabham-Cosworth FVA), A. Soler-Roig (Lola-Cosworth FVA), G. Ligier (McLaren-Cosworth FVA), G. Hill (Lotus-Cosworth FVA), J. Cardwell (Merlyn-Cosworth FVA), C. Lambert (Brabham-Cosworth FVA), R. Widdows (McLaren-Cosworth FVA), J. Schlesser (McLaren-Cosworth FVA).

18 starters — 9 finishers.

FORMULA TWO LIMBOURG G.P.

ZOLDER, BELGIUM, May 4th

READERS may remember the ridiculous situation which arose in last year's Limbourg G.P. for Formula Two when, after the addition of places for the two heats, John Surtees was declared the overall winner although Jim Clark had obtained a higher average speed for the combined distance. For this year's race the situation very nearly arose again, and Ferrari could have gained their first 1,600-c.c. Formula Two victory with their driver Amon, although the highest average speed would have been obtained by Rindt. For reasons explained later the verdict went to Rindt.

The Formula Two circus presented themselves for the fifth week running with everyone starting to feel a little homesick, although the Zolder track, within easy reach of Brussels, is popular with most drivers. Ferrari continued with their policy of miss one race, take in the next, and turned up with two of their fast-developing Ferrari Dino 166s. There were also works or works-backed cars from Brabham, Matra, Lola, McLaren, Lotus and Chevron. One new face

Continued on page 516

STARTING GRID

16 J. Rindt (Brabham-Cosworth) 1 min. 28.1 sec.	2 C. Amon (Ferrari V6) 1 min. 28.2 sec.	10 J-P. Beltoise (Matra-Cosworth) 1 min. 28.4 sec.
32 B. Redman (Lola-Cosworth) 1 min. 28.4 sec.	24 K. Ahrens (Brabham-Cosworth) 1 min. 28.8 sec.	6 C. Irwin (Lola-Cosworth) 1 min. 29.2 sec.
26 P. Courage (Brabham-Cosworth) 1 min. 28.9 sec.	4 J. Ickx (Ferrari V6) 1 min. 29.2 sec.	20 C. Lambert (Brabham-Cosworth) 1 min. 29.8 sec.
12 H. Pescarolo (Matra-Cosworth) 1 min. 29.6 sec.	18 A. Rees (Brabham-Cosworth) 1 min. 30.1 sec.	38 R. Widdows (McLaren-Cosworth) 1 min. 30.4 sec.
14 J. Oliver (Lotus-Cosworth) 1 min. 30.0 sec.	34 D. Bell (Brabham-Cosworth) 1 min. 30.5 sec.	36 P. Gethin (Chevron-Cosworth) 1 min. 30.7 sec.
44 S. Moser (Tecno-Cosworth) 1 min. 31.0 sec.	8 A. Walker (Lola-Cosworth) 1 min. 32.9 sec.	40 G. Lawrence (McLaren-Cosworth) 1 min. 35.1 sec.
22 M. Mosley (Brabham-Cosworth) 1 min. 37.8 sec.	28 C. Meek (Brabham-Cosworth) 1 min. 38.9 sec.	

Did not start : J. Demoulin (Cooper T76-Alfa), 1 min. 55.5 sec.

The most compact.

The compact is an American idea.

A small car with big car features. Like the Sunbeam Stiletto.

The Stiletto is, without doubt, the most luxuriously appointed small car you can buy. At a standard price.

Yet once we said it was 'for men whose wives think they've given up sports cars'. For no other small production car combines performance and luxury quite like this. Thus.

His Read the other side to your wife to convince her. The engine. Is the Imp Sport version of the famous Imp inclined four-cylinder, 68mm x 60.375mm, 875cc single OHC aluminium engine. Twin Stromberg 125CD carbs, new cylinder head with improved gasflow and larger inlet valves, higher lift cam, stronger pistons, oil cooler, 6¼in. Laycock diaphragm self-adjusting clutch.

The superb standard Imp gearbox. Synchronesh, top to bottom. 0-50 in 10.6 secs ('Motor' road test).

Top speed 90mph.

Fully independent suspension. Girling system servo assisted brakes, 8in. drums, 150sq. in. swept area.

Full safety-standard dashboard with matt-bevelled instruments. Plus new 15in. padded leathercloth covered steering wheel. And as a little extra bonus...



*Recommended price
ex-works inc. p.t.
Seat belts extra.

Hers Just pretend performance isn't for you and read on. The Stiletto has standard big car virtues. Such as wind-up windows. Headlamp flasher. Carpet, wall-to-wall. Through-flow heating and ventilation. Plus: sublimely comfortable front reclining seats. A lockable glove box. Padded arm rests. Beautiful, breathable Amblair upholstery. Individual fold-down rear seats. Curved side windows.

Outside: Great trim. Black vinyl covered roof on the raking fastback. And four headlights to bring a little light into your life.

Consider also: the obvious small car advantages. Parking. Garage space. Economy. Ease in traffic. So come along for a his/hers test drive. The Sunbeam Stiletto costs just £813* And that's the only mundane thing about it.

Rootes new deal is your new deal.

The Sunbeam Stiletto

SUNBEAM  ROOTES

20th B.R.D.C. International Trophy, Silverstone

FOR THE 20th B.R.D.C. International *Daily Express* Trophy race at Silverstone, the Club amassed a small but fairly representative field of Formula One cars. Heading the entry were Hulme and McLaren in the two impeccably-prepared McLaren M7A-Cosworth V8s, which finished first and third in the Race of Champions, and Ferrari sent over two cars, one a new, slightly sleeker-chassis V12 with the engine lower-mounted than hitherto, and the other the car which Amon normally races. Drivers were the young Belgian, Ickx, and Amon, and though the New Zealander tried both cars he decided he preferred his own, and Ickx raced the new one. Graham Hill had a solitary Lotus 49-Cosworth V8 which was entered by Gold Leaf Team Lotus, and B.R.M. were well represented with Rodriguez in the Bourne-built, Terry-designed P133 V12 and Spence in the similar, T.A.C.-built P126. Also in a P126 was Courage, having his first F1 race this season for Parnell, and Hobbs had Bernard White's relatively unsorted Tasman 2-litre B.R.M. P261 chassis, specially lengthened by the works to accommodate the new V12 engine. Also B.R.M.-powered was the lone works Cooper T86B, with Gardner driving, as Scarfiotti was away practising for the Targa Florio and Redman was reputedly testing F.2 Dino Ferraris in Modena. Rob Walker had acquired a new Tasman Lotus 49 chassis to replace the one lost recently in a fire at his Dorking headquarters, Siffert driving as usual; Bonnier was in his 1967 McLaren M5A-B.R.M. V12, and the Swiss Moser had the ex-Hulme, ex-Ligier Brabham BT20-Repco V8. Lanfranchi completed the field in a 2.7-litre Climax 4-cylinder-powered Brabham BT23.

Withdrawn entries included a second Parnell B.R.M. for Attwood and Sheppard's Mallite McLaren fitted with a 3-litre version of the original Climax Godiva V8 for Taylor. Two works Brabhams were listed, but were not complete.

Last year's G.P. practice record of 1 min. 25.3 sec. by Clark in the Lotus 49 looked a little sick compared with this year's speeds, Hulme taking pole position with 1 min. 24.3 sec. to Spence's 1 min. 24.9 sec., McLaren's 1 min. 25.1 sec. and Rodriguez's 1 min. 25.3 sec. Behind these four on the front row came Amon at 1 min. 25.5 sec., Hill 1 min. 25.6 sec., Ickx 1 min. 26.4 sec., and Siffert 1 min. 27.6 sec.

After a poignant silence in memory of the late Jim Clark, the field were given a maximum of three warming-up laps, and from the start McLaren took an immediate lead ahead of Spence, Hulme, Rodriguez, Ickx, Hill, Amon, Courage, Bonnier and Gardner. Lap 2 and the leading bunch were all scratching hard to draw out some sort of advantage; Courage was briefly ahead of Amon at Copse and Siffert and Gardner were both by Bonnier, who was being harried by Hobbs.

The leading McLarens, B.R.M.s, the lone Lotus and the two Ferraris soon towed each other away from the rest of the field, with Hulme slotting by Spence into second place on lap 4, then being re-passed by the B.R.M. Lanfranchi had already stopped for a plug change on his 4-cylinder, and at the start of lap 6 Spence led McLaren into Copse, and was re-passed on the way out to Maggotts to remain the meat in an orange McLaren sandwich for a short distance before chopping by again and leading the bunch on lap 7 from Hulme, McLaren, Rodriguez and Hill, all nose-to-tail. Amon and Ickx had become slightly detached in the works Ferraris, but as they sped down Hangar Straight on that lap a stone was thrown up from Spence's B.R.M., smashing Hulme's goggles and giving him a nasty moment which dropped him back to seventh.

Almost immediately Rodriguez's B.R.M. V12 began to misfire, an ignition lead dropping off, and he stopped before Maggotts, replaced the wire and drove on to the pits, where a more lasting repair was made. By lap 9, with Spence leading narrowly from McLaren, Hill was third in the lone Lotus, Amon was a close fourth and Hulme, whose eyes had stopped watering, was already on his tail and looking for a way by. Positions remained unchanged until lap 14, when the Lotus' V8 engine died, and, seeing a lot of fluid resting in the vee, Hill thought the engine had suffered a serious breakage and had thrown water. In fact, a fuel pipe had split, and the fluid was petrol, but he was out anyway, and walked back to the pits. Hulme had nipped by Amon on this lap, and was going out after Spence, who had been re-passed by McLaren. Ickx was falling back in fifth place with the very new and understeering Ferrari, with Siffert some distance behind, followed by Courage, Gardner, Hobbs, Moser, Lan-

franchi and then an unhappy Rodriguez in the misfiring B.R.M., last. Next lap Hulme was up into second place, and on lap 20 he passed McLaren after getting round in 1 min. 25.3 sec. to take the lead narrowly from his "number one", Spence and Amon, and these four were still driving in very close company. But Lanfranchi had retired with bad oil surge, and Siffert's sixth place evaporated on lap 26 when the clutch broke in the Tasman-chassis Lotus, and two laps previously Gardner had gone out in a trail of smoke and steam when the B.R.M. engine broke a liner. Lap 28, and Spence slotted his slim B.R.M. past McLaren into second place, and as they lapped the tail-enders the leading group began to space out. But Amon closed on McLaren noticeably on lap 36 and was looking for a way by, but then lost time lapping Moser at Copse and dropped back, letting McLaren get away and latch on to Spence's tail in second place. These two then drove very hard, entering corners side-by-side occasionally until lap 41 when the B.R.M.'s engine stopped suddenly at Club with a timing chain breakage, letting McLaren up into second place, but delaying him sufficiently to let Amon catch up in the Ferrari. Rodriguez had finally retired his sick B.R.M., Ickx was running a lonely fourth, with Courage fifth and about to be lapped, while the only other cars still running were Hobbs' B.R.M. and Moser's Brabham-Repco. Amon was trying hard to wrest second place from McLaren, setting a new outright circuit record on lap 44 of 1 min. 25.1 sec., 123.82 m.p.h., but Bruce was trying equally hard to stay ahead, doing 1 min. 25.2 sec. on the same lap, and, although the two of them were very close together on lap 45, Amon's luck was running out and his goggles strap broke. Shielding his eyes from the airstream with one hand he drove for two laps before managing to haul his stand-by pair into position on his face, and this dropped him well back from McLaren, and although closing the gap slightly before the finish he came home in third place. Hulme was battered but triumphant, Bruce McLaren had a lot to smile about with his cars' first one-two victory, and B.R.M. were well pleased with their turn of speed and not too worried about the frailty their cars had shown since they are still at an early stage in their development. The Ferraris had been rather outpaced from the start, but on a clear track and with McLaren as his target Amon had proved that he is one of the quickest drivers around.—D. C. N.

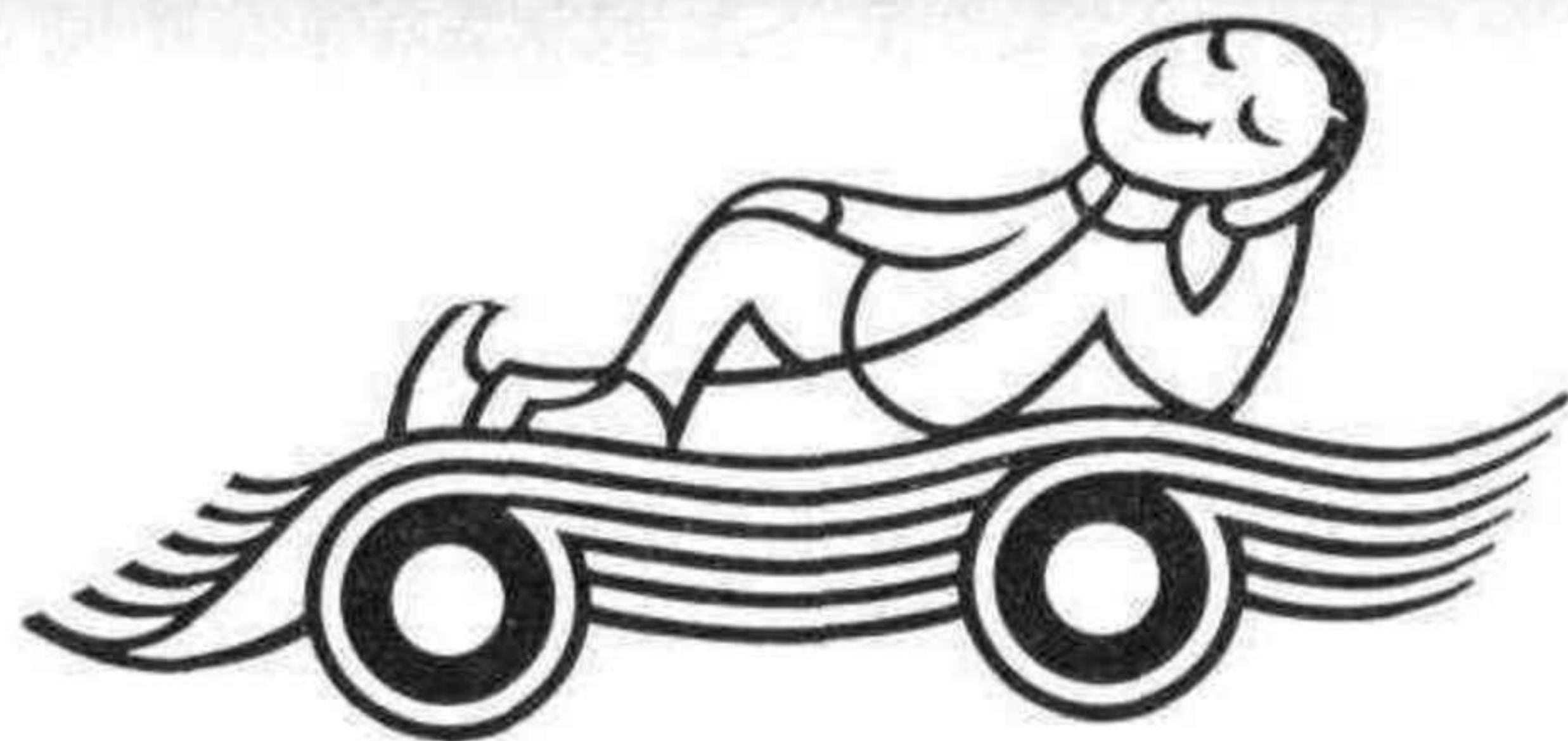
Results:

20th INTERNATIONAL "DAILY EXPRESS" TROPHY—52 laps—152 miles
1st: D. Hulme (McLaren M7A-Cosworth V8) 1 hr. 14 min. 44.8 sec.—196.61 k.p.h. (122.17 m.p.h.)
2nd: B. McLaren (McLaren M7A-Cosworth V8) 1 hr. 14 min. 55.7 sec.
3rd: C. Amon (Ferrari V12) 1 hr. 15 min. 01.3 sec.
4th: J. Ickx (Ferrari V12) 52 laps
5th: P. Courage (B.R.M. V12 P126) 51 laps
6th: D. Hobbs (B.R.M. V12 P261) 50 laps
7th: S. Moser (Brabham BT20-Repco V8) 48 laps
Retirements: J. Bonnier (McLaren M5A-B.R.M. V12), 4 laps, broken rotor arm; G. Hill (Lotus 49-Cosworth V8), split fuel pipe; A. Lanfranchi (Brabham BT23-Climax "4"), 20 laps, low oil pressure, oil surge; F. Gardner (Cooper T86B-B.R.M. V12), 23 laps, broken liner; J. Siffert (Lotus 49-Cosworth V8), 26 laps, broken clutch; P. Rodriguez (B.R.M. P133 V12), 36 laps, persistent misfire; M. Spence (B.R.M. P126 V12), 40 laps, broken timing chain.
Fastest lap: Amon, 1 min. 25.1 sec.—199.27 k.p.h. (123.82 m.p.h.)

The supporting races were closely fought in the main, Jo Bonnier showing rare form in his Lola-Chevrolet T70 GT by holding-off Hulme in a similar car until about half-distance, then setting fastest race lap in a close dash to the finish. Tony Dean drove well to win the 2-litre class in his Porsche 906. The saloon car race, third round of the national Championship, was won by Muir in Shaw's Falcon, winner of the previous two events, after Hobbs' similar car had fallen out when offering stiff opposition. Elford won the 2-litre class for Porsche after Gardner's Lotus-Cortina hit trouble, Rhodes' Mini snatched the 1300 c.c. class from Fitzpatrick's Escort at the finish as the Ford lost its final drive, and Craft dominated the 1-litre division in a Broadspeed Anglia. Finally, Miles won the F3 event narrowly from Pike's Titan in an experimental Lotus 41X (*nee* 55) and the Historic Car Race is reported more fully elsewhere in this issue.

Results:

SPORTS CARS—20 laps:
1st: D. Hulme (Lola-Chevrolet T70), 30 min. 24.2 sec.—185.09 k.p.h. (115.52 m.p.h.);
2nd: J. Bonnier (Lola-Chevrolet T70); **3rd:** P. Hawkins (Ford GT40);
4th: D. Piper (Ferrari LM).
Up to 2,000-c.c. Class: **1st:** A. Dean (Porsche 906), 31 min. 4.7 sec.; **2nd:** J. Miles (Lotus 47); **3rd:** W. Bradley (Porsche 906); **4th:** T. Taylor (Lotus 47).
Fastest lap overall: Bonnier, 1 min. 29.2 sec.—190.11 k.p.h. (118.31 m.p.h.).
SALOON CARS—20 laps:
Overall: **1st:** B. Muir (Ford Falcon), 34 min. 36.0 sec.—163.36 k.p.h. (101.51 m.p.h.);
2nd: R. Pierpoint (Ford Falcon); **3rd:** V. Elford (Porsche 911); **4th:** F. Gardner (Ford Lotus-Cortina).
Class winners: B. Muir, V. Elford, J. Rhodes (Austin Cooper S), C. Craft (Ford Anglia).
Fastest lap: B. Muir, 1 min. 41.1 sec.—167.73 k.p.h. (104.23 m.p.h.).
Formula Three—25 laps: **1st:** J. Miles (Lotus 41X), 41 min. 9.5 sec.—171.66 k.p.h. (106.67 m.p.h.); **2nd:** R. Pike (Titan), 41 min. 9.8 sec.; **3rd:** C. Lucas (Titan), 41 min. 20.3 sec.; **4th:** P. Westbury (Brabham).
Fastest lap: C. Lucas, 1 min. 37.3 sec.—174.29 k.p.h. (108.30 m.p.h.).



enjoy a 'magic-carpet' ride

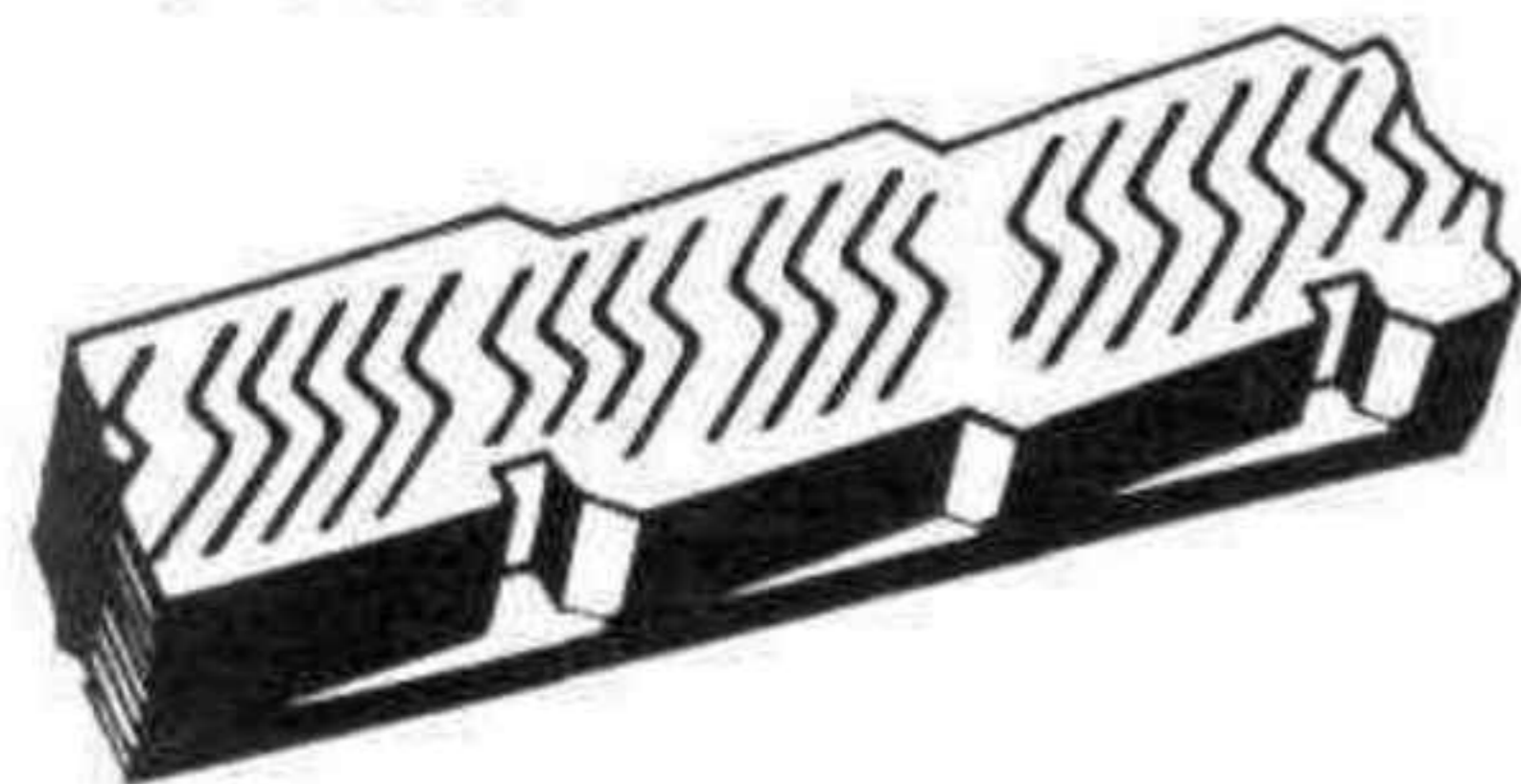
**Most reassuring ride of all for the family motorist
— on the new**

DUNLOP **SP68**

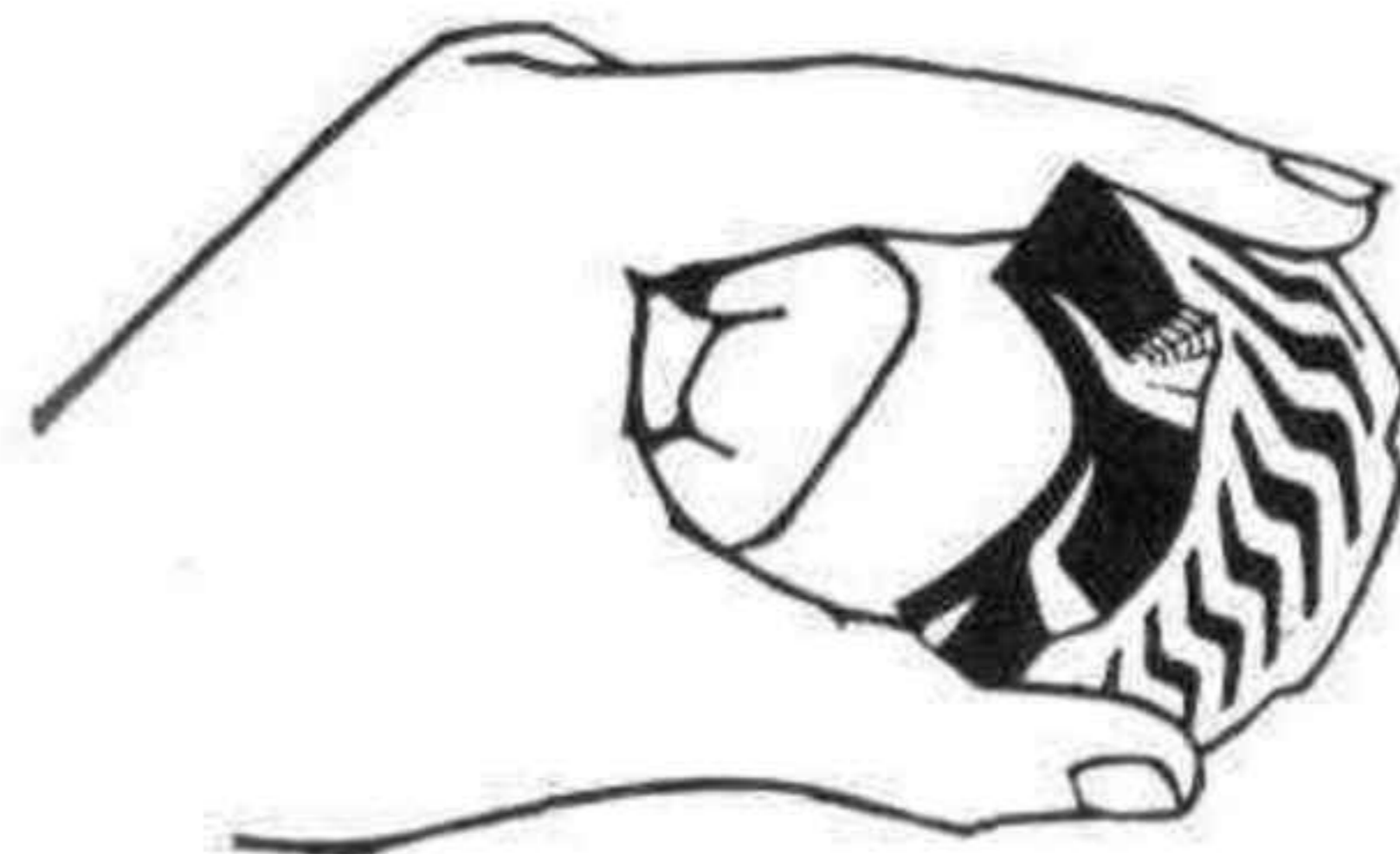
SP68. A wonderful new textile radial with specially designed 'Velflex' tread — for the family car. So smooth, so docile, it brings a new feeling of confidence and relaxation. Steering, braking, accelerating, cornering, you're completely in command. Rain or shine, it's a 'magic-carpet' ride!

New 'controlled' flexibility

'Velflex' is a combination of two unique features: tough but specially resilient rubber and a tread pattern with a *higher density of grip-slots* than any other tyre.



A section of tread showing the high density of grip slots — more than on any other tyre.



Exceptional tread flexibility from 'Velflex' — strong, resilient tread rubber combined with unique tread pattern.

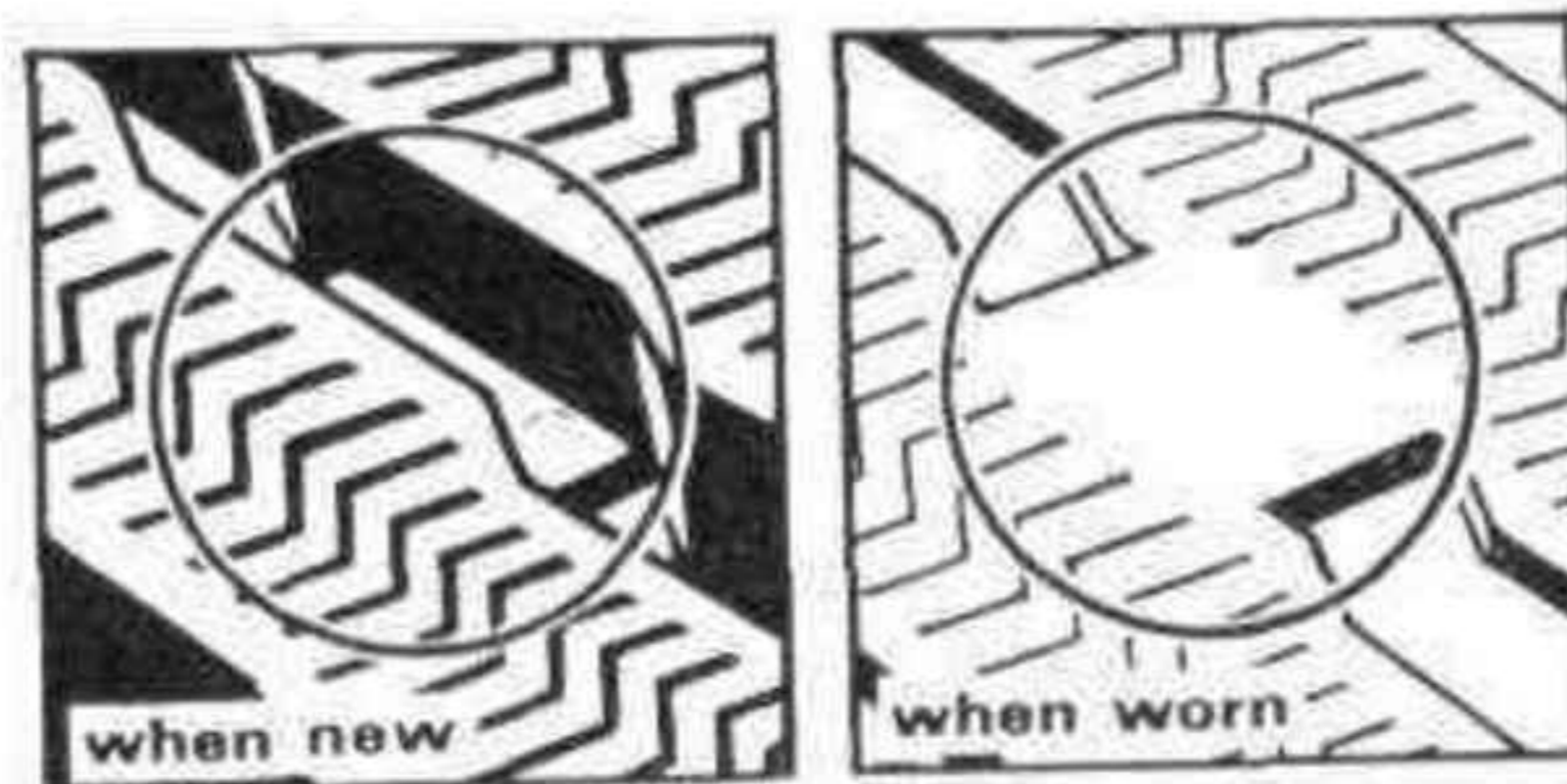
This makes the SP68 extremely flexible in the tread area but more resistant to distortion and tread shuffle. And so smooth and reassuring to ride on.

New directional stability

Amazing tread resilience coupled with sidewall flexibility also results in a bigger, flatter, squarer shoulder-to-shoulder contact area. With more road to bite on, the higher concentration of grip-slots improves roadhold *and* helps the tread to absorb shock from surface irregularities. It follows the 'steered' line, keeps you happily and comfortably on course.

New tread-depth safety feature

SP68's new safety pattern goes deep into the tread rubber and new tread-depth indicators are built in. When the tread wears and these transverse bars are clearly seen you should, for safety's sake, be thinking of replacing. When they're flush with the level of the tread there's only 1 mm depth of tread pattern left — and the law demands a replacement! This new feature is available for most SP68 sizes and is being extended to the entire range.



When the tread pattern is worn to the level of the indicator bars, replacement is a must!

At no extra cost!

As well as *new comfort, new safety* — at no higher cost than the normal radial — you get a money-saving bonus in miles more mileage and the high performance benefits expected of Dunlop radials.

FIT SP68. It's made in most popular sizes. *And for top tyre service call where you see this sign.*



the new
DUNLOP
SP68
— with 'Velflex'

For all those who thought their sports car days were over.



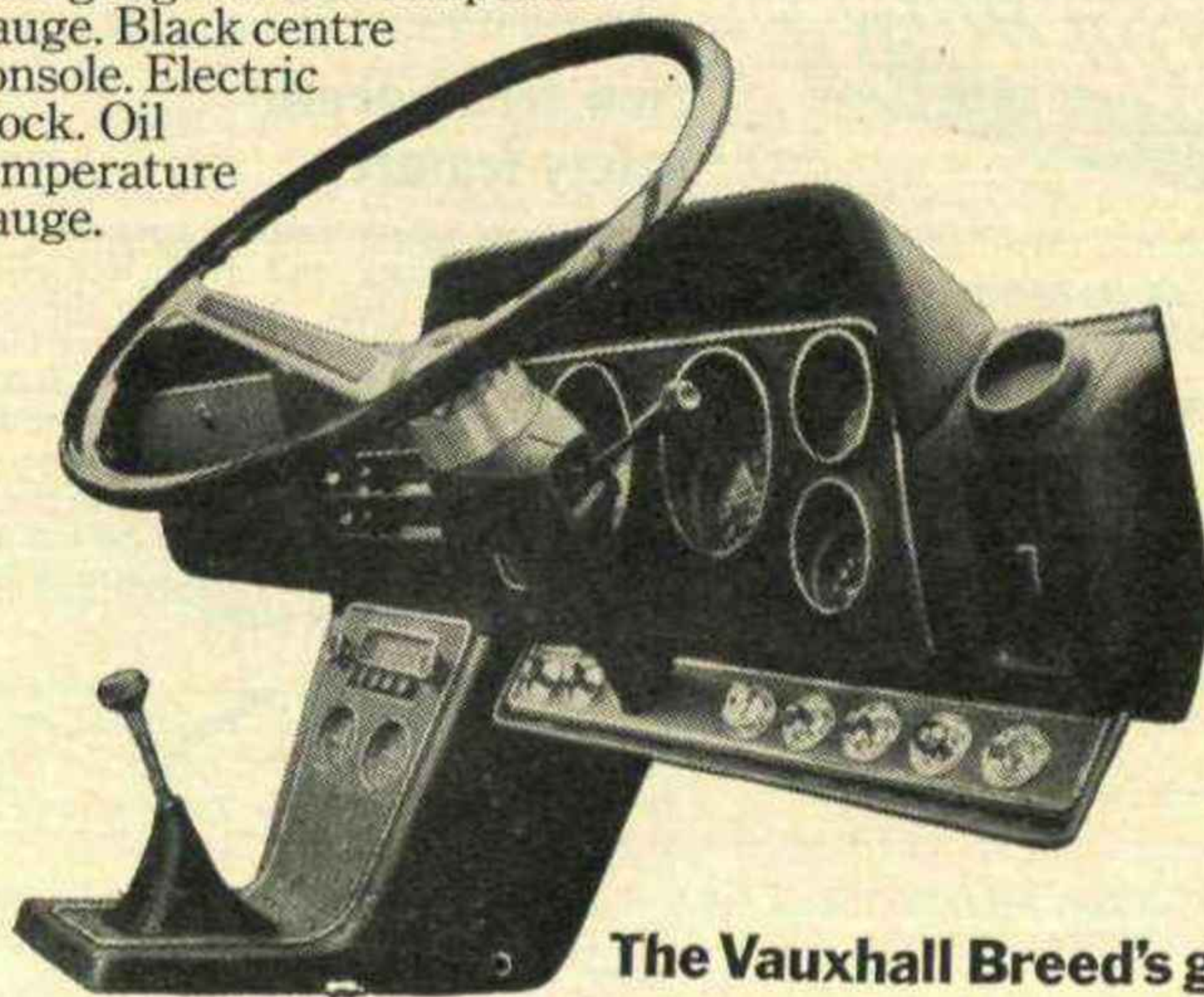
Viva G.T. £1063 inc. pt. Now you can sit in twin bucket seats. Scan a land of gauges. Shift gear. And go bendswinging. All with a good solid roof over your head. The name of the game is Grand Touring. In the G.T. car that's a real 2+2. Not a 2+1 with the 1 lying down. The name is Viva Gran Turismo. And this is how it's done. Viva G.T. Tech Spec:

Two litre, ohc engine
Belt-driven, single overhead camshaft. Cross flow head. Individual ports. Fully machined combustion chambers. Patent easy-adjust tappets. Free-flow manifolds. Twin C.D. variable choke side-draught carbs. 8.5:1 compression ratio. Cylinders inclined at 45°. Five bearing crank. 112 bhp at 5,400 rpm. Torque-127 lb ft at 3,400 rpm. Mechanically operated 8" diaphragm clutch. All-synchro 4 on the floor. 3" prop shaft. 3.9:1 hypoid back axle.

Gran Turismo handling
Beefy all round, all-coil suspension. Special rate coil

springs. Matching shock absorbers. Front anti-roll bar. Rubber bushed linkages. 4 link rear suspension. Rack and pinion steering. 3.4 turns lock to lock. 4½J x 13 wheels. 155 x 13 radial tyres. Power assisted 10" front disc brakes and 9" + 1½" rear drums.

Matt black bonnet
Twin bonnet air scoops. Black grille. Black rear panel. Dual sportstripes. Four chrome exhausts. All-black luxury interior. Leather covered alloy spoked steering wheel. Black instrument panel. 120 mph speedo. Rev counter. Oil pressure gauge. Ammeter. Fuel gauge. Water temperature gauge. Black centre console. Electric clock. Oil temperature gauge.



The Vauxhall Breed's got style.

PICTORIAL REVIEW

SILVERSTONE
INTERNATIONAL

H.C.V.C.
BRIGHTON RUN

SPANISH
GRAND PRIX

TARGA
FLORIO



SILVERSTONE INTERNATIONAL

DENIS HULME drove a hard race in his McLaren M7A-Cosworth V8 to win the International Trophy race at Silverstone on April 27th. He was slowed early on when a stone smashed his right-hand goggle lens, but he fought back from seventh to a clear win, leading the McLaren team's first Formula One one-two victory.

V12 VERSUS V8.—The late Mike Spence went very well in his P126 B.R.M. to offer the only real opposition to the two McLarens after team-mate Rodriguez and Hill's Lotus had hit trouble. Spence fought with McLaren for the lead and later for second place until his engine broke on lap 41. B.R.M. were well pleased with their cars' competitive showing as they are not yet fully developed and reliable.





**H.C.V.C.
BRIGHTON RUN**

"TOAST-RACK".—The vintage commercials took the road again last month, M. R. Clarke's 1929 Dennis G-type, ex-Llandudno U.D.C., has travelled as far as Austria when owned by Southampton University.

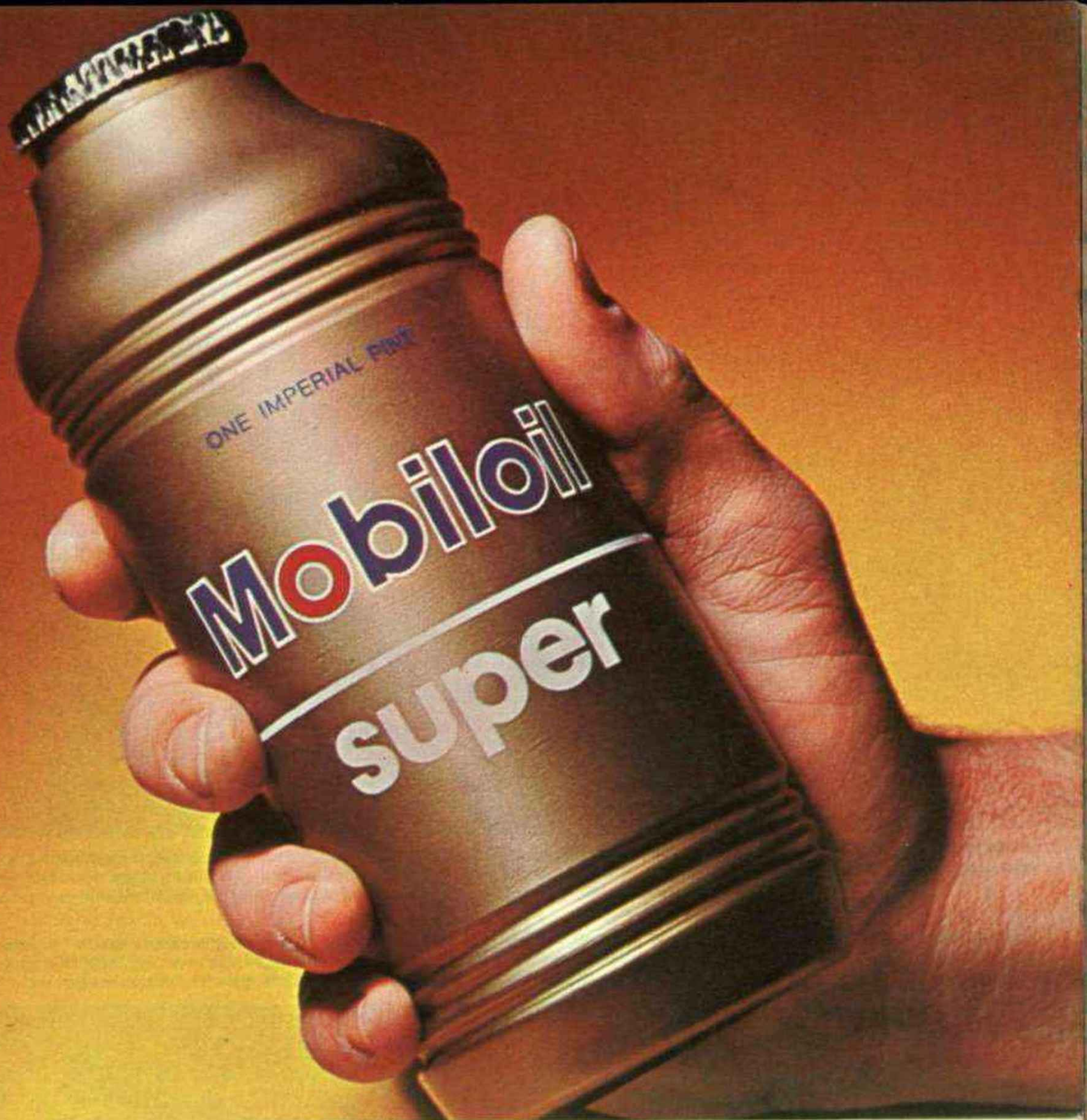
MASSIVE FIRE-FIGHTER.—No H.C.V.C. Brighton Run would be complete without the fire-engines. This is the Enfield & Dist. Veteran Vehicle Society's 1912 Belsize, chain-driven, and with a 14½-litre engine.



STEAMING ALONG THE MADEIRA DRIVE, E. N. Shone's 1929 Sentinel Super Platform lorry, supplied originally to V.P. Wines of Kingston and bought for restoration in 1961 from the United Africa Company, arriving at Brighton.

CHICKEN-FEED!—The Brighton run on May 6th shouldn't have troubled this 1933 petrol-engined Renault TN6A 33-seater Paris 'bus, which was driven to England from France last year.





Get moneywise

Get Mobiloil Super, the advanced multigrade that saves engine wear, oil consumption, battery wear and saves on petrol consumption.

The Advanced Formula makes Mobiloil Super better. How? Because Mobiloil Super is the multigrade with a new performance improver which resists the stress of engine conditions—far longer than any other multigrade.

How Mobiloil Super saves engine wear. The thickeners in all multigrades tend to break down under sustained high speed motoring, but Mobiloil Super resists the tendency to "shear",

retains its viscous characteristics longer than other oils, giving superior protection, saving engine wear. So, with Mobiloil Super you keep those expensive repair bills in check!

How Mobiloil Super saves oil consumption. Excessive oil consumption can run away with your money. Depending on engine and driving conditions, Mobiloil Super can cut oil consumption between one-third and two-thirds compared with other multigrades in the same viscosity range. This is because the unique performance improver in Mobiloil Super makes the oil less prone to blow past the piston rings and burn away,

so giving better oil consumption. And the less oil used, the less oil bought!

How Mobiloil Super saves battery wear and petrol consumption. In cold starting conditions most multigrades thicken excessively, wearing down battery power, calling for extra choke, so burning more petrol in the first moments after starting. Because Mobiloil Super stays fluid, even in extreme cold, it gives less resistance to cranking, gives easier starting, saves battery wear and cuts down on petrol consumption.

Mobiloil super—the moneywise multigrade

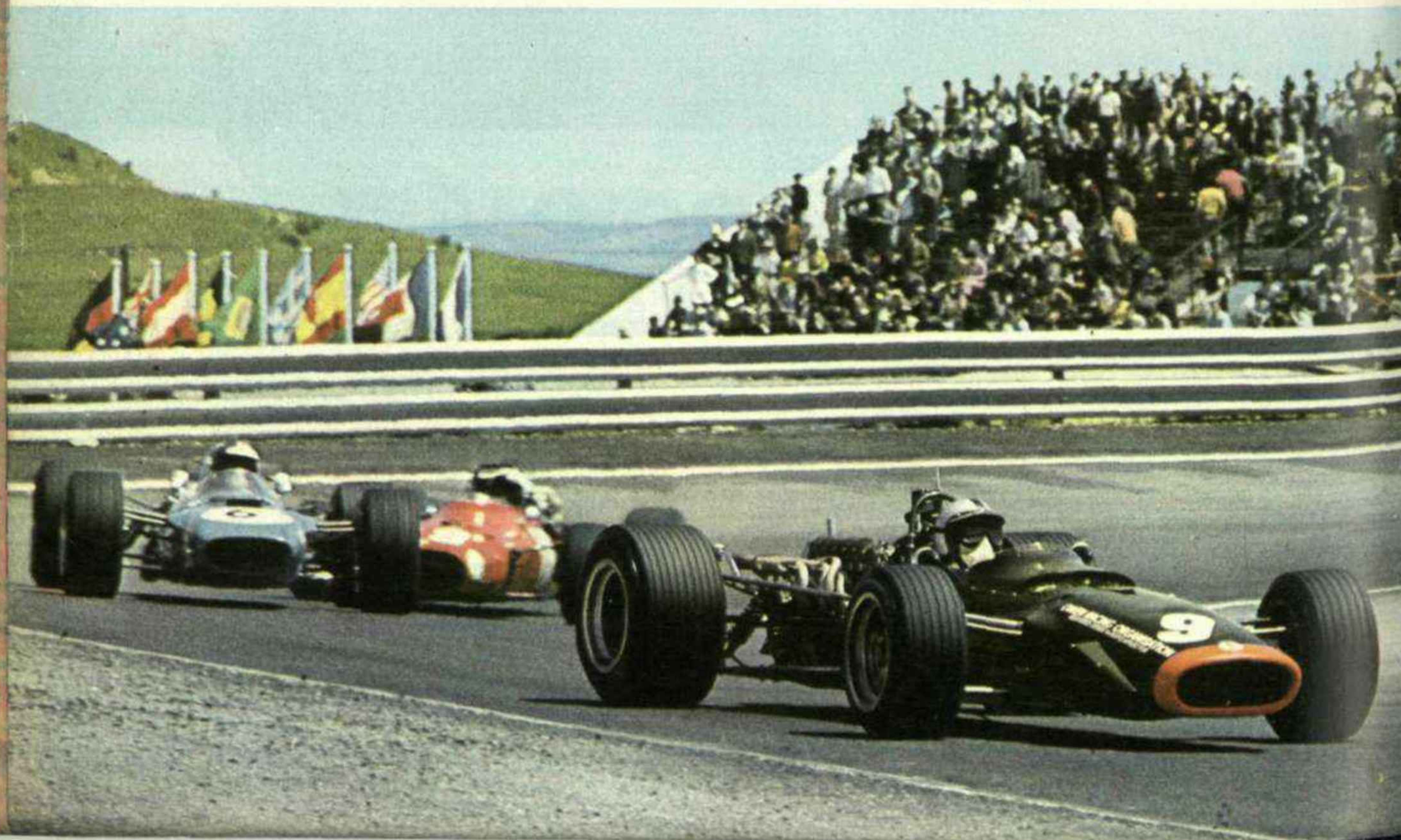
Mobil

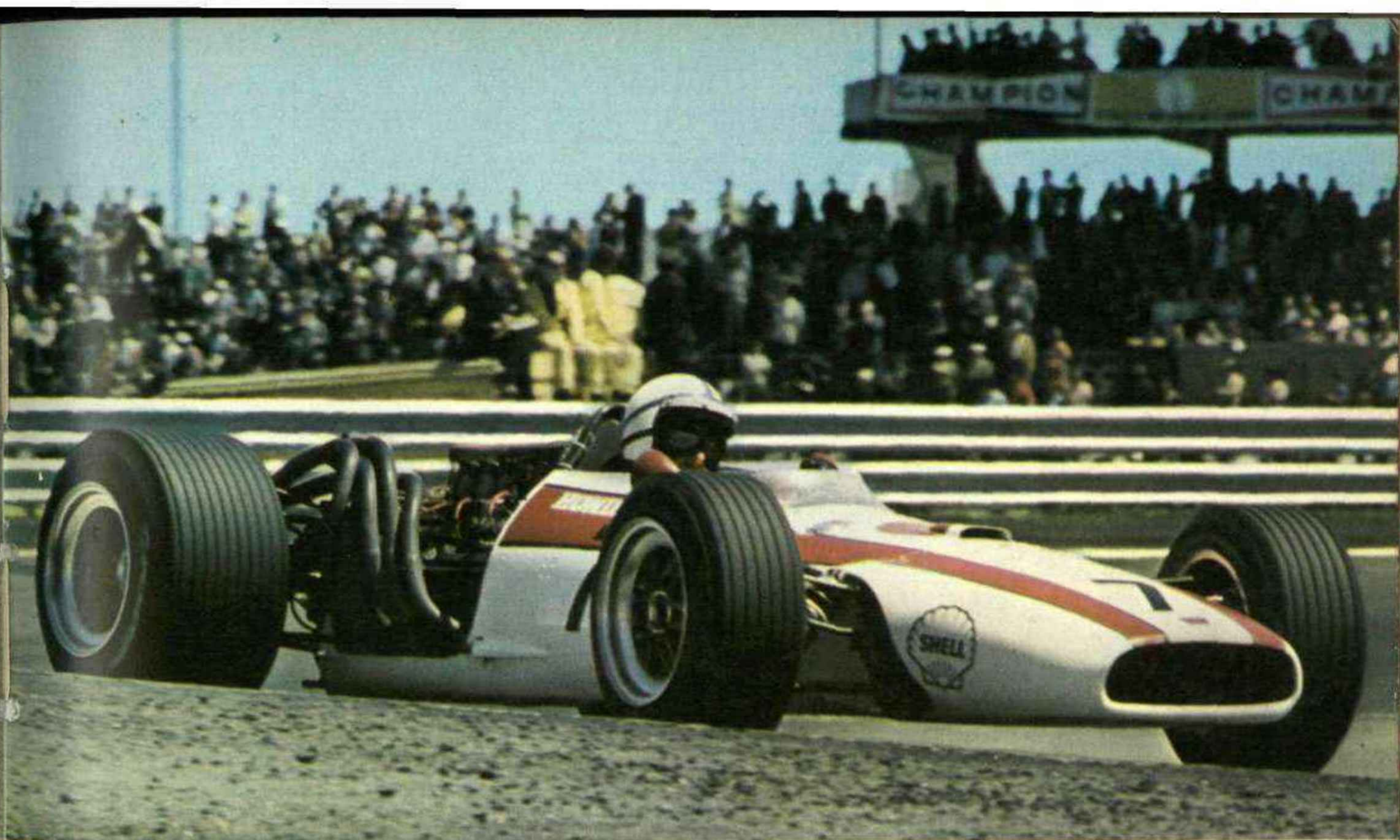


**SPANISH
GRAND PRIX**

IN PURSUIT.—Denis Hulme pushed his McLaren M7A-Cosworth hard to catch Graham Hill's Lotus 49 in the latter stages of the race but, lacking 2nd gear, could not match the acceleration of the Gold Leaf car. Hill, sensing this, pulled out all the stops when lapping the Coopers of Redman and Scarfiotti and left Hulme several seconds behind.

EARLY STRUGGLE.—Pedro Rodriguez led the field for the first few laps in the B.R.M. but was overtaken by Jean-Pierre Beltoise in Stewart's Matra International MS10-Cosworth and Amon's Ferrari. Beltoise pitted losing oil and Amon then led, with Rodriguez on his tail, until the B.R.M. went off the road. Amon lost his clear lead when he retired with fuel pump bothers.





NEW HONDA.—John Surtees produced the brand-new Japanese car for the first time at Jarama. The car is the lightest Honda yet but on the tight circuit was still too heavy and unmanageable to really shine. It retired with gearbox troubles, when running third, a place gained by the retirement of some of the quicker and more sprightly cars ahead.

COOPER DUO.—If there had been a team prize offered, the Cooper-B.R.M.s would have won it. They circulated steadily in close company throughout, with Ludovico Scarfiotti leading early on before Brian Redman passed him and led the way until the end of the race. They finished third and fourth due to the failures of faster and more fragile machinery.





TARGA FLORIO

FINE DRIVE.—Vic Elford, an eminent rally driver, found the twisting and bumpy Targa Florio course very much to his liking. His drive in the winning Porsche 907 shared with Umberto Maglioli was one to be remembered, for on the first lap Elford was delayed 18 minutes by a loose wheel and a puncture—lap and race records fell to the English driver.

UNNATURAL HAZARD.—The Porsche 907 of Hans Herrmann and Jochen Neerpasch is delayed in the mountains by an Alfa Romeo Giulia—strident air horns, blazing lights and vivid dayglow colours did not always smooth the path of faster cars. The Porsche was placed fourth, having made a couple of unscheduled pit stops as the gears were difficult to select.

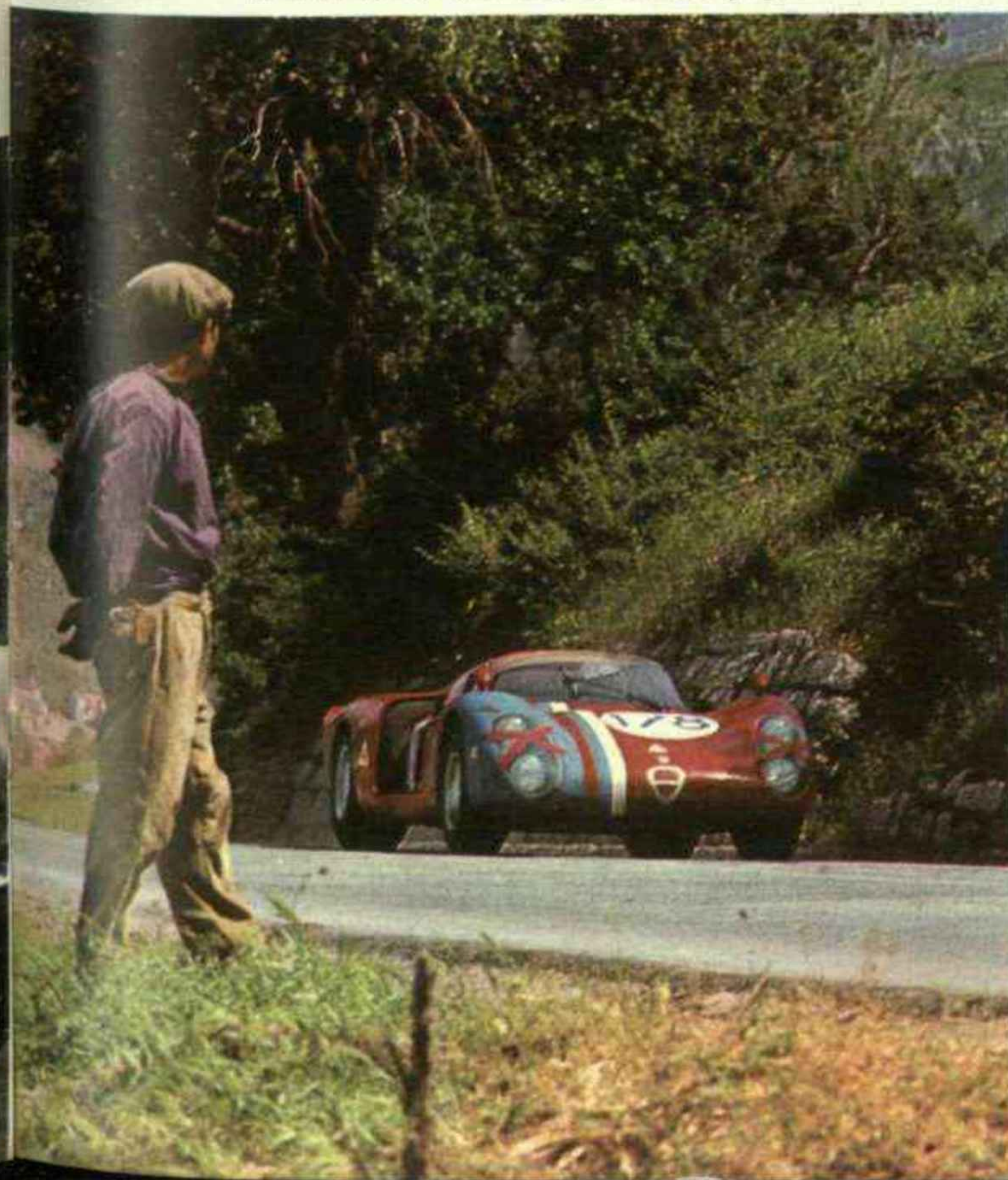




FAST ALFA ROMEOS.—New-found speed and reliability on terrain that suited them earned the Autodelta team second and third, fifth and sixth places, though their fastest car, with a 2.5-litre engine, went off the road. Here the sixth-placed car driven by Baghetti and Biscaldi, showing signs of a minor collision, speeds through Collesano village, watched by cautious residents.

PASTORAL SETTING.—The simplicity and unspoiled atmosphere of the Targa Florio is evident as a villager watches the Belgian-entered Alfa Romeo of Pilette and Slotemaker go by.

HARD LUCK.—The Porsche 910 of Steinemann and Lins was heading for third place when, on the final lap, a drive-shaft broke. It is followed through Collesano village by a pair of Group 3 cars.



OSI Special Alfa Romeo
One owner, as new. Road equipped.
Pirelli Cinturato Tyres.
Full details and photo on request.



To Pirelli Performance Bureau
343 Euston Road London NW1
Please send me full details and
free 20" x 30" colour photo as advertised.

Name _____

Address _____

Make of my car _____

ms1

PIRELLI
CINTURATO

RALLY REVIEW

NOT SO very long ago, about three years in fact, the most important events in the competition programmes of factory teams, both in Britain and on the Continent, were those which were qualifiers in the European Rally Championship. Their schedules were geared to the Championship series and any event which was not a qualifier was only tackled if time and budget would allow.

But then the F.I.A. decided to have separate categories for each of Groups 1, 2 and 3 and at once the edge was taken off the Championship. Few people seemed to relish the idea of a championship which would not have a single winner. The situation was rendered even more complex when the F.I.A. further decided that half of the qualifying events would count for a drivers' championship and half for a manufacturers' title.

The net result has been a noticeable falling-off of interest in the Championship, particularly among the British manufacturers, B.M.C. and Ford. The tendency now is to enter only those events which stand on their own and have a certain publicity in their own right. Those which are of interest merely because of their inclusion in the Championship series have lost favour, particularly those in Eastern Europe such as the Polish, Czech and East German Rallies.

The East German Rally, in early April, for instance, attracted no British entries and was won easily by the Finn, Pauli Toivonen, in a Porsche. Likewise, the West German Rally, in early May, had not one Briton in its field of 147 cars. Toivonen once again won easily, both he and his Porsche team-mate, Polish driver Sobieslaw Zasada, finishing with not a single penalty recorded against them.

But in the weeks between the two German events were three rallies of significance, only one of them in the European Rally Championship. These were the East African Safari, of which we spoke last month, the Circuit of Ireland, and Holland's Tulip Rally.

The fact that factory cars contested the Circuit of Ireland indicates the growing importance which is being placed on the "home" Internationals by the British works teams. It cannot be doubted that this is a wise move, for Ford derived much good publicity when an Escort twin-cam romped home to an easy victory in Ireland in the hands of Roger Clark and Jim Porter, a pair who formerly drove Rovers together. Needless to say, the Scottish and London rallies will attract the same kind of interest from Abingdon and Boreham, not to mention Coventry, when they are held in June and July respectively.

* * *

For the British club rally driver who wants to cut his International teeth, the Tulip Rally has long been regarded as the ideal event on which to make his debut. In fact, it was considered almost a trespass to take part in a Continental rally without having done the Tulip first. Why this should have been, and how the idea started, is all rather vague and will probably never be separated from rallying's dark mythology. One can only assume that the event's popularity among private entrants came directly from the modest outlay which was needed in order to take part.

Sadly, the 1968 Tulip Rally fell far short of its former glory. For years the event has been sponsored from Britain by BP, and when that company ceased its competition activities at the end of last year the guilders stopped flowing into the Tulip's cash reserve. Faced with the problem of finding money for their event, the R.A.C.-West were rumoured to be considering cancellation, but BP then decided to help after all and the event became possible.

But regulations were late appearing and the entry fees were as high as £70, so it was not surprising that only 77 cars arrived at the starting ramp.

To run a rally within the borders of the Netherlands is virtually impossible, and the organisers take their route down into France for most of the competitive sections. This presents administrative problems and the R.A.C.-West are pretty well obliged to accept the stages which are offered to them by the French authorities. Most competitors did not like the style of this year's event, although it was largely the same as that of 1967. The special tests were of several kinds, some with target times and some based on scratch. A list of these had been

published long before the start, giving an opportunity to those with the time, money and inclination to practise and make pace notes. But when the actual road book was issued it was found that several more tests had been included, adding to the confusion somewhat.

Whatever one might think about the desirability of practising, special stage details should be published at one time. They should either be made known—all of them—soon enough to permit practising or be kept secret until the roadbooks are issued. To publish some of them beforehand and withhold others until just before the start is all rather pointless and confusing.

To talk of the decline of the Tulip Rally would be quite inappropriate at this time of the year, for who knows what the organisers may produce from the bag in 1969? In any case, criticising an organising club is all too popular nowadays and, before one condemns, one should consider the troubles with which the R.A.C.-West have been faced.

Having digressed from the actual competition, I had better return to earth to record the fact that the least-penalised crew on the Tulip was that of Clark and Porter in a factory-entered Ford Escort twin-cam, entered in Group 3. I say "least-penalised" and not "winner" because there was no general classification published after the rally was over. The results for Group 3 cars (GT category) were kept quite separate from those of Groups 1 and 2 (Touring category). Nevertheless, if one is looking for a car to regard as the winner, that car should be the Ford Escort.

Ford's success was really something to crow about, for their other Escort, that of Ove Andersson and John Davenport, was a close second and the victory came just two weeks after the car's first International win in Ireland.

Among the touring cars B.M.C.'s Mini-Coopers dominated, Julien Vernaeve and Mike Wood winning the category and only being beaten overall by the two Escorts. Mäkinen, who had rushed back from East Africa to join his co-driver, Paul Easter, left the road about half-way through the rally and lost a whole hour while the Cooper S was man-handled by spectators back to firm ground.

The fortunes of the twenty British entrants were not too grand, for apart from the leading factory cars only one British crew scored a class win; Yorkshiremen Phil Cooper and Ken Deacon, who had been shrewd enough to take a 1071-c.c. Cooper S.

THE TULIP RALLY

Results :

Group 3 :

1st	: R. Clark/J. Porter (Ford Escort)	..	..	..	..	663.5
2nd	: O. Andersson/J. Davenport (Ford Escort)	..	..	..	..	668.6
3rd	: J. Lusenius/K. Letho (Datsun Fairlady)	..	..	..	..	809.7
4th	: G. Larrousse/M. Callewaert (Renault Alpine)	..	..	..	..	1,070.6
5th	: H. Mikkola/A. Järvi (Datsun Fairlady)	..	..	..	..	1,192.9
6th	: J. Tordoff/D. Griffiths (Porsche 911T)	..	..	..	..	1,536.9

Groups 1 and 2 :

1st	: J. Vermaeve/M. Wood (B.M.C. Cooper S)	..	..	..	..	790.0
2nd	: R. Slotemaker/J. Janssen (B.M.W. 2002)	..	..	..	..	825.2
3rd	: N. Koob/A. Kridel (Alfa Romeo GTA)	..	..	..	..	893.3
4th	: A. Sigurdson/I. Ström (Saab V4)	..	..	..	..	957.5
5th	: G. Kolwes/H. Heine (Volvo 122S)	..	..	..	..	1,139.7
6th	: Miss M-C. Beaumont/Miss C. Beckers (N.S.U. TT1200)	..	..	..	..	1,178.0

Class Winners : Clark/Porter (Escort), Lusenius/Letho (Datsun), Haxhe/Coolen (Daf 44), Cooper/Deacon (Cooper S), Vermaeve/Wood (Cooper S), Koob/Kridel (Alfa Romeo), Slotemaker/Janssen (B.M.W.).

* * *

Although this journal appears but once each month, schedules are such that this review has to be written before the date gets into double figures. Consequently, I am unable to say anything in this issue of the Austrian Alpine Rally which ended on May 19th. Naturally, the two European rivals—Porsche and Alpine Renault—will have taken part, but only one factory entry was received from Britain, and even that had a Swedish crew. Bengt Soderstrom and Gunnar Palm were entered obviously to get used to an Escort twin-cam before joining a full team of three cars on the Acropolis at the end of the month.

The Acropolis, which finishes on June 2nd, will be the next event to have a full complement of factory teams. B.M.C. will have two Cooper Ss for Mäkinen and Aaltonen and an Austin 1800 for Brian Culcheth. Tony Fall, the other member of Abingdon's team, will be away in Canada driving an Austin 1800 in the Shell 4,000 Rally. Paddy Hopkirk, who has had rather a quiet time in recent months, will be driving a Cooper S in the Canadian event and both men will have local co-drivers.

Both Porsche and Alpine Renault will have their regular drivers in Greece, Toivonen and Zasada for the German factory and Piot, Vinatier and perhaps Andruet for the French firm.—G.P.

BOOK REVIEWS

"World Car Catalogue—1968", edited by Sergio D'Angelo. 670 pp. 10½ in. × 9 in. (Iliffe Books Ltd., 42, Russell Square, London, W.C.1. 70s.)

This extremely useful reference work is out again, in current form, dealing with the cars of 1968. Not only does it contain specifications, performance figures and pictures of the World's catalogue models, but covers also prototypes and cars with special bodies. There are no fewer than 1,046 photographs and 64 line drawings in this bulky tome and the technical data cover servicing information and details of variations and optional extras in addition to the usual facts and figures. The cars of Russia and Australasia are included and the aforesaid special bodies are illustrated in colour.

This book will be of great service to writers, engineers and libraries and should be in every car factory. It is indexed by name of car, and by country and make, maximum speed and price, to facilitate quick reference under these headings and there is a section devoted to the history, structure and activities of manufacturers, with useful addresses. This is a book which looks, feels and smells good.—W. B.

"Motor Road Tests, 1967 Series", 295 pp. 11½ in. × 8½ in. (George Newnes Ltd., Tower House, Southampton Street, London, W.C.2. 21s.)

The 53 road-test reports from the *Motor* are now available in one soft-cover volume, in the form of reprints. These form collectively an invaluable reference work and a happy browsing medium. The cars tested range from Fiat 500F to Jensen Interceptor and the pictures and data about each are extremely comprehensive. From the tabulated data it is apparent that this welcome volume runs to some high performance cars, the fastest being the 138½ m.p.h. Jensen, the most accelerative over a s.s. ¼-mile the TVR Tuscan SE, in 14.1 sec. The most economical car tested was the little Fiat, at 43.6 m.p.g. But buy this absorbingly informative book for yourself. It would be a great pity if these annuals ever ceased to appear and we are informed that since last autumn *Autocar* has discontinued publication of its sister interim and yearly road-test books.—W. B.

"Ford versus Ferrari—The Battle for Le Mans", by Anthony Pritchard. 176 pp. 8½ in. × 5½ in. (Pelham Books Ltd., 26, Bloomsbury Street, London, W.C.1. 35s.)

This is a straightforward account of the battle by Ford of America to win the Le Mans 24-hour race against Ferrari from 1964 until their victory in 1966, repeated in 1967, after which they announced their withdrawal; Ferrari having won the race outright since 1960, and been victorious three times before that. Thank goodness an Englishman, not an American, tells the story!

Pritchard does so without drama, preferring a simple factual account of this recent and interesting period of Le Mans history. He provides a brief history of the race as a background and also gives the history of Ferrari, Ford and Cobra. The technical factors of the modern Ferraris and of the Ford GT40 are covered and then separate chapters describe the races of 1964 to 1967. The book has the merit of being right up to date, because a Postscript deals with the change in the capacity limits which have ruled out the participation of the 7-litre giants by stipulating a maximum of 3-litres for Group 6 prototypes and 5-litres for Group 4 cars and some of the politics behind this, which does not put Dean Delamont of the R.A.C. in a very favourable light.

There are also appendices listing the showing of "works" Ferraris in sports-car racing from 1964 to 1967, ditto for the "works" Fords, the specifications of Ferrari 275LM and P4 and Ford GT40, Mk. II and Mk. IV cars, and the winners on distance of all the Le Mans races from 1923 to last year. So this is a worthwhile specialist history, illustrated with 36 photographs, five of them by MOTOR SPORT, of appropriate cars and drivers.—W. B.

Pirelli Ltd. have issued a booklet "Car Tyre Care and Maintenance" to coincide with the new Laws relating to tyres. It is available free, on mention of MOTOR SPORT, to Pirelli House, 343/345, Euston Road, London, N.W.1.

To make sure the customer gets the right octane petrol for his engine, B.P. have issued a booklet giving the correct grades for different cars. It is not entirely comprehensive but covers most popular makes. The only ones listed as needing 100-octane are the Aston Martin DB4GT, all Bentleys, the Lotus Elan, the Ford Cortina-Lotus and the 2000TC and 3.5 Rovers, all Rolls-Royces and R.-R.-engined Princess 4-litre Vanden Plas and the Triumph GT6 and 2-litre Vitesse. Those able to cope with 91-octane are given as Austin Metropolitan, Fiat 500s and 600s, Ford Popular, Prefect and Old Escort, Peugeot 403 and 403A, Renault R4 and R8, Rover 80 and 88, Saab 95 and 96, Standard Ensign and Vanguard IV, Vanden Plas Princess 4-litre but not, curiously, the VW 1200. For other makes ask for this booklet at your B.P. station—or the elephant sticker, apparently B.P.'s surely rather tame and belated answer to the Esso tiger.

Zahnradfabrik Friedrichshafen A.G., better known as Z.F., have brought out an interesting 63-page soft-cover publication about their products and how they are made, called "Gears in Mesh". It covers the history, from the days of when it supplied transmitting gears for Zeppelins and Germany's giant aeroplanes, to the modern products of the company, and contains many pictures of these, and of the factories in which they are made, and lists Z.F. service stations in the Federal Republic and abroad. Copies should be requested from Harold Ludicke (England) Ltd., 1a, Abbey Mews, N.W.8, mentioning MOTOR SPORT.

A booklet about the G.P. B.R.M. by A. F. Rivers-Fletcher is available free to MOTOR SPORT readers if they apply to the Public Relations Office, The Owen Organisation, York House, Empire Way, Wembley, Middlesex.

The latest owner's manuals in G. T. Foulis' series are "M.G.-B" by Stuart Turner and John Organ (36s.), "B.M.C. Minis—Maintenance, Tuning and Modification", by David Marshall and Ian Frazer, revised edition (32s.) and "Electrical Equipment of British Cars—How It Works, Maintenance and Fault-Testing and Remedy", by R. A. Hall (36s.). The publisher's address is: 1-5, Portpool Lane, London, E.C.1.

MINIATURES NEWS

Another advance has been made in the field of motor-car miniatures—Corgi have introduced detachable wheels, to add to all those other items like transparent screens, and sliding windows, and tip-up seats, and real doors, and reflecting lamps, and openable bonnets, and boots containing minute suitcases, and sliding driving seats and working suspension, etc. They have done this on a model under 3½ in. long, of a Mini Marcos 850 GT. Jacks can be pulled down from the body of the model to support it while its tiny wheels are changed. Each jack operates separately or all four can be used together; extending them releases the wheels, but when retracted they do not interfere with the working of the Corgi independent suspension. Apart from this innovation, which will probably have Dinky and Lesney thinking hard, this 86 mm.-long Marcos miniature has opening doors, opening bonnet with detailed B.M.C. transverse engine and sliding front seats, which are yet another innovation, while the wheels that are the great feature of this model simulate the Minilite magnesium-alloy ones seen on almost all racing Minis. This die-cast model is No. 341 in the Corgi Toys series and it sells for the U.K. retail price of 7s. 9d. The next step will be packets of interchangeable wheels to use with the new Corgi "Golden Jacks".

Another Corgi release is a car/trailer/boat miniature, featuring an Oldsmobile Toronado pulling a rigid angle-and-tube trailer on which is a Glastron Sportsman V-171 boat called "Swordfish" equipped with two Evinrude Fastwin 18 outboard motors. This is perhaps a bit of a stunt offering, complete with bathing-clad figures (one is a girl in a bikini) but the trailer reproduces even the riveted fish-plate assembly, the boat is said to float (which someone is sure to test in the bath) and the Toronado has retractable headlights and the usual Corgi detailwork. The outfit is 9½ in. in length and costs 13s. 11d. retail in the U.K. Ask for Corgi Gift Set No. 36.—W. B.

FORMULA TWO LIMBOURG G.P.—continued from page 500 in the 1,600-c.c. division was Moser with a brand new Tecno-Cosworth, although this Swiss has already been seen in Vogele's private Formula One Brabham-Repco this year.

In practice the lap record took a tremendous hammering and 12 competitors, including private Brabham drivers Ahrens and Lambert, bettered it. Top of the list was Rindt, who did 1 min. 28.1 sec. with his Brabham, with Amon 0.1 sec. slower, then came Beltoise in the Matra.

At the start of the first heat it was Beltoise who led with Rindt in hot pursuit, and this situation continued for five laps when a Matra driveshaft broke, leaving Rindt firmly in the lead. From then on the race leadership was never in doubt, and the Austrian sailed home 10 sec. ahead of Amon with Irwin driving yet another good race to take third place from the similar car of Redman. Rees, Widdows and Gethin took the next three places, finishing in a tight bunch. Ickx just crawled across the line in his Ferrari with fuel injection trouble and was classified eighth. Piers Courage crashed heavily but was uninjured.

So to part two, which started sensationally, for Redman, from the second row, made a hasty start, caught Rindt's back wheel and spun him round. A fuming Rindt was soon under way and carving his way back through the field. The two Ferraris were out in front with Ickx leading Amon and Irwin in the Lola shadowing them. Rindt lowered the lap record to 1 min. 27.5 sec. and by lap 17 of the 24-lap race had taken Irwin and moved into third place, although the remarkable Pescarolo, who made a pit stop in part one, managed to hang on to Rindt.

With Rindt now in third place there was a very interesting situation on the cards. If Rindt held his position he would finish up with a first and a third, giving him 4 points, and if Amon held station he would have two second places, also giving him 4 points, but Rindt would be the winner on a combined times basis. But if Ferrari could manage to get Amon ahead of Ickx, who was holding a 3-sec. lead, Amon would be the winner. But if such a manoeuvre was attempted Rindt might slip through, as he was gaining slightly all the time.

Ferrari team manager Gozzi waited until the last lap to give Ickx the sign to let Amon by, but either the Belgian wanted to win the race in front of his home crowd, or just did not see or understand the sign, for he did not slow. So Ickx won just ahead of Amon, with Rindt third but the overall and deserving winner. Pescarolo was fourth and Irwin fifth.

On final positions the order was Rindt, Amon, Irwin, Ickx, then Redman, who had been penalised a minute for his hasty start. The race certainly proved one thing, when the next Formula Two race is held on June 3rd, the Ferraris are going to be the cars to beat.

A. R. M.

Combined Results—Two Races of 100.8 Kilometres:

1st	J. Rindt (Brabham-Cosworth FVA)	4 pts.—1 hr. 11 min. 51.8 sec.
2nd	C. Amon (Ferrari-Dino V6)	4 pts.—1 hr. 12 min. 01.5 sec.
3rd	C. Irwin (Lola-Cosworth FVA)	8 pts.—1 hr. 12 min. 32.1 sec.
4th	J. Ickx (Ferrari-Dino V6)	9 pts.—1 hr. 13 min. 59.4 sec.
5th	B. Redman (Lola-Cosworth FVA)	12 pts.—1 hr. 14 min. 18.8 sec.
6th	R. Widdows (McLaren-Cosworth FVA)	12 pts.—1 hr. 14 min. 33.0 sec.
7th	P. Gethin (Chevron-Cosworth FVA)	16 pts.—47 laps
8th	A. Rees (Brabham-Cosworth FVA)	16 pts.—47 laps
9th	H. Pescarolo (Matra-Cosworth FVA)	16 pts.—44 laps
10th	A. Walker (Lola-Cosworth FVA)	19 pts.—46 laps
11th	M. Mosley (Brabham-Cosworth FVA)	23 pts.—45 laps
12th	J. Oliver (Lotus-Cosworth FVA)	24 pts.—45 laps
13th	G. Lawrence (McLaren-Cosworth FVA)	28 pts.—37 laps

Fastest lap: Rindt, 1 min. 27.5 sec.—172.142 k.p.h.

Retirements: J-P. Beltoise (Matra-Cosworth FVA), K. Ahrens (Brabham-Cosworth FVA), P. Courage (Brabham-Cosworth FVA), D. Bell (Brabham-Cosworth FVA), S. Moser (Tecno-Cosworth FVA), C. Meek (Brabham-Cosworth FVA).

21 starters — 13 finishers.

THE THINGS THEY SAY . . .

"Lincoln long featured a completely disappearing top (it vanished into the boot) and all American convertibles insist on a top that at least settles below the waistline. Then Rolls brings out a convertible that should be the last word in refinement, and what do you get? A clumsy jutting-up affair that makes one wonder whether the designers even grasped the problem, let alone sought an answer."—*Penthouse*, writing about the Silver Shadow Park Ward convertible. They go on to criticise the way in which the turn-indicator repeaters on a Silver Shadow look like "a do-it-yourself accessory, screwed on the sides slabang in the middle of nowhere".

A BRILLIANT B.M.W. BUFFET

WHAT I mean is, we had a nice buffet lunch at the Wentworth Club on May 9th, not after playing a round of golf at this maze-like stock-brokers' estate-cum-course, but after driving the new B.M.W. 2002.

This is an impressively spacious, very nicely finished, very eager 5-seater saloon, for which B.M.W. Concessionaires (G.B.) Ltd. claim that it can be compared, favourably, in terms of performance, petrol economy and most other qualities, with cars of up to 3½-litres. During the short drive I took in one it reminded me immediately of the excellent handling characteristics we so enjoyed last year in a Frazer Nash-B.M.W. TI, and the smooth, responsive 2-litre engine and excellent gear-change were appreciated. This B.M.W. 2002 made my well liked Rover 2000TC seem dull and sluggish for a mile or two.

I also took a brief drive in a B.M.W. 1600, which, far too new to press hard, left the impression of being a very taut, handleable small saloon, nicely appointed, but with a "difficult" clutch. And what a horrid gear-lever knob . . .

Of an excellent buffet lunch I remember Mr. Blackburn of B.M.W. saying they used to employ the slogan the "Unbeatable B.M.W." and he thought perhaps, with the advent of the 2002, this should become the "Brilliant B.M.W." And I remember a very nice-looking mini-skirted girl, who had won some caravan rally or other by using a B.M.W. to pull her van, helping with a raffle in which my ticket was one number below hers, which won her a prize. I remember the other two prizes going to two guests from our table, at which the only other occupant held a ticket which was also one number below a winning number—so it was a good table to occupy.

I remember that the prizes were big model B.M.W.s incorporating tiny radios, which reminded me that there is nothing new under the sun or the stars, because many Christmases ago I was given a similar Ford Falcon model with a Japanese radio in it, which still works effectively. I remember driving home in the Rover and going straight off to Wales in a Mazda and I remember thinking what fun it is that motor cars of much the same size, outward purpose and price are, in fact, so different technically.

It was a good buffet—and the B.M.W. 2002 is an outstandingly good car!—W. B.

WIND-UP MINI WINDOWS

AN interesting Mini conversion for greater convenience and, perhaps, some added distinction, is now being offered by Tilling Automotive Ltd., of 6, Adam & Eve Mews, Kensington, W.8. This is a wind-up door window kit, doing away with the standard two-piece sliding type. The kit contains toughened Triplex glass cut to shape and with a regulator channel ready-fitted, all necessary channels and screws, felt weatherstrips, polished wood trim and fillets, winding gear and handles, and all necessary fixing screws and Biff rivets. The window fits with a small metal blank plate filling the forward corner of the aperture, and a fixed quarter-light is provided for the rearmost 3 in. or so. The standard door trim panel is replaced once the new window and its mechanism is in place, and is held and finished off rather nicely by the polished wood strips provided.

Fitting time is about 3-4 hours, the most arduous job, unless one has a power saw, being cutting a slot along the top of the door body to let the new weatherstrips and glazing in. One obvious drawback of fitting this type of window is that the normal "odds boxes" let into the doors have to be blanked-off, but the conversion is most effective, the example we tried operating very smoothly and, with the fixed rear quarter-lights, being quite efficiently draught-exclusive when wound down. Price is £12 complete, with fitting extra.

REFORM!

Last year we illustrated a road junction near Llandrindod Wells at which drivers were ordered by a fine outbreak of "signitus" to HALT, STOP and GIVE WAY. When passing that way last month we were cheered to see that only one sign of this kind is now displayed at this junction and that it reads, like the painted word on the road surface, STOP.

The first car to seriously challenge the Rover 2000 in five years.

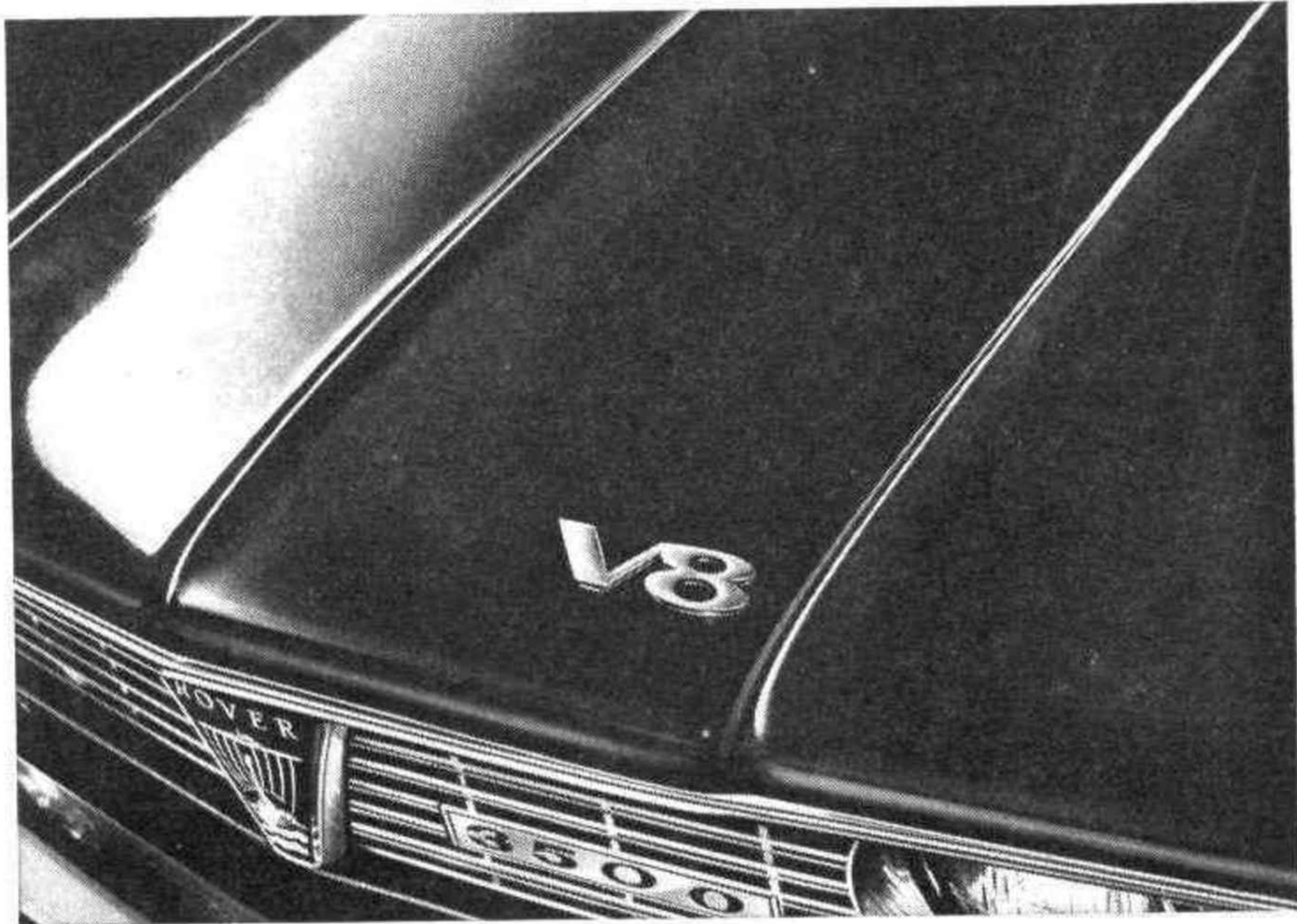
In 1963, when the Rover Company introduced the Rover 2000, the Observer's motoring expert Gordon Wilkins concluded his report on the new car with this quote from a Continental critic . . . "the first truly excellent car produced in Britain."

The transformation which occurred with the production of the Rover 2000 TC three years later went far beyond a mere increase in power. Autocar's Road Test explained . . . "A lot of extra performance is provided by the engine changes, which enable the truly fine road-holding of the 2000 to be enjoyed even more." The internationally respected U.S. journal Car and Driver headed its Road Test with this statement: "We have driven a Rover 2000 TC for nearly 3000 miles, on all kinds of roads and in every kind of weather, and we believe that it is absolutely the best sedan that has ever been presented in the pages of this magazine. We think it's an automotive milestone."

The ROVER THREE THOUSAND FIVE now emerges. The transformation is complete. And astonishing. Power flows from its new 3500 cc engine as effortlessly as from a tidal wave. The road-holding attains new heights of achievement. The whole car acquires a character previously associated only with truly exotic machinery and unattainable sums of money.

Smoothness is a starting point. In fact this characteristic is so complete in every aspect that its true merit can almost be overlooked due to its unobtrusive nature. Driving the ROVER THREE THOUSAND FIVE is an uncommon experience. The car absolutely refuses to intrude. Accelerating, cornering, braking . . . all can be indulged in to an incredible extreme. Yet the driver remains unaware that any effort has been made. No exertion is demanded. None is noticeable from the car itself.

Potential dangers can be left safely behind, unsuspected bends taken, with an acceleration and cornering power that few non-racing drivers have experienced. With as little concern and as much automatic control as is



involved in moving one's legs when walking. In short, with the new THREE THOUSAND FIVE V8, Rover have not only taken car engineering into a new generation—driving itself has been transformed. It is unlikely that drivers of this car will ever be willing to return to anything less in future.

The new THREE THOUSAND FIVE V8 power unit weighs approximately the same as a Rover 2000 engine. Yet it develops 184 b.h.p. at 5,200 revs. per minute. Moreover, the V8 configuration has made possible a design which delivers its power with remarkable smoothness and tremendous torque at low engine speeds. Acceleration from rest to 70 m.p.h. takes 13.1 seconds. Overtaking from 50 m.p.h. to 70 m.p.h. takes just 6.1 seconds.

An automatic gearbox transmits the power. By using the Lock-up position a degree of manual control is possible within specified speed ranges. Specially developed 4-wheel disc brakes with a giant servo stop the ROVER THREE THOUSAND FIVE from 80 m.p.h. in 4.5 seconds, without a trace of nosedive, loss of adhesion, or directional instability. And they perform reliably, time after time, without fading.

As recently as November 1967, an Autocar report on the Rover 2000 drew attention to the fact that it has repeatedly been described as "the world's safest car." The new Rover THREE THOUSAND FIVE possesses all of the features which earned this reputation. And all of the quality engineering and attention to details which have built for the Rover Company its reputation. In this respect, predictably . . . a Rover is still a Rover.

ROVER 3500

Price £1,790.19.5 (including P.T. ex works). The Rover Company Limited, Solihull, Warwickshire.



LETTERS FROM READERS

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

"SPORTOMATIC"—A DIFFERENT VIEW

Sir,

In a number of magazines lately they have been testing the Porsche 911 "Sportomatic" and I have yet to see a favourable report. This absolutely amazed me as I consider the "Sportomatic" the greatest thing since instant coffee. It has all the advantages of an automatic which is so necessary in England in these days of sloth and yet keeps the advantages of a manual box on a sports car when one is abroad or risking one's licence at home.

I admit that it drops a little off the top speed, though this seems less on the "S" than on the reported 911, and that aesthetic acts such as "heel and toeing" and "double declutching" can no longer be demonstrated—and about time, too, as they are both substitutes for poor mechanical development and should not be necessary in this modern day and age.

I have owned a number of quick cars ranging from the expensive noise of a Ferrari, whose clutch pedal was so heavy I had to have my left trouser leg let out on all my trousers after a few weeks, to the Elan, and I have never in my life had fun with a car. My drive through the mountains around Perigueux in France on my way down to Pau the other week was the most exhilarating experience I have had for a long time.

I should finally just like to add that before I was completely at home with the Sportomatic it did take at least a couple of weeks and a couple of slight adjustments—and I believe that the testers would also have changed their minds if they had not merely reported on their first impressions.

I wish we could put the box on our formula car!

London, N.W.6. CHARLES LUCAS.

SHOPPING FOR A ROLLS-ROYCE

Sir,

I have been most interested in the writings in your very enjoyable magazine under the heading "Not for Commoners".

Some two years ago I purchased a 20/25 Rolls-Royce from a Purveyor of Horseless Carriages in the same manner as your correspondent William Fuller of Ontario, Canada, and, being a commoner, my experience was very similar.

I removed the engine from this car and stripped it completely for repairs. All bearings, main, big end and little end, had to be replaced as the sludge described so accurately by Mr. Fuller had dried and set hard in the oil passages through the crankshaft. Bearing clusters on the generator drive, starter, etc., had to be replaced, new rings, crankshaft grind, clutch relined, and last but not least I had to import a new cylinder head from England to replace the hopelessly cracked one fitted. All skeletons are now removed and the motor is running very nicely.

The car was in the coachbuilders here for two months having fibreglass removed and the panel beating carried out in a proper manner, rotten wood replaced where necessary, and numerous other jobs done to bring its condition up to description. I have also purchased four new tyres to replace the "new tyres" which were fitted. This winter I propose to remove the back axle to try and catch the wolf dog lurking therein.

As the car was described as having had its "bodywork renovated regardless of cost", and as being "ready to put straight into *Concours d'Elegance*", priced at £975, I can only suggest that perhaps Mr. Fuller was lucky to get such a bargain by purchasing his for £395. Timaru, New Zealand. OWEN JOHNSTONE.

VESTED INTERESTS

Sir,

In an attempt to reduce the friction caused by your obvious red herring labelled "signitus", I recommend the study of The Traffic Signs Regulations and General Directions, 1964, H.M. Stationery Office, price 12s. 6d. net, which should answer most of your questions. I modestly confess to being the intelligent person you are

looking for and agree to answer specific questions for a nominal charge, say, 9d. per word, as your advertising rates.

No usual disclaimers this time—I work for Franco Traffic Signs, who manufacture internally illuminated and reflective STOP and GIVE WAY signs to meet the conditions you nominate. Watchet. H. WYATT.

WAITING LIST?

Sir,

I wish to draw attention to Ford's advertisements of the new "Escort Twin-Cam" model, and particularly to the two full-page advertisement appearing in last month's MOTOR SPORT.

Beneath a mouth-watering picture and a sexually stimulating specification of the said car follow the words: "Now you probably won't be able to sleep tonight. Especially when you hear that most of the early models are heading for the export market."

What the last part of the quotation means, in fact, is that the Twin-Cam model at present unavailable in this country except to those people who can enhance its image through success in the competition field—Mr. Anybody, just try buying one!

The point of my letter is: why the hell advertise a commodity and a very desirable one at that, which is unavailable?

Hale.

K. G. WILCOX.

GOOD SERVICE

Sir,

I recently undertook to do some repairs to the suspension of my Morgan Plus Four. I sent an order, amounting to less than £4, to the Morgan factory at Malvern, by letter on a Tuesday afternoon. The following Thursday morning, less than 48 hours later, I received the parts.

Comparing this service to that which I've come to expect from some other motor companies, it makes a pleasant change to receive such prompt service in this age of mass production.

Who else gives such service? Rolls-Royce perhaps. Possibly, but there again a Morgan doesn't cost £10,000. Wenvoe. SHAUN GREGG.

Sir,

Recently I saw a report that B.M.W. sales in this country have increased threefold since the beginning of this year. With my recent experience of the service of their South-West agents, Chenhall's Garage, Paignton, I am not in the least surprised. One often hears tales of woe from people who have experienced great difficulty in obtaining spares for foreign cars. When I decided to overhaul my much-loved 1963 B.M.W. 700 coupé I was delighted to find all my spares dispatched by return post. My model has been obsolete for some years, and is the humblest in the B.M.W. range, so it speaks well of the service position for the fortunates who own the latest models. When I took my engine to Chenhall's for expert attention by the concessionaires I was most impressed not only by their efficiency but the courtesy and genuine concern of the staff. My only connection with Chenhall's Garage is as a satisfied customer. Bidford. R. J. DARK.

Sir,

Recently I bought a Quinton Hazell silencer system for my M.G.-E GT, which after fitting was found to be defective. I immediately got in touch with the company concerned, who without delay sent an inspector to examine the parts and, as a result of his report, agreed to refund me in full, not only for the parts, but also for the added expense I had incurred in fitting the system to the car.

I was impressed by this firm, which obviously feels that courtesy and after-sales service are as important as initial sales, and I shall not hesitate to use their products again when the occasion arises. London, W.11. JOCK BUTLER.



The Triumph 2-litre Vitesse...

If we told you it out-accelerates
and out-manoevuvres eleven sports cars*
would you believe us?



The Triumph Vitesse may be a four-seater, but it certainly doesn't act like one. In fact, 'Motor' calls it the sportsman's saloon. With its 2-litre, 95 b.h.p. engine she takes a mere 8.3 seconds to go from 0 to 50. But while surge is always there, noise never is. That's the beauty of six-cylinder motoring—you overtake so *quietly*.

Mind you, the Vitesse is far from being

just a straight-stretch performer. On fast corners, for instance, independent suspension keeps the wheels tight down on the road. All four of them.

You get this same security when you touch the disc brakes. Or handle the light, positive steering which gives you that fantastic 25-foot turning circle. So when you park, you can

slot the Vitesse in almost anywhere.

The price is equally impressive. For all this liveliness we ask just £872.5.0 for the saloon; £918.5.0 for the convertible, purchase tax included. And a test drive, remember, costs nothing. How soon are you going to become a Vitesse man? *Check the figures for yourself in 'Motor' Road Test Summaries.

A ROVER 2000TC IN CANADA

Sir,

Having read your recent comments regarding one year's motoring in the editorial Rover TC, I am prompted to forward the following summary of my highly satisfactory experience with a similar car over a like period. The writer's TC, purchased 50 weeks ago (1967 model, 41805438B, \$4,395.00 less \$1,975.00 for a 1966 Austin Cambridge traded-in) has now covered 22,947 miles with a very acceptable level of comfort, convenience, and cost. The latter is covered by the table, presented below, of all operating costs to date.

Item	Quantity	Cost
Gasoline	905 gal.	\$483.21
Oil changes (consumption nil)	9	32.02
Oil filters	4	27.25
Air filters	2	9.60
Greasing	4	3.90
Spark plugs	8	7.08
Points	1	1.90
Anti-freeze	9 qts.	9.70
Tyres	2 (at 20,268)	71.20
Routine service checks	4	74.00
		<u>\$719.86</u>
<i>Other repairs and maintenance:</i>		
Mileage	Item	Cost
2,584	Short in turn signal circuit	N/C—warranty
15,950	Windscreen wiper blades (heavy duty)	6.20
16,585	Burst radiator (\$9.00 cost, but	N/C—warranty
17,001	Front wheels balanced	2.00
17,589	Cold starting difficulties	6.00
18,630	Burst radiator hose	1.05
20,268	Wheel alignment checked	7.00
Various	Punctures (5) (All on Dunlop studded SP448)	9.00
		<u>\$751.11</u>
TOTAL OPERATING COST		

Added to the foregoing is \$113.00 for one year's insurance coverage (\$200,000.00 PL & PD, \$2,000.00 medical payments, \$250.00 deductible collision). Samplings of my log show that gasoline consumption, although averaging 25.35 m.p.g., has ranged from 21.60 for some urban winter driving to 32.88 for one 3,088-mile trip to the Canadian GP (motorcycles) last fall.

The body and trim are in prime condition after spending a mild winter in the open. There may be one square inch of rust in total on the body, but you have to look hard to find it. The only dent (right-hand front door) was caused when my father collided with my brother, who was riding my Norton 88/SS at the time in a town some 60 miles distant. No serious damage was suffered by either vehicle or driver. Discounting depreciation and insurance (the former because it varies according to the time the car is kept, and the latter as it varies so much according to the driver) the car cost 3.055 cents per mile to operate to date.

Minor annoyances are three: 1. The speedometer gearbox is often very noisy in cold weather, and the indicator "shivers". 2. The tachometer sometimes dances to its own tune, and reads twice what it should. 3. The gearbox is sometimes reluctant to engage first gear, and a firm hand is required. Leyland have advised me that the Canadian Service Manager will certainly be in touch with me about these matters on his next visit to this area. I should mention that the national sales agents have been very prompt and helpful in all situations that my local dealers have been unable to finalise, and are pleased to answer any questions from owners in a complete and pleasant manner. Although my experience may not be typical of all owners I hope that it will be valuable to any potential purchasers interested in road tests of substantial duration. I have even been on hand to test the "strength in adversity" claim, too. While being driven by a friend in a three-day-old TC identical to mine, we crashed into a tree at about 60 m.p.h., badly damaging the car (\$1,500.00), severely damaging the tree, and slightly damaging one occupant (cut knee from petrol res. tap). (Thanks to Irvin.)

Halifax, N.S., Canada.

PATRICK J. DOHERTY.

ROVER v. JAGUAR

Sir,

Congratulations to Rovers—at last they have managed to produce a car comparable to the Jaguar 3.4 and 3.8. It has taken them nine years to do it.

It has always amazed me that no one managed to produce a car with the performance, handling, comfort and looks of the 3.8 at any price, let alone under £2,000. Even now I can't see that the new Rover 3500 is that much better than my 1960 3.8. After 85,000 miles it will still out-accelerate the Rover, and it has a decent set of

instruments and some real walnut. The Rover dashboard is the sort of thing I would expect on an economy model—and that Formica on the doors is horrible.

I wonder how long it will be before anyone manages to produce a competitor for the new range of Jaguars. I have no doubt that when they are announced they will be another ten years ahead of Rover and most other manufacturers' present efforts.

Dorchester.

T. J. MILLS.

[Yes, but when will new Jaguar models appear?—ED.]

EATING ON M1

Sir,

With reference to "Cardboard Imitation" on page 360 of the March issue, your staff member did indeed make a mistake by calling at the particular Service Station. To regular users of the M1 it has the reputation of resembling a glorified camping site and is normally bypassed except in emergencies. However, if your colleague had travelled some 20 miles further north he would have reached the Mecca Village Service Station which is designed around the Robin Hood legend of Nottingham.

There he would have had a difficult choice of deciding whether to visit the warm, comfortable café with an extensive self-service menu or the luxuriously appointed Sheriff's restaurant which resembles the banqueting hall in Nottingham Castle. Here you can choose a table beneath a Sherwood Oak and be handed a menu written on a cardboard imitation 14th century scroll by Maid Marion (also imitation).

This restaurant, together with the "Horseless Carriage" in Norwich is probably the finest and best appointed for the motorist in the country, and I can personally assure your colleague of a wonderful prepared meal at either.

Mansfield.

M. L. WHITTLE.

[I haven't been served by the Maid Marion referred to. But I feel that after thrashing up M1 at a furious 70 m.p.h. I would find it more appropriate, if the flavour of the past has to flavour the food, to be served by a waiter (or waitress) dressed as a racing motorist of the 1920s. But thanks for telling us of a decent restaurant anyway.—ED.]

"TOP ITALIAN CARS IN BRITAIN"

Sir,

As a "long time" reader of your excellent magazine and, despite current conditions, a very enthusiastic motorist with more years and miles "on the clock" than I care to remember, I was most interested to read the article "Top Italian Cars in Britain".

Just a year ago this month I took delivery of my Lamborghini 400 GT, when it was immediately put into Messrs. Hoopers Ltd. for a right-hand drive conversion, and although they took about ten weeks they made a very good job of it. I enjoy the car very much and although my mileage these days is exceedingly small, my impression is that a better GT model would be very hard to find. It is quiet, docile yet terrifically potent. I tried three Ferraris before finally deciding on LAM 1, and I do not regret my choice. I have had excellent service from Lamborghini Concessionaires, who have always been most helpful in every way. Previous potent pieces of machinery included Porsche Facel Vega, Aston Martin DB5, and Bentley "Continental" (which incidentally, is still in the "stable"). I am also getting excellent service from the smallest member of my "trio", a Sunbeam Imp Sport.

The "Mulliner" Bentley is 1962 and can only be referred to as a "impeccable and incredible" car, having suffered from "nothing" during the two and a half years in my possession.

Esher.

BARRY GRAY.

Sir,

I was most interested to read your article about top Italian cars in Britain.

Peter Hampton says he has the second car in Britain and I am fairly sure I have the first. What surprises me about the people who have been interviewed is the very small mileage they have done on these cars. I brought my Lamborghini back to England in August

1964, and to date I have done 27,000 miles on this. The following April (1965) I bought a Quattro Porte Maserati which to date has done 23,000 miles. So far as the Lamborghini is concerned, I have had few confusions with this, which have been adequately dealt with by the Commendatore, with the possible exception of the back axle which they changed for me in 1967 and now makes more noise than the original one did. Otherwise, I like the original GT body because it has more room for luggage than the 2+2 and seems to me, with the 4-litre engine, to go very fast indeed.

My Lamborghini is fitted with a special chronometric speedometer and rev.-counter with a maximum hand on each and the speedometer has been checked by Smiths Competition Department and is right to $\pm \frac{1}{2}\%$ the engine revs. without allowing for tyre expansion. I find therefore I have no difficulty at all in doing indicated 148 m.p.h. This car used too much oil, but Tony Toccock completely overhauled the engine, fitting Hepchrome rings, and now the oil consumption is very good and the car is an admirable one for pub crawling and long-distance autostrada. So far as the rectangular headlights are concerned, I quite agree that these are perfectly impossible, so Tony Toccock changed these for four quartz iodine lights (Carello), all on for normal driving, centres out with the outers on for dip. This produces great confidence and no irritation for the oncomers. So far as the Quattro Porte Maserati is concerned, this definitely goes over 145 m.p.h. and with air conditioning it is the most comfortable car for four fat chaps that we know. Mine has independent rear suspension; the only disadvantage of this is that it makes rather a road noise and it uses up tyres fairly quickly. I changed the silly rectangular lights for four quartz iodine Carello.

I imagine that the new Quattro Porte without independent rear suspension has more room in the back and more petrol capacity and may have advantages over mine, but at the present moment I see no point in changing.

Barnet Instruments Ltd., Codicote.

ROBIN GRANT.

WEST SUFFOLK COUNTY LIBRARY

Sir,

It might be interesting to find out how many vehicles belonging to local authorities have defective brakes, lights, etc.

It has taken the recent legislation to convince the West Suffolk County Council that they should no longer use bald tyres (see enclosed card).

Dear Madam,
The Mobile Library will not be calling on Thursday, 4th April owing to difficulties in obtaining new tyres.
It will call again on Thursday, 18th April, 1968.

Yours faithfully,
W. Cutting,
Mobile Librarian,
West Suffolk County Library.

Newmarket.

R. E. PHUME.

ANOTHER "SHORT LIST"

Sir,

I work as a representative for an invalid carriage manufacturers who also sell racing motorcycles through a dealer network, and together with trips towing my own machines to trials and scrambles, I cover about 40,000 miles annually. What is the ideal vehicle for a hard task such as this? Obviously, if expense were not a prime consideration, a Mercedes-Benz 250 (or even the larger 280SE) would be ideal—but, with a bi-annual £1,500 available for the initial purchase, the answer seems to lie somewhere between a Volvo 144, a Rover 2000, a Triumph 2000, a Peugeot 404 or even a B.M.W. 1800. I have discounted B.M.C. 1800s, Renault 16s, VW TLs, Ford Corsairs and Cortinas, etc., as being too mass-produced and not carrying either the prestige, the performance, or the quality of the £1,300+ vehicles. Also dismissed for various reasons are the Jaguar 240, the Ford Zephyr range and anything that Rootes are able to offer.

After some 250,000 fairly high-pressure miles I have finally arrived at the perfect specification, but which is not offered in one package by any of the above makers—if only the "market researchers" would knock on my door! In an approximate order of priority the features are these:—

General Specification

1. Gearing high enough for 80 m.p.h. cruising—with or without trailer—but naturally only in thinking countries.
2. Fuel consumption of 30 m.p.g., coupled with a tank range of 350 miles, with the ability to run on low grade petrols.

3. The offer of a sunshine roof as a factory fitted extra.
4. Turning circle of 33 ft. or less.
5. Brakes that will stand up to high speed towing and that will last at least 30,000 miles before relining.
6. Robust and easily available towing hitch.
7. Fold down—sleepable on—seats.
8. Easy fuse changing.
9. Floor gear change and a practical handbrake. (If only the factories would realise that occasionally we are on an aerodrome just after it has snowed...!!)
10. Illuminated boot and engine compartment, irrespective of sidelights being on.
11. Heated rear window.
12. Electro magnetic fan.
13. "Hondability"—for our Castle-congested streets in parking be-metered boroughs I use a 50 c.c. fold up Honda monkey bike and a high boot waist-line can wreak havoc with one's "natty schmutter" when lifting the 100 lb. scooter up and in.

Interior Specification

14. Sensible lightswitch, and dipswitch easily to hand.
15. Dipping interior mirror that also covers whole of rear window.
16. Horn ring.
17. Availability of all black interior (trim etc.)
18. Powerful interior light linked to courtesy action with ALL doors.
19. Cigar lighter and cloak and decent ashtrays, preferably stainless, one to each door.
20. Radio fitment in the centre position with space under for tape recorder—also allowing easy provision for front or rear speaker or both.

Items such as radial tyres, alternators, trip speedometers, interior coat-hooks and single side parking lights are, I think, standard equipment on the five makes that I am dealing with; but three points that are so often overlooked *until it is too late* are the safety factor; the resale value, and both the price and ease of obtaining spare parts.

A few quick comments on the specification above will show that:—

1. }
2. }
3. }
4. } The Fuel Injection Peugeot is ahead on all these points particularly with regard to the sunshine roof at under £20. Against the conversions at £80 +.
5. }
6. }
7. }
8. }
9. } This round to Rover.
10. }
11. } All 5 makes score something, but none of them can claim to have all these features available.
12. }
13. } Rover again.
14. } To Peugeot, but this is an almost personal thing—like blowing the nose, etc.
15. } I bought a Jaguar mirror six years ago and have had to have it fitted to each new car in turn, as I took delivery.
16. } Peugeot again I think, but I am sketchy on the details of the others.
17. } Black is *not* possible with a Peugeot unless you pay £200 extra for a deluxe model—again I am sketchy about the others.
18. }
19. } No car is 100% on these, but Peugeot is strong on 19 and 20. Who likes plastic ashtrays and who can tune in to the Jimmy Young Show (in a Volvo) whilst wearing safety harness?
20. }

Regrettably, my prejudice has broken through whilst drafting the above and you will have realised that I chose the Injection Peugeot. This followed two earlier petrol models. Equally regrettable is the fact that before these I had a 1275 Cooper "S", two TR4s, an Alpine 1600 and a Zodiac Mk. III. Starting with the Ford and finishing pre-Peugeot with the Cooper. All purchased new and all expiring at just under 40,000 miles.

Not even 1,000,000 Frenchmen can all be wrong—the 404 has had an excellent production run—I await the 504 with some trepidation and considerable interest!

MIKE JACKSON.



TAILPIECE



CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

9d. per word (maximum number allowed 80)

Minimum Charge 9/-

Box Numbers, 2/6 extra.

Box No. Address:

"MOTOR SPORT,"
STANDARD HOUSE,
BONHILL STREET,
LONDON, E.C.2.

No insertion will be made unless prepaid. Copy received after first post on the 20th of the month will be held over until the next issue unless cancelled in writing before the 8th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

1962 JAGUAR E-TYPE FIXED HEAD. Radio, record player. Well above average. £795 or consider exchange. Tel.: Cleethorpes 63479. (3320)

ROLLS-ROYCE MOTOR CAR FOR SALE, 1930. Good running order. £495 o.n.o. Tel.: Nottingham 250614. (3321)

1935 HUMBER SALOON, 12 H.P. GOOD original condition, v.g. tyres. Sliding roof. £175. Box 0763. (3322)

LAGONDA, 1953. D.H.C. FLOOR GEAR change. New hood. Rebuilt engine, crank. Reliable, comfortable car. Price negotiable. Dr. Holland, Princess Margaret Hospital, Swindon. Tel.: Swindon 4141. (3323)

LOTUS ELITE. SPECIAL EQUIPMENT. Fine example classic model. 1962. £920. Would part exchange well-equipped 12755. Tel.: 863 2504. (3324)

ALFA ROMEO 1963 GIULIA SPRINT L.H.D. White. 33,000 miles, good condition. £450. Tel.: Park Street 3347. (3325)

1927/29 3/4 1/2-LITRE BENTLEY OPEN 4-seater. Non-original bodywork. Well-known competition car. Engine just rebuilt and requires running-in. Excellent condition throughout. £4,250 o.n.o. Full details on request to genuine enquirers. Box 0762. (3326)

LOTUS ELITE, 1962. £430 OR NEAREST offer. Bradley, 280, Whetstone Lane, Aldridge, Staffs. Tel.: Day 021-554 1827. Evenings Aldridge 52283. (3327)

1945 AUTO UNION F102, IMMACULATE, in chocolate brown and beige, 21,000. Extras include Blaupaunk radio, wind-back sunroof, wheel trims. Save £500. Now only £535. Mr. Whitlock, Holland (Essex) 3393 business hours. (3328)

DELLOW MK. III, 1954, IFS CONVERSION. Many competition wins in last four years. Five pairs special wheels. With road trailer if required. £140. Tel.: Nottingham 262309. (3329)

1962 JAGUAR 3.4 AUTOMATIC, GREY, immaculate. Colour photo available. Sell £450 or part exchange vintage tourer. French, 221, Scalby Rd., Scarborough. Tel.: 5967. (3330)

1967 ROVER 2000 TC, COMPANY director's car, chauffeur maintained. 18,000 miles. Immaculate condition. Arden green with buckskin interior, plus radio, seat belts, etc. £1,500. Phone Mr. Bates Shaw (Lancs.) 7641. (3331)

1966 GILBERN, ABSOLUTELY IMMACULATE, one owner. Gift, 1825. Finance arranged. 061-437 3737. (3332)

1937 4 1/4-LITRE BENTLEY SPORTSMAN'S saloon by Barker. New tyres, rebuilt by Hooper 1960. £450. Bradley, 46, Grainger St., Newcastle-on-Tyne. (3333)

RELUCTANTLY SELLING MY UNMARKED May, 1967, Motobaldet Elan coupé, burnt almond, k.o. wheels, Servo Inertia belts, 7,000 miles, taxed. £1,200. D. Barber, 9, Bathway Rd., Green Lane, Coventry. (3334)

M.G. NA. 1934, REQUIRES RESTORING. Offers. 180 Piper Hill, Colburn, Catterick Camp, Yorks. (3335)

CONVERTIBLE MINI-COOPER. Windows and all Offers around £300. Ottershaw (Surrey) 847. (3336)

M.G. TF 1500. BLUE, WIRE WHEELS, recently rebuilt. Recellulosed, rechromed. Laystall Lucas modification. Koni's, front discs, many extras. £450. Criddle, Westview Cottage, Ampleforth, York. (3337)

VAUXHALL 30-98 ORIGINAL VELOX. 1925. Balanced crankshaft. Second owner. Best offer. Hale, Tennessee Ave., Tarragindi 4121, Queensland, Australia. (3338)

M.G. J2. 1934. REBUILT, EXCELLENT condition. Garage full of spares, loathed to part. Irate parent needs space. £70 o.n.o. Lewis, "Stresa", Watchet Lane, Holmer Green, High Wycombe. Phone Holmer Green 3272 after 6 p.m. (3339)

A VERY RARE O.H.V. VERSION OF the S.S.1 tourer, 2 1/2-litre. Made 17th December, 1936. Only 105 were produced. Rewired and new gearbox. £600. Tel.: Dymchurch 3251/2. (3340)

FOR SALE—continued

1967 HONDA S 800 COUPE, 7,000 miles, as new. £745. Tel.: 01-890 5471. (3341)

ARIEL. 1924 10/4 TOURER, ONE PREVIOUS owner. Mileage 8,000, stored 29 to 53, 100 per cent original. M.O.T. till Oct., '68. Maker's handbook. £500. Tennant, Mariners, Bosham Hoe, Sussex. (3342)

KEN IS RELUCTANTLY SELLING HIS Super M.G. ZB for around £235. Loads of new and reconditioned parts. Find out more. Tel.: Staines 55381 after 6 p.m. (3343)

M.G. TF, 1500, 1954. COMPLETELY restored at a cost of £500. All parts new or reconditioned; 1,000 miles only and not yet run-in. Fitted radio, heater, spot lights, etc. Finished white with black interior. Taxed to March, 1967. £700 o.n.o. Elmhurst, Fairmile Lane, Cobham, Surrey. Tel.: Cobham 2485. (3344)

1967 E-TYPE JAGUAR FIXED HEAD coupé, white with dark blue interior, immaculate condition, no accidents, one owner, 11,000 miles since new. £1,700 for quick cash sale. Bailey, 13 Monks Rd., Lincoln. Tel.: 27977. (3345)

XK 120 ROADSTER, 1951. BEAUTIFUL condition, underseal, no rust. Four new Xs. Luggage grid. Marchal head and fog. £250. Box 0764. (3346)

TVR 1960. M.G.-A ENGINE. DOWNTON mods. Front suspension requires some attention. First offer over £230 for quick sale. Farnham Common 2191. (3347)

1939 M.G. VA TOURER, COMPLETELY rebuilt. Garaged for past eight years. All bills available. £200. Jones, 48 Old Mill Road, Coleshill, Birmingham. (3348)

TR4, 1962. VERY GOOD CONDITION, many extras, lots new. £425. West, 16 Ticks Park, Camberley, Surrey. Tel.: 22486. (3349)

ELAN CONVERTIBLE, 1967. ONE owner. Excellent condition, valuable extras. £1,150. Finchley 6594. (3350)

ALFA GIULIA SPRINT 1600, 1963. IMMACULATE dark blue Bertone coachwork. Engine just rebuilt and in peak form. Low mileage. Good Cinturatos, battery, radio. Fabulous little car, fast and economical. Unbeatable mint condition; £560. Walton-on-Thames 20527. (3351)

MORGAN 4/4, NOVEMBER, 1966. 20,000 miles, regularly serviced by Douglass's of Ealing. New Firestone Speedcat radial tyres, 1500 c.c. engine, rev counter, White, black interior, carefully looked after, never raced. £635. Reason for sale—arrival of new Morgan. Tel.: 01-940 0060. 49 Onslow Rd., Richmond, Surrey. (3352)

M.G. PA. 1935. PROFESSIONAL RE-build to original condition. New ash frame and body panels, reupholstered. This car is as new, not a worn part anywhere. Mechanical side still requires running-in. £450. 31 Denver Rd., Darford, Kent. Tel.: Dartford 24004. (3353)

SP250, 1960. GREEN WITH TAN UP-holstery. Bodily and mechanically superb. Many extras. Four new Cints. Taxed year. £425. Mills, Tel.: Reading 57321. (3354)

EX-RECORD-HOLDING 1100 c.c. JAP supercharged Cooper F 111. ZF diff., di Dion rear, converts to twin rears. Complete trailer, spare racing tyres, plugs, sprockets, axle. Offers, or exchange for short wheelbase, hardtop, Landrover, Seed, Bishop Thornton, Harrogate, Yorks. Tel.: Ripley 284. (3355)

MINI SHELL. SOME DAMAGE REAR and nearside front wing, easily repairable. Complete with subframe and suspension, £20. Trailer suitable for carrying Mini. Two wheels, new tyres, overrun brakes, ball hitch, ex-caravan, £25. Minivan M.O.T., good tyres, £65. Must clear garden, so very near offers considered. Eversley (Berkshire) 2542 after 6.30 p.m. (3356)

ASTON MARTIN 2-LITRE S/C 2/4-seater. B.R.G. Red interior. £250 spent during last 7,500 miles, including engine rebuild. £575 o.n.o. Quest, "Old Chimneys", Cubert, near Newquay, Cornwall. Tel.: Crantock 312. (3357)

FOR SALE—continued

ABSOLUTELY IMMACULATE M.G.-A 1600. Dozens of spares. Quick sale. £295. Tel.: 021-KIN 4421. (3358)

1927 "OXFORD" RUNNING CHASSIS. Ideal for spares. £35. Gunnislake, 458 Cornwall, Evenings. (3359)

MINI JEM 850. 1,000 MILES ONLY. Dunlop SP Sports. Full harness seat belts, 2 spot lights, 3.4 diff. £650. H.P. terms available. Also Lancia Aprilia, new tyres, spares, needs carburetter. Offers. Box 0765. (3360)

1963 OLDSMOBILE F-85 CUTLASS TWO-door sport coupé. Creamy white, tan interior, 3515 c.c., aluminium, V8 engine, automatic transmission, 33,000 miles, excellent white wall tyres, left-hand drive, show room condition. Price £695. Phone Mr. Huntsinger before 6 p.m. at 01-572 0714 or after 7 p.m. at Walton-on-Thames 22970. (3361)

RILEY 2 1/2 1948. M.O.T. APRIL, 1967. A real car. £65. Herne Bay 61611. Evenings. (3362)

1951 BUICK, OWNER'S HANDBOOK. Mint condition. Offers. J. Lightstone, 20 Lansdown Place, Cheltenham. (3363)

FORD GT FIBREGLASS SPECIAL. 10 h.p. engine. Completely rebuilt professionally. New engine, not run-in. An enthusiast's dream. Taxed. M.O.T. £195. Seen Birmingham. Ring evenings 021-454 2561. (3364)

1933 MORRIS MINOR TWO-DOOR saloon. Taxed. M.O.T. cert. Also similar four-door saloon as spares. Seen Bath. Offers for both to: Hoskins, "High Chiltern", Warrendene Rd., Hughenden Valley, Bucks. (3365)

HEALEY 3000 "61" MK. I, RED, O/D, W/W. Seat belts, Ruddspeed com. Soft and hardtop, Xs, all-round genuine paintwork. For sale at £385 o.n.o. H.P. possible. Tel.: Southend-on-Sea 558566 after 6 p.m. (3366)

1967 CORTINA GT LOWERED 5 1/2 J/S; G.800s. Laminated screen, automatic belts, alarm, Motalita, Radiomobile. Pristine condition. Best offer secures. Upminster 28007 (Essex). (3367)

SUNBEAM TIGER, 1965, IMMACULATE. In midnight blue. Hard and soft tops. £645. Selvey, Sussex, 2923, after 6 p.m. (3368)

ALL-BLACK M.G.-B. 1967. 16,000 MILES. O/drive, wires. New 165 Cints. Folding hood, radio, seat belts, fog spot, rev. lights, leather wheel, Speedwell console, anti-theft lock, full and short tonns, race a/r bar, tow bar and electric. Excellent condition. Genuine reason for sale. Why pay £1,160 for a new car to this spec? Buy this one and save £300. "Wheelwright Cottage", Combroke, Warks. Tel.: Kington 531. (3369)

M.G. TF 1500. IMMACULATE, FLAME red. Reconditioned engine, heater, five new Cinturatos. £375. Ian Sidey, Robinswood, Effingham, Surrey. Tel.: Bookham 5241. (3370)

1952 ASTON MARTIN DB2. EXCELLENT condition. Rebuilt engine not run-in. History available. £350. 44 Melton Drive, Edgbaston, Birmingham, 15. (3371)

1932 RARE SPORTS TWO-SEATER Morgan. Rough condition. Engineless. £40. Bamber, 8 Mount Drive, Saltdan, Brighton. (3372)

TRIUMPH VITESSE. 1596 C.C. SALOON, 1965 (July). Red and cactus. Full instrumentation. New Michelin X tyres and tubes. £40 worth of extras. 18,600 miles. Maintained at high standard. £545. Rose, 42 Sandyhurst Lane, Ashford, Kent. (Tel.: 22779.) (3373)

AUSTIN SEVEN 1936 RUBY SALOON. Full mechanical refit completed. Very smart car, coach finished in black. Good tyres. M.O.T., taxed. £79. Tel.: 01-226 3883. (3374)

1931 AUSTIN 7, RESTORABLE, WALLIS, 11 Mallings Rd., Gretton, Corby, Northants. (3375)

FOR SALE—continued

FIAT 1100, 1961. TWO-TONE GREY. Immaculate condition. Undersal. Safety belts, many extras. £160. Tel.: Witham 2307. (3376)

ALFA ROMEO, 1937. 2.3, F.H.C., beautiful Pininfarina body, immaculate condition, all independent suspension, triple Webers, new tyres, taxed and M.O.T. next April. £750. Harvey, Sutton Court, Stanton Lacy, Ludlow. Tel.: Scitton 250 (Evening 021-FDU 2529). (3377)

M.G.-A 1600 MK. II, 1962. RED ROADster. Very good condition. Usual extras. Owner maintained and pampered. £395. Storry, Tel.: Pitlochry 393 business hours. (3378)

LAGONDA DROPHEAD COUPE, 1952. 2.6-litre Aston Martin engine. Very good all-round condition. Radio and heater. £250. (3379)

1955 "R" BENTLEY AUTOMATIC sports saloon. 1947 Mk. VI saloon. 1935 Austin 7 "Nippy". M.G. TF two-seater. 19 Oakleigh Park North, N.2. (3380)

ALVIS SPARES. 12-50S, SILVER Eagles, Firefly, 3-litre, Offers, De Dion 8 h.p. 1906. Inlet valve, speedometer, mirror, instruction book type A.L. Offers. Fabrique Nationale four cylinders in line 5-6 model motor cycle engine, early 900s. Foers, 62 Lister St., Rotherham. (3381)

LANCIA FLAMINIA, 1963, SILVER grey. New engine 6,000 miles. Excellent condition with full history available. Cost over £3,500 new. Accept. £725. Tel.: 01-584 4929 office hours. (3382)

TWO 1935 3 1/2-LITRE BENTLEYS. PARK-ward D.H.C., plus Mulliner saloon. £475 the pair. Stitt, 838 Oxford Gdns., London, W.10. Tel.: 01-969 2325. (3383)

1932 ALFA ROMEO SUPERCHARGED 1750. Short chassis, sloping radiator. Sporting Zagato-styled F.H.C. Aluminium body. Very original. Engine rebuilt. Offers around £1,500. Serious enquiries to Box 0766. (3384)

GINETTA G.5, HIGHLY MODIFIED. 1595. Rodger, 940 7584, Day, She., W.00, Ex. 2353. (3385)

M.G. TF 1500. BODY EXCELLENT. NEW Chrome and weather equipment. Mechanics sound. £425 o.n.o. Tel.: Office 01-739 3464, ext. 501. Home 01-373 3406. (3386)

TR3A, '59. METALLIC BLUE. BRAKES, engine just overhauled. Makes B owners embarrassed at being left behind. Very smart rustfree example. £260. Tel.: Esher (Surrey) 64386 evenings, week-ends. (3387)

1928 AUSTIN CHUMMY TOURER. CON-cours condition. Reluctant sale to pay 12/50. £250. Tel.: 01-467 2728. (3388)

1927 ROLLS-ROYCE 20, ORIGINAL. Very good condition. Dignified and amusing limousine by Hooper. Known history. £875. Also 1927 chassis almost complete for spares, including engine, tyres, etc. Tel.: Midhurst 2139. (3389)

1964 ELAN. WHITE, HARDTOP, HOOD, tonneau, c/r gears, low mileage, second car. Immaculate. £645. Dyer, Tel.: 01-GLA 3376, extension 6025. 9 The Ruffs, Bushey Heath, Herts. (3390)

1934 MORRIS 16/6 OXFORD. GOOD condition. 190. Tel.: Mr. Adair 529 7279 (9-5.30). (3391)

1924 3-LITRE BLUE LABEL BENTLEY. Excellent original Vandean Plas touring body. Perfect mechanics. £1,900. Also 1926 Lea Francis. £300. 149 Highbury Quadrant, London, N.5. (3392)

1939 AUSTIN BIG SEVEN FOUR-DOOR saloon, all complete (drove well last time out). Needs new battery, some minor bodywork renovations original. Just the pre-war car for the collector. Offers to Edward's Jewellers, Whitechurch, Salop. Tel.: 2461. (3393)

VERY SPECIAL GILBERN GT. BUILT at works to special specification. Chev. 4, racing engine, full synchromesh gearbox. Power-look axle, discs all round. Dunlop racing wheels and tyres. Fully trimmed. Only done approx. 200 miles. One of the fastest four-seater cars in this country. £1,100. Ken Wilson, 70, Nolton St., Bridgend, Glam. (3394)

MINI-COOPER, 1962. IMMACULATE throughout. New gearbox, SP3s, special dash, radio, rev counter, many other extras. £265 o.n.o. Tel.: Ashted 2841. (3395)

SUNBEAM TALBOT, 1956. MK. III. Overdrive, two owners, carefully maintained. £80 o.n.o. Taylor, 48 St. Agnes Rd., Birmingham 13. (3396)

1931 ROVER 10 SALOON. ARTILLERY wheels. Good order. Poor tyres, untaxed. £35. 20 Preston Ave., North Shields, Northumberland. (3397)

AUSTIN HEALEY 3000 MK. III CON-vertible, 1964. Excellent condition, wire wheels, overdrive, spots, etc. Taxed. M.O.T. £635. Exchange considered. 56 Arnside Rd., Bestwood, Nottingham. (3398)

BRISTOL 403. RECONDITIONED EN-gine and gearbox, twin-speaker radio, im-maculate finish. Large amount of spares. M.O.T. 1969. £495 o.n.o. Mr. Hughes, "Tynwald," St. John's Ave., Thorne, near Leeds, Yorks. (3399)

95 HP REGISTRATION ATTACHED TO immaculate red 1960 Mini. £140 o.n.o. 14 Copnor Grove, Yardley, Birmingham 26. (3400)

M.G.-A 1958 COUPE. GOLD. OIL cooler, Servo discs, ice detector, Cinturatos. £260 o.n.o. Tel.: Kenilworth 59933. (3401)

Photographs

MOTOR SPORT photographs (Black and White only) from this and past issues are available at the following prices:

6 1/2" x 8 1/2" ..	4/6 each	16" x 20" ..	27/- each
8" x 10" ..	6/- "	20" x 24" ..	37/- "
12" x 15" ..	12/- "	20" x 30" ..	42/- "

"Art-Pull" colour prints (same size only) as published, card mounted and glazed—7/6d. each. Similar black and white photographs available of most colour pictures published.

When ordering please state (BLOCK CAPITALS) your name and address, month of publication, page number and beginning of caption of the picture you require, size required and amount of remittance enclosed. Prices include U.K. postage, please add extra for overseas orders. Post to:—

MOTOR SPORT, STANDARD HOUSE,
BONHILL STREET, LONDON, E.C.2

DRIVE WITH CONFIDENCE

DO ALL YOUR OWN REPAIRS WITH AN-EASY-TO-FOLLOW

Workshop Manual

*Makes repairs & maintenance easy as ABC *Gives you step-by-step instructions *Makes you independent of the garage *Saves £££s in repair bills *Gives complete repair and servicing data *Packed with easy-to-follow illustrations

Large, 10"x8" pages - clear, easy-to-follow charts and diagrams, each step simply explained



There's only one way to be confident that repairs are done properly - do them yourself! And you *can*, when you own your car's Workshop Manual. It's the home mechanic's 'bible', full of the detailed guidance you need to do a perfect job every time. And think how much money you'll save when you never have to pay heavy labour costs again!

COMMON SENSE If you strip down a component without knowing what to expect, you're bound to hit trouble. So it's common sense to study the Workshop Manual and keep it by you throughout the whole job. The instructions are simple, the photos clear, the diagrams helpful. Perfect for the near-beginner or experienced amateur mechanic, the Manuals are so full of money-saving tips and time-saving short cuts that they pay for themselves in no time.

LOOK HERE FOR YOUR CAR'S MANUAL

ALFA ROMEO Giulietta, Giulia, 2600, all versions	40/-	HILLMAN Imp, all versions, inc. vans	40/-	STANDARD 10, inc. vans, 1954/61	40/-
AMERICAN CARS, all makes and models, 1957/68	80/-	HUMBER Hawk, 1957/62	45/-	STANDARD Vanguard 11, 111, specify	40/-
ASTON MARTIN 1921/58, all models	65/-	JAGUAR 2.4, 3.4, 3.8, 1, 11, 1955 on	55/-	STANDARD 8, 10, 12, 14, inc. vans, 1939/48	40/-
AUSTIN Mini, Cooper, Cooper S, inc. vans, 1959 on	40/-	JAGUAR Mk 7, 8, 9, XK, 120, 140, 150, 1948-61	55/-	SUNBEAM Rapier, Alpine, all versions, 1955 to August 1965	40/-
AUSTIN A30, A35, inc. vans, 1951 on	40/-	JAGUAR 1, 2, 3, 1946/48	45/-	TRIUMPH Herald 948, 1200, 1250, Spitfire 1, 11, 111, Vitesse, Vitesse 2 litre, 1959 on	45/-
AUSTIN A40 Farina 1, 11, 1958 on	40/-	MERCEDES BENZ 180, B, D, DE, C, 190, B, C, DC, SL, 220, SE, SEB, 300D, 300SL, 230SL, 230S, 250S	40/-	TRIUMPH TR2, TR3, TR4	45/-
AUSTIN HEALEY Sprite 1, 11, 111, 1958 on	40/-	MESSERSCHMITT KR200, KR201	40/-	VANDEN PLAS Princess 3 litre 1, 11, 1953/64	45/-
AUSTIN 1100, 1963 on	40/-	MG Midget 1, 11, 1961 on	40/-	VAUXHALL Victor 111, 101, VX4/90, 1961 on	40/-
AUSTIN A55 Mk 11, A60 Cambridge, 1958 on	40/-	MG 1100, 1962 on	40/-	VAUXHALL, others, specify	50/-
AUSTIN A40, A50, A55, 1954/58	40/-	MG, all models, 1929 on, specify	40/-	VAUXHALL Viva HA, all versions	40/-
AUSTIN A40 Devon, Dorset, Somerset, inc. vans, 1947/54, specify	40/-	MORGAN, all 4-wheeler models	40/-	VOLKSWAGEN 1200, (inc. Transporters), 1300, 1500, 1600, specify	40/-
AUSTIN A99, A110, 1, 11, 1959 on	45/-	MORRIS Mini, Cooper, Cooper S, inc. vans, 1959 on	40/-	VOLVO PV444, 445, 544, P1800, all versions	40/-
BEDFORD 10, 12, 15, 17 cwt and HA vans, inc. Dormobile, 1958 on, specify	40/-	MORRIS 1100, 1962 on	40/-	WOLSELEY 1500, 1550, 1560, 16/60, specify	40/-
FIAT 500 (except F), 600, 1100, 1200, 1500, 1800, 2100, 2300, 1953 on	40/-	MORRIS Oxford V, VI, 1959 on	40/-	WOLSELEY 6/99, 6/110, 1, 11, 1959 on	45/-
FORD Anglia, Prefect, inc. vans, 1959 on	40/-	MORRIS Oxford 11, 111, 1954/58	40/-		
FORD Anglia, Prefect, Squire, Escort, inc. vans, 1953/59	40/-	MORRIS Oxford 11, 111, 1954/58	40/-		
FORD Classic, Capri, all versions, 1961/64	40/-	MORRIS Minor MM, 11, 1000 (inc. 1098cc engine), inc. vans, 1948 on, specify	40/-		
FORD Consul, Zephyr, Zodiac, 1, 11, inc. Consul 375, lowline, 19 cwt, vans, 1950/62	40/-	MORRIS Eight E, Ten M, inc. vans, 1938/48	40/-		
FORD Corsair, all versions, inc. V4, 1963 on, specify	40/-	PEUGEOT 403, 403B, 404, 1955 on	40/-		
FORD Cortina, all versions, 1962 on, specify	40/-	RENAULT Gordini, Caravello, Floride, RB, 1956 only	40/-		
FORD Popular, 1959/62	40/-	RENAULT 750/760, 1947/61	40/-		
FORD Zephyr 4/6 Mk 111, Zodiac Mk 111, 1963/65	40/-	RILEY, all models 1946 on, specify	40/-		
GOGGOMOBIL T, TS, TL, T300	40/-	ROVER 60, 75, 90, 95, 100, 105, 110, all versions, 1950/64	45/-		
HILLMAN Minx, all models, inc. vans, to August 1965, specify	50/-	SIMCA Aronde, Elysee (Flash engine), 1152/63 OK Montlhery (Flash engine)	40/-		

money-back guarantee!

If you are not satisfied that these manuals will save you £££s in repairs, hours of time - your money will be refunded in full.

IF YOUR CAR IS NOT SHOWN

give details in the coupon. We have thousands of manuals in stock covering every British, American, and Continental car, even pre-war. Send Order/Enquiry Form for free descriptive quotation without obligation. Or for even faster service, phone Brighton 66166 (STD Prefix OBR3)

ORDER HERE AND NOW BY MAIL OR PHONE

By mail: Convenient return-of-post service. Post your Order/Enquiry Form below and enclose exact amount shown in table (post and packing are FREE) or ask for despatch by C.O.D. You pay postman on receipt. All manuals sent by return.

By phone: For immediate despatch - call Brighton 66166 (STD Prefix OBR3) and ask for Dept MO25. Orders sent immediately by C.O.D. and enquires dealt with at once over the phone.

AUTOBOOKS
-cut the cost of motoring

**THIS
COUPON
SAVES
YOU £££s**

Hurry!
**Post it
today!**

TO: **AUTOBOOKS LIMITED**
BENNETT ROAD · BRIGHTON · BN2 5JG

Please send me by return:

*Workshop Manual *Descriptive Quotation for my

Year..... Make..... Model.....

*I enclose cheque/P.O. (crossed and made payable to Autobooks Ltd.) value.....

*Send C.O.D. I will pay postman *Delete as necessary

NAME.....

ADDRESS.....

MO25

BLOCK LETTERS PLEASE

GO CONVERTIBLE!



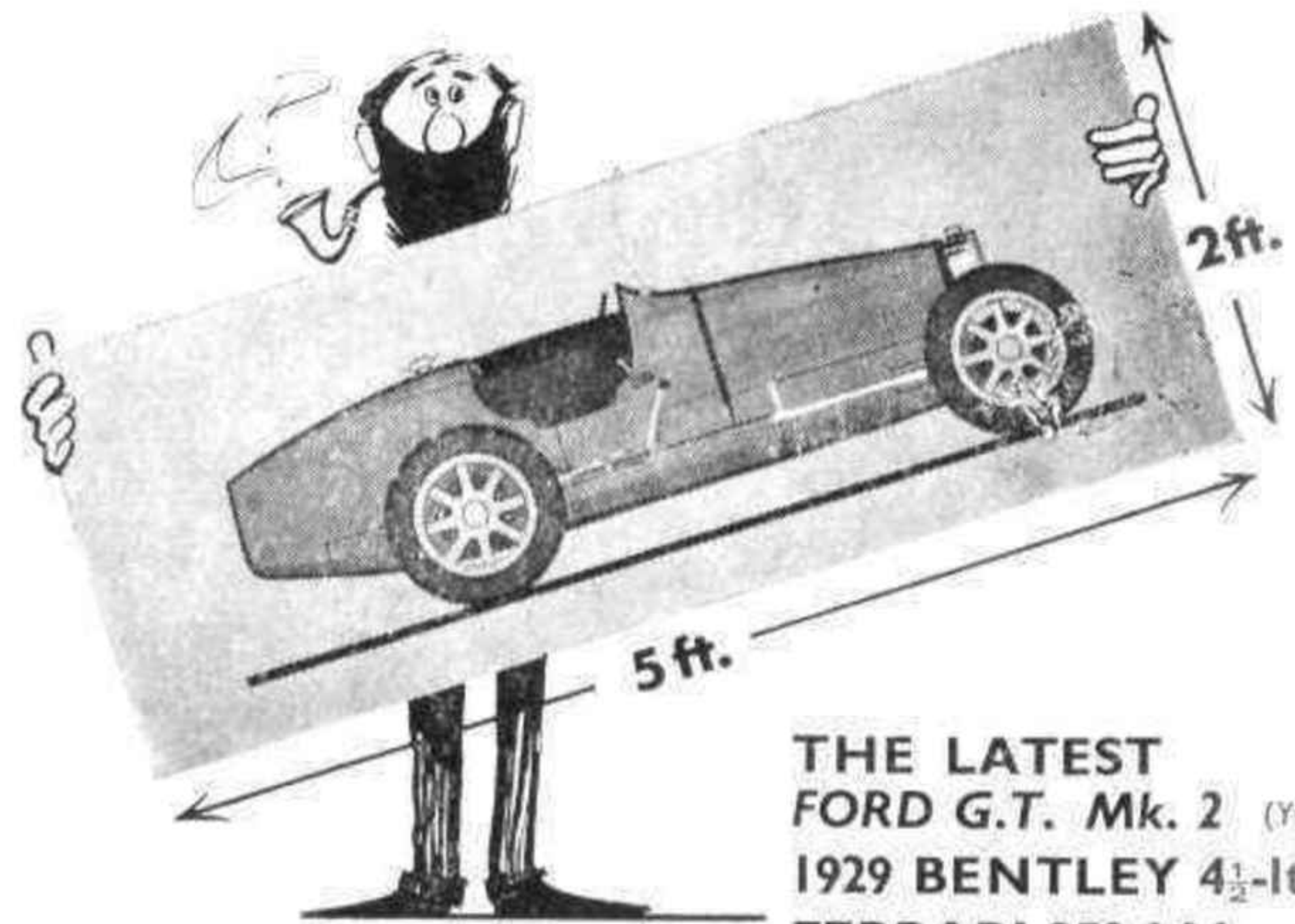
MAKE YOUR
M.G.-B, M.G.-C, Midget, Sprite or Spitfire the perfect all-weather car

FRAME CONVERSIONS
NOW AVAILABLE IN KIT FORM

Phone or write for full details, or call and see us

SOLDERING INSTRUMENT COMPONENTS LTD.
Adcola House, Gauden Road, Clapham, London, S.W.4
Tel: 01-622 0293

Size JUMBO PRINTS



THE LATEST
FORD G.T. Mk. 2 (Yellow)
1929 BENTLEY 4 1/2-ltr.
FERRARI 250 LM.
BUGATTI TYPE 35

it's a lot of picture for **10/-** (plus 1/- P.P.)

for sheer impact and colour they want a lot of beating, and they cover a lot of wall quickly!

from:

John J. McConnell
6 Barnmead Road, Beckenham Kent.



Tel: 01-778 0264

MAIL ORDER TODAY

MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2 or phone 01-836 5376

New Books	
WORLD CAR CATALOGUE 1968	74/6
DRIVECRAFT	45/6
FERRARI - Hans Tanner (3rd)	60/-
THE AUSTIN SEVEN	54/6
THE 6c 1750 ALFA ROMEO	54/6
THE GRAND PRIX CAR 1954-66	110/6
THE FUN OF OLD CARS	89/6
STYLE AUTO NO.15 (Soft Covers)	45/-
MOTOR RACING IN SAFETY (The Human Factors)	38/-
WEBER CARBURETTORS	16/6
AUTOMOBILE YEAR NO. 15	79/6
BMC MINIS - Tuning/Mod/Maint	35/6
CARS & CAR CONVERSIONS TUNING MANUAL - A Directory of Tuning Equipment	16/6
THE GREAT CARS - R. Stein Photos by Burnside	67/6
THE MG STORY - Wherry	45/-
THE JAGUAR STORY - Wherry	45/-
MGB (Owners Maintenance & Tuning Manual)	40/-
MOTOR RACING YEAR 1967-68	25/6
AEL ARMS & ELBOWS - Ireland	32/6
THE GRAND PRIX CAR (1906-53) by Laurence Pomeroy	Vol. 1: 74/6 Vol. 2: 94/6
RETURN TO POWER - The Grands Prix of 1966-1967	38/-
THE ROLLS ROYCE MOTOR CAR - Bird & Hallows	109/6
MY LIFE & MY CARS - Bentley	45/-
GRAND PRIX BUGATTI - Conway	67/6
BUGATTI - le pur-sang des automobiles - H.G. Conway	88/6
THE BUGATTI STORY - Bugatti	40/6
ALFA ROMEO - Hall & Slater	54/6
LE VANTURE ALFA ROMEO - DAL 1910 - Luigi Fusi	96/-
JAGUAR - A Biography by Lord Montagu of Beaulieu	45/-
THOSE ELEGANT ROLLS ROYCE - Coachwork 1907-1919	109/6
RILEY - A Production & Competition History of the pre 1939 Riley Motor Cars	48/6
LAGONDA IN THE THIRTIES	34/6
MG 1929-34	14/6
MG 1935-40	14/6
MG 1940 - 1947	14/6
ALVIS IN THE THIRTIES	14/6
BENTLEY IN THE THIRTIES	14/6
VINTAGE BENTLEY BOOK	14/6
ANOTHER VINTAGE BENTLEY BOOK	14/6
CAR PROFILES - Bound Volumes	74/6
VOL. 1 1-24	67/6
VOL. 2 25-40	88/6
VOL. 3 41-56	88/6

ROLLS ROYCE IN THE TWENTIES	14/6
ROLLS ROYCE IN THE THIRTIES	14/6
AUTOMOBILE ENGINE TUNING	27/6
DESIGN & TUNING OF COMPETITION ENGINES - SPORTS CAR ENGINE - Its Tuning & Modification	39/6
CAR PERFORMANCE & THE CHOICE OF CONVERSION EQUIPMENT	27/6
SCIENTIFIC DESIGN OF EXHAUST & INTAKE SYSTEMS. CARBURETTORS & FUEL INJECTION SYSTEMS. TUNING A MINI - Trickey	48/6
FORD TUNING MANUAL	14/-
DESIGN FOR COMPETITION (750 Motor Club Publication)	16/6
RACING & SPORTS CAR CHASSIS DESIGN - Costin & Phipps	32/6
GLASS FIBRE AUTO BODY CONSTRUCTION SIMPLIFIED	25/3
RESTORATION OF VINTAGE & THOROUGHBRED CARS	53/-
THE TECHNIQUE OF MOTOR RACING - Tarriff	38/6
GUIDE TO COMPETITION MOTORING	17/-
HIGH PERFORMANCE DRIVING FOR YOU	17/6
ROADCRAFT - Police Drivers Manual	4/6
ADVANCED MOTORING - S.A.M. Manual	11/-
THE ART & TECHNIQUE OF DRIVING - Moss/Carson	27/6
SCIENTIFIC Manuals	
Austin Mini 1950 on, Mini Cooper 1961 on, Mini Cooper 'B' 1963 on (includes Morris Mini)	40/-
Austin 1100 1962 on (includes MG, Morris 1100)	40/-
Jaguar 1 1/2, 2, 3 1936-1948	45/-
Jaguar 2.4 Mk. I 1955-1959, 2.4 Mk. II 1959 on, 3.4 Mk. I 1957/60, 3.4 Mk. II 1960 on, 3.8 Mk. II 1959 on	55/-
Jaguar Mk. VII 1950-1956, Mk. VIII 1956-1958, Mk. IX 1958-1961, XK120 1948-1956, XK140 1954/57, XK150 1957-1961	55/-
MG TC 1945-1949, TD 1950-1951, TF 1953-1955, MGA 1500/1600, 1955-1962	40/-
MG 1100 1962 on (includes Austin, Morris 1100)	40/-
Morris Minor 1000 1956	40/-
Morris Mini 1959 on, Mini Cooper 1961 on, Mini Cooper 'S' 1961 on (includes Austin Mini)	40/-

Morris Minor 1000 1948-1952, Minor Series 11 1952/1956, Triumph 130 1952-1955, TR3 1955-1962, TR4 1961 on	40/-
AUTOPRESS - Manuals	
Austin A40 Farina 1, 11 1958 on	40/-
Austin A30/35 including 1098 cc.	40/-
Austin A55 Mk. 11, A60 Cambridge	40/-
Austin Healey Sprite 1, 11, 111	40/-
Ford Anglia 100E, Prefect 100E (includes Squire-Estort Van)	40/-
Ford Anglia 1959 on, Classic 1961 on	40/-
Cortina 1962 on (including GT and Lotus), Corsair (including GT)	40/-
Ford Consul, Zephyr, Zodiac 1, 11, 1AC Lowline and Consul 375	40/-
Hillman Imp All Versions (including Singer Chamorro)	40/-
MG Midget 1, 11, 1961 on	40/-
Triumph Herald 940/1200/12-50, Spitfire 1/11/111; Vitesse 1600 & 2 litre	45/-
ELFRINK - Manuals	
PORSCHE TECHNICAL MANUAL (1950/64)	45/-
VW TECHNICAL MANUAL (1950/64)	45/-
CLYMER - Manuals	
HEALEY OWNERS HANDBOOK (109/6-3090)	45/-
MGA-MGB OWNERS HANDBOOK	45/-
SPRITE/MI/MIDGET 1 OWNERS HANDBOOK	36/6
RENAULT OWNERS HANDBOOK (Dauphine/Caravelle)	36/6
TRIUMPH TR2/TR3 OWNERS HANDBOOK	45/-
VOLKSWAGEN OWNERS HANDBOOK (All Beetles Inc. 1500)	27/6
VOLVO OWNERS HANDBOOK (P444, P445, P544, 1228, F1800)	45/-
MOTOR S-AUTO REPAIR MANUAL - All U.S. Cars 1962-68	89/6
1,150 Pages, 3,800 pictures and diagrams.	
MANUALS AND OTHER BOOKS	
Send your address of your car and we will advise you of the price for a suitable manual or handbook. Now specialists in Aeronautical books - send for list.	
Send 2/- for Illustrated Catalogue	

Anti-Glare Glass Tint
Double pack includes Glass Cleaner and 12oz aerosol can of tint in Green, Blue and Smoke-Gray.
24/- 3/- op

KLAXON HOOTERS
The 'KLAXET' - can be heard 250 yards away in still air.
6v. or 12v. D.C. **£6. 18. 0.** + 4/6pp

EL-GI Ferrari P-4
Radio Controlled, Length 42cm
3 Channel Control, giving STOP, START, LEFT and RIGHT.
Speed 60 m./minute
£19. 19. 6. + pp 6/-

HOT PAINT
HIGH TEMPERATURE (1500° range) PROTECTIVE COATING
For spraying or brushing on engines, exhaust manifolds, silencers etc. Attractive matt finish easily cleaned with soap & water. Available in ten colours: White, Black, Yellow, Red, Brown, Green, Blue, Orange, Grey and Silver.
1/2 pint **12/-** + pp 1/-
1 pint **40/-** + pp 2/-
1 gal **£5.50** + pp

ABARTH EXHAUSTS GIVE MORE GO!
At least 7% improved performance. Amazing boost with added economy. Fixing brackets to car makers specs. Over 100 types available.
MGB **£15. 19. 6**

BONNET LOCKS
BMC Mini (all models) 19/9 + 2/6pp
BMC 1100 MK. I 19/9 + 2/6pp
BMC 1100/1300 MK. II 22/6 + 3/6pp
BMC 1800 25/- + 2/6pp
FORD CORTINA MK. I 19/9 + 1/6pp
FORD CORTINA MK. II 29/6 + 1/6pp

COTEL Mechanical Stethoscope
39%
Pinpoints all hidden and frustrating causes - eliminates guess work and unnecessary dismantling.

Reflective NUMBER PLATES
HTL 417 F
Aluminium head plate/Rat digits
1 pc. 7 FIGURE PLATES: **76/6**
(Less 1/3 per digit for 3vcs) + 4/6pp

COLORTUNE tuning kit for all variable jet carburettors
Instant colour check on the mixture reaching each cylinder. The fastest do-it-yourself tuning check.
Can be used over and over again. Complete with connecting leads, spacer, cleaning fluid and instructions.
75% OFF 1968

PSW CARB TOOL KITS for SU and STROMBERG
Designed to fit all S.U. Carburettors to test and adjust 1) Piston for free movement 2) Centering the jet 3) Synchronizing 4) Mixture strength 5) Fuel level.
SU Twin Carb set **£119.0**
SU Triple Carb set **£26.6**
Stromberg Twin Carb set **£119.0**
+ 1/6d. p.p.

*** Special Double Offer**
TWIN CARB-SET/COLORTUNE combined price **£5. 2. 0.** + 2/- p.p.

Motometer SYNCHRO TESTER
For immediate synchronization. An essential instrument for all who have twin carbs.
110/- + 2/- pp.

You can tell an Indi-chrome wheel

It's the only one beautiful enough to go around stark naked



Indi-chrome and Indi-alloy wheels are a welcome innovation for the purist. Built to the highest standards, they add a sleek new efficiency to the appearance of any car. Both feature a sculptured alloy centre section finished in matt black with aluminium faces, Indi-chrome having chrome plated steel rims and Indi-alloy polished alloy rims.

Indi-chrome 5½J x 10" £8.8.0 per wheel

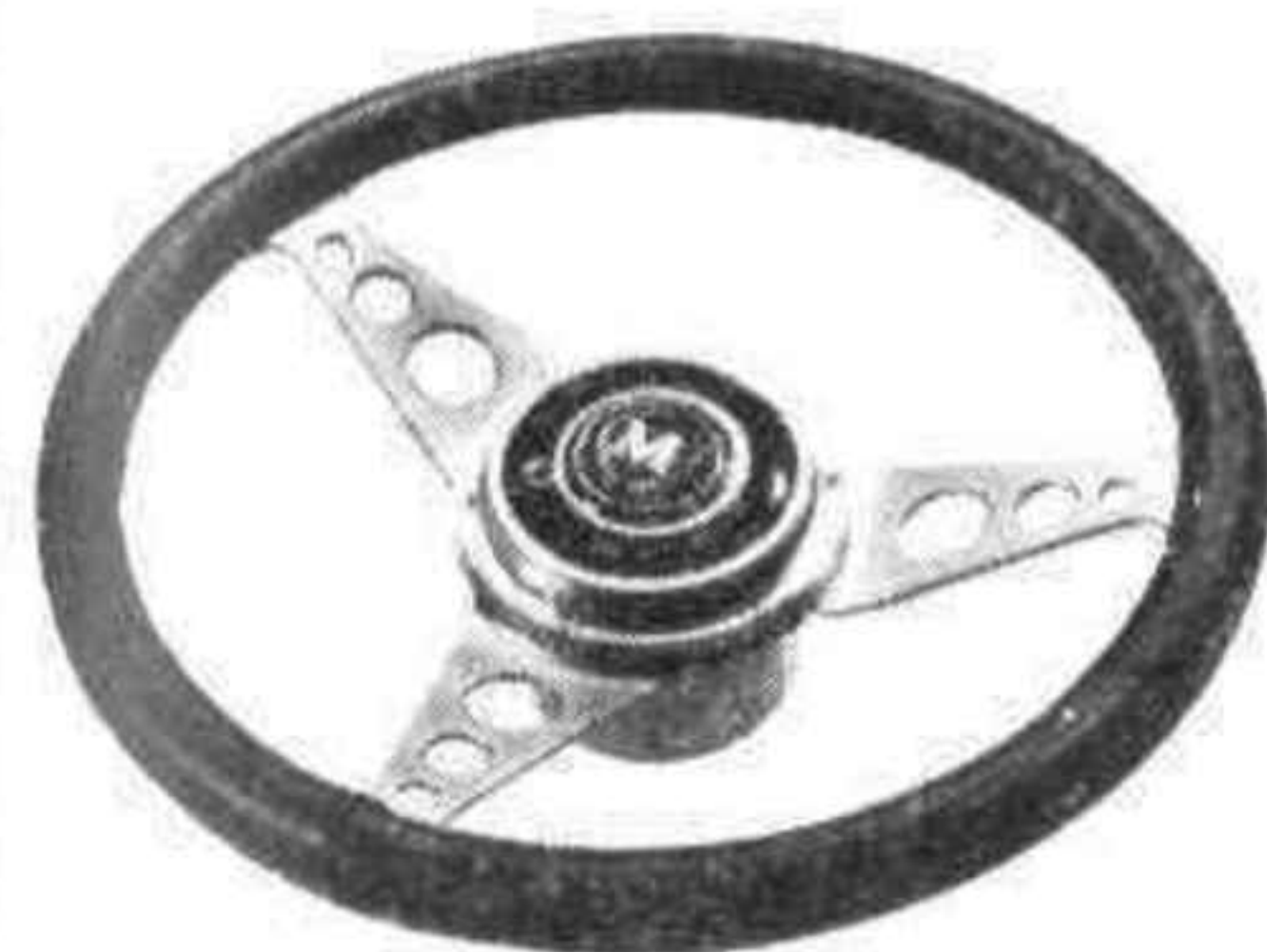
5½J x 12" and 13" £9.9.0 per wheel

Indi-alloy 5½J x 10" £9.9.0 per wheel

5½J x 12" and 13" £10.10.0 per wheel

Prices include set of large diameter chrome wheel nuts. 5½J x 14" Indi-chrome and Indi-alloy wheels available on special application.

Sole concessionaire South of England



"A well-finished wheel."
Autocar, 28th December
"A most comfortable grip."
Motor, 6th January

FANTASTIC RAPIDE

13"/15" diameter Wood or Leather Rim Wheel. This is the "break-through" in steering wheel design and prices! Superbly made polished alloy wheel and boss with wood or hand-stitched Connolly hide rim.

UNBEATABLE PRICES

13" £5.15.0 15" £6.10.0 (P/P 7/6)

Models available: Mini, 1100, Herald, Spitfire, Sprite, MG-B, Anglia, Cortina, Imp, New Escort, VW (Beetles), Viva.

JUNE IS SEATMONTH at SUPER ACCESSORIES

Surround yourselves with comfort with a genuine 'RALLY' seat cover. Sit in, not on, your seat — converts existing seats into 'bucket style' quickly and easily. Stop sliding around. 'RALLY' seat covers mean you remain stationary while your car does the moving. Extra comfort, extra control, improved handling.

Usual price 5 gns.
Seatmonth price **65/-** each (P/P 5/-)

Finished in black leathercloth with aerated centre section, available most popular makes.



Personalise your Anglia with a complete width facia. Raised centre console for subsidiary instrument, black side faces for matching around standard, or for remounting non-standard instruments and fittings. Finished in black grained fibre-glass as standard **£5.5.0** each Super Accessories price

FAMOUS STEBEL AIR HORNS

STEBEL ARMONY MOTIF

5 trumpets. Choice of fabulous Colonel Bogey and La Cucaracca. 6v. or 12v. Fantastic Opportunity. **£14.15.6** (P/P 9/-)

STEBEL GT ARMONY

Triple Horns operate together or in fanfare sequence at the flick of a switch. 6v. or 12v. **£7.19.6** (P/P 9/-)

STEBEL PRINCESS SPRINT

Twin Trumpet Air Horns with Compressor. **79/6** (P/P 7/6)



SUPER ACCESSORIES

367 Lewisham High Street, London, S.E.13. Tel: 01-690 4691
Also at: 385 London Road, Croydon, Surrey. Tel: 01-684 101



0-70 in 12.5 seconds!

The Minister of Transport has yet to find a reason why you can't do it-

We'll show you how you can.

Escort GT + Supercharger = Escort Super Sport £875

Escort GT + 1600 GT engine = Escortina 1600 GT £895

Send for full details today.

Shorrock Supercharger Installations: Give you the best value-for-money power increase: The only bolt-on conversion that can give you up to 40% more power from 1500 r.p.m. right through the rev range. Kits easily removed when required or transferable with a conversion kit to a car of similar capacity. Send for full details, in our catalogue.

Allard Suspension Kits:

Designed to improve performance by better road-holding.

Stage 1. Touring suspension kit. Includes complete suspension lowering kit and anti-roll bar.

Anglia/Cortina/Corsair, £9.10.0 + 12/6 P & P

Stage 2. Touring suspension kit. As for stage 1, plus two anti-tramp bars and a pair of adjustable rear shock-absorbers.

Anglia/Cortina/Corsair, £24.0.0 + 25/- P & P

Stage 3. Sports suspension kit as for stages 1 and 2, plus Firmaride front suspension struts and set of four 4½J wheels.

Anglia, £51.15.0 + 40/- C & P
Cortina/Corsair, £50.15.0 + 40/- C & P
(£2.5.0 extra for 5½J wheels.)

THE ALLARD MOTOR COMPANY LTD.

51 Upper Richmond Rd., London, S.W.15 01-874 2333

ALLARD

PERFORMANCE CENTRE

Anglia 997	£59.0.0
Escort 1100/1300/1300 GT	£60.0.0
Mini 850/998	59.0.0
BMC 1100	59.0.0
Sprite/Midget	60.0.0
Herald 1200	59.0.0
Triumph 1300	59.0.0
Viva	59.0.0
VW 1200/1300	67.0.0
Renault R.8 1100	59.0.0
Hillman Imp	63.0.0

Escort: Anti-tramp bars, £3.18.6 each + 7/6 P & P. Wheel spacers, £3.5.0 pair + 6/- P & P. Suspension lowering kit, £6.5.0 + 8/6 P & P.

Allard Engine development, Dynamometer test and tuning facilities, for all types of engine development and testing. Formula Ford 1,600 cc engines from £175. Ring John Hume at Bolney 475.

Send 3/6d. P.O./cheque for 50-page Catalogue — refunded with first purchase of £1 or over.

ALLARD

this can is loaded ... with a carboy of battery water



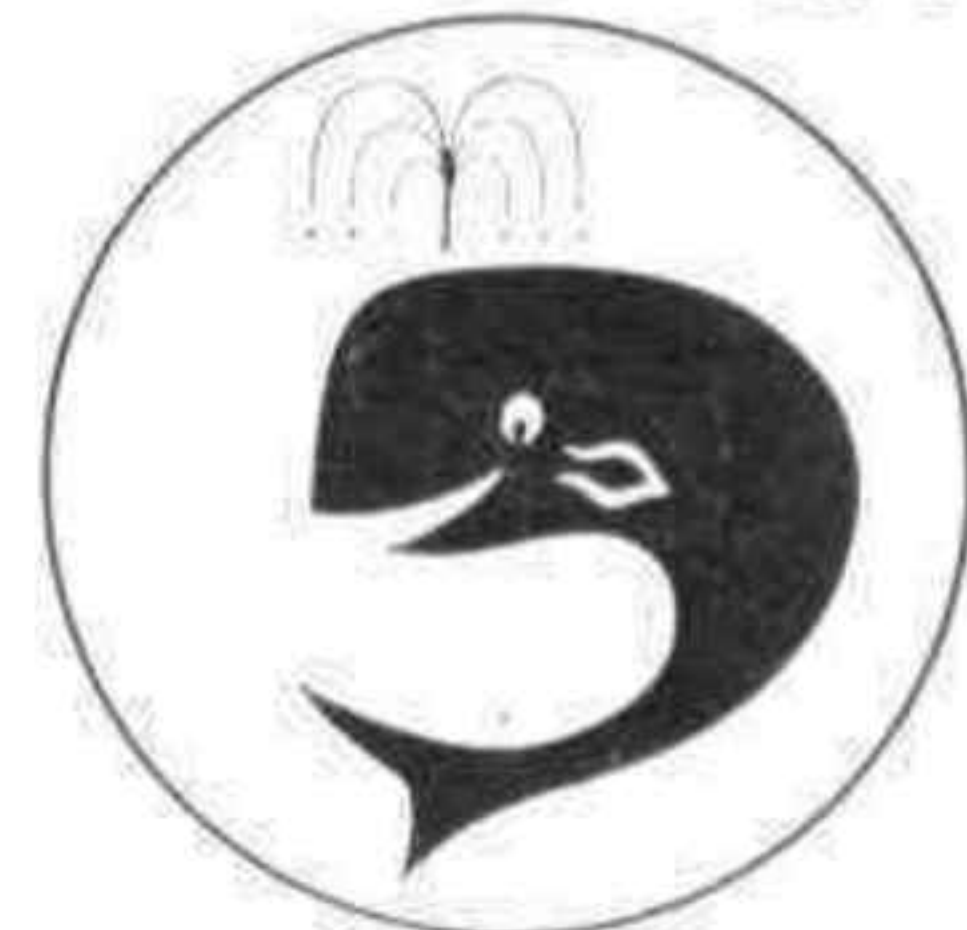
The Elgagan hangs on the wall, saves space and avoids waste. Turn on the tap for purified water—instantly. The amount is never less than 10 gallons—in most areas output is much more.

Built-in purity meter clearly shows water quality and exhaustion point—when the Elgagan is changed within seconds. Elgagan water is approved by the leading battery manufacturers. Also it costs much less.



PRICE OF DISPENSER AND INITIAL ELGAGAN £10-15-0

REPLACEMENT CANS, EACH £1-0-0



A MEMBER OF THE ELGA GROUP

Want to know more? Just write or 'phone:

Elgastat Accessories Limited

LANE END, BUCKINGHAMSHIRE. TELEPHONE: LANE END 601

SPONSORS OF THE VINTAGE CAR OF THE YEAR SHOW

bring back flogging

Been taking it easy lately? Frightened of going into the red? Forget it. STP Oil Treatment will protect your engine. Go on — enjoy yourself. Put your boot down — hard — and often. Really flog it now and again — without worrying.

STP is specially treated pure oil — it is slippery and very, very tough. It mixes with your engine oil and coats the working parts of your engine with an almost indestructible film of super-lubricant. Efficient lubrication means more power — better performance and reduced oil consumption.

For the 1968 Indianapolis 500 Lotus and STP Corporation have joined forces to field a team of turbine powered cars. STP Oil Treatment provides extra protection against the stresses of 500 miles of gruelling racing—protection that you need in your family motoring.



STP Oil Treatment is available from Halfords and leading accessory shops.

LINK-HAMPSON LIMITED, MONOTYPE HOUSE 45 FETTER LANE, LONDON W1P 6AA

Edward LEWIS WESTOVER Driving Shoes

LADIES ORIGINALS

at 95/- in

Black and Cedarwood and to special order two to three weeks in RACING GREEN SWEDISH BEIGE MATRA BLUE FERRARI RED BELGIAN YELLOW



110/-

TOURER
Brown Velour Suede

110/-

G.P. BOOT
Black Relax Calf

95/-

ORIGINAL
Sandalwood Saddle.
Black Saddle: Brown Velour Suede 95/6

Prompt delivery on receipt of order with remittance to

WESTOVER WORKS
STENSON STREET
NORTHAMPTON
Tel. 52236

Personal Shoppers welcome

IN STOCK IN ALL NORMAL SIZES AND 1/2 SIZES. SLIM OR EXTRA WIDE TO ORDER.
★ ALL WESTOVERS HAVE LEATHER SOLES AND ARE MADE TO PATENT SPEC. 764268

R.-R. 25/30 h.p., 1938 Barker Sports Saloon. Most attractive shape and condition ... £1,100
R.-R. Phantom I, 1926 Windover Limousine. Usable with slight attention. All original ... £1,000
R.-R. 20 h.p., 1927, Sedan. Drive away ... £600
R.-R. Silver Ghost, 1923 chassis. Part dismantled ... £650
BENTLEY, 1954, R Type Auto. Black with brown interior. Very good ... £525
LAGONDA II.9, 1921. 2 seater with Dickie, very original, clean, good runner ... £550
ARMSTRONG SIDDELEY, 1937. Sound and interesting ... £20
DE DION Euton, 1901, original. 20 Brighton runs. Winner of many awards. Complete with trailer.
R.-R. Silver Ghost, 1924. F.W.B. Hooper. Open fronted Limousine.
R.-R. Silver Ghost, 1922. Park Ward. Open tourer.

(Both restored as new—Winners of many awards).

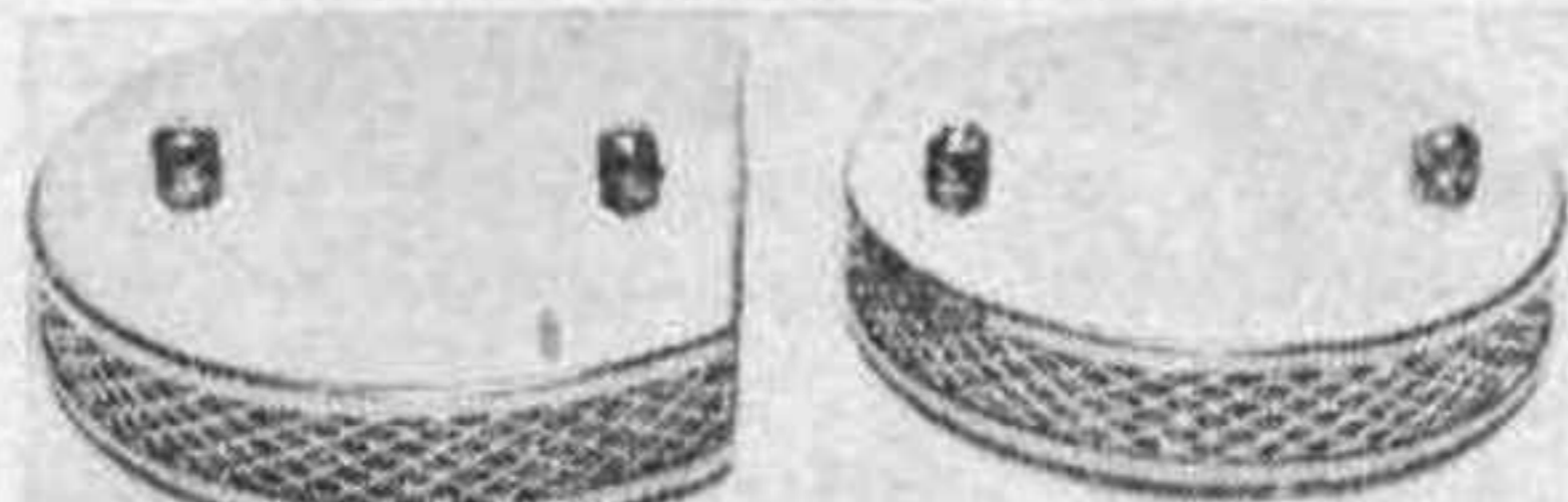
Offers to

Fildes,

Park Street, Stourbridge, Worcs.

Tel.: 3103.

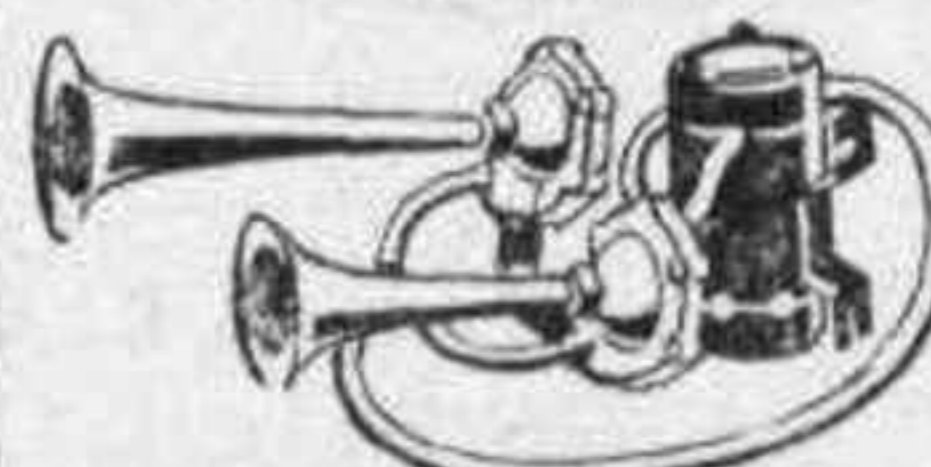
COMP AIR FILTERS



Advanced design with removable element, robust construction, satin chrome finish. Available for the following carburettors. All post free by return:—
Weber 28/36 DCD 35/- 2" S.U. 6 1/2" x 5 1/2" D shape 35/-
1 1/2" S.U. 5 1/2" dia 25/- Stromberg 1 1/2" CD125 25/-
1 1/2" S.U. 5 1/2" dia 25/- 5 1/2" dia 25/-
1 1/2" S.U. 6 1/2" x 5 1/2" 5 1/2" dia 25/-
D shape 35/- Stromberg 1 1/2" CD150 25/-
1 1/2" S.U. 6 1/2" x 5 1/2" 6 1/2" x 5 1/2" D shape 35/-
Weber D.I.F. 55/- 2" Solex, Zenith, V.W. 32/6
Breather pipe connectors for any 1/6d. each.

WATFORD MOTOR ACCESSORIES 5 min. from Watford terminal of M1
(Dept. MS) 326-330 St. Albans Rd., Watford, Herts. Tel.: WA 21776

MASERATI AIR HORNS



The famous Italian horns noted for their penetrating blast! Tough Delrin trumpets, sturdy electric compressor, relay, tubing and instructions. Choice of 'SPRINT', Twin high notes, or 'NORMAL', the blended high low warning.
85/- complete kit, post free. 6 or 12 volt.

HOODS



Free Catalogue and Price List from

DON

For all sports cars, ready-to-fit, by return post. Highest quality. Over 100 types stocked, to original manufacturers' patterns. Double-texture duck or hard-wearing Vynide, welted edges, weatherproof valances, standard, full-width or wrap round rear windows. Just see if you can beat our prices.

A COMPLETE SERVICE FOR Sidescreens, Tonneau Covers, Tailored Carpets, Seat Covers, Spare Wheel Covers, Repairs and Materials.

Dept. M.S.
DON TRIMMING CO. LTD.
2a Hampton Road
Erdington, Birmingham, 24

Telephone 021-373 1313

DOUGLAS WOOD

Boroughbridge,
YORK

Telephone Boroughbridge 2783

My Accountant tells me that we made a loss last year; would anyone care to help us rectify that situation?

1929 36/220 Mercedes-Benz saloon, been laid up for many years, but appears to be complete ... Offers

1929 Experimental chassis R.-P. P.II, with one of our two-seater bodies fitted, new camshaft, re-sleeved, and new tyres... £2,500

1930 R.-R. P.II chassis, ready to have bodywork fitted ... Offers

1937(?), similar to above. Offers

1955 Mulliner Automatic Continental Bentley. We have spent a fortune on this car, but no-one seems to want it!

If anyone wants to get out of the 'rat-race' and live where there is a bit of peace and quiet, take-over bids will receive immediate attention!



SPORTS CAR insurance

AVAILABLE WITH PASSENGER LIABILITY

FREE SERVICE INCLUDING THE NEGOTIATION OF CLAIMS
All Policies are arranged with reputable Insurers who are members of the B.I.A. or Lloyds. Telephone or complete this form for immediate quotation.

No claim bonus up to 65% on Transfer

Name..... Age..... Occupation.....
Nationality..... Address.....

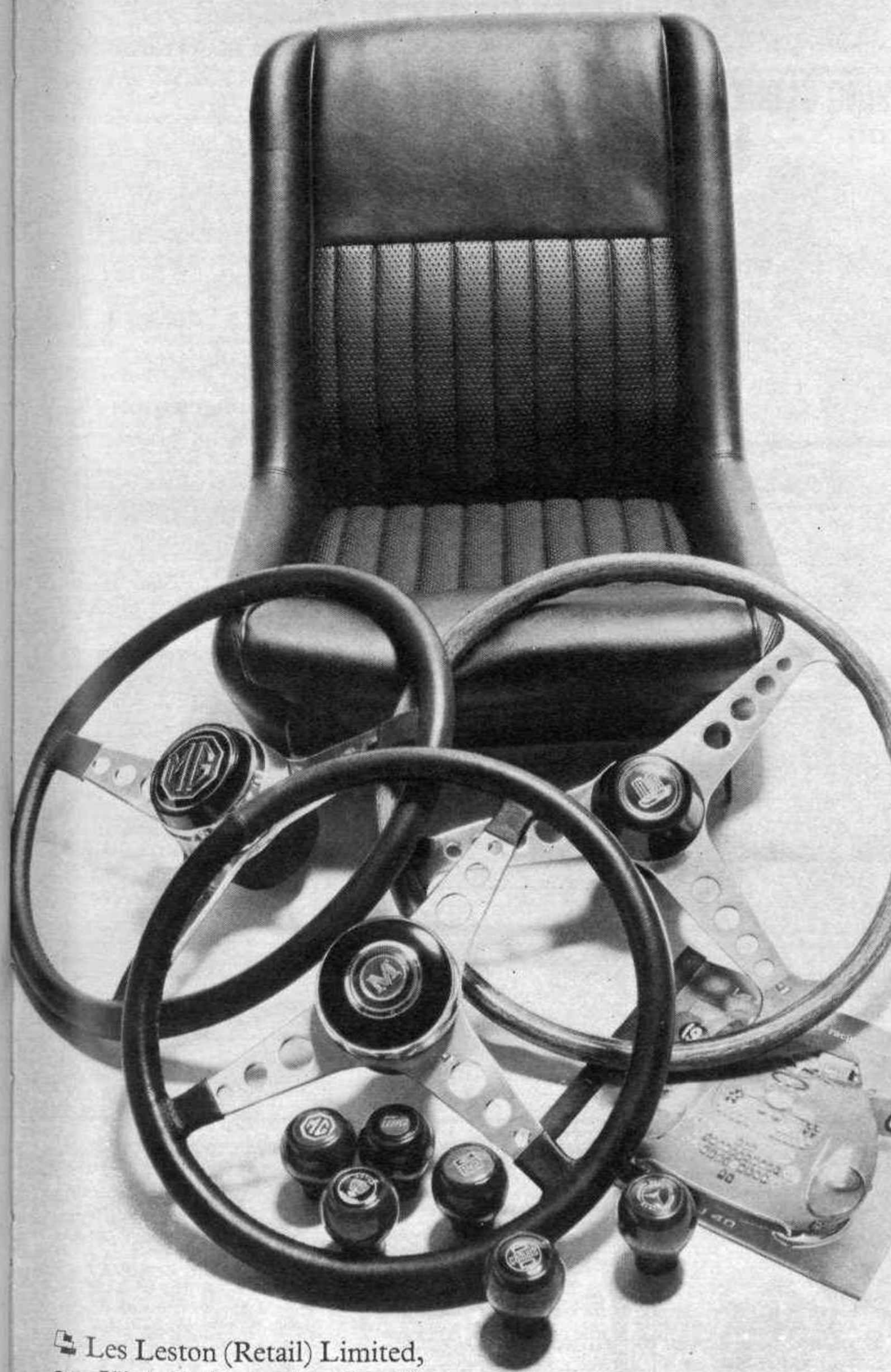
Driving Experience..... yrs. Make of car..... cc..... Value.....
Year of Make..... Comp./T.P.F. & T./T.P. only. Date Cover Required.....

Private/Business Use. Garage/No Garage. Owner Driver/Named Drivers.

Present Company..... allow me..... years N.C.B. of..... %
Accidents last 3 years YES/NO. Accidents last 5 years YES/NO..... MS6

CATERHAM INSURANCE BROKERS 2-4 Croydon Road, Caterham, Surrey. Telephone: Caterham 42211.

Part exchange your car.



One part of your car that's easy to exchange is the seat.

Our Grand Prix seat costs £15-10-0. Plus 45/- for the sub frame and runners.

It fits all Minis and 1100s. Plus the Anglia 105E, Escorts, Cortinas, Corsairs, Heralds, Imps, Morris 1000, Riley 1.5, Wolseley 1500, Vitesse, Vivas and sports cars.

Other car owners will have to get along without knowing how firmly it holds you when you're cornering.

And how comfortable it is, especially on long journeys.

They can console themselves with a new steering wheel.

A wood rim costs £7-19-6.

Leather rims £8-10-0.

We make one or the other for most cars.

Add a 16/6 gear knob with your car badge on top.

And if you fancy any further ideas send 3/6 in exchange for our catalogue.

We'll refund the 3/6 if you spend £2 or over.

Just as part of the service.

Please send the following items, post free (U.K. only).

(State make, model and year of car when ordering.)

Name

Address

Amount enclosed £.....

Les Leston (Retail) Limited,
314 High Holborn, London W.C.2.
Tel: 01-242 8655 Open 9.0 a.m. to 5.30 p.m.
Monday to Friday. 1.0 p.m. Saturday.



JACK BRABHAM DRIVING GLOVES in genuine Kangaroo



Jack Brabham approached Fownes with a champion's ideas for driving gloves. Together they worked out a winner... in Kangaroo leather.

Tough, wafer-thin Kangaroo leather gives the most sensitive, non-slip grip you'll ever drive with. The gloves also sport ventilated cape backs, exclusive half-elasticated wrist closure, protective padded cuff, and complete washability. Your colours? Racing green/black, black/black. Four sizes: small, medium, large, and extra large. Price 59/6. Fownes Gloves Limited, Talbot Street, Worcester

Fownes

Jack Brabham

SAH TRIUMPH TUNE

OVER 80% INCREASED B.H.P.

SPITFIRE III; 1300 SALOON; HERALD 13/60;
EQUIPE GT4S III

including **FUEL INJECTION** for

ALL 6-cylinder TRIUMPH model engines
VITESSE 1600 & 2-LITRE; 2000 Saloon; GT6;
2-litre EQUIPE

5 STAGES OF TUNE AVAILABLE

'POWR-LOK' LIMITED SLIP DIRTS.
RANGE OF OVER 1,000 ACCESSORIES

Fill in this coupon (BLOCK LETTERS, PLEASE) and send with 2/6d. P.O. for catalogue and price list of all conversions and accessories.

MODEL..... YEAR.....

NAME.....

ADDRESS.....

SAH
Accessories Ltd

Dept. M.S.,
Leighton Buzzard, Beds.
Tel.: 3022 or 2556

HYDE-EAST & COMPANY

Associated Insurance Brokers
The best known name in the world for insurance for the sporting motorist. Policies include passenger cover and blanket annual cover for trials and rallies

AND VINTAGE CAR INSURANCE ASSOCIATES

(Lord Montagu of Beaulieu and Antony Hyde-East)

For all cars made between 1919 and 1940.
60 CHERTSEY ST., GUILDFORD
Guildford GU1 4LJ (4 lines)

A. E. WITHAM

The  Specialist

SPARES — REPAIRS
CAR SALES

218-224 HERSHAM ROAD,
WALTON-ON-THAMES,
SURREY

Tel. Walton 24846 & 26615

"says a bill will shortly be passed making"

SEAT BELTS COMPULSORY

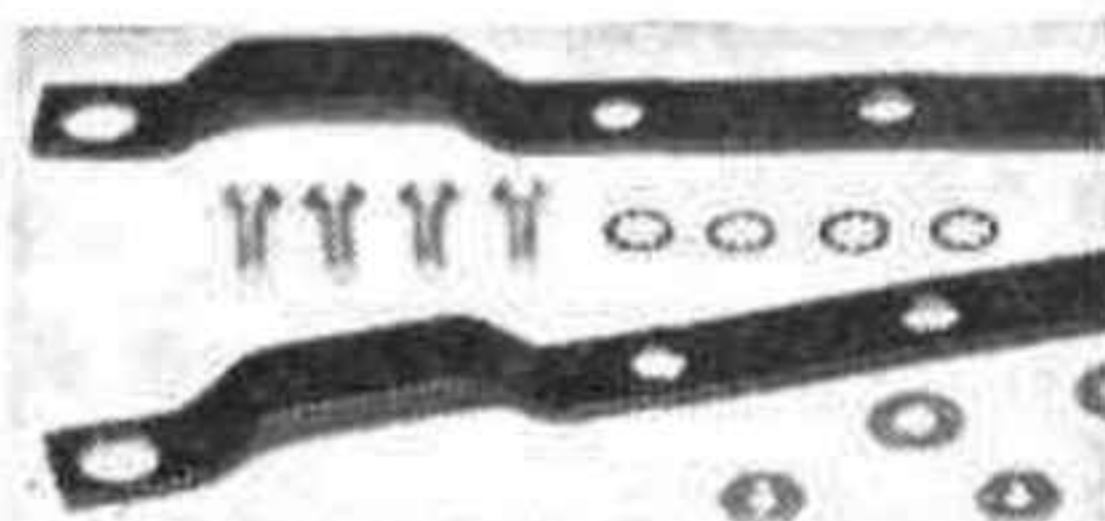
Finest quality British lap and diagonal, 100% Bri-nylon, stronger than B.S.I. Standards.

FITS ALL CARS

ONLY **39/6** EACH

Boxed in pairs—post & packing 4/6 c.w.o. to

VIKING PERFORMANCE LTD.,
Grove Road, Woodbridge, Suffolk



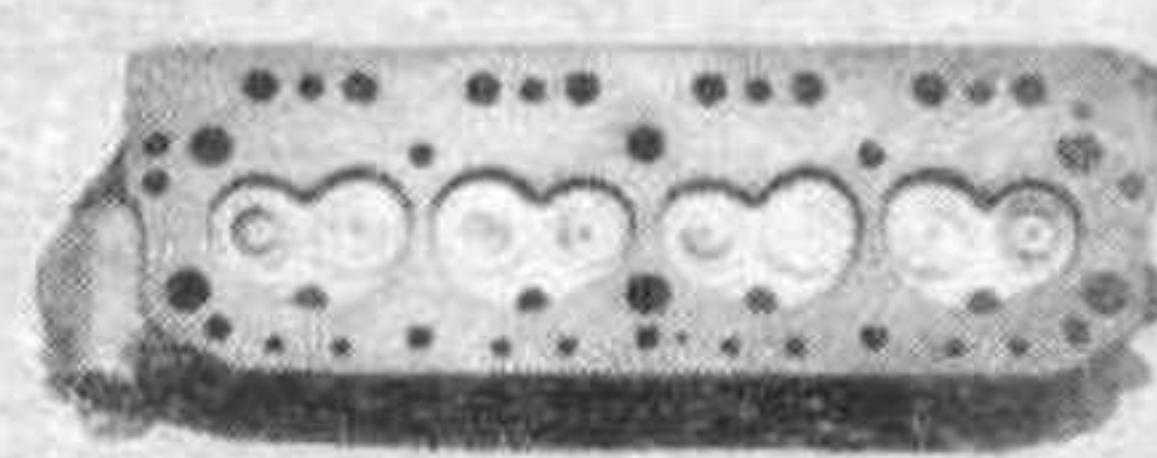
GROUP 2 ADJUSTERS

Lack legroom, tiring too upright driving position? Relax with a pair of Group 2 Seat Adjuster Brackets. Fitted to standard mountings, giving up to 5 1/2 in. extra legroom plus increased seat rake. Adjuster retained. All Anglias, Cortina (pre and post '67), Corsair (driver's side only). State year. 12s 6d pair + 1s p&p. 2 pairs £1 post free. BMC Mini/Cooper/Elf/Hornet/1100 range, 7s 6d pair + 1s p&p. 2 pairs 14s post free. New Viva range 10s 6d + 1s p&p. 2 pairs 17s 6d. 1100 Col. Rake Adjuster 16s + 1s p&p. Mini/Cooper/Elf/Hornet. Columa dropper 7s 6d + 6d p&p. Relaxed Driving Kits (Col. dropper, eng. cones, seat brkts) 19s + 1s p&p. State mod., yr. and mth of purchase
GROUP 2 ENGINEERING, Dept. 2, 23 Boreham Holt, Elstree, Herts. Mail order only please.

NERUS Engine Efficiency and Performance Equipment

CYLINDER HEAD CONVERSIONS available to suit a wide range of cars including B.M.C., Ford, Rootes, Triumph, Vauxhall, etc.

Example: Mini 850—998 c.c. and B.M.C. 1100

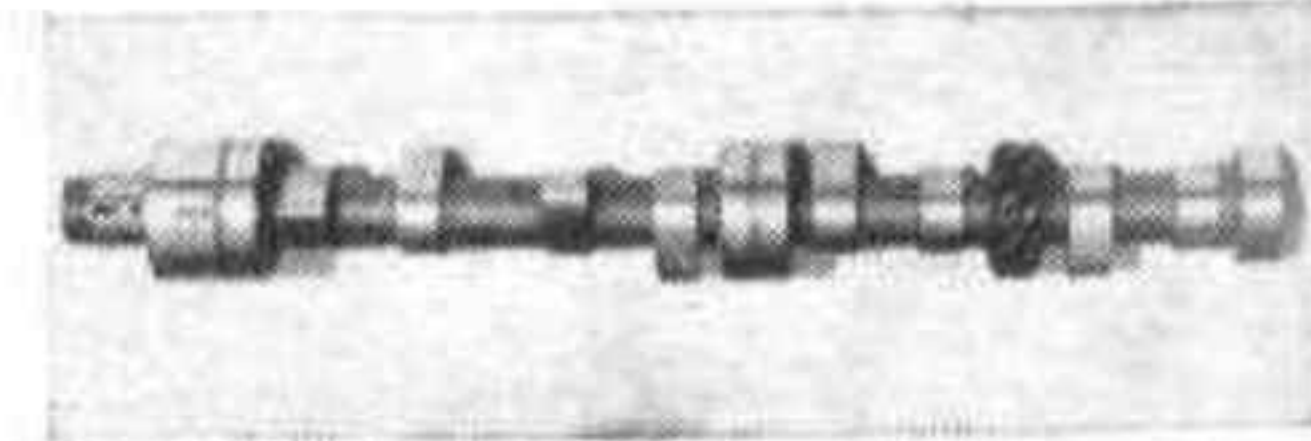


NERUS M.P.G. Up to 10% Fuel saving. £24 15s.

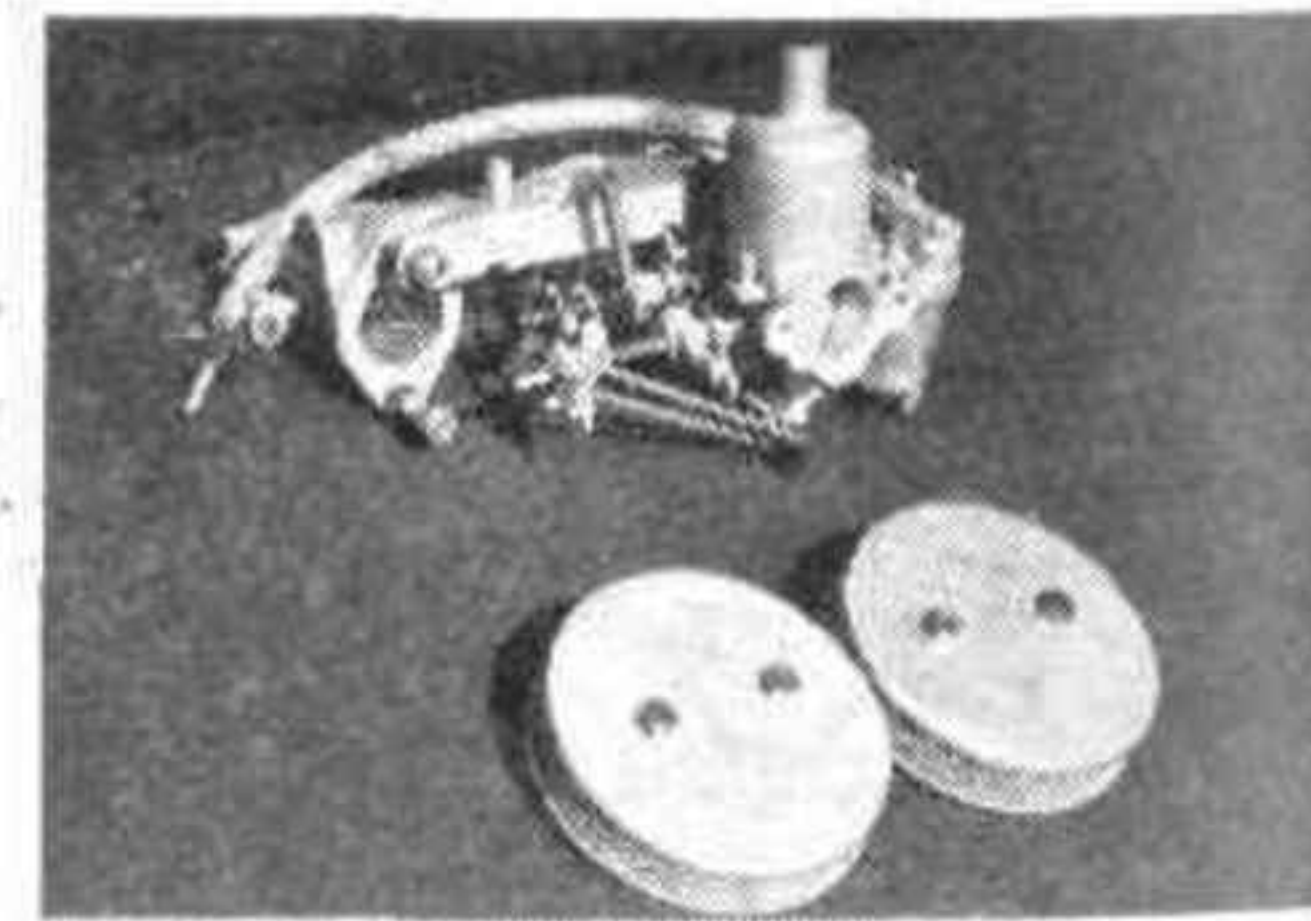
NERUS SPORTS Improved performance and economy with standard induction and exhaust systems. £28 10s.

NERUS CLUBMAN For the competition enthusiast who also uses his car for daily transport. £35 10s.

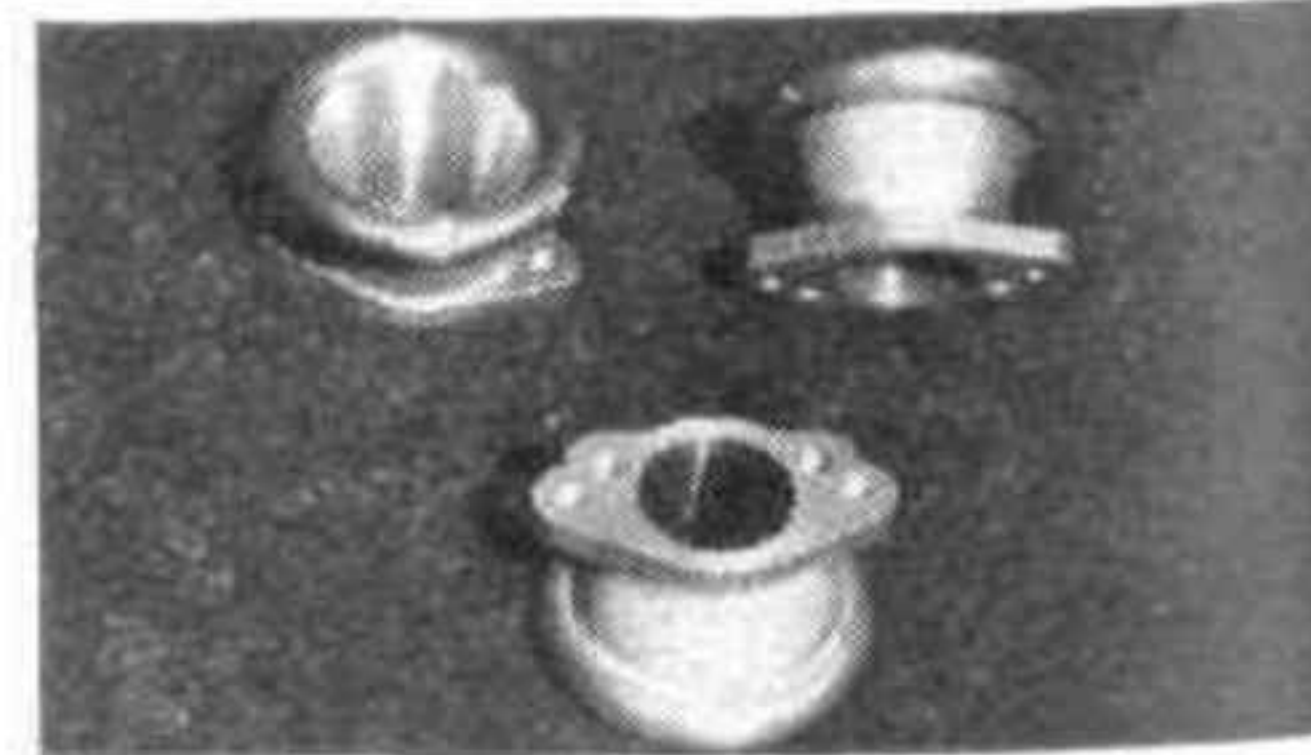
NERUS COMPETITION The ultimate in cylinder head conversion. £64 10s (All prices carriage paid on an exchange head basis).



CAMSHAFTS In various profiles—sports—intermediate and race. Example: B.M.C. 'A' Series—Nerus Sports £8, Nerus Clubman and Competition £11 (exchange prices post paid).



CARBURETTOR KITS SU and WEBER Supplied complete with manifold and air cleaners. Example: 1 1/2" S.U. Kit £16 10s. (exchange Manifold basis—carriage paid).



CARBURETTOR VENTURI 1 1/2" & 1 3/4" S.U.'s—unpolished 16s. each. Polished 25s. each. (Postage & packing 1s. 6d.).

Write for complete details and prices to Dept. 3C.

NERUS

ENGINEERING COMPANY
LIMITED

DRURY LANE,
ST. LEONARDS-ON-SEA, SUSSEX

TELEPHONE No. HASTINGS 29400

*76% of motorists don't really care
how their cars are running*

*Gold Cross 20w/50
is made for
the dedicated 24%
who do*



Tune-up has more than one meaning for this man. He cherishes his car like his Strad. So to keep his engine sweet, smooth and clean, he insists on Gold Cross 20W/50 —blended by REDeX, the additive specialists, for all dedicated motorists.

the multigrade motor oil recommended by engine tuning specialists

GOLD CROSS 20w/50 BY RED_eX

FULL DETAILS & STOCKISTS FROM DEPT. MSM¹⁰REDeX LTD., LONDON, W. 4

CIRCLE INSURANCE AGENCIES

WE
offer individual
professional advice
to those who seek
competitive Policies
with reputable
insurers

37 Sloane St. London, S.W.1.
BEL 4534

HERE'S LONGER LIFE!

**MACAULAY
BATTERIES**

**At HALF
COST!**

**BUY DIRECT FROM
THE MAKERS**

invest in a Macaulay Battery — for double life — double duty — at half the normal cost.
Big firms and thousands of experienced motorists who need battery reliability insist on Macaulay Batteries — protected with a full two-year guarantee.
Do the same — save on costs — save your car — save with a Macaulay Battery

EXCHANGE YOUR OLD BATTERY NOW!

*FREE DELIVERY AND
FITTING IN ALL DEPOT AREAS*

TWO-YEAR GUARANTEE

LONDON: 25-27 Mallinson Road, S.W.11 (01-228 9242) and 2 Battersea Rise, S.W.11 (01-228 4566) 25 Spring Lane, Woodside, S.E.25 (01-654 7655)
EXETER: 33 Holloway St. (Exeter 59042). NEWPORT, MON: 22 Malpas Rd. (Newport 58094). GLOUCESTER: 117 Southgate St. (Gloucester 21911). BRIGHTON: 3 Viaduct Rd. (Brighton 62014). GRAVESEND: 198 Parrock St. (Gravesend 2786)



SPECIMEN PRICES

	£	s.	d.
6v. 56 a.h.	0	3	2. 0.
6v. 72 a.h.	"	3	14. 6.
6v. 88 a.h.	"	4	1. 6.
12v. 38 a.h.	"	4	18. 0.
12v. 46 a.h.	"	5	13. 6.
12v. 56 a.h.	"	6	2. 6.
Charging for 6v.			4. 0.
Charging for 12v.			6. 0.

PISTONS
F. W. THORNTON & SON
"THE PISTON PEOPLE"
57 WYLE COP, SHREWSBURY
PISTONS, LINERS, PISTON RINGS,
AVAILABLE FOR ALL TYPES OF
INTERNAL COMBUSTION ENGINES
Telephone: Shrewsbury 3630

Who says shipping
your car or personal
effects is simple?

**General
American
Shippers**

That's who.

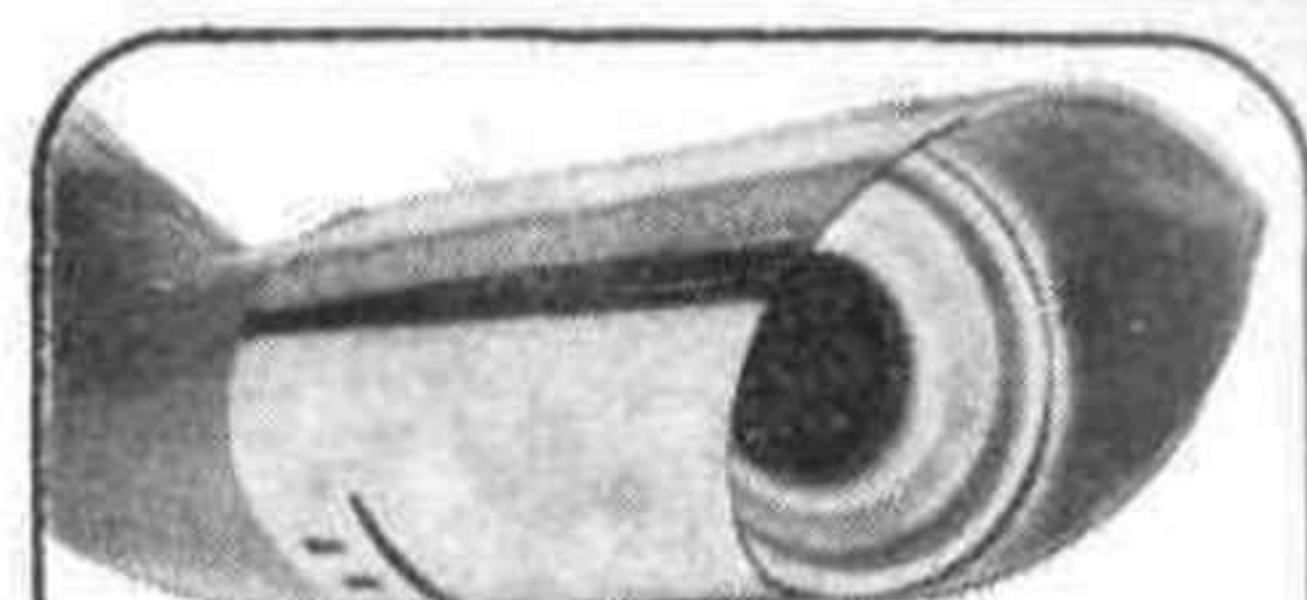
Write for free quotation to:
28, Monument Street, London, E.C.3
60, Rue Pierre Charron, Paris-8e.
Columbusbahnhof II
285, Bremerhaven-Kaiserhaven.

**MORGAN +4 & 4 1/4's
WANTED FOR CASH**
New and Used Morgans Supplied
SPARES & SERVICE BY MORGAN
ENTHUSIASTS
**ALLEN WHITE AND SON
(CRANFIELD) LTD.**
CRANFIELD, BEDFORD
Phone: Cranfield 205 & 314
Demonstration car available.

1937 25/30 ROLLS-ROYCE
Yellow sports saloon by Hooper.
Aluminium coachwork, sliding roof,
heater, radio. Five good tyres. 16-20
m.p.g. Exceptional condition, well
maintained. Excellent order throughout,
luxurious comfort, outstandingly dis-
tinguished, will not depreciate. £1,250.
C. C. UPTON,
11, The Chase, Romford, Essex
Tel.: Romford 43851

Carbs
SOLEX S.U. ZENITH
Pairs, unused, from £7 per pair.
MOTOR MARINE
49c, PIER ROAD,
LITTLEHAMPTON, SUSSEX

LEARN TO FLY A GLIDER
The enthralling yet inexpensive way
to fly! Soar in two-seater trainers
with professional instructors. One
and two week courses until October
include meals and accommodation.
Solo possible in only two weeks!
For full details of courses and club
membership write today for free
illustrated brochure.
LONDON GLIDING CLUB
Dept. MS4, Dunstable Downs,
Bedfordshire (Just off M1)



**Big bore
silencers!
Buy the best - buy
BRABHAM**

All Jack Brabham exhaust systems and silencers are made from heavy gauge aluminium coated steel and will outlast other systems and give twice the life of your present silencer. They are packed with long strand glass fibre which will not blow out and come complete with all clamps, rubbers, brackets and fittings for easy replacement — NO WELDING REQUIRED. Free brochure on request.

BIG BORE MODELS:

Part No.		
535 Cortina GT up to 1967		111/-
871 MGB Rear		111/-
872 MGB Front		99/6
905 BMC Cooper		118/-
906 BMC Cooper "S"		118/-
907 BMC Mini		95/-
912 BMC 1100		144/-
1210 Triumph Spitfire Mk. I & II		96/-
1211 Triumph Herald		90/-
A.H. Sprite Mk. I, II, III		90/-
MG Midget Mk. I & II		90/-

**STANDARD REPLACEMENT SILENCERS
FOR BMC—MINI: 1100: MGB: COOPER**

**JACK
BRABHAM
SILENCERS**
Trade enquiries invited.
Woodbridge Meadows,
Guildford, Surrey.

**THE INTERNATIONAL ACCESSORY SHOP
WIDE STEEL WHEELS**

4 1/2 x 10 Cooper 'S'	£3 15 0
4 1/2 x 10 R/Rim	£3 15 0
4 1/2 x 13 Triumph Bond Lotus	£3 15 0
5 1/2 x 13 Triumph	£4 5 0
5 1/2 x 13 Ford	£3 15 0
5 1/2 x 14 MG-B	£4 15 0
5 1/2 x 14 MG-B competition wire	£9 5 0

YAZAKI INSTRUMENTATION
Ammeter, 52 mm., 24/-. Water Temp. Gauge, 52 mm., 63/-. Oil Pressure Gauge, 52 mm., 63/-. Tachometer, 52 mm., £7.19.6. Tachometer, 80 mm., with cowl, £11.19.6. These instruments are precision engineering of the highest order.

SIMON GREEN STEERING WHEELS
MOTOLITA Mk. IV, leather, £10.10.0
Every make, 13", 14", 15".

MASERATI AIR HORNS

COLORTUNE D.I.Y. TUNING KIT

John Surtees DRIVING JACKET
Special offer, £8.8.0. Usually £9.19.6.

(Trade Enquiries Welcome)

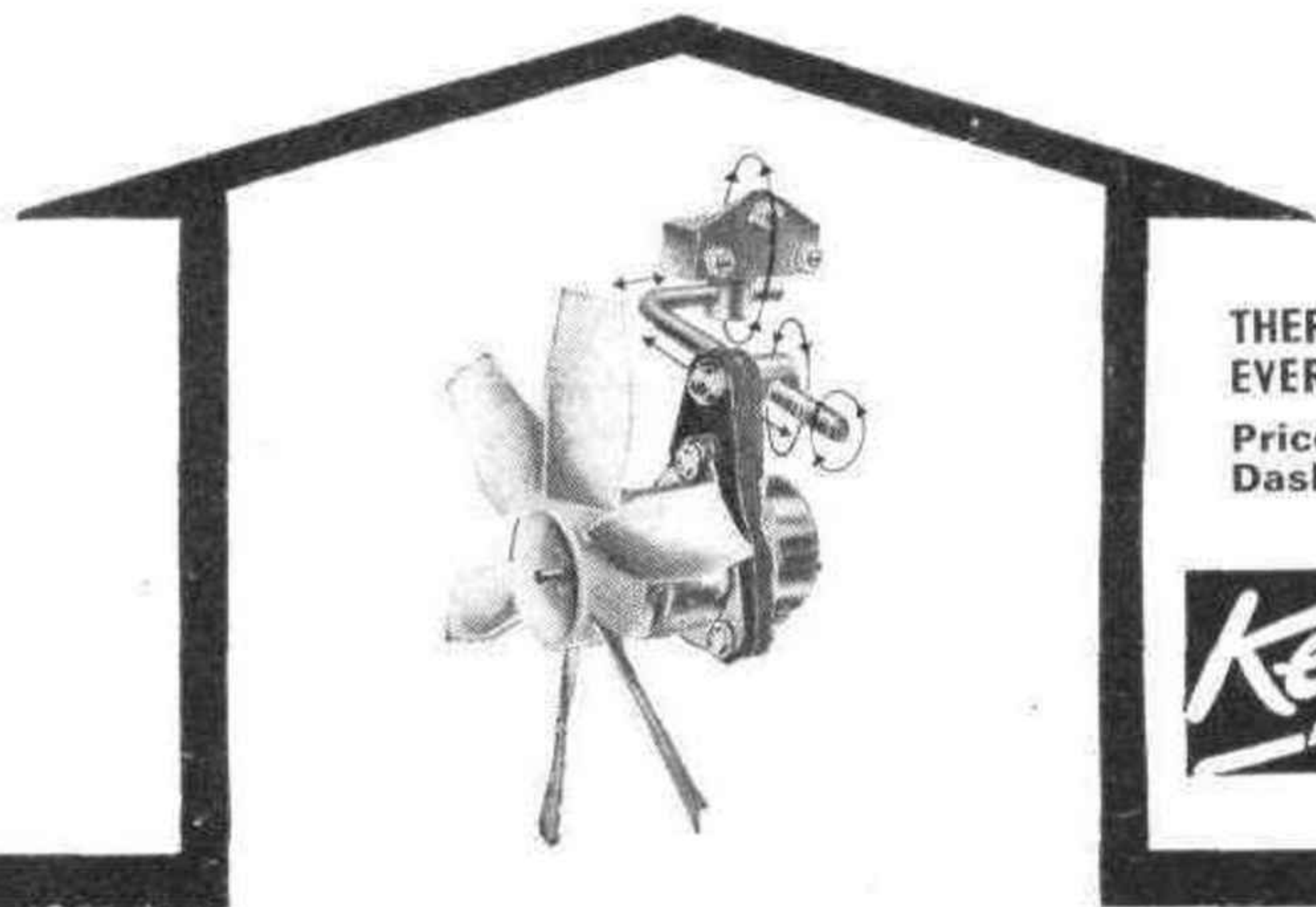
CALL, PHONE OR WRITE

**PADDOCK
BEND**

PADDOCK ROW PRECINCT
Telephone: Chester 20608



WE CERTIFY THAT THE
KENLOWE FAN IS OF BRITISH MANUFACTURE THROUGHOUT



KENLOWE AND A VAUXHALL VIVA

DID YOU KNOW THAT KENLOWE ACCESSORIES tested a Vauxhall Viva fitted with a Kenlowe 'Thermomatic' Engine Cooling Fan and immediately the maximum road speed rose from 80.7 m.p.h. to 83.6 m.p.h.?

Acceleration tests through the gears showed a marked improvement right up to maximum revs. using the same throttle openings as prior to fitting the 'Thermomatic' fan assembly. **Fuel consumption dropped from 29.8 m.p.g. to 33.1 m.p.g. when extra performance not used.**

These advantages are brought about because the Kenlowe Fan cuts in automatically when the cylinder head temperature has reached 87°C. and cuts out when the fan had reduced temperature to 84°C.

All Vauxhall Viva and 4-cylinder models gain in the same proportion and are covered by the EEF/4 'Thermomatic' Fan assembly priced at £13.14.6, including Hose Adaptor and Manual Overriding Control.

12 Months Written Guarantee.

Kenlowe Fans are fitted as standard on Alvis, Bristol, Facel Vega, Ford GT 40, Gordon Keeble, Saab, TVR, etc., etc.

NEXT ROAD TEST FORD CORTINA GT.

THERE IS A KENLOWE FAN TO FIT ALMOST EVERY MAKE OF CAR THROUGHOUT THE WORLD

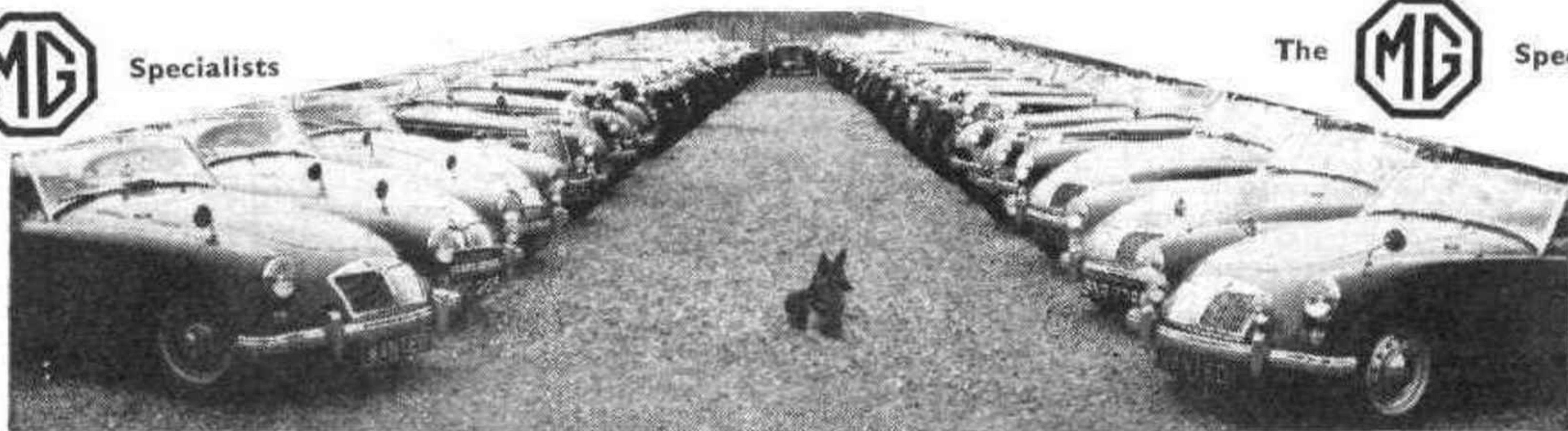
Prices start at £13.14.6 including Hose Adaptor, Dash Indicator and Manual Over-ride Control.



KENLOWE ACCESSORIES & CO. LTD.
Burchetts Green
Maidenhead, Berkshire
Tel.: Littlewick Green 330 (5 lines)
(Associate Companies Throughout the World)

S. H. RICHARDSON & SONS LTD.

The  Specialists



The  Specialists

MG's WANTED MG's

MG's WANTED — ALL MODELS 1930-1966 — TOP CASH PRICES

We are extremely interested in buying for cash all model MG's 1930-1966 especially MG-A's, TF's, TD's, TC's, in exceptional, good, average condition needing repair or just salvage for spares—room for 500 cars. We will pay top cash prices—specialising allows this, or we will repair/restore your MG as new—major overhaul, body rebuild, minor service or w.h.y. (Credit facilities available for all major repairs.) We are dismantling for spares MG-A, ZB, TF, TD, Y, TC, TA, NA, L, P, J, M types and feel that we can justifiably offer the largest stocks of used spares anywhere.

BRIGHTON ROAD (A23), PEAS POTTAGE, SUSSEX
Crawley 24222

and

MOOR LANE, STAINES, MIDDLESEX
Staines 55388

SHATTERING AT SPEED?



PREVENT this by having a Laminated Safety Glass Windscreen fitted in one day. A must for racing, fitted as standard equipment on most fast cars. Over 250 models. Mini, £6-15-0 fitted, while you wait. Ring WAT 5223 and get a down-to-earth quotation.

W ALLACE
INDSCREENS,
EBBER ST.,
ATERLOO, S.E.1

COACH TRIMMERS

HOODS, SIDESCREENS, SEATS, ETC.

Lists on Request. Repairs Quoted.

ROBERT BETTERIDGE CO. LTD

29 Queen's Gate Place Mews, S.W.7

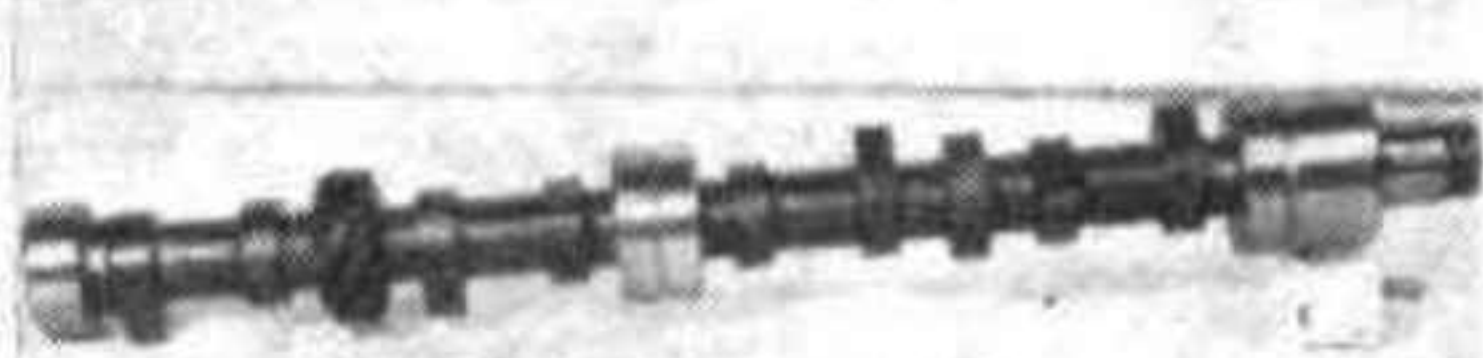
Tel.: 01-584 5661



ALL OUR CONVERSIONS ARE BACKED BY SKILLED STAFF AVAILABLE FOR ALL TYPES OF FITTING

INTERMEDIATE SPORTS CAMSHAFTS

For peak performance and flexibility. Specification with all Camshafts. For Popular cars and GTs, 1100 Mini & Mini Cooper, Sprite, A35, Anglia, Cortina, Consul, Corsair, Corsair V4 & V4 GT, Imp, Viva, VW, Herald £9.10.0 exchange. Zephyr, Zodiac, Velox, Cresta £12.10.0 exchange. Anti-tramp bars 78/6 each, Ford Anglias & Cortina. Free carriage.



CORSAIR V4 + WEBER

WHAM!! 8 sec. off 0-70 time, extra 4 miles per gallon and 7 m.p.h. on your top speed. Fit this for ACCELERATION-ECONOMY and a HIGHER TOP SPEED. Send cheque or P.O. for £35, plus p. & p. 10/-. Return your old manifold to us and we refund £3. Details for 1/- P.O., stating model. Webers also for: Zodiac, Zephyr, Consul, Cortina, Anglia, Viva, Imp, Velox, Mini Cresta, Minx and Herald.



FORD 2000E — ADD 15 m.p.h., 3 m.p.g. 0-60 reduced to 9 secs.

VW Beetle—ADD 12 m.p.h. Reduce 0-60 time by 7 secs. and another 4 m.p.g.

VIVA + WEBER

Reduces your 0-60 time by 3½ seconds and adds 8 m.p.h. to your top speed and 3 m.p.g. £32.0.0, with pancake air filter, throttle linkage. P. & P. Free. Send 1/- for details, stating model.

1200, 1300, 1500 VW + WEBER Adds 12 m.p.h. to your top speed and a guaranteed 7 seconds off your 0-60 time with further 3 m.p.g. £37-10-0 plus 10/- P. & P. Send 1/- for details, stating model.

GAS FLOWED CYLINDER HEADS, WEBER CONVERSIONS AND CAMSHAFTS For Spitfire, Herald, Rapier, Alpine, Minx, Hunter, Imp, Viva, Velox, Cresta, Corsair V4 & GT, Cortina, Anglia, Consul, Zephyr, Zodiac, M.G.-B, Mini and Volkswagen. Send 1/- for details, state model.

NEAL DAVIS RACING LIMITED

Dept. C. 106 Main Road, Sidcup, Kent. Tel.: 01-302 9140

AQUAPLANE are now manufacturing exciting new Equipment to give REAL PERFORMANCE

FROM THE LATEST FORD 'CROSS-FLOW' CARS

Alternatively, if you have an earlier model, our Equipment can provide a better performance than a new one. Post Coupon below for your copy of the Aquaplane Performance Equipment Booklet—this is the first step in obtaining authoritative information on performance improvement and includes illustrated details of Multi Carburettor Kits—Alloy Cylinder Heads—Oil Coolers—Special Exhaust Manifolds—Alloy Flywheels—and a host of other interesting items.

Attractive Worry-Free Hire-Purchase Terms - Money Back Guarantee

COUPON To Aquaplane Company Ltd., Oulton Broad, Suffolk. Tel: Lowestoft 5416
Please send me Performance Equipment Booklet and details of Equipment for fitting my car. I enclose 1/6d. and 6d. postage.
My car is a
NAME
ADDRESS

Manufacturers of largest selection of Performance Equipment in the World

10/- a set
VINTAGE CAR PRINTS
Alfa, Bentley, Bugatti & M.G., size 15" x 10", perfect for framing.
Motor Promotions (Dept. M)
4, Stafford Road, Petersfield, Hants.

PRE-WAR RILEY: King-pin sets; track rod and tie rod ends; universal joints; brake, clutch linings; brake, speedo., rev. cables; valves, guides, springs; gasket sets; bearings. Recond. dynamos; used spares. Regret price increase. Please write for quote:
AUDREY BURVILLE, 13, Railway Viaduct, Ealing Road, Alperton, Wembley, Middx. Tel: WEM 3345

DIRECT SALES FACTORY PRICES GLASSFIBRE MATERIALS
Write now for Price List and details of our Mail Order Service for Professional Quality Materials.
SOLENT PLASTICS
30 MARY ST., BIRMINGHAM 3

ROLLS-ROYCE • BENTLEY WILLIAM M. TAYLOR
The man with the mania for being meticulous in matters mechanical.
Enquiries invited from fellow cherishers of precious machinery for
OVERHAULS RESTORATIONS MAINTENANCE
Also advice about purchase and general moral encouragement.
6, Woodthorpe Rd., London, S.W.15. Tel.: 01-788 2539

CAMS Road, Rally, Race, Fr. £5 ex FORDS, BMC, IMP, etc.
Inlets from 65/- Exhausts
WIDE WHEELS . SUSPENSION SILENCERS . LOWERING KITS FRONT SPRINGS . HEADS
JEFF HOWE EXHAUSTS Main Road, West Kingsdown (Tel: 2347), Kent

REGISTRATION NUMBERS
The following numbers with log books are available for immediate transfer:
NS 740 MO 18 VS 26
JLW 20 JHM 13 TBB 16
ROB 950 BLL 111 AJF 11
2,000 others available. Let us know what number you require. (S.a.e. please)
Good numbers always wanted.
C. N. SMITH, "Rowans" . Loudwater . Rickmansworth . Herts

HARDTOPS!
M.G.-B ... £45 . 0 . 0
M.G.-A ... £37 . 10 . 0
Sprite & Midgets (all models) £39 . 0 . 0
ALL MODELS FULLY LINED
M.G.-B mudguards, with faired headlights ... £42 . 10 . 0
Full details from:
FINLAY REINFORCED PLASTICS
ERADING (328), SANDOWN, ISLE OF WIGHT

COBURN—THE VIVA PEOPLE

Conversions and Suspension Modifications

A complete range is available for the HA, HB, SL & SL90 Viva models, including Stages I-III cylinder heads, Weber kits, cams, modified oil pumps, negative camber kits, anti-roll bars & other equipment. Technical data sheets and price lists sent by return.

Coburn Viva Instrument Cowl
Price £52s. 6d. plus 3s. 6d. p & p.
Moulded in glass fibre with black crackle finish. Retained by hidden clips, mounts in centre of panel. Supplied blank but instruments can be ordered separately.

Coburn Viva Seat Adjusters
Price 10s. 6d. pair (1 pair per seat) plus 1s. p & p.
Increased rearward adjustment and greater seat rake in minutes. No drilling needed to fit these simple and efficient brackets. All models of the new Viva range.

Coburn Oil Cooler Kits
Price from £13 10s. plus 3s. 6d. p & p.
Includes a light alloy heat exchanger, all hoses, connectors, nuts and bolts and fitting instructions. Available for a wide range of other cars.

Coburn Viva Lamp Bar
Price £4 15s. plus 7s. 6d. p & p.
Robust and attractive, mounts four large lamps. Requires only four small holes under front bumper, plus two in the grille. Finished in black stove enamel.

Illustrated brochure on the complete Viva range by Coburn sent by return. Trade & Export invited.
COBURN IMPROVEMENTS M3, Netherhall Gardens, London NW3. Tel: 01-435 6743

PBTS

Below is a rather special M.G.-B. It has joined the cars carrying advertisements—but it's in a funny place—the only time you will see it is, IF THE CAR TURNS OVER or IF YOU LIE FACE UPWARDS ON THE TRACK. This we would not advise as it could be dangerous. The ad. is underneath the car (we're not mad at PBTS, just a little funny). Should you happen to be at Silverstone on June 1st or Brands on June 2nd you might just be in for a surprise.

CEV 205 B



By the way the car is Tyred by PBTS. On the 2nd and 30th June we shall be at SANTA POD, PODDINGTON BEDS, putting our OPUS HRF through its paces. We told you we were building one a few weeks back. The time has come to go DRAG—should you be at SANTA POD, give us your support. We shall be pleased to see you in the pit, so come along and have a chat. Don't forget BELT UP day is on June 1st. We are offering well known makes at only 35/- plus P. & P. 4/-. Don't get caught in the rush—get yours NOW.
P.B.T.S., Cranborne Parade, Potters Bar, Herts. Potters Bar 55088 & 57077

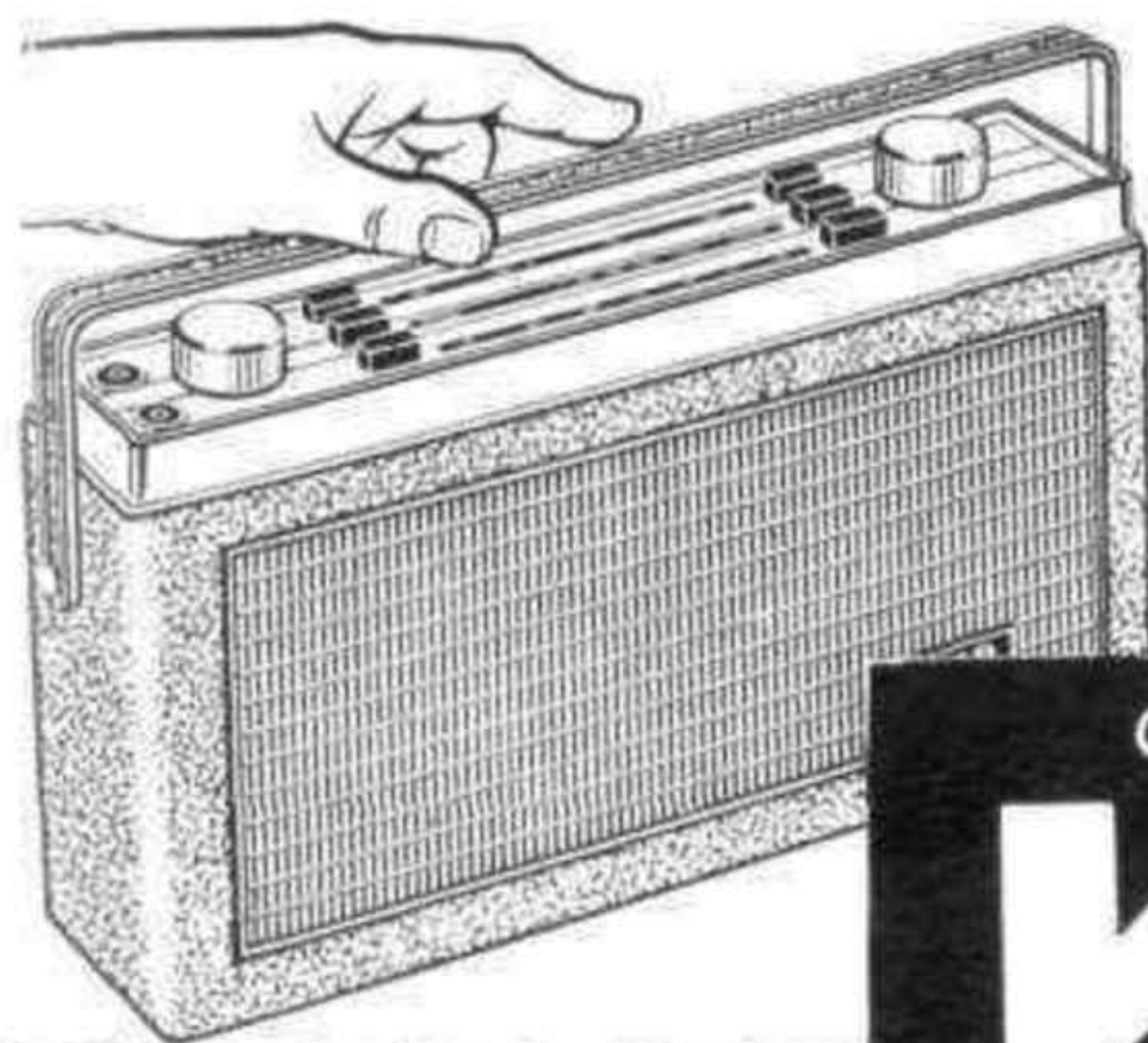


plug in to perfect car reception

this new KB goes right on the button!

Plug in your car aerial, push the "Car" button on your new KB KR028—you've got yourself loud, clear listening. No fading. No car interference. Best of all, no fights with foreign stations! Just look—we've bandspread the medium waves you need, which gives tuning six times easier than normal. With those bigger gaps between stations, you can tune out everything except the sound you want.

READY TO HAND. You needn't leave the KR028 when you leave the car—it's a perfect portable too. That's twice the value at:—



19½ GNS

Recommended Price

ONLY FROM YOUR
KB
DEALER

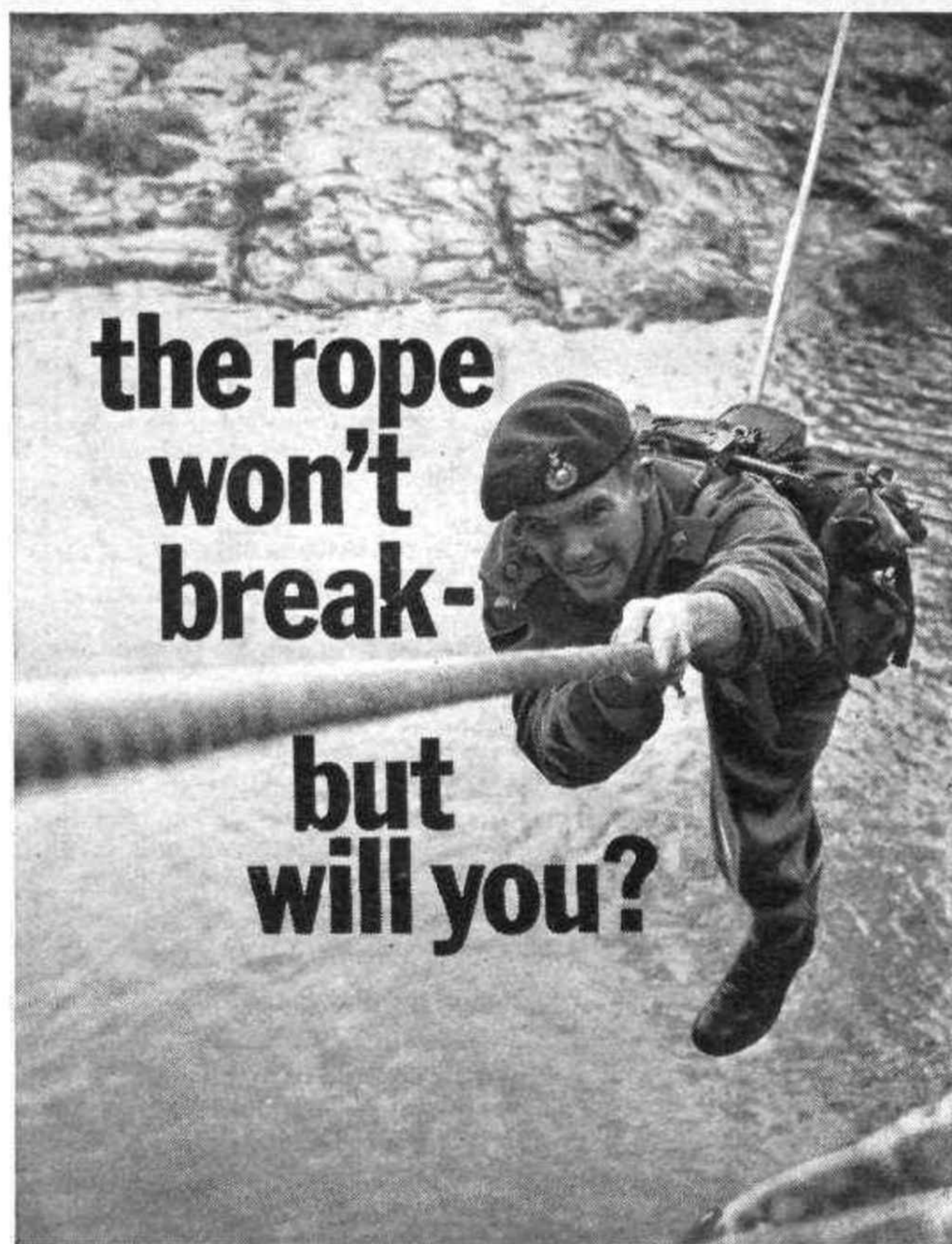
POST NOW!

Please send me the facts about the new KB KR028

NAME

ADDRESS

To KB (Dept. MS) FOOTSCRAY KENT



the rope
won't
break—

but
will you?

**Certainly a Royal Marines Officer has fun.
But if you think that's
what he's paid for, think again.**

Watching a Royal Marines Officer 'cat-crawl' over a river, or handle a Gemini landing craft on a calm sea, you would be excused for thinking: all good clean fun.

While his friends back home are commuting, he's climbing rocks, skiing, skin-diving and practising judo.

Then one day, inevitably, the rehearsing has to stop. On that day, on some far off island, or at sea, he might suddenly find himself and his Commando troop in real trouble.

On his shoulders will be more

than a rucksack and a rifle. He will also carry the responsibility for his men's efficiency, even their lives.

This is the time a Marines Officer must not break. *This* is what he is both paid for and so thoroughly trained for.

It is a challenge. If you're 17½ to 23 and like challenge, send now for further details.

For a permanent commission you must be 17½-19½ with 5 GCE's, two at A-level. For a short-service commission you must be 17½-23 with 5 'O' levels. (Chance to apply for permanent commission later.) Also opportunities for university cadetships and graduate entry.

Royal Marines

To: Colonel T.C.H. Macafee, R.M.,
Officer Entry Section (894XT1),
Old Admiralty Building, Whitehall,
London, S.W.1

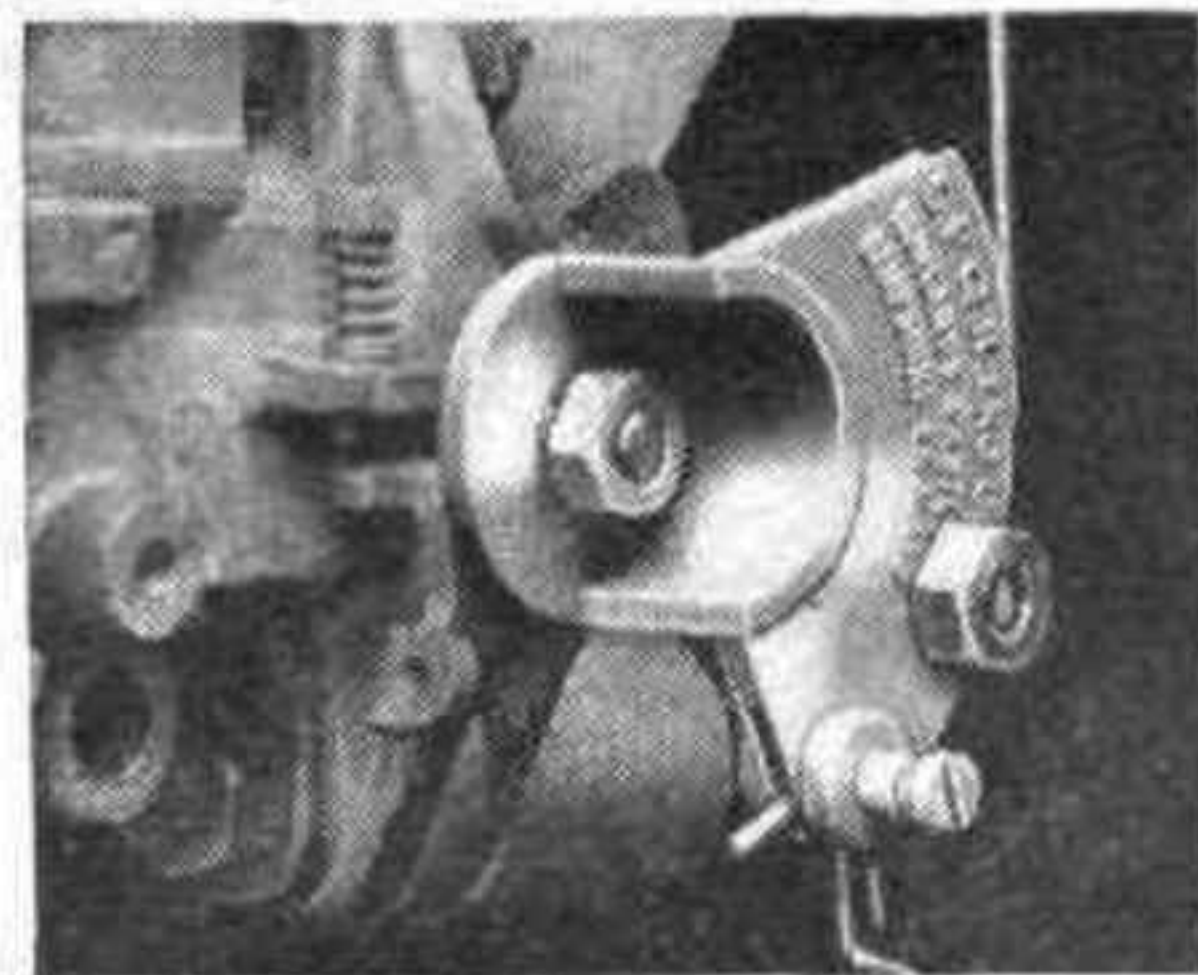
Please send me details of Permanent/Short Service Commissions in the Royal Marines. *(delete as necessary)*

Name

Address

Date of birth

My educational qualifications are/will be:



throttle quadrant

The outstanding new advance in throttle control, producing smooth acceleration—must be tried to be appreciated! Completely cures uneven throttle operation—no more kangaroo starts! In heat resistant plastic for SU carburettors of BMC Mini/Cooper/1100 single or twin carb models. Designed for use with SPQR Anti-friction Throttle Cable and simply fitted. State make & model.

PRICE Mini 6s/1100 6s 6d/Cooper, S & MG1100 9s 6d. (incl p & p) ANTI-FRICTION CABLES 8s 6d (all types)



1100 SEAT ADJUSTER BRACKETS

Designed to improve the driving position by providing intermediate seat adjustment between the wide forward or reversed positions of the standard brackets. Installed without drilling or screwing, using the standard mounting points. In alloy & cadmium plated steel. **PRICE £1 19s 6d (all models) incl p & p.**



REAR TOWING EYE

These robust cadmium plated steel towing points bolt directly to the sub frame of all BMC Mini or 1100 models. Neat yet inconspicuous, they provide a very effective solution to the problem of where to attach the tow rope in an emergency. A complement to the Front Towing Eye (Mini only)

PRICE 15s for 1100 or Mini. Front 12s. (all Mini/Coopers only)



Trade export inquiries invited.

Send 6d stamp for brochures.

SPQR ENGINEERING CO.,
Rowlands Castle, Hampshire.
Telephone: Rowlands Castle 424

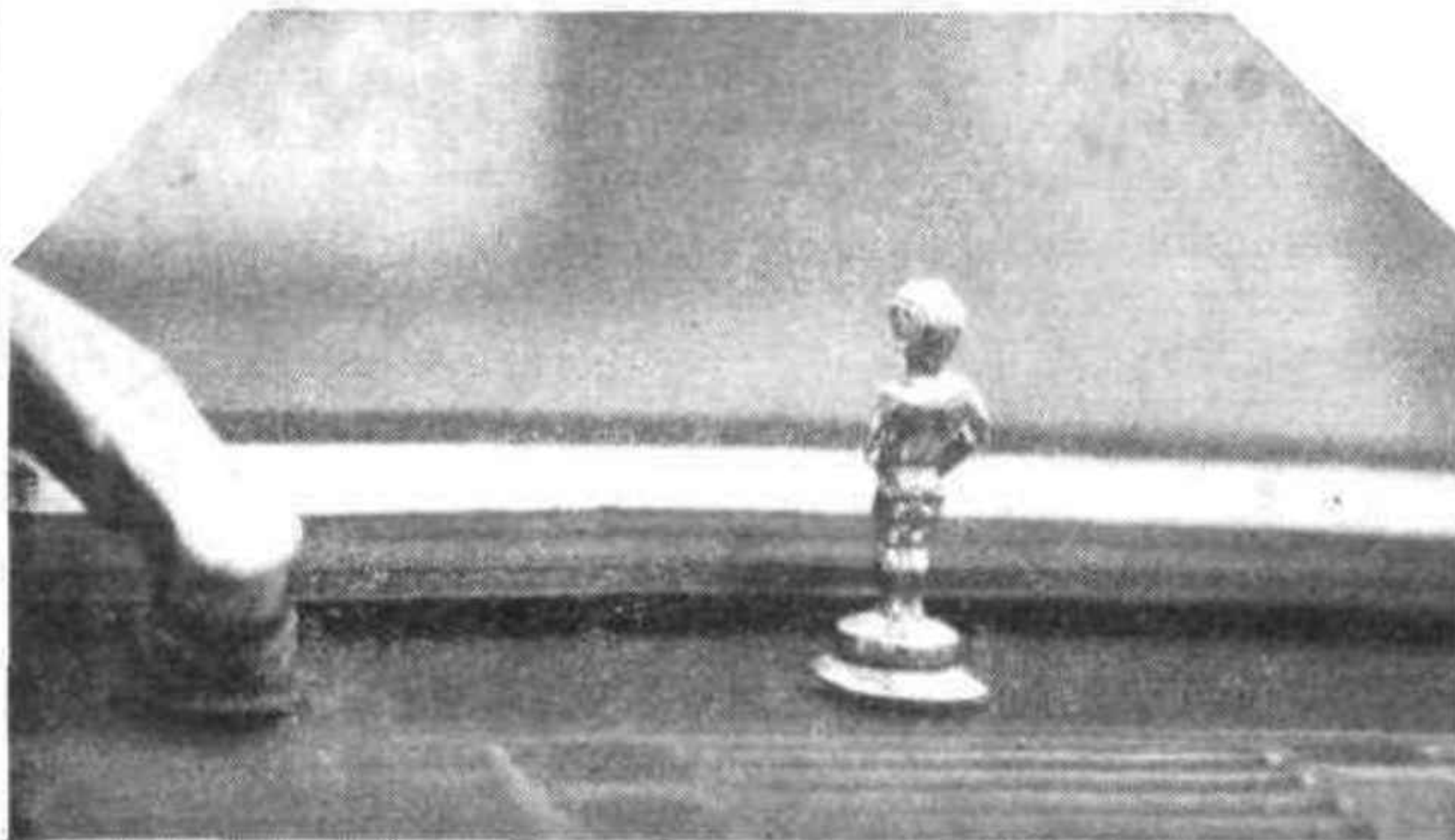
FULLY

GUARANTEED

JOHN THOMAS.

27/6 EACH

2/6 Postage and Packing



ORNAMENTAL SCREEN WASH JET
CHROMIUM PLATE

TO: ORDER DEPARTMENT,
CLARKE & LOFTS,
4, WESTBOURNE GROVE MEWS, LONDON, W.11.

Please post me.....screen wash jets, as shown.

NAME
(BLOCK LETTERS PLEASE)
ADDRESS

WHY PAY MORE?

MARSH ACCESSORIES

bring you Guaranteed Genuine Motor Accessories at these Fantastic Low Prices — you save POUNDS, not shillings

WHEELS

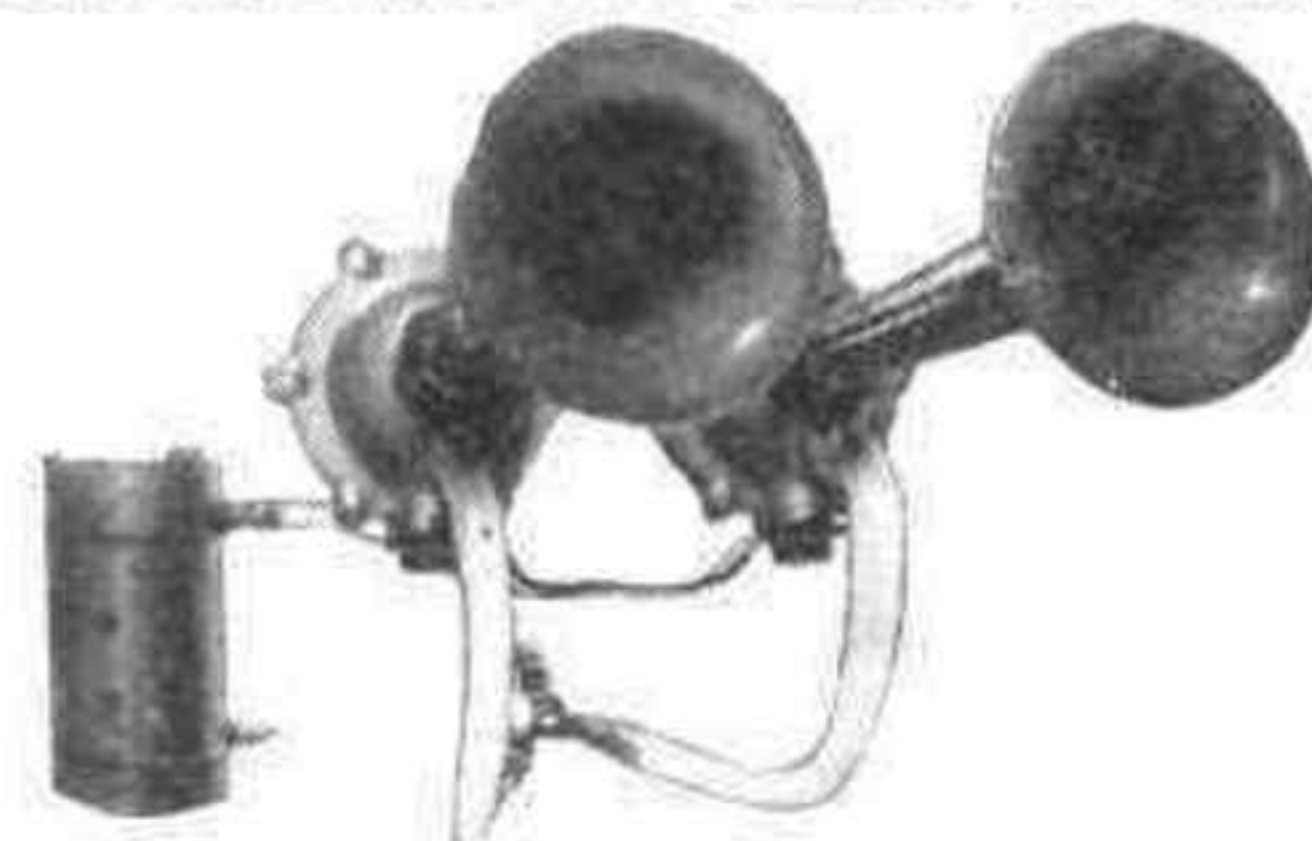
		Usual Price	Our Price
4½" × 10"	Mini Wheels	£15 0 0	£11 15 0
5½" × 13"	Cortina Wheels	£15 10 0	£12 15 0
	and others		Set of Four

4½" × 10"	Mini Reversible Wheels ...	£15 10 0	£12 15 0
	(No Spacer Plates required)		Set of Four

THESE WHEELS ARE NEW AND NOT RE-BUILT

Carriage and packing 20/- per set.

MASERATI AIR HORNS



	Usual Price	Our Price
Twin Trumpet	£5 5 0	£3 19 6
Triple Trumpet	£9 9 0	£6 19 6

Post and packing 9/-.

SPECIAL INSTRUMENT OFFER

SMITHS		YAZAKI	
Rev Counters —		Rev Counters with Cowl —	
Usually £11 10 0	£8 19 6	Usually £9 9 6	£7 10 0
		(Fits any model car)	
Ammeters —		Ammeters —	
Usually £1 15 0	£1 9 6	Usually £1 4 0	18 6

Post and packing 3/-.

JOHN SURTEES RALLY JACKETS

	Usual Price	Our Price
NAVY OR RED		
Small, Medium, or Large	£9 19 6	£7 19 6
Extra Large 10/- extra.		Post and packing 4/6.

RACING MIRRORS BY SILVERSTONE

	Usual Price	Our Price
Similar design — Torino Racing Mirrors	£2 5 0	£1 15 0
	£1 19 11	£1 9 11

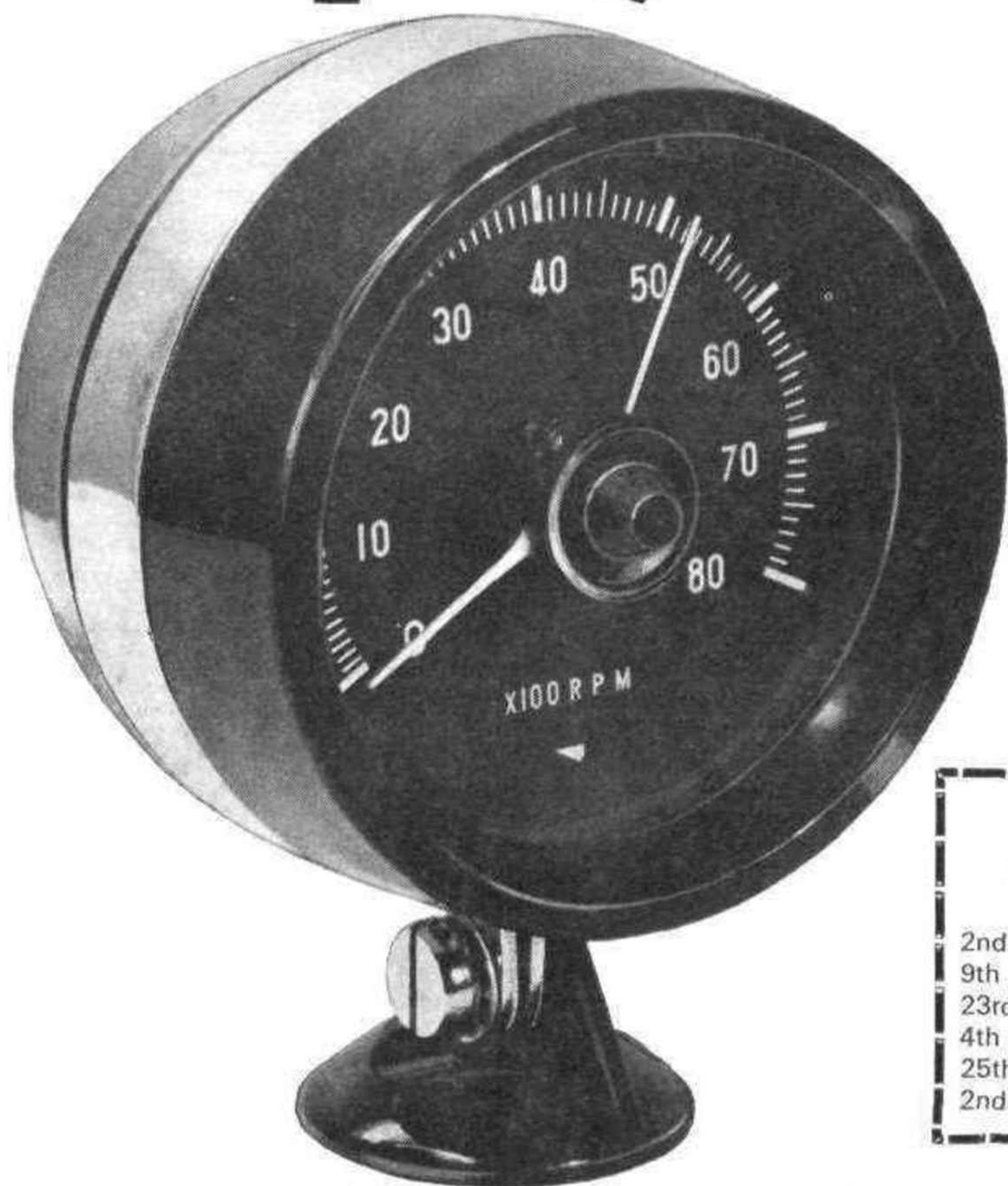
Post and packing 3/6.

ONLY AVAILABLE AT THESE PRICES FROM :

MARSH ACCESSORIES

12 Carter House
Brune Street
London E1

Top Quality



YAZAKI Formula Libre Championships 1968	
2nd June	Brands Hatch
9th June	" "
23rd June	" "
4th Aug.	" "
25th Aug.	" "
2nd Sept.	Snetterton

-now look at the price!

Only £11.19.6 for the 80 mm tachometer with cowl, shown above. Weigh quality for quality, then choose Yazaki for price. This finest range of instruments includes a 52 mm tachometer—the only one in series production today—for as little as £7.19.6! Yazaki instruments are precision engineering of the highest order.



instruments you can trust



52 mm TACHOMETER
with cowl, £9.9.6, or for
panel mounting £7.19.6.
80 mm model with cowl
£11.19.6, or for panel
mounting £9.19.6.



AMMETER 52 mm, 24s.



**OIL PRESSURE
GAUGE 52 mm, 63s.**



**WATER
TEMPERATURE
GAUGE 52 mm, 63s.**

All YAZAKI instruments
are internally illuminated
and have full fitting in-
structions.

**SIGN OF
PRECISION**

**POST
TODAY**

to Sole Distributors in the U.K.
**TIME INSTRUMENT
MANUFACTURERS LTD.,**
Automobile Instrument Division,
928 High Road, Finchley, London, N.12.
Please send me Yazaki Colour Brochure

NAME

ADDRESS

M5J



1959 Type 60 Birdcage MASERATI



1929 RILEY 9 tourer . . . £550



1927 16-h.p. HOTCHKISS cabriolet . . . £750



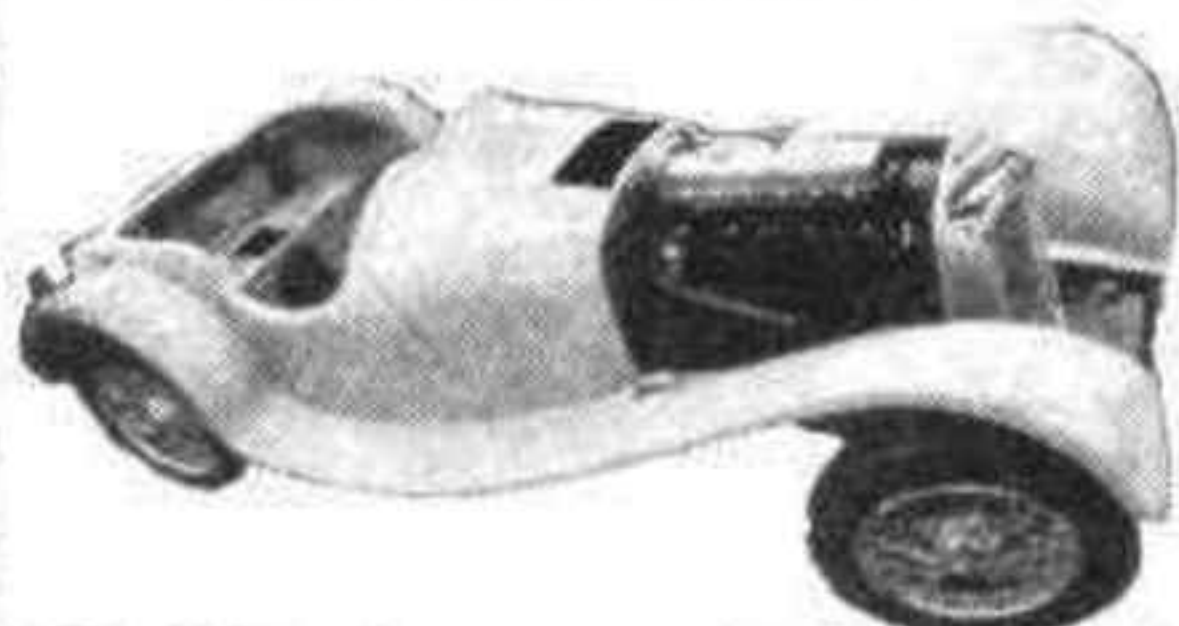
1961 T.T.-winning 250 FERRARI

Our magnificent 1923 37.2-h.p. Hispano-Suiza dual-cowl touring car has just returned from the International Rally, and is currently on display. 1967 Ford GT40, one owner, road-equipped specimen. 1923 Vauxhall 23/60 landaulette, restoration nearing completion. 1927 Hispano-Suiza 37.2-h.p. sedanca de ville. 1925 Vauxhall 23/60 tourer. 1929 Austin Light 16 tourer. 1926 Senechal sports. 1928

Standard 9 Gordon England saloon, £98. 1932 Talbot 75 drophead, £225. We are now in a position to offer some of our motor cars and carriages for selective Hire purposes. Further details may be obtained on request. We endeavour to remain open for seven days a week, but would recommend that prospective customers telephone before visiting us at the weekends.

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

**d.c.m.
auto
service**



S.S. 100 in the process of being restored to original mint condition.



1964 TR4, already in mint condition. Fitted with wire wheels, overdrive and radio: £615.

1965 TR4A coupé, with overdrive and wire wheels; one owner, 27,000 miles: £725.

DUE IN: Several 1967/8 TR4As and one 1966 TR4A.

1963 TR4, wire wheels, rear seat, seat belts, B.R.G.: £515.

1962 TR4 coupé, overdrive, radio and Surrey top: £485.

For us to handle a TR3A it must be in perfect rust-free condition. Typical of this is a 1960 TR3A, overdrive, hard-top, soft-top, tonneau and Cints.: £395. Free advice for any TR problems. Cheque book at the ready for any TR you may want to sell.

**21 LEXHAM MEWS
KENSINGTON, W. 8**

Telephone: 01-937 1410

FOR SALE—continued

BRISTOL 403. FULL HISTORY AVAILABLE since new. Complete engine/gearbox overhaul 20,000 miles ago, carried out by myself. Finished in metallic burgundy. Excellent condition throughout. Registration RHU 403. £300 o.n.o. 84 West Drive, Mickleover, Derby. Tel.: Derby 52712. (3401)

COLLECTOR'S PIECE, JAGUAR XK150 d.h.c., opalescent maroon, probably best in country. £500 recently spent on body and engine. Discs, overdrive, radio, twin quartz iodine spots, Marchal heads, etc. £650. Exchanges considered. H.P. available. Palmer, Millstones, Brackenfield, Derby. (3402)

DAIMLER S.P. 250. MOUNTAIN BLUE, 1962 B series. Special reg. no., h/s tops, tonneau, w/wheels, off-white leather, 41,000 miles. Fastidiously maintained, indistinguishable from newest models. Accept £525. Tel.: Biggleswade (Beds.) 3537 or office Letchworth (Herts.) 2244. (3403)

ASTON MARTIN DB2/4 1954 SALOON. Replacement engine. Completely rewired. New Cibie headlights. Excellently shod. Taxed, M.o.T. till October, £425 or offer. Gosland, Radford Villa, Tisbury (Bath), Somerset. (3404)

1960 ALVIS TD21. VERY GOOD COACH-work, mechanics, p/b radio, power discs. £445. Tel.: 01-876 3797. (3406)

SUNBEAM TALBOT 90 MK. II. OVER-drive, heater, s/belts, f/lamp, washers, Xs. Taxed Dec. V.g.c. Available 17.6.68. £85 o.n.o. 6 Howard Ave., Grove, Wantage, Oxford. (3407)

1961 MODEL (SEPT., 1960) XK150 3.8 F.H.C. Webasto sunroof. Two owners from new. 69,000 miles. One of the 10 p.c. of the 150s left that is still desirable (and not in the super tax price range). Original throughout. Excellent mechanics. Recent major brake and steering overhaul. Unblemished pearl grey with beautiful red leather interior. £545. Roger Lloyd, The Cottage in the Woods, Rooksbury Pk., Wickham, Hants. Tel.: Wickham 3244. (3408)

BENTLEY R-TYPE, 1953. MECHANICALLY excellent. £565. Box 0767. (3409)

1939 MORRIS 8 SERIES E. EXCEPTIONAL condition. Original engine recently overhauled. Sunroof. M.o.T. Offers to 3 Parsonage St., Colne, Lancs. Tel.: 129. (3410)

CITROEN LIGHT FIFTEEN, 1952. EX-cellent running order, new bearings, etc. £100. 116 Hillfield Rd., Little Sutton, Wirral. Tel.: Hooton 3345. (3411)

AUSTIN SEVEN 1933 SALOON, EXTENSIVELY restored. M.o.T. certificate. Photographs available. £110 o.n.o. Tel.: Cambridge 76145. (3414)

FOR SALE—continued

HEALEY TICKFORD 2½-LITRE 2 PLUS 2. Silver-grey finish, fitted sun-roof. Interior retrimmed, exterior excellent. Host of spares, workshop manual, owner's handbook, etc. Genuine replies, offers to Box 0768. (3412)

SPITFIRE II, 1965. DARK BLUE. NEW hood, Cirturatos. Excellent. Owner Kenya-bound. Available July 31st. First £460 cash. 4 Almond Rd., Blandford Mere, Kingswinford, Staffs. (3413)

STATUS SYMBOL NUMBER FOR SALE, BG135, complete with M.G. M. Mar., 1931. In excellent condition. Used regularly. Best offer. P. de G. Wilkinson, Westwind, 21 Darton St., Stairfoot, Barnsley, Yorks. (3415)

1966 (MAY) PORSCHE 912. WHITE/black. 13,000 miles. Radio, i.q. One owner. Immaculate. £1,925. H.P. available. Furness. Tel.: Keswick 659 (after 6 p.m.). (3416)

RILEY 1.5 RME, 1954. DARK GREEN. Superb condition. Heart condition compels most reluctant sale, £400 and definitely no haggling. Serious enquiries only, please, to Tel.: 01-607 7810. (3417)

M.G. MIDGET 1.275 C.C. IMMACULATE white. Cost £830 only 10,000 miles ago. All stock extras, plus many others. £650 o.v.n.o. Allison, tel. Worthing 6085 during office hours. (3418)

AUSTIN HEALEY 100/4. OVERDRIVE, wire wheels. Enthusiast-maintained. Superb performance. £175. 1 Stretton Ave., Sale, Cheshire. Tel.: 061-973 2150 (evenings). (3419)

MINI COOPER S 1275. OCT., 1965, 34,000, £450. Alan. Tel.: Ipswich 58311 (office). (3420)

FIAT 503, 1927, FRONT AXLE, COM-plete front springs, rear springs, two wheels. Box 0769. (3421)

AUSTIN HEALEY 100/4, 1955. £15. Tel.: Godalming (Surrey) 2662 (day), Bramley 2733 (evening). (3422)

LOTUS ELITE, 1963, RED, COVENTRY Climax, 1216, Tuned stage 2. 31 m.p.g. Fiat, 71 Belgrave Rd., Leicester. Tel.: 63646. (3423)

1275S, 1964. LOW MILEAGE. RED WITH sunshine roof. Twin headlight system, 4½ Js, w/rim wheel, seat cover, many other extras. £425. Tel.: Linslade 4550. (3424)

MERCEDES-BENZ, 1960, 180, 1959 MAN-ufacture, i.h.d. Low mileage. One owner, maintained irrespective cost. £375. Tel.: 01-455 6997. (3425)

1947 ROVER 12 TOURER REQUIRES good home. Sound bodywork. Engine reconditioned, requires further restoration—lack of time and funds prevents completion. Offers: Wilson, 27 Cobden Rd., Brighton. (3426)



LOTUS SEVENS

NEW SEVENS Available in component form at £667 with belts, radials, etc., or £507 less engine and gearbox.

Export L.H.D. or R.H.D. arranged

USED SEVENS Full range in stock from £250-£600.

CLUBMAN SEVENS Choice of four, 1,000 c.c. and 1,500 c.c. race Sevens, fully modified and prepared from £450.

AUSTIN HEALEY Marks I, II & III Sprites and Midgets.

SPECIAL OFFER 1967 (Dec.) Mk. IV Sprite, w/wheels £670.

1961 (Dec.) VOLKSWAGEN, full history £265.

1954 (53 Earls Court model) DB2/4

ASTON MARTIN 3-litre Vantage. Former property of Air Marshal, specimen £495.

H.P. WITH THIRD PARTY INSURANCE

SEVENS AND SPRITES WANTED FOR CASH



TOWN END, CATERHAM (Tel. 45762), SURREY

SPORTS CAR INSURANCE

(With Passenger Liability)

REALISTIC RATES - UP TO 65% NO CLAIMS BONUS

- ★ COMPLETE SECURITY B.I.A. OR LLOYD'S POLICIES
- ★ SPECIAL RATES FOR EXPERIENCED SPORTS CAR DRIVERS TRIUMPH SPITFIRE OWNERS

SAVE £££'s — CONSULT US TODAY FOR YOUR PERSONAL QUOTATION

COMPASS

Insurance Brokers Ltd

41 KNIGHTS HILL, LONDON, SE27

Telephone: 01-670 0305
01-670 7619



Name..... Age..... Occupation.....
Address.....
Ow.ner Driver/Named Drivers..... Ages..... No Garage/Lock Up.....
Make..... Model..... c.c..... Year..... Value £.....
Cover required: Comp. / T.P.F. & T. / T.P. only Renewal due.....
Present Company..... allow me..... years N.C.B. of..... % Accidents last 3 yrs. YES/NO

Camden

sports
cars

Lake Street, Leighton Buzzard 'phone 2041

OPEN DAILY 9 a.m.—8 p.m. SUNDAYS 10 a.m.—4 p.m. OPEN WHIT MONDAY

SPECIAL SALOON CARS

B.M.W. 1800TI, 1965, white with black/red int., seat belts, Blue Spot push button radio... £899
B.M.W. 1800, 1966 model, unusual in black with beige interior, spot and fog lights, radio, belts £999
BENTLEY R, 1953/4, grey with red leather trim, an automatic with radio and heater... £799
BENTLEY S, 1956, fully automatic and superb in grey, red leather interior, radio and heater... £1,099
BENTLEY SI, 1957, absolutely immaculate in sable over sand with contrasting beige trim, radio, other luxury extras... £1,449
BOND Equipe GS4, 1967, fixed head coupé in red, fitted with sun roof and heater, twin headlights, one of two... £699
BOND Equipe, 1963, 1964 model in red with black int., fitted with heater, Spitfire engine, nice car £449
CITROEN Decap, 1962, a beautiful example of this rare convertible car in dark metallic blue, white leather trim... £999
FIAT 850 Coupe, 1967, navy with brown interior, 8,000 miles only, radio, racing wing mirrors, one owner, sparkling performer... £699
FIAT 2300 Coupe, 1964, a first class specimen of this lovely Italian GT, finished in red with maroon, leather interior... £1,249
LOTUS Cortina, 1964, usual colours, fitted with radio, heater, Webasto roof, roof and spot lamps, excellent for year... £599
LOTUS Cortina, 1965, in very nice order throughout, very quick car fitted with seat belts... £699
LOTUS Cortina, 1966, white with green flash, radio, reversing light, twin-spots, belts... £799
LOTUS Cortina, 1967, all white with black interior, without blemish, shows only 18,000 miles, and is as new... £899
LOTUS Cortina, 1968 model, exactly as brand new, maroon with black, records 3,000 miles only, just run in... £1,049
JENSEN CV8, 1964, red paintwork with buff leather int., radio, automatic transmission, heater... £1,349
JENSEN CV8, 1965, sparkling white with red trim, manual gearbox, radio, records 23,000 miles... £1,649



LINCOLN Continental, 1959, outstanding example of this American classic, power hood, radio, electric windows etc. (illustrated)... £699
MERCEDES 220SEB, 1960, long headlight model, in maroon with beige lthr. int., splendid value £749
MERCEDES 220SE, 1963, navy blue with white leather interior, fitted radio and heater... £999
OPEL KAPITAN, 1965 registered, a nice car in black, left hand drive, fitted heater... £399
PLYMOUTH Barracuda, 1966, fastback model in metallic grey, push button radio, spotless throughout, and very attractive... £1,499
ROLLS-ROYCE Silver Wraith, 1952, body by Vincents of Reading, razor edged and full skirted, radio, well cared for... £999
ROVER 2000TC, 1967 model, red with black leather interior, wire wheels, heated rear window, real value, one of several... £1,149
ROVER 3-Litre Coupe, 1963, beige, power steering, manual with o'drive, recl. seats, radio and Webasto sun roof... £699

SPORTS CARS

ASTON MARTIN DB4, 1962, a tidy example in maroon with grey lthr. int., radio and overdrive, reasonable mileage... £1,149
ASTON MARTIN DB5, 1964, totally unmarked white paintwork, black leather trim, fitted with radio (illustrated)... £1,999
AUSTIN HEALEY 3000, 1965, Mk. III, hard and soft tops, twin spotlights, overdrive model... £799
AUSTIN HEALEY Sprite, Lenham fastback GT conversion in metallic grey, special bonnet, very good looking... £399
AUSTIN HEALEY Sprite, 1963, absolutely standard but well cared for, finished in blue with blue interior... £329
AUSTIN HEALEY Sprite, 1966, sparkling in white, leather int., fitted with htr., special price £599
AUSTIN HEALEY 3000, 1963, convertible, red leather interior, fitted overdrive, radio, wire wheels and heater... £549



CHEVROLET Stingray, 1963, f.h.c. in silver grey with dark blue interior, Turbofire 377 V8 engine, knock off trims... £1,499
JAGUAR XK150, 1959, fixed head model in unblemished British Racing Green, wire wheels, fitted overdrive and heater... £349
JAGUAR E-Type, 1964, exquisite bright red paintwork with beige interior, push button radio, other extras, including chrome wires... £1,099
JAGUAR E-Type, 1965, a one owner car in green, fixed head coupé with immaculate leather int. £1,249
JAGUAR E-Type, 1965, f.h.c. in metallic blue, chrome wire wheels, radio, heated rear window, Abarth exhaust, crash bars... £1,349
JAGUAR E-Type, 1964, navy blue f.h.c., special dash, Phillips push button radio, Abarth exhaust system, many other extras... £1,049
LOTUS Elan S/E, 1966, d.h.c., green with black interior, K/O wheels, special s/wheel, dipping mirror, inertia reel belts, shows 14,000 miles £1,099
LOTUS Elan S/E, 1968, f.h.c., unusual in black, knock on wheels, seat belts, our Sales Director's personal car, 1,000 miles only... £1,499
M.G. Midget, 1963, finished in off white with clean red interior, a very nice example... £329
M.G. Midget, 1965, a low mileage one owner car, wire wheels, radio, green with black trim, one of five priced from only... £499
M.G. Midget, 1966, this car can only be described as being 'as new' having been very carefully looked after... £599
M.G.-B, 1963, red with black leather interior, wire wheels, radio, heater and tonneau... £549
M.G.-B, 1964, an immaculate car in cream, Bermuda hard top, overdrive, radio and heater... £649

M.G.-B, 1965, green extras include wire wheels, radio, power brakes, racing wing mirrors, leather s/wheel cover, washers etc... £749
M.G.-B, 1966, blue with blue trim, overdrive, wire wheels, folding hood, Cinturatos, w/wheel... £849
M.G.-B GT, 1966, a spotless car in red with black, fitted overdrive, w/wheels, radio and mirrors £999
M.G.-B GT, 1967, one of three in stock, red, seat belts, overdrive, radio, w/wheels, other extras £1,099
M.G.-B Sebring, ex works competition car, has seen Sebring and Targa Florio in very capable hands, full history on application... £1,049
MARCOS Volvo, 1966, metallic blue, special works modified 2,000 c.c. engine giving incredible performance, overdrive, radio... £1,299
MORGAN + 4 Supersports, 1966, maroon and white leather, special Lawrence engine, wire wheels, Webers etc. (illustrated)... £969
MORGAN 4/4, 1966, a very lovely metallic dark green, wire wheels, 1,500 c.c. GT Ford competition type engine, Holbay conv... £799
RELIANT Scimitar, 1966 metallic gold with black int. this car is fitted with o'drive and radio... £1,099
ROCHDALE Olympic GT, 1962, tuned A series engine, red, professionally trimmed interior, Dunlop Supersport tyres, bucket seats... £349
SUNBEAM Alpine, 1965, red with hard and soft tops, o'drive, tonneau cover, racing wing mirrors, near new tyres... £599
SUNBEAM Alpine GT, 1966, f.h.c. in unmarked blue, records only 20,000 miles, Cibie Q1 spotlight, belts, wing mirrors, virtually unblemished... £749
SUNBEAM Alpine, 1967, blue with black interior, overdrive, power brakes, reclining seats, low mileage, literally unblemished... £849
TRIUMPH TR4, 1964, blue with Surrey top, Cinturatos, black interior, seat belts, wing mirrors and overdrive... £649



TRIUMPH TR4A, 1967, white with black interior, soft top, wire wheels, radio and overdrive... £899
TRIUMPH TR4 Dove GT, 1965, green, wire wheels and Cinturatos, radio, racing wing mirrors, woodrim wheel... £849
TRIUMPH Spitfire, 1964, green with black int., fitted with boot rack, heater and tonneau... £399
TRIUMPH Spitfire, 1965, Mk. II, wire wheels, radio, totally unblemished body in red... £549
TRIUMPH Spitfire, 1966, one owner from new, 18,000 miles, new spare, belts, heater, mirrors, blue and black... £599
TRIUMPH Spitfire, 1967, Mk. III, virtually unused in ivory with black interior, like new but only £699
VOLVO P1800, 1965, white with red leather interior, special sun roof, seat belts, Cinturato tyres, shows 27,000 miles, o/d... £1,149

**IMMEDIATE HIRE PURCHASE AND INSURANCE
DRIVE AWAY—RIGHT AWAY**

FOR SALE—continued

1959 M.G.A F.H.C. WHITE, RED leather. Stage 3 engine. Almost every extra. Mechanically and bodily in exceptional condition. Two owners only. £325 o.n.o. Capt. Holl, Aturm, Poole, Dorset. Tel.: Poole 2826. (3427)
 M.G. TD, 1963. REGD. YMG118. IVORY. Current M.o.T. Reluctant sale. £230 o.n.o. Trawford, 94 Cotgrave Lane, Tollerton, Nottingham. Tel.: Plumtree 2543. (3428)
 1951 D.H. LAGONDA 2.6. BODY, interior, hood and tyres good. Engine needs some attention but basically good. Complete spare engine and gearbox. Offers, Box 0770. (3429)
 SUNBEAM MK. III. 57,000 MILES. Overdrive, sunroof. Immaculate. £175 o.n.o. Sankey, 6 The Oaks, Middlefield Gdns., Halesowen, Worcestershire. Tel.: 021-422 6671. (3430)

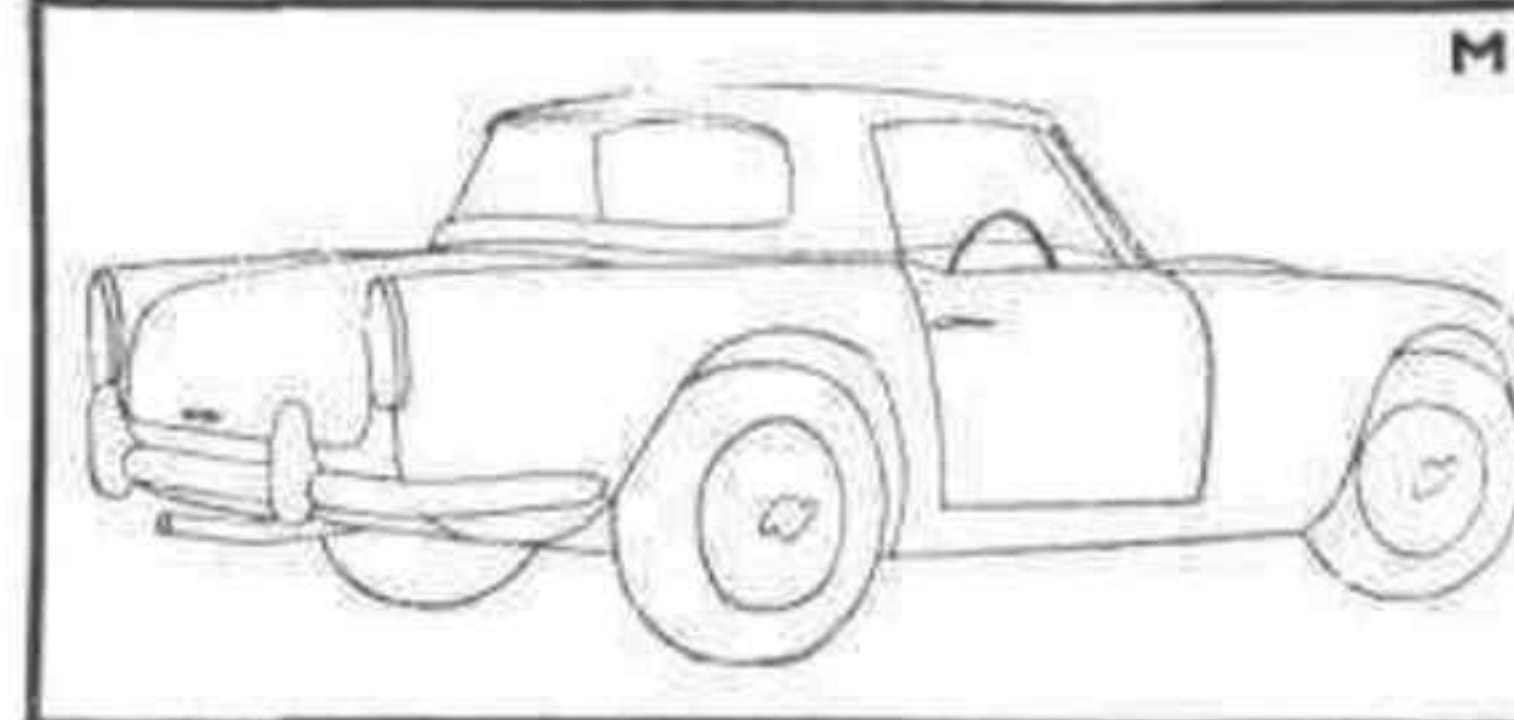


"INTERNATIONAL" HELMET No. 260A
 To B.S. 2495. R.A.C. app. Complete with snap-on, snap-off peak. Safety tapes, all leather necklet. White finish. Sizes: 6½ to 7½. £7.5.0, p. & p.
 4/-, or sent for 20/- Deposit and 6 mthly. pyts. of 24/6 (Credit price £8.7.0). Finest value available.
BUBBLE VISOR No. 235
 Tinted or clear, 35/-, p. & p. 1/-.
RALLY COAT No. 707. Only from D. Lewis. Special money saving introductory offer! English made showerproof, top quality 100% nylon. Fully g'eed. Racing Red, Lovat Green or Navy Blue. Luxuriously quilted. Det. zip-on, zip-off hood. Double-ended front zip. Av. length 32" approx. Ladies' or Gent's, 34"-44". £7.7.0, p. & p. 5/6, or 20/- Dep. & 6 mthly pyts of 24/3 (Cr. price £8.5.6). Send for NEW leaflet.
 Money back g'tee. Call or send order to **D. LEWIS LTD.**, Dept. MS6, 124 Gt. Portland St., London, W.1. Also 124 Edgbaston St., Bull Ring Centre, Birmingham, and 176 The Moor, Sheffield. New showroom open at 144 Gt. Portland St., London.



FOR SALE—continued

M.G.-A 1500, 1956. LAGOON BLUE. New Cinturatos, hood, sliding s/screens. Recent new engine. M.o.T. £350. Wilson. Tel.: Northampton 42381. (3431)
LOTUS SUPER 7 COSWORTH FORD 1500. Close ratio gears. Excellent condition. Registered Dec. 1963. 24,000 miles. Many extras. £475. Tel.: Great Cubley 284 (Derbyshire). (3432)
ASTON MARTIN DB4 SUPERLEGGERA, 1962. In Dubonnet with blue interior. Outstanding condition. £1,400. Tel.: Whetton (Notts.) 216. (3433)
1938 ROVER 16 SPORTS SALOON. Well preserved specimen. One previous owner. Genuine 47,800 miles. Tested to Feb., 1969. Offers, Green Park, Aston Clinton, Bucks. (3434)
1927 AUSTIN SEVEN TOURER. Restoration started. £50. Chris Ashton, 17 Ashmere Ave., Beckenham, Kent. Tel.: 01-650 4561. (3435)
MINI COOPER 1275S, 1966. WHITE, black roof. Oil cooler. Restall seats. Low mileage. First-rate condition. £450. A. Smith, 34 Stoke Hill, Bristol 9. Tel.: 68-3192. (3436)
ROLLS PHANTOM I, 1927. LIMOUSINE coachwork by Windover. Three-owner car. 46,000 recorded mileage. Good original condition. Executors' sale by auction, end of June. Full illustrated details on request. apply Bannister & Co., Chartered Auctioneers, 173 Hamilton Rd., Felixstowe, Suffolk. Tel.: 2513/2828. (3437)
VOLVO 1225 B16, 1961. BLUE/GREY. Beautiful inside, outside, mechanically. M.o.T. Any inspection. Offers around £375. 341 Whitley Wood Lane, Reading. (3438)
BENTLEY MK. VI. IMMACULATE. Perfect mechanically. £395. 113 Park Rd., Worthing. Tel.: 4371. (3439)
1966 MINI COOPER 1275 C.C. S. RED/black. Used only as third car. 21,000. £540 o.n.o. Consider exchange R.R. or Bentley. Dr. Ward, 2 Hereford Rd., Harrogate. Tel.: 2983. (3449)



MICROBOND quickly detachable hard-top for the Triumph TR4, TR5, TR4A. MICROPLAS manufacture Glass-Fibre hard-tops to fit the complete range of Triumph TR sports cars, including a top for the TR2, 3, 3A, 3B and Spitfire. Write for details or call at: **MICROPLAS LIMITED** (Dept. MS59) 132 Western Road, Mitcham, Surrey. P.O. Code CR4 3XD. Tel.: 01-648 5181/2

FOR SALE—continued

XK150, IN SHOWROOM CONDITION, d.h.c., 1960. Midnight blue. Locally owned from new. New hood, new tyres, all usual luxury extras. 68,000 miles. Will reluctantly sell at £485, or consider exchange. Tel.: Taunton 3226 (after 6 p.m.). (3441)
EXERCISE IN WORKSHOP PRACTICE! Wedding bells, so what offers? Take away my spotless rear axle parts; reasonable with new half shafts. Then claim your completed 1936 Austin Seven Ruby. Tel.: Bywater, 061-BRA 2218. (3442)
BENTLEY MK. VI, 1952. BIG-BORE full-flow model. Quite exceptional example in embassy black, interior as new. Engine decarbonised. New bearings, etc. Needs running in. Good tyres. Year's M.o.T. £485. Tel.: Malvern 3272 (evenings). (3443)
SINGER CHAMOIS, 1965. FOREST green. 21,000 miles. Radials, centre aerial, reversing light. £365. Blaikie, 5 Lauder Rd., Edinburgh 9. Tel.: 667 3246. (3444)
1946 TRIUMPH ROADSTER. BATTERY, tyres, new. Body good. M.o.T. Best offer over £50. T. D. Thorood, 99 Front St., Sowerby, Thirsk, Yorks (evenings and weekends). (3445)
1937 ASTON MARTIN FOUR-SEATER tourer. L/chassis. This car is in Concours condition and is fitted with DB1 2-litre engine. Spare engine with car. £875 o.n.o. For further details and photos, tel. 01-903 4478, or write, 57 Mostyn Ave., Wembley, Middlesex. (3446)
1960 TRIUMPH TR3A. 30,000 MILES. Present ownership five years. All possible extras. Hard, soft tops, tonneau, wire wheels, Xs, overdrive, iodides etc. Excellent condition. no rust. £275 o.n.o. 90 Warwick Rd., Alkington, Middleton, near Manchester. (3447)
1956 SUNBEAM TALBOT MK. III. Radio, overdrive, sunroof. Recent new transmission and brakes. A rare, fast, thoroughbred car. £250. Tel.: Wallington (Surrey) 5009. (3448)

FOR SALE—continued

ASTON MARTIN DB2 SALOON, IN very fine order bodily and mechanically. Oil at manufacturers' specification. Transmission, etc., very sound. Brakes, battery and tyres new. M.o.T. 1969. Taxed Oct., 1968. £355 o.n.o. Tel.: Hemel Hempstead 53981. (3440)
LAGONDA RAPIER, 1934/38. COMPETITION bodied two-seater, 1,084 c.c. Extensively modified. Concours condition and mechanically perfect following complete rebuild. Well known history. Rapier Register. Large supply of spares. One owner 13 years, unused and stored last six years. £375 o.n.o. Tel.: 01-504 8968. (3450)
M.G. MAGNETTE VARITONE. GOLD Seal engine. New brakes and tyres. Rad. M.o.T. Immaculate throughout. £295 offer. Older car and cash considered. (Musell, Box 0771. (3451)

SELECTED CARS
 174 LONDON ROAD, KINGSTON-ON-THAMES, Kingston 9292

64 JAGUAR 3.8, chrome, wires	£695
63 JAGUAR 3.4, metallic green	£595
62 JAGUAR 3.4, metallic blue	£485
61 JAGUAR 3.4, bronze	£425

The above are one owner, immaculate cars.

66 LOTUS Elite, full history	£695
64 COOPER 'S', extras	£385
64 COOPER 'S', one owner	£385
65 M.G.-B, wires, 17,000 miles	£725
66 SPITFIRE, one owner	£555
64 COOPER, lowered, extras	£355
63 TRIUMPH Vitesse, immaculate	£369
62 M.G. Magnette, exceptional	£355
65 AUSTIN 1100, 23,000 miles	£425
63 VAUXHALL Viva, special finish	£315
66 MINI Super De Luxe	£375
62 TR4, wire wheels, h/top	£475
63 MINI Super De Luxe	£255
49 BENTLEY Mk. VI James Young aluminium saloon	£295
64 AUSTIN 1100, new gearbox	£325

Sports cars urgently wanted for cash or exchange with cash either way for saloons. All our cars are above average condition, both bodywork and mechanics.
 Tonneau Covers £2-£5 ea. Radios £7-£15
 Hardtops £19-£49 for Bermuda M.G.-B.

Vintage Autos Ltd. **AMB 4306 (after 6 p.m.) KINGHAM 319 (Sundays) PAD 2731**
 Managing Director: J. BOND, A.M.Inst.B.E.

England's FINEST Selection of IMMACULATE Thoroughbred Cars and Horse-drawn Carriages

AT THE TIME OF GOING TO PRESS (MAY 14th) I AM NEGOTIATING THE PURCHASE OF THE FOLLOWING CARS. BY THE TIME YOU READ THIS ADVERT. I HOPE TO HAVE MOST OF THEM IN STOCK. ALL WILL BE IN MINT CONDITION.

- | | |
|---------------------------------------|--|
| 1937 ALVIS Speed 25 open 4-seater. | 1937 S.S.100 2½ open 2-seater. |
| 1930 ALVIS 12/50 open 4-seater. | 1938 BENTLEY 4½ sports saloon. |
| 1929 AUSTIN 12 saloon. | 1930 ROLLS-ROYCE P. II open 4-seater. |
| 1936 ASTON MARTIN 1½ open 4-seater. | 1939 ROLLS-ROYCE Wraith limousine. |
| 1938 ALVIS 4.3 sports saloon. | 1930 ROLLS-ROYCE P. II limousine. |
| 1927 BENTLEY 3-litre open 4-seater. | 1935 ROLLS-ROYCE 20/25 limousine. |
| 1930 BENTLEY Speed Six open 4-seater. | 1934 ROLLS-ROYCE 20/25 sports saloon. |
| 1931 BENTLEY 4½ open 4-seater. | 1938 ROLLS-ROYCE 25/30 sedanca coupé. |
| 1940 MERCEDES 540K cabriolet. | 1937 ROLLS-ROYCE P. III sports saloon. |
| 1932 LAGONDA 2-litre open 4-seater. | 1937 TALBOT 110 open 4-seater. |

MANY OTHER IMMACULATE VINTAGE AND CLASSIC CARS IN STOCK. I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

Telegraphic address: Concurcar, London, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

Jack Bond invites you to get away from the mad rush and spend a week-end or holiday at **THE ONLY HOTEL OF ITS TYPE IN THE COTSWOLDS** which offers, amongst its many attractions, excellent accommodation, three bars (with a choice of 11 different draught beers), its own Continental-type Night Club Discotheque (non-stop dancing every Saturday night, drink and dance till very late—no membership required), excellent low-cost Buffet Bar.

(Bed and Breakfast 37/6, or our package Week-end, £3 15s. Single, £7 Doubles, which includes supper Saturday night, bed, breakfast and Sunday luncheon, plus free admission to the Discotheque (residents can drink all night), and a tour of the Cotswold countryside by our famous Stage Coach (as featured on TV, films, etc.), or any of our 30 horsedrawn carriages.)

HORSES & PONIES FOR HIRE & SALE
 Expert instruction if required.
HORSE-DRIVEN CARRIAGES FOR HIRE (Weddings, TV, etc.) & SALE
 All types of Harness and Carriage Lamps for sale.

DAILY TOURS OF THE COUNTRYSIDE BY OUR FAMOUS STAGE COACH

WE HAVE OUR OWN PRIVATE ENTRANCE TO KINGHAM STATION
 20 minutes Oxford, 1½ hours Paddington.

Langston Hotel (FREE HOUSE) and Carriage Stables Kingham, Oxon.
 Tel.: 060871 319 - STABLES (24-hr. answering service)
 060871 209 - HOTEL

Kingham lies halfway between Chipping Norton and Stow-on-the-Wold. Oxford 24 miles, Banbury 17 miles, Stratford-upon-Avon 25 miles, Cheltenham 25 miles, London 79 miles.



Standard finish Stove Enamel Hammer Silver. Special colour finish extra.

J. A. Pearce Magna Wheels

For ALL cars—road and racing.
Bolt-on wheel—nuts free with set.
K.O.—Steel spline and 3-eared alloy K.O. nuts.
MK I: 10, 12, 13, 14, 15in. dia. 5-12in. rims.
MK II: 13 and 15in. dia., bolt-on rims. Split
3-piece: variable offset.

STEEL WHEELS

OUTRIGHT PRICES

5½ Lotus Cortina, Classic, Corsair ...	55/-
5½ Anglia, 100E, Zephyr ...	55/-
5½ Alpine, Tiger, etc. ...	55/-
4½ & 5½ Sprite ...	90/-
4½ & 5½ Herald, Spitfire, Lotus 7, etc.	55/-
4½ Mini 'S' Competition ...	50/-
4½ Minx, reverse rim ...	50/-
5½ & 5½ M.G.-B ...	80/-

PLUS MANY OTHERS. CARRIAGE EXTRA.
ALL ONE-PIECE RIMS — NO BANDS.
ALSO LARGE SELECTION DISC, WIRE, MAG.
& BORRANI WHEELS & CONVERSIONS.

TRAILERS

SALOON/SPORTS/F3 CAR TRAILERS
Complete from £75.0.0 New.
Secondhand from £50.0.0.
SPECIAL TRAILERS BUILT TO ORDER

TYRES

DUNLOP, FIRESTONE & GOODYEAR
RACING TYRES:
Used from 50/-; new from £7.10.0 each.
20% off new G.800 & Cinturatos.
New tyres, not remould quality.
Fitting and balancing service available.

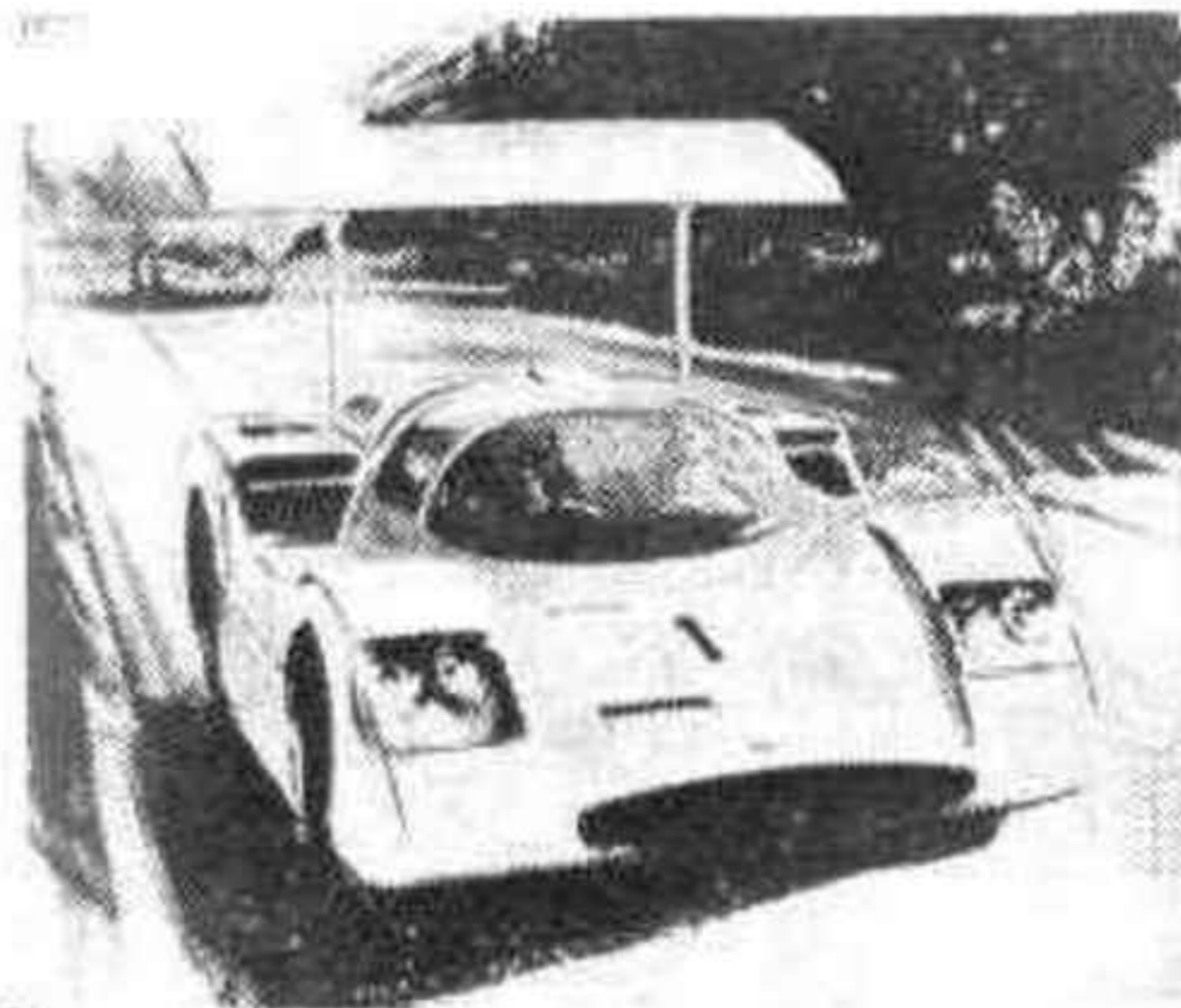
LARGE SELECTION MISCELLANEOUS
PARTS—Cheap to clear: including engines,
gearboxes, B.M.C., Lotus, Ford, Jaguar,
Mini, Triumph, VW, Peerless, etc.; oil
coolers, racing mirrors, racing overalls, air
horns, aerials, wheelspacers, Metalflake
paint, glass-fibre panels, etc., etc.

MAGNA Leather Steering Wheel

FLAT OR DISHED MEDIUM OR THICK GRIP
10½, 12, 13, 14, 15in. dia. Black, Red or Green Connolly leather.
From £5.10.0 to £7.0.0 (de-luxe). P. & P. 10/-.
COMPETITION CAR WHEELS—10½ & 12in. dia., £6.5.0.
For most English and Foreign cars.



J. A. Pearce 10 & 12 WESTERN ROAD
SOUTHALL, MIDDX.
Tel: 01-574 5364
Grams: JAPEARCE SOUTHALLMIDDX



LOTUS
LOTUS—B.R.M.
JAGUAR
ROVER
MORGAN

AVAILABLE IMMEDIATELY
Land Rover 88 S.W.B. Petrol, blue with cab
Rover 2000 Automatic saloon, H.R.W., Arden green/buckskin
Jaguar "E" Type f.h.c., dark blue/light blue

AVAILABLE SHORTLY
Lotus Elan B.R.M. f.h.c., 130 b.h.p./130 m.p.h., polychromatic dark green/blaze orange.
Lotus Elan B.R.M. d.h.c., 130 b.h.p./130 m.p.h., polychromatic dark green/blaze orange.
Lotus Elan f.h.c., K/O wheels, white.
Lotus Elan d.h.c., K/O wheels, yellow.
Lotus Elan d.h.c., Special Equipment, yellow.

USED CARS

1968 Ferrari 330 GTC, in gold. Borrani wire wheels, Webasto roof, radio, nominal mileage	£6,750
1967 ("F" reg.) Lotus Elan B.R.M., 6,000 miles	£1,650
1967 Lotus Elan drophead. K/O wheels, 8,000 miles, red	£1,275
1967 Lotus Elan drophead. K/O wheels, radio, yellow/black wheels and bumpers	£1,250
1967 Lotus Elan drophead. White	£1,250
1966 Lotus Elan coupé. Silver, radio	£1,095
1966 Lotus Elan coupé. Rolls-Royce Regal Red, radio	£1,095
1965 Lotus Elan S2, convertible with hardtop. Red, radio	£850
Racing Lotus Cortina, ex-Willment. Reputed 158 b.h.p.	£850
1967 ("F" reg.) Honda S800 coupé, silver	£825
1966 Lotus Cortina, radio, choice of two	£775
1966 M.G.-B. B.R.G., wire wheels, o/drive, full Speedwell 7,000 r.p.m. engine	£775
1964 Lotus Elan, radio, Medic blue	£750
1967 Austin Cooper 1300 "S" rally car	£675
1966 Austin Cooper 1275 "S", green/white	£550
1963 M.G.-B., Iris blue, radio, seat belts, wire wheels	£485

MIKE SPENCE

REFORM ROAD, MAIDENHEAD, BERKS. TEL: 28539 (Sales); 31648 (Service)

JOHN BRITTEN

Twenty-four sports cars, beautifully kept; the previous owners sold them and wept. **Austin-Cooper 1275S**, October 1967, tweed grey with white roof, 4,000 miles, F registration, £700. **TVR 1800S**, Oct. 1966, green, overdrive, wire wheels, radio, SP41s; one owner, £945. **MG-B**, late 1965 (which you can tell by the push-button door catches), racing green with black leather, chrome grid, one owner, £675. **Triumph TR4**, Nov. 1963, signal red, black trim, overdrive, Cinturatos, 1½ owners, £550. **MG Midget**, orange, choice of two, equipped wide wheels, hot cam, glass-fibre bodywork, straight-cut gears, open exhaust system and twin machine guns in the front wings; not for sale but can be seen around the circuits each weekend driven by Mrs Gabriel König (1144cc) and JB (1350cc), who try to avoid being trodden underfoot by those nasty big

garage at Arkley as it is now but will not, I'm pleased to say, remain for very much longer. The upright things on the right are part of the steelwork for the new building, which will incorporate a service bay, showroom and a plush new office where I will be able to retire each day for a well-deserved afternoon snooze. At the same time our outdoor display area is being doubled, and so with any luck will be our stock of cars. During the next few months I am especially keen, therefore, to buy outright or in p/ex some nicely kept sports cars and will pay a little over other dealers' prices to get my hands on them. **Reliant Scimitar**, immediate delivery on the 3-litre V6 model, and only a few weeks' delay on the 2.5-litre V6. We also have a very nearly new 1968 Scimitar for sale at our Moscow Road branch. **Triumph Spitfire**, 1964, red



'E'-Types. This month's photograph is taken from a very artistic angle by Mr Evan Selwyn-Smith, and I have just noticed that stamped on the back of it are the words "Not to be Reproduced Without Permission". I do beg your pardon most sincerely, Mr S-S. **Morris Mini-Cooper**, 1962, surf blue with white top, £245. **Triumph TR4A**, 1966, conifer green, works steel hard-top and Surrey top, overdrive, radio, Cinturatos, £930. I don't know if I ever mentioned it to you but we are London distributors for the **TVR Vixen** and **Tuscan**. The Vixen can be had with either the Cortina crossflow 1600 GT engine (92bhp) or the ever-popular MG-B unit (95bhp). Even the smaller engine gives an authentic 0-60 in 10.1 seconds, and the suspension by coil springs and wishbones all round gives flat and steady cornering without allowing road shocks to disturb your tranquility. Prices commence at £1,095 and this sum includes such desirable knick-knacks as heater, radial ply tyres, seat belts, anti-roll bar, electric screenwash, reversing light, cigar-lighter, 10 cigars and a full complement of 6 instruments. The Tuscan has somewhat more cylinders and costs somewhat more money. The Moscow Road place has our main display of new TVRs, but we usually have two or three at Arkley. Vixen and Tuscan demonstrators are both at your

with matching works hard-top, soft-top, a little over £400, I believe. **MG Midget**, 1966, red with black hood, £515. **MG-B GT**, late 1966, mineral blue, black leather, overdrive, radio, few miles, £920. **Triumph Spitfire**, 1963, blue, radio, £375. **MG-B**, 1966, black with matching Classic Bermuda hard-top, soft-top, overdrive, wire wheels, radio, Cinturatos, £825. **Triumph Dove GTR4**, 1965, Spa white, black trim, walnut dashboard, special seats, fitted tool kit, Goodyear Grand Prix tyres, overdrive, wire wheels, radio, woodrim, the most capacious occasional 4-seater sports car you can get (unless you have a bigger car altogether), £745. **MG Midget**, 1966, Old English white, black trim, £530. **Austin Healey Sprite Mk IV**, 1967, Basilica blue, wire wheels, £610. A number of other cars coming in before June 1st including two late used TVRs. Please bear in mind that every car we sell, except for the very oldest, has a thorough service and inspection, with particular reference to brakes, steering, exhaust systems, batteries, suspension and tyres. Unlike engines and gearboxes, these more hidden parts of a car often don't reveal their defects to a casual inspection, and we often spend £25 or more on repairs to a car which at first seemed perfect, but which turned out to have, say, worn brake pads and linings, rusted exhaust system, weak shock-absorbers, broken spring leaves or other such faults which a careful owner can easily remain ignorant of. You also get from us a parts and labour guarantee with no penny-pinching exclusions. Tubeless Tyler's special offer this month is brand new first quality tubeless Trelleborgs (as fitted to new Saab/Volvo by the canny Swedes), cross-ply only, 590-13, 640-13, 520-14, 590-14, 560-15, 590-15 at 35% discount. Full range of Cinturatos at 25% discount for perfect tyres and 32½% for RQs (very slightly sub-standard). Moscow Road is just off Queensway, which in turn leads off the Bayswater Road at the top left-hand corner of Hyde Park. Our Arkley place is on the A411, which runs from the A1 eastwards towards Barnet. If you come through Barnet, drive along Wood Street (turn left at the church), and continue 1 mile towards Elstree. Ring up if in difficulties and we will send out a search party. Nearest tube station is High Barnet on the Northern line, then a 107 or 306 bus. Open to 7pm, closed Sundays. Knowing that most of my readers are more interested in dogs than cars, here is a picture of



disposal, best to ring up first. Picture above shows another new Vixen arriving at Motor Racing Stables for use as a "P.I." (personal instruction) car. MRS are very pleased with their fleet of TVRs and have told us they find them trouble-free. **MG Midget**, 1966, full-length Ashley hard-top, soft-top, white, £560. **TVR Mk III**, 1963, Climax unit, BRG, grey leather, grid, close-ratio gearbox, £525. This month I have slightly lost track of the position of the photos in relation to the text, but somewhere around here there should be a shot showing the



some of my yellow Labrador puppies. Next litter ready in December, send small deposit now stating sex required. HP with 3rd party insurance. Please drop in and see us.

Sports cars, workshops & tyre shop: Barnet Road (A411), Arkley, Barnet, Herts. Barnet 1144.

Sports cars: 31 Moscow Road, Bayswater W2, Park 2707.

FOR SALE—continued

1960 JAGUAR XK 150S, FIXED HEAD coupé. Entirely original in unmarked Cotswold blue with grey interior. This car has only had two owners from new and covered a genuine 29,000 miles, and must be the finest on offer. £745. Tim Frost, 2 Littlepark Mansions, Titchfield Lane, Tel.: Wickham 2030 (Hants.). (3452)

B.M.W. 1800 TI 1965 SALOON. ONE owner. 25,000 miles. 1845. Tel.: Hullavington 607 (Wiltshire) (evenings). (3453)

COLLECTOR'S ITEM. 1935 AUSTIN 12/4. Excellent condition throughout. M.O.T. Two owners only since new. Carefully used. £70. Tel.: Bookham 4332. (3454)

LOTUS ELAN, 1964. WHITE/BLACK INTERIOR. Radio, extras, excellent condition. £695. H.P. arranged. Mann, 46 Lavington Drive, Longlevens, Gloucester. (3455)

HEALEY 3000, 1961. MK. II. OVERDRIVE, wire wheels, new tyres, suspension, brakes, exhaust. Recent respray white/black. £395. Tel.: Westerham (Kent) 2245 (after June 3rd). (3456)

ALFA ROMEO GIULIETTA SPRINT Veloce, 1958. Red, recently overhauled engine, new brakes, two new tyres. £295. Tel.: Crawley 23851. (3457)

JAGUAR '55', 1966. METALLIC B.R.G., automatic transmission and steering, chrome wheels, new S.P.s, pushbutton radio. Impeccable throughout. £1,075 o.n.o. H.P. could be arranged. Tel.: Gloucester 22478. (3458)

RILEY RMF, 1953. BODY GOOD. NEW hydraulic system and clutch. Spare gearbox. Hitchin. Tel.: 0462 51275. (3459)



1925 BENTLEY 3-litre Short Chassis Red Label, V.D.P. body £2,250

1934 A.C. 2-litre 4-seater drophead, recently overhauled, in superb condition £650

1934 SINGER rare 1½-litre, 6-cyl. Le Mans; high and low diff. units, many spares £595

1939 BENTLEY 4½ MX series, with overdrive £595

1935 ALVIS Firebird 4-str. drophead £295

STEVENSONS
MOTORS (MAYFIELD) LTD.
HIGH STREET, MAYFIELD, SUSSEX
Tel.: 3285

FOR SALE—continued

1934 AUSTIN NIPPY. ORIGINAL CONDITION, M.O.T. £150. Addison, "Sunny-side", Cedar St., St. Helens, Lancashire. (3460)

CLIFTON TOURER AUSTIN 10, 1936. Body and mechanics immaculate. Completely overhauled, rebuilt engine, new hood. Reluctant but necessary sale. £199. 122 Woodland Rd., Leicester. Tel.: 67733. (3461)

ROLLS 20 H.P. PARK WARD SALOON. Restored to Concours condition. £1,000 spent. Now a really magnificent motor car. £1,285. Box 0772. (3462)

1934 VAUXHALL TWELVE/SIX SALOON. One owner from new. This car is in beautiful condition throughout. Apply Sundays only. £250 o.n.o. Mackrell, 21 Clarence Ave., Cleveleys, near Blackpool. (3463)

AUSTIN HEALEY 3000 MK. II. WHITE convertible. Wire wheels, leather wheel. Overdrive, first-class condition. Owner going abroad, must sell. £485. Tel.: Newcastle (Staffs.) 69782. (3464)

PORSCHE 365B 1600 SUPER, 1961. RED with black interior. First-class condition. Owner going abroad. £550 o.n.o. Newcastle (Staffs.) 69782. (3465)

M.G. TDII, AUG. 1953. REGISTRATION TRB 777. Red. £320. 147 The Grove, Wheatley Hills, Doncaster. Tel.: 49067. (3466)

M.G. TF 1500, IMMACULATE. B.R.G. 70,000 miles only. Extras include hardtop, anti-roll bar, heater, radio, underseal, luggage rack, new carpets, tow bar and no rust. £525. Penny, 44 Adelaide Place, Dundee. (3467)

LOTUS ELEVEN — 9-CWT., 75-B.H.P. drophead, road version. Red/black interior, fully upholstered. Cinturatos, wire wheels, reversing lights, flashers, wipers, tonneau, hood, sidescreeens. Regd. 1964. 30,000 miles. Rapid, rare, economical. Approx. £345. See "Exchanges". Tel.: Marlow (Bucks.) 3082. (3468)

RILEY ENTHUSIAST SELLS UP. 1954 1½-litre. New clutch, Xs. £125 o.n.o. 1938 Kestrel. Presalector. £45 o.n.o. Elm Cottage, Catisfield, Fareham. Tel.: Titchfield 3109. (3469)

VINTAGE AND P.V.T. CARS
Specialists in rebuilds and repairs for any quality cars. (Tel. Ninfield 259)

For Sale: 1937 Riley Adelphi. 1925 10/23 Talbot tourer. 1960 Morgan 4/4. 1929 Austin Swallow, v.g. cond. 1929 Rolls 20 tourer.

LANCIA AGENTS
HOOE GARAGE (E. SUSSEX) Ltd.
HOOE, BATTLE, SUSSEX

FOR SALE—continued

LANCIA SPORTS CABRIOLET, AUTHENTICATED, as only one of its type in existence. Beautiful condition. Engine complete overhaul. This rare vintage thoroughbred 1931 open to best offer over £550. W. J. Bone, Weeting Old Rectory, Brandon, Suffolk. Tel.: 265. (3470)

NOV. '33 M.G. J2, IN EXCELLENT ALL-round condition. Offers or exchange restorable vintage car. 18 Dunstable Rd., Newport, Mon. (3471)

1937 STRAIGHT 8 DAIMLER, EXCEL-lent Thrupp limousine. M.O.T. £110. Box 0773. (3472)

ENTHUSIAST'S IMMACULATE TRI-umph 2000 Roadster. Original condition. Many extras. Taxed, tested. £210 o.n.o. Part exchange considered. Baines, 58 Mansel Crescent, Sheffield S5, 9QW. (3473)

M.G. TA, 1939. ABSOLUTELY GENUINE. Good bodywork, new hood, tyres, good gear. Lady engineer will accept offers (about £60). Tel.: Rugby 2201 (evenings). (3474)

SPITFIRE MK. II, 1967. WHITE, 13,000 miles, tonneau, radials, taxed November, £610. Terms available. Tel.: Sawtry 463 (Huntingdon). (3475)

SPRITE, 1960 948. EVERY EXTRA. £230 o.n.o. 5 Lewes Close, Saltdean, Brighton, Sussex. (3476)

1962 VOLVO B18 1225 OVERDRIVE saloon. Grey/red upholstery. Michelin XAS tyres. Sound condition throughout. Taxed April, 1969. Part exchange. H.P. possible. £450. Selbourne, Bishopstone, near Swindon. Tel.: Wanborough 485. (3477)

1963 MERCEDES 220SE SALOON. RED/beige upholstery. Floor change. Twin speaker, radio. 57,000 miles with two very careful owners. Taxed March, 1969. Part exchange possible. £1,025. Selbourne, Bishopstone, near Swindon. Tel.: Wanborough 485. (3477A)

FERRARI CALIFORNIAN OPEN TWO-seat sports, 1958, regd. 1968. Engine completely rebuilt by specialists 700 miles ago. Good history, rare classic. Red, black trim, taxed, l.h.d. £950 o.n.o. Exchange. Tel.: Frome 2874. (3478)

AUSTIN 7 CHUMMY
WANTED

1923 or '24, in original condition only. High price paid for quality. Price, photos and details to:

F. Barnes, 7 Mortimer Court,
Abbey Road, London, N.W.8.

FOR SALE—continued

RILEY 1½-LITRE, 1955. DARK BLUE. Excellent condition. New tyres, taxed. M.O.T. Offers over £150. Jones, Hermitage Farm, Hadnall, Shropshire. Tel.: Hadnall 257. (3479)

1967 M.G.-B. 15,000 MILES. ONE owner. Unique GT hard top. £775. Tel.: 584 3052 (after 6 p.m.). (3480)

RARE SPECIMEN FOR THE DISCERN-ing enthusiast. 1950 M.G. 1¼ saloon. Finished in unblemished metallic bronze with red hide upholstery. One of the finest examples available, having covered 32,000 miles by two careful owners. Fitted usual refinements, plus sliding head, spots, reverse, etc. Open to any examination. £285. 22 Lyndon Close, Castle Bromwich, Birmingham 36. Tel.: 021-747 4048. (3481)

1950. 1964 B.M.W. 188 AUTOMATIC. L.h.d., immaculate. Tel.: DID 5142/9777 (Manchester). (3482)

LAGONDA, 1954 MAROON 3-LITRE LB 290 saloon, very good condition. £450 or near offer. Over £400 spent during past four years, bills available. Five brand new tyres. A very handsome car. No dealers. Apply S. Carrington Smith, Dawnedge Lodge, Aspley Guise, Blitchley, Bucks. Tel.: Woburn Sands 2233. (3561)

1953 (SEPT.) BENTLEY R SERIES (Automatic). Radio, taxed. Silver grey. Outstanding mint example in every respect. Must be seen. Interesting vehicle taken in part exchange. Genuine bargain. £575. Breach Mountfield, Robertsbridge, Sussex. Tel.: Robertsbridge 549 (evenings). (3562)



1938 ASTON MARTIN
2 LITRE TOURER

This superb car has completed less than 1,500 miles since it was completely rebuilt to a very high standard. Bills are available for nearly £200 on the engine alone.

Re-sprayed, re-chromed, full weather equipment, handbook and many spares.

£800
CHESHAM (Bucks) 71394

THE CHEQUERED FLAG

THE LEADING SPORTS CAR SPECIALISTS

CHISWICK

RELIANT Scimitar 3-litre V6. As MAIN distributors we can offer immediate delivery of this fabulous GT car. At present we have in stock cars in golden sands; ice-silver; a down white 2.5-litre car; and by the time this appears in print we will have cars in Burgundy red and Bahama yellow. 2½-litre car rom £1,450. 3-litres from £1,570.

PORSCHE 911 de luxe, 1965. Beautifully finished in Aga blue with black upholstery; chrome wheels. Fitted with Reutter seats, 5-speed gearbox, radio and heater, seat-belts, etc., £2,365.

FERRARI 250GT Pininfarina, 1963. Four-seater-express-comfort. Immaculate in dark blue and silver, with pale grey interior, and equipped with overdrive, radio, heater, electrically operated windows, £1,985.

AUSTIN-HEALEY paragraph now. We have two very beautiful 1967 Sprite Mk. 4's. One in dark basillica blue with black trim, wire wheels, and heater, and has done only 7,000 careful miles by its sole owner. The other is in black with black trim, very smart indeed, with wire wheels, radio, heater, seat belts etc. Also one owner, and has done 13,000 miles. Both at £695. A lovely 3000 Mk. 3, 1966, in red, with black cockpit, shiny and attractive, and fitted with wire wheels, overdrive, radio, heater, seat belts, etc., all for £945. Cost well over £1,300 to put on the road. A very good 1965

Sprite Mk. 3 in royal blue with a matching hardtop and interior; at £475, and two **Sprite Mk. 2's** in red, both at £365 and both with various useful extras.

M.G.-B, 1966. The following is not a line, but true! One lady owner, and only 7,411 miles from new. A delightful example in B.R.G. with black trim, and fitted with radio and heater. Unquestionably the finest '66 "B" available, £775. A 1964 "B" in beige with matching hardtop, and red interior, very attractive, with radio and heater, rear seat, etc., £625. Two really beautiful 1967 Midgets now. 8,000 miles only, quite unmarked condition. In red or blue, they look like new cars, come and see for yourself! £695. Last, but not least, a 1958 **M.G.-A 1500 f.h.c.**, in royal blue with pale grey trim, certainly one of the nicest we have seen, £295.

TRIUMPHS are still a bit short on the ground this month, we have a good **TR3** in B.R.G., with hard and soft tops, tyres etc. for £365, and some four or five **Spitfires**, from 1963 to 1965, all sorts of colours, and all sorts of extras ranging from the useful to useless, prices are competitive, from £415 to £485.

JAGUAR E-type fixed head coupé, 1963. Finished in scarlet with matching red trim, and fitted with radio and heater, £865.

SUNBEAM Alpines. 1963, in pale metallic green with black interior, and heater, for £435; a very attractive 1964 Mk. 4 Alpine in pale sky blue with black hardtop, and interior, for £495; and a 1966 Mk. 5 Alpine, 1,725 c.c.,

2 owners from new, 25,000 miles, in down white with black upholstery. Overdrive, heater, etc., £695. You pays your money and you takes yer choice!

MERCEDES-BENZ 190SL, 1956. 2 owners only from new. Excellent history, and in superlative condition in black with white hardtop and red trim; with radio and heater. Very smart indeed, £695.

AUSTIN 1100 automatic, 1967. One owner, 9,000 miles only. Unmarked throughout in suede grey-blue, you can play tunes on the gearbox you never thought possible! £645.

LANCIA 3C GT. Choice of two 1958/59 cars in pale grey, 2½-litres, V6 engine, Webers, discs all round, beautiful, fast and refined GT cars that are distinctive and luxurious. From £795.

ASTON MARTIN DB3 Tickford Convertible, 1959. Finished in Burgundy with black upholstery, retrimmed inside, bills available for over £800 spent last year, £695. Or, as they say in some parts, a little "gem". A 1966 **Herald 12/50** in olive green with red upholstery, sunshine roof, radio, heater, seat belts, 1 owner only, £495!

Our Branch in Nottingham is in Arkwright Street next to the Midland Station, they have a similar but smaller selection of hand picked sports cars, and can demonstrate any car from the London Showrooms by appointment. Phone Nottingham 89282.

492 & 548 HIGH ROAD, CHISWICK, LONDON, W.4. Tel.: CHI 7871 and TUR 0022

Swanmore

GARAGE

Sports & High Performance Cars



TRIUMPH TR4 f.h.c., 1963. Attractive in Powder Blue with matching trim. Fitted Surrey top, woodrim wheel, radio, racing mirrors, etc. Outstanding performance ... **£565**
TRIUMPH TR4 f.h.c. Outstanding in white with red trim. Fitted Surrey top, radio and new Cinturato tyres. In first class cond. throughout **£665**
TRIUMPH TR4 Roadster 1964. Outstanding example in Powder Blue with matching trim. Fitted overdrive, wing mirrors, heater, etc. Excellent tyres. Outstanding value ... **£595**
TRIUMPH TR4 Roadster 1967. Outstanding example, immaculate in white with black trim. Fitted overdrive, wire wheels, etc. 8,000 miles only. As new condition throughout ... **£925**
LOTUS Elan drophead coupé 1966. Immaculate in white with black trim. Fitted electric windows and all usual luxury equipment. One owner only. Nominal mileage ... **£1,095**
LOTUS Cortina 1965. White/green finish. Fitted radio, heater, wing mirrors, etc. Obviously meticulously maintained throughout. Exc. value **£645**
SUNBEAM Alpine 1960. Moonstone/black trim. Fitted many extras including radio, heater, wing mirrors, etc. Most attractive car ... **£325**
SUNBEAM Alpine 1962. Powder Blue/matching trim. Fitted overdrive, radio, hard and soft tops, recent extensive overhaul. Highly recomm. **£375**



JAGUAR "E" Type Roadster 1962. Outstanding in Opalescent Maroon with matching trim. Fitted numerous extras including chrome luggage rack, push-button radio, tinted windscreen, racing wing mirrors, radio, etc. Excellent Slimline Whitewalls. Tremendous value ... **£795**
JAGUAR "E" Type f.h.c. 1962. Attractive in B.R.G. with matching trim. Fitted Webasto roof, radio, wing mirrors, etc. Excellent Cinturato tyres. Highly recommended ... **£795**
JAGUAR "E" Type roadster 1963. Most original in B.R.G./matching trim. New gearbox just fitted, many extras including chrome wire wheels, chrome luggage rack, push-button radio, new Cinturato tyres. Outstanding example ... **£895**
JAGUAR "E" Type 1964. Attractive in white with red trim. Fitted radio, racing wing mirrors, luggage rack, etc. Outstanding performance, excellent value ... **£995**
JAGUAR 4.2 "E" Type f.h.c. Most attractive in Primrose with black interior. Fitted radio, racing wing mirrors, heater, etc. In first class condition throughout, excellent value ... **£1,295**
JAGUAR "E" Type 2+2 1966. Immaculate in Opalescent Silver Grey with contrasting red interior. Fitted chrome wire wheels, heated rear window, push-button radio, seat belts, etc. 16,000 miles only. In as new condition throughout **£1,695**
JAGUAR XK150 S Type f.h.c. 1961. Attractive in B.R.G. with matching trim. Fitted all usual luxury extras which include overdrive, wire wheels, radio, racing wing mirrors, etc. Outstanding example of this much sought after model ... **£595**
JAGUAR XK150 d.h.c. 1959. Attractive in white with red trim. Fitted overdrive, wire wheels, radio, excellent mechanically ... **£295**
JAGUAR 3.8 Automatic saloon 1963. Outstanding example in B.R.G. with matching trim. Fitted many extras including power assisted steering, wire wheels, reclining seats, etc. One owner only, nominal mileage ... **£645**

TEL
BOURNEMOUTH
43344

Open 9 a.m. to 8 p.m.

JENSEN 541 R 1960. Outstanding example of this very desirable model in Opalescent Imperial Maroon with tan interior. Fitted overdrive and all usual luxury equipment. New Cinturato tyres. In as new condition throughout, highly recomm. **£695**
AUSTIN HEALEY Sprite 1960. Cherry Red/matching trim. Fitted radio, heater, wing mirrors, etc. Most attractive little car ... **£275**
AUSTIN HEALEY Sprite Mk. II 1963. Tartan Red/matching trim. Fitted radio, heater, wing mirrors, etc. In first class condition throughout, excellent value ... **£365**
AUSTIN HEALEY Sprite Mk. III 1966. Immaculate in Tartan Red with black trim. Fitted radio, heater, tonneau cover, etc. Meticulously maintained throughout ... **£545**
AUSTIN HEALEY 3000 convertible 1967. Immaculate in Colorado Red with black trim. Fitted wire wheels, radio, racing mirrors, etc. Nominal mileage, in as new condition throughout ... **£1,045**
AUSTIN HEALEY 3000 convertible 1965. Attractive in black with red side panels and matching interior. Fitted overdrive, radio, racing wing mirrors, etc. Outstanding value ... **£745**
AUSTIN HEALEY 3000 convertible 1963. White with red trim. Fitted hard and soft tops, overdrive, w/wheels, radio, etc. Above average example **£545**
M.G.-B G.T. 1967. Immaculate in Primrose with black trim. Fitted overdrive, wire wheels, radio, and a host of other extras. Nominal mileage, as new condition throughout ... **£1,045**
M.G.-B roadster 1966. Old English White with black trim. Fitted wire wheels, chrome luggage rack, racing wing mirrors, etc. Excellent Cinturato tyres. Tremendous value ... **£795**
M.G.-B roadster 1965. Attractive in Iris Blue with black interior. Fitted overdrive, push-button radio, wing mirrors, etc. Excellent value ... **£675**
M.G.-B roadster 1964. Attractive in black with red interior. Fitted overdrive, wire wheels, heater, etc. Excellent SP41 tyres ... **£595**
M.G.-B roadster 1963. Above average example. Tartan Red with matching trim. Fitted heater, racing wing mirrors, wheel trims, New Cinturato just fitted. Highly recommended ... **£545**
BRISTOL 406 saloon 1959 (July). Outstanding in duo grey with matching trim. Fitted all usual luxury extras including overdrive, H.M.V. radio, twin spots, wing mirrors. Rare opportunity **£695**
BRISTOL 400 saloon. Outstanding example in Opalescent Silver Grey. Interior completely retrimmed. Fitted all luxury extras. Outstanding performance ... **£245**

PART EXCHANGES Any car, van, motor-cycle, 3-wheeler, etc., taken in. **HP** accounts settled. **HP** Very attractive terms offered for all cars. **INSURANCE** No problem to us. **FREE DELIVERY** to any part of UK. **EXPENSES** Customers' fares refunded. **GUARANTEE** Three months' written guarantee on all cars.

DAIMLER SP250 1964. "C" Specification. Attractive in maroon with tan interior. Two owners only. Nominal mileage. Fitted hard and soft tops, push-button radio, etc. Outstanding example ... **£745**
MORRIS Mini Cooper 1962. Tartan Red/black roof. Attractive little car fitted many extras **£245**
AUSTIN Mini Cooper 1964. Almond Green/white roof. Fitted leather rimmed wheel, rev. counter, wheel spacers, etc. Excellent Cinturato tyres. Outstanding performance ... **£345**
MORRIS Mini Cooper 1275 S 1965. Blue/white roof. Fitted rev. counter leather rimmed wheel, etc. One owner only. Nominal mileage. In as new condition throughout ... **£495**
M.G. Midget 1968. Immaculate in blue with matching trim. Fitted wire wheels, twin spots, heater, etc. One owner only, nominal mileage. In as new condition throughout ... **£695**
M.G. Midget 1966. Attractive in white with black trim. Fitted wire wheels, radio, heater, wing mirrors, etc. Obviously meticulously maintained throughout ... **£595**
M.G. Midget 1962. Attractive little car in white with red trim. Fitted many extras including heater, tonneau cover, wing mirrors, etc. ... **£345**



MERCEDES-BENZ 300SL roadster, 1958. Original white paintwork with red leather trim. Fitted all usual luxury equipment and excellent Continental Pirelli Cinturato tyres. Highly recommended ... **£1,795**
MERCEDES-BENZ 300SL gull wing coupé 1955. Immaculate in white with red leather trim. Most original condition throughout, outstanding performance expected of a vehicle of this calibre. Rare opportunity ... **£2,495**
TRIUMPH Spitfire Mk. III 1967. Immaculate in blue with matching trim. In as new condition throughout, fitted radio, heater, wing mirrors, etc. Nominal mileage, tremendous saving ... **£695**
TRIUMPH Spitfire Mk. II 1966. Attractive in Conifer with black trim. Fitted hard and soft tops, radio, racing wing mirrors, wheel trims, etc. Excellent value ... **£595**
TRIUMPH Spitfire Mk. II 1965. Outstanding in red with black trim. Fitted radio, heater, wing mirrors, etc. Excellent value ... **£525**
TRIUMPH Spitfire 1963. Most attractive little car in white with black trim. Fitted wing mirrors, heater, radio, etc. Excellent Cinturato tyres. **£395**
M.G.-A. Mk. II roadster 1962. Above average example in Old English White with red trim. Fitted radio, heater, wing mirrors, etc. ... **£425**
M.G.-A. 1600 f.h.c., 1960. Outstanding in Tartan red with black trim. Fitted radio, chrome luggage rack, racing wing mirrors, heater, etc. Outstanding performance ... **£375**
M.G.-A. roadster, 1959. Attractive in Iris Blue with black trim. Fitted wire wheels, heater, racing wing mirrors, etc. Excellent Michelin X tyres **£325**
MOSTYN Special. Tubular chassis, hand-beaten alloy body, wire wheels, Rootes supercharged Healey 100/4 engine. Balanced crank and flywheel, Wilson pre-select close ratio gearbox, shattering performance. Recorded mileage 6,000 ... **£595**
T.V.R. Grantura 1962. Outstanding in Opalescent Silver Blue with black trim. Fitted 1622 M.G.-A unit, heater, racing wing mirrors, etc. Recent overhaul. Highly recommended ... **£445**

1174-1180 CHRISTCHURCH ROAD · BOURNEMOUTH



here's this week's sprinzelist

**TAX FREE
TOURIST CARS
ARE OUR
BUSINESS**

NEW CARS

M.G.-C convertible in primrose yellow, with automatic transmission, wire wheels, heater and folding hood.

M.G.-B GT Mk. 2 in mineral blue, with SP tyres, wire wheels, overdrive, heater.

M.G.-B Mk. 2 in white, with SP tyres, folding hood, heater and overdrive.

M.G. 1300 2-door saloon in Snowberry white with black interior.

Mk. 2 Mini-Cooper in green and white with all black interior.

Always a selection of new Minis and 1100s, and nearly always some good new Sports Cars.

every one backed by
sprinzel service
expert and fast

**JOHN
sprinzel**

32 Lancaster Mews
Off Craven Terrace
London W.2
Phone: 01-723 1478

FOR SALE—continued

RILEY 1953 MODEL 2½-LITRE R.M.F. Works engine fitted, nominal mileage, recent major check, sound bodywork. £225 o.n.o. Bentley 1938 4½-litre with Van Vooren pillarless saloon body, good running order but requires restoration. £225 o.n.o. Tel.: Great Missenden 3161 or 2929, after 8 p.m. (3643)

E-TYPE, DEC., 1963, PEARL GREY f.h.c. Radio, seat belts, heated rear window, spot lamps, v.g.c. £780 o.n.o. Tel.: Hindhead (Surrey) 164 (3644)

1960 MINI. MANY NEW PARTS BUT requires body tidying, Taxed and M.o.T. £145. Andrews, Brandon Creek, Thornhill Drive, Boughton, near Newark, Notts. (3645)

B.M.W. 328 R.H.D. REBUILT LESS than 50 miles ago, with spare axle ratio. £650 offers. Reason for sale, have bought another car. 4 Deeping Rd., Baston, near Peterborough. Tel.: Greatford 392 (evenings) (3646)

SUNBEAM TALBOT, 1957, MK. III. Black. O/D heater, etc., new tyres. Taxed April, 1969. Mechanically perfect and appearance, well cared for. £250 o.n.o. 60 Greenway, Southgate, N.14. Tel.: PAL 7236. (3647)

1964 M.G.-B. IMMACULATE CONDI- tion throughout. 35,000 miles. Red/black upholstery. Wire wheels. Cinturatos, folding hood, and tonneau. £555. Tel.: 01-529 2596 (evening), 01-804 2011, Macfadzean (after May 3rd). (3648)

RILEY 1½-LITRE, 1954. BLACK. MAIN- tained in exceptional condition. Any examination and trial, £195, 44 Oakhurst Drive, Wickford, Essex. (3649)

1954 RILEY 1½-LITRE SPORTS SALOON. Blue. Excellent condition, enthusiast maintained. Must sell, owner emigrating. £230 o.n.o. Tel.: 01-286 5172, ext. 5 (work). Ballin. (3650)

T.V.R., 1961. RED. M.G. UNIT. EXTRAS. £325 o.n.o. H.P. Mr. Noldart, 13 Byron Way, Romford, Essex. Tel.: Ingrebourne 41424. (3651)

BENTLEY 1936 3½-LITRE PARK WARD drophead. Good condition. £350. Tel.: Aylesbury 5288, after 9 p.m. (3652)

LOTUS ELITE, 1962. ONE OWNER. Genuine low mileage. Balanced engine. Paintwork needs attention. £450. Box 0796. (3653)

ALFA ROMEO 2600 SPYDER, 1962-63. Cream/black hood, Reutter seats, Motorola, 5-speed ZF. Unused since gearbox rebuilt. New silencers, brakes relined. Ill-health forces sale. Seen at Cheam. £750 o.n.o. Tel.: 01-546 2202 (9.30 to 5). (3654)

ROLLS-ROYCE 20/25, 1936. MULLINER owner-driver saloon, in good condition. Mileage believed 112,000. £600. Box 0797. (3655)

FOR SALE—continued

M.G. J2, 1933. ORIGINAL GEARBOX, reconditioned E93A, new tyres, brakes, indicators, king pins. Good condition but hubs, steering rough. £90 o.n.o. Oliver, Flat 4, Broomleigh, Booth Rd., Altrincham, Cheshire. Tel. ALT 3784 (6 p.m.). (3656)

1961 CITROEN DS. DIAMOND BLUE. 58,000 miles. Radio, seat belts. Excellent condition. Engineer owned and maintained. £350 o.n.o. Dawson, 62 Granville Ave., Northborough, Peterborough. Tel.: 71666 (business). (3657)

M.G. TD, 1951. RECENTLY RECONDI- tioned engine, new hood. Heater, luggage rack, new tyres. Excellent condition. Offers invited. 166 Caldry Rd., Handforth, Wilm-slow, Cheshire. Tel.: WL 27922. (3658)

1936 M.G. 6-CYL. SALOON. COM- pletely original. Worthwhile renovation. £80 o.n.o. A. O. Longmate, Runcton Holme, King's Lynn. Tel.: Terrington St. John 307 (office). (3659)

1965 ROTARY ENGINE N.S.U. SPORTS coupé. Immaculate, red. 13,000. £550 o.n.o. PIN 3473 (day), UND 2171 (evening). (3660)

O.H.C. M.G. PA, 1934. REBUILT EN- gine. Excellent original condition throughout. Photos available. M.o.T., taxed. £190 o.n.o. 46 Stoughton Rd., Leicester. Tel.: 75868. (3661)

BUL. 10. COMPLETE WITH LOGBOOK. Three-wheeler Morgan Matchless, in good original condition. Sensible offers only. Tel.: Haworth 3487. (3662)

MORRIS 10/4, 1937, IN FIRST-CLASS condition. Rewired, hand-painted, re-proofed. Spare engine. M.o.T. and road tax. Offers. Tel.: Nottingham 63491. (3663)

TWO 1937 DAIMLER STRAIGHT EIGHT limousines. One Hooper and one Windover. Both complete, original and immaculate. Offers, please. Tel.: Walton-on-Thames 23122. (3664)

M.G. MIDGET MK. II, MAY, 1965. Riviera blue. Downton touring conversion. 21,000 genuine mileage. Ashley fastback hard-top, Servo brakes, wire wheels, fitted all round Dunlop SP3 tyres, air horns, safety belts. A superbly prepared motor car for an enthusiast. £525 o.n.o. C. Simpkins, 11 Swanmore Ave., Sholing, Southampton. Tel.: 46088 (evenings). (3665)

MORGAN WITH DAIMLER V8 ENGINE equals plus B1 1958. Hard-top, discs, 0-60 7.2. £450. View Richmond or York. Walker, 49 Onslow Rd., Richmond, Surrey. (3666)

13-FOOT OF 1934 TUM-TUM-TIDDELEY 12 h.p. perpendicular saloon. Preselector. Runner. M.o.T. Will juggle around £9 per foot. Also 1938 Austin Big 7 (similar to Ruby), £30 o.n.o. 48 Green Lane, Stopley, Luton. (3667)

WE SPEAK FLUENT

PORSCHE

If you want to buy, sell, or simply talk PORSCHE, come to Motortune Ltd. As PORSCHE specialists, we will put you straight on models, sort out any problems or let you drive one of our cars. At Motortune PORSCHE is our favourite language. Come and talk or ring—Tomorrow.

We can proudly offer the following cars all in unblemished condition, having had one owner only, and with our three-month guarantee.

1968 911S. Red. 1,922 miles ... £3,650
1968 911T Sportomatic, Bahama yellow, 911S mag, wheels, radio, 1,500m. ... £3,300
1967 912, Bahama yellow. Radio. 7,000 miles ... £2,450
1964 356SC. Red. 52,000 miles ... £1,375
1964 356C. Grn. Radio. 38,000m. £1,250
1964 356C. Grey. Radio. 62,000m. £1,225
1963 Carrera 2. Blue. 36,000m. £1,625
1961 356B. Red. 72,000 miles ... £750



We are agents for these superb cars, and can offer immediate delivery of the remarkable 2002.

**IMMACULATE USED PORSCHEs
REQUIRED**

MOTORTUNE LTD.,
250 Brompton Road, London, S.W.3
Tel.: KEN 1166/0081

KONI DISTRIBUTORS FOR LONDON

BARNET MOTOR COMPANY LTD.



LONDON TVR CENTRE

WOULD YOU LIKE TO DRIVE A TVR VIXEN? If so, we have a rather special Vixen 1600 waiting here for you to try, give us a ring at any time it would be our pleasure to arrange a test drive for you at your convenience. From our stock of used sports cars we offer this month. 1963 M.G.-B; finished in blue, fitted recent Gold Seal engine and gearbox, low mileage, £510. 1965 M.G. Midget, fitted w/w, new XAS tyres, Ashley hard top, soft top, new gearbox, £495. 1963 Jaguar E type f/h, new tyres, w/w, radio, first class condition, new clutch, etc., bargain, £895. 1961 M.G.-A Mk. II, 1600, roadster, fitted w/w, radio, etc., first class condition throughout, bargain, £385. Our stock is always changing so whatever your requirements give us a ring we may be able to help you. Most of our used cars carry a three month guarantee and are given a rigorous pre-sales service. We also do a C.O.D. postal service for all TVR spares. We are opposite the Police Station in Barnet. And can be reached at 01-449 4269 and 01-449 5169.

VICTORIA LANE BARNET HERTS.

SEARINGS

EAST ANGLIA'S LEADING
SPORTS CAR SPECIALISTS



1964 ALFA ROMEO 2600 Sprint. Many extras ... £1,045
1961 ROLLS-ROYCE Silver Cloud Countryman by James Young. Automatic, radio, sunshine roof, electric windows. A real specimen ... £2,950
1966 M.G.-B sports, B.R.G. W/wheels, radio. Immaculate ... £785
1967 MINI-COOPER 1275 'S', 'F' registration, as new ... £795
1966 TRIUMPH Spitfire, B.R.G. H/top, w/wheels ... £595
1967 HONDA S800 f.h.c. sports. 'F' registration ... £795
1965 FORD Corsair GT, 4-door. Gold. Radio ... £475
1965 M.G.-B sports, blue. Immac. £675
1964 SUNBEAM Alpine, white, w/wheels ... £495
1964 FORD Corsair GT, 4-door. Radio ... £475
1962 CHEVROLET Corvair. A good Yank ... £395
1950 M.G. TD, finest available in the country. Green ... £345

**ALL SPORTS CARS URGENTLY
WANTED FOR CASH**

1962/63 E-types.
1965/66 Healey 3000.
1964/65/66 Volkswagen Caravettes.

We require the above cars urgently. Part/Exchanges, H.P., Tax and Insurance arranged.

SEARINGS
23 NORTH STREET,
BISHOP'S STORTFORD
Tel.: 51897

GOLD SEAL CAR COMPANY LIMITED

253-255, New Cross Road, London, SE14 Telephone: 01-639 3204/5/6

The sign of constant GT and sports car quality from England's leading sports car dealers



£1,495 **ASTON MARTIN DB4 Vantage saloon**, 1963, in Californian sage with red leather, fitted overdrive, radio, etc. A most attractive car in excellent condition; faired headlights.

£2,595 **250SE MERCEDES-BENZ saloon**, 1966, white with black interior. Automatic, power steering, radio, seat belts, etc. A superb motor car in every respect.

£2,095 **1966 PONTIAC GTO hard-top coupé**, finished in opalescent maroon with black vinyl hard-top; radio, automatic power steering, all power. A superb motor car in every respect.

£1,895 **ASTON MARTIN DB5**, 1964. Opalescent silver blue with red leather.

£1,795 **LOTUS Elan +2**, in Wedgwood blue with black interior, radio, tape recorder, etc. As new throughout.

£1,545 **JAGUAR "E"-Type roadster**, 1966, 4.2-litre. Indigo blue with black interior, chrome wire wheels, radio, etc.

£1,525 **JAGUAR 4.2 "E"-Type fixed-head coupé**, 1966 (Nov.), 15,000 miles. Golden sand with tan leather, chrome wire wheels, Koni shockers; one owner; radio, steering lock.

£1,445 **ASTON MARTIN DB4 drophead coupé**. Dubonnet with white interior, hard- and soft-top; two owners.

£1,365 **ASTON MARTIN DB4 Vantage**, 1962. Silver blue with red leather trim. Extras include radio, overdrive, seat belts. New tyres all round.

£1,325 **ASTON MARTIN DB4**, 1962. A two-owner example in excellent condition. Finished in champagne with red hide trim. Fitted overdrive, radio, etc.



£1,395 **ALFA ROMEO Giulia GTC**, 1966, drop-head coupé, finished in opalescent green with tan interior, radio, etc.; faultless throughout.



£995 **VOLVO P.1800S**, 1964. A very attractive car in red with black trim. Two owners from new. Extremely well maintained; radio, overdrive, etc.

£1,295 **JAGUAR "E"-Type 4.2 roadster**, 1965, in indigo blue with black trim. Fitted electric windows, chrome wire wheels, new whitewall tyres.

£1,095 **MARCOS 1800**, 1965. White with red trim. Ruddspeed engine, overdrive, i.r.s., radio, etc.

£1,045 **ASTON MARTIN DB4**, 1960. Two owners from new. Indigo blue with grey leather, chrome wire wheels, etc. Engine just overhauled in our works.

£975 **AUSTIN HEALEY 3000**, 1967. Black with red side panels, red interior, wire wheels, overdrive, etc.

£965 **JAGUAR "E"-Type fixed-head coupé**, 1964. Opalescent dark blue with beige trim.

£965 **ASTON MARTIN DB4**. Silver grey with red interior. Webasto sun-roof. Recent respray to a very high standard.

£945 **LOTUS Elan fixed-head coupé**, 1966 model. Electric window, push-button radio, knock-on wheels, etc. British Racing Green with black interior.

£895 **AUSTIN HEALEY 3000**, 1966. One owner. Red with black trim. Wire wheels, overdrive, heater, hard-top and soft-top. Thoroughly recommended.

£845 **SUNBEAM Alpine GT**, 1967. Red with black trim. Extras include overdrive, seat belts, radio, etc.

£785 **LOTUS Cortina**, 1966. One owner from new. Excellent condition throughout. Radio.

£755 **AUSTIN HEALEY 3000**, 1965. White with black interior and black side panels, wire wheels, overdrive, radio, new R55 tyres.

£745 **HONDA 800S coupé**, 1967. A one-owner, low-mileage car in silver blue with black interior.

£685 **M.G. 1100**, 1967, in red with black interior. Supplied new by us, only 10,000 miles, one owner.

£675 **LOTUS Elite**, 1962, Special Equipment. Carmen red with black interior, radio, ZF gearbox. A very fast and economical car.

£675 **ALFA ROMEO Giulia Spyder**, 1964. Indigo blue with black trim. A most attractive example of this popular marque.

£655 **AUSTIN HEALEY 3000 Mk. III**, 1964. Bronze with black interior. Fitted overdrive, heater, etc.

£635 **TRIUMPH TR4 coupé**, 1964. Powder blue with dark blue trim, wire wheels, radio, soft-top, etc.

£585 **TRIUMPH Spitfire Mk. II**, 1966. Red with black interior. New Autoband tyres, twin spots, luggage rack, tonneau, etc.

£545 **M.G. Midget**, 1966. White with red interior. Wire wheels, heater, luggage rack, etc.

£545 **M.G. Midget**, 1966. Finished in red with matching interior. Fitted with wire wheels. A superb low-mileage motor car. One owner.

£475 **TRIUMPH Spitfire**, 1964. A one-owner, low-mileage car in excellent condition. White with black interior.

£465 **MORRIS Mini-Cooper**, 1966. White and black. 12,000 miles, genuine.

£445 **AUSTIN HEALEY Sprite**, 1965. Ivory with red leather.

£445 **WARWICK GT 4-seater**, 1962. Wire wheels and overdrive, finished in maroon with black interior.

£445 **JAGUAR Mk. VII convertible**, in grey. Excellent condition.

£425 **BOND Equipe GT 4S**, 1964/5 model. New tyres, radio, etc. Excellent value.

£425 **AUSTIN Mini-Cooper "S"**, 970 c.c., 1965. Almond green with white. New engine, 11,000 miles. G800s.

£425 **HILLMAN Super Minx convertible**, 1964. Pale green with matching interior. Radio, heater, twin spots, etc.

£415 **M.G. TF 1250**, 1954. Only three owners from new. Very original condition. Red with matching interior.

£415 **TRIUMPH Spitfire**. Apple green with black interior. Extras include wire wheels, heater, etc.

£415 **1965 AUSTIN HEALEY Sprite**, finished in blue with matching interior. Cinturato tyres. Special steering wheel. Two owners. Excellent value.

£395 **JAGUAR 1½-litre saloon**.

£395 **TRIUMPH Spitfire**, 1963.

£395 **AUSTIN 1100**, 1964. Red with tan interior. Speedwell stage III engine conversion.

£395 **M.G. TD**. Black with white, red interior. Aug. 1963. Bills for £175 available. An excellent car in every respect.

£375 **FORD Cortina GT**, 1963.

£375 **INNOCENTI Spyder**. A very fine example of this rare Sprite-based Italian sports car. 1,098-c.c. Sprite engine, radio, wind-up windows, etc. Left-hand drive.

£365 **M.G.-A**, 1960. Finished in Monza red with tan interior. Fitted luggage rack, heater, etc.

£355 **MINI-COOPER**, 1964. White with black, red interior, twin spots, seat covers, etc.



£994 **ALFA ROMEO Giulia Spyder**, 1967. Black with red interior. Cinturato tyres, 5-speed gearbox, etc.; one owner, 7,000 miles.

£325 **MORRIS Mini Moke**, 1966. One owner. Supplied by us, low mileage.

£245 **AUSTIN HEALEY Sprite Mk. I**, with hard-top, radio and special bonnet.

Offers invited for 1960 T.V.R. Grantura requiring some attention.

NEW M.G.s

M.G.-C Type roadster, B.R.G. or Tartan red with black interior, wire wheels, overdrive, SPs.

M.G.-C Type roadster in mineral blue with black trim. Automatic transmission, wire wheels, heater, SP41s, folding hood, tonneau cover.

M.G.-CGT, M.G.-B Mk.2, GTs and roadsters available 7 to 21 days, subject to remaining unsold.

NEW MINI-COOPERS

MINI-COOPER Mk. II, Snowberry white and black with black trim.

MINI-COOPER Mk. II, Island blue and white, black interior.

MINI-COOPER Mk. II, Snowberry white with black and black trim.

MINI-COOPER Mk. II, beige and white with black trim.

MINI-COOPER Mk. II, almond green with white, black trim.

MINI-COOPER Mk. II in El Paso beige and white with black interior, reclining seats.

MINI Mk. II Super de Luxe, 998 c.c., El Paso with satin beige trim.

Mk. II 1300 2-door de Luxe in Snowberry white with black trim.

Mk. II 1100 2-door de Luxe in Snowberry white with black trim.

NEW LOTUS

LOTUS Elan fixed-head coupé S4 in burnt sand, with radio, knock-on wheels, F100 tyres, seat belts, etc.

LOTUS Elan d.h.c. Special Equipment S4 in white.

LOTUS Elan +2 in British Racing Green, with all extras.



£645 **MORGAN 4/4 Mk. V**, 1966, two-seater, green with black interior; one owner; soft-top, etc.

ENGLAND'S LEADING SPORTS CAR DEALERS — CONSULT US FIRST, THE PEOPLE WHO REALLY KNOW SPORTS CARS, FOR THE BEST ADVICE, TOP SERVICE AND, OF COURSE, A FIRST CLASS DEAL

Ass: New Cross Motor Co., Ltd.

OPEN DAILY 10 a.m.—8 p.m. SATS 9 a.m.—7 p.m. SUNS 10 a.m.—5 p.m



John Ewer

20 ONLY USED SPORTS CARS BUT 20 OF THE VERY BEST



68 M.G.-B Mk. I roadster. New and unregistered, wire wheels and o/drive, pre-budget bargain (phone enquiries only) £879

67 M.G.-B roadster, wire wheels, o/drive, radio, one owner, low mileage £879

66 M.G.-B, white, wire wheels, hard and soft tops £739

65 M.G.-B, green, wire wheels, overdrive, radio £649

64 M.G.-B, red, wire wheels, radio, S.P. tyres, wing mirrors ... £569

63 M.G.-B, red, excellent mechanical order, coachwork not quite up to our usual standard hence bargain price of ... £449

65 M.G. Midget, white, wire wheels, Cinturatos, radio ... £479

64 M.G. Midget, green, radio, seat belts, S.P. tyres ... £409

63 M.G. Midget, blue, spotless condition throughout, exceptionally fine example for 1963 £379

62 M.G. Midget, black, red interior, wing mirrors £319

60 AUSTIN HEALEY Sprite, hard and soft tops, radio, wire wheels, wing mirrors, immaculate £249

66 VAUXHALL Viva S.L., white/black flash, one owner, low mileage, impeccably maintained from new, wing mirrors, highly recommended 4-seater ... £469

65 AUSTIN Mini-Cooper S 1275, red/black, a really nice example which is very difficult to fault, one owner, low mileage, well above average ... £479

63 TRIUMPH TR4, red, black interior, o/drive, Cinturatos, wing mirrors £449

64 TRIUMPH Spitfire, green, black interior, radio, seat belts, wing mirrors, one owner £399

63 TRIUMPH Spitfire, blue, two owners, hard and soft tops, wing mirrors ... £379

58 JAGUAR 3.8, British Racing Green, manual, o/drive, excellent coachwork and mechanically for the year ... £199

REMEMBER OUR PRE-DELIVERY CHECK ON USED CARS IS STILL SECOND TO NONE 3 MONTHS GUARANTEE ON CARS OVER £200

8/9 Salisbury Promenade, Green Lanes, Harringay, London, N.8 LATIMER 2533 Mon. to Sat. 9-6

FOR SALE—continued

1929 CROSSLEY D/LUXE SALOON 13.7. Two owners only. Original in every respect. Very rare model. Sound investment and unique. Genuine enquiries only. £545. Tel.: Robertsbridge 579 (evenings). (3563)

1934 BENTLEY. VERY HANDSOME. Ultra close-coupled coachwork in polished aluminium with leather top. £500. Any inspection. Photos 5s. S.A.E. The Old Estate House, Steeple Ashton, Wilts. (3564)

ROLLS-ROYCE PHANTOM III LIMOUSINE by Hooper. In superb order throughout. Perfect 7½-litre V12 engine, maintaining maker's oil pressure and normal water temperature at all times. Mascot. £1,000 cash. Box 0792. (3565)

1952 ALLARD MONTE CARLO SPORTS Saloon. M.o.T. Nearest £75 secures this fast super sports car. Tel.: G. Davies 01-254 4736 (North London). (3566)

BENTLEY MK. VI, 1952. BIG BORE, very good order. £150. Langford, 169 Beverley Rd., Hessele, Hull. Tel.: 641937. (3567)

1935 SS 100 AIRLINE SALOON, 20 H.P. In excellent condition. Photographs can be supplied. Offers required. Bickley, 67 Coalway Rd., Penn, Wolverhampton. Tel.: 38527. (3568)

1927 MORRIS OXFORD SALOON. Restored to new. Concours winner, unique, many spares. Has to be seen (Oulton, June 22nd). Realistic offers only. Spong, 17 Southfield Rd., Cotham, Bristol 6. (3569)

1955 TRIUMPH TR2. MUCH ABOVE average. 12 months M.o.T. Reground crank not yet run in. Steering overhauled. Four good SP tyres. Resprayed B.R.G., new hood fitted. Sensible offers to Mills, Watcombe, Godmanston, Dorchester. Tel.: Dorchester 989. (3570)

ROLLS-ROYCE 20/25, 1936. HOOPER limousine. A very sound car with clean bodywork, above average condition, new clutch just fitted. M.o.T. Savage, The Circle, Clarendon Rd., Southsea. Tel.: Portsmouth 26911. (3571)

DAIMLER EL24 SEVEN-SEATER, 1937. In daily use, 18 m.p.g. £75 or with partly dismantled spare car, £100. Motoring for life! Tel.: Wolverhampton 34264. (3572)

FORD 8 H.P. TUDOR SALOON, 1935. Sun-roof, good, sound condition. M.o.T. until April, 1969. £45. Tel.: Godalming (Surrey) 1758. (3573)

AUSTIN SEVEN SALOON, 1930. COMPLETELY rebuilt. Concours condition throughout. M.o.T. £250. Tel.: Godalming (Surrey) 1758. (3574)

PEERLESS PHASE I, 1925. COMPLETELY overhauled. New tyres, carbs., etc. 24 Peartree Rd., Dibden Purlieu, Hythe, Southampton. Tel.: SO4 SAL. (3575)

ALPINE SERIES I. NEW ENGINE, usual extras, immaculate. £200 o.n.o. 670, London Rd., Davenham, Northwich, Ches. (3576)

FOR SALE—continued

JAGUAR XK150. ONE OF LAST MADE. Immaculate body, excellent mechanics. £500 o.n.o. R. Woods, Trinity College, Cambridge. Tel.: 62454. (3577)

SPRITE, FROGEYED, 1960. H/T/S/TOPS, seat belts, twin reversing lights, radio. Good condition, reliable, economic. £220 o.n.o. Tel.: Tidworth 3221, ext. 484. N. de Foubert, meals or weekends. (3579)

1955 ALVIS 3-LITRE TC21/100. "GREY Lady". Silver blue/black. Reconditioned engine, 4,000 miles. New RS5s, wheels rebuilt, new exhausts, brakes, etc. £250 o.n.o. Tel.: Wombwell (Yorks.) 3133. (3580)

ALVIS TA14, SOUND CONDITION. M.o.T. May, 1969. £59. Tel.: Lydd (Kent) 525 (evenings). (3581)

FORD V8 PILOT. M.O.T. GOOD CONDITION. £50. 47 Blenheim Close, Didcot, Berks. (3582)

M.G. MAGNA F, 1932. PARTLY rebuilt, minus gearbox. New tyres. What offers? 59, Mead Way, Bushey, Herts. Tel.: Watford 23188. (3583)

M.G. TF 1250. RED WITH BLACK trim. Recent new hood, tyres. Very good condition and performance. Offers over £300. Black, 5 Eccles Rd., Formby, Lancs. Tel.: Formby 5271. (3586)

1952 4½-LITRE BENTLEY SS SALOON. Big bore, full flow engine. 72,000 miles, two owners since new. Faultless interior with original Hi-Fi radio. Five new tyres, spare unused. Body also very good. Offers around £500. Wheeley, Seaton Croft, Salhouse, Norwich, NOR 53Z. Tel.: Salhouse 378. (3587)

M.G.-B, 1964. METALLIC BLUE, WIRES, Cinturatos, spots, roll bar, firm springs, tonneau, belts. 43,000. £530. Muirhead. Tel.: 0482 631673. (3588)

PHANTOM I, 1927. RUNNING CHAS- sis, completely stripped and painstakingly rebuilt. Ready for Concours body. Infinitely more details available to sincere enquirers. Tel.: Ferndown 5128 or 01-402 6178. (3589)

MAGNIFICENT M.G. 2-LITRE SA saloon. This late 1936 must be one of the best examples in the country. Two-tone grey, original except for screen washers, heater, sealed beams. Very good second car (1938 model), untaxed, complete and really too good to break. Spares available. Domestic reasons for sale. Offers for either or both together, or exchange for large family soon c. 1957-62. Hodson, 8 Ansdell Rd., North, Lytham St. Annes. Tel.: Lytham 5146. (3590)

1954 R.M.E. RILEY 1½-LITRE. ORIGINAL immaculate condition. One original owner since 1955, two owners all told, and only 38,000 miles. Black and maroon. £225 o.n.o., consider exchange for vintage car. Call any time. A. J. Tucker, 64 East Reach, Taunton, Somerset. (3598)

FOR SALE—continued

M.G. TC, 1949. RECONDITIONED EN- gine and gearbox, wheels, tyres, luggage rack in good condition. Not taxed or tested, but driveable. Offers. Tel.: Sunbury-on-Thames 85431. (3578)

A.C. ACECA-BRISTOL, 1958, 100 B2 engine, discs. 120 m.p.h. 51,000 only. Two owners. Comprehensive extras. Recent transmission and suspension overhaul. Maroon, aluminium coachwork makes this a unique example, needing nothing spent. Owner going abroad. £560. S. Lane-Jones, R.M.C.S., Shrivenham, Swindon, Wilts. (3592)

ERSKINE 16 H.P. FABRIC SALOON, 1929. Restoration not completed, hence only £295. Tel.: Godalming (Surrey) 1758. (3593)

WHAT OFFERS FOR STANDARD STEEL 4¼ Bentley Park Ward Sports Saloon? First registered December, 1938. Original owner till October, 1965. All tools, etc. Two spare tyres. Completely original and exceptional condition. Detailed history. Curtis, Burgh House, Saffron Walden, Essex. Tel.: Saffron Walden 3486. (3594)

MK. VI BENTLEY, 1952. RECELLU- lated black and silver, beige upholstery. Mechanically excellent. £806. Tel.: Mill, Shrewsbury 6326 (office), Bayston Mill 559. (3595)

TR2, 1954. BODY POOR. MECHANIC- ally sound. Five good tyres. £80 o.n.o. Tel.: Holmer Green (Bucks.) 2353. (3596)

BENTLEY MK. VI SALOON. BLACK and claret with blue/grey interior. A unique specimen, being a 1948 chassis which had the engine rebuilt and a brand new 1951 bodysheet fitted during the last 8,000 miles and therefore is entirely free of rust. Connoisseur's opportunity. For full details tel. 01-723 9114 (days) or Ambassador 6657. (3597)

1966 AUSTIN HEALEY 3000, MK. III. Red. Overdrive, wire wheels, tonneau, adjustable steering column, racing mirrors. £825. Tel.: Freemantle 8014 (evenings). (3599)

1936 AUSTIN RUBY. IMMACULATE brown/black coachwork. Tax. Test. Sun-roof. £70 o.n.o. Tel.: Leeds 678762. (3600)

HEALEY 100/4. WHITE. FOUR-SPEED box. Good condition. O/d, new tyres, spots, wire wheels (four spare), tonneau. In daily use. £145 o.n.o. Tel.: Pooley Bridge 215 (Ullswater). (3601)

1966 M.G.-B. RED. W/WHEELS, OVER- drive, oil cooler, radio. 20,500 miles. £750 o.n.o. Underwood, 15 North St., Maryport, Cumberland. (3602)

SUNBEAM MK. III. GOOD EXAMPLE in all except suspension. £100. Tel.: H.E.3 5801 (evenings only). (3591)

PORTOBELLO MOTOR COMPANY



One Upmanship on "E" Types
JAGUAR SS90 special 1935. Handsome bodywork ala S.S.100. Twin spares, cycle wings, P100 lamps, Aeros & windscreen, weather equipped. Mechanical specifications updated to modern standards, disc brakes, 3½-litre engine, copper exhausts, new bucket seats, recapture the Bulldog Drummond spirit for only £395 (in comfort).

Now the moment you have all been waiting for! The results of last month's "Guess Which Car Competition". The lucky winner of the Lamborghini Miura was 88 year old Rabbi Moishe Blenkinsop-french of Llandidrod Yeshiva (Zip Code 31a471682).

FLAVOUR OF THE MONTH IS OF COURSE CITROEN 2CV

We have a secret and ever changing supply of these amazing cars (riots permitting). 60 m.p.g., cruise 55 m.p.h. as easy to maintain as a motor bike, drive anywhere, ploughed fields no problem, opening roofs, super comfort, the "IN" car for champion racing drivers. Cheap insurance rates, cheap to purchase, £100 to £150, 1960/64. All taxed and registered 1968. Plus each car religiously inspected by our director Rabbi Moishe Blenkinsop-french. What more can you want—Phone us and try one.

PORTOBELLO MOTOR COMPANY LIMITED
Pembroke Road, Notting Hill Gate, London, W.11 PARK 5159

AUTOCYCLOPAEDIA

The pictorial car encyclopaedia that grows
THE MOST LAVISH AUTOMOBILE SERIES OF ALL TIME



Genuine Fine Art Prints in 12 or more Hi-Fi Colours
Limited editions of 6,000 only

From the same stable as Railcyclopaedia and Tramcyclopaedia—both acclaimed by connoisseurs and enthusiasts the world over as the finest collections of railway and tramway prints ever published—comes this superb new series of veteran, vintage and sports cars. A long, long series of at least 100 titles, of which the first three are now ready:

A1 1907 20 h.p. ROVER. A2 1904 9 h.p. TURNER MIESSE Steam Car. A3 (shown above) 1925 3-litre BENTLEY Super Sports (B.R. Green).

NEXT for publication: A4 1934 1,750 c.c. ALFA ROMEO Sports. All on heavy boards size 11.7 in. x 8.3 in., pre-punched for insertion in the Autocyclopaedia binder. Price 7s. 6d. each post free. Or unpunched size 12½ in. x 9 in. price 10s. 6d. incl. P.T. (abroad add 2s. 6d. or 30c. to all print orders).

AUTOCYCLOPAEDIA BINDERS with 24-carat gold-blocked, foam-padded PVC covers in BLACK/YELLOW/ORANGE or WHITE, patent 23-ring mechanism, capacity one inch, 29s. 6d. each incl. U.K. postage (abroad 35s. 0d. or \$4.50). Cash, P.O. or cheque with order please. Or send 6d. stamp for PROSPECTUS AND 10-PAGE LISTS including TRAMCYCLOPAEDIA and RAILCYCLOPAEDIA. Hundreds of titles.

Prescott-Pickup & Co. Ltd.

Unit 7, Stanmore Industrial Estate, Bridgnorth, Shropshire.

U.K. Distributors to the Model Trade: Hamblings (Models) Ltd.
Australian Distributors: N. F. Thorpe Pty. Ltd., Briar Hill, Victoria.



BENTLEY R-Type Park Ward convertible, 1954, automatic, dark green, pale green interior. Excellent general order throughout, both mechanically and bodily; indicated mileage 95,000 and a nice specimen of what is becoming a rare model. **£1,390**



1937 PACKARD Super Eight 7-passenger limousine, black leather in front, brown cloth in rear; a highly original car in outstanding condition; one private owner since 1953 and believed only one owner prior to this. Virtually new tyres and twin spares. **£425**



BENTLEY S.1, 1957, automatic, power-steering, silver grey on black, beige interior, recent overhaul of brakes, steering and suspension. Excellent mechanically, very good bodily and extremely good value at **£1,375**

ROLLS-ROYCE Silver Wraith James Young touring saloon with electric division, 1949, Tudor grey on silver grey. A good-looking car in very fair general order although not immaculate, "hence down-to-earth price" of **£595**

ROLLS-ROYCE 20/25, 1934, close-coupled sedan with projecting boot, standing many years, minus cylinder head, but a nice shape and basically very sound, interior shabby but should respond. Well worth restoration. **£295**

ROLLS-ROYCE Phantom II hearse, 1931, an outstanding specimen. (For fuller description, see last month.) **£657**

ROLLS-ROYCE Phantom I, 1929, also with sound hearse coachwork, no evidence of any recent work, but nevertheless a very sound chassis on excellent tyres with everything in working order. **£475**

BENTLEY Continental S-Type by Park Ward, 1958 Series, automatic, power-steering, high-compression engine; Regal red, beige interior; indicated mileage 87,000 and my current transport. Will be receiving usual service and any other work required will be done, and the price will be **£2,200**

BENTLEY R-Type automatic, 1954, mileage 106,000, maintained by us past three years, overhaul of brakes, steering and exhaust system just completed by us, recent renovation of paintwork, black on silver grey, excellent grey interior and a very good specimen. **£675**

BENTLEY Mk. VI, 1949, with the rare Radford 2-door estate car body (not a conversion), wood panelled, aluminium wings and top, pigskin interior; mechanically excellent, bodywork sound but sadly neglected, but intelligent renovation need not be costly. **£225**

BENTLEY 4½, 1936, Park Ward all-alloy coachwork, grey, grey interior. No particular history but new rings just fitted and decarbonised. Both mechanically and bodily, this is an excellent specimen of its type. **£495**

We are negotiating for a 1956 **BENTLEY S.1** with outstanding Hooper coachwork, **CADILLAC V8** limousine by Fisher, 1934, r.h.d., engine just completely overhauled, car repainted, and a superb American Classic. **£650**

DAIMLER Majestic Major, late 1964, power-steering, etc., duo grey, red hide interior; one owner, nominal mileage, distributor-maintained; new tyres all round. Identical to current model costing over £2,800 and remarkable value at **£695**

DAIMLER Majestic, 1960, automatic, black beige interior, mileage under 55,000, two owners, and outstanding value at **£295**

DAIMLER Light Straight Eight 25 h.p., 1934, Mulliner 4-light sedan coachwork, mechanically very good, recent complete engine overhaul, coachwork shabby but sound and easily renovated. **£275**

JAGUAR Mk. IX, 1959, automatic, power-steering, dark blue, two owners only, moderate mileage, new tyres, batteries, brake overhaul, etc., by us and generally well above average for its year and extremely good value at **£175**

LAGONDA LG6 sports saloon, 1938, a good-looking and basically sound car, but a victim of vandalism—windows smashed, instruments damaged, etc., nevertheless outstanding value at **£150**

LANCIA 2500 GT coupé, 1956 (for photograph and details see last month). **£395**

LINCOLN Zephyr sedan, 1938 (1939 Series, hydraulic brakes), not the usual worn-out pre-war Yank, but an outstanding low-mileage specimen, stored many years and recently completely mechanically overhauled. Excellent paintwork (black) and interior, and a most practical as well as unusual car. **£395**

MORRIS 10/6 saloon, 1935, very original and in very fair order for its year. **£95**

ROVER 10 saloon, 1947, black, brown hide interior and in remarkable order for its year. **£145**

SUNBEAM TALBOT Mk. III saloon, 1955, also in quite remarkable order for its year. **£115**

TALBOT 105 V.D.P. tourer, 1934 (for photograph and description, see last month). **£495**

Historic Racing Car—1951 A-Type CONNAUGHT (No. A 4), single-seater, reliable and fairly successful in V.S.C.C. and other historic car races since 1964; in excellent order, complete with trailer and quantity of spares, and ready to race. All sensible offers considered.

VETERAN AND VINTAGE

1899 V.C.C.-dated, **DESCHAMPS** motor tricycle, fully restored, with 2-speed gear, lamps, new tyres, and ready to use. **£800**

1924 **FORD Model T** tourer with Ruxstall 2-speed axle, restoration approaching completion, finished price approximately **£1,000**

SUNBEAM 20/60 tourer, 1928; a highly original car (one owner since 1934), on which an extensive renovation is now almost completed. Price will be in the region of **£1,000**

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

PAYNES PARK, HITCHIN, HERTFORDSHIRE

MOTORWAY SPORTS CARS LTD. IN KENT

"TRY THEM UP THE MOTORWAY"

MERCEDES 190SL, 1961, 2/4 str. Hard/soft tops, radio etc. A really outstanding £3,000 car at ... **£795**
LOTUS Elite, 1962. Special equipment model. ZF gearbox etc. Excellent example in red/silver ... **£595**
HEALEY 3000 Mk. III, 1964, 2/4 str. Immac... **£645**
HEALEY 3000, 1960. Overdrive, wire wheels etc., really outstanding in indigo dark blue ... **£335**
M.G.-B roadster, 1963. Wire wheels etc. Old English white with black interior ... **£525**



JAGUAR XK150 3.8 'S', 1960. Sun roof, radio, overdrive etc. Superb example in indigo blue... **£545**

JAGUAR XK150. Two more fine examples of this fabulous series, a drop head and a fixed head at... **£345**

SUNBEAM Alpine Series II, 1961 model. Overdrive, wire wheels, 1,600 c.c. engine, disc brakes etc... **£345**

TRIUMPH TR3A Sports Roadster, 1958. Detachable hard top, overdrive on 2, 3, 4, etc... **£295**

LANCIA Aurelia GT, 2-litre fastback. A most desirable and highly sought after car at ... **£280**

M.G.-A Sports Roadster, 1600. Radio... **£325**



RELIANT Sabre 6, 1964. 2/4 str. Ford Zodiac engine. Distinctive and very fast. Overdrive ... **£495**



HEALEY Sprite Mk I, 1960. A superb car in dark blue with white hardtop, Monza bonnet etc... **£320**

HEALEY Sprite Mk. II, 1962. A very nice little car in red with red interior and radio... **£315**

DAIMLER SP250 Dart. Hard/soft tops. Superb

HEALEY 100-4, 1954. Overdrive, wire wheels. Absolute bargain for the enthusiast at ... **£95**



FAIRTHORPE Zeta, 1960. A very rare car with tuned Zodiac engine, 6 Amals, wide wheels, Cinturatos, hard top etc. Shattering performance... **£270**

DEEP SANDERSON GT. Completed and registered 1968. Cost £1,200. A most attractive car with rear transverse mounted Cooper 'S' unit ... **£595**

HEALEY Sprite Mk. III, 1966. Winding windows, 1,098 c.c. Excellent performance, one owner ... **£520**

TRIUMPH TR4, 1962. One owner, superb ... **£475**

FORD Cortina GT, 1965, white with black int. **£525**

FORD Cortina GT, 1962. 5½js, Cinturatos etc. A most interesting and outstanding car ... **£375**

JENSEN 541, 4 str. GT, 1955. A really outstanding example of this desirable series, o/drive.

ALFA ROMEO Giulietta Sprint, 1961/62. 2/4 str. A superb GT car in every way, 1,290 c.c... **£465**

BY THE TIME YOU READ THIS WE WILL HAVE MANY MORE EXCEPTIONAL HEALEYS, M.G.s, TRIUMPHS, JAGUARS AND OTHER MAKES. YOU MIGHT CARE TO TELEPHONE US.

WE PRIDE OURSELVES THAT OUR CARS ARE THE FINEST AVAILABLE AND OFFER OUR FULL PARTS AND LABOUR GUARANTEE (3 MONTHS OR 3,000 MILES) ON MOST CARS MADE 1962 ONWARDS

PART EXCHANGE of almost any vehicle (including Motorcycles). **HIRE PURCHASE** from 1/3rd DEPOSIT over 27 months often with Third Party Insurance

INSURANCE arranged at low cost and by **EASY PAYMENTS** on request. **OPEN**—Mon to Wed 9-6, Thurs to Sat 9-9. **CLOSED SUNDAYS**

WE ARE SITUATED in BOUGHTON on the A2, 1 mile from the M2 Motorway and 6 miles from CANTERBURY. 50 miles from LONDON (33 are Motorway)

SPORTS CARS URGENTLY WANTED

SECONDHAND TONNEAU COVERS £5

THE STREET, BOUGHTON, NEAR FAVERSHAM, KENT. TEL: BOUGHTON 223. In most STD areas dial OCA 775 223.

FOR SALE—continued

CORTINA GT EXTRAORDINAIRE, 1966, modified to exact works specification. 1550 c.c. engine, two twin choke Webers, special head, rods, caps, pistons, etc., alternator, oil cooler, 5 1/2" wheel, SP44 tyres, twin tanks, seat belts, sump shield, body braces, immaculate red bodywork, black interior. Taxed till March, 1969. Cost a literal fortune. £600. Tel.: 01-940 5341 (Richmond, Surrey). (3668)

1955 BENTLEY 4 1/2-LITRE AUTOMATIC, James Young special body, blue/metallic grey with grey interior. Immaculate condition throughout. £1,100 o.n.o. For appointment to view, tel. Sunderland 71577 (office hours). (3669)

1961 ASTON MARTIN DB4, REGISTRATION number TSM 2. Needs small amount of work done on it hence price, £675 o.n.o. Tel.: Edinburgh 556 6065. (3690)

M.G.-B, 1965, IRIS BLUE, WIRE wheels, almost new SP3s, radio, tonneau, air horns. Taxed. Excellent condition, £645 o.n.o. Tel.: Chesterfield 4548. (3671)

FACEL VEGA HK500, 1961 BF SERIES, Burgundy, red hide interior. Manual box, Borrani wheels, servo discs, electric windows, 4,000 miles since engine, brakes, steering, gearbox overhauled. Nearly new X tyres. Appearance and performance excellent. £795. Tel.: 01-692 3284, 19 Dartmouth Row, London, S.E.10. (3672)

LONDON TAXI, 1957, THREE-DOOR, in black, fully equipped as original and in proper working order with meter, hand-book, tools. £145. Box 0798. (3673)

VOLVO 1945, 1968, 14,400 MILES, bodywork damaged, mechanics O.K., £395. Wanted, M.G.-B, or early E-type. Tel.: 01-579 4999. (3674)

GILBERT GT 1800, LATE '65, O/D, Motorola, Clints, new royal blue paintwork, black leather trim, full lights, Agent maintained, Mileage 29,000. Exclusive, express transport in Restall comfort for £825. Tel.: Harpenden 60624 (days) or 62388 (evenings). (3675)

RILEY 2 1/2-LITRE, 1951, A SOUND specimen. M.o.T. £50 o.n.o. "Lochee", Glendale Rd., Burnham-on-Crouch, Essex. (3676)

For Sale: 1928 MORRIS OXFORD completely rebuilt from scratch by top class coachbuilding firm—the only one of its type in the world. All chrome-plated 20" wheels, 5-litre engine, completely rebuilt as new exterior in metallic Dubonnet, snow-white studded upholstery 6" to 8" thick, studs and carpeting to match exterior. This car is in our workshop now, just being completed. There are many more details available, together with photographs of exterior, interior and engine. Send 10/6 for details and photographs to: **Barford Auto Body, Barford St. Michael, Oxford.**

HIGH GLOSS METALLIC HAMMERED ENAMEL, Super finish. Air dry 15min. Hides marks & fillers. No primers, u/coat or rubbing down. Brush on for engines, filters, panels, wheel rims. Lt. & Dk. Blue, Silver, Bronze, Grn, Blk. Send for free list or 8/9 + 1/9 post for TRIAL 1/2pt. TIN. **Hammerite** RESPRAY MINI for £2 **FINNIGAN SPEC'LTY PAINTS**, Dept. M.Sp., Stocksfield, N'mbrlnd.

★★ "The Motor" on testing the **SAAB** . . . "the new 96 V4 is one of the BEST CARS in its class and OUTSTANDING VALUE. . . the roadholding is SUPERB—completely safe in wet and icy conditions . . . the surefooted behaviour of the SAAB gave a feeling of utter safety . . . ROUGH, WET ROADS are MEAT & DRINK to the SAAB."

★★ "Motoring News" on the **VOLVO** says . . . "STILL ONE OF THE BEST" and GORDON WILKINS on EBC2 "WHEELSPIN": . . . "POSSIBLY ONE OF THE SAFEST CARS IN THE WORLD"! HAVE A "TEST RUN" ON THESE "FABULOUS CARS".

CONTACT NOW — **CAC CRICKLEWOOD AUTO-MOBILE CO.**, 63 Shoot-Up Hill, London NW2 GLA 4803/9
● Distributors of "QUALITY" in LONDON ● MIDDX. ● HERTS.

FOR SALE—continued

SINGER FOUR-SEATER LE MANS Tourer, 1933. Two owners from new. Much time and money has been lavished on rebuilding this magnificent car. Completely stripped, rebuilt, rechromed, resprayed Monaco red and professionally retrimmed in black. Registered with U. and D.V.V.S. and S.O.C., and a well-known concours entry. This car is immaculate and in showroom condition. £250. Tel.: 01-422 9629. (3677)

M.G.-B, 1966 (JULY), GENUINE 14,600 miles. Original paint (red), completely unscathed. Wire wheels, original tyres still mighty meaty, hood, tonneau and upholstery practically as new, mechanically excellent. £795 o.n.o. Private H.P. possible, Hook. Tel.: Romford 60344. (3678)

M.G.-A 1600 MK. II, 1961, SUPERB condition, Xs, good hood, taxed. M.o.T., p.b.r. Extra instruments. £375. Quick sale. Hitchings, 19 Greenhall Park, Johnston, Haverfordwest, Pembrokeshire. (3679)

M.G. MIDGET, 1963, WHITE, V.G.C. Hard-top, extras, new tyres. Taxed August. M.o.T. Tel.: Ramsden-Heath 418 (Essex). (3680)

M.G.-A 1600, 1960, RED, EXCELLENT condition throughout. New tyres. Taxed, tested. £245. Tel.: Formby (Lancs.) 2778. (3681)

IDEAL FAMILY CAR. 1966 FIAT 500 Estate. Excellent condition, adult and three children's seat belts. Exchange four-seater Morgan or vintage tourer. Box 0799. (3682)

1929 BENTLEY 4 1/2-LITRE, VERY SPORT-ing open four-seater tourer in excellent condition. Reasonable offers wanted. Tel.: 061-445 2050. (3683)

LAGONDA LG45 4 1/2-LITRE 6-CYL.

All aluminium saloon. Green/black, tan interior; wire wheels, good tyres. Really excellent condition. Investment at £450, offers.

SWILLINGTON SERVICE STATION
Wakefield Road, Swillington,
Nr. Leeds. Tel: Garforth 2497



Annual Sprint, at Lydden
COOPERS TO COBRAS
21st July Start 12.30

Entrance 5/- per vehicle

TILLINGHAM STREET GARAGE,
SPECIALISTS IN CLASSIC CARS
OFFER:

Sunbeam 23.8-h.p. saloon, 1934, one owner since 1946, in immaculate original condition, £300; **Austin 12/4 saloon, 1937**, two owners from new and in excellent original condition, £75; **Riley Nine Monaco saloon, 1934**, excellent mechanical condition and very sound bodywork, £100; **Rover Twelve sports** tourer, 1948, excellent condition both bodily and mechanically, £150. The following cars are at present undergoing restoration: **Alvis Speed Twenty-five Cross** and **Ellis** tourer; **Austin Seven saloon, 1931**; **Austin Big Seven saloon, 1938**. **SPARES:** We have large quantities of Austin Seven, Alvis 12/50 and Jaguar spares available, prices on request.

35, TILLINGHAM STREET,
SPARKBROOK, BIRMINGHAM 12
Tel.: VIC 2655—Evenings HIG 2100

FOR SALE—continued

VERY RARE, POSSIBLY UNIQUE, Alvis Speed 25 two-door pillarless saloon, V.D.P. £550. Photos available. Swidenbank, 11 Broxton Ave., Princeton, Birkenhead. (3684)

SUNBEAM TALBOT 90 11A, 1954, £80 o.n.o. Fair condition. Louvred bonnet, sun roof, black. Quick sale would reduce agony of parting. Tel.: Lancing 5231 (day). (3685)

BENTLEY MK. VI, 1950, IN REALLY first-class condition. Black with beige interior, sliding roof, taxed. M.o.T. tested. Recent engine overhaul. £500. Tel.: Nettlebed 424 or Box 0800. (3686)

ECURIE ECOSSE HISTORIC LIGHT-weight 120. Competition suspension, discs, modified steering. Stark racing machine. Won at Rheims against C-types. Unique and sound investment at £1,000. Madame Annick Rouillon. Tel.: 01-286 9703. (3670)

ASTON MARTIN DB4, JUNE 1960, IN metallic grey. Chrome wires, air horns, Motorola twin-speaker radio, new Avons, tinted rear window. Very good condition throughout. £895. Tel.: Northop 351 (nr. Chester). (3687)

BRISTOL 400, M.o.T. GOOD MECHA- nics, £100. And immaculate 401 with recon. engine for sale. Also recon. engine, 85, 100A and 100D series, wanted urgently. Bristol workshop manual, 100 series; cylinder head and engine. Also Bristol car, any model. 7 Barnsley Rd., Birmingham 17. Tel.: 021 BEA 2220 or 01-450 6176. (3688)

ASTON MARTIN DB2/4, 1954, EX- works team car, LML 857. Red. Smart, excellent performance. New tyres. M.o.T. £450. Tel.: Weekend or evening 01-907 3477 (Harrow). (3689)

1 1/2" NEW CARBURETTORS
TYPE HD6 as fitted to 3.4 & Daimler V8
40 only **TO CLEAR** at £3.10.0 each
£6.10.0 pair. £3 each for 6 or more.
P. & P. 5/- first and 2/6 each add. carb.
K.L. (B'HAM) LTD.
133/5 BELGRAVE RD., B'HAM 5
021-440 2368-9

ROLLS-ROYCE ENTHUSIASTS CLUB
BLENHEIM 1968
The Annual Concours and Rally will be held at Blenheim Palace, Woodstock, Oxon, by kind permission of H.G. The Duke of Marlborough, on Sunday June 16th from 11 a.m. The following Clubs are invited to enter:
20 Ghost
Bentley Drivers
Midland R.-R.
V.S.C.C. R.-R. owners
Owners of Rolls-Royce and Bentley cars are welcome to attend.
Details and entry forms from:
Secretary, Lincroft, Montacute Rd., Tunbridge Wells, Kent.
Phone.: T-W 26072

OPUS

BUILD YOUR VERY OWN HOT ROD FORD
Chassis/Body Unit to accept Ford parts: £120
Rolling Chassis complete with axles and wheels: £299
Complete car in component form: from £650
All weather equipment now available.
Export and Trade enquiries invited.
OPUS CARS LIMITED
Frome Rd., Nr. Warminster, Wiltshire. Tel.: Chapmanslade 383

FOR SALE—continued

TR3A (1959), RED, WELL MAIN- tained. U/seal, Extras. Reasonable offers. Tel.: Caldy 8727 (Cheshire). (3691)

BRABHAM M.G.-B, 1964, STAGE III engine, Webber carbs., race-cam, servo brakes, oil cooler, radio, wire wheels, competition suspension, etc., etc. 30,000 miles. Cost £1,400. Now being replaced by wife for £650. Enthusiast's car in mint condition. Sensible offers. Tel.: Beaulieu 292. (3692)

1936 LANCHESTER SALOON IN EXCEL- lent running order. Also 1947 M.G. Y. Rebuilt. Offers, Bushell, Chapel Hill, Pembroke, Pembs. Tel.: Castle Martin 361 (after 5.30 p.m.). (3693)

ALPINE HARRINGTON COUPE, WHITE 1961. Overdrive, wire wheels, new engine rebuilt front suspension. Everything works. £300. Payne. Tel.: 01-493 1451 (working hours). (3694)

VINTAGE AUSTIN 16 H.P. SALOON. Good condition, mechanics perfect. Running boards need attention. £265 o.n.o. Will sell to U.K. or U.S.A. (3695)

POST-VINTAGE AUSTIN 18 H.P. saloon, 1936. Good condition. Needs re-painting. £65 o.n.o. J. E. W. White, Windesham, Boundary Lane, St. Leonards, near Ringwood, Hants. Tel.: Ferndown 3572. (3696)

LANCHESTER "10", 1935, GOOD CON- dition. M.o.T. £35 o.n.o. 23, Maristow Ave., Exmouth, Devon. (3697)

M.G.-B, 1965, RED, HEATER, TON- neau, twin spots, seat belts, luggage rack. Nominal mileage, £630. Tel.: 061-428 2778. (3697)

ACECA/ACE, GOOD CONDITION, ANY year. Storey, Brown's Place, Seaton, Workington, Cumb. (3698)

ARDC Expert guidance for the motoring enthusiast.
JIM RUSSELL
invites you to apply for details of his **ADVANCED ROAD DRIVING COURSE**
London Road, Downham Market, Norfolk. Downham Market 3049

ONLY THE DISCERNING NEED APPLY
A unique 1964-registered **Special Equipment Lotus Elite**, finished in superb polychromatic dark blue and silver. Originally custom-built for Moss, but purchased by present owner. The specification includes 105-b.h.p. Stage 3 Climax, ZF gearbox, diaphragm clutch, brake servo, special chrome wire wheels shod with new Pirellis. The interior has been completely finished throughout by the Luton Motor Co., with a special alloy fascia, Halda Speed-pilot, fire extinguisher and full harness seat belts. A Motorola radio is built-in and long-range fuel tanks fitted. Only genuine interested inquiries please.
Offers at over £1,000 to:
S. C. Pritchard, 110 Stortford Hall Park, Bishop's Stortford, Herts.
Tel.: B.S. 51373

SOTHEBY & CO.
FOUNDED 1744
VETERAN AND VINTAGE VEHICLES V
SALE BY AUCTION OF THE A.W.F. SMITH MOTORING MUSEUM AND COLLECTION OF VETERAN, EDWARDIAN AND VINTAGE CARS
including 1898 De Dietrich, 1898 Mors, 1900 De Dion, 1903 Daimler 1904 Gladiator, 1906 Germain, 1911 Rolls-Royce Silver Ghost, 1914 Mercedes 90 and 1922 Austro-Daimler
AND MOTORING MISCELLANEA AND ACCESSORIES
to be sold on the premises at **CROSS-IN-HAND, NEAR HEATHFIELD, SUSSEX ON THURSDAY, 27th JUNE 1968**
Public view Saturday, 22nd June. Tuesday, 25th June and Wednesday 26th June from 9am-5pm
Further details and illustrated Catalogue (Obtainable early June price 15s. including postage) from **SOTHEBY & CO. P.O. Box 2AA, 34-35 New Bond Street, London W.1. Telephone: 01-493 7242**

FOR SALE—continued

M.G. TA, 1936, GOOD CONDITION throughout, M.o.T. Several spares. Original. Recent M.G.C.C. test. Student's finances factored safe! £190 o.n.o. 56 Abington Pk. Cres., Northampton. (3771)

M.G. PA, 1935, MECHANICALLY sound, B.R.G. M.o.T. Sept. View evenings after 6, weekends. £170. Stevens, 10 Orchard Rd. Barnet, Herts. (3759)

1928 MORRIS COWLEY CHASSIS AND scuttle. Engine overhauled. Also 1931 saloon. Complete. Needs restoring. £100. the two, 3 Cape St., Broseley, Salop. (3701)

1937 4 1/4 A. MULLINER SPORTS saloon. Sliding roof. Mechanically A1. recent bills. Body gracious. Offers over £500 or exchange Mini Cooper, cash adjustment. Also Riley March special, 1933. Tel.: BAY 1685 (evenings). (3772)

LAGO-TALBOT, 1937-39, WOULD dearly love 4-litre Figoni and Falaschi coupé, but consider other Lago-Talbot, similar Delahaye, Delage, as near original and complete as possible. Appreciate full description. Price, picture first letter. Box 0801. (3703)

1939 AUSTIN BIG 7, GOOD TYRES AND condition. Excellent runner. Sunshine roof. M.o.T. May, 1969. £55 o.n.o. Murray, 189 Holtby Rd., East Grinstead, Sussex. (3723)

MAGNIFICENT M.G., 1938, D.H. coupé 2 1/2-litre S.A. Four owners from new, present one since 1958. Recellulosed white, hood chromework. Reconditioned engine fitted 10,000 miles back. Excellent tyres. Requires tidying. M.o.T. Thoroughbred looking and fascinating to drive. About 20 m.p.g. £425. 24a Kingswood Rd., Tadworth, Surrey. Tel.: TAD 2286. (3753)

RILEY 2 1/2-LITRE RMF, 1953, GREY, maroon leather. Completely overhauled. Radio, radials. A reliable car in excellent condition. £150. Pierce, 23 Richmond Rd., Wimbledon S.W.20. Tel.: WIM 3951. (3754)

BENTLEY 3-LITRE MODEL DE LUXE. Speedometer head, and 4 1/2-litre magneto drive. Jowett 4-cylinder engine, clutch and gearbox. Offers. Box 0808. (3755)

M.G. MAGNETTE VARITONE, 1957. First-class condition, numerous extras. Gold Seal engine, 10,000 miles. £200 o.n.o. Titchmarsh, 11 Salisbury Rd., Liverpool 19. Tel.: 051 CRE 3193. (3756)

1938 ROVER 20 D.H.C. EXCELLENT mechanics, body, interior. Only three made. £200. Campbell, 20 Kew Foot Rd., Richmond, Surrey. Tel.: (office) 01-427 4333, ext. 139. (3757)

TR3A, SEPT., 1959, PERFECT BODY and mechanics. Overdrive, steel hard-top, hood, tonneau, new radials all round, many extras. Taxed. M.o.T. £345 o.n.o. Mike Japp, MQU 0602. (3758)

FOR SALE—continued

RILEY ADELPHI, 1937, £70, LOVELY condition throughout. 429 Bowes Rd., Southgate, N.11. (3700)

N.S.U. SPORT PRINZ, METICULOUSLY kept. Low mileage. Lady owner. £385. Tel.: Betchworth 2376. (3760)

RILEY 1 1/2-LITRE R.M.A. ONLY 56,000. New tyres. M.o.T. Excellent condition. £150. 26 Shepherds Way, Ringmar, Sussex. (3761)

SAAB, 1964, RED, SUPERB ORDER throughout. Recond. engine. £300. Ternis possible. Travers, Shelton, Norwich. NOR 75W, or tel. Long Stratton 428. (3762)

MORGAN THREE - WHEELER, 1939. Ford engine, good condition. £150. Details. Mr. P. G. Walker, The Holt, Holt Drive, Loughborough, Leics. (3763)

T.V.R., 1961, M.G. TWIN-CAM ENGINE, Brabham balanced and tuned, close ratio gearbox. Genuine 23,000 miles only, never raced, garaged four years. £355 o.n.o. Tel.: Franklin 1429 (evenings). (3764)

1960 TRIUMPH TR3A, PRIMROSE, black interior. Low mileage. Overdrive, hard-top, reversing lights, bolts, rack, anti-roll bar, new G800s. Taxed Jan., 1969. Frequently acclaimed among best in the country. £375. Clark, Crebor House, Tavistock, Devon. (3765)

ASTON MARTIN DB2/4, JUST BEEN rebuilt, resprayed and rechromed, new battery fitted, tyres good. Done less than 100 miles since engine rebuild (crank re-ground). Best offer over £500. First to see will buy! Tel.: Holmer Green 2214. (3766)

ROVER 12 TOURER, 1948, A GOOD example of this rare, elegant model with aluminium on steel body in original cellulose, 4/5 seater. Fully disappearing vinyl hood. Tonneau. Excellent engine, fully functioning electrics, etc. Haggling starts at £150. Holder, Plant, Brays Close, Hyde Heath, Amersham. (3767)

JAGUAR XK150, 1958, £200 O.N.O. XK150S, 1959, £300 o.n.o. Mk. X, 1962/63, £500 o.n.o. Witsend, Fleet Rd., Cove, Farnborough, Hants. (3768)

MORGAN 4/4, 1947, M.O.T. ENGINE and wiring recently overhauled, resprayed B.R.G. new white p.v.c. hood and side screens, good tyres and spare. £200. Tel.: Lingfield 92. (3769)

BENTLEY 3 1/2-LITRE DROPHEAD coupé. Aluminium coachwork, excellent throughout. £595. Tel.: Colnbrook 2734. (3770)

RARE M.G. Y, 1951, EXCELLENT CON- dition. Restored, reconditioned engine, well shed. Tested. About £180. Marks, 13 Rochester Rd., South Anston. (3699)

DAIMLER 30/70, CIRCA 1923 ENGINE and gearbox. Reply airmail to P. Deale, P.O. Box 196, Ikeja, Lagos, Nigeria. (3702)

FOR SALE—continued

JAGUAR 3.4 MK. I, 1959, SPECIAL equipment, overdrive and extras worth £200. new clutch. Immaculate condition throughout. Modified dashboard. Reg. 999HBH. £235 o.n.o. Tel.: Sheffield 54602. (3773)

ALFA ROMEO, 1964, 2,000 SPRINT coupé. One previous owner. Mechanically perfect. 33,000 miles, never any trouble. Little rust around apron, hence price. Silver grey, perfect black interior. Belts and radio. Can't drive fast cars any more. £875 cash. Henri Baigent, Tel.: Bourne-mouth 57642. (3774)

PNE 7, FAMOUS 1954 SUNBEAM Alpine. Fullest modifications and new extras, sound engine. Opportunity for enthusiast to own this beautiful classic car. M.o.T. Taxed. £195 o.n.o. Tel.: Lingfield 3292 (Surrey). (3775)

ASTON MARTIN DB2/4, MK. II, 1957, 3-litre Vantage engine. Complete overhaul, bills available. Maintained by enthusiast. £550. Any inspection, 19 Lloyd Rd., Birmingham 20. Tel.: 021-554 6039. (3776)

LANCIA B20 GT R.H.D., SIXTH SERIES. Excellent. Imported 1964. Dark blue. £475. Tel.: Upminster 24118. (3777)

XK140 F.H.C., 1956, MUCH ADMIRER example. First-class rustless B.R.G. body. Chrome perfect. Mechanically excellent. C-type engine, w/wheels, radio. M.o.T. £290. Tel.: Watford 42075. (3778)

M.G., 1938, SA 2-LITRE, M.O.T. TAXED. Soares. Good condition. Offers. Tel.: 01-574 1525. (3779)

ALVIS TA21, 1952, FIRST-CLASS CON- dition. £180 o.n.o. Box 0809. (3780)

1932 RILEY 9 ENGINE, TWIN SOLEX, Lucas mag. Complete and original. Located Cheshire. £25. C. Cliff, 26 Hillside Gdns., Highgate, N.6. (3781)

STELVIO, 1932, EXTRAORDINARY, rare, beautiful 14/6 Riley in original order. Spares include 1932 S/series Alpine. £350 o.n.o. Photographs. History. Box 0810. (3782)

BRISTOL 400, RESPRAYED B.R.G. RE- conditioned engine, radio, heater. £300 o.n.o. Tel.: Longfield (Kent) 3326. (3783)

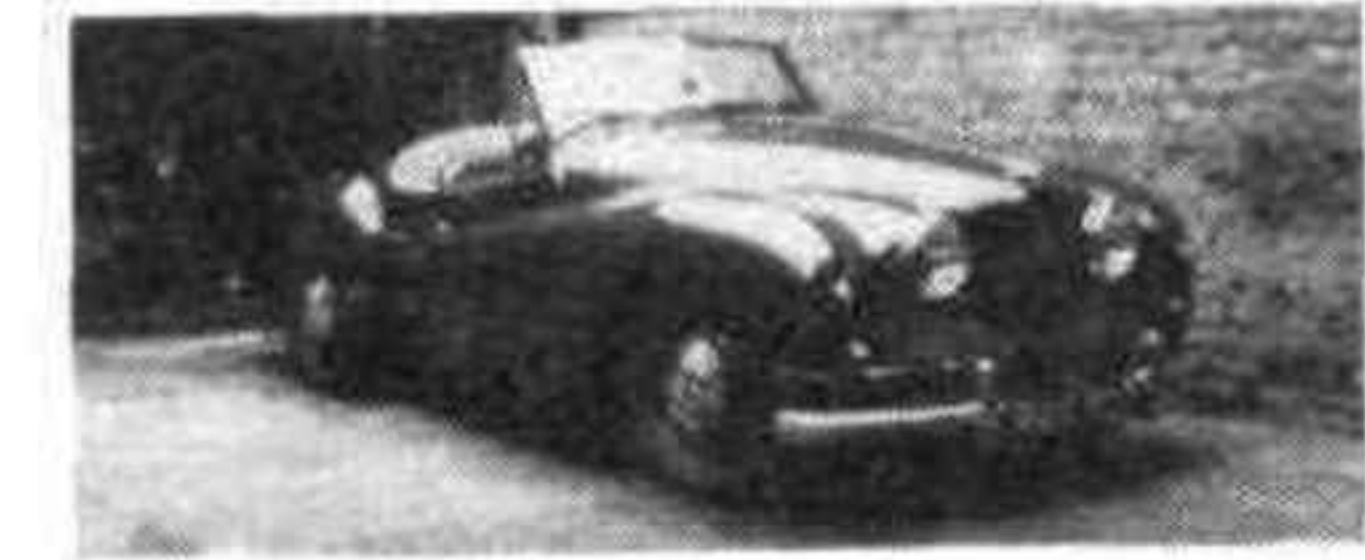
XK140 F.H.C. OVERDRIVE IN EXCEL- lent condition bodily and mechanically. A very attractive car in sparkling original light grey with red interior. Carefully used and maintained. £295. Tel.: Mr. Bletcher 01-743 6172 (office hours). (3784)

1962 SERIES 3.4 JAGUAR, BRONZE, beige trim. Radio, reclining seats, etc. Carefully maintained to excellent condition. £395 o.n.o. Or exchange good Spridget or similar. Tel.: Wheathampstead (Herts.) 3296. (3785)

SPORTSCAR GARAGES



DAIMLER Conquest Century roadster, 2 1/2-litres, 1955. All-aluminium body, recent recond. engine, gearbox, axle, etc. Fitted new Laycock overdrive, new hood, tonneau; Cinturatos, seat belts. Rechromed, recellulosed £465



JOWETT Jupiter 1 1/2-litre roadster, 1953. Last series; all-aluminium body; recent major overhaul; full history. Rechromed, recellulosed, as-new tyres, hood, cover £245

Tickford-bodied 2 1/2 DAIMLER 4-str. drophead coupé, 1949; 3-position hood. Aluminium body, new hood, new chrome, replacement tyres. Price to include recellulosing to buyer's choice of colour ... £265
Several other aluminium, coachbuilt DAIMLERS in stock, incl. Barker Special Sports, Barker 4-str. d.h. coupé in black, and also choice three Conquest saloons, rechromed and recellulosed, etc., from £165

42, TWYFORD ST., LONDON, N.1
Open: 10-7 TERMINUS: 3766 Tube: King's X

MIL
4232

HILLWOOD MOTORS LTD.

MIL
4232

565 WATFORD WAY, MILL HILL, N.W.7

NEW AND USED JAGUAR AND HIGH PERFORMANCE CARS

1962 ASTON MARTIN DB4 Superleggera, opalescent maroon, black leather, wire wheels, overdrive, radio £1,195

A.C. Aceca, Bristol engine, wire wheels, ochre gold; a really immaculate specimen £545

1967 BOND Equipe GT, maroon, Webasto roof; a low mileage specimen with brand new radials £695

1965 BOND Equipe GT, red with black interior; a well looked after car £545

1965 JENSEN CV8 Mk. II, automatic, radio, in Old English white, red leather; another Hillwood's special £1,795

1966 HEALEY Sprite, Mk. III, mineral blue, one owner, low mileage; a really lovely little car £565

1966 JAGUAR Mk. 10, automatic, power steering, electric windows, one owner, low mileage, a really beautiful beast £1,345

1966 JAGUAR "E" Type 2 + 2 (Oct.), golden sand, red leather, wire wheels, in immaculate condition £1,745

1966 JAGUAR 3.8 "S", opalescent dark green/green leather, overdrive, power steering, radio, low mileage £1,295

JAGUAR 3.8 Mk. II, dark blue/red leather, overdrive, power steering, wire wheels; in immaculate condition £975

JAGUAR 3.8 Mk. II, dark green/green leather, Webasto roof, overdrive; one owner £795

1964 JAGUAR 3.4, automatic, power steering, radio, maroon/maroon leather; one owner £695

1964 JAGUAR 2.4, golden sand/tan leather, radio, overdrive, really immaculate £695

1965 LANCIA Flavia, 1.8 coupé, radio, a low mileage beauty, drives superbly £1,295

LANCIA Flavia 1.8 coupé by Farina, dark blue/beige velour interior; a magnificent car £995

1962 LANCIA Flamina saloon, radio, a really super, large, powerful, family car £545

1966 LOTUS Cortina, in ivory with black interior, radio, new tyres, a "one-off" specimen £795

1966 LOTUS Elan Coupé, dark blue, radio, electric windows, knock-on wheels, a real cracker £995

1967 M.G.-B GT, mineral blue/blue leather, wire wheels, low mileage £1,025

1966 M.G.-B roadster, B.R.G., black leather, wire wheels, overdrive, radio, luggage rack; beautiful £875

1965 M.G. 1100 saloon, black with red leather, one owner, 18,000 miles, radio, a real mint car £495

1966 RELIANT Scimitar, golden sand/black interior, wire wheels, overdrive, radio; one owner, low mileage £1,075

SUNBEAM Alpine, "F" registered, 7,000 miles, dark blue, black interior, overdrive; as new £895

1966 TRIUMPH TR4A, light blue/blue trim, wire wheels, overdrive, wood rim wheel, balanced engine, spots £895

1964 TRIUMPH TR4, white with black interior, wire wheels, overdrive, hard top £695

1965 TRIUMPH Vitesse convertible, with overdrive, a real little gem of a car with high performance £565

1964 TRIUMPH 1200 convertible, in Italian red in exceptional condition, low mileage £395

1966 TRIUMPH Spitfire coupé, white with black interior, a low mileage beauty £595

1968 TRIUMPH GT6, 2,000 miles, Italian red, with radio; full warranty £975

1967 TRIUMPH GT6, white with black, radio, low-mileage specimen, o'drive £875

1964 VAUXHALL Cresta, one owner, with radio, white with red roof and interior £445

1964 VAUXHALL Victor de Luxe, a low-mileage specimen in excellent condition £395

1967 VAUXHALL Viva SL90, white with black, 3,000 miles, as new £675

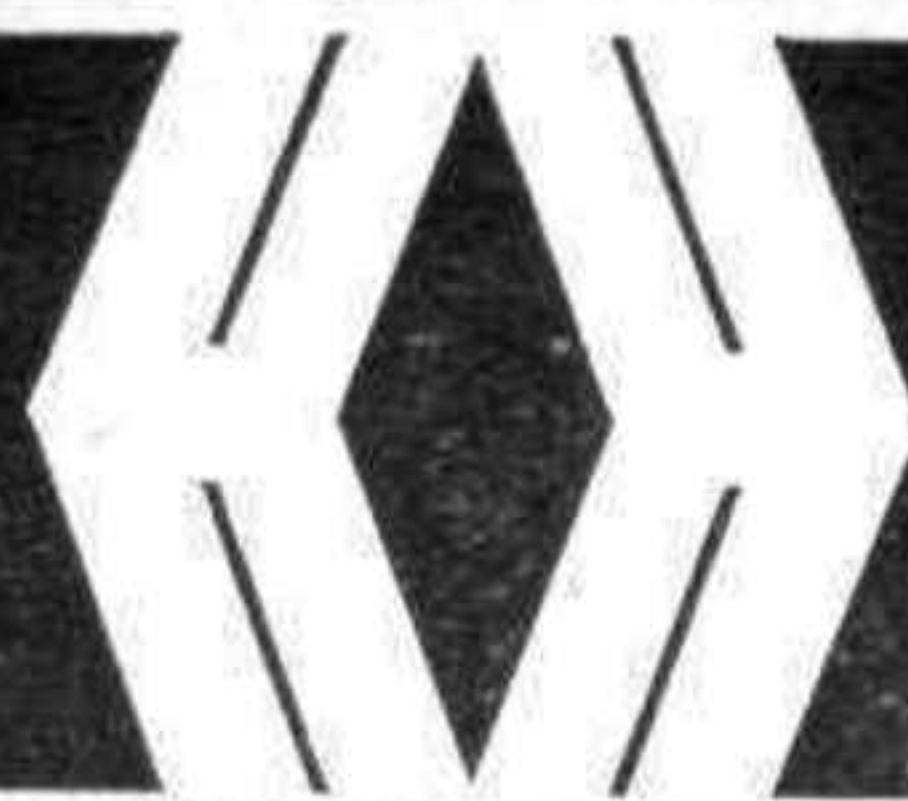
1967 VAUXHALL Viva SL, eclipse blue, radio, one owner, low mileage £645

STOCKING AGENTS FOR JAGUAR, TRIUMPH AND VAUXHALL, ALL MODELS AVAILABLE

WE ARE ANXIOUS TO BUY ALL MODELS, SPORTS CARS, JAGUARS, MOTORISED CARAVANS

OPEN 9-8 DAILY—10-4 SUNDAYS!!

ALFA-ROMEO
BMW
SCIMITAR



HEXAGON OF HIGHGATE LTD.

HEXAGON FOR YOUR NEW MARCOS, IMMEDIATE OR EARLY DELIVERY OF MOST COLOURS. DEMO CARS. SERVICE FACILITIES
PRICE FROM £1,485.



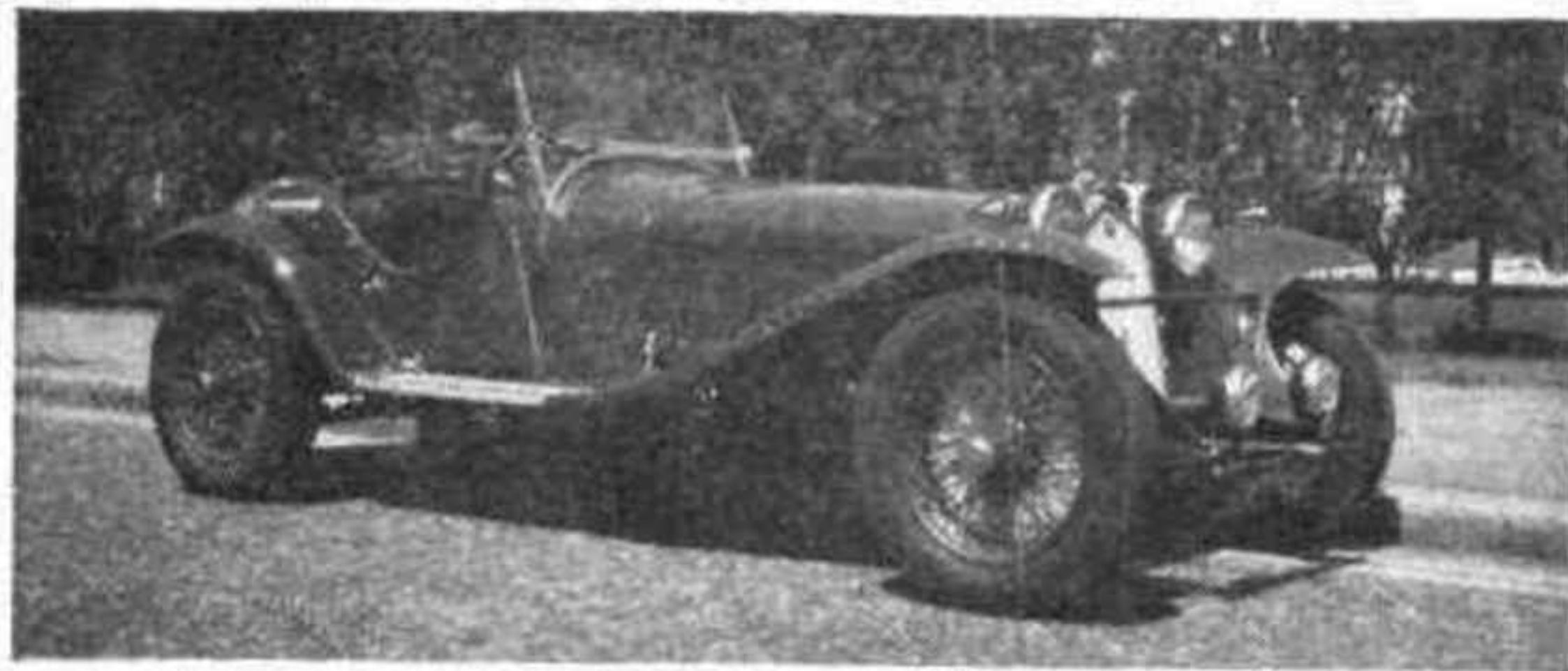
1967 'E' d.h.c., chrome wires, 60 gns-worth of Blaupunkt radio, Cints; one owner; silver blue; 14,000 miles .. £1,829
1966 'E' fixed-head, chrome wires, radio, hot rear window; silver blue; one owner; SP tyres .. £1,575
1965 'E' d.h.c. in red, chrome wires, radio. Must be the best '65 'E' available. £1,299
1968 Lotus Cortina 1600 'E', wheels, radio; white with green strip; 3,000 miles .. £1,099
1968 model Lotus Cortina, 6,000 miles, white .. £1,025
1966 Lotus Cortina, one owner. Mint .. £799
1965 model Mustang fastback. Right-hand drive. 6" wheels. Auto. £1,295
1967 M.G.-B, o/d. and w/w., radio, Waso steering lock; one owner. B.R.G. £915
1966 M.G.-B, o/d. and w/w., SP tyres; blue; 10,000 miles .. £795
1965 M.G.-B, o/d. and w/w. B.R.G. .. £699
1964 M.G.-B, o/d., radio, heater, tonneau. Really clean car .. £599
1964 TR4, Surrey top, o/d., w/w. B.R.G. No accidents and immaculate .. £685
1966 Caravelle with detachable h/t., radio; 8,000 miles .. £695



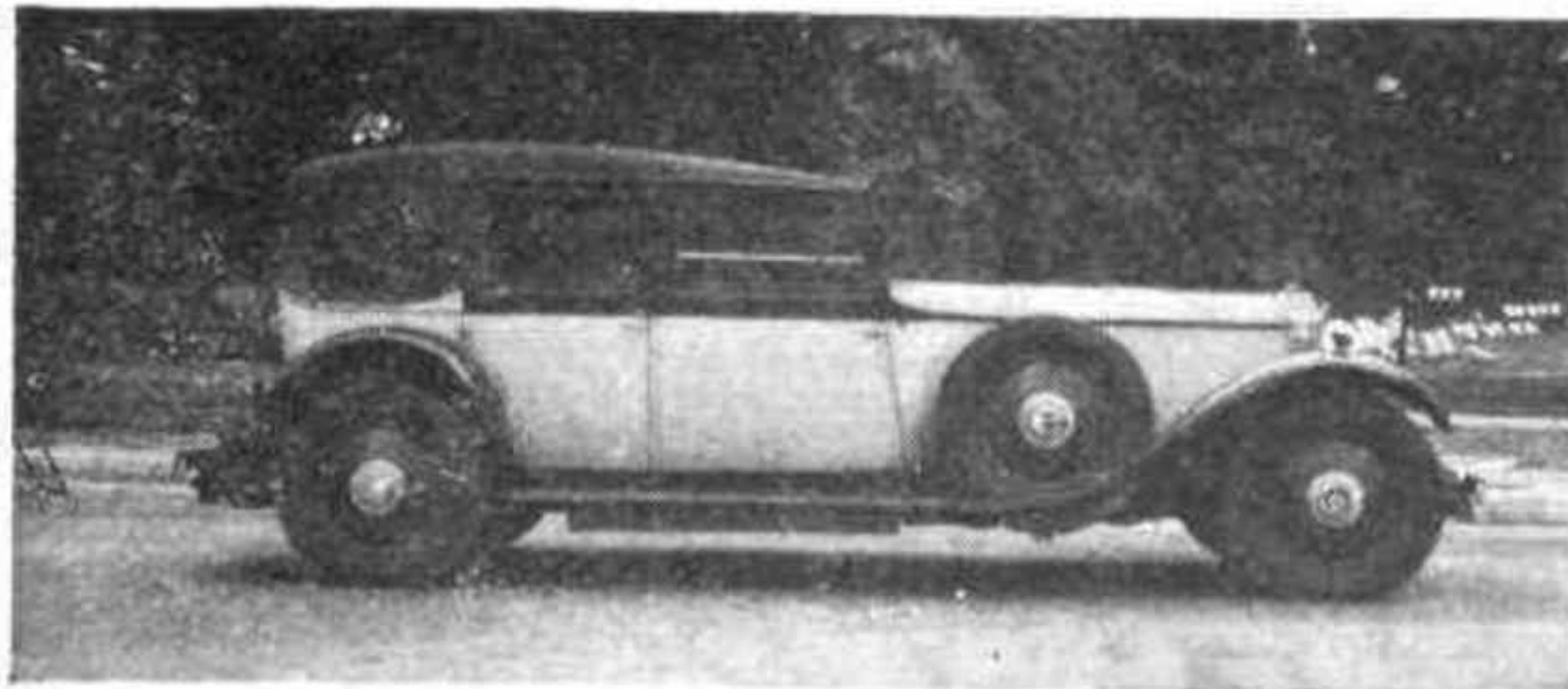
1968 model Ford 1600 'E', Suluki bronze, 5,000 miles .. £995
1965 Sprite, with wires, in blue; 25,000 miles; immaculate little car .. £425
1966 Sunbeam Alpine, o/d., w/w., radio, h/top and s/top .. £745
1967 Reliant Scimitar, Manhattan blue, o/d., radio; 6,000 m., 1 owner .. £1,399
1966 M.G.-B, G.T. w/w., one owner. Service history .. £945
1956 XK140, 52,000 miles, o/d., w/w. Really outstanding condition .. £425
1962 Mk. 2 3.8 Jaguar, metallic bronze, o/d., high-ratio steering, SP tyres. No rust. All one colour .. £495
1959 XK150 'S' drophead coupe, in very near concours condition, chrome wires, radio; Carmen red. Will only have to be seen .. £895
1968 model Elan + 2, beige, 6,000 miles. As new throughout .. £1,745
1967 Elan coupe, S/E., radio, heated rear window; 9,000 miles. Mint .. £1,295
1960 Porsche Super 75 cabriolet, in absolutely immaculate condition, new hood, five good German SP tyres .. £645
1966 Rover 2000 SC, Venetian red, 21,000 miles, and as new .. £1,045
1956 TR3, in outstanding condition, h/top, overdrive; red paintwork, most of which is original .. £275

26 NORTH HILL HIGHGATE N6. TEL. 3403431

D. MARGULIES LTD

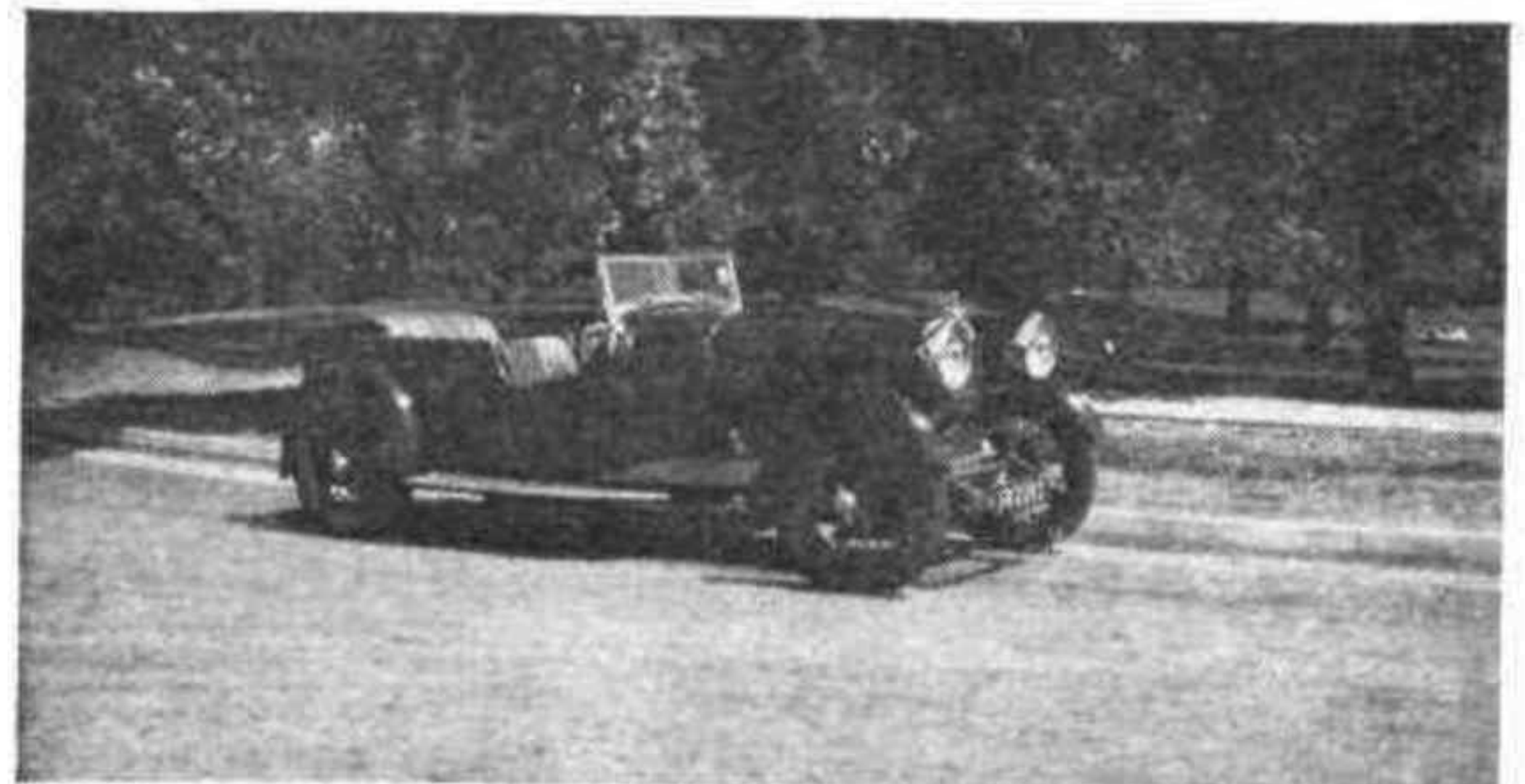


1932 ALFA ROMEO 2.3-litre 8 cylinder supercharged Zagato 2 seater. Mint condition.

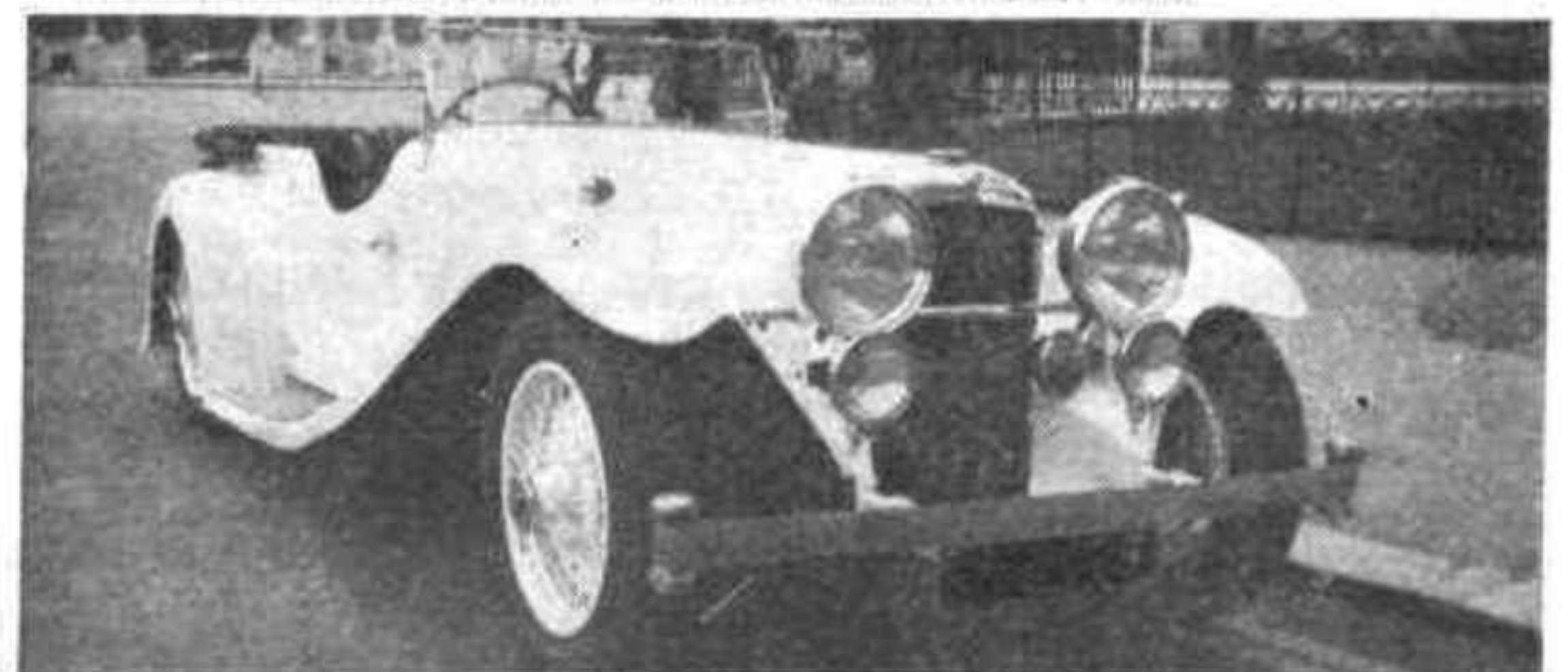


1930 ROLLS-ROYCE Phantom II sedanca de ville by Hooper. Exceptionally fine original example at present being repainted.

1935 ROLLS-ROYCE Phantom II landaulette by Hooper. U.K. series chassis. Good original order .. £850
1932 ROLLS-ROYCE 20/25 sports saloon by Hooper, recent engine rebuild .. £575
1929 ROLLS-ROYCE 20 h.p. saloon by H. J. Mulliner. Good original order .. £750
1936 ROLLS-ROYCE 20/25 fixed head coupé by Gurney Nutting. Restored.
1928 ROLLS-ROYCE 20 2 seater drop head coupé by Windover.



1932 LAGONDA 2-litre low chassis tourer, excellent original example, recently retrimmed and fitted new weather equipment.



1934 ALVIS Speed 20 tourer by V.D.P., re-cellulosed and fitted with new hood and tonneau.

1934 BENTLEY 3½-litre drop head coupé by Park Ward, undergoing restoration.
1934 BENTLEY 3½-litre sedanca coupé by Freestone & Webb. Concours condition.
1961 FACEL VEGA HK500 coupé, 35,000 miles, automatic. Excellent order. .. £675
FERRARI "212" Spyder R.H.D., V12 2,560 c.c. engine, 5 speed gearbox, Borrani wheels. Engine requires assembly .. £795
1947 ROVER 12 tourer. Alloy coachwork. Original order.

WANTED: ALL TYPES OF ROLLS-ROYCE AND BENTLEY CARS — HIGHEST PRICES PAID FOR VINTAGE AND P.V.T. CARS

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

FOR SALE—continued

VOLVO 1800S, 1964, 29,000 MILES. RED, black interior. Overdrive, radio. Excellent all round. Be a Saint for 1935, or early F.H. E-type plus cash. Dr. Heald, 52 Woodland Ave., Hindley Green. Tel.: Wigan 55754. (3603)

TRIUMPH TR4A, SEPT., 1965. OVER-drive, wire wheels, tonneau, etc. £665 o.n.o. H.P. arranged, or exchange four-seater, vintage or modern, Aston, Alvis, A.C. or W.H.Y.? Cash either way. Boulton, Manor Rd., Madeley, Crews. (3605)

ALVIS SILVER EAGLE SALOON. Re-quires attention. Current M.O.T. Offers. Boulton, Manor Rd., Madeley, Crews. (3606)

ENTHUSIAST DISPOSING 1962 JAGUAR E-type f.h.c. Chrome, wires, radio. £645. Tel.: 01-579 4999. (3607)

PORSCHE SUPER 90, 1963. EXCELLENT condition but needs carburettors. £525. Tel.: 01-579 4999. (3608)

11,495. JAGUAR 4.2 E-TYPE DROP-head coupé, 1966. White with black interior, white walls. Radio. Fully equipped with radar detector. 8,000 miles. Car in new condition as owner has spent most of past two years abroad. Apply S. C. Del Pero, 49 Whinell Rd., Darras Hall, Ponteland, Newcastle upon Tyne. Tel.: Ponteland 4458. (3609)

XK150 DROPHEAD SPECIAL EQUIPMENT model. Red/black hood. Hood bag. £265. Darbyshire, 1 Toll Bar Cottages, Ollerton, Knutsford, Cheshire. (3610)

RARE 1934 AUSTIN 7 FOUR-SEATER touring. Completely rebuilt, rechromed, re-wired, re-trimmed. £140 o.n.o. Tel.: 061-439 4050. (3611)

1939 FRENCH CITROEN LEGERE ONZE. Performance: F-registered, good mechanics, original condition. £120 o.n.o. Harris, Stokes Hall, Leyland (Tel.: 21797, evenings), Lanes. (3612)

OTHER HALF DEMANDS FURNITURE in new house so 1964 Jaguar 3.8 Mk. II needs new home. Willow green. Manual/overdrive, radio, seat belts, v.g.c. M.O.T. £625 o.n.o. Tel.: 01-459 3331. (3613)

ONE OF SIX LEFT. ALVIS TB21 TWO-seater sports. Engine overhaul and respray just completed. Hood waterproof, but replacement would complete restoration. Well shod. Offers to Brooks, Goat Inn, Garn-dolbenmaen, Caernarvonshire. (3614)

M.G.-B, 1964. OVERDRIVE, W/WHEELS, Cinturatos, radio, hard/soft tops. Coach painted dark blue. £525. "Midlands", 2 Claremont Gdns., Surbiton, Surrey. (3615)

ROLLS-ROYCE 20/25 SEDANCA DE Ville. Very sound order. Fully opening front. £785. 6 Brittons Ash, Bathpool, Somerset. Tel.: West Monkton 454. (3616)

M.G. PA, 1934. CONCOURS CONDITION, completely original, plus numerous spares. £350 o.n.o., or will exchange for M.G. TF in similar condition. Butter-worth, No. 5 First Ave., Hill Top Caravan Site, Brotton, Saltburn, Yorks. (3617)

HEALEY ABBOT, 1953. REG. NO. RRL 168. Powder blue. Immaculate throughout, new tyres, many extras. Very fast. Details on request. Offers. Box 0794. (3618)

BENTLEY TWO-DOOR FIXED-HEAD Clubman coupé, 1952. Good order. £295. Tel.: West Monkton 454. (3619)

BENTLEY MK. VI, 1949. PARK WARD drophead. Black. Maintained in concours order. Collector's piece. Bought S.I. £725. Oldroyd, Tel.: Walton-on-Thames 20058. (3620)

SUNBEAM TIGER, 4.7-LITRE. UNUSUAL specification. Disc brakes back and front, 14-in. wheels. £690. Exchange considered. Tel.: Newton Abbot 4072 (evenings). (3621)

1932 TALBOT 105 FOR SALE. TWO-door touring, in fair to good condition all round. M.O.T. Quick sale required. £350. Box 0795. (3622)

1961 A/HEALEY SPRITE, MK. I. NEW engine, 1,000 miles. 948 cam, mod. head, s.r. bar, Ashley front, new hood, carpets, silencer, radials. Immaculate car for private sale at £260 for domestic reasons. White, tel. Chapmanslade 342 (Wills). (3623)

A40 SPORTS. RUNS WELL. NEEDS working on. Company car forces sale. £15. Tel.: Tottington (near Bury) 3468. (3624)

TR4, 1963. WIRE WHEELS, NEW TYRES, spot and fog lights, stone guards. Good condition. £510 o.n.o. Tel.: Hayling Island 4982. (3625)

FOR SALE—continued

1914/15 DOUGLAS MOTOR-CYCLE. Nearly new condition. £85. Tel.: Maiden-head 27921. (3624)

M.G. J2, SWEEP-WING MODEL, 1933. Midnight blue. E93A Ford 10 engine. New hood and sidescreeens. Resprayed, re-upholstered, recarpeted, rewired relined. Taxed, M.O.T. 1969. A rare and nostalgic sight these days. Spare engine included at £175 o.n.o. Would exchange for old banger plus cash. Tel.: Harpenden 62311 (office), Offley 295 (home). (3626)

PRISTINE PRESTIGE JAGUAR MK. V drophead, 1951. Not concours but flies. M.O.T. B5 guineas. 44 Tennyson Rd., Harpenden, Herts. Tel.: 4457. (3627)

RILEY FALCON, 1935. LICENSED. M.O.T. Good condition. Offers. Yew Trees, Packers Hill, Holwell, Sherborne. (3628)

1961 XK 1505 D.H.C. B.R.G. EXCEL-lent condition. Overdrive, wire wheels, radio, new hood and batteries. £650. Tel.: 01-540 1188 (days), MIT 7307 (evenings). (3629)

1926 ROLLS-ROYCE 20 H.P. FIXED head doctor's coupé, by Victor Broom, finished in deep wine and black with black interior. This car is in faultless concours condition and for sale at £1,500, or will exchange, plus cash, for pre-1914 Edwardian Hart, Old Mill, Hilton-in-Cleveland. Tel.: 473. (3630)

ROVERS, 10 H.P. 1926/7 SALOON. EX-celent original condition. Three owners. Just tuned. M.O.T. Serviced. New tyres. £245. Also 1950 P4 saloon. Virtually one owner. Complete showroom condition and superb running order. New tyres. M.O.T. Taxed. Would compare with 1964 P-type. £145. Tel.: 01-567 8359 (Ealing). (3631)

1938 AUSTIN 7 FOUR-DOOR. BLACK and chrome. Perfect, original. Low mile-age, one owner, stored 12 years. Best offer or W.H.Y.? Sweda House, Mulburry Close, Backwell, Somerset. (3632)

M.G.-A F.H.C., 1958/9. SUPERB throughout. Extras include radio, heater, belts, woodrim, lights, bathhitch. £380 o.n.o. Plenty, 31b Mersea Rd., Colchester, Essex. (3633)

HONDA S800 F.H.C., 1967. 4,000 MILES. Immaculate. £655. Tel.: Howard 1516. (3634)

TR4, 1963. WHITE. WIRE WHEELS, new hood, Cinturatos. 46,000 miles. £500. Tel.: 041-942 7338 (evenings). (3635)

1968 M.G. MIDGET, W/W. 1,500 MILES. Obviously as new. Exchange considered. Offers. Tel.: Whitchurch 124. (3636)

LOTUS S2 ELAN, 1964. NEW TYRES. Regular service. Owner getting married. Lotus service. £513. £700, no offers. Tel.: Bexhill (Sx.) 3637. (3637)

1968 RED CORTINA 1600 GT. RECLIN-ing seats, vinyl roof, Lotus 52½ wheels, radio and many other extras. Nine months' guarantee. £925 o.n.o. 34 Herbrand Rd., Redford. (3638)

55 JAGUAR 1½-LITRE SALOON, 1938. Immaculate condition, good mechanics, new tyres, vast amount of new spares. Large amount of money spent on car. Genuine reason for sale. £200. R. E. Dun-stone, 20 Clayford Ave., Fernwood, Dorset. (3639)

H.R.G. 1500 AERODYNAMIC. EXCEL-lent and original condition. All bills for past six years. Layard, Trees, St. John's Rd., Mortimer, Reading. (3640)

SPITFIRE MK. II, DEC., 1966. ONE careful lady driver (not included in sale). 9,000 miles. Servo brakes, seat belts, twin spots, reversing and interior lights, tonneau, immaculate condition. £600. Tel.: Heywood 68790 (daytime), Rochdale 43647 (even-ings). (3641)

ROLLS 20 SALOON, 1929. VERY FINE old car in magnificent original condition. Mascot, tools. M.O.T. Mechanically first-class. £690. Box 0793. (3642)

LE MANS JUNE 15/16

Do it the French way—bring a tent FLY direct from your nearest airfield Twin engined Piper Comanche—4 seats it's cheaper than you think

I.D.S. AIRCRAFT LTD., 37 Abbotsbury Rd., W.14. Tel: 01-603 3722

Chiltern Cars

1949/50 LANCIA Aprilia 1500. Generally sound order. Bargain at £95.

1953/54 JAGUAR XK120 fixed-head coupé. Dark metallic green, radio, turbo discs, Cinturatos. £225.

1966 ALFA ROMEO Giulia Super. One careful owner. Full service history. Nw Cinturatos. Fine condition. £895.

1925 AUSTIN 7 Chummy 4-seater touring. Completely restored. Must be the finest available. £375.

1924 VAUXHALL 30/98 OE Series Velox 4-seater touring. This rare model is now in mint condition after restoration. £2,950.

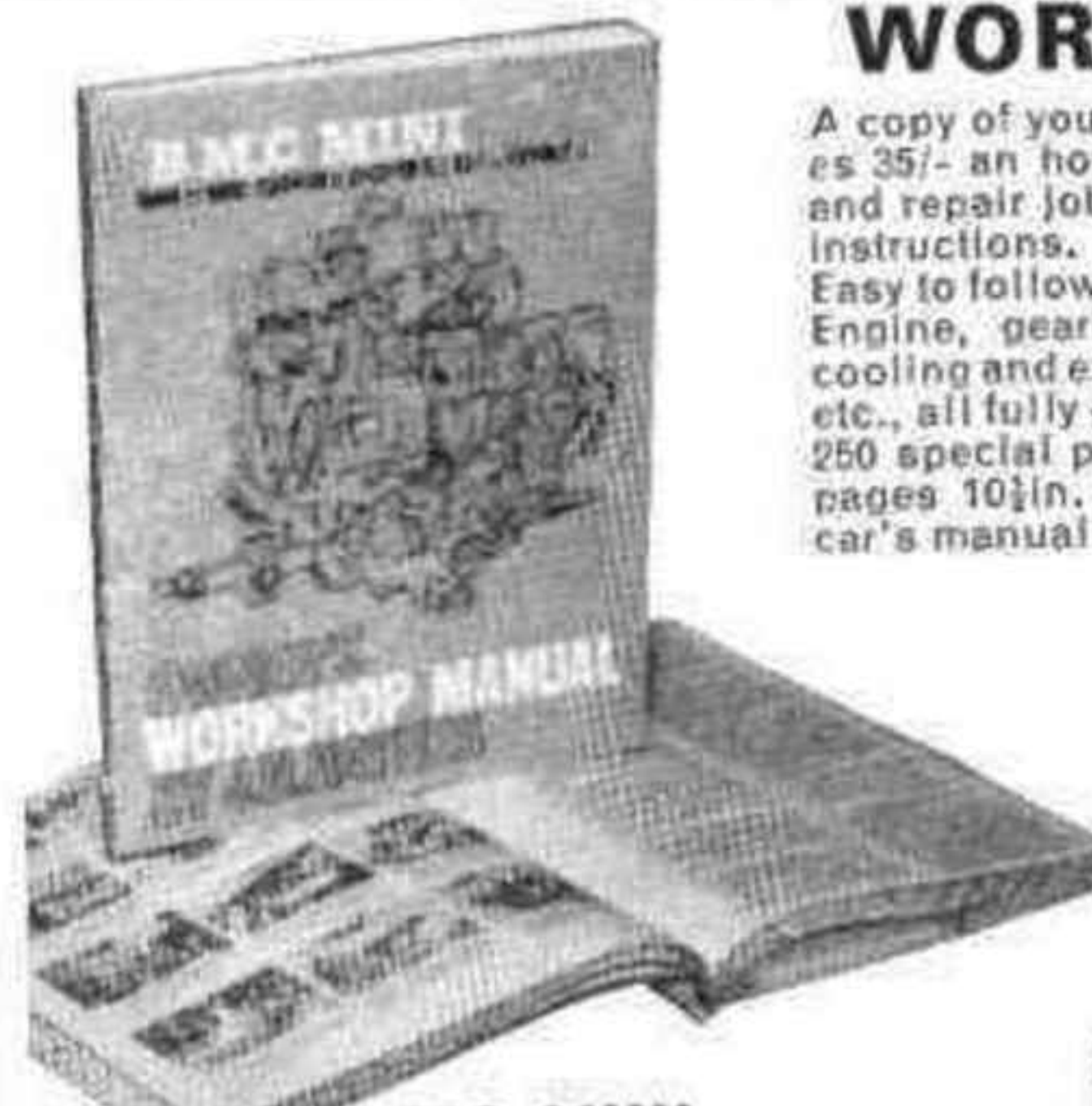
1939 ROLLS-ROYCE Wraith. Park Ward coachwork. Genuine 75,000 miles. Full history and only three owners. A superb example.

1948 ALTA 2-litre supercharged Grand Prix. Valuable spares and trailer. Eligible V.S.C.C. Historic Racing Class. Perfect order. £1,295.

ASTON MARTIN DB 2.6 engine, £50. ALVIS 12/70 engine, £15. No letters please.

11a WATER LANE, LEIGHTON BUZZARD, BEDS. TEL.: L.B. 2760

WORKSHOP MANUALS



A copy of your car's workshop manual can save you as much as 35/- an hour in garage labour charges. Do all servicing and repair jobs properly and quickly. Detailed step by step instructions. Large exploded diagrams and photographs. Easy to follow text. Fault tracing data and charts in profusion. Engine, gearbox, rear axle, brakes, suspension, ignition, cooling and electrical systems, clutch, carburation, bodywork, etc., all fully covered. Manuals priced 31/6 also contain over 250 special photo-strip illustrations. Average contents 150 pages 10½ in. by 8½ in. (Anglia 8½ in. by 5½ in.) Order your car's manual today.

BMC MINI OWNER'S WORKSHOP MANUAL
Covers Mini, Mini Cooper, Cooper 'S', Elf and Hornet. 192 pages 8½ x 11 in. 445 illustrations. Foreword by Paddy Hopkirk.
PRICE 31/6

- SINGER CHAMOIS. All models .. 40/-
- STANDARD 10, 1954-61 .. 40/-
- SUNBEAM RAPIER, Alpine. All models 1955 to 1965 .. 40/-
- S.U. Carburettors and fuel pumps .. 42/6
- TRIUMPH Herald 950, 1200, 12/50, Vitesse, Spitfire I, II, III .. 45/-
- TRIUMPH TR2, 3, 3A, TR4 .. 45/-
- VAUXHALL VICTOR 111, 4/90, 101 .. 40/-
- VAUXHALL VIVA .. 50/-
- VOLKSWAGEN 1200 .. 40/-
- VOLKSWAGEN 1300, 1500 .. 52/6
- WOLSELEY. All post-1957, specify .. 45/-
- WEBER CARBURETTORS .. 25/-

- ALFA ROMEO Giulietta, Giulia, 2600, all models .. 40/-
- AUSTIN A35/A40, all models .. 31/6
- AUSTIN A40 Devon/Somerset .. 40/-
- AUSTIN 1100. All models .. 36/6
- AUSTIN A50, A55, A55 Mk. II, Cambridge A50 .. 40/-
- AUSTIN HEALEY SPRITE Mks. I, II & III .. 31/6
- AUSTIN A99, A110 I, II .. 45/-
- BEDFORD CA or Beagle .. 40/-
- FORD ANGLIA 100E .. 40/-
- FORD ANGLIA 105E. All models .. 26/6
- FORD CORTINA/CORSAIR to 1966 .. 30/-
- FORD CONSUL/ZEPHYR/ZODIAC Mks. I, II & III .. 30/-
- FORD CORSAIR V4 .. 40/-
- HILLMAN IMP. All models .. 40/-
- HILLMAN MINX Mks. I to V .. 45/-
- JAGUAR 1½, 2½, 3½-litre .. 45/-
- JAGUAR Mks. 7, 8, 9, XK120, 140, 150 .. 55/-
- JAGUAR 2.4, 3.4, 3.8 Mks. I and II .. 55/-
- M.G. All models from 1929 to TC .. 44/-
- M.G. TC, TD, TF, M.G.-A .. 40/-
- M.G. Midget Mks. I & II .. 31/6
- M.G. MAGNETTE III & IV .. 40/-
- MORRIS OXFORD II, III, V & VI .. 40/-
- MORRIS 1100 .. 36/6
- MORRIS MINOR MM & Series II .. 40/-
- MORRIS MINOR 1000. All models .. 31/6
- PEUGEOT 403/403B/404 .. 40/-
- RENAULT. All models, state which .. 40/-
- RILEY. All models 1946 on, specify .. 40/-
- ROVER. All models 1949/64, specify .. 64/6

ALL PRICES INCLUDE PACKING & POSTAGE

- ALFA ROMEO by P. Hull .. 54/6
- ALL ARMS & ELBOWS — Ireland .. 31/6
- ALVIS IN THE 30's .. 13/6
- AMATEUR RACE & RALLY DRIVER. How to become a successful race/rally driver. Getting started — cutting costs — schools — tuning — preparation — entries — practice — actual racing, rallying — works support, etc. 120pp. illus. .. 13/6
- AUTOMOBILE ENGINE TUNING .. 26/6
- AUTOCOURSE 1967-68 .. 59/6
- AUTOMOBILE YEAR No. 15 .. 79/6
- BENTLEY IN THE 30's .. 13/6
- BOOK OF THE BENTLEY .. 44/6
- BUGATTI — Le pur sang des automobiles CARBURETTORS & FUEL INJECTION SYSTEMS .. 37/6
- COMPETITION DRIVING. Recommended .. 19/-
- DESIGN & BEHAVIOUR OF THE RACING CAR. Highly recommended .. 54/6
- FERRARI MEMOIRS by E. Ferrari .. 31/6
- FORD 10 COMPETITION ENGINE .. 19/6

FORD SPECIAL BUILDERS' MANUAL: How to construct 100-m.p.h. sports cars from Ford parts for as little as £250. Engine, gearbox, rear axle, suspension, chassis, space frame bodyshells, hoods, etc., fully covered. Most comprehensive book available .. 13/6

- GRAND PRIX BUGATTI .. 67/6
- GUIDE TO COMPONENT CARS. Covers specifications, costs, building, performance and running of Lotus Elan, Elite, 7, T.V.R., Turner, Ginotta, etc. Road tests, Mods. .. 13/6
- GUIDE TO USED SPORTS CARS, Vol. 1. Over 30 models now available for between £25-£250 described, illustrated, discussed. Running costs, insurance, spares, etc. 120pp. .. 13/6
- GUIDE TO USED SPORTS CARS, Vol. 2. Contents similar to Vol. 1 but covers a further 30 models price range £275-£600. Many illus. 152pp. .. 13/6

- HIGH PERFORMANCE CARS 1960-61 6/-
 - HIGH PERFORMANCE CARS 1961-62 6/-
 - HIGH PERFORMANCE CARS 1962-63 6/-
 - HIGH PERFORMANCE CARS 1963-64 6/-
 - HIGH PERFORMANCE CARS 1964-65 7/-
 - HIGH PERFORMANCE CARS 1965-66 11/-
- Each of the above six publications contain approx. 35 road tests covering the year's sports, GT and sporting saloon cars. Many articles and cutaway drawings and hundreds of photos.

HIGH-SPEED DRIVING. Road, rally, and racing driving techniques as practised by leading competition drivers. How to drive well at speed in rain, snow, fog, ice, traffic, on the open road and at night .. 13/6

- HISTORY OF THE BROOKLANDS MOTOR COURSE. Absorbing .. 54/6
- HOW TO BUILD AUSTIN SPECIALS. How to build, modify and tune, engine, chassis, body, brakes, etc. illus. .. 8/11
- ILLUSTRATED HISTORY OF THE BENTLEY .. 46/6
- JAGUAR by Lord Montagu .. 43/6
- LAGONDA IN THE 30's .. 13/6
- M.G. 1929-34 .. 13/6
- M.G. 1935-40 .. 13/6
- M.G. 1940-47 .. 13/6
- M.G. COMPANION .. 22/3
- MOTOR RACING YEAR 1967-68 .. 22/6
- 'MOTOR' ROAD TESTS 1967 .. 22/6
- 'MOTOR' SPORTS CAR ROAD TESTS .. 16/-

MINI TUNING MANUAL (covers Cooper)

- FORD 105E/116E TUNING MANUAL (Anglia, Cortina, Corsair) .. 13/6
 - B.M.C. 'A' SERIES TUNING MANUAL (Sprite, Midget, A35, A40, Minor) .. 13/6
- Each manual comprehensively deals with every aspect of modification and tuning. How to improve roadholding, brakes, change gearing, etc. Many illustrations.

- PORSCHE — The Man and his cars .. 31/6
- RACING & SPORTS-CAR CHASSIS DESIGN. The best book on the subject .. 21/6
- RALLY MANUAL .. 22/6
- RALLYING — PREPARATION, NAVI-GATION & ORGANISATION .. 22/6
- RESTORATION OF VINTAGE & THOROUGHbred CARS. How to find and rebuild Bentley, Rolls-Royce and similar cars .. 31/6
- RILEY. The production and competition history of the pre-1939 Riley motor car .. 48/-
- ROLLS-ROYCE PHANTOMS .. 16/-
- ROLLS-ROYCE MOTOR CAR, THE. Best book on the marque yet .. 109/6
- ROLLS-ROYCE IN THE 30's .. 13/6
- ROLLS-ROYCE MANUAL. Full descriptions, specifications, maintenance, contemporary road tests and running costs covering Phantom I, II, III, and 20, 20/25, 25/30 models built between 1925 and 1939. Illustrated .. 13/6
- ROVER MEMORIES .. 31/6
- SCIENTIFIC DESIGN OF INLET & EXHAUST SYSTEMS. Very infor-mative .. 44/6
- SUCCESSFUL CAR DEALING. How to make up to £100 a month car trading. How to find a bargain or sell your car easily. illus. .. 13/6
- THREE-POINTED STAR — The story of Mercedes-Benz .. 53/-

THE AUSTIN SEVEN by R. Wyatt. 192 pages .. 52/6

THE 6C ALFA ROMEO by Slater .. 60/-

- THE TECHNIQUE OF MOTOR RACING. Essential to embryo tyros. .. 36/6
- THOSE ELEGANT ROLLS-ROYCE. Very highly recommended .. 109/6
- THE VINTAGE CAR 1919-30 .. 54/6
- VINTAGE AUTOMOBILES, Vol. 1. Covers Alvis, Bentley, Bugatti, Mercedes-Benz, Rolls-Royce, etc. 224pp. .. 31/6
- VINTAGE AUTOMOBILES, Vol. 2. Covers Austin 7, 12, 16, 20, Morris Cowley, Oxford, and Minor. 153pp. .. 31/6

MAINTENANCE MANUALS
Detailed instructions show how to maintain and service your car for reliable day-to-day running. Manuals for all models below:
AUSTIN 1948/65; MINI & MINI COOPER; AUSTIN HEALEY 1952/60; FORD 1934/64; HILLMAN 1936/66; HUMBER 1946/61; JAGUAR 1946/61; M.G. 1934/66; MORRIS 1948/66; RILEY 1936/57; ROVER 1934/57; STANDARD 1936/57; TRIUMPH 1937/64; VAUXHALL 1933/64; VW 1947/64; WOL-SELEY 1936/59.
State make and model — 13/6 each.

NEW 1968 CATALOGUE
All the books on this page and over 750 more are fully described in our new 50-page illustrated catalogue. Price 1/- (Postage stamps welcome.)

FOR IMMEDIATE C.O.D. DISPATCH 'PHONE WEST COKER 406

MOTORIST'S BOOKSHOP
24-26 LOWER ODCOMBE, YEOVIL, SOMERSET

FOR SALE—continued

M.G.-B. 1966. MINERAL BLUE. ONE owner. Overdrive, wire wheels, foldaway hood, tonneau, Cinturatos. £780. Tel.: Luton 26660 (after 7 p.m. or week-ends). (3786)

BOND EQUIPE. NOVEMBER, 1965. 16,000 miles. One lady owner. Taxed. £450. Previously damaged, but now as new after repair. Guaranteed. Tel.: Northwood 21061 (Middlesex) (before 7 p.m. please). (3787)

DAIMLER BARKER CONVERTIBLE, 1949. Sound mechanically and bodily. Paintwork scruffy. £35. Tel.: Northwood (Middlex.) 23825. (3788)

CORTINA GT, 1965. GOODWOOD green. Cinturatos, wheel trims. Sexy leopard seat covers, wing mirrors, woodrim. Excellent condition. £525. Tel.: Radlett 5268. (3789)

1933 MAREDAZ SPECIAL. ENGINE rebuilt. Re-upholstered, rechromed, etc., r/axle sorted. Body original. £685. Further details Box 0811. (3790)

1938 4 1/4 BENTLEY D.H.C. BY THRUPP. Recent engine overhaul. Excellent mechanics, good tyres. M.o.T. Sound body. £875 o.n.o. Tel.: 01-777 1668. (3791)

SUNBEAM ALPINE MK. I, 1953. WELL maintained. Bodywork good. New battery, 2 new Cinturatos, washers. Taxed Oct. Owner brain drained. £150. Tel.: Weaverham (Cheshire) 3147. (3792)

A.C. 2-LITRE SALOON, CIRCA 1950, unused 2 years, somewhat neglected. Bodywork good, engine needs some attention. Good tyres. What offers? Tel.: Camberley 23752. (3793)

N.S.U. SPORT PRINZ, 1963. FIRST registered Nov. '65. R.h.d. White. One owner. Konis, Xs, belts, etc. Taxed Feb. '69. Many spares, workshop manual. £310 o.n.o. Jones, 11 Cooke Crescent, R.A.F. Coningsby, Lincolnshire. (3794)

1964 VOLKSWAGEN 1200 DE LUXE. White. Regularly serviced. One lady owner. Good condition, new clutch and battery. £380. Mrs. Mattin, 13 Cillocks Close, Hoddeston, Tel.: 63743 (Herts.). (3795)

43,903 GENUINE MILES FROM NEW IN 1948. This superb l.h.d. Buick Straight-eight Roadmaster Dynaflo Automatic has had the one owner from new and been serviced by Lendrum and Hartmans. Unmarked original high lustre black coachwork with sumptuous grey cloth interior covered from new. Radio, tyres as new, 12 months L. and H. M.o.T. Remarkable condition both bodily and mechanically. A delight to drive and destined to become a classic. £365 only. Exchanges considered. Captain Ian McLeod, Tel.: Epsom 22022 (any time). (3796)

CRUMPT FONDLE'S M.G. TC. ORIGINAL. £180 negotiable. Details 4 Trenton Ave., Hull. (3797)

TYRES 500 x 20. THREE NEW DUNLOP and one wire wheel. Offers to Box 0829 (Hereford). (3798)

BENTLEY, 1939, 4 1/4 M.R. OVERDRIVE Park Ward Saloon. Black, recellulosed May, 1967. Engine overhaul December, 1967. Mileage since approx. 1,000 miles. This car has been looked after by Bentley experts and will now run probably 100,000 miles without major mechanical attention. Owner selling with great regret, solely financial reasons. An investment at £600 o.n.o. Tel.: Woking 62825. (3799)

AUSTIN 1100, 1964. RED. TWIN S.U.s. Cinturatos. Soundproofed. Reflective plates, headlight flasher, belts. 47,000, but new bearings. Red. Looks like new and goes better. £420 o.n.o. Richard Soar, Tel.: 01-650 3602. (3800)

DELAGE DISS, 1926. ORIGINAL KELSCH 2/3-seater. Well-known car completely overhauled and restored over many years. Seen London. £1,200. Box 0827. (3801)

AUSTIN SEVEN "NIPPY" OPEN TWO- seater. Completely restored from chassis up as original. B.R.G. Radiator overhauled and replated by Serck, etc. £155. Tel.: Borough Green (Kent) 3755. (3802)

M.G.-B, 1964. £575 OR OFFER OR EX- change Spridget/Turner/Lotus 7, cash adjustment. Tel.: Syston 2496 (evenings) (Leicester). (3803)

1934 A7 SPECIAL. STARTED BUT NOT finished. £25. J. Simpson, c/o 56 Rampton Rd., Cottenham, Cambridge. (3804)

1954 RILEY 1 1/2. GOOD MECHANICS. Excellent body. £123. Heath, 73 Empshott Rd., Portsmouth. (3805)

ETTORE BUGATTI DESIGN PEUGEOT 201. Original 1929 four-door saloon. Three owners. New brakes, tyres, spray, trim, etc. Restoration needs completion. £250 o.n.o. Langley, 12 Bilford Rd., Worcester. Tel.: 24592. (3806)

RAILTON STRAIGHT EIGHT SALOON, 1934. Running but needs upholstery and cellulose. £120. Knight, 64 Weelsby Rd., Grimsby. Tel.: 79894. (3807)

1938 RILEY KESTREL 1 1/2-LITRE. EX- cellent condition, extensively overhauled, spare engine, gearbox, etc. £150 o.n.o. Child, 6 Kingsbridge Close, Harold Hill, Romford, Essex. Tel.: 01-242 6855, ext. 304 (business hours). (3808)

1949 M.G. TC. GOOD BODY, MECH- anics, recent hood, exhaust, respray (B.R.G.), wiper motor, side screens. £170. Tel.: Doncaster 73-2114. (3809)

TORNADO TALISMAN FOUR-SEATER saloon. Blue. Cosworth 1500 c.c. Ford, as new, 2,000 miles. £425. Goodwin, Queen's Oak, Henley Rd. Tel.: Marlow 4441. (3810)

TR4 ROADSTER, 1965. WHITE. OVER- drive, heater, Cinturatos, tonneau. Top overhaul, 2,000 miles. Immaculate. Enlarged family forces sale. £775. Tel.: Woking 5523 (evenings). Leatherhead 5546 (day). (3811)

ALVIS TD 21 1959. SALOON. RE- sprayed, new wheels, tyres, exhaust, carpets. M.o.T. £400 o.n.o. Mitchell, 13 Viewforth Terrace, Edinburgh 10. (3812)

FOR SALE—continued

MORRIS COOPER, NOV., 1961. NEW engine, gearbox, excellent body, tyres. Fast, reliable. Taxed and tested. £210. 102 Spencefield Lane, Leicester. Tel.: Thurnby 2453. (3813)

M.G. NA TOURER. ORIGINAL ENGINE. Fair condition. Offers to Marshall, 54 Parc Howard Ave., Llanelli, Carm. (3814)

1938 JAGUAR 3 1/2. EXCELLENT CON- dition. Reconditioned engine, 2,000. £175 o.n.o. 40 Farlow Rd., Northfield, Birmingham. (3815)

1962 ROCHDALE OLYMPIC. IN GOOD condition, economical, but slight attention to clutch, noisy rear axle, hence £195 o.v.n.o. Tel.: Thanet 61936. (3816)

BRISTOL 400 SPORTS SALOON, TAXED, £150. 1934 Austin 7 saloon, partly restored. £50. Royal Sunbeam cycle, mint. £25. Beazley, 26 Tanners Close, Wootton Bassett, Swindon, Wilts. (3817)

M.G. TC, 1948. RED. SOUND CONDI- tion. Unused since 1966. Twin spots, luggage rack. £120. D. Cornelowes, 140 Ridgeway Estate, Ottery St. Mary, Devon. (3818)

XK140 F.H.C., 1956. CARMEN RED. New tyres, battery, brakes. Excellent condition. Radio, heater, spots, mascot. M.o.T. Taxed. £195. 117 Manor Rd., Derby. Tel.: 44992. (3819)

VW CABRIOLET, CONVERTIBLE Beetle. Completely restored to original. VW white, maroon hood, grey interior. Almost everything renewed. £300. Consider exchange practical steam transport. Hemmings, Chineway, Ottery St. Mary, East Devon. Tel.: 2354. (3820)

1936 4 1/4-LITRE DROPHEAD COUPE Bentley. Chassis No. B202GA. Mechanically excellent. Front suspension, radiator, clutch, back axle, brakes and exhaust all recently reconditioned. Now running in after rebuild. Coachwork by Gurney Nutting. Black, maroon interior and hood. Some recently rechromed. Needs new hood and carpet for front, otherwise very fair coachwork. Detachable towing bar. Photographs available. £975. Inman, 27 Aylesbury Rd., Wendover, Bucks. (3821)

LOTUS XI, SERIES II. METALLIC BLUE. Museum specimen. Reluctant sale at £525 or offers (incl. trailer). Box 0813. (3822)

1962 WAS A VINTAGE YEAR FOR Renault "Fourgon" vans but 488MTA has not improved with age. A hole in the engine and high transplant fees force sale. Otherwise fair, especially tyres, battery. What offers? Hutchings, Ardmore, Northam, Bideford, Devon. (3823)

M.G.-A 1600 MK. II, 1962. RED ROAD- ster. Spot, fog, luggage grid, tonneau, a.r. bar. £375. Ward, 8 Littlegarth, Nether Poppleton, York. (3824)

BENTLEY, 1951, MK. VI SALOON. EX- cellent condition, finished black/shell grey. £375. Holden, 7 The Tapestries, Old Windsor, Berks. (3825)

1936 SINGER LE MANS. COMPLETE mechanical rebuild. Body good condition, new hood, numerous spares. £125 o.n.o. Tel.: Watford 23561. (3826)

DB2 ASTON MARTIN TEAM CAR, EX- works 1950. Le Mans, Ulster T.T., etc. VMF 63. Recent rebuild to the most exacting standards regardless of cost and time. Small fortune spent since Oct. 1967, has put car into perfection class. All bills available. Very low mileage since. Eligible Griffiths Formula events. Ideal road use or competitions. £875. Lethbridge, 35 The Crescent, Egham, Surrey. Tel.: Egham 3654. (3827)

BRISTOL 403, 1953. SUPERB CONDI- tion throughout after extensive renovations to body work (including a respray) and mechanics. Must be sold. £425 o.n.o. Taxed. M.o.T. Tel.: Towcester (Northants.) 745 (evenings). (3828)

SKGI ATTACHED TO 1959 MORRIS 1000 Traveller. Offers to Morgan, 3 Grouse St., Roath, Cardiff. (3829)

SUPERB TRIUMPH SPITFIRE MK. II, 1966. Red/black trim. 23,000 miles. H/S tops, tonneau cover, heater, radio, etc., new P100 radials. £569 o.n.o. H.P. possible. Tel.: Penarth 708479 (evenings). (3830)

LOTUS ELITE, LATE 1961, SERIES 2. Bristol body, primrose. Completely overhauled, new engine block, etc. Owner must sell, emigrating. Cash only offers. Hughes, 91 Northway, Sedgley, near Dudley, Worcs. Tel.: James Bridge 3100, ext. 39 (daytime), Sedgley 4085 (evening). (3831)

M.G. VA 1938 SALOON. ENGINE RE- cently rebored, brakes relined, w/wheels, sliding roof, new clutch, battery, tyres. £200 o.n.o. Tel.: 01-584 2566 (after 6.30 p.m.). (3832)

MY IMMACULATE 1966 COOPER £1275, 18,000 miles since new, treated with loving care, never raced, rallied or thrashed. Host of extras including Wase steering lock, Kenlowe electric fan, radio, twin tanks, Cibie spot and fog lamps, wide wheels, seat covers, rev-counter, oil cooler, and many others, but no flashy junk. Grey with white roof. Ideal small touring car with handling and performance. Regret selling but transferred overseas. £585 or best offer. W. G. Songin, London. Tel.: 01-589 9608 (after 7 p.m.). (3833)

LEA FRANCIS, 1951, SPORTS SALOON v.o.c., excellent tyres. M.o.T. March, 1969. £75. Charles, 30 Hampton Rd., E.7. (3834)

AUSTIN NIPPY, 1936, WHITE. EXCEL- lent condition, new clutch, steering box, back axle, kingpins, i.f.s. hydraulics, hood, tonneau. £150 o.n.o. Tel.: D1L 0965 (day). PIN 3199 (evenings). (3835)

BENTLEY SPEED SIXES, AS PRE- viously advertised, also 6 1/2 engine, BDC reviews since 1948, 4 1/2 dynamo, 4.2 c.w.p., Leyland 350 diesel. 18,000 miles. Best realistic offers secures. Poznett, Tel.: Broxton 396. (3836)

FOR SALE—continued

FRAZER NASH-B.M.W. 328, 1939. 3,500 miles only since complete engine, chassis overhaul. £695 o.n.o. Details from M. A. Maskell, 4 Bridgemead, Ash Rd., Pirbright, Surrey. (3837)

1949 RILEY 2 1/2 SALOON. MAROON with leather roof (original and like new). Only 11,000 miles and stored for many years. New tyres. Written confirmation of history. £240. 51 Homefield Rd., Exeter. Tel.: 56566. (3838)

FIAT 1500 TWO-SEATER SPORTS CON- vertible. Red, r.h.d., 30 m.p.g., 105 m.p.h. Cinturatos. Radio. £475. Box 0814. (3839)

ASTON MARTIN DB4 SUPERLEGGERA. Low mileage, l.h.d., red, new tyres. £895 o.n.o. Box 0814. (3839)

BENTLEY MK. VI MULLINER CON- vertible. Excellent condition throughout. Q.I. lamps, radio. £595. Box 0814. (3839)

1933 ROLLS-ROYCE 20/25 BARKER Sedan-de-Ville. Resprayed, reupholstered, mechanically almost completely restored. £650. Peter J. Firth, 6 Fernhurst Rd., Wheatley Hills, Doncaster. (3840)

FAIRTHORPE SPORTS, SEPT., '61. CIN- turatos, full instruments, many extras. Stored 2 years. £35 just spent new battery, shockers. M.o.T. £185. Exchanges considered. Tel.: Darley Dale 2665. D. Maries, Holt Rd., Hackney, Matlock, Derbyshire. (3841)

ASTON MARTIN DB2/4. RECONDI- tioned engine, gearbox, new tyres, exhaust. Immaculate body and interior. Genuine. 45,000 miles! Red. Taxed 10 months. £575. "Riverside Cottage", Carwinne, Camborne, Cornwall. (3842)

LE MANS 1 1/2-LITRE VINTAGE SINGER speed model. Rare. Superb. £350 o.n.o. Tel.: Hindhead 1325. (3843)

1963 M.G.-B. 33,000. O/DRIVE, HEATER, s/belts, o/cooler. Cinturatos, v.g.c. £450 o.n.o. P/exchange considered. Tel.: Kidderminster 5531. (3844)

2000 TRIUMPH (NOV.), 1964. GUN- metal. Fitted Webers, o/drive, wire wheels, Radiomobile. Distinctive and fast. £675 o.n.o. Reg. No. GGT 40 with log book. Tel.: Creaton 304 (Northants.). (3845)

M.G. MIDGET, 1965. BLUE. WIRE wheels, hard/soft-tops, new tyres, many extras. 18,000 miles. £485 o.n.o. Oddfells Arms, Pulborough Sussex. (3846)

1934 AUSTIN TEN SALOON IN VERY good original condition throughout. Engine sound and reliable. Taxed. M.o.T., a real enthusiast's car. Tel.: Bell, 01-242 2616 (office hours). Weyhill (near Andover) 568 (weekends). (3847)

UNIQUE CO MODEL DELAGE. BE- lieved 1918. Aluminium skiff body. Black leather-buttoned upholstery. Complete mechanical rebuild. Owner values at £2,500. Fair offer acceptable. Denman, 36 College Place, Brighton. Tel.: 682708. (3848)

M.G. TF 1.250 C.C., 1954. NEW SEATS, carpets, chrome. Good mechanics. M.G. c.c. T-register £345. Tel.: 01-693 4499 (evenings). (3849)

1936 AUSTIN 10 CABRIOLET. TWO owners. Excellent order throughout. £50. 112 Bathurst Rd., Staplehurst, Kent. (3850)

SUNBEAM ALPINE. HARD-TOP. WIRE wheels, discs, overdrive, engine overhaul. Excellent condition. £285 o.n.o. Morse, "Wansdyke", Church Rd., Layer-de-la-Haye, Colchester. (3851)

£460. KHARMANN GHIA, 1963, SEA blue. One owner, 38 Redden Court Rd., Harold Wood, Essex. Tel.: Ingrebourne 42240. (3852)

1966 SAAB V-4. MODIFIED CYLINDER heads give terrific performance plus smoothness. Guaranteed never raced or rallied. New G-800s, Motorola radio, Icelert, improved dash, fog, spot and reversing lights. £650. Davis, Hill Top, Kendal, Westmorland. Tel.: K 1245. (3853)

MORGAN PLUS 4, 1954. TWO-SEATER. Triumph TR engine, new hood, tyres, battery, etc. This accelerative sports car at £245. Tel.: Birmingham 445-2040. (3854)

TR3A. RED. O/DRIVE. S/TOP. T/ cover, heater, Xs. Excellent. £185. Tel.: Prescott (Lancs.) 485. (3855)

TR3 B.R.G. W/MIRRORS, HEATER. EX- tremely sound throughout. £135. Tel.: Prescott (Lancs.) 485. (3855A)

TRIUMPH VITESSE CONVERTIBLE, 1965. Overdrive, radio, tonneau dark blue. £525 or exchange M.G.-B, TR4. Tel.: Chelmsford 59571. (3856)

EMERY-TUNED CHAMOIS, '65 MODEL. Immac. in forest green, black interior. New tyres and battery. A well kept and very quick car. £365 o.n.o. Might consider interesting old 'un in part exchange. Tel.: Welwyn (Herts.) 5197. (3857)

JAGUAR XK150, 1958. F.H.C. SPECIAL equipment model. Overdrive. £70. Respray just completed in Indigo blue with beautiful red upholstery. New factory engine fitted 6-7-'65. Low mileage since, new tyres. Registration No. GR 150. £450. Would consider XK120 or XK140 roadster. Part exchange. G. Rushen, 37 Bath Rd., Swindon, Wiltshire. (3858)

1957 B.M.W. 502 V8 SALOON. BLACK, red leather upholstery, radio, new tyres. Maintained in faultless condition. Completely original. Taxed. £695 o.n.o. Dick Lovett, Fairwater House, Wroughton. Tel.: 387 (Wilts.). (3859)

1958 JAGUAR MK. VIII SALOON. Black and suede green. Green upholstery. One owner from new. Very low mileage. Original condition. £275. Dick Lovett, Fairwater House, Wroughton. Tel.: 387 (Wilts.). (3859A)

1948 LEA FRANCIS 14 H.P. SALOON. Good condition, 8,000 miles since engine reconditioned. New steering box last year. M.o.T. to October. £120 o.n.o. Rowden, B Blanquettes Ave., Worcester. (3860)

FOR SALE—continued

DB4, 1959. DUBONNET. BLACK leather, recent top overhaul, new steering box, rebuilt brakes, new Pirellis. Excellent condition. Taxed April. £875. Tel.: MOU 9933. (3861)

IMMACULATE, SUPERB AH 3000. LOW mileage. Resprayed opalescent blue. Must be sold, owner going abroad. £259 o.n.o. Tel.: Welwyn Garden 23121 (evenings). (3862)

SPITFIRE, OCTOBER, 1963. VERY smart red, with replacement engine 8,000 miles ago. New G800s, years. M.o.T. 1929 o.n.o. Tel.: Welwyn Garden 23121. (3862A)

M.G.s. R AND C TYPE CARS. SPARE engines. Offers. Tel.: Heckmondwike 3180. (386)

1500 'S' VW VARIANT. 1964. 35,000 miles. Cinturatos. £550 o.n.o. Davis. Tel.: OST 2 58354. (3864)

1950 A.C. BUCKLAND SPORTS TOURER. Very rare car in first-class condition. Ace carbs, recent engine overhaul. £175. Also 1953 saloon, new brakes, clutch, exhaust. Excellent bodywork. £55. Both cars M.o.T. to 1969. After June 10th. Tel.: Gibbon, 061-226 2704. (3865)

M.G. MAGNETTE ZA. EXCELLENT EN- gine, two new tyres, tidy appearance, tax one month. M.o.T. 12 months. £95. 9 Wetherby Rd., Knaresborough, Yorks. (3866)

1937 RILEY KESTREL SPRITE, RECON- ditioned. Interior tatty. £150 o.n.o. Beckenham, Kent. Tel.: 01-650 1423. (3867)

TR3, 1956. WORKS HARD-TOP, SOFT- top. Major overhaul. Reconditioned engine, gearbox, clutch, radiator, brakes, etc. New Cinturatos. £210. Tel.: Nottingham 262507. (3868)

AUSTIN HEALEY 3000, 1960. ICE BLUE. SP radials, w/wheels, w/steering wheel, new battery, h/top. £325. J. Feltham, "Whitetailings", Burcombe, Salisbury, Wilts. (3872)

TVR MK. IIA, 1962. £330. CALL EVEN- ings, weekends. Tel.: Chester 36687. (3870)

WOULD YOU LIKE A 1937 AUSTIN "Nippy"? Good condition. Original. £100 o.n.o. Townsend. Tel.: Leicester 58926 (B) or Leicester 872905 (H). (3871)

M.G. TC. M.G. REGISTRATION. VERY good mechanical and body condition. New tyres, battery, tonneau. £235. Chandler, 35 Whitecliffe Ave., Copnor, Portsmouth. (3872)

RILEY 1 1/2. ENGINE, CLUTCH. 24,000. M.o.T. Tax. Spare g/box, w/bearings, shockers, wheels. A good example, well worth seeing. Offers to 65 Cranford Ave., London, N.13. Tel.: 01-886 6664 (after June 3rd). (3873)

M.G. PA. COMPLETELY REBUILT. Original engine. Taxed. M.o.T. Feb. '69. £220. Full details Box 0828. (3874)

IMMACULATE VX 4/90. GREY/RED, 1963. Seat belts, towbar and wiring, clock, rad. blind, reversing lights, full instruments, perfect mechanically, maker's oil pressure, uses no oil, 32 m.p.g., Xs, aerial and speaker. £380 o.n.o. Cook, Garden Cottage, Horncastle, Lincs. Tel.: 3345. (3875)

SALE! 1934 3 1/2 LAGONDA TWO-SEAT sports/racer. Very fast, suitable V.S.C.C. and sprints. Years M.o.T. Excellent tyres, batteries, etc. £275 o.v.n.o. 1951 Lancaster/Barker body saloon, well shod. M.o.T. £35. 1932 Austin 7 with Tickford head, very rare. Complete but needs restoration. £65. Two A7 saloons, sliding head. Complete £50 pair, Ireland, 19 South St., Dorchester, Dorset. Tel.: Long Bredy 201. (3876)

LOTUS ELITE. EXCELLENT CONDI- tion. 33,000 miles. Stage 3 Climax, Bristol body, alloy calipers. Servo, Cinturatos. New battery. P/exchange car value £200 or sell £500 o.n.o. Must sell, getting married. Eglington, Greyfriars House, Nuns Rd., Chester. (3877)

1954 1 1/2-LITRE RILEY. 3 MONTHS' tax. M.o.T. Sound in wind and limb. Four nearly new tyres, original peacock blue. £125 o.n.o. Two new tyres, special twin carb., head, dynamo, starter, gearbox, etc., available. Gardiner, 6 Mornington Rd., Cheshire. Tel.: GAT 7892. (3878)

E-TYPE JAGUAR FHC, 1962. REBUILT engine, new universal joints, Kovi shocks, Motorola radio. Paintwork excellent. No rot. New tyres, etc. £725 o.n.o. 13 Rose Rd., Colleshill, Warwickshire. Tel.: Colleshill 4653. (3879)

XNL 2 REGISTRATION ON JUNE, 1967. Vitesse 2-litre. Gunmetal/blue, leather trimmed wheel. 15,000 miles. £690 for quick sale. SC model Porsche required. Shield, Butterwick Moor, Fishburn, Stockton-on-Tees, Durham. (3880)

LOTUS ELAN S2. FIXED HEAD COUPE, 1966. This car is in immaculate condition, having recent extensive overhaul. Fitted knockon wheels, close-ratio box, servo brakes, amp, meter, seat belts, radio, electric windows, heated rear screen, twin reversing lamps and twin spot lamps. Medici blue with black trim. Most carefully used and now offered at £1,000 because of house purchase. D. Andrews, 8 High St., Corsham, Wilts. Tel.: Corsham 3257. (3881)

JAGUAR E-TYPE ROADSTER. ONE OF the nicest in the West country. A low mileage, well-maintained car. In opalescent dark green with black works fitted hard-top. Has every extra to make motoring a pleasure. £850 o.n.o. C. Burrough, Manor Farm House, near Taunton, Somerset. Tel.: Bishops Lydeard 372. (3882)

RILEY R.M.E. 1 1/2, 1954. MAROON with black fabric roof. Body excellent and mechanically sound. Good tyres. M.o.T. £160. Paul, 108 Halbeath Rd., Dunfermline. Fife. Tel.: Dunfermline 21643 (after 7). (3819)

FOR SALE—continued

MORGAN, 1955 PLUS 4, FOUR-SEAT, D.H.C. Excellent. £415 o.n.o. Tel.: 01-954 1456. (3884)

VAUXHALL "BIG SIX" 20 H.P., 1934. One owner. Genuine 50,590 miles. First-class condition. Tested, taxed to December, 1968. Some spares available. Viewable Chester/London. Offers invited around £350. Particulars from Roy Smith, Tel.: 01-727 4765 or write Box 0818. (3885)

ONE OF THE VERY FEW DB 2/4 TICK-ford hard-tops. 1957. Engine, steering, suspension overhauled, chrome wires, immaculate. £585 o.n.o. Might swap for Elite. Tel.: 01-594 0470. (3886)

SPRITE MK. I. MAGNIFICENT EX-ample in honey gold. Maintained regardless of expense. Hard/soft-top, tonneau, gold seal engine, Xs, heater, spots, carpets. New: suspension, battery, dynamo, rewired. Taking over company car. £259 o.n.o. King, 14 Kirkland Rd., Leicester. Tel.: 823510. (3887)

1955 SUNBEAM ALPINE, OUTSTAND-ing condition throughout. Finished in red with new grey hood and interior. Chrome as new. Mechanics perfect. New tyres. Extras include floor shift, overdrive, spots, mirrors, tonneau, £265. For full details and appointment to view write Sanby, 89 Harold St., Sheffield, 8. Tel.: 35367. (3888)

1929 2-LITRE LOW CHASSIS LAGONDA, 12,000 since major rebuild. Re-fabric, Lap record Silverstone. £475. Purnell, 115 Clarkhill, Harlow, Essex. (3889)

TOURER, 1947 ROVER 12. RARE, IM-maculate, new engine, etc. London by appointment. Hansell. Tel.: Bristol 39816. (3890)

SHELBY MUSTANG 350 GT. REGD. 1966. Extras too numerous to list. Excellent condition. £1,595. Tel.: 01-340 7487. (3891A)

ELAN COUPE, 1966. ELECTRIC WIN-dows, stereo tape, k.o. wheels. Low mileage. Radio, £1,050. Tel.: 01-340 7487. (3891)

RILEY 1½-LITRE RME, 1954. IMMACU-late condition. Engine rebuilt and new radiator. Bills £150 last year. Taxed December. £225 or exchange interesting car. Tel.: Llandudno 76371. (3892)

T.V.R. MK. III, 1963. RED, RE-carpeted, wire wheels, new tyres, air horns, 1622 engine. £420. 24 Wood Lane, Ruislip, Middx. Tel.: 33501. (3893)

DROPHEAD COUPE, 1934. HILLMAN Minx. All original, unrestored. Five nearly new tyres. M.o.T. Every day transport. Offers. Tel.: 01-692 4261. (3894)

BRISTOL 400, IN EXCELLENT CONDI-tion throughout. New tyres, triple carbs. £300 o.n.o. Box 0819. (3895)

TR3, 1957. GOOD ORDER, TAXED. M.o.T. £80 spent during last few months, including new battery, carpets, windscreen. £175. Also car trailer, 9 ft. 10 in. x 4 ft. 2 in. £20. Tel.: Rayleigh (Essex) 2077. (3896)

1934 M.G. PA. GOOD CONDITION. Taxed and M.o.T. Feb., '69. £120. 39 Carlslake Ave., Bolton. (3897)

RENAULT R8 AUTOMATIC DE LUXE, 1964. Low mileage, excellent. £375. Tel.: Leicester 872267. (3898A)

M.G. TD2 IN IMMACULATE CONDI-tion, practically everything having been renewed, including complete body re-cellulosing, brand new upholstery, complete engine overhaul, new hood. Vintage condition. All work done by professionals during last year. £550 required to recoup expenditure by over exuberant enthusiast. To be seen on Sundays. Enquiries any time. Tel.: South Godstone 2137. (3899)

1958 M.G.-A. NEW HOOD, NEW SIDE-screens, new radio, two new tyres. £225. Or exchange Mini Cooper or 'S'. Fletcher. Tel.: Leicester 27175. (3900)

CLASSIC FASTBACK GRAND TOURING car. Bristol-engined gentleman's 120 m.p.h. transport. 1958 AC Aceca in original polychromatic finish. Immaculate. Grey hide trim. All extras. Owner living abroad. £600. Box 0820. (3901)

TR2. BELIEVED EARLIEST IN EXIST-ence. Sound condition. Many new parts. Extras include overdrive. View London/Birmingham. Offers. Tel.: 01-EWE 7422. (3902)

AC 2-LITRE D.H.C. (1936). REQUIRING restoration. Offers around £80. Also Austin 10 (1935), complete. Suitable for spares. Cheap. Tel.: Riseley 271 (Bedfordshire). (3903)

1939 SUNBEAM TALBOT TWO-SEATER 10 h.p. sports, basically very sound and running order. Unusual and rare car for £65. Small horse-drawn showman's cart, excellent condition. £60. 2 Park Way, Rickmansworth, Herts. Tel.: Watford 26837 (daytime). (3904)

1938 AMILCAR SALOON, 1,184 C.C. ALL independent suspension, front wheel drive, cast aluminium chassis. Very advanced car. Fully restored, Concours condition throughout. £595. 2 Park Way, Rickmansworth, Herts. Tel.: Watford 26837. (3904A)

VIEW HULL, SEVENOAKS, MAN-chester. Healey 100/4, h/s top, tonneau, overdrive, wires, every extra. Immaculate. Tattersall, 4 Trenton Ave., Hull. (3905)

BENTLEY, 1926, SPEED MODEL V.D.P. tourer, fitted with 4½-litre engine. Excellent condition. £2,800 o.n.o. Cleave, Ravens Farm, Woodham Walter, Maldon, Essex. Tel.: Danbury 2488. (3906)

TR2, 1957, IN B.R.G. AND RED. EX-cellent tyres and battery. Good condition throughout. Tonneau. 12 months' M.o.T. £125 o.n.o. Biggs. Tel.: NAT 7171 (day), PAR 6334 (evenings). (3907)

1965 (AUG.) PORSCHE 911. RED, beige interior. Blaupunkt. 911S alloy wheels. 31,000 miles. Two owners. Unmarked. Tools, manuals. £2,580. Tel.: Newbury 1346. (3910A)

FOR SALE—continued

1966 MINI COOPER 998. BLACK, RED/grey upholstery, brake servo, belts, mirrors, seat adjusters, flashers, nylon throttle cable, Cinturatos, mats, anti-theft and undersealed, unmarked. First-class condition. 17,000 miles as a second car. £415. Whitted. Tel.: Peterborough 72155. (3908)

ASTON MARTIN DB4 SALOON. GOOD condition. £825. 4 Kinsale Rd., Higher St. Budeaux, Plymouth. (3909)

1937 TALBOT "105-SPEED" TWO-DOOR tourer. Green with black leather. Good running condition. Could use repaint. £575. Tel.: Newbury 1346. (3910)

M.G. TD. REGISTRATION NUMBER ZL7. Resprayed red, new hood, Xs, clutch, brakes, recent complete engine overhaul. £250. Tel.: Marlow (Bucks.) 2114 (after June 7th). (3911)

MORGAN PLUS 4, 1967. GREEN. ALL worthwhile extras. Tel.: Kirby Muxloe 3334. (3912)

COOPER "S". COMPLETELY RECON-ditioned at the cost of £130. Bored to 1300, new clutch, c.r. gearbox, oil cooler, special seats, 0-60 8 secs., 120 m.p.h., 30 m.p.g. £465. Jaguar 3.8 S. wire wheels. Golden sand/tan, automatic. Radio, p/steering. 23,000. Nov., 65. £1,095. Part exchange (sporty convertible) considered for either of the above. D. Browne, Pewley Fort, Pewley Hill, Tel.: Guildford 66054. (3913)

1937 ROLLS-ROYCE 25/30 SEDANCA de Ville by H. J. Mulliner. First-class bodily and mechanically. £650. Tel.: Aberkenfig 645. (3914)

1936 ROLLS-ROYCE P. III (EX-LLOYD George). Repainted and retrimmed in cream hide. New tyres, many spares. £750. Tel.: Aberkenfig 645. (3914A)

ALPINE, 1960, H/S TOPS. MICHELIN X. new battery, super condition. moderate mileage. £245. Tel.: Frensham 3249. (3915)

1934 TRIUMPH "GLORIA" SPORTS tourer. Swept wings, flared scuttles, fold-flat windscreen, knockon wheels, new hood. Beautiful appearance, excellent condition. Rare. £135. Tel.: 01-858 0772. (3916)

SPITFIRE MK. III, 1967 (AUG.). DARK blue. 6,000 miles. Immaculate, extras. £675 o.n.o. Tel.: 01-937 4197. (3917)

MORGAN THREE-WHEELER, 1935 Aero, J.A.P. side valve, water cooled engine. Recent engine rebuild and chassis retubed. Rear body panels won. Original. M.o.T. £150. Tel.: Luton 28678. (3918)

WANTED

RADIATOR AND STEERING COLUMN for Aston Martin International. Also any photographs or literature on the Argyll car and the Wolseley 14 (pre-1925). 36 Eastwood Rd., Rayleigh, Essex. (3896A)

WANTED: HA REGISTRATION WITH low number. Anderson, South Side House, North Seaton Village, Ashington, Northumberland. (3883)

MARSHALL SUPERCHARGER, CIRCA 1938. Condition immaterial. Good price paid. Graves-Morris, Fairfield, Sampford Peverell, Devon. Tel.: S.P. 307. (3884)

DAMP WIFE INSISTS ON HARD-TOP for my Sunbeam Alpine, 1960. Series I or II. Any condition. Jackson, 30 Parkhurst Rd., Bexley, Crayford (CY). Tel.: 23930. (3885)

CROSSLEY, 1929. MASCOT AND WIN-dow catches wanted. Will buy other spares for this model. Coates, Two Acres, Holme-in-Cliviger, Burnley, Lancashire. (3886)

ROLLS-ROYCE OF ANY YEAR. DROP head or saloon, or Continental Bentley. This is a cash transaction. Details and photographs to Sinfield, Beechcroft, Crowleys Rd., Mirfield, Yorkshire. (3887)

BERMUDA HARD-TOP FOR M.G.-B. Please state age, colour and price. 10 Orchard Hey, Maghull, Lancs. (3888)

HAVE 1967 PORSCHE 912 WHICH needs a tow-bar. Any offers? Tel.: Cook, Peterborough 5876 (work). Castor 236 (evenings). (3889)

WANTED COX GTM. COMPLETE, PRE-ferably with 1071 or 1275 Cooper S engine. Tel.: Disley (Cheshire) 2481 (after 6.30 p.m.). (3890)

WANTED: ROLLS 20, OR EARLY 20/25 in good order. Fair price paid. Box 0774. (3891)

M.G.-A TWIN CAM ROADSTER, LATE 1959 or 1960. Must be excellent, especially body and chassis. Will travel anywhere. Tel.: ODU2 66758. (3892)

GRILLE AND CENTRE BUMPER SECTION for M.G.-A 1500. D. J. Robinson, Allhallows School, Rousdon, Lyme Regis, Dorset. (3893)

WANTED: ASTON MARTIN 1½-LITRE short chassis 2-seater sportsman's coupé (circa 1913-5). Please send details to Box 0775. (3894)

REG. LETTERS JHH OR JH WITH LOW number. Top price paid. J. Wearing, 32 Glenavon Rd., Kings Heath, Birmingham 14. (3895)

VINTAGE CYCLECAR IN GOOD CON-dition. Performance immaterial. Cash and good home waiting. Box 0776. (3896)

ODD PARTS FOR MK. VI BENTLEY required. 19 Oakleigh Park North, N.20. (3897)

FOR 1953 TD2 M.G. OFFSIDE REAR wing, one wheel, headlamp, rear lamps. Purton, 1 Aldwick Rd., Harpenden, Herts. (3898)

M.G. PA, 1935. ORIGINAL SPARES RE-quired for rebuild. Brown, 63 Barlaston Old Rd., Trentham, Stoke-on-Trent. Tel.: 57064. (3899)

REAR DOOR MINI TRAVELLER. ONE-piece. Prefer red. Must be complete. Tel.: Nottingham 293888. (3900)

APRILIA SPARES. ORIGINAL LANCIA half-shafts in suitable condition for rebuilding. Battery cover. Rear window blind. Tel.: 01-348 4534 (evenings). (3902)

WANTED—continued

ROLLS-ROYCE, BENTLEY OR SIMILAR breed with opening front above driver, also a Rolls shooting brake with professionally-built body, no amateur conversion considered. The age of either not important. Photograph and price appreciated. Box 0777. (3501)

WANTED: OCTOBER, LOTUS XI FOR cash. Anything considered—at right price. R. Falconer, St. Francis, Minchinhampton, Stroud, Glos. (3503)

WANTED BY GENUINE ENTHUSIAST pre-1939 touring car, any make, providing in sound condition. Up to £500 cash. All replies answered. Box 0778. (3504)

LOW MILEAGE MINT 1960/1 3.8 Jaguar Mk. II manual, or 1963/4 Lotus Super 7 wanted, or similar. Cash sale. 102 Cavendish Ave., Old Heath, Colchester, Essex. (3505)

JENSEN 541 COUPE WANTED. MUST be in fine condition throughout. Fullest details with price and photograph would be appreciated. Box 0779. (3506)

PEDAL CAR OR MECHANICALLY PRO-pelled. Something different required for young boy. Box 0780. (3507)

M.G. TC, TA OR J2 WANTED IN GOOD condition before July 1st. Send price and condition to R. Hayman, 11A Shelley Close, Greenford, Middx. (3508)

M.G. TC, TA, TD OR J2 PARTS wanted. Write, stating price and condition, to R. Hayman, 11A Shelley Close, Greenford, Middx. (3509)

1926 RENAULT 45 H.P. ORIGINAL CAR-burettor wanted. Box 0781. (3510)

M.G. CC AND VSC MEMBER OFFERS £800 for M.G. Q, R, K3, NE, J4. Any condition, or £400 for R type chassis. Box 0782. (3511)

WANTED: ALVIS SILVER EAGLE 12/50 speed/25 open four-seater tourer in road-worthy condition. Would consider other interesting marque with similar body. Carter. Tel.: Guildford 4213. (3512)

HEALEYS, I LOVE THEM. NOW WANT Westland Roadster. Good condition essential. Full details chassis number and price. Bryan Speirs, 46 Larchfield Ave., Newton Mearns, Glasgow. (3513)

MOGGIE OWNERS! MORGAN WANTED! Photos (returnable) appreciated. Box 0783. (3514)

JOHN BRITEN WILL PAY A FAIR price for your well-kept sports car. 31 Moscow Rd., Bayswater, W.2. Tel.: 01-727 2707 and Arkley (Barnet, Herts.). 01-449 1144. (3515)

SSI, SS 100 CHASSIS FRAME WANTED or sell my body parts, SS or JAG registration number wanted. Hook, Bookers Yard, Berstead St., Bognor, Sussex. (3516)

BUGANTICS, VOLUMES ONE TO SIX-teen. Complete set or odd copies purchased. Some duplicates for exchange. Box 0784. (3517)

WANTED: M.G. TF, TD, TC OR TA. Any condition, crashed, neglected or good. Write 4 Cruikshank House, London, N.W.8. Tel.: 01-722 8952. (3518)

OUTSTANDING BUGATTI WANTED. English home, B.O.C. member. Box 0785. (3519)

TRIUMPH RENOWN 4-DOOR LIM., l.w.b., made 1951-1955. Will pay top price for right car. Send photo and price. If accepted, London agent will consummate deal immediately. Write: Colt Hough, 2974 Carvel Drive, Saugus, California 91350, U.S.A. (3520)

SPITFIRE, 1964. CASH. £400 AVAIL-able for immaculate Spitfire Convertible. Loughton, Essex. Tel.: 01-508 1223 (evenings). (3521)

WANTED: FOR M.G. TC, WHITE Brooklands steering wheel, original alloy rocker cover with M.G. filler cap, one pair of gearbox silent block rubber. (3522)

FOR M.G. TD, DUAL GAUGE OIL pressure, water temperature, with green face. Bernard Peruch, 149 rue de Bagnolet, Paris 20c France. (3704)

327 FRAZER NASH BMW. REASON-able condition. H. Crane, The Estate Yard, Bawdsey, Woodbridge, Suffolk. Tel.: Shottisham 368. (3705)

BLAUPUNKT (BLUE SPOT) RADIO wanted. Also spares for 356 series Porsche required. Write Field End, Frog Lane, Felton, Bristol, or tel.: Lulsgate 714 (evenings). (3706)

MORGAN PLUS 4. UPRIGHT RAD. (1952-ish). Fair price paid provided buyer can obtain quote for full restoration by London or Birmingham agents. Photo helpful. Later considered if very good and with same proviso. Photo essential. Nelms, 31 Manor Rd. North, Birmingham 16. Tel.: 021-454 4727. (3707)

WANTED: 65/66 MINI COOPER S 1.275 c.c. Selling. '52 de-luxe Javelin BRG. M.o.T. Any reasonable offer. Henderson, Morvern, Argyll. (3708)

BENTLEY 3 OR 4½ WANTED TO RE-build for Concours events, chassis form, dismantled or otherwise. Fair price paid. V.S.C.C. member, Box 0802. (3709)

WANTED: ANY S.S. MERCEDES. GOOD price paid. Box 0803. (3710)

ASTON MARTIN AND LAGONDA WANTED for spares. Any model, condition or location if cheap. Box 0804. (3711)

WANTED: VINTAGE OR P.V.T. CAR for sprints and races. No objection to single-seater or special. Lock, Globe House, Fenny Drayton, Nuneaton, Warks. Tel.: Atherstone 2378. (3712)

WANTED: HARD-TOP, SUIT LOTUS Elan, '65. Good price paid. Tel.: Wolverhampton 20362 (9 a.m.-7 p.m.). (3713)

WANTED—continued

TF M.G. IN CONCOURS CONDITION required. Good price for the right car available for collection end of June, early July. C. Turner, 132 Thomas St., Portadown, N. Ireland. (3714)

HARD-TOP MK. V SUNBEAM ALPINE. 104 St. Nicholas Rd., Wallingford, Berks. (3715)

WANTED: RADIATOR GRILLE FOR 1934 Vauxhall 14. J. Ritchie, 18 Carnethy Ave., Penicuik, Midlothian. (3716)

LUGGAGE RACK REQUIRED FOR A-Healey 100/6. Tel.: Ropley (Hants.) 3252. (3717)

M.G.-B CLASSIC BERMUDA HARD-top. Good condition. Any colour. Tel.: Bristol 44464. (3718)

VINTAGE ROLLS/BENTLEY SPORTS tourer wanted. Alternatively early E-type. Any condition considered, including damaged. Tel.: 01-579 4999. (3719)

ABOUT £400 OFFERED FOR CLEAN XK150 drop head. Not b.r.g. Tel.: Marston Magna 271. (3720)

WANTED: VINTAGE OR P.V.T. tourer or sporting saloon, Alvis A.C., SS, etc. Some work not objected to if reasonable. Mason, 12 Stewart Rd., Kingswinford, Brierley Hill, Staffs. (3721)

WANTED FOR CASH: LONDON TAXI-cab. Must be complete, in running order and over thirty years old. Box 0805. (3722)

FRAZER NASH T.T. REPLICIA WANTED. Will offer £800. Mayhew, Upper Neatham Mill, Alton, Hants. Tel.: Alton 3236. (3958)

LOTUS ELITE WANTED. MUST BE IN good condition bodily and mechanically. No tatty thrashed examples please. Full cash deal for the right car. All details to K. Smith, 'Ashfield', Helsby, Cheshire. Tel.: Helsby 2127. (3959)

WANTED: HARD-TOP AND TONNEAU for Mk V Alpine sports tourer. Write B. G. Truscott, 24 Athol Rd., Walsgrave, Coventry. (3960)

BRISTOL CAR, ANY MODEL, ANY condition, Bristol workshop manual and any spare parts. Good price paid. Also registration number MAY with low number. Box 0826. (3961)

S.S. WANTED OR SIMILAR PRE-WAR drop-head sports M.G., etc. Steyn. Tel.: Knowle 4897 (Warwickshire). (3962)

WANTED: EX-BACHELOR WITH M.G. TD and spare £250 which he is prepared to exchange for my immaculate 1965 Austin 1100, with Taurus Continental conversion. Wood rim, air horns, Cints., etc., or willing to sacrifice at £450 o.n.o. Tel.: 01-735 6744. (3963)

LOG BOOK FOR REGISTRATION H OR HB and any number required. For cash purchase write H. Browne, 14 Russell Rd., Moor Park, Northwood, Middlesex. State price. (3964)

ROLLS-ROYCE PHANTOM 2 OR 3 wanted, one needing restoration would not be objected to. Box 0815. (3965)

ROLLS-ROYCE 20/25 OR LATER. Would not mind any body styles. Box 0816. (3965A)

WHEELS FOR H.E. DUNLOP FIVE-STUD-wire. Diameter over rims 64.5 cm. Tyres 815 x 105. Ivor Goddard, Sandown, Tel.: 3396. (3966)

MORGAN 3-WHEELER WANTED END July. M.o.T. and generally good condition. Terms please if over £50. Hull, c/o London Traffic Office, A.A., Fanum House, Leicester Square, W.C.2. (3967)

WANTED: IRRESPECTIVE CONDITION Grand Prix Bugatti. Reasonable cash available. Consider alternative type, preferably sports/racing, also Grand Sport body T43 for American friend "Silverman". Anyone assist? 26, Kingswood Rd., Longbridge, Birmingham. Tel.: 475 8857. (3968)

P. III ROLLS-ROYCE URGENTLY RE-quires metal covers for wing-mounted spare tyres. Also detachable metal or fabric trunk with or without fitted luggage. Reply Mr. Pulford, Phillips Drill Company (U.K.) Ltd., Queenslie Industrial Estate, Glasgow E.3. Tel.: 041-774 2267. (3969)

ROLLS-ROYCE PRE-WAR MODEL WANTED by enthusiast. Would prefer a Wraith, but would be seriously interested in any sound model from a 20/25 to a 40/45. Mechanics and body must be sound, but poor paintwork and dents not objected to. Can view anywhere, but weekends only. Box 0817. (3970)

CONVERTIBLE E-TYPE WANTED. ANY-thing considered. Please write to Wolmer Gdns., Edgware, Middx. (3971)

SP250 WANTED. ANYTHING CON-sidered. Please write to Wolmer Gdns., Edgware, Middx. (3971A)

RADIATOR AND STEERING COLUMN for Aston Martin International. Also any photographs or literature on the Argyll car and the Wolseley 14 (pre-1925). 36 Eastwood Rd., Rayleigh, Essex. (3972)

ONE OF THE FOLLOWING, OR SIMI-lar: Bentley/Rolls, pre-war, Alvis tourer, SS drophead up to 1939. Morgan three-wheeler. Box 0821. (3973)

1964 AUSTIN HEALEY 3000 WANTED. Overdrive, wire wheels, immaculate. Loader, 9 Stanfy Rd., Peterborough. (3974)

PEUGEOT 404 ESTATE (£400) AND OX-ford Traveller, 1956, available. Buckley, 1 King St., Middleswich, Cheshire. Tel.: 2856. (3975)

WANTED: WORKSHOP MANUAL 1933 Morris 10/4. McEwan, Sorn Inn, Sorn, Ayrshire. (3976)

190 SL MERCEDES-BENZ L.H.D. ROAD-ster in sound condition. Thomas, 23 Harley St., W.1. (3977)

PERFORMANCE CARS LTD. the sports car people

ALL NEW MORRIS AND M.G.s AVAILABLE FOR
IMMEDIATE OR EARLY DELIVERY

GUARANTEED USED CARS, MAJORITY WITH
CERTIFIED MILEAGES

1961 Alfa Romeo TI, saloon, white	£295
1966 Austin 1800, maroon, one owner, 16,923 miles	£625
1964 Austin Cooper, green, one owner, belts, heater, discs, anti-thief	£325
1962 Austin Healey Sprite, Red/red, heater	£295
1963 Austin Healey Sprite 1098, green/black, rack, discs, tonneau	£345
1960 (Oct.) Austin Healey Sprite, Ashley bonnet/hard-top, G800s, heater, carpets, tonneau, belts, exchange gearbox and engine overhaul 2,500 miles ago	£265
1962 Austin Healey 3000 Mk. II green/white, wire wheels, overdrive, radio, heater, discs, Cinturatos	£465
1966 (Oct.) Austin Mini All Metal Traveller, blue, heater	£415
1953 Bristol 403, blue, heater, radio; M.O.T. Excellent tyres	£225
1962 Cadillac Fleetwood, immaculate, original midnight blue; one owner	£895
1964 Ferrari 330, 2+2 G.T. silver grey/black, wire wheels, overdrive, one owner, magnificent condition	£2,995
1965 Ford Falcon Futura convertible, red, red trim, six-cylinder	£795
1964 Ford GT Corsair, white/black, heater, discs, 33,737 miles only	£445
1965 Ford Cortina 1500 de luxe estate, white, heater, discs, one owner	£515
1965 Ford Cortina GT, 4-door, white; one owner; heater, belts, discs	£445
1963 Hillman Imp, green; one owner; heater, twin spots	£245
1963 Jaguar Mk. 10 Automatic, blue; beautiful two-owner example	£645
1962 Lancia Flaminia Superleggera 3c fixed-head coupé (2-door), grey/red hide, Blaupunkt radio; one diplomat owner, full history available since new	£795
1964 Lancia Flavia 1800 Vignale, white/blue, hard/soft-tops, seat belts, disc brakes, reclining seats, radio, heater; two owners only; cost £2,685; beautiful car	£845
1961 Mercedes-Benz 190SL, grey/grey, hard-top, soft-top, push-button radio, heater, Cinturatos; maintained at Mercedes-Benz, Brentford, £168 3s. 3d. spent August 1967; right-hand drive, one owner for last 3½ years (3 in total)	£995

ASSOCIATED COMPANIES

TOULMIN MOTORS (1962) LTD., 181 London Road, Isleworth, Middlesex.
100% M.G. sales, spares and repairs. Complete rebuilds and renovations.
01-560 1722

W. H. COCKS & SONS (EALING) LTD. South Ealing Road, W.5. (Opposite South Ealing Tube Station)
S.U. Carburettor Distributors, Crypton Tuners, Repco Dynamic Wheel Balancers, Koni Distributors and Fitters.
01-567 0535

1965 Morris Mini Super, grey/red, heater, Cinturatos; one owner	£315
1966 Morris Mini Traveller (wood), grey, heater, belts, one owner	£415
1960 M.G.-A. 1600 f.h.c., white/red, Cinturatos, seat belts, heater, discs	£295
1962 M.G.-A. Mk. II f.h.c., dove grey/red, heater, recent X's, most exceptional	£465
1966 M.G.-B. B.R.G./black, overdrive, wire wheels, heater, servo disc, modified engine	£775
1967 M.G.-B., red, tonneau, radio, heater, "SPs", rack, one owner	£825
1965 model M.G.-B., blue, wire wheels, radio, heater, belts, flasher, oil cooler, Mich. X, fold-away hood; new engine 5,000 miles ago; two owners	£645
1966 M.G. Midget, B.R.G./black, heater, radio, fog/spot, one owner	£515
1964 M.G. Midget, B.R.G., radio, heater, tonneau, fog/spot, G800 tyres	£395
1967 Model Rover 2000 TC Model, Venetian red/tan; one owner; Cinturatos, servo discs all round, push-button radio, heater	£1,145
1962 Rover 3-litre saloon, grey/red, overdrive, heater, 2 elderly owners	£545
1965 Sept. Reliant Scimitar, white, ZF box, wire wheels, discs, radio, heater, Cinturatos, belts, flasher; two owners, reputed 19,717 miles	£895
1907 (V.C.C. Certificate) Riley	£2,000
1962 Singer Vogue, duo blue/white, seat belts, radio, heater; one owner	£345
1967 Sunbeam Alpine Mark 5, green/black, overdrive, wire wheels, heater, tonneau, 1 owner 12,000 miles	£825
1964 Triumph Spitfire, green, heater, discs, garage kept; one owner	£445
1967 Triumph Spitfire Mk. III, blue, undersealed; one owner; belts; certified mileage 10,125; heater. Another in red, wire wheels	£685
1963 Triumph 12/50, white/red, seat belts, heater, mirrors, discs	£345
1963 Triumph TR4, black/black, Surrey hard-top, radio, heater, belts, immaculate	£565
1964 Triumph TR4, white, heater; one owner	£515
1962 (Oct.) Triumph TR4, green/black, overdrive, heater, Cinturatos	£445
1962 Nov. Triumph Vitesse saloon, grey/white	£345
1964 Vanden Plas Mk. II, black and green, overdrive, radio, one owner	£575
1965 Vauxhall Cresta, duo grey/red, white walls, discs, radio, heater; one owner, 25,061 miles; absolute showpiece	£565
1964 Volvo 122, L.H.D. saloon, white, heater, belts; one owner; nice condition	£425

THE ABOVE CARS HAVE BEEN SELECTED
FROM OUR STOCK OF OVER 150 CARS

GREAT WEST ROAD, BRENTFORD, MIDDX.
(The Golden Mile on the A4)

TELEPHONE 01-560 7011 HOURS 9 a.m. - 7 p.m. MON. TO SAT.
NORTHFIELDS TUBE STATION 10 a.m. - 1 p.m. SUNDAY

I have for sale/part exchange a.....
for which I expect £.....
I am interested in a new.....
for Personal Export/Home delivery or Used.....
NAME.....
ADDRESS.....

SUNDAY JUNE 30th

THE VETERAN CAR CLUB OF GREAT
BRITAIN ARE HOLDING THEIR ANNUAL

PRESCOTT HILL-CLIMB

VETERAN • EDWARDIAN • VINTAGE

START 2 O'CLOCK

WHERE IS PRESCOTT? Nr. CHELTENHAM, GLOUCESTERSHIRE

further details from:

THE VETERAN CAR CLUB OF GREAT BRITAIN, 14 FITZHARDINGE ST.,
LONDON, W.1. Tel: WEL 1661

WINKELMANN RACING

BRITISH and FRENCH F2 **Champions '67**

STILL LEADING with **ANTI-GLARE**



Trade and Export Enquiries Invited

ROY WINKELMANN RACING LTD 54, Burnham Lane, Slough, Bucks. Tel: Slough 27429

Reduces direct sun or reflected light from snow, ice and water. Reduces night driving strain from oncoming vehicles. ANTI-GLARE is a thin plastic film that neither interferes with nor distorts visibility. Available in Blue, Green, or Smoke Grey. Price: 12 oz. 17/6, 16 oz. 25/- From all good Accessory Shops.

E.P.I. CARS LTD.

ROLLS-ROYCE

BENTLEY

1957 BENTLEY Continental by Park Ward, in regal red; two owners and in magnificent condition	£2,250
1954 BENTLEY "R" types, choice of three cars, two manual box, one automatic. Prices from	£575
1950 BENTLEY Mk. VI, choice of two cars, from	£295
1938 ROLLS-ROYCE Wraith by Park Ward, in black with red interior. A sports saloon in nice condition	£580
1936 ROLLS-ROYCE 25/30 sports saloon by H. J. Mulliner	£650
1935 ROLLS-ROYCE by Lancefield, two owners, 85,000 miles; a superb 20/25 in fine order	£1,150

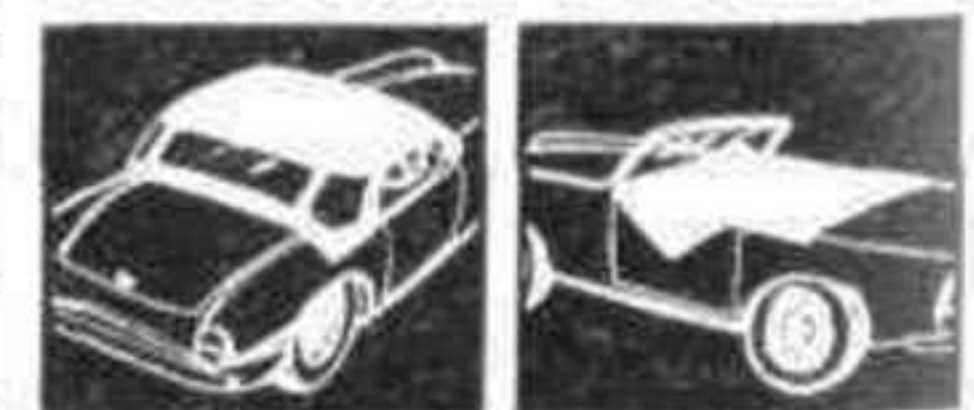
BATTLE ROAD SERVICE STATION
Robertsbridge, Sussex
Tel.: ROBERTSBRIDGE 241

SUSSEX DISTRIBUTORS FOR MORGAN CARS

If you care about your car... BUY A HOOD YOU CAN TRUST

Sent by post Ready-to-Fit for all popular models, incl. Morris, M.G., Triumph, Hillman & Sprite, etc. Instructions and fittings included—7 days m.b.g.—see catalogue. P.V.C. seams and windows H/F welded—1 year's GUARANTEE against leakage. Top quality materials—first class fit. Side screens—M.G. "T" type RTF. Replacement assemblies, other models see catalogue.

TONNEAU COVERS




For FREE illustrated catalogue & patterns send coupon to
LONDON TRIMMING COMPANY LTD., Marshgate Estate,
Hitcham Rd., Taplow, Maidenhead, Berks. Tel. No. Burnham 2742.

Name.....
Address.....
Model..... Code SM

London Fitting Agents:
R. Betteridge & Co., 29 Queensgate Place Mews, S.W.7.

Tel. No. KNI 5661

Dunlop 

GT Aluminium Wheels

Rim size 5.00c x 10

Weight 7 lb

Low pressure die cast in
aluminium

Fits Mini Cooper S and all
other Mini models

Standard wheel with
aluminium paint finish

£6.15.6

De luxe finish centre wheel
painted black and highly
polished spokes and rim

£7.19.6

16 sleeve nuts included in
the price

5½J x 13" wheel available
in May

Trade and export enquiries
invited

GT WHEELS & ACCESSORIES LTD

Two Counties Mill
Eaton Bray, Dunstable
Bedfordshire
Eaton Bray 671

4½J x 10" Mini Cooper "S"
steel wheel, requires ¾"
spacer on rear when fitted to
ordinary Mini and Cooper

4½J x 10" Mini Reverse
Rims

No spacers required, fits all
models and increases the
track 1" either side

4½J x 13" Herald, Vitesse,
Spitfire and Lotus Seven

5½J x 13" Herald, Vitesse,
Spitfire and Lotus Seven

4½J x 13" Anglia, Cortina,
Corsair

5½J x 13" Anglia, Cortina,
Corsair, and all Rootes range
on 13" wheels

¾" wheel spacers on front

when fitted to Anglia and
rear for Rootes range

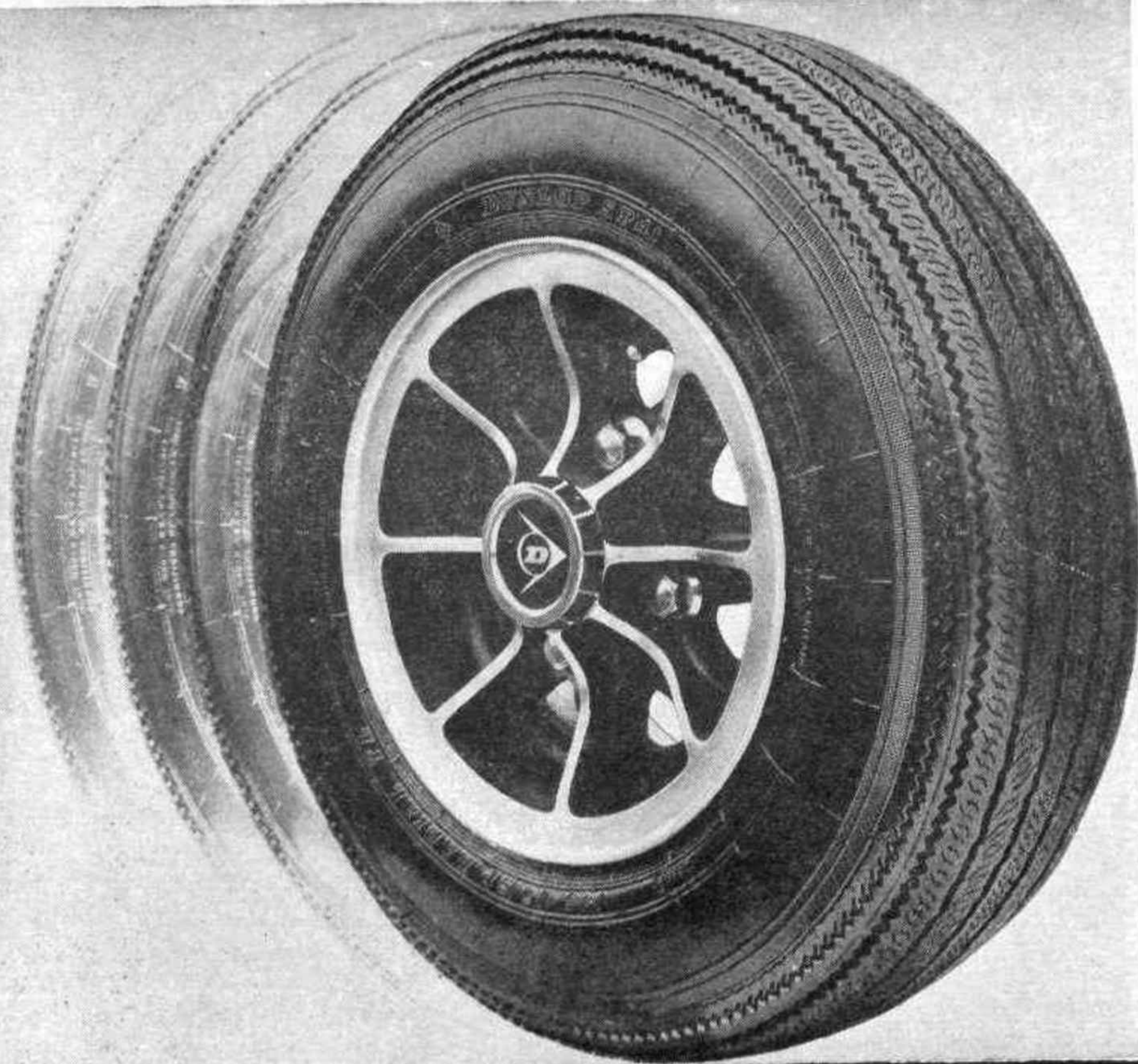
5J x 14" MGB

5½J x 14" MGB

All the wheels sold by GT
Wheels & Accessories
Limited, are brand new
wheels and are not in any
way split rimmed or
repositioned centres

These wheels can be
obtained from all good
accessory shops and garages

If in doubt please write to us
Trade enquiries invited



WANTED—continued

JAGUAR 3.8, METALLIC BLUE, 1962. Webasto roof, reclining seats, overdrive, melts, etc. Extremely well looked after and perfect throughout. Sell 1495 or exchange smaller car. H.P. possible. Tel.: Blackburn 54987. (3742)

WANTED: NEW OR LOW-MILEAGE van or estate car in exchange for Gibbern GT (details in 'For Sale' column). Tel.: 0533 21218 (until 6.30 p.m. weekdays). (3743)

IMMACULATE TRIUMPH SPITFIRE. Red. New tyres, bonnet, steering, brakes, dynamo, battery and tonneau. Will exchange for competition, racing, vintage or any interesting car, or sell £350. Walder, 'Newlands', Horsham Rd., Cranleigh, Surrey. (3744)

1964 M.G.-B ROADSTER, CHELSEA grey. Radio, heater, oil cooler, new exhaust, suspension and engine just overhauled. Bodily superb. Impending marriage means exchange for '65 Imp or similar, plus cash or will sell £560 o.n.o. Tel.: Emsworth (Hampshire) 3324 (weekdays) or 01-992 7181 (weekends). Ask for Flying-Officer Fox. (3745)

MY 1948 LEA FRANCIS 14 SPORTS FOR your light aircraft. This good-looking car has a well-tuned original engine with twin carbs. Basically sound throughout and performs very well. Photograph and other details to those interested. I need a light aircraft, one or two place. Will consider any type, but the airframe must be absolutely sound. Captain P. C. Burns, 7 Signal Regiment, B.F.P.O. 15. (3746)

WANTED IN EXCHANGE FOR ONE owner low-mileage superb Morris 12. Any pre-'37 Austin in similar order. Cash adjustment? Poak, Thurleston, Leicester. Tel.: Syston 2202. (3747)

1955 TF 1500 M.G. RESTORED REGARD- less of expense. Resprayed in original red. All chrome new or plated. New leather seats, linings, carpet, vinyl hood, side-screens. Complete 100 per cent mechanical overhaul. M.O.T. 75 miles only since all work done. Would exchange for a much earlier vintage touring car either way, or may sell. Further details from Brown, Prospect House, Hartshead, Liversedge, Yorks. (3748)

1968, MARCH, VW 1500, GREY, 3,000 miles. Radio, etc. Obviously as new. Require an immaculate Porsche. Preferably one owner. L.H.D. acceptable. Cash either way. Box 0806. (3749)

LOTUS ELEVEN, DROPHEAD ROAD version. Exchange cheap Turner, Spridget, etc., plus £150. See 'For Sale'. Sell approx. £345. Tel.: Marlow (Bucks) 3082. (3750)

IMP. PLUS CASH, FOR SPORTS CAR. W.H.Y.? W. Bell, 125 Mason Lathe Rd., Sheffield 5. (3751)

3½-LITRE JAGUAR, 1948, ALMOST immaculate. Perfect mechanically. Bags of spares, gearboxes, wheels, P100s, engines, etc., for interesting drop-head or sell. Warland Farm, Walsden, Todmorden, Lancs. (3752)

EXCHANGES

SUNBEAM TIGER, 1965, WHITE, HARD- top. A beautifully kept and maintained second car. Part exchange saloon or sell. £650. Tel.: Ringway (Manchester) 2152. (3931)

LOTUS CORTINA, 1964, IMMACULATE. Extras worth £300. Exchange TR4 A/H 3000 M.G.-B, Lotus 7, XK or E. Tel.: Redhill 62942 or Mersham 2348. (3932)

SUPERB WHITE ALPINE, 1964, WIFE'S car. 34,000 recorded miles believed genuine. £435. Exchanges considered. Tel.: Durham 61053. (3933)

VW CABRIOLET CONVERTIBLE Beetle. Completely restored to original. VW white/maroon, hood, grey interior. Almost everything renewed. £300. Consider exchange, practical steam transport. Hemmings, Chineway, Ottery, St. Mary, E. Devon. Tel.: 2354. (3934)

EXCHANGE DAIMLER DB17 FOR CAR suitable teenage learner. W.H.Y.? 19 Beckbury Rd., Walsgrave, Coventry. (3935)

JENSEN 541 DE LUXE IN ABSOLUTELY superb condition inside and out. 10-month M.O.T. Exchange Rapier and cash. The Nook, 45 High St., Carshalton, Surrey. (3936)

MISCELLANEOUS

CITROENS AND PANHARDS ARE INV- ited to Beaulieu on June 23rd for the Citroen Car Club meeting. Details from Hon. Sec., 32 Lower Rd., Fetcham, Leatherhead, Surrey. (3937)

M.G.-B RED TONNEAU COVER, NEW, £5. Midget rear seat, new, £2. London. Box 0786. (3938)

ASHLEY HARD-TOP, B.R.G. MK. II Midget, £27. Tel.: Coalville 2332, Leicestershire. (3939)

TWO CORBEAU GT2 SEATS, RED, with subframes, suit Mini. Imp. As new. £10 each. 23a Cossington Rd., Canterbury. (3940)

"MOTOR SPORT", 1953 TO 1967, 9 AND 4 c.f.m. compressors. Offers: 107 Valence Rd., Lewes. (3941)

M.G. TC Stage 2 HEAD, MAG. B.T.H., oil cooler, 16 in. wheel, full tonneau cover. All in good condition. Any offers. M. Read, 193 Wetherby Rd., Harrogate, Yorks. Tel.: 84663. (3942)

HBW1 AND JBL5 FOR SALE, WITH OR without white Mini Moke. 272 Wokingham Rd., Reading, Berks. (3943)

MISCELLANEOUS—continued

"MOTOR SPORT", 1953 TO DATE. Offers: Chapman, 39 Warren Pk., Warrington, Surrey. (3528)

BK9580, WHK909, LOG BOOKS ONLY. Also handbooks for Armstrong 4/14, 30 and Daimler Conquest Century. Blackmore (Essex) 358. (3529)

SMITH'S CORTINA TACHOMETER. Excellent. Eb. or exchange Smith's 3-in. diameter 4-cyl. tachometer. Box 0787. (3530)

"MOTOR SPORT", 25 VOLUMES, UN- bound, 1941 to 1965 inclusive and good condition. Best offer to Peerless, 4 Jersey Lane, St. Albans. (3531)

M.G.-B GEARBOX, SUITABLE FOR five-bearing engine. Unused. £20. o.n.o. Tel.: 021-357 9752. 3 Blythefield Ave., Birmingham 22A. (3532)

FOUR SWALLOW-DORETTI 10-IN. HUB- caps, v.g.c. £5. Tel.: Dadby 3862 (evenings). (3533)

TWO COX SAFETY SEATS, BLACK. Cost over £30 each. Accept £30 for both. Write, or see any time. R.Wu., 37 Coborn St., Mile End, E.3. (3534)

MORRIS, MORRIS, MORRIS, UPWARDS of 150 pre-1940 examples at Beaulieu, June 15th, for the all-Morris Rally. Details: C. F. Turner, "Chedworth", Well Lane, Stock, Ingatestone, Essex. (3535)

TONNEAU COVER (NEW) FOR AUSTIN Healey, 3000, Mk. III. Eb. Tel.: Speldhurst (Kent) 220. (3536)

PAIR RESTALL BLACK CAR SEATS with chassis to suit Cortina. Fully reclining. Fine adjustment for rake, etc. Cost £50, little used, will accept £25. Tel.: Chalfont St. Giles 2768. (3537)

CLASSIC AMERICAN AUTO CLUB goes to Woburn Park for its main event this year, on July 21st. Eight classes cover all American cars, American commercials, and Anglo-American hybrids, 1900 through 1941. Commemoration awards for every entrant, hand-made pottery prizes in all classes. This is a great day out for the whole family. Details available now from the Secretary, "Old Laundry Cottage", Cophall, Hunsdon, Herts. Remember the date—July 21st! (3538)

SPEEDOMETER, S. SMITH, 5-60 M.P.H. 3 ft. 6 in. cube brass and stanchion. Trip, 1906? Best offer. Prime, 219 Annesley Rd., Hucknall, Notts. (3539)

FOR DISPOSAL, CAR REGISTRATION 63F. Offers, Box 0791. (3540)

"ROAD AND TRACK", 1962-1968. "Motor Sport", 1962-1968. Unbound. Offers: Box 0788. (3541)

CITROEN 2 C.V. ENGINE, 425 C.C., 1961, complete with gearbox, brake-drums, starter, carburetter. £26. No offers. Buyer collects. Black, Ford End, Chelmsford. Tel.: Pleshey 213. (3542)

BENTLEY 3-LITRE HANDBOOK, NOV., 1930, for sale. Offers to Box 0789. (3543)

RA 100 ON 1967 CORTINA GT. OFFERS. Tel.: Cardiff 26309 or Cheltenham 23843. (3544)

VINTAGE RILEY 9, 1931, ENGINE spares. Hickman, 4 Hazel St., Audenshaw, Manchester. (3545)

DLK1 FOR SALE WITH LOG BOOK. Highest offer secures. Box 0790. (3546)

"AUTOCAR", PERFECT CONDITION, bound volumes, 1901-1908, with advertisements. Offers invited. Straker, 228 Hole Lane, Northfield, Birmingham. Tel.: PR1 1452. (3547)

14/40 M.G. CHASSIS, COMPLETE. Stored under cover. Some spares, including engine. £50 o.n.o. Pair C.A.V. headlamps, 8 in. dia. gimbal mounting, £7.10s. Various others. S.a.e. details, photos: Birch, 1 Heol Dewi Fishguard, Pembro. (3548)

XK 120, DISMANTLING FOR SPARES. All parts cheap, mechanics good. F. D. Watson, 3/56 Highgate, Kendal, Westmorland. Tel.: 3333. (3549)

BREAKING TR3, TWISTED CHASSIS, frontal damage (immaculate before accident). New works engine 1,000 miles. Spotless: hard-top, overdrive. Treval Farm, Cubert, Newquay. Tel.: Crantock 241. (3550)

REGISTRATION TBB 5 FOR SALE ON 1953 Austin A40 convertible. Brannan, 9 Mabel Grove, Westbridford, Nottingham. (3551)

MOTOR SPORT DECEMBER, 1961, TO June, 1967. Mint condition. Offers: Morris, Rectory Lane, Alderbury, Salisbury. (3552)

VETERAN CYCLE CLUB SEEKS MEM- bers with or without veteran cycles, magazines, library service, rallies, socials, etc. All for a measly quid. Full details (well, nearly) from James, 14 Girtan Way, Croxley Green, Herts. Stamp appreciated. (3553)

A.C. OWNERS' CLUB, IF YOU OWN an A.C. and require technical information (Reproduction Handbooks available to members for all Models), we run a good Spares Register, a quarterly printed Magazine and Monthly News Letter and have Sporting and Social events. Please contact Honorary Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex. (3554)

RENAULT OWNERS' CLUB, AN INTER- national organisation for all Renaults 1898-1968: spares and vehicle register, cash competition scheme, library, certain discounts, technical information, social and competitive events, monthly illustrated magazine. Send 6d. stamp for 'News Letter' and full details to Trevor Coates, Dept. MS., 37 The Glen, Rainham, Essex. (3555)

FIAT MOTOR CLUB (G.B.) WELCOMES Fiat owners. Regular competitions, film shows and social events. Monthly magazine. Details from Mrs. B. Cuthbert: 3 Woodfield Rd., Ashford, Surrey. (3556)

JOWETT CAR CLUB, DETAILS FROM A. N. Wright, The Old Forge, Brook End, Weston Turville, Aylesbury, Bucks. (3557)

MISCELLANEOUS—continued

RAILTON AND BROUGH SUPERIOR owners should join the Railton Owners' Club. Illustrated Monthly Bulletin, Register, efficient Parts Service and Technical Handbook. Hudson owners also welcome. J. O. Dyson, 103 Westoning Rd., Harlington, Dunstable, Beds. (3558)

AUSTIN TEN DRIVERS' CLUB, THIRD National Rally for all pre-war Tens. Beaulieu, July 14th. Non-members welcome. Enquiries David Webb, 23 Nassington Rd., London, N.W.3. (3559)

VISIT THE SHUTTLEWORTH COLLEC- tion of Historical aeroplanes, cars, carriages, cycles and motorcycles at Old Warden Aerodrome, two miles from the A1, near Biggleswade, Beds. Open daily 10-5. Admission 4s., child, 2s. Flying demonstrations at 2.30 (gates opening 11) on last Sunday of each summer month. entry 5s., child, 2s. 6d. Free parking. (3560)

BROOKS TRUNK FOR VINTAGE CAR. 34 in. x 22 in. x 24 in. Excellent condition. £20. Tel.: 01-688 8565 (Croydon). (3724)

SHORROCK SUPERCHARGER, COM- plete for 105E Anglia, 7,000 genuine miles. £35 o.n.o. Swift, Lydiat Farm, Birchvale, Derby. (3725)

TWIN SU'S ON DERRINGTON MANI- fold for 1592 c.c. Alpine, complete, as new. £12. Tel.: Matthews, Basildon (Essex) 23565. (3726)

I HAVE FOR SALE TWO PRE-WAR international Nortons, model 30, 500 c.c., overhead camshaft. They are both in bits, but complete. £60 for the two. Gerry Stohill, The George Hotel, Dorchester-on-Thames, Oxfordshire. Tel.: Warborough 404. No offers or time-wasters, please. (3727)

CHUMMY SPEEDOMETER, KLAXON, carb. manifold, handles, dashlights. Cowley ammeter, temp. gauge, dashlight, carb., steering wheel, Redline can with running board holder. Garratt, Hollyberry End, Meriden, Coventry. Tel.: Meriden 671. (3728)

SHORROCKS SUPERCHARGER KIT FOR B.M.C. B-type engine, complete with all fittings, including alloy rocker cover and boost gauge. £25. Terry, Plough House, Deddington, Oxford. (3729)

CHESTER-RUTHIN RALLY, JUNE 16th. Premier event of Chester Vintage Enthusiasts Club. Classes for vintage and pre-'40. Entries 10s. at start, Chester Castle, before 1.30 p.m. or to Secretary, 74 Gambrian View, Chester. Tel.: 24558. (3730)

ALVIS, FIBREGLASS WINGS AND door sills for TA14, TA21, TC21/100. Also spares for TA14, TA21, Silver Eagle, speed 25. S.a.e. lists Farrimond, 117 Dickenson St., Wigan. (3731)

EAST KENT, ESTABLISHED 1937. Garage, workshop, showroom, petrol sales. Going concern. Owner deceased, under management. Main road frontages 136 ft. and 48 ft. Price freehold £17,500, including fixtures, fittings, s.a.v. Vacant possession. Full details from Hogbin, 48 Queen St., Ramsgate. Tel.: Thanet 53222. (3732)

OFFERS, GOING CHEAP, TR3 CARBS., 3.4 Jaguar/105E h.p. cylinder heads. Wife requires kitchen space. Tel.: 01-289 1071 (evenings). (3733)

LEA - FRANCIS OWNERS' CLUB. Annual rally and concours, Stanford Hall, near Rugby, Sunday, June 23rd. All owners welcome. Entries to A. B. Price, Secretary of the Meeting, Hardwick House, Studley, Warwickshire. (3734)

TR 2/3 CYLINDER HEAD, CARBURET- ters, manifolds, pumps, generator, starter, distributor, overdrive, complete front suspension. All brake parts with excellent linings, half-shaft, heater, boot-lid, other parts. By appointment. Please write Benington, The Twitten, Crowborough, Sussex. (3735)

CONCOURS JUDGING PROBLEM solved. Main prize, holiday for two in Majorca, to be drawn for amongst car entrants. Other awards for veteran, Edwardian, vintage and p.v.t. class winners. Free entry, petrol and lunches. Concours part of Variety Club of Great Britain. All Star Pleasure Day, Belle Vue, Manchester, July 23rd. Details from Manchester Vintage Car Club, 50 Mersey Rd., Sale, Cheshire. (3736)

VINTAGE (CIRCA 1890) TWO-MASTED motor sailing sloop, with bowsprit and figurehead. Originally steam, now 40 h.p. Ford. Approx. 32 ft. Central London mooring. Classic lines. Undergoing refit. Registered Lloyds. Unique vessel, unique opportunity. Value about £1,250. Sell, or exchange vintage, p.v.t. sports/racing tourer or classic, similar value. Foley 12 Findock Mews, London, W.9. Tel.: 01-286 9703. (3737)

VETERAN, VINTAGE ORIGINAL IN- struction books for sale. 1911 R.R., £12. 1921 Fiat 10, 15 h.p., 1927 Austin 12, 1929, 20, 1928, Lea Francis, all models, "Cox Carburetters", all £2 each. Rotax, C.A.V., Lucas electrical books, 1926, 1928 period. £1 each, all models. Macham, 53 Hague St., Glossop, Derbyshire. Tel.: 3051. (3738)

B.M.W. 328, DISMANTLED TO ROLL- ing chassis. 1½ engines. £190. Corliss, Tel.: Kegworth 778. (3739)

ALFA ROMEO WHEELS, COMPLETE with 155 x 15 Cinturato 5 tyres and tubes. One brand new, four 50 p.c. worn, seven months old. £45 o.n.o. Also four wheel discs, £3.6 Florence Close, Langer Lane, Chesterfield, Derbyshire. (3740)

FIVE CORTINA 5½J WHEELS AND Cinturatos. Four good condition, one suitable spare only. £25. 104 St. Nicholas Rd., Wallingford, Berks. (3741)

GINETTA G4, IRS, LESS ENGINE. Lightweight competition model. Red with silver hard-top. 061-PRE 2556. (3937)

MISCELLANEOUS—continued

TWO 700 x 19 DUNLOPS (98 PER CENT) on PH discs. Offers: Two ditto, pattern uneven, £5 and £4. Palmer, Godney Drove End, Spalding. (Tel.: 332). (3938)

REGISTRATION NUMBER 5 UEH WITH October, 1961, Morris Mini super attached. New rear subframe and tyres. M.O.T. First offer over £100 secures. 18, High St., Eccleshall, Staffs. (3939)

REGISTRATION NUO 1 FOR SALE with log book. Offers: Box 0824. (3940)

SUPERCHARGER FOR MINI, COM- plete Shorrocks kit, £40. Also pair Corbeau seats with sub-frames. Unused. £17. Tel.: Uppminster 24118. (3941)

RARE MICHELIN PORTABLE ELEC- tric tyre pump. Perfect order. Photo and particulars. W.A.J., Morrison House, Chagford, Devon. (3942)

MIDGET II: RED TONNEAU £4. FOLD- ing hood conversion (exchange sticks, £3.10s. Tailrack £4.10s. Workshop manuals 15s. each. Centre armrest/locker/ashtray £1. All good condition. Foster, 2 Bramble Close, Leighton Buzzard, Beds. (3943)

MINI GOODIES, HEAD, CARBS, ETC., 1 year old. Less than half-price. S.A.E. list. Pegg, 8 Carisbrooke Ave., Cottingham, Hull. Tel.: 845224. (3944)

3-LITRE BENTLEY ORIGINAL IN- struction book. Offers: Deacon, Lloyds Bank Chambers, Taunton. (3945)

MASS OF VINTAGE AUSTIN 7 spares, including chassis, etc. Rambaut, Toppin Hill, Willowmead Park, Prestbury, Cheshire. (3946)

BREAKING '33 ALVIS FIREFLY FOR spares. For list write Brooks, Levenhurst, St. John's Rd., Bowdon, Ches. (3947)

DUNLOP RACING TYRES, 700 AND 650 x 15, green spot, 2 new, several used. Tel.: Whitaker, Huby (Leeds) 373. (3948)

SUPERB LUXURY CARAVAN BODY for sale. This body was Custom built and mounted on a Rolls-Royce Phantom II chassis (see photo March issue). It sleeps four and is fully equipped, has successfully toured both Eire and Scotland when the owners lived in the car for three weeks each time. Fitted with Galor gas lighting and cooker, sink, Elsan, dining-table, wardrobes and cupboards, plenty of locker space. Now surplus to requirements. The ideal body to fit on to a chassis with hearse coachwork. No reasonable offer refused. Tel.: Portsmouth 26911. (3949)

LARGE STOCK OF BRAND NEW spare parts for many popular cars made between 1935-1939, including valves for Austin 7, 10. Ignition distributor caps by Remax for 4-cyl. and 6-cyl. engines. Grease nipples. Starter switches. Dynamo brushes. Derek Bonhomme, Les Fougeres, Vallee des Vaux, St. Helier, Jersey, C.I. (3949A)

SPARES, RILEY, 1954, R.M.E. ENGINE, gearbox, rear axle, front wings, doors, seats and most other parts. Merlin 9 rear axle, radiator and cowl, pair P 100 headlamps, plus one odd one, pair Alvis 12/50 T.J. wheels; 500 x 20 remould, unused. Buyer collects. M. A. Shearn, 92 Entry Hill, Combe Down, Bath. (3950)

CHEAP SPARES FOR ROLLS 20/25, P.III, Bentley 3½ and Mk. VI. Old House, East Chinnock, Yeovil. Tel.: West Coker 482. (3951)

REGISTRATION NUMBER MBT 2 FOR Sale with log book. Tel.: High Wycombe 27358 28350. (3952)

DISMANTLING, M.G. TA, TC, YA, J2. S.a.e. with enquiries please. B. Naunton, 73 Ramsgate Drive, Ipswich, Suffolk. (3953)

BREAKING ZA MAGNETTE, SCREENS, seats, electrics, instruments, halfshafts, wheels, oil cooler, handbook, etc. £25 or separately. Staples, 55 Sutherland Crescent, Blythe Bridge (3608), Stoke. (3954)

RENAULT R8 AUTOMATIC DE LUXE, 1964. Low mileage, excellent. £375. Tel.: Leicester 872267. (3955)

VOLVO ESTATE ROOFRACK, 5FT. 6IN., cost £17, will accept £11. Hounsfeld, 33 Gainsborough Rd., Ipswich. Tel.: 541200. (3956)

THE VINTAGE MOTOR CLUB WILL consider applications for membership from vintage and post-vintage enthusiasts. Send s.a.e. for particulars to the Secretary, Cherry Villa, Wraybury Rd., Staines, Middlesex. (3957)

RENAULT R8 AUTOMATIC DE LUXE, 1964. Low mileage, excellent. £375. Tel.: Leicester 872267. (3958)

SITUATIONS WANTED

SCOT (21), FIVE "HIGHERS", SEVEN "O" levels, desires post in motor industry. Spare-time panelbeating, spraying experience. Box 0825. (3981)

YOUNG MAN (23), DRAUGHTSMAN with H.N.C. (Mech.) seeks position in motor sport or trade. Box 0822. (3979)

I AM 22, AND I WANT TO SELL NEW cars to the public and industry. No experience of selling or trade at all, but 100 per cent keen and very hard worker. Licence (slightly soiled). Public School and G.C.E.s of course! N.E. and E. London preferred. Box 0823. (3980)

SITUATION VACANT

JACK BARCLAY LTD., DISTRIBUTORS of Rolls-Royce and Fiat cars, require for their extensive repair organisation at Battersea experienced motor mechanics and mechanics willing to be taught. Apply in first instance in writing to 100 York Rd., Battersea, S.W.11. (3978)



Harry Moss has done a lot of time looking for a really great roof rack - and it's paid off.

And here it is; the Classic from only 99/6. A really new design in roof racks. Handsome, durable, functional. A design that Harry Moss could only achieve by tracking down the best people in the roof rack business and getting their co-operation in its manufacture.

Like all Harry Moss accessories, the Classic is characteristically well engineered. Made with high quality steel and alloy castings, it's fully collapsible design involves a minimum of nuts and bolts. And the crossbars simply clip on. So you erect the Classic in two minutes flat. Then, when it's not needed, it comes quickly apart and

packs away in a slim box.

Metal surfaces are rust resistant or covered with durable P.V.C. and the rack stands on the latest gutter mountings employing very wide 'feet' for maximum stability.

The Classic carries Harry Moss's personal guarantee, and can be found at good garages and accessory shops along with other Harry Moss equipment. For details of the complete range - just drop him a line.

The Classic 1 costs only 99/6 and has a carrying platform of 40" x 34" wide.

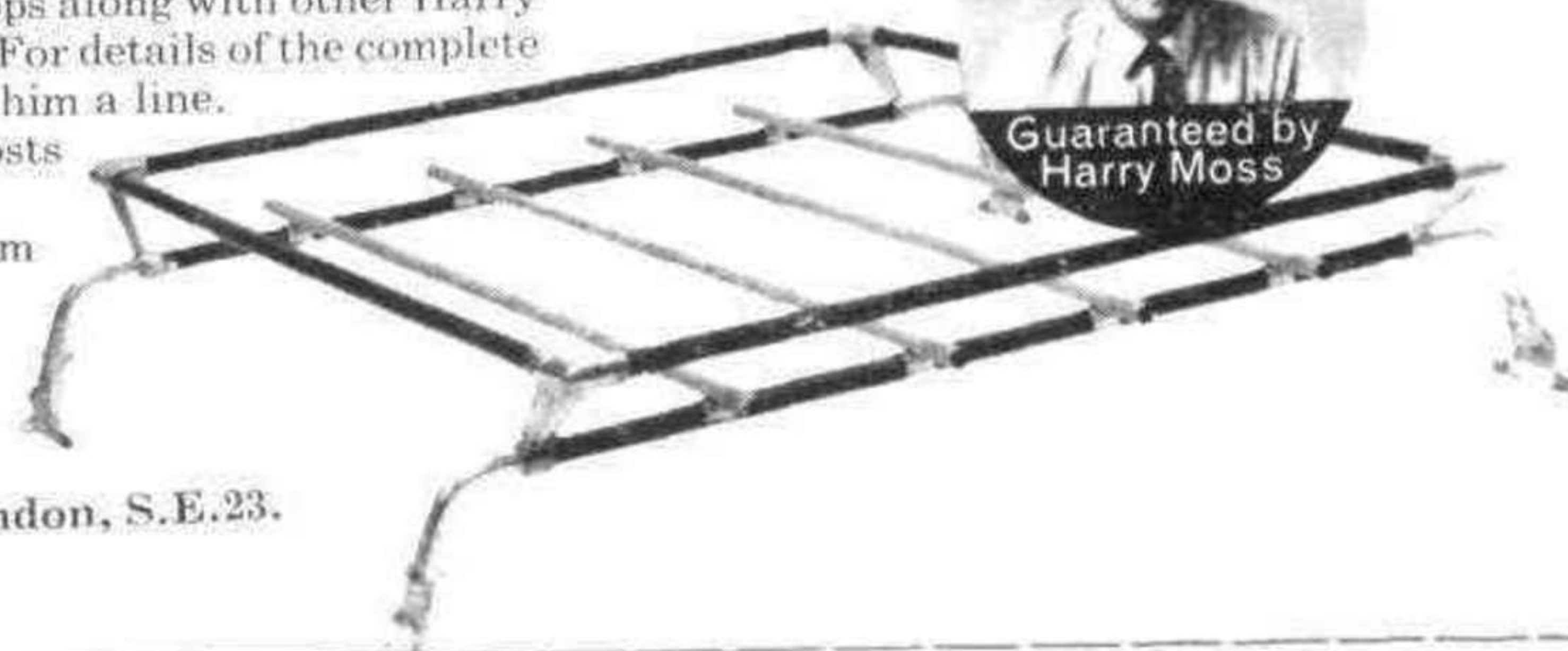
The Classic 2

(an extra heavy duty model) costs £5.19.6. and has a carrying platform of 40" x 39" wide.

Estate car versions of both Classic designs are available allowing approximately double the loading platform area of the basic roof rack.




Guaranteed by Harry Moss



Harry Moss (London) Ltd., 15 Davids Rd., London, S.E.23.
Telephone: 01-699 6716

invest 4^d in insurance

To: 
 Hill House,
 (Insurance Brokers) Ltd,
 Lonsdale Chambers,
 27, Chancery Lane,
 LONDON, W.C.2.

If it doesn't make a profit we'll send you a new stamp

You can buy cheap insurance anywhere. And save fourpence. Or Hill House can show you how to secure the extra cover of a blue-chip policy without spending a penny more. And save you pounds.

A careful look at this list of benefits will convince you your fourpenny investment is a good risk!

- ★ Hill House authorise repair work immediately. And provide an assessing engineer to assist you.
 - ★ Hill House rates are unbeatable. And all policies are underwritten at Lloyds or with British Insurance Association Members.
 - ★ Hill House provide special advantageous terms for sports cars. And old cars. And young drivers.
 - ★ Hill House make genuine reductions for 2-car families.
 - ★ Hill House provide rally cover from as little as 10/- extra.
 - ★ Hill House have a quick qualification for 60% No Claims Bonus.
- Examine these examples of super-value in car insurance security:—

TRIUMPH SPITFIRE

Driver under 21
 Comprehensive policy—From £45
 Excess—£50
 Less 60% N.C.B. £27
 Premium could be as little as £18 per annum. Including passenger indemnity up to £5,000.
 Driver reaching 20 years has the excess reduced to £40.
 Driver over 25
 Comprehensive policy—From £40
 No excess payable
 Less 60% N.C.B. £24
 Premium could be as little as £16 per annum. Including unlimited passenger indemnity.

Both examples also include:—
 FREE Insurance Cover for theft of contents from the boot.
 Cover for foreign travel only £2-10-0 extra.
 Clip this coupon today and send for unbiased professional advice on buying motor insurance to your best advantage.

To HILL HOUSE (INSURANCE BROKERS) LIMITED
 LONSDALE CHAMBERS 27 CHANCERY LANE
 LONDON WC2

Please quote me on the following basis:

NAME..... AGE..... OCCUPATION.....

ADDRESS.....

OWNER/DRIVER/NAMED DRIVERS..... AGES.....

MAKE..... TYPE OF BODY..... C.C..... VALUE.....

YEAR..... NO GARAGE/LOCK-UP. PRIVATE OR BUSINESS USE.....

COVER REQUIRED: COMPREHENSIVE/THIRD PARTY ONLY/FIRE AND THEFT.

DATE COVER REQUIRED..... No. OF YEARS N.C.D.....

MS4

ROLLS-ROYCE

BENTLEY

CARS FOR SALE

We are discontinuing our normal list of cars in stock due to the inconvenience of finding that they have completely changed by the time this advertisement is published. A current list will be sent immediately on request. Apart from the usual range, we expect to have a number of very good Chassis fitted with Hearse coachwork, well worth conversion.

SPARES

The usual reminder to include the Chassis number when writing for quotation. In the case of coachwork parts, which vary enormously, a pattern or drawing is useful. We are sorry that we are unable to assist with any parts for the earlier Silver Ghost models.

TYRES

We endeavour to stock all the types and sizes normally used on these cars from 1925-1956 inclusive, and have a number of good secondhand tyres in addition.

REPAIRS

Regrettably it is no longer possible to give any indication of repair costs before inspecting a vehicle, but we are always willing to give a reasonably accurate estimate "on the spot".

ELECTRICAL EQUIPMENT

We can offer a number of reconditioned units on an exchange basis particularly for post-war models.

HIRE AND LEAVE REPURCHASE

These Schemes continue as before. It is worth noting that our charges have increased only very slightly from those ruling in 1965.

BRIEF GUIDE TO ROLLS-ROYCE AND BENTLEY 1925-1955

Available now together with a comprehensive "Faults and Remedies" supplement for which many people have asked us.


	Guide complete with supplement	Guide only	Supplement only
U.K. and overseas surface mail	10/-	8/6	3/-
Overseas, airmail	12/6	10/6	4/6

J. B. M. ADAMS

(Adams & Oliver Limited)

**RAMSEY ROAD GARAGE,
 WARBOYS, HUNTS.**

Tel.: Warboys 488 & 487



badges

by

RENAMEL

standard designs available:

National Flags, County & City Crests, Racing Circuits, Sporting Emblems, Zodiac Signs, Nationality Plates at prices varying from 3/6 to 27/6 (as illustrated 'M' type badge 27/6).

CLUB BADGES MADE TO ORDER

Available from Halfords, Stores, Garages, etc.

RENAMEL (A.I.D.) LIMITED

10 KILBURN HIGH ROAD
 LONDON, N.W.6



CHRONOSPORT
SUPPLIERS OF TIMING EQUIPMENT TO
GOLD LEAF TEAM LOTUS

HOT WATCHES!

... and we don't mean we've smuggled them in!

CHRONOSPORT SPECIAL WATCHES have the largest range of special 'high performance' watches anywhere in Europe, and are now offering the biggest price reductions ever. Below are 8 examples of what we mean by **HOT WATCHES**. All are specially reliable, functional, of top quality, fully guaranteed, way below retail price, and available by return of mail.



A



B



C



D



E



F



G



H

A. SHERPA GRAPH

17 Jewelled lever Swiss chronograph, incabloc shockproofing, and waterproof to 150 feet. 1/5 second flyback start/stop/go action. 30 minute and 12 hour recording dials. Tachy average speed scale. All-steel case, low reflection black dial with contrasting secondary dials. Calf leather strap. Previously advertised at £45, now **£32.19.6**.

B. AUTAVIA 45

Top quality diving chronograph waterproof to 330 feet. 17 Jewelled lever movement, with incabloc shock absorbers. 1/5 second flyback start/stop/go stopwatch action. 45 minute recording dial, and rotating 0-60 minute elapsed time bezel. Black low reflection dial with contrasting secondary dials. Usual price £36, our price **£29.19.6**.

C. ASTRO-CHRONO

17 Jewelled lever chronograph based on design for U.S. Navy Pilots. Incabloc super waterproof movement. 1/5 second flyback stopwatch with start/stop/go action. 45 minute recording dial with 5, 10 and 15 minute coloured zones. 0-12 hour elapsed time bezel—Tachy; tele; and decimal scales. S/steel bracelet. Reduced from £27 to **£18.18.0**.

D. MULTI-SPORT CHRONOGRAPH

A best buy in chronographs. Quality 17 jewelled lever incabloc movement, in a water-resistant case. 1/5 second flyback stopwatch with start/stop/go ability. 30 minute recording dial, tachy average speed and telemeter time/distance scales. Black dial (white also available), fitted leather strap. Reduced from £21.10.0 to only **£14.19.6**.

E. COMPUTER SLIDE-RULE

Highly recommended—in use with R.A.F. Aircrew. 17 Jewels, Swiss made, shockproof and waterproof. Automatic calendar. Computer equiv. to 3-inch slide-rule. Multiplies, divides, calculates retics, averages, time/distance/speed, etc. (Full instruction leaflet provided.) Black dial, highly legible figures. Complete with S/Steel bracelet. Originally marketed in the U.K. and U.S.A. at £15—now **£6.19.6**.

F. MARINE CHRONO

Brand new design which includes automatic calendar, 0-60 minute elapsed time rotating bezel, push-button flyback minute recording hand and a continuous seconds dial. The 17 jewelled shock-protected movement is in a strong waterproof case, and the watch is complete with tropic strap. Ideal for all types of sport. £9-worth for **£6.15.0**.

G. RALLY G.T. INTERNATIONAL

A really impressive sports watch. Swiss made with 23 jewels, the movement is shock-protected and waterproof, and contains an automatic calendar. Two separate rotating bezels, showing elapsed time and international time. Black dial includes tachy average speed scales. Chrome/steel case with quality tropic strap. Retail £8.15.0—Immense value at **£6.6.0**.

H. AUTOMARINE AUTOMATIC

A rugged inexpensive watch styled along the lines of a famous £60 model. The 23 jewelled Swiss selfwinding, shock-protected movement, is in a waterproof case. There is an automatic calendar, a 0-60 minute elapsed time bezel and a quality tropic strap. (Stem-wind version available at £5.19.6.) This automatic specially reduced to **£6.19.6**.

NOTES: All watches advertised have written guarantees, luminous hands and markers, and operating instructions where applicable. Credit facilities available on models A & B upon application. Please add an amount of 5/- per order to cover post, packing and insurance.

FREE 32-PAGE ILLUSTRATED CATALOGUE is available by return, upon request. It contains over 50 special wrist watches, 20 stop-watches, and includes dashboard models for cars, aircraft and boats, and a number of Timing Accessories. We know we've said it before, but our prices really are unbeatable! Chronosport backs each watch with a written guarantee and a full after sales service. All watches are purchased on a money back guarantee understanding. In short, Chronosport offer the most comprehensive, reliable and efficient way to purchase, from the largest range of top quality 'special' watches, at the best prices in Europe.

FREE!

The Chronosport Timing Manual is available free to Motor Sport readers for the asking. This 20-page booklet contains detailed information on the types and operation of

modern chronographs, stopwatches and timing equipment with a special section on motor sport timing. Other information includes methods and formulae of time/distance/speed calculations; examples; illustrations; world motor race track distances, etc., etc. The Chronosport Timing Manual is an invaluable asset to anybody interested in the measurement of short time intervals whether in sport or industry.

Enclose 8d. Stamp for Catalogue & Timing Manual

NAME _____
ADDRESS _____

CHRONOSPORT
SPECIAL WATCHES
DEPT. MSL 21 OLD BOND ST., BATH Tel: 63556-61683

Nikki

TWIN-CHOKE CARBURETTOR CONVERSIONS

B-G NIKKI CONVERSION KITS

Superb performance — incredible low cost! Ford Anglia 997/1200, Cortina 1200/1300/1500, Zephyr/Zodiac 2 & 3, Mini/Cooper/1100, Simca 1000, Viva, Fiat 850. All kits include carb, manifold, linkages and simple D.I.Y. fitting instructions.

Price: £19 17s. 6d. Air Filter: 29s. 6d. extra. Zephyr/Zodiac £23 17s. 6d. Air Filter: 34s. 6d. ex. N.B. Refundable deposit of £4 only on Zephyr/Zodiac manifold, or send original manifold with order.



MITSUBA ELECTRIC FUEL PUMP

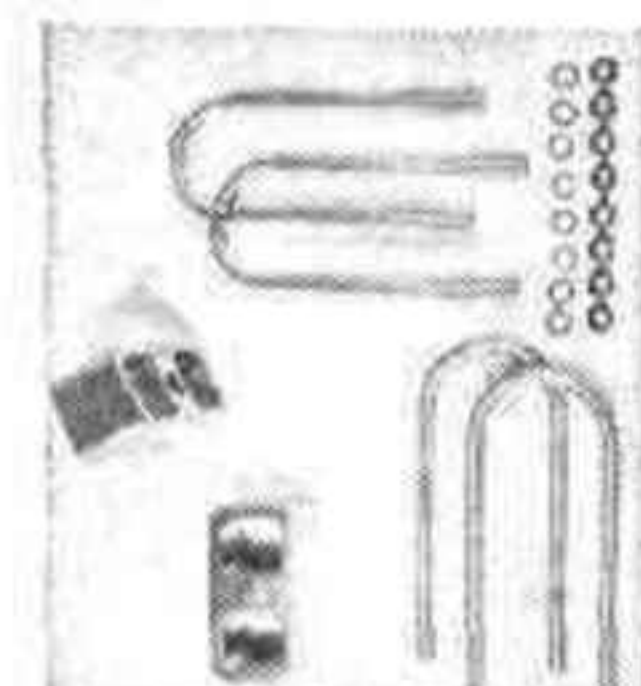
Ranks among the most advanced marketed in this country. Solenoid actuated piston system. Improves performance on all cars — no delayed starts in cold weather, no vapour locks on hot days. Operates on car battery. Easy installation. Built in filter keeps out dust and adds to pump and engine life. 12v. only.

Type	Delivery Rate	Price
FP 5/221	19 galls per hr.	£7 15s.
FP 3/232	24 galls per hr.	£8 15s.

Please state positive or negative earth with order.

B-G RACING HELMET

Keep your head and start the new season right from the word go! We are exclusive UK distributors of the brand new helmet made by AGV of Italy, the ultimate in helmet design. Made from top grade materials, it features all modern safety requirements, has rayon interior lining and adjustable chin strap. By far the best helmet on the market today. EACH HELMET BEARS THE SNELL FOUNDATION APPROVAL LABEL AND CONFORMS TO THE LATEST RAC COMPETITION REQUIREMENTS. Colour: Silver. Sizes: 6½ to 7½. Helmet only: £8 15s. Visor: AGV patented flip-up design £3 15s. Peak: White moulded plastic, press stud fitting 12s. 6d.



B-G SUSPENSION LOWERING KITS

For the rear of Anglia, Cortina range, Corsair. 2 x 2" (1½" also available) cast aluminium blocks, four plated U-bolts, nuts and washers. Lowers rear suspension and greatly improves roadholding and cornering efficiency. Simple fitting instructions with kit. Similar kit with 1½" blocks for Viva (to 1966 only) and Opel Kadett.

Price 49s. 6d. all types. State make with order.

SPECIAL SHORTENED FRONT SPRINGS

For all Ford models listed above. Manufactured from high grade chrome vanadium spring wire to give up to 2 inches lowered front suspension. Price £3 15s. per pair. Specify model and year with order.

BENELITE GRILLES

Add a distinctive touch! Exclusively distributed throughout the world by Brown and Geeson. Available to take two rear mounting fog or driving lamps, or supplied without provision for lamps. Fitted in minutes.

BMC Mini to September '66	£6 6s 0d.
Mini from October '66	£6 6s 0d.
BMC 1100 Mk I only	£6 17s 6d.
Ford Cortina Mk II	£6 17s 6d.

(all plain or two lamp.) State exact model & year when ordering.



B-G SHORTIE RAM PIPES

For SU and Stromberg carburettors. Superbly finished in highly polished spun aluminium with mesh grilles securely fitted.

Size	SU	Stromberg	Price each
1½"	H2	CD 125	18s 6d.
1½"	H4	CD 150	19s 6d.
1½"	H6	CD 175	20s 6d.

STOP PRESS! See all these quality products and a host more in our new B-G 32 page (many in full descriptive colour) catalogue. Send just 2 shillings, refundable on first purchase over £1, for the latest and finest motoring equipment catalogue yet published. Despite other claims!

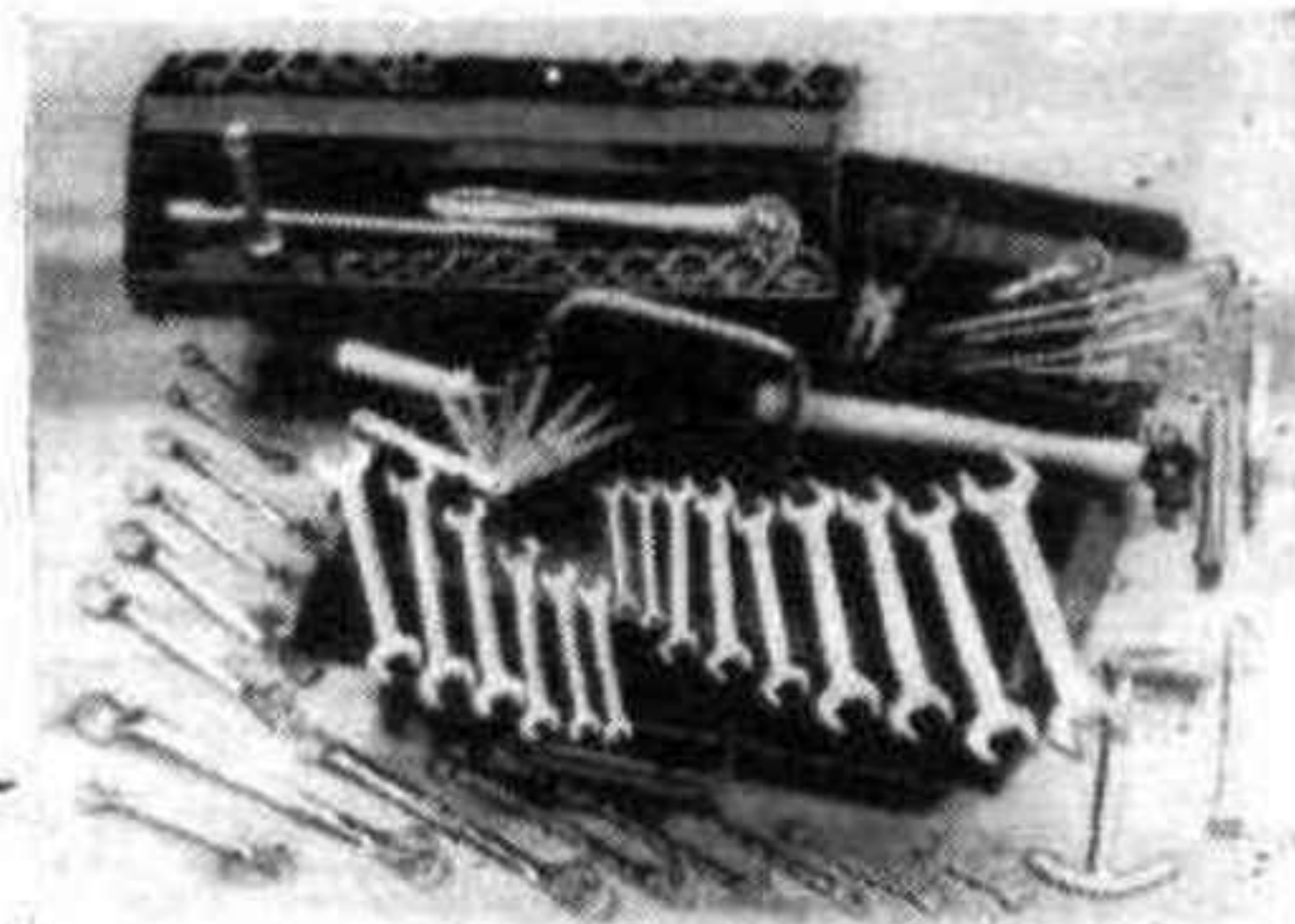


Available from your local accessory retailer or direct from:

BROWN & GEESON LTD.,
777-779 High Road, Goodmayes,
Ilford, Essex. Tel: (01) 599-3660.

One of Britain's leading exporters of motor accessories

SAVE £10



BUY AT TRADE PRICES!

finest chrome vanadium

TOOL SETS

BY LEADING BRITISH MANUFACTURER

Set HC05 Value **£36**

Our Price **£26**

ONLY 20/- DEPOSIT
and
20 weekly payments
of 25/- or 5 monthly
payments of £5
Cash price £26

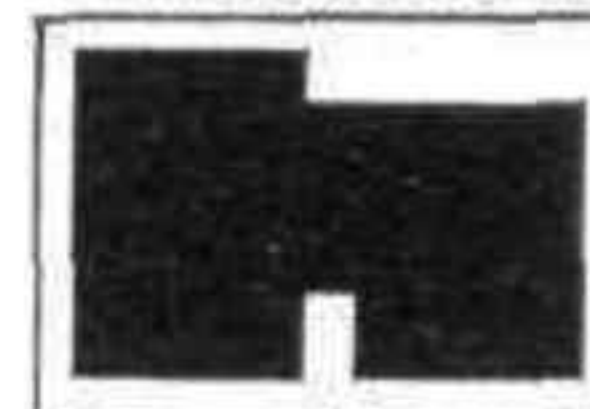
70 Piece Tool Set Whit/AF/MM Comprising 23 Vanadium Sockets: Whit. ¼"-¾". AF ¾"-1½". Metric 17-27 mm. 10" Ratchet. 5" and 10" Extensions. ½" D. x 10" T/Bar. 17" Speeder 12 Ring Spanners: Whit. ½"-¾". AF ¾"-1½". Metric 8-19 mm. 16 O/E Spanners: Whit. ½"-¾". AF ¾"-1". Metric 6-19 mm. ¼" x ¼" AF Sq. Brake Adjuster. 2 O/E Spanners: OBA x 2BA and 4BA x 6BA. 5 Screwdrivers: Phillips No. 2, 4" and 6" Plain, Radio and Chubby, 6" Plier. 2 lb. Hammer. Feeler Gauge. Chisel. Pin Punch. 14 mm. Plug Tool. 4 Tray Metal Tool Box.

Write or return this advertisement with your name and address and only £1 deposit for quick delivery.

**FREE CREDIT
NO SERVICE CHARGE**

Post and packing free. All tools unconditionally guaranteed — money returned in full if not completely satisfied.

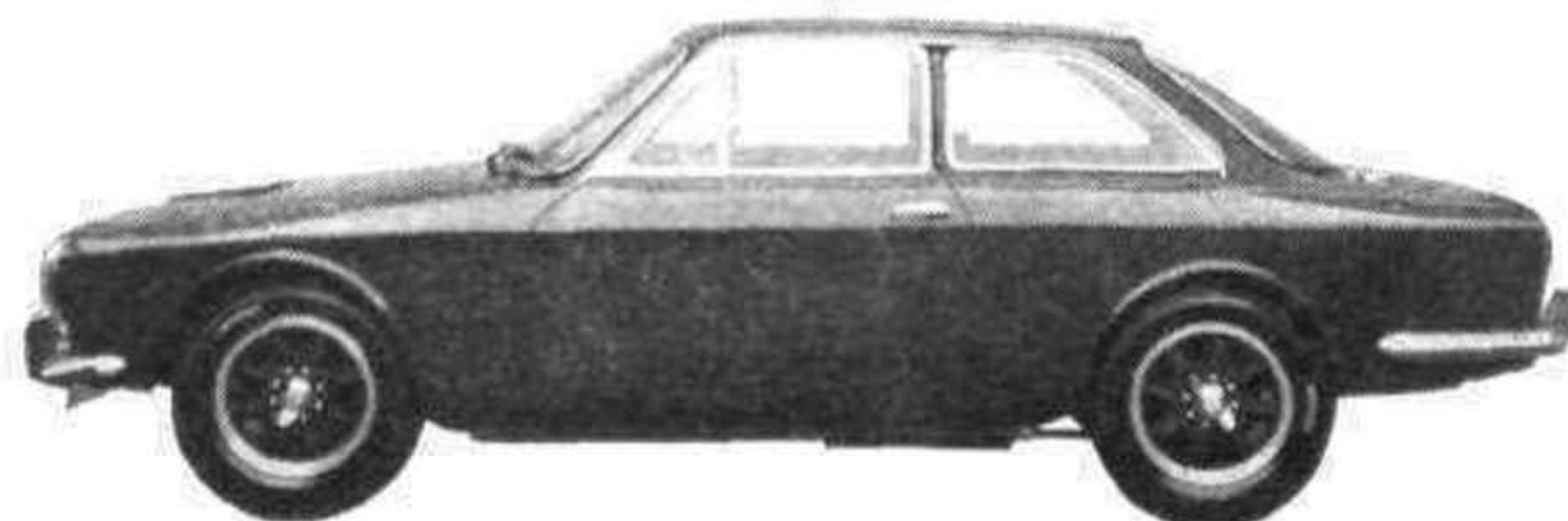
OTHER SETS FROM £10.10 WRITE TODAY FOR THE COMPLETE PRICE LIST.



C. H. HICKMAN LIMITED

DEPT. M.S. HICKMAN AVENUE, P.O. BOX 45, WOLVERHAMPTON

GILBERN



**HAND-BUILT LUXURY FOR 4 PERSONS
IN COMFORT AND SAFETY
THE PRECISE HANDLING OF A GT
POWER/WEIGHT RATIO 160 B.H.P./TON
CARS ARE FINISHED TO CUSTOMERS'
INDIVIDUAL SPECIFICATIONS**

Ask for Trial Run and literature from the London and Home Counties Distributors:

ACE MOTOR COMPANY

20-23 RADLEY MEWS, STRATFORD ROAD,
LONDON, W.8.

WESTern 5691

A selection of reconditioned and guaranteed Gilberts always in stock
Trade enquiries invited

The Jump-Jet is waiting...

... for you, perhaps—if you make your career flying, in the Royal Air Force.

World's first V/STOL combat aircraft, the *Harrier*, due in R.A.F. service in 1969. Flies straight up, straight down, even sideways or backwards, can operate from a 50 ft. farmyard or jungle clearing. The *Harrier* is one of the new breed of aircraft announced last year as part of the R.A.F.'s re-equipment programme.

If you are looking for a professional career that is out of the ordinary, this could be it. There are opportunities now for young men to train as pilots and navigators in The Royal Air Force.

You can read all about aircrew training, aircrew commissions and aircrew life in the R.A.F. booklet *Your World*. For your free copy please write to Group Captain M. A. D'Arcy, R.A.F., Adastral House (894JH2), London, WC1, giving your date of birth and present or expected educational qualifications. Age limits: 17 to 26th birthday (you can be tested at 16). Educational qualifications: minimum of 5 acceptable subjects at 'O' level G.C.E., or equivalent, including English language and mathematics.

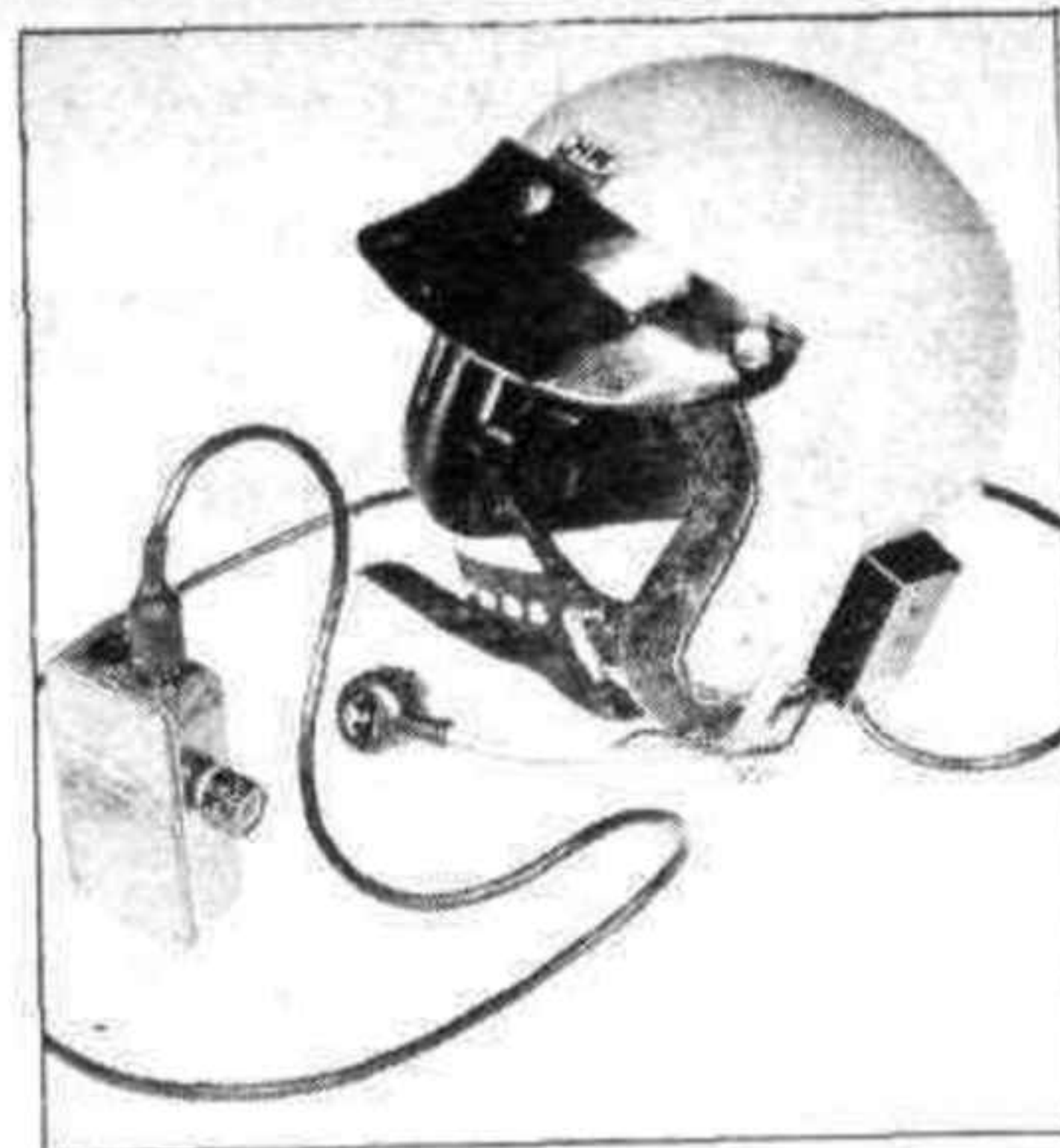
Today's R.A.F. needs young men now.

FLY WITH

The Royal Air Force



NOT FOR SILENT RALLY CARS



In our experience the only silent rally car is a pranged one. So we developed a Driver - Navigator link. It's called a Transphone and has found tremendous success in the big rallies, in fact B.M.C. rely upon it. For crowd control the LUSTRAPHONE PPA. 570 Self-contained Portable P.A. System is unequalled. Tremendous power cuts through noise.

Send for free illustrated leaflets giving full details of "Transphone" or PPA. 570.



Lustraphone

THE FOREMOST NAME IN MICROPHONES

Lustraphone Ltd., Regents Park Road, London N.W.1 01-722 8844

MOTOR RACING IN SAFETY

THE HUMAN FACTORS

A BOOK FOR:

EVERY RACING DRIVER

who values his life

ALL KEEN MOTOR RACING ENTHUSIASTS

who want to increase their appreciation of just what are the dangers and stresses to which a racing driver subjects himself, and how he can overcome many of them

CAR DESIGNERS, AUTOMOBILE ENGINEERS, AND ALL CONCERNED WITH SAFETY ON CIRCUITS

whose duty it is to acquaint themselves fully with the results of up-to-date research into the whole question of driver, car and circuit safety



THE HUMAN FACTORS

by Dr Michael Henderson, BA, MB, BChir

With foreword by Louis T. Stanley, Director-General of the International Grand Prix Medical Service.

SPECIFICATION: 188 pages 8½" x 5½", 16 diagrams and line illustrations, 22 brilliant photographs, high quality de luxe leather cloth binding over stiff boards
36s net
Published by Patrick Stephens Limited on May 24

ORDER FORM

To: Motor Books & Accessories

33 St Martin's Court, St Martin's Lane, London WC2

Please send me a copy of MOTOR RACING IN SAFETY—THE HUMAN FACTORS. I enclose my remittance of 36s. (Kindly remit 1s 6d extra for postage and packing if ordering by post.)

NAME

ADDRESS

(BLOCK CAPS

PLEASEV

(M 5)

THE NAME BEHIND

THEM...



GUARANTEES A GOOD JOB !!

- WINDOW-SEAL** Sets permanently, without shrinking or flaking, to make a vibration and weather-proof seal for windscreens, windows, car tops and guttering. Large tubes 2 11d*
- LUBE-STIK** For anything that squeaks, sticks or jams. This long-lasting solid lubricant—in handy 'pencil' form—does not soil clothes. 2 1d*
- SUMMIT PAINT** Apply this aluminium paint wherever high temperature conditions or weather cause corrosion. 12 oz aerosol covers 200 sq.ft. 9/11d*
- KWIKFILL** The fabulous polyester deep filler for repairing damaged metal. Patent colour control for easy mixing... positive adhesion... fast cure... the ideal body repairer. Packs 6 6d & 9 9d*
- * **H. P. AEROSOL GREASE GUN** Up to 1500 lbs pressure... high quality lithium based all-purpose grease... no filling, no 'air line' pressure needed. 9 11d*
- * **CHROMATONE** New chrome polish gives specially bright shine, and protects with additive 3-41. Tubes 2 11d*
- HERMETITE** For a joint you can trust: Hermetite Red seals indefinitely yet breaks easily... use on aluminium heads, etc. Hermetite Green sets hard with great strength, seals joint for as long as required.









*Recommended retail price

Put it right with

HERMETITE

PRODUCTS

KENILWORTH MANUFACTURING CO. LTD. WEST DRAYTON, MIDDX. TEL 3731.

 ST 47A Oval straight-through silencer with twin chromed tails. Supersedes existing models. 66/-	 ST 47C Heavy gauge straight-through silencer with central, large bore, chromed tailpipe, for centre fitting. 72/-
 ST 47D Oval straight-through silencer with twin chromed tails, for centre fitting. 72/-	 ST 47E Oval straight-through silencer with single chromed tail for centre fitting. 73/-
 ST 57 Oval straight-through silencer with twin chromed ends. Supersedes existing models. 80/6	 ST 57C Oval, chromed, single tail straight-through silencer for centre fitting. 80/6
	 ST 57D Oval straight-through silencer with twin chromed tails, for centre fitting. 80/6

Mini-soupers!

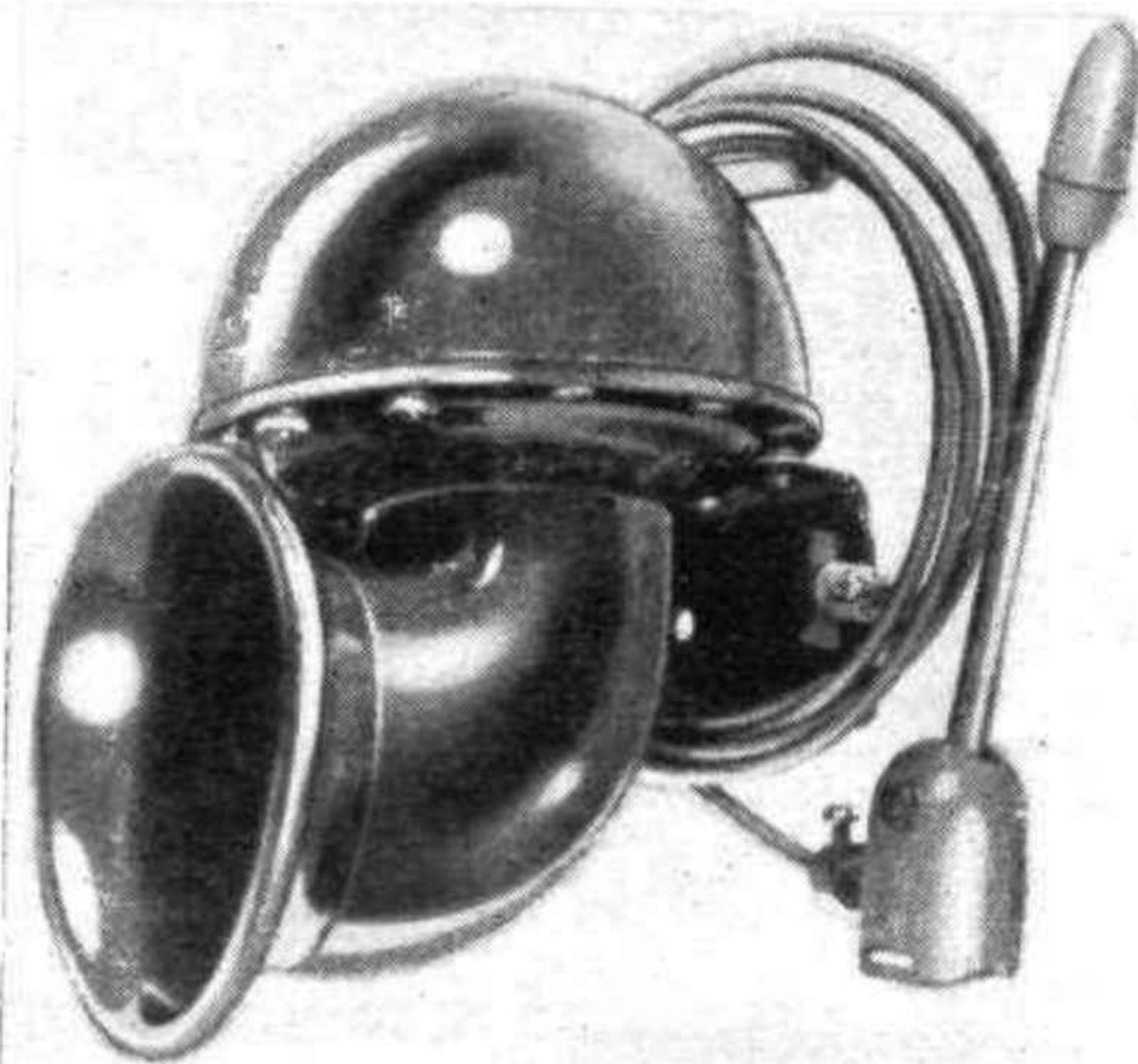
Add that bit of extra zip to your Mini with a **CE-LAST** straight-through silencer. Improves fuel consumption as a bonus, too. Plenty to choose from at your stockist, or write for full details quoting ref MS228.

(ST 47 Series—Minors ST 57 Series—Coopers)

CE-LAST Silencers (Bolton) Ltd. Lever St. Little Lever, Nr. Bolton, Lancs. Tel: Farnworth 73835.

SR224

THE FANTASTIC MOO-HORN!

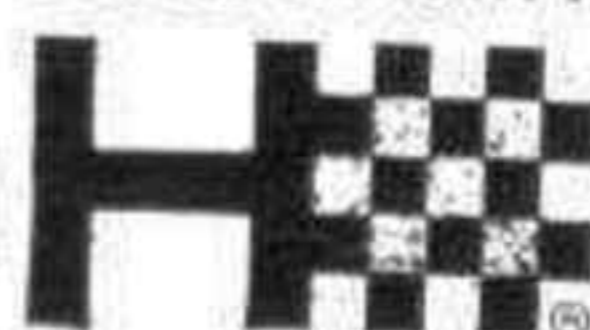


So realistic—it bellows like a bull! A truly original touch, highly individual yet functional. Can be controlled loud or soft. Finished in superb red enamel. Complete with full fitting kit and switch. An excellent motorway horn. State voltage required.

The Moo-Horn by Vilém B. Haan. Price £9 10s. (US \$22.80) post paid.

Send 8s. 3d. (\$1.00) today for 96 page colour catalogue. Includes post and handling.

Direct from:



Vilém B. Haan Inc.

international motoring accessories,
10305-07 Santa Monica Boulevard,
Los Angeles, California 90025, U.S.A.

Plus Gas gets around in industry



Let it fight rust for you, too

Industrial giants throughout the world find Plus Gas Anti-Corrosion Fluids invaluable in combating corrosion. So would you.



- Formula 'A' Dismantling Fluid (Rust Remover)**
The quickest way to free rusted joints.
 - Formula 'B' Protective Fluid**
The best way to protect clean metal surfaces.
 - Formula 'E' External Metal Treatment**
Prolongs life of paint on metal by suppressing rust.
- ALL IN 1/2 PINT TINS

PLUS-GAS®

beats rust!

Ask your Garage or Ironmonger for Plus Gas Anti-Corrosion Fluids or write for nearest stockist to:—

PLUS GAS COMPANY LTD, STIRLING ROAD, ACTON, LONDON W.3
Telephone: 01-992 0093/7

MORE M.P.G.

Mk II

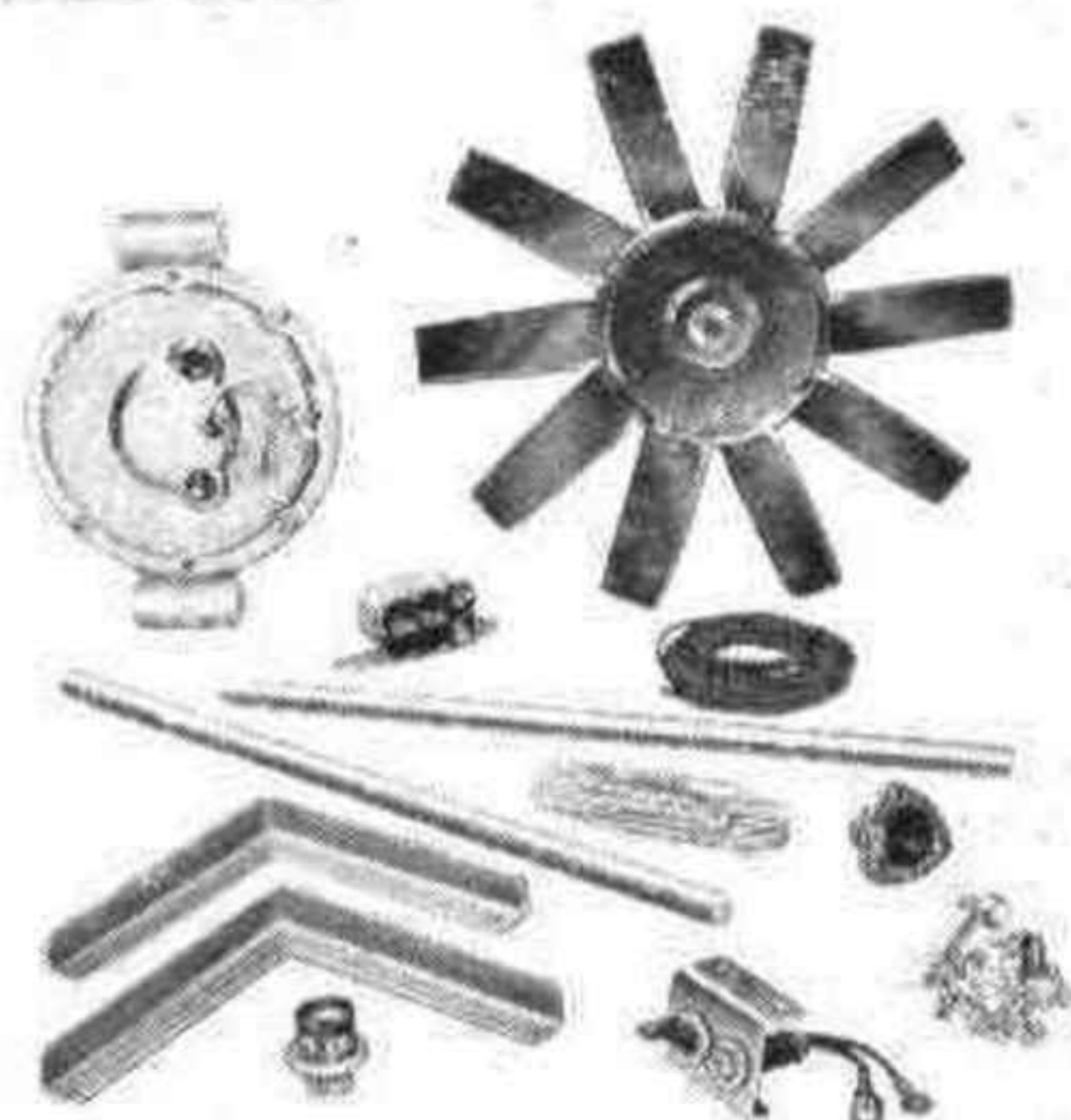
AUTO-ELECTRIC engine cooling fan with these new features

new ten blade impeller
gives even quicker cooling
thus reducing running
time of fan.

new instrument panel
containing warning light
and manual control switch

new thermal switch
improved design, subject
to simulated 5 year test,
accurate to $\pm \frac{1}{2}$ degree C.

new hole saw
a $\frac{11}{16}$ " dia. saw now included
in every kit. Makes it easy
to fit thermal switch.



The Wood-Jeffreys auto-electric fan replaces the power wasting mechanical fan and thermostatically controls the engine temperature within the peak efficiency temperature zone, giving up to 10% improvement in speed and petrol consumption.

Advanced specification

Driven by waterproof high efficiency printed circuit electric motor for long life and reliability. The fan is extremely compact, only 3 1/4" front to back and is 50% lighter in weight than its nearest competitor. The unit is interchangeable between vehicles, and the motor is good for 2,000,000 miles, the first service is then due.

remember, only the Wood-Jeffreys fan has this advanced specification.

Ex-stock delivery, fit it yourself or by our agents or your local garage. Price from £14.6.0 plus 4/6 postage.

New brochure, just published, with full details, including photographs and performance data. No need to write a letter, just fill in and post this coupon.

Please send my free copy of leaflet WJ2/ MS11

NAME _____

ADDRESS _____

CAR/MODEL _____

YEAR _____

WJ THE NEW NAME IN AUTOMATIC COOLING
WOOD-JEFFREYS LTD.
(formerly LWJC Developments Ltd)
North Road, Kirkburton, Huddersfield.
Telephone: Kirkburton 3323.

WJ3

ROLLS ROYCE "Wraith" 1939. Saloon by Park Ward. Black/Primrose with beige leather. I.F.S. model, complete chassis overhaul within last 500 miles. Mileage 92,000, probably genuine, the whole car in exceptionally fine condition throughout. Tools, handbook, etc. ... £695

FACEL VEGA HK500 fixed head 4 seat coupé, 1961. Black with black leather. 6.2 Chrysler with 4 speed synchromesh gearbox, power steering. Radio, electric aerial, electric windows, etc. Brake overhaul and new exhaust system, good Michelin X tyres. Handbook and service sheets. Truly "exotic" car with formidable performance ... £695

BENTLEY "R" Type James Young 4 door saloon, 1953. Sand/Burgundy with beige leather. Attractive bodywork, exceptionally good mechanical order. Very good recent service history. Almost new tyres, taxed for year ... £695

BENTLEY "R" S.S. saloon. Oct. 1953. No. XEV 7. Just recellulosed black over bluish silver, beige leather. Outstanding specimen with very good recent history, all tools, handbook, etc. New tyres ... £635

BENTLEY Mk. VI S.S. saloon, 1952. Big bore engine, black with red leather. Recent complete engine overhaul. Attractive car in splendid mechanical order. Handbook, tools, etc. ... £435

HUDSON "Terraplane" saloon, 1939. 15.9 "Powerdome" SV engine. One lady owner up to 1966. Reputed genuine mileage 42,000 only, which is in line with it's condition. Unbelievable ... £185

BENTLEY Mk. VI Vanden Plas 4 door saloon, 1948. Splendid body, needs paint- ind, good interior and sound mechanics. Would restore to interesting and unusual car... £195

W. & B. WOODYATT LTD.

(Established 1850)
Court Rd., Malvern, Worcestershire
Telephone 3391/2/3

M.G. HOODS BY POST

IN BLACK DOUBLE DUCK
T' Model Hoods, £7-10-0.
T' Model Tonneaux, £6-5-0.
T' Model Screens, £6-5-0.
M.G.-A Hoods in Vynide, £12-0-0.
M.G.-A Tonneaux in Vynide, £6-10-0.
S.A.E. please: **A. C. WINMILL,**
49 TONSTALL ROAD, MITCHAM
Mitcham 6981

DISMANTLING SPORTS CARS
HOFFMANN MOTORS

AUSTIN  HEALEY
CANAL ROAD, BRADFORD 31289
CARS BOUGHT & SOLD. S.A.E.



RARE STUDEBAKER DICTATOR
1935 VINTAGE
Original but with surface body rust. Good runner. Ideal for respray as Bonnie & Clyde or Elliot Ness car.
£245
Telephone: **CANNINGS 618**

Do you like talking about cars?

Then why not make a profit while you talk?
Banstone Oil have a few full-time and part-time distributorships available. All you need is a minimum capital of £595, a vehicle and a few spare hours weekly. A distributorship gives you the sole right to sell Banstone products to garages in your area. This is a business with a good profit margin and real scope for two-way expansion (company backing provided).
Box 1015,
BANSTONE OIL LTD.,
Hoyle Head Works,
Earlsheaton, Dewsbury, Yorks.

UNBEATABLE BARGAIN

The Corbeau Leather Rim Wheel



Corbeau Equipe, famous for its GT Seat, now offers you this 13" dished, hand stitched Leather Rim Steering Wheel, incorporating high tensile aluminium spokes for greater safety. It will fit BMC, Minis, 1100's, 1300's Ford 105E, 1962/4 Cortina, 1965/8 Cortina, Sprites 1, 2 & 3, Herald, TR4, Imps, MG-B, Ford Escort and all VWs from 1962, Vauxhall Viva, Spitfire, etc., £5.19.6d. p & p 5/6d. extra. Also for same makes 13" dished Corbeau Wood-Rim Wheel.
Cash with order to:
CORBEAU EQUIPE LIMITED
22 Cambridge Road, Hastings, Sussex. Tel. Hastings 3524

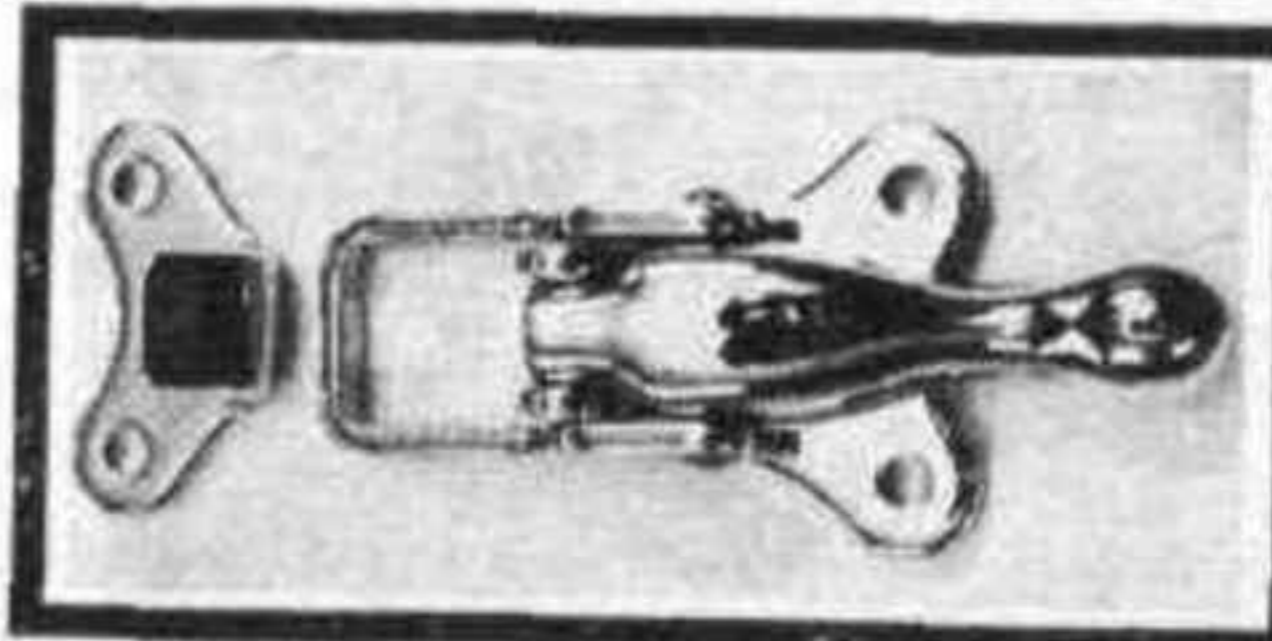
CYCLE WINGS

Domed and Beaded: 5", 6" and 7" wide, steel: Fronts, 13/- each; 5" and 6" Rears, 16/- each; 7" Rears, £1 each. Carriage and packing: pairs 5/6, set of four 6/6. Also Alloy.

W. G. FERGUSON
BATH RD. GARAGE, NAILSWORTH, GLOUCESTERSHIRE

EST. 1928
MOST SIZES IN STOCK
VETERAN-VINTAGE TYRES

E. H. HAMILTON & SON (M.S.)
22-24 VICARAGE STREET,
YEOVIL, SOM.
Tel.: 3927. After 6 p.m. 5945



COBURN OVER-CENTRE CLIPS

Secure bonnets, boot lids or body panels firmly with these robust, well finished chromed clips. Ideal for cars with glass fibre replacement panels. Complete with all nuts, screws and washers.
Postage & Packing 1/6 **PRICE** 12/- each 23/6 pair

COBURN IMPROVEMENTS (M) Netherhall Gardens, London NW3. Tel: 01-435 6743

J. E. FITZGERALD ENGINEERING

DEAN HOUSE, UPPER DEAN, HUNTINGDON
VINTAGE & HIGH PERFORMANCE CAR SPECIALISTS

We are in a position to undertake the full preparation and maintenance of any Historic or Vintage racing car or team thereof, and would be happy to talk over details with any interested owner.

Our normal service to Vintage owners continues unabated, from complete rebuild to minor repair.

RISELEY 296 (Beds.)

'Toulmins' Touimin Motors (1962) Ltd.

MG Specialists exclusively — Spares, Sales, Service.
MG Fibreglass wings and panels, all models.
MG Exchange engines, gearboxes, axles.
MG Exchange seats and all trimming.
MG All models tuning and maintenance.
MG TC, TD, TF oil coolers, anti-roll bars.
MG 'Brooklands' aero screens, steering wheels.
MG Alloy rocker covers. Chrome mouldings.
MG Rebuilds and renovations.

B.M.C. Main Spares Stockists
Shipping, air freight, mail, C.O.D., all over the world. S.A.E. please.

181 LONDON RD., ISLEWORTH, MIDDX.
01-560 1722
01-560 2228



JOHN BLAND

Talbot, Sunbeam-Talbot and Continental Car Spares & Service
Pistons and gaskets for Delage, Delahaye, Hotchkiss, Peugeot, Lancia, etc. Inverted tooth timing chains in stock. General Machining, including Valves and Guides to pattern.
27 SOUTHFIELDS RD, LONDON, S.W.18. 01-874 1612

JACK BARCLAY (Service) LTD

Officially Appointed Service Engineers.
ROLLS-ROYCE and FIAT
Large stocks of spares
100 YORK ROAD, BATTERSEA S.W.11 01-228 6444

No more 4.50 x 19 Remoulds left but we have
new 4.50 x 19 Dunlop (£6.2.9) & 5.00 x 19s (£7.3.6), carr. extra.

VINTAGE TYRE SUPPLIES LIMITED
31/33 FORTUNE GREEN ROAD, LONDON, N.W.6



1928 ROLLS-ROYCE 20 SUN SALOON

Grey over Royal Blue. Immaculate car. Sensible offers required around £1,100
Private sale.
Apply Box No. P.228

YOUR 'MG' SPARES

'M' type to 'M.G.-A'
Valves. Half Shafts.
Gaskets. Silencers.
Bearing Shells. Valve Springs.
King Pin Sets. Oil Filter Elements.
Tail Pipes. Crown Pin Sets.
Guides. Front Pipes.
Timing Chains. Road Springs.
Wheel Bearings.

Many other Spares Always in Stock.
Hard Surfaced Rockers.
S.U. Exchange Service and Spares.
C.O.D. Service.

THOMSON'S
106, Kingston Road, Wimbledon, London, S.W.19
Tel.: LIBERTY 8498

M.G. SPARES—SALES—SERVICE

Largest stocks of M.G. Spares in the North. New, Reconditioned and Used Parts for all Models 1932 onwards.
C.O.D. Service.

Enquiries with S.A.E. please.

ARCHWAY ENGINEERING Limited
COLLIER ST., LIVERPOOL RD., MANCHESTER 3
Tel.: 061-834 6455

ALWAYS A GOOD SELECTION OF M.G.s IN STOCK



7 DAY MONEY BACK GUARANTEE

Come to Car Hood—the country's leading hood specialists. When you buy a hood from us you know its been made from the best quality PVC or canvas, expertly made up by craftsmen working to master templates, so that we know we can guarantee a perfect fit—whatever the model or year of your car. You can have a wide choice of colours, and if you don't want to fit your new hood yourself (although it's very easy—we give you full instructions) we can arrange a same day fitting for you.

FIND OUT MORE!

To CAR HOOD CO.
73 SOUTHERN ROW, LONDON W.10
Tel: 01-969 0896 (Offices & Works)

I'D LIKE TO SEE YOUR PRICE LIST AND CATALOGUE

NAME _____

ADDRESS _____

MS

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927

Offer Two Thoroughbred Cars



1957 BENTLEY Continental with convertible coachwork by Park Ward, finished in dark green with beige hide interior. This fabulous car is equipped with power assisted steering and automatic transmission. Two careful owners have maintained it in the style to which a Continental Bentley should be accustomed. **£2,750.**



1935 Phantom II Sports saloon by Lancefield, finished in black with fine cloth upholstery. This exceptionally rare car has led a very sheltered life and is in excellent condition. TL 4334. **£1,875.**

These are just two of our very wide and varied selection of Rolls-Royce and Bentley

Showroom and Workshops:

2 Macclesfield Road, Leek, Staffs.

Telephone : Leek 4300

If closed apply to:

Rock Cottage, Basford Hall, Leek, Staffs.

Telephone: Churnet Side 300

SEND FOR FREE STOCK LIST

OPEN AT WEEKENDS BY APPOINTMENT ONLY

SLOane
0611

FRANK DALE AND STEPSONS

(INCORPORATED WITH FRANK DALE LIMITED)

THE ROLLS-ROYCE & BENTLEY SPECIALISTS

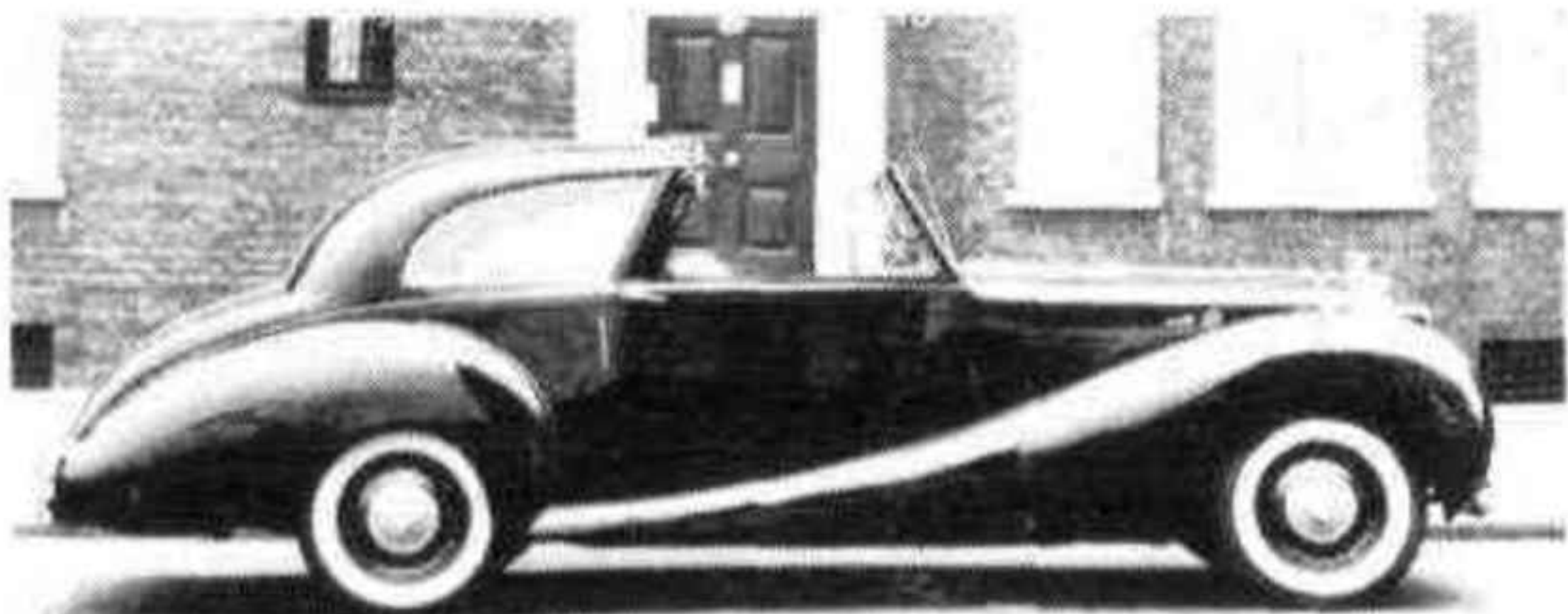
SLOane
0612



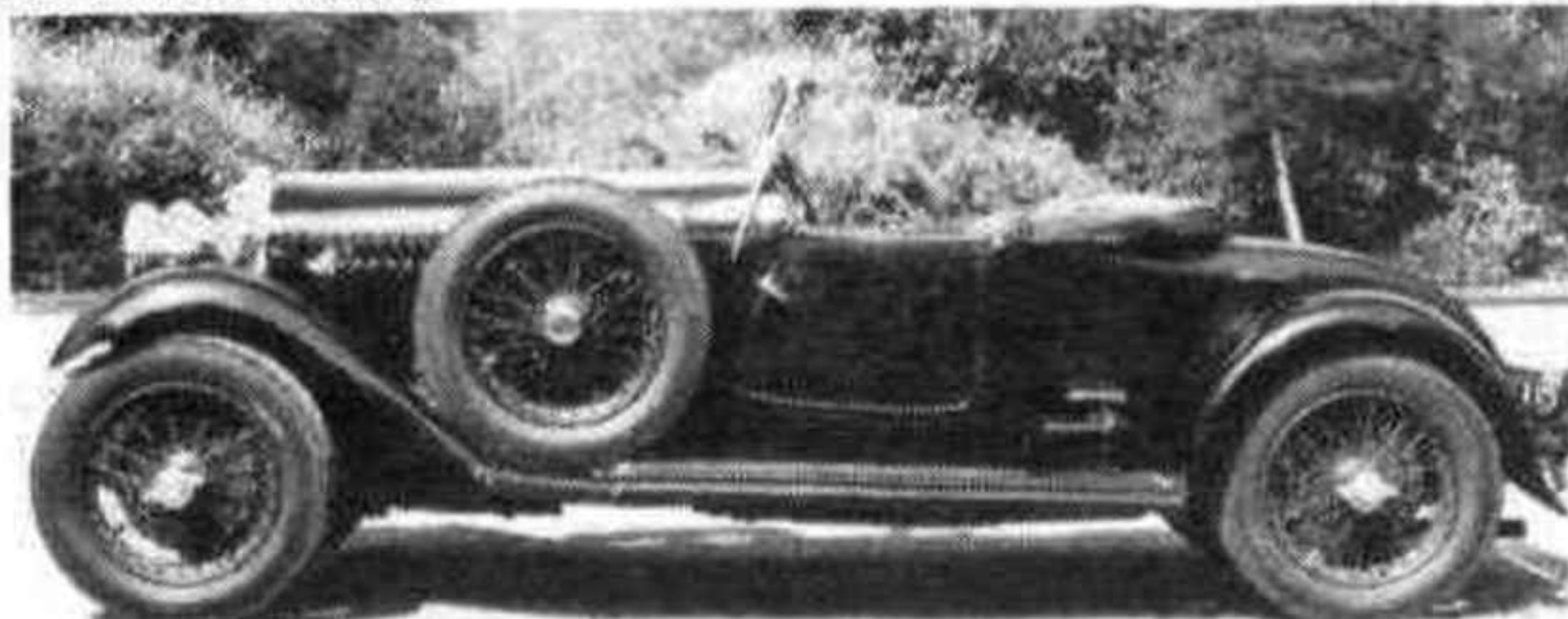
1928 ROLLS-ROYCE Phantom I Barker-type Replica roadster, large dickey, flared wings, painted Ming blue, natural hide trim; restored to concours standards.



1957 ROLLS-ROYCE Silver Wraith 7-passenger landaulette by Park Ward, 8.1 engine. Automatic, P.A. steering; 67,000 miles recorded. This regal carriage has a full R.-R. history.



1949 BENTLEY Mk. VI coupé de ville by James Young, painted Embassy black with tan glove hide trim; maintained regardless. Choice of two.
1962 Left-hand-drive ROLLS-ROYCE Silver Cloud L.W.-base standard saloon, 62,000 miles recorded, electric divider, documented history. Specimen.
1955 ROLLS-ROYCE Silver Dawn standard saloon, painted Ming blue, red tan hide; new condition. Choice of two from **£1,450.**
1953 BENTLEY 'R'-type sports saloon by Freestone & Webb, painted black and white, cherry hide trim. Choice of two, automatic and manual, from **£1,150.**



1931 4 1/2-litre BENTLEY fabric coupé by V.D.P., recent rebuild, twin side mounts; in fine original condition.
1938 ROLLS-ROYCE DL series Phantom III sedanca-lette by Hooper, painted Napier green and black; most elegant carriage. Concours.
1950 ROLLS-ROYCE Silver Wraith by Hooper, painted Embassy black, fawn hide trim. Documented history. **£975.**
1954 ROLLS-ROYCE Silver Wraith Automatic sports saloon by H.J.M., shell grey with grey hide; recent major overhaul.

YOU ARE INVITED TO INSPECT LONDON'S LARGEST STOCK OF PRE- AND POST-WAR ROLLS-ROYCE AND BENTLEY CARS WANTED FOR CASH—ANY GOOD ROLLS-ROYCE OR BENTLEY CARS, OR ANY CLASSICS

13-15 HOLBEIN PLACE, SLOANE SQUARE, LONDON, S.W.1.

Telegrams and Cables : EFFDALE LONDON, S.W.1

E. & O.E.

When you put your foot down how does your oil stand up?



BP 20w-50 beats high oil consumption.

If you drive your car hard.
And you're burning up too much oil.

You need a thicker oil. An oil that can cope. It's called BP Super Visco-Static 20w-50. The high performance oil for new generation motorists. The first oil to meet the carmakers' new specifications.

The 20w-50 means it's a thicker oil. Stays thick enough however hard you drive. Protects against wear under the most punishing conditions.



Gives much lower consumption than thinner oil does. And being BP Super V it's got more advanced new additives.

They fight rust, corrosion and power-sapping attacks on piston rings.

And there's a special sludge dispersant that stops sludge forming. Use BP Super V 20w-50.

Drive as hard as you like. And your oil stands up to it.

**sets
the pace**