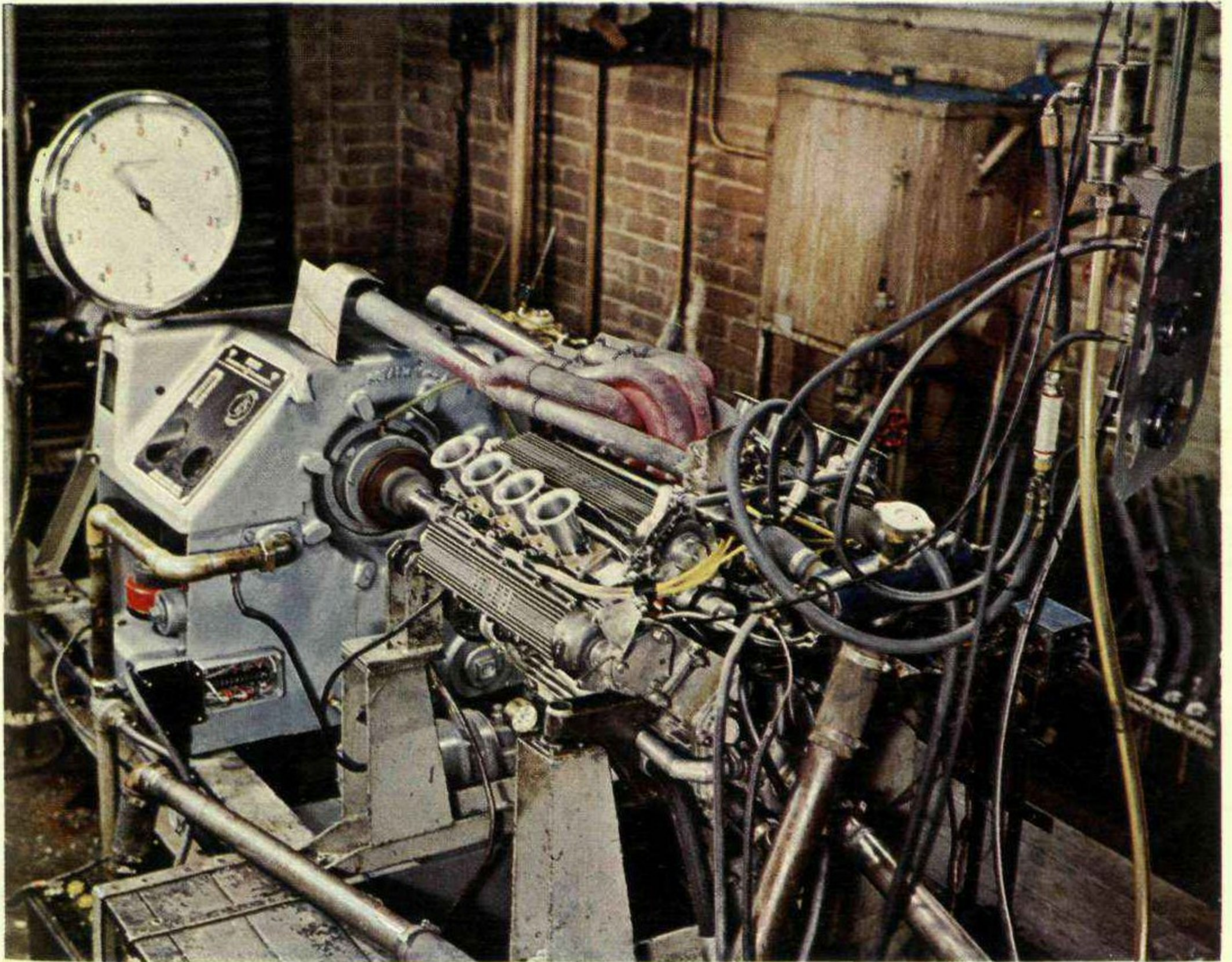


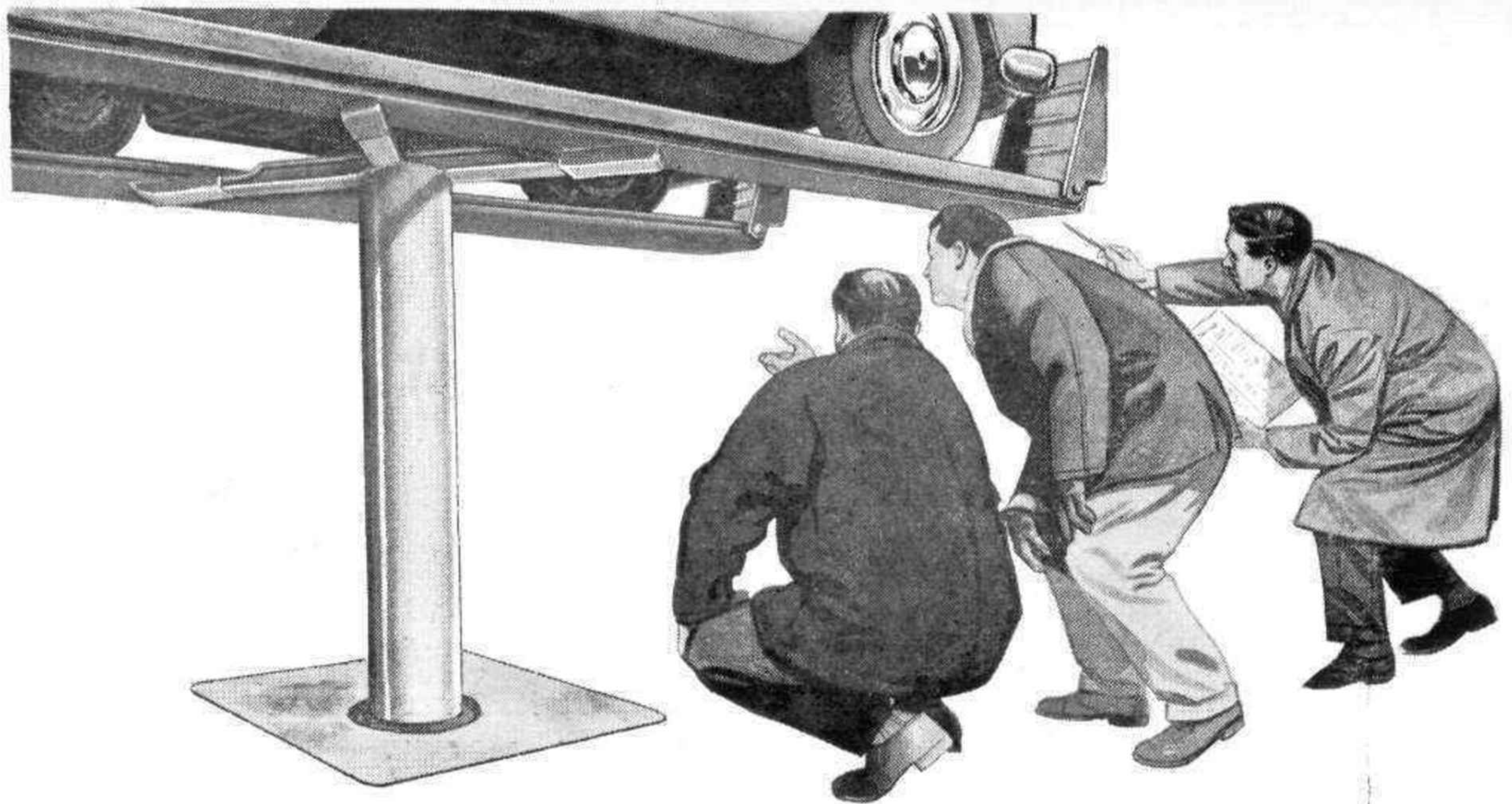
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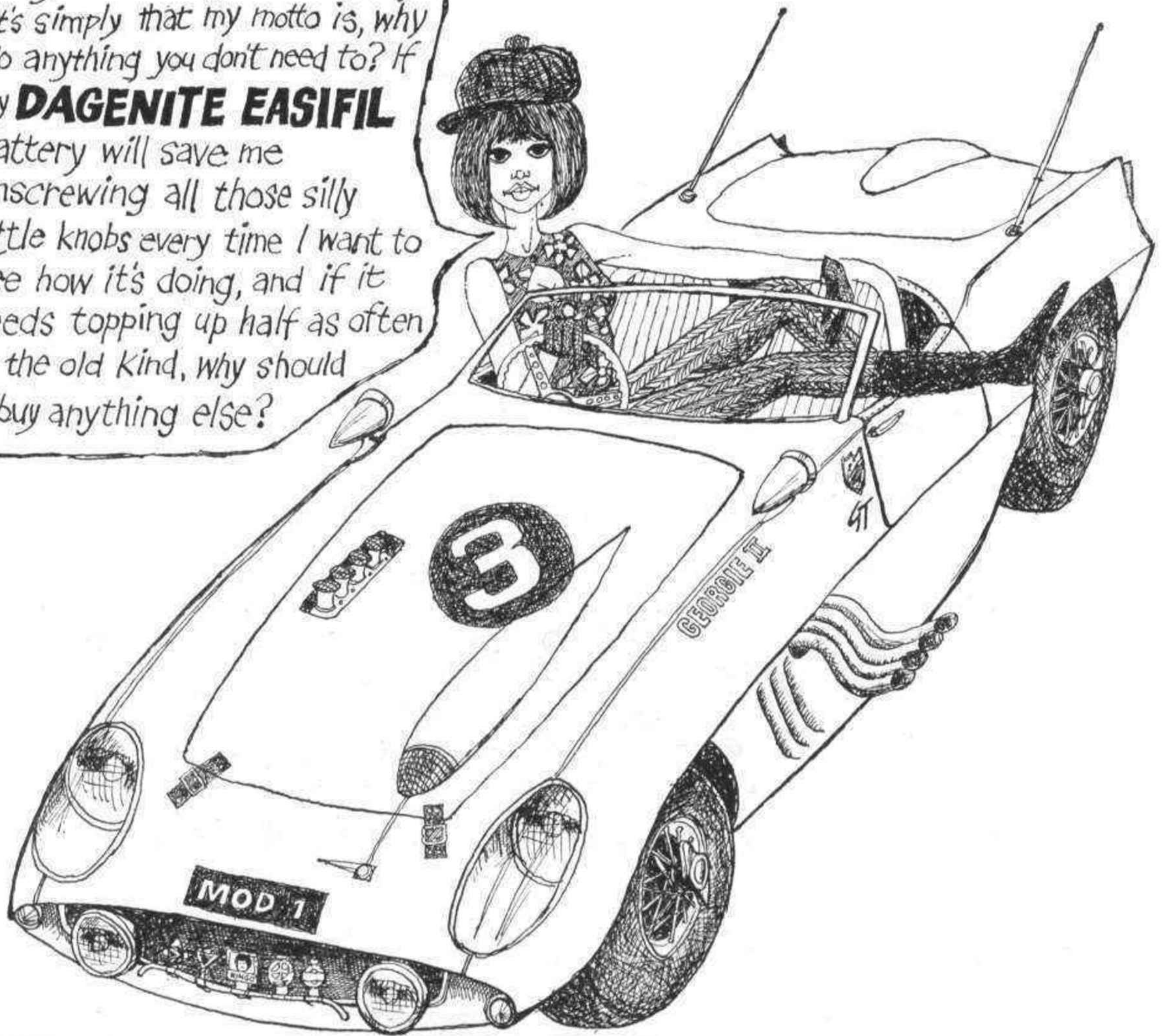
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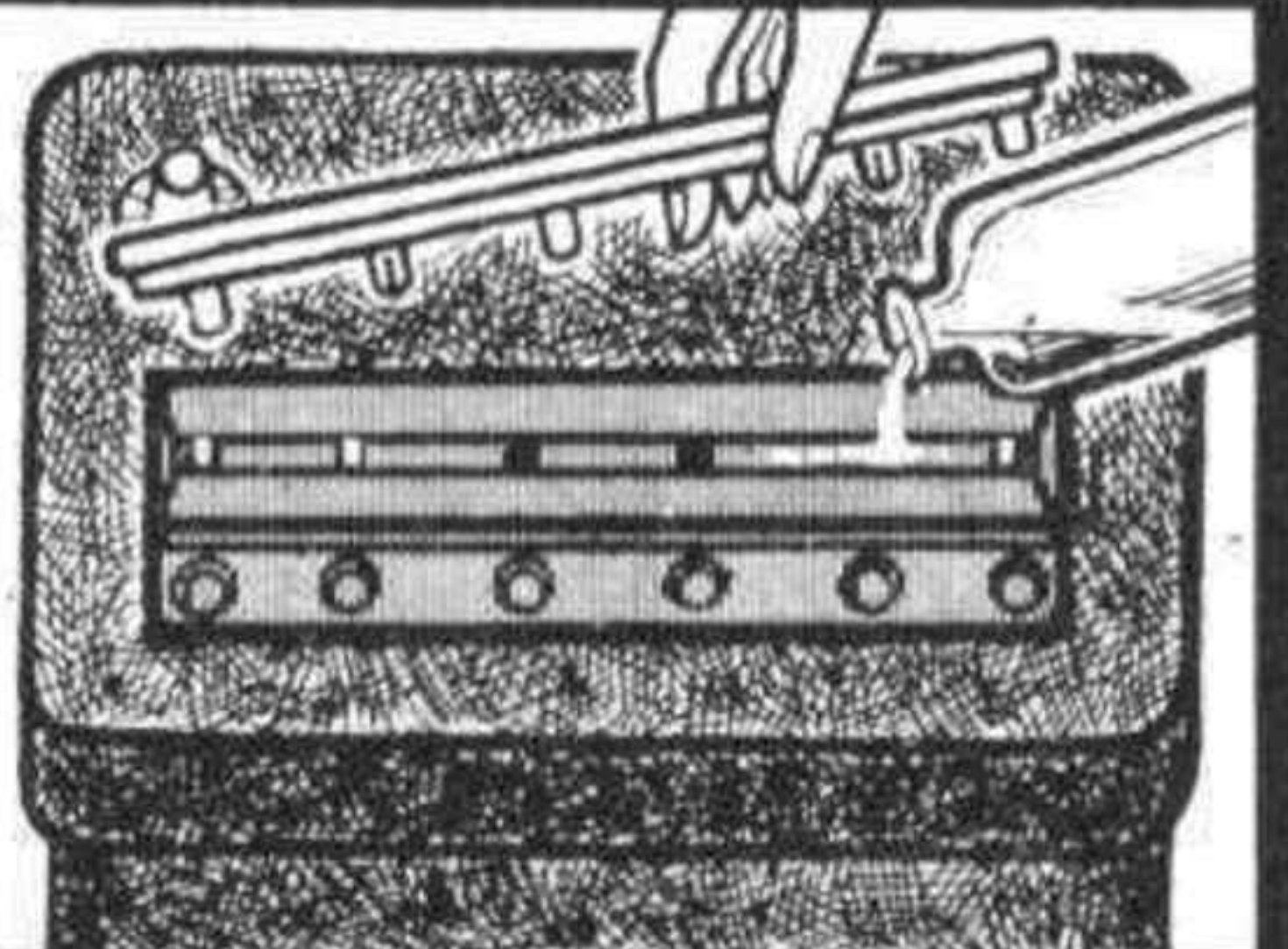
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Please send me free booklet "100,000 Mile Mini Test", and Q20-50 literature, with names of local stockists.

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MS2

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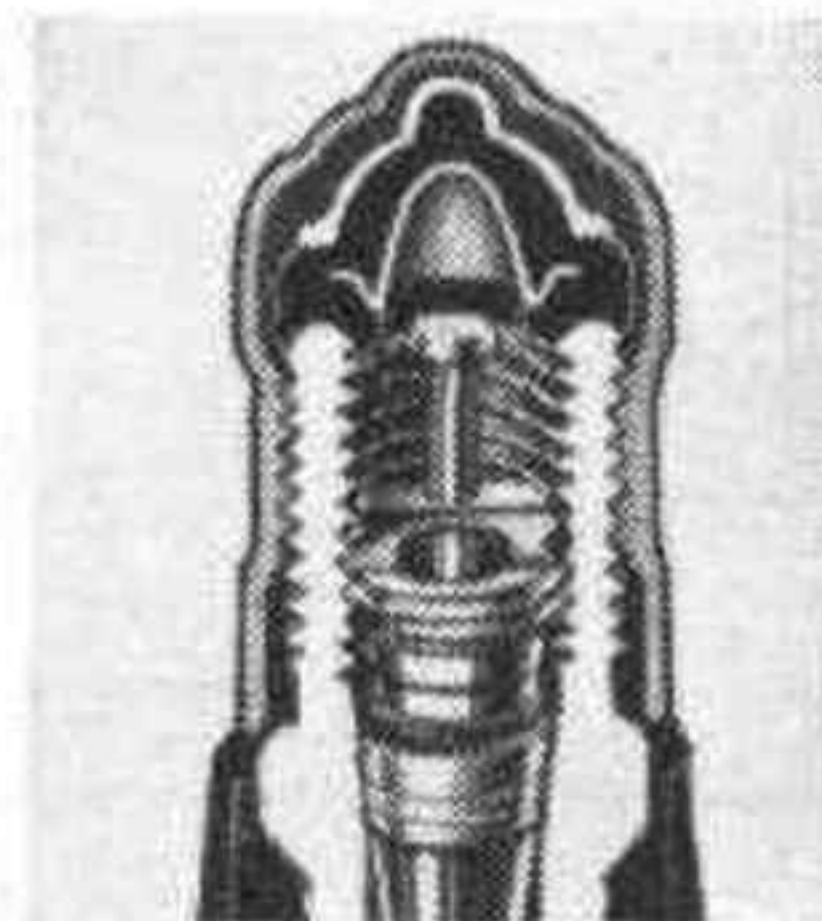
Schrader makes the tyres last longer



Wheels naturally pick up dirt

You put air into your tyres but the important thing is to keep it there. The Schrader valve helps you do both these things. Wheels naturally pick up their quota of dirt and grit and the valve is in a vulnerable position. The core — this

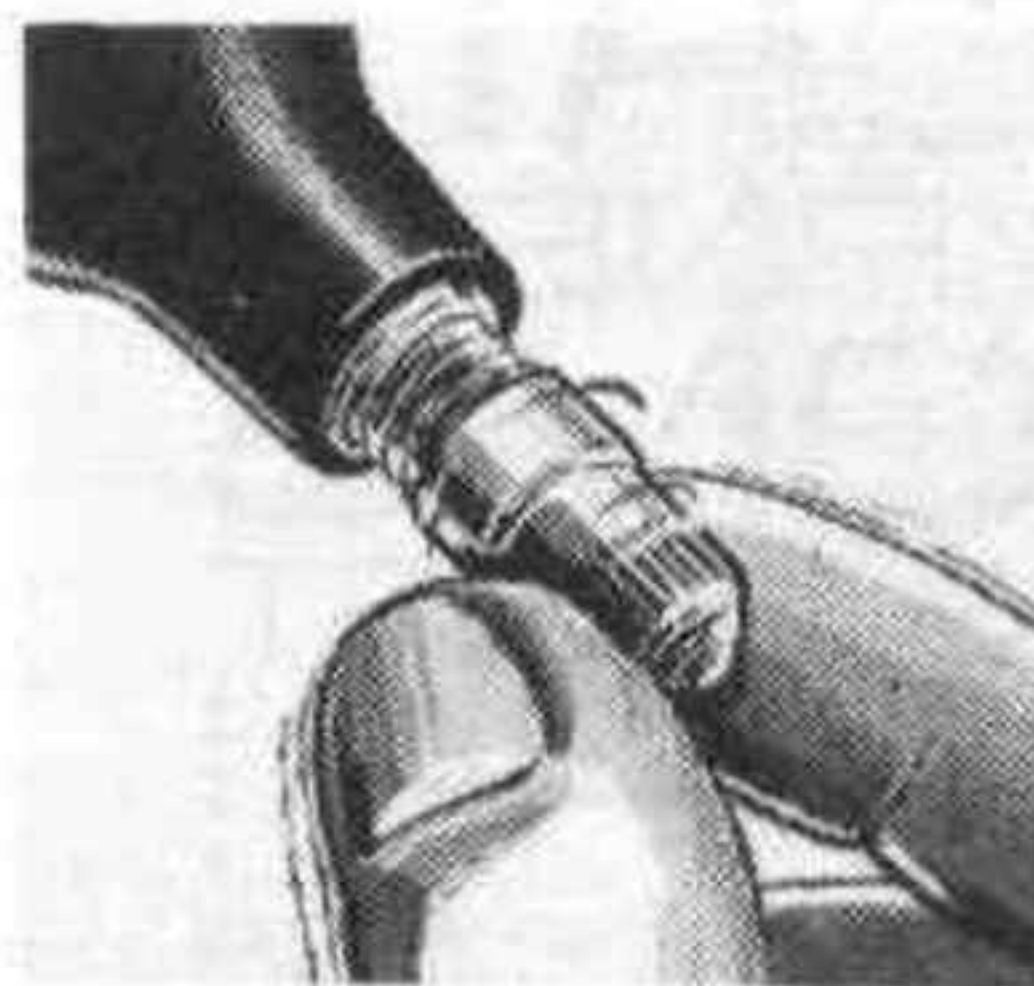
one-and-a-quarter inches of precision engineering — needs protecting. That's the first function of a valve cap. But Schrader go farther than this. Schrader metal valve caps have built-in secondary seals which, at finger tightness, seal up to 250 lb. A double seal on the



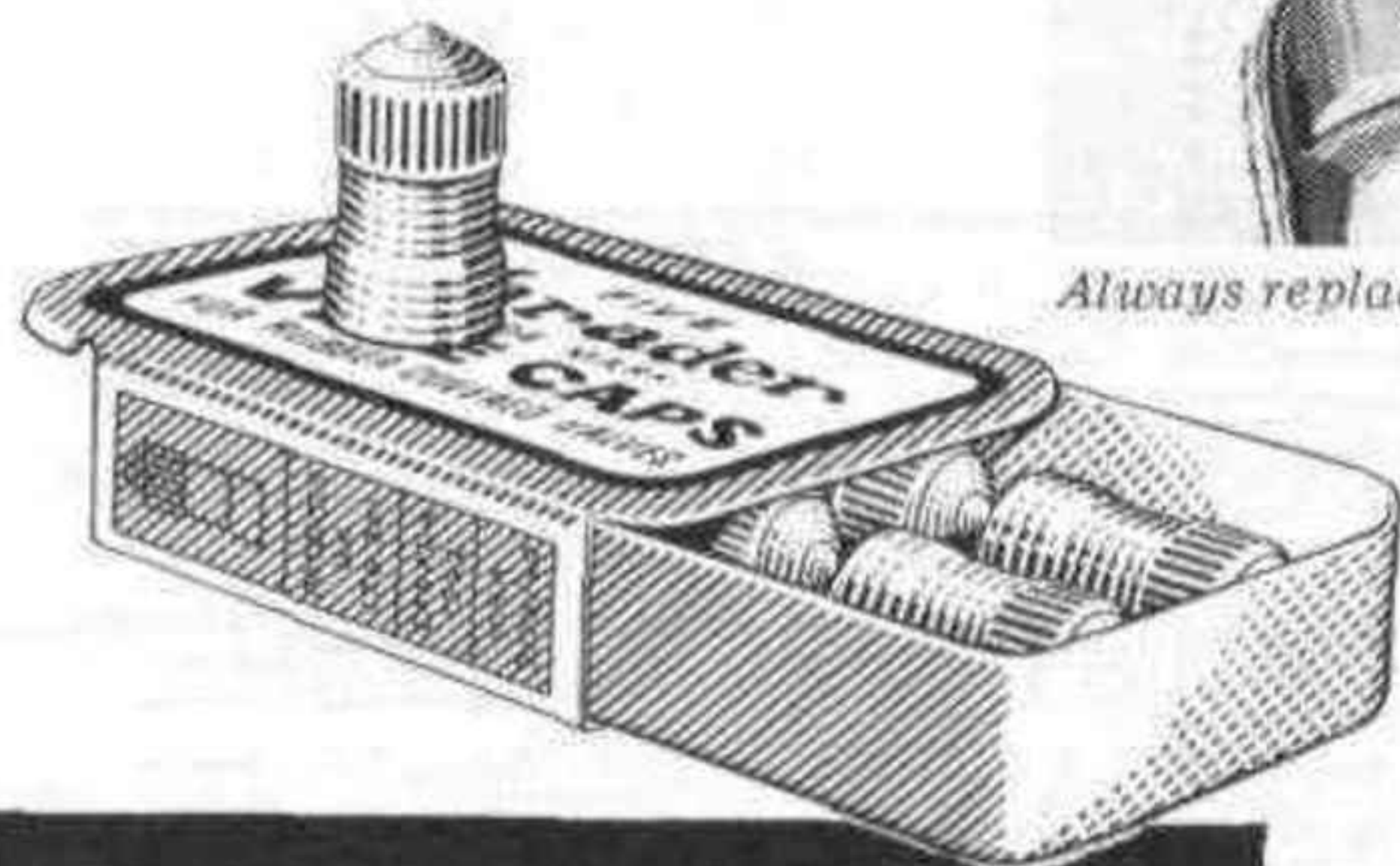
Schrader cap has built-in sealing unit

valve, plus the protection of the core, are safeguards you cannot

ignore. Always refit the caps after tyre servicing and replace any which are missing. Remember, you double-seal your valves with Schrader valve caps. Always carry a box of spares.



Always replace the valve cap



yes, **Schrader**® makes the tyres last longer

Schrader valve caps are obtainable at garages, accessory dealers and at all branches of Halfords

A. SCHRADER'S SON, TYBURN ROAD, ERDINGTON, BIRMINGHAM 24



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Bond do.

The Bond Equipe G.T.4.S. is built by hand.

The reinforced glass fibre body is hand moulded, and incidentally, totally rustproof. The doors are hand-hung. The roof lining is hand-trimmed by a gentleman using infinite skill and a pair of scissors. The various accessories are hand-fitted.

Then seven coats of paint are sprayed on (by hand too, of course).

The result is a very special car.

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The Bond Equipe G.T.4.S. is built by Bond in association with Standard Triumph and carries a 12,000 mile/12 month warranty. It's powered by the nippy but frugal 67 B.H.P. Triumph Mark II Spitfire Engine. It has the

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HANDLED
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tiny Triumph Herald turning circle. Its front wheels have Triumph disc brakes and all four of its wheels have Triumph independent suspension. It sits on that marvellously strong Triumph all steel chassis.

So, as well as having a very definitely and delightfully different car, you have always available the full Standard Triumph dealer servicing network.

Its Ex works price incl. Purchase Tax is £829-5-5d. and this includes heater, windscreen washers and twin reversing lights. It will seat, very comfortably, 4 people. Its boot will take an orgy of shopping. Its parcel shelf and glove box will absorb a mass of clutter.

It has lots of room.

If you feel you have room in your life for it, you can find it at many Standard Triumph dealers.

To find out which, write Bond Cars, Preston, Lancs. It's not a car in a million, the Bond Equipe G.T.4.S.

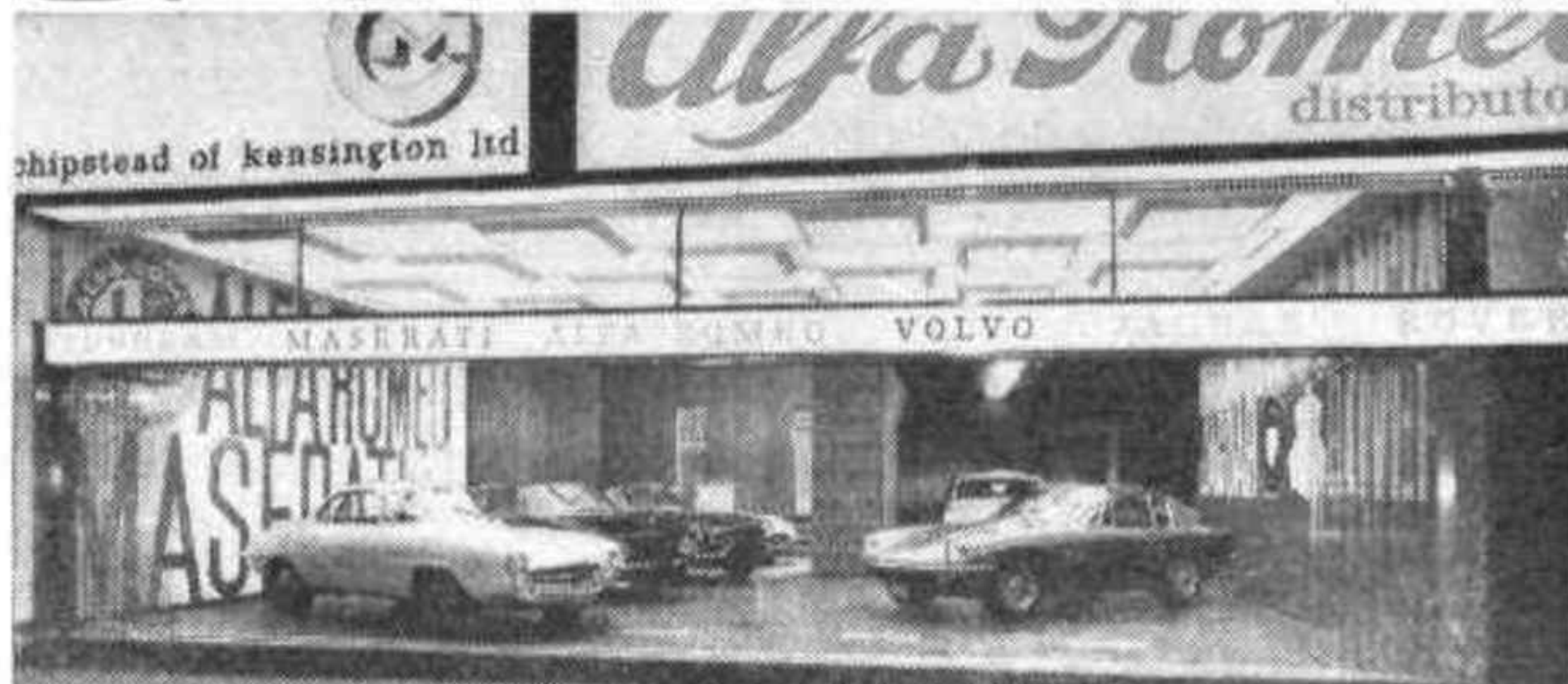
That's one of its charms.



Built by Bond in association with Standard Triumph.

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FOR STRENGTH AND SAFETY AT SUSTAINED SPEEDS UP TO 130 MPH

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<p>HUMBROL SPRAY PENETRATING OIL For reaching inaccessible parts in and around the engine. For garage, workshop and home. 4oz. Aerosol. 3/6d</p> <p>3/6</p>	 <p>HUMBROL CHROME-GLO Shines and protects all bright metals. The economy tin costs only 1/9d.</p> <p>1/9</p>	 <p>HUMBROL UPHOLSTERY PAINT Restores that new look to P.V.C. and plastics 3/6d per tin. Also available-leather upholstery paint 3/6d per tin.</p> <p>3/6</p>
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MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

FORTY-FIRST YEAR OF PUBLICATION

MATTERS OF MOMENT

ANTICIPATION

Last month we referred to the greater variety which should enliven the 1965 motor-racing season. Certainly it is possible to look forward to this year's races with considerable anticipation.

In the field of Grand Prix racing there is interest in speculating on how effective the new flat-16 Coventry-Climax engine will be in the hands of those fortunate enough to acquire one of these exciting power units. On paper this is a splendid piece of design work but it has come at the very end of the 1½-litre Formula, is untried on the circuits and in limited supply, so that it is by no means certain that the Brabham, Cooper and Lotus cars thus powered will walk away from cars with the older Coventry-Climax V8 engines, or the B.R.M.s, which use their own make of racing engine. Couple this with speculation as to whether Honda will this season reach race-winning form, and the G.P. prospect is entirely encouraging. Already, at Brands Hatch, Spence in a Lotus has won our first important F.1 race.

The prospects in the sports-car and GT sphere are equally promising. There is the interest of seeing whether Ferrari, who has now dominated the Le Mans 24-hour race for five years in succession, can again stave off the threat of the American-engined GT cars; in this and the other classic long-distance races, the opposition embracing as it does cars like Carroll Shelby's Ford GTs, the Lola Type 70, the Lotus 30, the McLaren-Elva, the Repco-Brabham BT17 and the A.C. Cobras, etc. They use 4.7-litre Ford V8 engines with the exception of the McLaren-Elva which initially has a 4.5-litre Oldsmobile V8 engine. The Anglo-American challenge to Italy is heavily loaded and already the Ford GT, which made fastest lap in Phil Hill's hands at Le Mans last year, has finished in first and third places in the recent Daytona Continental 2,000 kilometres race. But can they vanquish the experienced Enzo Ferrari on European circuits? With such a question in the air and multi-litre GT cars battling for top honours, this class of motor racing will be far from dull.

Then there is the added interest of which tyres the successful cars will be shod with, for although Dunlop gained supremacy over the Italian constructors of racing tyres some years ago, this year the American Goodyear and Firestone Companies, the latter supplying all the tyres for the Indianapolis 500-Mile Race up to this year, and both making tyres for Land Speed Record

cars, will be competing directly against Dunlop. As in some quarters there is a belief that the tyre manufacturers keep back some of their rubber technique, letting out improvements to racing tyres a step at a time, rather as the pre-war record-breakers earned better bonus money by improving on a given speed or distance in gradual stages, it is possible that different tyres will be successful at different periods during the season.

Clearly, there is much to anticipate in the coming racing season. Further vivid attempts to lift the Land Speed Record above Arfons' 536.7 m.p.h. and to better Campbell's 403 m.p.h. with a "conventional" car are in the wind. New engines, Honda included, will enhance the interest in F.2 racing. Then the inclusion of front-engined 2½-litre cars in Historic Car races will enliven this popular aspect of the Sport, although one hopes that such cars will be properly prepared and run on the correct fuel, for otherwise they could be damp squibs, at the mercy of the Hon. Patrick Lindsay's pre-war E.R.A. Remus. As much of the appeal of such racing is a knowledge of the background of the competing cars, it is also to be hoped that the histories of the post-war interlopers will be correctly ascertained and that every 250F Maserati, for instance, will not inevitably be referred to as Fangio's winning car. . . .

WAIT UNTIL EASTER!

Already organisers have paid the penalty of starting the British racing season before Easter, with the postponed B.R.S.C.C. Boxing Day Brands Hatch, a seriously curtailed B.A.R.C. programme at Silverstone on March 20th, and all B.R.S.C.C. racing suspended at Snetterton the following day, due to bad weather. The moral seems to be to revert to the tradition of regarding Easter as the proper time to open the new season.

I.R.S.

Although we were unable to accept Standard-Triumph's invitation to drive to Geneva in the new 104-b.h.p. Triumph TR4A with all-round independent suspension we acknowledge that here is another maker convinced that i.r.s. is a worthwhile improvement. We hope to publish a report on the new TR4A and improved 67-b.h.p. Triumph Spitfire sports cars later on.

This year's Brooklands Re-Union is scheduled to take place on the last Saturday in June.

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Front Cover Picture: A B.R.M. F.1 engine on test, fitted with one of the latest-type cylinder heads. The dynamometer is a HEENAN & FROUDE G490 E.H. It is an hydraulic dynamometer with elaborate electronic control gear capable of running up 14,000 r.p.m. and can cope with 600 b.h.p. In the picture the air cooling over the exhausts is not sufficient to stop them glowing red.

Motoring Sport Events for April

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 3rd	Mid-Cheshire M.C.	Oulton Park	Tarporley	Race Meeting (INT.)	11.30 a.m.*
April 3rd/4th	Aberdare M.C.	Perry's Garage	Brecon	Nutcracker Rally (R.)	9.00 p.m.
April 3rd/4th	Circle C.C.	Fortes	Oxford	Rally (R.)	10.30 p.m.
April 3rd/4th	Southsea M.C.	Wadhams Garage	Waterlooville, Hants	Rally (R.)	10.00 p.m.
April 3rd/4th	Rolls-Royce M.C.	Rolls-Royce Car Park	Derby	Rally (R.)	11.00 p.m.
April 3rd/4th	Fylde M.S.G.	Prizet Filling Station	Kendal	Rally (R.)	11.00 p.m.
April 4th	Jaguar D.C.	Blackbushe Airfield	Camberley	Sprint/Driving Tests (R.)	12 noon*
April 4th	B.R.S.C.C.	Longleat	Warminster	Hill-Climb (R.)	2.30 p.m.
April 4th	Alvis O.C.	Church Lawford	Rugby	Sprint (C.)	11.00 a.m.
April 4th	Maidstone & Mid-Kent M.C.	Brands Hatch	Farnham	Race Meeting (R.)	2.45 p.m.
April 4th	N. Staffs M.C.	R.A.F., Swynnerton	Stone, Staffs	Driving Tests (C.)	2.00 p.m.
April 4th	Lanes & Cheshire M.C.	Town Hall	Macclesfield	24th Derbyshire Trial (R.†)	10.30 a.m.
April 4th	B.R.S.C.C.	Mallory Park	Hinckley	Sprint (C.)	2.00 p.m.
April 4th	B.A.R.C. (Yorks)	Stockton Farm	Harewood, Nr. Leeds	Hill-Climb (N.B.)	1.00 p.m.
April 10th	Aston Martin O.C.	Wiscombe Park	Axminster	Hill-Climb (C.)	1.30 p.m.
April 10th	Lanes & Cheshire C.C.	Oulton Park	Tarporley	Race Meeting (R.)	12 noon*
April 10th	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (INT.)	1.30 p.m.
April 10/11th	York M.C.	Castle Garage	York	Rally (R.)	11.00 p.m.
April 10/11th	Sussex C.C.	Maresfield Garage	Maresfield	Rally (C.)	9.00 p.m.
April 10/11th	Invaders M.C.	Swan Filling Station	Newbury	Rally (R.)	11.00 p.m.
April 10/11th	750 M.C. (S. Downs)	Longmoor Camp	Petersfield, Hants	Two-Day Trial (C.)	11.00 a.m.*
April 11th	B.A.R.C. (N. Thames)	Blackbushe Aerodrome	Camberley	Slalom (C.)	1.00 p.m.
April 11th	B.A.R.C. (N.W.)	The Promenade	New Brighton	Sprint (R.)	1.30 p.m.
April 11th	Railton O.C.	Blackbushe Aerodrome	Camberley	National Meeting	11.00 a.m.
April 11th	Lanes A.C.	Town Hall	Manchester	Manchester/Blackpool Veteran Rally	8.30 a.m.
April 11th	M.G. C.C. (S.E.)	Brands Hatch	Farnham	Speed Trial (R.)	1.00 p.m.
April 11th	Yorks S.C.C.	Castle Howard	Malton, Yorks	Hill-Climb (N.B.)	12 noon
April 11th	Aston Martin O.C.	Wiscombe Park	Axminster	Hill-Climb (N.B.)	1.30 p.m.
April 11th	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting (R.)	2.00 p.m.
April 11th	Hampton & Dist. M.C.	"Queen's Head"	Water Oakley	Driving Tests (C.)	2.00 p.m.
April 16/17th	M.C.C.	See Footnote	See Footnote	45th Land's End Trial	7.00 p.m.
April 17th	B.R.S.C.C. (N.)	Rufforth	York	Race Meeting (R.)	2.00 p.m.
April 17th	B.R.S.C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (R.)	2.00 p.m.
April 18th	B.A.R.C. (S.W.)	Brunton (A338)	Andover/Salisbury	Hill-Climb (C.)	2.00 p.m.
April 18th	Taunton M.C.	St. Audries Bay	Williton	Hill-Climb (C.)	2.00 p.m.
April 18th	Mid-Surrey M.C.	Brands Hatch	Farnham	Speed Trial (R.)	1.00 p.m.
April 18th	Austin Healey Club	Blackbushe Aerodrome	Camberley	Slalom (R.)	12 noon
April 18th	B.A.R.C. (E. Midlands)	Nanby Hall Farm	Cadeby, Leics	Autocross (C.)	2.00 p.m.
April 19th	Notts S.C.C.	Silverstone	Towcester	Race Meeting (R.)	2.00 p.m.
April 19th	B.R.S.C.C.	Mallory Park	Hinckley, Leics	Race Meeting (C.)	2.00 p.m.
April 19th	Chess Valley M.C.	Casiobury Park	Watford	Autocross (R.)	1.30 p.m.
April 19th	B.A.R.C.	Goodwood	Chichester	Race Meeting (INT.)	1.30 p.m.
April 19th	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (R.)	2.30 p.m.
April 19th	Darlington & Dist. M.C.	Croft Autodrome	Darlington	Race Meeting (R.)	2.00 p.m.
April 19th	B.R.S.C.C.	Brands Hatch	Farnham	Race Meeting (C.)	2.15 p.m.
April 24th	500 M.R.C. of Ireland	Kirkistown	Newtownards	Race Meeting (C.)	1.30 p.m.
April 24th	B.A.R.C.	Brands Hatch	Farnham	Race Meeting (C.)	1.30 p.m.*
April 24th	750 M.C.	Castle Combe	Chippenham	Practice Day	10.30 a.m.
April 24/25th	Borough 19 M.C.	Ron Stoneham's Garage	Beckenham	Rally (C.)	9.00 p.m.
April 24/25th	R.A.F. M.S.A.	R.A.F., Locking	Locking	Alrite Rally (R.)	11.00 p.m.
April 25th	Severn Valley M.C.	Loton Park (B 4393)	Shrewsbury	Hill-Climb (N.B.)†	2.30 p.m.
April 25th	Romford E.C.C.	Snetterton	Thetford	Race Meeting (R.)	12.30 p.m.*
April 25th	Hants & Berks M.C.	"Little Chef," Privett	Alton, Hants	Exercise Run (C.)	12 noon
May 1st	Maidstone & Mid-Kent M.C.	Silverstone	Towcester	Race Meeting (N.B.)	1.30 p.m.

Footnote: Starting points Kenilworth, London and Launceston, in that order. Standard starting time: 7 p.m., Friday, 16th April. Finishing point: Newquay.

* At the time of going to Press the official starting time had not been announced and we have suggested these times for those wishing to spectate.

† Trials Championship event.

AUSTRALIAN RACES

WARWICK FARM (February 14th)

Races used to be Cooper-benefits, but they now look like becoming Brabham-benefits, and the Warwick Farm race would have been but for that well-known Scot and his well-known Cheshunt car, though Graham Hill in the Scuderia Veloce car was all set to win when steering trouble dropped him back.

45 Laps—164 Kilometres

1st	J. Clark (Lotus 32B-Climax 2½-litre)	1 hr. 11 min. 06.8 sec.—	140.012 k.p.h.
2nd	J. Brabham (Brabham-Climax 2½-litre)	1 hr. 12 min. 08.1 sec.	
3rd	F. Matich (Brabham-Climax 2½-litre)	1 hr. 12 min. 13.5 sec.	
4th	B. Stillwell (Brabham-Climax 2½-litre)	1 hr. 12 min. 44.1 sec.	
5th	G. Hill (Brabham-Climax 2½-litre)	1 hr. 12 min. 55.6 sec.	
6th	J. Palmer (Brabham-Climax 2½-litre)	1 lap behind	

Fastest lap: J. Clark (Lotus), 1 min. 33.7 sec.—141.503 k.p.h.

AUSTRALIAN GRAND PRIX (March 1st)

After many misfortunes in the Tasman series, Bruce McLaren at last scored a win, with his team-mate Phil Hill backing him up. For once Clark was not in the picture. The first three cars were all on American tyres—Ho, hum!

Longford, Tasmania—26 Laps—188 Kilometres

1st	B. McLaren (Cooper-Climax 2½-litre)	61 min. 10.9 sec.—184.620 k.p.h.
2nd	J. Brabham (Brabham-Climax 2½-litre)	61 min. 14.1 sec.
3rd	P. Hill (Cooper-Climax 2½-litre)	61 min. 15.8 sec.
4th	G. Hill (Brabham-Climax 2½-litre)	61 min. 18.8 sec.
5th	J. Clark (Lotus-Climax 2½-litre)	61 min. 19.3 sec.
6th	B. Stillwell (Brabham-Climax 2½-litre)	62 min. 25.1 sec.

Fastest lap: J. Brabham (Brabham-Climax), 188.383 k.p.h.

SANDOWN PARK (February 21st)

Not only did Clark and his Tasman Lotus receive a set-back in the Sandown Park race, when Brabham beat him, but for a change Dunlop tyres did not support the winning car. Brabham was using Goodyear tyres, while Phil Hill in third place was on Firestones, making the British tyres the meat in an American rubber-sandwich. This could be a sign of things to come in Grand Prix racing.

54 Laps—170 Kilometres

1st	J. Brabham (Brabham-Climax 2½-litre)	1 hr. 02 min. 57.7 sec.—	165.806 k.p.h.
2nd	J. Clark (Lotus 32B-Climax 2½-litre)	1 hr. 03 min. 02.3 sec.	
3rd	P. Hill (Cooper-Climax 2½-litre)	1 lap behind	
4th	B. McLaren (Cooper-Climax 2½-litre)	2 laps behind	
5th	J. Palmer (Brabham-Climax 2½-litre)	3 laps behind	
6th	B. Stillwell (Brabham-Climax 2½-litre)	3 laps behind	

Fastest lap: J. Brabham (Brabham-Climax), 1 min. 08.6 sec.—162.829 k.p.h.

LAKESIDE RACES (March 7th)

Brabham and McLaren were missing from this race, as Clark had already clinched the Tasman Championship, so the Lotus driver was unchallenged.

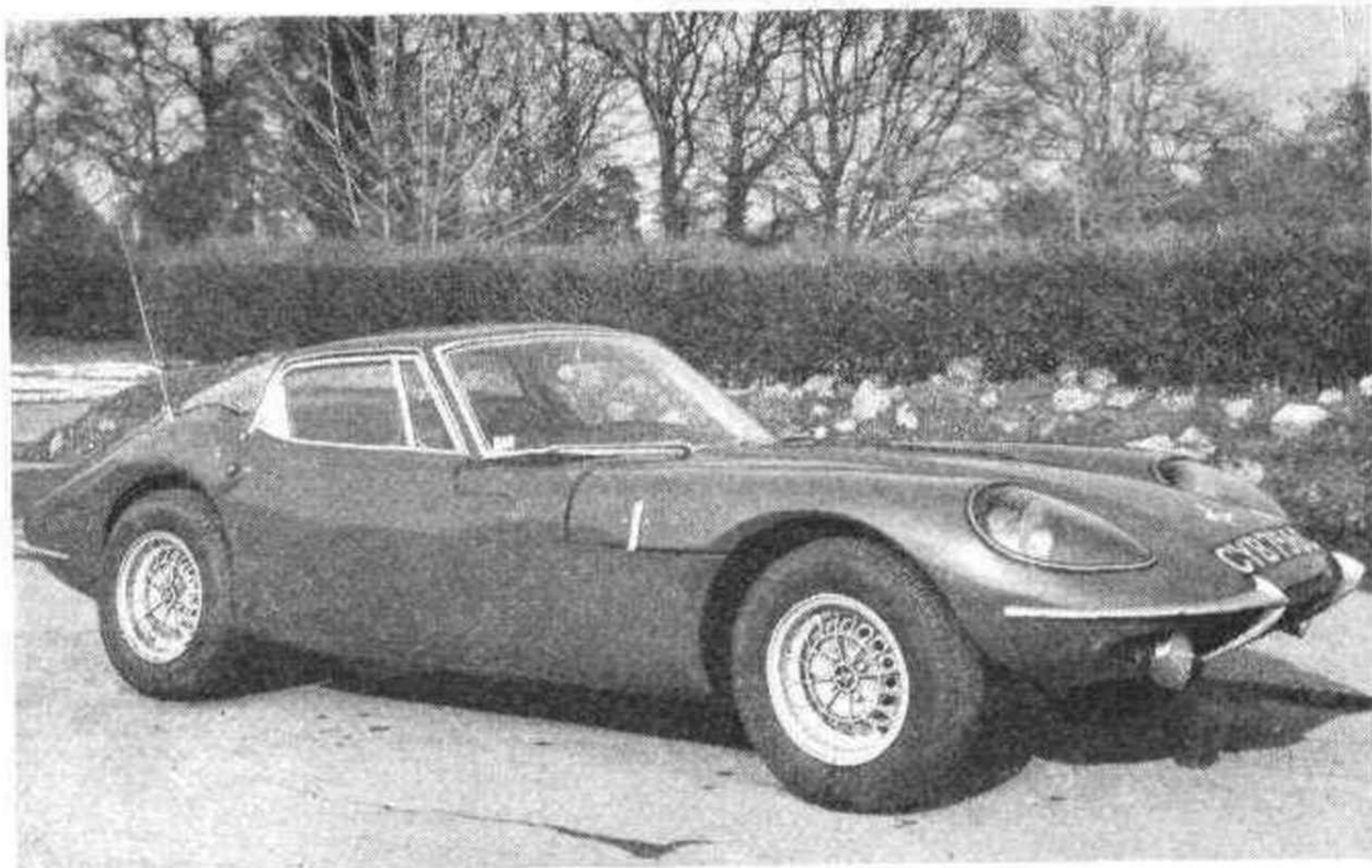
Australia—160 Kilometres

1st	J. Clark (Lotus-Climax 2½-litre)	63 min. 13.3 sec.—153.532 k.p.h.
2nd	F. Gardner (Brabham-Climax 2½-litre)	2 laps behind
3rd	S. Martin (Brabham-Climax 2½-litre)	3 laps behind
4th	K. Grant (Brabham-Climax 2½-litre)	4 laps behind
5th	G. Cusack (Brabham 1½-litre)	4 laps behind
6th	I. Geoghegan (Lotus 32)	6 laps behind

Fastest lap: J. Clark (Lotus-Climax 2½-litre), 54.9 sec.—158.295 k.p.h.

THE MARCOS 1800

EYE-CATCHER.—The Marcos 1800 with its overall height of 41½ in. is definitely an eye-catcher and the test car finished in red with black interior was exceedingly smart. Push-button door handles and vertically sliding windows are used, while the Marcos aluminium wheels are an optional extra.



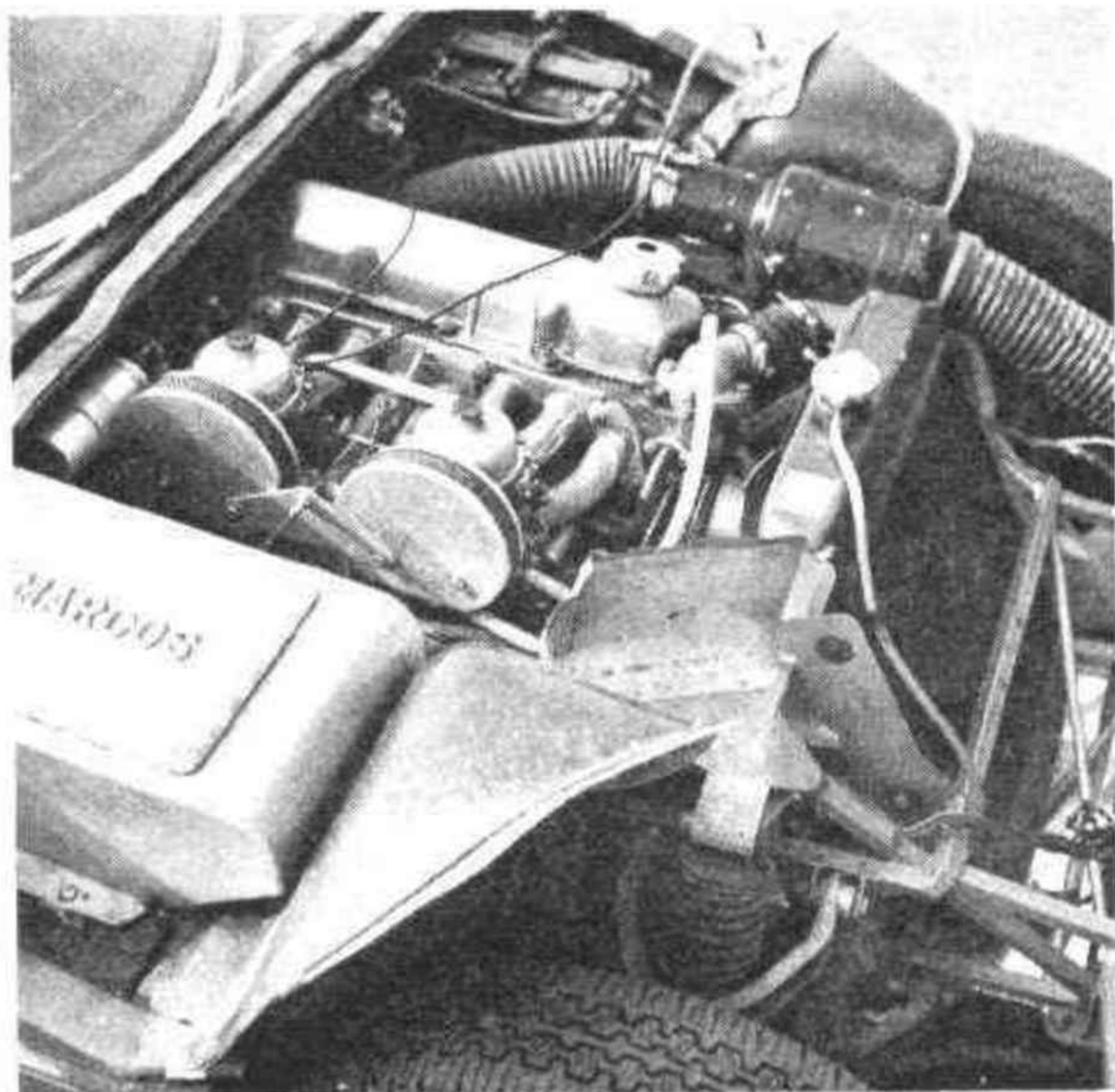
A LOT of pleasant things in this motoring world of ours might never have happened had the Editor not sparked off the beginnings of the 750 Motor Club way back in 1939. This was brought to mind when I visited Marcos Cars Ltd. at Bradford-on-Avon, for the name Marcos is derived from Jem Marsh and Frank Costin, and Marsh did all his early special building and racing under the 750 Club Formula. Colin Chapman, Len Terry and Eric Broadley all used the splendid 750 Club racing activities as a spring-board to greater things and no doubt some of today's racers in 750 and 1172 Formula racing will also rise to great heights in the manufacturing world. All car manufacturers must have started as special-builders, Sir William Lyons, Sir Herbert Austin, Lord Nuffield and even the Hon. Rolls and Mr. Royce could all have been classed as special-builders in their early days. Inevitably, a successful special encourages the builder to try for better things and, depending on various factors, can lead to becoming a manufacturer in his own right. Things are much easier today than they were for the pioneers, for organisations like the 750 M.C. exist for the benefit of the special-builder to enable

him to race, test, develop and prove his special, which may subsequently prove to be a prototype.

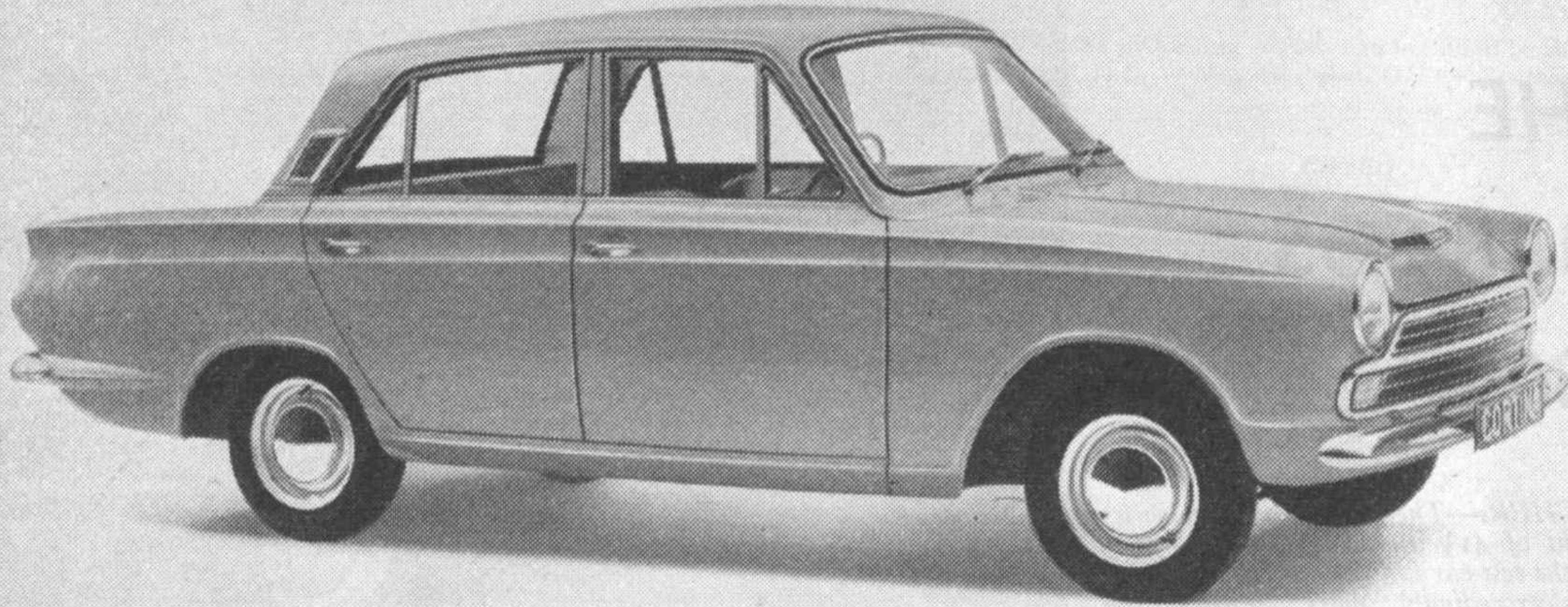
Jem Marsh did a lot of club racing with Austin 7 specials and then formed Marcos with Frank Costin and they built the hideous-looking but very effective plywood Marcos-Ford coupé which won so many club races. Those were early prototype days and they were not worried about looks, they were more intent on proving the basic design and construction of the car. The principle of a wooden monocoque construction came from Costin who had experience with aircraft at de Havilland, and while the car proved itself in 1,000 c.c. GT-type racing Marsh realised that there was a very limited market for a competition coupé, but finances prevented him from expanding away from the racing world. However, fate was on his side and while back home in Bath one day he contacted Commander Greville Cavendish, a local man with an immense passion for motor cars and an enthusiasm for special-building. Cavendish was intrigued with the Marcos wooden-construction principle and agreed to put up the finance to get Marcos Cars into the manufacturing business and in 1963 the firm was installed in an old woollen-mills in Bradford-on-Avon. By this time Costin had moved on to other projects and Denis and Peter Adams took charge of the design work, the former concentrating on body design and the latter on the mechanical side. The first step was to improve the 1,000 c.c. GT coupé, but the real work was on an entirely new car, which made its appearance at the 1964 Racing Car Show. This was the Volvo-engined Marcos 1800, which undoubtedly stole the show, and even though it was very much a prototype and only just finished in time, it received acclaim from everyone for its styling and general conception as well as its finish and detail work. While everyone was thinking that you had to have "iore" or "one" or "ina" at the end of your name to design a really pretty GT coupé, Denis Adams and Marcos appeared on the scene and disproved this.

The early part of 1964 was spent in getting the Show car into a production form and a year later the 1800 was well under way, with two cars being completed each week and provision for five a week being on the way. When I visited the factory there were nine cars in the process of building, from the first sheet of laminated marine-ply to a car awaiting the arrival of its new owner. Two cars a week may sound infinitesimal, but the Marcos 1800 is a hand-made car in the true sense of the word and the firm is very young by industry standards. The Editor was with me when we looked at the construction of the Marcos 1800 and his first reaction on being taken into the wood-working shop was that he was back in vintage days in the Bleriot-Whippet factory, but later he voiced the opinion that the Marcos really was a hand-made car and by comparison Rolls-Royce were mass-produced!

The chassis is made up of a series of marine-ply monocoque units cemented to a marine-ply base board, the thickness varying from 5-ply to an eighth of an inch, depending on the work it is doing. With modern adhesives plywood can be cemented together to give a joint at least as strong as welding sheet steel, if not stronger, and by the time the central backbone tunnel, the long boxes under the doors, the bulkheads fore and aft, the foot wells and the engine bay are all attached to the main floor the result is an immensely



RUGGED.—The fibre-glass one-piece bonnet hinges up at the front, rising to the vertical and well out of the way without the nose resting on the ground. The Volvo engine sits snugly between the chassis boxes forming the foot wells. Under the Marcos-named lid by the carburetors are the movable pedal assembly and master cylinders.



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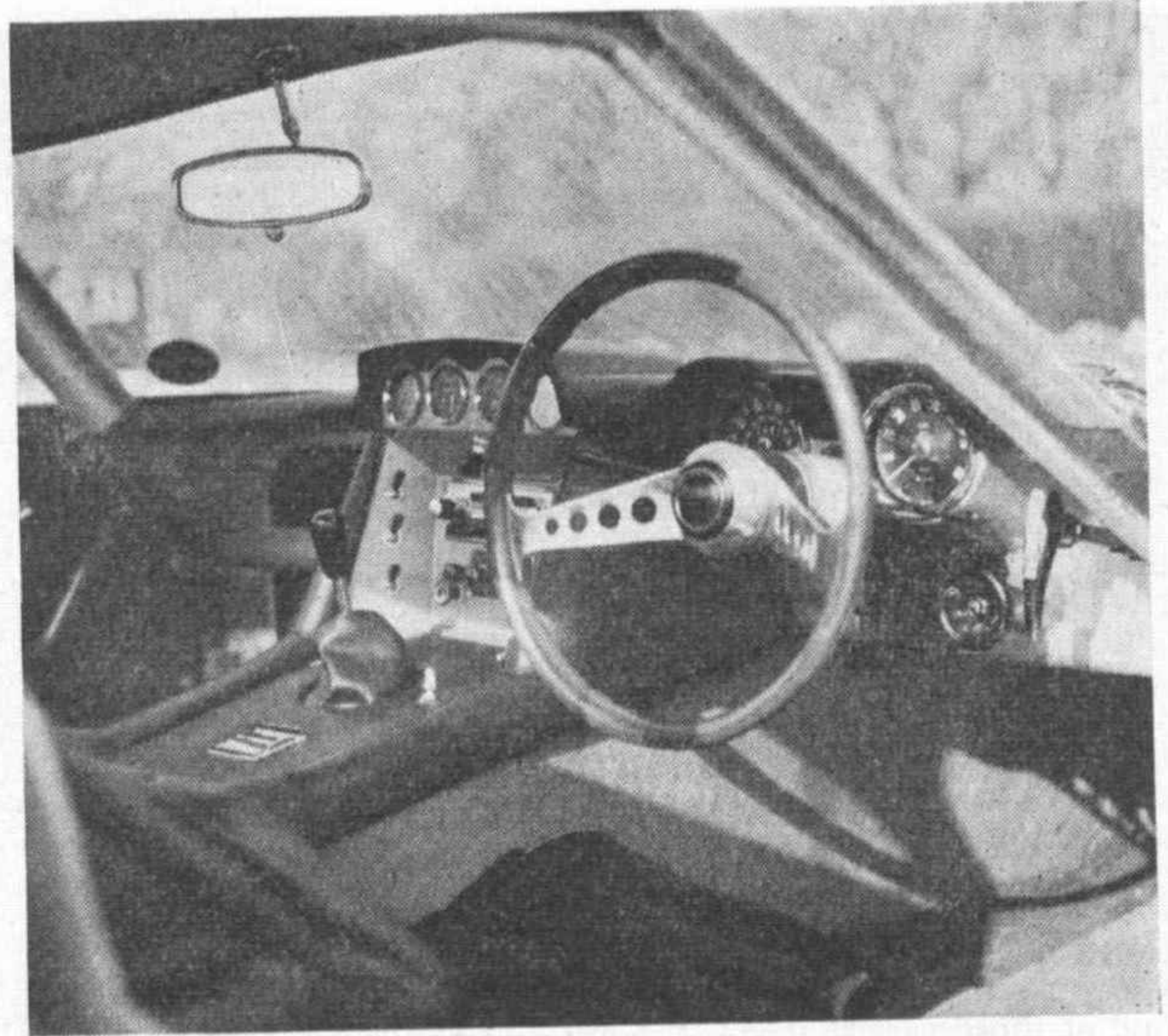
strong but extremely light structure. All the sections are cut and fitted on steel jigs, these being removed once the cement has set. The differential unit is mounted on steel brackets bolted to the rear of the central box member, and a space-frame of small square-section tubing bolts to the front bulkheads, either side of the engine bay and this space-frame carries the front suspension and steering, as well as things like the radiator and hinges for the one-piece bonnet. Before any mechanical components are fitted the completed monocoque, or multi-coque as it should be called, is inverted and given a coating of fibre-glass, not as protection from the elements, for marine-ply can cope with them, but to prevent damage by flying stones and gravel.

While all this is going on in the wood-working shop amidst the sound of buzz-saws and the smell of sawdust, the bodyshell is made in another building. The body is made from uncoloured fibre-glass on a very accurate mould and is in one piece from tail to bulkhead in front of the windscreen, but less doors and boot-lid, naturally. As the wooden chassis is a self-contained structure needing no further bracing the fibre-glass body is not stressed in any way, which helps enormously with the detail fitting of doors, windows and windscreen, etc. This fibre-glass shell is designed to be a "spring-fit" around the wooden chassis and once sprung into place it is bonded to the wood at all points, thus making a very leak-proof unit. The windscreen and side windows are of laminated glass and the rear window is Perspex, while door window surrounds are of aluminium. The rake of the windscreen is very noticeable and a lot of thought has gone into this, the glass being made specially for Marcos by Tudor. At first glance it appears to be a single curvature, but that would cause distortion and as distortion is non-existent from the driving seat, it is obvious that the shape is all-important. It consists of two flat sections, in front of the seats, a curved centre section and curved ends, and must be considered a triumph of glass manufacture by Tudor, to form the whole thing in one piece. Because the bodyshell is not taking any stresses it is possible to mount the windscreen on a jelly-like rubber compound that does not set hard and an aluminium surround seals the joint. Doors, boot-lid and one-piece bonnet are all of fibre-glass. A great deal of attention has been paid to the interior trim, the lining, the seats, the carpeting and so on all being to a very high standard, while even the boot is lined with a quilted material. With such a superb-looking body-shape it is nice to see similar trouble being taken over the detail finishing of the body both outside and inside, and the cellulose process on the bodyshell is done very carefully, a high degree of finish being achieved.

Front suspension is by unequal-length wishbones and coil-spring/damper units, with rack and pinion steering, and is a complete assembly "bought out" and similar to that used by Triumph. The rear suspension is Marcos manufactured and could be described as floating-de Dion, each wheel being carried on a forward facing fabricated arm, pivoted at the rear of the chassis. These two arms are joined by a tube with universal moving ends, both as regards rotation and changes in length. Fixed-length drive shafts, universally jointed at both ends, are used from the chassis mounted differential unit. Disc front brakes are used and inboard mounted drums at the rear, while rear suspension is by coil spring-damper units.

Wanting to build a car in the 2-litre class, Marsh studied the world's engines and settled on the 1800 Volvo unit, the Swedish manufacturers and agents being quite willing to supply him direct. Not only is the 4-cylinder o.h.v. Volvo engine known for its ruggedness, but it will obviously stand a lot of development. The Marcos 1800 uses a perfectly standard Volvo engine and gearbox, but Marcos inlet manifolds and twin Zenith-Stromberg carburettors are used and a Marcos exhaust system is fitted, these giving a slight improvement over the standard items, but at the same time preserving the inherent ruggedness and reliability of the Swedish engine. It is intentional to keep to standard production units, for the Marcos is a production road car rather than a competition coupé, but for anyone interested in more performance there is an engine development department at Bradford-on-Avon producing tuning equipment. Already there is a full 2-litre engine available, using larger bore Mahle pistons, three stages of camshaft development, two double-choke Weber carburettor layout, close-ratio gearbox and so on, and tuning development continues for Marcos intend to develop-through-racing, even though the 1800 is a road car rather than a racing car.

Having seen how the Marcos 1800 is built, the next thing was to find out how it performed, so a production model was taken away for three days and 550 miles. Naturally, a small-production firm like Marcos cannot keep a special Press Road Test car like the big manufacturers, so I was loaned a car that had done some 1,500 miles in the hands of Mrs. Cavendish. The seats in the



INTERIOR.—The cockpit of the Marcos 1800 is nicely finished, the stainless steel wood-rimmed wheel being near-vertical, which together with high-g geared steering encourages you to aim the car rather than steer it. The overdrive switch is to the right of the gear lever on the central box structure.

Marcos 1800 set a new standard in comfort and support, the driving position being on modern Grand Prix lines, of lying back at full stretch. With the seat being built into the chassis structure, variation in driver size is accommodated by mounting all three pedals on a cradle that travels fore and aft some 4 inches, operated by a quick-start screw thread, from a knob on the instrument panel. The disposition of the pedals relative to each other is perfect for all movements and especially heel and toe downward gearchanges, and as the movable carrier has the master cylinders mounted on it the pedal layout is the same in all positions, the levers hanging down from the carrier. The 14-inch wood-rimmed steering wheel is a two-spoke affair made of stainless steel and the spokes drop slightly from the horizontal to ensure they don't mask the speedo and rev-counter. Again, in G.P. fashion, the wheel is nearly vertical and you soon get into the way of pretending to be Jim Clark! Considering that this coupé is only 41½ inches high and, as a friend said "You have to get down on your hands and knees to get into it," once you are in the visibility is not only good, it is faultless and in more than 500 miles of varied motoring, from Motorway to London traffic, I did not find any "blind spots." The only limitation was in reversing down a drive, but then the easiest way was to "do a van-driver" and open the door and look round the side of the car. Before driving the car I fully expected to suffer from lack of vision and was prepared to accept a letter-box like view, but found it the complete opposite. Between the seats is the centre box section of the chassis and at the front of this is the main instrument and switch panel, including fuel gauge, oil pressure, and water temperature, as well as radio and heater controls. On top of the box is the gear lever for the 4-speed Volvo box and the over-drive switch which produces a fifth gear, after you have changed into fourth gear. A steering column stalk on the left selects side, head or dipped lamps, once a master switch has been pushed down, and a pull towards you flashes main beams. A right-hand stalk operates wipers, the horn button being in the centre of the steering wheel. On the right is a rather ineffectual pull-out handbrake that would not pass an M.O.T. test.

The Volvo engine has never been a particularly quiet unit, and even though Marcos have lined the engine bay with radio screening material, and the cockpit is well finished in carpeting, a lot of noise comes into the car under heavy throttle work, while the exhaust noise is far too loud for this type of car. This high noise level is a pity, for in a stark competition coupé it would not matter, but in such an elegant and well finished car it seems out of place. Also adding to this high noise level was the fact that the Pirelli Cinturato tyres were better for road-holding at 24 lb./sq. in. than the recommended 18 lb./sq. in. The steering has the incredibly good turning circle of 26 ft. 6 in., achieved by 2¾ turns from lock to lock, while on the open road, and even on fast roundabouts the steering is so high-g geared that only wrist-movement is required,

which blends nicely into the "full-stretch" driving position. The handling characteristics are an unbelievable degree of neutral-steer, in fact, too much neutral for my liking and a little understeer tendency would make it even better. This neutral character tended to make the car weave slightly at 100 m.p.h. and the rather firm suspension accentuates it. The cornering power of the car is incredibly high and I did not find a convenient corner or occasion to reach the limit, so took it to a test-track with a dry tarmac circle. On a fixed radius in 2nd gear I achieved "G" forces that became uncomfortable long before the limit of tyre adhesion was reached, but final oversteer came in very gradually. With such a low centre of gravity roll was non-existent.

The great charm of the Marcos 1800, apart from its looks, is its flexibility, brought about by an engine with excellent torque at 3,500 r.p.m., and sufficient acceleration in 5th gear at these revs. to pass things on the open road and go on up to 5,000 r.p.m. This is brought about by the remarkably low weight of 14 cwt. 3 qtr. 21 lb. (1,673 lb.) in complete road-going trim. On main road running the car is very fast about the place using only the overdrive switch, for it will run up to over 90 m.p.h. in direct-top, and the change into overdrive, which is 0.8 to 1, is so simple and smooth, especially if you treat the switch as a gear lever, and make clutch-less changes on the throttle pedal, that you tend to use it all the time. With a 3.9 to 1 final drive and the 0.8 to 1 overdrive, the car bowls along at 21½ m.p.h. per 1000 r.p.m. If you want to really hurry you use the gearbox and then it becomes one of those cars that you "point and squirt," rather than consciously steer and direct. A standing-start ¼-mile in 16.9 seconds speaks for itself, for this untuned 110 b.h.p., 1,800 c.c. car. There are lots of cars that are good fun to drive fast, but tedious and fussy to drive slowly, and vice-versa, but the Marcos suited any mood and had pleasant characteristics whether pottering or "playing bears." Unfortunately the engine in the test car had a horrid flat-spot in the carburation at 5,000 r.p.m. and there was a pause before it went on up to 6,500 r.p.m. and this kept the top speed down to about 107/110 m.p.h. (a speedo. reading of 118 m.p.h.) for the gearing was such that 5,000 r.p.m. in overdrive was just getting into its stride. If the carburation could be altered to give clean pulling at these revs. it would undoubtedly go on up to 110-115 m.p.h. This is with the standard power unit giving 110 b.h.p.; the 2-litre highly tuned 155 b.h.p. unit would really make the Marcos a fast car, but would inevitably lose flexibility which is one of the great charms of the standard car. On the open road it is happiest at 85/90 m.p.h., these speeds being a natural all-day cruising gait, and at night the four headlamps permit 80 m.p.h. cruising on known roads, the outer pair staying on for dipped beam.

The exact mileage done in the car could not be logged as the Smith's speedo. broke after 406 miles, and fuel consumption could not be checked, but it would obviously depend on the manner of driving, for it could be cruised gently along in 5th gear at 2,000 r.p.m. or really rushed along at 5,500-6,500 r.p.m. using the gearbox. There was no reserve tap so the rather inaccurate Smith's contents gauge had to be used, and a bare 200 miles could be done before panic set in and I could no longer stand the sight of the gauge needle sitting resolutely on "Empty." While the handling and ride was good enough for main roads, it was very choppy on undulating roads and came out very badly on "ride-assessment"

over our local test strip, but though hard, the ride was not unpleasant or uncontrollable, but it was very much "sports-car." A reduction of tyre pressures improved things, but at the cost of not so good handling. Another criticism was a "jump" in the steering when a front wheel hit a certain type of bump. While this did not alter the line of the car it gave a disconcerting kick to the steering wheel, a fault to be found in the Triumph Vitesse, I am told, which uses the same front suspension and steering.

During the three days' continual use there was a growing tendency for the throttle not to shut properly, the tick-over progressively creeping up from 600 r.p.m. to 2,000 r.p.m. An investigation showed that excessive wear was taking place on the Zenith linkage on the front throttle spindle, but a "tweak" with a pair of pliers cured this. After having given the car a good thrashing about the place, using it in all types of going, given numerous friends rides in it, all of whom gave the seating 100% praise, for it really does set a new standard, I was belting happily across Salisbury Plain on my way back to Bradford-on-Avon, when it all died away. I had just been thinking how well the car had behaved and that the only thing that had gone wrong was the speedometer, and that compared with some manufacturers who produce special Press Road Test cars, Marcos had shown up well. Fortunately the trouble was not serious, though it was unnecessary, for it was an h.t. wire that had chafed through on a Jubilee clip.

To sum up, I would say that the Marcos 1800 is definitely my type of car, the noise level is too high and at first glance the price of £2,283 makes you stagger back, though it can be supplied in kit form for £1,865, but Marcos are trying very hard to produce a car to very high standards both of design and finish and in this they are succeeding. When first seen at the Racing Car Show it looked like a car with a future, and after this brief acquaintance I feel it is on the way to a good future. Nothing is perfect and the Marcos 1800 cannot pretend to be, but I do feel this is a very good attempt to produce not only an interesting car but a good one as well.

D. S. J.

MARCOS 1800 GT COUPE 2-SEATER

Engine: 4-cylinder pushrod o.h.v. 84.14 x 80 mm. (1,783 c.c.)

Gearbox: 4-speed with Laycock overdrive on 4th gear.

Suspension: i.f.s. by double wishbones and coil springs.
i.r.s. by leading links, transverse stabilising tube and coil springs.

Chassis: Marine-ply wooden monocoque construction.

Body: Fibre-glass bonded to chassis unit.

Weight (as tested): 14 cwt. 3 qtr. 21 lb.

Dimensions: Wheelbase: 89 in.

Track: 49 in. front, 49½ in. rear.

Height: 41½ in.

Overall length: 159 in.

Turning circle: 26 ft. 6 in.

Price: £1,885 plus £398 2s. 5d. Purchase Tax—total £2,283 2s. 5d.

Makers: Marcos Cars Ltd., Factory and Export, Greenland Mills, Bradford-on-Avon, Wiltshire, England.

Looking Back

W. H. Aldington brought with him to the inaugural meeting of the new Frazer Nash Car Club an interesting souvenir, in the form of the menu of the Frazer Nash Christmas Party held at the Mayfair Hotel on December 21st, 1935. They were all true "Chain Gangsters" then, of course, although it was before the Frazer Nash C.C. of those days had been absorbed into the V.S.C.C.

The menu included such items as Perles d'Isleworth, with a footnote to the effect that any pearls found in the oysters remained the property of the club, Homard Nurburg, Dindonneau Farci au Tecalet, Salade Shelsley, Bombe Mountain Record a la Fane and Désirs des Dames, it contained a drawing for the Mountain lap record-holding Shelsley Frazer Nash, and announced a cabaret featuring Sam Barton and Hildegard, dancing to Newman and his Orchestra, and breakfast at 1.30 a.m.—so the new F.N.C.C. has something to live up to!

Incidentally, the Mountain lap record announcement was followed by "Class F" in brackets, rather like modern rally advertisements, a reminder that at this time Fane held the 1,500 c.c. class lap record at 78.3 m.p.h. but the outright lap record belonged at the time to Raymond Mays (E.R.A.), at 81.28 m.p.h. Yes,

they were simply the "Chain Gang" in those days, which reminds me that those of them who remain are going to enjoy David Thirlby's Frazer Nash and G.N. History which Macdonald are scheduled to publish this summer.—W. B.

E.R.A.s at Beaulieu

The Montagu Motor Museum having obtained the late Prince Chula's E.R.A. "Romulus," this historic racing car exhibit will be unveiled at Beaulieu by Princess Chula on April 25th. The E.R.A. Club is supporting the occasion with a display of at least six other E.R.A.s, including R3A, which Peter Massey is shipping back from South Africa. If a parade is held, the noise alone should be worth the price of admission! The Museum has also obtained the library of the late Lord Ridley and will display the 746 c.c. Ridley Special, which established the Class H mile record at 105.92 m.p.h. at Brooklands in 1931, beating the "works" Austin and M.G. "fastest 750" speeds, but crashing shortly afterwards.

The Andover Traction Engine Rally takes place this year on June 19th. The gates at Finkley Manor Farm will open at 12 noon, and the ring events start at 2 p.m. Details from: G. Howell, 5, The Crescent, Andover, Hampshire.



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A member of the Leyland Motor Corporation



The Opening Goodwood Meeting

SO early in the year does motor-racing start these days that there was still snow in the Paddock as I drove to Goodwood for the Opening Meeting in that altogether admirable moppper-upper of tangled traffic, the Sunbeam Tiger V8, which took S. Harting Hill effortlessly in its 2.8-to-1 top gear—a serious appraisal of this new Ford-powered sports car will be found on page 255.

Whereas at the Brooklands Opening Meeting of, say, 1935, one would have been anxious to discover what alterations had been made to the Barnato-Hassan, whether the Bainton Special still had a 30/98 engine and see whether the Austin Seven single-seater had the twin-cam engine, at Goodwood it was a question of what engine Doc Merfield had coaxed into his Ford Cortina (its a 4.7-litre Ford V8), how Reader had stretched the engine of his Anglia to 1,718 c.c. (it has an 85-mm. bore and slightly lengthened stroke), and of finding six modified, Amal-carburetted 250-c.c. Ariel Arrow air-cooled engines in the tail of Hill's Lotus R.D.A., driving through a Hewland gearbox. Incidentally, Merfield's Ford was on 6.00 x 13 rear Dunlops, whereas Reader's Ford had enormous 7.00L x 13 rear tyres.

Miles in a Diva GT led the 10-lap scratch race for GT cars without being challenged, drawing away from a tight-packed foursome behind him, led by Mockford (Diva), from Wingfield (T.V.R.), Campbell (Elva) and Scrimgeour (Turner). Smith spun in his Ginetta at Fordwater and Markey's Emery was in trouble. Four more 10-lap scratch races, a 7-lap saloon-car scratch race, and a 5-lap handicap followed.

Williams led all the way in the Formule Libre race in the 2-litre Lotus-Brabham-B.M.W., his yellow helmet protruding from this as-yet unpainted car. For two laps Lumsden's lightweight Jaguar E-type challenged him but a spin out of Woodcote eventually dropped the Jaguar to fourth place, although it resumed racing just before the third man, Dangerfield in an A.C. Cobra, came past. It was Moore's little Cooper-Ford which emerged into second place, holding off Dean's Lotus 30 until the 4.7-litre car came round Woodcote side by side with the Cooper on lap seven and accelerated ahead of it.

Doc Merfield at last got his Ford Cortina V8 going properly for the Saloon-Car Race, which he led for five laps, pulling out a fair lead over Dodd's 3.8 Jaguar. But on lap six the Ford spun at Fordwater and its bolt was shot. Dodd ran on to win easily, lapping Jacobs' similar Jaguar, pursued by Cave's well-known Austin A40, which just held off Nicholls' Ford Lotus-Cortina. The Fords of Swanton (Anglia), Drury (Reader's 1.7-litre Anglia) and Merfield came home next, in that order. So there is still variety in saloon-car racing at a Goodwood Members' Meeting, especially as Clifton's Cooper-S won its class from an Imp and an A40.

Rain made the Sports Car and "Clubman's" Sports-Car race tricky, but the American driver Hitchcock drove well to pull away in his Brabham BT8 Climax from Williams in the Lotus-Brabham-B.M.W., which in turn got away from Dean's Lotus 30. After the last-named had spun at St. Mary's his place was taken by Beckett's big Lister-Jaguar, with Widdows' Lotus-Ford close on its tail, until Stiller's Lotus-Ford moved up, only to be out-accelerated to the line on the run-in by the 4.7-litre Lotus 30. The course was abnormally slippery and everyone was very cautious, the fastest lap, by Hitchcock, being 86.4 m.p.h. The rain turned the F.3 race into a slow procession, with many spins, including that by Bell (Lotus-Ford) out of the chicane on lap three, while in the lead. He held the car with consummate skill and continued, but lost the lead to Stirling Moss' entry, a green Brabham-Ford driven by Crichton-Stuart, who went on unperturbably, to win from Bell and Baker (Cooper-B.M.C.). The winner set fastest lap, at 82.92 m.p.h.

The wet weather was now in earnest, but this only served to emphasise the excellent driving of Bernard, who won the GT race in his Lotus Elan when all about him were sliding and spinning. Lumsden lost the race by letting his Jaguar take control at Woodcote on lap four, and although he worked back to second place, he failed to catch Bernard by 27.6 sec. Mrs. Tudor-Owen spun her Elan while in third place on the opening lap. The superior Elan road-clinging showed up, St. Quintin's Elan beating Gould's Ginetta-G4 to third place, with König's Elan fifth, ahead of Runham's Jaguar E-type.

The miserable March afternoon concluded with a handicap led initially by the Chairwoman of the British Women Racing Drivers' Club—at the wheel of a Vauxhall VX 4/90. Negus' 1,297-c.c. Cooper-S pulled it off, with Miss Smith's 970-c.c. Cooper-S second, Lawrence's 1,297-c.c. Cooper-S third, just before Digby came roaring up in the Cave A40. The successful ones were:—

- 10-lap GT Race: J. Miles (Diva GT) ... 85.17 m.p.h.
- 10-lap Formule Libre Race: C. M. M. Williams (Lotus-Brabham-B.M.W.) ... 94.95

Continued at foot of adjoining column

ERRATA

One of the appendices to "The History of Brooklands Motor Course—1906-1940," by William Boddy (Grenville Publishing Co. Ltd., 15, City Road, London, E.C.1; 50s.), a book which is still selling steadily eight years after publication, is devoted to the Brooklands Certificates issued by the B.A.R.C. The contents of 2,494 of these certificates are revealed in this appendix, less those covering records, which are dealt with elsewhere in this 368-page tome. They provide an insight into those exploits undertaken at Brooklands for purposes of publicity, curiosity, research or merely to settle an argument, and officially timed by the Track authorities. Many more runs of this kind were subject merely to checks by private stop-watches, of course.

The last Certificate listed in the aforesaid book is No. 2,494, issued on October 3rd, 1935, relating to a Squire which covered the 1/2-mile at 102.27 m.p.h. The first was issued on September 20th, 1907, and confirmed that the 200-h.p. V8 Darracq of Sir Algernon Guinness had been timed at 112.2 m.p.h. over 20 chains. There is a note at the end of this Appendix IV saying that "No further certificates appear to have been issued."

However, since Boddy's book was published he has obtained more old documents relating to Brooklands, under slightly dramatic circumstances. Having now had time to examine these, it is apparent that a few more B.A.R.C. Certificates were issued. As the majority of copies of the Brooklands book were ordered by MOTOR SPORT readers, who may wish to include the data from these additional certificates in their copies, we append the data below, with apologies to those to whom this material is of no interest:—

ERRATA TO APPENDIX IV OF "THE HISTORY OF BROOKLANDS MOTOR COURSE"

BROOKLANDS' CERTIFICATES

N.B.—A Certificate was issued for each record broken, hence gaps in numbering of Certificates listed below.

No.	Date	Driver	Vehicle	Performance
2,500	11. 2.30	—	Sent as sample to	Col. Lloyd at the R.A.C.
2,503	29. 1.36	C. Brackenbury	2.3 Bugatti	1 lap during Gold Star H'cap 10.6.35, at 130.72 m.p.h.
2,504	29. 1.36	C. E. C. Martin	3.3 s/c. Bugatti	1 lap, during Mountain Race, 10.10.35, at 79.47 m.p.h.
2,505	29. 1.36	C. E. C. Martin	2.3 s/c. Bugatti	1 lap, during 2nd Mountain Race, 6.8.35, at 73.13 m.p.h.
2,506	29. 1.36	C. E. C. Martin	2.3 s/c. Bugatti	1 lap, during 3rd Mountain Race, 6.8.35, at 73.13 m.p.h.
2,507	29. 1.36	C. E. C. Martin	2.3 s/c. Bugatti	1 lap, during Mountain Race, 20.10.35, at 74.95 m.p.h.
2,508	29. 1.36	C. E. C. Martin	2.3 s/c. Bugatti	1 lap, during Mountain Race, 20.10.35, at 76.03 m.p.h.
2,509	14. 4.36	Strawford Mayers	3-litre Bentley	1/2-mile speedometer check—at 29.6 m.p.h., needle swing between 27 and 34 m.p.h.
2,511	11. 7.36	— Sanderson	Buick saloon	1 mile at 88.67, 87.8 and 87.8 m.p.h.
2,512	16. 7.36	Lady Anne Bridgeman	S.S. Jaguar	1 mile at 77.92 m.p.h.
2,513	28. 8.36	—	Packard	1 mile at 85.71 m.p.h.
2,514	25. 9.36	Oliver Stewart	Chevrolet Master de luxe coupé	Speedometer check, 1 mile at 30.3 m.p.h.—needle on 30 for the mile.
2,515	24.10.36	R. G. Percival	Frazer Nash-B.M.W. saloon	Speedometer check, 1 mile at 56.78 m.p.h.
2,516	24.10.36	R. G. Percival	Frazer Nash-B.M.W. saloon	Speedometer check, 1 mile at 26.98 m.p.h.
2,517	26. 4.37	C. W. Saville	British Salmson	1 mile at 75.63 m.p.h.
2,518	29. 4.37	C. W. Saville	British Salmson	1/2-mile at 80.36 m.p.h.
2,519	20. 5.38	A. W. von de Becke	S.S.100	1/2-mile at 115.38 m.p.h.
2,520	30. 6.38	E. McGowan	Frazer Nash-B.M.W.	1/2-mile at 72.58 m.p.h.
2,521	25.10.38	K. Warren	2 1/2-litre S.S. Jaguar saloon	1/2-mile at 88.24 m.p.h.

If any further certificates were issued, they are not in the author's possession.

- 7-lap Saloon-Car Race: P. Dodd (3.8 Jaguar) ... 84.90 m.p.h.
- 10-lap Sports Car and "Clubman's" Sports-Car Race: T. Hitchcock (Brabham BT8 Climax) ... 83.88
- 10-lap F.3 Race: C. Crichton-Stuart (Brabham-Ford) ... 80.93
- 10-lap GT Race: H. K. Bernard (Lotus Elan) ... 71.67
- 5-lap Handicap: D. Negus (Morris Mini Cooper-S) ... 71.01

Fastest lap of the afternoon: J. W. Dean (Lotus 30-Ford), 99.31 m.p.h.

Leaders in the MOTOR SPORT Brooklands Memorial Trophy Contest—next round, Goodwood, April 3rd: C. M. M. Williams (Lotus-Brabham-B.M.W.), 7 points; P. J. S. Lumsden (Jaguar-E), J. W. Dean (Lotus 30), P. Dodd (3.8 Jaguar), C. Crichton-Stuart (F.3 Brabham-Ford), J. Miles (Diva GT), H. K. Bernard (Lotus Elan), T. Hitchcock (Brabham BT8 Climax), 4 points each; D. Mockford (Diva GT), Miss J. Smith (Morris Mini-Cooper-S) M. H. Cave (Austin A40) and D. Bell (Lotus-Ford), 3 points each.

GRAND PRIX AT BRANDS HATCH

(March 13th)

WITH the help of the *Daily Mail* the B.R.S.C.C. put on a Formula One race on the long circuit at Brands Hatch, which was the opening event of the International Calendar in Europe, and if it was a foretaste of what is to come then we are in for one of the best seasons of Grand Prix racing we are ever likely to see. All the British teams were out in force and Ferrari even sent a V8 car for Surtees to drive, so the race was significant and a pointer to the more important events later this season.

Weather conditions were superb on Friday morning for the first practice session and Clark stirred things up with a fastest lap of 1 min. 35.2 sec., running on 13-in. Goodyear racing tyres, this making the existing record of 1 min. 38.8 sec. look silly. His team-mate Mike Spence was backing him up well, being third fastest, just behind Graham Hill. Team Lotus had three Type 33 cars, one with an older Climax V8 engine with cross-over exhaust system and Goodyear tyres, and the other two on Dunlops with flat-crank engines and low-level exhaust pipes. B.R.M. also had three cars, all with the latest engines with the exhaust ports in the centre of the vee, but one car had a new 6-speed gearbox in which there was no step-down drive between the engine and gearbox. Unfortunately the engine went sick on this car, so Graham Hill and Jackie Stewart were using identical cars. The V8 Ferrari had arrived the day before for some unofficial practice and the engine had broken, so the first official session was spent with the Ferrari mechanics making an engine change. The Brabham team of Jack Brabham and Gurney were not much better off, for the American's car developed injection pump trouble while being warmed-up in the paddock. It was a brand new unit and as the car had to be taken back to Byfleet for repairs, Gurney was without a car. Brabham had no tyre problems as his team are signed on with Goodyears. The two works Coopers were driven by McLaren and Jochen Rindt, and the Walker Team comprised Bonnier with last year's Brabham-Climax V8 and Siffert with his own Brabham-B.R.M. V8, now running under the Walker colours of blue with a white band on the nose of the car. The Centro-Sud team of Signor Dei having acquired another ex-works space-frame B.R.M. V8 had three cars for drivers Masten Gregory and Scarfiotti to choose from. The Parnell team were running their two Lotus 25-B.R.M. V8 cars, as last year, but now Amon had been replaced by Richard Attwood as partner to Mike Hailwood. A new team in Formula One racing is the Willment team, taking the place of the B.R.P. team, which has retired from Grand Prix racing for the time being. The Willment team had Frank Gardner with their Brabham-B.R.M. V8 and Schlesser with a F.2 Brabham with Lotus-Ford 2-o.h.c. D.W. Racing Enterprises entered Anderson with his Brabham-Climax V8, now converted to short-stroke specification and with Lucas fuel-injection, and Paul Hawkins in Stoop's Lotus 33-Climax V8, an ex-works car from last year. Raby was driving his own Brabham-B.R.M. V8 and Bob Gerard Racing entered John Taylor with an early Cooper-Climax V8 and Rhodes with an F.2 Cooper with Lotus-Ford 2-o.h.c. engine. To complete the very full entry list were Bloor and Rees with F.2 Brabhams with Lotus-Ford 2-o.h.c. engines.

With the perfect conditions and the continual improvements in tyres, engine power, chassis work and drivers, the three seconds that Clark knocked off the existing lap record was reflected right down the field, the tail-enders putting in lap times that would have had them up with the works runners last July. Clark's time in the morning had been impressive but in the afternoon he took the Lotus 33 with flat-crank engine round in 1 min. 34.9 sec. (just over 100 m.p.h.), and this time on Dunlop 13-in. tyres, so we were all back to "square one." There was no one to challenge Clark, as the Ferrari was not going to the liking of Surtees, and he was not in the running, while Gurney could only practise with Brabham's car, and Graham Hill, although second fastest, was not fast enough. The works Coopers were not in the running but Bonnier in Walker's car was in good form, leading all the non-works cars and only a fraction of a second slower than the Ferrari. It was very impressive that this was the opening meeting of our season and not only did the entire entry turn up but everyone was driving very fast and nobody did anything silly or had any accidents.

The race was run in two Heats, of 40 laps each, and the grid for Heat 1 was according to practice times. Then there was an

interval during which saloon cars played at racing and had accidents all over the place, and then the finishers in Heat 1 lined up for Heat 2 in the order on the grid in which they had finished Heat 1. The overall result was found out by adding the times for the two Heats.

STARTING GRID FOR HEAT ONE

6 M. Spence (Lotus 33-Climax V8) 1 min. 36.1 sec.	3 G. Hill (B.R.M. V8) 1 min. 35.6 sec.	5 J. Clark (Lotus 33-Climax V8) 1 min. 34.9 sec.
8 J. Brabham (Brabham-Climax V8) 1 min. 36.5 sec.	12 J. Bonnier (Brabham-Climax V8) 1 min. 36.5 sec.	
20 R. Anderson (Brabham-Climax V8) 1 min. 37.4 sec.	1 J. Surtees (Ferrari V8) 1 min. 37.3 sec.	4 J. Stewart (B.R.M. V8) 1 min. 36.7 sec.
9 B. McLaren (Cooper-Climax V8) 1 min. 38.0 sec.	10 J. Rindt (Cooper-Climax V8) 1 min. 37.7 sec.	
7 D. Gurney (Brabham-Climax V8) 1 min. 38.1 sec.	11 J. Siffert (Brabham-B.R.M. V8) 1 min. 38.1 sec.	16 R. Attwood (Lotus 25-B.R.M. V8) 1 min. 38.1 sec.
18 F. Gardner (Brabham-B.R.M. V8) 1 min. 39.0 sec.	17 M. Hailwood (Lotus 25-B.R.M. V8) 1 min. 38.8 sec.	
15 L. Scarfiotti (B.R.M. V8) 1 min. 41.3 sec.	22 J. Taylor (Cooper-Climax V8) 1 min. 40.6 sec.	21 I. Raby (Brabham-B.R.M. V8) 1 min. 40.4 sec.
19 J. Schlesser (Brabham F.2-Ford 4-cyl.) 1 min. 44.0 sec.	14 M. Gregory (B.R.M. V8) 1 min. 41.4 sec.	
Reserves : P. Hawkins (Lotus 33-Climax V8) .. 1 min. 40.1 sec. J. Rhodes (Cooper F.2-Ford 4-cyl.) .. 1 min. 42.0 sec. R. Bloor (Brabham F.2-Ford 4-cyl.) .. 1 min. 44.8 sec.		

On Saturday morning, with the weather still fine and dry, Gurney was allowed some unofficial practice in his own car, which had been repaired and showed every promise of challenging Clark. The "dummy-grid" system of starting was employed very effectively, and Clark streaked into the lead with Spence hard on his heels, the two immaculate Lotus 33 cars looking most impressive as they set the pace of the race. The driving of Clark and Spence was as impressive as the turn-out of the Team Lotus cars. Gurney had to start in the fifth row, his time on Brabham's car counting for the grid, and Surtees was in row three due to lack of practice and a car that did not please him. Graham Hill tried desperately to hold on to the works Lotus cars, but gradually lost ground, and Clark was drawing away from Spence. In fourth place was Bonnier, going remarkably well, and it was not until the third lap that Stewart in the second works B.R.M. managed to get past the Swede. Surtees did not seem to be trying too hard and let Brabham go past, they being sixth and seventh.

However, highlight of the race was the progress of Gurney, who had been boxed-in at the start, but soon got free and began a terrific drive, passing car after car, taking them on right or left just as they came. This was Gurney at his best and by lap five he was in eighth place, behind the lone Ferrari. He disposed of Surtees with no trouble at all, and then Bonnier, and began to close on Jack Brabham. Meanwhile Clark was well out in front, pulling away from everyone except Gurney, and the order was the interesting one of Clark, with team-mate Spence in second place, followed by Hill in third place, with team-mate Stewart behind him, and then Brabham with team-mate Gurney behind him. On lap 13 Gurney sailed past his "governor," to the Australian's great satisfaction, and took Stewart on the same lap, the young Scottish apprentice moving smartly out of the way when he saw the charging Gurney coming up in his mirrors. This was just as well for Gurney was obviously not easing up for anyone, and on the next lap he was past Graham Hill and after Spence. On lap 22 he was looking into Spence's mirrors but the Lotus new-boy was not easily intimidated and he kept going, making Gurney work to get by. It took the Californian two laps before he could find a way past the number two Lotus, and on

lap 25 the order was Clark, Gurney, Spence, Brabham, Hill, Stewart, Bonnier, Surtees. The Team Lotus pit were keeping Clark well informed and he kept a 20-second lead over Gurney throughout the American's meteoric progress through the field. Brabham had profited by his team-mate's progress by tagging on and passing both works B.R.M. cars, in spite of an out-of-balance rear wheel causing great vibration. There was now a deadlock between the two fastest drivers and they continued to circulate with the same gap between them until the end of the race.

Gurney and Clark set up a new lap record, both recording 1 min. 35.6 sec., and the pace had been so hot that some splendid racing by other drivers was almost overlooked. Outstanding was Bonnier, who kept the Team Walker Brabham-Climax up amongst the works cars, and he would have finished on the same lap as the leaders had his brakes not failed three laps before the end.

One lap behind the works boys came the rest of the runners, led by Frank Gardner, doing a splendid job with the Willment car, and behind him Siffert and Attwood had an excellent race, the Parnell Team car just getting in front as they crossed the line. Anderson would have been with them had his injection pump control rod not broken earlier on, causing him to spin off at Clearways Corner. The unit went on to full-rich just as he put the power on, the sudden lack of forward thrust when on the limit of adhesion, causing him to spin off, luckily without damage.

A full field of twenty cars had started in Heat 1, so that Bloor, Hawkins, Rhodes and Rees had been forced to stand by as reserves, but the first three were allowed to start in the second Heat. With Gurney now alongside Clark for the second part of the event the situation was most interesting, and with them on the front row was Spence, doing a fine job as a number two driver. Having finished 21 sec. ahead of Gurney in the first Heat, all Clark had to do was to let Gurney set the pace and follow him closely and even being second in Heat 2 would still give him overall victory. Anyone who thought Clark would do this obviously knew little about motor racing or racing drivers, and particularly a Scottish racing driver. The moment the flag dropped Clark and Gurney were wheel-to-wheel in an acceleration race for Paddock Bend, and it was Clark who took the lead as they plunged down the hill. Clark was out to win the second Heat as well as the first, but Gurney was equally determined that he should not, and the order was Clark, Gurney, Spence, Hill, Stewart, Brabham, Surtees, Bonnier in the first group, and Attwood leading the rest.

For three laps it looked as though Clark was going to run away from Gurney but then the Brabham began to gain ground, and on lap five Gurney was right behind the Lotus. There was no-one else in the race to all intents, and for the next six laps we saw Grand Prix racing at its exciting best as Gurney pressed Clark remorselessly and the Scotsman did all he knew to get away. The Brabham was practically touching the Lotus all the way round the twisty Brands Hatch circuit, and Gurney tried to get by on the inside at South Bank Bend, up under the bridge, a tight line on the inside all the way being a favourite of Gurney. He didn't quite make it and next lap Clark made sure there was no "inside" line available. The pressure was so great that the rest of the entry were left far behind and cars were retiring unnoticed, for this was a duel with no holds barred. As they finished lap 11 Gurney was alongside Clark and into Paddock he got the nose of the Brabham in front.

Clark could have now settled for second place, knowing he would still win outright, but Clark is a racing driver and into Druids he got the advantage by being on the "Brands Hatch line" on the inside. Down the hill they came together, Clark determined to get the lead back, but now Gurney was on the better line and through Bottom Bend there just isn't room for two cars abreast and Clark understeered himself off the road onto the grass. All along the bottom straight he worked to get the Lotus back on the road, but he failed and struck an earth bank behind the pits. The car leapt the bank in a shower of dirt and crashed on its wheels, and Clark stepped out with a minor bruise, while Gurney went on his way now unchallenged. It was not the outcome anyone expected, for Clark does not usually make mistakes, but it was pretty obvious that Gurney's Goodyear tyres were developing more cornering force than Clark's Dunlops.

Gurney now eased back and no sooner had he done this than his engine went sick and he drew into the pits. The damage was inside, so his lead was short-lived, and Jack Brabham took over the lead, for he had passed Stewart, Hill and Spence while the Gurney/Clark dice had been going on, though Hill's B.R.M. was sick and he soon retired. A water pipe inside the monocoque

chassis had split just before the start and the engine had probably overheated.

Bonnier was still going splendidly, leading Stewart in the works B.R.M. and lying third behind Spence, while Surtees had given up long since, a broken petrol pipe completing his unhappy day. Of the other runners Gardner had once more asserted himself and was leading McLaren, Attwood, Siffert, Hawkins, Rindt and Taylor, and as the big-boys dropped out Gardner was moving up, at the same time closing on Stewart. With the second Heat only half run the field was sadly depleted and looked like getting worse, for Brabham's car was losing oil from a split pipe and he could only keep going and hope there would be enough to finish the race. By rights he should have been black-flagged for he was laying drips all round the circuit, but nothing was done and he kept going. However, on lap 29 his race was run, and before the engine blew up he stopped, leaving the lead to Spence, who now led overall as well as in the second Heat. Driving faultlessly, Spence completed the 40 laps to win the overall event and £1,000 for himself and Colin Chapman, and in true number-two driver spirit he upheld Team Lotus honours after the leader had gone out. In the closing stages Gardner tried his hardest to catch Bonnier, having caught and passed Stewart just after half-distance. He got the blue Brabham in sight but the Walker pit crew were wide awake and kept Bonnier informed of the situation, and the Swede pulled out just sufficient to keep in front.

The experiment of running two fairly long Heats was quite a good one for the start of the season, but many organisers have tried it before and inevitably the second Heat starts off well and then fizzles out due to mechanical troubles. It seems that Grand Prix cars do not like to be given a rest, for it is usually after stopping and restarting that unforeseen troubles appear.

The supporting race for saloon cars was a bit of a fiasco, with Clark in a works Lotus-Cortina breaking a wheel off the studs, and Jack Sears in the sister car wearing a tyre through to the air. In typical saloon-car racing fashion the results were amended after the race as the Ford Anglias of Craft and Young were disqualified for cheating technically. It almost goes without saying that B.M.C. Mini cars looped the loop, and there was all the fun of the fair.—D. S. J.

Results:

HEAT 1—40 Laps—170.5 Kilometres—Warm and Dry

1st	J. Clark (Lotus 33-Climax V8)	1 hr. 04 min. 14.0 sec.— 159.357 k.p.h.
2nd	D. Gurney (Brabham-Climax V8)	1 hr. 04 min. 34.8 sec.
3rd	M. Spence (Lotus 33-Climax V8)	1 hr. 05 min. 03.8 sec.
4th	J. Brabham (Brabham-Climax V8)	1 hr. 05 min. 24.0 sec.
5th	G. Hill (B.R.M. V8)	1 hr. 05 min. 25.6 sec.
6th	J. Surtees (Ferrari V8)	1 hr. 05 min. 29.2 sec.
7th	J. Stewart (B.R.M. V8)	1 hr. 05 min. 35.6 sec.
8th	J. Bonnier (Brabham-Climax V8)	39 laps
9th	F. Gardner (Brabham-B.R.M. V8)	39 laps
10th	R. Attwood (Lotus 25-B.R.M. V8)	39 laps
11th	J. Siffert (Brabham-B.R.M. V8)	39 laps
12th	B. McLaren (Cooper-Climax V8)	39 laps
13th	J. Rindt (Cooper-Climax V8)	39 laps
14th	J. Taylor (Cooper-Climax V8)	38 laps
15th	I. Raby (Brabham-B.R.M. V8)	37 laps
16th	L. Scarfiotti (B.R.M. V8)	28 laps

Fastest lap: J. Clark (Lotus) and D. Gurney (Brabham), in 1 min. 35.6 sec.—160.596 k.p.h. (99.79 m.p.h.) (new record).

Retired: M. Gregory (B.R.M. V8), R. Anderson (Brabham-Climax V8), M. Hailwood (Lotus 25-B.R.M. V8), J. Schlesser (Brabham-Ford 4-cyl.).

Non-starters: R. Bloor (Brabham-Ford 4-cyl.), A. Rees (Brabham-Ford 4-cyl.), P. Hawkins (Lotus 33-Climax V8), J. Rhodes (Cooper-Ford 4-cyl.).

HEAT 2—40 Laps—170.5 Kilometres—Warm and Dry

1st	M. Spence (Lotus 33-Climax V8)	1 hr. 06 min. 38.2 sec.— 153.596 k.p.h.
2nd	J. Bonnier (Brabham-Climax V8)	1 hr. 06 min. 45.0 sec.
3rd	F. Gardner (Brabham-B.R.M. V8)	1 hr. 06 min. 55.0 sec.
4th	J. Stewart (B.R.M. V8)	1 hr. 07 min. 06.0 sec.
5th	B. McLaren (Cooper-Climax V8)	1 hr. 07 min. 31.2 sec.
6th	J. Siffert (Brabham-B.R.M. V8)	1 hr. 07 min. 33.6 sec.
7th	J. Rindt (Cooper-Climax V8)	39 laps
8th	J. Taylor (Cooper-Climax V8)	39 laps
9th	I. Raby (Brabham-B.R.M. V8)	38 laps

Fastest lap: J. Clark (Lotus-Climax V8), 1 min. 35.4 sec.—160.930 k.p.h. (100.00 m.p.h.) (new record).

Retired: R. Anderson (Brabham-Climax V8), J. Surtees (Ferrari V8), M. Hailwood (Lotus 25-B.R.M. V8), J. Clark (Lotus 33-Climax V8), G. Hill (B.R.M. V8), D. Gurney (Brabham-Climax V8), R. Bloor (Brabham-Ford 4-cyl.), R. Attwood (Lotus 25-B.R.M. V8), J. Brabham (Brabham-Climax V8), J. Rhodes (Cooper-Ford 4-cyl.), P. Hawkins (Lotus 33-Climax V8).

Non-starters: A. Rees (Brabham-Ford 4-cyl.), J. Schlesser (Brabham-Ford 4-cyl.), L. Scarfiotti (B.R.M. V8), M. Gregory (B.R.M. V8).

Continued on page 256

THE SUNBEAM TIGER

Brief Impressions

WHEN I first heard about the Sunbeam Tiger project, the idea of putting a Ford V8 engine into a Sunbeam Alpine made me shudder a bit, for though the Alpine is a sound enough car it can hardly be considered a classic high speed vehicle and I visualised this rather genteel 2-seater roadster suddenly finding itself possessed of 300 b.h.p. like a Shelby-Cobra. The next acquaintance with the idea was the sight of the rather rorty-looking Le Mans cars, with alloy wheels, tired hub caps, stark trim, rowdy exhaust systems and holes and bulges all over the bodywork. Consequently, when the Editor said I could borrow a Sunbeam Tiger for a day I automatically visualised a car that was going to be a bit of a riot, with a thundering great V8 engine and so much power that it would be an embarrassment on the open road. Imagine my surprise when I went to collect it and found a very normal-looking Sunbeam Alpine hard-top, normal-looking except for larger section tyres and the name Tiger on the side. At first I was disappointed because I thought I was going to get a Rootes version of a Shelby-Cobra, but I soon re-adjusted my ideas and realised that whereas the Shelby-Cobras are great fun, they are not exactly practical, but this Tiger was not only practical and usable but surprisingly pleasant. The 4.2-litre Ford V8 engine is absolutely standard and is fitted into the Alpine bonnet space so neatly that you would think it was specially made for it and there are no air scoops, power bulges or what-have-you, so that the result is the best sort of Q-car. Even the V8 exhaust noise is very subdued and you can glide about the place looking like an innocuous Alpine at first glance, and when an M.G.-B or TR4 appears in the mirror you just waft away in top gear, leaving them looking very surprised. With 258 lb. ft. torque at 2,200 r.p.m. the wafting away is very impressive and there is no noise or fuss.

The mention of o.h.v. Ford V8 immediately conjures up four double-choke Webers, massive exhaust pipes, 7,000 r.p.m. and 300-350 b.h.p., but Ford also make a very cooking o.h.v. V8 that gives 164 b.h.p. at 4,400 r.p.m. without the slightest sound, and this is the unit in the Tiger. A Borg-Warner 4-speed manual gearbox is coupled to the V8 engine and a short rigid central lever controls it in a lumpy sort of fashion, as gearboxes go, but the torque of the engine makes the use of the gearbox almost unnecessary. For maximum acceleration it paid to forget 3rd gear and after winding it up in 2nd a quick "round the corner" change into top brought you onto the peak of the torque curve and the car then really got along pretty well. The stability was much better than I imagined and although the ride was choppy and the suspension uninspired it was quite usable as a fast roadster and gave confidence to hold it flat-out. Rootes blurb-sheets claim 125 m.p.h. but the one I borrowed would not even show that on its speedo. However, it did hold 4,400 r.p.m. along the Stevenage by-pass, which is peak power engine speed, and a calculated 105 m.p.h. on the 2.88 to 1 rear axle, but it felt as if it would have gone on all day at that speed. Bearing in mind that it weighed

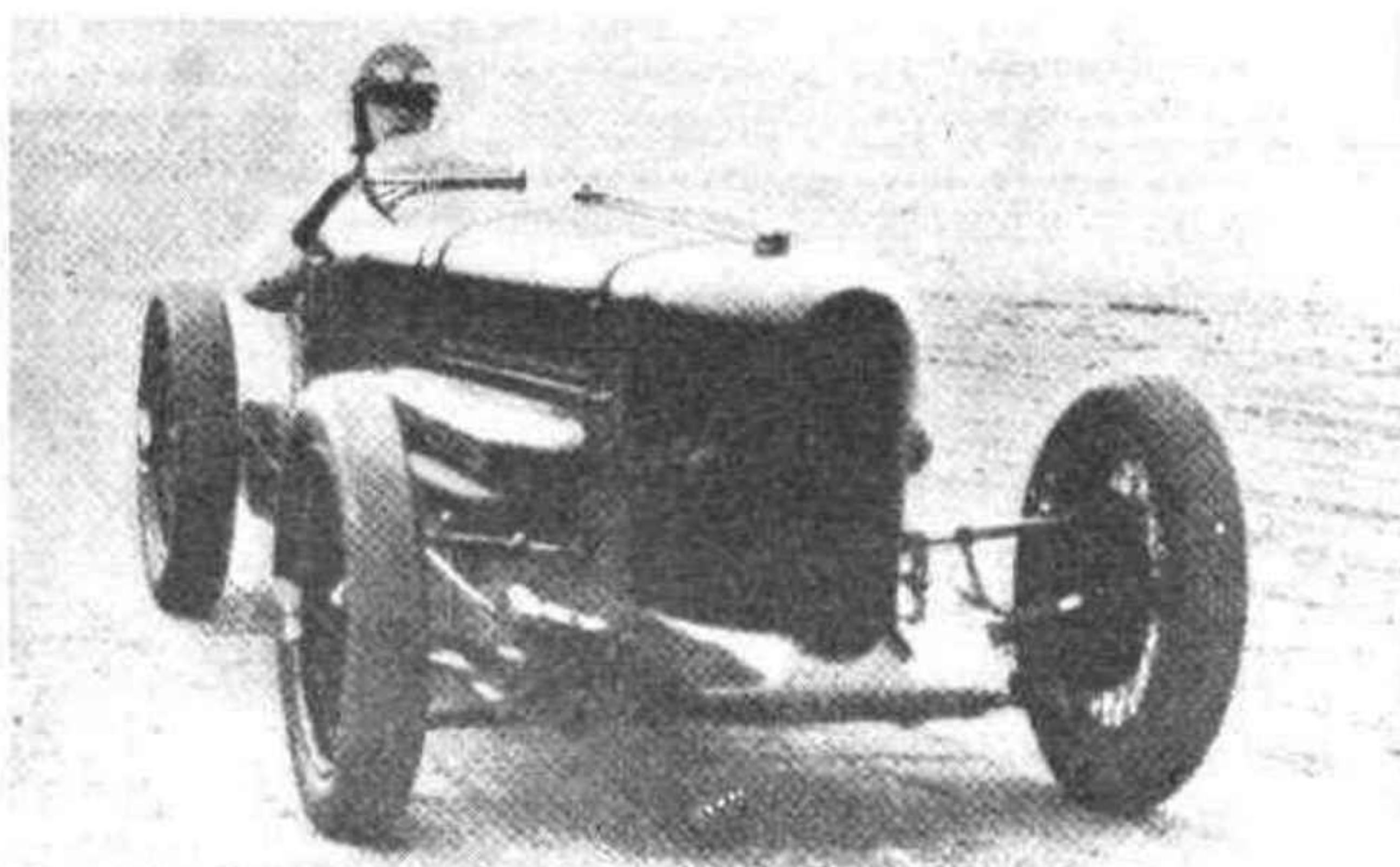
23½ cwt. (2,632 lb.) in running trim, with radio, heater, hard-top and all mod. con. it is unlikely that 164 b.h.p. would push it along any better. The torque output is another matter altogether, and 258 lb. ft. make it a very quick car about the place, the typical Rootes handling and steering being alright for road use, in and out of the traffic on the open road.

To find out if it did accelerate I took it along to the B.D.R.A. practice day on a beam-timed ¼-mile standing-start and it did a best of 16.34 sec. in the dry and consistently beat 17 sec., which was not bad for a fully-equipped roadster. On a damp track it was impossible to do a fierce take-off as the cart-sprung rear axle stamped up and down like a jack-rabbit. Figures are not the best thing for the Tiger, its behaviour and manner of going being far more impressive, the engine being unbelievably quiet and smooth and the torque making the car extremely flexible and restful to drive. There is rather a lot of wind noise around the windscreen pillars, which is accentuated in the hard-top version, and this, coupled with the jolting and pounding from the suspension, makes you feel you are really charging along, and when you think you must be doing 80 or 90 m.p.h. in the dark you put the panel light on to find you are doing 65-70 m.p.h.! This must make it an essentially safe car in inexperienced hands and with an all-in price of £1,445 10s. 5d., of which £250 10s. 5d. goes to the Government, it will certainly be found in many inexperienced hands. At such a low price it must surely sell like "hot cakes," or should it be "hot rods"! Now that it is available on the British market it seems unlikely that Rootes will sell any more Alpines, for this Anglo-American-bastard 2-seater is such good value for money, giving an effortless 100 m.p.h. anywhere and a maximum speed that is also its cruising speed, while the engine should last for ever.

D. S. J.

FRAZER NASH CAR CLUB

Owners of post-war Frazer Nash sports cars met at the home of Barbara Marshall and Betty Haig on March 14th to discuss the formation of a Club which would enable race meetings for these cars to be held (the V.S.C.C. caters for post-war historic racing cars, but not for post-war classic sports cars). It was agreed to form a club of the above name, with Michael Burn as Chairman, Betty Haig as Hon. Secretary and Hugh Cundey as Treasurer. Miss Haig, who had been running the post-war Frazer Nash Register, from which this new Club has stemmed, said that 24 cars had been registered to date. The subscription to the F.N.C.C. is 10s. and the Secretary's address is: Shellingford House, Shellingford, Nr. Farningham, Berks. An early race meeting at Castle Combe will probably be co-promoted with the Porsche Owners' Club.



THE REAL SUNBEAM TIGER, 1925.—4-litre supercharged V12, 305 b.h.p., weight 18 cwt.



ROOTES' SUNBEAM TIGER, 1965.—4.2-litre non-supercharged V8, 164 b.h.p., weight 23½ cwt.

RALLY REVIEW

THE SWEDISH RALLY

FOR many years now, the principal Swedish rally which has counted towards the European Rally Championship has been the Midnight Sun and, as its name suggests, it has been run during the long days of the Swedish summer. However, long summer days are not only pleasant for the rally drivers, and last year there was so much disturbance caused by the local populace taking to their cars and driving out to watch the special sections of the rally that the K.A.K. decided to run their 1965 event during the winter months. This had a two-fold advantage in that not only were crowds kept to a controllable size by the cold climatic conditions—some exceeded 10,000 last year—but it was possible to reduce the amount of practising to zero as many of the roads used for special stages were not ploughed free of snow until a few days before the event.

The Swedish Rally, as it is now called, is very similar to our own R.A.C. Rally of Great Britain, though the R.A.C. themselves would be the first to admit that perhaps the ideas for their rally owe much to the Scandinavians who came to compete in it in the late 1950s. Be that as it may, both rallies comprise a number of high-speed special stages linked by what are called transport sections which only require the driver and his companion to average about thirty miles an hour on fairly major roads and show every consideration to other road users. The attraction of the Swedish this year was that it was being run as a winter event, so that all but two of its special stages were on packed snow roads, while the speed tests on circuits took the form of ice races on three of the frozen lakes which form a large part of the surface area of Sweden. Very few International rallies involve driving for a long distance at high speed over packed ice and snow. The Monte Carlo Rally is the only one that springs to mind and, as a result of this scarcity of big rallies where the lessons learned in small rallies and ice races can be put to the test, the Swedish Rally assumed a little more importance outside Scandinavia this year—the rally world wanted to see how the new and the old drivers measured up against one another. Extra interest stemmed from the fact that while Timo Makinen, Eric Carlsson, Ove Andersson and Pat Moss had completed the Monte Carlo Rally, drivers like Tom Trana, Sylvia Osterberg, Carl-Magnus Skogh, Bo Ljungfeldt and Ake Andersson had not competed or had not finished.

One disappointment was that despite a ray of hope in the regulations that all the special stages would be run on a scratch basis, with cars losing marks depending on how much slower they were than a standard time, the majority of the tests were marked on the principle of fastest in the class sets the standard time for his class. This is roughly the system used on the old Tulip and has the obvious drawback that if there is a class devoid of really fast drivers, then the top driver in that class, provided that he can outshine his colleagues, must do very well on the rally overall. The second and less obvious drawback is that there may be someone who is exceptionally fast in a particular class and by going exceptionally quickly over the first few special stages, he can penalise the other cars in his class quite heavily. If he then retires, the next fastest driver in his class who has been driving quickly but with an eye on finishing doesn't stand a chance of finishing well up in the rally.

Fortunately the overall result was entirely unambiguous as Tom Trana and Gunnar Therman in their Volvo were both the fastest in their class and the fastest car in the rally to finish. However, the B.M.C. entry for Timo Makinen and Paul Easter in a 1,275-c.c. Cooper S rather upset the rest of the results, for although they retired on the 11th special stage when their fan pulley came off the end of the crankshaft, they had gone so fast up to that point that they were lying a very close second to Trana and were heavily penalising the other cars in their class. As a result, when they retired, Berndt Jansson and Erik Pettersson took the lead in the class with the new Renault R8 Gordini but because they had been slower than Makinen up to special stage 11, they were only able to finish ninth overall, yet their times were fast enough to justify a much higher placing.

It is only fair to the organisers to point out that not all the special stages were marked in this fashion, but the majority were, and it is to be hoped that for next year they will run all the stages on scratch. The only possible objection to that is that if some of the stages are as fast as they were this year—one was about 80 miles long and was covered by Makinen in 1 hr. 8 min.—it will not be entirely fair on all the different types of car that are entered. There are enough twisty roads in Sweden for this

problem to be overcome and it seems extremely likely that the club may abandon the present system of marking for next year.

As far as the cars that were entered were concerned, Volvo must have been very happy for not only did Tom Trana win the rally outright, but their veteran driver who has won the Swedish Rally twice already (driving a Saab!), Carl-Magnus Skogh, finished fourth after having a fairly easy time of it within his class. It is interesting to see that while Trana was driving the "old" Volvo PV 544, which by virtue of being 70 kilograms lighter and having greater suspension travel is more suitable for rallying than the current production model, the Amazon or 122 B18, as it is known over here. Skogh was driving an Amazon, and I gather that with their new engine imminent, Volvo will probably be rallying the Amazon exclusively in future, except in Canada (where the PV is sold as the current model) and possibly in Sweden and Finland where large numbers of them can still continue to give pleasure to hundreds of enthusiasts. Volvo carried off the manufacturers' team prize but were beaten in the ladies' class by Pat Moss and Liz Nyström in the Saab Sport, who convincingly defeated Sylvia Osterberg and Siv Sabel.

Saabs also took second place overall with their new "on the roof" driver, Ake Andersson, who finished well ahead in his class of his namesake Ove Andersson, who is also a Saab works driver but is no relation. The other two leading drivers for Saab were Simo Lampinen and Erik Carlsson, who both suffered from indifferent luck. Erik Carlsson slid into a ditch on the first stage, and though he and his new co-driver, Per Ljungberg, eventually got the car back onto the road and set up a whole string of fastest times within the class, their two thousand penalty marks could not be caught back. Lampinen, the young Finnish driver, was accompanied by that most exuberant of Swedes, Picko Troberg, but even all that exuberance was of no avail when a piece of dirt blocked a carburettor jet during a stage and slowed the car to walking pace.

As far as bad luck and retirements went, B.M.C. were hardest hit as the first night removed all their top drivers—Harry Källström, Paddy Hopkirk, Rauno Aaltonen and, of course, Timo Makinen—while Lennart Eliasson just could not get the better of the very fast Renault driven by Jansson. One of the bright new Cooper S drivers is Lillebror Nasenius, who went very well in the second half of the rally until he had his manifold break and a couple of slow stages before it could be mended dropped him many places in the results.

A final word for two makes of car that are not usually seen in any quantity on rallies and are generally considered to be something of a curiosity. The first is the tiny DAF, of which three were entered by the Dutch factory for Rob Slotemaker, Claude Laurent and Jean Geban to drive. Despite the charming Belgian, Geban, rolling his, all three of them finished, and though they had been outpaced by the much faster Saabs in their class, all the drivers felt that they had learnt a lot. For Geban this was the first time ever in a DAF for he normally drives a Porsche Carrera, the first time on ice and snow in such quantity, and the first time on unseen special stages.

The other unusual cars, which in fact always seem to do well when driven by Swedes on their own rally, were the Opels, the little Kadett and the big Rekord Six. A gentleman by the name of Ove Eriksson who was driving one of the big 6-cylinder-engined cars, and was not even considered well known enough by his countrymen to deserve seeding, finished fifth behind Skogh in the Volvo and impressed everyone with his spectacular driving on the three ice-racing circuits. Last year the little Kadetts won their class against competition from the up-to-1,000-c.c. Coopers, but Hans Lamsjö managed to keep his 970-c.c. Cooper S ahead of them this time, though one of the German cars finished second in class and a rather disappointing 17th overall.

The Swedish Rally is one of the best organised events in the International calendar and when it has a fairer system of marking it may attract a much bigger entry from abroad, as there are few enough events where practice at driving on snow and ice against the champion drivers of Europe can be obtained.—J. D. F. D.

BRANDS HATCH RESULTS—continued from page 254

OVERALL RESULT—Addition of times for two 40-lap Heats

1st	M. Spence (Lotus 33-Climax V8)	2 hr. 11 min. 42.0 sec.
2nd	J. Stewart (B.R.M. V8)	2 hr. 12 min. 41.6 sec.
3rd	J. Bonnier (Brabham-Climax V8)	79 laps
4th	F. Gardner (Brabham-B.R.M. V8)	79 laps
5th	J. Siffert (Brabham-B.R.M. V8)	79 laps
6th	B. McLaren (Cooper-Climax V8)	79 laps
7th	J. Rindt (Cooper-Climax V8)	78 laps
8th	J. Taylor (Cooper-Climax V8)	77 laps
9th	I. Raby (Brabham-B.R.M. V8)	75 laps

ILFORD FILMS TROPHY—Group 2 Saloons—20 Laps
85.25 Kilometres

1st	R. F. Pierpoint (Ford Mustang)	39 min. 01.0 sec. —131.162 k.p.h.
2nd	M. Salmon (Ford Mustang)	39 min. 01.8 sec.
3rd	A. Baldet (Ford Lotus-Cortina)	40 min. 04.4 sec.
4th	J. Rhodes (B.M.C. Mini-Cooper "S")	40 min. 08.0 sec.
5th	Sir G. Baillie (Ford Mustang)	40 min. 24.0 sec.
6th	H. Ratcliffe (B.M.C. Mini-Cooper "S")	40 min. 42.8 sec.

Fastest lap: J. Clark (Lotus-Cortina), 1 min. 54.8 sec. —133.737 k.p.h.

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**CIRCUIT OF
IRELAND
international
RALLY**



EASTER: 16-20 APRIL 1965

START: Abbey Street, BANGOR, 8.45 p.m. Good Friday

FINISH: LARNE HARBOUR, 8.00 a.m. following Tuesday

Who will win the new Gallaher Trophy?

Be there—and see famous international rally stars (like Paddy Hopkirk in his Mini-Cooper S) grapple with 1,500 gruelling miles through the South and Six Counties. 34 special sections and hill climbs will mean high average speeds and a tough test of driving skill and endurance. Exciting driving ... beautiful scenery ... be there!

Organised by the Ulster Automobile Club Ltd.

ARE YOUR TYRES AN INSURANCE — OR A RISK ?



There's no middle way. Either your tyres are roadworthy — or they are a potential menace to yourself and to every other road user.

CHOOSING the right tyres and having them properly fitted and maintained is

the only safe course—and it will save you money, too, in the long run! Regular, thorough examination by a tyre specialist is essential. Dunlop Approved Service Dealers are best equipped to give you the specialist advice and service you need. This national network of thousands of dealers, identified by the DUNLOP sign in the forecourt, exists to keep your tyres sound. For safety's sake—visit them regularly.



Call for regular tyre servicing where you see this Dunlop sign

TYRE NEWS

A NEW radial-ply car tyre—the Autoband—is being marketed by **India Tyres Ltd.** Specially designed for maximum performance in all conditions encountered on today's roads, particular emphasis has been placed on safety, especially wet-road hold, longer tread life and increased cornering power. Autoband tyres will be available in a wide range of sizes. Both tubed and tubeless incorporate two major design features: radial ply construction in which the textile casing cords run radially from bead to bead instead of following a diagonal track across the tyre as in the case of conventional tyres and the tread is reinforced by an inextensible band of multiple layers of textile cord, and a wet weather tread pattern incorporating a large number of gripping knife-cuts carefully positioned in relation to the tread grooves. The tread compound itself is made of 100% road-hug rubber. Inflated to 12 lb./sq. in. above normal, these new India tyres are safe for sustained speeds of 110-125 m.p.h.

* * *

The winning Monte Carlo Rally team, Timo Makinen and Paul Easter, paid a visit to **Ford Dunlop** on March 2nd to meet the tyre builders who had made their SP41 tyres [Specially made?—ED.] for the rally [But they used many other types besides SP41s, surely?—ED.], and to see the extensive tyre-testing facilities. During a small luncheon party held in their honour, each received a painting of the rally from Mr. J. A. Dorr, Dunlop's Equipment Sales Director.

* * *

Carroll Shelby recommends for the two new versions of his Mustang GT 350 **Goodyear** High Speed tyres, notably the Goodyear Stock Car Specials which proved to be so successful in the 1964 competition season in both the States and Europe. The Goodyear choice for the tyres is no surprise, as Shelby who won so many races for the firm, is now a Goodyear dealer and, of course, used them during the past two years, winning both times the American GT Production Championship.

* * *

Twenty months after the laying of the foundation stone at the Glengormley site of **Michelin (Belfast) Ltd.**, the factory recently produced its first tyre. The tyre was produced under test conditions and general commissioning of plant will continue over several weeks before the normal build-up of production commences. The success of this initial stage was announced by Mr. J. Gorce, Factory Manager, to assembled employees at the end of the morning shift. Mr. Gorce first paid tribute to the Michelin design staff and the building contractors who had made this event possible less than two years from the date when the site was an expanse of fields. He also acknowledged the help and co-operation received from the Northern Ireland Government and from many other Ulster sources in achieving this object.

"Our aim for the future," Mr. Gorce continued, "can be described quite simply. It is to provide the quality of product for which Michelin is known not only in Europe but throughout the world." When fully in production, a full range of car "X" tyres made in Belfast will be marketed throughout the United Kingdom and in more than a hundred countries overseas. Michelin is the largest tyre-manufacturing organisation in Europe, with factories in France, U.K., Belgium, Holland, Italy, Germany and Spain. The two other U.K. factories are sited at Stoke-on-Trent in Staffordshire and Burnley in Lancashire, and the British company celebrates its diamond jubilee in May of this year. The "X" tyre—the first radial ply, braced-tread tyre—was introduced by Michelin in 1948. Revolution is a much over-used word but, in the history of tyre manufacture, the introduction of the "X" construction (braced tread and radial plies) can fairly be termed revolutionary. The "X" tyre represented as great an advance over its predecessors as did the pneumatic tyre over its solid forerunners. It was a radical departure from old manufacturing techniques and as such it has changed the direction of a whole industry. Today every major tyre manufacturer produces radial ply, braced-tread tyres in ever increasing numbers and in a growing proportion to conventional criss-cross ply tyres. One fact can illustrate both the extent of the tyre revolution over the last seventeen years and the dominant part the "X" tyre has played in it. No fewer than sixty million "X" tyres have been produced by Michelin since they were introduced in 1948 and sold throughout the world.



India's new radial-ply tyre.

More than 25,000 tickets were sent all over the United Kingdom for the Cinturato test day organised by **Pirelli Limited** at Brand's Hatch last month. Organiser of the test day, and the firm's Advertising Manager, Mr. Derek Forsyth, said: "Our Performance Bureau has been working at full pressure to keep pace with this colossal demand for tickets. I think the public have realised that we are going to create British motoring history by staging this event." The purpose of the day was to allow members of the public to test Pirelli's Cinturato all-textile radial-ply tyres. Twelve ordinary people were selected from the 25,000 to sit behind the wheel of cars like a Lotus Elan, Ford Cortina GT and a Rover 2000 shod with both conventional and Cinturato tyres. They tested the tyres by taking the cars around the track themselves.

DAYTONA CONTINENTAL 2,000 km. (Daytona Speedway—February 28th)

The first clash between American-engined Sports Cars and European-style Prototypes saw Dan Gurney set the pace with his Lotus 19-Ford V8, but the new Ferrari 330P2 driven by Surtees/Rodriguez was challenging until it retired with transmission trouble. At nearly two-thirds distance the Gurney/Grant Lotus went out with engine trouble and this let the Ford GTs and Cobras into the picture, the Slough-based mid-engined Ford coupés romped home to record their first victory, and significantly their first occasion to finish in a long-distance event. Last year, these beautiful coupés out of Lola by Ford showed that they had the makings of worthy winners, but mechanical troubles kept putting them out. Now that Broadley has returned to Lola the GT coupés are wholly Ford and entered by Shelby Racing. It is noteworthy that Ford V8 engines powered the first six cars in this race.

Results:

1st : K. Miles/L. Ruby (Ford GT)—12 hr. 27 min. 9 sec.—327 laps—
160.845 k.p.h.
2nd : H. Keck/R. Johnson/J. Schlessler (A.C. Cobra coupé) .. 5 laps behind
3rd : R. Ginther/R. Bondurant (Ford GT) 28 laps behind

N.A.S.C.A.R. DAYTONA 500-MILE RACE Standard Saloons (February 14th)

The annual flat-out blind round the Daytona Speed Bowl was cut short this year due to heavy rain, after 133 laps of the scheduled 200. Naturally, speeds were down over previous years, but an indication of what might have been was shown by Johnson's fastest lap at 171.775 m.p.h. (281.655 k.p.h.).

Results:

1st : F. Lorenzen (Ford V8—1965) .. 2 hr. 20 min. 56 sec.—231.943 k.p.h.
2nd : D. Dieringer (Mercury V8—1965) 1 lap behind
3rd : R. Johns (Ford V8—1965) 1 lap behind

THE B.A.R.C. AT SILVERSTONE

A Washout

March 20th

WITH the loss of Aintree for the classic "200" race the B.A.R.C. took over Silverstone for the event and organised a full day's variety of racing in which was included an event for Formula Two cars, which counted as the "200," it being 200 kilometres long.

Practice Notes

Great interest was aroused by the first appearance of the Honda F.2 engine, installed in the F.2 Brabham driven by the Australian himself. This 4-cylinder unit has two overhead camshafts, gear-driven from the front of the crankshaft, and these operate two inlet and two exhaust valves per cylinder in a pent-roof head, the valve angle being quite small. Low-pressure fuel injection into the ports is used, with slide throttles, while a long twin-pipe exhaust system is used. Also to make its first racing appearance was the F.2 B.R.M. engine, another 4-cylinder with twin overhead camshafts, being in effect half a Formula One engine. Ken Tyrrell had one of these engines in an F.2 Cooper driven by J. Stewart, and John Coombs had one in a Brabham for Graham Hill to drive. These engines use Lucas fuel injection, injecting inboard of the throttle slides as on the B.R.M. Grand Prix engines, and four equal-length pipes exhaust into a single long tail-pipe. Defending their F.2 monopoly were Cosworth with a fuel-injection version of the well-tried SCA unit, Mike Costin driving a Brabham fitted with this unit. Nearly all the remaining entries in the race were using the standard single o.h.c. Cosworth unit running on downdraught carburettors, and if any F.2 car was using a gearbox other than a Hewland, then I failed to see it.—D. S. J.

11 a.m. 10-lap Formula Three Race—46.7 kilometres—Raining

The large field of F.3 cars set off in pouring rain and anyone who showed too much enthusiasm soon spun out of the race. Gethin (Lotus-Ford) went out in front, but Banks in the Tyrrell team Cooper-B.M.C. was driving very cannily and once the exuberant ones in front decided to settle down, or had spun off, he speeded up and caught Gethin with ease; the Lotus driver spun but kept going, and Banks went on to a very wet but comfortable win, having shown first-class race tactics most suitable to the weather conditions.

Results :

1st :	W. Banks (Cooper-B.M.C.)	..	..	21 min. 47.0 sec.—129.746 k.p.h.
2nd :	P. Gethin (Lotus-Ford)	..	..	22 min. 22.0 sec.
3rd :	C. Baker (Cooper-B.M.C.)	..	..	22 min. 23.0 sec.
4th :	C. Crichton-Stuart (Brabham-Ford)	..	..	22 min. 25.8 sec.
5th :	K. Ahrens (Brabham-Ford)	..	..	22 min. 36.8 sec.
6th :	C. Lucas (Brabham-Ford)	..	..	22 min. 56.6 sec.

Fastest lap : W. Banks (Cooper-B.M.C.), 2 min. 06.2 sec.—134.381 k.p.h.

11.50 a.m. 18-lap Sports-Car Race—84.7 kilometres—Raining harder

The rain was coming down even harder as the sports cars lined up and the front row was a most impressive sight, with Clark (Lotus 30-Ford V8), Surtees (Lola-Chevrolet V8), McLaren (McLaren-Elva-Oldsmobile V8) and Salvadori (King Cobra-Cooper-Ford V8). The big Lolos were making their first race appearance, there being a similar car in row 2 driven by David Hobbs. The McLaren-Oldsmobile was making its first race appearance in this country, as was the Shelby "King Cobra" loaned to Ford Advanced Vehicles of Slough, for Salvadori to drive. Graham Hill was in Coombs' new McLaren but it was too new to be race-worthy. Of the big-boys only Clark and Surtees were in the running, these two battling for the lead amidst the carnage of spins and crashes going on all round the circuit. Clark led to start with but Surtees got by, and then Clark got back into the lead again and drew away when Surtees spun more than once. However, the very determined World Champion battled on with the Lola and held second place, while O'Brien was going very well in the ex-B.R.P. Lotus 19 and Trevor Taylor was profiting from the conditions by keeping his brand-new rear-engined B.M.C.-Mini Aurora sports car up with the faster cars. The stewards reduced the race from 25 laps to 18 laps in view of the appalling weather conditions, and O'Brien was unlucky to spin off on lap 15 and wreck his Lotus, after having driven very well.

Results :

1st :	J. Clark (Lotus 30-Ford V8)	..	..	42 min. 06.4 sec.—120.83 k.p.h.
2nd :	J. Surtees (Lola 70-Chevrolet V8)	..	..	17 laps
3rd :	J. Paterson (Lola-Climax)	..	..	17 laps
4th :	T. Taylor (Aurora-B.M.C.)	..	..	17 laps
5th :	H. Stiller (Lotus 23-Ford)	..	..	16 laps
6th :	G. Oliver (Lotus 23-Ford)	..	..	16 laps

Fastest lap: J. Clark (Lotus 30) and J. Surtees (Lola 70), in 2 min. 01.0 sec.—140.142 k.p.h.

At 1 p.m. the Stewards inspected the circuit and decided to suspend racing for an hour as conditions were now impossible, and the small crowd of enthusiastic spectators, officially estimated at 19,000, huddled under umbrellas and awaited a further decision. This came around 2.30 p.m. and was to the effect that in view of the appalling weather conditions racing would be abandoned. Already many of the drivers for the F.2 race had packed up and were going home, not wishing to risk their cars on a course swimming with water on which aquaplaning was inevitable.

It was all very disappointing but focused attention on how early the racing season now starts in this Island of unpredictable weather. Starting with Boxing Day (cancelled at Brands Hatch), Snetterton, Oulton Park and this Silverstone Meeting were all sizable fixtures taking place before Easter, which used to be the traditional start of a new British racing season. So far as cancellations for rain are concerned, they have been uncommon in recent years, although in the halcyon days of Brooklands the faster outer-circuit cars were not allowed to race on a wet track, and if the weather was too bad the B.A.R.C. used to send everyone home, bidding them return for some racing on the following Wednesday. This applied to Bank Holiday Meetings, but the bigger races used to continue through rain thick and thin, some of the Relay Races and the B.R.D.C. 500-Mile Race being held on very wet days, with some sensational spins when drivers "lost it."

B.A.R.C. Barks

Surtees' Lola had a 5.4-litre Chevrolet engine with horizontal Webers on a "cross-over" manifold. The Lotus 30s had 4.7-litre Ford engines with downdraught Webers, and the "King Cobra" had a 4.7-litre Ford V8 Shelby-Cobra type engine and Colotti gearbox.

The Honda F.2 engine uses metric threads—interesting!

Firestone know all about high speeds with heavy cars, but have still to learn about wet-weather tyres. It shouldn't take them long now they have a foothold in British racing, with the McLaren team. In the Sports-Car Race Clark and Surtees used Dunlop tyres, but both made the wrong choice, one had the right tread and the wrong rubber compound, the other had the right compound and the wrong tread! Complicated, this tyre business! Lesser drivers gave up in the appalling conditions but these two battled on against the impossible odds, Surtees having to be lifted off the bank at Copse by the marshals after one of his off-course excursions.

Still no B.M.C. twin-cam F.2 engine, even in practice, although B.M.C. put it across Ford in the F.3 race.

GOODWOOD AT EASTER

The next appearance of F.1 cars in this country, following the Race of the Champions at Brands Hatch, will be the B.A.R.C. Easter Monday Meeting at Goodwood, when a 100-mile G.P. Trial Race for F.1 cars will be held. There will be supporting races for sports cars, GT cars, saloons and F.3. Racing commences at 1.30 p.m.

The B.A.R.C. Members' Meeting scheduled to take place at Silverstone on April 10th has been postponed to October 2nd—to let the course dry out? But there will be a Goodwood Members' Meeting, counting towards the MOTOR SPORT Brooklands Memorial Trophy (see page 252), on April 3rd, starting at 2 p.m.

"ARCHIE" FRAZER-NASH

We do not usually publish obituaries in MOTOR SPORT, because unless written by a close associate of the deceased, they lack meaning. But we cannot let the death of A. G. Frazer-Nash, the genial "Archie," go unrecorded. He was the "N" of the G.N. cycle car, won and crashed the very fast single-seater G.N. "Kim" at Brooklands in 1920, finished first in the 1,100 c.c. class of the 1921 J.C.C. 200-Mile Race in a G.N. Akela at 71.56 m.p.h., took the Test Hill record with a 4-cylinder Frazer Nash, and manufactured these famous chain-driven cars before the Aldingtons took over. Later Nash raced Ulster Austin 7s. He was a superb engineer and an equally practical mechanic, changing major components of his cars when they gave trouble in long-distance races. His contribution to human safety was the Frazer Nash crane indicator; to defence, his famous gun-turrets for aircraft. Frazer Nash had been unwell for some time; he died on March 10th at the age of 76. His genial countenance, effervescent outlook on life and fund of anecdotes will be sadly missed.—W. B.

1964 R.A.C. TRIALS CHAMPIONSHIP

Provisional Results: 1, Lol Hurt (Ford Special) 140; 2, J. F. Harrison (Harford) 150; 3, R. F. Chappell (Cannon) 154; 4, G. D. Hobson (Cannon) and E. Jackson (Cannon) 155; 6, D. J. Rawlings (Nymph) 157; 7, G. J. Newman (Cannon) 160; 8, P. T. Lewis (Cannon) 162; 9, E. Harrison (Harford) 164; 10, P. A. Barden (P.A.B.) 165; 11, I. H. Fortlock (Alexis) 171; 12, D. L. Barden (Cannon) 177; 13, C. Taylor (Cannon) 181; 14, T. A. Marshall (Cannon) 189; 15, M. R. B. Cannon (Cannon) 191; 16, C. W. Pollard (Cannon) 193; 17, K. B. Lindsay (Cannon) 205; 18, B. H. Dees (Cannon) 207; 19, G. L. Holdrup (Cannon) 219; 20, D. D. Render (Cannon) 227. Non-starter: P. F. Higwood (Canhi). No retirements.

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VAUXHALL'S SPORTING SALOON

The First Full Road-Test
Report on the Latest VX 4/90

UNDERSTEER about to change to roll-oversteer as the Editor demonstrates the Vauxhall's supple suspension to the photographer.



IN time for the last London Motor Show the Vauxhall Company introduced revised cars, of which the excellent 3.3-litre Cresta has already been eulogised in these pages. The sporting saloon of the range, the VX 4/90, has always been a well-equipped, high-performance car but in the past we felt that somehow it didn't quite get over. Consequently, it was with interest that we accepted for road-test the latest version of this fast family saloon from Luton, with its twin-Zenith 3-bearing, 1,594-c.c. engine.

The 1965 VX 4/90 has a completely new body, the sides and windows of notably curvacious form to provide increased interior space, the rigidity of the body/chassis structure has been improved appreciably, curing the shake which was one of the shortcomings we criticised in the past, while performance has been maintained by an increase of c.r. from 8.5 to 9.3 to 1, the extra 1½ b.h.p. thus gained combating a weight increase in the body of some 60 lb. Steps having been taken to reduce the transfer of noise to the car's interior and to give it better road-holding and more effective braking, this Vauxhall VX 4/90 is a palatable proposition, especially when the pains taken to underseal and render the bodyshell corrosion-proof (described previously in MOTOR SPORT), the special pigmented acrylic lacquer and "thermal re-flow" body stoving to give a high-gloss deep lustre finish that needs no polishing, and the 30,000-mile or 30 months'



The conventional but comfortable and well-appointed "office" of the latest Vauxhall VX 4/90. Note the three differently-shaped knobs for lamps, spot-lamps and wipers/washers, all convenient to the driver's right hand.

greasing schedule, are taken into account.

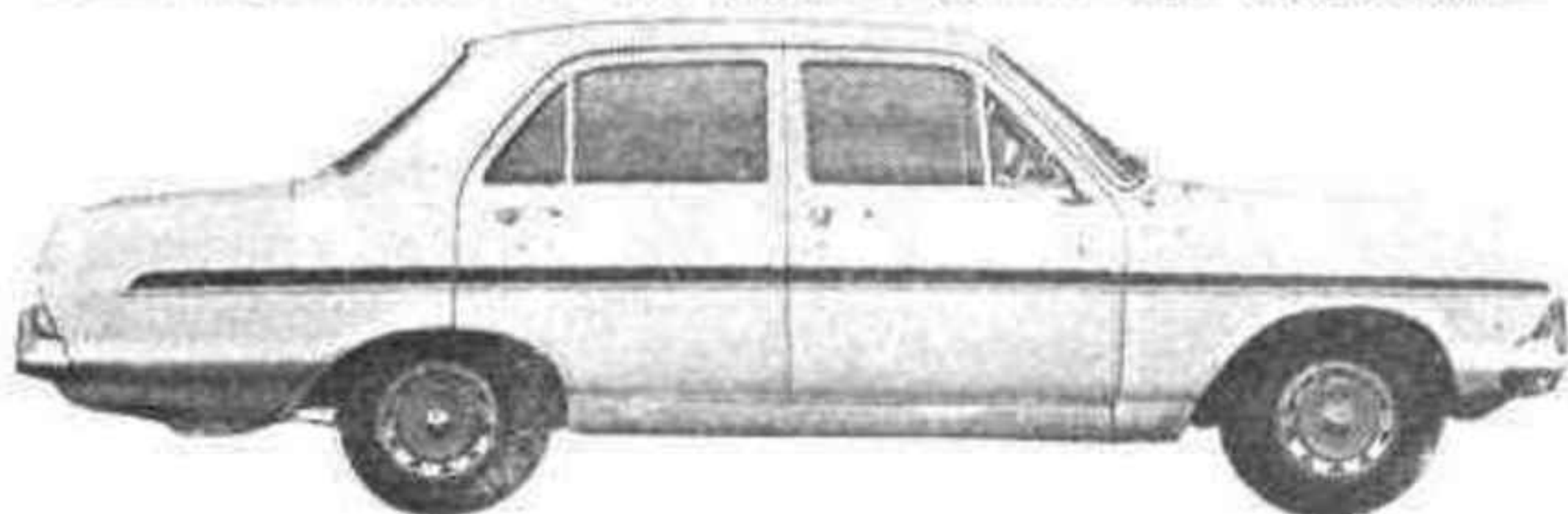
The VX 4/90 is one of those cars which seem effortless to drive from initial acquaintance. The new control and instrumentation arrangements are practical and convenient. On the driver's right are Vauxhall's usual wipers/washers' knob and all-purpose lamps' knob, with another knob between them for the Lucas Ranger and Fogranger spotlamps, if fitted. A panel immediately before the driver accommodates four small matching dials for, l. to r., oil pressure/water temperature, engine revs., speed, and amps./fuel contents. The oil gauge reads to 80 lb./sq. in. but normally shows 40 lb., the thermometer is calibrated to 220°F., normally indicating 180°. The tachometer goes to 6,000 r.p.m., the red sector commencing at 5,500 r.p.m. The speedometer—these are A.C. instruments—goes to 100 m.p.h. and is also calibrated in k.p.h.; it has total and trip mileometers. The fuel gauge notes that the capacity is 10 gallons, or 45 litres, but indicated "full" with 8 gallons in the tank. The full-beam warning light reflects in the l.h. dial, offsetting to some extent the fact that the rheostat-controlled instrument lighting can be turned off.

Above and below this business-like section of the fascia there is crash-padding, generously deep below the panel. The heater controls, as two horizontal quadrants, are centrally disposed above the non-push-button Vauxhall radio (an extra), and are clearly labelled, the 2-speed blower being engaged by pulling out the r.h. knob.

The ignition key engages close to the left of the steering column (a lock is extra), and there is a central, lockable fascia oddments box, rather cavernous but far more commodious than a normal cubby-hole. Ash-tray, cigarette-lighter (an extra), and choke knob are above it. The oddments box lid lacks a handle, and making it open could easily break a girl's finger nails. There are parcels shelves each side under the fascia and a hand-grip confronts the front-seat passenger. Large ventilation ducts are attached to each side of the scuttle.

The single spoke of the steering wheel is padded, there is a rather sharp-edged full horn-ring, and the centrally-placed gear-and brake-levers are well located. A l.h. stalk works the turn-indicators and, depressed, flashes the headlamps. On the test car the horn appeared to have a sore throat and there was an occasional "short" in the radio. Sill interior door locks are used, the front doors give courtesy interior lighting, the vizors swivel but do not possess a mirror, and the side arm-rests are too low-set to be fully effective. Small ash-trays with neat flush-fitting lids occupy the rear arm-rests. The rear seat has a folding centre arm-rest. The front window winders need four complete turns. The external mirror is spring-loaded, which made it difficult to adjust. The bonnet needs propping up, and another irritation is that if one forgets to push the release knob home, it is necessary to do this before the bonnet can be locked shut. The lid of the extremely capacious 23 cu. ft. boot stays up automatically. The test car had safety belts for all seats, the latter upholstered in imitation leather.

THE VAUXHALL VX 4/90 SERIES 101 SALOON



Engine: Four cylinders, 81.6×76.2 mm. (1,594 c.c.). Push-rod-operated overhead valves. 9.3-10-1 c.r. 74 (net) b.h.p. at 5,200 r.p.m.
Gear ratios: 1st, 12.8 to 1; 2nd, 8.3 to 1; 3rd, 5.28 to 1; top, 3.9 to 1.
Tyres: 5.60×13 in. Avon Radial, on bolt-on steel disc wheels.
Weight: 19½ cwt. (kerb weight).
Steering ratio: 4¼rd turns, lock-to-lock.
Fuel capacity: 10 gallons. (Range, see text.)
Wheelbase: 8 ft. 4 in.
Track: Front, 4 ft. 3 in.; rear, 4 ft. 4½ in.
Dimensions: 14 ft. 6½ in. × 5 ft. 4½ in. × 4 ft. 7½ in. (high).
Price: £720 (£872 11s. 3d. inclusive of p.t.).
Makers: Vauxhall Motors Ltd., Luton, Bedfordshire, England.

Performance

Acceleration:

0-30 m.p.h.	..	..	4.5 sec. (4.5 sec.)
0-40 "	..	..	6.6 " (6.5 ")
0-50 "	..	..	10.7 " (10.7 ")
0-60 "	..	..	14.7 " (14.5 ")
0-70 "	..	..	22.5 " (22.2 ")
s.s. ¼-mile	..	..	19.6 " (19.5 ")

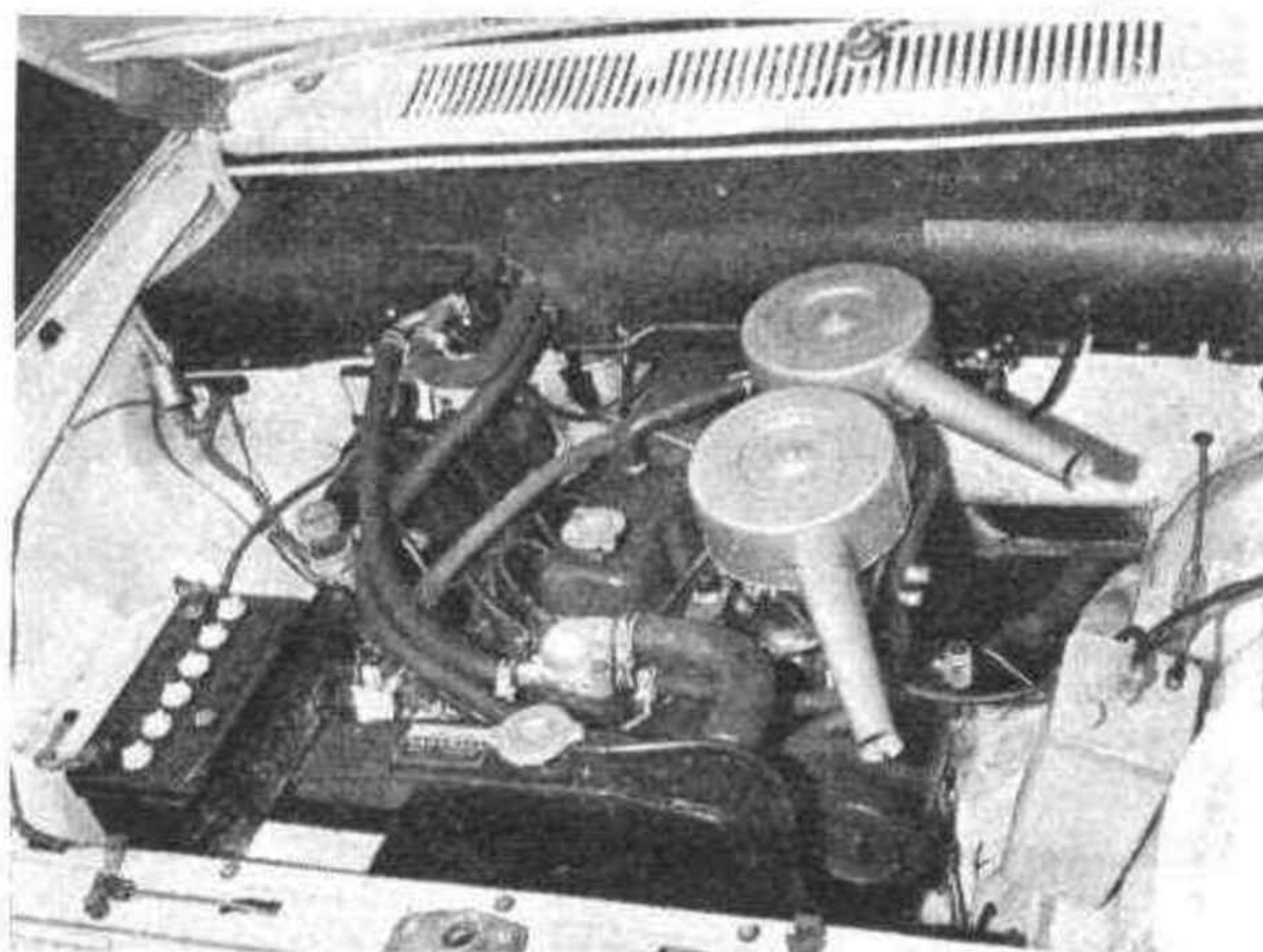
(Best times in parentheses.)

Speeds in gears: 1st, 28 m.p.h.; 2nd, 43 m.p.h.; 3rd, 68 m.p.h.

Visibility is enhanced by strips of beading which mark the extremities of the car, but not everyone admired the new grille and wheels, which give the latest small Vauxhalls some resemblance to a Dinky Toy.

On the road the new VX 4/90 runs eagerly, the measure of its performance being shown by the figures in the accompanying table, timed by electric speedometer. This showed an average degree of "flutter" on the part of the car's speedometer, which was 2 m.p.h. fast at 30, the same at 40, 3 m.p.h. optimistic at 50 and 4 m.p.h. "fast" at 60 m.p.h.

The engine goes very quickly "into the red," and at just over 5,500 r.p.m. genuine maxima of 28, 43 and 68 m.p.h. are obtainable in the indirect gears. The ratios give approx. 5½, 8½, 13½ and 17½ indicated m.p.h. per 1,000 r.p.m. It is a rougher unit



The engine of the Vauxhall VX 4/90, showing the air-cleaners for the twin carburetters, and location of washers' fluid container and battery.



The latest Vauxhall VX 4/90 from Luton has a rather crude radiator grille which was apt to draw forth remarks about "Dinky Toys." This view shows the tumblehome of the side windows, which gives increased interior accommodation.

than a 5-bearing engine and noisy towards maximum r.p.m. The choke control was insensitive and the engine invariably idled at 1,000 r.p.m.

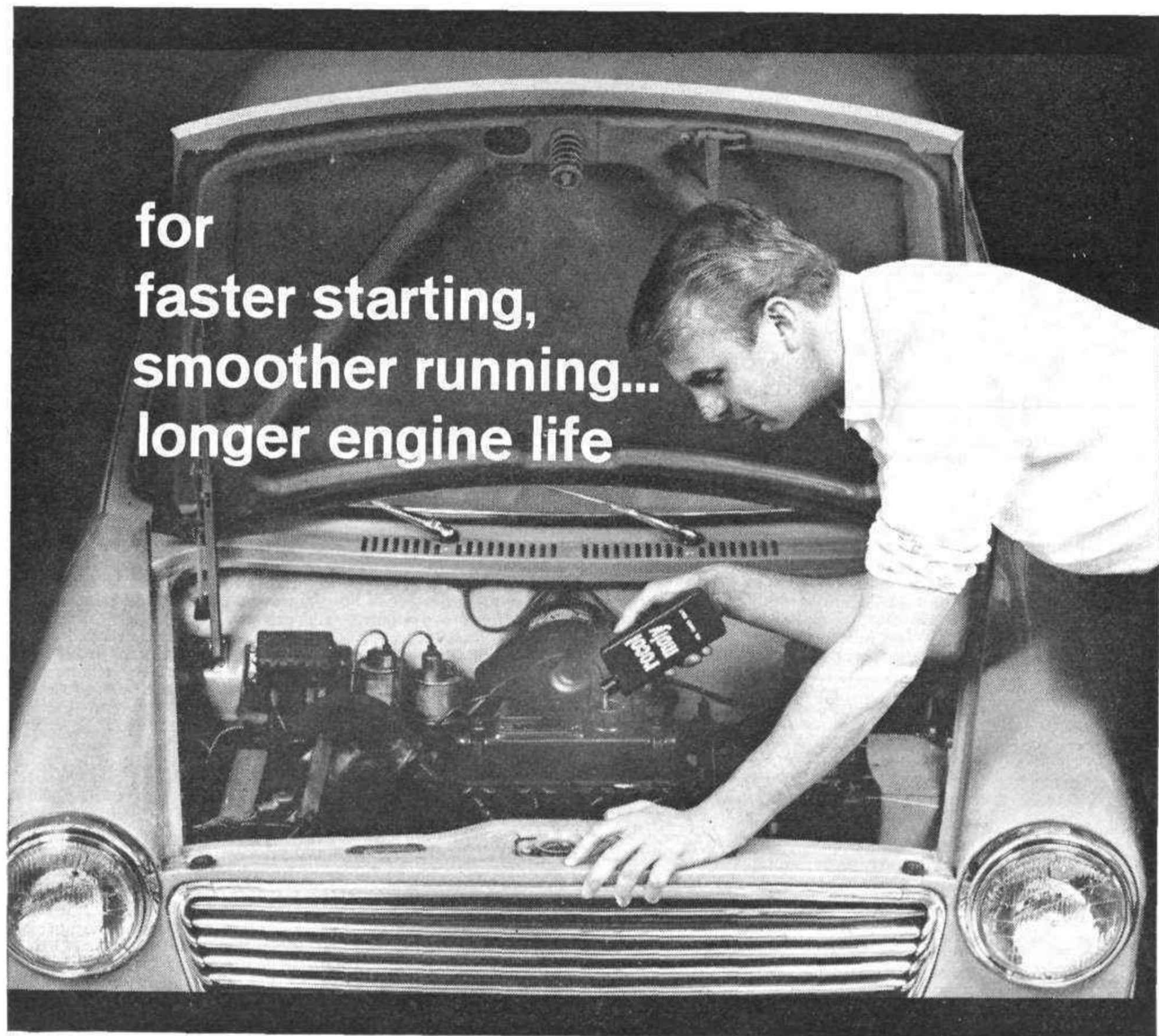
The gear-change has a delightful semi-mechanical action, functioning very smoothly. Reverse is across beyond 1st gear position. The vacuum servo-assisted brakes (discs at the front) are far more effective than they feel, and the steering, if somewhat vague, is fairly light but spongy on full lock, with mild castor-return action, and no kick-back. It is low-g geared, however. The suspension is quite soft, which gives freedom from anxiety but lively action over unmade roads, and does permit considerable, but fortunately consistent, roll when cornering fast. The initial feel of understeer changes to roll oversteer but, allowing for this, the VX 4/90 can be taken quite quickly through difficult bends. Only very bad surfaces cause momentary back-axle tramp. My impression of the sporting Vauxhall over long journeys was of a spacious, comfortable car which covered the miles deceptively quickly, its effortless acceleration aiding high average speeds. It was also notably economical. Fast main-road driving gave an average of 28.1 m.p.g. We do not normally include performance-testing on the track in our fuel consumption assessments, but even this treatment, and driving in London rush-hour traffic, only pulled the figure down to 26½ m.p.g. The engine should accept Premium petrol but pinked to an extent which suggested it preferred 100-octane. The practical range, from "full" to "empty" on the gauge, was 200 miles. The oil-level called for a quart of Castrol after 1,000 miles. The dip-stick is slightly obstructed by the h.t. leads. In this distance the engine had begun to falter at below 2,000 r.p.m. and the l.h. turns-indicator warning light ceased to function. The former trouble was due to a breakdown in insulation in the h.t. wiring, soon cured at Vauxhall's Service Station in Wardour Street, London.

The overall impression of the new Vauxhall VX 4/90 is that it falls into that useful category of sensibly-sized family car, properly equipped for comfort and convenience, with above-average performance, the last-named attribute reflected in a s.s. ¼-mile time of 19.6 sec. and a top speed of 96 m.p.h. Many extras are available from Vauxhall dealers and the price can be described as competitive, at £872 11s. 3d. inclusive of p.t.—W. B.

USEFUL ADDRESSES

Below are given the addresses of some of the more sought after Motor Clubs/Registers. **Daimler and Lanchester O.C.:** D. Goode, Esq., 27, Brighton Road, Birmingham, 12. **Rolls-Royce Enthusiasts' Club:** Lt.-Col. E. B. Barrass, O.B.E., T.D., Lincroft, Montacute Road, Tunbridge Wells, Kent. **Ferrari Register:** R. M. Kitchingham, Esq., Pelham, Chideock, Bridport, Dorset. **Bentley Drivers' Club:** Miss B. Gunstone, 76A, High Street, Long Crendon, Aylesbury, Bucks. **Bullnose Morris Club:** J. J. Salt, Esq., Two Gables, Mortimers Lane, Fair Oak, Hants. **Lagonda Club:** Mrs. Valerie E. May, 2, The Glade, Winchmore Hill, London, N.21. **Riley M.C.:** A. Farrar, Esq., c/o Riley Motors Ltd., Abingdon-on-Thames.

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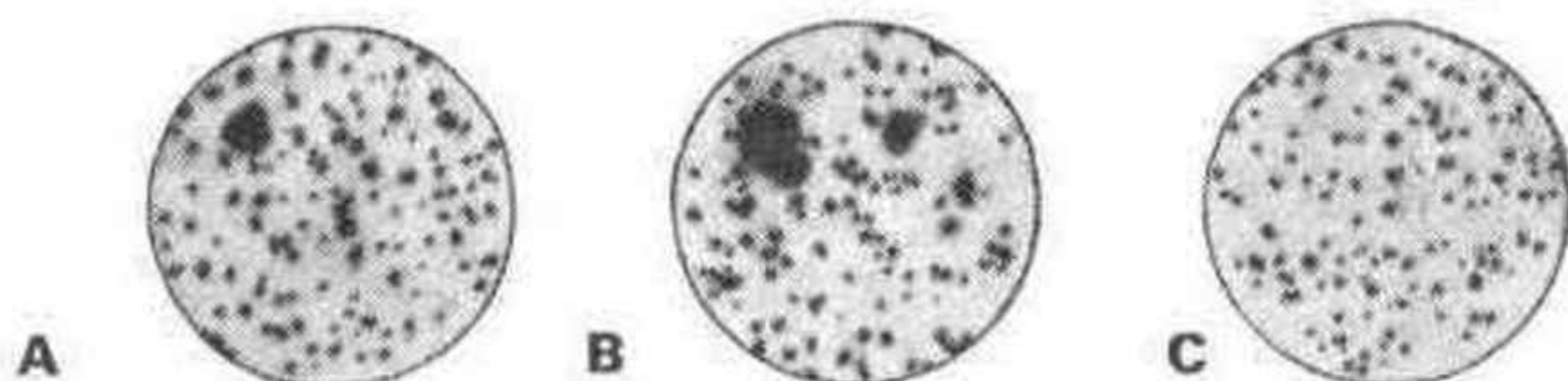
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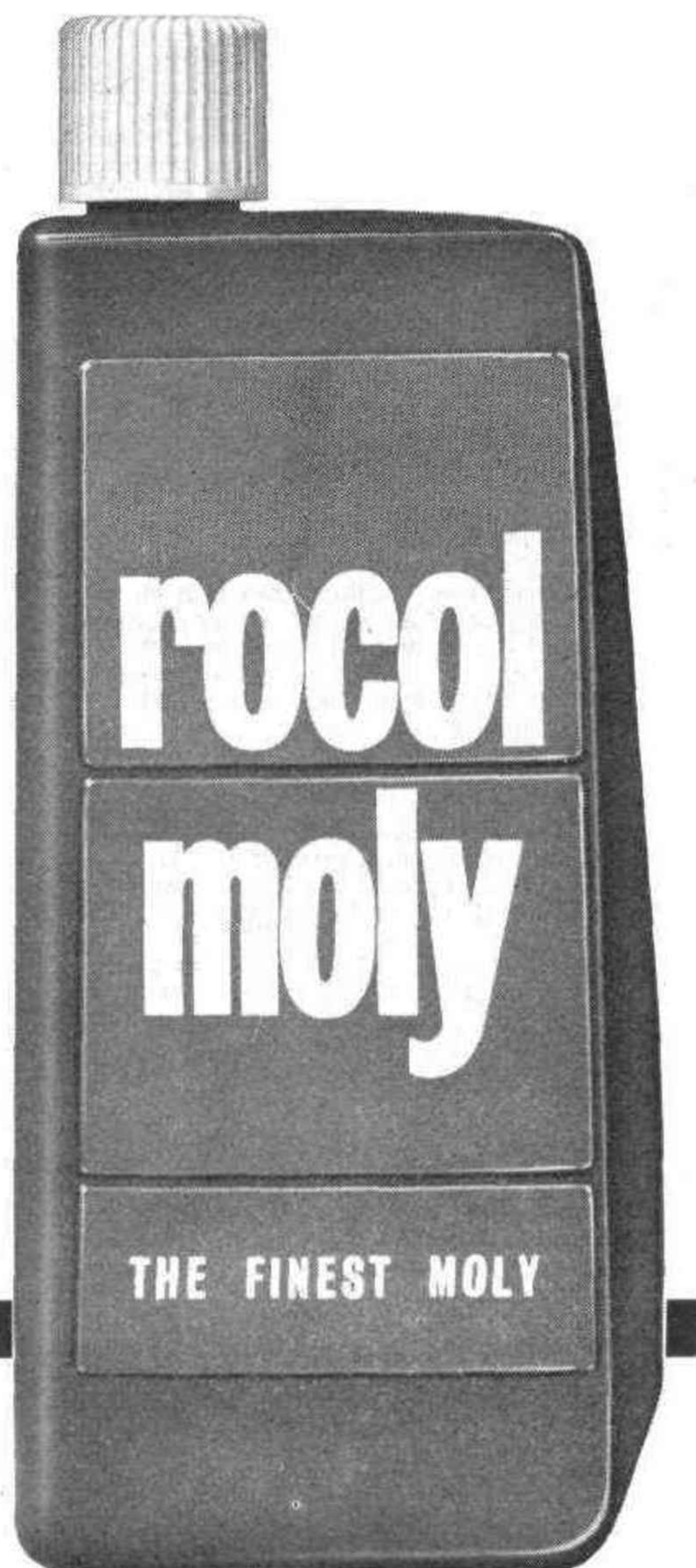
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CONTINENTAL NOTES

ONE of the most interesting occurrences in the opening of the 1965 racing season was the win by the Ford GT coupé at Daytona in the 2,000-kilometres race. Two cars were entered and they finished first and third, and though they were not the pace-setters, Gurney and Surtees doing that, the Fords showed reliability and sufficient speed. Now that Eric Broadley and Lola are no longer associated with the project it is justifiable to drop the name Lola and refer to them simply as Ford GT Prototype, and, as we saw last year when they first appeared, they really are GT Prototypes, always assuming that mid-engined GT cars are going to catch on for everyday use, which is a doubtful assumption. Whereas most Prototype GT cars are either thinly-disguised sports cars, or stark competition coupés, the Fords were beautifully finished, completely instrumented and trimmed in the cockpit and were to production standards. To some people they looked squat and ugly, but to me they looked terrific and represented everything that a competition GT coupé should be.

Unlike any other challengers to Ferrari supremacy in Prototype GT racing the Fords really gave the Maranello cars a run for their money last season and but for mechanical troubles they could have won a race last year. Richie Ginther's searing pace in the opening stages of Le Mans last year was no fluke or flash in the pan and though the Ferrari drivers scoffed and said "... we knew it couldn't keep up the pace, so we let it go," I personally did not believe them, I think Ginther had them sweating. Again, in the Reims 12-hour race Ginther was really in amongst the two fastest Ferraris and there was no fooling, they couldn't afford it, especially as the race started in the dark. I can accept most situations in motor racing without turning a hair, but on that opening lap at Reims as the stream of headlights poured down the Soissons straight to the Thillois hairpin I was overcome by a dreadful feeling of apprehension. Then the leaders went by, wham, wham, wham past the pits at 150-160 m.p.h. in a blaze of headlights, the two red Ferraris and the white Ford with its blue stripe, and excitement overcame any fears.

After failing again at Nassau in the cocktail-party races, they have now achieved not only their first race-finish, but they won in the bargain, the leading car being driven by Englishman Ken Miles, long time resident in the U.S.A. and Lloyd Ruby a real professional American track racing driver. In third place was the faithful Ginther, with Bob Bondurant as co-driver. Bondurant is the American who first appeared on the European scene at the Targa Florio last year, and drove a Cobra so well, and again at the Nurburgring, and other races, as well as hill-climbs. He showed commendable enthusiasm for his job and tackled European circuits with a seriousness that was refreshing. For example, he went to the Hanseat driving school on the Nurburgring purely to learn the circuit, prepared to accept his position as a novice pupil with all the others even though he was a far better and more experienced racing driver than the instructors. At the end of the season he had a try-out in the rebuilt A.T.S. Grand Prix car, after the Italian G.P., but an unfortunate mechanical breakage caused him to have a livid crash and write the car off, though he got away undamaged.

With the amalgamation of the Carroll Shelby Cobra racing activities and the Ford GT racing team at Slough, as arranged last autumn, Shelby Racing now looks after the running of the Fords, and for the Daytona race they were fitted with wet-sump 4.7-litre iron Ford V8 engines, driving through modified Colotti 4-speed gearboxes and as with all Shelby's Cobras, they were running on Goodyear tyres.

* * *

On the European scene of GT racing the Belgian Ecurie Francorchamps are planning an active season with Ferrari cars, which will be painted the Belgian national colour of yellow. One-time racing driver Jacques Swaters will continue to manage the team and the drivers will be Willy Mairesse, Lucien Bianchi, Gerald Langlois van Ophem and "Beurlys." They will be using LM and GTO Ferraris and will no doubt be among the higher placed private-owners, especially in the long-distance events, while Mairesse will no doubt mix-it with any GT driver whether the race be long or short.

Last year there were some beautiful little Alfa Romeo GTZ coupés running in the GT races and they were notable for their fantastic speed, reliability and noise, short exhaust pipes with megaphone ends sticking out of the side under the door. In the

pits there were numerous familiar Italian faces that one used to connect with Alfa Corsa, the works racing team, but if "factory entries" were mentioned they would all say "oh no, customer service, nothing more" and put on dead-pan looks. However, the cars sounded, looked and went like real works cars, even though they were entered by a private Milan Scuderia, but now Alfa Romeo have come out into the open and announced that works cars will be competing this year, operating from an Alfa Romeo agent in Milan known as Auto-Delta and Carlo Chiti from the ill-fated A.T.S. team will be working with them. These Alfa Romeos excel on circuits like the Targa Florio or the Nurburgring, or on really fast ones like Monza or Le Mans. It's a pity we have no real circuits in this country where they could be seen at their best, for I doubt whether they would show up too well on an acrobatic circuit such as Brands Hatch. If we ever get a race round the T.T. circuit in the Isle of Man then these Alfas would excel, for that is just their type of country.

Mention of A.T.S., which is now completely wound-up, recalls that one of the backers in the early days was young Count Volpi and after leaving the A.T.S. group he set in motion a GT Prototype project that was out on test recently, just about 18 months after starting. This is one of the neatest and sleekest of mid-engined coupés known as the Serrinissima and has a 3-litre V8 engine with 4 o.h.c. designed by Massimino. Where the Ford GT looks fierce and functional, this Serrinissima looks smooth and elegant, but not flamboyant and it will be interesting to see how it performs. What is interesting is that two of them have been entered for Le Mans, the entrant being Rob Walker. At least one should appear in the Targa Florio in May, as a preliminary gallop, so we might be able to judge its worth then.

* * *

On the Grand Prix front the first of the European Formula One races will have been run and won by the time these words appear in print, and as suggested last month this season looks like being a good one, which is very fitting for the finale of the 1½-litre Formula. Time certainly goes by very rapidly, for it seems only last year that the British Grand Prix car builders were shrieking their heads off about "this stupid Formula for little 1½-litre cars." It was actually at the end of 1958 and we have had four years of 1½-litre racing and *now* everyone is saying how marvellous it has been. Ferrari has won the Manufacturers' Championship twice, Lotus once and B.R.M. once, and it remains to be seen who wins this year's Championship, but one thing is certain and that is that the Formula is going to finish on a note as high as the beginning was low. This must surely justify the whole point of Grand Prix racing, for it has produced a rate of development in design of engines and cars that is really praiseworthy. The old 2½-litre Formula may have been successful in as much that it finished with Britain on top, whereas it had started with Britain not even in the running, but technically it failed for it started off on a high-rate of technical development and this dwindled until the last year of the Formula, in 1960, was a bit of a doldrum in design and development. Next year starts the Formula for supercharged 1½-litre and unsupercharged 3-litre-engined cars and when announced everyone was saying "How splendid, big powerful cars to sort the men from the boys." Now, at the last minute, some of the British car builders are screaming to have the Formula delayed or modified because they are not ready. Those concerned are Cooper, Lotus and Brabham and they are what I call the "Special-Builders"; the real Grand Prix car manufacturers, such as B.R.M. and Ferrari, are not making a fuss, they have been getting on with the job.

The "Special-Builders" are blaming the withdrawal of Coventry-Climax for this scream, but it is rather a weak excuse. Everyone knew a long while ago that the new Formula was starting in 1966 and some of them seemed to have just woken up to the fact that 1966 is next year. If Cooper, Lotus and Brabham have to drop out of Grand Prix racing it will be a pity, but it was a pity when Gordini, Maserati, Lancia, Alfa Romeo, H.W.M., Mercedes Benz, and Connaught dropped out of Grand Prix racing; it certainly wasn't the end of Grand Prix racing, so there is no reason to suppose that the loss of Cooper, Lotus and Brabham will mean the end of Grand Prix racing. It may well develop into a straight fight between B.R.M. and Ferrari, and anyone who thinks that will be dull should look back to the days of Ferrari and Alfa Romeo in 1950/51, they were far from dull.

There have been no suggestions as to the layout of the 3-litre Ferrari engine, but B.R.M. have a 16-cylinder 3-litre well under way, and they are prepared to sell these engines to chassis builders, even though they will be using them in their own team cars.

Just when the British national season was about to start we suffered a short sharp return visit of the ice-age, so that it was rather appropriate that the latest bulletin from the Federation Internationale Motorcycliste should contain a report by the Secretary-General on visits to three ice-track speedway-type meetings in Russia. A normal Speedway 440-yard track was flooded with water and the ambient temperature of 17 degrees below zero Centigrade soon provided an ice surface. The speedway bikes used spiked tyres and could be laid over so far that riders wore metal skids on their left knees, while engines were warmed-up with blowlamps! One of the meetings was run at night under powerful floodlights and the hardy crowd were out in the open at minus 17 degrees, while it is difficult to imagine what it was like for mechanics having to handle spanners in those conditions. In this country a few degrees of frost and a bit of snow causes havoc and we hardly think about racing, but presumably if all the winter months are rugged the people develop an immunity to the conditions, but pity the poor "visiting firemen." At the meetings in Leningrad there were riders from Russia, Sweden, Austria, East Germany, Czechoslovakia and Mongolia. I wonder sometimes if there is a country on the Earth where no mechanised racing of any sort takes place. Yet there are people in this country who still won't accept that racing is as much part of twentieth century living as electricity, radio or television.

In an Information Bulletin published by the Federation Internationale Automobile there was an interesting extract from a Swiss report on a speed comparison test carried out near Lausanne on a main road. Two Vauxhall Vivas were used, one keeping in the general traffic flow and not exceeding 55 m.p.h. and the other doing plenty of nipping in and out, using all the performance and overtaking wherever possible and doing 75 m.p.h. as much as possible. Observations were made over a total distance of nearly 1,700 miles and the time saved by the dicer was 2 hours 48 minutes, and while the steady one overtook 230 cars and 262 lorries, the fast one had to overtake 531 cars and 313 lorries, but most remarkable was that the steady one made seven unexpected heavy brakings while the fast chap had to anchor-up severely on 184 occasions. Their average speed difference was just under 2 m.p.h.

CIBIE IODINE VAPOUR HEADLIGHTS

WE were recently invited to tour the Paris factory of the well-known French lighting firm of Cibié and to watch a demonstration of the qualities of headlamps with iodine vapour bulbs, and both the tour and the demonstration proved to be most impressive. The factory is modern and efficient, while a great deal of attention is obviously paid to the quality control of the products manufactured there; it was therefore not surprising to find that Cibié now provide the lighting equipment of well over 50 per cent. of French cars—of all Renaults, (and Italian Maseratis and Dutch DAFs), of 70 per cent. of the Citroëns built, and of 60 per cent. of all Peugeots.

Over the last year or two, the Cibié research department has been working hard on the development of headlamps with iodine vapour bulbs, and M. Pierre Cibié estimated that it will be in full production in two years. Where the normal incandescent bulb uses one or two tungsten filaments heated to a high temperature, the new type has a single filament enclosed in a quartz tube containing traces of gaseous iodine at the operating temperature. The iodine vapour bulb has a potentially longer life than the incandescent bulb, but its main advantage is its light source reaches levels three times as high as those possible with the older type. Iodine vapour spotlights have been in production for some time, and have become almost standard "wear" on rally cars in international events, but the fact that only a single filament is used has raised considerable problems with regard to a dipped beam. Cibié, however, have now developed a prototype model (which, has given no trouble in a year of test use) of a bulb fitted with electro magnetically-operated movable shields, and two headlamps of this type, mounted beside two similarly-sized sealed-beam units, were used for a night demonstration.

On both dipped and main beams the "iodines" were far more impressive than the earlier types, showing the road surface far more clearly on dipped beam and giving much greater range on main beam. At 300 yards, a post which had been dimly seen in the light of the sealed beam lamps was crisply and sharply de-

and tyre wear was 50% more on the dicer and fuel consumption showed an 18% difference.

All very interesting, but I bet I know which driver was enjoying his motoring, and after all the whole point of driving is to enjoy it, otherwise you might as well go by public transport. What a nice thought—if everyone was honest with themselves and those who said "I don't enjoy motoring or driving" were to retire from the roads, and leave them free for those of us who really enjoy motoring. It may sound selfish, but on the other hand I don't enjoy fishing so I don't do it and I leave the lakes and rivers to those who do. It is interesting to stand at the roadside and watch the traffic go by and see how many drivers are not enjoying themselves; some of them are positively hating every minute of it, if their facial expressions are anything to go by, while others look petrified and I often wonder why they go on, it must be some form of masochism. Of all the European countries in which I have motored extensively Switzerland is one of the worst for people who don't appear to enjoy driving and who disapprove of anything they aren't actually doing themselves, while Dutch people when they are outside of Holland are the slowest drivers. For a good dice you can't beat certain regions of France, and most of Italy, although Italy is getting bogged down with economy minicars. Surprisingly, the country that has improved enormously over the past 10 years is Great Britain, or at least England, for nowadays there are more people belting along than ever before, and lots of them really do get a move on. At one time England was 99% mimsers and basic-clots of five cars nose-to-tail at a snail's pace. Today things are very different and you continually come up against people tramping along in the 85/90 m.p.h. bracket on the main roads. Unfortunately, many of them haven't the skill or experience to be doing such speeds, while others do it in cars that aren't really safe at such speeds, but at least they all seemed to be enjoying their motoring.

Before leaving the F.I.A. and the F.I.M. it is nice to see that they are getting together to ratify a classification for vehicles attempting the ultimate in land speed, constituting an out-and-out Land Speed Record, irrespective of how it is driven or how many wheels it has, the main stipulation being that it must travel on the ground and not over it, and must be controlled by a man on board. This rules out aeroplanes flying low and rockets fired horizontally. A boffin friend of mine estimated that a Bloodhound rocket fired horizontally along a drag-strip would do the standing-start ¼-mile in about two-and-a-half seconds!—D. S. J.

lineated by the "iodines." Rather surprisingly, they were also superior to the sealed beams when approached in a car from in front. The main beams of both gave about the same amount of glare, the "iodines" having a very slight advantage due to the more bluish quality of their light, but when the dipped beams came into action the "iodines" produced far less glare than the sealed beams, in spite of the fact that they illuminated the road so much more effectively. The British distributors of Cibié products since 1960 have been Britover Ltd., and though the firm hope to sell at least 10,000 sets of headlights in Britain this year, after the "iodine" demonstration we would think that their sales will rise really sharply when the new headlights become available.

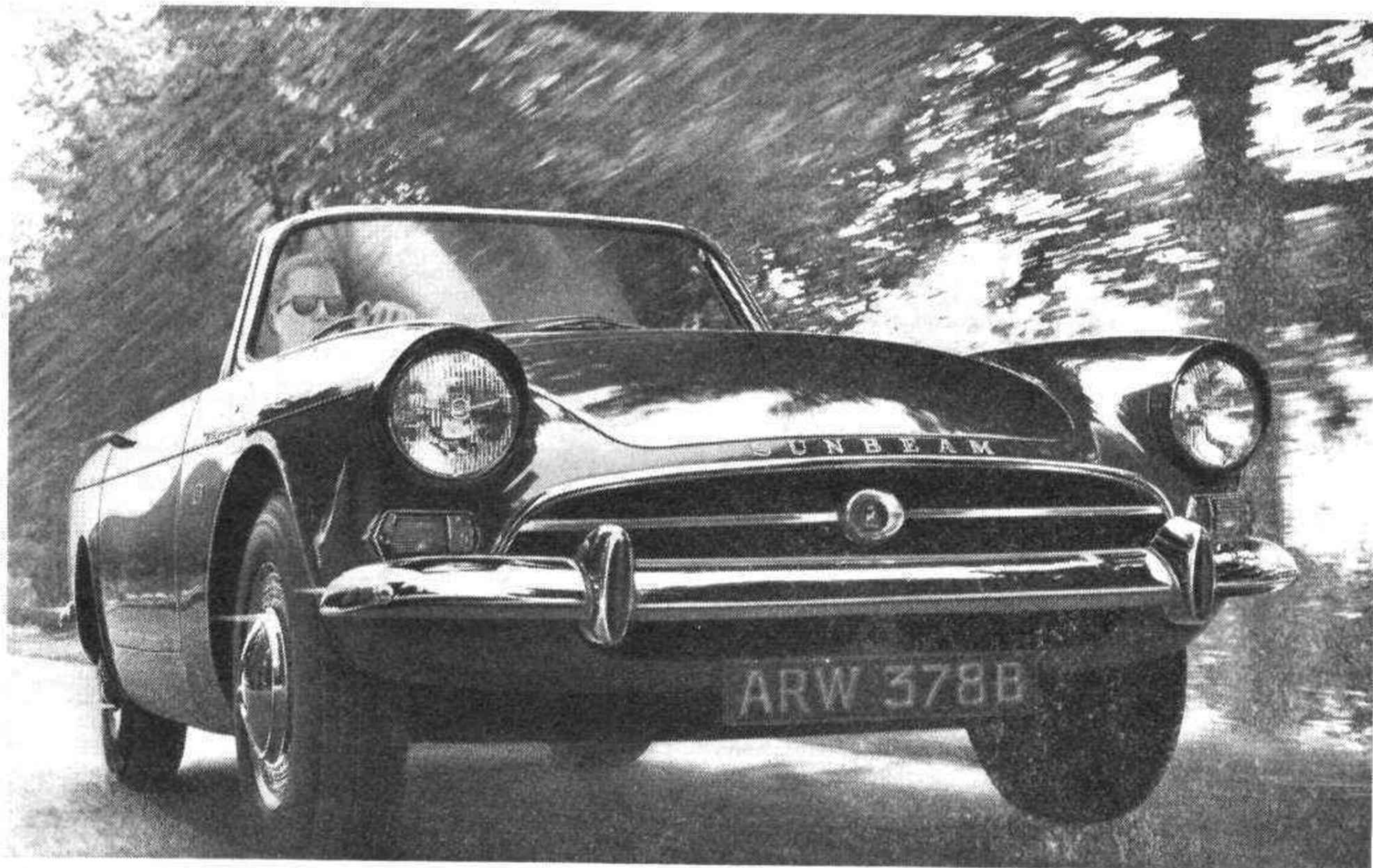
RUST-FREE

We get numerous motor accessories sent in to MOTOR SPORT for a write-up and free advertisement, but few of them impress or deserve mention, many of them being money-making gimmicks, while others are just rubbish or insults to the MOTOR SPORT staff and readers. However, a new accessory arrived recently which was not only refreshing in its simplicity and desirability but was accompanied by a letter containing a simple but honest claim.

Manufactured by M. R. A. Motor Accessories, of 56, Gwencole Crescent, Braunstone, Leicester, it is a stainless steel exhaust tail-pipe extension, nicely polished, angled and trimmed, and retained by a set-screw. Seven inches long, it slides over the end of the inevitably rusty exhaust pipe of the average car. There is a range of five sizes which covers all current models, and prices are from 11s. 6d. to 13s. 6d. It will certainly look better sticking out under the rear bumper than the usual rusty and ragged tail-pipe end. The manufacturers make only one claim—"it will not rust."

The sample sent to us was for a Cortina GT, but as the Editor has returned his to the Ford Motor Company, I have fitted it to my P.V.T. 328 B.M.W. I await someone to offer a stainless steel silencer.—D. S. J.

SUNBEAM UNLEASH THE TIGER



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**0-60 m.p.h. in 9.2 secs
top speed over 120 m.p.h.**

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SUNBEAM TIGER'S RECORD TO DATE...

- 1965 Monte Carlo Rally
1st and 2nd Over 2,500 cc GT Class 4th Overall
- 1964 Geneva Rally 1st 2nd 3rd Over 2,500 cc GT Class.
- 1964 Pacific Divisional Championships
1st in Class 'B' production event.
- 1964 US 200-Mile National Sports Car Race
1st in Class 2nd overall
- Also Dutch National 24-hour Speed Record February 9th, 1965.

SUNBEAM TIGER

BOOK REVIEWS

"Lanchester Motor Cars," by Anthony Bird and Francis Hutton-Stott. 240 pp. 8½ in. × 5½ in. (Cassell and Co. Ltd., 35, Red Lion Square, London, W.C.1. 36s.)

Following closely on Anthony Bird's Rolls-Royce book, this history of Lanchester cars by these two well-known enthusiasts for this make of car, is, taken as a whole, more readable than the former, although its presentation isn't anything like so attractive, the illustrations are no more than of average quality, and for this latest Montagu Motor Book the publishers have been content to use their usual "blotting-paper."

The style of writing and range of information imparted more than offset the foregoing comments. The authors have arrived at a happy compromise in covering a complex subject, for the three Lanchester brothers jointly had so much influence on the development of the motor car, and Dr. Frederick Lanchester, in particular, was a scientist and pioneer in matters outside the world of automobilism, that this must have been a difficult history to compile. Congratulations are therefore due to Anthony Bird for writing a book that is readable to the last page, which strikes just the right balance in comparing other contemporary products with those of the Lanchester Motor Company, and in presenting a fair and unbiased account of the work of the Lanchesters in the automotive field.

Naturally, much of the book is devoted to the remarkably advanced and completely unconventional Lanchesters of the veteran period, complete with fascinating discourses on their engines, suspension, transmission, ignition, controls and wick-carburetter. While reading about how and why F. W. Lanchester chose to design all these items differently from any other automobile engineer, the reader at the same time assimilates easily the broad picture of motor-car evolution.

The later days are equally well described, even to the last models bearing the illustrious name of Lanchester, so that even the little Lanchester Ten and subsequent models are seen in proper perspective and the Ten not as black as some writers would paint it! We learn that the 21-h.p. Lanchester was known as "The Pup," being a smaller version of the great Forty, that George Lanchester worked on the design of the 12/70 Alvis, of why the 21 h.p. had four-wheel-brakes when the Forty did not, and many other intriguing facets of Lanchester history.

The manner in which, in its decline, Lanchester became entwined with Daimler, the controversial matter of whether Rolls-Royce or Lanchester were first with torsional crankshaft vibration dampers, and the commercial influences which strangled the brilliant technical attributes of Lanchester cars are well reported, while such unexpected aspects as Lanchester's wooden cyclecar (which is illustrated) and George Lanchester's solution to the mystery of the Yellow Emperor's South-Pointing Chariot leaven the story. However, it is only fair to remark that some of this information was published previously in "The Life of an Engineer," by Dr. P. W. Kingsford, which book Bird acknowledges and which MOTOR SPORT reviewed at the time of its publication.

The Preface is by George Lanchester and the appendices cover such fascinating items as the Lanchester l.t. ignition, "M"-standard thread, unilateral gauge limits, the abduction of a policeman (in Kipling's Lanchester car), the history of Lanchester springs 1918-31 (they are claimed to have been the only manufacturer to have made their own road springs), the specifications of all the Lanchester models from 1895 to 1956, and details of Lanchester successes in record-breaking and Brooklands races. The last-named is not entirely accurate, but only because two symbols identifying "Softly-Catch-Monkey" from the Lanchester Forty single-seaters have been omitted. (This reviewer, incidentally, was able to correct very minor errors in this department at proof stage.) The odd name of Tommy Hann's "Hoieh-Wayaryeh-Gointoo" is incorrectly rendered in a caption, although it seems more logical as printed than as inscribed on the bonnet-sides of this 1911 racing Lanchester!

Otherwise, no complaints, except possibly a mild regret that more Lanchester anecdotes such as Hutton-Stott has at times regaled us with, do not figure in the text. Also, of course, verbatim quotes, such as that from my MOTOR SPORT road-test report on the Lanchester Ten of 1946 are apt to be read in context with current instead of contemporary thought—the fast-driving handling qualities of this car, which I praised nineteen years ago

might fail to impress me today! Curiously, nowhere can I find any mention of the ingenious gauge-glass in the vintage Lanchester radiator which enables the water level to be checked without removal of the filler cap. It is also stated that no-one copied Lanchester's full cantilever front springing, but Horstman had these, without the radius rods.

This is one of the best one-make histories yet published, the book obviously benefiting from the knowledge and enthusiasm of the joint authors, Bird having been bequeathed the late Lord Charnwood's 1904 Lanchester and Hutton-Stott having a collection embracing almost every model of the *marque* at his home at Speen in Berkshire. The book even lists the appropriate clubs which Lanchester owners can join, although the list of models and owners on the Lanchester Register must have dated by the time the book was published.

Altogether, this is a worthwhile and splendidly written history, highly recommended.—W. B.

"The High-Speed Two-Stroke Petrol Engine," by Philip H. Smith, A.M.I.MECH.E. 432 pp. 8½ in. × 5½ in. (G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 55s.)

Either you like two-stroke engines, or you loathe them. For those in the former category, this comprehensive study of car and motorcycle-type two-cycle engines by the well-known technical author, Philip Smith, will be of absorbing and instructional interest.

Although primarily a technical work, with chapters dividing the subject into the different parts of two-stroke engines from the design viewpoint, there is also a certain amount of history in this book. Indeed, Chapter 2 is devoted entirely to the origin of the valveless petrol engine, starting with the Lenoir gas-engine of circa 1880 and the pioneer "pumped" Clerk Cycle of the same period, while the following chapter deals with the early development of both conventional and unusual two-stroke engines. The Scott patents fill Chapter 4, with several pages and diagrams devoted to racing and car engines of this make, even the projected Scott two-stroke square-four aero-engine of 1917 being included.

Having thoroughly explained the technical aspects of port timing, scavenging, crankcase charging, the exhaust system, auxiliary and special porting, the induction, ignition, and lubrication systems of two-stroke engines and their cylinders, pistons and general mechanical design, the author adopts the useful practice of describing briefly current car, motorcycle and marine two-stroke power units, the car engines embracing the 3-cylinder D.K.W. range, the Saab 96, the Villiers Mk. 4T and the Wartburg 1000. The motorcycle engines described are the Ariel Arrow, 196-c.c. Bultaco, 125-c.c. Rumi, 596-c.c. Scott, Velocette flat-twin, Villiers Starmaker and Yamaha YDS 2.

Extremely interesting is the chapter about racing, prototype and projected designs, the racing side commencing with the 1½-litre Fiat and Duesenberg two-stroke racing engines prepared to the 1926-7 G.P. Formula. This leads on through D.K.W. and Scott racing engines to present-day power units such as the 50-c.c. T.T. Suzuki, 125-c.c. T.T. MZ, 125-c.c. E.M.C. de Havilland, 250-c.c. MZ twin, and, in the car world again, the Mantzel and Mitter-modified D.K.W. engines. The illustration of the prototype Scott 90° vee-four is reproduced from MOTOR SPORT.

Altogether this book provides comprehensive coverage of this specialised subject, and it is very well illustrated.—W. B.

* * *

Referring to last month's review of "Autocourse 1963/4," *Sporting Motorist* points out that it passed on the former publication because it did not want to depart from its high ideals and it had proved impossible to maintain standards they had set themselves, to produce it within a sensible time limit and to make it an economically viable proposition. Their Editor makes the point that the inherent difficulties are emphasised by the lateness of the new edition of "Autocourse" from the new publisher, and, further, that "Autocourse" was never a supplement to *Sporting Motorist*, as we implied, but a separate publication.

CARS IN BOOKS

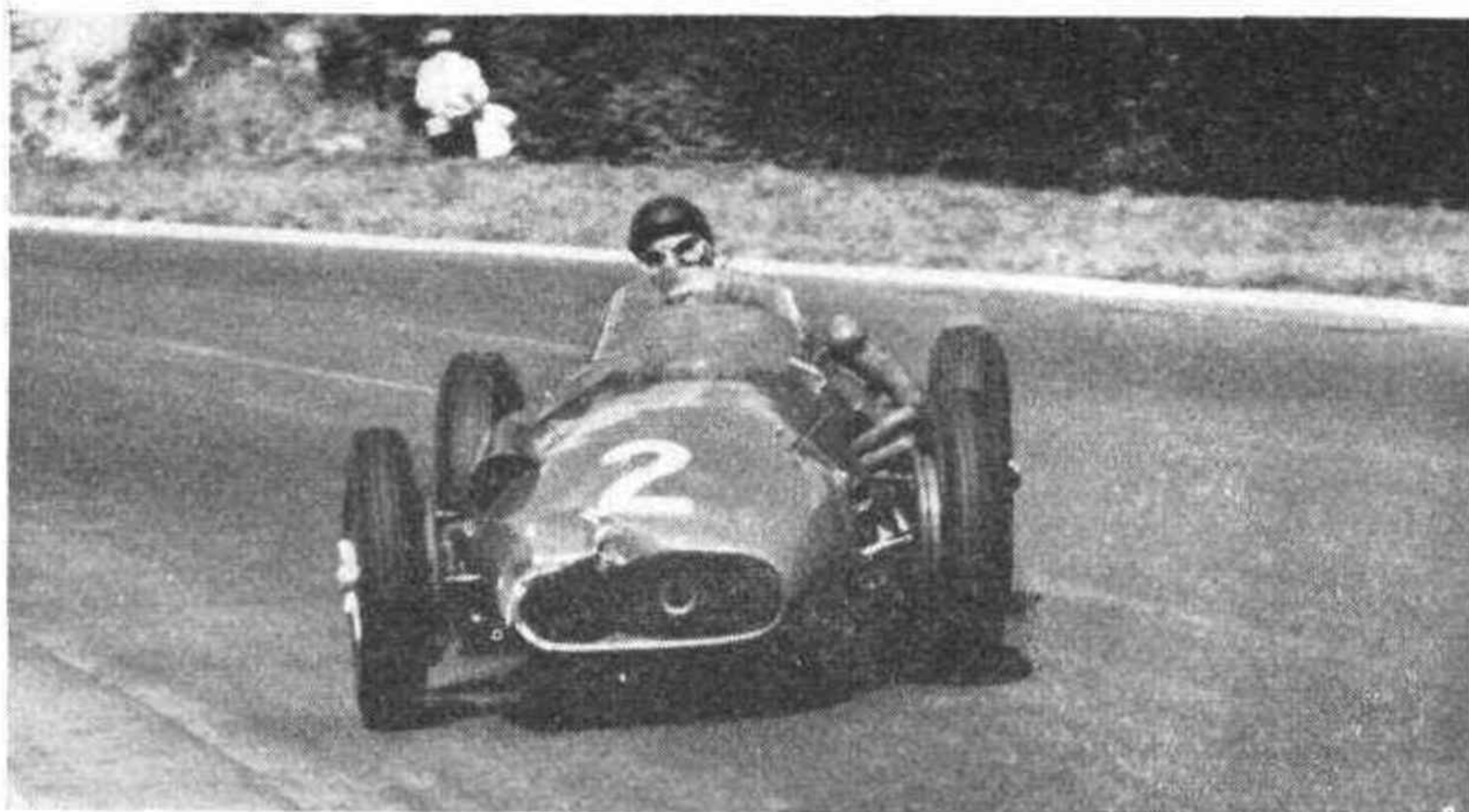
This feature has been running for so long that I am inclined to think that there are as many books in which cars, fictional or actual, are mentioned as those in which they are not! Last month I quoted from a book the author of which admitted that cars meant nothing to him, and in "Yesterday," by His Honour J. W. Scobell Armstrong, C.B.E., (Hutchinson, 1955) the matter

Continued on page 280

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car Matters

IN THE WHEELTRACKS OF FANGIO?
—A feature of this year's Historic Car Races should be the appearance of 2½-litre post-war cars, such as the Maserati 250Fs of Spero, Cameron Millar and the Hon. Patrick Lindsay/Richard Bergal. We cannot wait to see them in power slides like that which Fangio provoked during his fantastic drive at Rouen in 1957, as seen in this MOTOR SPORT photograph.



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

THE race meetings so ably organised by the Vintage S.C.C. attract notably large numbers of spectators because, apart from their own members and friends and others who prefer old to modern motoring sport, the variety of the competing cars appeals greatly even to those who, in general, side with Henry Ford in thinking that history is bunk.

So make a note, if this sort of informal yet deadly serious, comparatively slow yet highly competitive motor racing interests you, that the first V.S.C.C. Race Meeting of 1965 will take place at Silverstone on April 24th, commencing at 12.15 p.m. V.S.C.C. members who are thinking of taking part are reminded that entries close on April 5th. You must report by 9 a.m. Non-members are admitted, for a car-park charge of 10s., which seems a very modest outlay for so much unique entertainment, particularly for those with large cars. (It is necessary for indemnity reasons to be in possession of admission tickets, but these are available free if early application is made to T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire, enclosing a s.a.e. and quoting MOTOR SPORT.)

This year there is no one-hour High-Speed Trial reminiscent of those the M.C.C. and J.C.C. used to have at Brooklands, as this will take place at Castle Combe in September. So the programme is entirely composed of races, which the advent of the later historic racing cars such as 250F Maseratis, etc., may greatly enliven.

Apart from 5-lap scratch races incorporating handicap groups, the big race of the afternoon is the 1908 G.P. Itala Trophy Race over 10 laps of the Club circuit, for vintage racing cars. This is supported by the often even-fiercer 10-lap Allcomers' Scratch Race, open to vintage, p.v.t. and historic racing cars. Then there is the Spero and Voiturette Trophies Race for the smaller vintage and p.v.t. cars like Ulster Austins, Brooklands Riley Nines and Amilcars, from scratch over 10 laps, another 10-lapper in the form of The Merrydown Trophy (something to do with cider!) for vintage sports cars, including the supercharged machinery, and a series of 5-lap handicaps which can be heart-stopping if the leaders come down to Woodcote Corner on the last lap to a "photo-finish."

Even if you cannot tell a Bugatti from an Alfa Romeo and think of a blower as slang for a telephone, the commentators will do their incessant best to sort it all out for you and provide a potted history of the evolution of the horseless-carriage over the Antonies.

Regular readers of this feature will need no prompting to turn their wheels, preferably vintage, in the direction of Silverstone early on the morning of the last Saturday in April. It is sure to rain!—W. B.

Under fire!—The popularity of vintage cars has penetrated to B.B.C.-i's "Not So Much a Programme, More a Way of Life," in which, on February 20th, Dee Wells and Clive Irwin quoted them as amongst their motoring dislikes. Both apparently see such cars as "vehicles with straps round their bellies, driven by men in sheepskin jackets"!

V.S.C.C. FIXTURES

The remaining Vintage S.C.C. fixtures for this season, after the Silverstone Race Meeting this month, are:—

Cudborough Sprint	.. .. .	May 16th*
Driving Tests, Barton Stacy	.. .. .	May 23rd
Talylyn Railway Rally	.. .. .	May 29th
Edwardian and Light Car Rally	.. .. .	June 13th
Oulton Park Race Meeting	.. .. .	June 19th*
Beaulieu Concours d'Elegance and Tests	.. .. .	July 4th*
Silverstone Race Meeting	.. .. .	July 31st*
Prescott Speed Hill-Climb	.. .. .	August 15th*
Castle Combe Race Meeting	.. .. .	September 15th*
Welsh Rally	.. .. .	October 2nd/3rd
Eastern Rally	.. .. .	November 7th
Driving Tests, Silverstone	.. .. .	December 11th

Those marked * are open to the public. Details from T. W. Carson, address opposite.

THE FIAT REGISTER DINNER

This annual function, which was held on February 27th at the Montague Hotel in Bloomsbury, had a special significance this year, because it celebrated, to quote the menu, the "trentesimo anniversario delle mille miglia a Brooklands," which George Liston-Young and Ian Smith endorsed at Goodwood with the former's sports Fiat Balilla.

Most of those associated with this informal but gallant lappery were present—the drivers, the patient pit-crew, Roland King-Farlow who timed the run with notable sympathy, the Curator of the Montagu Motor Museum which sponsored the attempt, and representatives from Fiat, Pirelli, etc., who also materially assisted. The dinner seemed like good English fare to us, although the menu was in Italian, but the Fiat Company generously donated the Italian chianti and worthwhile presents for the lady and gentlemen guests. There was but one speech, more of an announcement, by Liston-Young himself (other Clubs please copy!), the prizes were quickly presented (David Manning being the recipient of a nicely-mounted broken Fiat 500 piston in memory of a broken Balilla crankshaft on a memorable occasion!), and the evening concluded with the showing of the Club colour film of members supporting the Monza vintage meeting last summer.

It was hoped that many ex-Brooklands Fiat Balilla drivers would attend but unfortunately only V. H. Tuson, A. C. Westwood and Vic Derrington were able to do so.—W. B.

Vintage miscellany.—Old cars are becoming quite a feature of television plays. There was an odd-looking Alvis used by the villain in I.T.V.'s "No Hiding Place," but that channel's version of H. E. Bates' "An Aspidistra in Babylon" was ruined for motoring enthusiasts because Major Blain drove about, at a period which couldn't have been later than 1917 (judging by a zeppelin raid) in a Hands light-car of 1923/4 vintage—shame on Executive Producer Antony Kearey! Yet this rare vintage light-car got its picture in *TV Times*, to add to the confusion! Whose was the 14/45 Talbot 2-seater, another rare car, apparently abandoned in Brentford as dusk came down on one February evening?

VINTAGE POSTBAG

P.V.T.

Sir,

Glancing through your article "Thoughts about P.V.T." in last month's issue, I noticed that you ask how the list of accepted cars was arrived at.

Perhaps you have forgotten, it was arrived at by a Referendum sent to all members soon after it was decided to accept any post-1930 cars, and reported in the January 1946 Bulletin.

This seemed the most democratic way, giving all members a chance to express their personal opinion.

The Committee can (as you say) accept certain rare cars and "specials" of particular interest at their discretion, and this has been done in a few cases.

Kingsclere.

T. W. CARSON.

Sir,

W. B.'s article covers nearly all aspects of this subject very well. However, he, and other writers, do seem to ignore an important aspect of this matter. We are all aware of the possibility that the future may see further restrictions placed on the use of the motor car and on sporting activities. It is of the greatest importance therefore to all who own old cars that there should be a strong body to guard their interests and able to obtain a hearing for their viewpoint. Let no steps be taken which would diminish the size or the authority of the V.S.C.C. Individual Clubs and Registers have little power against authority and, to prove my point, I could give an example from a recent experience of this Club.

W. B. falls into one of the many traps which exist for those deciding which is the "right" sort of motor car. He says the early Alvis Speed 20 is in the vintage tradition but in condemning the "Firefly" forgets that the chassis of both cars were almost identical, except for the engine size, while Cross & Ellis built bodies for both models. Certainly there was no difference in the standard of construction and material used in both chassis. If one is to make a dividing line having some validity in 1964 between pre-war cars, surely it should be between the "hand" made and the mass-produced rather than the line laid down thirty years ago.

I should like to make two other points:—

(1) Is it wise to condemn too loudly some makes and models which, even now, have almost disappeared from the motoring scene? For example, the less sporting Alvis models played their part in keeping the Company afloat when so many others sank. Very soon the "letting in" or "keeping out" of some cars will be purely an academic argument if their owners feel they are not wanted.

(2) W. B. deals with improvements after the vintage year, mentioning 1932 as the "vintage" year for Sunbeam. This could be applied to other *marques* and many would consider the Speed 25 and 4.3-litre models (1937-9) as the peak of pre-war Alvis design.

New Malden.

K. R. DAY,
General Secretary, Alvis O.C.

Sir,

I read with interest your article concerning P.V.T. cars and their inclusion in the V.S.C.C., but I was shocked to notice that you appear to agree with Mr. Scott-Moncrieff when he condemns the Alvis Firefly as a "nasty little car." The Firefly is neither little nor is it by any means "nasty"—quite the opposite, in fact.

Admittedly, it is under-engined but, on the other hand, it is well built, docile, easy to handle, and extremely reliable. My father's car has taken us many thousands of miles with no trouble (barring occasional blockage of fuel pipes due to sediment in the tank) and although he has now forsaken it, due to pressure from you-know-where, for a more modern and more comfortable Riley, it is now used regularly by myself and will no doubt continue to do so for many years to come.

As to coachwork, the Firefly is not blessed with the finest frame in the World but, having helped to remove the body on our car prior to a complete rebuild (dry rot had set in), I will say that it is substantial and well constructed despite its minor faults.

Under-engined?—Yes. Conventional?—Yes. But *nasty*? NO!!!

Glasgow.

W. STEWART HAMSON.

Sir,

As a pre-war Daimler Apprentice I cannot remember many sleeve engines of any type produced after 1931, other than the V12, or "Double Six" as we called it. Incidentally, it may be of interest for me to state that several o.h.v. versions of this V12 were produced and installed in production cars, quite potent versions, even with large limousine body.

It may be my own faulty memory, but, frankly, I must confess that I cannot remember ever seeing a straight-8 sleeve-valve engine. All the sleeve-valve engines I ever saw were either 6- or 12-cylinders. W. B. is, of course, absolutely correct in designating the 3½-litre as the "light straight-8." We called it the V26, the larger engine being 4½-litre, the V26 having integral head and the big engine a detachable head. The 4-litre was a development of the V26, about 1937/8, and had enhanced performance. I have "clocked" around 94 m.p.h. on these latter with sports saloon coachwork, while out on road test. The 3½-litre and 4½-litre poppet valve engines were introduced, I am fairly sure, in 1934.

The poppet valve Daimler 15 h.p. was introduced at the Motor Show of 1931, as was the Lanchester 10 h.p. made in the Daimler factory alongside the Daimlers and also poppet-valved from the commencement.

I remember W. B. writing at length on Daimlers with reasonable accuracy, so I rather feel his droll remark that Mr. Pomeroy caused Daimlers to "roll up their sleeves and woo poppets in 1936" is a misquote or a misprint. [Yes, I would put 1932/33 as the period by which production Daimlers all had poppet valves.—Ed.]

My main object is to support W. B.'s contention in that there are some most attractively-bodied sporting Daimlers made in the era 1931-9, all with poppet o.h.v., and some which could easily out-perform accepted P.V.T. approved by the V.S.C.C.

It seems to me that it is the Wilson self-change gearbox and fluid flywheel that offends the P.V.T. purists. Armstrong Siddeley suffered similarly, although I had a short-chassis 17-h.p. version of this latter that was capable of around 80 m.p.h. and could see off many of the more esteemed P.V.T. classics, even with the Wilson box and centrifugal clutch.

Bude.

A. J. RIGBY-JONES.

[The straight-8 Daimler engine was conceived as a sleeve-valve but went into production as a poppet-valve engine. My point is that by admitting only sleeve-valve Daimlers as P.V.T.s the V.S.C.C. unaccountably turns its back on the straight-8 and o.h.v. Double-Six models.—Ed.]

Vintage Mass-Production

Sir,

If the vintage Morris method of building cars which required 50 lorries to transport engines, at 50 per lorry, from Coventry to Cowley is representative of the efficiency of that organisation, then it is a surprise that any cars were completed, let alone 335 per day.

Assuming that each lorry did one journey either way each day, then it can be seen that only 14 lorries would be required, leaving 36 idle somewhere.

Churchdown.

D. MACLEAN.

Riley Nine Horsepower

Sir,

This discussion is interesting as in the 1930s I began to suspect that the use of a 1,172-c.c. Ford engine in a Riley Nine would improve the performance of this attractive car. Exactly why this should be was puzzling, as the Riley, with its hemispherical combustion chambers, had claims to sporting performance, while the Ford of the period was very much a family car.

Naturally, experiments of this type could never be mentioned to Riley owners of those days without fear of a "punch-up," as they were usually proud of their cars and had paid enough for them to buy two Ford Tens. However, to anyone who had sampled the very modest acceleration of a standard Riley Nine, the suspicion was there.

It is now of course clear that the preoccupation of designers in the vintage era with exotic valve arrangements were misguided, and that they would have done much better to concentrate on the construction of a really rigid crankshaft and block, remaining content with the old "L"-head until this had been achieved. The study of any motorcycle engine of the 1920s will show that rigidity was properly understood by the designers of single-cylinder engines, the crank-pin being properly supported between two massive flywheels, which is one reason why motorcycle engines of the period gave such high power in comparison to their



Monte Carlo Rally 1965

237 started, 22 finished all stages



After covering 3000 high-speed miles through rain, blizzard and snowbound mountain passes, a Rover 2000 driven by Roger Clark (left) and Jim Porter, was the first Touring Car home. In the whole Rally, its performance was excelled by only five cars, all in the G.T. (Gran Turismo) Category—an outstanding performance by these two fine drivers.

The rally-proven Rover 2000 is making motoring history.

Here are some of the Press comments:

“On the road it is a revelation, for in the matter of ride, handling, steering and braking, it can have few equals in its class and precious few betters even among sports cars.” (MOTOR SPORT)

“On a recent test drive I found the

Rover 2000 has the high-speed cornering power and responsiveness of a sports car with the refinement of a quality saloon.”

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“The Rover 2000 is one of the safest and most comfortable fast cars I have ever driven anywhere in the world.” (DAILY MAIL)

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cubic capacity—there were of course other reasons.

Reverting to Rileys, I remember an article in one of the weekly motoring papers in 1931 comparing a Riley Nine with a G.N. of 1921, to show the progress made over a period of 10 years. The odd choice of cars was apparently justified by their similar cubic capacity and the fact that they both cost between £250 and £300 when new.

So far as I can recall, satisfactory progress was noted on most counts, though the G.N. scored well on acceleration and fuel consumption. It would be interesting to re-read this article if any vintage reader happens to have it. [It sounds like something from the late-lamented *Light Car & Cyclecar*.—ED.]
Hampton Wick. EDWARD RIDDLE.

Sir,

At the risk of confusing the issue further in the matter of Riley Nine engine performance, may I quote from the Proceedings of the Institution of Automobile Engineers for 1935?

In a paper read by L. J. Shorter of the Singer Motor Co. Ltd., entitled "Small Car Engines," and from figures supplied by Percy Riley, the standard Riley Nine engine gave 34.5 b.h.p. at 4,100 r.p.m. and the 2-carburettor version 41.5 b.h.p. at 5,000 r.p.m. Compression ratio, b.m.e.p., torque and valve timing were identical at 6.2 to 1, 114 lb./sq. in., 50 lb. ft. at 2,600 r.p.m., and 5° a.t.d.c., 45°, 25°, 50° respectively.

No reference is made to any other means of obtaining the additional power. The increase is referred to, just a little vaguely, as "... mainly due to the use of single or twin carburettors. ..." Westoning. JOHN E. FARESTVEDT.

* * *

Data Wanted

Sir,

I am just beginning researches on behalf of the Bean Car Club into the history of the Bean car. I would be grateful if you could mention this fact in the next issue of MOTOR SPORT and that I would be pleased to receive any literature or photographs on this subject.

JONATHAN WOOD,

Assistant Secretary and Historian, B.C.C.

Woodley. [Letters can be forwarded.—ED.]

* * *

That Renault 45

Sir,

I was most interested to see the photograph of the Renault 45 in Malaya. I saw this car many times during my recent stay in Malaya as it seemed to be entered in almost every event I went to, be it Speed Trials or Rallies.

When its owner entered for the 1963 North Malayan Rally he fitted an extra fuel tank to the car in order to take full advantage of the Shell offer of a free topping-up of petrol at the start. By the time 60 gallons of free Shell had "topped up" the Renault, the Shell representative was looking rather dismayed, while the owner of the Renault looked distinctly "one up."

During the rally I believe the car averaged about 4½ m.p.g.

I'm sure that this car must be the most active of any of its type left in existence.

Newport Pagnell.

R. MILLARD

* * *

Sir,

It was nice to see the photograph of J. W. Wright's Renault 45. A little about this car; it was a regular competitor in all sorts of motoring events in Malaya, if my memory serves me correct, two years ago it took part in the 2-day North Malaya Rally and consumed so much petrol that shares went up overnight, and in a Kilometre sprint at Batu Gayah it returned a time of 44.64 sec. from a standing start, not bad for a 45-year-old car.

As far as I know the Renault is still motoring strong along with Minerva, Marlborough, Peugeot, Austin 7, and so on, all in the 40- to 50-year-old bracket.

Fowey.

C. D. CAME,

* * *

Sir,

I was very interested to read your article "White Elephantitis" dealing with Renault 45s. I know the illustrated Malaysian car well and would correct your caption thereto. The registration number BC 6510 is in fact not British—the letters BC refer to the State of Selangor, now an integral part of Malaysia and the county-sized area in which lies the capital Kuala Lumpur.

The owner, Guy Ravenscroft, is a geologist in the tin mining industry out there, and he is at this very moment on a visit, with the car, to New Zealand for the great vintage gathering now going on there.

Finally, it is the Gibson-Jarvie car, and it is in absolutely *concoirs* condition.

Chapel-en-le-Frith.

P. R. W. JUPE.

* * *

Sir,

I thought I would write and tell you how much I appreciated the superb article on the Renault 45. As a matter of interest, we already have one of these cars in our V. & V. section, which belongs to M. Henri Malartre, a recent member who is also the curator/founder of the H. Malartre Musée de l'Automobile at the Château de Rochtaillée sur Saône, nr. Lyon, France, a museum which claims to be the first automobile museum in France; furthermore, we also know of another example in the States and another being restored in New Zealand by a 8.3-owning Club member. You will see, therefore, that although this particular genus of elephant is rare, it is not quite extinct!

Wokingham.

H. G. MACKENZIE-WINTLE.

* * *

Who Was First with Light-Alloy Pistons?

Sir,

In justice to Marc Birkigt, I must correct Mr. Pickford's remark that "Hispano-Suiza were experimentally using the aluminium piston in 1918."

All Hispano aircraft engines, from the prototype V8 tested in March 1915 on, had aluminium pistons.

Indeed, I believe the pre-war 85 × 130 o.h.c. Hispano cars had

AN IDENTITY PROBLEM FOR VETERAN-CAR FANATICS.—This postcard was sent to us by a reader whose late father-in-law, Mr. G. A. Ogilvie, a pioneer motorist, had given it to him some months ago. It shows an early meeting of the local Automobile Club outside the London Hotel, Taunton.



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alloy pistons. Certainly the cut-away engine (dated 1913) in the Le Mans museum does.

Your correspondent is unnecessarily severe with "Old Tom." The old chap may be a little weak on his dates—I think the 160 h.p. Curtiss went into production in 1914 not 1912—but it certainly had aluminium pistons, as did the 0×5 (1915)—at least mine does.

I don't think W. O. Bentley anywhere claims he "invented" aluminium pistons, either for cars or aero engines. He was certainly the first person to use them *successfully* in rotary engines, a most important contribution.

Alloy pistons were in use experimentally as early as 1910, but what was the first production car to list them as standard equipment? There must have been some before the war (besides Hispano). In the June 1915 "Transactions" of the S.A.E. there is a paper on aluminium alloy pistons which includes the sentence "Many (such) pistons . . . have been in service in 4 in. and $4\frac{1}{8}$ in. motors for over three years." The discussion at the end of the paper reveals considerable experience of and familiarity with the problems involved.

I suggest that your correspondents dig a little deeper into the facts instead of sniping at each other in defence of Mr. Bentley—as if he needed it!

Malvern, Pa., U.S.A.

"OLD HARRY."

* * *

A Problem of Identity

Sir,

I owned this runabout for many years. I was told it was a Black Prince made in Barnard Castle, and was a 1914 model. I bought it from Mr. Siddle Cook, Haulage Contractor, of Consett, County Durham. I gave him £12 10s. to prevent it rotting away. He had purchased it and fitted a new set of tyres and tubes. It was lying in the snow in his back yard.

At one time—it may have been the Festival Year—it was in a procession in Consett, then driven (and part towed) by Mr. John Wallace, of Castleside; it did motor at one time. I have complete photographs of same.

At one time I had intended reconditioning it, but it was not fit to go on the road, and so it was stored for many years, until I decided to come south in 1961. I was clearing out my stable, and had advertised my 12/50 Alvis saloon for sale, and if anyone bought the Alvis I decided I would give the Black Prince away. I had two young farmer types from Lamesby, County Durham. They did not buy the Alvis but I gave them the cyclecar, and they said they intended to rebuild it. It is obvious they haven't as Mr. Douglas Capes of Hexham has come across it. The date stamped on the engine unit was 1923.

Lanchester.

G. M. G. OLIVER.

[Various other solutions were sent in, but none fitted. Now we know—it's a Black Prince cyclecar.—ED.]

* * *

More Deemster Data

Sir,

Prior to my joining the Deemster concern I was apprenticed to the Motor Engineering and the first car I drove was the de Dion. This particular car ($3\frac{1}{2}$ h.p.) required my dismounting to enable it to negotiate the various hills in the district. I also drove an 18/23 B.S.A. which a friend of my father had left with us for a day or two; I did not possess a driving licence, not being of age to get one.

At the end of my apprenticeship I went to Newmarket for a spell with Kempton Cannon (an ex-jockey), who had the agency for 6-cylinder Standards. Among the racing clients we had a trainer's big Mercedes, and a C.G.V. which belonged to Danny Maher, the jockey; it was a 75-h.p. 4-cylinder and required a hefty chauffeur to start it. Danny Maher would drive himself out to dinner and leave the engine ticking over until he was ready to return home. I think it did about 7 m.p.g., and would run on its high top gear down the High Street at Newmarket through the strictly enforced 10-m.p.h. speed limit.

I then went to Cheltenham for three years until war broke out. Whilst I was with the firm I gave a demonstration run on a 2-cylinder Swift we had for sale to a National Hunt jockey who implored me to back his mount in the Grand National, and after he had won he would buy the car. I could have got 66 to 1 for my fiver; the horse won by hundreds of yards at 1007- starting price. I backed four horses but not the winner amongst them.

I joined up for the R.A.S.C. M-Transport but found myself in the "Gloucesters," from which there was no escape, but I did manage to transfer to the R.F.C. at the latter end of the war.

My acquaintance with the Deemster was not promising, as I had not driven a car for five years. The car was parked on a

narrow slope leading to the machine shop, and my reversing this car up the slope, slipping the leather cone fierce clutch, did not exactly flatter my driving (but I satisfied the Sales Manager), and as far as I can remember we still retained the cone clutch but softened its action by the introduction of curved steel inserts under the leather.

I had on a few occasions driven the single-seater to Brooklands, and on arriving at the Track on one occasion we could not get any revs. out of the engine. The floor was littered with various types of sparking plugs and as it was by then nearly pitch dark, I gave it up as a bad job and prepared to depart for home when I had an awful thought. When leaving the works at Acton that afternoon I had been pushed-started and I had made the sign that it was O.K. and off I went. I used to let the car run on its fast tick-over, which would take you along at about 20 m.p.h., and not having a silencer the engine did not make too much noise. The car was also fitted with a low-down funnel device on the end of the induction pipe, and the method of starting the engine was to stuff a rag up the funnel until the engine fired and then remove the rag. My pusher-off, who had stuffed the rag in the funnel and should then have unstuffed it, had failed to do so when the engine fired, leaving me unconscious of the fact. Of course, removing the rag solved the problem and all was well.

Another tale concerning this car. I was acting as mechanic to "a driver" who was driving it in a hill-climb. I had filled up the engine with oil but he thought I had overfilled it, so I drained the sump under his instructions and replaced the plug. He made his first run up the hill, which was not very satisfactory, and then, sitting on the tail, I went with him down the road to turn round, and I told him to put his foot down, this producing an awful clatter (of its big-ends, the sump by now being empty of oil). He gravely informed me that the universal joint had given out as I had previously told him we were having trouble with them.

The standard 2-seater which had been tuned-up to win the President's Gold Cup at Brooklands was a very pleasant car to drive; its engine would tick-over and respond right away to the throttle, and would give you quite a kick driving it on the road, passing astonished drivers of their more exalted makes. I was under the impression that the engine castings were of Belgian origin and I can remember a pile of them weathering in the open yard at Southfield Road.

The Deemster had quite a few teething troubles, and perhaps Mr. Hester can recall blaming me for sitting an off front wheel down in the road, due to my turning round in the road at "speed," and the vindication of my explanation when he himself pulled up at the office entrance and also set a wheel down! A modification of the "taxi-cab" lock followed. I cannot confirm production was 15 to 20 a week, and it never reached this figure. The thin-gauge radiators produced by the A.S.M. did not like performing the function of being a cross-member of the chassis, and until a thicker gauge metal was used, leaks were very prominent. The paint and varnishing department under Mr. Cowlin (I have still a paint brush he gave me) produced a very glossy finish but never hardened off before delivery, and the finished cars tested before delivery used to arrive back very weather beaten, but he revived them as new with his own reviving mixture of vinegar, linseed oil and, I believe, meth., mixed in a bottle.

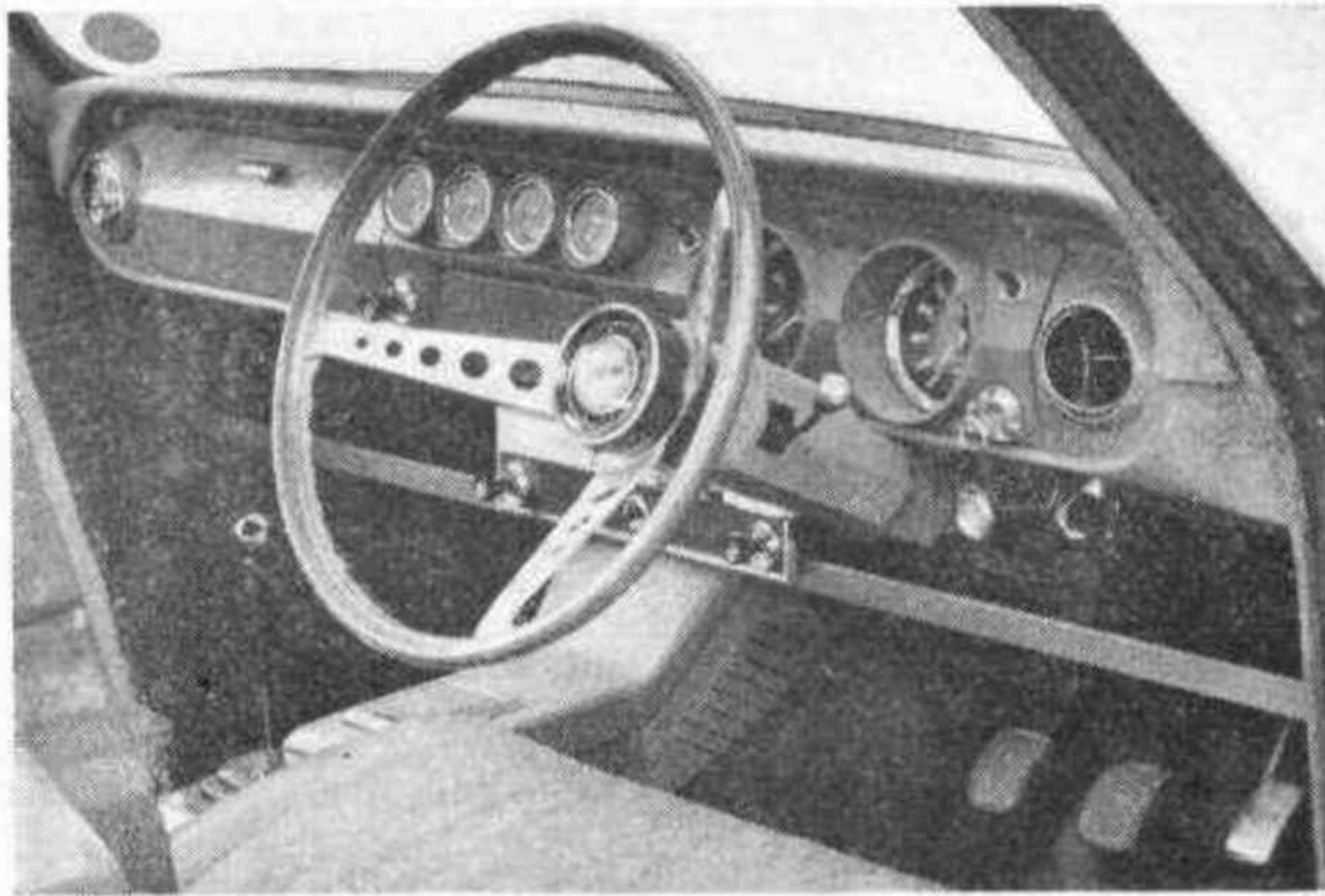
You mention Mr. Hester paying his drivers £5 for a gold medal. I don't recall my having a fiver for my London to Manchester effort, and I also won a silver cup for a special-bodied coupé at Stratford-on-Avon (July 1923). Mention of Mr. Scofield and his Sunbeam recalls that I drove down to Brighton one hot day with Mrs. Scofield and family, and had six punctures and ran out of spare inner tubes, finishing the run with one tyre packed with grass. Taking one of these "Magnum" covers to Dunlops the next day, I listened to the explanation being given to other complainants and when it came to my turn I told the explainer: "Don't point your pencil to holes in the fabric, just admit they are bad tyres." I got a new set and a terrific discount, and the tyre was eventually discontinued.

Reverting to the Deemster, your mention of the 200-Mile race Deemster. You state this had an Anzani engine, which is, of course, not so, only the single-seater had this engine. Driving this car from Brooklands one day, via Chertsey, I was "pinched" going up the hill before dropping down to Chertsey. I smelt burnt rubber whilst the Bobby was taking particulars, and I only let on when he said, "Do you smell burning?" I said "Yes, it is your mac. which is cooking on the exhaust pipe."

In conclusion, the demise of the Deemster was brought about

Continued on page 280

An Even Better Ford Cortina GT



The revised "office" of the popular Ford Cortina GT, showing Leston alloy-spoke wood-rim steering wheel, grouped instruments, etc.

MY respect for the Ford Cortina GT must have been apparent from the article about it which was published in the December 1964 *MOTOR SPORT*. The car is notably dependable and economical and possesses excellent performance. The smooth 5-bearing engine will run unconcernedly to 6,000-7,000 r.p.m. (although there is not much point in habitually taking it beyond its peak speed of 5,200 r.p.m., which shows how much it has in hand), there is a good gearbox and disc front brakes. The ride and road-holding are less palatable aspects of what is, after all, a competitively-priced family-saloon.

For 1965 two notable improvements and a number of worthwhile minor changes were introduced. The rear axle is now located by radius arms, which has materially improved the back-seat ride, although the suspension is still too lively, and a very efficient Aeroflow ventilation system has been added, which gives excellent control of interior hot or cold air and changes the atmosphere within the car every 40 sec. by means of rear extractor vents. In addition, the facia has been tidied-up, with four small central dials recording fuel-tank contents, battery charge, oil-pressure and temperature, a Leston dished wood-rim steering wheel with three drilled alloy spokes replaces the former undistinguished wheel (but tends to obscure one's view of the petrol gauge), and a r.h. stalk control has been substituted for the specialised dual-levers for lamps and turn-indicators which some drivers disliked.

I was recently able to sample this latest 4-door Ford Cortina GT. It was nice to re-make acquaintance with a car which I had enjoyed so much throughout last year, the more so as the improvements are very apparent. The improved ride has already been mentioned. The new ventilating system works extremely well and has the great merit of never calling for an open quarter-light. Apart from a dribble of cold-air past the driver's swivelling facia vent when its control knob was in the "off" position, creating an unwanted draught, as the vents themselves have no blanking off position, the system worked splendidly. The normal twin quadrant controls vary the level, temperature and extent of the heat flow, aided when necessary by a 2-speed blower which is quiet at its slow-speed setting. Driver and passenger have separate knobs for controlling the flow from the aforesaid universally-swivelling vents, giving two volumes of cold air and one of warm air, although to promote the latter the blower may be required in cold weather or at low speeds. This new heating and ventilating system would be a great achievement in an expensive car; in one costing less than £781 it is revolutionary.

Turning to the other aspects of the improved Cortina GT, the

stalk control is effective, but as it moves in an arc to operate the turn-indicators the horn-push on its extremity is more elusive than formerly. Moving the stalk up and down provides for changing from full to dipped headlamps beam, but there is the disadvantage, not existing in the former arrangement, that both side- and headlamps have first to be selected from a facia flick-switch. However, pulling the new control inwards provides for daylight lamps-flashing.

The clear-reading hooded speedometer and tachometer are as before, but instrument lighting can be switched off with a flick-switch under the facia. The new steering wheel is pleasant to handle in spite of a rim which on first acquaintance seems too thick, but the ends of the spokes are a bit sharp to ungloved fingers. The steering seems to have been improved, although control is still reminiscent of stepping along a high-wire. The seats are also more comfortable with more resilient cushions. The useful lidded cubby-hole, under-facia shelf and lidded glove box between the front seats are retained. The bonnet was much easier to open than on the car I drove last year but the lid of the boot could not be closed quite as quietly. The "hot water bottle" containing the screen-washers' fluid was the exact opposite of its appearance, as, although it is on the exhaust-manifold side of the engine compartment, the liquid in it froze all too easily right back to the control button (which is some way below the wipers' flick-switch, whereas formerly a single control sufficed)—which suggests that it should be stiffly laced with FoMoCo anti-freeze in cold weather. Ford ME-1163B anti-freeze, put in last November effectively protected the cooling system after the Cortina had spent a night on a bleak Welsh hillside in the exceptionally cold weather of early March. And wipers and washers, after the latter had thawed, worked diligently.

Under snow and ice conditions the traction was better than I had expected from a front-engine/rear-drive car, although the tyres were normal tubeless F7 Firestones. (Dunlop SP41s can be fitted if specified by the customer.) The capacity of the Cortina's luggage boot never fails to surprise me, the only snag being that one is encouraged to load it so that the nose of the Ford is permanently in the air, when some means of adjusting the headlamps, as on the R16 Renault and Citroën, would be appreciated by oncoming drivers!

There is no need for me to eulogise again the rapid acceleration and high speed of the GT version of the Ford Cortina. However, as some people have expressed surprise that a car of this performance will regularly return 30 m.p.g. or better of premium petrol, I was interested to see that the absolute range on a tankful on this latest version was 251 miles. If the maker's capacity figure of 8 gallons is accepted, that represents over 31 m.p.g., mostly cruising at between 70 and 80 m.p.h. on a main-road journey. Thereafter the snows came, making conditions about as bad as they could be for a fuel consumption check, with much low-gear work, frequent cold starts followed by prolonged warming-up, and a journey through London traffic. Just out of interest I kept a check and the Ford still returned a figure of 29.1 m.p.g. in conditions which could hardly have been more unfavourable. After 700 miles the oil level had fallen by the equivalent of 1½-pints. The dip-stick is obstructed by the drum of the enormous A.C. air-cleaner.

Thus the improved Cortina GT—the name "Consul" has been deleted from the front of the bonnet's dummy air-intake. Outstanding is the new ventilating system, which, according to the hand-out literature, was tested by cigar-smoking development engineers from Sicily to Arctic Sweden. It is said that this Aeroflow ventilation combats car-sickness and allows four smokers and a non-smoker to travel together without discomfort. Not being fond of lung-cancer I funk'd this test but certainly the Ford engineers have evolved an excellent means of maintaining fresh-air within the car without complicated controls and without opening the windows.

This, together with economy, low price, and in the GT version a top speed of 94 m.p.h. and a s.s. ¼-mile time of 18.7 sec., will ensure the continued sales-success of the Ford Cortina, which has sold to the tune of half-a-million in two years.—W. B.

MINIATURES NEWS

The most recent Lesneys we have seen are a GMC tractor with Fruehauf hopper train to a scale of 67 : 1 (11 in. long), M.4 in the New Matchbox Major Pack, priced at 9s. 11d., and a Hatra tractor shovel to a scale of 61 : 1 (5½ in. long), K.3 in the New Matchbox King Size series, priced at 7s. 11d.—W. B.

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VINTAGE POSTBAG—continued from page 277

by the advent of the Anzani engine delivering too much power to the hind parts of the chassis, which was never fully redesigned, and also the scheme for producing 150 a week and the capital which was going with it not coming to fruition.
Bridgwater. S. COULSON.

* * *

Bugatti Blocks Stolen

Sir,
I recently had stolen the cylinder blocks and supercharger from my Type 43 Bugatti (the engine being at the time in pieces).

It strikes me as possible that they may have been taken with a view to selling them to some needy, but quite unsuspecting, person abroad. If this should meet the eye of anyone who thinks my bits may have been sold to him, I should be most grateful for any help in catching the thief. I hasten to add that I have no need to recover the stolen parts as I have been able to replace them.

It is deplorable to think that even the world of vintage motoring should now be degraded by individuals as low as this thief must be, and who certainly knows his way very well around the vintage movement.
Westminster. CECIL CLUTTON.

* * *

Singer Junior Steering

Sir,
Come off it! I can't vouch for your Armstrong Siddeley "elephant," but there is certainly nothing crude about Singer Junior steering connections. Maybe they're not chrome plated, hand polished or even slot peered, but they are simple, plain, well made rods and levers, fitted where needed with simple, plain, well made adjustable ball joints. I would even go so far as to say that the Junior steering is one of the most precise I have had the pleasure of using. My stripped 1928 version has been known to "flap" its front wheels at Woodcote, but that was caused by under inflation of the tyres *not* from crudity in its steering odds and lobs!

Trusting that you will withdraw the monstrous slander!
London, N.16. M. ABRAHAMS.
[Well, Mr. Abrahams should know, for he is the current Singer racing driver. What is wrong with both Armstrong Siddeley and Singer Junior steering geometry is that a *transverse* drag-link is used.—Ed.]

* * *

The Richardson and Brennabor

Sir,
In response to Mr. Buchanan's letter in the January issue of MOTOR SPORT, perhaps the following information on the Richardson light car may be of interest.

The standard model, in 1920, was fitted with a double dickey body, similar in shape to the contemporary G.N. tourer, with buttoned upholstery, no doors and the headlamps mounted on the scuttle. There was a choice of an 8 h.p. air-cooled V-twin J.A.P. engine or a 10 h.p. 85 x 96 mm. Precision. The power was transmitted through an open propeller-shaft and flexible joint to a friction drive mounted at the rear of the chassis. Final drive was by roller chain. A straight, tubular front axle (brakeless) was fitted and the car boasted semi-elliptic springs fore and aft, spoked wheels but no spare. The "radiator" was steeply raked back in the manner of the Jowett of the mid-thirties.

It made an appearance at the Midland Light Car Club's Rally at Stratford-on-Avon on May 8th, 1920, and was then advertised at £275 complete with windscreen, hood, bulb horn, electric lighting set, a full kit of tools, jack and pump by Wood, Walsh and Co. of Sheffield who had placed large contracts "for these wonderful hill-climbers." However, by the time the Motor Show came round, Parkers, who had showrooms in Bolton and Manchester, were advertising them for £262 10s.

The only mention I have of the German Brennabor car is of the 10 h.p. model of 1914-15, which had a 3-seat cloverleaf body, detachable wheels, dynamo lighting and a mechanical starter.
Orpington. MICHAEL J. POUND.

[This is but one of many letters we have received about the Richardson cyclecar, one of which still exists in Sheffield, another in Leeds. The last one I saw was standing in a garden off Clapham Common in the early 'thirties.—Ed.]

Vintage Odds and Ends.—We regret to have to announce the death of Mr. F. H. Hayward, General Sales Manager of Romac Industries Ltd. His first car was a La Licorne, his last a Jaguar. In 1923 Mr. Hayward acquired an agency in this country for Delahaye and F.N., and in 1925 went to live on the Continent, where he sold Hispano-Suiza, Georges Irat and Voisin cars, driving in the Coupe des Alpes, la Route Pavée and the Belgium Grand Prix. Mr. K. K. Gibbs, of James Walker & Co. Ltd., whose "Lion" gaskets have been of so much help to vintage car re-builders, points out that his new telephone number is Woking 5951, on which inquiries about gaskets can be taken. The Alvis Owner Club's National Alvis Day will take place on May 9th, at the Crystal Palace. Over 300 Alvis cars are expected and details are available from K. B. Brettell, Esq., 151A, Preston Hill, Kenton, Harrow, Middlesex. R. L. Hurrell is compiling a Register of A.B.C. cars, while a friend of his is coping with A.B.C. motorcycles, 90 of which have been "found" to date. Mr. Hurrell's address is: 46, Hardy Road, Bishops Cleeve, Cheltenham, Glos.

* * *

Discoveries.—We hear of a 1930 Rover Nine, a Bullnose Morris and 1932 B.S.A., suitable for restoration, seeking new homes and we hear that in the North there is a rough 1930 Fiat saloon and 1924 Clyno chassis for sale at a garage.

E.R.A. CLUB DINNER (March 1st)

This year's dinner was held at The Public Schools Club, the Chair being taken by Raymond Mays. Those present who have driven E.R.A.s were: Ian Connell, Mrs. Kay Petre, Reggie Tongue, R. Mays, Peter Berthon, the Hon. Patrick Lindsay, Mr. and Mrs. Gerard, Barrie Eastick, Dudley Gahagan, A. G. Murray, Jack Bond, Arthur Dobson, C. P. Marsh, G. Whitehead, J. Bolster, Bob Ansell, Leslie Brooke, David Kergon, Bill Morris, Peter Brewer, Douglas Hull, Bill Moss, Martin Brewer, Peter Hull and Peter Waller.

After Mays had proposed "The Queen," Reggie Tongue proposed a toast to the Club and remarked that it was as much pleasure to follow Mays now as it had been to follow him on the circuits before the war. He expressed admiration for E.R.A. owners and thanks for being allowed to drive an E.R.A. at Oulton Park. The Hon. Patrick Lindsay proposed a toast to the guests, saying he knew less about his E.R.A. than anyone else in the room, but it was one of the nicest. He started racing an F.2 H.W.M.-Alta and today enjoys the tremendous help and friendship existing amongst owners and drivers of pre-war racing cars. He hoped post-war competition had been got rid of, but was sure that E.R.A.s would in any case put up a good fight—he likes to think of them as the Evergreen Racing Cars. He reminded those present that the E.R.A.'s will conform to the 1966 formula 1! He would rather see Romulus at Silverstone than Beaulieu. . . . Philip Turner replied and paid tribute, amongst others, to Leslie Brooke and Bob Gerard. The Rivers Fletcher Trophy was presented to the Hon. Patrick Lindsay for his victory at Rouen in Remus last year, by Kay Petre, who remarked that her Austin team-mate Charles Goodacre had advised her on these occasions to "stand-up, speak-up and shut-up," so she would merely remark "Rule Britannia, there will always be E.R.A.s." Peter Berthon also spoke.

CARS IN BOOKS—continued from page 271

is taken further by the eminent author remarking that "... in those quieter days they (men and women) looked at life with a clearer vision than is vouchsafed to them in an age when the road from birth to death resembles Silverstone Race Track." Although this Judge regards the craving for speed as "childish" this did not prevent me from deriving considerable pleasure from his autobiography, in which he tells us that his "first drive in a motor car was along the road by the sea between Penzance and Marazion." The car was a Serpollet steamer (spelt "Serpolet" in the book) and it "actually reached, between Penzance and Long Rock, the appalling speed of 30 m.p.h." The Judge continues: "Today I not infrequently drive from Penzance to Bodmin at a speed exceeding at times 50 m.p.h. and feel neither surprised nor exhilarated but intensely bored"! And I would remind him that there was an occasion (page 76), when, to further his own interests, he "hired the first visible conveyance, and told the driver to drive along the Embankment as fast as he could"—so speed had its uses, at times! There is, too, a reference to some skilful driving by the author's father's chauffeur, "in the big Cadillac," when a lady walked in front of the car, a fine tribute to the effective brakes of what was presumably a vintage Cadillac.—W. B.



NO MIDGET You can achieve greater acceleration by buying a car with a bigger engine. But not much. You can acquire greater comfort by buying a luxury saloon. But not much. You can't get better handling or greater economy or more fun from any car yet built that goes as fast in so much comfort as the MG Midget. Quite apart from the price. The Midget is no midget. It's a giant.

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SHOPPING FOR A ROLLS-ROYCE

[The purpose of this feature is to give those who wish to do their motoring in the "Best Car in the World" some idea of what they will be asked to pay for used Rolls-Royce cars of different conditions, ages and types, and the sort of satisfaction they can expect to derive from such a purchase. In order to compile it we approached various well-known sources of supply, asking for a trial run of a representative model. So far as the Phantom III is concerned, shoppers are referred to the erudite guide which appeared in *MOTOR SPORT* dated April 1959.

The very appropriate Introduction is reprinted from a 1958 copy of *Punch*.—Ed.]

INTRODUCTION,

being an extract from "The Size Of The Car Is No Guide," by Rebecca West, reprinted by permission of *Punch*.

In 1937 we decided we had to buy a car, and I mentioned this at a party, adding that neither my husband nor I knew one kind of car from another. A total stranger then offered me a 1934 25/30-h.p. Rolls-Royce for four hundred pounds. I accepted this offer, because it seemed an easy way of buying a car. My friends were startled and suggested that he had been a gate-crasher and the car had been stolen, but actually he was an executor pressed by the heirs to wind up an estate quickly, and the car was a beautiful specimen of its beautiful kind. It also had the power of changing my husband and myself into inhabitants of other people's dreams, figures of fantasy quite unrelated to our real selves.

Other Rolls-Royce owners drew no conclusions from the fact that we owned one; and they were right. At that time second-hand Rolls-Royces could be bought fairly cheap, because the shadow of Hitler was lengthening over Europe. But people who did not own Rolls-Royces never grasped this fact, though it should have been easy to deduce it, and they wove fairy tales about us. Many of them concluded that we were enormously rich, particularly if they were engaged in the hotel and restaurant business. When they saw us drive up to their establishment we were to them what the day being at the morn, the snail being on the thorn, meant to Pippa—a proof that God was in His heaven and all was right with the world. This was often enjoyable, but sometimes tiresome. They would put it to us as our duty to dine on grouse on the night of the Twelfth, and I came to understand what often appears the fatuous credulity of the rich. Such shocked disappointment darkened their faces when I betrayed knowledge of how rarely grouse served for dinner on that date had been flown down from the moors, how much more often it had spent the better part of a year lying Lenin-wise in an icy tomb. Two people the *maitre d'hotel* had trusted (thanks to the car) to be pillars of the world were showing signs of buckling, the gilded ceiling might yet come down on us all. Had I been a kindly millionaire I would have eaten their aged bird just not to spoil their fun.

When we stayed at hotels the other guests (always provided they were not themselves Rolls-Royce owners) also had illusions about us. They took it for granted that we must be Conservatives of an unbending type, though even then that cannot have been a safe bet, and must be much less safe now. Today a really magnificent car may well belong to a bright young industrialist who thinks Nye Bevan our only hope. Our fellow-guests vainly expected us to play bridge and golf; and they also asked us about our plans for going to Ascot, the Grand National, the Eton and Harrow match, the Dublin Horse Show, the Grand Prix, to Cowes. The life ascribed to us assumed that we had the appetite for spectacles manifested by the citizens of ancient Rome and Constantinople, a considerable capacity for staff-work and much more leisure than either of us had ever had since we left kindergarten. Obviously people do play bridge and golf, and people do go to Ascot and the other festivities, but I doubt if many people were living a life so exclusively devoted to the higher junketing



as our fellow-guests supposed. My impression is that even then there were very few Rolls-Royce owners who lived the life that those who did not own Rolls-Royces imagined; and I believe that some of the extreme fantasies were based on the opulence of Victorian days, before the Rolls-Royce had been invented.

Our car grew old. It had its own war, bringing back calves from sales on waterproof sheets, and chicks in the boot; and it was run into by a lorry full of carolling Allies insufficiently discouraged by a fog. It stayed with us for fifteen years, when we sold it for exactly the same sum as we had given for it. It always served us superbly, but there is no use pretending that it did not show signs of age. It was still splendid, but not contemporary; it looked as alien from our age as a corseted woman wearing a net collar stiffened with whalebones and a skirt touching the ground. The only conclusion that sensible people could have drawn from our continued possession of this car was that we were hanging on to it because we did not feel like spending money on a new one. But it still kept its magic power to make strangers dream dreams about us. Indeed it enhanced our social value in the eyes of restaurants and hotels and their clients, who now decided that we must be too grand to care for appearances and treated us with a peculiar muffled respect. At Torquay I was asked what news I had about Queen Mary's health. And at the same time the darker aspect of the illusion we created remained just as dark.

Many people who envied us the possession of our Rolls-Royce carried their envy pleasantly; but quite a number felt a special and bitter animosity against us, which was always ridiculous in view of the financial facts of its purchase, and became blithering idiocy as it grew older. In 1947, in Knightsbridge, a brand-new car which must have cost five times what we had paid for the Rolls ten years before, skidded into our boot. A little man ran out of a bus queue and offered the driver of the new and blame-worthy car (who was shocked and embarrassed) testimony on his behalf that we had been at fault. I could have killed him. I could pardon him for hating us simply as motorists, for it must be infuriating to stand in a bus queue at the end of a day's work and watch people drive past in their own comfortable cars. But I could not pardon him for failing to see which of the cars, if either, belonged to one given to grinding down the faces of the poor, just because he had learned at his mother's knee that Rolls-Royces were posh. That man might lead a revolution tomorrow because of the Tranby Croft card-scandal.

I have met this obsolete fury on the Continent. In Italy when we halted in a village, pleased and amiable because we were on our way to see the Piero della Francesca at Borgo San Sepolcro, a glorious girl came out of a house just to scowl at us as if she were Medea and the poor old car was Jason. But the most imbecile example was in France. Two young people, who had been lying in the long grass, abandoned what they were doing, though their occupation is universally considered absorbing, in order to approach us, give the Communist salute, and spit with

The whole surface of the tread stays firm on the road



This actual still from a film of a Michelin 'X' tyre at speed shows how the added strain of a sharp swerve is taken up by the walls without distorting the tread, the whole surface of which stays firm on the road

MICHELIN 'X' 

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ritual solemnity on our Rolls-Royce. Could the young asses not see that the car was older than they were, and that no Commissar would have been seen dead in it?

Today my husband and I ought to be loved and hated by strangers just three times as much as we were before

because we now own a car which cost three times the sum we paid for the Rolls-Royce; but we are now not loved or hated at all, as motorists we are as invisible as clouds, simply because there is no popular myth about the name of this particular brand of car.

The first car we looked at was advertised in a motoring paper. A drive into the country and a detour along an unmade lane so rough that we wondered that any vintage car's spring would survive its passage, led us, past new bungalows springing up like overnight toadstools where formerly unkept shacks had mingled with the dense woods, to a miniature scrap yard, into which ill-fated moderns had been towed behind a beefy Bedford. There the Rolls-Royce stood, a 1931 20/25, with Maythorn limousine body. The wheels possessed alloy wheel discs, radiator filler cap and Silver Lady were missing, as was the R.-R. coil. One wing was crushed; the body shabby and unkempt. But the engine sprang to life on the button, its willingness proclaimed through a corroded exhaust system. A pretty extensive rebuild was obviously necessary. The price asked was £115.

The second car belonged to Dudley Steynor (Lane End 254), an enthusiast for these cars, which he finds for favoured clients from time to time.

This Rolls-Royce was a 1927 Series K Twenty with 1936 Southern Motor Co. Replica 4-door saloon body. The wheels, except the spare, had discs, and were shod with three 6.00/6.50 x 20 Dunlops, one with 6PR Regent Trunkway Remould, and a 6.50/7.00 x 20 Dunlop on the n/s. rear. The spare had a smooth Regent remould. Lamps and fog-lamp were Lucas. The body, leather-upholstered, was reasonably clean inside but the roof was somewhat dirty, the wings were shabby, a running-board grazed, one sidelamp dented and there was a slight crack in the front o/s. door window, while the boot was a bit scruffy within.

The separate driving seat was very comfortable, its squab adjustable by winding a floor-located handle. Both front seats had Leveroll adjustment, but the usual r.h. levers, the gear-lever gaitered, impeded the driver's entry and exit. Instrumentation embraced the usual R.-R. switch panel, starting-carburettor and mixture control, an A.T. speedometer reading to 80 m.p.h. with total and (inoperative) trip mileometers, Dewrance R.-R. oil gauge (normal reading, 27 lb./sq. in.), Elliot type-MR amperes meter, a Cambridge thermometer and an A.T. 8-day clock the ticking of which had given up competing with the body rattles. Self-cancelling semaphore direction-indicator arms were worked from a switch on the r.h. side of the fascia sill, where soft and loud horn-pushes for the Lucas King of the Road trumpet horns resided. A vertical quadrant opened and closed the radiator shutters, enabling water temperature to be controlled. The radiator had a slight leak. A cubby-hole on the left locked with a large domestic-type key.

The engine started promptly from cold on the foot pedal, the quiet starter motor inoperative until neutral had been selected. It was noisy if too far advanced and there was a rumbling sound on the over-run. When hot, a trace of fumes was noticeable. The heavy body on the early chassis killed performance. The

outstanding feature was 5-50 m.p.h. in top gear, the flexibility astonishing. The 4-spoke steering wheel called for just over two turns, lock-to-lock, and lightened up once on the move; it juddered but displayed no kick-back. Above it were the usual throttle and ignition levers ("Open-Closed"; "Early-Late").

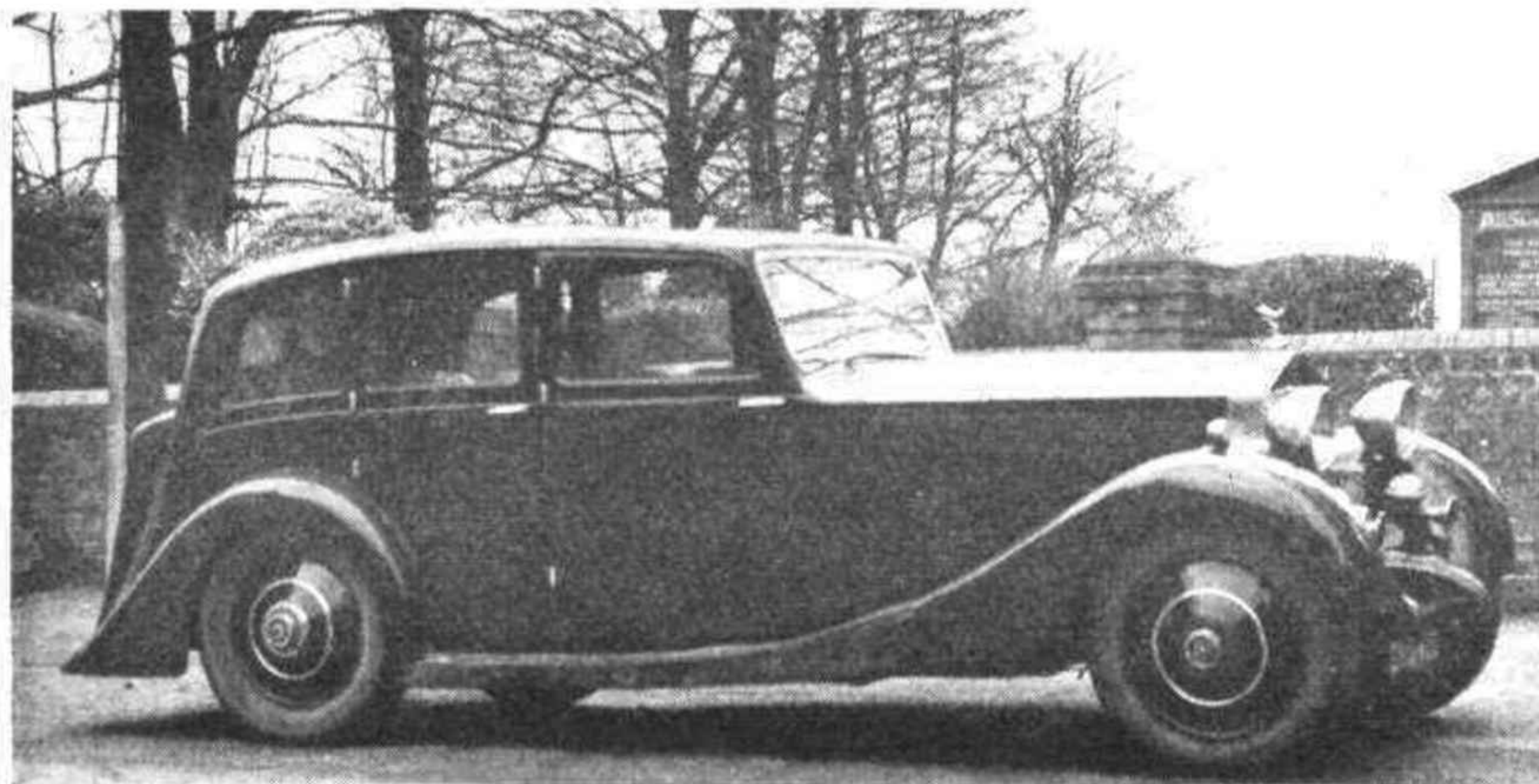
There was no heater and the sliding roof was draughty. The Replica body looked rather unwieldy on the early chassis; it had a single-pane screen, with vizors, and a shallow recess behind the back seat, as well as a useful boot. The fuel gauge, reading to 14 gallons, was concealed beneath a plate in the floor of the boot. There was a dumb-iron apron. Incongruous but usual on these cars, was the quick-action petrol filler cap. The doors, all with pockets, were all hinged at their trailing edges, but shut securely. Roof-net, "pulls," companions, etc., were in place. The "modern" bonnet lacked rivets and joined a new scuttle built over the R.-R. cast-alloy dash. The upright "Silver Lady" had to pirouette to prevent the bonnet clouting her bottom. The "R.-R." insignia had worn off the clutch pedal but was discernible on the brake pedal.

This particular Rolls-Royce handled conveniently, roll being evident only when coming out of tight corners; the brakes were adequate. It would wind up to 45 m.p.h. in 3rd speed, 55 in top. There was some play as the clutch took up, but no slip. With the roof attended to, and a better o/s. front tyre, this one was valued at £350.

The third car I sampled was lent by Phantom Motors of Crondall, Surrey. It was a mid-1939 Series-B Wraith with H. J. Mulliner divisionless sedanca body, the roof over the front compartment opening, and the back parlour being lavishly equipped with floor rug, built-in companions, corner lamps and mirrors, picnic tables, etc. The condition was reasonable, although the back bumper was very rusty, there was a dent in the o/s. front mudguard, the fascia sill was a bit shabby, one wheel-disc beading was torn, and the paintwork was not exactly immaculate. One wiper blade and the o/s. external mirror were missing, the wipers didn't function but could be hand-operated, both rear lamps and one brake lamp had failed, and the ratchet of the cranked r.h. brake lever was awaiting renewal. The rear number-plate lights offered reasonable illumination but the headlamps were adjusted to a state of permanent dip.

Nevertheless, I felt I was now much closer to my hoped-for conception of what an old Rolls-Royce should be. The car was reasonably quiet, apart from mild rumbling while accelerating, some road noise, and very subdued body rattles, although I could only hear the clock ticking when parked with the engine stationary. The gears were inaudible, the hum from the efficient drum-type heater the loudest intrusion within the car.

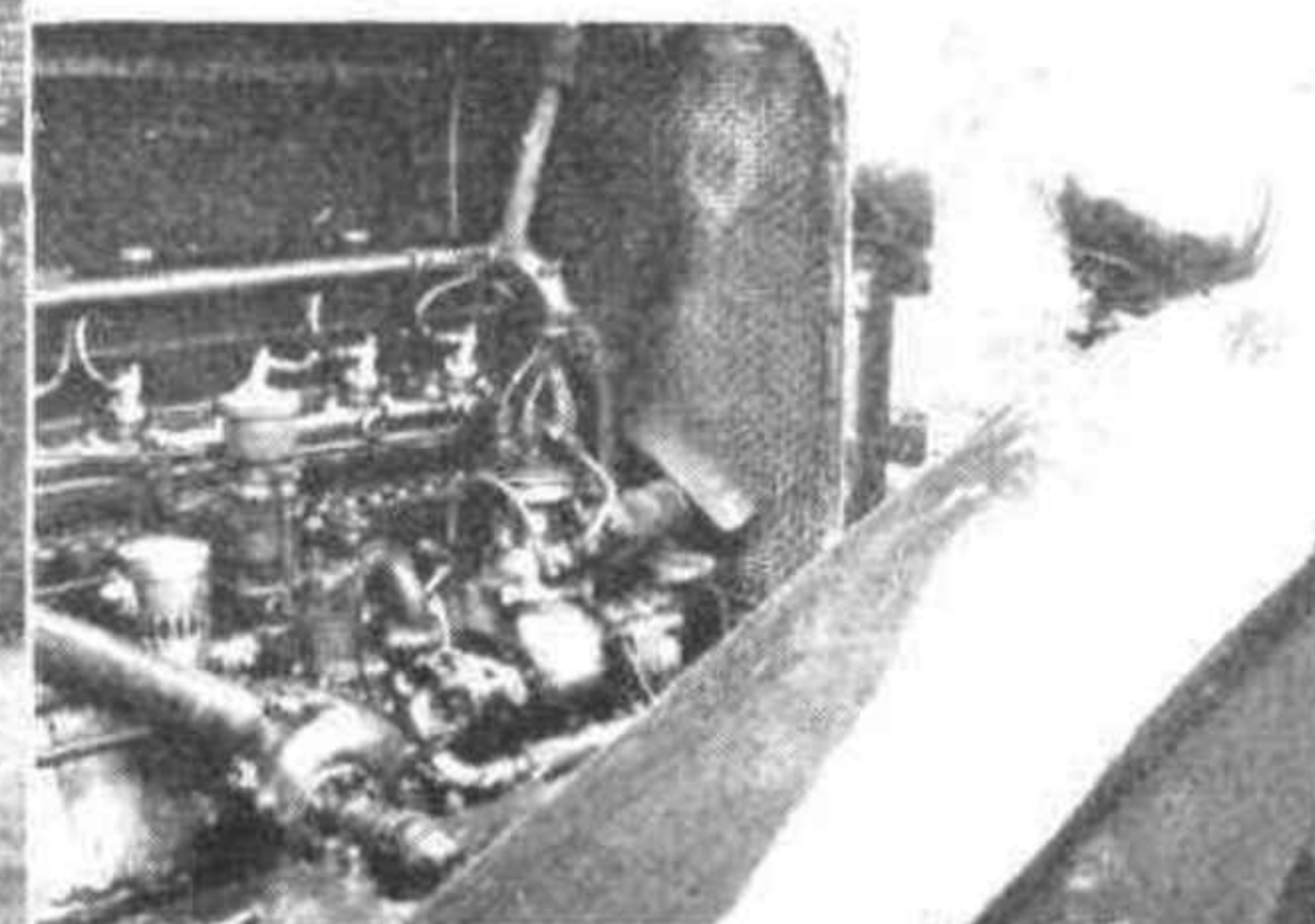
The heavy body, with neat built-in trunk, excused an unexciting mode of progression, but it was possible to get just about 25.

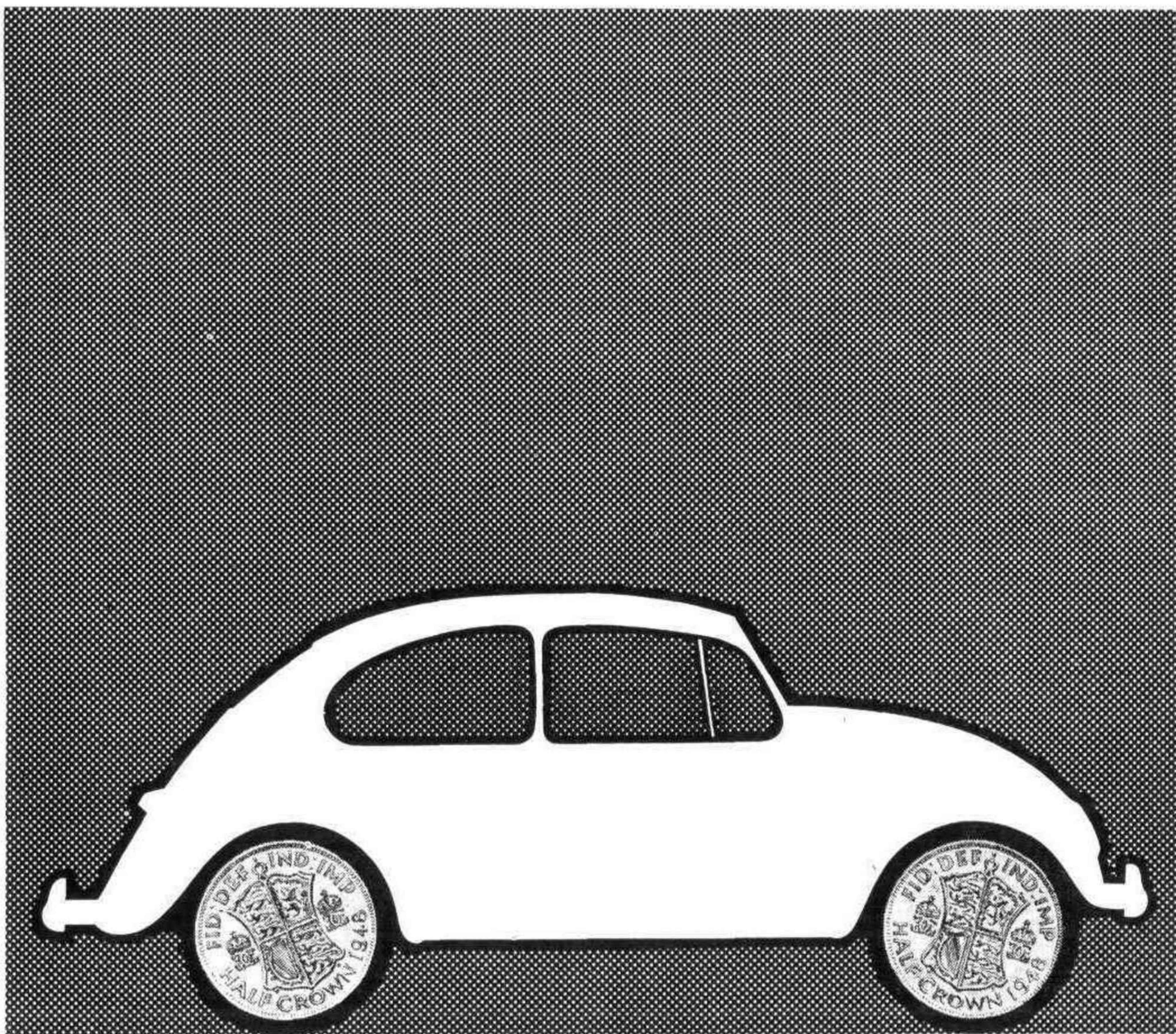


Lent by : Dudley Steynor.

Model : 1927 Series K Twenty Southern
Replica saloon.

Valued at : £350.





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VOLKSWAGEN

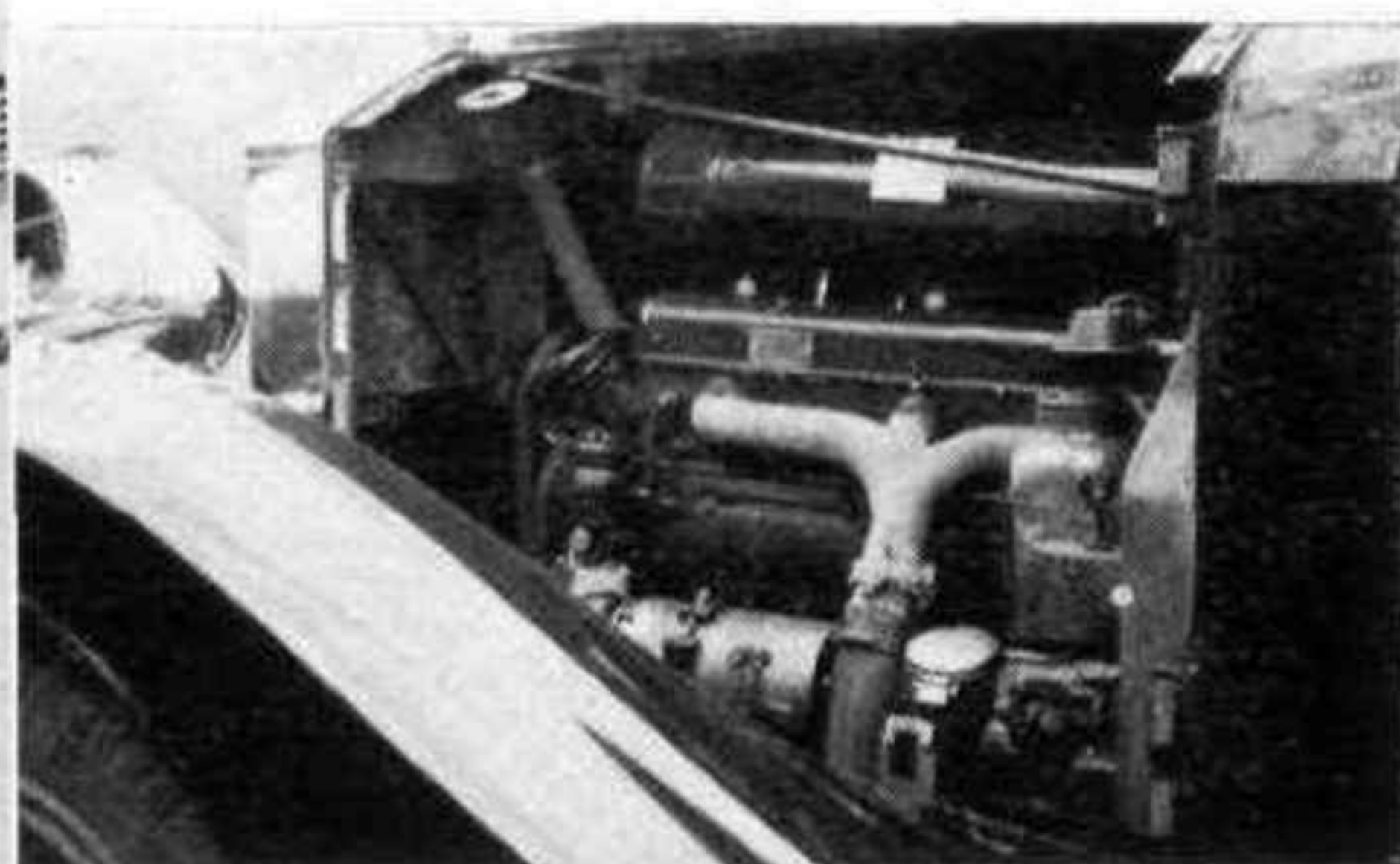
VOLKSWAGEN MOTORS LIMITED, VOLKSWAGEN HOUSE, CARGREEN ROAD, LONDON, S.E.25
SHOWROOMS: 34 DOVER ST, W.1 (HYD 1881) and 32/34 ST JOHN'S WOOD RD, N.W.8 (CUN 8000)



Lent by : Phantom Motors.

Model : 1939 Series B Wraith H. J. Mulliner
sedanca.

Valued at : £750.



40 and 55 m.p.h. in the gears, 50 m.p.h. was a sensible cruising gait, but 60/65 m.p.h. and more was there if a little of the dignity was sacrificed. Performance, however, is not the main criterion of this kind of car. This pre-war 4½-litre Wraith hadn't quite the top-gear flexibility of the 1927/36 Twenty, but the highest ratio could be used down to 15 m.p.h. or a bit less, so there was little need to pine for automatic transmission, especially as the silken gear-change encouraged the driver to make considerable use of it. Typically, it was gaitered, sprung to the neutral section of the gate, was splendidly positioned, and had to be pressed down to engage reverse. Bottom gear occasionally baulked unless 2nd was engaged beforehand, or the smooth clutch was momentarily eased.

The steering kicked mildly on rough roads, but was accurate and light except for parking, when you had to be a Tarzan. The very big 3-spoke wheel somewhat obscured one's view of the magnificent radiator and mascot. The latter was of the Phantom type (valued at three times the price of my second daughter's Austin 10/4!), swivelling to clear the raised bonnet. Here there was a small confidence trick which I disliked—when the filler cap was removed I was confronted, not by a filmy level of H₂O, but by a metal plate, reminding me that the filler is a dummy and coolant is replenished elsewhere. Why then, in Heaven's name, is a valuable mascot made detachable when there is no purpose in detaching it? Fortunately the car's cubby-hole had a good H. & V.T. lock, so the Spirit of Ecstasy could be safely left therein while the Rolls-Royce was parked, obviating the embarrassment of trying to conceal this piece of female sculpture in one's trouser-pocket. . . .

The centre of the wooden dashboard was occupied by a big 90-m.p.h. speedometer with trip and total odometers, its needle swinging badly, flanked by adjacent fuel gauge, ammeter, water temperature/oil pressure dials and matching (accurate) clock. The thermostatically-operated radiator shutters were set to maintain an efficient 80-90° C.; oil pressure varied from 25 to 35 lb./sq. in. according to engine speed. The petrol gauge was steady-reading, the tank holding, on this car, 18 gallons. The usual R.-R. lockable switch-panel with master-switch, switch-knobs for "A," "B," or both fuel pumps, wipers, two controls for the blinds (not working), and the carburation control also occupied the fascia; there were ignition and low-fuel-level warning-lights, a neat ash-tray was sunk in the fascia sill, and, front and back, plated handles were fitted to help the elderly from the very comfortable leather-upholstered seats. The back seat had a wide cushion, suited to those with Guards' Officer legs. The Continental Correspondent, not having these, tried it for a while and then came up in front, as second-chauffeur.

Hydraulic jacking-points were concealed under the front carpet, the openable single-pane screen gave excellent visibility, although the n/s. front wing and lamp were almost invisible, and an unusual item was pull-down blinds instead of vizors behind the screen. There were self-cancelling semaphore turn-indicators, what appeared to be a quite unnecessary and inappropriate "exhaust-booster" on the end of the exhaust pipe, a small but adequate rear-view mirror, and separate front seats, the driver's exceedingly comfortable, with adjustable squab.

This just pre-war Rolls-Royce had automatic ignition timing,

so the steering-wheel boss merely accommodated a loud/soft horn button, hand-throttle and ride control. The front doors had pockets, with another in the driver's side of the upholstered scuttle. The odometer registered 16,000 miles, which it would be charitable to read as 116,000 miles. There were 6.50 x 17 Dunlop Fort tyres all round, each possessing a decent amount of tread, the spare wheel had a metal cover, the instruments and enormous headlamps bore no identification beyond the magic initials "R.-R.", and the bonnet opened easily to reveal the usual neat engine with a surprisingly small Stromberg carburettor on the o/s. The bonnet lacked the rivets of early Rolls-Royces. There was one-shot chassis lubrication, operated by foot every 100 miles.

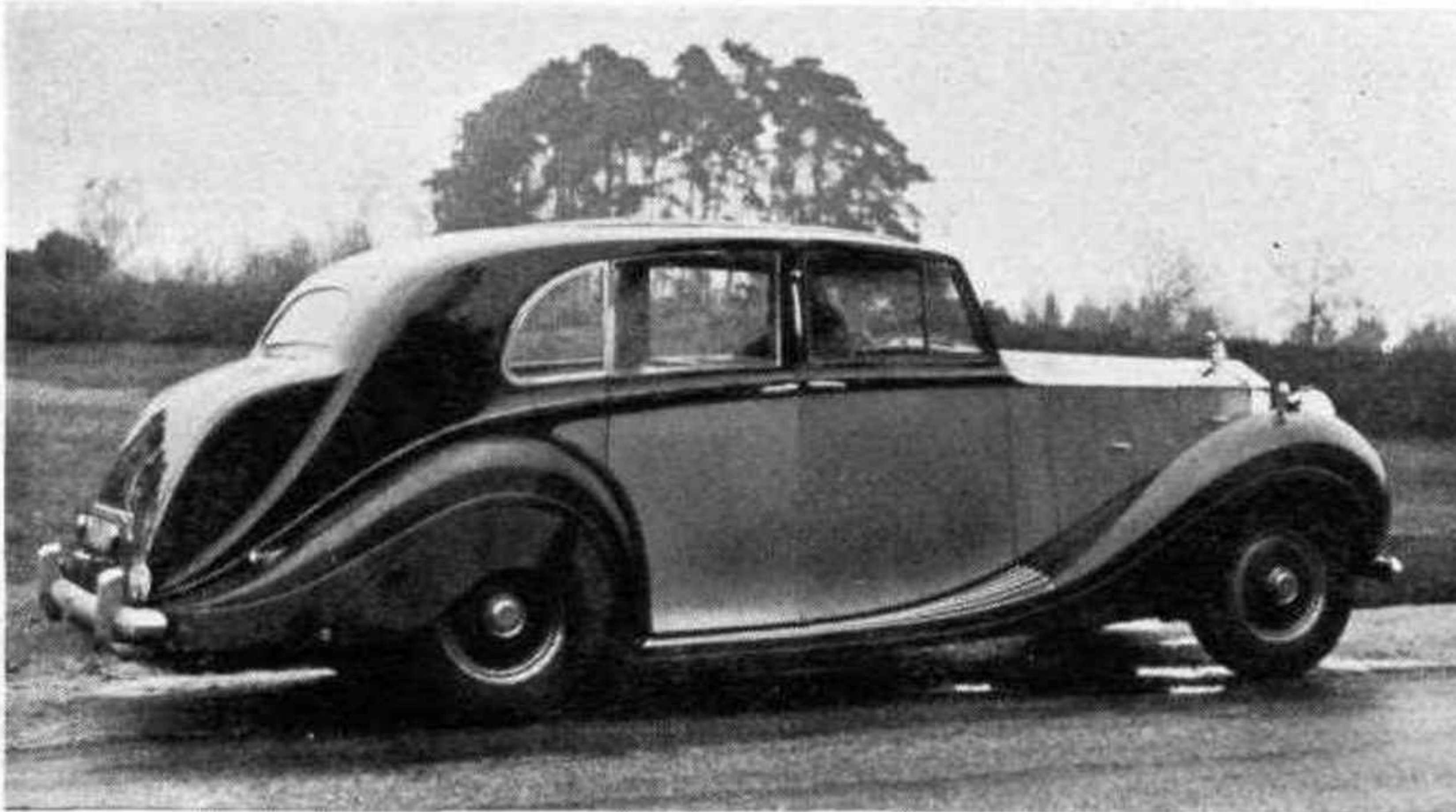
When idling the engine vibrated slightly, due to lack of rubbers under its mountings, but I was favourably impressed with the dignity and quietness of this 26-year-old specimen, which I took to London twice, finding it easy to drive, and having no trouble in some 200 noble miles. I estimated its petrol thirst at around 15 m.p.g. of No. 1, and there were no fumes. The steering was pleasantly light and smooth at speed, the i.f.s. was evident by some moderate roll, the ride was good apart from very slight pitching, starting instantaneous, and the brakes quite adequate, although the car would roll unretarded for a foot or so if they were applied from walking pace; the hand-brake was effective, however. The asking price for this one was £750.

* * *

The **fourth car** came from the stock of Frank Dale and Stepsons, Harrow Road, W.2. This concern specialises in Rolls-Royce and Bentley cars, keeping a stock of 20 or 30, from early models, like the P. I. tourer I saw during my visit, to those of 1956/57 vintage. The Rolls-Royce they selected for me was a 1951 Series F Silver Wraith Freestone & Webb semi-razor-edge 4-door saloon, with trailing front doors.

It was a very well-equipped car, with a Webasto sliding roof possessing an ingenious wind deflector enabling all the occupants to enjoy fresh air when it was open devoid of draughts. In appearance, this was the "massive" type of Rolls-Royce, with built-in boot and spatted rear wheels, finished in blue with black mudguards, boot and roof, and dun-colour leather upholstery. The equipment embraced heater, screen de-mister, rear-window de-misting panel, headlamps flasher, 2-speed screen-wipers, screen-washers, flashing turn-indicators above the original semaphore arms, quick-lift driver's window, tinted single-pane fixed screen, cigar-lighter, Yale locks for front doors, bonnet and concealed fuel filler, radio with front and rear speakers, under-bonnet torch, and even Lexington safety-belts for the front seats.

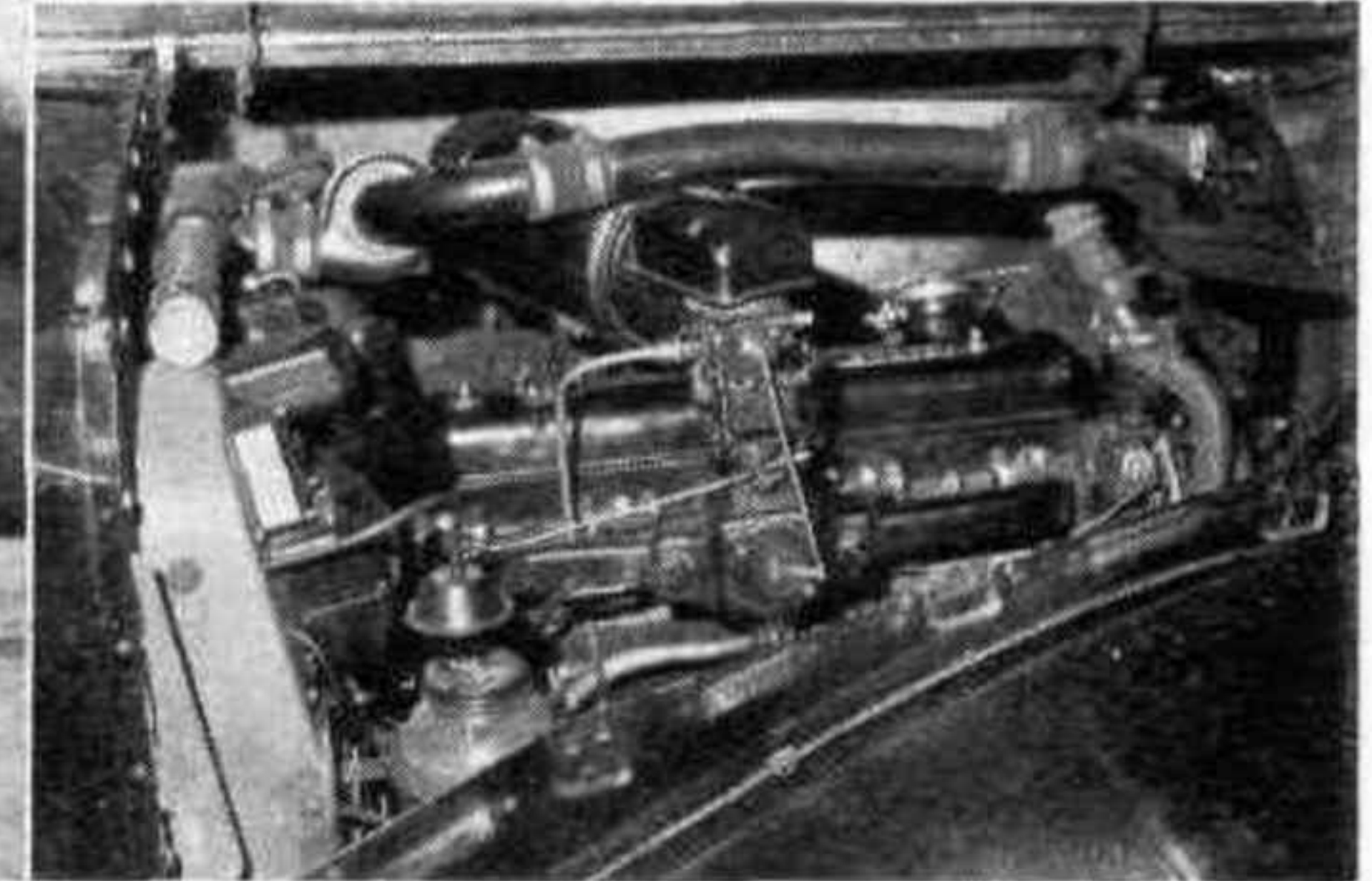
The usual R.-R. amenities with which I am becoming familiar, like the very comfortable driving seat with adjustable squab, throttle ride control (Open/Closed; Hard/Normal) and horn-push on the centre of the steering wheel and clear instrumentation were present. The 18 in. 3-spoke steering wheel felt very big, so that one tended to steer with one hand on a spoke, and it seemed slightly offset, the driving position not quite 100% in consequence. The fascia and matching window sills were of polished veneer, the former having a big 100 m.p.h. R.-R.



Lent by : Frank Dale & Stepsons.

Model : 1951 Silver Wraith Freestone & Webb
4-door semi-razor-edge saloon.

Valued at : £1,250.



Smiths speedometer with steady-reading white needle, flanked by the four small dials—Smiths clock, Lucas ammeter, Smiths fuel gauge, calibrated $\frac{1}{2}$, $\frac{1}{4}$, $\frac{3}{4}$, F and incorporating a sump-level reading, and combined oil gauge/water thermometer. The last-named indicated 8 to 28 lb./sq. in. oil pressure according to engine speed and 65° to 75° C. depending on outside temperature.

This car was thoroughly modern in its equipment, which also included adjustable side arm-rests, handle-operated front and back quarter-lights, four roof lamps controlled by two switches for front and back compartments and courtesy action, useful wing-mirrors, lockable cubby-hole, 12-in. R.-R. Lucas head-lamps, Lucas central spot-lamp and Lucas fog-lamps, GB plaque, neatly concealed fascia ash-tray, folding picnic tables, map light, plush rugs over the rear compartment carpets and plated pull-handles for all passengers.

The odometer read 92,800 miles, the car was shod with good 6.50x17 Dunlop Fort tyres, with a good spare, and it was in excellent condition, all the plating faultless, paintwork sound and the interior entirely presentable. The only noticeable wear was on the detachable rubber mats in the front compartment, a rubbed patch on the o/s. scuttle pocket and some peeling of the veneer on the front window sills where rain had, and did, come in. In heavy rain water ran off the n/s. of the screen sill. Generally, however, the preservation was excellent—you get what you pay for!

On the road, too, this Silver Wraith went nicely. Indicated maxima in the gears were 34, 50 and 66 m.p.h., with effortless 70-m.p.h. cruising in top gear. The clutch was feather-light, the steering light in traffic, heavier on lock (3-turns, with $\frac{1}{2}$ -a-turn of sponge). There was no kick-back but some wheel sway, which adjustment should cure, useful castor return, some column judder on bad roads or over gulleys. Mechanically the car was notably quiet, the worst intrusion being wheel noise over road undulations. The chassis obviously flexed on rough surfaces, and there were very minor body rattles. The 4½-litre i.o.e. engine would run down to 8 m.p.h. in top gear and pull away from 15 m.p.h. without changing down. The gears were quiet but the short Bentley-like r.h. gear-lever (not spring-loaded) didn't function quite so silkily as the longer lever of the earlier cars. There was a pull-out hand-brake under the fascia, striking a too-modern note in the harmony of a R.-R. interior. The brakes were good, but pulled slightly to the right.

A centre arm-rest, when down, divided the rear compartment into two exceedingly luxurious seats, à la Rover 2000. The bonnet was extremely easy to open and shut, ignition was by twin Lucas coils and Delco-Remy distributor, and there was pedal-actuated one-shot chassis lubrication. Fuel was fed from the 18-gallon tank by pumps A, B, or both, selected by a knob protruding from the fascia, which also contained the usual lockable R.-R. switch-panel. The heater, volume controlled by a turn-knob (H), was excellent, and powerful and quiet screen-de-misting was available by moving back the plated deflectors over the sills and switching on a button labelled "M." Neat little press-buttons looked after fascia lighting (I), oil-level reading and the map light. There was a clean instruction book in its under-facia pocket and the body had its own identification number. The R.-R. insignia was clearly visible on clutch and brake pedals.

The heavy lockable boot-lid was self propping and the spare wheel lying flat in the boot had a protective cover. In a day's driving nothing gave trouble except for the push-fit foot-dipper rubber cover falling off. This seemed a very covetable Rolls-Royce, of adequate if hardly exciting performance, although pick-up was quite useful. It would make a nice family car. The body rattles were due to be eradicated and Dale usually installs a new Speedwell battery. This one was valued at £1,250—W. B.

(To be continued)

A BOOK ABOUT THE LANCASTER

There must be many amongst our readers who remember with affection the Lancaster bombers of the last war. So we make no excuse for recommending the latest book from that conscientious publisher of aeronautical works, Harleyford Publications Ltd., of Letchworth, Herts.

A companion to the other great Harleyford book about the Spitfire fighter, "Lancaster—The Story of a Famous Bomber," which costs 60s., is a unique work. It describes the evolution of the most famous World War Two bomber from the two-engined Manchester to the Lancaster with its four Rolls-Royce Merlin engines.

This is essentially a technical work, so that the evolution, mods., failures and successes of the Avro Lancaster, of which 7,374 were built, plus three prototypes, are dealt with from that angle. One reads again of the breaching of the dams, of the battle of the Ruhr, of the bombing of the *Tirpitz*, not as glamour stories but from the engineering and strategic standpoint.

The book is crammed with remarkable pictures, drawings and cut-away views of Lancasters, and its most remarkable achievement of all is an individual history of every one of the 7,377 Lancasters built, this enormous appendix giving contractor, date, mark No., fate, and in many cases the aircraft's total flying hours and details of operations undertaken. Prodigious! The book is a tribute to D. A. Russell, M.I.MECH.E., who produced it, to author Bruce Robertson, and artist J. D. Carrick. The tone paintings are by W. F. Hepworth, M.S.I.A. The book has 216 11½ in. x 8½ in. pages and should give pleasure to all who flew, crewed, helped to create or owe their freedom to the Avro Lancaster.—W. B.

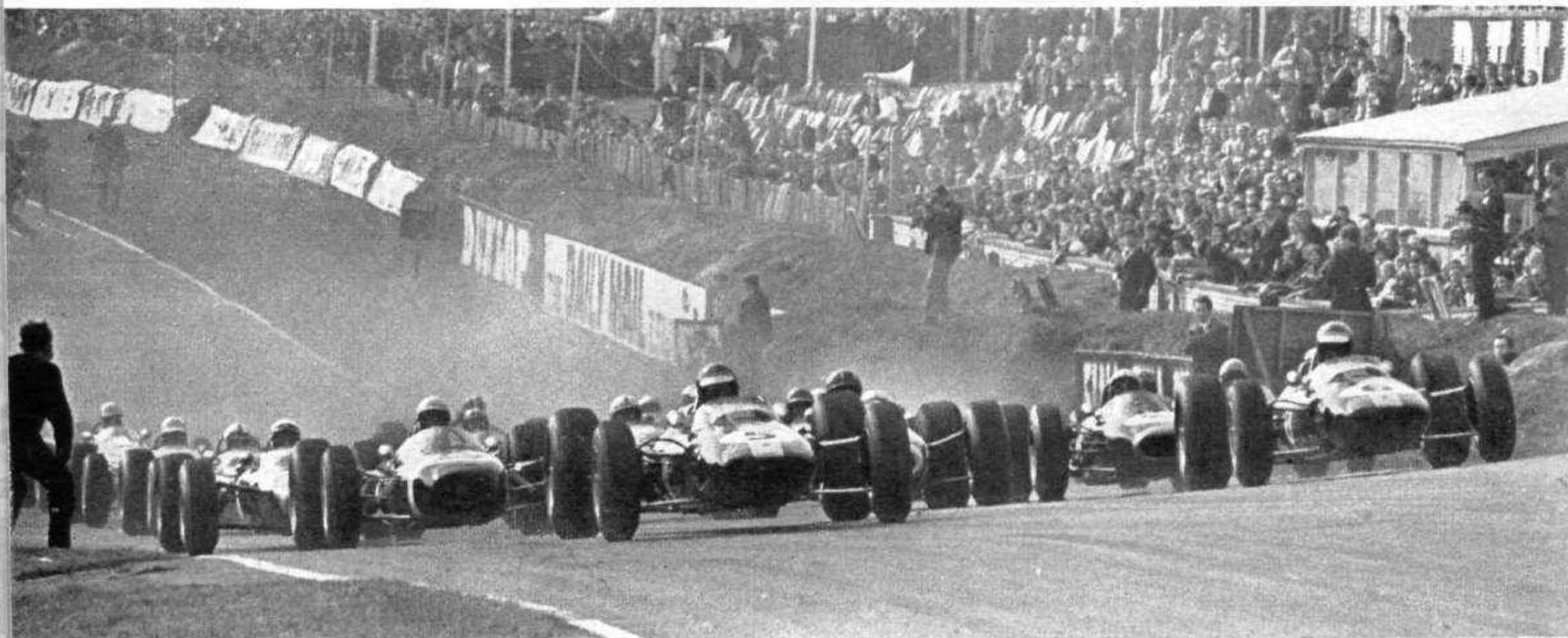
AUSTIN SEVEN ITEMS

From the 750 M.C. *Bulletin* we glean the interesting fact that Colin Chapman disclosed at the Club dinner that for old times' sake he always uses an Austin Seven part on all Lotus cars. For the current F.1 car he says this is a wheel nut, which caused the 750 M.C. to remark that they hope it is not that "horrible brass tapered-seat monstrosity!" It has become fashionable to run vintage Austin Sevens in M.C.C. trials, John Bonnett removing the front mudguards of his Chummy before the "Exeter" to avoid damaging them, replacing them with strip wings. A M-type M.G. competed in the Club's Salisbury Trial, this kind of rival entry being amongst the original intentions of the 750 M.C.

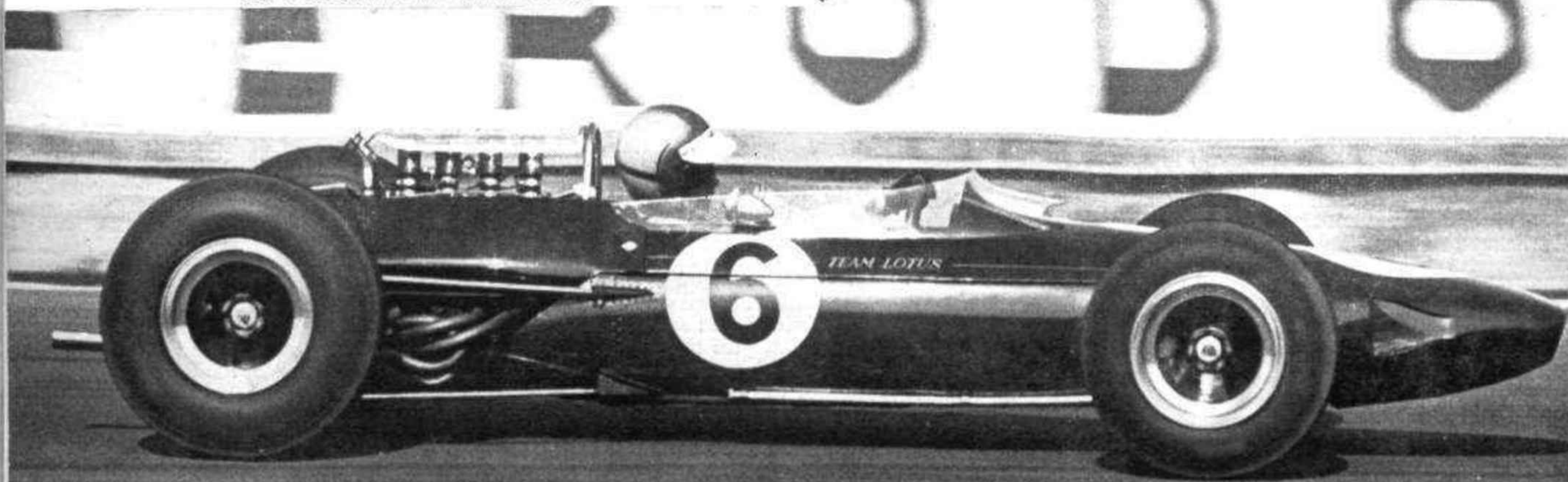
PICTORIAL REVIEW

BRANDS HATCH

EXAGGERATED HILL.—This telephoto view of the start of Heat One of the Formula One race at Brands Hatch shows the two Team Lotus cars already in the lead, with Spence on the right of the picture.



EXCELLENT NUMBER TWO.—Michael Spence did a grand job for Team Lotus at Brands Hatch, driving a Lotus 33 with "flat-crank" Coventry-Climax engine. He backed up his team leader in both Heats and when Clark crashed in Heat Two he came through to win the Heat and the overall event.



CHARGER.—Dan Gurney looks a little apprehensive as he brakes heavily in his Brabham-Climax running on 13-in. Goodyear tyres in the Brands Hatch Formula One meeting. He dominated everyone except Clark in Heat One and in Heat Two pressed Clark so hard that the Scotsman became ruffled and went off the road.





NEW PARTNERSHIP.—Richard Attwood drove for Team Parnell in one of their Lotus-B.R.M. V8 cars in the Brands Hatch races, in both Heats being very evenly matched with the Swiss driver Siffert, whom he is seen leading into Druids Corner. After finishing 10th in Heat One he was forced to retire in Heat Two when well placed.

NEWCOMER.—Frank Gardner was in fine form at Brands Hatch, driving the Willment Team's Brabham-B.R.M. V8, and profited by his recent season of racing in the Tasman series.



CUBIC INCHES.—Roy Pierpoint's Mustang won the saloon-car race at Brands Hatch, but he was easily lead by Jim Clark's Lotus Cortina until a wheel fell off.

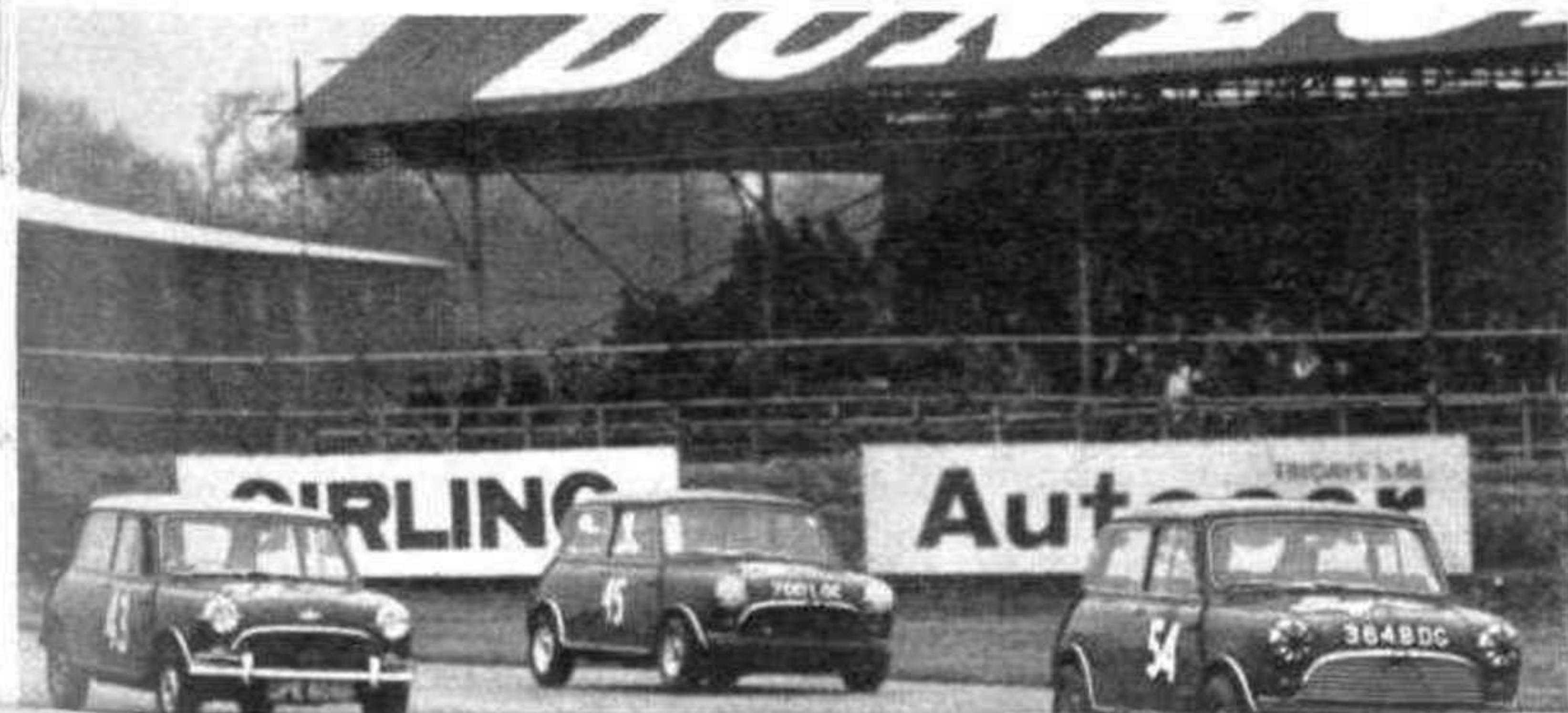


THE FIRST APPEARANCE of a Lotus 30 at a B.A.R.C. Members' Meeting was made in the hands of J. Dean.

DIVAS did well in the small GT race at Goodwood on March 13th, this one in the hands of J. Miles.

B.A.R.C. GOODWOOD

THE INEVITABLE MINI-BATTLE.—Close together here at Goodwood are the Mini-Cooper Ss of (right to left) W. L. Clifton, N. G. Crawford and R. Philips.





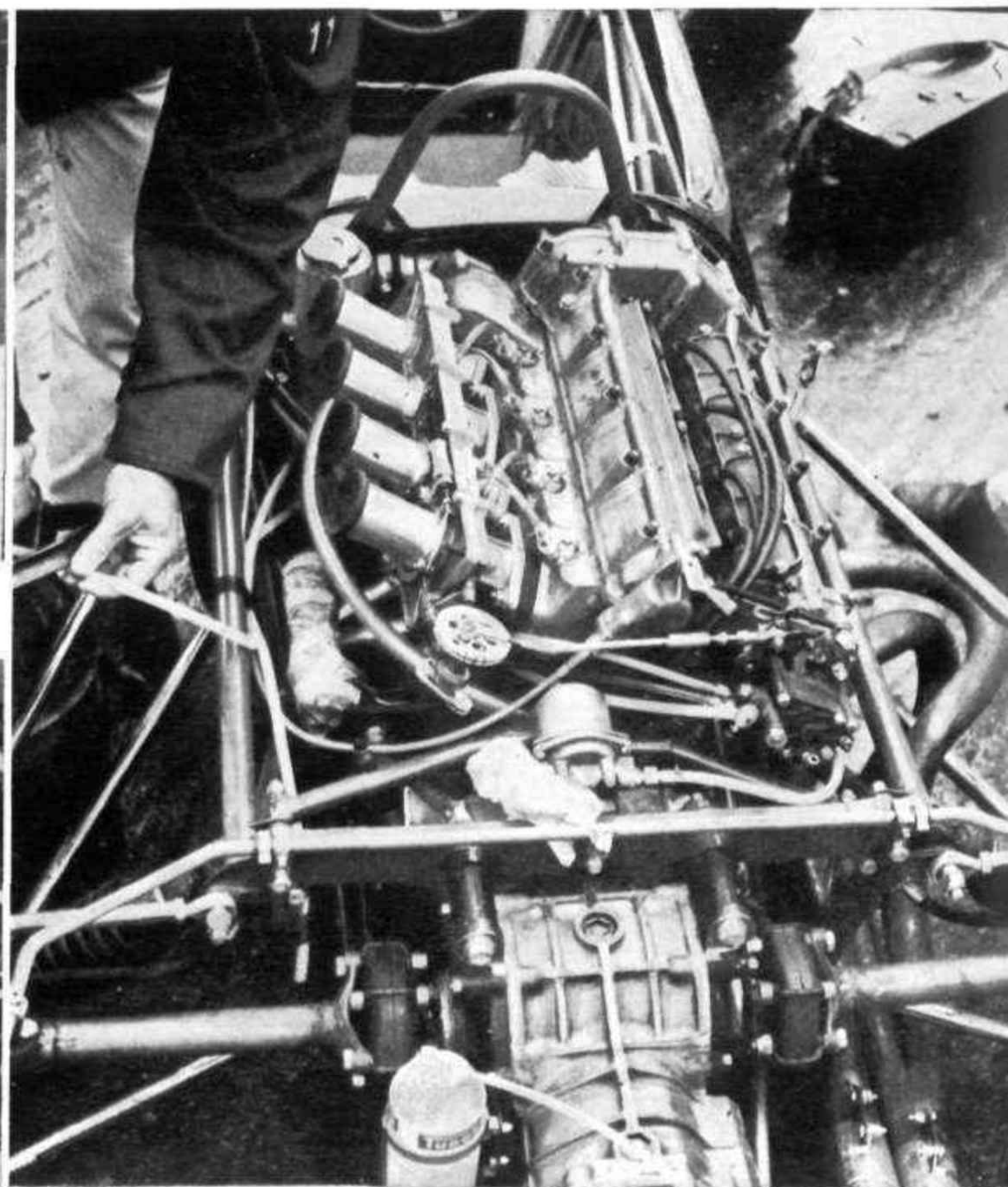
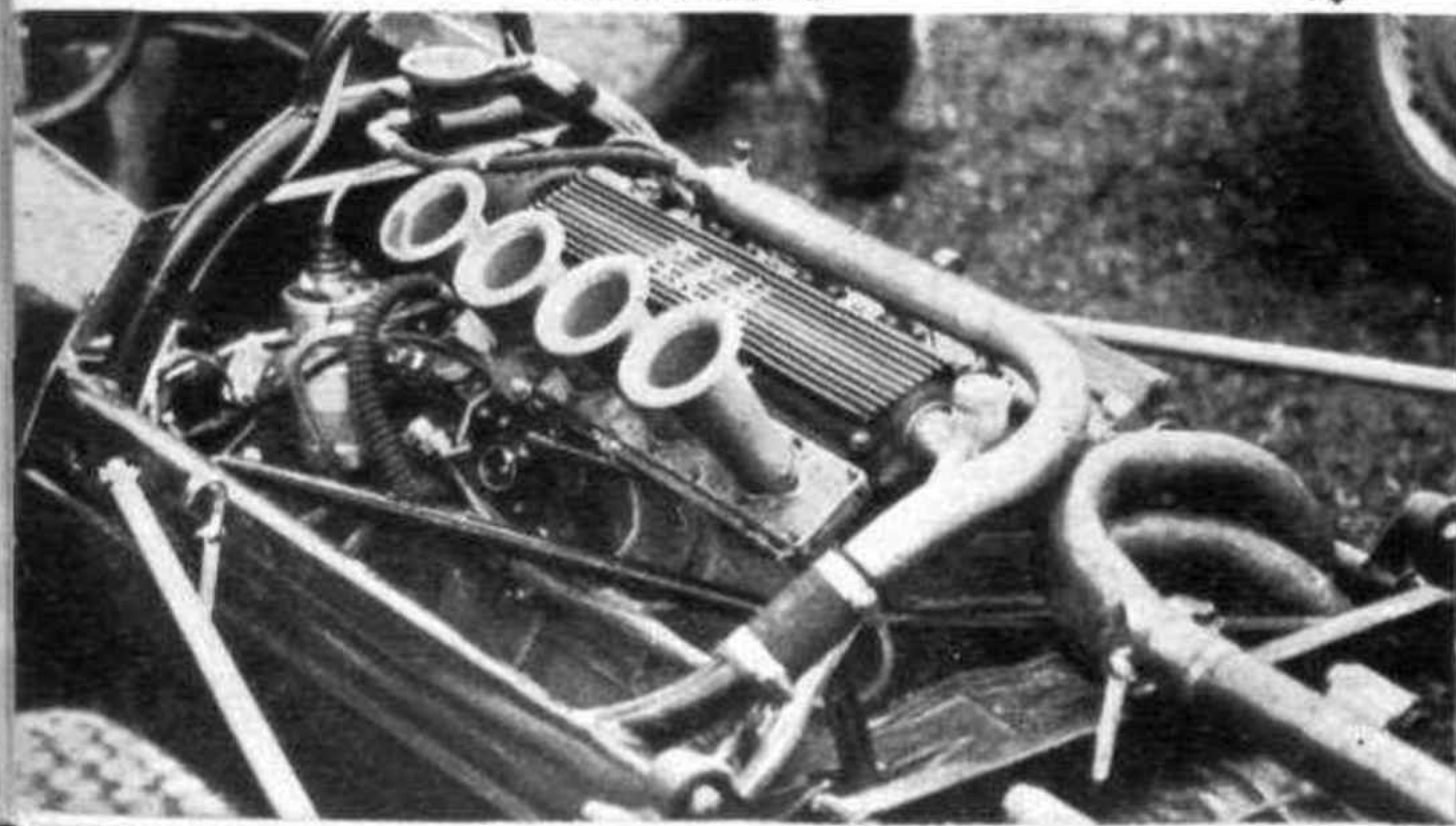
TEN LITRES IN THE WET.—Surtees (Lola 70 now fitted with a 5.3-litre Chevrolet engine) leads Clark (Lotus 30—4.7-litre Ford) through Abbey Curve. They both experienced spins but Clark was on Dunlop R7 tyres to Surtees' R6 and appeared to suffer less from aquaplaning as a result. Clark was leading when the race was abandoned. ▲

WET WINNER.—Warwick Banks (Cooper-B.M.C.) used his head and drove a steady race on the soaking track to win the F.3 race. ▼

BRABHAM-HONDA F.2.—Jack Brabham's F.2 car is now fitted with this new Honda four valves per cylinder, twin cam, fuel-injected, F.2 engine. ▼



B.R.M.-ENGINE COOPER.—One of the Tyrrell F.2 Coopers was fitted with this twin cam fuel injection 124 b.h.p. B.R.M. engine. ▼



LETTERS FROM READERS

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

JET IGNITER PLUGS

Sir,

I have just read an article by one of your readers (MOTOR SPORT, March, p. 199, signed B. Hendy) about Jet Igniter Plugs. In the letter the writer says the faulty plugs have to be returned to the U.S.A. When I bought my set there came with them a guarantee which had to be mailed to the U.S.A. I sent it. Some weeks later it was returned marked, "No such address known, no such firm known." At the time I did nothing about it. However, since then my engine has "blown up" and I have had to have a new engine. My garage says these plugs were a contributory cause.

The only thing I can say in favour of these plugs is that my car runs just as well on premium-grade petrol as it does on 100-octane. My car is a Sunbeam Rapier.

Eurton.

A. N. HOLDEN.

* * *

ALVIS SERVICE

Sir,

Does this deserve a mention in your magazine? I telephoned Alvis Ltd. midday last Wednesday, requesting a new petrol filler cap for my 1937 4.3-litre. It was on the breakfast table the next day, Thursday morning, when there were four inches of snow on the ground. This surely represents the ultimate in service both on the part of Alvis Ltd. and the G.P.O., and greatly adds to the pleasure of running such a motor car.

Riverhead.

R. M. MITCHELL.

* * *

MOBIL SERVICE

Sir,

You might like to know of the excellent service which I received from the large Mobil garage in the centre of Leominster when on my way to the Measham rally. I had fitted a pair of Marchal "Fantastic" fog and spot lights to my Delage but for some unaccountable reason the bulbs in each of these lights blew in the course of the last few miles into Leominster.

Although it was past 6.30 p.m. when I called at the garage and the main stores was closed, one of the staff went to fetch the store-keeper and/or his keys from his home. As a result they were able to let me have some replacement bulbs (which lasted throughout the event and continue to do so). Without these bulbs I would have been in grave difficulties in the rally since I had only one of my vintage Marchals in working order. As it was we were nowhere in the results—but at least we could see that we had taken a wrong turning!

Needless to say, I have no connection with the firm in question; indeed, I do not even know their name, but hope you will give me an opportunity, through your excellent magazine, to express my thanks to them for enabling me to see those frozen mountain roads.

Ottershaw.

P. GRAHAM.

* * *

A SATISFIED VW 1500 S USER

Sir,

Your re-test of the VW 1500 S was of great interest to myself. I purchased a new 1500 S from Renwicks Garages of Newton Abbot, Devon, in February 1964 and my mileage to date is just over 30,000. I have nothing but the highest regard for the car. Apart from the normal servicing, my total repairs have been one headlamp bulb, four new tyres and front brakes relined at 22,500 miles. Mr. Shepherd of Messrs. Renwicks has always been most helpful and obliging, and their standard of work is always of the very highest.

I entirely agree with your observations that too much was probably expected of the normal 1500 S after the performance of the "hot" 1500 S in the R.A.C. Rally of 1963. However, I cannot understand the poor m.p.g. in your test car, as on my own car during a Continental tour last summer, with four passengers and luggage, I returned an average m.p.g. for 3,000 miles of 38.7 and I am regularly getting 40 m.p.g. in my day-to-day motoring; oil consumption is nil.

Enough has been written about the excellent finish to need any further comment, adverse criticisms yes: I do not like the "dead" feel of the clutch, and the car is badly affected by cross

winds. At the tyre change I fitted two Cinturato covers to the rear wheels, and road-holding and cornering have been vastly improved.

To sum up, I would say that the 1500 S has about average performance for its c.c. but by far greater reliability than any car I have owned during my 30 years' driving, from Bristols to Fiat 600. I am looking forward to my next 3-4,000 miles on the Continent this summer, and another 30,000 trouble-free miles during the next 12 months.

Cullompton.

WILLIAM A. BURNARD.

* * *

BATTERY TECHNICS

Sir,

Your letter in the January issue of MOTOR SPORT from a gentleman regarding failure of successive car batteries raises an interesting subject for discussion which has, so far, not been taken up.

It could be that the batteries were "ruined by kindness" due to a limited demand made by starting an engine "ready to go."

As most things in nature performing a function, a battery should be fully worked as in undergoing the full cycle of charge and discharge.

In regard to 38 a.h. being too low a capacity, I feel that such capacity is "excessive" in some conditions of use. Many batteries fail by reason of low capacity due to only a small volume of plate being converted and the remainder becoming atrophied.

Today, the battery on a car is not so much a storage medium as a determiner of potential.

Two batteries of low capacity, one on charge and the other in use, with an automatic change switch, could solve the problem of short battery life but might not be economic. It may not be that batteries have a planned life so much as varying conditions of mis-use to undergo.

Much information regarding the health of a cell can be made visually and so all battery cases should be transparent. If conditions permit and facilities exist it should be possible to improve the storage capacity of a battery by a controlled slow discharge to an exhausted condition followed by a reversed charge in an effort to restore the correct plate conditions, with subsequent "forward" charge.

A Ni-Fe battery would accept onerous conditions of use.
Wareham.

E. P. MELHUSH.

* * *

STILL ASLEEP!

Sir,

I have recently been looking through some ten-year-old copies of MOTOR SPORT. One particular change which I notice! was that the 1950's "Sports" contained a much better list of events.

If for some technical reason you find it impossible to publish a full list of events please could you tell me where I can find out the dates and details of the smaller sprints, hill-climbs and trials.
Leicester.

FRANKLIN D. WOODCOCK.

[At no little cost we circulate every Club Secretary with a reply card to confirm his club's meeting. We include in our Events List those who reply. No reply means either they don't want you there or, as we suspect, the Secretary is too lazy to fill in the card and post it. Wake up, Secretaries!—W. J. T.]

* * *

REPLY TO A POLICEMAN

Sir,

In reply to the remarks and suggestions made to myself by "Traffic Patrol, Lancs." and further to my letter "Police Methods." may I point out that I challenged a particular driver to reply, not any "noddy man" who happened to read the letter.

However, since this was the only reply forthcoming I would like to ask T.P., Lancs. what his attitude would have been if it was an accident that I had witnessed. I rather imagine that my "interference" would have been welcomed. There is no need to answer this, because our local police were only too pleased to accept statements on two occasions last year, when I saw accidents, and I was, incidentally, glad to have been able to help them.

I have tremendous respect for the majority of our police force, but I am not afraid to admit that there are injustices committed, mostly by those few members of the force who think that because they have a "legal excuse" (quote from T.P., Lancs. letter) they

FORD RALLY TEAM CHOOSE CASTROL AGAIN FOR 1965!

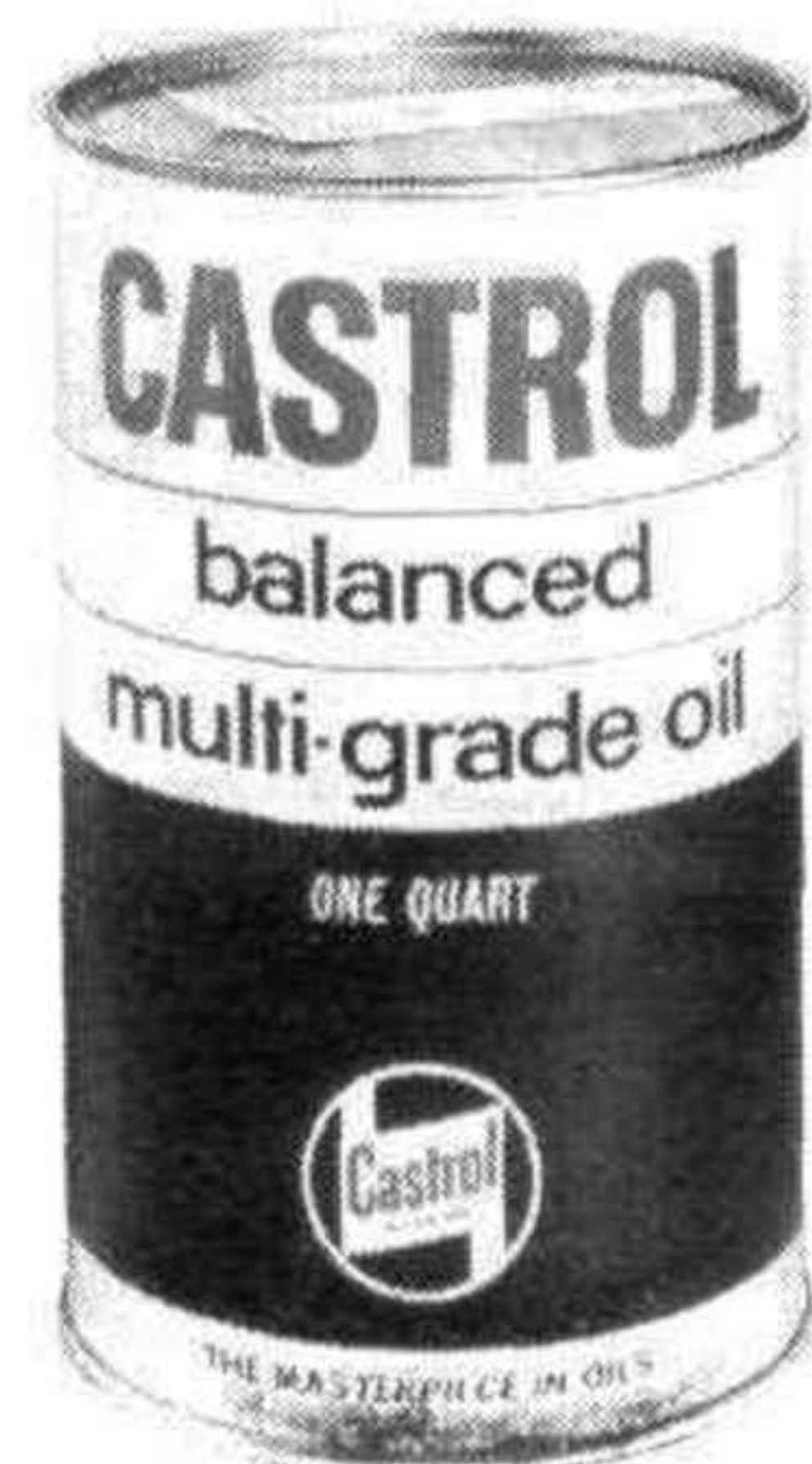


So should you! Here's why. When the Ford Rally Team scores success after success they are proving that their cars are better-driven, better equipped—and better lubricated.

They use Castrol.

The Ford Rally Team's choice of oil is equally significant for all motorists. Ford with their great reputation in the fields of international rallying and record-breaking—choose Castrol.

Britain's most successful motor oil.



can get away with whatever they choose to do.

I too am an enthusiast, Sir, but I do not consider that writing a letter to such an excellent magazine, which is read by a generally educated and enlightened public, can do anything worse than keep that publication controversial. [It has!—Ed.]

Long Ditton.

A. F. D. FRENCH.

ANOTHER SATISFIED N.S.U. OWNER

Sir,

May I, as an N.S.U. owner, endorse all that H. M. Dell says about this splendid little car?

Last July (1964) I was faced with changing my car and decided that I had no wish to be used as an involuntary travelling test bed or to help finance tea breaks and business lunches.

Therefore I bought a Prinz 4 and have been rewarded with 7,500 miles of excellent steering, road-holding and acceleration, coupled with a gearbox that is a sheer delight to use.

Usual disclaimer.

Ashcott.

L. J. HILLS.

POLICE STATE?

Sir,

As a further example of the present day police methods to obtain convictions may I please quote my recent experience.

Last month I was fined £3 and my licence endorsed for alleged speeding at a specific 58-60 m.p.h. in Park Lane. I was driving alone and had therefore no independent witnesses. I was stopped by a certain Constable Goodrum in the Edgware Road having travelled from Hyde Park Gate at a similar speed to other traffic (estimated at 40 m.p.h.). The constable claimed to have followed me from South Carriage Way (I was never in South Carriage Way) but changed this to Stanhope Gate in Court. He was in fact sitting astride his motorcycle at Marble Arch the whole time. As I passed him at the top of East Carriage Road he started his motorcycle and cut across the central strip behind me and pulled me up shortly afterwards. I obtained the following testimony from him. "I have been following you at 58-60 m.p.h. from South Carriage Road. I could not stop you at Marble Arch because the traffic was too heavy." The reason for this second remark is obvious from my observations of his movements above. I enlisted the help of the A.A. who advised me that *even if* the policeman was lying I would not be believed in Court and it would only make things worse for myself. I admitted to travelling at 40 m.p.h. and should therefore plead guilty.

If this was an isolated case I would not be so incensed but in the same week an acquaintance of mine had a similar experience.

When are Courts going to realise that this sort of thing does go on and that the police are in some cases relying on the infallibility of their evidence to obtain convictions? I might add that up to this "offence" I had been driving for ten years with a clean licence.

London, N.6.

M. PLANT.

P/O. PRUNE REPLIES

Sir,

Being no end of a motoring sport myself I was tickled to read about myself in a review of a book by an author type—Terence C. Willett, and about you saying that he said that I was like distinguished racing drivers or something to that effect and how my war-time flying influenced a lot of pilots. Actually I'm still a little tender about the cracks which people make about my flying days, after all you can't make an omelette without breaking eggs and I'd still like to know who the w.c. was who sent me that Iron Cross "for having destroyed so many Allied aircraft," however, as I say, I was rather cheered to read that someone thought I was like a racing driver and here's an odd coincidence. I was reading all this on my way back in the train from Surrey County Court and it cheered me up no end because the old beak there had had the crust to say that I was a menace to other road users, this was simply because just after Christmas, and immediately before I went into hospital, I'd been on my way to a party and some thoughtless type with a car-load of kids was dawdling down the A3 and I saw my chance when he slowed down for a bend but as I was actually passing him over a bit of a hump in the road some other idiot had to be coming in the opposite direction and I hit him. This was a hell of a pity because I heard afterwards that it was a very good party, but the point is this—in the ambulance a young Surrey copper said: "Who do you think you are—Stirling Moss?" Well actually I've rather more hair than old S.M. but you can see what the copper meant, he obviously did admire the way I'd taken that

bend, although it's a fact that Stirling and his oppos. have the edge on us road-using keen types and haven't a lot of idle bods hogging the road in front of them at some odd gait as, say, sixty. Your mention of my driving gave me a kick because the beak at Court had been much more tetchy than the ones in Hereford, Essex, Cambridge, Berks, and Hampshire, although it was through them that I lost a lot of driving hours in past years. Oddly enough, I've had more beak-trouble on what could be called my own stamping ground—Sussex, although I'm tired of telling the beaks here that we Prunes have lived here for centuries and I'm simply not taking any sort of chance when I give my motor full boost round a bend because I know the roads so well and there's hardly ever anything coming round the corner in the opposite direction, well hardly ever.

Anyway thanks for the mention Ed, and forgive the old signature being on the shaky side, the old starboard wing is only just out of the sling; some clot in a lorry in Tunbridge Wells hit my offside door and broke the arm when I was getting out for a pre-prandial pot the other week.

Prune Parva, Sussex.

PERCY PRUNE,
(R.A.F. de-mobbed).

SPOTLIGHT HEIGHT

Sir,

Mr. Kidman has not got the whole story. Fog/spot lights (and for that matter headlights I suppose) must be mounted between 2 ft. and 3 ft. 6 in. above ground level *if you want to use them when you please*. If they are mounted below 2 ft. you can only use them in fog or falling snow.

I have a Land Rover with a Notek Blue Spot Farlight mounted on the near-side and set so as to throw low on the nearside kerb (or equivalent) to detect rural cyclists. My son has been approached on several occasions by policemen with a friendly warning that it should not be used but there has been no further argument when they have been shown that the centre of the lamp is 2 ft. 6 in. from the ground.

I also have a fog lamp with a moving interior controlled by a bowden cable. It is very useful to be able to shift the beam easily in fog, but fog or not the setting must not be altered with the lamp alight and the car in motion. I have on occasion stopped near policemen to re-set the beam but nothing has ever been said to me about the use/abuse of the device.

I wonder where we stand about spotlamps on the roof? on the face of it they can only be used on private roads or outside the U.K. South Perrott.

D. T. HARRISON-SLEAP.

Sir,

Mr. Anthony Kidman may be interested to know that I was stopped by a Constable of the R.U.C. for using one of a pair of spotlights on an Austin A35 as a headlamp "other than in fog or falling snow."

When I said that the centre of the lamp was more than 2 ft. from the ground and, therefore, that this restriction did not apply, the reply was: "Oh! and what section of the Act is that in?" I didn't know either, but it is in Lucas' instructions for fitting these lamps! Belfast.

R. A. SNOW.

YET ANOTHER "MOTORISTS' BURDEN"

Sir,

What is your opinion on the use of salt on our roads as ice and snow fighters?

Personally it is my strong opinion that some other chemical could be produced to attack snow and ice which did not have such a liking for steel and chromium. Surely it would not over-tax our scientific and research laboratories to produce such a chemical which was comparable with salt in cost and efficiency but had a neutral action on metals.

Even if the cost of such a chemical was slightly more expensive, after being mixed with frost grit, surely the over-taxed motorist is entitled to it. Not to mention the adverse effect the high content salt mixture has on our concrete pavements and curbs.

My strong feelings are backed by having what I thought to be an immaculate Morgan 4/4, but despite undersealing, constant washing and waxing and touching up, it is beginning to look slightly salt bitten around the edges. I dread to think what a state of disintegration the non-undersealed, occasionally cleaned car must get into!

Harvington.

ROLAND JONES.

[Never mind! The motorist always pays, even if he doesn't always vote.—Ed.]



Follow the signs and you can't go wrong

AVOID THE "FRIDAY CAR!"

Sir,

A motorist bought a new car. He had a great deal of trouble with it and eventually took it back to the manufacturer. A lad in the office checked the chassis and engine numbers against the factory's records then regarded him with a long face.

"Your trouble," he said, "is that you've got a Friday car. On Fridays, things are a bit rough. Work is rushed because the lads want to get away for the weekend and stuff does get a bit skimpy. You don't want to buy a Friday car, chum. A Monday car isn't much better because they're only just back from the weekend. Tuesdays and Thursdays are not too bad but the *best* one to buy is a Wednesday car. Wednesday cars are pretty good, but we buy those ourselves."

The car concerned was B.M.C. and the story is of doubtful veracity; however, it does give us all a new angle on our troubles and, well, would anybody like to buy a Friday car?
Cheltenham.

J. A. EVERETT.

ADVANCED MOTORING

Sir,

I read Mr. E. G. Stirzaker's letter in your March issue headed "Advanced Motoring" with some amusement. Mr. Stirzaker has also apparently fallen into the trap of taking "Advanced Motoring" seriously and has been conned into accepting I.A.M. as some sort of authority.

We British are truly an amazing people. In many ways we are more level-headed than most but it is undoubtedly true that almost anyone with sufficient effrontery can set himself up as an authority on practically anything and will usually be so enthusiastically received that within a very few years he will actually believe it himself!

Surely the I.A.M. does at least provide a comfortable living for a number of retired policemen and if the public wish to contribute the funds they have every right to do so.
Guildford.

ANTONY HYDE-EAST.

A KNAVISH TRICK

Sir,

Knowing of your interest in the various current malpractices towards the everyday motorist, I would appreciate your comments on the following episode.

In June of last year I bought a secondhand M.G.-A 1600 from a Midlands garage. After three to four months of satisfactory usage the car was returned for the fitting of four new Pirelli Cinturatos plus their appropriate inner tubes.

The car was collected, together with an invoice indicating that all the work had been done. It wasn't until about 2,000 miles later after two punctures and a stationary blowout that suspicion turned towards the tubes themselves.

It then transpired, despite the invoice, etc., that the original tubes were *still* fitted to the car. (Identification is certain due to the presence and quality of aluminium paint on the valve covers and wheel rims.)

The tubes were not the correct size after the fitting of the Pirelli outers and since the latter are of a radial-ply construction the tubes were totally unsuitable even at quite moderate speeds.

Because of the size difference between outers and inners, the tubes were severely creased and cracked and this was clearly the cause of the punctures and blowout.

I am quite prepared to forward the address of this garage and I have retained both the invoices and the tubes themselves.
Woodmancote.

C. P. TRYE.

"ANOTHER LOOK AT VOLKSWAGEN"

Sir,

In your comments about the 1965 VW 1,200 c.c., the note about the excellence of the windscreen wipers is not entirely true. Unlike previous models, the arms park on the nearside and in consequence leave a considerable triangular area unswept on the offside. This gives an annoying blind spot which is well out of keeping with the general attention to detail.

Correspondence with VW London has brought no solution and it appears that for perhaps the first time we have a built-in fault, at least in so far as the export market is concerned. Other than this I have nothing but praise for a very satisfying vehicle.

Having actually summoned the energy to write I would take the opportunity of expressing the irritation which I and many other serving Police Officers feel, at the regular incidence of "anti-police" letters in your correspondence columns.

We don't expect to be liked but at least we could be appreciated and it is a great pity that many motorists who at some time have had cause to be glad of assistance from the Police don't rush to print with the same alacrity as their outraged fellows.
Saffron Walden.

J. DOUBLE.

[But, sir, did you see my acknowledgement of such help and courtesy in a leading article in the November issue—we try to be fair.—ED.]

Sir,

With reference to your comments on the VW 1200:

Fuel: My (1963) 1200 runs perfectly on cheapest grade and there is no detectable effect if you use Premium. My first, in 1957, scorned cheap fuel and responded to Esso Mixture or Premium. This, and the consumption which you obtained, confirm your findings.

Fuel gauge: This is accurate and worked by a float in the tank, so there can be no electrical trouble.

Front bonnet: Mine too, until my wife slammed it so well that the tooth jammed over the edge of the saucer. I eventually got it



A hard day's wipe!

No matter how hard young Willie wipes the chances are he'll be steamed up again, soon.

In any case he can't wipe the outside clear of frost, snow and ice.

But a Triplex electrically heated rear window stays clear always. Inside and out.

No misting. No frosting. No icing. Even when Willie's not there!

It is not a luxury but an essential for safer motoring. Your customers can order one for their new car.

Triplex electrically heated rear windows are factory fitted optional equipment on *all* Jaguar,

Rover and Daimler cars, on the Vanden Plas Princess R and 1100, and on the Aston Martin DB5.

Triplex heated rear windows are now available through Triplex stockists for the current Ford range of cars, for the Humber Snipe, Hawk and Sceptre and for the Triumph 2000, Herald and Vitesse.

Manufacturers' agents can supply Triplex heated rear windows for all BMC 1100 and Mini models, the Austin 1800, the Farina 3-Litre saloon, the Ferrari 330 G.T. and all current Mercedes models.

They are of course standard equipment on Rolls-Royce and Bentley cars.



See your way safely with TRIPLEX heated rear windows

TRIPLEX SAFETY GLASS COMPANY LTD., 1 ALBEMARLE ST., PICCADILLY, LONDON, W.1.

open, took the whole business to bits to see how it worked and was able to replace it so that it only has to be placed in the closed position and pushed firmly with the hand and it shuts perfectly, so adjustment seems worth it.

Safety belts: You did not mention that the mounting points are built in and that it takes but 5 min. to fit each front belt (diagonal; lap and diagonal require floor drilling). There is also a mount for a belt for the rear seat (for the belt and braces brigade).

Screenwash: There is a very neat gadget that connects the bottle permanently to the spare (which is over-inflated). Turning off a tap enables the bottle to be filled without losing air from the spare, and the spare can be topped up without disconnecting the device. Used this way, I find the washer the best yet. The jets can be easily and accurately reset by putting a pin in the jet orifice; no small spanners needed.

Beaminstor.

D. T. HARRISON-SLEAP.

Sir,

Having spent two years in and around the Sahara Desert, I too would like to express my admiration for the indestructible "Beetle."

In an area where the Land Rover and Dodge Power wagon (Le Poweur) reign supreme, the sight of a tiny Volkswagen (fitted with oversize rear tyres) surmounting vast dunes and rock-covered escarpments with apparent ease, is quite an awesome spectacle!

As one laconic oil man remarked "Yeah, sometimes they fall over backwards, but it don't hurt 'em none!"

An unorthodox commendation maybe, but from a Detroit products fanatic—praise indeed.

May I say that your excellent journal brings a great deal of pleasure to all the stranded enthusiasts here and every issue is eagerly awaited.

Lybia.

DAVID ALLEN.

Sir,

As a Beetle owner, I was very interested to read the Editor's impressions on Volkswagens (March, 1965, issue of MOTOR SPORT), but how out of touch he has apparently come with them! He said that the front bonnet had to be SLAMMED shut.

Oh Mr. Boddy, this is a sacrilegious way to treat a VW! Perhaps it has come about through living in other makes, as I have noticed that people unused to quality close my bonnet and doors in the same manner. The correct way to close the bonnet is to quietly put it into position and then to give a sharp push. No noisy bang but a solid click! As a tip to other VW owners, the doors can be closed in the same way. This works with the windows up and gives a very satisfying clunk.

Hykeham.

A. HILL.

[You've missed the point, Mr. Hill. The bonnet of the test car refused to shut with a sharp push and *had* to be slammed, unless you possessed the strength of a successful heavyweight boxer, as I proved when I returned the car to Lord's Court, by asking the experts to shut the bonnet for me.—ED.]

ALFA ROMEO or LOTUS ELAN?

Sir,

I read with the greatest interest your report on the Lotus Elan, having wavered over the purchase of one for many weeks. My final choice fell on the Alfa Romeo 1600 Spider, at almost exactly the same price, specification and performance.

It is a delightful conveyance with superb controlability and comfort; fast motoring never seems to incommode the passenger, who is well settled in a comfortable seat with abundant leg room. It is free of draughts and leaks, quiet at 5,000 r.p.m., the heating arrangements very well found. The five-bearing engine with 5-speed gearbox are a perfect pair, the former having that pleasant Continental unthrashable feeling. Seat adjustment is immediate and other accessories are both numerous and ingenious, not often found on British makes except as extras, in particular the wiper/washer gadget operated by the foot.

It is incredible that a car built to be driven with enjoyment (I nearly said elan) should have a handbrake of umbrella style which is virtually unusable unless repositioned, luckily a simple task. My wife found it impossible to hold on an incline whilst wearing a skirt. Almost as thwarting as its predecessor, a Jaguar XK150 for which I had a great affection, particularly for weekend runs to Wales. The Alfa is as quick from house to house.

I dare say that the Lotus would see the Alfa off if both were being driven really keenly, but I feel that on an average 250 mile run in 5 to 5½ hours the Alfa would be the less tiring.

Sam Clutton's article brought back nostalgic pre-war memories of Notting Hill Gate and Little College Street where one could park in peace and dignity. I saw that Guy Griffiths took the pictures; I have not met him since prep school days in the late twenties, and if my memory serves, his birthday fell on 9th July (a splendidly useless piece of information).
Henley-on-Thames.

LEWIN T. SPITTLE.

CLUTTON AND THE E-TYPE

Sir,

In an article in the November issue entitled "Cars I Have Owned," I said I thought the Jaguar XK150 was superior to the E-type. The only E-type I had then driven was an early example and so far as it was concerned, I should not wish to retract what I said.

But having now had an opportunity of driving one of the new 4.2 E-types, I must say that this is an entirely transformed car, and in my view a great advance on the 150. Its twitchability on a twisty road is most exhilarating, and the new gearbox is a real joy to use.

Westminster.

CECIL CLUTTON.

ROLLS-ROYCE ITEMS

Sir,

Mr. Anthony Bird's letter replying to the Editorial review of his book "The Rolls-Royce Motor Car" is—to me at least—of interest, since it is the first occasion on which I have seen an author reply to a review. There are many reviews which call in a loud voice for a reply, but it has to be remembered that when a publisher submits a work for review, criticism is *invited*, and from the reviewers' opinions, be they the result of ignorance, spite, differing viewpoint or any other factor, in these circumstances there is no redress, either to the author—by implied consent—or the publisher. Most critics are well aware of this.

May I be permitted a comment in the dispute? Rolls-Royce for 50 years have never hesitated to fit to their cars components other people have earlier discovered. Cases to mind are (a) the centre-lock hubs earlier used by Hispano-Suiza, (b) motor-servo brakes under licence from Louis Renault's patents, and (c) the contemporary automatic gearbox made under licence of patents held by the General Motors Corporation. They have however always insisted that such items are made to their own standards or made them themselves.

In the case of the gearbox there is an amusing—and true—story. R.-R. felt that the limits to which the "brain" of this box (the internal selecting mechanism) was made were a little rough so it was machined in Crewe to R.-R. limits—and didn't work! To discover why was another matter, but in production a reversion to original tolerances cured the trouble. It seems one can be too good.

Royce obviously looked hard at Hispano's excellent brakes in the early 1920's, liked the idea but not the application (for reasons which I know but which are not relevant here) so he produced his motor-servo using Renault's "disc" or "clutch" drive servo in preference to Hispano's drum. I did not think there was ever any deep secret about this. The patents concerned were Renault's, registered in England.

Once, R.-R. made virtually everything themselves, presumably because no-one else made anything good enough. Today that gap has closed and the company "buy-in" many components made by other people under their own patents, but they still insist upon them all being made to the only standard they know, the highest, and test some of all batches virtually to destruction.

So who made what, when and where, isn't really any longer relevant—is it? Except to record history!

Bonchurch, I.o.W.

J. R. BUCKLEY.

(Lieutenant-Colonel, Retd.)

Sir,

Following your review in MOTOR SPORT of "The Rolls-Royce Motor Car," I laboriously saved up the required number of shillings and provided myself with a copy of the book. It has provided immensely interesting reading, while the photographs are really first class. I am relying on a memory which, on account of age, cannot be so good as in the past, but I believe that it was late in 1921 that a series of letters began in *The Autocar* and lasted for many weeks, the subject matter being "The World's Best Car." The claims of Rolls-Royce, Lanchester, Napier, Hispano-Suiza and other makes were strenuously upheld by their respective proponents, but what I recall as being especially interesting to

me at the time was S. F. Edge's contribution. His strident and untiring support of Napier virtues is well known to an older generation of motorists and this might reasonably have been expected to show itself in *The Autocar* letters. Not so, however. S. F. Edge came out strongly on behalf of R.-R., dismissing all other makes as being unworthy of serious consideration.

There are several references to S. F. Edge in "The Rolls-Royce Motor Car" and I looked for some comment on his rather unexpected but nonetheless unreserved acceptance of the Rolls-Royce as the premier car.

It is noteworthy that in these letters, which must have run into some dozens, J. G. Parry Thomas, designer of the Leyland Eight, remarked that he looked upon only one make as a dangerous adversary to his brain child and that was the Rolls-Royce. I suppose it is true to say that in those far-off days the Silver Ghost was technically inferior to the Leyland Eight, but it had an excellence of construction and materials and a smoothness and silence of running which never has been and never will be surpassed so long as petrol engines are made. By far the greater proportion of my motoring days are over and although I can never aspire to ownership of a Rolls-Royce, I must confess that nothing delights me more than an engine which is operating with the absolute minimum of obtrusiveness.

Neath.

N. PADDISON.

Sir,

The only thing that surprises me about the news item concerning the relative silence of running of a Ford Galaxie and a Rolls-Royce, is that anyone should be surprised that a cheap American car is actually quieter than the "legendary" silence of the Crewe concoction.

Since the most expensive American cars have been quieter than any of the contemporary R.-R.s for the last 30-odd years, it was inevitable that this should happen.

I refer to such cars as the Cadillac V16, introduced in 1930, and the 12-cylinder Packards, Pierce Arrows and Lincolns which came out in 1932. For anyone who is a fervent believer in the supremacy of Rolls-Royce smoothness and silence, I recommend a ride in any of these cars, and a ride in a R.-R. immediately afterwards! That is, a contemporary R.-R., of course.

These cars were built up to the beginning of World War II, and the only R.-R. that might possibly have equalled them was the P111, which did not go into production until 1936 (May). And the P111 achieved a lot of its silence through using a hydraulic valve silencer directly copied from that used in the Cadillac V16.

In "The Cars in My Life" W. O. Bentley writes of the Silver Ghost: "it might even sound rather noisy beside a cheap modern American V8 car" and says of the Cadillac V16 used for experimental purposes by R.-R. and which he drove: "astonishing refinement with perhaps the most completely successful elimination of evidence that explosions were occurring under the bonnet ever obtained in a motor car."

The loudest noise on say, a Cadillac V16 or Pierce Arrow 12 at idle is the clicking of the breaker points. And the engine noise at 60 m.p.h. is definitely lower than a 6-cylinder Phantom—there is no need for decibel meters to tell that!

The position since World War II seems to have been that American cars have got even quieter, while the R.-R. has got noisier. Even Laurence Pomeroy has been forced to admit the superior silence of the U.S. cars a few years ago. Cadillac have never used an alloy block because iron is quieter, among other things, and it is interesting to see that Mercedes came to the same conclusion. After plenty of experience with alloy engines they used cast iron for silence in the Grand Mercedes. It is also known that R.-R. wanted to do the same for the same reason but had to make their V8 of alloy because foundry technique in England was not up to the job of producing a light enough cast iron engine. "Car Life" quotes the weight of the 380 cu. in. R.-R. V8 as about 100 lb. heavier than the 389 cu. in. cast iron Pontiac V8! Both *Motor* and *Autocar* have commented on the noise aspect of the R.-R. V8. The *Motor* had serious misgivings about the R.-R. claim to be quietest, while the *Autocar* road test just came straight out and said "There are American cast iron engines that are even quieter than the present R.-R. power unit."

What is most amusing is that Ford who are cashing in on the publicity of this test, have for years been building a quieter car than a Rolls-Royce anyway—the Lincoln Continental. But of course they could hardly make use of their own product in a publicity comparison! [But Ford sponsored this not entirely convincing test and subsequent publicity material.—Ed.]
Auckland, New Zealand.

M. D. HENDRY.

MICHELIN SERVICE

Sir,

So many of your correspondents complain about tyres that it is nice to be able to record my unalloyed satisfaction with the service offered by the Michelin Tyre Company today.

I bought a secondhand Simca some 2½ years ago with 28,000 genuine miles on the clock which had apparently been fitted with a new set of Michelin "X" shortly before purchase as they looked quite unworn.

The car has now done 69,800 miles and overnight I had my second slow puncture in over 40,000 miles.

The treads still looked only half worn, and the puncture appeared to be due to a small cut on the wall of one of the rear tyres.

The Michelin depot in Hove examined the tyre and decided there was a fault in the cover for which they, as manufacturers, were responsible and offered me a new cover at 60% allowance.

Considering the mileage these tyres have done, this treatment seems to me to border on the fantastic, and I feel the least I can do is to ask you to give it the happy publicity of your correspondence columns.

Usual disclaimer.
Brighton.

HAROLD P. POWELL.

* * *

PIRELLI SERVICE

Sir,

I recently had occasion to complain to Pirelli Limited, following trouble with Cinturato tyres and feel you may be interested to learn of their attitude.

They frankly admitted my troubles were due to a bad batch of tyres and besides allowing 100% credit on my worn tyres they asked me to take my car to their Birmingham depot where all the tyres were removed, examined and rebalanced and the nearly bald spare replaced with a new tyre free of charge.

This type of service is rather rare these days. I might also add that my Triumph Herald wore out five "cooking" Dunlops in 13,000 miles but could easily exceed twice as many faster miles on Cinturatos.
Kidderminster.

JOHN M. BELL.

[To hear of such willingness to retrieve the results of faulty manufacture is gratifying but how much better if such faults could be eradicated before customers become involved!—Ed.]

* * *

SYMPATHY FOR ED.

Sir,

There are some touchy folk about when it comes to you writing about their vintage cars/aircraft/wives/husbands.

You have my sympathy.
Maidenhead.

W. H. HOBBS.

TAILPIECE



Donald Campbell's eventually-victorious Bluebird being unloaded after its safe arrival at the Montagu Motor Museum.

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FOR SALE

- FAIRTHORPE, 1950, HERALD.** Hard-top. Mechanically very sound. £185. Tel.: Alsager 1197 (Stoke-on-Trent). [8746]
- RILEY 1 1/2 R.M.E., 1952.** Enthusiasts would have difficulty in finding another in such excellent condition. Low mileage. £275 o.n.o. Tel.: Oxford 58092 (evenings). [8747]
- BENTLEY, 1935, 3-LITRE** Park Ward saloon, good condition; daily use. M.O.T. £95 o.n.o. for quick sale. Axe, Towry House, Kings Road, Chalfont St. Giles, Bucks. Tel.: 3456. [8749]
- 1934 M.G. NA.** Good body, tyres. Engine recently reconditioned. Taxed, tested. £95 o.n.o. Allan, 7, Cromer Terrace, Leeds 2. [8751]
- 1948 TRIUMPH 1800** roadster. Aluminium body, heater, spotlight. Exceptional condition. M.O.T. Nov. '65. Tel.: Broughton 383 (near Kettering, Northants.). [8751]
- 1961 PANHARD.** Sell or exchange Citroën ID19. The Cottage, Kings Lane, Yelvertoft, Rugby. [8752]
- ROLLS-ROYCE, 1950, Silver Wraith;** Park Ward body, in superb condition, must sell. Would exchange for smaller car or sacrifice for £650. 751, Bradford Road, Birkenhead, Bradford. Tel.: 681221. [8753]
- RACING TEAM SELLING UP.** Lightweight F-type, Lister, transporter and collection of spares for sale. Send for list, Sargent, "Normanhurst," Bishops Walk, Croydon, Surrey. [8757]
- RARE HUMBER IMPERIAL** coupé, 27-h.p. M.O.T. Spares. Manual, heater, new hood. £60 o.n.o. 85, Chester Road, Watford, Herts. Tel.: 23923. [8763]
- A.C. 2-LITRE SALOON, CLB** engine. Exceptional condition. £275. Tel.: Acorn 7991. [8764]
- 1951 AUSTIN HEALEY 3000,** red and black; overdrive, radio. In excellent condition. £525. 18, Rose Hill Rise, Bossacar, Doncaster. Tel.: 55879. [8765]
- ROLLS-ROYCE PHANTOM III** (DL Series, solid tappets). Rippon Bros. Exhibition model for the 1939 Motor Show. First reg. 1946. Three owners from new. History. 92 000 miles. Stylish limousine with electric division, face-forward occasional. Always well maintained. Clutch recently relined. Photograph available. £725. 113, Church Road, Urmston, Manchester. Tel.: URM 7733. [8766]
- B.M.C. "A" 995-c.c. engine.** Balanced throughout, red crank, comp. clutch, etc. Exceptionally good condition. Selling because changing to 1,098 c.c. £45 o.n.o. Beare, Worth Hall Farm, Nr. Crawley, Sussex. Tel.: Turners Hill 215. [8767]
- GEARBOX, Mk. I Sprite,** little used. £14. Beare, Worth Hall Farm, Nr. Crawley, Sussex. Tel.: Turners Hill 215. [8768]
- 1958 TR3A.** Hard-top. Cinturatos, new battery. £330. 1937 model Austin 7 2-seat tourer; tuned engine, new tyres. £50. Dr. Lees, Northampton General Hospital. [8769]
- VINTAGE HILLMAN 14 h.p., 1930.** UF 5869 2-str. with dickey. Coupé. Good tyres, chrome and hood, but engine, body and brakes need attention. £50 o.n.o. Jaguar Mk. 7, 1954. "X" '55, two new. Black. Radio, seat covers. £75 o.n.o. F/L East, 1, Lansdown, Bourton-on-the-Water, Glos. [8770]
- BENTLEY, 1936, 4 1/2.** Beautiful sportsman's saloon. Body by Park Ward; five new tyres; same owner 15 years. £95. Tel.: Rickmansworth 74624. [8772]
- A.C. ACE SPARES.** Late 1950. Low mileage. Carburetters, £10; differential, £15; rear half body and chassis complete, £35. Tel.: Rickmansworth 74624. [8773]
- M.G. VA 1 1/2-LITRE** saloon. Immaculate; engine recently overhauled, extras, spares. M.O.T. Any trial. Murrell, 15, Thornlaw Road, West Norwood, S.E.27. Tel.: Gipsy 0132. [8775]
- HERE'S A GENUINE** sports car. Morgan +4, 1951. Reconditioned Vanguard. Fitted new: Derrington manifold, twin S.U.s, clutch, distributor, fuel pump, s/motor, batteries, shockers (Konis rear). Many extras. Well over £100 spent. Excellent finish in blue. Cherished last four years and outstanding. Eats Zodiacs, M.G.-As. £170. Spink, 28, Courthope Road, Greenford. Tel.: WAXlow 2561. [8776]
- M.G. TD II.** A truly excellent car in Oxford blue, grey hood. £265. Tel.: Canonbury 0619. [8777]
- XK150 S.E., D.H.C.** Two owners. Perfect condition. Fitted new mohair hood, Cinturatos, Konis; rear springs, discs and with a host of other extras. Best offer secures. G. M. Dunworth, Maynard Road, Grindleford, Nr. Sheffield. [8778]
- TR4, 20,000 MILES,** 1962; red. £635. Want Herald Vitesse convertible. Astley, 8, Wye Bank Meadows, Bakewell, Derbyshire. [8779]
- AUSTIN 7s, 1934.** Two Nippy tourers. Sound bodies, mechanics, good tyres, hood. Need M.O.T. Offers over £25 each. S.a.e. (photo 2s. P.O. please). Coombes, 211, Cornham Road, Whitby, Melksham. Tel.: 3081. [8780]
- M.G.-A, 1956.** Black leather, red cellulose and good mechanics with Mk. II body modifications. £215. 18, Longmoor Road, Halesowen, Birmingham. [8781]
- DAIMLER SP250 (1960).** Finished in brilliant maroon, both body and hard-top. Brand new soft-top available. Microcell seats fitted, originals available. Overseas travel forces sale. £500 o.n.o. Burnell, Appletree, Sonino, Berks. [8782]
- ALFA ROMEO Giulietta Sprint, 1960.** Red. One owner. Rear seat conversion. Excellent condition. Manuals and many spare parts. £650. Walker, 24, Ferrers Way, Darley Abbey, Derby. [8783]
- ALVIS TB14, 1950,** sports 2-seater. Aerodynamic body by A.P.M. Coventry, believed actual Motor Show car. Perfect order having recent respray, new hood and tyres, engine as new. A true enthusiast's car. £250. McNab, tel.: Frensham 3249. [8784]

FOR SALE—continued

- M.G. TA, 1937.** M.O.T., Taxed, Oxford blue, mechanically sound. £80 o.n.o. 22, Duffield Road, Derby. Tel.: 43952. [8785]
- 1949 HRG 1500.** Complete mechanical overhaul, respray, new hood, detachable aluminium hard-top. Will travel for genuine offers. £325. Black, 32, Moor Crescent, Durham City. [8786]
- M.G. TD2, 1953.** New engine, heater, extras; exc. cond. £275. Flat 3, The Mains, Giggleswick, Settle Yorks. Tel.: Macclesfield 2075. [8787]
- £125. M.G. (NA) SPECIAL,** professional aluminium body. 1951. Engine overhauled, 100 m.p.h. enthusiast's car. Evenings, weekends; Knight, 115, Bedford Close, Hatton Road, Bedford, Middx. [8788]
- JAGUAR 3 1/2-LITRE, 1949.** P100 headlamps, Tested. Unused since overhaul of engine, brakes, suspension. Very good throughout. Nearest £80. Tel.: Guildford 66696. [8789]
- SPECIAL BUILDERS.** Ex-F.3 500 car suitable hill-climb special. £35. Also complete unused VW transmission suspension unit. Norton 500 Featherbed engine. Tel.: Frensham 2729. Box No. 0727. [8790]
- TR2, MECHANICALLY FIRST CLASS** with great many new and recent components including engine, o.d. axle, Cinturatos, 4-branch manifold, oil cooler, racing seat. Requires some minor attention to bodywork and respray. £200 o.n.o. 9, Dales View Road, Ipswich. [8791]
- ALVIS TB14, 1950,** 2-seater convertible. Good overall condition. Engine stripped and rebuilt. £100 o.n.o. Box No. 0728. [8792]
- B.M.W. 501 SALOON,** 1,971 c.c. Radio, heater, re-registered 1962, circa 1955. Nice general condition. Modified headlamps. Looks like Bristol front. No reasonable offer refused. 9, Woodseats House Road, Sheffield 8. [8793]
- BENTLEY, 1935, 3-LITRE** Barker coachwork, good mechanics, refined brakes, clutch. £165. "Stanboro," South Nutfield, Surrey. Tel.: Nutfield Ridge 3447. [8794]
- SILVER GHOST** Rolls-Royce, 1921, 2 1/2-seater convertible with dickey; French grey and black. Entirely original; including hide hood, BE tyres, mascot, tools, instruction book, etc. Two owners, complete history, authentic 81,000 miles, fully restored. Offers over £2,500. Colour illustrations 30s. (£5.00) refundable. 23, West Park, Harrogate (tel.: 5834 after 7 p.m.), Yorkshire. [8795]
- BENTLEY, 1939, MX** overdrive. H. J. Mulliner high vision sports saloon. Handbook, tools, heater, excellent condition. £550. Tel.: Molesey 1084. [8796]
- RILEY 1 1/2, 1952.** Good condition. New exhaust, battery, "X" tyres. M.O.T., taxed year. £130. Griffin, 37, Clarendon Road, Whalley Range, Manchester. [8797]
- M.G.-A TWIN CAM** roadster, immaculate condition. New engine, c.r. gearbox, oil-cooler, etc. £375 o.n.o. Box No. 0732. [8811]
- M.G. Mk. I 1880** Speed model. Good weather equipment, excellent condition. £135. 81, St. Albans Road, Westbury Park, Bristol 6. [8812]
- ALVIS 12/60, 1931,** 4-seat tourer. Hood with sidescreeens. Good condition throughout, including tyres. £175. Earles, "Coolgardie," Jubilee Road, Mytchett, Aldershot. Tel.: Farnborough 3479. [8815]
- COOPER S,** September '64, 1,071 c.c., 4,800 miles; perfect condition. C.r. gears, w/r wheel, 4 1/2 in. w/rims, seat/b, mixo horns; spot. Never raced or rallied. £635 or part-exchange for sports car. 40, Mill Hill Road, Newcastle-on-Tyne 5. Tel.: Wylam 3198. [8816]
- RILEY KESTREL 12 h.p., 1935.** Mechanically sound. 9:1 c.r., Zeiss headlamps. Offers. Burnell, Elm Farm, Blackmoor Road, Oxenhouse, Keighley, Yorks. [8817]
- RILEY 1 1/2, 1953,** carefully maintained. Superb condition throughout. £200 o.n.o. Arnell, Star Cottage, West Wittering, Chichester. [8818]
- RILEY KESTREL SPRITE 1 1/2,** 1937, good condition. Heater, washers, plenty of spares. £80. Frampton, 37, Summers Avenue, Kinson, Bournemouth. [8819]
- SUPERCHARGED 2.4 JAGUAR** saloon, 1958. Fitted Arnott blower, 5 lbs. boost, special equip. Includes wire wheels, disc brakes, overdrive, Konis, radio, heater, etc. Recent complete overhaul; fitted lightweight flywheel, heavy duty clutch, 72-spoke wide track offset rear wheels, fitted h.s. Cinturatos, recent respray in B.R.G. The performance is stunning, yet still remains a comfortable and economical saloon in immaculate condition. Photos available to genuine enquiries. Prefer to exchange or p/exchange for Gilbern GT, M.G.-A engine, or similar; or sell £470 o.n.o. H.P. possible. Tel.: Tottenham 3576. G. R. Bowring, 70, Gloucester Road, Tottenham, N.17. [8820]

FOR SALE—continued

- JAGUAR 1 1/2-LITRE, 1948.** S.E. saloon, grey/green. Excellent condition. Radio. Spares including complete engine. M.O.T. £95. 7, Harrowby Lane, Grantham, Lincs. [8821]
- ROLLS-ROYCE 20/25, 1936.** Gurney Nutting close-coupled sports saloon, projecting trunk. Radio, fog and twin soots, mascot, book, tools. New headlining, carpet, restored hide, relacquered wood. Good tyres, battery, no mechanical work needed. New radiator core, brake/servo linings, silencer. Exceptionally attractive styling, undoubted value relative to condition at £600. Box No. 0733. [8822]
- 1958 AUSTIN HEALEY 100/6.** Wire wheels, overdrive, hard- and soft-tops, tonneau. £315. 37, Ferrymead Gardens, Greenford, Middx. [8823]
- ARMSTRONG, 1937,** 14 H.P. saloon. Big end gone. Offers. Gornall, Tel.: High Wycombe 26111 (day). [8824]
- M.G. MAGNETTE ZA,** 52,000. Immaculate. Usual extras, wonderful value. £195. Tel.: AMB 4754. [8825]
- RILEY 2.6, 1959 (mdl.).** Superb overall condition; power brakes, radio, etc. £200 o.n.o. Leighs, 39, Meadow Road, London, S.W.8. [8827]
- 1928 MORRIS COWLEY.** Good running order. £125 o.n.o. Also 1931 Singer 7.7 saloon, excellent condition. £85. Hawkins, Newlands, Aylesbeare, Exeter. Tel.: Woodbury 222. [8828]
- SUNBEAM RAPIER, 1960.** Duo-tone green. New tuned engine. Host extras. £350. Tel.: MIL 2364. [8829]
- YRX 310, M.G.-A** Twin Cam, ex-Bob Olthoff. Lightened, highly tuned, and very fast indeed. Modifications far too numerous to list. In excellent condition, and some spares available. Write for further details. Capt. R. A. Greenwood, R.A. Mess, School of Artillery, Larkhill, Wilts. [8830]
- 1960 MODEL JAGUAR 2.4 Mk. II,** Special Equipment. Overdrive, etc. £100 accident damage to front wing, radiator, bumper, etc. Chassis and steering untouched. Offers around £400. Tel.: Malbourn (Cambs.) 244 (9 a.m.-7 p.m.). [8831]
- MORRIS MINI-COOPER,** June 1963. Genuine 7,000 miles only since new. Used only as shopping car. Many extras. Red/black. Terms available. £425. Jones, tel.: AMB 9032. [8832]
- LISTER JAGUAR.** First rate condition. Engine and transmission reconditioned. Five new R5 tyres, Borrani wheels, etc. £775. Nutter, Old Forge, Croxtwick, Norwich. [8833]
- AUSTIN HEALEY 3000, 1950.** Heater, tonneau, luggage rack, 37,500 miles. £435. "Droman," Hermitage Lane, Goostrey, Cheshire. [8834]
- A TRULY IMMACULATE** white Jaguar XK120 open sports, completely unmarked and original throughout. A very rare low mileage car with radio, heater, new tyres, 100% mechanically. Taxed, M.O.T. Price £250. Roger Lloyd, White Cottage, Titchfield Lane, Wickham, Hants. Tel.: Wickham 3279. [8835]
- ALVIS TC 21/100, 1954.** Engine good, body fair. First £100. Carr, The Rookery, Cracoe, Nr. Skipton. [8836]
- ROLLS-ROYCE, 1933,** 20/25 saloon by Hooper. Excellent throughout. Taxed, M.O.T. £300. Waby, Holme on Spalding Moor, York. Tel.: Holme 247. [8837]
- M.G. MIDGET, 1952.** Black. Wing mirrors, wood-rimmed wheel, interior light, tonneau cover, anti-roll bar, Brabham balanced engine, Janspeed camshaft, Autospeed head. Excellent engine and body. New tyres. £420. Henderson, tel.: Heswall 3981. [8838]
- RAYMONDS MAYS' Head Zephyr II** or II, £40. Borg Warner overdrive, Zephyr II, £20. Shorrocks supercharger, 120 J. Herald, £35. All perfect. Complete all fittings and instructions. Thompson, East Kyloe, Beal, Berwick-on-Tweed. [8839]
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- RARE RILEY 9, 1932,** plus Ultra tourer. Complete mechanical rebuild within last 14,000 miles. £125 o.v.n.o. Tel.: Gerrards Cross 5073. [8842]
- PACKARD, CONCOURS CONDITION,** 1937 34 h.p. convertible; maroon, white hood. Immaculate in every respect. Original. Fitted Packard radio. £255. Box No. 0736. [8844]
- RARE OPPORTUNITY.** Small 2-seater Ford Thunderbird J. 1955—last owner five years—exceptional. £525. Tel.: Castle Caerleon 217. [8845]
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- BUCKLER 90,** completely assembled. Convair hard-top body to suit, will separate. Price, 11, Mount Street, Shrewsbury, Tel.: 2205. [8847]
- TR2.** Twin 42 DCOE Webbers; 3 race camshaft, S.A.H. high port head, Lawrence tube manifolds, oil cooler, rack and pinion steering, Konis, anti-roll bar, servo-brakes, har-l-top, rust-free bodywork, excellent condition. Reluctant to sell due to owner going abroad. £235, no offers. ZB Magnetite seat covers. £2. Smiths rev. counter, unused, £5. Freeman, Tel.: SLO 0683 (office hours), VIC 9526 (evenings). [8848]
- SAAB 93,** hot 96 engine, reg. '63. Excellent. £200, or exchange 100/5. Tel.: Frobisher 2551. [8849]
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- LANCIA:** Spares for Lambda, Aprilia, Augusta, inc.; K.O. wheels and complete engine for Augusta. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [8893]

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- EXTRA SPECIAL** 2-seat Singer with Wolseley axle. £100. Offer to: 79, Upper Brownhill Road, Maybush, Southampton. [8905]
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- 1935 AERO MINX**. Choice of Airline saloon or swept-tail sports 2-seater. Very original condition. Either at £50 o.n.o. Tel.: Mill Hill (London) 4740. Box No. 0764. [8913]
- MORGAN 4/4, 1957**. Hard-top, hood, tonneau, heater, Elva 100E. Well shod. £235. Watson, 78, Balcarras Road, Leyland, Lancs. [8914]
- T.V.R. GRANTURA**, 1959, B.R.G., with matching trim. Supercharged 100E, 4-speed box, electric fan, wire wheels. £280. Box No. 0742. [8915]
- 1937 OLDSMOBILE SIX** fixed-head coupé. Rare, immaculate. £180. 85, Pines Walk, Bermondsey, London, S.E.1. [8916]
- AUSTIN HEALEY 3000**, 1960. Radio. Owner-driver. V.G.C. £425, or exchange Mini plus cash or W.H.Y.? Tel.: Walsall 27872. [8917]
- M.G. J3, 1933**. Unblown, J3 engine resleeved, reground crank, etc., but partially dismantled; good J2 motor fitted, body rebuilt; much new chrome, new tonneau, hydraulics. Almost drivable (needs timing). Needs trim and detail work. Owner overseas. Highest over £200 for two engines and car, will not separate. Harman, Stagbury Dene, Chipstead, Surrey. [8918]
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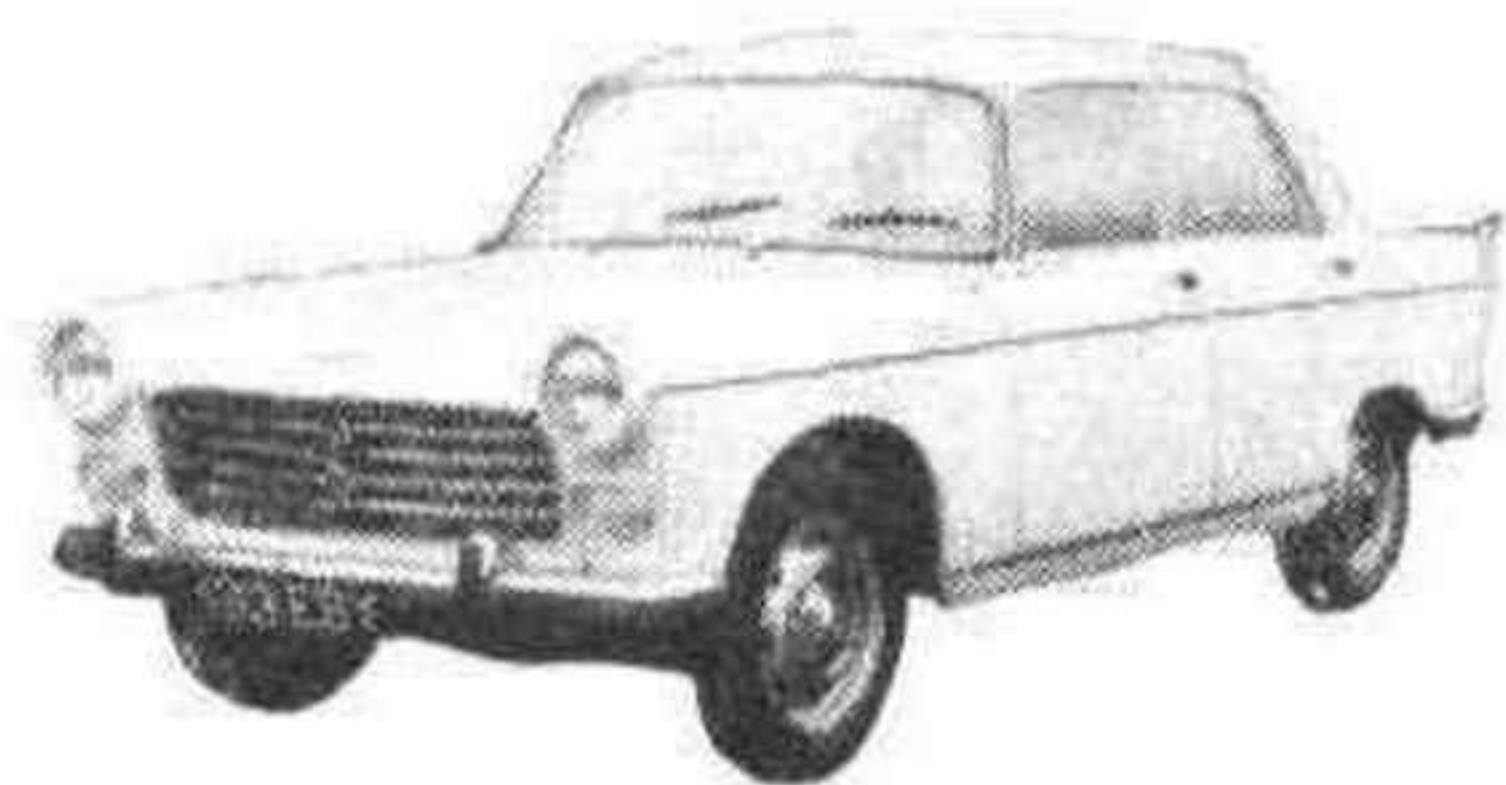


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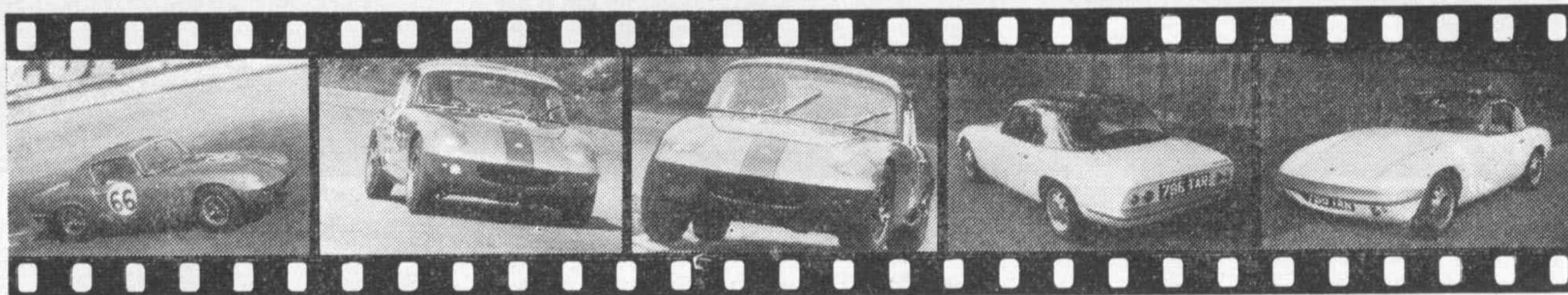


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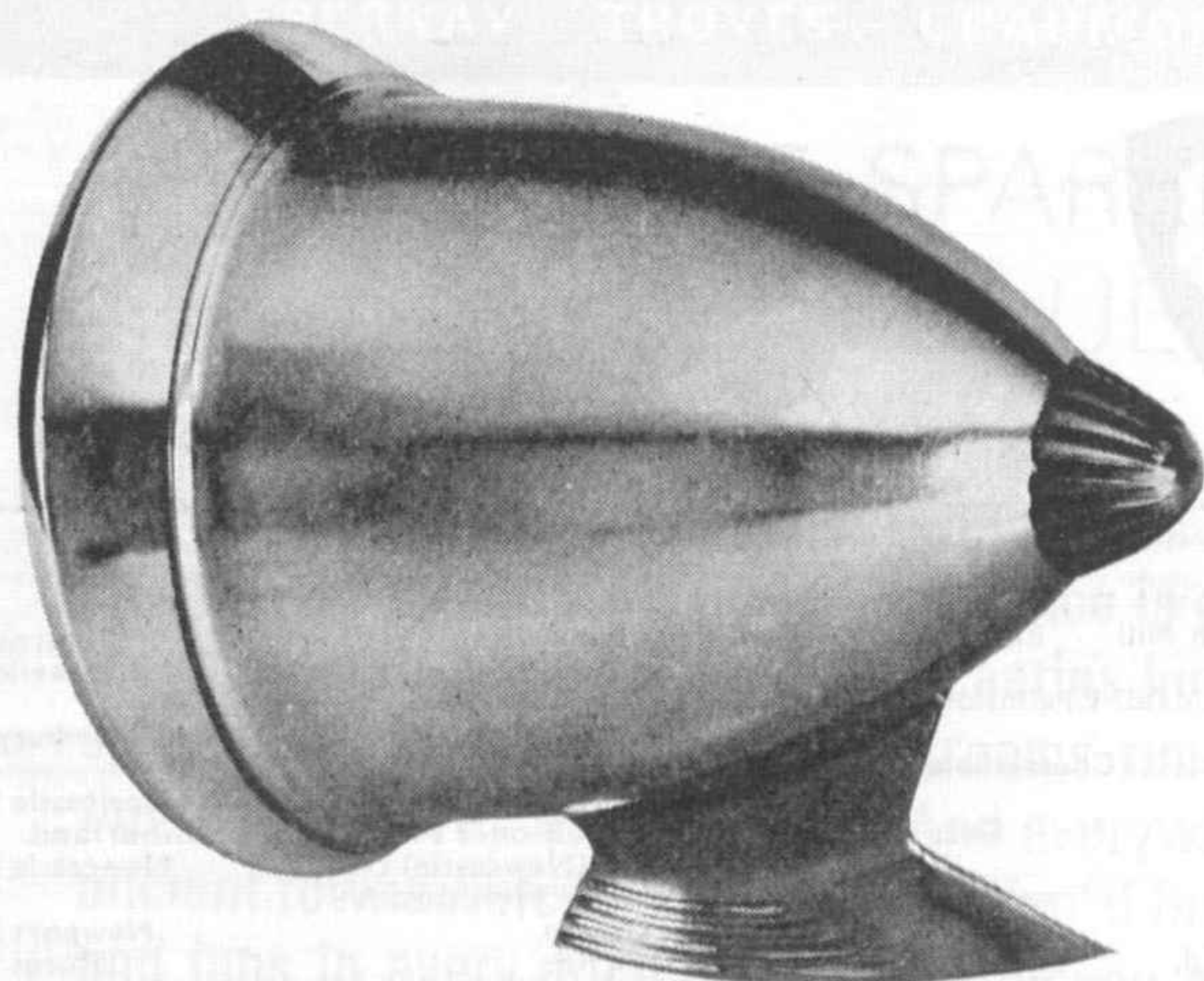


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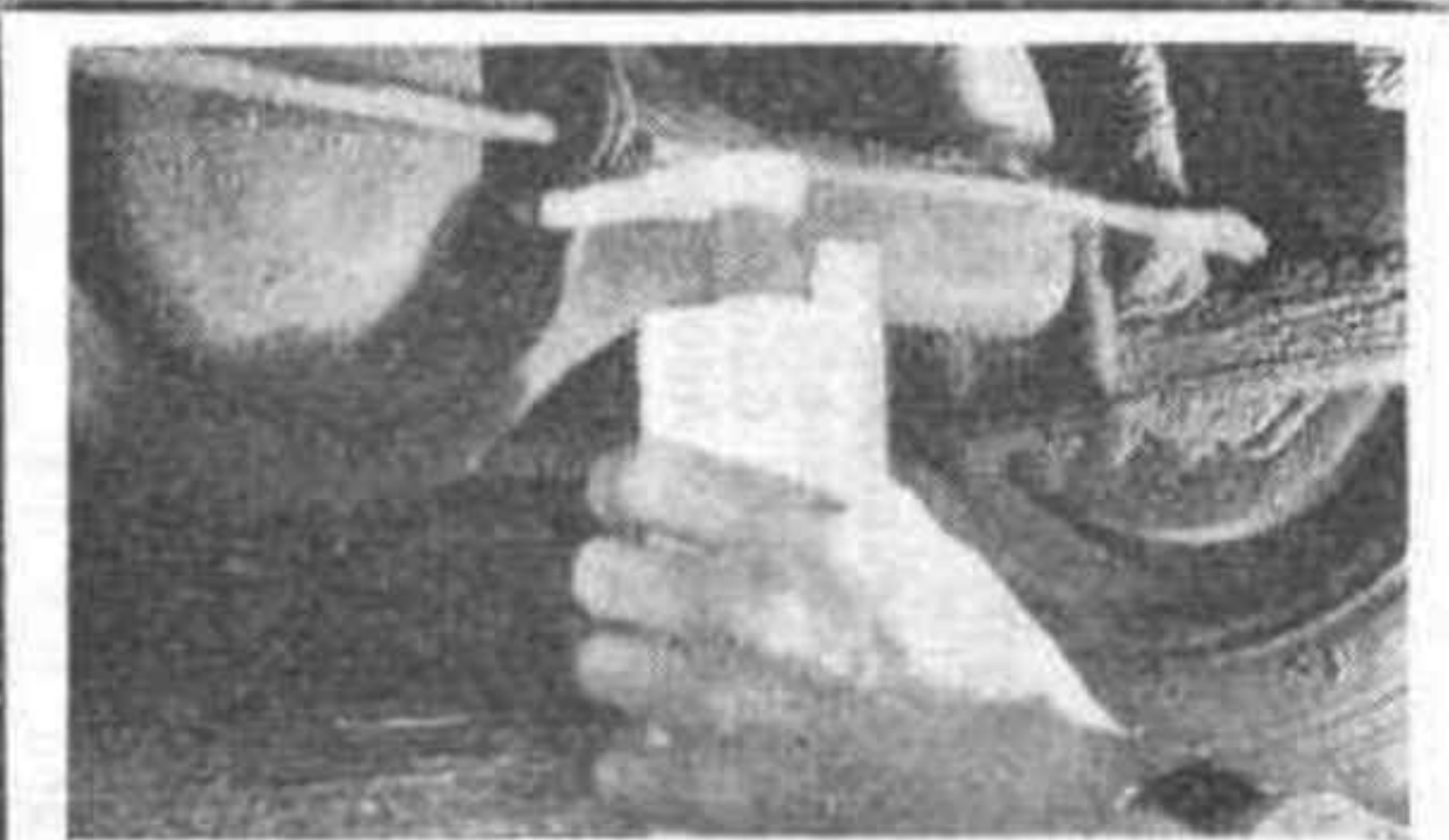
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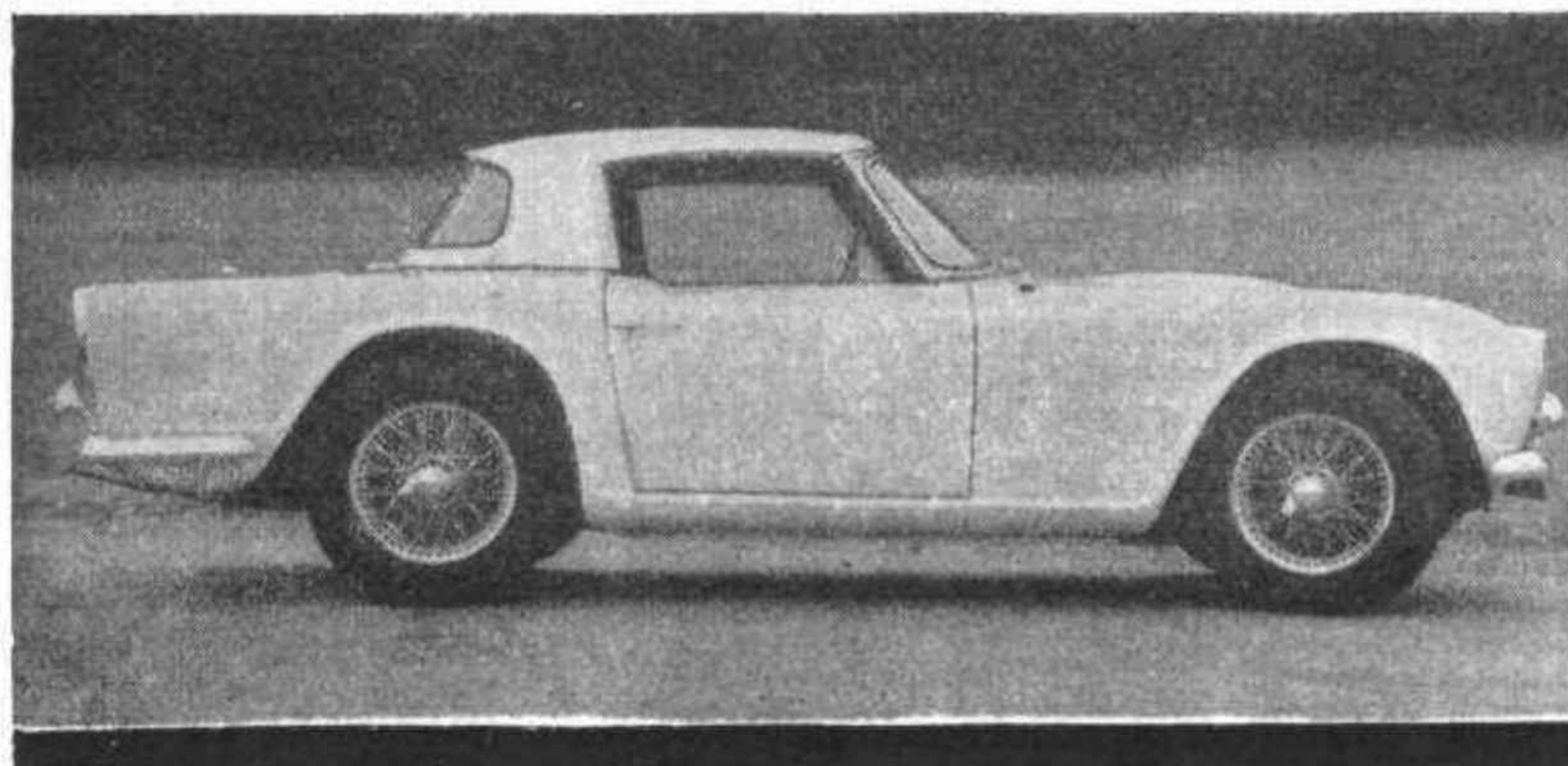
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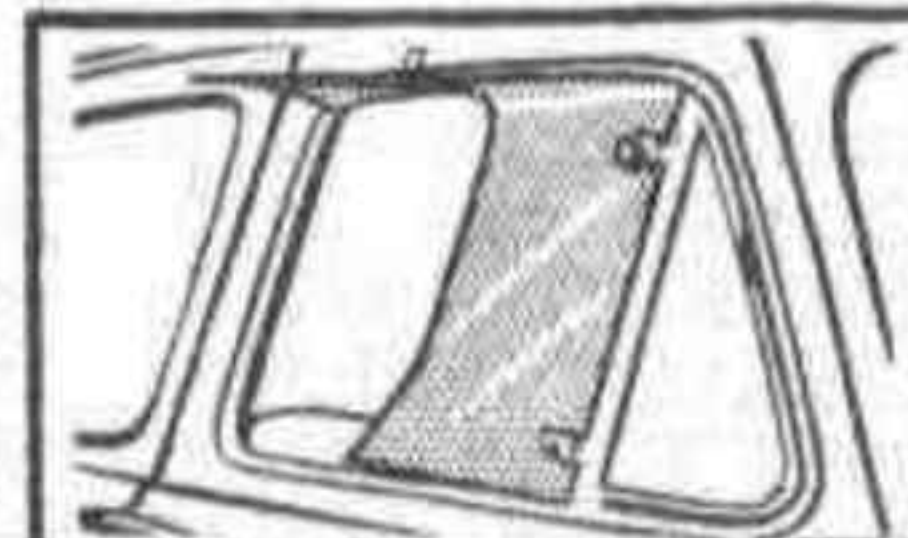
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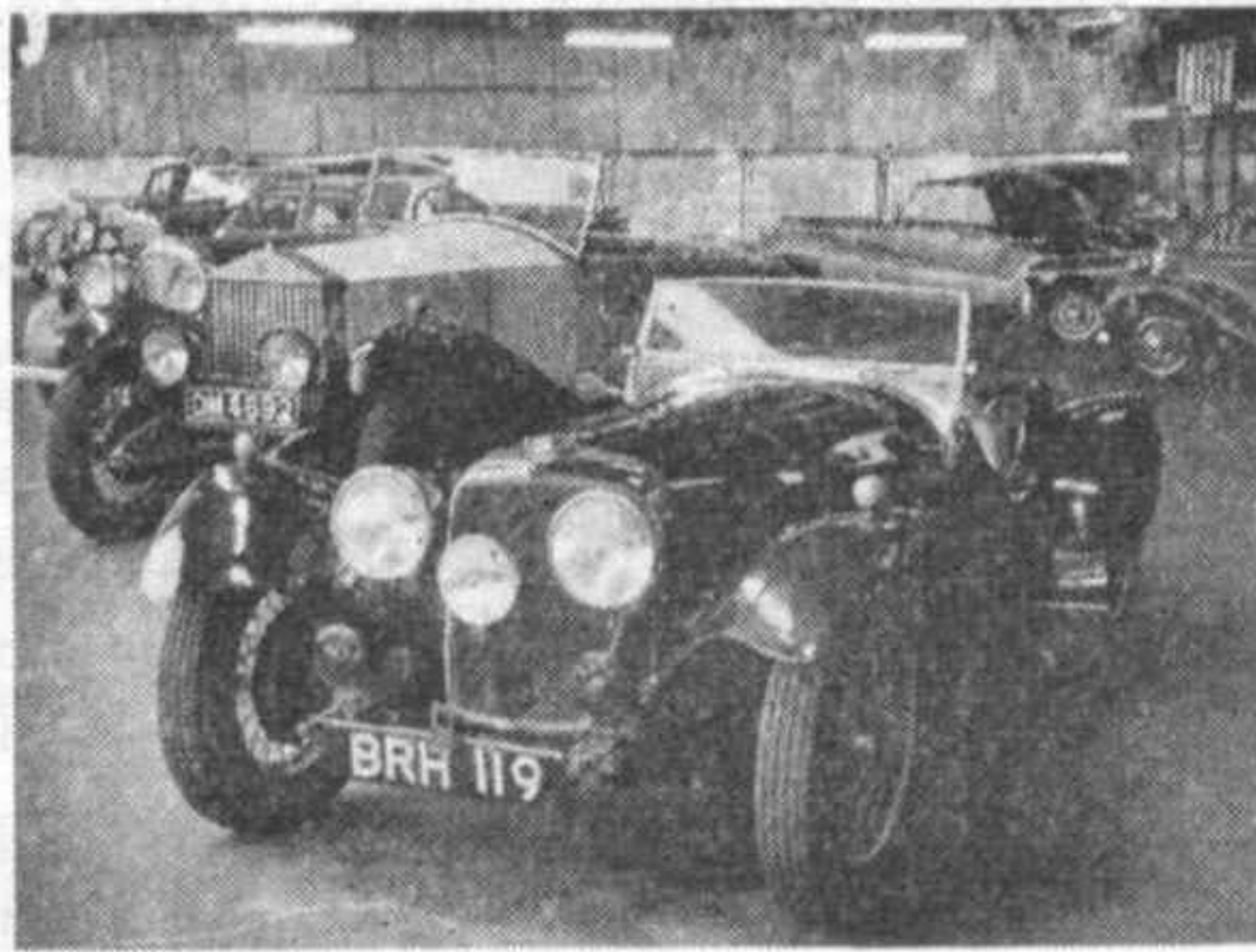
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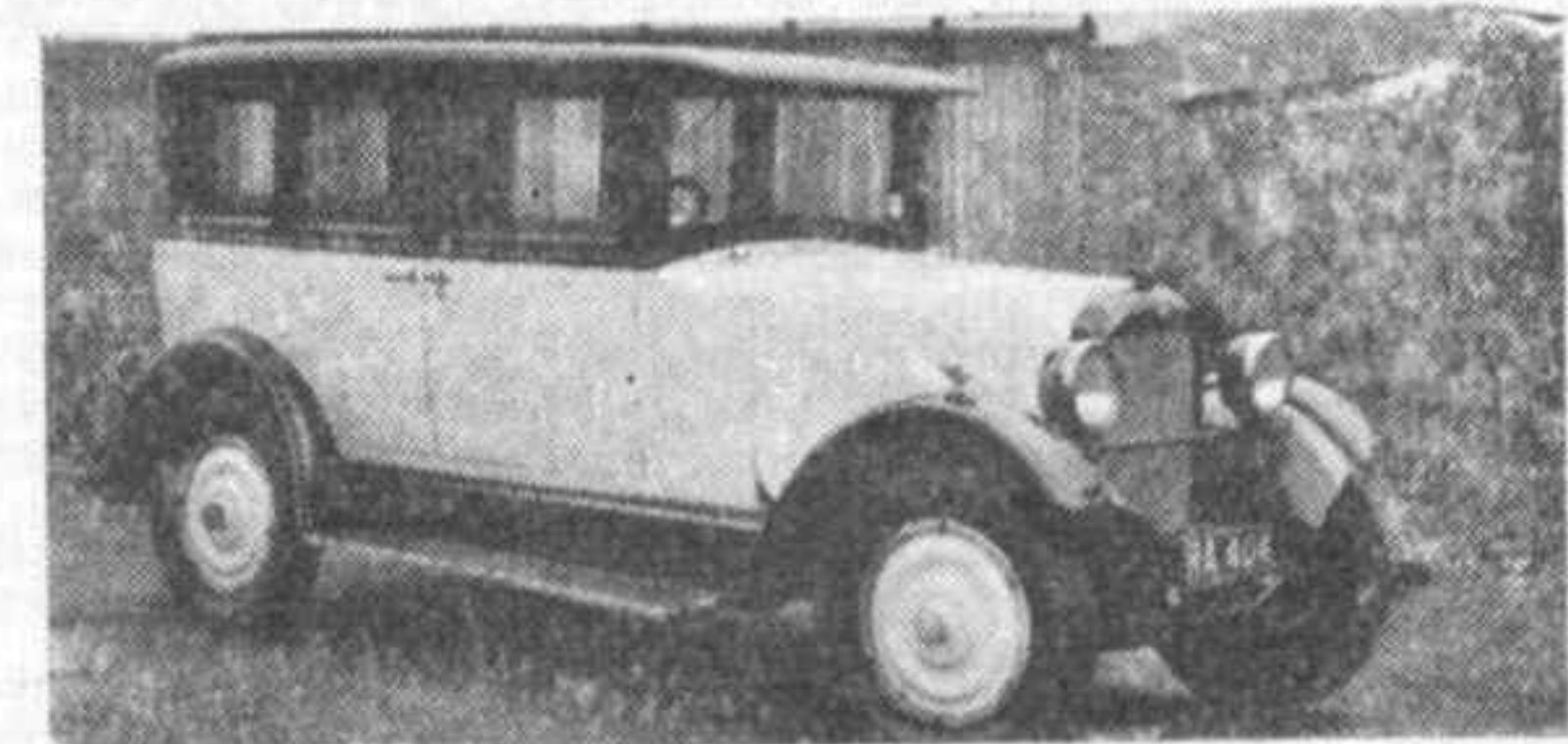
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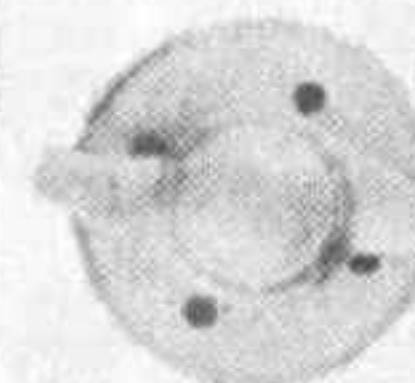
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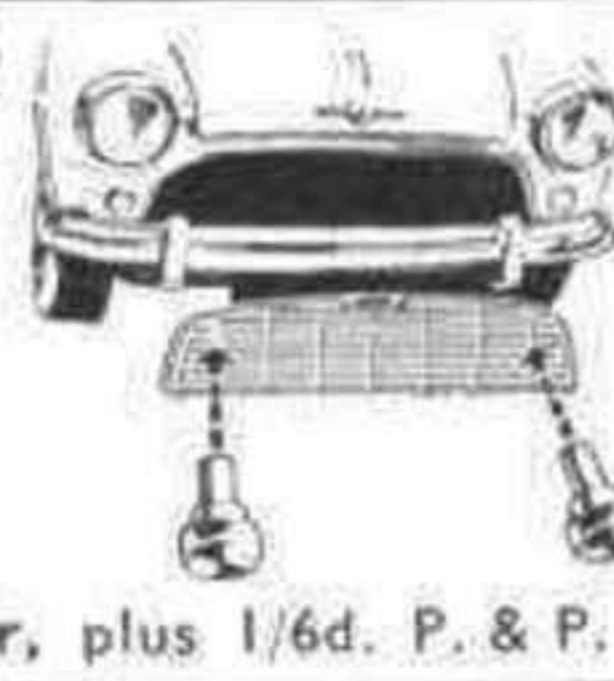
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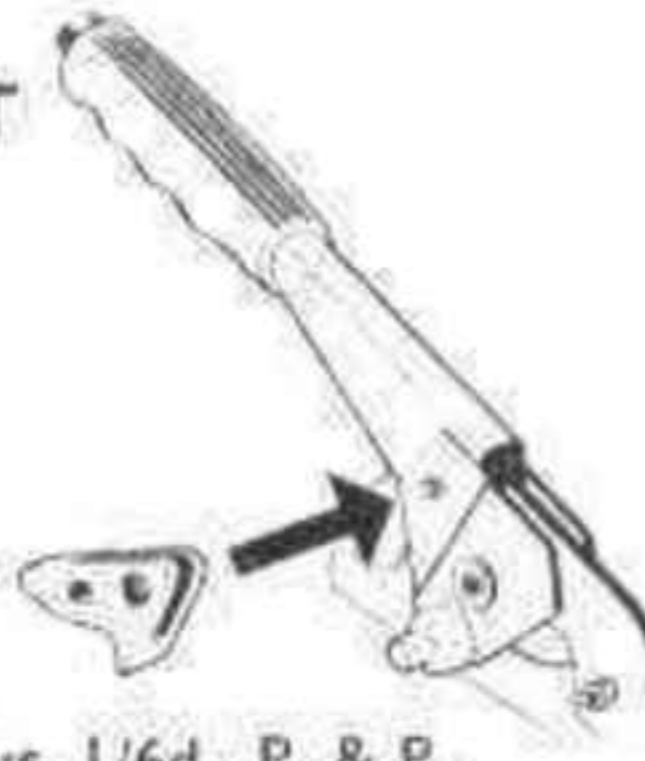
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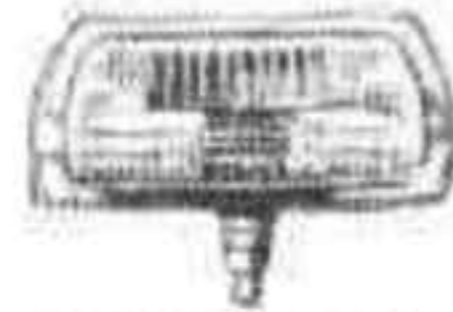


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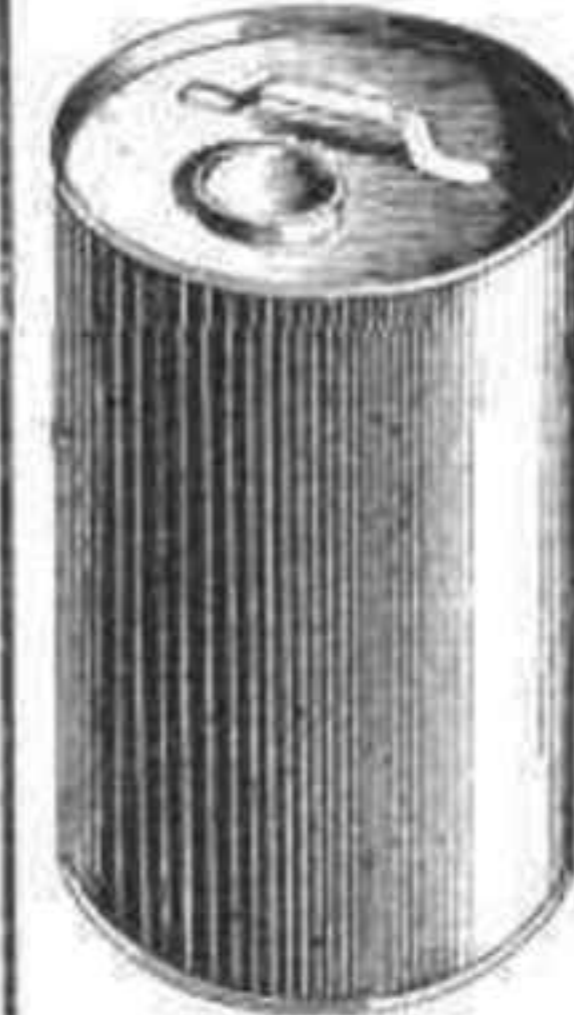
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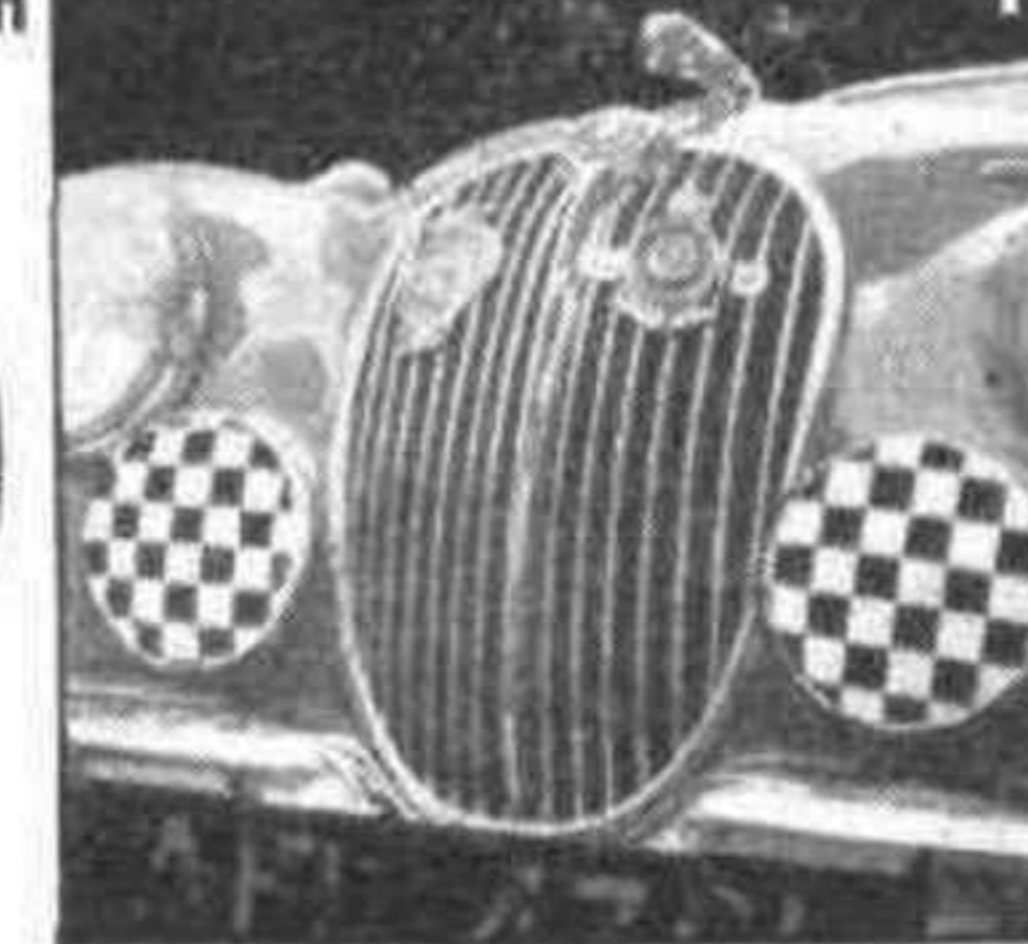
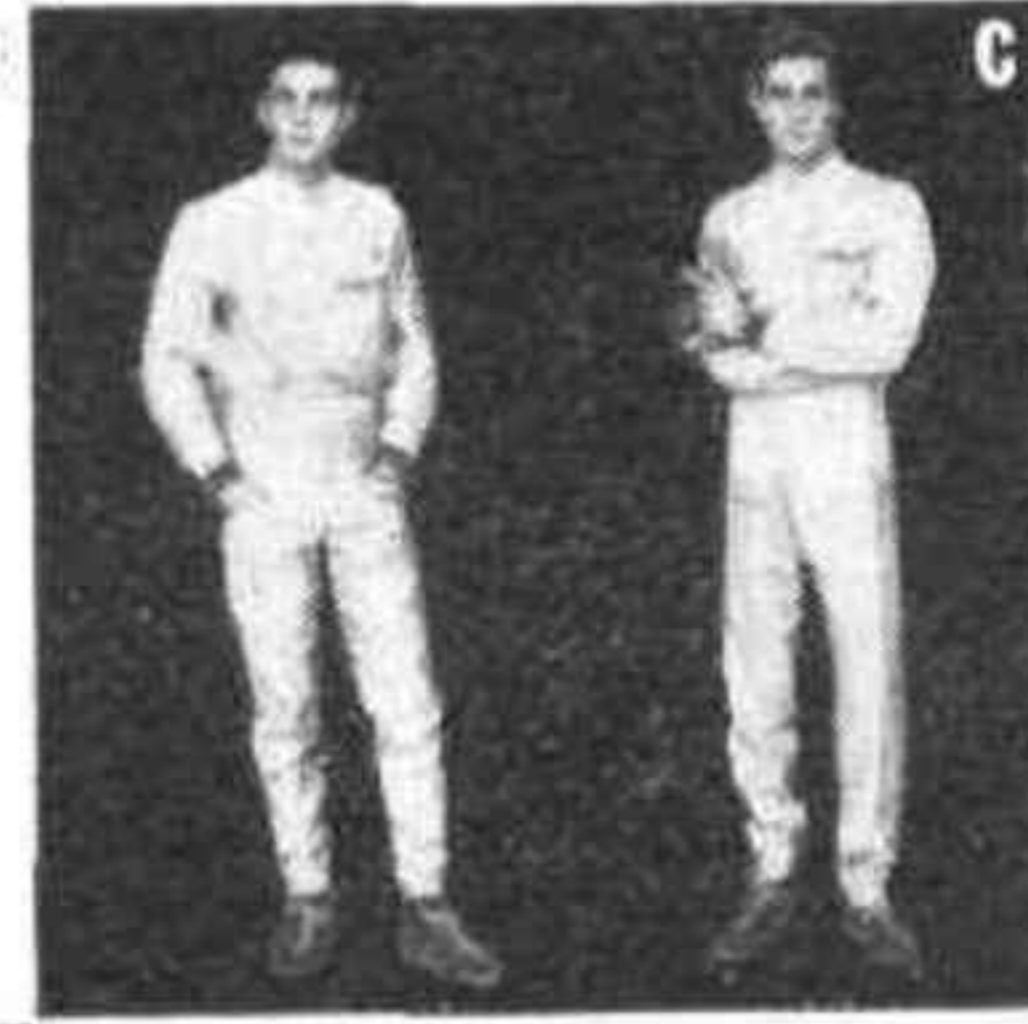
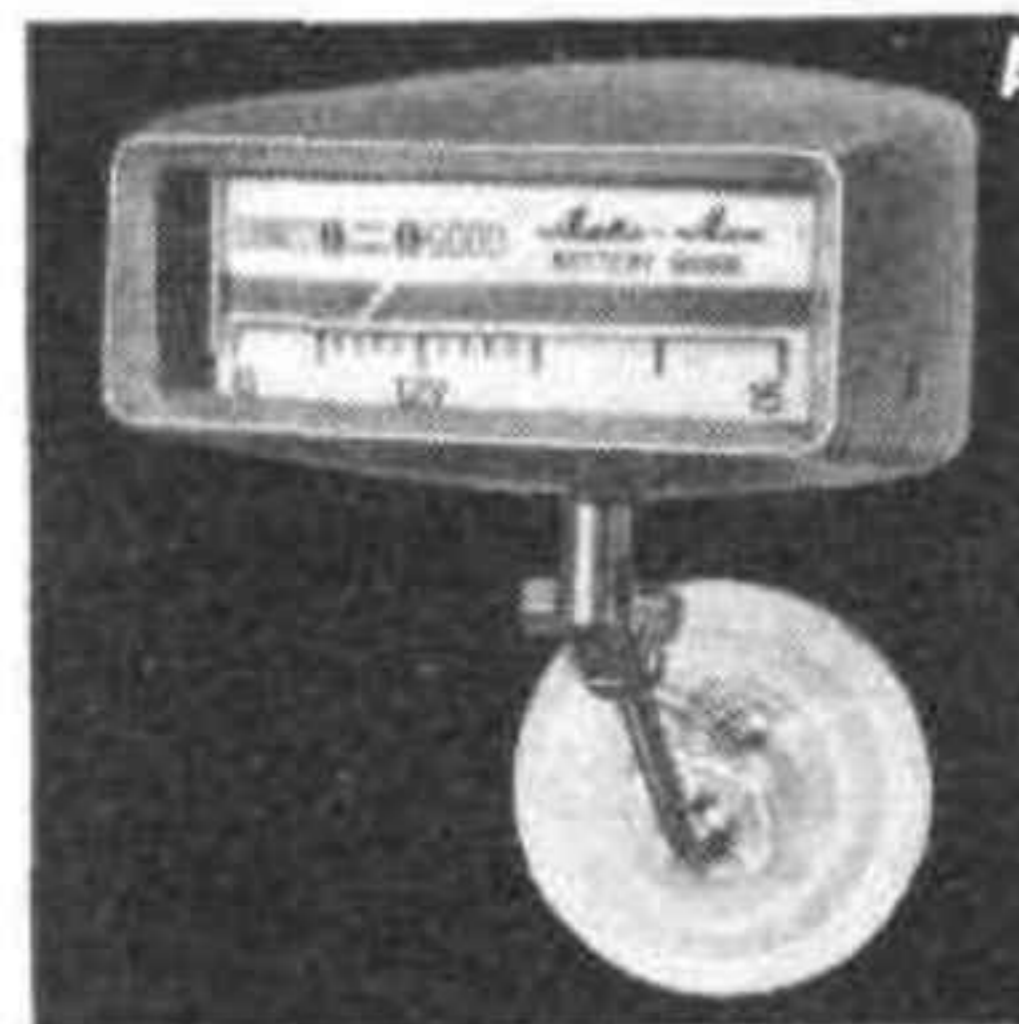
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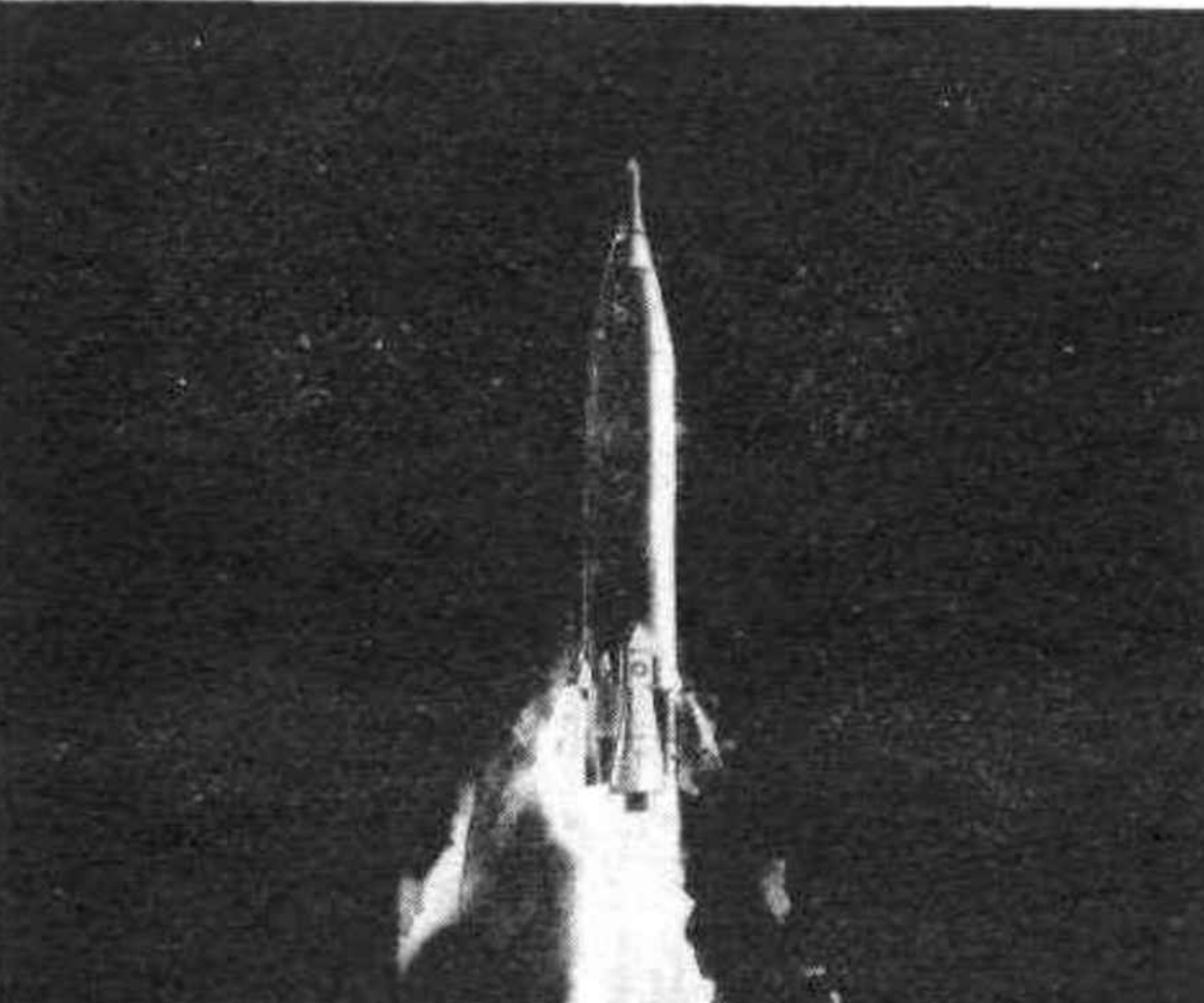
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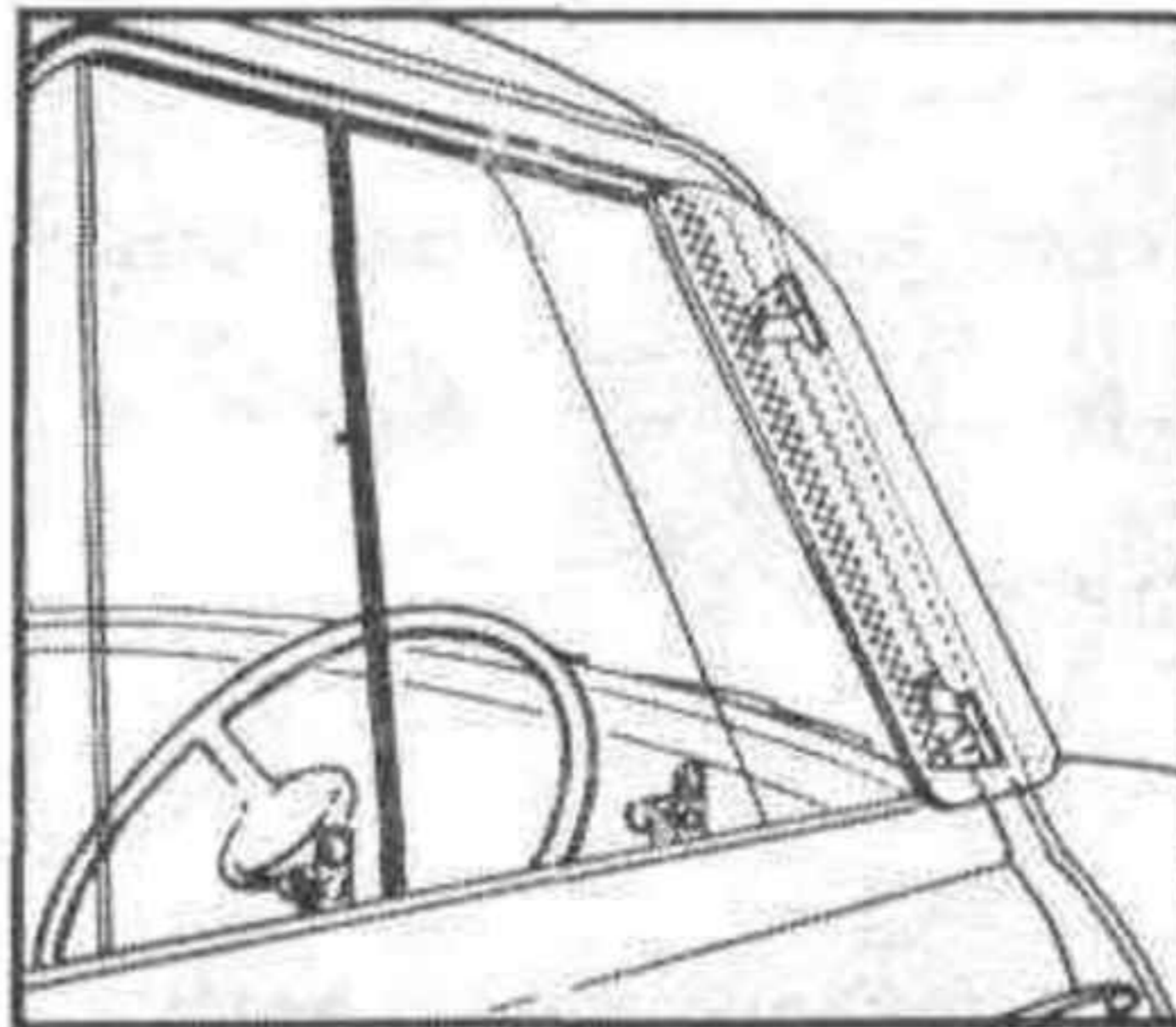
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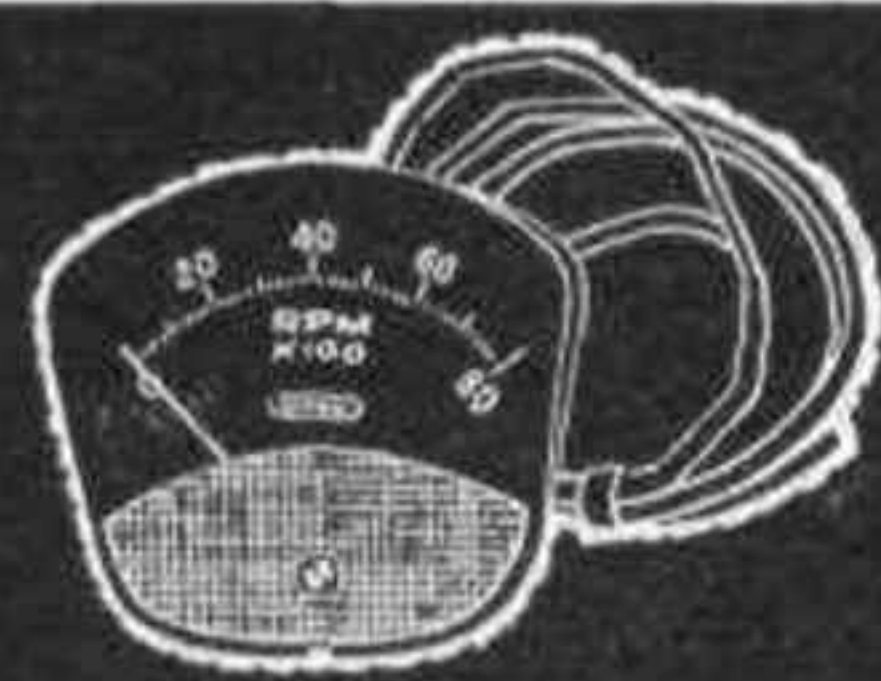


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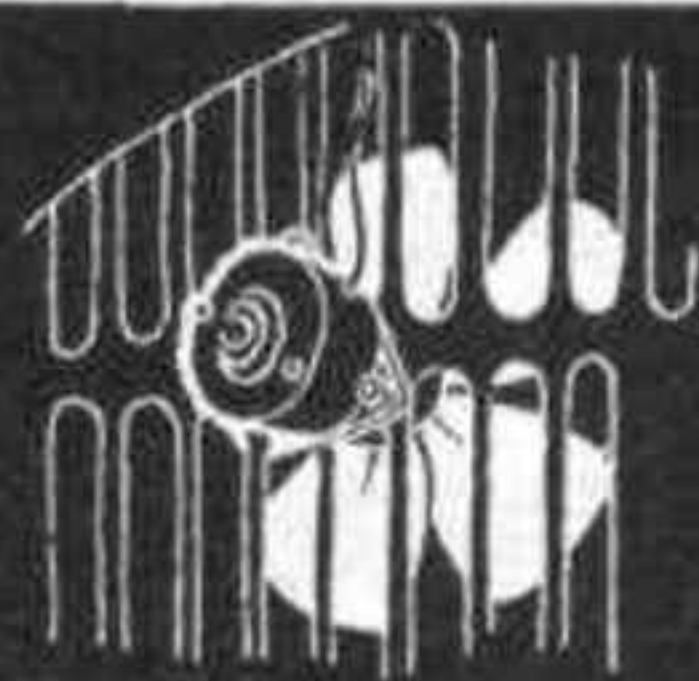
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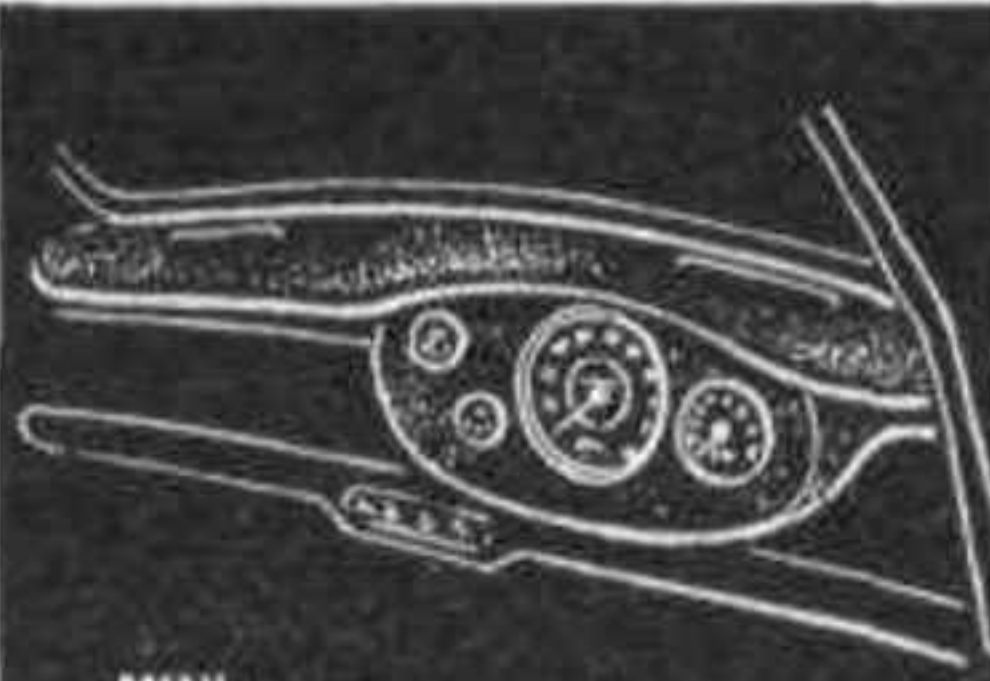
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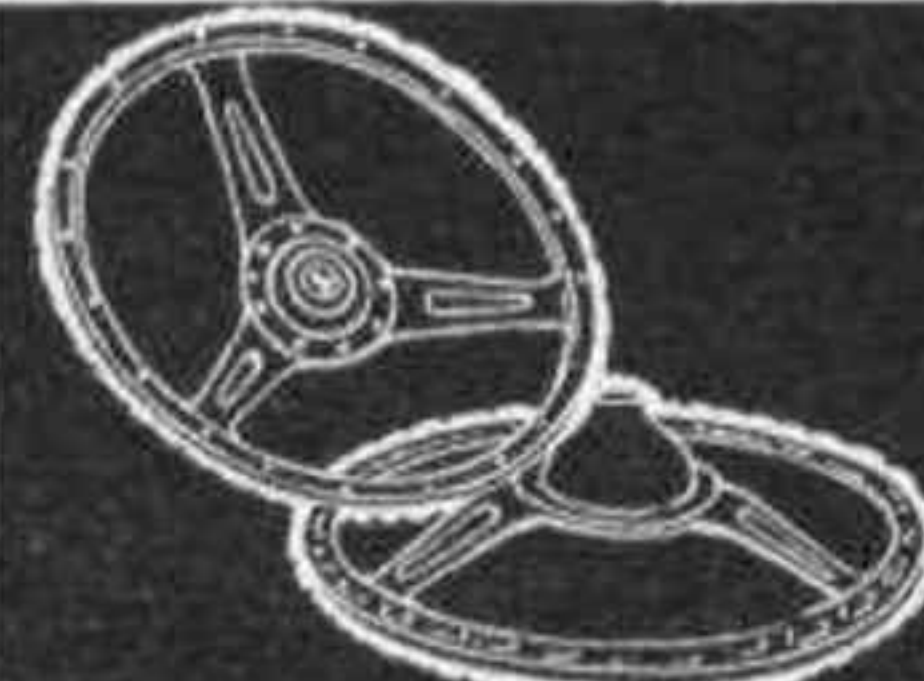
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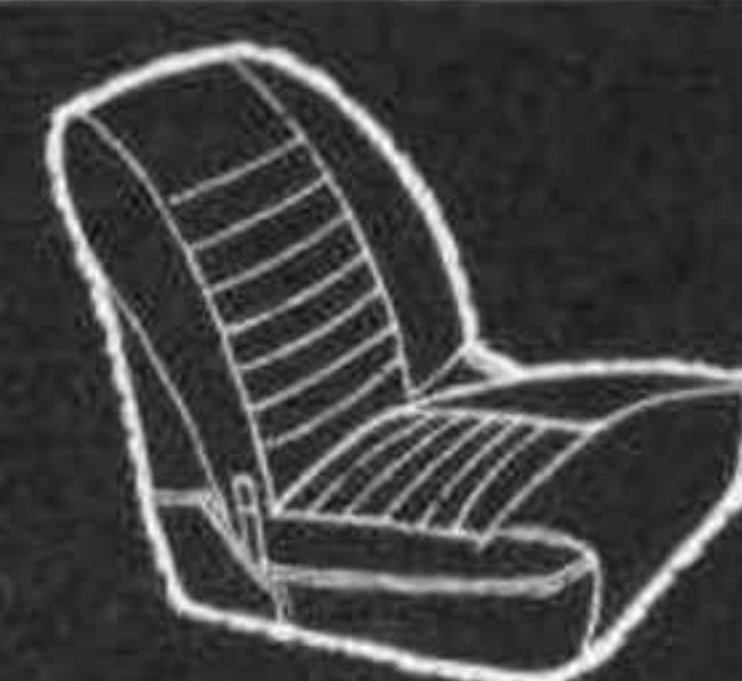
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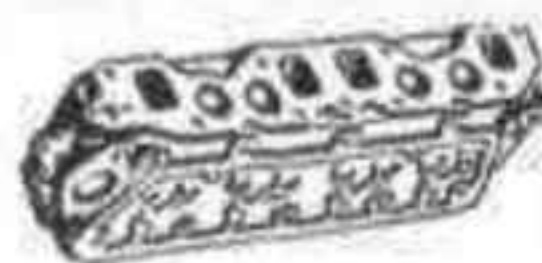
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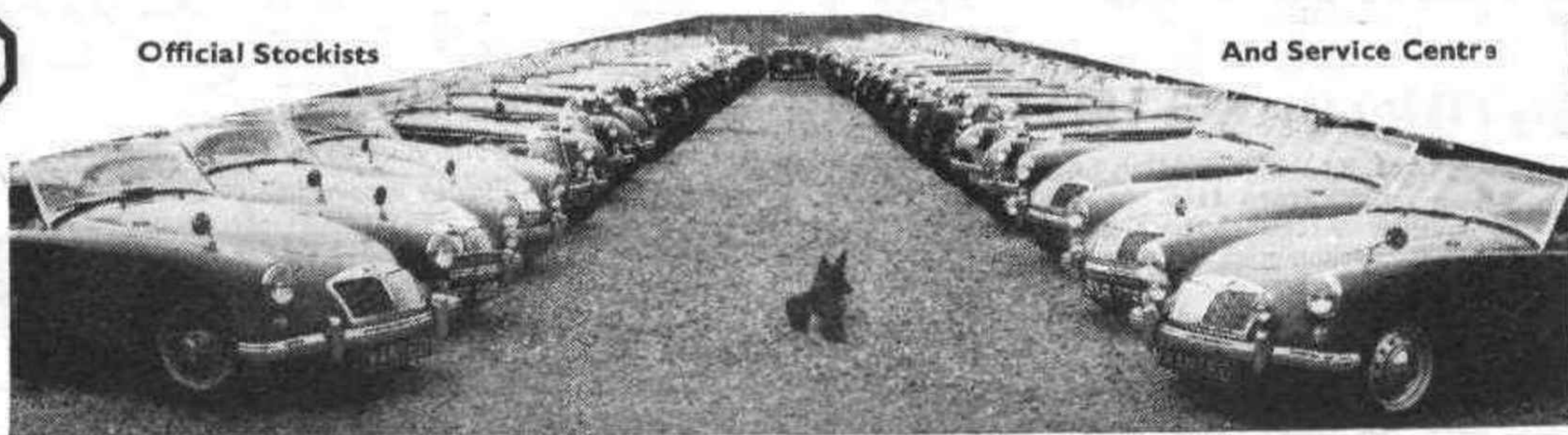
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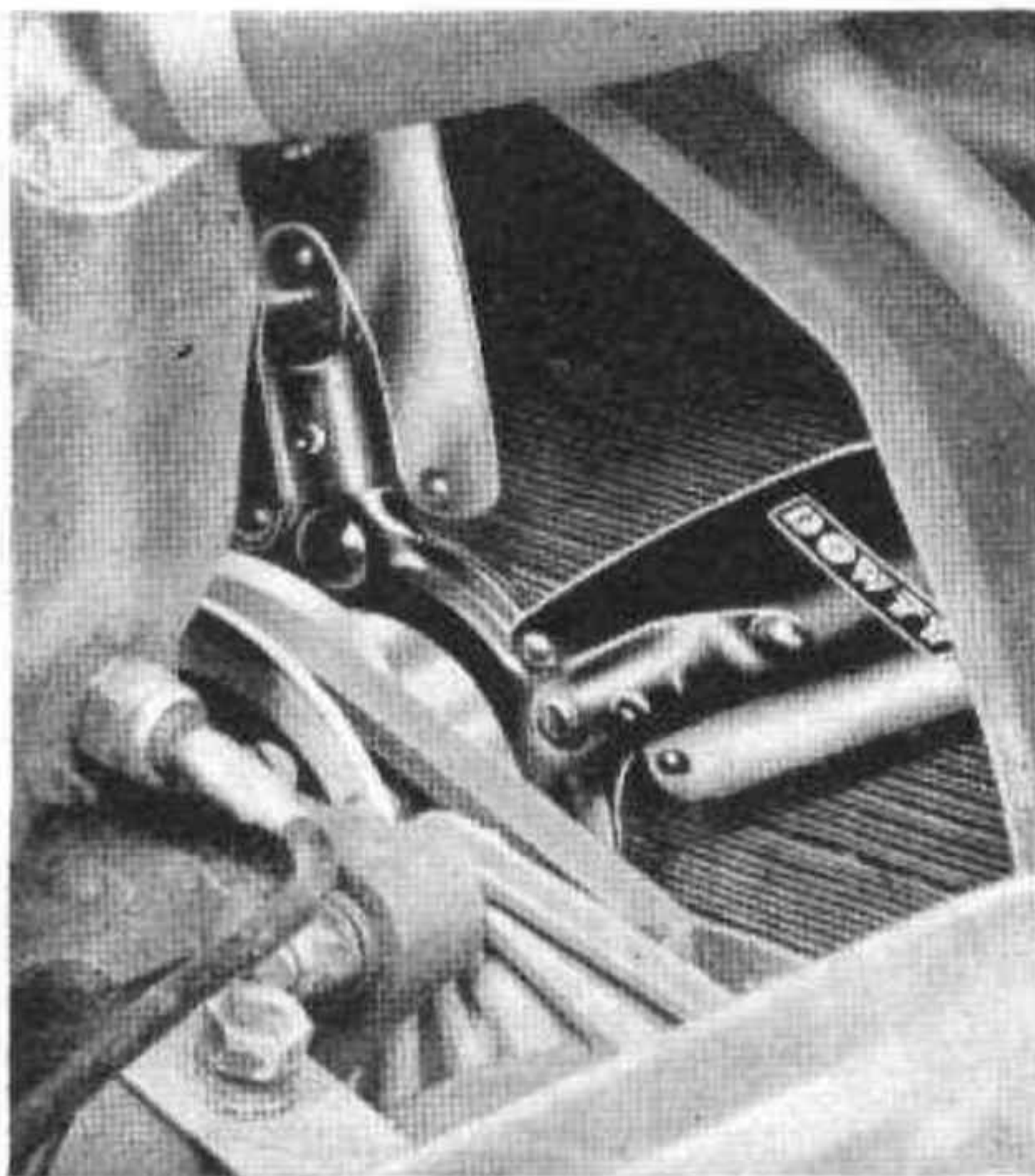


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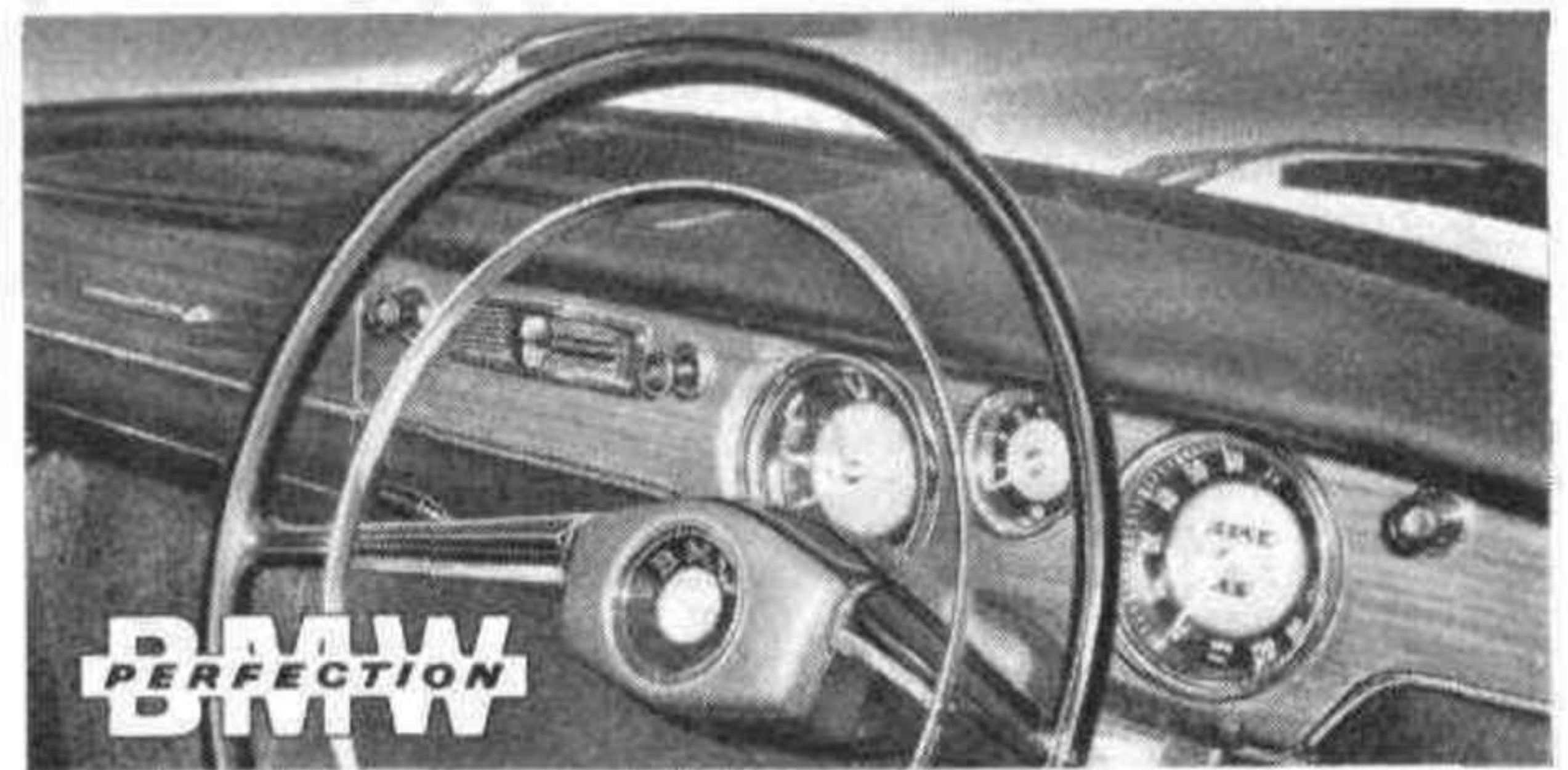
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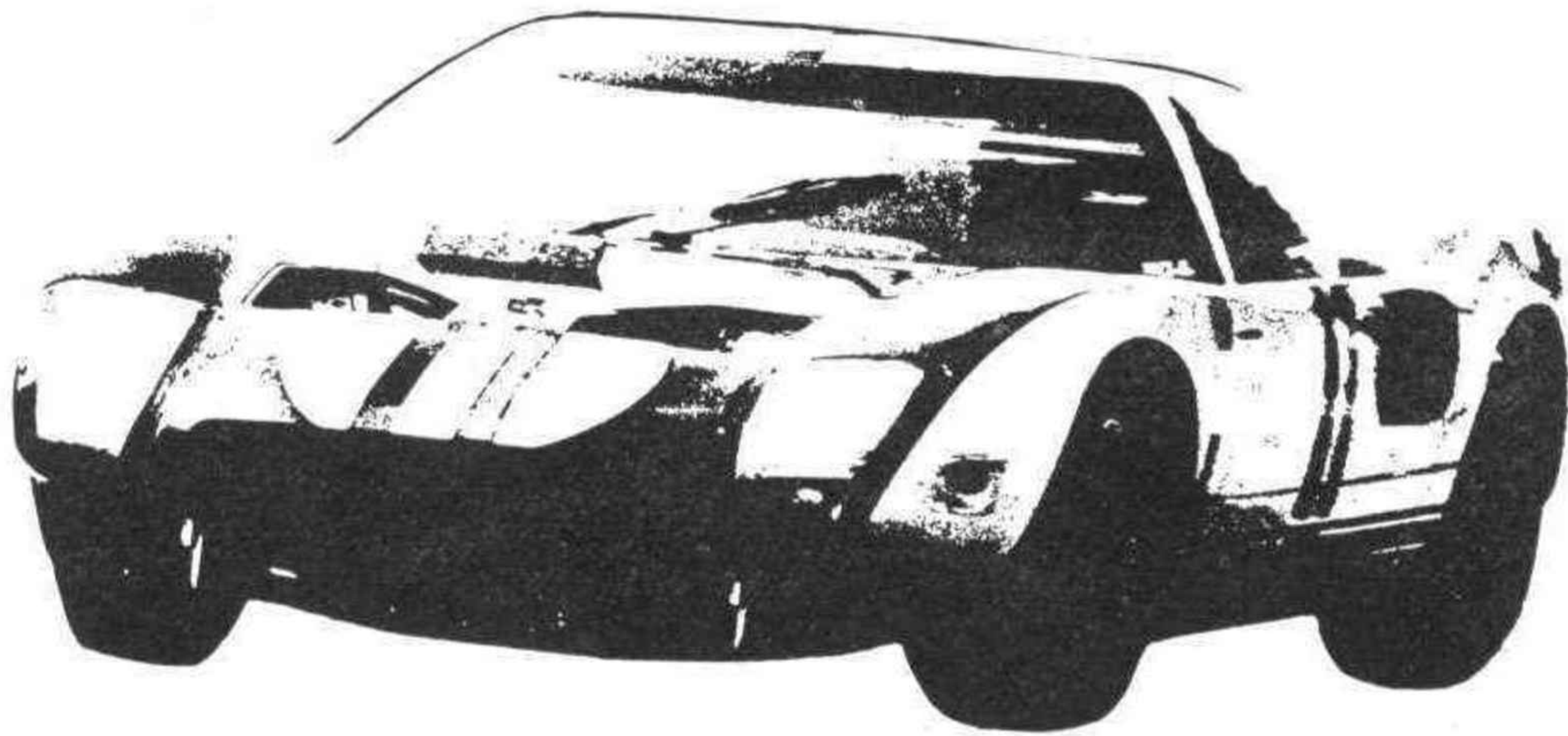
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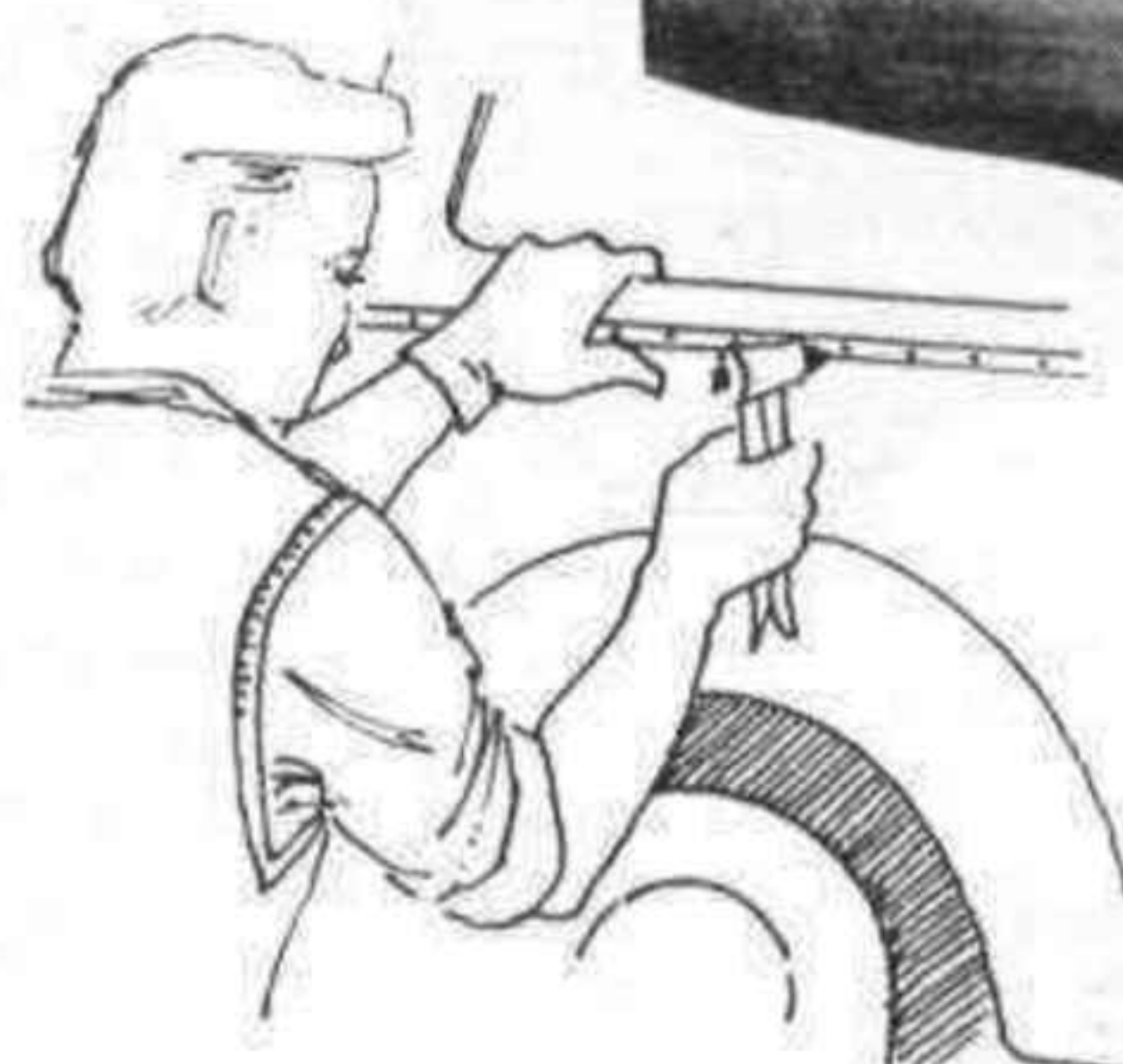
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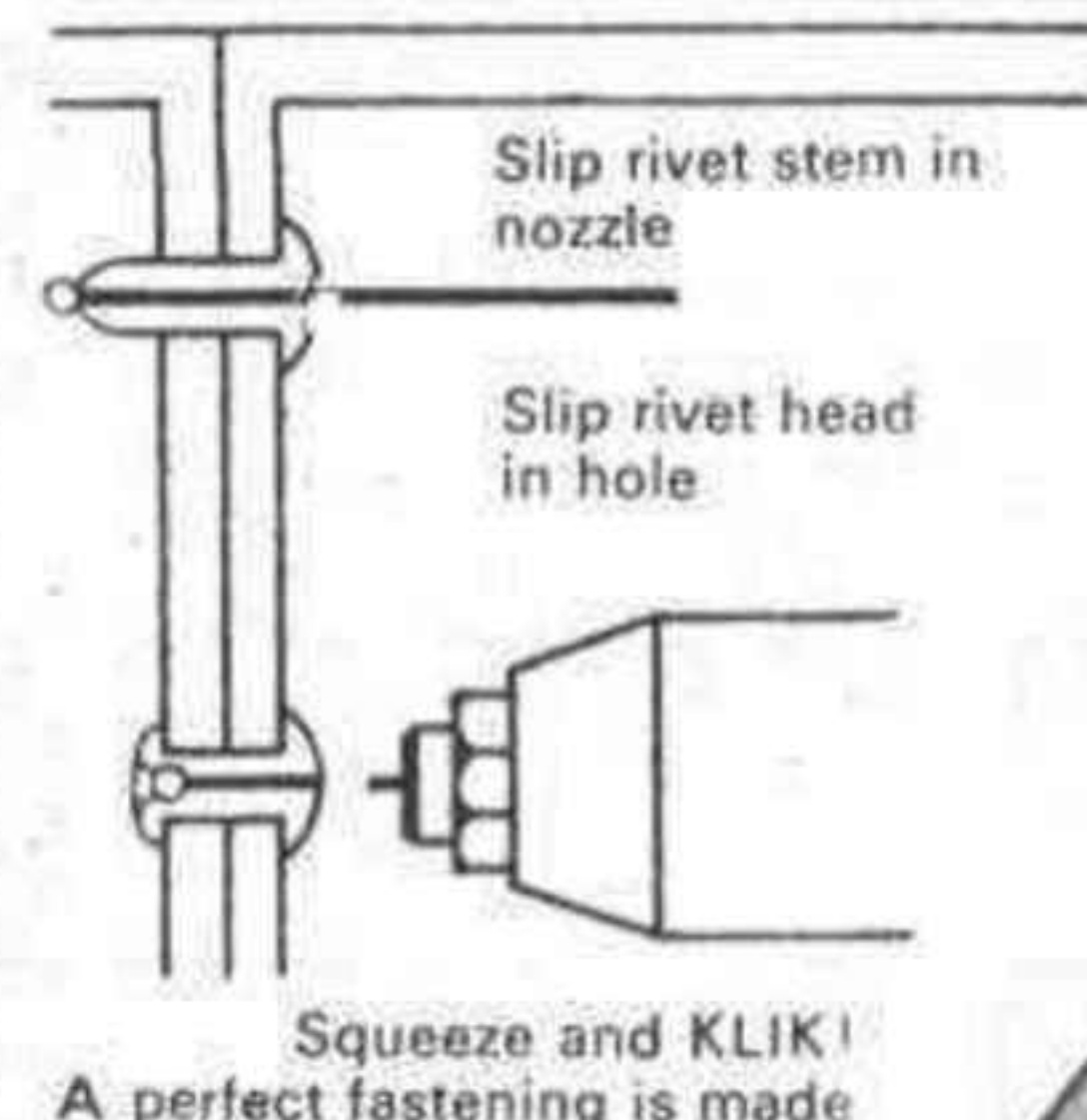


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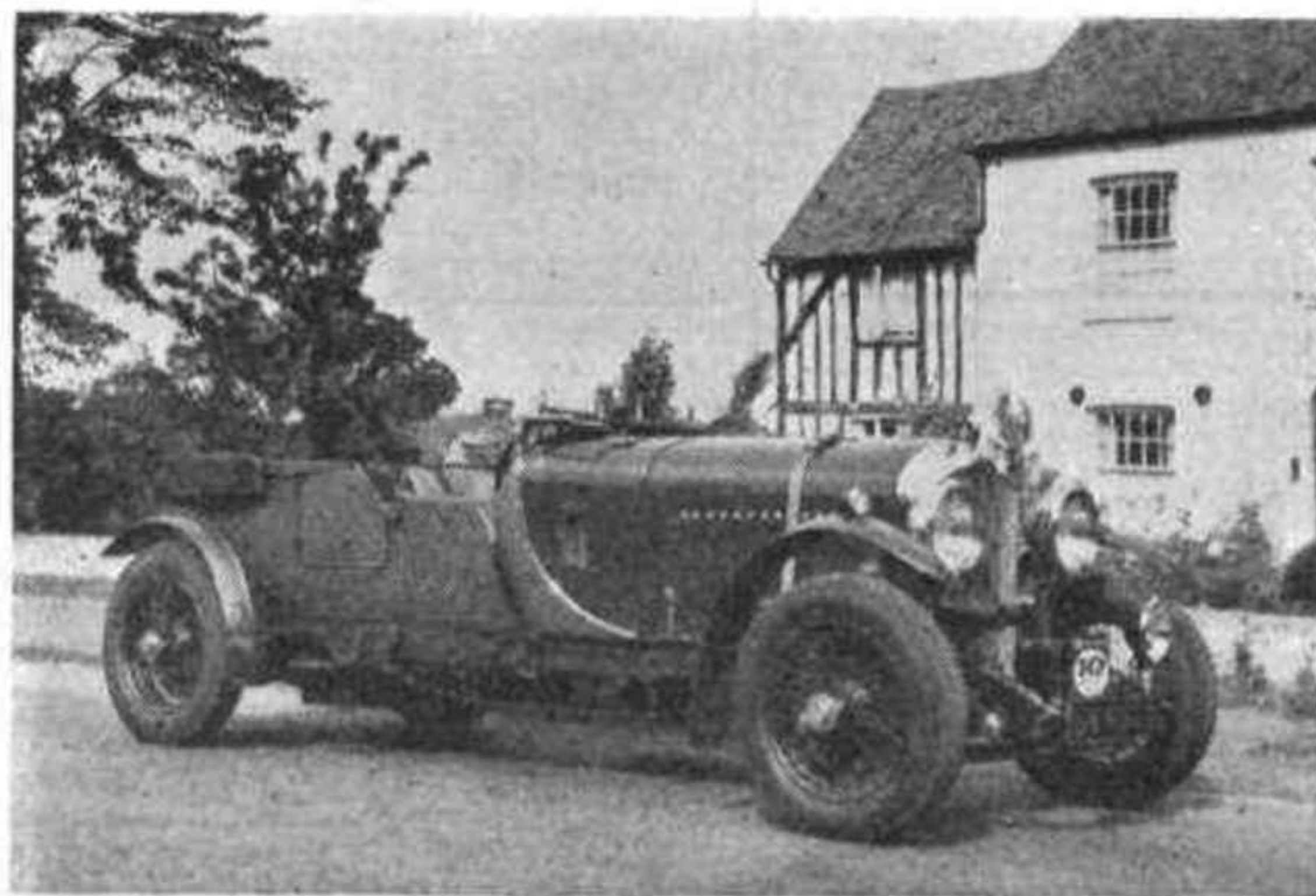
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OPPORTUNITY TO ACQUIRE a rare car, 1933 Austin Light 12/6 saloon. Exceptional condition. Any trial. Taxed and tested. £65. B. Reading, 17, Crestwood Avenue, Kidderminster. [9046]

1960 MORRIS MINI de luxe. Underseal, "X" tyres. Low mileage. £260. Cowling, 13, Sherborne Avenue, Luton, Beds. [9047]

UNFINISHED FORD SABRE Special: Buckler, circlio gearbox, c./flow radiator, recon. engine. £50. Tel.: DERwent 7695. [9048]

M.G. TB, red. Gold Seal replacement engine, radio, new hood. M.O.T., taxed till August. Excellent condition throughout. £110. Knight, Tel.: Leatherhead 3624 (evenings). [9049]

1927 ROLLS-ROYCE TWENTY, fitted pick-up body, mechanically good. Sell, swap for vintage Austin Seven, or break. Pugh, 126, Haven Road, Haverfordwest, Pembro. [9050]

M.G. TC, 1948. Good condition. Tonneau, new hood. £130 o.n.o. Uden, Nalder Hill House, Nr. Newbury, Berks. [9051]

M.G.-B, 1963, red. Wire wheels, heater, seat belt. Taxed. Unthrashed, uncrashed; immaculate. Must sell, so only £620. Tel.: Brearley—Aldridge 52071 (office hours). [9052]

XK140 D.H.C., 1955. Overdrive, twin spots, radio, heater, luggage rack, new clutch, excellent tyres, hood; mechanically flawless. M.O.T., taxed. £190. 611, Walsall Road, Landywood, Nr. Walsall. [9053]

FOR SALE—continued

Q-SHIP FOR SALE (available June) due to emigration. Austin A60 (May 1964) fitted with M.G.-B 1,800-c.c. engine and gearbox (Wow!). Car mileage 14,200, engine mileage 1,600. Original engine and gearbox included if required. SP41 tyres, recoil safety belts, transistor ignition, extra horns (Italian), sealed-beam, fog and spot, reverse lights. Never been in any competition—except at traffic lights. Immaculate condition. Car will cover about another 2,500 miles before sale. Anyone interested? Tel.: Solihull 2932, for chat. [9054]

105E ANGLIA, 1,400 c.c., 7,000 r.p.m. Faster than GT. Modified suspension, brakes, instruments. Full trim, heater and safety belts. Just resprayed B.R.G. and blue. £400. R. Jolley: Weekends: 19, Fourth Avenue, Wellingborough; Tel.: 2891. Weekdays: Upper Mews, Netherdale, Carriage Drive, Frodsham. [9055]

1936 DAIMLER 20 saloon, only two owners. Recent overhaul; new tyres; radio, discs, original tools, handbook. Roomy, comfortable, ideal holiday car. £125. Tennant, Mariners, Bosham Hoe, Sussex. [9056]

M.G. TC, black. Excellent condition. Marriage forces sale at £175. S/Lt. Cassidy, H.M.S. Pembroke, Chatham. Tel.: 44422. [9057]

ZEPHYR CONVERTIBLE, 1955. M.O.T. Aquaplane, three S.U.s, 6-branch Servals, Laycock overdrive, oil/water gauge, recon. engine 12,000 miles. Power hood, heater. Offers please. Tel.: DERwent 3241 (evenings). [9058]

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1934 LAGONDA RAPIER, Abbott tourer. Mechanically, bodily excellent. Partly retrimmed, hence £100, will haggle. Westmacott, 31, Rusham Road, Egham, Surrey. [9061]

FOR SALE—continued

M.G.-A 1500 l.h. coupé, 1959. Original red finish in outstanding condition. Recent overhaul includes crank reground, new rings, radiator, water pump, front shock-absorbers, wheel bearings, brake linings, clutch, silencer; Michelin "X," seat belts, extra lights. £325, or will hold on deposit. Tel.: Garstang (Lancs) 4124. [9062]

ENGINE SPARES for M.G. TA, including: Carburetters, electrics, gearbox, etc. Mr. J. W. M. Ellery, Tel.: PUTney 1007. [9063]

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ALVIS, 1936, SPEED 20 Charlesworth d.h. coupé. Good condition, rechromed, new tyres. £120 o.n.o. Ashcroft Farm, Betchworth, Surrey. Tel.: Dawes Green 244. [9067]

AUSTIN SEVEN SPECIAL. Speedex bodied, fully modified engine and suspension. Near new tyres on 16-in. wheels. Suitable either road or track. £100 o.n.o. M. King, 413, Cockfosters Road, Hadley Wood, Hertfordshire. Tel.: BAR 0253. [9068]

JAGUAR XK140, 1957, t.h.c. B.R.G. M.O.T. Jan. 1966. Radio, overdrive; four new tyres. £260 o.n.o. Owner going overseas. Judge, 35, A.M.O., R.A.F., Church Fenton, Tadcaster, Yorkshire. [9069]

1963 TR4, B.R.G. Overdrive, hard- and soft-tops, tonneau, w/wheels, heater, radio, s/belts, luggage rack, spotlights. Immaculate. Never raced, rallied. £775. Moss, 35, Marina Avenue, Motspur Park, Surrey. Tel.: MAL 5603. [9070]

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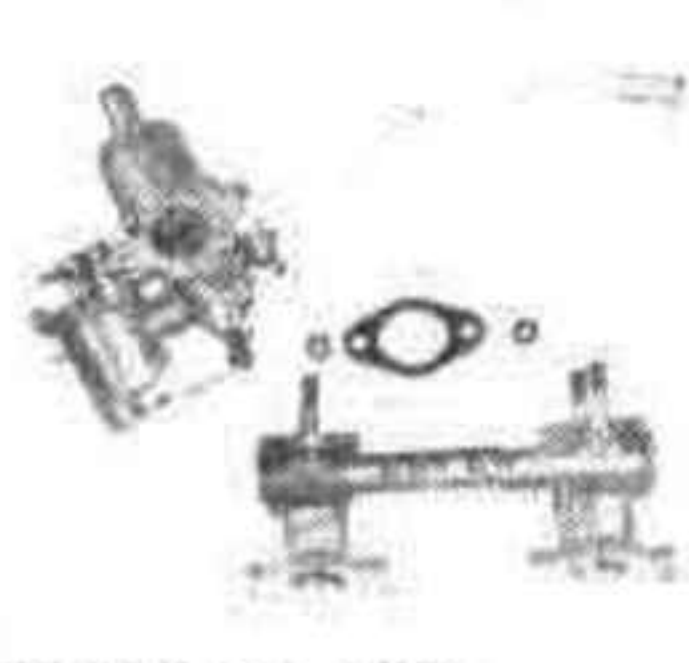
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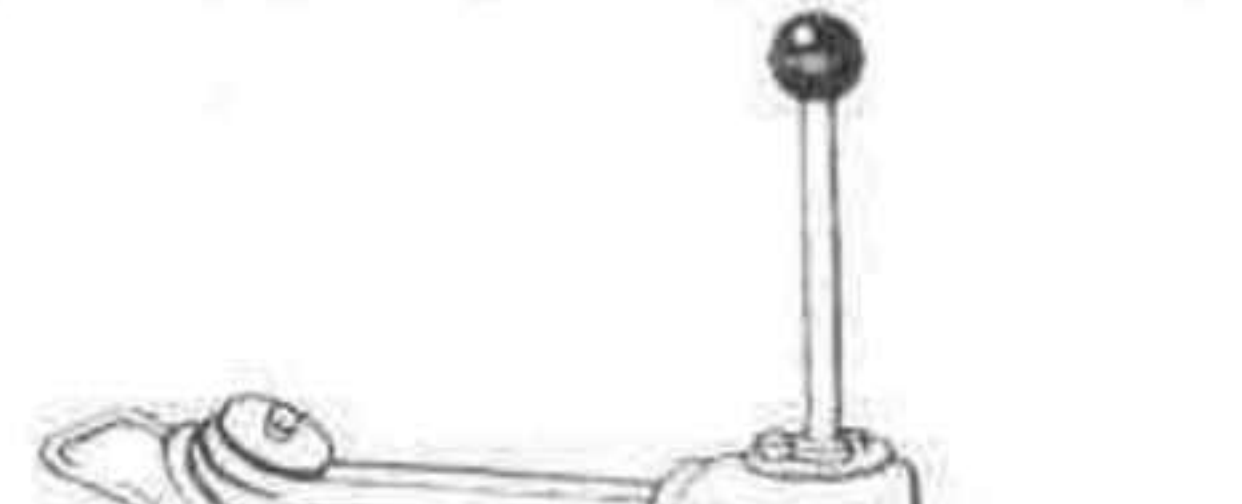


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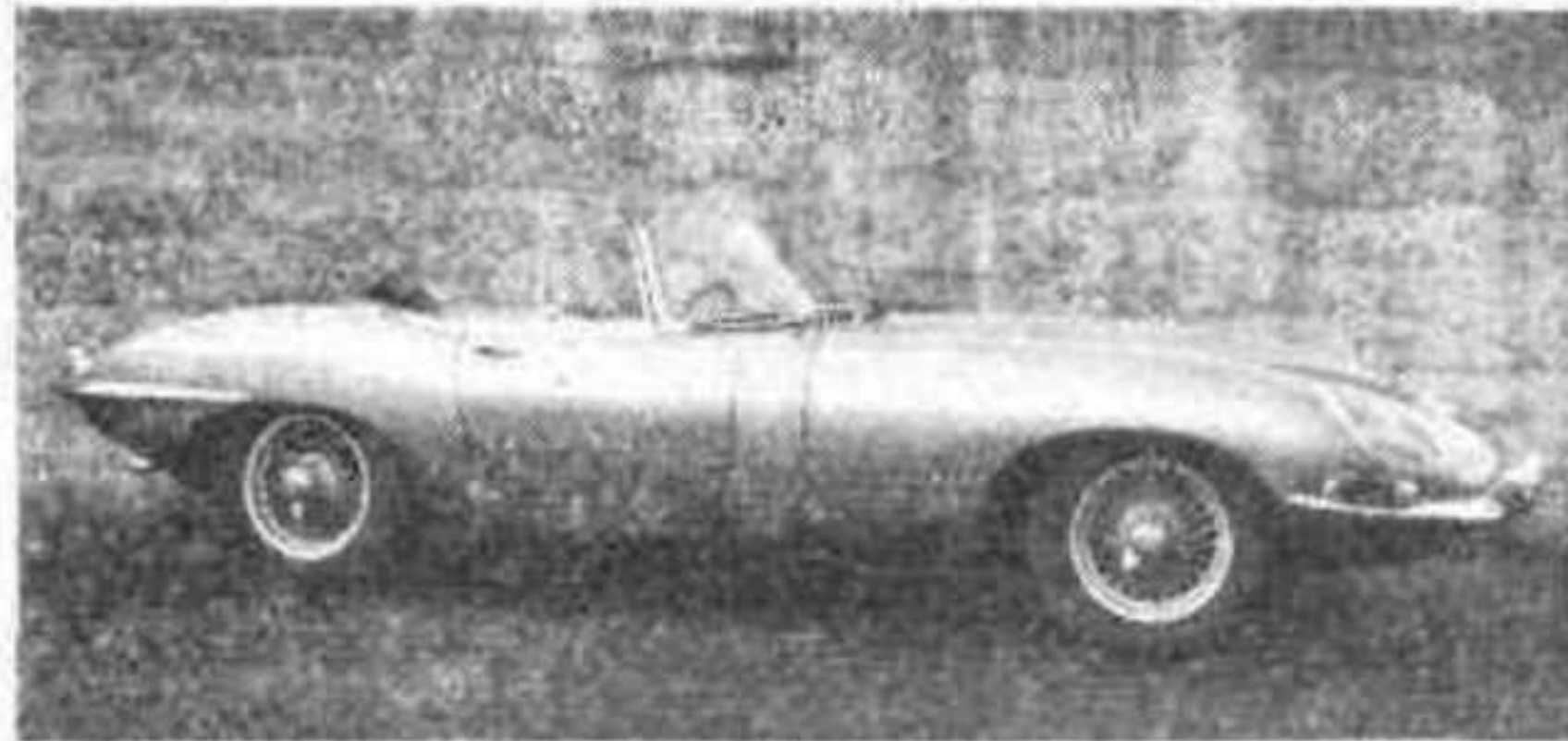
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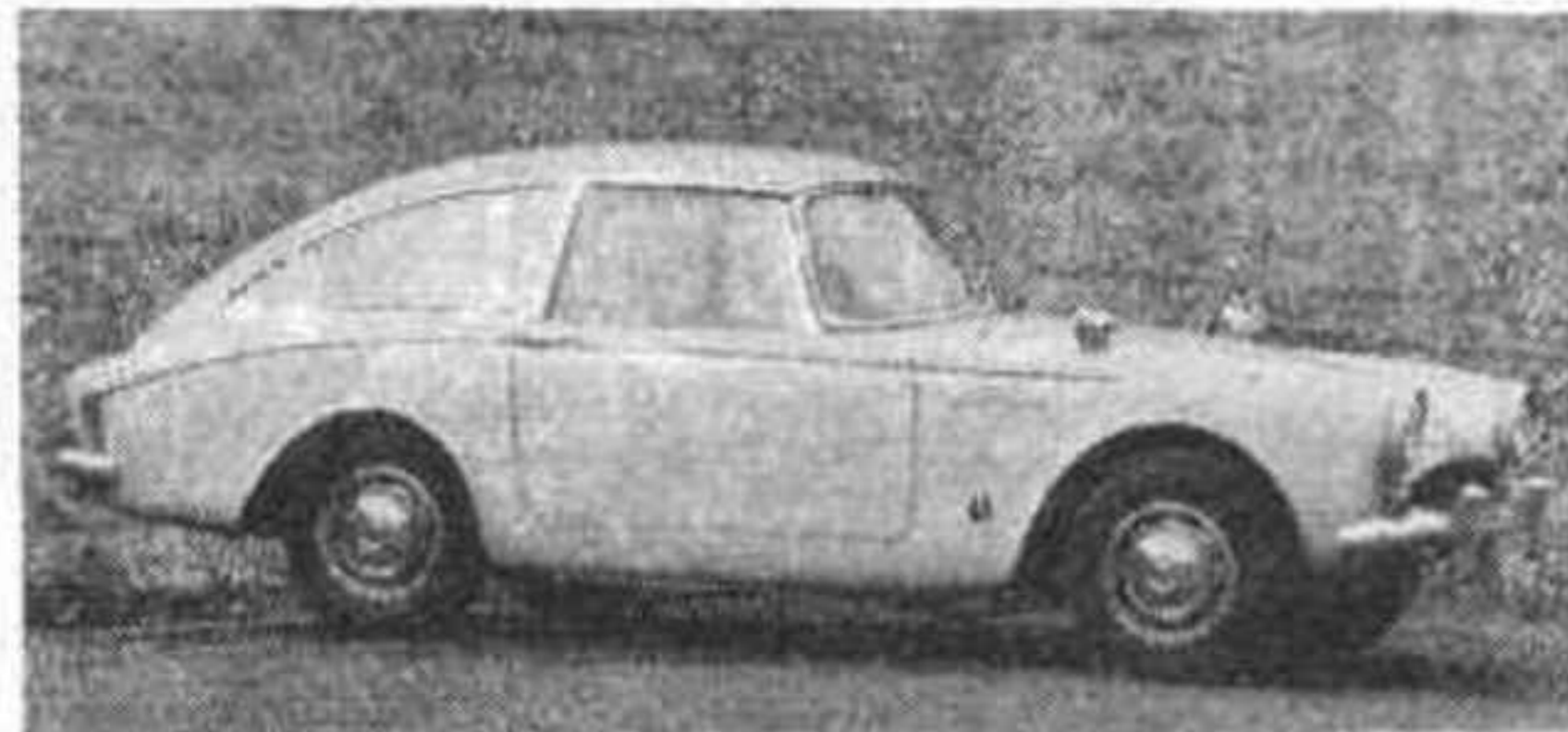
£1,195 **JAGUAR 'E'-type roadster**. This 1963 Series car is finished in light metallic blue with dark blue upholstery. Extras include radio, luggage rack, etc.



£695 **PORSCHE 1600 cabriolet, 1958**. This is a car with excellent history. Bodywork in mid-blue with red leather; radio, Reutter seats, etc.



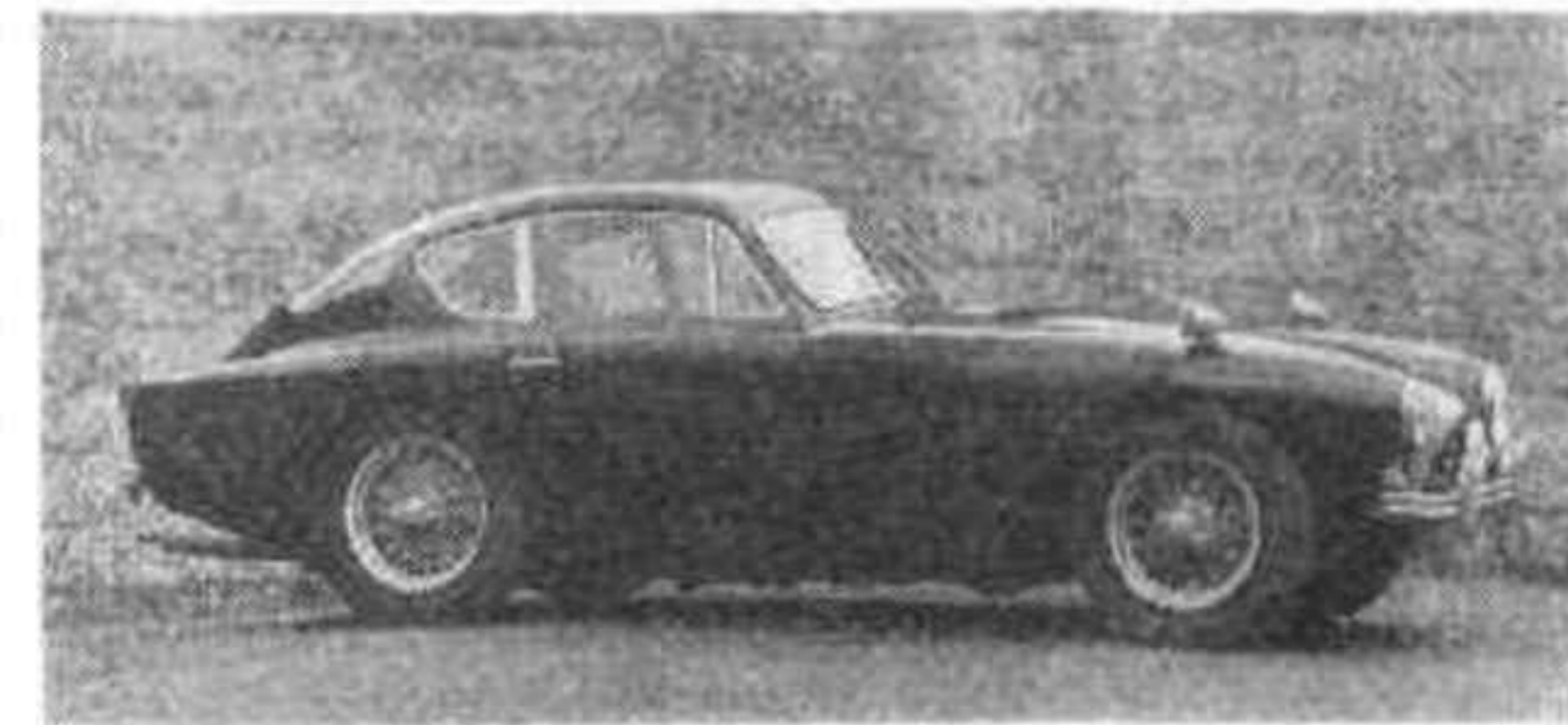
£645 **ASTON MARTIN DB2/4 d.h.c., 1956**. Finished in metallic blue with matching trim. Radio, heater, Cinturatos, etc.



£795 **HARRINGTON Alpine Le Mans, 1922**. Finished in light blue with black interior; overdrive, etc. Low mileage two-owner car.



£995 **LOTUS Elan, 1964**. Finished in light blue, black interior.



£895 **1960 ACECA-BRISTOL 100 D2**. 20,000 miles only. Superb in black with red hide. Twin spots, overdrive.

£1,595 **ASTON MARTIN DB4, 1960**. A superb example in silver blue with grey hide interior. Radio, heater, etc.

£1,495 **JAGUAR 'E'-type fixed-head coupé, 1964** model. Ivory with red hide. One owner, very low mileage. Radio.

£1,395 **MARCOS 1800 GT**. 'Unregistered'. Fitted Volvo unit with twin Webers. Finished in silver blue with black trim.

£1,195 **JAGUAR 'E'-type fixed-head coupé**. A one-owner 1963 Series car finished in silver grey with red leather interior. Radio, etc.

£995 **JAGUAR 'E'-type roadster, 1961-2**. Finished in indigo blue with matching interior. Chrome wire wheels, heater, etc.

£795 **DAIMLER SP250, 1962**. A very low-mileage example in mountain blue with fitted hard-top, soft-top, Motorola radio, etc.

£795 **BRISTOL Ace, 1962**. This superb specimen is in gunmetal grey with red hide. Low mileage. One owner from new.

£765 **M.G.-B, 1964**. Carmen red with contrasting interior; 1,200 miles. Heater, seat belts. Superb condition, etc.

A.C. Ace-Bristol, 1960. Finished in British Racing Green with red trim. Fitted with tonneau cover, luggage rack, heater, etc.

£695 **3.8 JAGUAR 'S'-type roadster, 1960**. Superb in Carmen red with red trim. Wire wheels, overdrive, etc. A most rare model.

£695 **TRIUMPH TR4, 1963**. Finished in Sebring white with black Surrey top and interior. Overdrive, heater, etc.

£675 **SUNBEAM Alpine, 1963, Series 3**. Finished in Monza red, black interior. Fitted luggage rack, overdrive, heater, etc.

£645 **TRIUMPH TR4, 1962**. White with black interior. Radio, heater, luggage rack, Cintura tyres, etc.

£595 **TRIUMPH TR4, 1962** model. One owner. Red with black trim. Excellent value.

£595 **KARMANN GHIA d.h.c., 1960** model. Finished in ivory, beige trim. New hood, Blue Spot radio, heater, etc. Right-hand drive.

£595 **ASTON MARTIN DB2/4 3-litre d.h.c., 1955**. Finished in silver blue, contrasting interior.

£575 **TRIUMPH Spitfire**. Finished in B.R.G. with black interior. Equipped with hard- and soft-tops, overdrive, radio, etc.

£565 **AUSTIN HEALEY 3000 Mk. II, 1961**. Ivory with black flash. Extras include wire wheels, overdrive, 'X' tyres, etc.

£565 **ALFA ROMEO Spyder, 1959**. A superb example in indigo blue with red trim. Hard- and soft-tops.

£545 **PORSCHE, 1955**. Finished in blue with contrasting trim. Fitted radio, twin spots, heater, etc. The condition of this car must be seen to be appreciated. Truly fabulous.

£525 **A.C. Ace, 1959**. Finished in ivory with matching hard-top, contrasting interior. Soft-top, heater, wire wheels, etc., disc brakes.

£525 **T.V.R. Mk. IIA, 1962**. Black with red interior. M.G.-A 1,622-c.c. engine, heater.

£515 **M.G. Midget, 1963, 1100**. Spec. includes disc brakes, hard-top, soft-top, radio, heater, twin spots, etc. Chelsea grey with red interior.

£495 **M.G. Midget 1100, 1963**. Wire wheels, disc brakes, heater. Ivory, beige hide interior.

£495 **ALFA ROMEO Spyder Veloci, 1957**. Carmen red with black trim.

£495 **TRIUMPH Spitfire, 1963**. Finished in pale blue with dark blue trim. Heater, twin exhausts.

£495 **LANCIA Aurelia, 1956**. R.H.D. A splendid example in honey beige with contrasting trim. Radio, heater, etc.

£495 **SUNBEAM Alpine, 1961**. Finished in mid-blue with black hard-top and interior. Overdrive, wire wheels, heater, etc.

£485 **M.G. 1100 Midget, 1963**. Red with black interior. Spec. includes disc brakes, new SP tyres, heater. One owner from new.

£465 **AUSTIN HEALEY Sprite, 1963**. Finished in ivory with red trim. 1,100-c.c. engine, disc brakes, SP tyres.

£445 **M.G.-A Twin-Cam, 1958**. An immaculate example in black with red interior trim. Heater, anti-thief alarm, etc.

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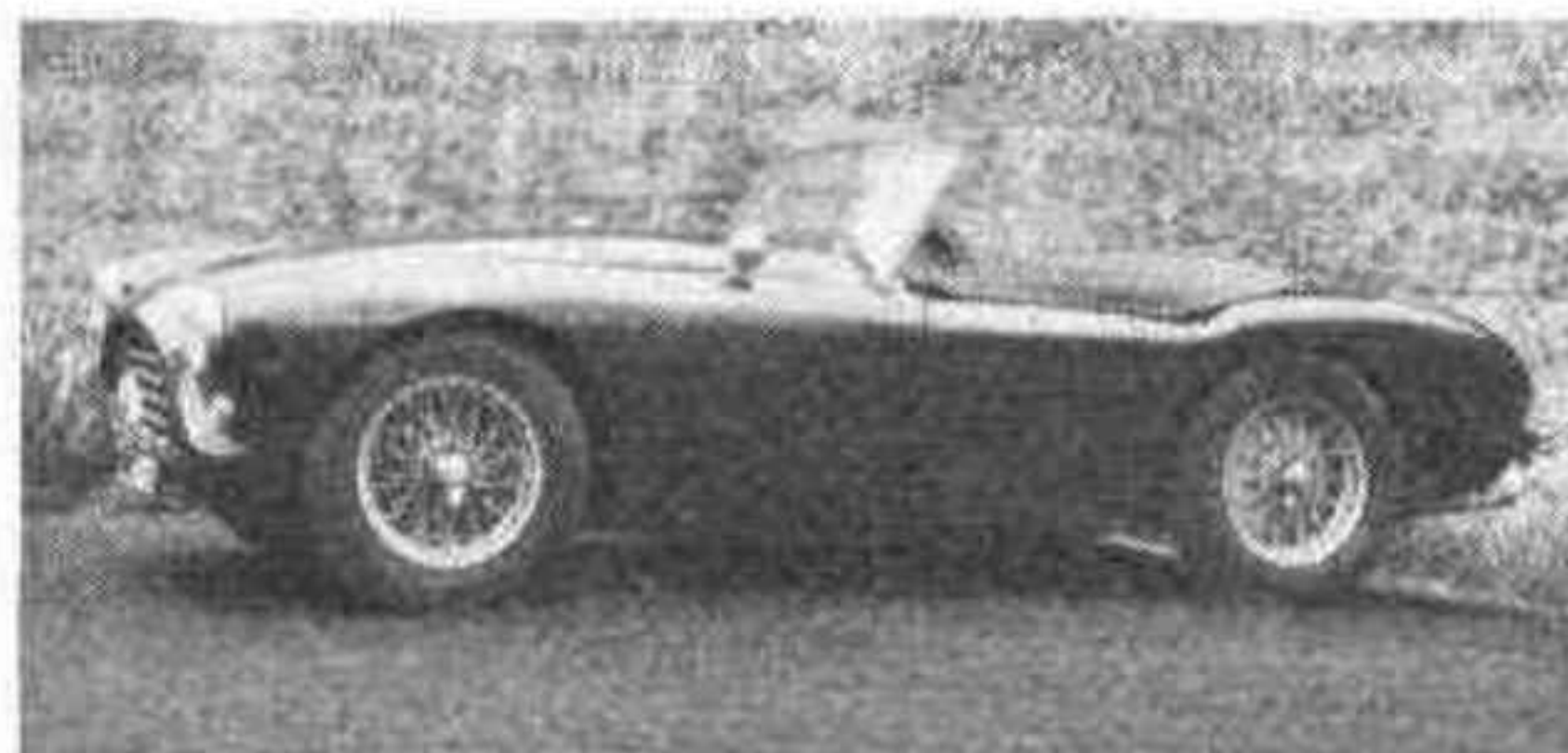
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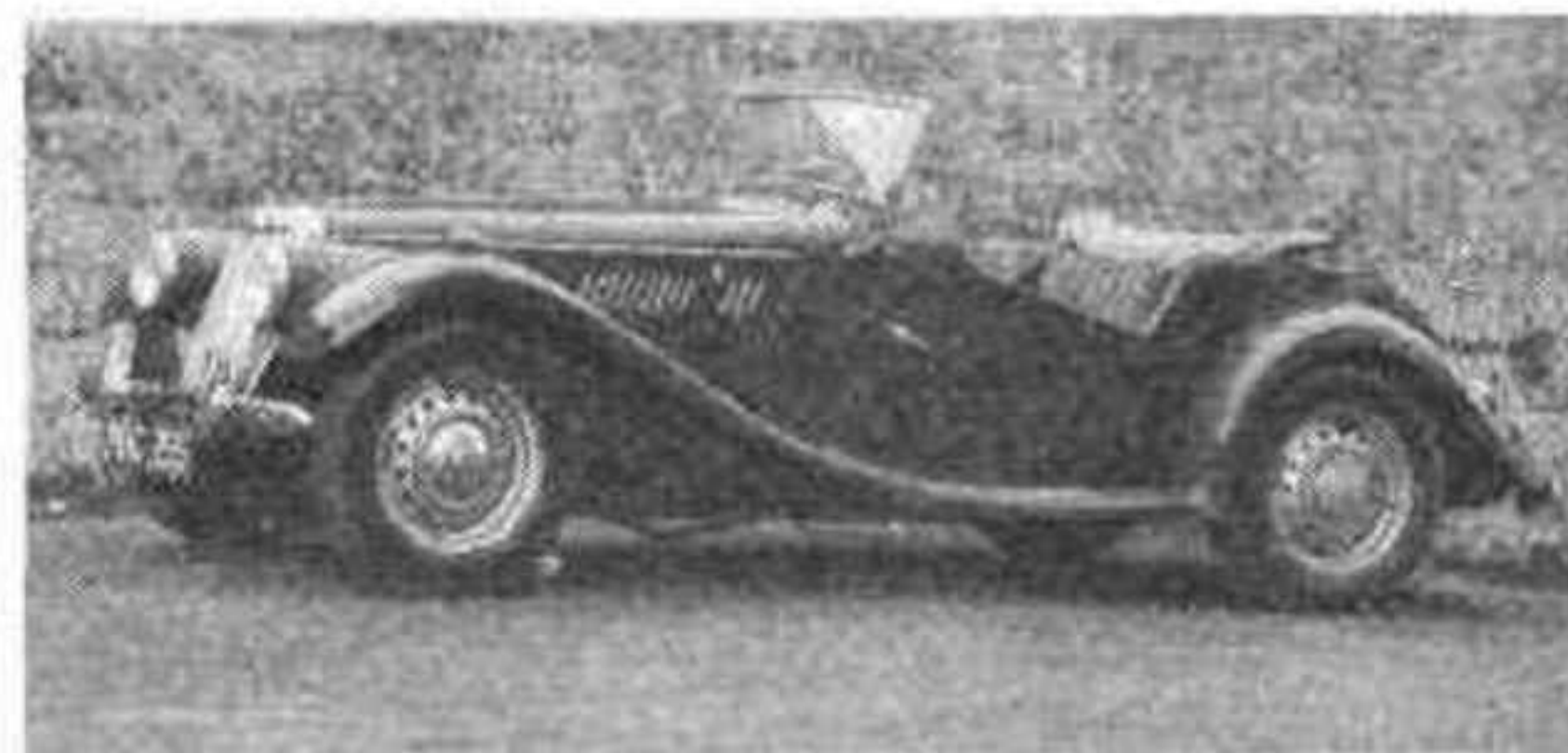
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£765 **AUSTIN HEALEY Mk. III 3000, 1963.** Fitted overdrive, heater, etc. Superb in red with red trim.



£565 **A.C. Ace, 1959.** Finished in strato blue with red interior. Fitted disc brakes, heater, etc.



£365 **M.G. TF, 1954, 1,250 c.c.** An immaculate example which must be seen. Finished in red, matching trim. New hood, heater, etc.



£345 **SWALLOW DORETTA GT.** This hand-built car is superb in all respects; wire wheels, overdrive, heater, etc. Silver grey with blue trim.



£795 **LOTUS Elite, 1962.** Finished in off-white with contrasting interior; close-ratio gearbox, etc. Truly superb.



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£435 **T.V.R. Grantura, 1961.** Fitted 105E unit. One owner from new. Bodywork in mid-blue, contrasting trim. Heater, etc.

£295 **AUSTIN HEALEY Sprite, 1959.** Finished in maroon with matching interior. Fitted radio, Ashley bonnet, heater, tonneau, etc.

£255 **AUSTIN Mini, 1961, De Luxe.** Dove grey with contrasting trim.

£395 **ASTON MARTIN DB2 d.h.c.** A most exceptional car in cornflower blue.

£295 **AUSTIN HEALEY Sprite, 1959.** In ivory with red trim. Fitted hard-top, radio, heater, Ashley bonnet, etc.

£235 **VOLKSWAGEN, 1957, De Luxe,** in black. Fitted sun-roof, heater.

£395 **AUSTIN HEALEY Sprite Mk. II.** A very fine example in Old English white with red hide. Detachable hard-top, etc.

£275 **AUSTIN HEALEY Sprite, 1960, Mk. I.**

£225 **BENTLEY 3½-litre, 1935.** Coachwork by Mulliner, finished in duo-blue with navy blue hide interior. Immaculate in every respect. Complete with cocktail cabinet.

£395 **SUNBEAM Alpine, 1959.** Finished in Monza red, black trim. Overdrive, heater, fog lamp and wire wheels.

£195 **LEA-FRANCIS saloon, 1952.** The full history of this car is known from new and it is in fantastic condition throughout.

£195 **MORRIS 1000, 1957, 4-door saloon.**

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£175 **JAGUAR XK140 d.h. coupé.** Requires hood, but otherwise very sound condition.

£195 **VOLKSWAGEN, sun-roof, 1954.** A very nice little car in black.

£375 **JAGUAR XK150, 1958 model, f.h.c. Automatic.** British Racing Green with grey roof. Excellent value.

£135 **M.G. TC, 1949.** Maroon. Very good runner.

£125 **HUMBER landaulette, 1937.** Finished in black with beige trim. An unusual model in exceptional condition.

£365 **TRIUMPH TR3, 1956.** Finished in ivory with red leather interior. Equipped with wire wheels, overdrive, radio, heater, hard-top, etc.

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£400 **BENTLEY 4½-litre sedanca de ville, 1937.** This car is in superb condition. Finished in black with black hide interior, and fitted radio and heater.

£165 **SUNBEAM Rapier,** in coffee and cream matching interior. Fitted radio, heater, etc.

£335 **TRIUMPH TR3, 1956.** Overdrive, hard-top, new tyres. British Racing Green. Excellent throughout. Quite exceptional.

£575 **MORRIS 1100 De Luxe, 1964.** An extremely low-mileage example in Connaught green, with modified unit, radio, heater, etc. Supplied new by us.

JAGUAR 2.4, 1956, saloon. Black with contrasting trim. Twin spots, heater, etc. A one-owner car.

£315 **TRIUMPH TR3, 1957.** Finished in red with black and white interior. Fitted heater, twin spots, twin reversing lights, disc brakes, rear seats, etc.

£525 **AUSTIN-COOPER 'S', 1,071 c.c., Oct. 1963.** Red and black. One owner from new.

£295 **JAGUAR XK140 f.h.c., 1956.** Imperial maroon with red hide. Wire wheels, overdrive, radio, spot-lights, etc.

£365 **AUSTIN Mini-Cooper, 1962.** Finished in surf blue and white. Heater, etc., oil cooler, modified unit, wood-rim wheel.

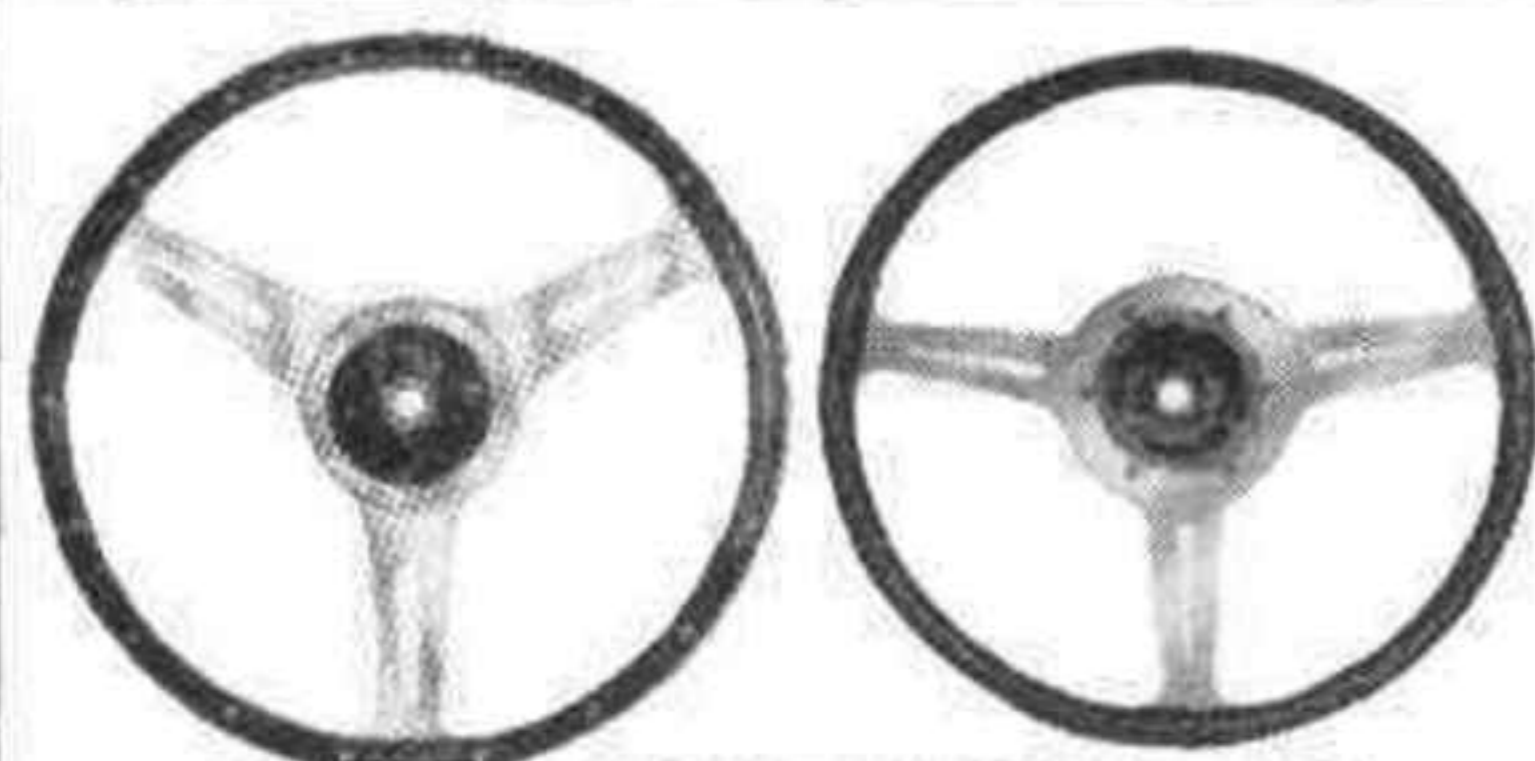
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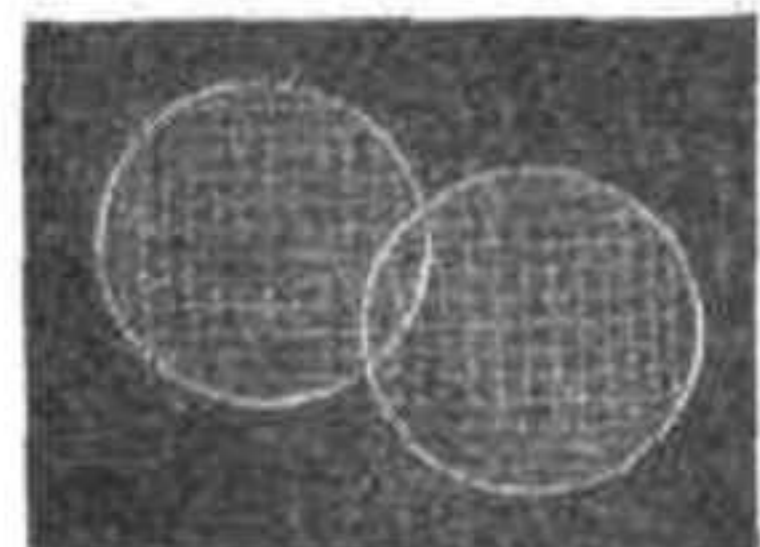
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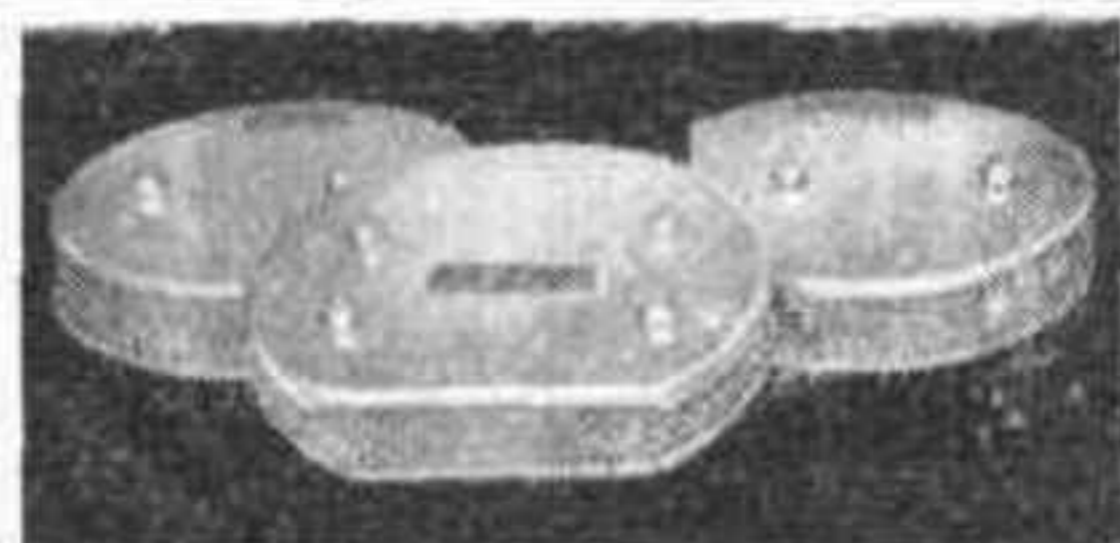


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RILEY 4/68, 1960. Excellent condition. Sell £360, or exchange for Bullnose Morris plus cash. Devon. Box No. 0796. [9072]

M.G. J2, E93A, 1932. Red. Beautiful example this cycle-wing model. One enthusiast owner since 1957. Completely rebuilt 18 months ago. M.O.T. Feb. 1966. £130. Also spares, gearbox, steering box, half-shafts, etc. Tel.: Rickman; HYD 6321 (1100-1600 hrs. weekdays). Home: 19, Fellowes Way, Hildenborough, Kent. [9073]

1922 FIAT 10,4-h.p. 2-seater coupé with dicky seat. Nice condition. £275 o.n.o. Crabb. Tel.: Salisbury 5589 (after 6 p.m.). [9074]

MORGAN +4, 1958. Reconditioned TR3 engine, discs, w/wheels, heater, etc. New tyres, hood, tonneau. £320. Tel.: Lords 0554. [9075]

M.G. TD2, 1953, 36,000 miles. Black, immaculate. One lady owner. £295 o.n.o. Write for details. Collier, School House, Copplestone, Crediton, Devon. [9076]

TR3, 1956. Wonderful motor car. O'drive three gears, w/wheels, leather upholstery; rear seat, heater, spot, reversing lamps, washers, mirrors, Cinturas, sound proofed; new hood, tonneau. £275. Wanted: slightly bent TR4 or Daimler Dart. 7, Woodpark Avenue, Knaresboro', Yorks. [9077]

TRIUMPH SPITFIRE OVERDRIVE. 1962 (Oct.). Light blue. New "X" tyres, tonneau, reversing light, oil-pressure gauge, and safety belts. Excellent condition. £530 o.n.o. 24, High Street, Eccleshall, Stafford. Tel.: Eccleshall 202. [9078]

SPRITE, 1960, Mk. I, under 40,000. Sebring bonnet. White. "X"s, tonneau cover. Interesting engine conversion (standard B.M.C. parts). 105 m.p.h., 70 b.h.p. Carpeted, radio, heater. Near perfect. £275. Tel.: Lousada, GROsvenor 4921 (9.30-5.30). [9079]

ALTA CONVERSION for s.v. Minor, also twin carbs. and manifold. Blogg, 16, Cornaway Lane, Portchester, Hants. [9080]

1932 AUSTIN SEVEN, sunshine roof, recon; engine; new radiator, tyres, exhaust, Girling brakes, sealed beams. Best offer near £60. Noyce, 347, Victoria Avenue, Southend-on-Sea, Essex. Tel.: Southend 46079. [9081]

1960 M.G.-A 1600—grey and maroon. Radio, heater, washers, burglar alarm, luggage rack, tonneau, etc. Derrington with twin Webers, Alexander head, Cinturas. Beauty for £420. Tel.: CHE 6053. [9082]

A.C. ACE, being resprayed, ready mid-March. Exchange cheap T.V.R., Rapier, plus cash. H. J. Moore, Orchard Road, March. [8814]

1904 HUMBER FORECAR. V.C.C. dated; winner concours and Brighton awards. One cwt. spares and specially designed trailer. Illness causes sale. Haggling starts 650 gns. Humphries, 103, Maybury Road, Woking. [9083]

SPRITE Mk. I. Hard-top, soft-top, Sebring bonnet; many extras. Immaculate. £250. Tel.: Chelmsford 71426. [9084]

1934 B.S.A. 10 with fluid flywheel and preselector gearbox, in very good running order. Offers wanted. Miles, 1, Dover Avenue, Wallington, Surrey. [9085]

1934 MORRIS 25. Recent £100 mechanical overhaul. £65. Myrtle Farm, Chardstock, Axminster, Devon. Tel.: South Chard 442. [9087]

M.G. TC. Breaking for spares. Cheap for quick sale. 52, Bolshaw Road, Cheshire. [9088]

RILEY 2½-LITRE, black. Good motor car for £70. 52, Bolshaw Road, Cheshire. [9089]

ENTHUSIAST'S OPPORTUNITY: 1936 M.G. PB. Black cellulose, good chrome. Bosch lamps, new battery, bored-out engine with rebuilt carbs., new hood. Snag: requires new crown-wheel. £60 as it is, or £70 with spare crown-wheel. Tel.: Uxbridge 34392 (after 6.30 p.m.). [9090]

M.G. TD. Excellent all-round condition. Tonneau cover, new hood, recent respray, good tyres and battery; sound mechanically. £220. Macdonald-Smith, Tel.: Knutsford 2405, or Box No. 0769. [9091]

ROLLS-ROYCE AAL 700, 1933. Rather nice vintage body by Mulliner. Spare wheel either side of scuttle. M.O.T. Used daily. £225. Talbot, Heath Farm, Woburn Park, Beds. [9092]

SUPERB 1954 A.C. 2-door saloon. Metallic light green. Excellent condition throughout. £250 o.n.o. Rix, Stanton (Tel.: 270), Nr. Broadway, Worcs. [9094]

B.M.W. 700 CS coupé, red. 18,000 miles. Enthusiast's second car since new. Extras include laminated windscreen, wood wheel, rev.-counter, etc. Superb. £460 o.n.o. Tel.: Hitchin 50452 (evenings, weekends). [9095]

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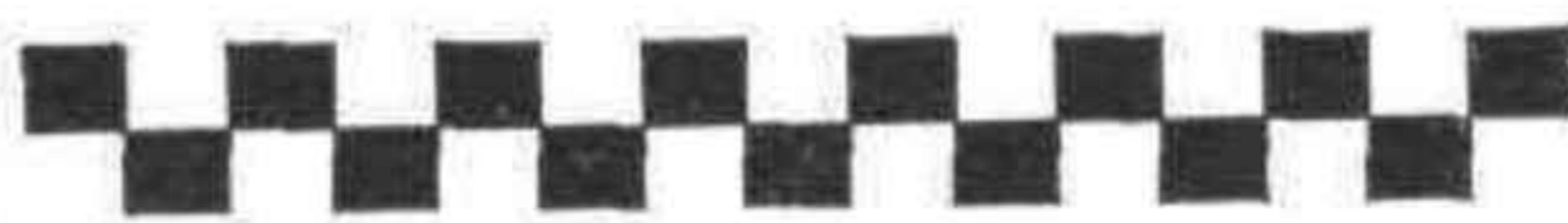


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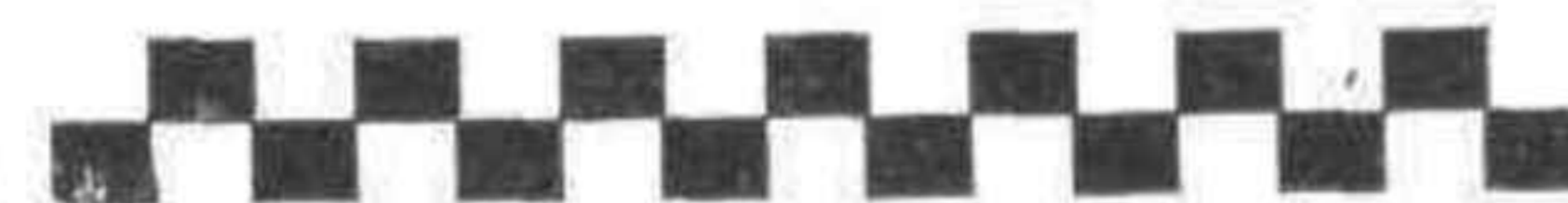
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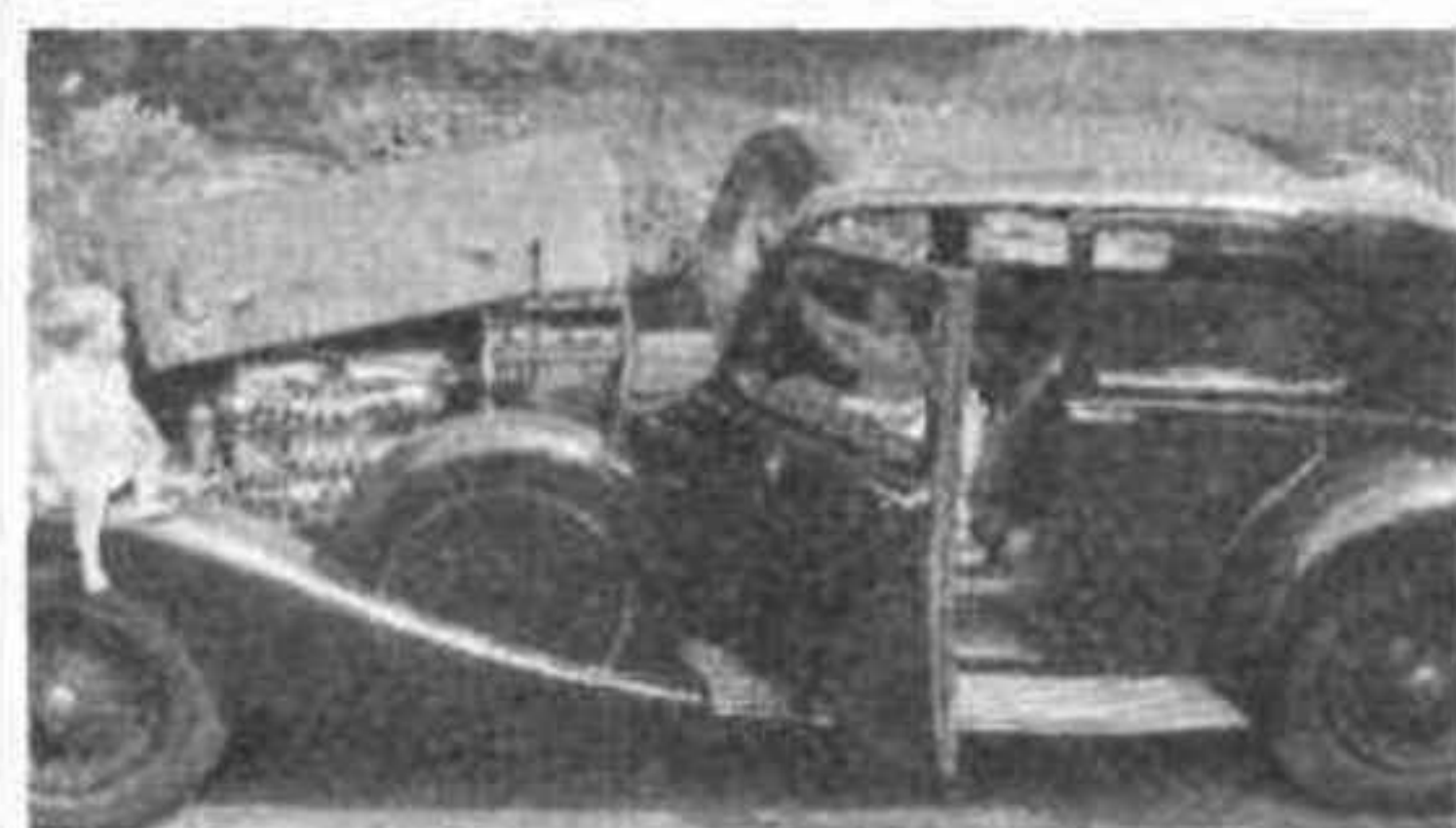
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FOR SALE—continued

- LEAF 2-SEAT SPORTS**, 1948, Red, V.G.C. Fast and reliable. M.O.T. £125 o.n.o. P. Bloor, 28, Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent. [9223]
- 1927 FIAT 509A**, d.h.c. Very good, but not concours. Exchange P.V.T. or modern, or sell. Offers to Hales, 20, Langbourne Way, Claygate, Surrey. [9224]
- M.G. Y-TYPE**, 1951, Green. Completely reconditioned, five new tyres, heater, washer, M.O.T. Taxed. £160. J. Porter, 30, Carrant Road, Tewkesbury, Glos. [9225]
- MY WIFE'S M.G.-A** Mk. II for sale! 1962, Red. Extras include wire wheels, twin spots, Continental heads, wing mirrors, seat belts, radio, heater, tonneau, luggage rack. Genuine 30,000 miles. £525. Andrews, 4, Shirburn Road, Watlington, Oxon. Tel.: Watlington 239. [9226]
- 1961 3.4 Mk. II JAGUAR**, O/d., belts. Low mileage. Perfect. £750. Would exchange for 1963/64 TR4 with wire wheels, Goldman, 107, County Road, Walton, Liverpool, 4. Tel.: AINtree 6630. [9227]
- £10 EACH**: Riley Gamecock and 1931 Singer Junior for rebuilding or spares. Newman, Greenway, Fakenham, Norfolk. [9228]
- RARE MODEL DELAGE**, D6 3-litre, 1951, R.H.D. 4-door saloon. Body by "Autobineau of Paris." 38,000 miles. Radio, heater, screen-wash, fog/spots, one-shot lubrication. Faultless condition. Garage owned since new. Unused 1957-64. Very attractive car. £325 o.n.o. 21, Radnor Xrive, New Brighton, Cheshire. Tel.: NEW 2632. [9229]
- SPRITE I**, June 1961, Blue. Immaculate, 31,000. Extras. House purchase forces reluctant sale. Consider p.e. Write details. Seen between Kent and Notts by appointment. Box No. 0790. [9230]
- XK120 D.H.C.** Opalescent silver blue. "C"-type head. Exhilarating performance. Excellent condition. £140. Loveridge, Tel.: Cheltenham 53261 (business hours). [9231]
- 1961 SUNBEAM ALPINE** Series II. Blue. Hard-top, soft-tops. Alexander conversion, overdrive, radio, heater. 27,000 miles. Immaculate. £510. 232, Rectory Road, Grays, Essex. [9232]
- RILEY FALCON**, 1937, Rebores, h.c. pistons, big/little-ends, springs, shockers, shackles recently. Double-choke carburettor, Fram, electric radiator fan. Coachwork, chrome, tyres, battery excellent. Double dip, resilvered reflectors. Heater, Taxed, M.O.T. £85. Ludford-Brooks, Great Bentley (Tel.: 276), Colchester. [9235]
- LAGONDA**, 1952, d.h. coupé, 2.6-litre. Heater, radio. Six-seater luxury car. £220. Heap, "Meadowside," Rectory Lane, Chelmsford, Essex. [9237]
- MORRIS MINOR**, 1934, saloon, 8 h.p., 4-speed, hydraulic brakes. Collector's piece. Mechanically sound. £80. Jones, Orme-Rise, Llandudno Road, Penrhyn Bay, North Wales. [9238]
- TC M.G.** Red. Good hood, tyres, engine. £115. 152, Trysull Road, Wolverhampton. Tel.: 37855. [9239]
- 1955 TR3** Overdrive, heater, other extras. Mechanically perfect, body to TR3 specification and in very clean condition. Three owners only. £210. Box No. 0783. [9240]
- A.C. BRISTOL**, 1957. Disc brakes, curved screen. BS3 engine reconditioned and just run-in; new close-ratio gearbox, new clutch. Body in immaculate condition. £550. Box No. 0784. [9241]
- MR (OVERDRIVE) BENTLEY P.W.** saloon. Last but one of this series. 70,000 miles. Heater. £395 o.n.o. Bishop, 2, Old Newtown Road, Newbury, Berks. [9242]
- APRILIA**. Needs respray and rewire. Mechanics good. M.O.T. October. Spare engine, front axle/suspension, radiator. Manuals, tools. £45 or haggle. 71, Brandwood Road, Birmingham, 14. Tel.: Highbury 2017. [9243]
- 1952 ASTON MARTIN DB2**, Oxford blue. Five new SP3s. Going abroad. £250 o.n.o. McDermid, 54a, Elizabeth Street, S.W.1. Tel.: Sloane 1449. [9244]
- RILEY KESTREL 12/6**, 1934. Only four years (6,000 miles) running after complete rebuild. All new bearings throughout. Engine rebored. Body completely reframed. Immaculate car of concours standard. Photograph—Enthusiasts only. £190 o.n.o. Popple, 32, Burton Stone Lane, York. Tel.: 25029. [9245]
- AUSTIN HEALEY 3000**, 1963, 18,000 miles. White, black upholstery. High-lift camshaft, Ruddspeed cylinder head, wire wheels, overdrive, heater, streamline wing mirrors, underseal, radiator blind, washers, radio, luggage rack. Les Leston steering wheel. Immaculate. £710. Tel.: Hitchin 3861. [9246]
- TRIUMPH TR3A**, May 1959. Low mileage. Heater, tonneau. Excellent condition. 300 gns. Galbraith, Westbeech Road, Pattingham, Nr. Wolverhampton. Tel.: Pattingham 480. [9247]
- JAGUAR 3.4 AUTOMATIC**, B.R.G. Discs, 1959 model, 24 m.p.g. High-ratio steering, Servais exhaust, set Cinturatos. Webasto sun-roof. Genuine 52,000 miles. Well worth seeing. £375. Apply after April 4th: Beale, Eastacre School, Winchester. Tel.: 2158. [9248]
- TAUNUS 17M ESTATE**, 1960. Radio, heater, etc. Offers. 146, Colneis Road, Felixstowe. Tel.: 3965. [9249]
- WEBASTOS-ROOFED SPEEDWELL A.40**, October 1963, 14,000 miles, 1,098 c.c. Power-assisted brakes; many extras. Whole car as new throughout. £925. 14, Villiers Avenue, Surbiton, Surrey. Tel.: Elmbridge 7744. [9250]
- ROLLS-ROYCE**, 1937, 25/30 sports saloon, black. Very good lines. £320. Pearson, Cherry Trees, Willaston-in-Wirral, Cheshire. Tel.: Willaston 3197 (evenings). [9251]
- FORD SPECIAL**, 1,172 c.c. Reg. 1955. Taxed June. £250, or exchange saloon. Turner, 91, Spencer Road, Reading, Berks. [9252]



1937 LAGONDA LG 45

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Special Lightweight GARDNER 4LK Diesel STILL CAPABLE GENUINE 83 M.P.H. Exceptional running economy vindicates decision not to consider offers below £1,000. **SCRIMGOUR, BALFRON, STIRLINGSHIRE**

FOR SALE—continued

- RILEY**, 1936, MERLIN 12/4 steel saloon. Used daily, reliable, sound. Paintwork tatty. £30 o.n.o. Steed, Tel.: Willenhall 65925 (Staffs). [9253]
- ASTON MARTIN**, 1935, Mk. II. Excellent condition. Engine rebuilt. Dark green. New tyres. Offers please. Delmar, Stable Cottage, Birdingbury, Rugby. Tel.: Marton 571. [9254]
- B.M.W. 502 SUPER**, 1960. Just completed major overhaul. Superb condition. Five-seater sports saloon. 3.2-litre V8 engine, disc brakes, electric windows, Becker self-seeking radio, reclining seats, heater, spots, new tyres. R.H. drive. Automatic aerial. Many extras. Believed only model with this specification in the country. Regularly serviced and maintained by B.M.W. Finance arranged. £1,150. Haynes, 217, Baker Street, Enfield. Tel.: 2929. [9255]
- "S"-TYPE MINI**, 1964 (November). Taxed till November 1965. Oil cooler, wide rim wheels, wood-rim steering wheel, reversing light. Price £680 o.n.o. Tel.: D. Colley, Middleton 3269. [9256]
- 1937 FIAT 500** fitted with Fiat 1100 engine. Needs renovation but great potential. £5 to right person. Tel.: Aittrincham 4150. [9257]
- MERCEDES 300**, 1954, de-luxe saloon, beige. Reclining seats, one-shot lubrication, radio; £200 spent Jan./Feb. '65 at main agents (invoices shown). Good condition all round. Sacrifice at £325. Box No. 0785, Cheshire. [9258]
- MORGAN 4/4**, 1959. Willment 100E completely rebuilt 7,000 miles ago. Very good condition. £270 o.n.o. P. Muckleston, "Overdale," Harlington Road, Toddington, Beds. [9259]
- SUNBEAM-HARRINGTON ALPINE**, Immaculate. Low mileage, enthusiast maintained, every available extra, undersealed. Tel.: FREmantle 8292. [9260]
- HEALEY-ELLIOTT 2.4-LITRE** lightweight saloon. 110 m.p.h., 28 m.p.g., and entirely reliable. In very good condition throughout. Spares easily obtained. Can be seen in home Counties or Midlands. £150. Ian Skalles, Alington Hall, Market Drayton, Shropshire. Tel.: Hales 205. [9261]
- TR3A**, 1958, B.R.G. "X" tyres, heater, works hard-top, hood, tonneau, etc., overdrive (on three gears), rear seat, Marchal fog, spot, and windtone horn, seat belts, luggage rack. Good condition. £325. Fox, 53, Clifton Road, Runcorn, Cheshire. Tel.: 4250. [9262]
- M.G. TD2**, 1952, red. Heater, new battery, good p.v.c. hood, tonneau, "X" tyres. £245. Rose, Tel.: Southampton 26334, or at weekends GLAdstone 4903. [9265]
- 1928 DOCTORS COUPE**, Austin 12/4. Beautiful coach-built body by Hoyle, whole car in excellent original condition. £220 o.n.o. Hayes, Little Dane, Thurnham, Nr. Maidstone, Kent. Tel.: Maidstone 87763 after 6 p.m. [9264]
- JACQUELINE THE JAGUAR**. Reliable 1947 3½, 7-year history. Reluctant sale. £45. Tel.: Nuneaton 3748. [9263]
- 1963 HEALEY 3000**, Mk. II, 17,000 miles. All extras. £600 o.n.o. Tel.: GER 2144. [9266]
- M.G. TF 1500**, 1955, red; excellent condition, recent engine overhaul. £350. Milner, Tel.: BAY 7005 or Portsmouth 33312. [9267]
- LANCIA AURELIA GT**, 1953, dark blue. Excellent example of this exciting car. £375. J. Boughton, Chillingham, Broadway Road, Windesham, Surrey. Tel.: Bagshot 2481. [9268]
- UNIQUE STRAIGHT-8 DAIMLER**. Sportsman's saloon. Engine slightly damaged. Offers? Tel.: Hayes (Midx.) 1259. [9269]
- TRIUMPH VITESSE** engine and gearbox, perfect, 7,000 miles only. Fitted brand new twin Strombergs, chrome rocker cover, coil dyno, etc. £100. Buyer collects. Details write H. Hilton, 442, Uttoxeter Road, Derby. [9270]
- HUMBER-PERKINS USED DIESEL** conversion, comprising P6 engine complete with Humber S. Snipe gearbox and rear axle. Accept £55 for quick sale. Write Davies, 2(a), Reddown Road, Coulsdon, Surrey. [9271]
- BENTLEY 4½**, 1939, o/d Park Ward saloon. A good example of this rare marque. £395 o.n.o. Watson, 28a, Fore Hill, Ely, Cambs. Tel.: Chatteris 119. [9272]

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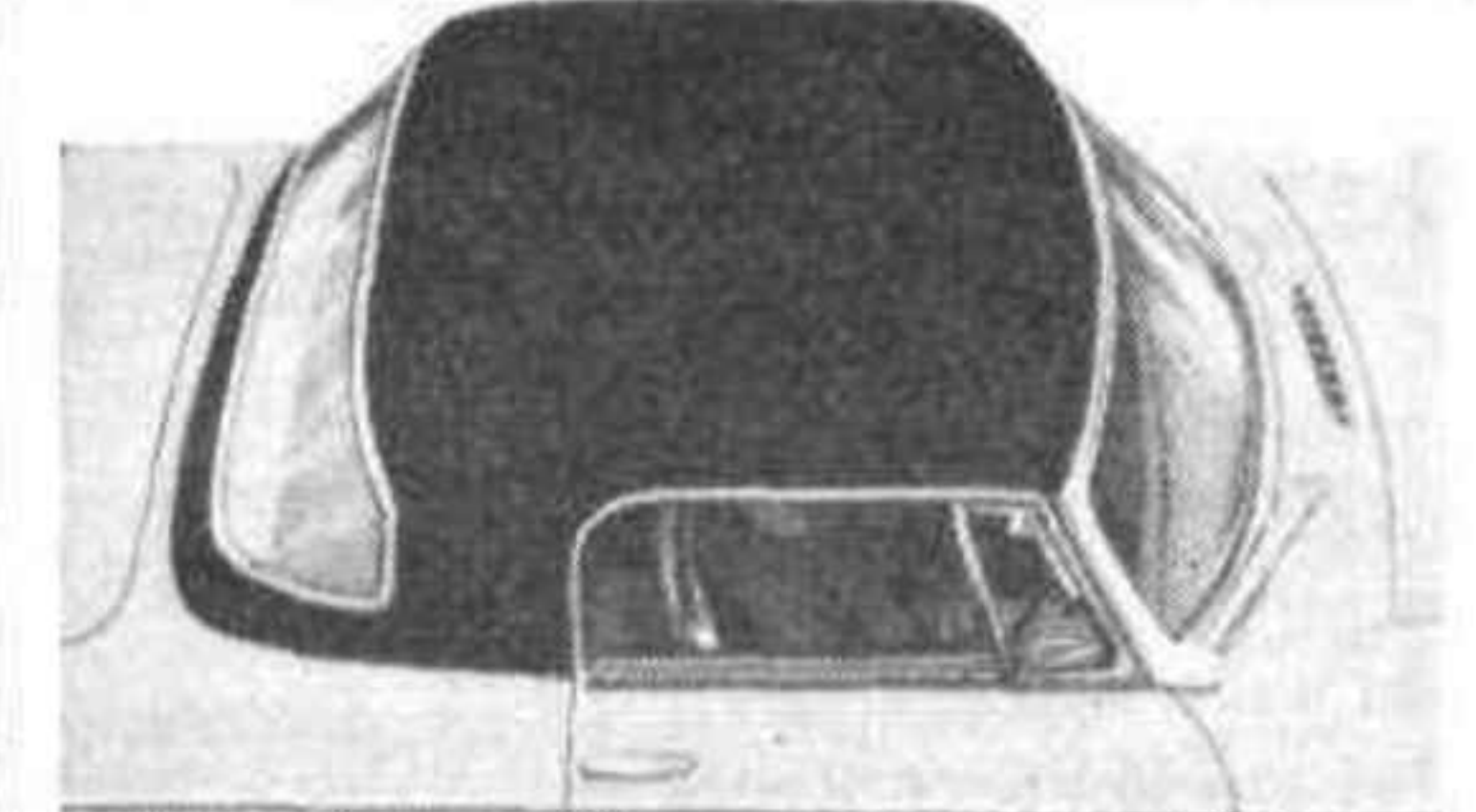
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FOR SALE—continued

- RILEY 1½-LITRE**, 1949. Very good all round condition. Heater, washers. £110. Tel.: ARN 8225 (daytime). [9273]
- XK140 F.H.C., B.R.G.** Heater, radio, safety belts, luggage grid, recent complete suspension overhaul. Will sell or exchange Mini (rallied or battered not objected to if sound). Ashton, Little Meadows, Eglwysbach. Tel.: Tyn-y-groes 428. [9274]
- M.G., 1952; LEAF, 1948**, saloons. 1963 Mini. Offers. Wariner, 163, Mansfield Road, Tel.: Warsop 2296, Mansfield, Notts. [9275]
- 1938 HUMBER SALOON**, 27 h.p., one lady owner since new, genuine 22,500 miles, chauffeur maintained. Astonishing condition throughout. Offers. Tel.: Gosforth (Northumberland) 54518, to arrange viewing. [9276]
- MORGAN +4 2-STR.** coupé, 1952. Mechanically good. Honest appraisal. £150. Will haggle. Box No. 0813. [9277]
- 1934 AUSTIN 7 ARROW**. Nippy engine. £10. Will break. George, Hillside, Tregorick, St. Austell, Cornwall. [9278]
- TR2. HEATER, WASHERS**: exceptionally good. H.P. arranged. £220 o.n.o. Mailes, 54, Quarry Road, Hereford. [9279]
- ALVIS TC 21/100** Grey Lady, 1954, concours condition; mechanically excellent, radio, chauffeur bargain. £250. Salmon, 16, Blagreaves Lane, Derby. Tel.: 21068. [9280]
- ROLLS 20/25** engine, gearbox, c/w electrics. Delivery undertaken anywhere. Tel.: Skipton 2561. [9281]
- BENTLEY 3-LITRE SPARES**. Flywheel and clutch assembly, propshaft, late rockers, side plates new, swop 6½ wheel, Rotax lamps. Posnett, Barton, Malpas, Cheshire. [9314]
- 1959 JAGUAR MARK IX**, grey and red upholstery, seat belts, radio, power steering, disc brakes, extra petrol tank, excellent tyres. Two owners from new in outstanding condition. £225. Hartley, 50, Finkle Street, Cottingham, Yorks. Tel.: 845876. [9315]
- 1932 2-LITRE LAGONDA** open tourer. Second gear noisy, otherwise superb condition. Taxed Dec.; M.O.T. March, 1966. £230. Lieut. Aston, H.M.S. Hampshire, Portsmouth. [9293]
- A.C. SALOON**, 1952, 2-litre. M.O.T. Used daily. £60 o.n.o. 120, Charnwood Road, Shepshed, Leics. [9294]
- TR3A**, 1960, genuine 21,000 only. Red, black trim. Tonneau, electric washers, racing mirrors, Michelin "X"s, heater. Specification performance. Beautiful condition. £445. Dowden, 41, Kingston Lane, Teddington, Middlesex. Tel.: TED 2637 (6-9 p.m.). [9295]
- PORSCHE 356A** normal coupé, 66,000 miles, genuine. Just had top overhaul. £425. The Malt House, Woolfas Hall, Pershore, Worcs. Tel.: Eckington 410. [9295]
- PHANTOM III DL** series Mulliner swept-tail sedanca. Interior luxuries include cocktail bar, reading lamps, electric division, etc. Ex-royal car. 59,000 miles. £1,000. Tel.: Sway 365. [9297]
- WKJ 1 REGISTERED 1956** Wyvern, 1954 Mk. VII Jag. £5 each; taxed and tested. 1960 J2 van, £35, VII M for spares. Tel.: Goudhurst (Kent) 327. [9293]
- LANCIA AURELIA GT**, B20, 1954. Floor change. Engine completely reconditioned recently, resprayed. £330. Stewart, 106, Lutterworth Road, Nuneaton. [9293]
- TR3A, APRIL 1962**. B.R.G. V.G.C. 29,000 miles. Hard-top, overdrive, wire wheels, sound "X"s, etc. H.P. arranged £515 o.n.o. Tel.: Lower Hook 1887 (Chessington, Surrey) (evenings). [9300]
- 1951 RILEY 1½-LITRE** saloon; very well preserved with good tyres; mechanically sound. £125 o.n.o. Tel.: Little Gaddesden 3247. [9301]
- FAIRTHORPE JUNIOR**, 1959. S.A.E. full details. £150? Box No. 0789 (N. Wales). [9302]
- A.C. 2-LITRE**, 1948. In good order, coachwork excellent. M.O.T. £110. 9, Tekels Avenue, Camberley (Tel.: 23268), Surrey. [9303]
- FORD THAMES GT**. 90 m.p.h., cruise all week at 75. 1959 Aquaplaned 100E engine with Murray overdrive. Engine and clutch just overhauled. New pistons, crank reground and con-rods converted to shell bearings. Michelins, screen-washers, spot and fog. Stacks of fun and pleasure all for only £145. Fox, 18, Beech Grove, Bradford, 3. [9304]
- H.R.G. GEARBOX**, almost unused, Cooke, 4, Bilton Road, Rugby. Tel.: Rugby 2270. [9305]
- 1949 ALVIS TA14** specialist-bodied drophead. First-class condition, brakes relined, engine overhauled. M.O.T. August. £80 o.n.o. Tel.: Woburn Sands 3247. [9305]
- 403 BRISTOL**, 1954. Reconditioned, engine and gearbox. All extras. Fast, comfortable. £360. 98, Langley Road, Lower Penn, Wolverhampton. Tel.: Wolverhampton 81294. [9307]
- VOLKSWAGEN**, 1962, Turquoise. One owner. Radio. Garage maintained. £400. Sinden, 15, Lawn Road, Rowley Park, Stafford. [9308]
- M.G. SPARES**. Dismantling PA, fitted hydraulic brakes. TC M.G. Also for M.G.-A, hard-top and screens, £20, rear body and heater. 7, Tintagel Close, Luton. Tel.: 53815. [9309]
- MORRIS MINOR 1000** 2-door saloon. Stage 1 Downton engine, modified brakes and suspension. Well shod. £200 or offer. Tel.: UNDERhill 2424 (Harrow). [9310]
- FAIRTHORPE ELECTRON MINOR**, 1960. Immaculate B.R.G. 45 m.p.g., 90 m.p.h. Many extras, second car. New brakes, silencer, rear springs, tyres. Any test. £240. Full details, photos. Davis, Catcott, Bridgewater, Somerset. [9311]
- PAIR KONIS**, lengths 11 in.-15 in., as new. Offers. Bickford, Eistow, r/o Boringdon Villas, Plympton, Plymouth. [9312]

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- AUSTIN 12/4 DOCTORS COUPE** with dickey seat. Vintage reliability and good looks. Taxed, tested. Willing. £100 or offer. Tel.: Bywood (Surrey) 2734. [9316]
- PORSCHE, 1961, (NOV. '60) S75.** Mechanically 100%, meticulously maintained. New "X"s. £880. 60, Peters Drive, Leicester. Tel.: 66007. [9317]
- M.G.-A F.H.C., 1958.** Exchange engine 30,000, extras, v.g.c. throughout. £310 o.n.o. Woods, 20, Napoleon Avenue, Farnborough (Tel.: 1214), Hants. [9318]
- JAGUAR XK150 3.8 d.h. coupé, 1960.** Overdrive, chrome wire wheels, £60 just spent on brake overhaul. Bodily and mechanically excellent. £495. Tel.: Boxmoor (Herts.) 7308 (evenings). [9319]
- PEERLESS GT, 1964 REG.** Genuine mileage some 18,000 mis. since registered in June '64, when new. In first class condition; specification includes overdrive, wire wheels, Sefelaride shock absorbers, woodrim wheel, 2-speed wipers, disc brakes with servo. £700 o.n.o. Davies, 14, Washington Road, Wickhamford, Evesham. Tel.: Badsey 510. [9320]
- M.G. TD, 1952.** Red, reconditioned engine. Taxed, M.O.T. Heater, excellent throughout. £240. Wilson, 1, Sharman Avenue, St. Annes, Lancs. [9321]
- M.G.-A TWIN-CAM ENGINE,** clutch, front chassis extension. £70. Simpson, Tel.: Wheathampstead 3237. [9322]
- AUSTIN NIPPY, 1937,** in brand new condition. £50 just spent on new 15 in. wheel tubes and tyres, battery, hood, and sidescrims, front axle. Full instruments + rev counter. Plus fully modified engine, 4B exhaust, Solex D.D. carb. and full set of 19 in. wheels and tyres, plus two spares. Taxed and tested, this car is in superb condition, has no faults and will last for ever. Research student must sell to pay academic fees. £110 o.n.o. Keith Jones, 9, Ash Grove, Leeds 6. Tel.: Leeds 57489. [9323]
- TR2, 1955,** excellent condition. Resprayed. New engine, battery, hood, screens, wings. "X"s, heater. Highest offer or part-exchange DB2/4 or similar 4-seater. Anthony Burne, Idlerocks, Moddershall, Stone, Staffs. [9324]
- PROVISION OF FIRMS CAR** causes regrettable sale of M.G.-A Mk. II 1600, 1961. All usual extras, new "X" tyres. £490 o.n.o. Bailey, Tel.: Haddenham (Bucks.) 238. [9325]
- M.G.-A TWIN-CAM coupé,** exceptional condition throughout. Barwell head, oil cooler, diaphragm clutch, c.r. gearbox, servo discs, Cinturatos, radio, heater. £425. Box No. 0791 or RAV (London) 1020. [9326]
- SIMCA MONTLHERY, 1960,** only 38,000 from new. Good condition, new tyres. £260. Little Knowlands, Barcombe (Tel.: 451), Lewes, Sussex. [9327]
- UNIQUE 1959 SPRITE.** Metalestent grey, Monza bonnet, redesigned interior, "X"s, dual exhausts, radio, heater, tonneau, sliding screens, new 1 1/2 in. S.U.s. Immaculate. £295. Also 750 fibreglass Special. Parts cost over £200. Unused since. £70 o.n.o. Exchange vintage, p.v.t. sports. Warne, Old Rectory, Abinger Common, Surrey. Tel.: Abinger 177. [9328]
- ALLARD L-TYPE 4-seat** tourer, 1948. High compression heads, twin carbs., twin exhausts, tonneau cover, good condition. Quantity of spare parts. Taxed. M.O.T. tested. £100. Corner, 152, Queens Drive, Mossley Hill, Liverpool 18. [9329]
- JAVELIN, SERIES III.** Exceptional body, mechanically good. £95 o.n.o. Woolcock, Chadlington (Tel.: 26), Oxon. [9330]
- ROCHDALE OLYMPIC RILEY 1.5, 1963.** 25,000 miles, 100 m.p.h., 45-35 m.p.g. Kenlowe fan, heater, radio, washers, seat belt and full trim. Cost £750. £480 o.n.o. Moss, 26, Twyford Road, Barrow-on-Trent, Derby. Tel.: Derby 42424, ext. 859. [9331]
- M.G. TF 1500,** beautiful specimen. Offers over £300. Jones, 37, Pyle Road, Bishopston, Swansea. [9332]
- Mk. II MIDGET.** New unmarked steering wheel, £2. Rotherforth, 65, Brecks Crescent, Brecks, Rotherham. [9333]
- 1963 (SEPT.) CORTINA GT,** Goodwood green. Immaculate, never raced/rallied. New tyres, underseated. £595 o.n.o. Going overseas forces sale. Also wife's 1959/60 Mini, red, v.g.c. £225 o.n.o. Tel.: Market Deeping (Peterborough) 3142. [9334]
- CITROEN "BIG 15," 1955.** Really excellent and having the following replacements recently: four new "X" tyres, bra'e linings, diff. unit, clutch, o.s. drive shaft. Fitted radio, sun roof. £125 o.n.o. Also a brace of 2 c.v.'s, both good, 1954. £85 each or £160 pair! Tel.: Forest Hill (London) 7764. [9335]
- 1959 JAGUAR Mk. V 2 1/2-litre.** Full history, seat belts, comfortable family motoring at the price of a tired Anglia. £95. Tel.: East Horsley (OGU 65) 2117. [9336]
- A.C. 2-LITRE DROPHEAD, 1952.** Triple S.U.s, o.h.c., competition clutch, white aluminium body, red hide interior, four new Firestones. A beautiful example of this rare sportsman's thoroughbred. £150. Pringle-Scott, 44, Hobbins, Bridgnorth, Salop. [9337]
- SUNBEAM TWENTY, 1933,** sunroof saloon. £75. Further details write M. Whale, 19, Merchiston Place, Edinburgh. [9338]
- WATCH THIS SPACE!** A high performance sports car with low running costs and individuality for around £375. Watch this space on May 1st. [9339]
- VEE-TWIN J.A.P. TRIALS CAR.** £75 o.n.o. A40 sports, needs new hood, otherwise very good. M.O.T. Dec. £45. Kimber-Smith, 6, Pasture Close, Clayton, Bradford, Yorks. Tel.: Queensbury 2609. [9340]
- BENTLEY 4 1/2, 1936.** Re-sleeved engine, four new tyres, new battery, Ripon body. £285. Cunliffe, Carlisle House, Broad Wat., Buxton, Derbyshire. [9341]
- 1938 JAG. 2 1/2,** mechanically completely reconditioned—crashed! Body damage only, but new wings, door panels available, plus many spares. Towable. £70 the lot. Tel.: Prudhoe (Northumberland) 201. [9342]
- M.G. TF, 1954,** red, excellent condition. "X"s, 1/2 grid. £330. Sentance, 17, Carline Road, Lincoln. Tel.: Lincoln 25282 (daytime). [9343]
- 1926 AMILCAR CGS Grand sports.** Rare enthusiasts carriage, in immaculate condition. Restored to satisfy the most fastidious enthusiast. Accept £395 o.n.o. Part exchange considered. Tel.: Bury 3018 or call 29, Chiltern Drive, Bury, Lancs. [9344]
- BENTLEY 3 1/4-LITRE,** ready to race 2-seater. The whole car fully reconditioned. Fitted all racing extras. £825. For further details: J. Morley, Bay Farm, Ridgeway. Tel.: ENfield 1108. [9345]
- HEALEY SILVERSTONE E-TYPE.** Hood and seats sad, body and mechanics excellent. New tyres all round last Oct. £165. Lea Francis 2/4-seater drophead coupé. Pretty car in first class order. Ageing enthusiast under wifely pressure. Both these cars top 100 m.p.h. W. S. Bader, Milladys', Stoke Park, Slough. Tel.: Slough 23754. [9346]
- M.G. MIDGET, '62,** reg. March '63. Blue. 12,000 miles, immaculate. One careful owner. £400. Edwards, 21, Highlands Road, Salisbury, Wiltshire. [9347]
- M.G. TA.** Rebuilt and largely reconditioned, excellent order throughout. £130. Yewtree Cottage, Maplehurst, Sussex. Tel.: Cowfold 406. [9348]

FOR SALE—continued

- TR3A, 1959 (AUGUST),** signal red. Disc brakes, soft-top, hard-top, tonneau cover, luggage rack, reversing light, heater, map light. "X"s. £365 o.n.o. Burt, 7, Florence Road, Sutton Coldfield, Warks. [9349]
- SPRITE Mk. 1, 1959,** red, 38,000. Taxed. Excellent condition throughout. Many extras include safety straps, tonneau, heater. Apply E. Long, Little Moss, Alderley Edge, Cheshire. Tel.: ALD 3127. [9350]
- 1930 AUSTIN 15.9,** immaculate. 1928 Austin 10/4, one owner. Thatcher, 61, Westfield Road, Barnehurst, Kent. [9351]
- BRISTOL 401, £425.** No apology for price—exceptional car in truly exceptional condition, seeing is believing. Complete history available. Flt. Lt. J. B. Griffith, O.M., R.A.F. Sealand, Chester. Tel.: Connah's Quay 3331. [9352]
- HEALEY TICKFORD SALOON, 1951.** Taxed May, M.O.T. August. Extra lamps, heater, screenwash, four good Michelin "X"s. Reliable, fast, good condition. £90. Tel.: Weston-super-Mare 2491. [9353]
- JAGUAR XK140, 1956,** f.h.c. Overdrive, heater, spots. Engine body, tyres, and chrome all good. This car is sound throughout and only wants seeing. £235 o.n.o. G. W. Attock, 31, Moorside Road, Eccleshill, Bradford, Yorks. [9354]
- 1932 INVICTA 1 1/2-LITRE,** low slung sports saloon with pretty body. Original condition, instruction book, M.O.T. £100 o.n.o. Tel.: Stepping Hill (Stockport) 3384. [9355]
- SUNBEAM ALPINE Mk. I Special.** Gearbox u/s, but engine extremely good. £75. Tel.: Wythall (Birmingham) 2406 (evenings). [9356]
- ALVIS SPEED 25** Charlesworth saloon, 1940. 4.3 engine, 3.9 back axle, hydraulic brakes, two new tyres. £140 o.n.o. Tel.: MAL 6678. [9357]
- LOTUS 7, 1961, 105E,** red. Highly reliable, excellent condition. One owner, getting married. £330 o.n.o. Tel.: Prestbury (Cheshire) 89212. [9359]
- BENTLEY, PARK WARD** fixed-head sportsman's coupé (alloy), on Mk. VI chassis, 1951, 90,000 miles, Midnight blue/champagne hide. Usual extras. £580 o.n.o. 6, Craddock Road, Sale, Cheshire. Tel.: SAL 5831. [9360]
- VINTAGE 1930 RILEY Mk. IV** tourer. Excellent original condition throughout. £180 o.n.o. Cackett, 66, Shirley Road, Birmingham 27. [9361]
- VOLKSWAGEN, 1960,** de-luxe. Straps, radio, superb condition. One owner. £335 or nearest offer. Tel.: Overbury (Gloucestershire) 258. [9362]
- RILEY 1 1/2,** Engine, exhaust and brakes overhauled Feb. '65. £75. Also Scintilla PV4. Offers. Tel.: Sevenoaks 61754. [9363]
- A.C. ACECA, 1956,** 100% immaculate in metallic blue. Ex-Rudd motor, all extras. £525. Strange, The Beeches, Lydiard-Millicent, Swindon, Wilts. [9364]
- ROLLS-ROYCE 25/20, 1938,** with Hooper owner/driver sports saloon body. Excellent order throughout. Radio, heater, screech wash, sunshine roof. Used daily. £550 to good home. 8, Gipsy Lane, Wokingham (Tel.: 1500), Berkshire. [9365]
- MINI-COOPER, 1962 (OCT.),** 33,000 mis. Surf blue and white; fitted wing mirrors and radio. £330. Blackburn, The Grange, Pulloxhill, Beds. Tel.: Flitwick 248. [9366]
- MORGAN 4/4, 1959,** red. Mechanically superb. Recon. engine, 8,000 miles. New rear axle, suspension, steering linkage. £270. Dr. Harding, Charing Cross Hospital, W.C.2. [9367]
- M.G. 2-LITRE, 1937.** This increasingly rare car has been completely restored at considerable expense, both to a superb finish and to give miles of faultless service. Full details on request. £150. Jordan, 8, Thurrock Close, Lower Willington, Sussex. [9368]
- MERCEDES 300 saloon, L.H.D.** First registered 1958, manufactured 1953; one owner ten years. Beautiful condition, sparkling performance; 20/22 m.p.g. Regularly maintained. All bills available; £160 check-over by Main Agents October 1964. Upholstery excellent, covers fitted since new. Extras as can be expected for a car of this quality and include Webasto roof, radio, "X" tyres. Owner going abroad. First £300 secure. Terms considered. Box No. 0828. [9369]
- M.G. TF 1250,** Black, green upholstery. Low mileage; immaculate. New hood, screens. Enthusiast's motor car. £320. 22, South Road, Englefield Green, Egham, Surrey. [9370]
- 1934 LANCHESTER 18** owner-driver saloon. Elegant coachwork in primrose and black, with brown leather upholstery. Completely original and genuinely in superb condition throughout. Exceptionally quiet and smooth to drive. Low mileage as stored for many years. £145. 2, Park Way, Rickmansworth, Herts. Tel.: 73072. [9371]
- 1937 LANCHESTER 14** Mulliner sports saloon. Engine fair, rest excellent. £100. Send for details. Box No. 0793. [9372]
- 1930 MORRIS MINOR** o.h.c. tourer. Four V.S.C.C. competition awards 1964. £65. Burke, 2, Kentmere Avenue, Seaburn Dene, Sunderland. Not Broxton weekend. [9373]
- TR3A, EX-POLICE, 1961 (Sept.).** Special Equipment model. Superbly maintained, high performance and reliability. Hard-top, twin spots, heater, telescopic column, screenwash; new Grand Prix whitewalls. Expanding family forces sale. £425. 43, Close Lane, Alsager (Tel.: 3447), Stoke-on-Trent. [9374]
- XK120 C-TYPE ROADSTER** in green. 220-b.h.p. engine incorporates 3.6 block, high-compression pistons, large valves, oversized carburettors, dual exhausts, high-lift camshafts. Complete mechanical overhaul this winter by Jaguar racing authority includes new rings, reground valves, polished head and ports. Excellent bodywork and many extras (radio, spots, etc.) combine to make this car outstanding. £240. Box No. 0829. [9375]
- VOLKSWAGEN.** Fastidiously maintained since new (1954). Numerous accessories. £170, offers. Tel.: Checkendon (Oxon) 222. [9376]
- ENOUGH MAREDAZ-SPECIAL** 15/90 spares to make a chassis. £50. Buyer collects. Down Cottage, Forest Row, Sussex. [9377]
- M.G. TF, 1955,** 1500. New hood. Taxed, M.O.T. Heater, "X"s. Excellent condition. £340 o.n.o. Massey, 7, Hockmore Street, Cowley, Oxford. Tel.: 41051 (before 5.30). [9378]
- FRAZER NASH-B.M.W. 327/80,** cabriolet, £250. 166, Chiselhurst Road, Orpington. Tel.: ORP 21152. [9379]
- JAGUAR XK150.** Beautiful condition, chrome wire wheels, all extras, guaranteed. Reasonable offers. Tel.: Hayling Island 72744. [9380]
- JAGUAR XK140** f.h.c., S.E. model. Overdrive, "C"-type head, heater, radio, Michelin "X"s, chrome wire wheels. Thoroughly sound both bodily and mechanically. £210. Box No. 0794 (Kent). [9381]
- TR2 SPARES:** Engine, gearbox, bonnet, boot, carbs., etc. S.A.E. for requirements. S. Pilkington, 104, Cow Lane, Bramcote, Notts. [9382]
- SPRITE, 1959,** Cherry red. Heater, "X"s, Downton-converted engine, 1 1/2 in. S.U.s, competition clutch, suspension, etc. New gears, battery and exhaust system, tonneau cover, underseated. M.O.T. till 1966 and taxed. £255. Nightingale, 13, Mountfield, Prestwich, Manchester. [9383]

FOR SALE—continued

- 1960 ABARTH 750 Zagato,** 15,000 miles. Registered 1965. New engine. Beautiful condition. Nearest £600. Crudace, 74, King's Road, Richmond. Tel.: 5642. [9384]
- ROCHDALE OLYMPIC,** red, Riley 1.5, 1963, 22,000. Kenlowe fan. £425. Gresty, Bryn Gwyn, Menai Bridge, Anglesey. Tel.: 596 (business hours). [9385]
- LOTUS XI/II LE MANS, 1961,** B.M.C. 1,500 c.c., alloy head, twin Webers, oil cooler, competition clutch, c.r. gearbox, de Dion rear end. Unbent. £350 o.n.o. Consider exchange. Graham, Bank View, Station Hill, Wigton, Cumberland. [9386]
- 1 1/2 RILEY ADELPHI, 1938,** V.G.C. "60" hot. Preselector overhauled. New rear springs. Resprayed black. Lamps chromed—silvered. Engine perfect. Register member. £150. Feast, 22a, Coldharbour Lane, Hayes, Middlesex. [9387]
- TUNED 1,390-c.c. ROOTES** engine complete, 1 1/2 S.U.s, J2 box. White, Upyonder, Buntingford. Tel.: Keishall 500. [9388]
- H.R.G. 1100, 1948.** New hood, three new tyres, spotlight. Excellent condition. Sensible offers invited. 15, Longdon Drive, Four Oaks, Sutton Coldfield. Tel.: STReetly 2876. [9389]
- SUNBEAM-TALBOT Mk. III, 1955.** Green. Five good tyres, heater, etc. M.O.T. £120, offers considered. Gibson, 13, Brantwood Road, Heaton, Bradford. [9390]
- RILEY NINE ENGINE** (recon.), twin carbs., dynamo, starter, Armstrong Siddeley box, Axles, steering gear, chassis spares. Baxter, 49, Waterside Road, Barton, Lincs. [9391]
- TRIUMPH TR2, Nov. 1955,** B.R.G. Heater, tonneau, screen-washers, etc. Genuine low mileage. Oil pressure 50 lb. hot over 30 m.p.g. New clutch, battery, half-shaft. TR3A grille. Servicing records kept. Condition equal to many cars several years younger. £220 o.n.o., H.P. possible. Dawson, 2, Richmond Road, Wolverhampton. Tel.: Wolverhampton 22218. [9392]
- RILEY MERLIN NINE,** reconditioned engine, twin carburettors, good estate body. M.O.T. £45. Also spare engine, gearbox. 25, Locks Road, Locks Heath (Tel.: 2177), Southampton. [9393]
- T.V.R. GRANTURA II, 1961.** White. 105E engine, heater, washers, wire wheels, four new tyres. Fast and economical. £275. Townend, 6, Undercliff Road, Boscombe, Bournemouth. [9394]
- 1933 RILEY NINE Monaco.** Aluminium. M.O.T. Some spares. £50 o.n.o. Linsdell, The Leys, Chipping Norton, Oxon. [9395]
- RILEY 2-LITRE,** November 1948. Good history. Body, mechanics, tyres first class. Manual. M.O.T. Taxed year. £85. 4, Redhills Lane, Durham. [9396]
- 1930 AUSTIN SEVEN** fabric saloon. Good condition. Offers. 34, Westfield, Ramsey, Huntingdon. [9397]
- M.G.-A, 1957,** white. Reconditioned engine, radio, heater, 1/rack, sliding screens, etc. Excellent condition. Simson, Tel.: Weyhill (Hants) 372. [9398]
- TALBOT 65 sports saloon (1934).** Nice vintage motor. Well above average. Tel.: Reigate 45862. [9399]
- YELLOW PERIL.** Racing Austin Nippy, 1935. Many extras. Great car! £80. N. Bruen, White House, Great Witley, Worcs. [9400]
- DAIMLER SP250, 1961,** Automatic, ex-police. £435, no offers or time-wasters. 49, Khama Road, S.W.17. [9401]
- MORGAN 4/4 4-seater, 1947.** Reg. 1951. B.R.G. Excellent condition, engine reconditioned 6,000 miles ago. New dynamo, voltage regulator, flashers, front axle, etc., over £120 spent. Needs new hood, and good enthusiast's home. £140. Champness, 108d, Hadham Road, Bishops Stortford, Herts. Tel.: 51507. [9402]
- 1949 M.G. TC.** Connaught B.R.G. Teles., Dunlop 16 in., w/w. all round. Re-upholstered, new dash and layout. No known faults. Uses no oil. A very, very handsome and practical motor car which is much admired. High price speaks for condition. £290 o.n.o. Meredith, 23, Sanders Drive, Lexden, Colchester. [9403]
- ASTON MARTIN, 1935,** long-chassis Mk. II 4-seater, E5/574/L. Red, black leather. Immaculate. Present owner 11 years. Maintained regardless of cost. £550. Can be viewed at Ward's Garage (Daybrook) Ltd., 835, Mansfield Road, Nottingham. Tel.: 268144 (McGowan). [9404]
- EXCEPTIONALLY LOW-MILEAGE XK120** sports, 1951, 17,000; licensed summer months only. Unique specimen. £380. Box No. 0795. [9405]
- 1938 PONTIAC** saloon. M.O.T. Nov. Suitable renovation. Load spares. No reasonable offer refused. White, 1, Gordon Road, Buxted. Tel.: 2321. [9406]
- M.G. TD II, 1953.** Cream. XPAG engine, spots, heater, luggage rack. New hood 1964. £225. Tel.: Southend 556085. [9407]
- M.G. TF 1250, 1954,** B.R.G. Reconditioned engine. £255, no offers. Tel.: Derby 59582. [9408]
- SPRITE, 1962.** Blue. As new, 26,000 miles. Balanced engine; many extras. £375. Tel.: FLAXman 7997 (evenings). [9409]
- £35 O.N.O. 1937 ARMSTRONG 20/25** limousine. Photos. G. Harper, 24, Falkland Street, Glasgow. [9410]
- 109E ENGINE,** GT cam, Weber branch manifold, Servais exhaust, £45. 105E gearbox, £5. Konis and brackets, £6. Anti-roll bar, 50s. Anti-tramp bracket, 50s. Suspension lowering kit, £3. C. G. Wood, 47, Addington Street, Ramsgate. Tel.: Thanet 51877. [9411]
- ROCHDALE GT,** Ford 1,172 c.c., 4.7 c.w.p. Poor man's Elite. Bait for willing females. Must make room for Imp. £100 o.n.o. Davies, 31, Walton Road, Tonbridge. [9422]
- M.G. SPECIAL, J2,** pointed tail, 1 1/2-seater; Brooklands exhaust, towable. £20 o.n.o. Tel.: WOOLwich 4508. [9424]
- XK150 3.4, S-TYPE, 1959,** drophead coupé. Finished Dover white, red interior and hood. Disc brakes, overdrive, Konis, latest type Lucas spot and fog lamps, wooden steering wheel, radio, chrome luggage rack. Low mileage, excellent condition. £535. 29, Park Vale, Kennington, Near Ashford, Kent. Tel.: Kennington 541. [9425]
- HILLMAN MINX CONVERTIBLE, 1958,** maroon. Stage 1 Alexander conversion; new hood. £245 o.n.o., or part exchange Sprite of Herald convertible. 198, Rushmere Road, Ipswich. [9426]
- REGISTRATION NO. BSP 1** for sale. Offers: Lawrence, Brewery House, Midcalder, Midlothian. [9427]
- TRIUMPH VITESSE, 1963 MODEL,** 20,000 miles, one owner. Finished in white with black flash, red trim. Fitted Mangletsi head and twin S.U. carbs., special exhaust, radio, heater, etc. £515. H.P. terms, part exchange. Tel.: Kidmore End 3101 (Nr. Reading). [9428]
- 1960 MORRIS 1000 TRAVELLER.** 104 m.p.h., 0-60 18 seconds, 3,000 miles since Aquaplane/Bowdine conversion, c.r. 10.7:1. Full instrumentation, twin spots. Not raced/rallied. Blue. Really excellent condition. Offers. Box No. 0801. [9429]
- 1926-38 AUSTIN SEVEN SPARES.** Gearboxes, wheels, engines, etc. 1934 Morris Minor light van. £12 o.n.o. Taylor, 40, High Street, Linton, Cambs. [9430]

FOR SALE—continued

FORD FALCON CARIBBEAN Special, Standard E93A engine, Crossflow radiator, Independent front suspension. Soft-top, £70. The Old Vicarage, Great Bourton, Nr. Banbury. Tel.: Cropedy 621. [9096]

HOUSE TOO SMALL: Healey Silverstone, rebuilt and modified engine; unique hard-top; £245. 1931 Morgan Super Sports, J.A.P. engine, £65. 1931 Austin Seven aluminium-bodied tourer, some attention required, £30. Willingale, 3, Aidborough Close, Fairfield, Stockton, Durham. Tel.: Stockton 68531. [9098]

S.S. II, VERY SOUND—£45. 168, Eastgate, Louth, Lincs. Tel.: 2359. [9099]

ALVIS 3-LITRE, 1951. Good condition. Handsome two-tone beige, Heater, radio. Taxed Sept., tested, £95. Thompson, 150, Gibbins Road, Birmingham, 29. Tel.: SEL 2136. [9100]

1931 AUSTIN SWALLOW 2-seat tourer, complete with original detachable hard-top. Offers to P. Wheatley, 12, The Paddock, Boroughbridge Road, York. Tel.: 71301. [9102]

ZB MAGNETTE, 1956, £255. Full particulars available. Wrench, 19, Hagley Road West, Birmingham, 17. Tel.: BEAwood 4626. [9103]

LEA-FRANCIS, 1949, 14/70 saloon, i.f.s. model. Excellent all-round condition. £120 o.n.o. White, 28, Horsefair, Rugeley, Staffs. [9104]

MG YB MODEL 1½-litre saloon. Body in excellent condition. Sun-roof. Recent respray in opalescent green. Beige interior. Mech. sound. Good tyres. M.O.T. Taxed. £125. Tel.: Manchester CHOrton 1840. [9105]

JENSEN INTERCEPTOR DROPHEAD coupé, 1951. Aluminium alloy bodywork, green. David Brown close-ratio gearbox (standard fitting). Heater, radio. New clutch, battery. Good condition throughout. £180. Guest, Fairhaven, Rotherfield, Sussex. [9106]

1955 TR2/3. Ivory/red. Complete rebuild, engine and mechanical overhaul six months ago. New body, hood and side-screens. Tonneau, heater, rack. £300 spent (bills). M.O.T. 1966. Taxed August. Remarkable value for £260. Dickson, Top Farm, Womersley, Doncaster. Tel.: Wentbridge 355. [9111]

ALFA ROMEO 1900 Super Sprint, 2+2. White, black leather. W/w. SP3, Konis Alloy Touring, Milan, body. Engine completely overhauled and certified to be run-in. Offers. Part exchange Cooper "S," etc. Tel.: BAY 9284. [9112]

XK140, SPECIAL EQUIPMENT, 1955. Good order throughout. Well shod. 22 m.p.g. £200 or near. Grove End, Cheltenham Road, Stroud, Glos. [9113]

ALVIS CRESTED EAGLE, 1938, luxury saloon (Speed 25). 50,000 miles, excellent original condition. £100 o.n.o. Manchester House, Little Kingshill, Great Missenden, Bucks. [9114]

HARD-TOP: TRIUMPH SPITFIRE. Never been used. Finished in Spitfire red. Quick-action release. Interior finished in grey flock; padded. Cost over £50. First offer over £30 accepted. Box No. 0771. [9115]

TR3A, 1959. White. Excellent condition. Heater, spots, w/wheels, radio. M.O.T. £325, H.P. arranged. View 40 miles radius Southampton. Box No. 0772. [9116]

RILEY RMF, 1953. Autumn red. 75,000 miles. Very good condition throughout. Extras. Enthusiast owned. 14, Westwick Grove, Sheffield. Tel.: 47280. [9117]

H.R.G. 1500, 1948. Connoisseur's car, superb condition, numerous extras. £360 o.n.o. Space gearbox, back axle available. Full details/history. Sturgeon, 47, Parkside, Vanbrugh Fields, London, S.E.3. [9118]

SPRITE, 1960. Blue. Carefully maintained. £260. View Warwickshire. Kendon, 5, Sandown, Leicester. [9119]

JAGUAR 3.8 Mk. II saloon, fully lightened, fitted works engine and all racing modifications. Well known car. £550 or exchange. McNab, Tel.: Frensham 3249. [9120]

TR3A, WHITE, 1958. Excellent condition. Soft-top, tonneau, heater, washers, wing mirrors, rear seat, radiator blind, spots, extra spare tyre, Year's M.O.T., taxed October. £300. Bacon, 62, Kingscourt Road, S.W.15. Tel.: Croydon 7766, ext. 273 (office hours). [9121]

KILLMAN AERO MINX sports, 1935, wants good home. M.O.T. tested March. £70 or offers. Sanders, 39, Juniper Way, Tilehurst, Reading. [9122]

SHOW NUMBERS 1920-1928 inc., the Motor and Autocar. Sensible offers. Box No. 0773. [9128]

M.G. ZB VARITONE. Genuine car. Radio, etc. £275, or £150 and good Pathfinder or Healey saloon. Booth, 13, Alma Place, Bradford, 3. Tel.: 65004. [9129]

WEBASTO-ROOFED 1964 A60 in wine, with Cinturatos and s/belts. A really beautiful car. £715. Greenwood, 64, Mill Road, Cambridge. Tel.: 57033. [9134]

BENTLEY R-TYPE, 1954, S.S. Automatic. Tudor and shell grey. 83,000. R-R. maintained from new. £875 o.n.o. Or near buying R-R. 52, Trinity Road, Four Oaks, Sutton Coldfield. [9136]

ALVIS ENTHUSIASTS! 1936 d.h.c. Speed 20 by Charlesworth. Engine rebuilt at cost of £100, not yet run-in. M.O.T. tested, taxed. Bodywork needs attention. Emigration prevents completion. £50. Comfort, 19, Darby Crescent, Sunbury, Middlesex. Tel.: SUN 2258. [9137]

1959 SPRITE. Breaking for spares. New hood, five new tyres. You name it, I've got it. Car garaged Preston, Lancs. Write, Stuart Briggs, 33, Roxburgh Terrace, Whitley Bay, Northumberland. [9138]

M.G. TC, 1947. Resprayed white. Mechanically sound; new sidescreens. M.O.T. £140 o.n.o. Tel.: Leamster 2105. [9139]

SUPERB BRADFORD UTILITY, 51,000. Renewed: tyres, brakes, battery, valves. £65. Scott, 15, Peters Wood Hill, Ware. [9140]

FIAT 1600 SALOON, registered March 1962, R.H.D. 22,000 miles. Maker's maintained. New Pirellis. Cost £1,400. Immaculate. 595 gns. (London) Tel.: HADley 1133. [9141]

COMPLETE SET of body panels for Bentley Mk. VI and "R"-type. Sufficient to construct whole body shell, or will sell separately for repair work. Also reconditioned petrol tank for pre-war Bentley. Tel.: TUL 7818, 55, Tierney Road, London, S.W.2. [9142]

VOLKSWAGEN 1200 De Luxe, 1959. £295. Byrne, 15, Ridgeway Close, Marlow, Bucks. [9143]

M.G. TDI. Very sound specimen. Reconditioned engine 8,000 miles. New clutch, ignition, battery. Carefully maintained. £190 o.n.o. Tel.: Guildford 67004. [9144]

750 SPECIAL. Open body, tuned engine, very light, Bowdenex. M.O.T. £50 o.n.o. Robson, "Ardrigg," Leazes Lane, Hexham, Northumberland. [9145]

PORSCHÉ, OCTOBER 1957, coupé. Diaphragm clutch. Competition Konis. 51,000 miles. Same owner last five years. £500. Webb, Tel.: Crowborough 965. [9146]

JCA 76 REGISTRATION NUMBER for sale. No reasonable offer refused. Collinge, Gables, Kings Road, Old Colwyn. [9147]

NO SPARE TIME to rally. 1913 Renault 9 h.p. Very good order and specification. £850. Curtis, Paradise Farm, Paradise Green, Bradford, 7. Tel.: Bradford 71273. [9149]

FOR SALE—continued

FANTASTIC XK150S, July 1959, Jaguar. Konis, shock-absorbers. Good "X" tyres. Reclining seats and belts, chrome luggage rack, radio, w/m., wire wheels, overdrive. Many extras. Quite exceptional road-holding and performance. Excellent condition all round. Any examination. £450. Private sale. Tel.: Cambridge 59529. [9148]

1930 AUSTIN CHUMMY. Restored by present owner over last seven years. Immaculate B.R.G./black coachwork and mechanically excellent. Secret source of new spares given to buyer. Sell to best offer from a genuine enthusiast. 82, Miles Avenue, Leighton Buzzard, Beds. [9150]

M.G.-A 1500, 1956. Gold Seal engine 1,200 miles. Sound body, perfect mechanics. Price £230. Sgt. P. G. Green, Sgt.'s Mess, R.A.F., Lyneham, Wilts. [9151]

TUNED 105E ENGINE, 1,150-c.c., in good condition. £50 o.n.o. Beech, 68, Newmarket Road, Royston, Herts. Tel.: Royston 2056. [9152]

XK150 ROADSTER, 1959. Best over £400. This rare model, in superb condition, is ivory/black leather hood/red upholstery. O/d., wire wheels, two tonneaux, RS5s, Maserati. Any inspection. Cost £650 10 months ago. Company car for sale. Tel.: Glinton 304 (Peterborough). [9153]

A.C. 2-LITRE saloon, M.O.T., taxed. Good condition and very reliable. About £70 please. Yorke, "Rathlin," Hatton Park Road, Wellingborough, Northants. Tel.: Wellingborough 2994. [9154]

ALVIS 4.3 CHARLESWORTH saloon, 1937. 17 m.p.g., 100 m.p.h. Approx. 60,000. £200 o.n.o. Stevens, The Old Rectory, Longfield (Tel.: 2056), Kent. [9155]

CITROEN BIG SIX, Excellent mechanically. Rebuilt drive shafts, relined brakes. M.O.T. December. Heater, spots. Taxed. £65. Panton, Little Franks, Horton Kirby, Dartford, Kent. Tel.: Farningham 2285. [9156]

ALVIS-HEALEY 3-LITRE convertible, 1952. Very rare, attractive model. Body and mechanical condition superb. 74,000 miles. One owner since 1955. Aluminium body, wind-up windows, 2/3-seater, radio, heater, tonneau, etc. £185 o.n.o., 96, Laurel Way, N.20. Tel.: Hillside 7895. [9157]

105E CRANK, RODS, manifolds, carb.; B.M.C. "B" series 4.875:1 c.w.p. Excellent. Evans, 33, Highfields, Callow End, Worcs. [9158]

ASTON MARTIN DB3, 1958. Overdrive, Radiomobile; B.R.G. Beautiful condition. £835. Tel.: Mortimer (near Reading) 5193. [9159]

J.A.G. SPECIAL, less engine. Tubular chassis, fibreglass body. All new parts. £30. Tel.: Byron 8399. [9160]

MERCEDES TYPE 300 SEC, 1956, fixed-head coupé. Fuel injection engine, coach-built for Continental royal family, low mileage. Fittings include £150 Becker radio, power brakes, reclining seats, glass-paneled sliding roof with interior blind. Black with natural hide. Superb car in mint condition. Original cost £6,800. Price £1,250. Box No. 0776. [9162]

BENTLEY 4½-LITRE, 1939, M.R. (overdrive) Series special "Honeymoon coupé," fixed-head Park Ward, occasional 4-seater. Black, with beige hide immaculate. Recent bills £300. Equipment includes heater, Webasto roof, push-button radio. Considered one of the finest pre-war Bentleys in the country. One only ever made. £695. Box No. 0777. [9163]

47,000 MILES L.W.B. limousine, 8-seater, one owner; carriage blue, aluminium body. Fastidiously maintained. 1951 Armstrong Siddeley. £175 or near offer. Tel.: Horridgean (Hants) 3068. [9164]

FOR SALE—continued

TWIN S.U. CARBURETTORS complete with inlet and exhaust manifolds, ex-Spitfire. As new. £18. Will fit Herald, Box No. 0778. [9165]

FAMILY SPORTS CAR: A.C. Buckland, smart aluminium coachwork, good p.v.c. hood, Perspex screens, well shod. Extremely reliable. About £155. Tel.: Sevenoaks 55619. [9166]

FORD SPECIAL, 1172, 1964. Heater, spots, electric fan, full instrumentation. £140. Peck, 29, Arundel Drive, Fareham. [9167]

1935 SINGER LE MANS. Restored 5,500 miles ago. B.R.G. New upholstery. New hood. Engine perfect. Original clock works. £145 cash. Tel.: Pollards 7850 (after 6 p.m.). [9168]

ASTON MARTINS: DB2 sports saloon, 3-litre, new tyres, good appearance, £340. Also 1955 series DB2/4 3-litre sports saloon, £460. 1, Toll Bar Cottages, Marthall Lane, Ollerton, Knutsford, Cheshire. [9169]

M.G. Y, 1950. Good condition. Enthusiast maintained. Accessories, spares, £140. Taylor, 186, Allport Road, Bromborough, Cheshire. [9170]

ASHLEY BODY CHASSIS, Ford E93A, 1961, many mods. £125. Tel.: Erith 30541. [9171]

1960 SPRITE, white, excellent condition. Heater, radio, "X"s, Amats; many other useful extras. £320 o.n.o. Plunkett, Fern Bank, Draughton, Skipton. [9172]

948-c.c. 1960 TURNER, tatty. £200, or exchange. W.H.Y.? 2, Ton-yr-Ywen Avenue, Cardiff. [9173]

M.G. TA, 1938, XPAG engine. Sound, reliable, quite fast. Taxed, M.O.T. £120 o.n.o. Tel.: Beckenham 0419. [9174]

328 FRAZER NASH-B.M.W., 1938. New hood. Good tyres. £100, no offers. Tel.: Manchester CHOrton 1840. [9175]

ROLLS-ROYCE 20/25, 1935. Black sports saloon. Recent engine overhaul, good condition. £250 o.n.o. 29, Dane'law, Great Lumley, Durham. [9176]

AUSTIN HEALEY 100-4, BN1 overdrive, the rare M-type model, immaculate British racing green. 1955. R. C. Tansley, Moor Hall, Cookham, Berkshire. [9177]

B.M.C. 1000 ENGINE, gearbox, complete all acces. inc. twin S.U.s. Perfect. £30. Parsons, Squalis Lane, Tisbury, Wilts. [9178]

COOPER S, 1071, July 1964. 5,100 miles. Rev.-counter, seat belts, Motorola radio, fog lamp. £530. Shrobsree, 432, Baring Road, Grove Park, London, S.E.12. [9179]

1960 M.G.-A 1600, f.h.c., red. Gold Seal engine, many extras. Owner going abroad. £360 o.n.o. 23, Mackmillan Road, Blackheath, Birmingham. [9180]

30/98 VAUXHALL GRIFFIN badge for mounting on radiator cap, in perfect condition. Very rare. Also vintage Bentley winged "B" for radiator cap. Offers to Box No. 0779. [9184]

ASTON MARTIN DB2/4, 46,000 miles. New Turbospeeds. Taxed November. £550. Tel.: Battersea 1083. [9185]

TD2, RECON. ENGINE, Stage 1, just run-in. Interior rebuilt; new coil, "X"s, battery, exhaust, steering, spots, flashers. Really immaculate, hence £300. Tel.: Twickenham Green 4347. [9186]

THE PYCROFT JAGUAR, 2½-litre. Rebuilt 1950. First time on open market for 10 years. Price to genuine enthusiast—£275. Tel.: Banwell 44. [9187]

FRAZER NASH LE MANS Replica. Ex-Bob Gerard. 140 b.h.p. B.S.I. Mk. III engine completely rebuilt by Bristol's 500 miles ago. New gearbox, brakes rebuilt, new D12 racing tyres, etc. This famous car has a great racing history, and is now offered in superb condition, ready for road or track. Offers at around £850 considered. R. S. Skilbeck, 76, Overstrand Mansions, S.W.11. Tel.: MAC 4413. [9188]

1933 STANDARD Little Nine, completely original and in superb condition. Known history from new. Genuine 66,010 miles. M.O.T. March 1966. Haggle starts at £75. Tel.: Harlow (Essex) 23486 (after 6 p.m.). [9189]

DAIMLER CONQUEST CENTURY coupé with power hood. November 1954. Engine and gearbox overhauled. Very smart example of rare model. £235. Taxed, tested and insured. C. Russell, Little Yew House, Wychling, Sittingbourne, Kent. Tel.: Dodington 287. [9190]

£800. 1915 PEUGEOT (V.C.C. dated) 4-seater tourer. Restored. Excellent running order. Only two owners. 15.9 h.p. Electric lighting. New hood. Excellent tyres, including four spares. Self-starter and dynamo available but not reconditioned. Apply Lawson, 1, Claremont Place, Newcastle-upon-Tyne, 2. [9191]

BENTLEY Mk. VI, 1950. One of the rarest cars in the country, only three produced. Most unusual body design in alloy by Mulliner. Two-door sports saloon in royal red. £7,000 plus when new, all extras fitted. £485 o.n.o. Tel.: Luton 22491, or write, Hamilton, 21, Marlborough Road, Luton, Beds. [9192]

M.G.-A 1600 Mk. II, April 1962, soft-top. O.E. white, red upholstery. Tonneau cover, luggage rack, screen-washers, heater. Approaching 40,000 miles. One owner since new. £550. Wellings, Tel.: Prestbury (Cheshire) 89287. [9193]

1962 (OCT.) AUSTIN HEALEY 3000 Mk. II 4-seater. Silver blue. New brakes, steering, battery, Firestone 130 Sports; washers, overdrive, luggage grid, badge bar. New engine 10,000 miles. £675 o.n.o. Plant, 17a, Stanhope Road, London, N.6. Tel.: MOU 5944, WAT 2789 (day). [9195]

1955 M.G. TF 1500, red. New hood, tonneau, heater, spots, etc. Immaculate condition. £335. Austen, Northleach, Cheltenham, Glos. Tel.: Northleach 231. [9196]

M.G., 1933, L-TYPE open sports, Ford engine. Excellent condition. Spares. Smith, 33a, Old Market, Wisbech. [9197]

2-LITRE BENTLEY, 1924, Speed Model, 4-seater, V.D.P. body. Le Mans wings. Completely rebuilt and re-upholstered. All new tyres. This car has been just restored to a very high standard. Newens, 286, Kew Road, Kew, Surrey. Tel.: Richmond 2752. [9198]

AUSTIN MINI-COOPER, March 1964. Blue white, 10,000. Never raced or rallied. Superb condition. £450 or near offer. Ho lebone, Lightwater Lodge, Lightwater, Surrey. [9200]

LAGONDA M45 RAPIDE, 1935. Need for business saloon forces sale of this rare car, on which much time and money have recently been spent. Photos and details available. About £300, or would consider exchange for recent Mini or similar. Sowerbutts, Beech Croft, Newport, Shropshire. Tel.: 3170. [9202]

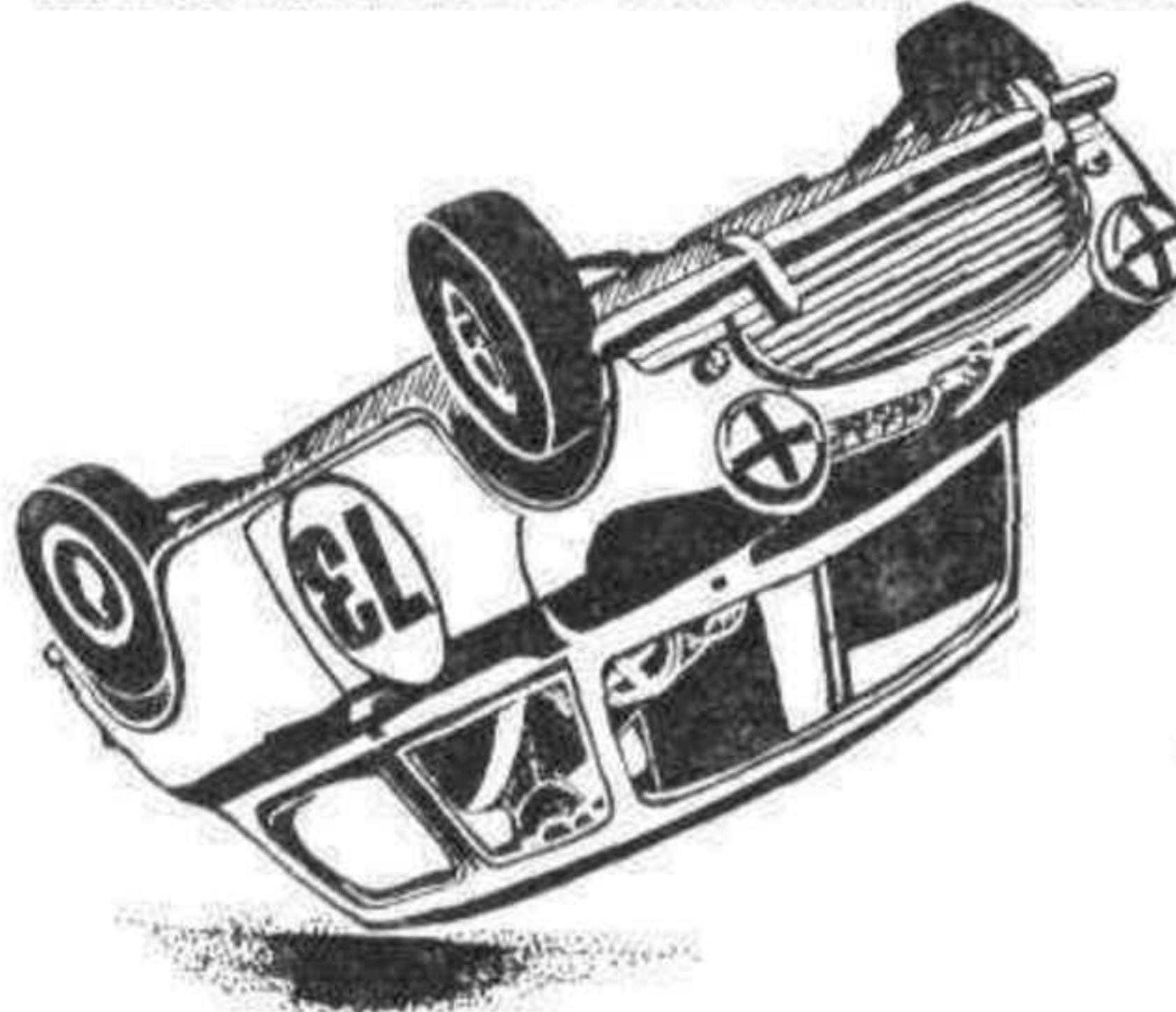
BENTLEY, 1937, 4½ Park Ward saloon. Well shod, brakes relined, engine rebore. Many extras, twin spots, twin-tone horns. £210. Bishop, Whitehall, Ashford Hill, Newbury, Berks. Tel.: Headley 306. [9203]

HALDA SPEEDPILOT (standard), unused, as new. Complete, £15 10s. D. Bird, Grey Court, Stoke Hill, Bristol, 9. [9204]

"S"-TYPE AUSTIN-COOPER. White; 1,071 c.c. Sunway opening roof, new "SP" tyres, twin tanks, oil cooler. One owner. £485 o.n.o. Tel.: Solihull 1357. [9205]

HERALD CONVERTIBLE, Aug. 1963. Immaculate in olive, having been pampered in heated garage throughout winter. 17,000 miles, with exceptionally gentle first 10,000; leads to surprising 37 m.p.g. (more if careful). Excellent unweakened engine, 4,500 rarely exceeded. Adup undersealed last autumn to reinforce original. Tuned exhaust, w/temp. gauge, workshop manual (never needed). Dealer's price £525, but stork demands sale, so best offer to 45, Heaton Road, Stockport. [9206]

ROLL OVER IN SAFETY THE JOHN ALEY ROLL-OVER BAR



For rallying or racing

- Prevents the roof crumpling
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- Fitted in minutes to any car
- Removable for touring
- Acceptable to scrutineers
- Only £10 15s complete

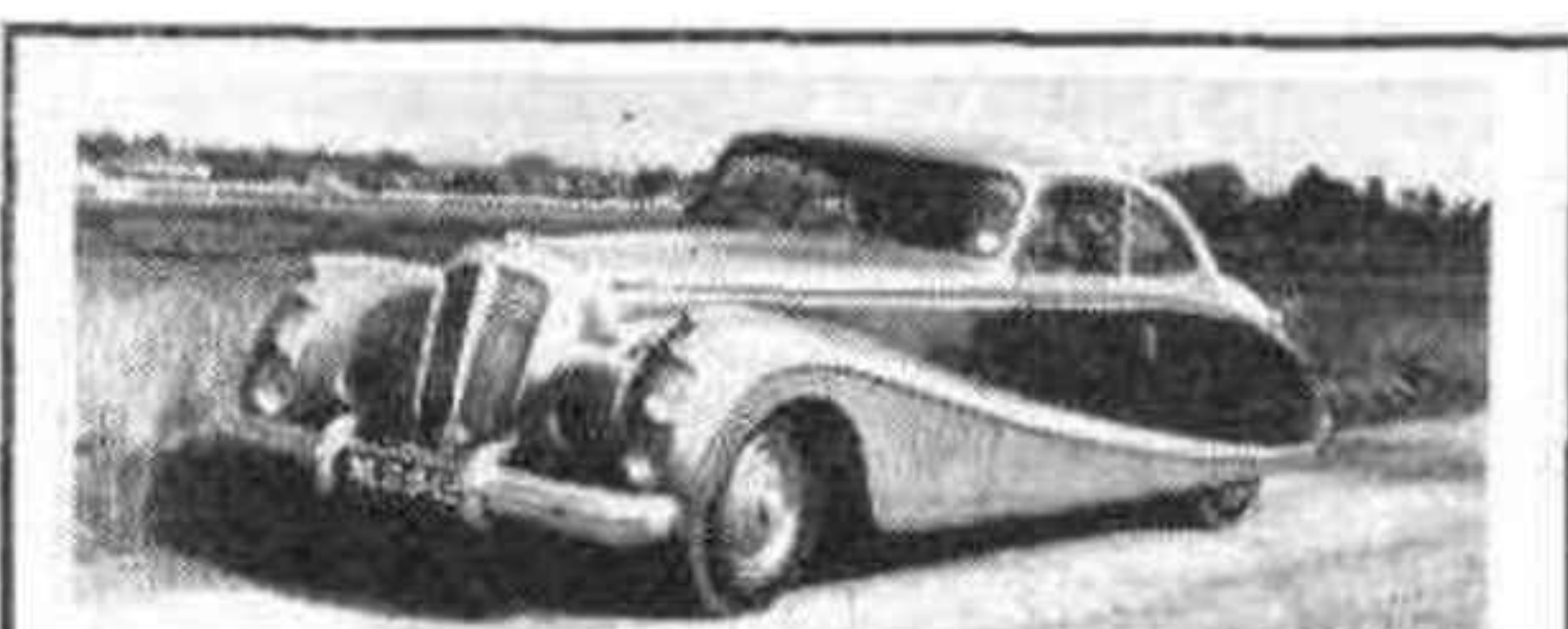
From your accessory shop or direct
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JOHN ALEY RACING

Church Lane, Whittlesford, Cambridge
Tel.: Sawston 2356

FOR SALE—continued

A/S. SAPPHIRE 346. M.O.T. cert. Sell or break. Baxter, Gables Farm, Higham, Derbys. Tel.: Aitreton 267. [9207]
1961 FIAT 1500S Osca Spyder cabriolet by Farina. Twin-cam engine, four disc brakes. Just undergone 5,000-mile service after complete renovation of engine and gearbox by Fiat in Turin. Brakes and steering recently overhauled by English specialists. Instant hood (re-covered), tonneau and seat covers. Whole car maintained in first-class condition, primarily for Continental touring. Left-hand drive. Garaged London. Cost £1,800 new. £650 o.n.o. Powell, Tel.: FRE-mantle 9487 or MALden 4905. [9208]
APPRECIATIVE HOME WANTED for superb 1954 Armstrong Siddely Sapphire. Genuine 48,500 miles. Must be finest pre-selector model available. Offers to Leys House, Leys Road, Oxshott, Surrey. [9209]
TRIUMPH VITESSE CONVERTIBLE, 1963. Blue with black flash, in immaculate condition. 21,000 miles only. H.P. can be arranged. £510 for a quick sale. A. T. C. Gurney, Watlington Road, Benson, Oxford. Tel.: Benson 262. [9210]
APRILIA, LATE 1939. Silver grey, red wheels. Good condition. £120 o.n.o. 96, Lynwood Drive, Worcester Park. Tel.: DERwent 1807. [9211]
VOLKSWAGEN, 1955. sun-roof de luxe. Washers, parcel shelf, roof-rack. Exceptional condition. £180. Tel.: Farnborough (Hants) 2604. [9212]
DAIMLER STRAIGHT-8 saloon, 1937, in good condition, £200 o.n.o. Seen in Scotland. Box No. 0781. [9213]
FIAT 600, 1959. light green. Good condition and utterly reliable. £190, or p/exchange Sprite or similar. Tel.: LAB 4128. [9215]
A.C. ACE. Excellent all-round condition, including respray in met. Empress blue and mechanical and interior rebuild over the last year. Price £385 o.n.o. Please view or write to 152, High Road, Loughton, Essex (entrance at rear). [9216]
M.G. TF. Brilliant red beauty. Rebuilt, rechromed, resprayed professionally. New engine. White hood, tyres, servo brakes. Fourteen extras. Absolutely immaculate. £325. Denisar. Tel.: KENington 1275 (after 7 p.m.) [9217]



DAIMLER

Absolutely unique show model "Stardust" by Hcooper, 5.8-litre. Two-door, five-seat, fixed-head coupé. First registered April 1953. Electrically-operated windows. Power brakes and steering. Interior fittings: tea service, decanters, ladies' silver vanity drawer by Asprey, lizard skin trim. Unused since recent overhaul and respray. Light metallic and dark blue. 39,000 miles. £2,150.

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BRISTOL 401, 1953. Alloy body, servo brakes, repl. tyres, battery £265



SWALLOW Doretti, 1955. Alloy body, TR2 mechanics, Vynide hood, tonneau, "X"s, htr. £265

DAIMLER Barker 2½ Special Sports. Ivory/black. Overdrive. Bills for recent mech. rebuild; exc. hood, tyres £235

Hours: 10-7 Mon. to Sat. or by appt.

42 TWYFORD STREET, LONDON, N.1

FOR SALE—continued

RAILTON 8-CYLINDER DROPHEAD. Taxed, M.O.T. Sound and reliable. £20. 30, Overdale Road, Leicester. Tel.: 74951. [9214]
M.G. TF. Elegant Ivory. Resprayed, rechromed. New engine gearbox, black hood, tyres, heater, radblind, spots, luggage rack. Astonishing condition. £329. Quick sale. Tel.: Fremantle 3585 (evenings). [9217]
PEUGEOT 404, Ivory, 1961. Excellent condition, 38,000 miles. Polished head; Solex dual choke by Lawrence Tuning. Never-rallied. Safety belts, etc. Owner buying new 404. £425 cash. Available May 1965. Box No. 0782. [9215]
M.G. TC, 1949. Red. Sparkling cellulose and chrome. Body excellent. Resprayed, re-upholstered, and re-carpeted. Steering, brakes and replacement engine just overhauled. New battery. Extras include: heater, spot, reversing light flashers, washers. Photos available. £150. T. Krill, 7, Mount Street, King's Lynn, Norfolk. [9223]
TRIUMPH ROADSTER 2000 spares: Good condition engine, gearbox, front wings, master and wheel cylinders, etc. "Ingleside," Worthing Road, Southwater, Nr. Horsham, Sussex. Tel.: Southwater 489. [9221]
XK140, 1956, F.H.C. Very good condition. B.R.G. Heater and overdrive. £220 o.n.o. Tel.: Tiptree 287. [9222]

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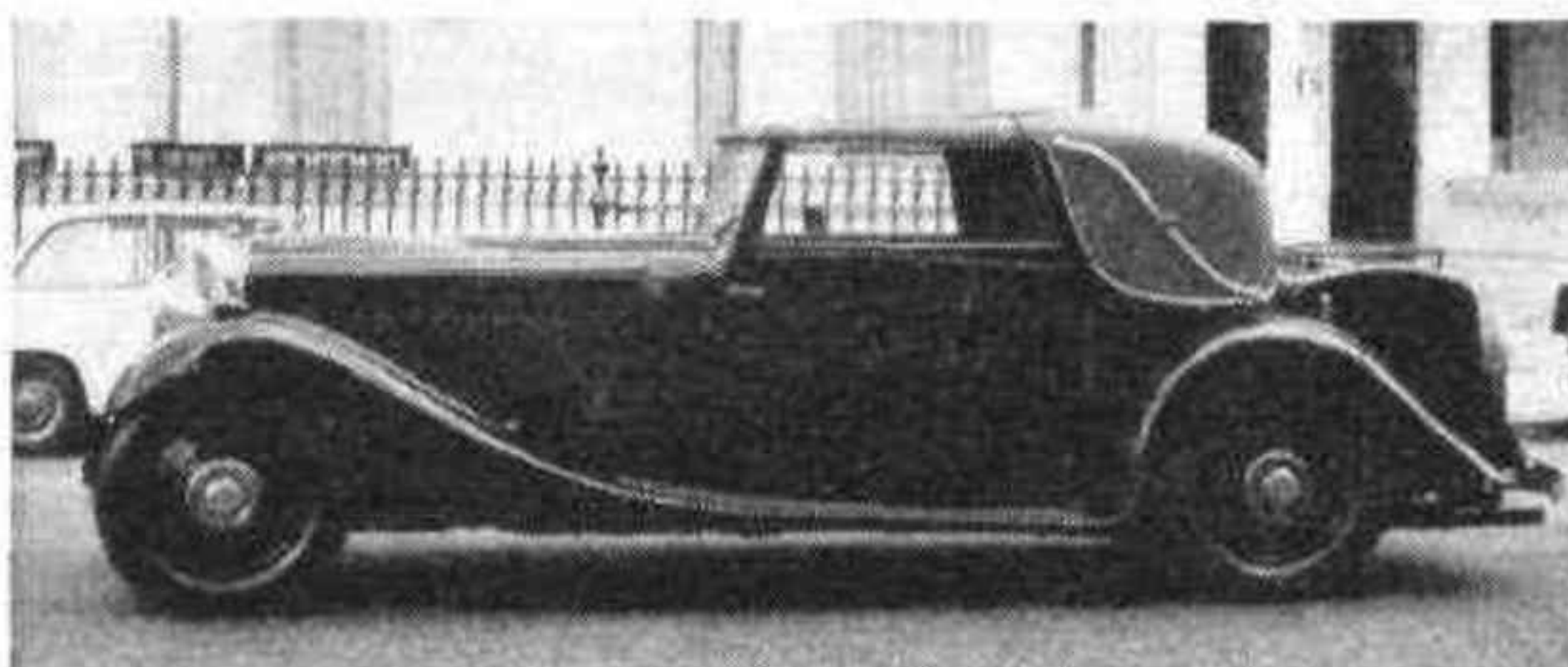
1950 BENTLEY Mark VI Abbott drophead coupé, full Bentley history. Recellulosed and retrimmed £850



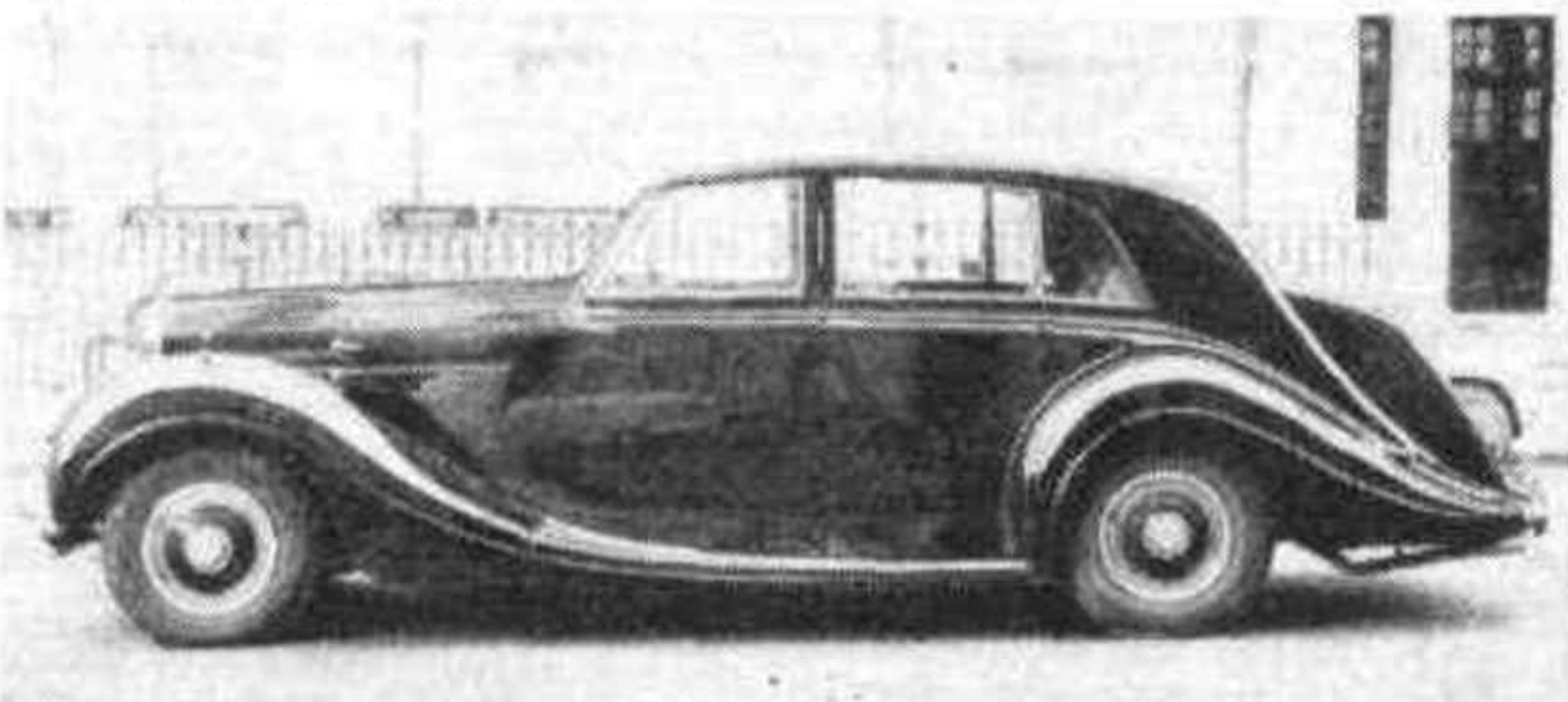
1960 ALFA ROMEO Giulietta Sprint Coupé, red, rear-seat conversion. First-class example £695

- 1933 ROLLS-ROYCE Phantom II** Gurney Nutting sports saloon (see photo March issue), 72,000 miles. Recellulosed, rechromed and retrimmed. Unique example £1,650
- 1929 ROLLS-ROYCE 20** tourer, restoration nearly complete, details on request.
- 1929 BENTLEY 4½-litre** 4-seater Vanden Plas style tourer, long wings. Around £1,000 when ready.
- 1927 LANCIA Lambda 7th Series** Weymann fabric saloon, good original CREEP. £350

HIRE PURCHASE FACILITIES AVAILABLE ON ALL CARS



1934 BENTLEY 3½-litre Gurney Nutting "OWEN" sedanca. Full details on request.



1950 BENTLEY Mark VI Freestone & Webb razor-edged saloon. Excellent coachwork and chassis. Good value at £395

- 1933 ASTON MARTIN Le Mans** short-chassis 2/4-seater, sound and original £350
- 1936 LAGONDA LG45** 4-seater drophead coupé, recellulosed and retrimmed; good chassis £375
- 1936 ALVIS Speed 25** sports saloon by Arthur Mulliner, full history. Very attractive and in immaculate order. Reduced to £295
- 1934 ALVIS Silver Eagle** sports saloon. History and bills. Excellent order £85
- 1962 (Nov.) AUSTIN HEALEY 3000** convertible, ice blue. Wire wheels, overdrive, etc. Good value at £645

WANTED: GOOD VINTAGE AND P.V.T. CARS

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

FOR SALE—continued

- 1955 VOLKSWAGEN 1200 de luxe**, 27,000 on new engine; twin carbs., recent respray, two new batteries; enthusiast maintained, excellent order. £220 o.n.o. Lewis, Tel.: Northampton 36611, ext. 31 (business hours). [9431]
- LAGONDA, 1958, 3-LITRE Tickford sports saloon**, Sunroof, radio, Family man's Aston Martin for only £450. Smith, Castle Nurseries, Chipping Camden, Glos. Tel.: 564. [9432]
- MORGAN +4 D.H.C.**, July '61, 7000 miles; heater, wire wheels. Taxed. £450 o.n.o. Lagonda LG45 d.h.c., 1937. Good condition. £225 o.n.o. Lesh, 1, Serpentine Road, Poole, Dorset. [9433]
- 1928 ALVIS 12/50**, Unoriginal but attractive open body. Full details, Box No. 0802, Shropshire. [9434]
- 1960 ALPINE**, completely refurbished. £450. Any test. History and bills. Carnegie, Officer's Mess, R.A.F., Leconfield, Beverley, Yorks. [9435]
- WHY WASTE SUPERLATIVES?** See it for yourself. 1933 Humber Snipe in outstanding condition. Sunshine roof, occasional, spare engine. Photos available. New house must take preference. £195 o.n.o. 14, Cross-Lane, East Bridgford, Notts. [9435]
- PORSCHE 1500 COUPE**, Ivory, red interior. Radio, L.H.D. M.O.T. 300 gns. Tel.: Southampton 69087. [9436]
- 1951 AUSTIN A40 SPORTS**, Aluminium Jensen bodywork. Excellent condition, very attractive and reliable. Duddridge, 19, Cavendish Road, St. Albans, Herts. [9437]
- RILEY 2½, 1952, R.M.F. reconditioned engine**, Michelin "X"s all round, new battery. Dominant blue. Excellent condition all round. M.O.T. '66. Taxed August. £135. 2, Carisbrooke Avenue, Whitefield, Manchester. Tel.: Prestwich 4836. [9438]
- SHORROCKS WITH H6 CARB.** to fit ZA/ZB, 4/44, 15/60, Riley 1.5/Wolseley 1500, etc. Extras, boost gauge, instructions and guarantee. Also ZA/ZB anti-roll bar, workshop manual and works components list, aluminium rocker cover, Smiths electronic tachometer 4-cyl., 840 miles new Vitesse. Sensible offers to "Wedgwood," Hazel Lane, Shrivensham, Swindon, Wilts. [9439]
- SUNBEAM TALBOT 90 convertible**, Absolutely immaculate condition. New tyres, battery, exhaust, new tailored hood, tonneau, new carpets, excellent mechanics, chrome and bodywork like new. Private sale. £265 or very near offer. Box No. 0803. [9440]
- SPLENDID OPEN MOTORING**, 2-litre Lagonda tourer, £100. Ideal for get-away runs to the country or sea. Osman, Tel.: AMBassad 4204. [9441]
- 1960 M.G.-A, 1,500 c.c.**, white, £385 o.n.o. H.P. arranged. 43, South Drive, Upton, Wirral. Tel.: Arrowbrook 3696. [9442]
- SPRITE, 1959**, Old English white/red upholstery. Radio, tonneau, extras. Very good condition. H.P. available. £280. Sturges, 17, Dora Road, S.W.19. Tel.: WIM 2441 (after 6.30 p.m.). [9443]
- VOLVO B18, 1962 MODEL**, Twin carbs., overdrive, power disc brakes, Motorola radio, Konis, Cinturas, safety belts. Never raced or rallied. Taxed. £625. Tel.: Guildford 63767. [9444]
- 1930 ROLLS-ROYCE SHOOTING BRAKE**, Fitted caravan tow, recent top overhaul. £160 o.n.o. Apply: 61, Frenches Road, Redhill, Surrey (evenings and weekends). [9445]
- M.G. J2, 1933**, Ford 10 engine. Recently overhauled. Very good running order. £65 o.n.o. K. I. Miles, 32, Smith Street, Warwick. Tel.: 41513. [9446]
- BREAKING SPECIAL**, New (5,000 miles) E93A engine, aquaplaned S.U.s. £30. Ashley 2/4 GT body and tubular chassis. £30. New (1,000) Woodier c/r gearbox. £10. New Kenlowe "Radomatic" thermostated sealed cooling system. £15. Will sell car complete with two new Michelins, w/r wheel, etc. £65. Ruxton, 294, King's Road, Kingston, Surrey. [9447]
- FIAT 600D, 1961**, Original condition. £290. Also VW microbus, 1961, 36,000 miles. Abbott, Maudlin Hill Farm, Steyning. [9448]
- AURELIA GT B20, 2½-litre**, Registered 1962. Extra instruments, floor change, excellent condition throughout. £325. 6, Woodgreen Road, Waltham Abbey. Tel.: WS 26524. [9449]
- 1958 XK150 Special Equipment fixed-head coupé**, Chrome spokes, maroon, red leather. £400 or near offer. Seen Oxon or Weymouth. Write Grafton, 2, Trinity Terrace, Weymouth. [9450]
- PART BUILT AUSTIN/B.S.A. beetleback spacial**, New 3-wheeler body. Interesting proposition. Cheap. 65, Longmoor Lane, Sandiacre, Derbyshire. Tel.: Sandiacre 3780. [9451]
- 1937 RILEY KESTREL 12/4**, Recond. engine with h.c. pistons, twin S.U.s. New brake linings. Black. Body excellent. £140. Williamson, 149, Moston Lane East, Manchester 10. Tel.: Stockport 4491 (work). Fallsworth 2969 (home). [9452]
- SHORROCKS SUPERCHARGER**, complete with gauge for M.G. TC or TD, 7,000 mls. Only £45 o.n.o. Also Vertex Scintilla magneto—offers. 280, Wrinkle Marsh Road, London, S.E.3. Tel.: Woolwich 1062. [9453]
- 1953 JUPITER**, Excellent condition. Re-upholstered, reconditioned engine, Michelin "X"s, spare engine, both Series III with oval Webb crankshafts. £140 o.n.o. Tel.: Royston 2032. [9454]
- 1965 TALBOT SALOON**, almost completely rebuilt, exceptional condition. £130 o.n.o. "Danestort," Church Hill, Wroughton, Wilts. [9455]
- LANCIA AURELIA GT, 2,500 c.c.**, 1955. Excellent condition throughout, white. New black/ivory trim. Floor change, Borrani wheels, all extras fitted. Including crashed Aurelia for spares with almost complete engine, transmission, gearbox. £550. Moore, 32, Temple Way, Lydney, Glos. Tel.: 249. [9456]
- LOTUS ELITE, 1962**, Series II. White/blk. Int., new Cinturatos, full harness seat belts. Girling power brakes. £795. Tel.: (business hours) Nottm. 268144; (after 6.30 p.m.) Blidworth 2024. [9457]
- M.G.-A 1600, OCT. 1959**, coupé, blue. Special seats, oil cooler, heater, high axle ratio, atom. head, new C41 tyres, spot lights; full detailed history. Excellent condition. £410. Gibbings. Tel.: Swakeleys 2345 (after 8.00 p.m.). [9458]
- MY TR3**, which is completely reliable, is for sale at only £270. Please telephone Foots Cray 6077. [9459]
- AUSTIN HEALEY 3000, May 1963**, 15,000 miles only. Red. Wire wheels the lot, five new tyres, unmarked. Reason for sale, wire trouble. Never raced nor driven hard. £750 o.n.o. Dr. Upton, 48, Hartopp Road, Sulton Coldfield. Tel.: Four Oaks 0045. [9460]
- ALLARD M-TYPE drophead foursome**, 1949. 42,000 miles. Reconditioned Ford V8 engine, 1960. Laid up 1962-5. Michelin "X"s. M.O.T. Certificate. £95. Tel.: Steeple Bumpstead 316. [9461]
- RARE BRISTOL 405 D.H.** Reg. No. VRO 405. Many extras. £750 o.n.o. Cowcill, Nibthwaite, Ulverston. [9462]
- 2-LITRE LAGONDA, £100**, Owner has yielded to pressure and bought a saloon. Tel.: AMBassad 4204. [9441A]

FOR SALE—continued

- ROLLS, 1935, 20/25**, elegant close-coupled sports saloon by James Young. Extensively overhauled over the last few years and in excellent condition. £295. Tel.: Heathfield 3198. [9463]
- PEERLESS PH. II, Oct. 1959**, Red, black trim. Seat belts, overdrive, heater, new "X"s. First-class body and mechanics. £475, no offers. 41a, Cranmer Road, Forest Gate, London. Tel.: MAR 7041 (daytime). [9465]
- M.G.-A, 1960, ROADSTER**, Black, red interior. Very good condition. Extras. £400. Cook, 6, Wantage Road, Carrville, Durham. [9466]
- SPITFIRE, 1963**, 22,000 miles, only one owner. Excellent condition mechanically and bodily. Four brand new Michelin "X"s; luggage grid. £515 o.n.o. Will deliver to U.K. Write: F/O. Eeles, Officers' Mess, R.A.F., Laarbruch, B.F.P.O. 43. [9467]
- M.G. TD**, Excellent condition. Heater, etc. £175. M.G.-A hard-top wanted. 9, Townhouse Road, Nelson, Lancs. Tel.: 65098. [9468]
- MINI-COOPER, 1962**, £200 extras. Very rapid. Genuine sacrifice. £330. Details, Tel.: UPLands 1870. [9469]
- XK120 SUPER SPORTS**, Immaculate, resprayed Mercedes red, retimmed. £100 spent in last six months. New Turbo-speeds, new twin exhaust and brake overhaul. £250 or nearest offer. 37, Derby Road, Risley, Nr. Derby. Tel.: Sandiacre 3374. [9470]
- 1964 VOLKSWAGEN 1500S**, red. Fitted Girling servo Mintex-lined brakes. Undersealed, mudflaps, windtones, parcel shelf, fog spot, Michelin "X"s. New condition. £725, H.P. Tel.: Leicester 871064. [9471]
- 1963 M.G.-B, 29,000**, one owner. Red/black. Radiomobile, twin spots, Cinturatos, new spare Dunlop, tonneau, clock, Silent Travel, reversing, Maserati horns, cills. Serviced and supplied by Eden's of Moberley, Cheshire. Individual itemised invoices giving complete service history and totalling £180 available. This car has been superbly maintained and is offered at £675. Please contact Mr. Westwood, Town Lane, Moberley, Cheshire. Tel.: Moberley 2241 (daytime). [9472]
- ALVIS TA14 estate car**, unique original aluminium body, very attractive lines. Fast, sound and reliable. Michelin "X"s. Radiator blind, etc. Ian Allman, 222, Widney Lane, Solihull. Tel.: 3805. [9473]
- M.G.-A Mk. II, May 1961**, Two owners, genuine 23,000 miles only. Powder blue. Disc brakes, tonneau, radio, luggage grid. Good tyres, etc. Taxed. Selling on behalf of owner who has emigrated. £465. Tel.: Elmbridge (Surrey) 6168. [9474]
- LOTUS ELAN, 1960**, 10,000 miles. C/r. box, heater, electric fan, many other extras. Red/black, immaculate. £950. Will consider taking good Austin 1100 in part exchange. Tel.: Marlow 4703. [9475]
- JAGUAR XK150 F.H.C.**, 1959. Special Equipment model. Mist grey, red leather. Overdrive, wire wheels, discs. Immaculate. £365. Tel.: Nottingham 84696. [9476]
- JAGUAR XK150 drophead, S/E**, with overdrive, 1958. This excellent motor car, finished in glistering pearl grey with a scarlet interior and an immaculate black Vynide hood, is well equipped with Cinturatos, Maserati horns, sealed beams, etc. A rather noisy competition exhaust system is also included, giving a possible 135 m.p.h. at no detriment to the fuel consumption. The price is only £395 and I will consider a part exchange, especially Phantom I. Towns, Cryfield House, Gibbet Hill Road, Coventry. Tel.: 62234. [9477]
- 1951 LEA-FRANCIS saloon**, Good running order. Recent M.O.T. Taxed. £75. Tel.: Horam Road 2333. [9478]
- MORGAN F SUPER, 1952**, New transmission, hood, tyres. Superb example of rare model. 202, Skipton Road, Keighley, Yorks. Tel.: 7269. [9479]
- OKRASA-VOLKSWAGEN 1300 (TSU—1300/34)**, May 1964, 15,000. New engine and conversion just fitted. Porsche wheels, Konis, SP3, Lowered, radio, rev.-counter, temperature gauge, laminated screen, belts. Cost £995, accept £825. Kershaw, 34, New Hall Lane, Bolton, Lancs. [9480]
- BENTLEY, 1934, 3½-LITRE Park Ward sports saloon**, V.G.C. £225. Tel.: Lowestoft 2358. [9481]
- "HONEY" FOR SALE**, Our 1934 Austin Seven saloon, rebuilt engine and largely original. Current M.O.T. £50 o.n.o. Tel.: Bracknell 715. [9482]
- LOTUS ELITE**, late 1962. S.E. Bristol body, Leman front, ZF box, servo, diaphragm clutch. £150 bills for S. & R. suspension and engine (Climax). Alain de Cadonet, Tel.: Knightsbridge 1829. [9483]
- M.G. TF 1250, 1954**, black. Reconditioned engine, new hood, new sidescreens, "X"s. Very good condition. £295 o.n.o. Box No. 0804. [9497]
- H.R.G. 1500 c.c.**, Excellent order. £225. Tel.: Congleton 2531. Webberley, Hulme Walfield House, Congleton, Cheshire. [9498]
- M.G. MIDGET, 1962, B.R.G.** "X"s, tonneau, heater, radio. £390, H.P. possible (might accept cheap old heap as part deposit). Knight, 25, Stoke Avenue, Hainault, Ilford, Essex. Tel.: HAI 1629. [9499]
- RILEY RME, 1½-LITRE, 1954**, Maroon, beige trim. Radio, heater, five brand new tyres. Genuine 49,000 miles. Excellent condition throughout. £235 o.n.o. E. Cox, 3, Garratt Street, West Bromwich, Staffs. [9500]
- 750, FIBREGLASS BODY**, many new and modified parts. Also 1954 Ford van. 8, Cranmore Lane, Aldershot. [9501]
- T.V.R., 1961**, Lightweight body, B.R.G. Recon. 1600 M.G. unit, c.r. box, Kenlowe discs, Alfins, wires, w/rim, heater, washers, belts. A.A. report available. £460 o.n.o. Sheikh, Tel.: Bayswater 8911 (days). 23, Leyborne Park, Kew, Surrey. [9502]
- TR2, DAMAGED CHASSIS** complete with front suspension. Various other parts. Pair 600/16 Turbospeeds. M.G. TA gearbox, wheels. Please write: Benington, The Twitten, Crowborough. [9503]
- LANCHESTER, 1935, 12/16**, with 1939 14-h.p. engine. Excellent running order, new tyres, excellent interior, heater, spot, washers. £45. Also 12/6 engine and gearbox. £10. Marsh, Tel.: Weybridge (Surrey) 45884. [9504]
- 1931 TJ ALVIS** tourer, complete exception engine. Suitable rebuilding. Also 1931 12/50 rolling chassis, excellent engine, etc. £125 lot. Alfa Romeo complete sports chassis, fitted 2,500-c.c. t.o.h.c. + i.f.s., i.r.s., towable, stored years (believed 1955/6). £75. Box No. 0805. [9505]
- 1964 SPITFIRE**, Overdrive, undersealed, heater, w/washers. White/red upholstery. Reluctant sale due to increase in family. £595 o.n.o. Cropp, "Sherrards," Crossfields, Tarvin, Chester. Tel.: Tarvin 507. [9506]
- ALVIS, 1934**, Silver Eagle, 17-h.p. saloon. M.O.T. £35. 16, Whitestone Road, Nuneaton. [9507]
- 1934 SINGER 1½-LITRE** Le Mans team car. Chassis No. LM 25. Cheap for quick sale. G. Bailey, Tel.: Worcester 23569 (5-8 p.m.). [9509]
- SPRITE Mk. II**, Hard- and soft-tops. Low mileage, excellent condition. Used as second car. Extras. £380 o.n.o. Tel.: Wrexham 51187. [9510]
- T.V.R. Mk. II, 1960, 105E**, Red. Radio, heater, electric fan. "X"s. Good condition. £345. Tel.: Finchley 7415. [9511]
- M.G. J2, 1932**, Ford, Bowden conversion. M.G. box, P.B. brakes. M.O.T. Daily use. £57. 32, Hawkins Crescent, Upper Kingston Lane, Shoreham, Sussex. [9512]

FOR SALE—continued

- M.G. TA, 1938**, Red. M.O.T. V.G.C. Recent retrim and respray. £40 spent in last few months. Must sell, £115 o.n.o. Tel.: WELbeck 7515. [9513]
- RILEY, 1931, MONACO** saloon, excellent original condition. One previous owner since new. £120 o.n.o. Mrs. Moore, 7, Abbeygate, Thetford. Tel.: 2031. [9514]
- AUSTIN NIPPY**, dark green. Original, hood, tonneau cover, etc. Excellent condition. M.O.T. £105. Tel.: Reading 82998. [9515]
- N.S.U./FIAT 500C** station wagon, 1952. L.H.D. Reborn last 5,000 miles. C.W.P. broken. Ward, 77, Church Road, Shorncliffe, Kent. [9516]
- CITROEN ID19, 1962**, low mileage, excellent condition, latest specification. £565 o.n.o. H.P. possible. Tel.: ACORN 4903. [9517]
- FIAT TOPOLEANO 500 S.V.**, without body. 23, Swinburne Road, Eaglescliffe, Stockton-on-Tees, Co. Durham. [9517]
- OCT. 1960 SPRITE**, Gold engine, new paintwork and hood, Cinturatos, heater, etc. £295. Tel.: KIN 9783. [9518]
- B.M.W. 327/80** i.h. coupé. Specimen example, maintained regardless of expense. £230. Box No. 0831. [9519]
- ROLLS-ROYCE** tourer, 1927. Good condition. £350. Tel.: Harpenden 3292. [9520]
- TORNADO TYPHOON, 1963**, Royal blue. Soft-top, tonneau cover, etc. 1,172 c.c., twin S.U.s, 8.5 c.r., 4-branch exhaust, 4.1 axle, Cinturas, wood rim. £220. Wensley, 59, Elm Grove, Bromsgrove, Worcs. Tel.: Bromsgrove 3089. [9521]
- ALVIS TA21**, New clutch, half-shaft. M.O.T. Jan. 1966. £85 o.n.o. Hill, Tel.: Repton 2112 (Derby). [9523]
- JAGUAR 1½-LITRE, 1947**, Good mechanical order; bodywork average. £35 o.n.o. D. J. Sloan, Jordan House, Preston, Weymouth, Dorset. [9524]
- GOOD HOME WANTED** for black/silver E-type f.h.c., registered September 1962. Fitted Pirelli tyres, chrome wire wheels, radio, record player and scintillating performance after 23,000 miles of cotton-wool care. Never raced or rallied. Engine, exterior, interior, in fact entire car, perfect. Offers: 15, Sundridge Avenue, Bromley, Kent. Tel.: WID 1845. [9525]
- BRISTOL 403, 1954**, Connaught green and in excellent condition. Recent £250 engine and gearbox overhaul. Company car indicates sale. £450 o.v.n.o. Tel.: Amersham 1976. [9524]
- CROSSLEY "REGIS" SALOON, 1935**, Bodily, mechanically sound. Garage proprietor owned for 23 years. Many spares, handbooks. £150. Tel.: Ingrebourne 42738 (Essex). [9526]
- M.G.-A 1500**, excellent condition, new hood and tyres; extras. £275 o.n.o. 10, Frances Road, Bournemouth. [9528]
- M.G.-A, 1957**, Soft-top, hard-top, tonneau, new Cinturatos, heater, etc. Recent overhaul, balanced engine. Genuine reason for sale. £325. Eastland, 80, Harcourt Avenue, London, E.12. Tel.: TREvelyn 7976. [9527]
- ASTON MARTIN DB2/4 Mk. II** saloon, in really good condition. Radio. Taxed. £650. 281, Soundwell Road, Kingswood, Bristol. [9529]
- LOTUS ELITE, 1960**, Stage II Climax. Used as second car, perfect condition. £575. Tel.: Welwyn Garden 22610. [9530]
- 1936 TALBOT 75 coupé**, Restored to mint condition. Engine complete overhaul. Ready end April. £160 o.n.o. "Wroxham," North Road, Hertford. [9531]
- AUSTIN HEALEY 3000**, Colarado red, matching detachable hard-top. Wire wheels, overdrive, heater, etc. First class condition throughout. Underwood, Linden House, Countesthorpe, Leicester. Tel.: Wigston 2097. [9532]
- A.C. 2-LITRE saloon, 1948**, Grey. M.O.T. Feb. 1966. Above average for year. £85 o.n.o. 56, Gwencole Crescent, Braunstone, Leicester. Tel.: 823514. [9533]
- AUSTIN HEALEY SPRITE, 1959**, New engine 3,000 miles only, clutch, dynamo, starter. All receipts. White. Heater, hard-top, tonneau; extras. £280. Tel.: Newquay 4079. [9534]
- AUSTIN HEALEY 100/4**, Immaculate throughout. Extras. £220. Tyler, Tel.: Wallingford 3166. [9537]
- A.C. GREYHOUND, 1953**, 2-litre saloon, well maintained. £200 o.n.o. Primrose, 33, Doughty Street, W.C.1. Tel.: TER 5079 (evenings or weekends). [9538]
- HEALEY TICKFORD**, This 100-m.p.h. 4-seater sports saloon will do 27/30 m.p.g. (all alloy body). Exchange engine, gearbox, fitted 18,000 miles ago. V/sound order, relined brakes, new pair Michelins. M.O.T. £99. Tel.: Grangewood 5803. 12, Crescent Road, Plaistow, E.13. [9539]
- RILEY MONACO, 1934**, Aluminium body. Good runner. Part rewired. Clean appearance. £55. Smith, 25, The Bramblings, Chingford, E.4. [9540]
- AVON STANDARD SPECIAL, 1934**, 16-h.p. coupé. Very good condition. £40. Write: L. B. Dando, 6, Lea Hall Road, Leyton, London, E.10. [9541]
- MINI-COOPER "S" type, Oct. 1963**, Fitted safety belts. 16,000 genuine miles. Immaculate. £490 o.n.o. Bentley, Michelin Tyre Co. Ltd., Stoke-on-Trent. Tel.: 48211. [9542]
- SPRITE Mk. I, 1961**, Excellent condition. Blue. Three-branch manifold, heater, "X" tyres. £275. Martin, 1, Baldry Gardens, London, S.W.16. Tel.: POL 4259. [9544]
- 1956 M.G.-A ROADSTER**, Radio, heater. £260 o.n.o. Carter, 1, Montrose Road, Rugby. [9545]
- DISMANTLING MINI**, also M.G.-A. Parts. Good 15-in. tyres. 1, Albert Road, Ealing, W.5. Tel.: Alperton 2203. [9546]
- T.V.R., 1961, Mk. IIA**, in white with black interior. Fitted heater, bonnet catches, new tyres, and taxed. M.G. engine and gearbox. The whole car is immaculate. £410. P. Winder, 5, Manor Court, Leeds, 17. Tel.: 663092. [9577]
- 1939 12/70 ALVIS**, mechanically sound throughout, extremely reliable. M.O.T. until May 1965. £50 o.n.o. Botten, 13, Dean Road, Strood, Kent. Tel.: Strood 78292 (after 6.30 p.m.). [9548]
- HUMBER 8/18, 1924**, 3-seater tourer, superb condition. Neil Shaw, 35, Windmill Rise, York. [9549]
- TR2, RED**, Excellent 2.2 engine, h/s.-tops, tonneau, spot/fog lamps, wooden wheel, £160. The usual problem, marriage! Tel.: Hatfield 4411. [9549]
- 1939 WOLSELEY "25" coupé**, This car has been maintained regardless of cost. Finished in maroon with beige leather interior trim. This is surely the most well preserved specimen available. £350. Box No. 0830. [9550]
- M.G. VA TICKFORD** drophead coupé, 1938. Black. Reasonable condition. Needs new battery. M.O.T. tested. £30 o.n.o. Tel.: GLADstone 3960. [9551]
- VW, 1961**, de luxe. Damaged roof but usable. £95. 14, Victory Square, Basingstoke. [9552]
- P.V.T. A.C. GREYHOUND, 1935**, 4-seat tourer. Rare, desirable car. Some work required. £85. 14, Victory Square, Basingstoke. [9553]
- 1963 AUSTIN-COOPER "S"**, V.G.C. "X"s, many extras. Modified enthusiast's car. H.P. and insurance arranged. £400. Box No. 0807. [9554]
- 1961 ASTON MARTIN DB4** saloon. One timid owner. Very low mileage. Every conceivable extra, including record player. Looks and handles like a delivery mileage car. Imperial crimson with black leather. £1,995. Tel.: Ashton 1113 (Manchester). [9555]

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

FOR SALE—continued

LAGONDA 3-LITRE saloon, 1957, Series II, in virtually mint condition. Very low mileage indeed. Burgundy with cream Connolly hide. The whole car indistinguishable from new. All extras and full warranty given. £595. Smaller car as part-exchange considered. Tel.: Ashton 1113 (Manchester). [9556]

1964 N.S.U. PRINZ 4, 14,000. Silver grey. Very smooth. £450 o.n.o. Parkinson, Pencattland, Crab Hill, South Nutfield, Surrey. [9557]

FORSCHE, 1955, 1500 cabriolet. Excellent body, mechanics. Konis, "X"s. £450. Bilfs for work done last five years. 20, Dearing's Road, Rugby. [9558]

TR2, HARD/SOFT-TOPS, tonneau, overdrive, heater, etc. V.G.C. £200 o.n.o. Tel.: Wolverhampton 62485. [9559]

M.G. TC, Stage II, superb condition all round, re-upholstered. 16-in. rears, numerous extras. Fortune spent. £200 o.n.o. Tel.: Shurdington 266 (Gloucestershire). [9560]

MORRIS-COOPER, 1963. Webasto roof, servo discs, Konis, radio, s/belts, new tyres. H.P. possible. £439. Consider exchange plus £200 cash. Jennings, 51, Colebridge Avenue, Gloucester. [9561]

SUNBEAM ALPINE, 1961, powder blue. Hard-top, tonneau. Running-in new engine. One owner. Excellent condition throughout. L.H.D., hence £420. Church Cottage, Old Windsor, Berkshire. Tel.: Windsor 65544. [9562]

TORNADO TALISMAN, 1963, midnight blue, Cosworth-tuned 1,500-c.c. engine, in original condition, low mileage. Offers around £540. 17, Chamberlain Road, Worcester. [9563]

M.G. TF 1,250 c.c., 1954, metallic green, V.G.C. Many extras. £350. N. B. Bengier, Tel.: Leatherhead 4148 (office hours). [9564]

ERISTOL 405, 1955. First registered 1956. Metallic grey, red upholstery. New engine 11,500 miles. Nearly £700 spent at Bristol last 18 months. Magnificent condition throughout. £625. Dr. Tommey, Women's Hospital, Liverpool. [9565]

VINTAGE SUNBEAM FOURTEEN, 1923, 2-litre 4-seater open tourer; mechanically and bodily perfect and completely original. Best cash offer or exchange considered. P. Linton Moss, 16, Manor Road, Ruislip, Middlesex. Tel.: RUI 3698. [9566]

1952 BARKER-BODIED DAIMLER 2-litre sports. Pre-selector with overdrive. Two-tone green/black. Beautiful condition throughout. Really a thoroughbred motor car. £275. Tel.: Winterslow (Salisbury) 450. [9567]

AS NEW, PAIR of 1½-in. S.U.s plus air cleaners, to suit B.M.C. "A" Series, £12 o.n.o. Also "Donald Healey" wood-rim wheel, Mk. I, Mk. II Sprite, as new, £6 o.n.o. Tel.: Warwick 41158. [9568]

SUNBEAM ALPINE, 1962. Powder blue, black trim. Overdrive, hard-top, w/wheels, tonneau cover, etc. £561 or near offer. "Moorfield," Upton Wood, Shepherdswell, Dover. Tel.: Shepherdswell 486. [9569]

1965 CONVERTIBLE HERALD, Spitfire twin carbs., Kenlowe, SP41 tyres, discs, air horns, instruments, etc. £645 (cost £750). Tel.: LIV 8489. [9570]

1962 TORNADO TALISMAN. Sale £445, or exchange family saloon about £250 plus cash. Midnight blue; wireless, heater, etc. 6, St. Martin's Close, Rayleigh, Essex. [9571]

1957 REGD. 1300 Porsche-VW, alloy body, poor hood. £150 o.n.o. 54, Brassie Avenue, London, W.3. [9572]

1553 ALFA ROMEO 2500 Supersport. Rare GT body by Farina; engine good, brakes just relined; 49,000 miles; £270. 1949 Riley 1½, £63 just spent on brakes, tyres, steering, lights; accept £85. Box No. 0808. [9573]

1960 VW KHARMANN Ghia cabriolet, R.H.D. Brown with beige hood. Whitewall tyres. 37,000 miles. Immaculate. £525 o.n.o. Part exchange VW. Tel.: Ruislip 8039. [9574]

RILEY 1½ R.M.E. Superb, immaculate example. Body, uphol- stery and mechanics near perfect. New tyres. 42,000 miles only. Two owners. £295 o.n.o. Rowe, Tel.: Lavenham 447 (Suffolk). [9575]

M.G. OPEN B.R.G. L1 Magna. Driven by Phil Hill last year at Silverstone (photographs). 100% reconditioned engine, part from original Ashton Rigby car (Archway Engineering) 2,500 miles. Rechromed; differential, brakes, clutch, wiring, hood, tonneau replaced recently. Mechanically excellent. £120, plus spare engine, gearbox. C. J. B. Dew, Hollygrange, Langham Road, Bowdon, Cheshire. Tel.: Altrincham 4338. [9576]

LANCIA AURELIA GT, 8th Series—1958. Blue paintwork, grey interior. Good condition. £600 o.n.o. Dr. Sutherland, St. Mary's Hospital, Portsmouth. Tel.: 22331. [9578]

MORGAN +4, 1952. Beautiful car. Overhauled; front and rear suspension, steering, lights, wiring, flashers, heater. Resprayed B.R.G., undersealed. New: coil, dynamo, control panel, batteries. £180 or offers. Castell, Quarry View, Course Lane, Newburgh, Wigan, Lancs. Tel.: Parbold 588. [9579]

A.C. BUCKLAND tourer, 1951. Immaculate condition. Walker, 6a, Hanger Green, Ealing, W.5. Tel.: ALPerton 2093. [9580]

TR3A, 1960. Excellent condition. B.R.G., black trim. Hood, tonneau, discs, overdrive, heater. New Cinturatos. 110 m.p.h., up to 35 m.p.g. £425. O'Beirne, 36, Turners Mill Road, Haywards Heath. [9581]

M.G. TA. Enthusiastic engineer maintained eight years. Excellent bodywork, hood, interior, mechanics. Every possible extra. £140. 123, Oak Road, Fareham, Hants. [9582]

CITROEN DS, 1958 mod. Engine, brakes and every single under-bonnet hydraulic unit renewed within last 3,000 miles. H.C. engine. £300, or p.e. later ID or Safari. "Thornley," Nether Wallop, Stockbridge, Hants. Tel.: Wallop 279. [9583]

BLACK TRIUMPH TR4, June 1963. Black hard-top, black Surrey top, wirewheels, radio, Kenlowe fans, oil cooler, Alfín rear drums, Konis, spots, wood-rim wheel. All excellent condition. £750. Part exchange Mini considered or am open to suggestion. Willett, 35, Ladysmith Avenue, Sheffield, 7. Tel.: Sheffield 27241, ext. 266 (office hours only). [9584]

1958 MASERATI 150S, "Parson Special." Many spares, suitable sprints, etc.; even road. £600 o.n.o. Any interesting p/e. R. Glass, 207, Park Road, Peterborough. [9585]

M.G. TC (1949). Resprayed light green. Recond. engine 1962 (12,000 miles only). New p.v.c. hood; gearbox, clutch, steering, brakes, all substantially replaced last two years. Bills available. £150. Clarke, Tel.: FREmantle 8752 (evenings). [9586]

M.G. PA, 1935, 4-seater, Ford engine, cardinal red, excellent condition. £100, delivered. Also PA 2-seater; spares, reconditioned engine, chassis, wheels. Box No. 0809. [9587]

DO YOU WANT superb handling, four seats, an opening roof? May 1964 Austin 1100. Green. Weathershields roof, radio, 6,000 miles. £575. 49, Queens Road, Kenilworth, Warwickshire. Tel.: 54213. [9588]

ALVIS, 1936, SILVER EAGLE saloon. All original. Good tyres, M.O.T. £65 o.n.o. Clark, 64, St. Judes Avenue, Studley, Warwickshire. Tel.: Studley 972. [9589]

M.G. MIDGET, 1963. B.R.G. Many extras, inc. tonneau. Excellent condition. Price by arrangement. Tel.: Harrogate 8483. [9590]

NODED MINI HEAD and manifold with 1½ in. S.U. £15. Cheap? J. Hopewell, 12, Cliff Drive, Radcliffe-on-Trent, Notts. [9591]

FOR SALE—continued

SUNBEAM ALPINE II, Nov. '61, red. One owner. Pirelli's, usual extras, much pampered. Stork forces sale. £495. Robbins, 24, South Street, Emsworth, Hants. [9592]

TR3A, BLACK TONNEAU COVER, £8 10s. Chrome luggage rack, £8. Expanding hide suitcase, £8 10s. All as new. Tel.: Bristol 34682. [9593]

JOWETT JUPITER for sale, in really good condition through- out. Any trial or inspection. £80. Ingram, Tel.: Atherstone 3140. [9594]

SPARES FOR SALE: for A Series. Twin carbs. with all manifolds, £6, brand new. Crankshaft with all bearings, £4. Ingram, Tel.: Atherstone 3140. [9595]

1933 ALVIS SILVER EAGLE saloon, recent £120 engine rebuild. Bodywork, interior, good. Two new, two good and three spare tyres. M.O.T. tested until August. Any offers from good home? Harris, 66, Vicarage Lane, Gt. Bad-dow, Essex. [9596]

TR3A, 1958. Overdrive, heater, 38,000 miles only. Really good condition; second owner reluctantly selling. Jones, Burley Lodge, Sevenoaks. Tel.: Sevenoaks 52791, or ABBey 7766 (day). [9597]

M.G. TA, 1939. Good bodywork, fair mechanically; win- dtones, spotlight, heater. £110. Bennett, Middlefield, Greeting, Glos. Tel.: Alderton 379. [9598]

ROLLS-ROYCE: rare, elegant 2-door, 4-light 1933 20/25 sports saloon by Park Ward in maroon and black. Excellent condition. £445. Wigdery, The Flat, Linton House, Linton, Cambs. [9599]

3.4 JAGUAR. Beautifully clean, exceptionally quiet. Cinturatos all round, overdrive, discs, etc. Any possible trial and inspection. £375. 9, Norville Terrace, Leeds 6. Tel.: 56323. [9600]

XK150 S.E., 1958, immaculate indigo f/head; cosseted by Jaguar enthusiast. All extras, low mileage, faultless mechanically. £395. Tel.: Rickmansworth 5988 (evenings). [9601]

RILEY KESTREL, 1935/6, black; overhauled, also spares. £40. Gough, 10, Heathlands Crescent, Boldmere, Sutton Coldfield, Warwickshire. [9602]

TRIUMPH SPITFIRE, Aug. 1964. Under 4,000 miles; cost £815. Extras include hard-top, hood, tonneau, heater, Kenlowe, Mangoletti inlets, underseal and extra instruments, etc., etc. Never raced, rallied, etc. Best offer over £665 to: Green, Flat 14, Penton Hall, Penton Hook Road, Staines. [9603]

1929 MORRIS MINOR, o.h.c., leather sun-roof; partly dis- mantled but complete. Mechanically good, bodily restorable, towable. £35 o.n.o. Write: Huffey, 56, Sussex Avenue, Ashford, Kent. [9604]

JAGUAR Mk. VII, BLACK. Immaculate; radio, spots, modified Mk. IX appearance, power brakes, t.o.h.c. engine, new brakes. Taxed, M.O.T. 1966. £85. Tel.: Brentwood 5338. [9605]

TR2, 1954. Hard-top, tonneau, heater, new Cinturatos, new liners. Excellent body, resprayed blue. Special manifolds, anti-roll bar. £210 or exchange Minivan. Tel.: Gerrards Cross 2581. [9606]

MUST VACATE GARAGE following complete mechanical and bodily strip down and rebuild. Rare but beautiful 4-seat aluminium Vanden Plas-bodied Alvis speed 20. Resprayed Connaught Green; new hood and sidescreens. M.O.T. and Taxed. £475, offers or part exchange considered. Further details or photograph: "Watersmeet," Mill Lane, Yateley, Hampshire. Tel.: Yateley 2047. [9607]

FABULOUS CONDITION 1956 XK140C F.H.C. C-type engine recently fitted new bearings, valves, rings, chains. Brakes relined, close-ratio gearbox, high ratio c.w.p. made for utterly relaxed high-speed cruising for first titled owner. 50, 90, 120 and theoretical 150 in top. Recently cruised effortlessly on motorways to Scotland with makers oil pressure at all times. 23 m.p.g. Fitted Konis, radio, heater, chrome luggage rack, wheel trims, mirrors, washers, excellent "X" tyres. Faultless bodywork. Excellent interior and well worth £245. Tel.: PRO 9878. [9608]

RILEY PATHFINDER, 1955. The last real Riley made. This car is in outstanding condition all round, and is fitted with radio and heater. Price: £180. No offers. M. Bennett, Glendale, Castle Hill, Axminster. Tel.: 2059. [9609]

CRASHED YOUR TR? Then buy my 1958 TR3A, less engine and gearbox. This car requires a day's panel beating to put it right, there is no frontal damage. A bargain at £60. Box No. 0810. [9609A]

ALVIS GREY LADY saloon (1954). Radio, belts, good mech- anically, body requires some attention. £150 o.n.o. 26, Theftford Road, New Malden. Tel.: MAL 2718. [9610]

M.G.-A 1,500 c.c., RED. Excellent condition, resprayed October. B.M.C. exchange engine 16,000 miles, many extras including wire wheels, radio, heater, luggage rack. Bargain at £310 o.n.o. Lt. J. A. C. Blakiston, Allenby Hall, R.M.C.S., Shrivenham, Wilts. [9611]

JAGUAR MARK IX Automatic, P.A.S., discs, grey, red, radio, one owner. Need I say more. Haggie starts £275. Tel.: Liberty (London) 7909. [9612]

M.G. YB SALOON, 1952, B.R.G. Reconditioned engine, new tyres and battery, radio; regularly maintained. £115 o.n.o. Tel.: FLA 4968 (evenings). [9613]

BEAUTIFUL BRISTOL 401, 1951. Taxed, M.O.T., 1965. Radio, new tyres, battery. £219 o.n.o. Tel.: Knowle (Warwickshire) 3407. [9614]

1937 BENTLEY 4½ drophead, black. Park Ward. Uncommonly good. £350. Tel.: Worpleston 2030. [9615]

Mk. X COOPER-NORTON—fastest in the country, in im- maculate condition—is offered absolutely ready to race; including trailer and spares. £375 o.n.o., or would exchange road car. Clive Osborn, 42, Sackville Gardens, Hove, Sussex. Tel.: Hove 34337. [9616]

VOLKSWAGEN KARMANN GHIA, 1959, red. Sunroof, radio, white wall tyres, second engine, 1963, left-hand drive, very good condition. £320. 1, Peace Road, Stanway, Colchester. Tel.: 71762. [9617]

TR3A, 1960, B.R.G., overdrive, heater, tonneau, washers, new Michelin "X"s, one careful owner; never raced/rallied. 40,000 miles, excellent condition. Free delivery. £399 o.n.o. Box No. 0811. [9618]

M.G. MAGNETTE, 1937, sports 2-seater. Just decoked. Steering requires attention. £40. 690, Manchester Road, Great Lever, Bolton. [9619]

1960 TURNER, 950 c.c. Wire wheels, "X"s, tonneau. £230. Mr. Stucki. Tel.: Leicester 74315. [9620]

1935 M.G. PB in excellent condition; reconditioned engine Recently resprayed B.R.G. Very sound car at a realistic price of £125 o.n.o. Tel.: Guildford 66499 (anytime). [9621]

JAGUAR XK140 F.H.C., 1955. Excellent condition throughout. £240 o.n.o. R. Green, 11, Tithebarn Street, Currock, Carlisle. [9622]

M.G. TC, BLACK, superb condition. New hood, two new tyres. £175 o.n.o. Rudge, 103, Quarry Road, Hereford. Tel.: 3041. [9623]

TR3A, RED. O/drive, h/s-tops, radio, heater, oil cooler, "X"s, excellent. Extras. £385. 65, Icknield Drive, Ilford, Essex. [9624]

FOR SALE—continued

GRACE, SPACE, PACE a la 1947. 3½-litre Jaguar in out- standing condition, 77,000 miles from new and fitted with all original extras. Must be seen to be appreciated. £35. Tel.: EALING 9514 after 6.30 p.m. [9625]

BLACK TR4, 1962. Only 22,000 miles, immaculate condition. Detachable hard-top, wire wheels, overdrive, heater, Cinturato tyres. Owner going abroad. £695. Tel.: PRIMrose 8842 after 7 p.m. [9626]

M.G. MIDGET, 1963. One owner, 14,000 miles. Hard-top (works), wire wheels, belts, occasional rear seat, heater, woodrim, racing mirrors. Immaculate. £500. H.P. possible. Flat 3, 34, Finchley Road, London, N.W.8. Tel.: JUN 2519. [9627]

ALVIS TA21 DROPHEAD, 1952. Carefully maintained by two private owners from new. £160 o.n.o. Barber. Tel.: PUT 5495 (evgs.), or MON 9811, Ext. 306 (daytime). [9628]

ASTON MARTIN, 1939, S/C 2-litre sports in superb con- dition after complete and comprehensive rebuild. A small fortune has been spent on this car, bills available. Run it in yourself. £345. Dobbs. Tel.: West Wittering 2243 or Rickard, Tel.: HYD 3606. [9629]

INDIVIDUALISTS! D.B.1 Aston Martin, completely rebuilt, including new engine and gearbox 20,000 miles ago. Fitted with modern coachbuilt aluminium drophead body with wind-up windows, fully trimmed. Most attractive car but with some paint lifting, hence price of around £400. 79, Athenaeum Road, London, N.20. Tel.: Hillside 2449. [9630]

1964 SPITFIRE, white with black trim. In excellent condition. Extras include heater, spotlights, wing mirrors and additional instrumentation. Taxed for 1965. Reluctantly offered at £535. Smith, 15, Blendon Road, Bexley, Kent. Tel.: Bexleyheath 9755 or Hildenborough 3376 (office hours). [9631]

1965 SPITFIRE (FEBRUARY). Overdrive, carpets, under- seal. Cost £740. Available for £660. Carmichael, Battenhall Avenue, Worcester. Tel.: 24586. [9632]

AUSTIN HEALEY BNI, glass-fibre bodied fixed-head. See February issue. £185 o.n.o. Buyer went broke. 59, Ald-bridge Street, S.E.17. [9633]

FIAT 1500, SEPT. 1962, 31,000; immaculate. Five new tyres. £495. Marella, Hall Drive, Appleton, Warrington. Tel.: 61406. [9634]

ELVA COURIER Mk. III, 1964, fixed-head coupé. M.G.-A engine, light blue with red upholstery, 4,000 miles only, perfect condition. Offers for quick sale. H.P. arranged, part exchange considered. Tel.: Wallington 6531 (evenings). [9635]

ALPINE, JAN. '63, 16,000 miles. O/drive, wire wheels, hard- top, tonneau, £650 o.n.o. Terms arranged. Owner abroad. Apply 61, Egremont Promenade, Wallasey. Tel.: NEW 3978. [9636]

LANCHESTER 14, 1952, superb. 45,000 from new. Taxed and Tested. £110 o.n.o. Box No. 0812. [9637]

WANTED

COVENTRY CLIMAX FPF 2.7 or 2.5-litre engine wanted, preferably complete with Weber carburetters, but would consider parts or incomplete engine. Please write Airmail, New Zealand Tube Mills Limited, Box 735, Wellington, New Zealand. [9754]

MORGAN 4/4 Series I/II/III, or Turner. Excellent condition essential. 9, Guithayon Street, Witham, Essex. [8771]

WANTED: M.G.-A WINDSCREEN and supports, hard- or soft-top, and sidescreens. Crofton, Shepherds Lane, Bracknell, Berks. [8800]

CRASHED T.V.R. WANTED. Anything up to Mk. IIA. Details, Lobley, Wearmouth Hall, Chester Road, Sunderland, Co. Durham. [8799]

LAGONDA REQUIRED for spares. Any model, condition, or location, if cheap. Box No. 0729. [8798]

TONNEAU COVER and/or windscreen wanted for 1955 TR2. Horne, 25, Curzon Park South, Chester. Tel.: 25587. [8801]

TWO 21-in. WELL-BASE rims for 3-litre Bentley. Will swap two 820x120 B.E. wheels. Goundry, Old Timbers, Hayling Island. [8803]

TWIN 1½ S.U. H4 carburetters, and manifold for Midget. Tel.: Whittlesley 3200. [8804]

"MOTORSPORT" WANTED, 1964, July, Nov.; 1945, April; 1943, Jan., Oct., Nov.; 1941, Sept.; 1940, Jan., Sept., Oct.; 1929, Jan., Feb., Mar., April, July, Aug., Sept., Oct.; 1928, Dec., and all prior to July 1926. Also *Motor Cycling* and the *Motor Cycle* pre-1930, and pre-1930 motorcycle books and catalogues. Mortimer, Pincott Farm, Pincott Lane, West Horsley, Surrey. Tel.: East Horsley 2308. [8805]

XK140 F.H.C., o/s door, shell or complete. Also w/screen. Will collect. Condition and price to: Foulkes, Littlecroft, Corbridge, Northumberland. [8895]

DAIMLER DART, 1960 or '61. Citroen DS, 1960 or '61. Box No. 0730. [8897]

TR3A—TR3A—TR3A. Cheap, tatty and/or crashed—required immediately—privately. R. K. R. "Lindisfarne," Sandfield Park, Liverpool, 12. Tel.: STOnycroft 4560. [8809]

WANTED FOR A.C. Ace, windscreen. Write H. J. Moore, The Leys, Cambridge. [8813]

895x135 BEADED EDGE wire wheels for R.-R. Silver Ghost. Box No. 0734. [8827]

SHORROCK FOR A35. Good condition. State price. Bennett, 4, Elmsley Road, Liverpool, 18. [8892]

WANTED: INFORMATION leading to the purchase of Wilson gearboxes (preselector) as used on Connaughts, E.R.A., H.W.M., etc. Any parts welcome, condition im-materal. Also parts, sketches or drawings of Porsche i.l.s. as used on Works C-type E.R.A. Morris, 21, Glazbury Road, W.14. Tel.: EMPress 4246 (evenings). [8881]

MORGAN, 1950-1960, preferably Plus Four four-seater, must be sound. W. J. Snasdell, 1, Castle Rise, Belmesthorpe, Stamford, Lincs. [8885]

M.G. PA AIRLINE coupé wanted. Forward details, price, to 35, Hardwick Street, Tibshelf, Derbys. [8890]

TWO LUCAS "MAGNA" headlamps, 8½ in. diameter (early 'thirties). Morgan, Dormers, Waldringfield, Nr. Wood-bridge, Suffolk. [8891]

100€ URGENTLY REQUIRES Murray overdrive with or without gearbox, and complete Willment o.h.v. conversion. State price required. Arkley, 12, Painswick Avenue, Stanford-Le-Hope, Essex. Tel.: 4640. [8893]

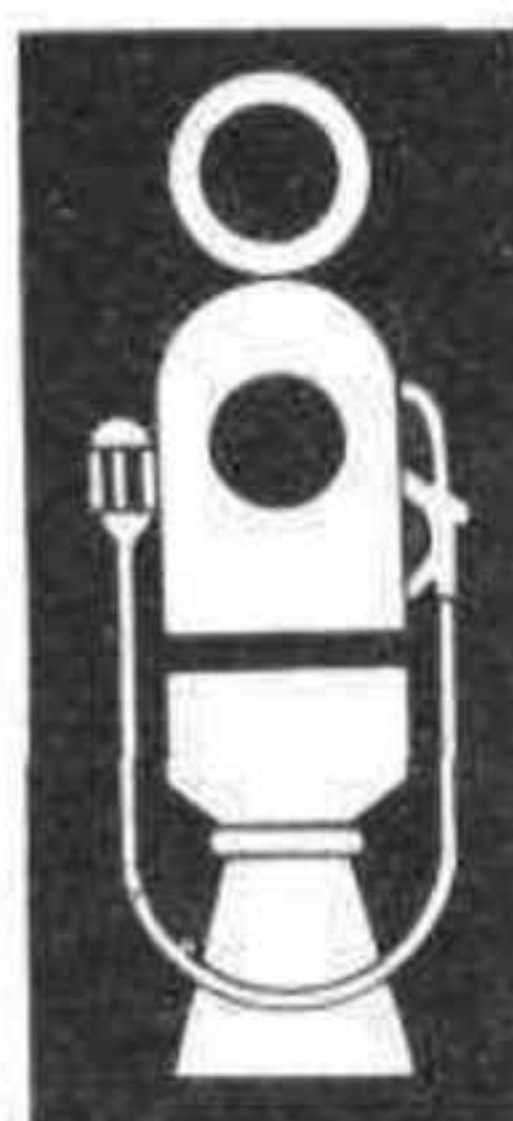
ANY PRIVATE VEHICLE wanted registration number PP, PAP, CP or CMP, single or distinctive numbers. Parkinson, P.O. Box 8, Stockport. [8759]

REGISTRATION No. JF, KT, KG, JK or KMG wanted. French, 221, Scally Road, Scarborough. [8920]

DOES ANYONE have a four-wheeled Morgan for a young man still working his way up from (young) "old crock" owner-ship? Age and condition unimportant. Box No. 0745. [8923]

WANTED, ENGINE for 1937 M.G. TA, must be in good con- dition. R. Hartley, 82, Rochdale Road East, Heywood, Lancs. [8934]

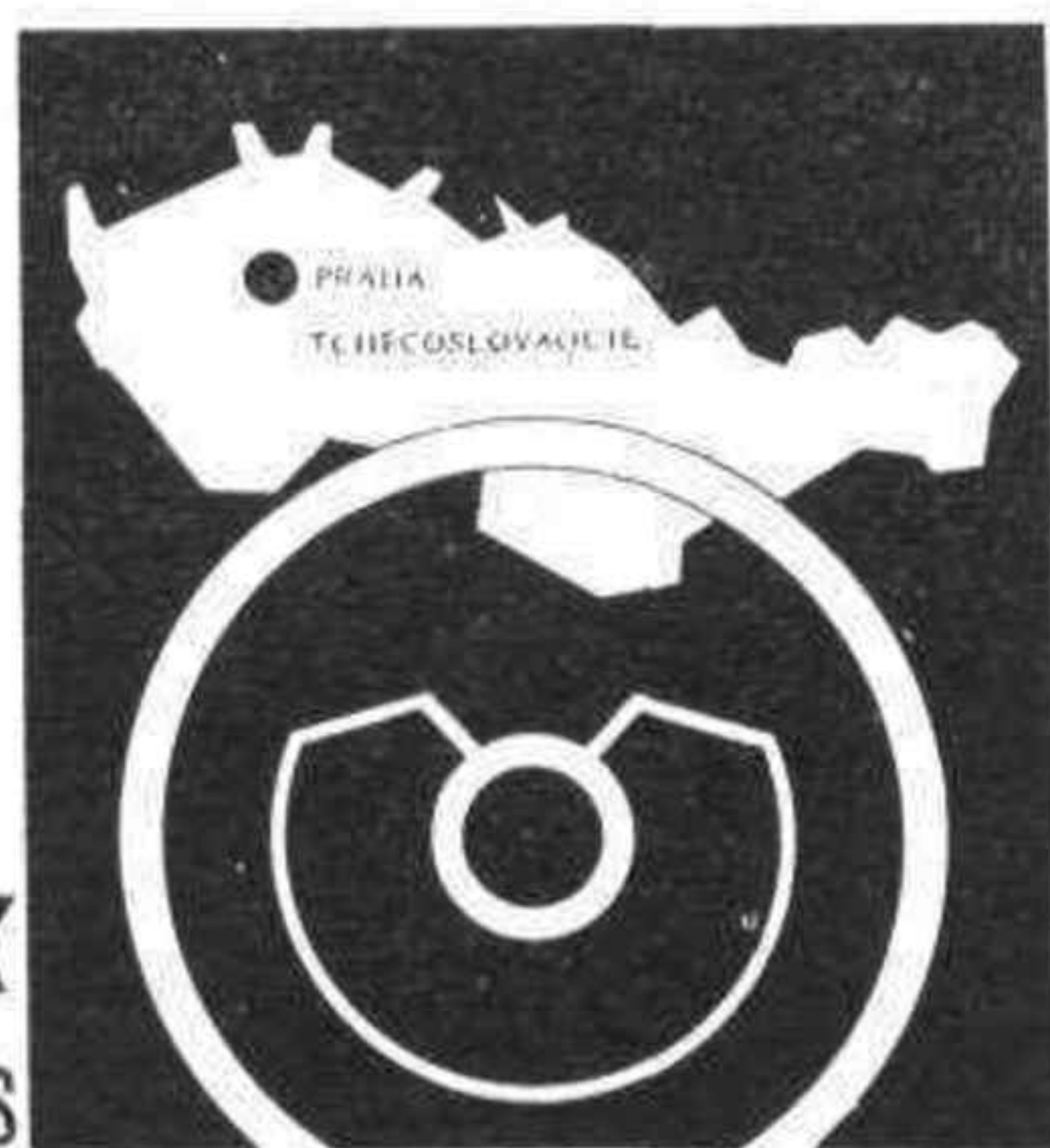
MINI-COOPER, 1963/4, one owner, low mileage. Cash. 3, Westfield, Bradford-on-Avon, Wiltshire. [8941]



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1963 JAGUAR Mk. X. White, red hide. Radio,
manual gearbox, with overdrive. As new .. £1,299

1962 Facellia II drophead coupe. White.
Radio £999

1962 Jaguar 3.8. Maroon. O/drive, radio. One
owner £985

1963 Renault Floride S. Hard- and soft-top.
Radio. Red/black £699

1960 Mercedes 190B saloon. Maroon. Loose
covers, radio. One owner £695

1961 Jaguar 3.4. Blue. Overdrive, radio .. £649

1957 Jensen 541 saloon. Disc brakes, Webasto roof.
Maroon £599

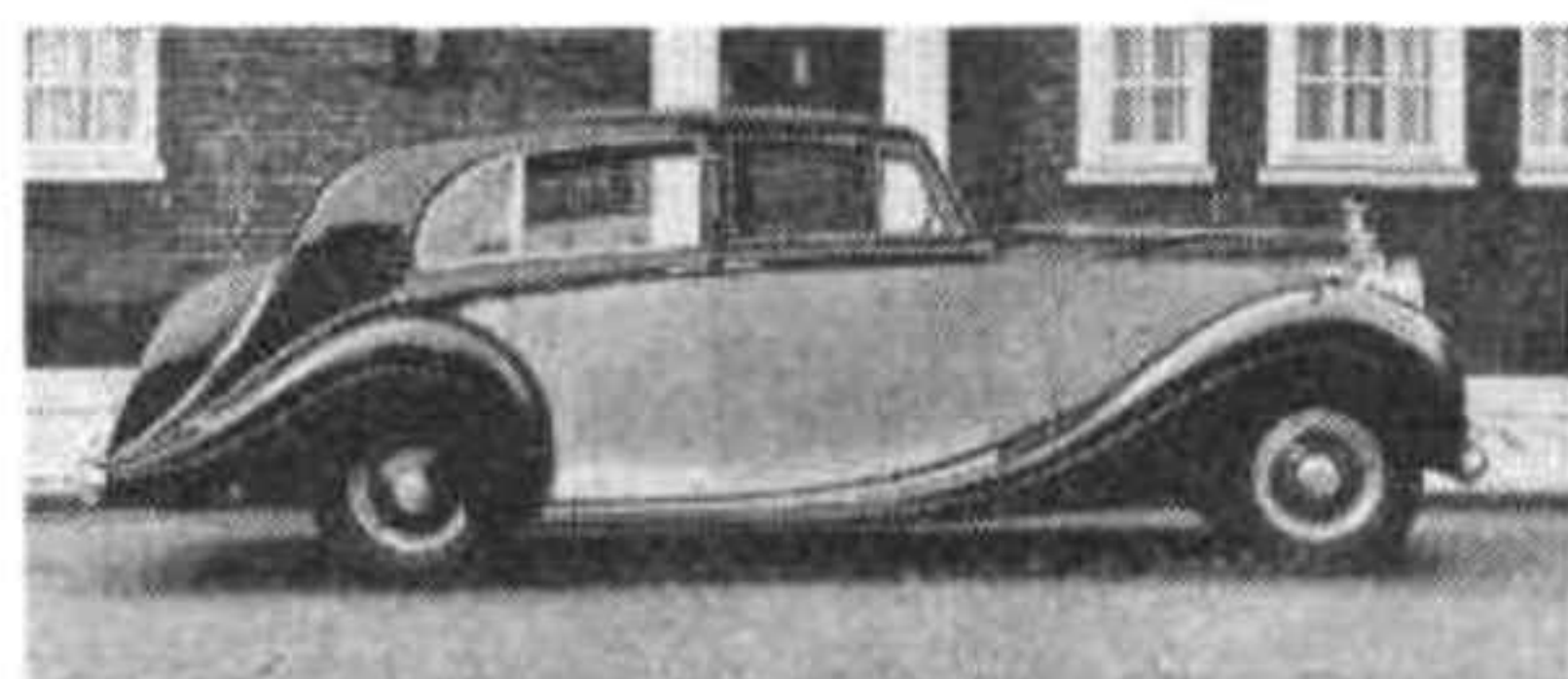
1958 M.G.-A 2-seater. Red. Wire wheels £295

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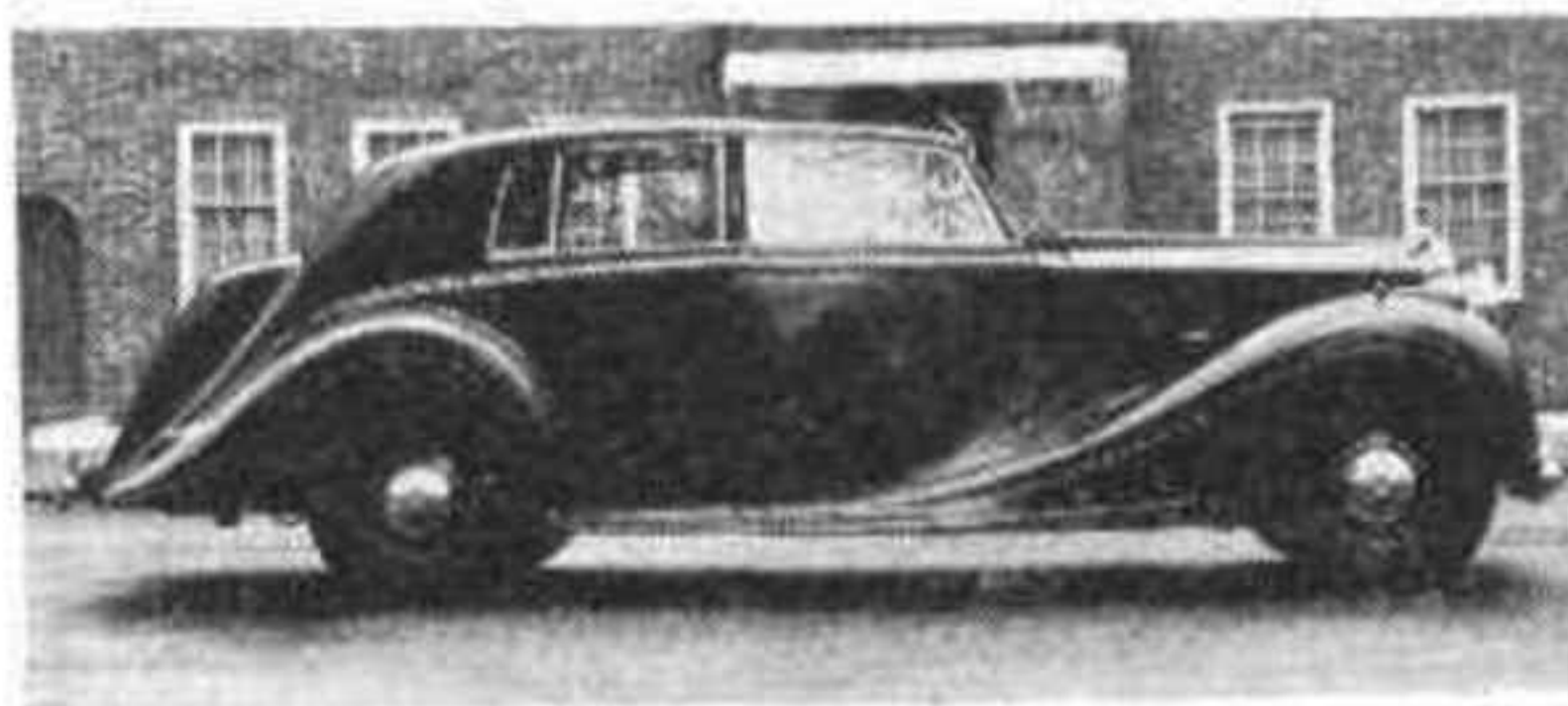
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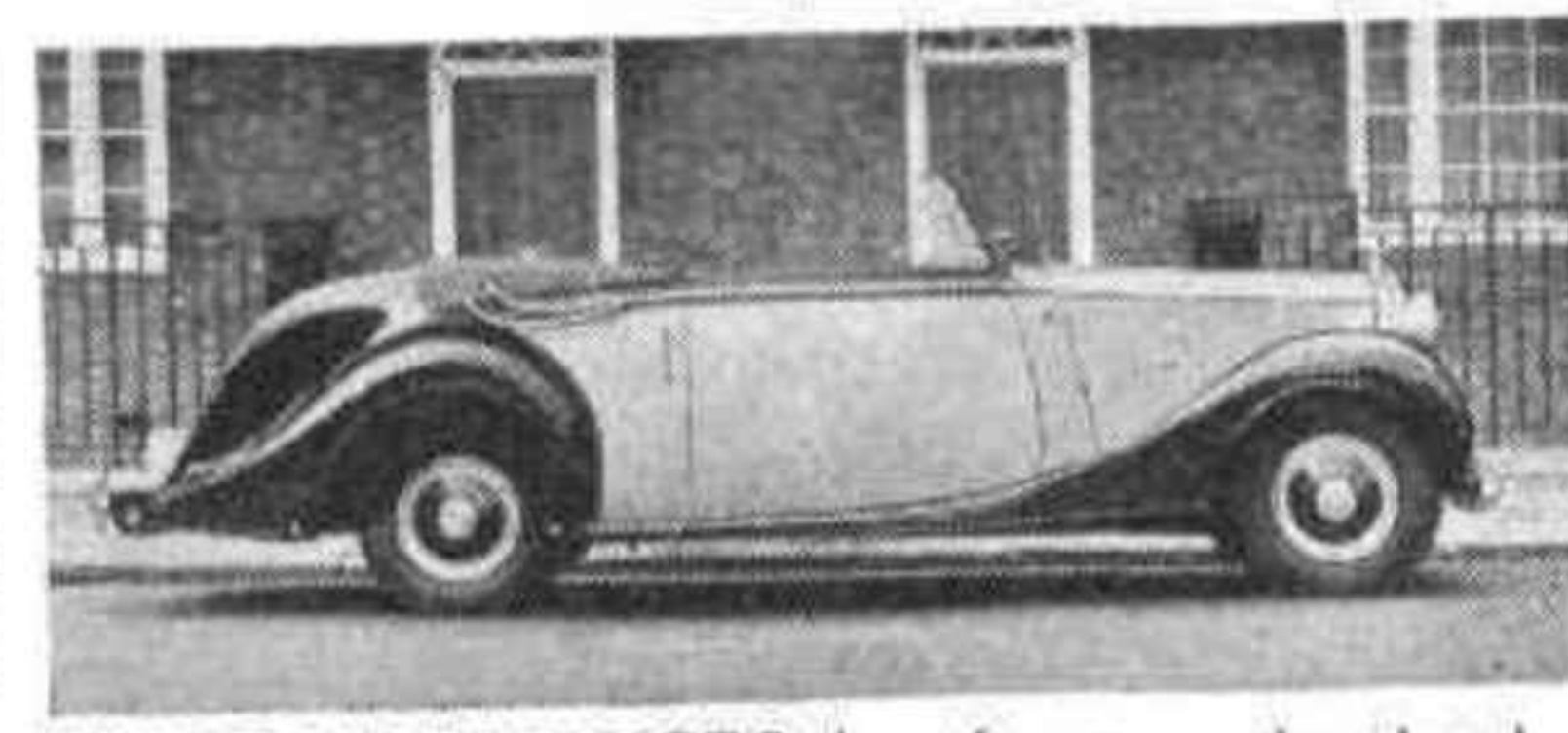
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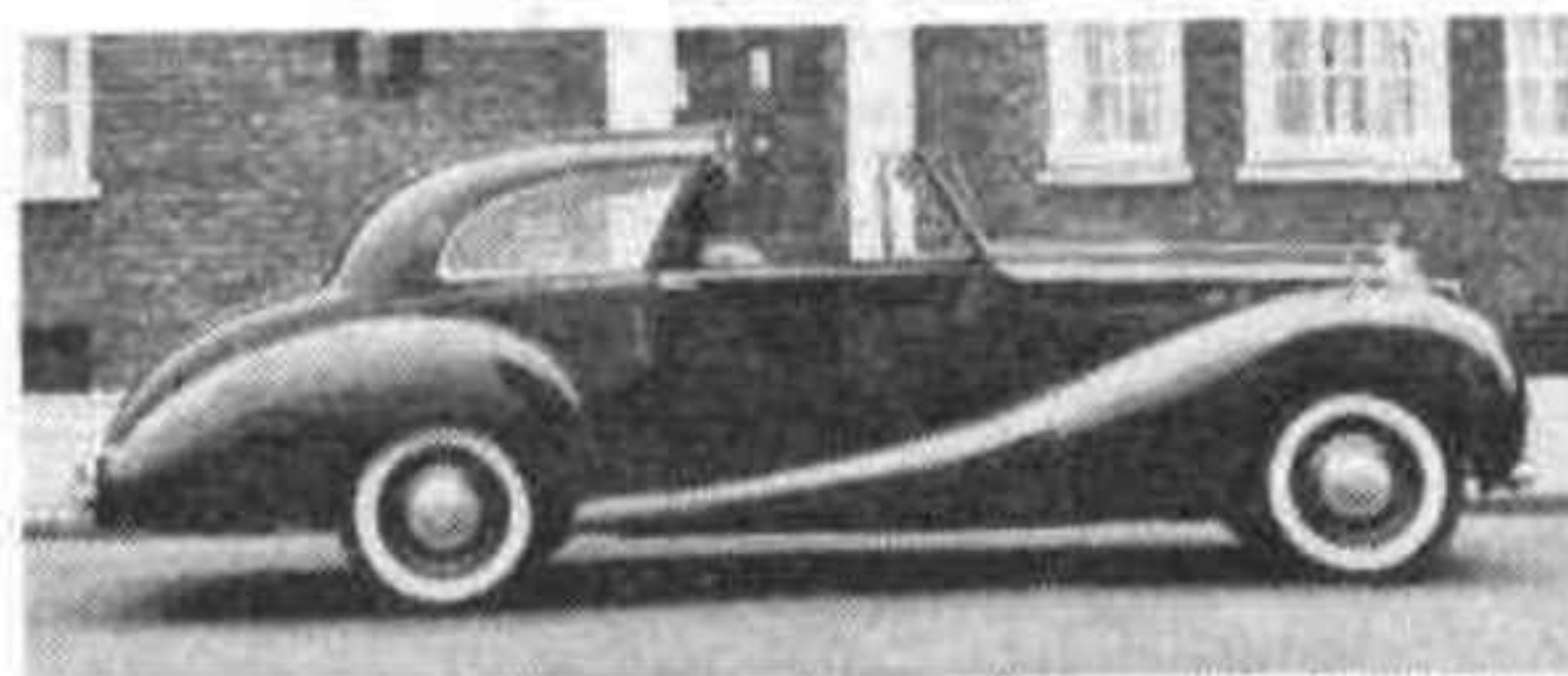
1952 ROLLS-ROYCE Silver Wraith sports
saloon by Freestone & Webb; Webasto roof and
deflector, many extras, detailed history ... £1,250



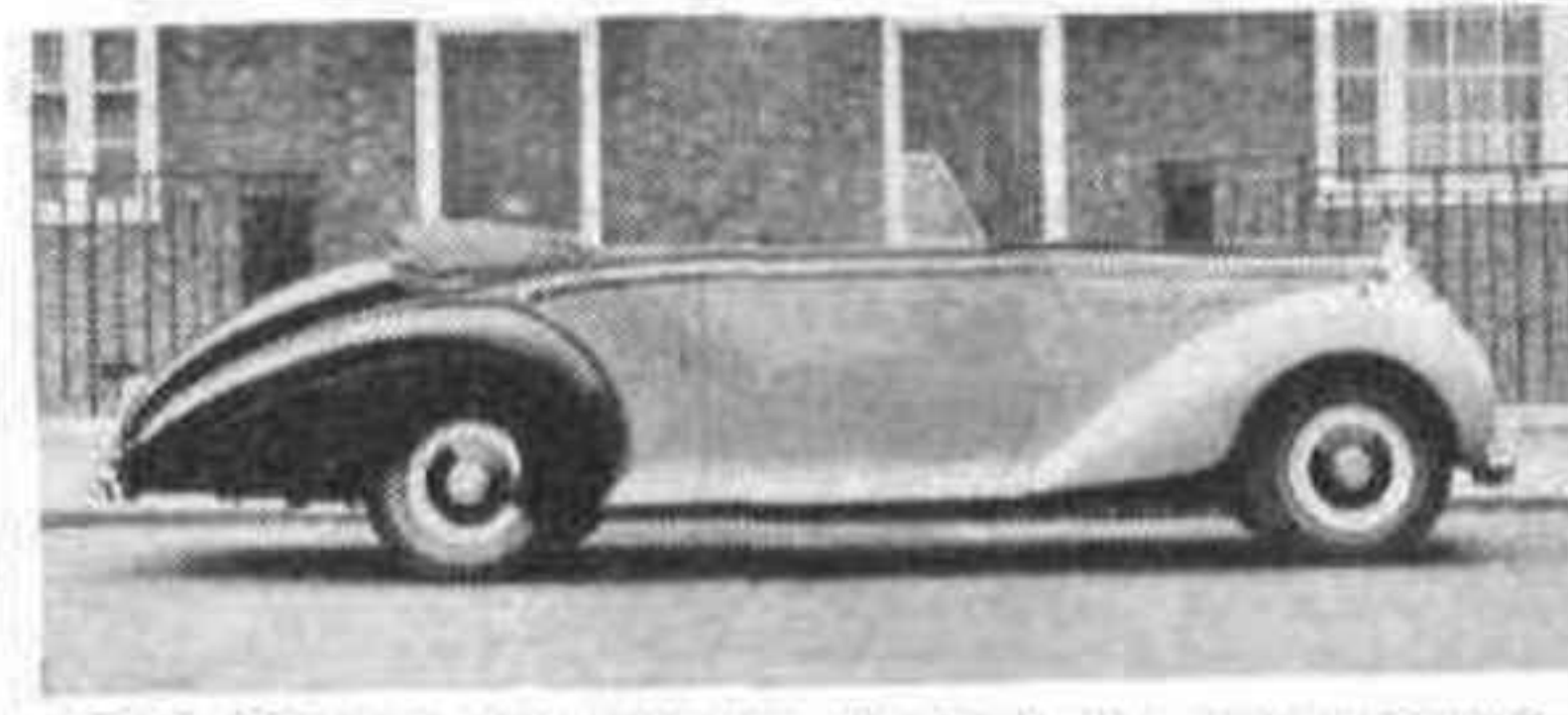
1949 ROLLS-ROYCE Silver Wraith H. J. M.
saloon, Embassy black; recent replacement engine,
fully scheduled £995



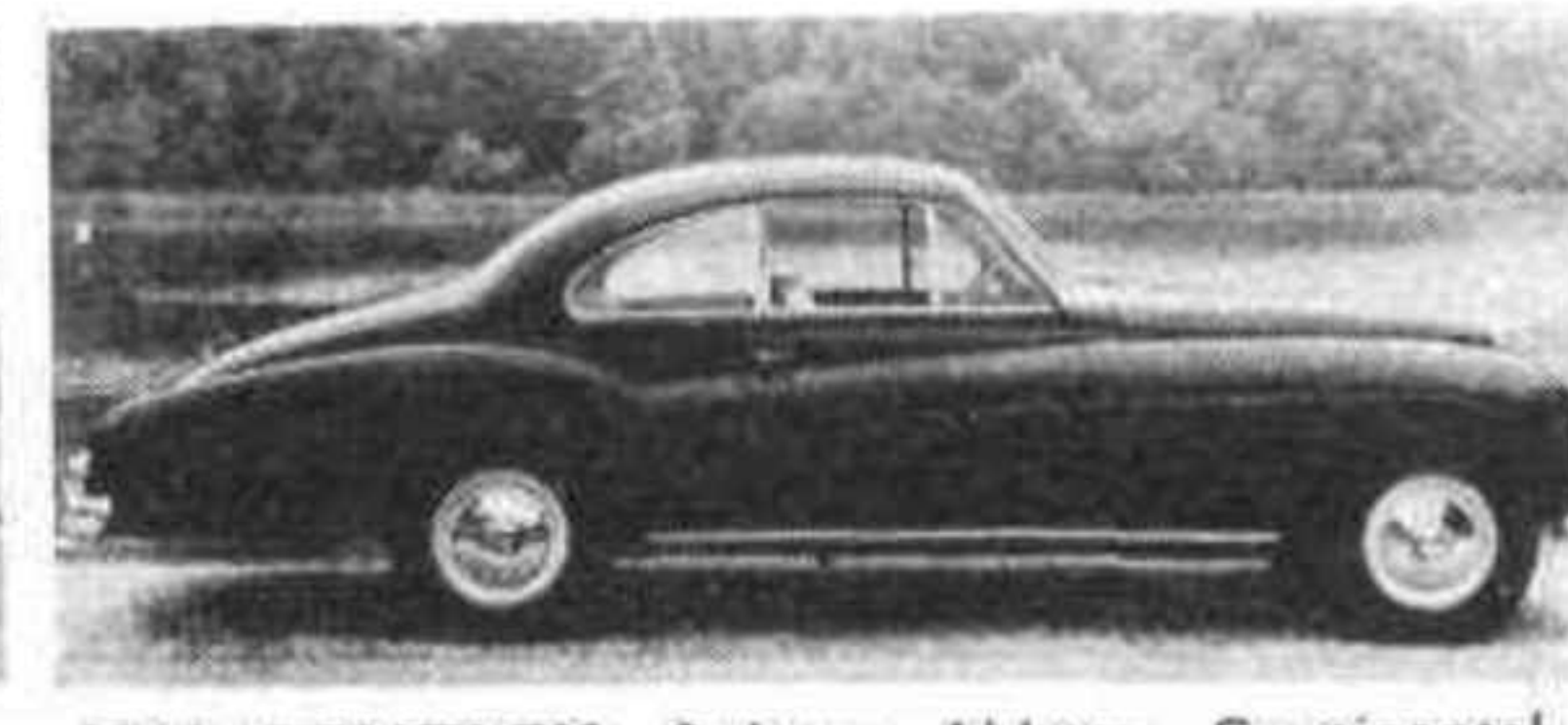
1949 ROLLS-ROYCE 2-door foursome drophead
coupé, indigo blue, shell grey; restored to new
condition £2,150



1950 BENTLEY 2-door Mk. VI coupé de ville,
James Young styling; recorded 71,000 mls.,
Embassy black, champagne hide £895



1949 BENTLEY Mk. VI 2-door drophead coupé
by Park Ward, French grey over black; power
hood and windows, new works engine; fine
example £1,095



1954 BENTLEY 2-door Abbott Continental
styled coachwork; recent major overhaul, painted
regal red/champagne hide £1,195

1939 ROLLS-ROYCE Wraith 7-passenger limousine by Park Ward; electric
division, seven seats forward, fully scheduled and passed by works, Embassy
black, leather trim to front, Bedford cord to rear... .. £525
1949 ROLLS-ROYCE Silver Wraith sedanca de ville by H. J. Mulliner;
fully opening front, Embassy black, trimmed in hide throughout, twin side
seats to rear, electric division; a superb carriage... .. £975
ROLLS-ROYCE small 20/25 h.p. foursome drophead coupé; exceptional
chassis, all complete in every way, shell grey and black, sedanca de ville opening
hood, documented history; an investment at £850

1953 BENTLEY large-bore, large-boot S.S. saloon; black and shell grey, well
maintained and fully scheduled £525
1948 BENTLEY Mk. VI S.S. saloon, B.R.G. with tan hide; one of the best
examples of this popular marque £425
1938 BENTLEY 4½-litre L.S. Series 2-door foursome drophead coupé by
V.D.P.; maintained regardless by Club member; shell grey with tan hide.
Eligible for Concours events, full history £725
1949 BENTLEY S.S. saloon, shell and Tudor grey, modified engine. Choice
of TWO from £395

We wish to buy for cash GOOD ROLLS-ROYCE and BENTLEY Coupés and Saloons

85 HARROW ROAD, PADDINGTON GREEN, LONDON, W.2, E. & O.E.

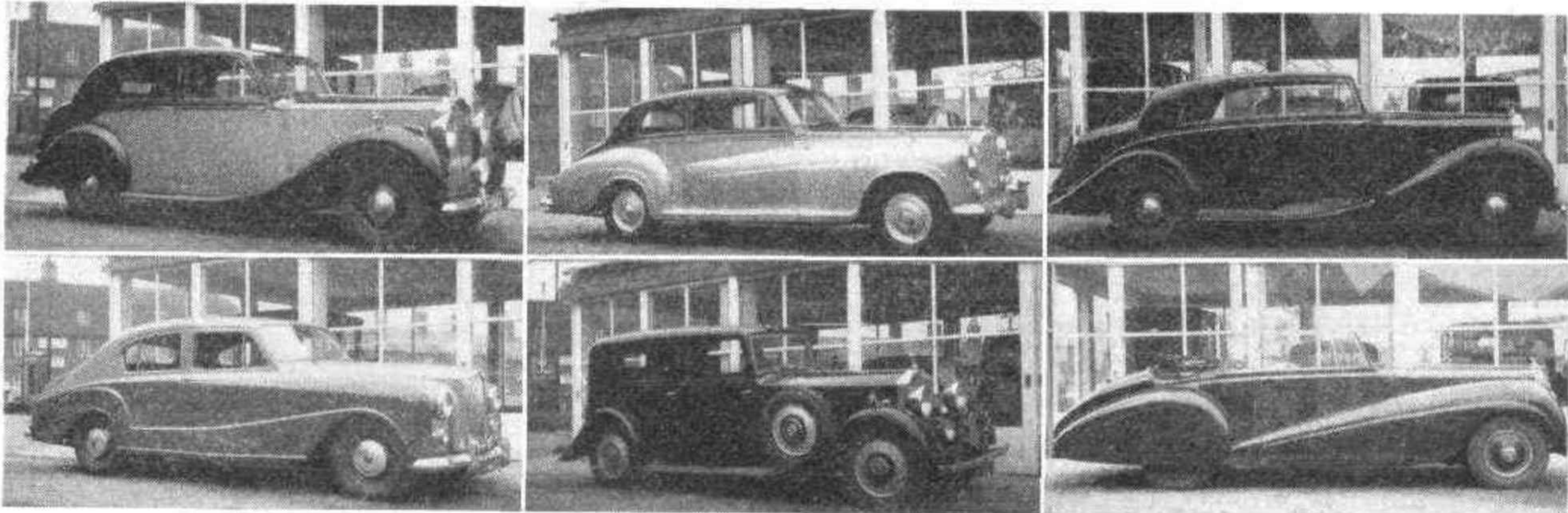
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ROLLS-ROYCE Silver Wraith, 1949 Series, Park Ward owner/driver coachwork. Black, beige panels and interior. Recent bills £900 including major engine overhaul. First-class car mechanically and bodily. **£875**

Very rare **VANDEN PLAS Princess** 4-litre sports saloon, 1959 series; automatic, power steering and brakes. Duo grey, red interior. One owner, moderate mileage. Exceptional condition. Original cost £3,200, now outstanding value at **£595**

ROLLS-ROYCE Phantom III D.L. Series, Windover limousine. One owner, 23,000 miles. Superb. **£2,000**

ROLLS-ROYCE 25/30 James Young limousine, projecting boot, 1937. **£345**

BENTLEY R-Type, 1953, Standard Steel, synchromesh. Black, beige interior. Excellent specimen. **£535**

DAIMLER D.B.18 Barker special convertible, 1952. Excellent example. **£295**

All vehicles sold in running order carry a M.O.T. Certificate.

Immediate Hire Purchase and Insurance facilities can be arranged.

BENTLEY R-Type, March 1955, James Young 2-door coachwork. Royal blue and silver grey, grey interior. Moderate mileage, outstandingly quiet engine and body. **£1,175**

ROLLS-ROYCE 25/30 Barker touring saloon, 1936. Division, no occasionals. Black, brown hide throughout, heater. Nice car in very sound order, bodily and mechanically, moderately priced at **£325**

ROLLS-ROYCE Silver Wraith, Freestone & Webb 2-door sports saloon, late 1947, but styling and condition comparable with a ten year-old car. Black, with special fawn cloth interior. Much history and bills. An outstanding specimen. **£1,075**

BENTLEY Mk. VI Park Ward convertible, electric top, 1950 Paris Show car, late property distinguished financier. Known history, mileage believed 75,000. Midnight blue, grey interior. An excellent specimen. **£985**

DAIMLER Majestic Major, 1961. Choice of two outstanding cars from **£1,045**

LEA-FRANCIS 2½-litre prototype sports 2-seater. Rare car, outstanding order. **£215**

VETERANS: Magnificent 1914 **ROLLS-ROYCE Silver Ghost** sedanca and 1913 **Metallurgique 12 h.p.** 4-cylinder 2-seater.

We regret we cannot entertain overseas enquiries on pre-1918 cars. All types of part-exchange considered.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

Chiltern Cars



1934 ROLLS-ROYCE 20/25 sports saloon with coachwork by Windovers. Superb condition in almost every respect. **£425.**

1953 BENTLEY R-type saloon with manual change. Black with red interior. Engine requires running-in after complete overhaul. Exceptional condition. **£595.**

1958 JAGUAR XK150 drophead coupé. Special equipment model with overdrive. Radio, luggage carrier, etc. Carmen red with brown interior. **£395.**

1939 PONTIAC Silver Streak convertible 2/4-seater. An American classic in fantastic original condition and probably unique in this country. **£195.**

1954 ROLLS-ROYCE Silver Wraith with owner-driver coachwork by Park Ward (no division). Duo-grey with grey interior. An excellent example offered at a very competitive price, **£1,325.**

1952 LAGONDA 2.6 saloon. Vantage engine recently fitted. Floor gear-change, etc. Very sound order. **£125.**

11a Water Lane, LEIGHTON BUZZARD

BEDS. TEL: LEIGHTON BUZZARD 2760



1955 (Sept.) JENSEN 541. B.R.G. Overdrive, wire wheels, seat bolts, etc. The first production GT full 4-seater with fibreglass coachwork. Original cost was around £2,500 and now offered at **£425.**

1938 ASTON MARTIN 2-litre 4-seater tourer. Red with red interior. Full weather equipment and overall tonneau. Engine and radiator core just reconditioned by us. **£275.**

1957 AUSTIN HEALEY 100/6 BN4 2/4-seater. Red with black hard-top. Soft-top, tonneau, radio, heater, Cinturatos, etc. **£275.**

1959 FORD 10 GT Ashley Special. Close-ratio gears, 4-branch exhaust, twin S.U.s, 12-volt electrics, 2-L.S. hydraulics, etc. **£75.**

1928 HUMBER 14/40 4-seater tourer. A very rare Vintage sporting car in quite outstanding order. New tyres, hood and tonneau. **£365.**

1935 RILEY 9 Imp 2-seater. Recent complete engine overhaul by well-known specialist (bills available). Crash box, Merlin crank, etc. A rare model in very fine order. **£395.**

IMMEDIATE HIRE PURCHASE AND INSURANCE

EXCHANGES WELCOMED

ANY MAKE OF NEW CAR SUPPLIED

SPORTS AND VINTAGE CARS URGENTLY REQUIRED

WANTED—continued

"MOTOR SPORT" pre-1950, wanted; also disposal. 42, Eversley Avenue, Barnehurst, Bexleyheath, Kent. [8949]

MIRROR FOR VINTAGE open Bentley. Two wanted. To clamp on 1-in. windscreen pillar. Bill, 96, Handsworth Wood Road, Birmingham, 20. [8962]

M.G.-B, 1962/63. Good condition, B.R.G. preferred. £600 cash. Mewton, Tel.: Coventry 54371 (day). [8965]

ALLOY CYLINDER HEAD with valves for Morris 1,098-c.c. A-type engine, or tuned cast iron head. Durrant, Tyrells Cottage, North Street, Petworth, Sussex. [8978]

CASH BUYER REQUIRES TF M.G. All replies answered. Box No. 0752. [8983]

SHORROCK SUPERCHARGER KIT in good condition for 1200 Volkswagen. Box No. 0753. [8984]

WANT OLYMPIC PHASE II, B.M.C. preferred. Have 1963 Herald 12/50. Midlands. Box No. 0780. [8986]

DELLOW, £150 cash available for sound model. George, "Hillside," Treorrick, St. Austell, Cornwall. [8987]

REGISTRATION LETTERS WAB, WB, BB or R8. Brearley, Crimston Gardens, Melrose, Roxburghshire. [9002]

JUPITER, SERIES 3, SC. Must be good condition, "tested." Particulars, price: 106, Hadley Park Road, Leegomery, Wellington, Salop. Wellington 3750. [9014]

DAIMLER SP250 in good condition. Dunkley, 27, Augusta Road, Moseley, Birmingham, 13. Tel.: SOU 0247. [9018]

REGISTRATION LETTERS PF and interesting number. Name your own price. Tel.: Ascot 22. [9020]

GENTLEMAN, vintage 1922, requires car of character same age. Sedan preferred; nothing temperamental, please. Box No. 0761. [9028]

EDWARDIAN VEHICLE or vintage tourer required to restore. £100, perhaps more, offered. Box No. 0762. [9030]

WANTED: SS crown wheel and pinion, ratio 8x36. Good price paid. Robert Mouat, 384, Ridgefield Road, Wilton, Connecticut, U.S.A. [9230]

WANTED: Vintage tourer, any make, any condition. 1926. Details and price to 229, Woodlands Road, Gillingham, Kent. All letters answered. [9034]

JAGUAR SS100 D.H.C. Must be in good condition mechanically. Cuppellini, Via Mazzini 30, Bergamo, Italy. [9035]

REGISTRATION LETTERS KC with single or distinctive numbers. Box No. 0747. [8933]

WANTED: BRITISH-CONTINENTAL custom coach-builders badges. Trade rare U.S. examples or purchase. Exchange lists. Gegen, 5221, N.W. Fifth Street, Miami, Florida, U.S.A. [9040]

ROLLS-ROYCE, BENTLEY, or classic sports car under £200, or trade 1958 Thunderbird, complete motor overhaul. 300 h.p. V8. Power brakes, steering, for £300 equivalent. Coe, 63, Meadow Lane, Grosse Pointe Farms, Michigan, U.S.A. [9039]

FRONT AXLE for 1934 Austin Nippy. Birkett, 89, Mark Road, Hightown, Liverpool. [9065]

M.G. CHARLESWORTH TOURER, 1934-39 Alvis, Laponda, Bentley, or other large open car, Box No. 0763. [9038]

MORGAN 3-WHEELER, about 1927-30, any condition. Beaumont, Rathgar Road, S.W.9. [9085]

SUPERCHARGER for 1960 Sunbeam Alpine. Details to C. McKenzie, Woodmancote Farm, Woodmancote, Cheltenham. [9109]

FRAME AND FITTINGS, with or without hood, for 1960 Renault Floride. 25, Barcombe Heights, Paignton. [9110]

REGISTRATION LETTERS WANTED. CMP, CP, IMP, IP or WP. Single or distinctive numbers. Parkinson, G.P.O. Box 8, Stockport. [9027]

MERCEDES TYPE 230. Radiator grille wanted. 48, St. Margarets Road, Horsforth, Leeds. [9125]

VINTAGE BENTLEY REQUIRED, restored or restorable. 4½-litre preferred but not essential. A saloon in good mechanical condition but with rough body would be considered. Prepared to pay good price. Box No. 0818. [9126]

WANTED: Pre-war Riley, up to 1½-litres, preferably Kestrel. Must be Concours or near. Cash. Full details to Whitaker, 26, Tulketh Avenue, Preston, Lancs. [9127]

AUSTIN HEALEY BN1 or BN2. Must be in perfect condition and have w/wheels, o/drive and dropping w/screen. Greenwood, 64, Mill Road, Cambridge. Tel.: 57033. [9135]

FOR LOTUS CORTINA: 4.44 ratio. Differential assembly. Box No. 0775. [9161]

WANTED: good running engine for my M.G. TA. Will collect. J. Milner, 28, Dingle Grove, Gatley, Cheshire. [9182]

WANTED FOR MORGAN 4/4: 1938 Climax engine, top and bottom water manifolds. Good condition essential. Lomax, Dial House, Ashleigh Road, Yatton, Somerset. [9183]

WANTED: 30/98 Vauxhall E or OE type. Warburton, Old Hall, Milnthorpe, Westmorland. [9218]

WORKSHOP MANUAL for 1951 Daimler 2½-litre Consort saloon. Reeks, Eppleby, Richmond, Yorks. [9213]

SS1000, ANY CONDITION. Details, including history if available. Box No. 0819. [9283]

SAPPHIRE 234 WANTED, consider any condition; or parts. 19, May Road, Turvey, Beds. [9285]

TUNING KIT and 4-speed gearbox for 100E. Must be good. Payne, Halfway House, Cawsand, Plymouth. Tel.: Millbrook 279. [9286]

BENTLEY 6½ or 4½ WANTED. Good mechanics. Box No. 0820. [9314A]

M.G. ZB, EXCEPTIONAL CONDITION. Cash waiting for best offered. A. White, 64, High Street, Chapmanslade (Tel.: 342), Nr. Westbury, Wilts. [9287]

AUTOVIA SPARES WANTED; also crown and pinions for Healey Silverstone, Riley Big 4, 1½-litre and special ratios for Riley Nine; pre-war 1½ in. S.U.s; Paxton or other blower to suit large engine. Box No. 0707. [9288]

MORGAN 4-SEATER. Must be excellent condition. Prefer TR engine. Up to £150 cash. Tel.: Bournemouth 20053. [9289]

HELP! Will somebody assist in my lifelong ambition to own a vintage Bentley (3/4)? Details and price required to Box No. 0821. All letters answered. [9290]

M.G. TC, ANY CONDITION, for renovating. £50 waiting. Box No. (Coventry) 0788. [9292]

30/58 VAUXHALL E-TYPE required. Good price paid for the right car. Newens, 256, Kew Road (Tel.: Richmond 2752), Kew, Surrey. [9199]

SMALL GAS TURBINE ENGINE, approximately 50 b.h.p. Letters only please. 15, Blenheim Avenue, Chatham, Kent. [9233]

R.-R. 20 2-SEATER coupé or tourer, preferably in good original condition. Good home offered. Pate, 4, Ewenfield Road, Ayr. [9411]

TR3 ENGINE. Low mileage or recent factory exchange. Guest, Fairhaven, Rotherfield Sussex. [9412]

ENGINE AND GEARBOX for Citroën Light 15. Must be in excellent condition. Milan, 9, Godstow Road, Oxford. [9234]

R.-R. KNEELING LADY MASCOT. Original stamped 1934 model. Ramao, Copenhagen, Stafford. [9413]

ANTI-ROLL BAR for Ford 100E. Mitchell, 47, Larch Road, Exeter. [9415]

SR190 WANTED. Concours or suitable restoration; also SS1. Good condition. Tel.: Hounslow 6782. [9485]

WANTED: Shorrock's blower kit for Austin 1100. Tel.: Preston Priory 82764. [9486]

WANTED—continued

REGISTRATION NUMBER LS or LES, plus low numeral. Stonhill, Malt House, Dorchester-on-Thames, Oxon. Please state price. [9424]

WANTED: 1959 Healey 3000/1961-62: M.G. Midget/Mk. II Sprite. Must be mechanically and bodily sound. £350 cash for best offered. Write: Cameron, 12, Mayfield Drive, Stapenhill, Burton-on-Trent, Staffs. [9487]

FRIEND RETURNING ABROAD requires immaculate M.G.-A 1600 F.H.C. Hard-top considered. Fullest details. Pine, The Old Forge, Thornton, Leicester. [9488]

WANTED: Left door for 1935 Austin 10 2-seater (Clifton). Burns, Church Street, Charlbury, Oxford. [9489]

WANTED: A.C. 2-litre engine in good condition. 71, Burton Road, Branston, Burton-on-Trent, Staffordshire. [9492]

LOTUS VI wanted by enthusiast. Pearce, "Sundown," Knote Park, Almondsbury, Bristol. [9493]

ENGINE CONVERSION for Hillman 1600 Mk. V, 1964. Nixon, 542, Kedleston Road, Allestree, Derby. [9495]

JACK FOR MARK VI BENTLEY. Please state price. Box No. 0822. [9496]

WILL TRAVEL FAR AND WIDE to purchase a really good 1933-4 Austin 7 van. Body must be good and original. Birch Trees, Ansty, Cuckfield, Sussex. Tel.: Haywards Heath 4034. [9508]

DAMAGED MINI-COOPER, late 850, or other front-wheel-drive required by rally maniac. Any damage considered. Tel.: BAR 3793 (after 6 p.m.). [9543]

EXCHANGES

BRISTOL 400, 401 engine, very good condition. Exchange Minor 1000 or A40, or sell, £275. Farrow, 75, Bishopswood Road, Tadley, Hants. [8802]

1921 A.J.S. TWIN motorcycle; stripped, restorable, many spares. Exchange for Mini mods., or sell £10 o.n.o. Tel.: CHO (Manchester) 5015. [8808]

ROLLS 20, 1925, 3-spd., 2-whl. brakes, sedan/limousine; excellent. Interested similar-bodied Ghost for restoration. Swap details, photos. Box No. 0741. [8888]

JAGUAR 2.4, 1957, opalescent blue, good cond. W/w tyres, Ace discs. Taxed, M.O.T. Will sell for £185, or exchange with cash for 1958 M.G. Varitone. Must be in good shape. Tel.: BAY 0998 (London), 9-6 p.m. [8892]

COMPLETELY ORDINARY 1960 Mini for convertible, anything considered. Sussex. Box No. 0758. [8994]

MINI TWIN S.U. CONVERSION: 3-branch exhaust, 1½ S.U.s, correct needles all linkages, heat shield, pancake air filters. £19 o.n.o., or exchange similar for 105E Anglia. Crake, 5, Mill Street, Penrith. [9132]

CORTINA GT, 16.10.64, 12,500 m. for a Cooper or "S" plus cash. Must be recent. Box No. 0786. [9284]

WANTED: wood-rimmed wheel for Spitfire in exchange for similar, TR3. Box No. 0825. [8969]

A REAL WOLF in sheep's clothing. Professional conversion by Viking. After fitting M.G. 1800 engine and box, chassis and suspension mods., full instrumentation and numerous extras. This yellow Skoda now develops 92 b.h.p.! Astounding acceleration and road-holding. With different axle ratio this gives a 100 m.p.h. independently sprung 5-seater. Only 3,000 miles since. Part exchange for Princess 1100 or post-war Bentley, or start haggle at £695. McGhee, "Pollards," Badingham, Woodbridge, Suffolk. Tel.: BAD 217 [9130]

TR3A, 1959 (SEPT.), Ivory/red trim. Many extras, immac. throughout. New clutch, gearbox, "X"s. Sell £395. Exchange Cortina GT or Morgan; cash adjustment. Tel.: MIL 1227. [9282]

HAVE MUNDANE MINI, 1960, de luxe, worth £225 and some cash; require SS100 2½-litre or similar hirsute transport. Box No. 0798. [9418]

1959 FIAT 600 convertible, v. low mileage, off the road for two years. Just revived and resprayed. Taxed and M.O.T. Exchange for tatty XK140 F.H.C. Tel.: Bookham (Surrey) 3439. [9416]

M.G. ENTHUSIAST with 1950 Rover 75 in good condition, wishes to exchange for M.G. Please reply to Box No. 0792. [9358]

VINTAGE TOURER, preferably 12/50 required. Exchange near-perfect Alvis TA14 saloon, value £150. Thompson, Birdbrook, Crosslanses, Chalfont St. Peter, Bucks. [9494]

MISCELLANEOUS

SPRITE A.-R. BAR, £3. Steering wheel, £2. Wire wheel (bent), £1. Five 5.60x14 tubes, as new, 10s. each. Two Cinturato covers, £3. Richards, "Paddock," World's End Lane, Chelsfield, Kent. Tel.: Farnborough 51272. [8855]

WHY NOT TRY motorless flight? Gliding courses April to October. Solo in two weeks. Write Course Organiser, London Gliding Club, Dunstable, Beds. [8755]

CORNISH RIVIERA HOLIDAYS. Luxury king-size caravans near glorious beaches. All modern conveniences, shop, licensed club. Ideal centre for fishing, golfing, dancing, water ski-ing. R.A.C. approved. Sun Valley Caravan Park, Pentewan Road, St. Austell. Tel.: Mevagissey 3266. [8756]

"MOTOR SPORT." All years, particularly pre-war. Buy, sell or exchange. Charles Mortimer, Pincott Farm, West Horsley, Surrey. Tel.: East Horsley 2308. [8758]

ALLOY WELDING. Specialised repairs to blocks, heads and crankcases, camshafts, rockers, vintage gear teeth rebuilt. Liselott Welding Service, 9a, Broadway, Bexleyheath, Tel.: 9831 (9 a.m.-9 p.m.). [8760]

CARAVAN HOLIDAYS IN SPAIN. 4-berth, completely equipped, caravans for hire, on excellent coastal site on Costa Brava or for touring. Mapleridge Ltd., Chipping Sodbury, Glos. [8761]

GLIDING, SAILING, WATER SKI-ING. All-inclusive holidays in Devon's Torbay. Colour brochure. Air Westward, 17, Victoria Street, Paignton. [8762]

BEAUTIFUL 8 in. by 10 in. original mounted pen drawings of your favourite car. 7s. 6d. and 10s. 6d., in colour. Also oil and tempera paintings 16 in. by 14 in. at £4 and £2 10s. respectively. Send photo if possible. Payment on receipt of work. John Hyatt, 37, Lindley Road, Walton-on-Thames, Surrey. Tel.: (evenings) 22126. [8774]

UNWANTED BRAKE SHOES lined with rally quality linings, suit A30/35, Morris 1000 or Mini Minors. Cost 5 gns., accept £4. Refund 10s. if old shoes returned. Box No. 0735. [8843]

THREE PERSONS for camping tour of Continent, 17-29th June, including Le Mans and French G.P. Share costs. Box No. 0817. [8884]

REGISTRATION LFD1 for sale. Davies, Merton Grove, Blundellsands, Liverpool. Tel.: Great Crosby 4428. [8887]

REGISTRATION NUMBERS GSM or HFK required with or without vehicle. State price required. Box No. 0744. [8928]

MIDDLE-AGED SINGLE MALE, with new car, offers to share touring holiday with another. Reasonable distance. Stevenage preferred. Box No. 0746. [8932]

"VETERAN & VINTAGE" magazine, volumes 1-7. "Vintage & Thoroughbred Car," complete. £10 the lot. Box No. 0749. [8944]

TR2/3 TONNEAU, black p.v.c., unused Stanpart replacement. £5. 57, Alva Road, Oldham, Lancs. Tel.: MAIn 9450. [8964]

MISCELLANEOUS—continued

RAILTON OWNERS CLUB—Membership invited and extended to Hudson and Brough Superior owners. Monthly Bulletin publication, Maintenance manual. Spares Registrar. Entry application form from Antony Hyde, East, Membership Secretary, 60, Chertsey Street, Guildford, Surrey. [8977]

PEARLY MISS 1965 SKIBOAT. Maintenance-free aluminium. New in manufacturer's packing. Johnson ski-ing engine sealed manufacturer's crate. 12½% trade discount. 1965/6 full guarantees. Box No. 0757. [8993]

FORD V8 REGISTER. Open to owners of all Ford V8 vehicles. Write for details. Hon. Secretary, 15, Backlane South, Worcester. [9003]

FORSCHER OWNERS, past and present, are invited to join Porsche Club, Great Britain. Details gladly from Varney, The Malt House, Woolas Hall, Pershore, Worcs. [9019]

FIAT 600D, silencer and manifold, £6. Also Fiat 1100 workshop manual, £1 10s. Richards, "Wincels," Hambrook, Chichester. Tel.: West Ashling 262. [9043]

GO TO LE MANS with the old firm for only 11½ gns. return, including luxury coach and sea crossing by modern Thoresen Viking (sleeping berths for early applicants). Also Air Tour by Jet Caravelle at 17½ gns. Also weekend tours to Monaco. S.A.E. Charterspace Ltd., 254, High Street, Uxbridge, Middx. [9059]

DON'T MISS LE MANS this year, with the struggle for power between Ford and Ferrari! See the Rover-B.R.M., Cobra, Iso Grito, Maserati, etc., etc. Only Page Tours offer you an endless selection of travel possibilities at really low prices, plus the option of the best grandstand seats, if required, from our huge allocation. If you don't have the big 32-page brochure yet, fill in and send off the pre-paid coupon on page 313 of this issue. But hurry! [9093]

CITROEN CAR CLUB membership details from R. A. Howe, 32, Lower Road, Fetcham, Surrey. Socials every last Wednesday in month at St. Ermins Hotel, Caxton Street, London, S.W.1, April 28th; lecture on Panhard—non-members welcome. [9101]

VINTAGE CAR HOLIDAY. Week's rally based at Butlin's, Ayr, August 14th-21st. Concours, driving tests, road runs, etc. Organised by Inter Registrar Club. Write for details: Bacon, 50, Mersey Road, Sale, Cheshire. [9107]

R.-R. STANDING LADY MASCOTS, replated as new (no caps), £8. Bishop, 13, Culverden Road, Balham, S.W.12. [9123]

THE DAIMLER AND LANCHESTER OWNER'S CLUB. General Secretary: Duncan Saunders, Red Bank House, Hedding Lane, Wilneote, Tamworth, Staffs. [9124]

MANY RARE SPARES, F.N./B.M.W. 327/80. Ross, 17, Rokesley Avenue, London, N.8. [9133]

FIRST FOUR BOUND VOLUMES of "Motor Sport," 1924, 1925, 1926 and 1927/8. Best offer over £50. White, 42, Milton Road, Copnor, Portsmouth. [9181]

BORGWARD ACCESSORIES: Two Rutter reclining seats, £10 each; Abarth exhaust system, £10; Tachometer, 6v., £10; oil pressure gauge, £2; all as new. Watson-Clark, 41, Harker Park, Harker, Carlisle. Tel.: Rockcliffe 604. [9201]

NORWAY. Young M.G.-A twin-cam driver, 24, and girl friend, 21, touring Norway this summer; would like to meet couple or party with fast car going the same way. Willing to make all arrangements. G. Doward, 29, Chandos Avenue, Parkstone, Poole. [9291]

ROLLS-ROYCE 20/25 SPARES. Owner emigrating. Four tyres, 8-day clock, mascot, original instr. book, bronze serpent horn, starter. Set new brake linings, radiator badge. New set safety belts. Mahogany fascia dashboard. Best offers: S.A.E. Box No. 0797. [9417]

PEERLESS AND WARWICK OWNERS CLUB. Sporting and social events, film shows, newsheet and technical service. Spares with a discount. Maintain the breed by contacting the Registrar, 7, Forebury Avenue, Sawbridgeworth. Tel.: SAW 2485. [9419]

B.M.W. 328 SPARES: Triple-Solex engine, complete tubular chassis, gearbox, four wheels (excellent tyres). Box No. 0799. [9420]

1963 SPRIDGET ACCESSORIES. Healey works hard-top, rear seat, child's seat, road wheels. Offers: Box No. 0800. [9421]

ROYAL SILVER JUBILEE editions, May 1935, Motor, Autocar; Players cigs, card albums, 50 cars each, 1936 & 7. Offers to Basden, 5, Maryland, Frinton-on-Sea. [9423]

ELORA SOCKET SETS and parts and spanners, 20% off list prices. Torque wrench, £4 5s. 9d. Illustrated booklet free. Henry Gibbons (MS), 19, Cleanthus Road, S.E.18. [9491]

LEARN TO FLY NOW, but pay later. For details write to The Registrar, The London School of Flying, Elstree Aerodrome, Herts. Tel.: Elstree 3148. [9536]

DELLOW: hood for 4-seater, perfect, £7. 7, Anson Drive, Walton, Stafford. [9414]

£5 REWARD. Jaguar enthusiast rebuilding SS 100 and SS 90, urgently requires body parts. Imperative to obtain petrol tank for 100, tiebar and all other body spares. Kennedy, 2 Barton Street, Luton, or telephone: Luton 30833. [8626]

SITUATIONS WANTED

YOUNG MAN (21) recently completed 5-year engineering apprenticeship seeks position with motor company, garage or sport. O.N.C. mechanical and electrical, H.N.C. mechanical. Clean licence and willing to work hard. Box No. 0731. [8810]

17-YEAR-OLD leaving Public School through "Institutional tedium" requires employment connected with motor racing. Box No. 0824. [8889]

YOUTH, 17, taking four subjects "O" level and leaving school July, requires position, if only tea-making, with firm connected motor racing, or racing team. R. Park, Brick House Farm, Redwick, Nr. Newport, Mon. [9108]

21 YEAR OLD, G.C.E. educated, Civil Servant seeks interesting position connected with interesting cars. Clean licence, will travel, anything considered. Box No. 0774. [9131]

INTELLIGENT EDUCATED GIRL, 25, seeks interesting temporary/permanent employment connected cars/motor sport. Responsible, keen, good driver, business and secretarial experience. Anything considered. Challenge more important than money. Box No. 0816. [9420]

CHARTERED ACCOUNTANT (28) seeks post in trade. Any area. Please send details of vacancy to Box No. 0823. [9489]

SITUATIONS VACANT

YOUTH, 16-18, required for high class garage South Coast, to assist generally. Must be intelligent and interested in motor trade. Previous experience an advantage but not essential. Good wages. Accommodation arranged locally. Write: Strand Garage, Winchelsea, Sussex. [9037]

LE MANS 24-HOUR. Private Mini-coach party requires passengers. Tel.: Cobham 4715. [9454]

EXPERIENCED AND CAPABLE MECHANIC required. Very good pay, interesting work. Selected Cars, 174, London Road, Kingston-on-Thames. Mr. Roy Spiers. Tel.: KIN 9292. [9641]

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MERCEDES 300SL Gull Wing

A beautiful car in silver grey with blue leather. This one really must be seen ... £1,495

A.C. Ace-Bristol. White with red trim. Excellently maintained example. Fitted overdrive, wire wheels, heater etc. ... £645

A.C. Ace-Bristol, 1958. Red with matching trim. New clutch and king pins etc., fitted by us, good history. Excellent value ... £565

AUSTIN HEALEY 3000 Mk. III, 1964. One owner, 4,000 miles only, overdrive, wire wheels, radio, heater, cost £1,340. Still as new ... £1,045

AUSTIN HEALEY 300 Conv., 1963. White with red leather, overdrive, wire wheels, radio, tonneau, spotlights. A really nice car ... £745

AUSTIN HEALEY BN4 2/4-str., 1958. Duo-tone red/black with detachable hard-top, soft-top, chrome turbo discs, heater, wood-rim wheel etc. ... £325

AUSTIN HEALEY BNI, 1955. A really clean one, blue/blue leather, detachable hard-top, overdrive, wire wheels, new set of tyres ... £245

AUSTIN HEALEY Sprite, Mk. II, 1962. Red with black trim, heater, tonneau, spotlight. A delightful one-owner car ... £395

AUSTIN HEALEY Sprite, 1960. Old English white/red trim, a well maintained local car, heater, twin spots etc. ... £295

JENSEN 541S Automatic, 1962. Sapphire blue and white. A very lovely low mileage car, cost £3,200, wonderful value ... £1,595

JAGUAR XK150 d.h. coupé. Indigo blue, chrome wire wheels, overdrive, just overhauled. Local car ... £495

JAGUAR XK150 f.h. coupé, 1959. Carmen red, special equipment model with wire wheels overdrive. ... £445

JAGUAR XK150 f.h. coupé 3.8 'S', 1960. A really wonderful example, white with red trim, overdrive, wire wheels, 'E' type head ... £695

JAGUAR E-Type f.h.c., 1964. Carmen red with red trim. Chrome wire wheels, one owner, 12,000 miles. A specimen car ... £1,495

JAGUAR E-Type, 1962. White with black trim. A very lovely West Country car, excellent tyres ... £1,095

JAGUAR E-Type Roadster, 1961. Opalescent dark blue, chrome wire wheels, a very lovely car in every way ... £945

LANCIA FLAMINIA, regd., 1961. Duo-tone red/black. Maintained regardless of cost. Cost over £3,800, when new ... £695

LOTUS SEVEN, 1958. Aquaplane head, balanced engine, 1½" carbs., close ratio gearbox. Avon Turbo-speed tyres, weather equipment ... £275

MERCEDES 220S.E. saloon. Moderate mileage, Royal blue, black leather interior (£180 extra). Floor gear change, Becker radio ... £1,295

SUNBEAM ALPINE, 1961. Moonstone. One local owner, 26,000 miles. This car is as new, previous owner will give full history. Hard-top, wire wheels, overdrive, heater etc. ... £595

SUNBEAM ALPINE Series III, 1963. One owner, 15,000 miles, Iris Blue G.T. Detachable hard-top, soft-top, wire wheels, overdrive, heater etc., wonderful value ... £695

PART EXCHANGES: Any car, van, motorcycle, 3-wheeler, etc., taken in. H.P. accounts settled.

H.P.: Very attractive terms offered for all cars.

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GUARANTEE: Three months' written guarantee on all cars.



VOLVO P 1800 Sports coupé, 1963

A lovely one-owner low mileage car. Midnight blue with red leather. Motorola radio, Pirelli Cintura's £1,195

M.G.-B Roadster, 1965. (5 bearing crankshaft). One owner, 4,000 miles, white with red. Fitted hard-top, soft-top, wire wheels, overdrive, tonneau, oil cooler, four matching spots, all lights with stone guards, ice detector, safety belts, heater etc., cost nearly £1,200. ... £925

M.G.-B roadster, 1963. Red with black trim. Radio, heater, twin spotlights, Pirelli tyres, lovely car ... £695

M.G.-A 1600 f.h.c. Mk. II, 1,622 c.c. engine. Iris blue, wire wheels, Pirelli tyres, heater etc. A very desirable one ... £525

M.G.-A 1600 f.h.c., 1960. B. R. Green, well maintained by Professional gent., fitted radio, heater, Michelin "X" tyres ... £445

M.G.-A 1600 roadster. An immaculate car in white with red interior, fitted heater, tonneau cover etc. ... £425

M.G.-A 1600 roadster, 1960. Silver blue, wire wheels, heater, luggage carrier, tonneau cover etc., excellent car ... £425

M.G.-A roadster, 1959. Opalescent grey. Detachable hard-top, wire wheels, radio, heater, luggage carrier, tonneau, wonderful value ... £375

M.G.-A f.h. coupé, 1957. Sparkling in black with whitewall tyres, radio, heater, twin spots, outstanding for its year ... £345

M.G. Midget, 1963. One lady owner, low mileage. Superb in grey with red trim, 1100 engine, disc brakes, extras ... £495

M.G. Midget, 1962. Blue with red trim. Fitted Michelin "X" tyres, heater, tonneau, unmarked throughout. ... £425

M.G. TF 2-str. sports. Excellent in red with matching trim, engine just overhauled, heater, tonneau, spot, Michelin "X" ... £365

MORGAN 4/4 Series IV, 1963. One owner, 18,000 miles, white with black trim ... £465

MORGAN 4/4 Series II, 1960. Kingfisher blue, just fitted with works replacement engine. Also recent hood. Spotless ... £345

MORGAN 4 2-str., 1959. B. R. Green. A really superb car mechanically, and very clean, radio, heater. ... £395

MORGAN 4, 1956. Maroon with black trim. Pirelli tyres, heater, very well maintained example ... £295

TRIUMPH TR4 roadster, Sept. 1964. 3,500 miles, overdrive, 60 spoke wire wheels, heater, red with black trim, as new ... £895

TRIUMPH TR4 roadster, 1964. British Racing Green. 8,000 miles, overdrive, radio, tonneau. A perfect specimen ... £825

TRIUMPH TR4 hard-top. White/black top, overdrive, 60 spoke wheels, S.P. tyres, wood-rim wheel ... £795

TRIUMPH TR4 hard-top. Excellent in light blue. Outstanding performance from conversion, though definitely not rallied ... £745

TRIUMPH TR4 hard-top, 1962. Red with black top. Really in 1964 condition, new tyres, overdrive, heater, etc. Must be seen ... £725

TRIUMPH TR4 roadster. White with red trim, radio, heater, beautifully maintained. Compare the price ... £645

TRIUMPH TR3A roadster, 1961. Low mileage. One of the latest and surely one of the best in the country. Overdrive, twin spots, tonneau, heater ... £545

TRIUMPH TR3A roadster, 1961. Most attractive in Primrose yellow/black trim, fitted overdrive, wire wheels, Pirelli tyres, heater, badge car spot ... £545

TRIUMPH TR3A roadster, 1961. One owner, British Racing Green. Detachable hard-top, overdrive, heater, etc., another immaculate car ... £525

TRIUMPH TR3A roadster. Signal red with black trim. Fitted overdrive, wire wheels, heater, Michelin "X" etc., difficult to fault ... £495

TRIUMPH TR3A, 1958. B.R. Green/black trim, fitted overdrive, heater, tonneau, badge car, spotlight, recommended ... £375

TRIUMPH TR3, 1956. A tremendous car in signal red with black detachable hard- and soft-top, heater, rear seat etc. ... £295

TRIUMPH TR2, roadster, 1955. Signal red. Excellent mechanically and bodily. Heater, tonneau, Michelin "X" tyres ... £225

TRIUMPH Spitfire, 1965. One owner, 2,000 miles, radio, heater, etc. British Racing Green/black trim, as new ... £595

TRIUMPH Spitfire, 1963. Signal red with black trim. Heater, tonneau, spotlight, very well maintained by local owner ... £525



BRISTOL 406 saloon

Reputed 26,000 miles only, superb in duo-grey. Fitted overdrive, radio, special headrests, etc. ... £1,395

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1929 BENTLEY SPEED 6. This Bentley has been completely rebuilt and has only done 2,500 miles since a complete mechanical restoration by a leading Bentley Specialist at a cost of around £2,000. For the last 18 years this car has been the property of an engineer who has modified it to be one of the fastest Speed 6s in the world. Highly polished engine, etc. Complete history and all bills, etc.

(I am also negotiating for another SPEED 6 and an 8-LITRE. Both are Concours winners and have been completely rebuilt.)

At the time of going to press (March 16th) I am negotiating the purchase of the following cars. I hope to have most of them and many others in stock some time this month. **EVERY ONE WILL BE IN IMMACULATE CONDITION.**

1937 ROLLS 25/30 coupé de ville by Gurney Nutting. Rolls history. Very attractive coachwork.

1937 ROLLS 25/30 sedanca de ville by Freestone & Webb. One owner and 74,000 miles only. Fitted suitcases, etc.

1938 ROLLS 25/30 full razor-edge sports saloon by Park Ward. Recent engine overhaul, now being resprayed.

1935 ROLLS 20/25 close-coupled sports saloon by Freestone & Webb. Now being resprayed.

1936 RILEY Ulster T.T. Sprite. Believed the winner of 1936 T.T. A very rare car.

1938 RILEY Sprite open 2-seater. Recent extensive chassis and coachwork restoration.

1936 BUGATTI Type 57 drophead coupé by James Young. Completely restored at a cost of over £2,000.

1940 JENSEN tourer, very impressive coachwork with rear windshield. Just resprayed, re-chromed, retrimmed, etc.

1950 HEALEY Silverstone, one owner and 18,000 miles only, concours condition.

1950 M.G. TC, 300 miles only since complete rebuild, engine, chassis, coachwork, the lot! As new.

1936 ALVIS Speed 20 drophead coupé, choice of two immaculate examples.

1935 ALVIS Speed 20 sports saloon, restored to mint condition.

1937 BENTLEY 4½ drophead coupé by Barker, recent restoration.

1918 WOLSELEY landaulet, one owner and 70,000 miles only until last year. Very fine original condition.

I WILL PAY HIGHER CASH PRICES THAN ANY OTHER DEALER IN ENGLAND FOR MINT CONDITION CARS OF THE TYPE I SELL

I urgently require for clients the following two cars :

- (1) **ROLLS** : either a **Wraith, P. II** or **P. III**, with attractive limousine or sports saloon or sedanca. Coachwork must be by Hooper and in 100% condition.
- (2) **Late-type MORGAN 3-Wheeler** (water-cooled preferred). Must be fully restored.

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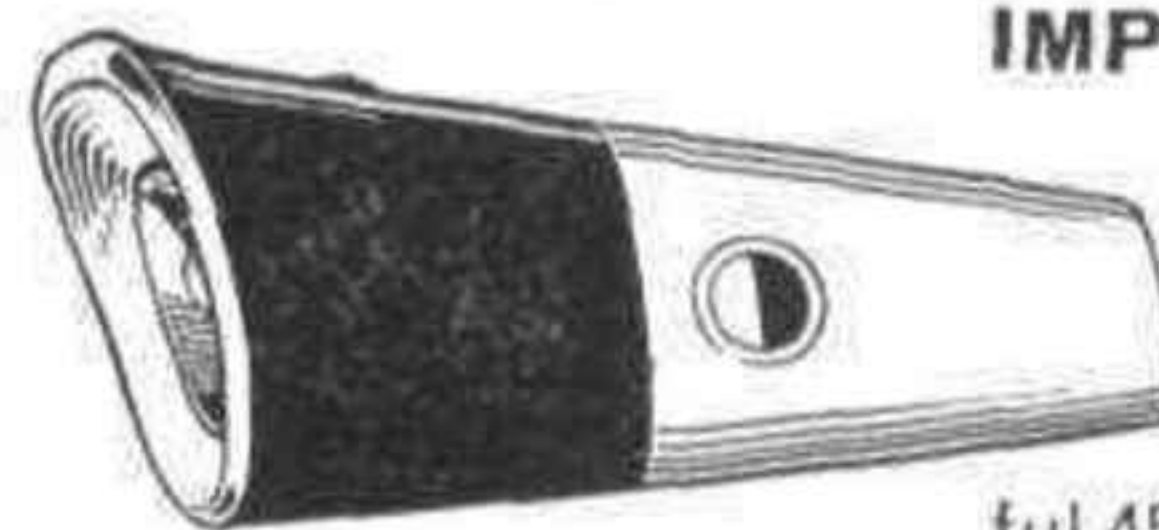
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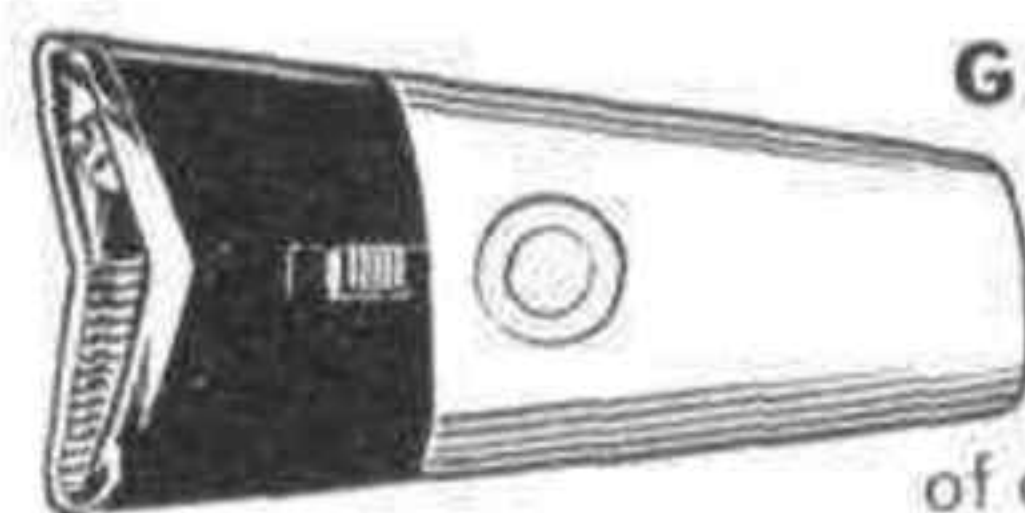
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Leather carrying strap..... **PRICE 79/6**



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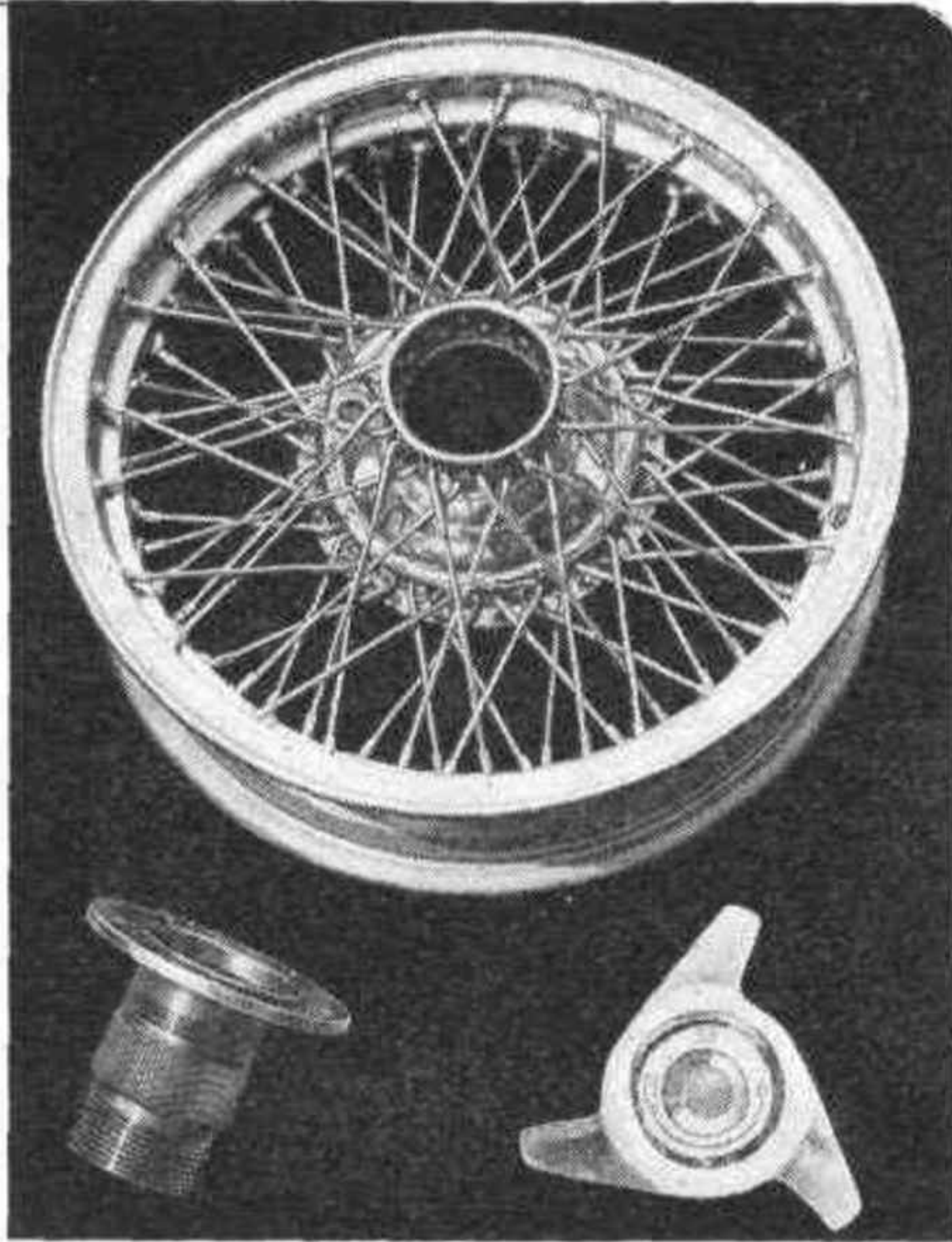


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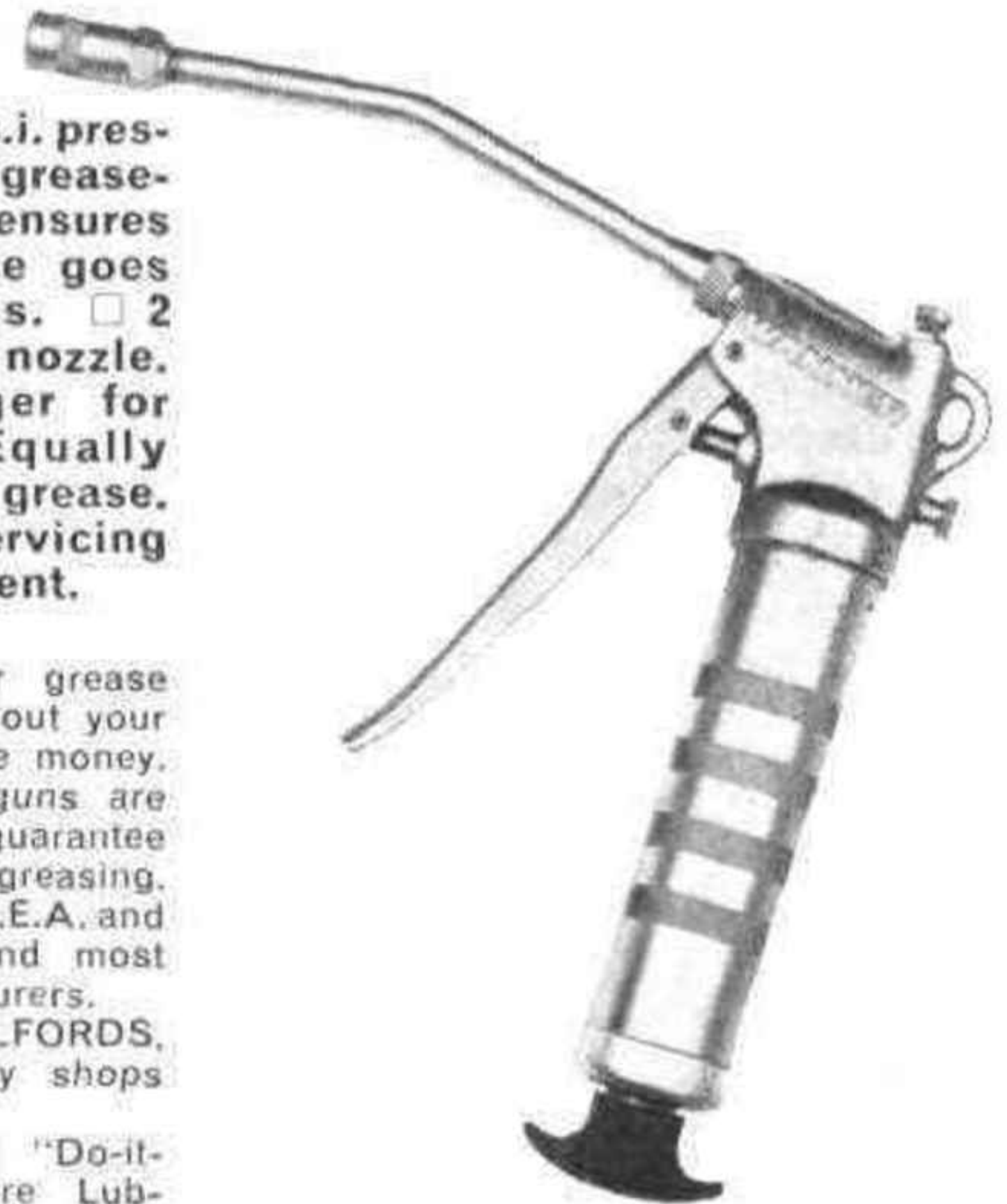


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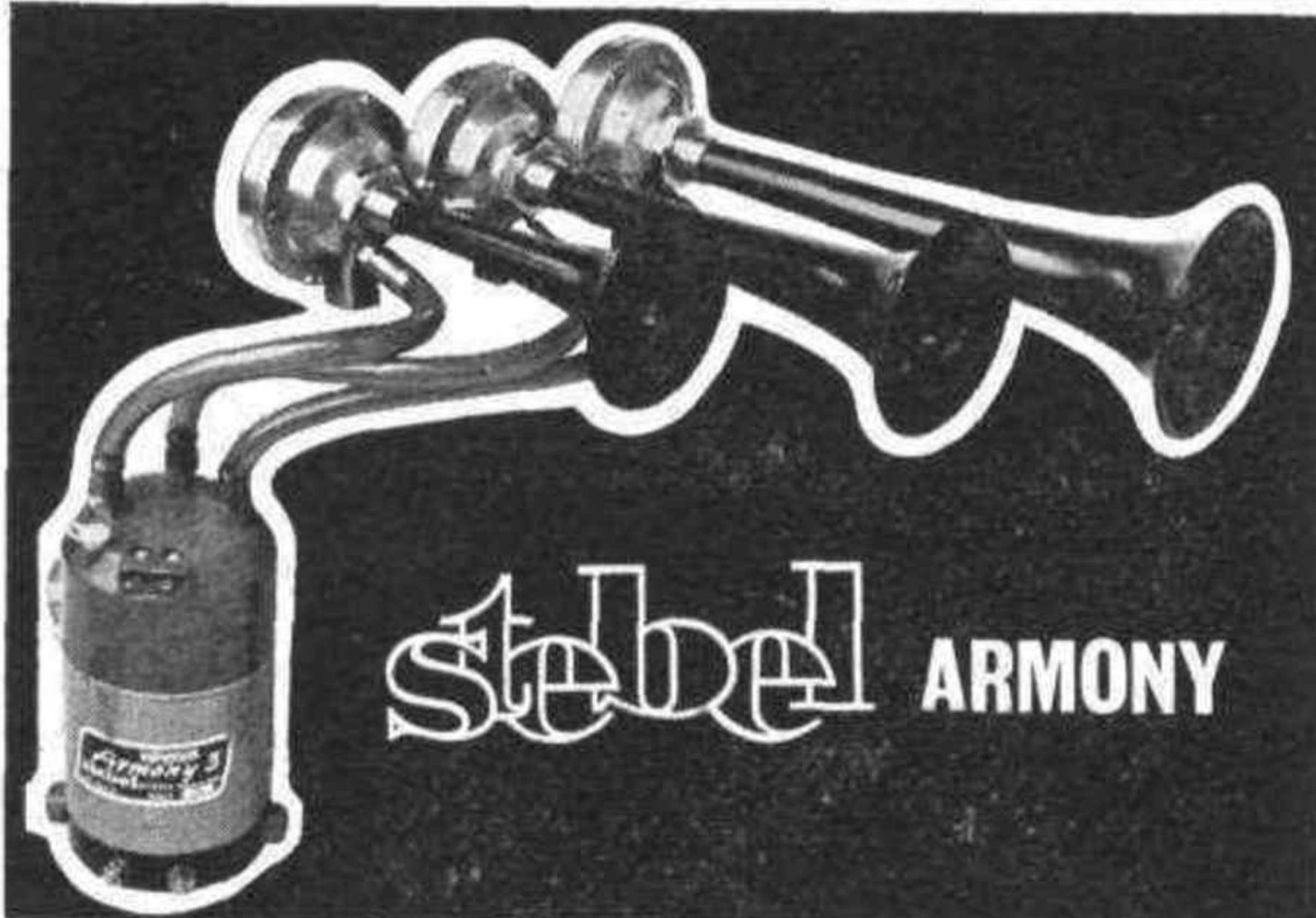
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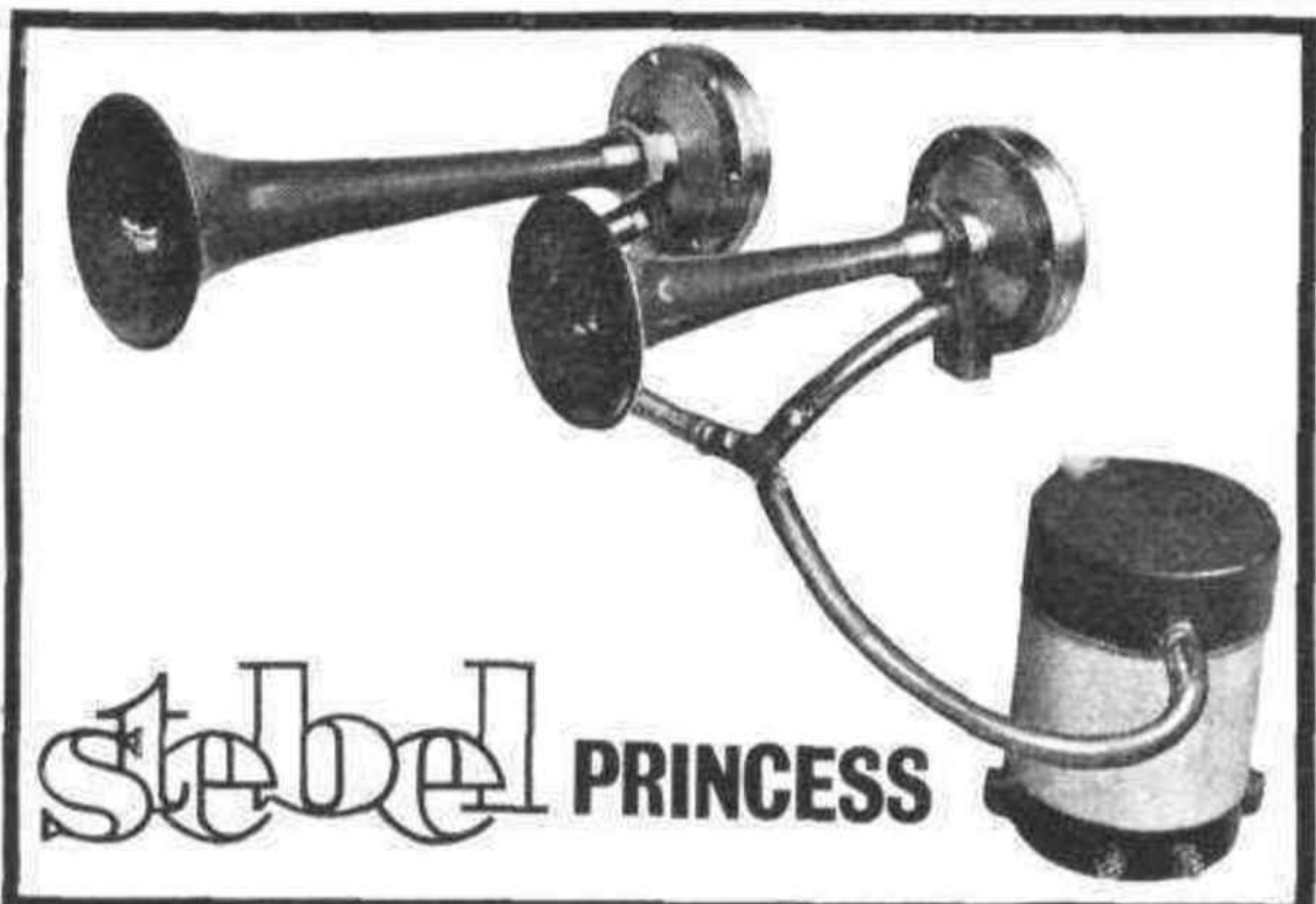
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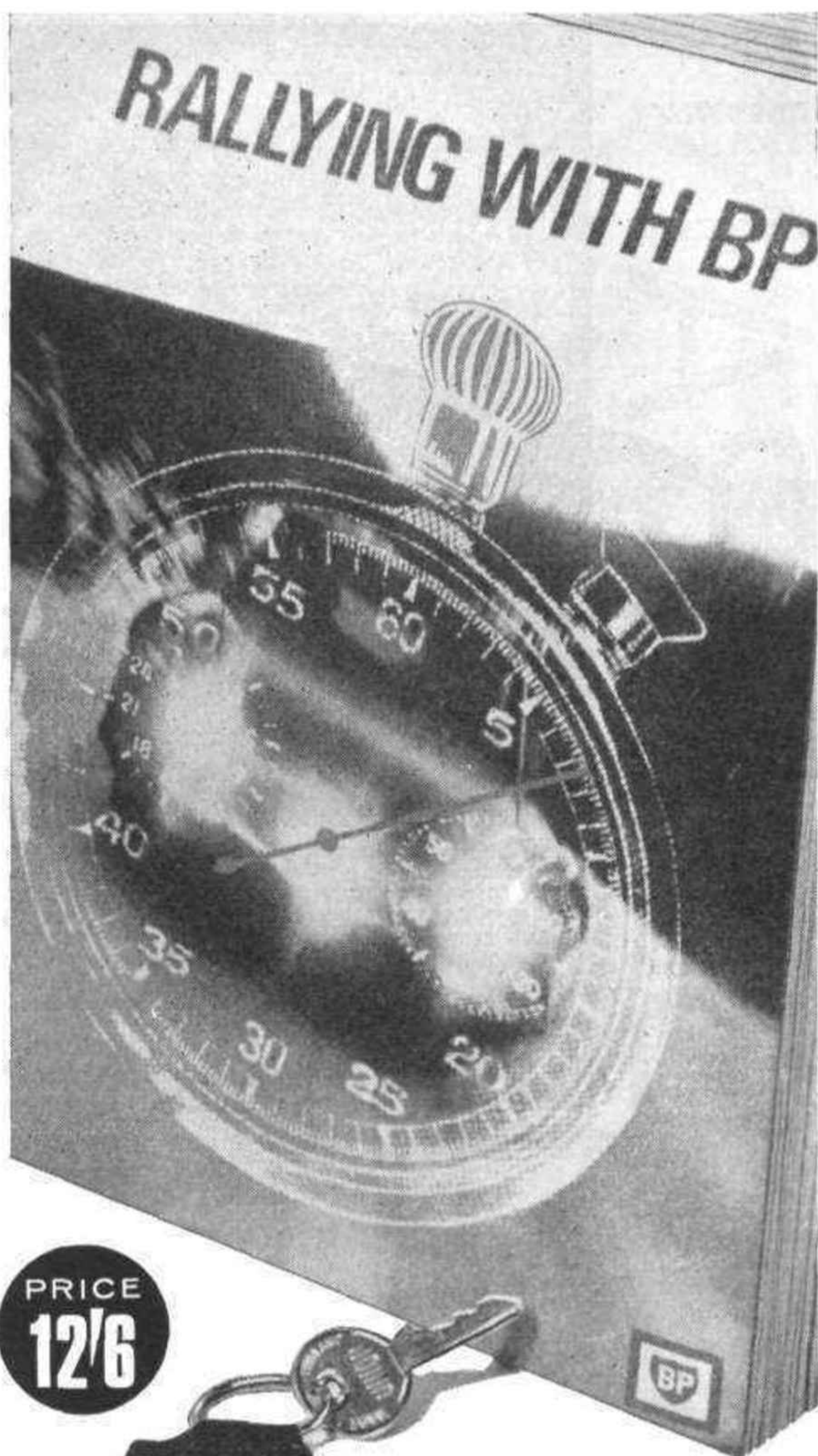
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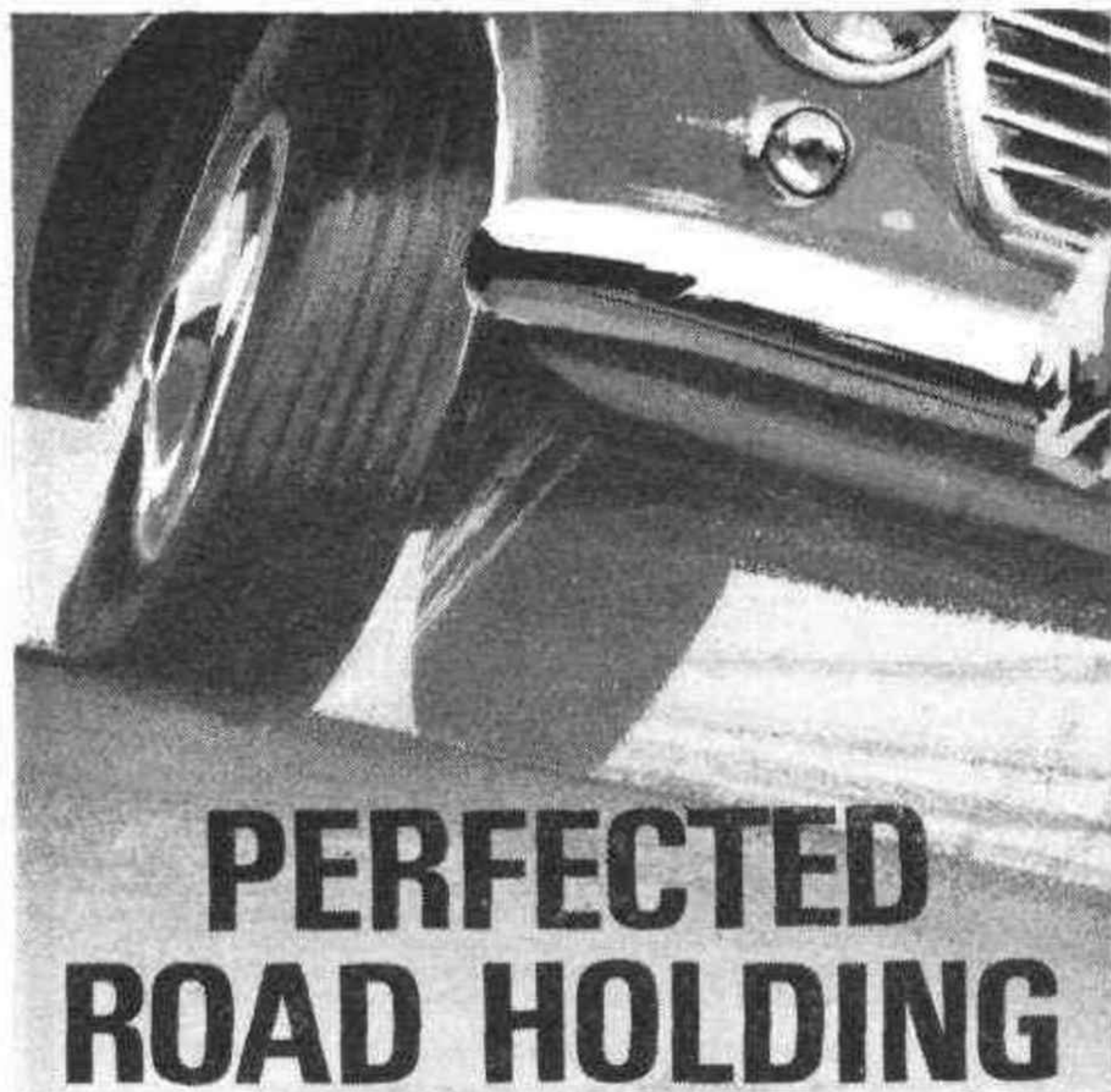
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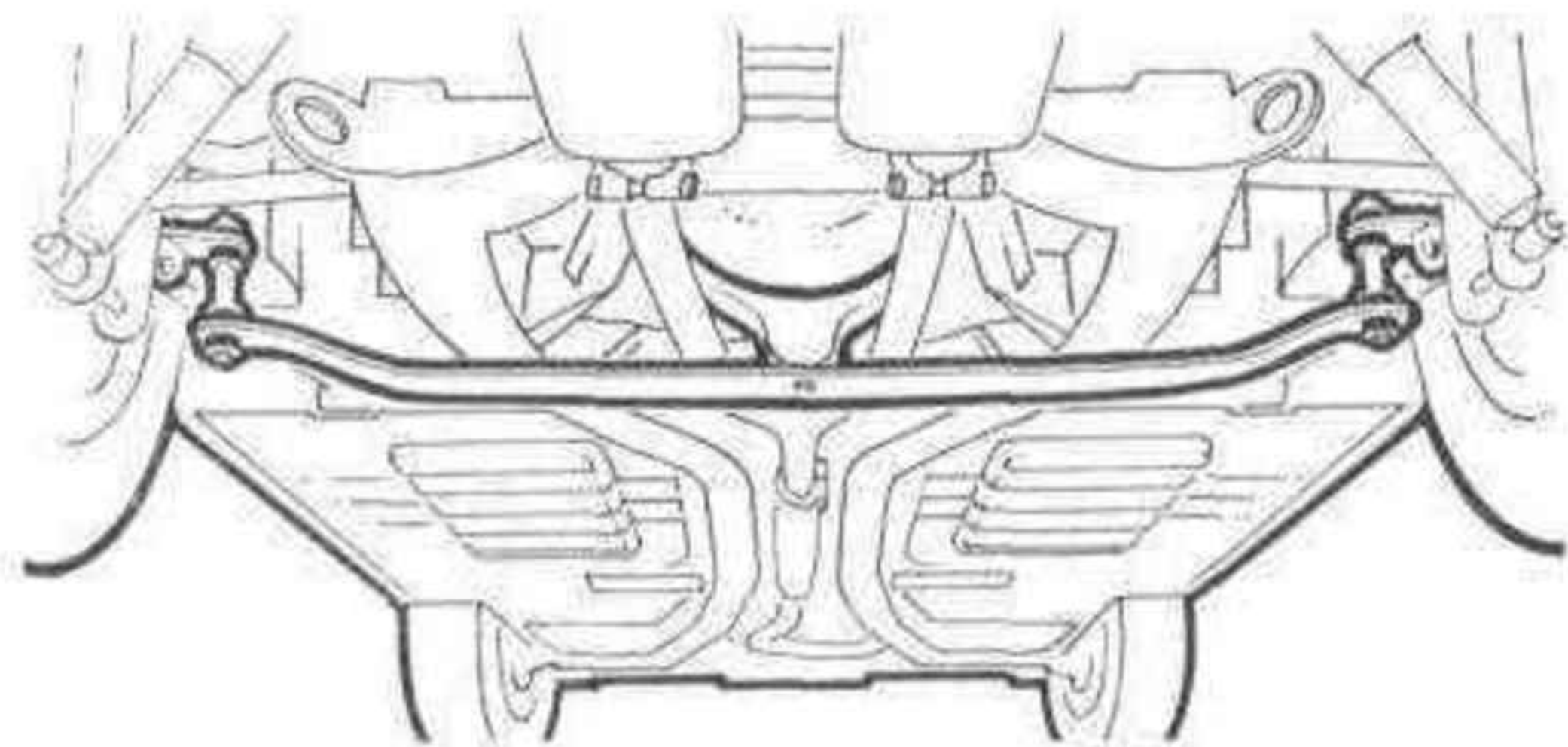
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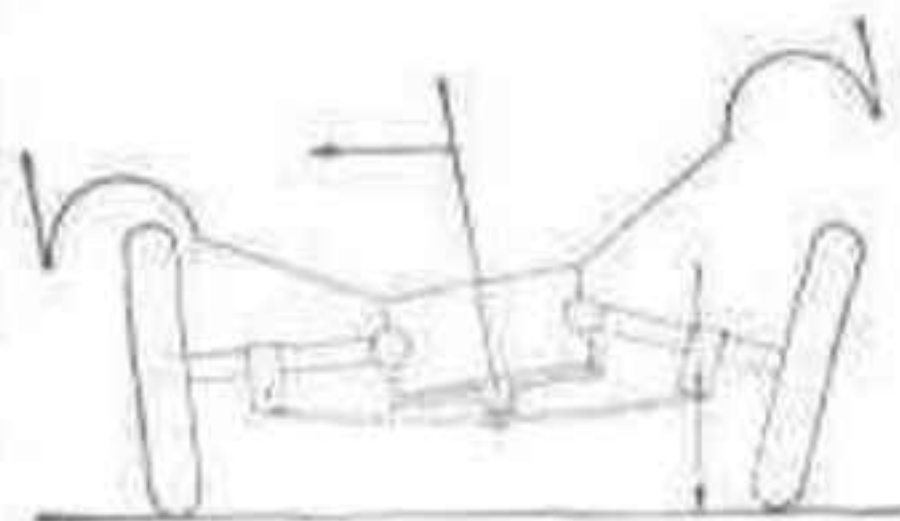
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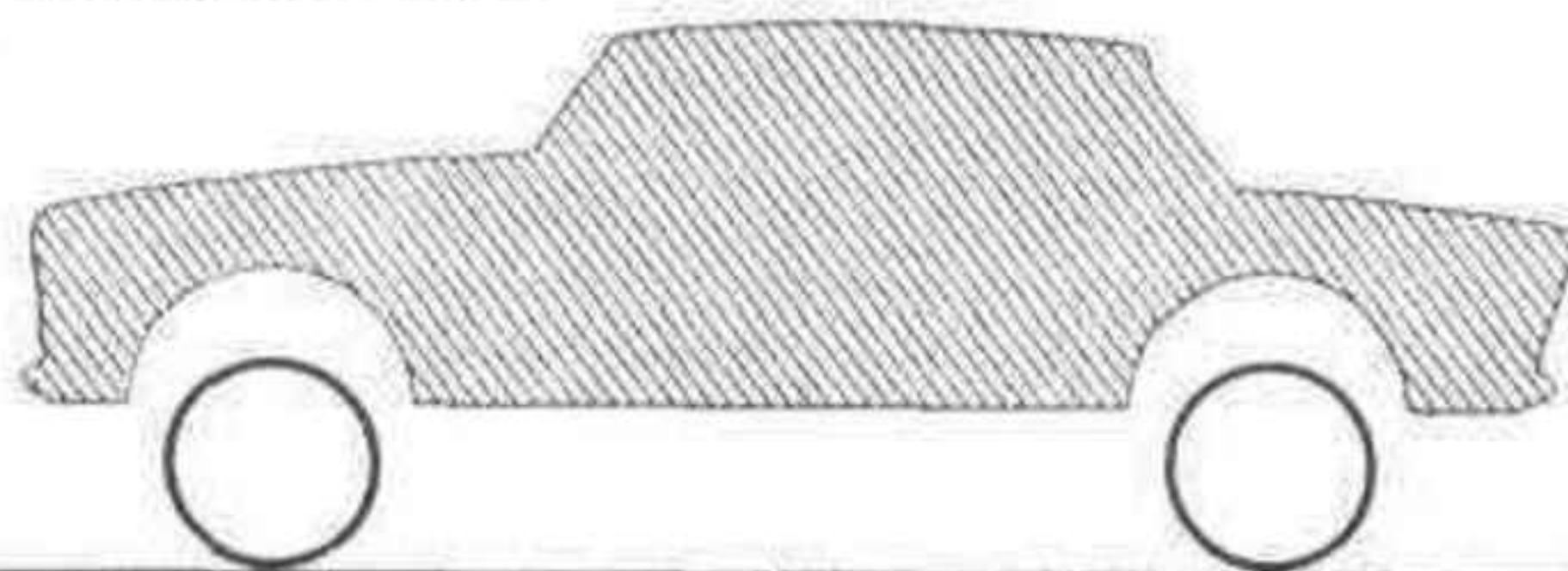
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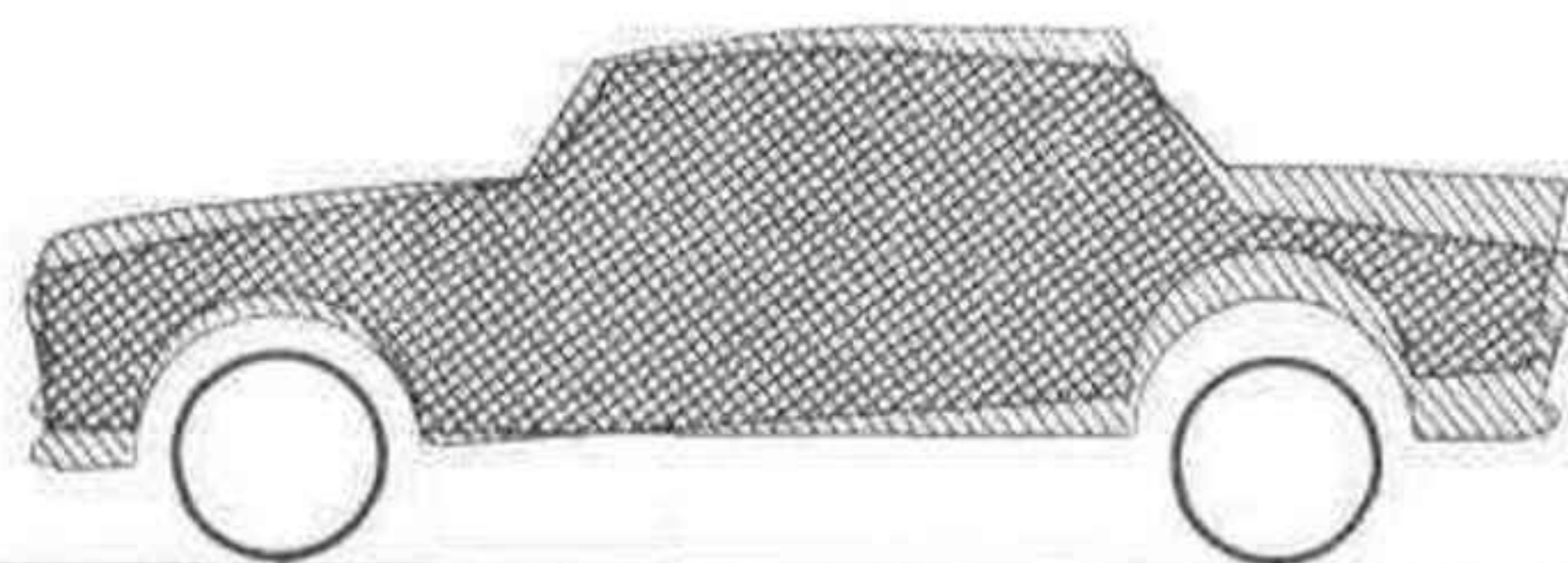
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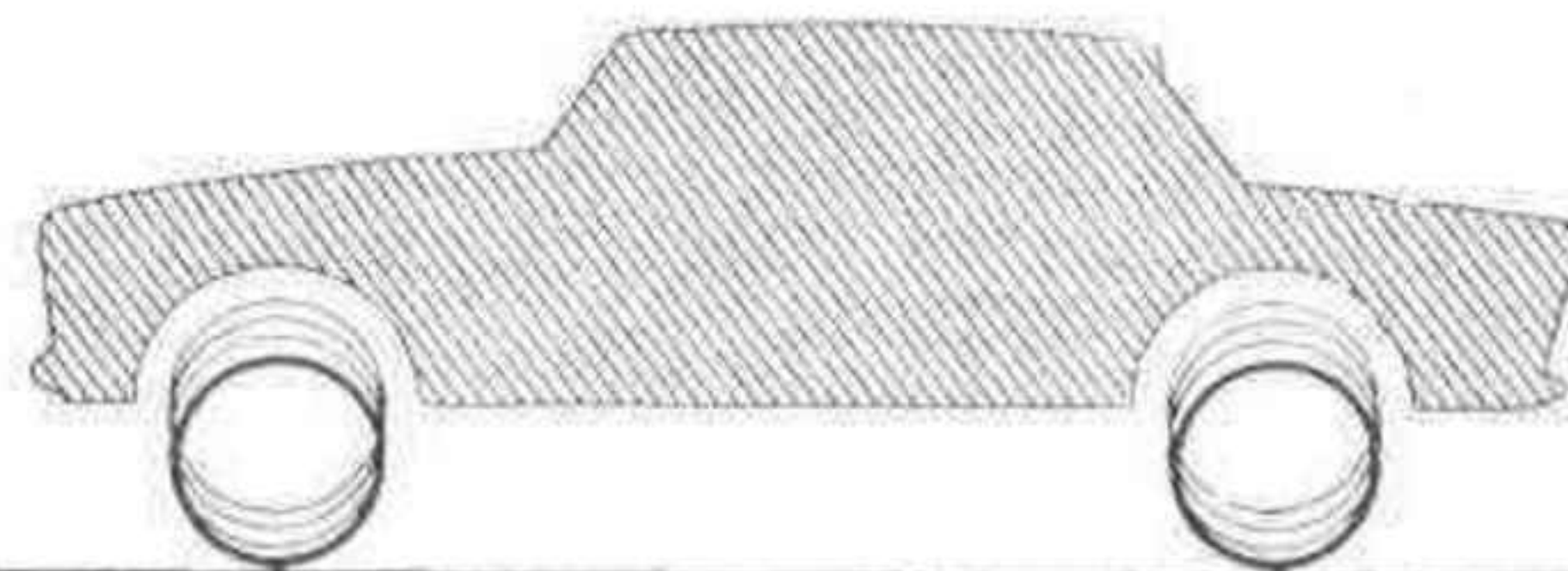
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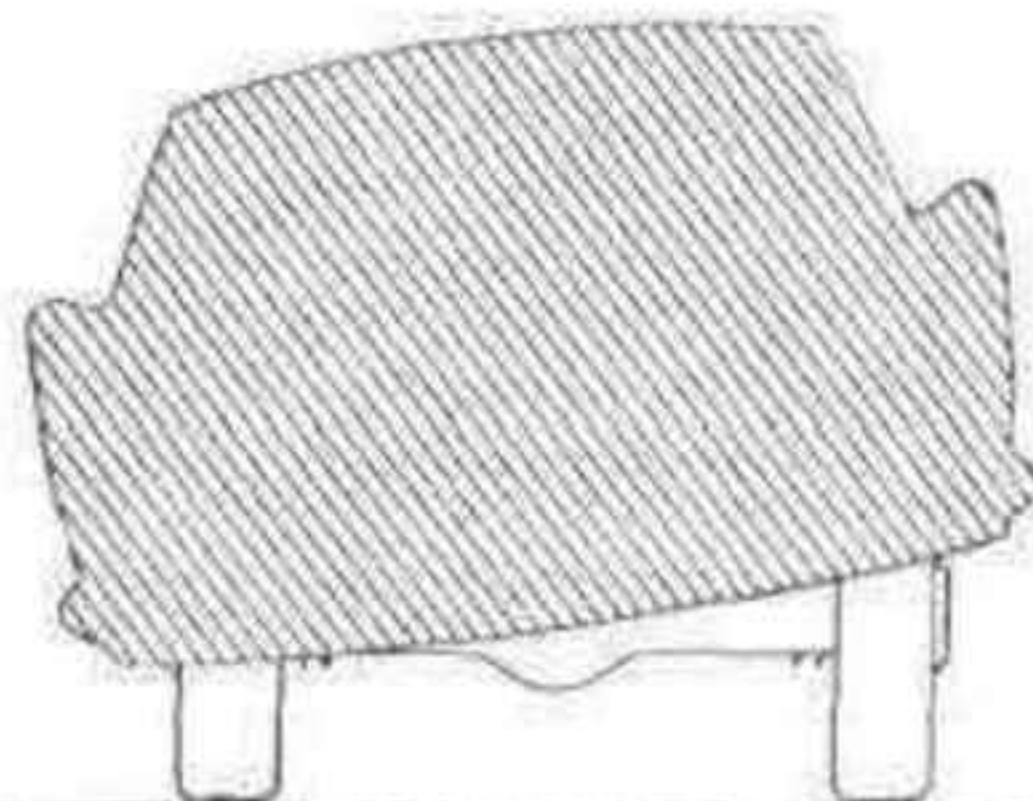


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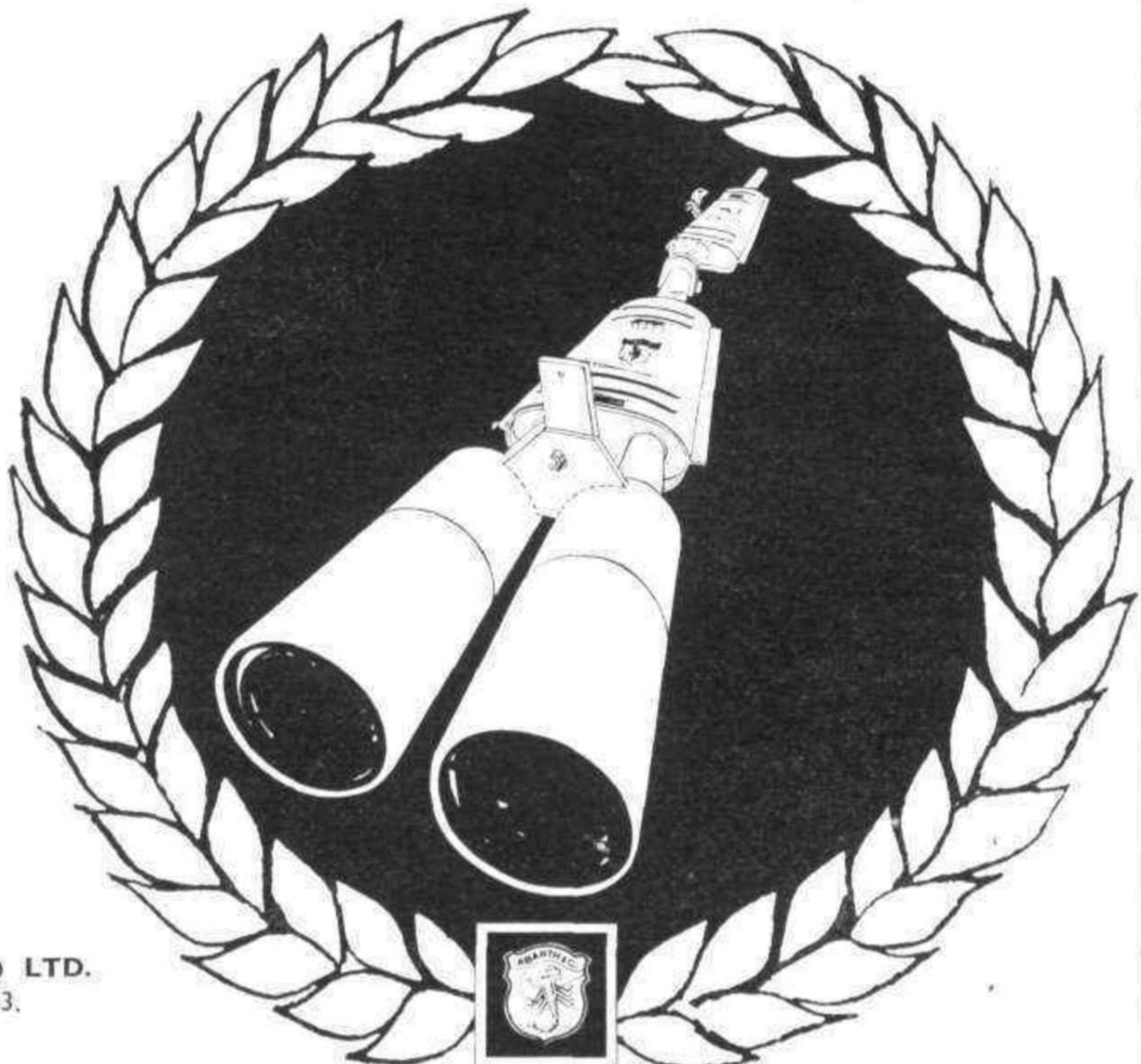
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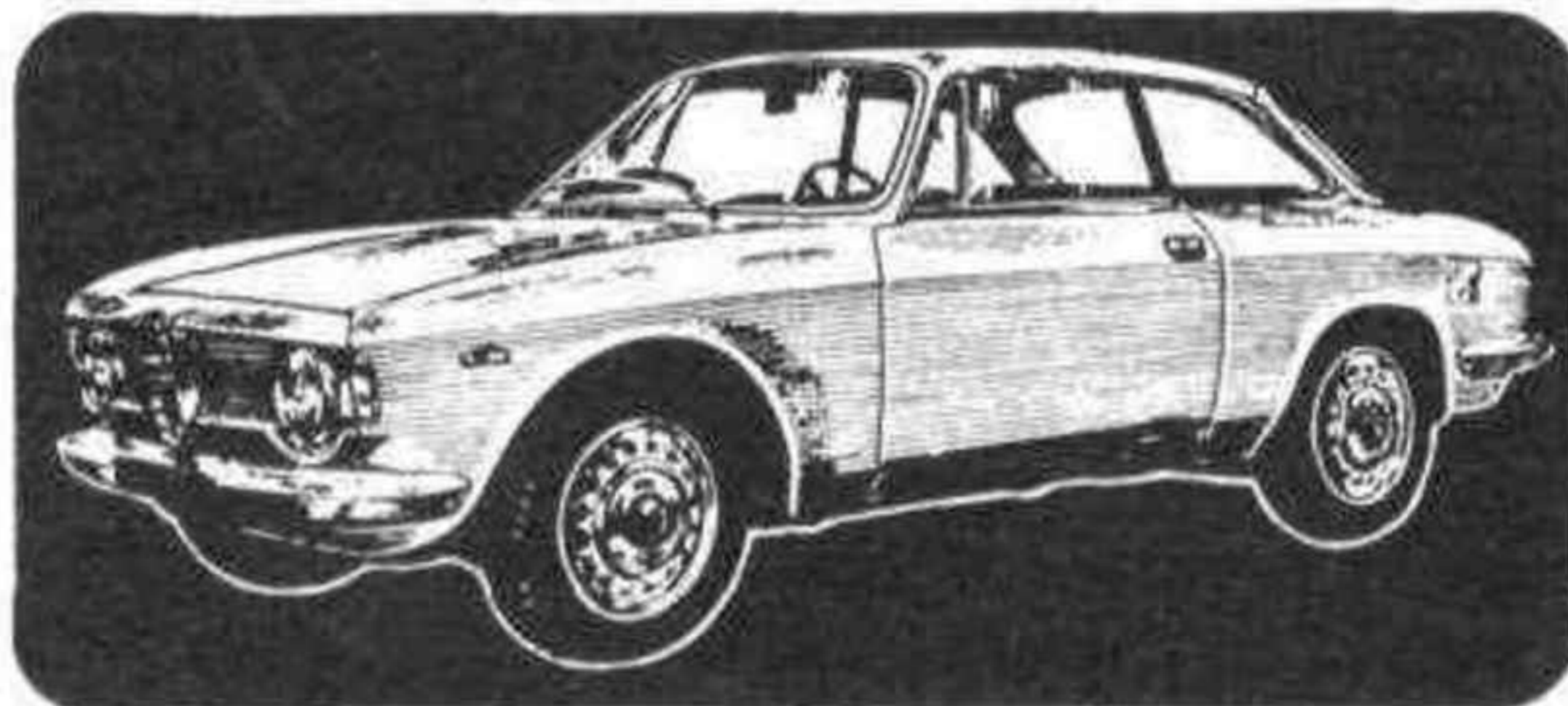
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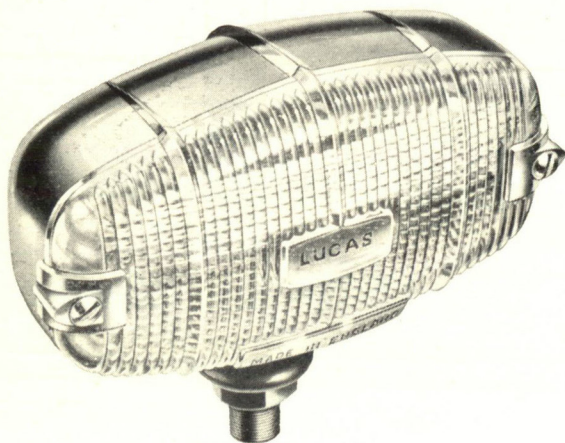
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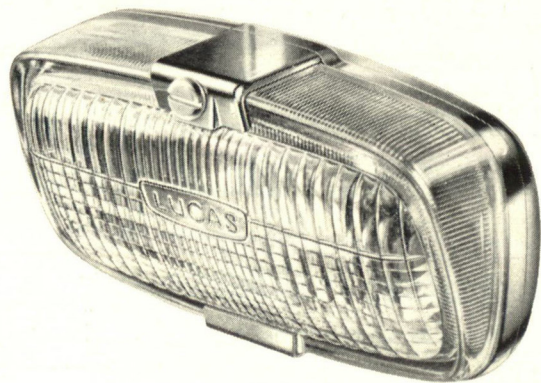


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