

Vol. XLIII No. 12

TWO SHILLINGS

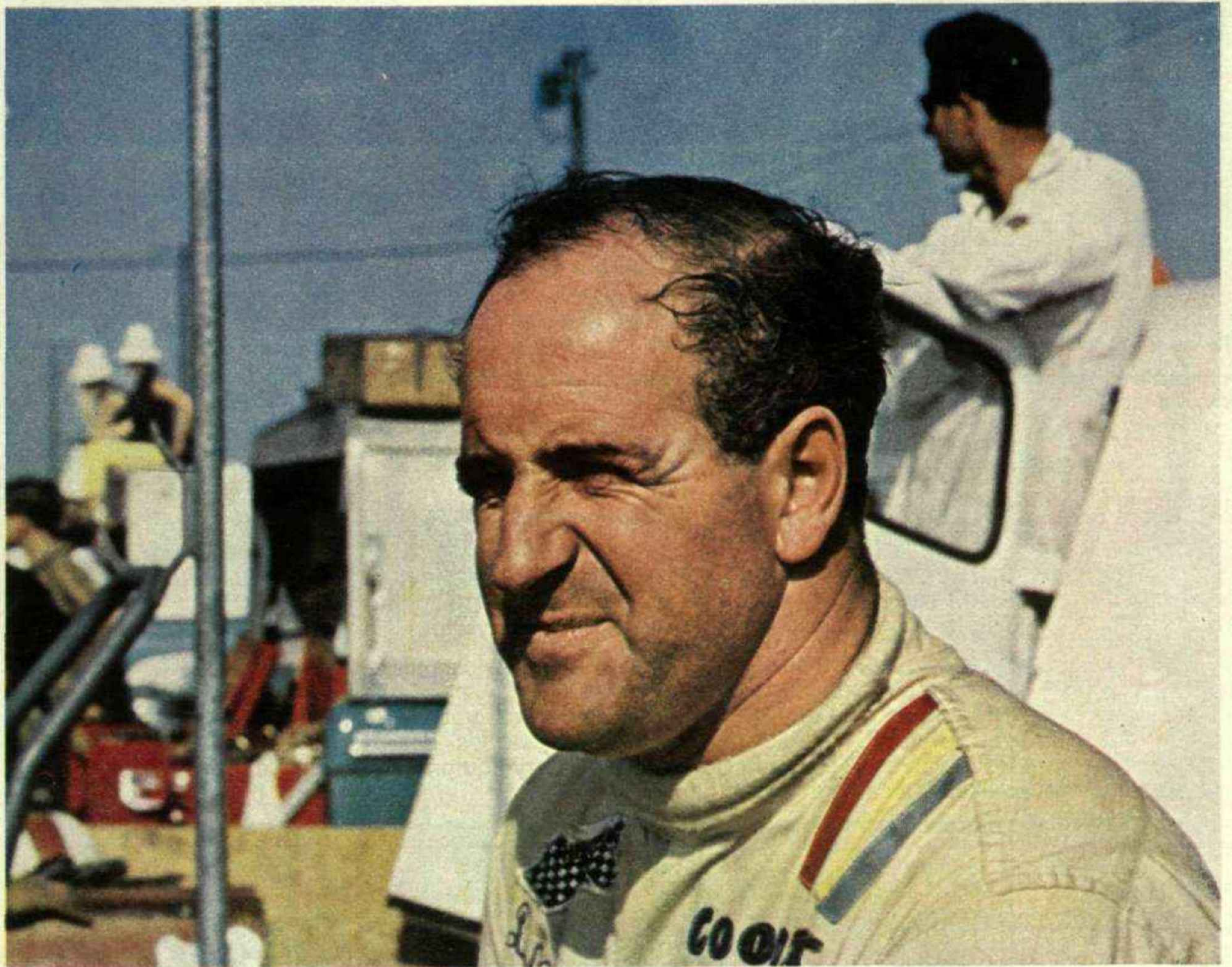
December 1967

MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR



GO ONE BETTER-

Fit a Dagenite Easifil battery. Now down in price!

BETTER VALUE! Dagenite Easifil batteries — famed for top quality and reliability now cost up to £1.4.0. less!

BETTER GUARANTEE! Easifil fitted on a private car now carries a three year guarantee—one year unconditional, plus two years' insured life.

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UNIQUE TOPPING UP SYSTEM! Only Dagenite features the exclusive Easifil system that tells you at a glance when topping up is needed. This itself can add whole months to your battery's life!

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DAGENITE BATTERIES



The new dual braking system is only 1/29th of the story

The Beetle's better than ever. On the 1500 and 1300 models are some 29 improvements for not a penny piece extra. Like the separate braking systems for the front and rear wheels to keep you really safe. Other safety features are the shock-absorbing, collapsible steering column. The larger, stronger bumpers. The vertically mounted sealed headlamps



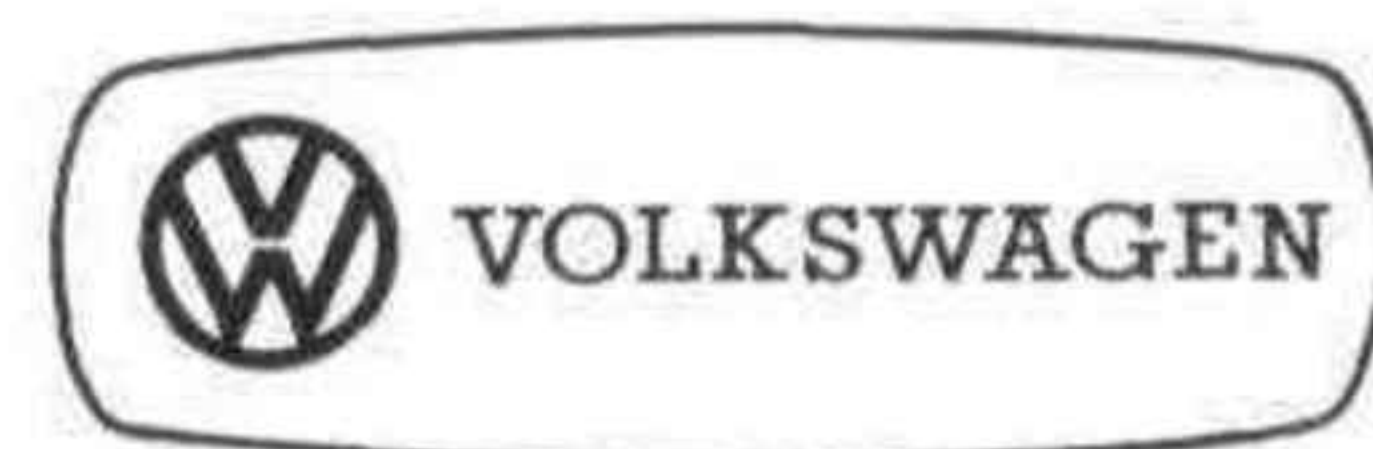
and bigger tail lights. Two speed, extra long windscreen wipers. Inside there's a really effective, fully adjustable fresh air ventilation system. And that still leaves 22 improvements for you to find out on your test drive.

For all these changes on the 1300 and 1500 you pay nothing. Just the old 1966 prices for the new 1968 Beetles. It's like having your bread buttered both sides. Nice.

Recommended prices incl. P.T.

1500 Beetle £697.8.7. 1300 Beetle £661.3.4. With some of the new improvements, the ever popular 1200 Beetle £595.8.2.

Test drive the new 1968 Beetles at your VW dealer's now.



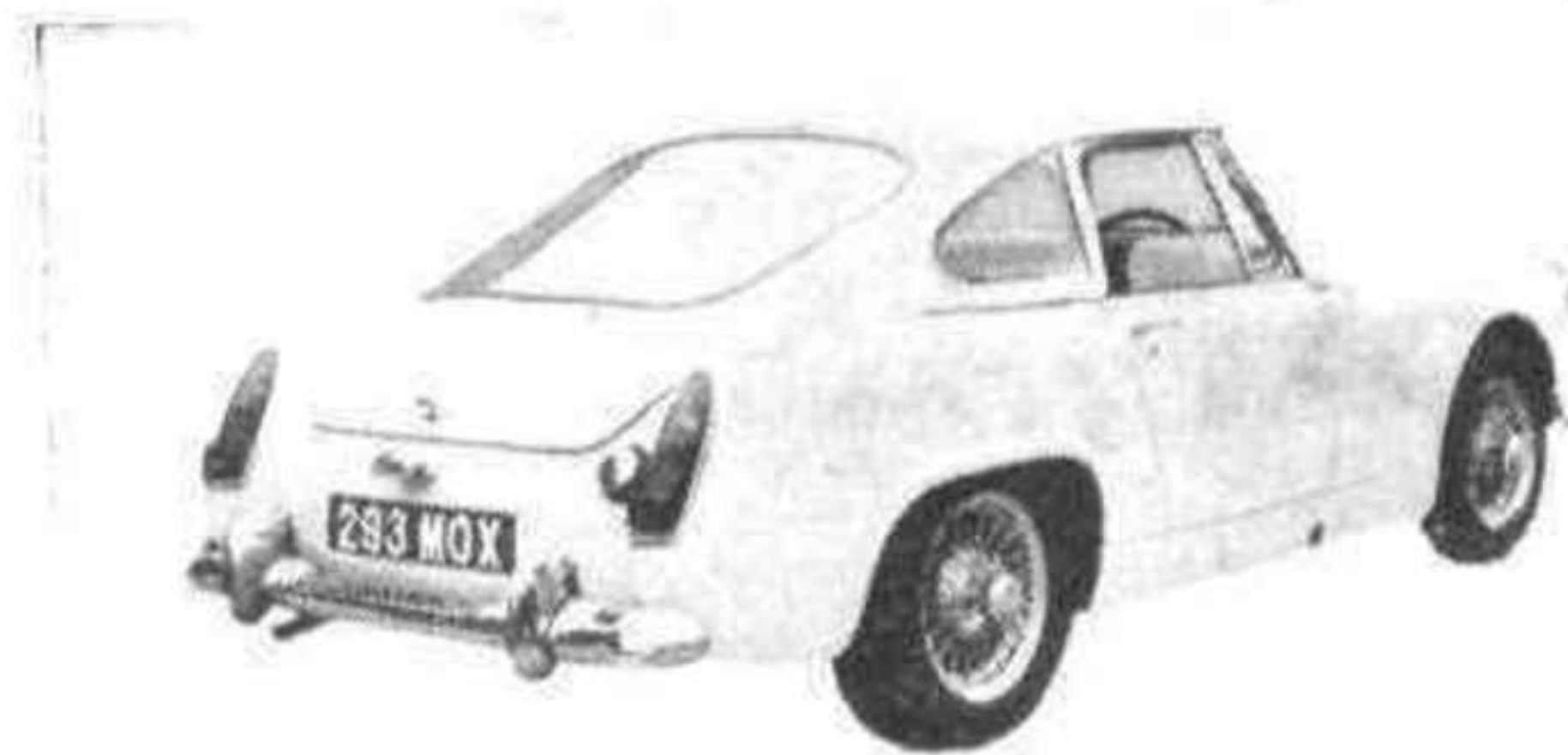
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Sprite 3 GT hardtop



Sprite 1 GT hardtop & bonnet



Midget lightweight bonnet

Quickly Detachable GT Hardtops A beautifully produced addition to your sports car which will enhance its appearance and comfort to an incredible degree. Fitting or removal takes from 15 minutes and there is nothing to mar the resale value if the hardtop is removed before selling the car. Spitfire £59. Sprite 1 £45. Sprite 2/3/4 £49. Midget 1/2/3 £49.

Lightweight Forward Hinging Bonnets Sleek and streamlined, the Ashley bonnet will transform the mass produced car. They are welcomed by insurance companies for low cost accident repairs and can be fitted with the minimum of time and trouble. Lighter than the standard unit, they are, like the GT hardtops, available in the full range of colours. Sprite 1 £32 10s. Sprite 2/3/4 £39. Midget 1/2/3 £39. Visit our Bishops Stortford showrooms to inspect the range and discuss our free hardtop fitting service. Export enquiries are welcomed. HP Terms available. **WRITE TODAY FOR FREE COLOUR BROCHURE.**

ASHLEY

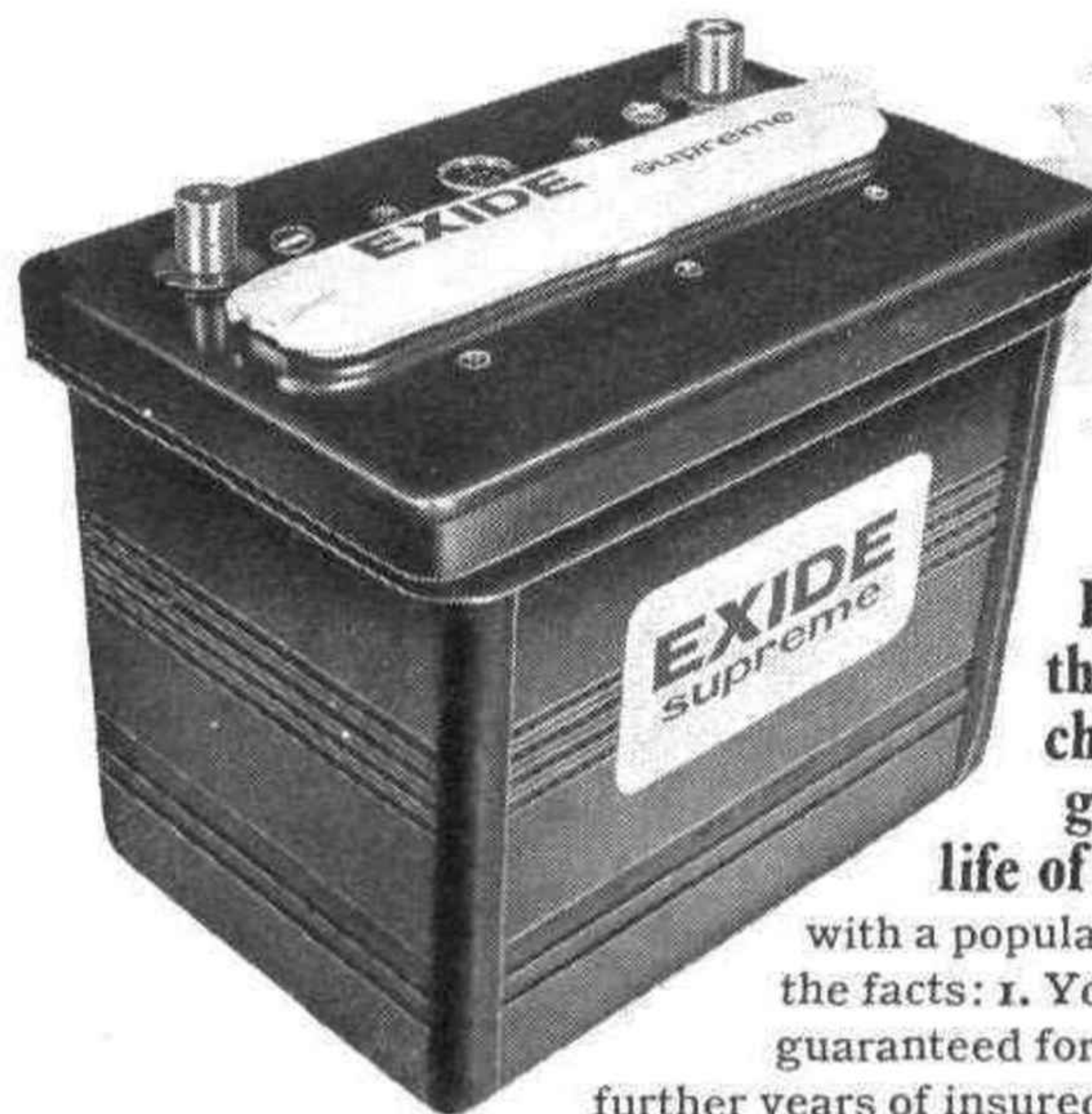
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Please send me your colour brochure of the Sprite 1/Spridget
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NAME

ADDRESS

Now EXIDE give you the best battery value ever!



price
reduced

For most popular sizes, the new Exide Supreme is cheaper to buy—and has a guaranteed and insured

life of 3 years. If you have a car

with a popular size of battery, here are the facts: 1. Your Exide Supreme is fully guaranteed for a whole year, with two further years of insured life for private cars.

2. Your Exide Supreme features revolutionary Auto-fil one-shot topping up to improve battery performance and prolong life. 3. Your Exide Supreme costs less to buy than the previous model — a saving of over 20/- on the most popular size — yet it has the same outstanding performance.

And everyone can easily afford an Exide Supreme, thanks to the Exide Easy Payments Plan.

EXIDE supreme

Cheapest way to 3 years of assured service!

The world's fastest fighter



The Phantom—1968 version

Yours to fly as a Naval Officer

Surprising but true. It's the Royal Navy that'll have the fastest fighter in the world—fastest bar none. This is the new Phantom—coming into service in a matter of months. Top speed: Mach 2.2.

If you joined the Fleet Air Arm now and trained as a Pilot or Observer, you could soon be flying in Phantoms. Or maybe you'll fly Buccaneers; specially designed to skim in low under radar—in and away again before the enemy knows what's hit him.

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Entry You can serve for 8 years—with tax-free gratuity of £1,750; 12 years—with tax-free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission. A number of options are open to you

when fixed-wing flying is phased out in the Royal Navy. If you're between 17 and 26 with at least 5 G.C.E. 'O' levels (including Maths and English), post this coupon—today.

Royal Navy



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

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Address _____

Date of Birth _____

U.K. applicants only

Safer motorway driving...



with Osram sealed beam headlights

All Osram Sealed Beam headlights provide a more powerful main beam to give you more light ahead, and more accurately controlled dip beam so you don't dazzle oncoming drivers.

And now there's an addition to the Osram range — Osram Tungsten-Halogen Spot & Fog Sealed Beam units.

The tungsten-halogen combination means a greatly increased light output and range. Now Osram control that power within the sealed beam unit—the safest way to make the most of more light.

OTHER OSRAM IMPROVEMENTS: Two new High Intensity Sealed Beam units for 4-headlamp systems which replace the inner pair to give improved main beam range: No. 5712 (12 volt 50 watt) improves inner-pair power from 37½ w. to 50 w. And for the enthusiast, No. 5717 (12 volt 100 watt) Super High Intensity Sealed Beam unit.

SEALED BEAM CONVERSION KITS FOR PRE-1966 MINIS. The Osram range includes a 7" Sealed Beam unit (No. 7014) and adaptor (OSA3) to provide quick and easy conversion for all pre-1966 Austin or Morris Minis. Get the full facts of Osram Sealed Beam and tungsten-halogen conversion units from the fully illustrated leaflet available from your nearest garage or motor accessory shop.



It pays to see it's
Osram-GEC



OSRAM (S&C) LIMITED, P.O. BOX 17 EAST LANE, WEMBLEY, MIDDLESEX

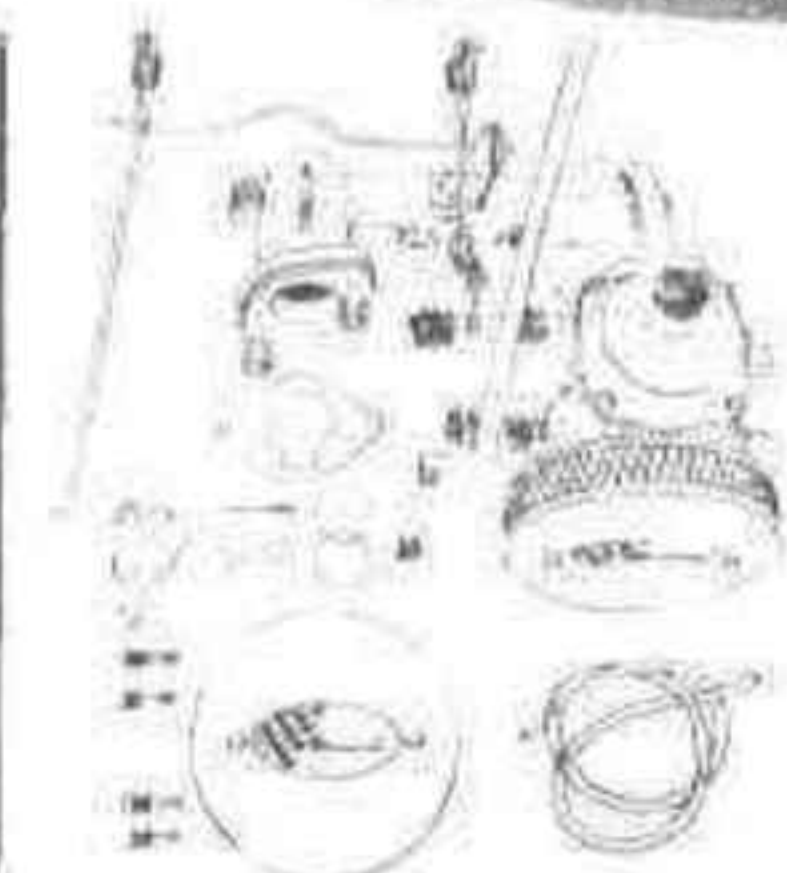
VIVA OWNERS GO BRABHAM

and fit the big exhaust with the big reputation

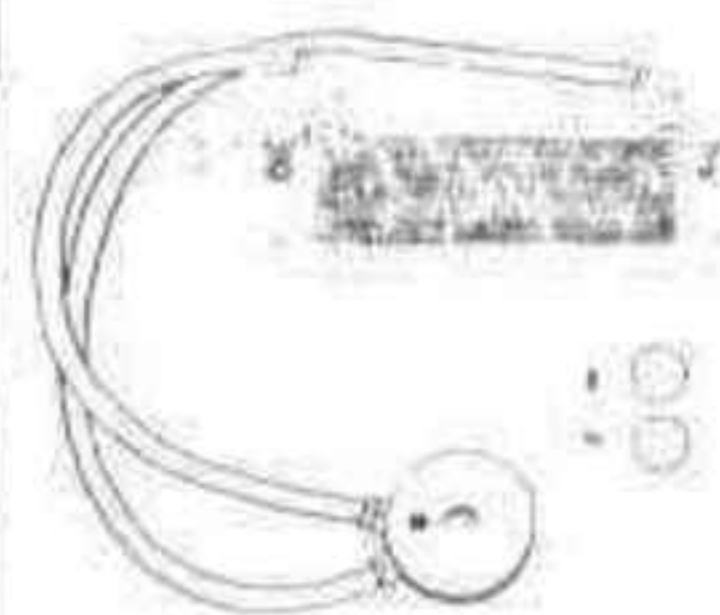


Jack Brabham made the Viva his Champion's choice because he knows a good car when he sees one. He also knows about budget buying, that's why he's putting Brabham Viva power and pace options on sale in easy-to-fit kits at easy-to-buy prices. You can buy the full kit to transform your Viva engine, exhaust, handling and brakes or you can pick the parts for the power boost you want at the price you can afford. Jack Brabham is like that. He'll only sell you what you want to buy.

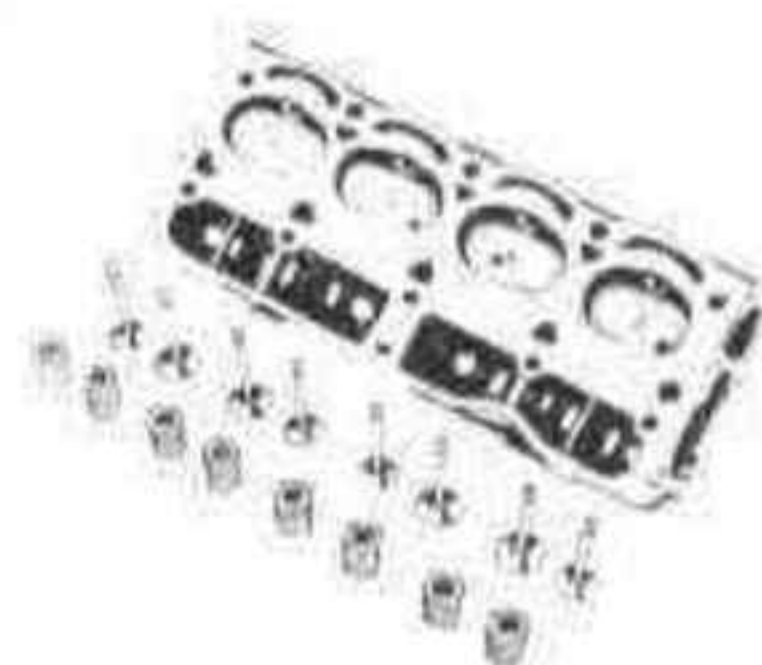
BRABHAM EXHAUST SYSTEM
Some enthusiasts like a lusty, sporty burble, and from Brabham racing experience we have developed a complete replacement big-bore system - the same as used on the Brabham Viva. You get two mufflers (or three if you're the type who prefers the Q-car smooth and silent sort of power), and impressive chromium-plated tail-pipe and along with the Brabham burble we'll give you an additional 4 horsepower and a few extra miles to the gallon. These gains come from easing the exhaust flow by reducing power-consuming back pressure. You can have sports car sound inside the limit of 85 decibels.



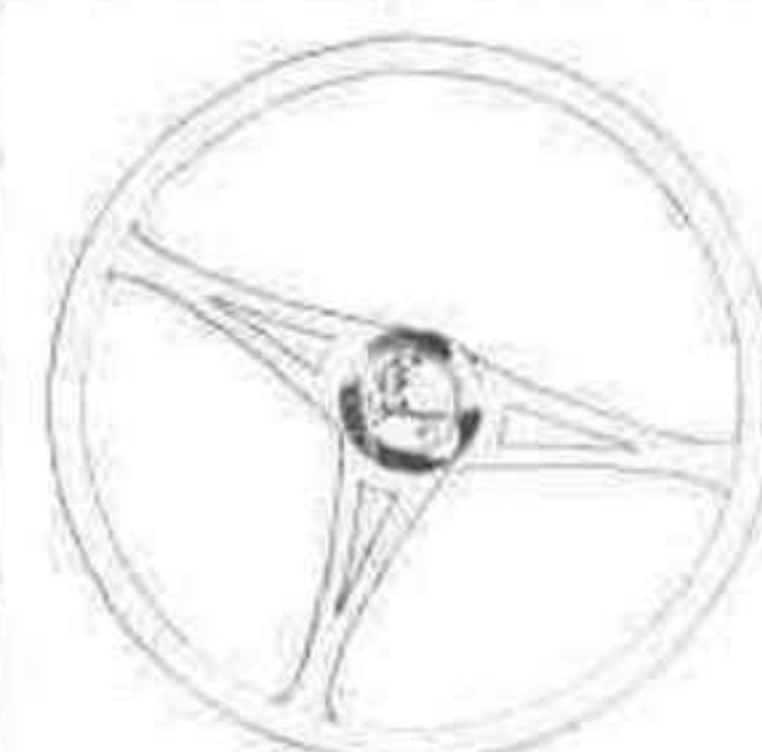
TWIN CARBURETTOR CONVERSION £26.10.0d.



OIL COOLER KIT £13.10.0d.



MODIFIED CYLINDER HEAD £32.10.0d.



STEERING WHEELS
Wood Rim £8.10.0d.
Leather £8.19.6d.

OTHER ACCESSORIES FOR YOUR VIVA

- Rev. Counter £12.14.6d.
- Wide Rim Road Wheels 5J (Set) £18.10.0d.
- Camshafts from £10.10.0d.
- Heavy Duty Shock Absorbers (pair) £9.15.0d.
- Gear Shift Knobs 15.6d.

£7 19 6 COMPLETE EXHAUST SYSTEM

Please rush me details by return

NAME

ADDRESS

STATE MODEL HA/HB (DELETE) MS12



Available from all Vauxhall dealers, or send direct to:-

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FITTING CENTRE: 248 Hook Road, Chessington, Surrey. Tel: Lower Hook 4343

4
**CHRISTMAS
 GIFT
 SUGGESTIONS**
 for your
 motoring friends

FROM
Schrader®

Here are four really sensible gift suggestions and at prices which make choosing easier.

SPARK PLUG AIR PUMP. Uses the car engine to pump cool, clean air to 80 lb. pressure. Fits in place of a spark plug and is triple threaded to fit most engines. Two types. Each packed in gaily coloured Christmas wrapper.

TYRE TREAD DEPTH GAUGE. Tells the tread life left in a tyre and detects uneven tyre wear. Calibrations in $\frac{1}{32}$ " units and also in millimetres.

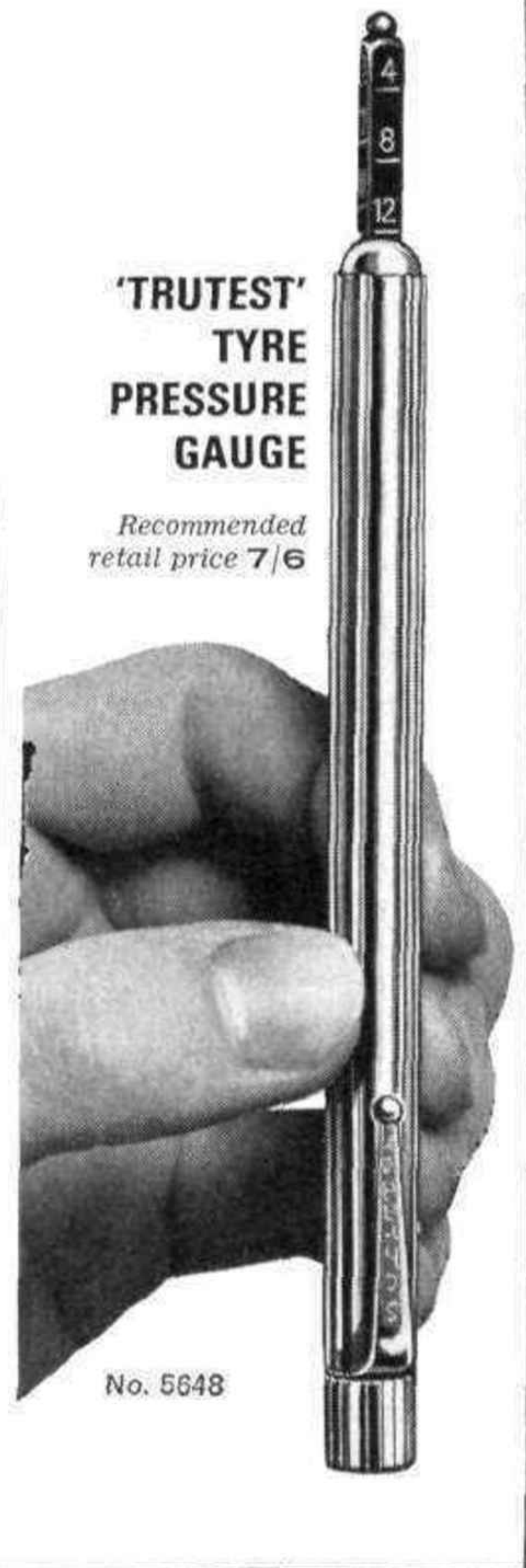
'TRUTEST' TYRE PRESSURE GAUGE. With straight push-on foot for ease and accuracy. Non-corroding bar calibrated 4 to 50 lb. in 1 lb. units.

MOTORIST'S TYRE SAFETY KIT. Wallet contains a tyre pressure gauge, multi-purpose valve repair tool, 5 cores and 5 caps. Everything for tyre valve maintenance.

Obtainable at garages, accessory dealers and all branches of **HALFORDS**.

*

Spoil your friends with the gifts you would like for yourself. If you cannot drop a hint somewhere, why not spoil yourself as well!

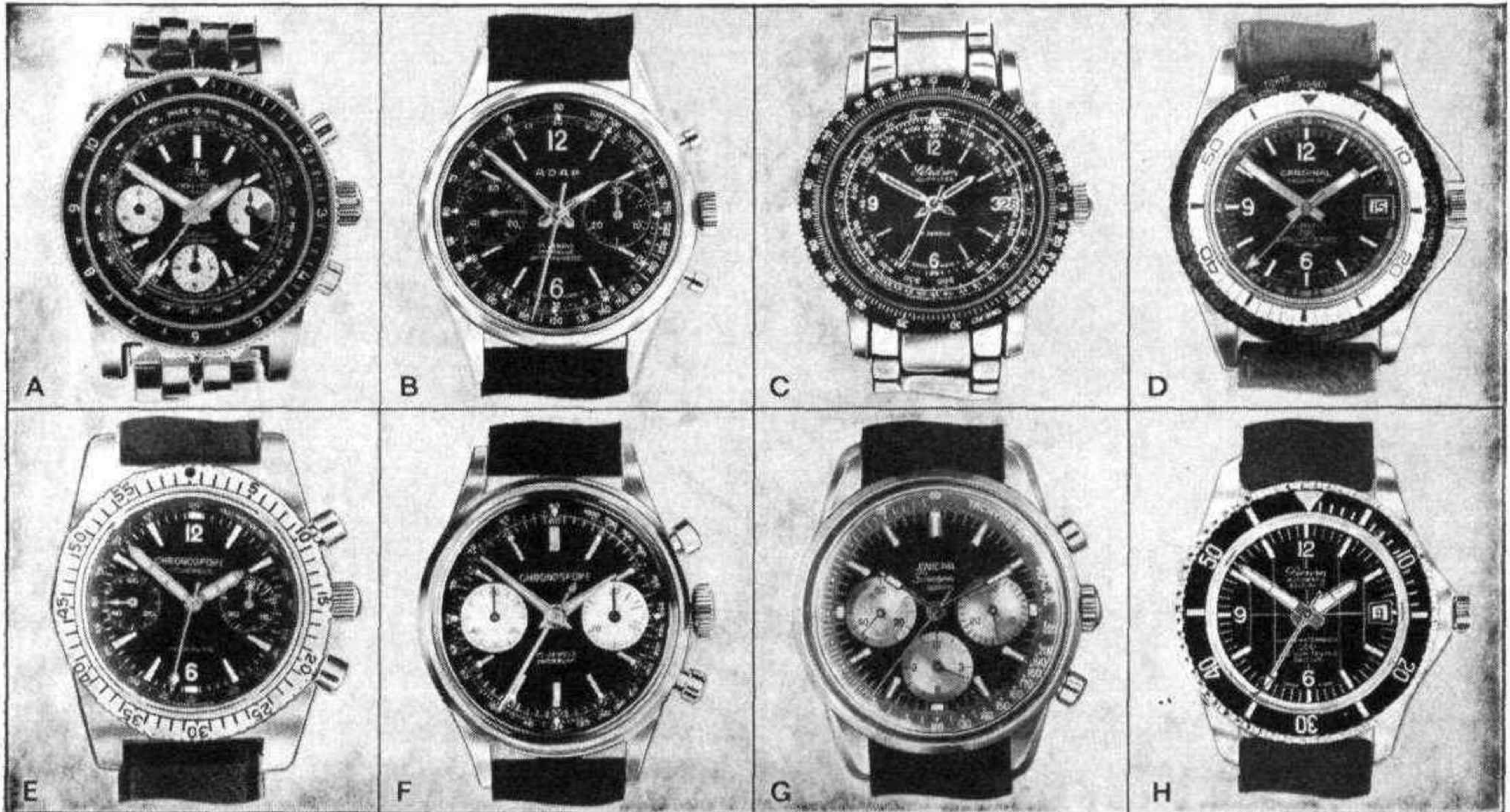


SCOVILL

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

Christmas Gifts from Switzerland!

Chronosport offer the largest selection of special watches and timers available (we do not stock ordinary watches). All watches are offered considerably below retail prices and many are imported exclusively. Full illustrated catalogue supplied by return upon receipt of 6d. stamp. Availability on some models is limited, though normally orders met by return mail.



A PILOT/RACING/DIVING CHRONOGRAPH

17 Jewel 100% Swiss, incabloc waterproof to 20 ATM. (660 ft.). Screw down winding crown. All steel. 1/5 second full flyback stop action, minute and hour recorder, 12 hour rotating bezel, tachy, telemeter and decimal scales. Stainless steel including strap. **£28.19.6.** (Also available without hour recorder at £26.19.6.)

B SPORTS CHRONOGRAPH

17 Jewels, 100% Swiss, full lever precision movement, incabloc, shock protection, waterproof, 1/5 second full flyback stop action, minute recorder, tachy av. speed scale, telemeter scale, including quality leather strap, **£11.19.6.**

C COMPUTER—SLIDE RULE

Navigation watch. 17 Jewels, 100% Swiss, shockproof, waterproof, to 500 ft. Automatic calendar. Computer equiv. to 3 in. slide rule, multiplies, divides, ratios, conversions averages, etc. (Full instruction booklet provided.) Complete with S/Steel bracelet, **£9.19.6.**

D RALLY G.T. INTERNATIONAL

A high quality budget priced sports watch, 100% Swiss, 23 Jewels, automatic calendar, super waterproof (200 vacuum tested). Tachometric scales. Two rotating bezels showing elapsed time and international time. Stainless steel, screwback, complete with tropical underwater strap. **£5.19.6.**

E CHRONOSPORT RACER

17 Jewels, 100% Swiss Chronograph. Full lever incabloc shockproof movement, waterproof to 20 ATMS. (660 ft.). All steel case with 60 minute rotating time elapsed bezel. 1/5 second full flyback start/stop/go action, with 45 minute recording dial. Tachy average speed scale. Complete with tropical underwater strap. **£19.19.0.**

F MULTISPORT CHRONOGRAPH

17 Jewel lever, 100% Swiss incabloc shockproof movement. Waterproof case, 1/5 second full flyback start/stop/go action, with 30 minute recording dial. Tachy average speed scale. Low reflection black dial with contrasting white secondary dials for quick readout. Complete with quality leather strap. **£14.19.6.**

G SHERPA GRAPH

17 Jewel lever 100% Swiss Chronograph with incabloc shockproofing and waterproof to 150 feet. 1/5 second flyback start/stop/go action. 30 minute and 12 hour recording dials. Tachy average speed scale. All steel case, low reflection black dial, with contrasting secondary dials. Complete with leather strap. **£39.19.6.**

H AUTOMARINE AUTOMATIC

23 Jewel 100% Swiss self-winding movement. Super waterproof (200 vacuum tested). Automatic calendar, rotating time elapsed bezel. Shockproof and antimagnetic, chrome/steel case with stainless steel back. An inexpensive sports watch, with a very high grade finish. Supplied with underwater tropical strap. **£6.19.6.**

IMPORTANT NOTES : Model 'A' is available in identical design without hour recording dial at £26.19.6. Model 'H' is available in stemwind version in the same design at £5.19.6. All our watches are supplied with written guarantees, all have luminous hands and markings, and all are supplied with operating instructions. Any watch may be returned for exchange or full refund if not found to be precisely what is required, within 7 days. Please add an amount of 5/- per order to cover post, packing, and insurance costs.

Club Secretaries should write for special catalogue which includes many well known brands, and details of discounts available on all types of watches, Chronographs, Stop-Watches and general timing equipment

CHRONOSPORT
SPECIAL WATCHES

DEPT MSL 21 OLD BOND STREET BATH Tel: 63556

A computer that tells you the time



Navitimer by Breitling

This is the only watch that combines a chronograph with a navigator's computer, making it indispensable to a serious sporting motorist.

The computer is a miniature version of a standard-size pocket computer. Its moveable bezel will calculate practically all problems relating to time, speed, distance and fuel consumption.

It is a stop watch with 30-minute and 12-hour totalisers and luminous dial.

It also looks marvellous on the wrist. Cost: £43.15.0.

Watches of Switzerland

16 New Bond St. London, W.1 17 King St. Manchester

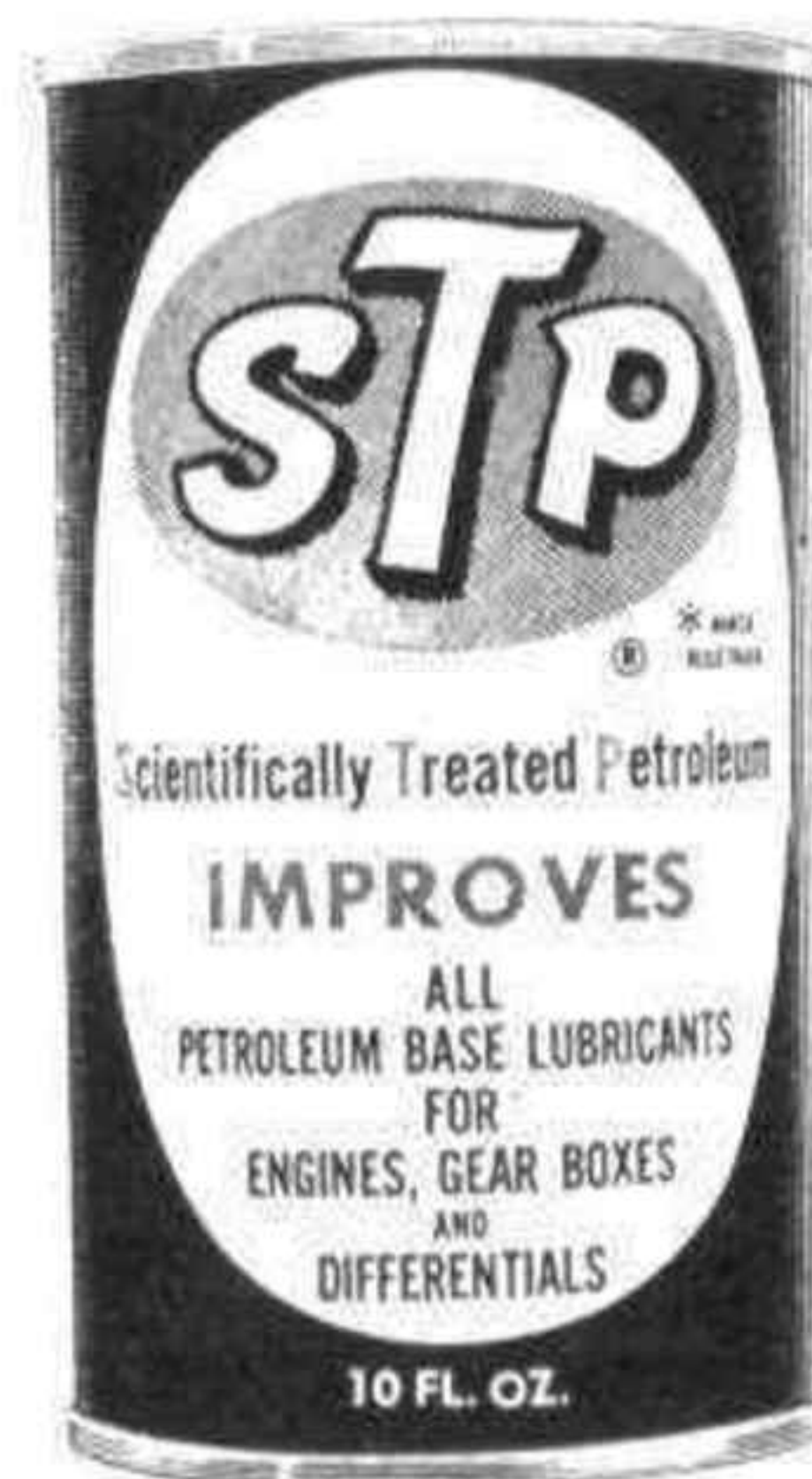
Six showrooms in London, and others in seventeen towns and cities of the U.K.



AND greater engine protection

Smoking too much? Looking round for a private oil well? Your troubles are over. One tin of STP oil treatment will stop that blue exhaust cloud, cut down oil consumption dramatically. (Practical tests have, in every case, doubled the mileage per pint of oil used and in several cases the mileage has been extended by six times. i.e. from 50-300 miles per pint). And this is not all—STP, when added to your engine oil, cuts friction, increases performance, improves ring seal, removes carbon and sludge deposits and protects the entire engine against the effects of hard driving. STP in your gear box and final drive helps to prevent leaks, reduces vibration and noise and cuts wear.

*You expect a little extra from your car.
Give it a little extra protection with STP.*



available from HALFORDS and leading accessory shops
ENQUIRIES TO LINK HAMPSON LTD., 43 FETTER LANE, LONDON E.C.4.

HERE'S LONGER LIFE!

MACAULAY BATTERIES

at HALF COST!

BUY DIRECT FROM THE MAKERS

Invest in a Macaulay Battery — for double life — double duty — at half the normal cost.

Big firms and thousands of experienced motorists who need battery reliability insist on Macaulay Batteries — protected with a full two-year guarantee. Do the same — save on costs — save your car — save with a Macaulay Battery

EXCHANGE YOUR OLD BATTERY NOW!

FREE DELIVERY AND FITTING IN ALL DEPOT AREAS

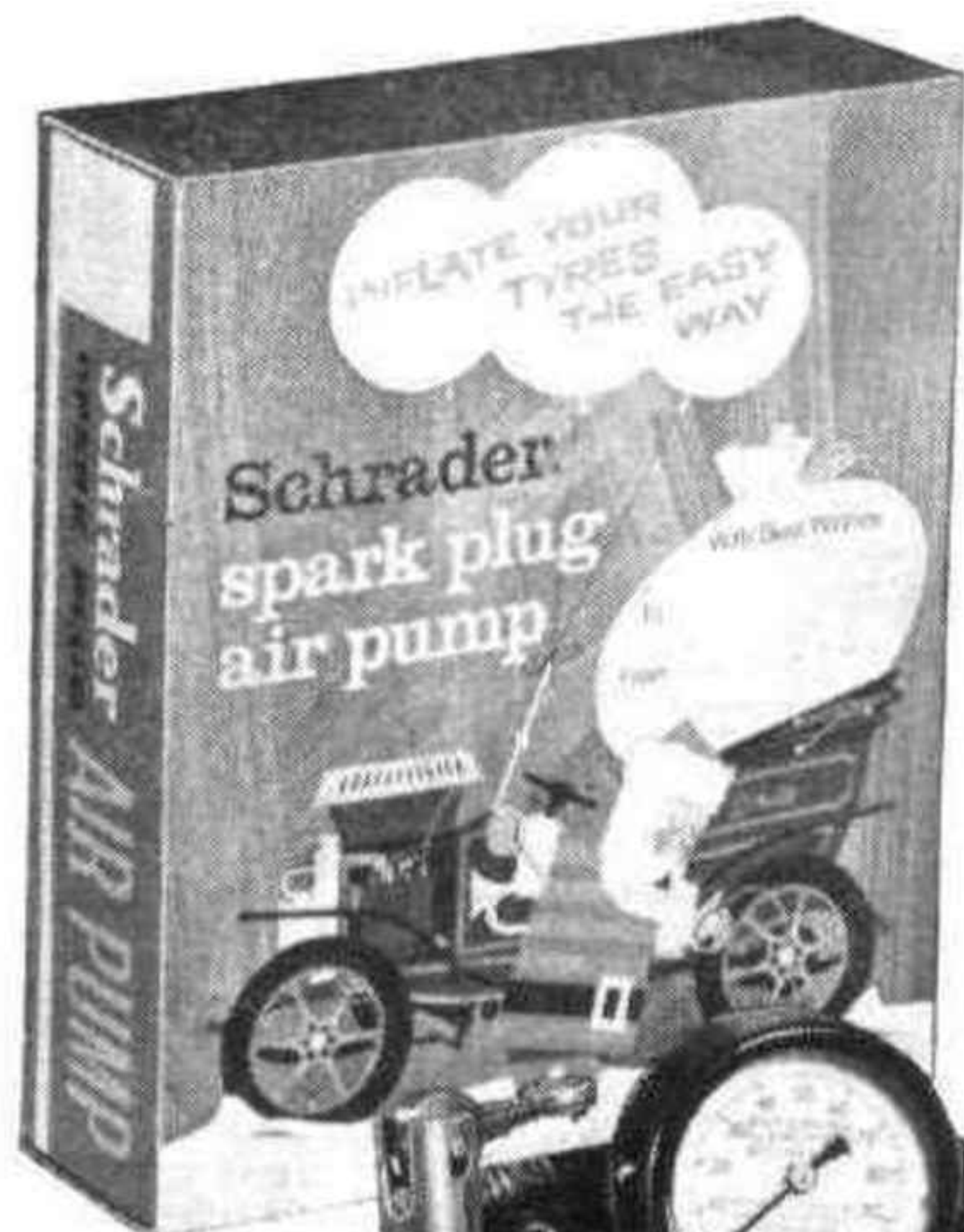
TWO-YEAR GUARANTEE

LONDON: 25-27 Mallinson Road, S.W.11 (01-228 9242) and 2 Battersea Rise, S.W.11 (01-228 4566) 25 Spring Lane, Woodside, S.E.25 (01-654 7655) EXETER: 33 Holloway St. (Exeter 59042). NEWPORT, MON: 22 Malpas Rd. (Newport 58094). GLOUCESTER: 117 Southgate St. (Gloucester 21911). BRIGHTON: 3 Viaduct Rd. (Brighton 62014). GRAVESEND: 198 Parrock St. (Gravesend 2786)



SPECIMEN PRICES		
		£ s. d.
6v. 56 a.h.	for	2. 17. 6.
6v. 72 a.h.	"	3. 9. 6.
6v. 88 a.h.	"	3. 15. 6.
12v. 38 a.h.	"	4. 12. 0.
12v. 46 a.h.	"	5. 6. 6.
12v. 56 a.h.	"	5. 13. 6.
Charging for 6v.		4. 0.
Charging for 12v.		6. 0.

WHAT A GIFT!



SCHRADER SPARK PLUG AIR PUMP

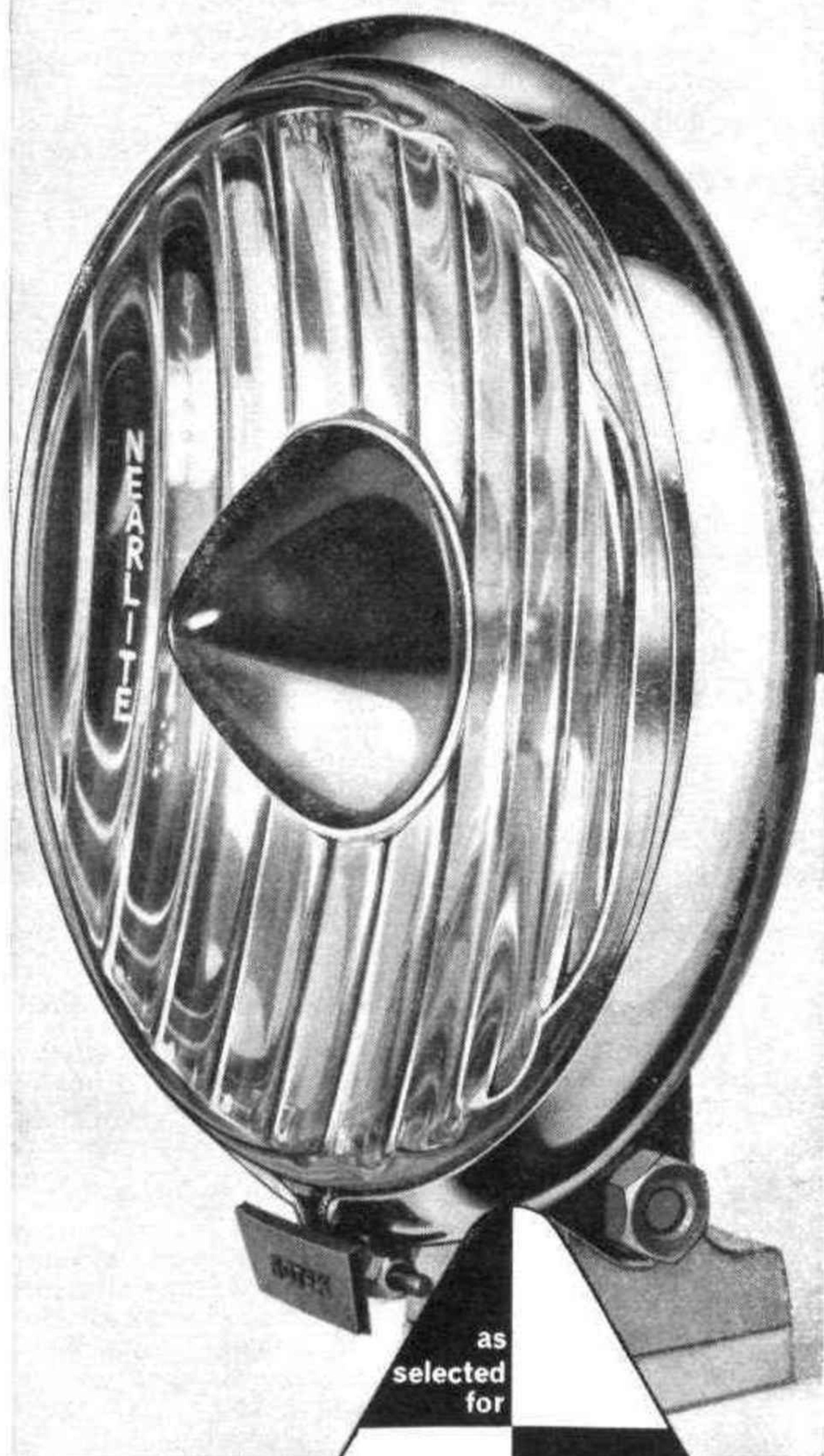
for easy tyre inflation

Uses the car engine to pump cool, clean air to 80 lb. pressure. Fits in place of a spark plug and is triple threaded to fit most engines. Two types. Each packed in gaily coloured Christmas wrapper.

Recommended retail prices:
Standard type (without gauge) 31/3
Gauge type (as illustrated) 56/3

Schrader

FROM GARAGES, ACCESSORY DEALERS AND ALL BRANCHES OF HALFORDS



as selected for

the **DESIGN CENTRE LONDON**

Fit Notek
stainless steel lamps with the razor sharp beam

Quartz Iodine 110/6 For extra brilliance.
Pre-focus 87/- Complete with cable & switch.
At your local garage, accessory shop or Halfords branch by **Britax** specialists in safety.

**safely
there....**



**safely
home
again....**



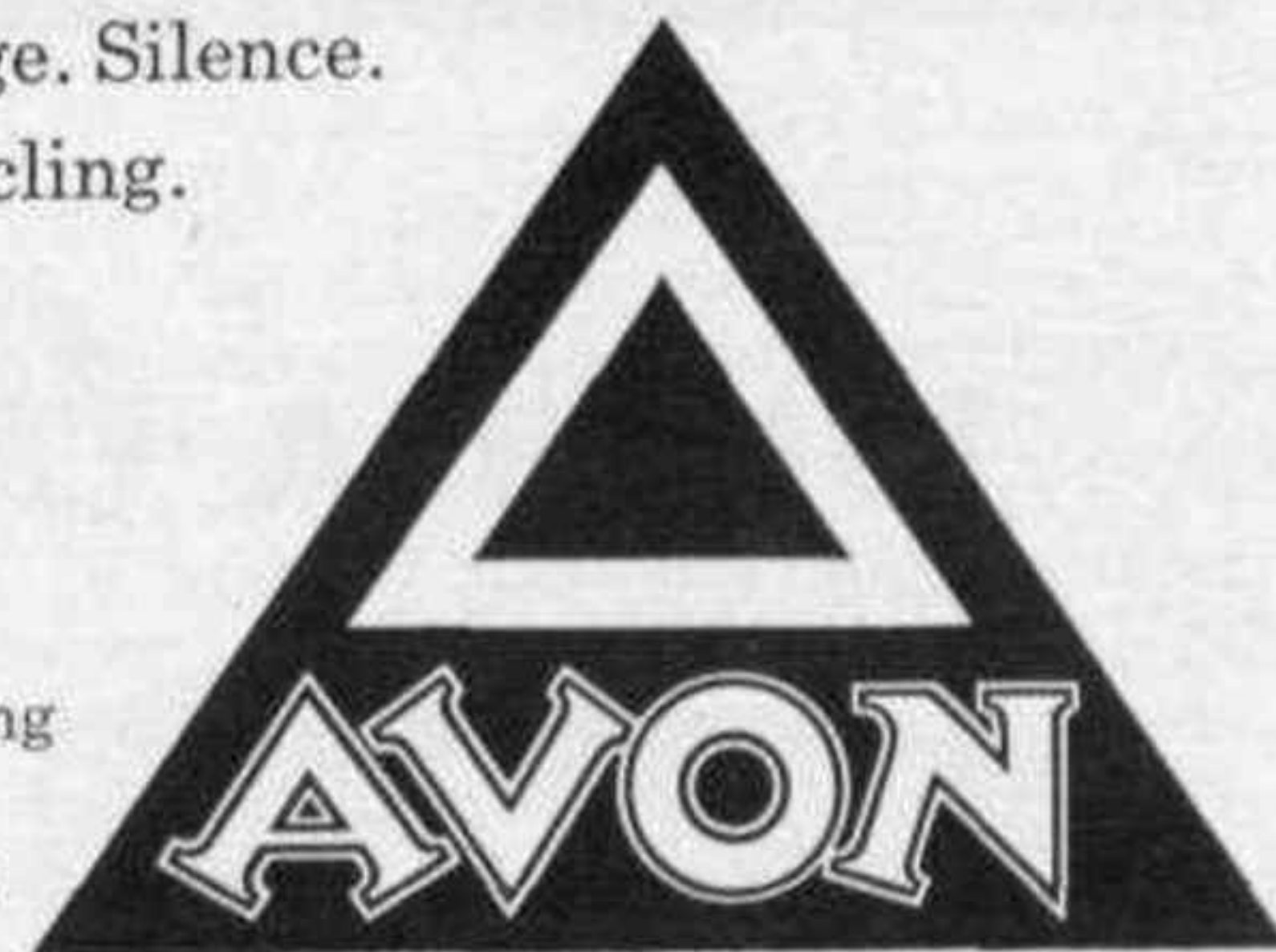
**get
peace
of mind
with
Avon
tyres**

Confident performance whatever the weather. The Avon range offers the faster-car driver a choice in tyres to match his manner of motoring. Tyres for the enthusiast. With the accent on mileage. Silence. Cornering and straight-line stability. All weather-cling. Safety. For the peace of mind that means so much always ask for Avon.

**Avon
Turbospeed Mk 4**
For sustained high speeds, extra stability and more wet road grip.

**Avon
Radial**
Superb wet grip, progressive warning of breakaway.

**Avon
Super Safety**
The family motoring tyre that gives you 38% more wet road grip!



MOTORSPORT

VOL XLIII No. 12 DECEMBER 1967

FORTY-THIRD YEAR OF PUBLICATION

PUBLICATION DATE FIRST OF THE MONTH

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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

Telephone: 01-628 4741

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FRONT COVER PICTURE: WORLD CHAMPION, 1967.—With two Grand Prix wins, at Monaco and Nurburgring, and numerous good placings Denis Hulme became World Champion for 1967. Along with Bruce McLaren and the two works Group 7 McLaren-Chevrolets, Hulme managed to dominate the Canadian-American Challenge Cup series, although McLaren won the CanAm Championship.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: 32/-

CANADA AND AMERICA: \$4.75

AIRMAIL: MIDDLE EAST £6.10.0

AUSTRALASIA £8.10.0

ALL OTHER COUNTRIES £7.10.0

All prices include postage.

MATTERS OF MOMENT

■ TRAVESTY OF JUSTICE

"Mr. X went to the Police and said that his next-door neighbour had been seen to commit a murder. On this slender statement alone the neighbour was arrested and, although protesting her innocence, was found guilty of wilful murder on the evidence of Mr. X, and was duly hung. Subsequently Mr. X was found to have had a grudge against the woman, who was innocent."

If you read that this had happened in Britain, you would not believe it. And you would be right, for this is a hypothetical case. But if you are a motorist you can be convicted of an alleged offence on information given by any passer-by or another driver. You may not be allowed to correct errors of fact in this evidence and, although you have pleaded "not guilty," the case is likely to go against you. You will not be hung or imprisoned for life, but you will most likely be heavily fined and your licence will be endorsed; your livelihood may be imperilled.

Two cases of this kind were the subject of a long editorial in the *Macclesfield Advertiser* last October. The paper makes the points that drivers were fined and their licences endorsed purely on the evidence of two unqualified witnesses and that the first the prosecuted motorists knew of the alleged offences was notice of intended prosecution, a considerable time after the incidents reported to the police had taken place. To prepare a proper defence in such a situation is usually impossible. We have knowledge of similar cases and agree with the *Macclesfield Advertiser* that this is "an objectionable and highly dangerous trend in justice" and that "to be reported and convicted on evidence supplied by a private motorist who is little better equipped than any layman to judge whether a motoring offence has been committed is not in the traditions of justice."

Indeed, that is expressing it mildly! The drink-and-drive laws (which Mrs. Castle is already proclaiming to have had an enormously beneficial effect, without any statistics to confirm this—not that we want any "specially-prepared" figures from the R.R.L.) have already turned the previously-unsullied reputation of British Justice upside down. Those Magistrates and J.P.s who are prepared to listen only to the evidence of biased, unqualified witnesses are further damaging its reputation of providing fair trials in British Courts. Note that so far it apparently only happens if the case concerns a motor vehicle driver. . . .

■ PRESENTING THE PETITION

Final details have just been completed for the presentation to the Minister of Transport of the anti 70 m.p.h. petition. This will take place in a few days' time at the Ministry's St. Christopher House headquarters, when we shall once more urge the Minister to think again about these blanket restrictions. Thousands of citizens, including many non-sporting motorists, have committed their wholehearted support to any efforts designed to lift the limit. Not only has the response been most excellent, but many people sent in letters of encouragement with their completed forms. None of these people—over a quarter of a million of them—is convinced of the authenticity of the statistics issued by the Road Research Laboratory and the Minister's propaganda civil servants, and implore Mrs. Castle to give a little serious thought to the real problems. We hope to enjoy the full support of the National Press, I.T.V. and B.B.C. in as much as they will give full coverage to the presentation of the mammoth petition.

The speed limit has caused widespread bunching on motorways, which is exactly what the police consider to be most dangerous. A multi-car pile-up of horrific proportions will inevitably occur, as it did on a freeway into New York recently, and the source of this will almost certainly be traced to cars travelling too closely at the same speed—not simply by cars travelling at speed. The bunching is brought about by motorists who consider it their right to travel at speeds of far below 70 m.p.h. in the fast lane; all too often we have seen a heavy lorry struggling and blowing out black exhaust fumes to overtake a similar vehicle up a gradient—and this despite the banning of lorries, etc., from this section of the motorway. Surely the prime issue which should be tackled is to improve the general standards of driving, in particular for motorists to take notice of lane discipline. Road accident deaths will never simply be eliminated or noticeably lessened by enforcing motorists to obey a law which they do not want, which they do not believe in, and which can only create increased tension on our already overcrowded roads.

*We wish all our readers a
Happy Christmas and New Year*

The publishing date for the next issue will be Thursday, January 4th

Motor Sport Fixture List For December

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Dec. 2nd	Bath M.C.	Green Ore Filling Station	—	Andy Morris Trophy Rally (C.)	20.30
Dec. 2nd/3rd	North Staffs M.C.	Council Car Park	Cheadle	Impact Rally (C.)	20.30
Dec. 2nd/3rd	EMI M.C.	East Arms	Hurley Bottom	Rally (C.)	22.01
Dec. 2nd/3rd	Nucleus M.C.	Gates of Harlow Garage	Harlow	Nightrider 3 Rally (C.)	23.01
Dec. 2nd/3rd	Peachers M.C.	Grantham Road Services Depot	Grantham	Empire Trophy Rally (R.)	20.30
Dec. 3rd	East Surrey M.C.	Brands Hatch	Farningham	Sprint (R.)	17.30
Dec. 3rd	Sporting VW C.	Canada Heights	Swanley	Heddle Trophy Production Car Trial (C.)	09.30
Dec. 3rd	Lancashire & Cheshire C.C.	Moss Brow Farm	Warburton	Autocross (R.)	—
Dec. 8th/9th	Larne M.C.	—	—	Regent Trophy Rally (N.B.)	23.00
Dec. 9th	A.P.O.C. C.C.	White's Filling Station	Camberley	Harvest Rally (C.)	22.00
Dec. 10th	Mini-Seven C.	Brands Hatch	Farningham	Race Meeting (R.)	13.00
Dec. 10th	Maidstone & Mid-Kent M.C.	Roebuck Inn	Harrietsham	Tyrwhitt-Drake Production Car Trial (C.)	09.30
Dec. 16th/17th	Romford E.C.C.	Grange Motors	—	Grange Rally (R.)	21.30
Dec. 26th	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (C.)	12.30
Dec. 26th	B.R.S.C.C.	Mallory Park	Hinekley	Race Meeting (C.)	13.00
Dec. 26th	Darlington & District M.C.	Croft	York	Race Meeting (R.)	13.30
Dec. 26th	Thames Estuary A.C.	Lydden	Canterbury	Race Meeting (R.)	—

MOTOR RACING CHRISTMAS CARDS

Michael Turner's popular motor racing Christmas cards are available once more this year. The subjects Turner has chosen are Hulme (Brabham-Repco V8) at Monaco (very spectacular), Clark (Lotus-Cosworth V8) at Zandvoort, Gurney (Eagle-Weslake V12) at Spa-Francorchamps, Amon (Ferrari V12) and Brabham (Brabham-Repco V8) at Silverstone, Spence/P. Hill (Chaparral 2F) at Brands Hatch, and Gurney/Foyt (Ford Mk. 4) at Le Mans. The cards are in full colour and are sold in sets of 12—two of each—at 18s., including envelopes. In addition, new reproductions suitable for framing include two of those mentioned above, Gurney at Spa and Spence/Hill at Brands Hatch, and the 1930 Le Mans 24-hour race featuring the duel between the Kidston/Barnato Bentley and Caracciola/Werner Mercedes. Further details of these and all Turner's works from Studio 88 Ltd., 95 West End Lane, Pinner, Middlesex.

CORGI FOR CHRISTMAS

Corgi have released in their Corgi Toys car miniatures a 1968 Winter Olympics Citroën Safari with appropriate markings and figures of skier and bob-sleigh rider, No. 499, priced in the U.K. at 7s. 11d. They also have a James Bond Toyota 2000GT, actually the open sports Toyota with various embellishments, No. 336, at 9s. 11d., and have issued new gift-sets covering motor racing (No. 6) and agriculture (No. 5), priced at 14s. 6d. and 39s. 6d., respectively. They have also issued their 1967-8 Corgi Toys catalogue in colour. It provides a fascinating display of all the Corgi vehicle miniatures, from TV-equipped Lincoln Continental Executive limousine to London 'bus, including a collector's check list with prices, and is itself likely to become a collector's item. It costs 6d. from any Corgi stockist. From this list it is possible to obtain a foretaste of new Corgi miniatures to come, such as a Jaguar E-type 2+2, a B.M.C. Mini Countryman, competition M.G.-B GT, brass-radiator Model-T Ford "Lyons Tea" van, Dodge Kew Fargo tipper truck and Commer mobile camera van.—W. B.

McLAREN TOP IN GROUP 7

The Canadian-American Challenge Cup series for two-seater racing cars went to Bruce McLaren and not to Denis Hulme who had been heavily tipped to win after he had scored a "hat trick" in the first three rounds. At the halfway stage, which we mentioned last month, it looked as if Hulme's 27 points would be good enough to keep him well ahead of his team leader, McLaren, who had 12 points. But since then Hulme has not finished in any of the three remaining rounds, while McLaren scored wins at Laguna Seca and Riverside, taking his final points total to 30, three more than Hulme. At Laguna Seca Hulme's Chevrolet engine blew up and at Riverside he was not allowed to restart after some of his McLaren's bodywork had been damaged. In the final round at Las Vegas, which did not alter the two leading positions, both McLaren works drivers retired, Hulme with a puncture and engine trouble and McLaren with engine failure. At that event it was 1966 CanAm Champion, John Surtees (Lola-Chevrolet), who won, overtaking Mark Donohue whose Lola-Chevrolet broke down on the last lap. That win gave Surtees 16 points, the same number as Donohue,

but the Englishman was officially placed third by virtue of his single win, Donohue not having won an event outright in this series.

Points scoring in the CanAm series is similar to that in the Formula One World Championship series. It is interesting to note too that an anomaly crept into the final scores, for although Hulme won three of the six Group 7 events (Elkhart Lake, Bridgehampton and Mosport), McLaren won only two (Laguna Seca and Riverside) and was champion. A similar thing happened in the F.1 World Championship, where Hulme won two (Monaco and Nurburgring) and Clark won four (Zandvoort, Silverstone, Watkins Glen and Mexico City), yet Hulme was still the World Champion.

CORRECTIONS

Numerous errors crept into last month's issue, for which we apologise, and the more serious which need putting right are as follows: Talking about the Opel Rekord, the switches should have been described as fumbly (not "jumbly") and listing the optional engines available, it should have read 1.7S (not "1.75"). The engine of the Jaguar 420G should have been described as rougher, not "faster," than that of the Rover V8. S. C. H. Davis's name was twice referred to as "Davies," and in the V.S.C.C. Welsh Rally report, Lee's Alvis broke its scraper ring in the thrash along M1, not the "trek along M2." The second hill in that trial was Old Hall not "Old Hill" and the stop and re-start on The Smatcher was not abandoned, as we stated. The Nicholson-tuned M.G.-B is quite silent, not "quiet silent," and the yellow lines in the Tailpiece picture were incorrectly stated to be "white."

HIRE PURCHASE

Since all of the advertisements in this month's MOTOR SPORT were passed for press the Chancellor of the Exchequer on Sunday, November 19th made several financial changes, one of them involving hire purchase. Several references may be found in advertisements in this issue to H.P. terms but because of the changes the deposit and repayment times are subject to alteration.

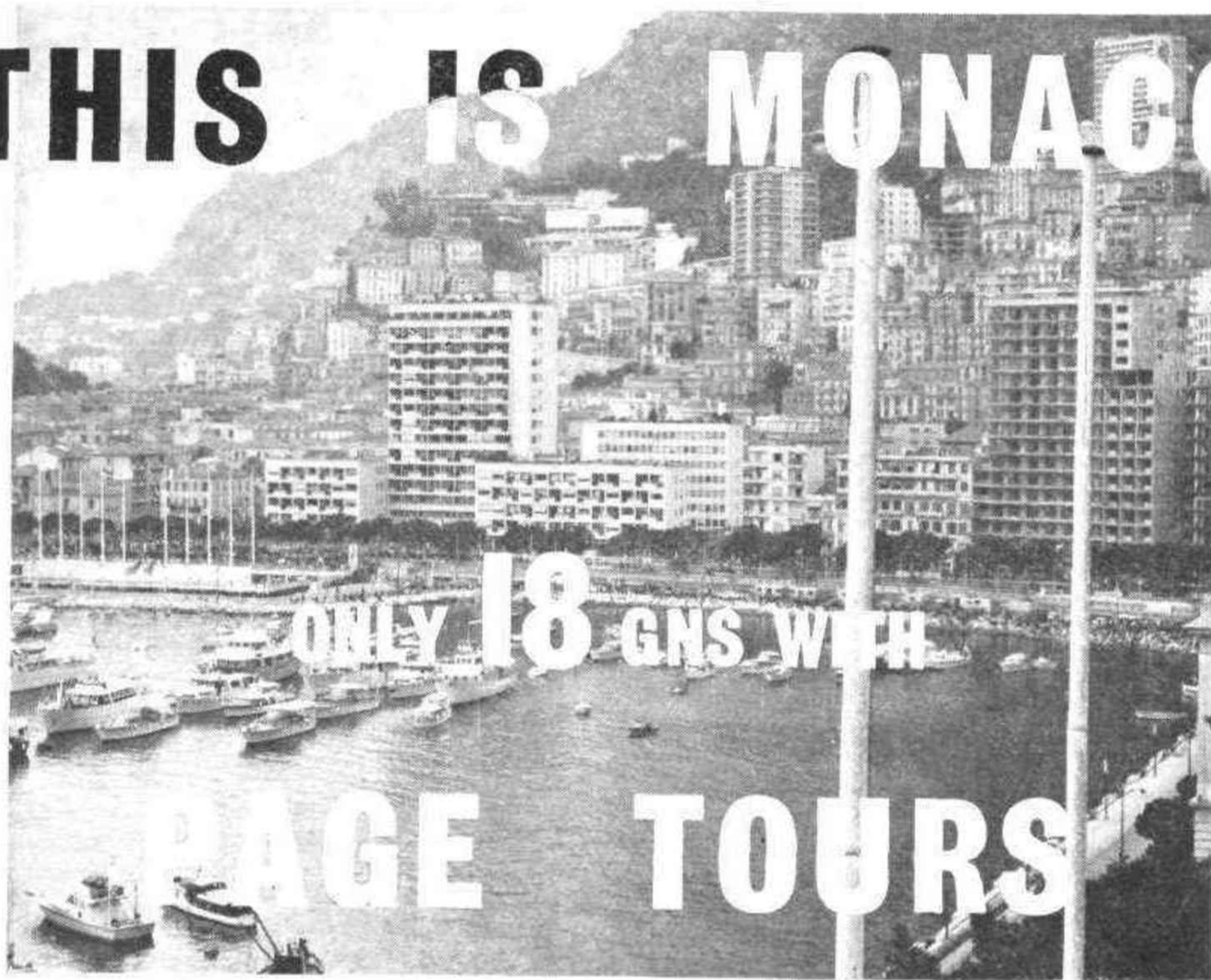
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Continental Notes

IN FRANCE there has been something of a revolution in the administration sphere of motor racing, which could well have far-reaching effects, though at the moment the full repercussions have yet to take place. Briefly, a young and virile organisation has obtained Government permission to take over control of French motor racing, and have said they will overthrow the F.I.A. However, it is not as simple as that for the French are at the very roots of the control of world-wide motor racing. When the International governing body of motor racing was formed at the turn of the century, comprised of clubs from various countries, France was represented by the Automobile Club of France (A.C.F.), it being the leading club at the time, just as Great Britain was represented by the Royal Automobile Club (R.A.C.). The International body, known as the Federation Internationale de l'Automobile (F.I.A.) had its headquarters in Paris, along with the A.C.F. and over the years certain key positions on the F.I.A. and the A.C.F. have been held by the same people. Naturally, various sub-committees were formed as motor racing became more complex, the most important of these being the Commission Sportive Internationale (C.S.I.) whose job it is to look after motor racing in detail, while the F.I.A. looks after motoring in all its facets. In our country a similar system applies, whereby the R.A.C. is the Government recognised club to look after motoring in the overall scene and the R.A.C. have delegated power to the Competitions Committee, controlled by Dean Delamont, to look after all sporting aspects, both at home and internationally on the C.S.I.

Some years ago in France the active competitors, organisers and manufacturers became tired of the antiquated thinking of the A.C.F. and quite justifiably formed a new organisation called the Federation Francaise Sport Automobile (F.F.S.A.) and anyone who was actively interested in any form of competition joined the F.F.S.A. This was rather akin to the British situation today where you join the B.R.S.C.C. if you are interested in the sport; you do not join the R.A.C. Although the B.R.S.C.C. did not come into being for the same reasons as the F.F.S.A. the parallel exists. The F.F.S.A. was obviously a sound movement and they got Government permission to look after the sport, issuing licences, permits, sanctioning races and so on, and the old gentlemen in the A.C.F. were sensible enough to agree to let the younger element get on with the sporting side as far as France was concerned. Gradually the F.F.S.A. became far more powerful than the A.C.F. and this year they applied to the F.I.A. to represent France in place of the A.C.F. which had become out-of-touch with modern times and modern racing. With there being a close tie-up between the old gentlemen of the A.C.F. and the F.I.A. this request was politely thrown out, but the F.F.S.A. were too strong to be rejected without reason, especially as they are recognised by the Ministry of Sport and similar Government departments in France as the official body in France for motor racing.

When the Le Mans club, who are close friends with the A.C.F. and hence with the F.I.A., pulled their trickery over reducing Group 6 engine capacity to 3 litres, without open discussion, the F.F.S.A. got really mad and now the whole thing has blown sky high. Behind the scenes at Le Mans this year there was a vast political intrigue taking place and a battle going on between the A.C.F. and the F.F.S.A. which resulted in a moral victory for the F.F.S.A. Because the French Government has recognised the F.F.S.A. as controllers of French motor racing, their President, M. Claude Bourillot was able to exert his right to be present on the Le Mans track as the number one official, while the man from the A.C.F. had no right to be there and had to keep in the background, as the A.C.F. had no licence to be involved in the race. All this was taking place behind the scenes of the Le Mans race, unknown to the spectators, but to those of us on the inside and *au fait* with French motoring politics it was all very interesting. Last month the F.F.S.A. announced that they no longer accepted or recognised the authority of the F.I.A. At Le Mans they made it very clear that they no longer recognised the Automobile Club of France (A.C.F.) as the French governing body, and as the A.C.F. and F.I.A. are closely tied, they have now taken the final step and renounced the F.I.A. Naturally the F.I.A. have made a stand and have said that the A.C.F. will continue to have overall control of French motor racing, but they can only do this with the co-operation of the F.F.S.A., who are

recognised by the government to issue licences, permits, sanctions etc., and the F.F.S.A. are refusing to co-operate with the A.C.F. and by that token have renounced the F.I.A. The recent discontent over the Le Mans 3-litre limit affair has made the F.I.A. a lot of enemies so that the F.F.S.A. have the support of most of the really influential people in European motor racing, the manufacturers, the entrants, the drivers and the trade.

At the moment this appears to be a French domestic affair, but it is far more serious than that and it could affect the future of motor racing on the International level. Apart from the possibility of a burst blood vessel in the A.C.F. it would seem that a bloodless revolution has taken place in Paris, but it will be some time before the effects are felt in London, Brussels, Milan, Frankfurt, Amsterdam and Berne.

To give a clearer idea of what it is all about, to those who do not follow the International or the French scene closely, it is as if Mrs. Castle and the Ministry of Transport said to Nick Syrett and the B.R.S.C.C., "You have our blessing to control motor racing in Great Britain," which would leave Dean Delamont and the R.A.C. to look after road-signs, touring, insurance, motorists' service and so on. If after some years the B.R.S.C.C. proved to everyone that they were doing an efficient and popular job of work, they would apply for affiliation to the F.I.A. with Syrett replacing Delamont at the Paris meetings, but if the F.I.A., under pressure from the R.A.C. because of "the old chum's act," threw the application out, the B.R.S.C.C. would then renounce the R.A.C. and refuse Delamont or any of the R.A.C. officials permission to attend any British race meeting, or issue them a permit to run the T.T. or the British G.P. ! It would cause quite a furore, which is just what has happened in France. I await developments with more than passing interest.

* * *

From the foregoing it would appear that International motor racing is in a difficult period and added to this is the withdrawal by various practical and financial interests. Quite apart from any 3-litre capacity limits at Le Mans or anything like that, the Ford Motor Company of America are not returning to Europe, having achieved their objects, and are concentrating their racing activities on American events. This was announced last July and occasioned no surprise, for unlike Ferrari, Ford was not racing for fun or because of a passion for racing. It was purely business, and what they did they did well, but Europe would have been more impressed if they had won some other races besides Le Mans. Since that withdrawal there have been others of a much more serious nature, not serious to the sport, but serious to individuals. The Firestone tyre company suddenly woke up to the fact that they were spending far too much money on racing and getting no real returns. One could say they backed the wrong teams, whereas Goodyear backed the right ones, for Goodyear kept smiling and saying "We win all the big ones" which needled Firestone, because it was true, even though Firestone won more races than Goodyear. After winning Le Mans, Indianapolis, the Grand Prix Manufacturers Championship and the Drivers' Championship, with respectively Gurney/Foyt (Ford), Foyt (Coyote-Ford), Brabham-Repco V8 and Hulme (Brabham), Goodyear certainly did "win all the big ones" as far as publicity is concerned, and even Clark's five G.P. wins on Firestone tyres to Hulme's two on Goodyears did nothing to alleviate the Firestone suffering in the overall picture. So it was no surprise when Firestone shut their cheque book and stopped giving away money and tyres. It does not mean a complete shut-down on racing, just a more cautious approach, and they will be out to win Indianapolis, Le Mans, and Grand Prix racing, but on slightly different terms, especially with anyone who is unlikely to produce an outright victory. Goodyear have been a lot more selective in distributing their money and tyres, and show no signs of changing.

In the September MOTOR SPORT there was an advertisement by BP that said "Once you are hooked on racing you are hooked on racing. BP are hooked on racing." Yet before the printing ink was dry BP announced their withdrawal from racing. Like Firestone they had been backing the wrong ones for a long time, getting no real returns for their outlay. This year they have been backing the Cooper team and the various projects of John Surtees, none of which has been conspicuous in the winning lists. However, if BP cannot afford to finance the losers any more it is understandable and their withdrawal is their affair. Their keen rivals, Esso, have been smiling for some time, having got Clark, Brabham and Hulme signed up, as well as Lotus and the Brabham team, and like Goodyear, Esso have been "winning all the big ones," so when BP withdrew the Esso people looked happy and said "that is their concern, we are all right and will carry on." These words had hardly floated across the paddock before Esso announced that they were withdrawing from motor racing. It seems that among many things they

discovered that it cost them £2x to win races and £4x to advertise the fact, which does not sound like good business.

Now Shell have started an advertisement which reads "Next year, Shell will be all systems go for the Grand Slam" referring to having had the first 14 finishers out of 16 at Le Mans on Shell this year. Is this the prelude to a withdrawal, like BP and Esso? In France the ELF petrol company are pressing on with a joint campaign with Matra and the French missile firm are working hard on their Grand Prix car, so there must be some quiet smiling going on over there, and meanwhile the Gulf-sponsored "Mirage" team have chalked up a win in the Kyalami 9-hour race, having previously won the Paris 1,000-kilometre race.

To a lot of people all this withdrawing by the petrol and tyre companies will spell financial hardship and it has knocked on the head a lot of "pie-in-sky" racing projects that were going to be a good living for those involved, but not very serious projects in the overall International racing scene. I cannot really believe that the Honda Motor Company of Tokyo are very worried about the loss of BP money, but I can imagine that it is serious to John Surtees and his Honda Racing firm. Equally I cannot believe that if Mercedes-Benz return to racing they will worry about a subsidy from Esso or BV-Aral or anyone else, and that goes for Alfa Romeo, Renault, Porsche or Ford. The individual drivers who got advertising contracts will suffer, for they will now have to drive for what they earn from their teams, and some of them will have to go back to single-engined private aeroplanes while others may even have to go back to using a motor car or even a train to get to work.

Where International racing could feel the pinch is in the combustion chamber, for firms like BP and Esso obviously provided a lot of technical knowledge on fuels and combustion chamber design, being able to do some very basic research work from which they could pass on the results to engine designers, but no doubt this sort of technical assistance will continue. Small firms like Lotus, Cooper, Brabham and Lola are in a different position to the industrial giants and the bag full of pound notes that Esso and BP gave away were very helpful indeed, but if Ford and Repco do not profit from the situation I shall be very surprised.

* * *

Next month (January 1968) will see the new racing season starting on the first day of the month with the South African G.P., a Formula One event counting as the first round in the 1968 Championship series. Although the old Manufacturers' Championship is no longer valid, there will be a Championship for Makes—by "make" it is meant an individual designation, such as McLaren-B.R.M., which neatly solves the dual-role problem where more than one firm is involved in building a racing car, as distinct from manufacturing it. The 1968 list of Grand Prix events of major status will be: Spanish G.P.—May 15th (Madrid); Monaco G.P.—May 26th; Belgium G.P.—June 9th (Spa); Dutch G.P.—June 23rd (Zandvoort); French G.P.—July 7th (Rouen); British G.P.—July 21st (Brands Hatch); German G.P.—Aug. 4th (Nurburgring); Italian G.P.—Sept. 8th (Monza); Canadian G.P.—Sept. 22nd (Mosport); U.S.A. G.P.—Oct. 6th (Watkins Glen); Mexican G.P.—Nov. 3rd (Mexico City). Among other interesting and classic events next year are Daytona 24-hour race—Feb. 3/4th; Sebring 12 hrs.—March 23rd; B.O.A.C. 500-mile race—April 7th (Brands Hatch); Monza 1,000 kilometres—April 25th; Targa Florio—May 5th; Nurburgring 1,000 kilometres—May 19th; Spa 1,000 kilometres—May 26th; Indianapolis 500 miles—May 30th; Le Mans 24-hour race—June 15/16th; Reims 12 hours—June 29/30th; Spa 24-hour race—July 20/21st; Mugello—July 28th; Austrian G.P.—Aug. 25th; Nurburgring 500 kilometres—Sept. 1st; Imola 500 kilometres—Sept. 15th; Montlhéry 1,000 kilometres—Oct. 13th; Kyalami 9 hours—Nov. 2nd.

Starting on January 6th in New Zealand is the 1968 Tasman series of races, to which quite a number of Europeans are going, including Clark and Hill with Lotus 49 cars with 2½-litre versions of the well-known Cosworth V8, and an entry from B.R.M. with a new car using the V12-cylinder type of engine that McLaren has been racing, reduced to 2½ litres naturally, and Amon with a Ferrari. There are four races in New Zealand, followed by five in Australia, though not all of them count for the Tasman Championship. Hardly has this "down-under" winter racing ended, with Longford on March 3rd, than Europe wakes up from winter slumbers with the Race of Champions for Formula One cars at Brands Hatch and a Formula Two race at Siracusa on March 17th, and then we are off to another busy International season.—D. S. J.

KYALAMI NINE HOURS—SOUTH AFRICA (November 4th)

Every year this race grows in status and an excellent entry of non-factory cars and drivers took part, making it the best event seen in South Africa. The Gulf-sponsored Ford "Mirage" team had yet another victory, their number-one driver Ickx being ably supported by Brian Redman, having his first outing in a really competitive car. The numerous Lola-Chevrolet V8 cars that were entered showed again that these cars are not yet serious long-distance competitors, the Hawkins/Love car finishing second a long way behind the leader and running badly. The Piper/Attwood Ferrari 330P3/4, ex-Maranello Concessionaires, was well placed when Attwood collided with a driver in the pit area, the human body making an awful mess of the Ferrari bodywork, which lost them all hope of a win. Alpine entered their 3-litre V8 Le Mans car, but at the last minute it was withdrawn and a 4-cylinder car was substituted. The "Mirage" victory was the third major one this season, following the Spa 1,000 kilometres, and the Paris 1,000 kilometres, and young Jackie Ickx has been the number-one driver on each occasion.

Results:

KYALAMI 9-HOUR RACE—Sports and GT

1st	J. Ickx/B. Redman (Ford "Mirage" 5.7-litre) (Entrant: J. W. Auto Engineering)	342 laps—156,090 k.p.h.
2nd	P. Hawkins/J. Love (Lola T70-Chevrolet V8) (Entrant: P. Hawkins)	329 laps
3rd	E. Nelson/M. Hailwood (Ford GT40) (Entrant: E. Nelson)	320 laps
4th	A. G. Dean/B. van Rooyen (Porsche Carrera Six)	316 laps
5th	D. Piper/R. Attwood (Ferrari 330P3/4)	314 laps
6th	D. Skales/E. Liddell (Ferrari 275LM)	313 laps
7th	H. Grandsire/P. Depailler (Alpine-Renault 1.5-litre)	303 laps

Fastest lap: R. Attwood (Ferrari 330P), in 1 min. 29.2 sec.—165.3 k.p.h.

PARIS 1,000 KILOMETRES—MONTLHERY (October 15th)

A J.W. Automotive Engineering Ford "Mirage," sponsored by Gulf petrol and driven by Ickx/Hawkins, won a rather cold and wet race on the combined road and banked track Montlhéry circuit. The race saw the first appearance of the 3-litre V8 Renault-Gordini-engined Alpine, which finished the race after delays with minor bothers unconnected with the new engine. With the manufacturers' season being over the race was a benefit for the smaller teams and private owners.

Results:

PARIS 1,000 KILOMETRES—Montlhéry—Sports and GT—Cold and Wet

1st	J. Ickx/P. Hawkins (Ford "Mirage" 5.7-litre) (Entrant: J. W. Auto Engineering)	137,765 k.p.h.
2nd	I. Bianchi/"Beurlys" (Ferrari 330P3/4) (Entrant: Equipe National Belge)	1 lap behind
3rd	H. Herrmann/U. Schutz (Porsche 910) (Entrant: Scud. Lufthansa)	1 lap behind
4th	J. Schlessler/G. Ligier (Ford Mk. II—7-litre) (Entrant: Ford France)	1 lap behind
5th	D. Piper/J. Siffert (Ferrari 330P3/4) (Entrant: David Piper Racing)	1 lap behind
6th	R. Attwood/B. Redman (Ferrari 275LM) (Entrant: David Piper Racing)	5 laps behind
7th	M. Bianchi/H. Grandsire (Alpine-Renault V8—3-litre) (Entrant: Alpine Autos)	8 laps behind
8th	A. Wicky/R. Fraissinet (Porsche 910) (Entrant: Andre Wicky)	8 laps behind

Fastest lap: J. Siffert (Ferrari 330P3/4) in 2 min. 52.3 sec.—163,011 k.p.h.

COMPREHENSIVE MODEL CATALOGUE

Serious collectors of motor-car models and miniatures will want the "Catalogue of Model Cars of the World" by Jacques Greilsamer and Bertrand Azema, edited by Lausanne and handled in the English edition by P.S.L., Brooks House, Upper Thames Street, London, E.C.4, at 84s. It contains history, tabulated lists of 87 different makes of miniatures, die-cast and plastic, numbering over 4,000, from 1917 to 1967, and 85 makes of construction-kits, covering 3,000 models up to 1967. With over 500 pictures and 16 plates in full colour, this remarkable book weighs nearly 3 lb. and contains 306 pages, measuring 10 in. x 8½ in. There are articles on collecting, and pictures of exotic one-off model cars, while the British makes listed run from Airfix to Tri-ang-Minic. Even the early tin-plate toys are covered, like those Citroëns and Delages of the mid-twenties, although I was a bit disappointed not to find anything on the very simple but so effective Model-T Ford tinplate clockwork toys of this period, which came in Tudor, Fordor and coupé versions, to brighten my childhood. Does no one remember them? This is a great work, which will have the avid collectors browsing and arguing for months. . . .

* * *

No. 2 of the duplicated "Model Car Collector" is out, dealing with much the same subject as the book reviewed above. It costs 5s.—W. B.

Concessionaires to the Risen Sun

THE Japanese Motor Industry has enjoyed an incredibly rapid expansion. During the first eight months of 1967 Japan gained a couple of places in the race for World car sales, becoming the second largest producer of motor vehicles after the United States of America. In this period she manufactured 821,892 private cars and 1,115,273 estate cars and commercial vehicles, increases, respectively, of 53.4 and 24.7% over the 1966 outputs. In the first half of this year exports of Japanese cars numbered 116,990, an increase of 54.2% over 1966 exports, and of these 980 came into Britain. The Japanese giants are Toyota-Hino, Nissan-Prince and Toyo-Kogyo, in that order. Other manufacturers are Honda, Isuzu, Fuji, Daihatsu, Mitsubishi and Suzuki, etc. Not only do they turn out vast numbers of vehicles but they make some interesting sports cars and GT models. The high-revving little Honda S800 sports car is well known here (MOTOR SPORT's road-test report appeared in the August issue) and British model-girl Twiggy has been presented with a Toyota 2000GT.

But do not run away with the idea that because these cars come from far-away mysterious Japan they must be perfect; are an essential "with-it" purchase. If you think Honda Grand Prix cars and Honda 500-c.c. racing motorcycles are perfect, ask Surtees and Hailwood about them. . . .

We shall report on Japanese cars as they are presented to us. But we see no reason for becoming enraptured about them before trying them, or to opening wide the door to sales of Japanese products in competition with our own, by publishing unbalanced rave-notice about the cars from the land of the Risen Sun. What we have done, below, is simply to describe how the two Japanese makes now available in Britain, and a third which it is hoped to commence selling here by next Spring, are handled in this country. —ED.



HONDA

If you turn off the M4 flyover, descend on to the Chiswick roundabout and motor towards Hammersmith Broadway, you will soon see on your left the substantial building which is the London headquarters of Honda. The entrance is in Power Road and it is here that all the office work is undertaken, publicity dealt with, and the more major repairs carried out on behalf of dealers, although the spares store and motorcycle workshops are in Nottingham.

Honda in this country is a subsidiary of the parent Company in Tokyo and responsible to it, unlike the Toyota and Mazda concessionaires, which are British financed. It came into being for the import of Honda motorcycles in 1960/61. The S800 sports-car was exhibited at last year's Earls Court Show. This little Honda was not available here until February of this year but already, I am told, about 1,050 have been sold. It is hoped to have the N360 saloon on sale in Britain by next month and the bigger-engined N600 by the end of March. (I could not find out what the "N" stands for.) The Hondamatic version, however, is not expected to arrive here until the early summer.

The cars arrive from Tokyo at the London docks, at the rate of approximately 1,000 a month, in Benn Line and Glen Line boats, a journey that takes about six weeks. As the consignment of Hondas is only part of the cargo, this shipment involves some ten boats, although two special car-carrying ships are soon expected to be in service. At the docks the S800s are met by drivers equipped with slave batteries, who, after checking the cars for any damage sustained in transit, start them up and drive them to Sheldon's depot in East London—which shows confidence in Honda quick-starting! Here they go through the steam-cleaning plant for de-waxing and are prepared for dispatch to the main dealers. Honda is still signing-on agents in this country, the present number of main dealers being 45. Nine-car three-decker transporters, probably the largest on our roads, are used to take the new cars to these destinations.

Honda aims to increase sales in Britain to 16,000 or more annually, so that they will rank second only to Volkswagen in car imports to this country. This will entail new shipping arrangements to get the cars here and may necessitate the installation of computers at Nottingham to cope with spare-parts stocks, which now cover some 8,500 line-items, which will increase to 30,000 when the N360 and N600 are on the market. Apart from the cars and motorcycles, Nottingham also handles spares for other Honda products, such as stationary engines, pumps, cultivators and those so-useful portable charging plants. These non-motoring items are put together and test-run at Chiswick, and it is here that the dealers' mechanics come for a training course, run by English instructors, who have Japanese experts on call to advise about new models and methods. In the neat workshop at Chiswick I saw the Honda S800 coupé driven in competitions by Tetsu Ikuzawa, the engine of which was being carefully reassembled in readiness for racing at Brands Hatch; it has wide-base wheels shod

with Bridgestone tyres. It is possible that Honda will give some assistance to those who intend to enter their cars in competitions.

That Honda take the invasion of the British market seriously is reflected in the fact that there are three resident Japanese Directors in this country, namely F. Mukoyama, the Managing Director, M. Saida, the Company Secretary, and T. Chino, the Marketing Director. Honda's Sales Manager in this country is Mr. J. Harrison, and David Palmer looks after publicity, with full photostating and Roneo facilities at the Chiswick offices. Already a training school has been set up to cover the Hondamatic gearbox, which consists of constant-mesh gears locked in as required, and development work is proceeding apace in Tokyo on this novel 3-speed automatic transmission.



MAZDA

Mazda exhibited 4-cylinder 1,500-c.c. single-overhead-camshaft saloons and the sensational twin-Wankel 110S sports-coupé at Earls Court, giving the address of their Concessionaires as Mazda Car Sales (G.B.) Ltd., of Newbury. Mazdas are made by Toyo-Kogyo of Hiroshima-Ken, Japan's third largest motor-vehicle manufacturer, after Toyota and Nissan.

One blustery cold November afternoon I drove from Hampshire to Berkshire in a Ford Cortina-Lotus, which I always enjoy driving on account of its quiet twin-cam engine and responsive, lively performance; a car which, in its basic form, might be said to have been copied by the Japanese and which now faces competition from the Toyota and Mazda saloons. When, that morning, I had tried to find the telephone number of Mazda Car Sales, Directory Enquiries could not help me. This was because the company is a subsidiary of a well-known general distributor and occupies the top floor of Pearl Assurance House, a big new concrete and glass building in Newbury—"out in the heart of the rolling countryside," as the voice on the other end of the wire put it, after I had got the number from my office.

Entering Newbury and turning left at the traffic-lights by the church, I missed the car-park of this tall office block and left the Cortina-Lotus close to the Avon and Kennet canal, where swans were feeding and (I hope this is the correct phraseology) the house-boats were riding at their moorings. The older parts of this market town remain at peace. . . .

I got my story from the Managing Director, Mr. A. F. Pateman, whom I placed as a military gentleman long before he told me that he had been in the Army for many years, when, serving in Hong-Kong, he had obtained useful experience of doing business with the Japanese. I would describe him as a "live-wire," who is looking forward keenly to the task of selling Mazda cars in Britain. However, at present



The Mazda 110S coupé with twin Wankel rotary engine.

there are none for sale. A stand was taken at the London Motor Show for the purpose of appointing Distributors and Mr. Pateman was sorting out those he will require from some 180 applications. He intends to have about a dozen Distributors and 40 Dealers, to keep the organisation compact. It is his intention to commence business next Spring. But if spares and cars are not forthcoming in desirable quantities, a fresh start will be made later, rather than give customers poor service.

For the past year Mazda cars have been tested by these British Concessionaires and Mr. Pateman was currently running a twin-Wankel Mazda 110S as his personal car. Both those brought into this country for the Show are said to have sold readily and, before this, perhaps half-a-dozen special customers had been supplied with the first Mazdas to come into Britain. Certainly the Hiroshima concern (which has its own Brooklands-shape 2.68-mile banked test circuit) is interested in selling to us, and to Europe. Eleven representatives came to the Mazda stand at Earls Court, from the engine and car designer to sales staff, and I was told that a couple of Japanese mechanics from the parent company are here for three months, to instruct in servicing and repair procedure. They have an especial interest in the 110S, naturally, of which two a day are being made, rather as a sideline, in the Japanese factory.

The plan is to build special premises "somewhere in Surrey" for receiving cars which will be brought from the docks, mainly Southampton, by road-transporters. As they are r.h.d. no steering conversion is necessary and the normal Bridgestone tyres, of roughly C41 handling characteristics, will not be changed unless a customer specifically requires something different. The product will, in fact, be sold virtually as imported, without modification. Mr. Pateman says he could have had any Japanese agency except Honda, but regards the Mazda as a high-quality product with every chance of firmly establishing itself here. Toyo-Kogyo apparently intend to set up a European centre and mechanics' training school at Brussels, to look after sales outside Japan. Keen to race a Mazda 110S in Club events, Mr. Pateman was told that there should be no difficulty about obtaining 200 b.h.p. from the 982-c.c. twin-Wankel power unit; in catalogue form its output is quoted as 110 (S.A.E.) b.h.p. at 7,000 r.p.m., using a 4-barrel Stromberg carburetter.



TOYOTA

At the top of that gradient between Brixton and Streatham in South-West London, which tries many veteran cars so hard every November, you will find the London headquarters of the British Concessionaires for Toyota cars, Toyota being Japan's biggest producer of motor vehicles. The showroom, which at the time of my visit held five cars, is entered through an insignificant blue door. Toyota (G.B.) Ltd. was formed in 1965, in which year cars were shown at Earls Court, although selling did not begin here until February 1966. The Company is British-financed; recently it moved to the present address from near-by Gresham Road.

Going up the back stairs to the compact offices, I talked with the Managing Director, Mr. F. J. D. Wright, who previously spent two years with Toyota in Australia. Mr. H. A. Poole is British Sales Manager. The main-dealer/distributor network in this country numbers 140 to 150. The cars are shipped from Tokyo to Antwerp and are brought into England at Ramsgate. They then go on B.R.S. transporters to a five-acre depot at Lydden Hill, where the pre-delivery checks are carried out. No modifications are required for the British market, but each car receives a thorough check-over after its long journey.

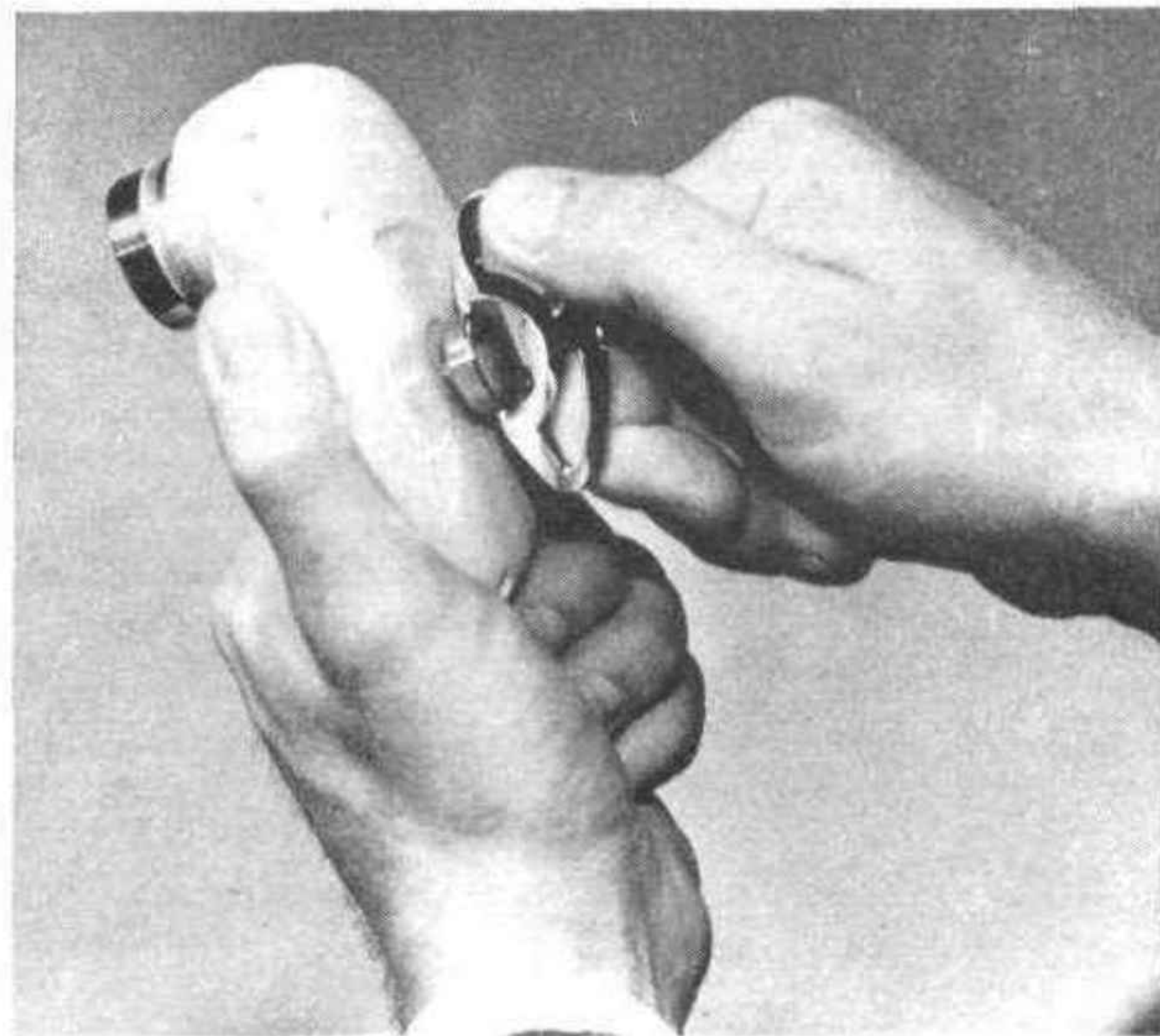
This clearance depot is also the spares store; it is an ex-Army Ordnance depot, which Toyota have contrived to fill with spare parts. Indeed, spares are phased to each new model imported, the special tools and an adequate supply of parts applicable to each being laid down before the cars themselves arrive. Special mechanics' courses are held at three of the Toyota depots, of which London is one, these covering all the models imported; the mechanics attending them are asked the most searching questions directly applicable to servicing and repairing Toyota cars and are required to pass an examination before being allowed to work on them at the dealers. Each course lasts three days and successful pupils are issued with a certificate stating that they are competent to work on Toyota cars.

Apart from a Service Manager, Toyota (G.B.) Ltd. have a Technical Manager, who is prepared to meet individual customers if any special problems arise, while Japanese technicians are on call. Sufficient spares are held to obviate any shortage, even during the present dock strike, but if any shortage does become apparent, parts will be flown in without extra cost to the customer.

Figures were not forthcoming for the number of Toyotas already sold here but it is not the Company's intention to bring in the more exciting new models, such as the 2000GT, until it has set up an appropriate spares and servicing situation for such models, nor is it interested in competition work, although in Japan the faster Toyotas, such as souped-up 1600s and the 2000s, score useful successes in racing. The range includes the Corolla 1100, designed by Hasegawa, clutch pedal free-play in which can be adjusted very easily from under the bonnet, and the Corona 1500s. Toyota claim that their cars are well-finished and very completely equipped, even, in de luxe models, to items like a £71 radio with self-erecting aerial, an expensive clock, fully-reclining front seats, carpeted, fold-flat back seat for maximum luggage capacity, etc. They all have alternators and the push-rod o.h.v. engine of the Corona 1600 coupé is very neat; but its twin Aisan carburettors look like a Japanese crib of our S.U.s and the tyres are Japanese-made Dunlop C41s. A new twin-o.h.c. Toyota engine is spoken of.—W. B.

NO WIRES

Wishing to shave, and with my electric shaver at the ready, I've found it impossible to do so on many occasions because I could not find a suitable connection. On other occasions the batteries have discharged and I've been unable to replace them until tomorrow. Now my troubles are over, for my Riviera Automatic Razor has a clockwork motor. It takes fifteen seconds to wind fully and then you have over two minutes of silent close shaving time before it is necessary to re-wind. Well balanced, with a good micro-thin stainless steel cutting head, this razor slips snugly into a smart zip case. It is distributed by The Tor Trading Co., Coombes Cross, Goodleigh, Barnstaple, Devon, and at 99s. 6d. is good value and will make a very acceptable Christmas present.—M. D.



TOUR DE CORSE

WHEN one has been competing in rallies for some time, one develops preferences in much the same way as more vaunted reporters get to like—or dislike—Grand Prix venues. During the season, the Acropolis rates fairly high as it takes you to Greece in late May when there are not too many tourists and the weather is usually marvellous while, for the same sort of reason, you are normally pretty dedicated if you go regularly to the Swedish Rally which specialises in sub-zero temperatures and long waits in the middle of frozen lakes for the next test to start. Physical pleasures aside, there are a few events in the calendar which appeal for reasons which are less easy to appreciate. Such an event is the Tour de Corse which on paper does not seem all that appealing but has an effect similar to that of heroin—I am told—in that once sampled it is impossible to give up.

The usual expression is that Corsica is the ideal setting for a rally which it is not. There are many areas of the inhabited world which would be suitable for running a better rally but the simple reason is that Corsica lends itself to the organisation of a rally rather well simply because it is an island and, what is more, an island that is not over-inhabited. As a result, a 23-hour event covering about 840 miles is sufficient reason for closing practically every road on the island and turning over all the facilities of trains, airfields, hospitals, telephones etc. to the organisers of the rally. Naturally, this alone does not a rally make and the Corsican roads and weather play a large part in making this the true rallyman's event.

Corsican roads, though for the most part possessing a fair tarmac surface, are among the most tortuous and difficult to be found on any event run in Europe. This may seem contrary to my earlier statement that there were more suitable areas for running rallies, but in fact the Corsican roads are so tortuous that they are a very special type of problem and do not represent classic rally terrain. In other words, if one was setting down a specification for the ideal rally, it would not necessarily be on Corsican roads. The average speeds set on the event are only a fraction over 37 miles an hour which all but a very few driver/car combinations find impossible to achieve. Compared with events like the Targa Florio and Mugello whose curves can make the top racing drivers start thinking of the Nurburgring as an aerodrome, Corsica is a nightmare of continuous corners most of them slow and with the connecting straights never more than fifty yards long. At the end of October, the weather on the coasts can be very pleasant as was the case this year but in the lofty mountain interior when it abstains from raining, the damp constantly rises in the forests and the roads are always slippery. Also, this period sees the dreaded Corsican road workers out in full force with their tar and gravel after a summer of working in hotels and bars for the benefit of the tourist trade. On top of the gravel is deposited a layer of Spanish chestnuts and their shells which when crushed and dampened add another hazard which is not normally encountered.

This year's event was the twelfth international Tour de Corse but until this year it has been almost exclusively a French event for apart from a Porsche win for Linge/Strahle, the only time that a French car has not won was when Roger de Lageneste and Henri Greder won in an Alfa Romeo. The participation has always been predominantly French although there have always been some Italian entries—on a clear day you can see Italy from the Cap Corse which is more than you can say for the shores of France—while on one occasion B.M.C. took a Healey 3000 for Pat Moss and Ann Wisdom. On last year's event, Lancia came over with six factory cars and had the distinction of leading the rally with Leo Cella/Luciano Lombardini until one third distance when they crashed. No other Lancia finished except one private entry for one of the many relations of Carlo Facetti. In the face of such a debacle, many teams would have written it off to experience and gone back trying to win the Monte Carlo which does at least attract a vast amount of publicity for the Tour de Corse is still rather unknown outside France. Instead, Lancia returned this year with six cars and got three of them to the finish in first, second and sixth positions. With Porsche taking third place and with Italian, Finnish and British crews in the first three cars, French dominance took a real beating and the blue cars had to content themselves with fourth and fifth places occupied by two Renault Alpines and seventh place and first Group 2 car by a Renault Gordini.

The Corsican rally is open to Group 6 cars of which anyone who has read this column will have gathered I am not entirely in favour when accepting entries in international rallying. The first six cars home were all prototypes which is scarcely surprising when it is pointed out that all the road sections and even the tests are run on a pure scratch basis with all cars, whether Group 1 or Group 6, having identical times.

Consequently all the factories entered prototypes and even stately Citroën joined in the fun and stripped off a few mudguards and produced some paper thin bodies to have two DS21s in that category for Jean-Claude Ogier/Lucette Pointet and Guy Verrier. Surprisingly neither of these cars finished because of mechanical defects and it was the lone Group 1 DS21 of Robert Neyret/Jacques Terramoris that provided the only Citroën among the 14 finishers. The Renault entries were concentrated on the very light Alpines of which two were prepared to Group 3 specification with 1,100-c.c. engines for Gerard Larrousse and Jean-Claude Andruet to drive and contest the Grand Touring category against Jean-Pierre Hanrioud's factory Porsche 911S and the Group 3 Lancia Fulvias of Rene and Claudine Trautmann. The Alpines both broke quite early and though M. Trautmann then led the category he was soon out with a sheared distributor drive and Hanrioud crept slowly on to win the G.T. category.

The remainder of the Alpines had a variety of 1,440-c.c. and 1,600-c.c. pushrod and twin-cam Gordini engines but in the wet conditions, Alpine oversteer led to slow times when compared with the front-wheel-drive Lancias whose power-to-weight ratio was much less. The resulting frustration led to Jean-Francois Piot crashing while Mauro Bianchi, Roger de Lageneste and Jean Guichet all suffered mechanical ailments associated with trying too hard and retired before half-way had been reached. The remaining two works Alpines were both of 1,600 c.c. and were driven by past winners of the Tour de Corse, Jean Vinatier and the local hero, Pierre Orsini. Orsini is something of a legend in the annals of the Tour de Corse as he has won it three times and it is said that he either wins or breaks the car. This year he did neither, finishing in fourth place despite having a slightly sick engine over the middle part of the rally. Vinatier drove a good rally to finish fifth behind his team mate though the pace was beginning to tell in the last stages both on the car and the driver and he took some penalties which he might not otherwise have done.

As well as having Hanrioud in the Group 3 911S, Porsche's main contender was a 911R in the prototype category for Vic Elford and David Stone. This car was in fact not a full 911R as it just had a good 911S engine in place of the Carrera Six motor which he had used on the Coupe des Alpes and at the Marathon de la Route at the Nurburgring. With 5 cwt. less due to the plastic body this proved to be an ideal car for Corsica and had there not been so much rain, it might well have proved too fleet for the Lancias and Renaults. As it was, Elford acquitted himself excellently in the car and would have undoubtedly finished second had not he suffered a minor excursion on the very last test and incurred a penalty where the leaders went unpenalised. Among the fourteen finishers, there was one other Porsche: a 911S driven by that spirited little Belgian, Jean-Pierre Gaban, who went very well indeed just to finish as he lost 20 min. on the very first test when he left the road and had to get help to get back on again.

Before discussing the Lancias, we must not forget B.M.C. who sent three cars to this event for the first time ever as a proper works team. Two cars were 1,275-c.c. Cooper Ss fitted with a single Weber carburettor and lightweight bodywork, similar in every way to the car that won the Coupe des Alpes. The drivers were Paddy Hopkirk/Ron Crellin and Rauno Aaltonen/Henry Liddon with Timo Makinen absent as he was renewing his acquaintance with Finland after a long sojourn in Australia. The other car was a prototype Austin-Healey Sprite as raced at Sebring and the Targa Florio with a five speed gearbox and Weberised 1,300-c.c. engine. Just how strong a challenge these cars could be on Corsican roads was never shown as the Sprite went out very early with drivers Clive Baker and Mike Wood almost as wet as the distributor and plugs, while the Coopers both suffered from slipping fan belts and consequent overheating and dim lights. Both cars had long stops to try to cure the problem but to no avail and they eventually ran out of time at about one third distance.

To turn finally to Lancias, the Turin firm had prepared four brand new Fulvias to prototype specification. The bodywork was not lightened but all surplus trim was removed and driver comforts cut to a minimum. The 1,300-c.c. HF engine had been bored out to 1,440 c.c. and in this form was developing a conservative 120 b.h.p. DIN which didn't exactly convert the Fulvia into a Ferrari but with the same low axle that they had used on the Monte Carlo Rally, the suspension was a

Continued on page 1125

SPANISH GRAND PRIX

—A Lotus Benefit

MADRID, SPAIN, November 12th.

THE opening of the Jarama circuit near Madrid in July heralded a resurgence of interest in Spanish motor racing and with a World Championship event scheduled for May 15th next year the organisers decided to hold a "shake-down" F.1 race on November 12th to sort out any problems. Unfortunately November is not the time that Grand Prix teams are most prepared for an extra race and when the entry assembled there were only four Formula One cars present and so the rest of the field was made up mainly by F.2 cars weighted with lead to bring them up to the F.1 weight limit. The twisty 3.4-kilometre circuit is more suited to these cars, anyway, so perhaps some of the slower F.1 competitors shied away.

Since July corridors of power behind the circuit have seen some changes, for instead of the organisation being in the hands of the R.A.C.E., everything was being arranged by a group called Odacisa who now control the circuit. They were very keen and although their lack of experience showed in some ways everyone was fairly happy with the way things were run. The circuit has, as we remarked in our report of the July F.2 race, some of the best facilities in Europe, each of the twenty pits adjoining a large garage with light and power points and water laid on.

The young Autodelta driver, the bespectacled de Adamich, had been testing a Formula One Ferrari in Italy during October, while Amon and Williams were in the U.S.A., and the Ferrari team were at Madrid with him as the lone driver. They bought just one 36-valve-engined car for him to drive. This is not the latest lightweight car driven by Amon but certainly the next best 1967 Ferrari. Team Lotus rushed their cars back from Mexico and so Clark and Hill had the two Lotus 49s they had driven in the Mexican G.P. as well as an F.2 Lotus 48 as a spare which a local driver at one stage almost bought and even practised with. The fourth F.1 car came out of the Tyrrell transporter but it was not his forthcoming Matra-Cosworth F.1 but a Brabham-Repcos for Brabham, who was obviously doing this meeting like a private owner for only one mechanic came to look after the car and Brabham himself did quite a bit of work on it. Although the car bore the chassis plate BT24-3 it was in fact an older BT20 with four-stud front wheels but fitted with the latest centre exhaust Repco engine. B.M.W. brought their two Lola T100 cars fitted with the 2-litre version of their F.2 engine as seen in the hill-climb car and at the German G.P. As usual Siffert and Hahne were driving and the cars proved to be quite competitive. Of the F.2 cars Matra were most popular with Stewart, Ickx, Beltoise, Servoz-Gavin, Pescarolo and Schlesser all driving them. Redman had his Lola, Rollinson his McLaren and the field was completed by the Brabhams of Rees, Lambert and Lamplough.

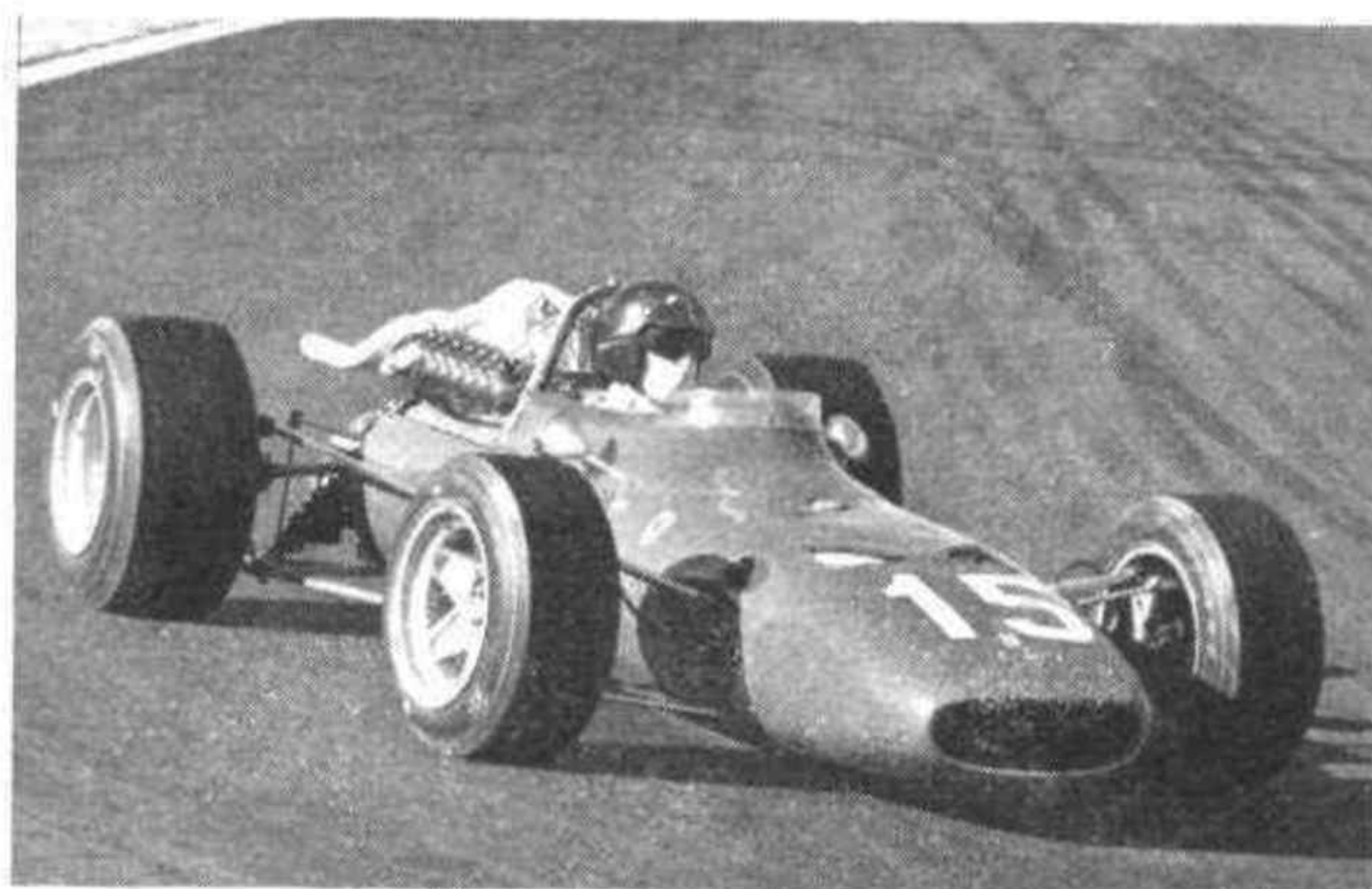
As expected the Lotuses were soon under the F.2 and outright lap record of 1 min. 30.7 sec. set up by Clark at the inaugural meeting. It was Clark who was fastest at 1 min. 28.2 sec. followed by Hill and Stewart at 1 min. 29.7 sec.

The race was a Lotus benefit from start to finish with Clark soon out in front and Hill second. There was no one who could get any-

STARTING GRID

1 J. Clark (Lotus 49-Cosworth V8) 1 min. 28.2 sec.	2 G. Hill (Lotus 49-Cosworth V8) 1 min. 29.7 sec.	5 J. Stewart (Matra MS7-Cosworth FVA) 1 min. 29.7 sec.
8 J. Siffert (Lola T100-B.M.W.) 1 min. 30.4 sec.	15 A. de Adamich (Ferrari V12) 1 min. 30.5 sec.	
19 J. P. Beltoise (Matra MS7-Cosworth FVA) 1 min. 30.7 sec.	3 J. Brabham (Brabham BT20-Repcos) 1 min. 31.3 sec.	4 J. Ickx (Matra MS5-Cosworth FVA) 1 min. 31.6 sec.
9 H. Hahne (Lola T100-B.M.W.) 1 min. 31.6 sec.	10 A. Rees (Brabham BT23-Cosworth FVA) 1 min. 32.5 sec.	
16 H. Pescarolo (Matra MS5-Cosworth FVA) 1 min. 32.8 sec.	6 B. Redman (Lola T100-Cosworth FVA) 1 min. 33.0 sec.	12 J. Schlesser (Matra MS5-Cosworth FVA) 1 min. 33.2 sec.
7 C. Lambert (Brabham BT21A-Cosworth FVA) 1 min. 34.5 sec.	18 J. Servoz-Gavin (Matra MS7-Cosworth FVA) 1 min. 34.6 sec.	
20 A. Soler-Roig* (Lotus 48-Cosworth FVA) 1 min. 35.8 sec.	11 A. Rollinson (McLaren M4A-Cosworth FVA) 1 min. 35.6 sec.	14 R. Lamplough (Brabham BT21A-Ford 1.6) 1 min. 37.9 sec.

* Did not start (negotiations for purchase fell through).



The Spanish Grand Prix saw the official debut of de Adamich in the works Ferrari team. He held fourth place until his car suffered a puncture five laps from the end.

where near Clark during the 60 laps but at one stage Siffert closed right up on the second Lotus 49. Hill however answered the challenge and pulled away and the Lola-B.M.W. stopped out on the circuit with a small fire in the engine compartment on lap 46. Stewart and Brabham were having a tremendous scrap for fourth place and Stewart seemed to be getting the better of the Brabham until he spun. On lap 42 he slid off on some loose stones and the Matra dived into an Armco barrier and finished up wedged under it to the cockpit section, with Stewart's head only a foot from the barrier. Although trapped in the car by the barrier he was released unharmed thanks to his seat harness. This incident moved de Adamich who was driving a steady race up to fourth place but with only five laps to go he rushed into the pits with a flat Firestone. The mechanics had a struggle to change the wheel which lost him a lap and a half and five places, so the position went to Servoz-Gavin who put up another good show for Matra. Despite a cracked inlet manifold and a resultant rough-sounding engine Schlesser in the Ford France Matra just beat Ickx into fifth place. Pescarolo was seventh, then came Redman after a stop to investigate bodywork damage, ninth was de Adamich and 10th was Beltoise who had been in the pits with shock-absorber trouble. Apart from those already mentioned, retirements came from Hahne on lap 34 after burning away all his oil after probable piston ring breakage, Rollinson on lap 8 with a broken brake pedal and Lamplough on lap 2 with gearbox failure.

The biggest hazards during the race were the rubber marker cones which lined the apexes of corners. These were constantly knocked into the road by drivers clipping them and were heavy enough to bend steering arms or damage tyres.

Having intended to say how promising the new Italian Tecno F.3 was in our report of the Rome F.2 meeting last month it was with horror that we noticed that when the story appeared the exact opposite was stated. Just to prove what we originally intended to say, the Swiss Tecno works driver Regazzoni was the complete master of the F.3 event run in two heats and a final. In the final he won by a large margin from Sweden's brightest hope, Wisell (Brabham BT18), and Beckwith in the much improved Chequered Flag DAF.—A.R.M.

Jarama Jingles—see page 1126.

Results :

SPANISH G.P.—60 Laps—204 Kilometres— Warm and sunny

1st :	J. Clark (Lotus 49-Cosworth) (Entrant: Team Lotus)	1 hr. 31 min. 10.4 sec.—134,529 k.p.h.
2nd :	G. Hill (Lotus 49-Cosworth) (Entrant: Team Lotus)	1 hr. 31 min. 25.6 sec.—134,087 k.p.h.
3rd :	J. Brabham (Brabham BT20-Repcos) (Entrant: Brabham Racing Org.)	1 hr. 32 min. 21.9 sec.—132,780 k.p.h.
4th :	J. Servoz-Gavin (Matra MS7-Cosworth) (Entrant: Matra Sports)	59 laps
5th :	J. Schlesser (Matra MS5-Cosworth) (Entrant: Ecurie Ford France)	59 laps
6th :	J. Ickx (Matra MS5-Cosworth) (Entrant: Tyrrell Racing Org.)	58 laps
7th :	H. Pescarolo (Matra MS5-Cosworth) (Entrant: Matra Sports)	58 laps
8th :	B. Redman (Lola T100-Cosworth) (Entrant: David Bridges)	58 laps
9th :	A. de Adamich (Ferrari V12) (Entrant: SEFAC Ferrari)	58 laps
10th :	J. P. Beltoise (Matra MS7-Cosworth) (Entrant: Matra Sports)	58 laps
11th :	A. Rees (Brabham BT23-Cosworth) (Entrant: Roy Winkelmann Racing Team)	57 laps
12th :	C. Lambert (Brabham BT21A-Cosworth) (Entrant: P. & M. Racing Preparations)	57 laps

Fastest lap : J. Clark, 1 min. 28.8 sec. (138,013 k.p.h.).

Retirements : R. Lamplough (Brabham), lap 2, gearbox; A. Rollinson (McLaren), lap 8, broken brake pedal; H. Hahne (Lola-B.M.W.), lap 34, engine; J. Stewart (Matra), lap 42, accident; J. Siffert (Lola-B.M.W.), lap 46, engine fire.

17 starters — 12 finishers.

£ . . . AND WHAT NOW?

LONDON, November 20th.

FOR the first time in living memory, and I have been here quite a long time, the banks are shut without prior warning. On this day, as MOTOR SPORT goes to Press, the first repercussions of Britain's dire financial predicament are being discussed and the full effect of three years of Socialist rule are sinking in.

I cannot remember anything like this happening before. But then so many things have changed in this once peaceful and prosperous little Island. As a boy I recall the disquiet I experienced when I heard that the strikers of 1926 had overturned an omnibus—but that had happened up in London and I felt fairly safe out in the S.W. suburbs. In those days gentlemen drivers raced for fun at Brooklands without any haggle over financial gain and there was proper road racing over the excellent Ards T.T. circuit and a very good imitation of it in the mid-1930s at Castle Donington.

It was at Donington that we were jolted by the approach of Nazi Germany to motor racing and those of us who saw those titanic Mercedes-Benz and Auto-Union cars in full cry felt some anxiety when war broke out. But the Hawker Hurricanes and Supermarine Spitfires, powered by Merlin engines developed from the earlier Rolls-Royce Schneider Trophy racing aero-engines, won the Battle of Britain, giving rise to my couplet:—

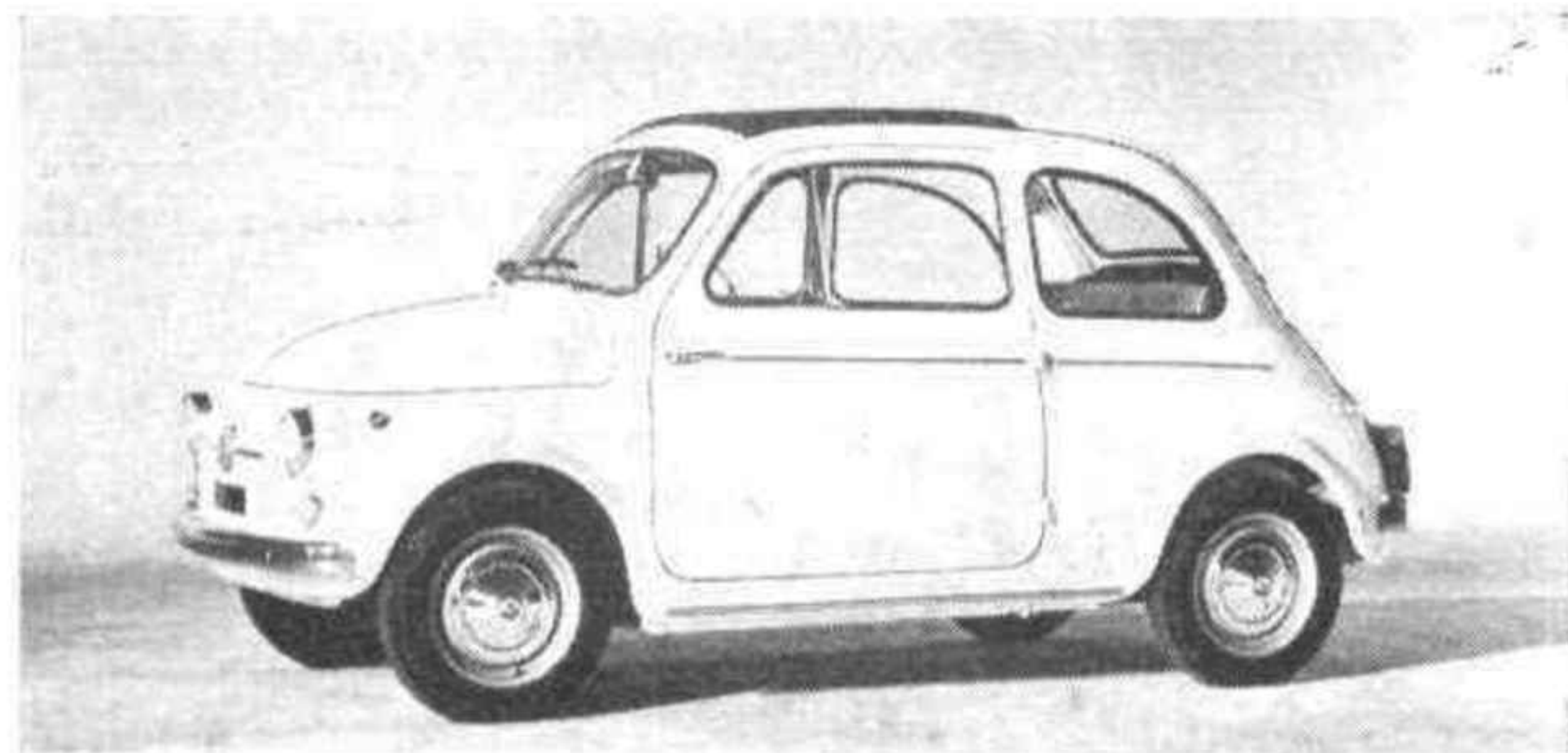
If the Battle of Waterloo was won on the playing fields of Eton,
The Battle of Britain was resolved over Calshot Water.

Rolls-Royce were supreme in the skies over Great Britain and Europe, and our collective skins were saved.

Now those glorious times, and the first flush of victory, are a long way behind. We are very much on our own, and in a considerable financial mess. With petrol prices likely very soon to approach an all-time high, and the £ worth nearly 3s. less than it was yesterday, it is time to contemplate smaller and more economical motor cars. Before the first world war, there was the Bugatti-inspired o.h.c. Baby Peugeot, about which historians now drool, pedestrian though it was. After the war Peugeot sold a great number of a rather different 7-h.p. small cars, the valves of which were so minute that there seemed little point in putting heads on their stems. Citroën found it well worth while to market the cheeky 5 c.v. two-seater and cloverleaf models, although they could demolish only the soggiest of rice puddings. Even before this the cyclecar brigade had shown how the very cheapest and crudest vehicles, while they continued to function, which usually wasn't for very long, would give considerable pick-up and speed for a minimum expenditure of petrol. Out of these wire-and-wood contraptions emerged those sporting G.N.s and Aero Morgans, of hallowed memory. Then, in 1922, came the immortal Austin Seven, with four water-cooled cylinders each of 187 c.c., four-wheel brakes and electric starter. It immediately started building up record-breaking and racing successes, and remained the leading baby car until just before the outbreak of another world war, although hampered after 1933 by such weighty items as a 4-speed gearbox, rear petrol tank and steel saloon bodywork.

In more prosperous times such cars were despised, unless in sporting form, by most enthusiasts. From being a bit of a cult, something to buy your daughter when she attained her 21st birthday, or for taking your clubs up to the golf-course, the Austin 7 was soon regarded as a rather pathetic, badly sprung, feebly-braked car-of-the-masses. The smaller Peugeots and Citroëns and the little Mathis, etc., faded away. Ambitious schemes like the 5 c.v. Constantinesco with its two-stroke engine, the single-cylinder two-stroke 350 c.c. Nomad sprung only on its Dunlop balloons, and fully-automatic, torque-converter transmission, the one-off, one-man town-commuter built by the late Humphrey Symons using a water-cooled Scott engine to power a single-seater coupé, the many permutations of tricycle, and £100 cars like the Morris Minor, flat-twin friction-drive Waverley, the Triumph Super Seven, the Gillette, the Clyno Century and the staunch little flat-twin 7/17 Jowett which never quite achieved such a low selling price, either came to nought or went out with the war. The baby cars which did last a bit longer, like the Morris Minor, Swift Cadet, Clyno Nine and Singer Junior grew up until 55 m.p.h./40 m.p.g. was about their limit.

Now it seems that we may again need the smallest and most economical cars, and I must once again record the fact that there is nothing on the market which will do a genuine day-in, day-out, 60 m.p.h., with 60 m.p.g. of cooking petrol. But in the compact Fiat 500F, and the former spacious and comfortable 375-c.c. Citroën



FORMULA FOR A TRUE ECONOMY CAR: 1.—The Fiat 500F, which sells here for £417 (less expensive than B.M.C. Mini, £509; cheapest Honda, when available, £460), uses an air-cooled 499½-c.c. vertical-twin rear-mounted engine to good effect, this compact little car being ideal for filling gaps in traffic tangles, and capable of undertaking long journeys without anxiety, because it feels “all in one piece,” as if designed from the start as a miniature motor car, not one in which initial defects have had to be eliminated as it was developed.

2 c.v. we have the sort of vehicle which we may all be running in five or ten years' time, if Mr. Wilson's last-night promise to put Britain back on the financial rails does not come about. Today, apart from the Mini in its most basic form, the Reliant Rebel and the Honda N.360 and N.600, the purely economy car has been sadly neglected on the British Market. Yet, if sufficient simplicity and low weight is achieved, performance need not be all that pathetic. After all, a 500-c.c. “combo,” even with a side-valve engine, can propel two human adults not too sluggishly. It is when you add full mudguards, running-boards, or their equivalent in today's constructional terms, a full-width windscreen, or a closed body, that weight enters into the transaction and the motor car becomes something scarcely more attractive as a means of transport than the more brisk of the pre-1905 veterans. As things are, we may have to accept such motoring, for m.p.g. must now rank as more important than m.p.h., in the minds of the majority of motorists. So, while it may be an odd thing to put on record in the pages of MOTOR SPORT, let the pioneers who founded the Cycle Car Club in 1912, those Frenchmen who built numbers of quite practical small cars in the 1920s, and moreover raced them round the forest roads outside Paris in endurance contests like the Bols d'Or, etc., and those who sought to achieve 100 m.p.h. from 750-c.c. engines in the field of record-breaking and motor racing in the 1930s, be applauded, at this moment when the £ has lost any semblance of stability, depression, financial and mental, prevails and motor cars, petrol, food, holidays, and all the pleasurable things that we used to be able to afford, are unquestionably going to rise and rise and rise in price.—W. B.



FORMULA FOR A TRUE ECONOMY CAR: 2.—The Citroën 2 c.v. in its original, simple “corrugated and canvas” form, with air-cooled 375-c.c. flat-twin engine driving the front wheels. Its splendid springing, spacious interior, comfortable seats and good brakes to enable it to rush downhill even though it could only slog uphill, endeared it to innumerable French peasants and British non-snobs. What a pity its cylinders had to expand to 425 c.c. and that it is now available in Britain only in £599 Dyane forms. [N.B.—If you are aghast that such humble cars should be mentioned in the pages of MOTOR SPORT, blame, not me, but Harold Wilson and Barbara Castle, etc.—Ed.]

BROOKLANDS SOCIETY NEWS

A MEETING was held in London on August 15th at which the Brooklands Society was formed, on the lines and with the aims and objects outlined on page 796 of the September issue of MOTOR SPORT. By mid-November 55 Members and 124 Associates had joined, subscription-revenue totalling £172. This is a most encouraging start especially as an intense membership drive has not been instituted, the present membership being recruited from initial Press announcements. It is centred largely in Surrey, London and Sussex, but ranges as far afield as Denbighshire, Scotland, Jersey and Germany.

Well-known pre-war Brooklands personalities who have already joined include Tommy Wisdom, A. C. Westwood, R. O. Wilson-Kitchen, Sqd. Ldr. Jackson, R. King-Farlow, F. W. Hutton-Stott, Miss Betty Haig, M. P. Tenbosch, G. P. Harvey-Noble, G. Roberts, N. Mavrogordato, E. P. Huxham, G. H. Symonds and M. Gorringe. Quite a number of Brooklands motorcycle exponents have joined, including R. Chapman who, after being Raymond Mays' mechanic in 1923 became Fernihough's assistant, working on the record-breaking 250 c.c. Cotton and lap-record Brough-Superior, and later on the Gleggs' Dorcas Special; T. Lunn, who helped in the pits in 1924, rode in the "chair" of Taylor's 998 c.c. Zenith when it took short-lived World's records in 1926, and assisted his brother with the Hutchinson Hundred-winning 350 c.c. Velocette; R. N. May who passengered sidecar riders like Horsman, Pellatt, Freddie Dixon, etc.; N. W. Lewis who was closely associated with the Track from the beginning in connection with a local motorcycle business; E. J. Tubb who began racing in 1933 and still owns the Grindley-Peerless on which he lapped at 105.76 m.p.h., and D. P. Wilson who rode in Allday's Zenith sidecar, worked on Joyce's A.C. when he was an apprentice at A.C. Cars Ltd., and rode a New Imperial in the 1927 M.C.C. High Speed Trial.

Then there are enthusiasts such as Peter Hull of the V.S.C.C., Jack Reiss, D. Gahagan, Vaughan Davis, Dr. H. C. Wright, O.B.E., K. H. Mummery who as a boy worked on Parry Thomas' "Babs" and later raced Bugatti and Lea-Francis cars at the smaller meetings; R. G. C. Williams who went as passenger in Howey's Ballot and drove an E.W. Wolseley Hornet Daytona at a 1935 M.C.C. Meeting; C. E. Mills who was closely associated with Parry Thomas; F. R. Wells who helped C. J. Turner with his Bentleys and rode in them as passenger; J. W. Dickens who joined the B.A.R.C. in 1925 and used the Track as tester of Windsor, Isotta-Fraschini, Delage and Alvis cars, and S. H. Handasyde, son of the aeroplane pioneer, who knew Brooklands from 1924-30. And there are already three lady members, including Mrs. Barr who was keen on flying as well as motor racing in the 'twenties, still has her grandstand ticket for the 1928 200-Mile Race, and whose husband lapped at over 100 m.p.h. in a G.P. Special Salmson in 1929. So, if funds permit publication of a revived *Brooklands Gazette*, there will be ample material. . . .

Receipts have been sent to these Members and Associates and membership cards are under consideration. There is some feeling that it would be improper to issue replicas of the original B.A.R.C. car and lapel badges but Society badges and other insignia are on the agenda for future discussion. For the remainder of this year the Society will be concerned with consolidating its position by recruitment of more members and listing the ex-Brooklands cars owned by those who join.* Next year it is hoped that film-shows, meetings and perhaps lectures may commence. The annual visit to the Track has not been overlooked but at present the prospects are bleak, because the Godalming Round Table's gigantic rally there last summer has had repercussions; the following is the reply to a letter, written *before* this rally took place, asking B.A.C. for support for the Brooklands Society:—

From: Sir Geoffrey Tuttle:—
Sir,

I am sorry I have not replied earlier to your letter of 8th June, but I have been away.

An effort such as we laid on this year for the Godalming Round Table creates considerable administrative problems for the Corporation, quite apart from the dislocation of traffic in the vicinity. Therefore, it is something which we cannot contemplate other than in the most exceptional circumstances.

*Member £2; Associate 10s. Applications to: The Brooklands Society, Standard House, Bonhill Street, London, E.C.2.

In addition, it is purely fortuitous that the Corporation use the site of the old Brooklands Track for the manufacture of aircraft. The Corporation is not really connected with motor racing in any shape or form, and it does not see any point in being involved in the type of Society which you envisage.

Geoffrey Tuttle, *Vice-Chairman*,
British Aircraft Corporation (Weybridge) Limited,
Brooklands Road, Weybridge, Surrey.

However, we are working on this and think something may be resolved, even if access has, for the time being, to be confined to Members. Incidentally, we were not responsible for this big public meeting, but it did yield much money for charity; the balance-sheet shows that there was an excess of income over expenditure of £2,633 11s., the turnover being a remarkable £3,794 3s. 1d. The charities which have so far benefited, to the extent of £2,152 10s., are named as: Star and Garter Homes, Richmond (£500), Sail Training Association (£500), Godalming Ladies Circle Kidney Isotope Appeal Fund (£462), International Help for Children (£400), Godalming Round Table Charity Funds (£200), Surrey Police Benevolent Fund (£50), British Red Cross (£20) and Brooklands Scouts (£20).

Until such time as it is possible to send out news-letters, MOTOR SPORT will contain announcements about the Brooklands Society, support for which has already reached very encouraging proportions. Members may like to know that at the recently-opened new Weybridge Museum there is a Brooklands Corner, to which I have been able to lend a couple of exhibits. The Museum, adjacent to the library, is open on week-day afternoons and all day Saturdays; there is a free car-park behind the building.—W. B.

MINIATURES FOR CHRISTMAS

IN time for Christmas, Lesney have brought out another "Matchbox" Model-of-Yesteryear. It is 1909 Thomas Flyabout tourer to a scale of 48:1, only 4 in. in length but so detailed that each leaf spring and the number of teeth on the hand-brake ratchet can be counted and the "tyres" have valves moulded into them! With luggage rack, spare Stepney wheel, "brass" lamps, plastic hood, etc., and a very impressive reproduction of the shapely Thomas radiator, this is a fine miniature, costing 5s. 11d. (Ref. No. Y-12). It is a pity that the pedals have been omitted, suggesting that the car was controlled with the teeth. Children can now form their own old-car museums, with these Lesney models. But we hope the makers will not overlook *British* Edwardians when next extending the series and that one day they may do a Brooklands' outer-circuit car, for which their realistic hand-levers and the model designers' trick of lengthening the wheelbase beyond scale dimensions should be adaptable.

RALLY REVIEW—continued from page 1122

little more similar. To drive these four came the regular teams of Leo Cella/Sergio Barbasio, Ove Andersson/John Davenport, Sandro Munari/Luciano Lombardini and Pauli Toivonen/Marti Tiukkanen. The Scandinavians opted for Dunlop racing tyres while the two Italians stuck out for Pirelli Cinturatos and it turned out that the latter was the better choice for while the racing tyres had the better grip in the wet it was at the expense of tread life and poor Andersson had his tyres go right through to the canvas within 100 miles of the start and lost time through punctures. By coincidence, Cella too lost time with a puncture and then had a minor crash while Andersson crashed only two hours from the end after losing his clutch when the gearbox oil fled through a ruptured seal. Still Lancia had two cars that ran without trouble and they finished first and second overall so that it being Lancia's 60th anniversary year and it also being the time of the Turin Motor Show, the Italians had plenty of reason to be happy.

As we go to Press we have just learned of the decision to cancel the R.A.C. Rally because of the widespread foot and mouth disease. The Rallies Authorisation Department of the R.A.C. have withdrawn all authorisations until December 31st, while other events organisers must abide by the wishes of the police and Ministry of Agriculture and Fisheries. This decision does not apply to Eire or Northern Ireland.

THE CARS OF T. H. WHITE

THE FIRST BOOK I read by the late T. H. White was "England Have My Bones." I derived enormous pleasure from it and still have the copy so generously given to me by a "Chain Gang" Frazer Nash owner. I was less aware then of the profuseness of cars in books and was intrigued to read of the author's Bentley in which he drove to Scotland for his beloved salmon fishing (it broke down, the cross-shaft gears driving the magnetos having sheared), but not until it had averaged 50 between Glasgow and Carlisle on the run home.

Home to Tim White in those days was the Shire (in fact, Buckinghamshire). This book, published in 1936, was about living in the Shire and keeping snakes, fishing, shooting, hunting, playing darts, learning to fly, etc. I loved almost every word of it, although disturbed that it was not true autobiography and therefore that people and places were disguised. But it made me an incurable T. H. White reader. I even excused him a careless crash while tipsy at the wheel of his exciting motor car: "I got into the Bentley, waited for the self-starter to die down after failing to engage the cogs of the flywheel; pressed again, and the engine started beautifully. I was in top gear before the end of the curly drive, with three lovely changes, and driving with happy glee. There was a steep hill to the main road, but my brakes were as good as my engine, and we took it fast. It was a black night. There was, so quick as to be imperceptible, a jolt and leap: I began to brake, but there was no time. Then, immediately, I was forced to rise in my seat. There was the noise of grinding and tearing metal. . . ."

White recovered, and replied very politely to a letter I addressed to him on the subject of his car, and in which I had made a stupid mistake. I read with enormous joy nearly all his subsequent books, quoting from them as appropriate in our "Cars In Books" columns; in that great book "The Story of the British Light Aeroplane" Terence Broughton quotes White and Garnett amongst authors whose books are essential reading for those wishing to recapture the atmosphere of Club flying in the 1920s and 1930s. And when there were no cars to mention, as in "The Sword in the Stone," "The Goshawk," "The Elephant and the Kangaroo" (that hilarious book about the advent of a second Flood), "The Master" (that splendid thriller, which perhaps "takes the mickey" out of James Bond?), and "The Godstone and the Blackymor" (except passing reference to a Jaguar), I used to buy White's books, which, as I think those accustomed to receiving free review copies will agree, is the summit of appreciation!

In 1964, after achieving immortal fame with his "The Once and Future King" on which the musical "Camelot" was based, White died, of a heart attack, at sea returning from an American lecture tour. Now we have nothing left, except all those books, and Sylvia Townsend Warner's biography ("T. H. White," 352 pp., 8½ in. x 5½ in., Cape/Chatto & Windus, 1967, 45s.).

I shall read White's books again; I am not sure I am glad I read this biography. Do not misunderstand me. It is an entirely competent and readable and fascinating work—Anthony Burgess says in *The Sunday Times* that Miss Warner has written the best biography of a British writer since Rupert Hart-Davis' "Hugh Walpole." It tells me a little more about White's cars, which we will come to in a moment. It proves that he gave all his love to a red setter, got drunk, suffered pain (about which he writes with true distinction), and liked ancient houses, old cars, fast cars, the countryside against the wren, desolation, and animals more than most humans. White had all the qualities which so endeared his books to those of similar interests (not that all of us can afford to get drunk).

But had I ignored this excellent biography I would not have discovered that in his younger days T. H. White was a sexual aberrant (cured by a psycho-analyst) and a sadist, that he mastered fast driving and aviation only because he was afraid of them, that in recent years he suffered a complete obsession for somebody else's small boy, was pompous with his publishers and addicted to theatrical dress. . . . Yet, how can one fail to enthuse over a man who learnt so many skills, who could live alone, even on uninhabited islands, who included, in "The Elephant and the Kangaroo," full instructions for turning a Dutch barn (all that was at hand) into an Ark and who, his fortune made, invited blind-deaf visitors and poor Italians and hordes of children to his house on Alderney? I am sad, selfishly, that there will be no more books by T. H. White. "The best thing for being sad," says Merlin in "The Sword in the Stone," "is to learn something." (In middle-age I am learning to ride a near-vintage Sunbeam motorcycle combination, riding it very slowly, very cautiously, looking pathetically comical (I am tempted to use a stronger term). I venture to think that T. H. White would not have disapproved.)

About the cars in this biography. . . . A picture shows the grandparents of Terence Hanbury White in India in a veteran De Dion Bouton. White's Bentley was used while he was at Stowe, where he was Head of the English Department, "At a time (1932) when a Bentley was the right thing; his was old, it was probably bought secondhand; but it went very fast and was black." He crashed it in 1935. A legend grew up around the accident, after the Bentley had demolished a cottage, but, says one account, not the headlights "Bentleys being what they are." I have always thought of this Bentley as a 3-litre but someone recalls being allowed to drive it at the age of 16, when his feet would hardly reach the pedals and he could hardly see over the bonnet (happy days of freedom!) at 85 m.p.h. between Stowe and Sywell, which is fast, so it may have been a 4½-litre.

By 1938 he had a 1927 Austin which, he says ". . . boiled over, all the wheels fell off, the hood fell in, and I left it in the middle of the road" half-way to Buckingham, which is probably an exaggeration. This may or may not have been the 12/4 which he used as a mobile snake-pit while at Stowe, although that was surely a saloon? (There is, indeed, evidence that he had crashed a car in 1932, which might have been an Austin, or another Bentley.) This breakdown made White "buy a Jaguar on the spot," the American Book Club having chosen "The Sword in the Stone." He had it that evening and set off for Radnorshire, to fly his falcons, the next morning. This is presumably the Jaguar he took to Ireland in 1939, after joining the A.A. I had always thought of this as a modern Jaguar, because the book in which White refers to it wasn't published until 1959, but in "The Familiar Faces" by David Garnett it is described as "the long Jaguar S.S.," with White's falcons perching in the back in dangerous proximity to the occupants of the front seat. Perhaps it was an S.S.I or a 2½-litre S.S. Jaguar? It could be the car he still had on Alderney, described as "his old car" and which he got rid of in 1958 to please a child guest who had laughed at it, but this, battered and with one door tied with string, could equally have been an old car bought on the Island; White was sorry to see it go and his dumb-blind lady friend consoled him with the remark: "Never mind! It's had a happy life." What replaced it is unfortunately not mentioned. When, after buying a motor launch (by telephone), he acquired the lifeboat of Lady Docker's yacht *Shamara* White described it as "Fully up to the standards of the gold-studded Daimler. . . ." He also installed two diesel engines in a motor cruiser. The aerodrome where he took flying lessons in 1934 is identified as Sywell, and there is a mention of a Klemm apparently kept at Hilton Hall by his friend David Garnett, and of the D.H. Dove in which White was flown from Alderney to Southampton to sign the Camelot contract—which he loved, although I doubt whether the wheels were retracted *two feet* from the ground.

Not a great deal about cars in Miss Warner's masterly biography—in any case, T. H. White has been described as "Uninterested in mechanical things such as cars and had not the faintest idea how they worked,"—although he knew how the magnetos of his Bentley were driven!—but this is, nevertheless, another book that I recommend as irresistible Christmas reading.—W. B.

JARAMA JINGLES—continued from page 1123

Andrea de Adamich has not yet signed a contract to drive for Ferrari next season but almost certainly will do so in the near future. If he does he will become the first bespectacled F.1 driver since Masten Gregory.

* * *

The Spanish customs again proved difficult. Most of the British contingent arrived on the Swedish Lloyd car ferry from Southampton-Bilbao and were held up for over six hours. One F.3 driver who decided to arrive early was held at the French/Spanish border for eight days.

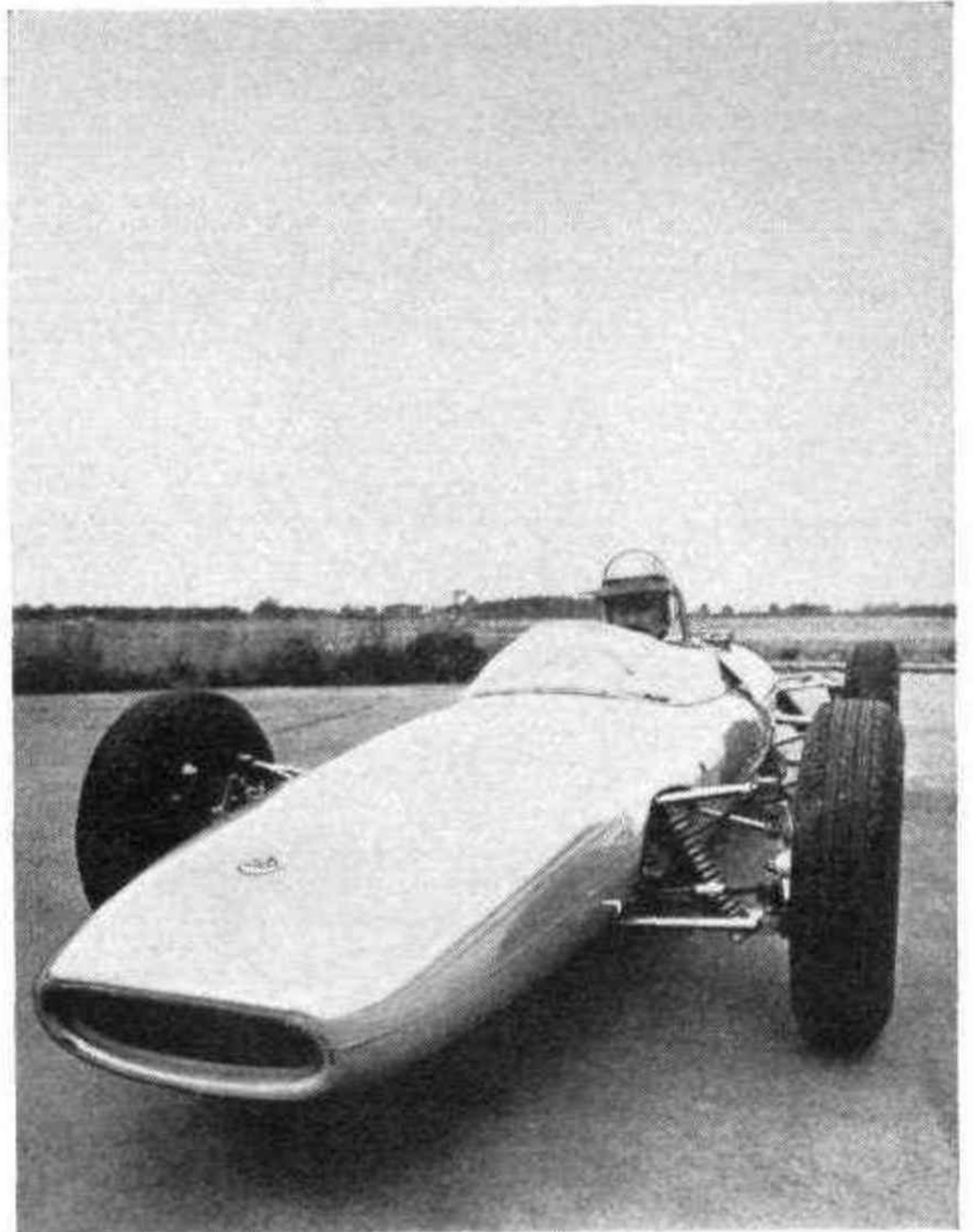
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Stewart remained at the circuit for tyre testing and has been asked by Odacisa to advise on improvements. No doubt he will have something to say about the safety barriers as well.

* * *

The Tyrrell team stayed on for some tyre testing in conjunction with Dunlop. As their F.1 car is not yet ready they borrowed Brabham's machine and it would be interesting to hear Stewart's comments after driving it.

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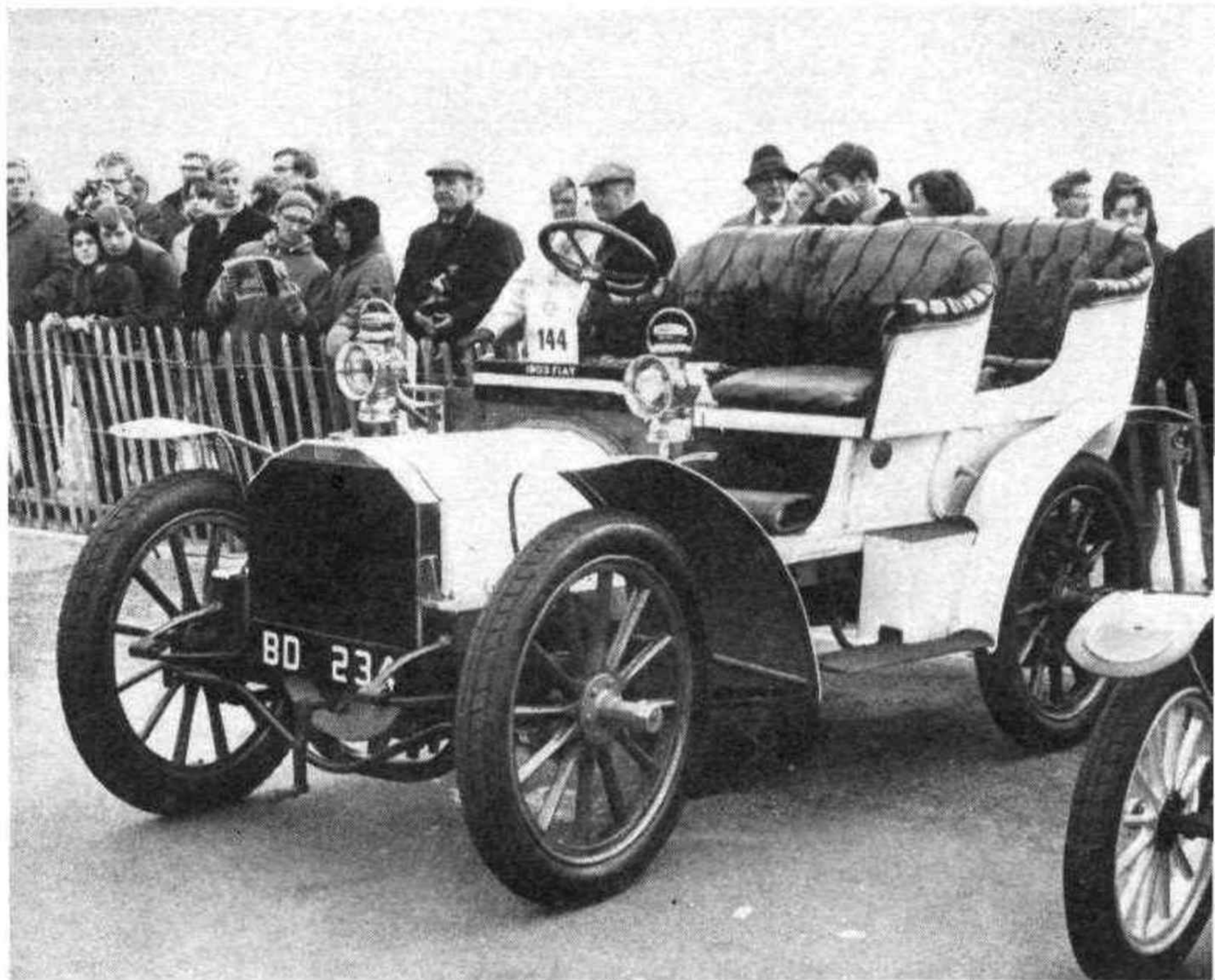
PROPOSER _____

INDEMNIFIER _____

VETERAN — EDWARDIAN — VINTAGE

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

A POWERFUL AND PRACTICAL VETERAN.—The 1903 16-h.p. F.I.A.T. after its on-schedule arrival at Brighton in this year's Veteran Car Run. It was soon back for another year's sojourn in the Brighton Museum at the other end of the Madeira Drive.



DOWN TO THE SEA IN A F.I.A.T.

The Editor Goes Through the Veteran Car Run to Brighton in Lord Montagu's 1903 16-h.p. Tourer

IN RECENT years I have been fortunate in driving one or other of the Montagu Motor Museum's veterans in the R.A.C./V.C.C. London-Brighton Veteran Car Run, described in some quarters as the most sporting motoring event on the calendar. This year all the Museum cars were allocated to those who had not driven them previously but Lord Montagu generously provided a seat for me on the 1903 F.I.A.T., jointly entered by himself and Fiat (England) Ltd., which he was driving in this year's Run, for which 282 entries of pre-1905 vehicles had been received, but of which not more than 250 are allowed by the Police to start from Hyde Park.

The F.I.A.T. in which I was to travel has a rather obscure history but it was apparently in continuous use up to 1912. As far as I can ascertain it was discovered in a barn on a Northamptonshire farm (where a steam traction-engine was used for threshing) in 1930, at the time when the V.C.C. had recently been formed and the Brighton Run was emerging from its earlier newspaper associations. When discovered it seems to have been pretty complete, with a huge drum-shaped headlamp mounted in front of the radiator.

In 1903 F.I.A.T. were beginning to get to grips with the export markets of the World, selling cars to France, England and then to America, notably their 12-h.p. model, which had l.t. ignition and patented automatic lubrication worked by water pressure, for its 4-cylinder engine. The F.I.A.T. found on that farm in 1903 was a 16-h.p. car, the mechanical specification of which was, however, similar to that of the smaller model. It was taken under the protective wing of the Fiat concessionaires and made presentable in time to take its place with other early cars in a special 1896-1913 Historical Exhibit at the 1930 Olympia Show. It was then driven in the Veteran Car Run that year by Sir Maxwell Monson, who had driven the first F.I.A.T. to reach this country; it ran well, averaging 21.27 m.p.h., but had been incorrectly dated, as 1900. After this I think it competed in a few more "Brightons," driven by Westwood and Powys-Lybbe, although its wrong dating and the fact that the latter racing driver sometimes entered a different older F.I.A.T., confuses the issue.

Then, for many years, it lay neglected at Fiat's Water Road depot. I used to see it there and suggested that it should be restored. But although genuine veteran cars were by now extremely rare discoveries, nothing was done, until the first auction sales drew attention to the very high values placed on such cars. It was then that Fiat at Wembley,

in conjunction with the Montagu Motor Museum, began the task of restoration. By 1960 this F.I.A.T., the second oldest in this country, was again taking part in the Veteran Car Run. (I am indebted to Michael Sedgwick, whom I met at the splendid post-Run party which Lord Montagu and Mr. F. C. Glover of the Brighton Motor Museum put on for their guests, for filling in some of the gaps for me. Incidentally, how nice to meet at this party some of those who no longer drive in the Run, but who have never lost their enthusiasm for it, like Sammy and Susan Davis, St. John Nixon, etc.)

It was in this powerful veteran that we were to journey to the seaside on the first Sunday in November. When I went to inspect the F.I.A.T. in the Cumberland Hotel garage on the foggy evening prior to the start it looked very smart in its white paintwork, and mechanically competent. Re-dated 1903 since its earlier appearances, it has, like the Cadillac I drove last year, a "square" engine, although with four cylinders instead of one big cylinder, these measuring 101 x 101 mm., so that the swept volume of the T-head power unit, which develops maximum power at 1,000 r.p.m., is 4,181 c.c.

It is an uncomplicated engine, with the cylinders in pairs and the camshafts driven from the nose of the crankshaft by exposed straight-tooth gear wheels. Ignition was originally by l.t. magneto, but this has been replaced by a comparatively modern h.t. magneto driven from the o/s timing gear, which ignites sparking plugs screwed into the former push-rod-actuated igniters in the cylinders. On the n/s a small exposed cog engages the timing pinion to drive a shaft running back to a small water-pump, which assists water to leave the base of the water jacket and return *via* a small-bore pipe to the bottom of the radiator. The water outlet pipes are of the classical two-branched form. The carburetter, nowadays a vintage-looking A.H.30 instrument inscribed 1928, feeds into a two-branch brass manifold, with exhaust-heated muff, on the o/s of the engine, and on the opposite side four short outlets take the exhaust gases from the ports directly into a big cylindrical manifold, which must act as a considerable silencer. (It is a pity that when the car was restored it could not have been given an authentic carburetter and l.t. ignition; the latter can be made to work satisfactorily, as the Clutton/Williamson 1908 G.P. Itala has proved.)

An 8-bladed cooling fan is driven by a flat belt and in lieu of a badge the imposing radiator bears the inscription: "Fabbrica Italiana di Automobili Torino," with, in smaller type: "Brer Daimler 28-3-1898-R6 Vol. 34 No. 47614 Raffredatore Multitubolare Licenza Esclusiva per L'Italia." Which, if I read it correctly, means that



NO OVERHEAD CAMSHAFT, but coil-spring suspension.—A. Garland's 1904 6-h.p. Vauxhall arrives safely at Brighton.

Fiat had the exclusive Italian rights to the Mercedes honeycomb radiator, as patented by Daimler in Germany in March 1898.

The entire conception of this advanced F.I.A.T., in fact, follows closely the revolutionary *Système Mercedes*, with this radiator, a gate gear-change, control of engine speed by a carburettor throttle, etc.; but the Turin manufacturer was careful to include detail differences, so as not to infringe German patents, such, for example, as using an armoured-wood instead of a channel-section steel chassis frame. The drive goes *via* a cone clutch to a 4-speed and reverse gearbox and to the "dead" back axle by side chains. There are side control levers, with a catch to safeguard reverse gear low down on the gear lever, the almost horizontal pedals are of piano type, the right-hand one applying a transmission brake, the rear brakes being operated by the lever, the accelerator is between the pedals, and suspension is by $\frac{1}{2}$ -elliptic springs. The driver steers with a wood-rimmed 5-spoke wheel and is confronted only by a cylindrical oil pump and a box of oiling plungers, labelled "Fiat of Torino." The wooden-spoked wheels are shod with 875 x 105 tyres, by Dunlop, naturally. . . .

This car, which can normally be seen in the Brighton Motor Museum, has a 4/5-seater body built by J. Rothschild et Fils, Ltd., of 48, Horseferry Road, access to the back compartment being obtained by swinging aside the front passenger's seat; this was no doubt essential in the days when it was embarrassing to display a female ankle, but is an over-elaboration in the era of the mini-skirt. We just climbed over the sides, and I suspect that girls in 1967 would do likewise. . . . When new these 16-h.p. F.I.A.T.s cost £695 but this particular example, with this apparently special coachwork, was no doubt more expensive. Presumably the chassis was supplied by Fiat's Long Acre showroom to the client in Northamptonshire, who had the body built to his requirements in London. It has small un-named oil lamps front and rear, a bulb horn, and a Fiat badge above its coachbuilder's plaque which probably came from a vintage model.

Having spent the night at the pleasant flat overlooking Marble Arch of Bob Johnson (General Motors' thoughtful P.R.O.), so as to avoid having to get up too early on the Sunday morning, I joined Lord Montagu, Dr. Lacerda, who has the only motor museum in Portugal, at Caramulo, and a freelance interviewer who was making tapes for the B.B.C., at the Cumberland Hotel for breakfast, this party forming the F.I.A.T.'s crew. The day was fine when we left at 8.25 a.m. in company with the Shuttleworth Trust's racing-bodied De Dietrich, *sans* mudguards over its back wheels, and other familiar

cars, Lord Montagu having thoughtfully provided a water-filled foot-warmer for himself and the passenger beside him. In the back I had plenty of room and my Castrol race-marshall's oil-skins were proof against the rain that we were to run into later on.

Down a beflagged Mall we went, where Forster's 1903 De Dion, a Panhard-Levassor, and Michael Bowler on the Montagu Museum 1903 De Dion had already stopped, the last-named because he had been too liberal with the lubricant and had oiled the plug. Lord Strathcarron's 1903 Georges-Richard landaulette, with fresh flowers in its flower vase, was going well, back-firing as it went and putting the pigeons to flight. Indeed, their Lordships ran side-by-side past the Houses of Parliament, before our F.I.A.T. forged ahead. It is a very high-gear car, so that Lord Montagu had not yet engaged 3rd gear—we were well out of London before he slipped into top speed, 3rd being a very useful "suburban" gear.

At the roundabout after Westminster Bridge we cornered in close company with Pointer's Wolseley, having passed the Milwaukee steamer stationary on the bridge. At Lambeth work was being done on an 1899 Beeston tricycle and at Kennington Gate Stanley Sedgwick opened the window of his Rolls-Royce Silver Shadow to inform us that the Georges-Richard from Belgium had split a tyre. Having passed Howes' 1902 Wolseley which was carrying five people, we had to pause in a traffic tangle, behind the big Count Labia 1903 24-h.p. De Dietrich which had its hood up. On the other side of the crossing Hodson's 1900 Gardner-Serpollet steamer had stopped, no doubt to build up pressure for the ascent of Brixton Hill. We overtook the Albion dog-cart and Gleave's 1899 Star Vis-a-Vis before the gradient, which the F.I.A.T. made light of, still on 2nd speed. Here the early primitives were steaming merrily, Steffelaar was pedalling up on the Dutch-entered De Dion quadricycle, and we were impeded by the Orient Express's tender-car.

At the top of Brixton Hill Lord Montagu nosed past the big De Dietrich, and on the run down into Streatham 3rd gear went in. Here No. 1 entry, Ford's 1894 Benz, seemed to be *en panne* but Berry's 1896 Lutzmann Victoria was pressing on and Hull's 1902 Wolseley was just restarting. Along the road to Thornton Heath we followed a Police car and noticed that Babcock's 1901 Royal Enfield quad had stopped. Going past the Police car on the n/s as it turned off at Thornton Heath pond, Holland's 1896 Benz was seen stationary at the roadside with its tender car administering to it, and we just got ahead of Slater's Panhard, before shooting through Croydon. Perhaps it was the bitter wind, the only thing which marred full enjoyment of this 1967 Run, that had caused Cmdr. Wilson to set off alone on his 1901 Progress voiturette?

Whether it was the cold, the very miserable weather of the day before, or firework parties that had kept people out of bed, I do not know, but the fact is that the roads have not been so uncongested since pre-war "Brightons." With the willing Police help, we were having a very quick run. The F.I.A.T. is one of those outstanding veterans which prove that, with an automobile of this quality, motoring was a practical and fast means of transport before the dawn of the Edwardian era. I suppose we were doing around 50 m.p.h. at times; certainly, consulting my trustworthy Breitling Navitimer, I found that we had begun to get well ahead of the official schedule.

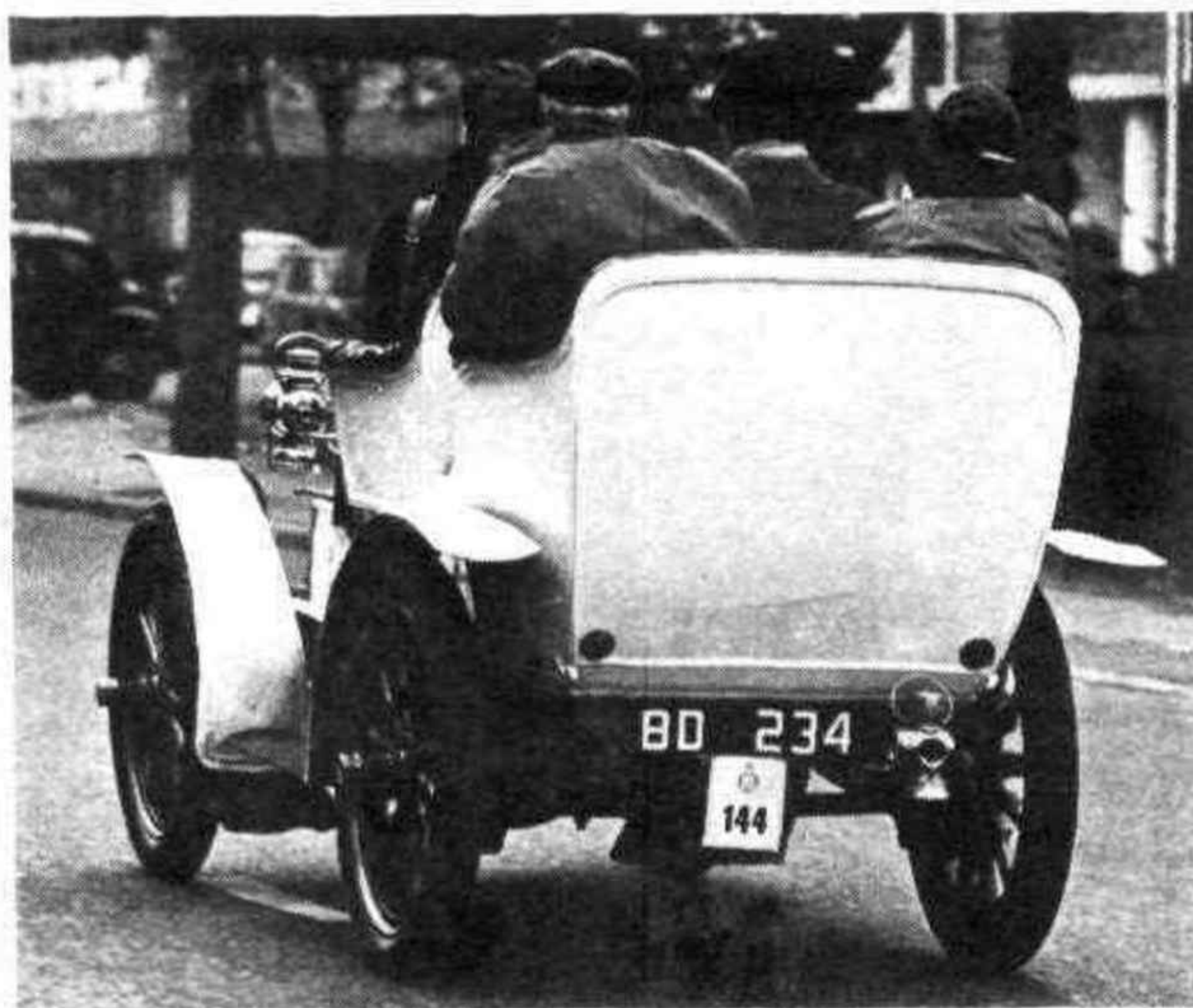
The route to Purley showed off the F.I.A.T.'s brakes to advantage, when a veritable stream of pedestrians followed a pram across a pedestrian-crossing, right in our path. Lord Montagu, whom I have long regarded as an excellent driver, coped without any anxiety, and later steered skilfully when getting past a white, artillery-wheeled Rolls-Royce Twenty coupé which was occupying a lot of the road. The traffic came to rest for a while at Purley cross-roads, and a G.P. Bugatti turned on to the route from the by-pass.

Thereafter the journey was uneventful. There was some rain, and we stopped for about five minutes to replenish with National Benzole. The F.I.A.T. continued to run splendidly, riding well except for an occasional rear-end jolt, which would rattle the back mudguards, which have that classic double-curve to clear both back wheels and driving chains. The engine is so quiet-running that the song of these chains could be heard and it took the more severe hills into Brighton in its powerful stride, sometimes in 3rd speed, such as up Handcross. Here we came up with Watson's 1903 tonneau Gladiator going nearly as fast as the F.I.A.T., until it suddenly emitted loud graunching noises and fell back. Close home, Sloan's all-yellow 1902 16-h.p. Benz, with luggage sheet to match, was overtaken. We were now so far ahead that Lord Montagu throttled back to some 10 m.p.h. Peter Hampton's Sixty Mercedes had thundered past while we had stopped to kill time, and Hutton-Stott's Lanchester, which had boiled for the first time on this run, also; but the latter paused just before going

into the final control. We ran in within a minute or so of our appointed time, thus avoiding any chance of disqualification. The 1903 F.I.A.T. had given not a moment's trouble and proved an excellent car on which to make this winter jaunt from the Metropolis to the seaside. It had very effortlessly averaged the stipulated 20 m.p.h., inclusive of stops. But, given its head, it could, I am sure, have increased this to 28 m.p.h. or more. No veteran could have given driver or crew a better journey; and, in summer at all events, you wouldn't get there much faster in a modern Fiat.

Later the other Montagu entries came in, even Spike Milligan, who had been photographed winding-up his Lordship outside the Cumberland Hotel with a portable starting-handle, and whose 1901 8-h.p. Durkopp arrived with 20 minutes to spare, having shed its cooling water *en route*. Lady Montagu, looking as attractive and unruffled as if she had merely been shopping in a modern car, had let Innes Ireland co-drive her 1903 7-h.p. twin-cylinder Panhard-Levassor. Bowler had arrived well on time in the De Dion Bouton, and Maurice Smith of *Autocar* looked very happy after driving Rootes' 1904 Sunbeam down. All that remained was to get warm (and no thanks to Mrs. Castle) and then make haste for home before more rain and darkness descended, the Ford Cortina-Lotus making light of this journey at r.p.m. and Pirelli-ensured road-holding that even the F.I.A.T. I had been in a few hours earlier could never have aspired to. Out of 225 starters, those who failed to finish this time were:—

P. Fotheringham Parker (1896 Lutzmann), G. Sedden (1898 Decauville), I. Bassett (1898 Orient Express), M. L. Williamson (1899 Beeston quadricycle), J. C. C. Davis (1899 Beeston tricycle), A. J. Beagle (1899 Benz), A. Essex (1899 Dechamps tricycle), M. W. Wood (1899 Orient Express), B. K. Goodman (1900 Benz), R. W. Scholes (1900 De Dion Bouton), A. Hodsdon (1900 Gardner-Serpellet steamer), A. Pottier (1900 Georges Richard), N. R. Cole/H. T. Clarke (1900 Milwaukee steamer), C. T. Steffelaar (1901 De Dion Bouton quadricycle), G. W. Rhodes (1902 Albion), J. S. Corry (1902 Benz), R. Hawkins (1902 De Dion Bouton), S. O. Ripley (1903 De Dion Bouton), A. S. Dunning (1903 De Dion Bouton), M. Smith (1903 Humber tandem), H. Webb (1904 De Dion Bouton), D. N. Barker (1904 De Dion Bouton), Mrs. E. P. Sharman (1904 Franklin) and R. B. Dumbell (1904 Turner-Miesse steamer).



BRIGHTON RUN TAILPIECE.—Our photographer complained that Lord Montagu drove the 1903 F.I.A.T., which forms the subject of the accompanying article, so fast that the only action shot of it he could get was this rear view!

Brighton Breezes.—Young Ralph Montagu was to have ridden part of the way on his mother's Panhard-Levassor. But although Lord Montagu's new Citroën Safari in which he was to travel for the first part of the Run arrived at the start, the children never made contact with it. But as Lady Montagu said, there is plenty of time ahead of him.

The traffic really was very light this time, at all events for the early numbers, nor were there nearly so many spectators lining the route, although there were big crowds at the start and finish. If it goes on like this, we shall soon be back to pre-war conditions, when this November Sunday was mainly an enthusiasts-only affair.

The 1904 16-h.p. Delaigère racer from Denmark arrived about 2.30 p.m. It ran completely stripped—nice that the authorities are prepared to turn a blind eye to lack of mudguards on this occasion. The much-publicised Celer was much more "restored" than I expected but didn't look bogus externally—I did not see the engine; its contact-breaker emerged at the front of the chassis.

* * *

Vintage cars on the route included a very fine open Bentley Speed Six and a sporting 3-litre, two Austin 12/4s in close company, several 2-litre and 4½-litre open Lagondas, a flush of Morgan 3-wheelers parked near Pyecombe, and an unusual artillery-wheeled Daimler tourer with lined coachwork, *circa* 1924. Also a Morris Cowley van, the *Veteran & Vintage Magazine* Morris van at Brighton, and a vintage Austin 7 saloon and a Chummy going home together—but why should the drivers of these Austins be wearing top-hats?

* * *

The first arrival was Lightfoot's ex-Rene de Knyff 1901 Panhard-Levassor driven by H. L. Wilson. It clocked in at 10.30 a.m. Lightfoot himself was close behind, on his 1902 25/28 Mercedes, thus maintaining his tradition for treating the Run as a race.

V.E.V. Odds and Ends.—We are sorry to learn that the Rolls-Royce Section of the V.S.C.C., which used to issue a journal *Early & Late* in the format of the V.S.C.C.'s own *Bulletin*, has been disbanded. One of the First-World-War Austin armoured cars supplied to Russia in 1914 took part in the recent parade in Moscow to celebrate the 50th anniversary of the Russian Revolution. A vintage Briscoe tourer



The Briscoe imported recently to this country—an instance of a reversal of the more normal historic cars drain to North America.

has been brought over to this country from Canada; it is in good condition and information is required which will assist restoration. It has an L-head engine, a cone clutch and full-elliptic springing. An Alderman in Scarborough owns a rare 4-cylinder Sizaire-Naudin. It is thought to be the sole complete 4-cylinder model still in existence, although parts of one have turned up in Australia. Another Lacre road-sweeper seems to exist, in Norfolk. Recent discoveries by readers, to whom letters can be forwarded, include an early chain-drive Scammell tractor and two rather later Scammells in a Hertfordshire breakers, a windscreen and frame for a 1912-24 Darracq, a Bean radiator for sale in a Scottish scrapyards for £8, a Marshall steam roller, Fowler traction engine and some farm machinery in a field in Sussex, and, in a French scrapyards, Vermoral, Citroën, Renault and other vintage cars. One of the jumps on a Hampshire racecourse is marked by iron-tyred wooden wheels from Marshall and Fowler vehicles, which were probably trucks towed behind military traction engines.

HUMBER CENTENARY RALLY

The Humber Register is organising a rally at Coventry to celebrate the centenary of Humber business and 60th anniversary of the Humber works in Coventry. Open to all pre-1931 Humber cars, motorcycles and bicycles, it will take place on May 18th-19th next year and non-members of the Humber Register are welcome. Details from J. C. Tarring, 9 Magdalen Close, Byfleet, Surrey.

BLUEBELL LINE

THE week-end of October 22nd/23rd was Vintage Transport Week-end at that unique institution, The Bluebell Railway, which runs vintage trains, by private enterprise, between Sheffield Park and Horsted Keynes in Sussex. The Sunday was a day of clear blue skies, so that, except that the bluebells weren't out, it might have been June instead of late October. There was an engine breakdown in the morning but by putting on a "special" in the afternoon the delay was made up and a very large number of passengers was carried during the day. I rode on this special train, hauled by the 92-year-old 0-6-0 tank loco "Stepney," which, although dwarfed by the old L.B. & S.C. coaches it had to pull, got along very well indeed. The creak of the carriages running over the points, the "clack-clack" of the wheels over the metals, with the subdued but persistent sound of a steam engine somewhere up front, was ample compensation for the 5s. return-fare charged for this short journey through some very beautiful Sussex landscape, which, however, would have been better seen from the observation-car (6d. extra) provided on "The Blue Belle Limited."

Vintage cars attended in appreciable numbers, from Cole's immaculate and very "Brooklands" Aston Martin to later models, while steam was represented by an Aveling & Porter showman's road locomotive generating current for its coloured lamps, a Wallis & Stevens traction engine and a Fowler steam-roller. The Morgan 3-Wheeler Club was out in force, with fine examples of Aero, Family and Super Sports models, although I was sorry to see modern "crinkly" water-hoses on some of their very naked engines. These cyclecars were backed up by vintage motorcycles, these including a quite immaculate Scott, Rudge Ulster, vee-twin Matchless, B.S.A., o.h.c. Humber, Levis, a tatty Triumph, and a very rough Kingsbury two-stroke which had patently just been unearthed. For the children there was a working model of a vintage solo, powered by a small vee-twin Zundapp engine driving by belt to the transmission countershaft.

The 1917 Titan 10-20 tractor was performing and a new attraction, representing the latest restoration craze, was a display of ancient stationary engines. These numbered a 1918 Lister 1½-h.p. petrol/paraffin two-stroke, a 2½-h.p. Associated Manufacturer's engine of 1915-18, and a 1924 Bradford gas-engine with fearsome trip-cam governor. These were just set down on the grass, to run smoothly and quietly, cooled by water in the jackets surrounding their cylinders. On a trailer two more stationary engines were in action, a 6-h.p. Ruston-Hornsby and a big Lister cooled by a belt-driven car-type water pump feeding from an adjacent tank.

There is plenty going on at Sheffield Park station on these occasions. I recommend a visit—the next meeting billed is for Boxing Day.—W. B.

HISTORIC CAR RACING AT BRANDS HATCH

(October 29th)

ONE of the attractions at the disastrous B.A.R.C. Guards Motor Show 200 Race Meeting at Brands Hatch was the 10-lap Nuvolari Cup Race for historic racing cars. Fortunately it was run before the rain fell. But it was wet for practice, and Lindsay crashed his Maserati 250F and damaged it, so that he took Remus away from Waller and drove this E.R.A. in the race; Kain had crumpled the tail of his Type 35 Bugatti, but started with the car in a manxed condition. Corner drove the Maserati 250F he has bought from Spero and St. John was entrusted with Sir Ralph Millais' Type 59 Bugatti.

On the opening lap of the race Lucas spun at Druids when in the lead and the entire field went by before he had restarted his Maserati 250F. This lent interest, as Lucas had the task of working his way back to the head of the race, which Crabbe was now leading until Wilks passed him on lap 3. Lucas, who had come from a F.3 race and so knew where the circuit went, was back in front after four laps and just ran away, winning by 23.6 sec. from Corner, who had passed Wilks, who finished third, on lap 5. Lucas, who had set a new historic

racing-car lap-record for the G.P. circuit of 82.81 m.p.h., and had averaged 80.52 m.p.h. for the race, was presented with the Nuvolari Cup by Stirling Moss, who demonstrated a V16 B.R.M. during the meeting. Wilks, who drove his Lotus 16 Climax, had not driven at Brands Hatch since 1959. Crabbe eventually came in fourth, Derisley in a Lotus 16 Climax was fifth, Pilkington's Cooper-Bristol sixth, and Kergon in Hanuman II finished seventh, first of the E.R.A. drivers, the others being Lindsay and Marsh. Thirteen starters completed the full distance, five covered nine laps, while Boorer, Brown and Rippon retired and Kitchener of Vintage Racing Autos lasted a pathetically short distance, after a late start, in a Connaught.

V.E.V. Miscellany.—A 1937 Packard Super 8, requiring some attention to its steering gear, is looking for a new home; it is garaged in Surrey by someone who has acquired a Mk. 6 Bentley. J. St. George has taken pity on "the cars nobody wants" and now has a collection of eight Armstrong Siddeleys, comprising two 25s, four 17s, and a couple of 12s, not counting a 16 sold recently to a good home, or his own Star Sapphire. He particularly wants to trace his old Siddeley Special AUV 4. He knows of a good 17-h.p. drophead coupé in Wales, a vintage Fourteen in Rugby, and a large model of this make in Worcestershire. The ex-Hutchinson Siddeley Special which formed the subject of the first "White Elephant" article in *MOTOR SPORT* is now in use in the Cotswold area. According to a story in the *Sunday Express* a Devon farmer found an 8-h.p. Celer two-seater in a shed where it had been laid up in 1920, and now, two years later, has restored it and entered it for the Veteran Car Run to Brighton. Although there is no reference to this make in "Doyle's," it is said to have been made, probably as a one-off, in Nottingham around 1904, and Dennis Field is said to have expressed the opinion that "an enthusiast might pay more than £2,000 for it." This naturally prompted the newspaper to head its story: "Discovered in the shed: a £2,000 car!"

Sleeves and a piston are urgently required to repair a Chief Constable's 1932 Daimler 16/20—can any reader help? The very rough remains of a Palladium, reported to have run since the war, and of a Fiat 501, are mouldering on a Scottish moor.

It appears that the Delaunay-Belleville coupé once owned by Walter Norton is about to leave this country for America. The Salisbury and South Wiltshire Industrial Archaeology Group at the College of Further Education, Southampton Road, Salisbury, have issued a booklet entitled "The History of Scout Motors of Salisbury," by Jeremy P. Farrant. It covers the period 1902-21, with illustrations, and costs 5s. The *Middlesex Chronicle* last month published an item on what was possibly the first car used by the Metropolitan Police for combating crime and traffic offences. From the illustration the car could be a Bean or a Cubitt. Any comments?

V.S.C.C. NORTHERN TRIAL (November 4th)

First Class Awards: C. A. Winder (1926 Frazer Nash Anzani), N. Arnold-Forster (1925 Frazer Nash Anzani), M. S. Oddie (1939 B.W.M. 328) and J. I. Phillips (1925 Jowett 7/17).

Second Class Awards: R. G. Winder (1930 Austin Ulster), R. J. Clark (1936 H.R.G.), R. P. Bennett (1932 Riley Plus Ultra) and D. R. Bell (1924 Alvis 12/50).

Third Class Awards: B. Clarke (1929/34 Austin Ulster), K. Bowman (1926 Frazer Nash Anzani), R. L. Heath (1929 Alvis 12/50) and J. A. McEwen (1935 Riley Falcon).

VINTAGE POSTBAG

The 1932 Bugatti-Peugeots

Sir,

At the risk of being shot by my publishers, I quote the following passage from my forthcoming book "Georges Roesch and the Invincible Talbot"; the month was June 1932:—

"In the motor-racing world it was to be a turbulent and uncomfortable month, full of cynical freaks of fortune: a quixotic canvas of stark blacks and whites, with more than a hint of midsummer madness in the air. It had started with the inexplicable death of Leeson in the (Brooklands) 1,000 miles race; and the following weekend came news from France of the death of André Boillot. Like Leeson, he should not have died at all, for he was involved in a comparatively mild collision with a tree during practice for a

hill-climb; but the petrol tank split open, the fuel caught fire, and he could not escape in time. His death was more than a personal loss, for it brought to an end another phase in the association between Bugatti and Peugeot and the new range of cars which Boillot had been developing from it. At the time of his death he was driving a Peugeot P201X powered by a blown 1,100-c.c. engine of Bugatti design, and only a few days before he had captured the World's twenty-four-hour 1½-litre class record in a 1,400-c.c. model." [There was no such thing in 1932 as a World's class record.—Ed.]

These cars were outwardly normal Peugeots, but were pure anomaly; apart from re-introducing superchargers at a time when all sensible people were throwing them away, another Bugatti modification was the replacement of the standard Peugeot independent front suspension by a straight tube beam axle.

Callington.

ANTHONY BLIGHT.

Sir,

Boillot was killed driving a Peugeot 201X on June 5th, 1932, while practising for the Côte d'Ars race. This Peugeot had the Type 48 Bugatti engine, virtually half of a T35 G.P. roller-bearing engine, which "E. B." designed specially for Peugeot. This is referred to in a book called "Bugatti" by a chap called Conway.

London, W.2.

H. G. C.

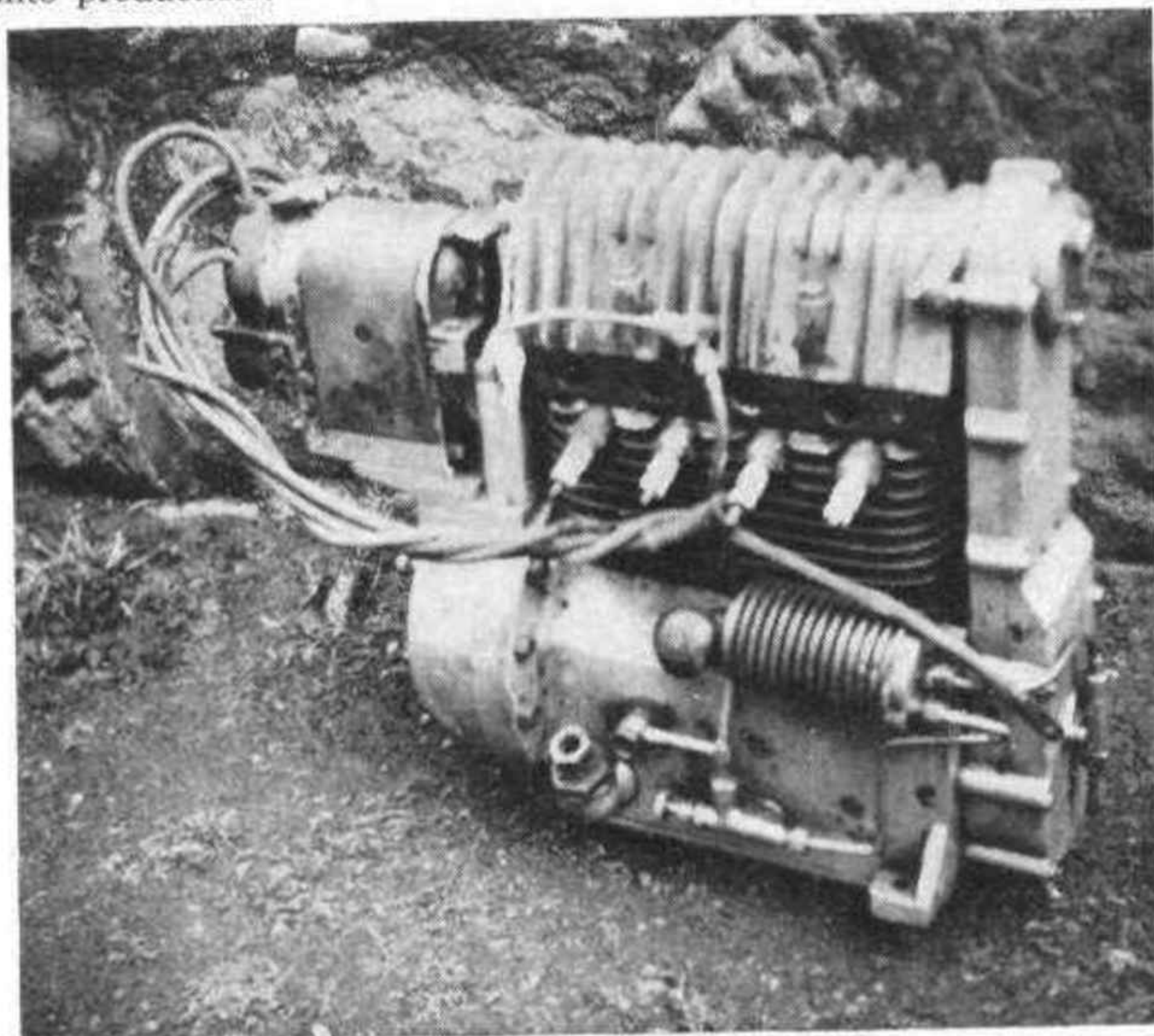
[Yes, and illustrated.—Ed.]

* * *

What Make?

Sir,

Can anyone identify this little engine which was reputed to have been built to fit into a 3-wheeled car around 1920 which never went into production?



It is air-cooled, the detachable head and block being cast iron. It has a single o.h.c. which is chain-driven from the front of the engine. The magneto is a Simms, also chain-driven. The capacity is around 600 c.c.

Newbottle.

W. S. GORDON.

* * *

"Not for Commoners"

Sir,

I was quite surprised to see you had copied my letter from the *R.R.E.C. Bulletin* under the heading: "Not for Commoners."

I like your publication, and although I may be somewhat ignorant of the *modus operandi* of some of the people who inhabit the British Isles, I do know there are still some of those stout souls like Sir Henry Royce and the Hon. C. S. Rolls who founded a tradition upon integrity and not upon the indiscriminate use of the pen to paint word-pictures around these once very elegant carriages; which upon arrival at their new-found homes turn out to be of the nature of those "Castles in Spain" with which we as wee folks were endowed by our dear mothers in the name of "Bed-time Stories."

The vehicle which I mentioned was purchased from a photograph which left little to be desired as far as a hobby car was concerned,



and from my correspondence with other dealers and also acquaintances I was assured that £395 should purchase a 20/25 1935 Rolls-Royce in suitable condition to carry an M.O.T. certificate and be presentable as well as safe to drive in Ontario.

A friend of mine purchased a 1934 20/25 Rolls-Royce and paid £495, after lengthy correspondence attesting to its fine physical and mechanical soundness. But upon arrival the head was found to be cracked beyond repair, and it will not hold water; the engine hammered, the mains being over nine-thousandths "out of round," and the silencer, or what was left of it, looked like the skeleton of a fish,



Although he was assured that it ran quietly, the clutch slipped (burnt-out) and the wings were lacework across the stays from electrolysis. Also, he did not receive the mascot, as agreed in the correspondence, nor a replacement head which was promised in later correspondence sent to him or to me.

We were both assured in letters that there was no rot in the coachwork. If you have a correspondent in this "section of the woods" send him round and we will gladly show him!

Ontario.

WILLIAM FULLER.

* * *

A Rare Armstrong Siddeley

Sir,

I have nearly completed the "restoration" of a 1928 30 h.p. Armstrong Siddeley. The car is rather interesting, as it was built for the Royal Family as a shooting-brake for Balmoral and Birk Hall. The body which is enormous and very heavy is teak from the scuttle backwards.

I have managed to replace or renovate most mechanical parts with the exception of a universal joint on the "input" side or driven side of the gearbox. (The original one broke in 1939, and the car not used since). This type of joint appears to be exclusive to Armstrong Siddeley. It consists of four ball races (two on input, two on output shaft) with a clamp holding them together. I would be most grateful of any advice you could give me regarding the car and any likely source of my vital bits.

I have once written to the A.S.O.C. and they didn't bother to reply, which surprised me as I'm sure mine was the biggest ever made!

I would be very interested to know how many other 30 h.p.s are still on the road as these owners may have spares.

I realise you will probably not have time to answer this and if so I would be grateful if you could pass it on to someone who could (even the phantom A.S. Owners' Club).

Brigstock.

M. MAXWELL.

[Can anyone help? The 30 h.p. is a very rare model, and this may well be the only one left. The prototype Siddeley Special Burlington limousine, which had some 30 h.p. associations, was, alas, scrapped in London a few years ago because I could not find anyone who wanted it.—Ed.]

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SIXTH GRAND PRIX OF MEXICO

Clark all the Way

MEXICO CITY, October 22nd.

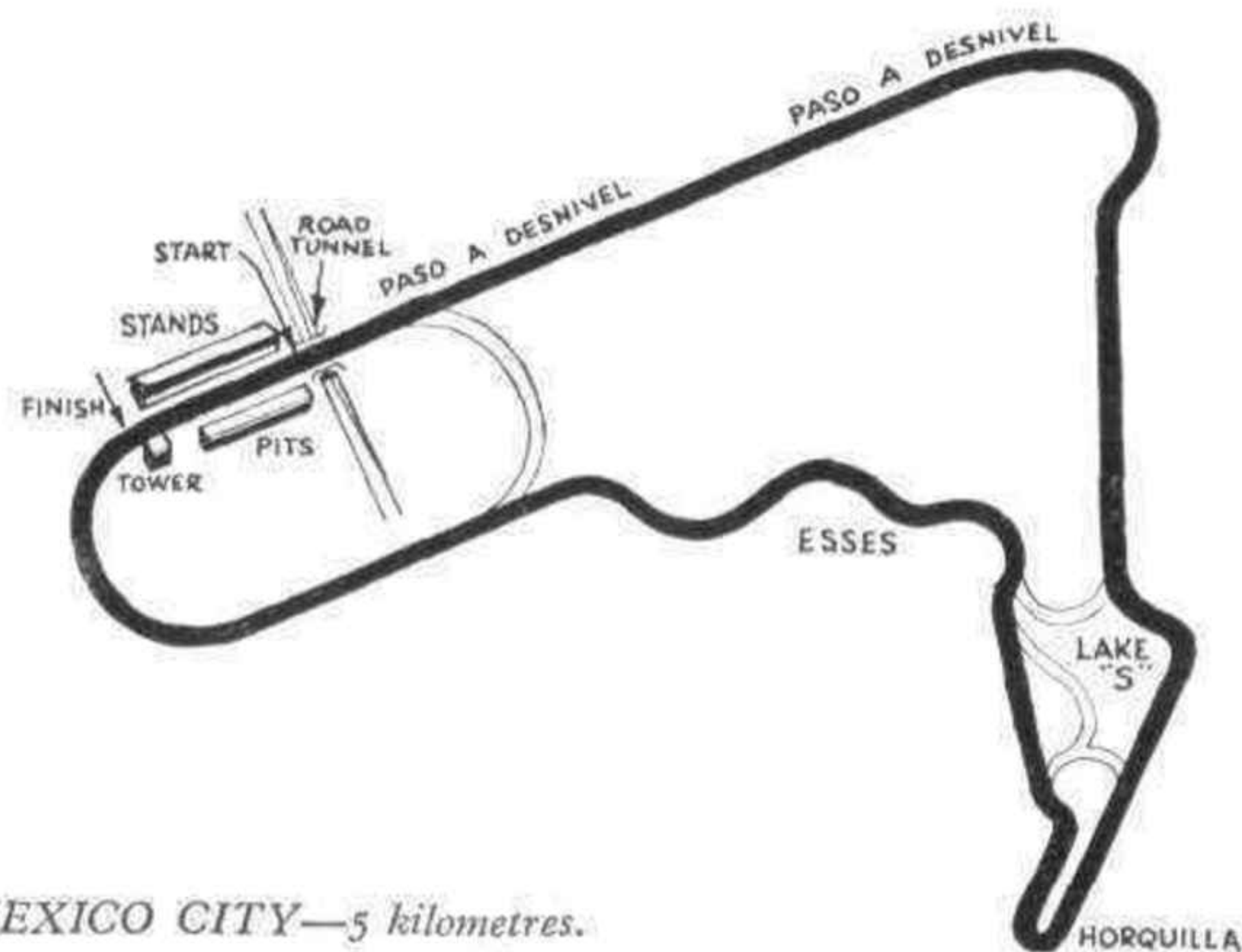
TWENTY ENTRIES were invited for this year's Mexican Grand Prix, which took place at the same time as the Mini-Olympics. Of the 20, 19 were all ready for the first four-hour practice session on Friday afternoon, the one missing car being the Cooper down to be driven by Rindt. This was withdrawn due to a haggles over starting money which the Austrian driver demanded but no-one thought worth paying.

B.R.M. had the three cars that they used at Watkins Glen. The two engines which broke rods had been back to England for a rebuild and the one in Stewart's car was changed as a precaution. The new works V12 which was expected to run in Mexico for the first time had teething troubles when tested recently at Goodwood and failed to materialise.

Lotus had three cars for Clark, Hill and Solana, and again there was little change. One engine had been sent home for an overhaul, and on Hill's car the U.S.A. race clutch problem had been diagnosed as a bent withdrawal bracket which reduced the length of operating arm travel. Mechanics had strengthened the small sub-frame on to which the rear suspension is attached, but Chapman brought over two sets of much more strongly constructed frames for Clark and Hill. One of the problems at the altitude of Mexico City is that fuel vaporises at a lower temperature and therefore causes vapour locks. Cosworth had a simple fuel cooling system by-passing the surplus fuel from the metering unit back to the pick-up tank via the inlet manifold, which runs at something like 30°C. and is the coolest part of the car. This cooling system has been on the car since it appeared in Holland but this is the first time it has been of real value.

Ferrari had the same two cars for Amon and Jonathan Williams, who was being given his first Formula One drive, after the team's fairly successful Group 7 run in the CanAm race at Laguna Seca. Both F.1 engines had been back to Modena for an overhaul and team manager Franco Lini was frantically trying to extract them from the customs on the night before practice. Both Brabhams were unaltered, one engine being out from England, the other having had a rebuild by the mechanics on the spot.

Coopers had only one car, this being the older, 1967 chassis used by Rindt at Watkins Glen. The engines had been back to Modena and Maserati recommended using the 36-plug, 36-valve version, so the mechanics had to find homes for all the coils, etc., on the older chassis. Rodriguez was hobbling round on a stick, his face more pinched than usual, but he felt that when sitting in the cockpit he would be able to cope. Dan Gurney had his Eagle 104 with new rear uprights to stop the repetition of the trouble at Watkins Glen. One engine was sent home for overhaul and another returned, indicating that there are now three serviceable Gurney-Weslake V12s. Each time the team has reached this situation one or more engines are disintegrated in a big way.



MEXICO CITY—5 kilometres.

The Honda V12 was unaltered as far as the chassis was concerned, it being the same as at Monza, but the engine had several modifications to try to overcome the poor fuel injection. A new metering unit had been fitted and the fuel system overhauled to include extra filters. McLaren's car was unaltered and the B.R.M. V12 engine, when it arrived back at Bourne, was found to have only a slightly bent valve. Beltoise had the Formula Two Matra which he ran in the U.S. Grand Prix. This was unaltered and was hoped to be more competitive as the altitude would have less effect on a 4-cylinder engine than the multi-cylinder units.

The last four entries were the private owners: Siffert, in the Walker/Durlacher Cooper-Maserati which went exceptionally well in the U.S. Grand Prix; Bonnier in his own Cooper-Maserati, now beginning to look rather tatty; Ligier in his Brabham-Repco fitted with his spare engine (the other being badly damaged at Watkins Glen); and last was Mike Fisher, who drove the ex-Graham Hill Lotus 33-B.R.M. V8 at Mosport in the Canadian Grand Prix, and with a club event since, was driving this car for the third time.

Practice started 20 min. late. Fisher was late getting started as some gearbox parts only arrived as practice began. Solana's Lotus was found to have bearing trouble in its Cosworth V8 engine and so mechanics started fitting the spare engine as practice began, while Ferrari had prepared Amon's car but still had two hours' work to do on Williams' car. First away were McLaren, Brabham, Hulme, Gurney, Clark and Surtees. After a few laps they were all in with mixture or overheating problems. Amon complained about something breaking at the back end, but nothing was at first visible and it took some time to discover a fault in the gearbox, which was then changed.

Clark's Lotus was the first car to show its pace and he was very quickly down to 1 min. 51 sec., with Brabham a second behind. This was well inside last year's record by Ginther in the Honda of 1 min. 53.75 sec. (158.241 k.p.h.). Practice had only been going about an hour when the annual dog stories started. Spence said two were rushing around on the other side of the circuit and, even while he was talking, one appeared on the track in front of the pits, which had Beltoise avoiding on to the grass. Most of the drivers were complaining about the slipperiness of the circuit, which was not so much due to an oiling in the opening laps, but to a film of dust due to lack of use.

Solana was given the chance of practising in Clark's car and the team pulled him in after only a few laps when his time was down to 1 min. 52.86 sec. When the second Ferrari was ready it had Amon's number put on and Williams didn't get a chance to practise as it was taking a long time to get Amon's car repaired. Surtees was a lot happier with the Honda engine, but it was boiling hard, so a larger radiator was fitted. McLaren was having very few problems, for the mixture cam fitted back at Bourne was right. However, Gurney was not getting the right mixture for a long time and then he found that for no apparent reason the car was oversteering very badly and he likes a car that understeers slightly. Many laps were put in trying to sort out this problem with tyre pressures and suspension angles being altered, so he never had a real "go."

Hulme closed up on Clark's time, which was now down to 1 min. 50 sec., and as the temperature was dropping towards 5 p.m., so the times were decreasing. Spence had a connecting-rod break on his B.R.M. and the team's only spare engine had to be fitted. This meant that Stewart had to be careful if he wanted to start and the whole team relaxed. Brabham came by the pits and his engine blew up in a cloud of smoke, so when the car was pushed in work began on fitting a new engine.

Clark bettered his time, coming down to 1 min. 49.80 sec., and almost immediately Hulme clipped off 0.01 sec. It was now that Clark stated that in the last minutes he would drop the times into the 1 min. 48 sec. bracket, and 10 min. from the end of practice he did just that, with a time of 1 min. 48.97 sec. Hulme and Clark were the only two under 1 min. 50 sec. on this first day, although Gurney, Hill and Brabham were not far off.

Second practice was much cooler, with haze keeping the temperature down. Williams and Rodriguez were off immediately the track was open. After a few laps Williams came slowly into the pits with the

glass-fibre nose of his car damaged. He had been concentrating on where the track went instead of the handling of the Ferrari and had hit a marker tyre. Overnight there had been a stir around in Team Lotus for Clark's usual car, 49/2, was numbered for Solana and Clark was driving the first car, 49/1 with the new engine. Hill's 49/3 was smoking badly and an oil pipe was found to be fractured.

Brabham had fitted larger extractors behind the radiator and one B.R.M. had its nose cut back to the radiator. Amon had stopped without fuel at the hairpin and when the car was got back to the pits it was discovered that fuel was escaping from the fuel pump, and another was fitted. In the first two hours only Clark managed to get under 1 min. 50 sec. and it became obvious that most teams were waiting for the last and cooler hours.

Surtees was trying very hard. His engine was on all 12 cylinders down the straight but the pick-up from the corners was still suspect and was losing him at least a second a lap. Brabham and Hulme both did a few laps but nothing serious until the last hour; then they both got down into the 1 min. 49 sec. time, with Brabham slightly the faster. Clark went out to put in some fast ones and got down to 1 min. 47.56 sec. (167.441 k.p.h.) with a bad pick-up out of the hairpin, so his next lap should have been quicker but he passed Hulme near the pits and lifted off before doing a predicted 1 min. 46 sec. to stop pulling the Brabham higher up the starting grid.

As Clark sat on the pit counter in the last 10 min. Hill, Gurney and Amon went out. Hill was unable to get within one second of Clark's time; Gurney gave up, unable to break the 1 min. 48 sec. time, while Amon's last lap was given by the team at 1 min. 47.9 sec.—in fact it was four-hundredths of a second the wrong side of 1 min. 48 sec.

Rodriguez complained of clutch trouble at the end of practice but nothing could be found wrong and it was then announced the pain in his leg was stopping him depressing the clutch fully after some time. Ligier's engine had cut suddenly on the far side of the circuit and he coasted in with what he diagnosed as bearing trouble. The engine was removed, laid on its side and the sump removed. Then one of the bearings was taken out and seemed in perfect condition. The engine was turned and found to be quite loose. The mystery was solved when it was found that the tank was empty, and because the engine blew up at Watkins Glen, Ligier assumed the same thing had happened. Most of the other mechanics came and had a look as Ligier's two mechanics refitted the engine and a certain amount of laughter was forthcoming.

big crowd got through the fences all round the circuit and sat on or in front of the safety bank, while 800 soldiers sent to control them merely joined them.

After being presented to the Governor the drivers went on their warming-up lap. Going very slowly was Fisher's Lotus-B.R.M. which earlier had broken the diaphragm in the metering unit and in fitting a new one had disrupted the opening which meant they could only get 4,000 revs. As there was no chance of repairing the unit in time for the start, the car was wheeled off the dummy grid and retired.

STARTING GRID

9 C. Amon (Ferrari V12) 1 min. 48.04 sec.	5 J. Clark (Lotus 49-Cosworth V8) 1 min. 47.56 sec.
6 G. Hill (Lotus 49-Cosworth V8) 1 min. 48.74 sec.	11 D. Gurney (Eagle-Weslake V12) 1 min. 48.10 sec.
2 D. Hulme (Brabham-Repco V8) 1 min. 49.46 sec.	1 J. Brabham (Brabham-Repco V8) 1 min. 49.08 sec.
14 B. McLaren (McLaren-B.R.M. V12) 1 min. 50.06 sec.	3 J. Surtees (Honda V12) 1 min. 49.80 sec.
15 J. Siffert (Cooper-Maserati V12) 1 min. 51.89 sec.	18 M. Solana (Lotus 49-Cosworth V8) 1 min. 50.52 sec.
7 J. Stewart (B.R.M. H16) 1 min. 52.34 sec.	8 M. Spence (B.R.M. H16) 1 min. 52.25 sec.
22 J-P. Beltoise (Matra-Cosworth F.2) 1 min. 53.08 sec.	21 P. Rodriguez (Cooper-Maserati V12) 1 min. 52.85 sec.
12 J. Williams (Ferrari V12) 1 min. 54.80 sec.	17 C. Irwin (B.R.M. H16) 1 min. 54.38 sec.
10 M. Fisher (Lotus 33-B.R.M. V8) 1 min. 57.41 sec.	16 J. Bonnier (Cooper-Maserati V12) 1 min. 55.57 sec.
	19 G. Ligier (Brabham-Repco V8) 1 min. 58.45 sec.

At 2.30 p.m. the revs. rose and with a double wave the flag was dropped. The double wave caused Clark to hesitate a moment so his engine did not pick up and Gurney, right behind, ran the nose of his Eagle over the Lotus exhaust pipe, bending this, puncturing his own radiator and damaging the glass-fibre nose. With an almost stalled engine, Gurney threw up an arm and the field swept by him. Amon led until nearly the end of the straight when Hill went by him into the first corner.

As the cars completed the first lap, Hill was leading from Amon, Clark, Brabham, Solana, McLaren, Surtees, Hulme, Siffert, Rodriguez, Spence, Williams, Stewart, Bonnier, Beltoise, Irwin, Ligier and, some way behind pouring water on to the track, came Gurney. Clark's hesitant start did not keep him back for long and on lap 2 he was in second place and on the next lap he was ahead of Hill, a position he held until the end. While passing Hill, Clark's clutch operation stopped working and for the whole race at record speeds he drove without it. The only place that it was noticeable was the approach to the corner at the end of the main straight. Here his line was quite different to practice and he did not change down at all until he was right round the corner.

On the second lap Surtees and Hulme passed McLaren and it was obvious Hulme was not driving in his usual forceful way and was keeping well out of trouble, for he only had to finish one or two places behind Brabham to be sure of his World Championship. Down at the back of the field Irwin passed Beltoise and Gurney was close behind Ligier, but his car was still pouring water. Next lap the Eagle was in 17th place but not for long, for on the fourth lap all the water had gone and the engine began to overheat. Ligier was having handling trouble and the link from the rear roll-bar to the wishbone was hanging loose, making the car unstable on some corners.

On the fifth lap Spence passed Rodriguez and Beltoise got ahead of Irwin, whose B.R.M. was smoking badly from an oil leak. On the same lap both Irwin and Beltoise went by Bonnier which put him back into last-but-one place. On lap 6 Clark was 7 sec. ahead of Hill, who, in turn, was 2 sec. clear of Amon and Brabham, Solana, Hulme and Surtees. The latter two switched places on this lap and were close together

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Brabham	Brabham-Repco V8—BT24-1	1. 50.90	1. 49.08
2	D. Hulme	Brabham-Repco V8—BT24-2	1. 49.79	1. 49.46
3	J. Surtees	Honda V12—1967	1. 51.29	1. 49.80
5	J. Clark	Lotus-Cosworth V8—49/2	1. 48.97	—
5	J. Clark	Lotus-Cosworth V8—49/1	—	1. 47.56
6	G. Hill	Lotus-Cosworth V8—49/3	1. 50.63	1. 48.74
7	J. Stewart	B.R.M. H16—1151	1. 53.66	1. 52.34
8	M. Spence	B.R.M. H16—8302	1. 52.66	1. 52.25
9	C. Amon	Ferrari V12—0007	1. 52.34	1. 48.04
10	M. Fisher	Lotus-B.R.M. 2-litre—33/R11	1. 00.82	1. 57.41
11	D. Gurney	Eagle-Weslake V12—104	1. 50.53	1. 48.10
12	J. Williams	Ferrari V12—003	—	1. 54.80
14	B. McLaren	McLaren-B.R.M. V12—M5A/1	1. 51.30	1. 50.06
15	J. Siffert	Cooper-Maserati V12—F1-2-66	1. 51.89	1. 51.89
16	J. Bonnier	Cooper-Maserati V12—F1-5-66	1. 55.57	1. 55.57
17	C. Irwin	B.R.M. H16—8303	1. 59.53	1. 54.38
18	M. Solana	Lotus-Cosworth V8—49/2	—	1. 50.52
19	G. Ligier	Brabham-Repco V8—F1-2-66	1. 59.15	1. 58.45
21	P. Rodriguez	Cooper-Maserati V12—F1-1-67	1. 55.22	1. 52.85
22	J-P. Beltoise	Matra-Cosworth F.V.A. 1600 c.c.	1. 54.00	1. 53.08
5	M. Solana	Lotus-Cosworth V8—49/2	1. 52.86	—

With the end of practice race preparation began. On Clark's 49/1 Lotus the monocoque was found to be cracked, again at the right-hand lower radius arm mounting point. This part of the monocoque on this car had been repaired when buckled at Mosport in practice, earlier by Hill in testing, and earliest of all on the first day at Snetterton when Mike Costin gave the brand new car full acceleration from the hairpin and pushed both lower radius arms somewhere into the monocoque.

Race day was clear and had all the symptoms of developing into a very hot day, which in fact it did. This added to a last-minute frenzy to cut more louvres and extractors in bodywork and enlarge radiator openings. Brabham went one stage further and two hours before the start his mechanics were shaping a new water pipe which they fitted along the outside of the cockpit. On the back of Solana's Lotus the mechanics had fixed a rod across the back joining the top link mounting points to spread the load. There were three preliminary saloon car races which added a further film of oil to what was there already. The

15 sec. behind the leader. Solana's fifth place was an extremely competent effort for a driver who only runs in Formula One once or twice a year. McLaren was eighth, 25 sec. down, then Rodriguez 31 sec. down. Next, and close together, were Spence and Siffert, 33 sec. behind, with Williams and Stewart 8 sec. behind them. Ten seconds further down was Beltoise, who in one lap had pulled 3 sec. away from Irwin.

On lap 7 Stewart managed to pass Williams and for five laps the order remained constant. With 12 laps gone Hulme cautiously slipped by Solana putting himself about 6 sec. behind Brabham, a position he was quite happy with. On the next lap Solana failed to appear. The pin which connects the lower link to the left front upright had broken on braking for a left-hand corner and in turning the whole thing broke the top of the upright. Fortunately, in a left-hand bend all the weight was on the right-hand wheels so he was able to stop on the grass without doing any further damage, nor scooping up those spectators sitting in front of the safety banks.

Three laps after Solana had gone Williams and Beltoise passed Stewart, who came into the pits running on only 14 plugs and without the use of his rev-counter which had broken. While he was in the pits Hill went missing and Amon was now in second place. After most of the field had gone by the Lotus crept into the pit area with a dead engine. When the mechanics had pushed the car to its pit they discovered that the left-hand drive shaft had broken at the yoke at the wheel and in flailing around had carried away the damper-spring unit. Hill was not looking very happy but he would not have lasted much longer for when the car was being drained of liquids for the air freighting to England it was found that there was barely any water left.

By lap 20, Clark was 21.5 sec. ahead of Amon and 29.5 sec. ahead of Brabham. Hulme was 43.5 sec. behind the leader with Surtees 51 sec. down and McLaren 63 sec. down. Stewart, in last place, retired when his engine began to vibrate as it has done before, just as a connecting rod is about to break. Also it was found that the monocoque was cracking at the bulk-head. The race settled down now until the halfway stage when Irwin retired with no oil left. Clark was now 34 sec. clear of Amon and 47.5 sec. ahead of Brabham. Hulme had dropped back to 72 sec. behind, while Surtees was 80 sec. down. Next, and about to be lapped, came McLaren. The only close racing which was now taking place had just started between Williams and Beltoise in 10th and 11th places. These two were evenly matched and swapped places right to the end. Williams, with the much greater power of the Ferrari, would pass on the straight only to lose what he gained on the corners and braking.

For a further 10 laps things remained constant. Surtees was having some differential trouble which made the car weave on the straights. Then McLaren, who was in sixth place one lap down, came into the pits with oil pressure trouble. On right-hand corners there was no pressure showing although he had plenty of oil in the tank. The fuel and oil pressure pipes were switched and he went out for another lap, but the same trouble was still there. After some minutes of fiddling, he again went out for another lap, then on the 45th lap he retired with a stuck pressure relief valve somewhere inside. Spence, in the remaining lone B.R.M., caught and passed Rodriguez, who was tiring and who very nearly killed two young spectators who decided to run across the track to some friends on the other side.

As the race settled into the final stages Clark set a new lap record in his 52nd lap of 1 min. 48.13 sec. (166.466 k.p.h.). On the 58th lap, Siffert went by the pits very slowly, his engine sounding terrible. One of the small plastic oil pipes between the vee had collapsed with the resultant cutting off of oil to the cams and one of these seized, which meant he did not complete the lap. Hulme was lapped by Clark on lap 62 and on the next lap Amon failed to appear. The second place Ferrari had run out of fuel at the hairpin. Amon climbed out and took off his helmet—a very unhappy young man. The leaders swept by him and then he suddenly heard his ticking fuel pumps slow as they found some more fuel. The engine started and he headed for the finish line. Several times the engine cut and then re-started and, as he reached the line, Clark went by to take the chequered flag. On the lap chart Amon appeared as fifth, two laps down. Brabham came second, the only car to remain on the same lap as the winner and 1 min. 26 sec. behind. One lap down were Hulme, who with this result clinched the 1967 Drivers' Championship, and Surtees. On the same lap as most people had thought Amon was, came Spence, Rodriguez, Beltoise and Williams. The F.2 Matra driver had out-driven Williams on the last lap to cross the line just ahead. The only other finishers were Bonnier and Ligier who were four laps down.

The official results took a long time to prepare for, according to the

regulations, the last lap of any car must be within twice the time of the winner's fastest lap and Amon's last lap had been more than this, so, after much deliberation, the stewards disallowed the Ferrari's last lap, which put it three laps behind and between Bonnier and Williams in ninth place.

Clark once again proved what a great driver he is and what a lucky decision it was to drive 49/1 instead of his usual car, 49/2, which would have broken down on him.—M. J. T.

MEXICAN MUMBLES

● Next year's race is being held a week later so that it doesn't clash with the Olympic finals.

● The Honda, the Cooper-Maseratis and the B.R.M.s are all reported due for the scrap heap, although they may have to be resuscitated for South Africa if the new cars are not ready.

Results:

6th GRAND PRIX OF MEXICO—Formula One—65 laps—325 kilometres Hot and Dry.

1st	: J. Clark (Lotus-Cosworth V8) (Entrant: Team Lotus)	1 hr. 59 min. 28.70 sec.—163.220 k.p.h.
2nd	: J. Brabham (Brabham-Repco V8) (Entrant: Brabham Racing Organisation)	2 hr. 00 min. 54.06 sec.—161.290 k.p.h.
3rd	: D. Hulme (Brabham-Repco V8) (Entrant: Brabham Racing Organisation)	64 laps
4th	: J. Surtees (Honda V12) (Entrant: Honda Racing)	64 laps
5th	: M. Spence (B.R.M. H16) (Entrant: Owen Racing Organisation)	63 laps
6th	: P. Rodriguez (Cooper-Maserati V12) (Entrant: Cooper Car Co.)	63 laps
7th	: J-P. Beltoise (Matra-Cosworth F.2) (Entrant: Matra Sports)	63 laps
8th	: J. Williams (Ferrari V12) (Entrant: SEFAC Ferrari)	63 laps
9th	: C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari)	62 laps
10th	: J. Bonnier (Cooper-Maserati V12) (Entrant: J. Bonnier)	61 laps
11th	: G. Ligier (Brabham-Repco V8) (Entrant: G. Ligier)	61 laps
Fastest lap: J. Clark (Lotus-Cosworth V8), on lap 52 in 1 min. 48.13 sec.—166.466 k.p.h. (new record).		

Retired: M. Fisher (Lotus-B.R.M. V8) non-starter, fuel system; D. Gurney (Eagle-Weslake V12) on lap 4, punctured radiator; M. Solana (Lotus-Cosworth V8) on lap 12, broken suspension; G. Hill (Lotus-Cosworth V8) on lap 18, broken half shaft; J. Stewart (B.R.M. H16) on lap 24, engine vibration; C. Irwin (B.R.M. H16) on lap 33, no oil; B. McLaren (McLaren-B.R.M. V12) on lap 45, oil pressure; J. Siffert (Cooper-Maserati V12) on lap 59, engine.

THE PUFF OF BACCHUS

Our Editorial under this heading last month has met with widespread agreement. The very few criticisms of our objections to breathalyser tests are based on the assumption that any measure which appreciably reduces road accidents is to be applauded. But how many serious accidents will these random tests prevent? It must be taken into account that to be effective a large number of policemen will be required to operate them, who, in a time of increasing crime, vicious demonstrations, fights in cinemas, disorder at football matches and in trains, etc., not to mention almost daily sex-crimes, should not be spared unless definitely effective results are obtained. In the face of this argument, how many accidents will breathalyser tests prevent? Mrs. Castle doesn't seem very sure herself. When the idea was first mooted, and rejected, she spoke of definitely saving between 18,000 and 32,000 casualties a year. But now that the thing has become law, she talks in terms of preventing about 1,945 serious casualties a year. Some reduction!

TYRES FOR OLDER CARS

After writing the article about Dunlop's valiant efforts towards keeping vintage and veteran cars properly shod (MOTOR SPORT, last month) I noticed that Goodyear advertise their Marathon tyres as "the economy price tyre for the older car market." So while I was at the Motor Show, I ascended to the gallery where 13 different makes of tyres were displayed to ask about this. I discovered that these Goodyear Marathons are made in the following sizes: 5.25 x 16, 5.50 x 16, 6.00 x 16, 4.50 x 17 and 4.75/5.00 x 17. So, while they are applicable to some pre-war cars, it is Dunlop on whom the majority of veteran/Edwardian/vintage-car enthusiasts are dependent for keeping their wheels properly shod.—W. B.

THE THINGS THEY SAY . . .

"... I believe Honda in Britain are over-optimistic in reckoning to sell at least 1,000 of these cars (the N600) a month in 1968. Their new and raw retail network will never be able to cope. Moreover, I feel the Honda mini's publicity has been overdone. On the evidence of the cars I have seen, it is not as well finished as the B.M.C. equivalent and is rather more spartan."—Maxwell Boyd, writing in *The Sunday Times*.

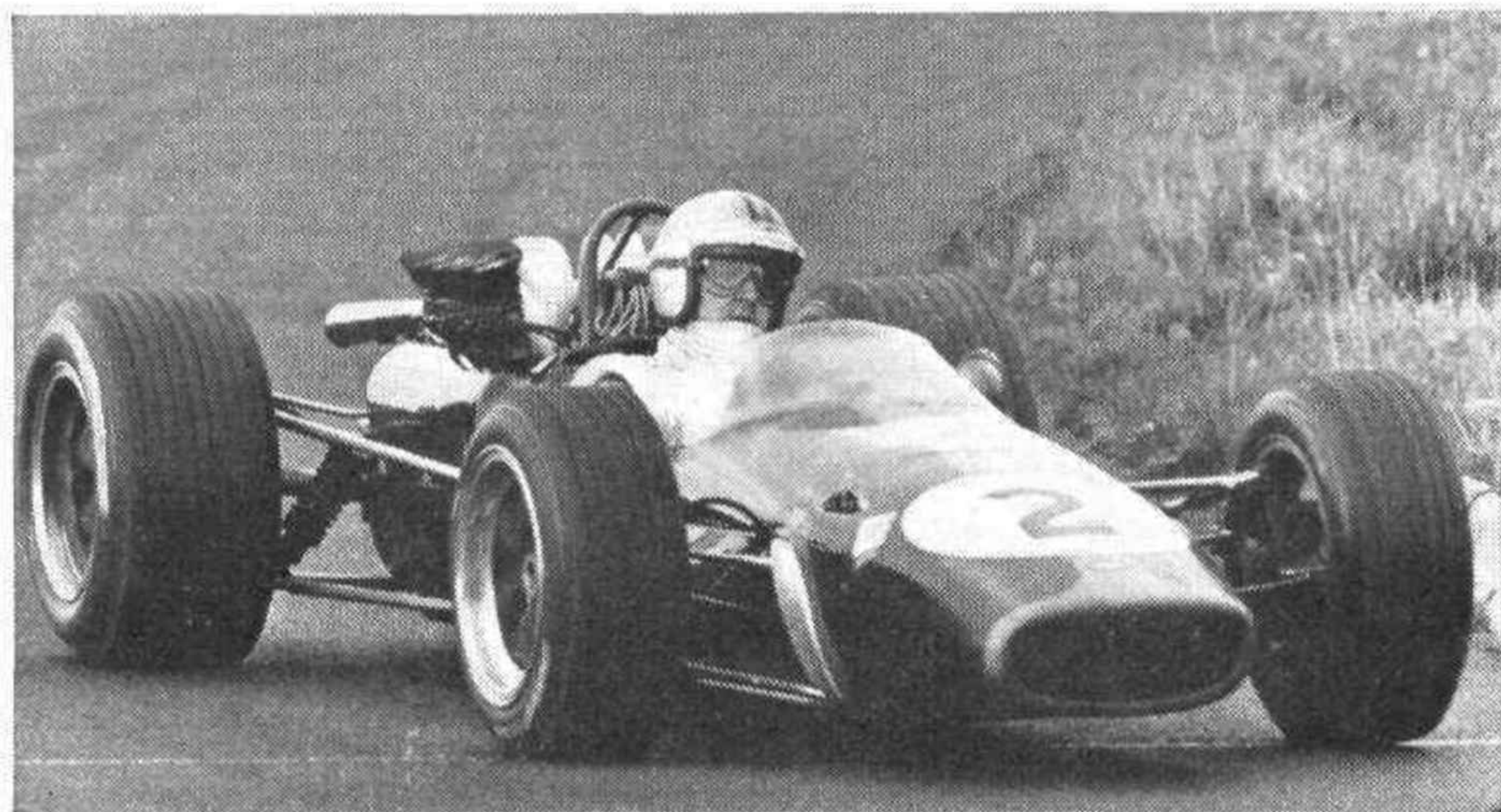
* * *

"Fast ladies attract little attention at the circuits these days, except perhaps Mrs. Bluebelle Gibbs, who was racing before the war and reminds bystanders of Grandma in the Beverley Hillbillies."—Philip Norman, reporting on club racing in *The Sunday Times Magazine*.



Share the secret behind two world championships...

Goodyear Tyremanship!



Denny Hulme had Goodyear Tyremanship right behind him all the way to the 1967 World Grand Prix Championship. So did last year's winner, Jack Brabham. But **WHAT IS** Goodyear Tyremanship?



Goodyear Tyremanship isn't something you can weigh or measure. Nor can you *buy* it. It's Goodyear's. But you can *share* it.

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Check them. Tufsyn rubber. 3T cord. Wraparound tread. They're Goodyear exclusives. Whether you choose crossply tyres or radials, choose Goodyear.

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GOOD YEAR

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BOOKS FOR CHRISTMAS

"English Sports-Cars." Illustrated and described by George A. Oliver. 27 pages, 14 in. × 20½ in. (*Hugh Evelyn Ltd.*, 9, Fitzroy Square, London, W.1. 63s.)

This is the fourth in a series of these enormous books on early motor vehicles, by Hugh Evelyn, which are intended primarily as a source of big colour illustrations, the pictures being on good paper and unbacked, to make them suitable for framing. The twelve cars selected for this treatment in the present volume are the choice of the author/artist and cover 1925 Alvis 12/50, 1926 3-litre Sunbeam, 1928 4½-litre Bentley, 1930 Brooklands Riley Nine, 1930 Ulster Austin 7, 1932 2-litre Lagonda Continental, 1933 1½-litre Singer Le Mans, 1½-litre Le Mans Aston Martin, 4½-litre S-type Invicta, T.T. Replica Frazer Nash, 1937 Morgan 4/4 Le Mans Replica and TB M.G. Midget, a selection George Oliver says he is well aware may cause raised eyebrows in certain quarters. He asks, however, whether one has to ignore what was produced in the 'thirties altogether, just because some of the cars of the previous decade were superior in quality, inferior in comfort? Which is a neat way of coping with the vintage versus 30/40s outlook.

The very bulk of this book will hardly make it popular with the average reader or collector, unless he or she has some use for the illustrations therein. Moreover, I am sorry to see inaccuracies in a work by the usually meticulous Mr. Oliver, who laid on a pretty severe attack on casual authors and careless editors in the pages of the *Veteran Car Club Gazette* not so long ago. But inaccuracies there are. The illustration of the Super Sports 12/50 Alvis, for instance, shows it with a rear-mounted fuel tank, its radiator too far forward, and with a sloping bonnet/scuttle line, which is wrong for a duck's-back, while the specification says it has centre-lock wire wheels, whereas those depicted (correctly) are bolt-on wheels; this latter error is perpetuated in the case of the Ulster Austin 7, which always had bolt-on wheels. The 12/50 Alvis Register found some dozen errors in this Alvis drawing, and three or four more in the caption. Mr. Oliver says of the Austin, "... according to Waite, this still-willing Seven took second place in the Brooklands Whitsun 75 m.p.h. Short Handicap—but according to that great Brooklands authority, William Boddy, his car retired after the first lap of the Small Car Handicap (which was won by E. C. Gordon England in his own specially prepared Seven). However, Waite resolved his troubles so effectively that he was able to take second place in a later race to the twin-camshaft Aston Martin driven by Major Halford."

Quite what this has to do with the 1930 Ulster Austin I do not know, nor what the author is trying to prove. On that particular Whit-Monday the Small Car Handicap was run at 1.25 p.m. and after an opening lap at only 54.99 m.p.h., Waite's Seven retired. He came out at 2.15 p.m. for the 23rd 75 m.p.h. Short Handicap, in which he finished second, as Oliver says, to Halford's Aston Martin, which had given the little Austin a start of 66 sec. Thus both Waite and I are correct. If the author had any doubts I would have thought he might have read *The Autocar* report of the occasion, for he says in his Preface that he "was greatly helped by the special library facilities granted to him by the R.S.A.C.," the peace and quiet at which is specifically praised. Had he done this he would have read that in the Small Car Handicap "Interest centred on the two baby Austin racers, little fellows looking like large bumble bees made of aluminium. . . . A. Waite (Austin) came to a standstill along the railway straight on his second lap," and that in the 75 m.p.h. Short Handicap Waite was indeed second.

There is nothing new in the text and this huge book stands or falls mainly on the merit of its illustrations, so the errors in the Alvis picture are most unfortunate. The prints, should anyone want them, are obtainable separately, for 8s. each.—W. B.

"Amy Johnson," by Constance Babington Smith. 384 pp., 8½ in. × 5½ in. (*Collins, St. James's Place, London, S.W.1.* 45s.)

This is an extremely readable book and moreover a serious study of the life of Amy Johnson, the famous aviator. The popular story that Miss Johnson left home in Hull, became a penniless London typist, took a few flying lessons at Stag Lane, and then contrived to fly solo in her D.H. Moth to Australia, is effectively corrected. There was considerably more to it than that, as any thinking person must have realised.

Yet such revelations do not for a moment undermine one's enormous admiration for Amy Johnson. Indeed, there is plenty of real-life

drama in this undramatised and honest biography, as it leads up to her departure from Croydon on the bid to be the first woman to fly solo to Australia. When she took off, at the second attempt, on that fateful early morning in her secondhand £600 Gipsy Moth *Jason* she had never flown out of England before, had less than 100 hours' solo flying to her credit, her longest previous flight was 150 miles, and she had owned this aeroplane for less than three weeks, had only flown *Jason* twice before, and had never taken it off fully-loaded! Only a handful of people saw this dramatic departure, among them the Castrol and Shell reps., for she was using this oil and fuel. How she must have felt, how her homely parents and sisters must have felt, can be well-imagined!

Constance Babington Smith's book deals not only with this great flight of 1930 and the events in Amy's life which led up to it, but of Amy's marriage to Jim Mollison, which broke up, and of the flying she and her husband did until her mysterious accident when serving with the W.A.A.F. in 1941. Because the authoress is conversant with aeronautical matters, this is a splendid book for the aviation enthusiast, the aeroplanes Amy flew being properly described and her flights correctly analysed; drama is not allowed to distort the facts, which the authoress has done her utmost to discover and adhere to.

Apart altogether from the flying aspects, this very worthy biography covers Miss Johnson's early love affair, her suicidal tendencies, her relationships with her parents, her backers and her husband, and the aftermath of her first great flight, impartially and in considerable detail. The result is a quite fascinating tale of a great personality and of flying in the days when it was still the top adventure; especially if you were Amy Johnson. That Miss Johnson was a studious girl (she had been a student at Sheffield University) is very obvious. That her life was scarcely a happy one, not only before she embarked on her lone flight but for most of the rest of it, is sadly apparent from this straightforward and understanding book. It is a book every private-flying enthusiast must read without delay. The illustrations are exactly suited to it. Indeed, it is a book of such quality that one hopes sincerely that the authoress will attempt further work of this kind.

Incidentally, "Amy Johnson" contains items of the "cars-in-books" kind. We read how her father, as his fish business expanded, gave up riding a motorcycle and bought a car, and was soon running a Standard saloon and a Morris Oxford two-seater; that was not long after the Armistice. Amy herself went out in a car belonging to friends, "a four-seater with a hood and open sides that let in the rain," in 1925, and rode on the pillion of her lover's motorcycle, but the makes are not mentioned. While learning to fly at Stag Lane in 1928/9, Amy bought a 1926 maroon Morris Cowley two-seater, for £70. She worked on its engine herself, fitting it with an "air-trap" because it used a lot of petrol; this probably started her interest in aero engines. (The authoress explains this reference to an "air-trap" as meaning an air filter, but what Amy really fitted was an extra air-valve, of course). While Amy was taking her engineer's licences on Gipsy engines at Stag Lane she sold the Morris for £40, partly to raise funds for her flying, partly because it had proved so unreliable. She then often borrowed an Austin Seven, which she described splendidly as "... useful for running about once one gets used to the 'unsafe' feeling. I like to have something solid under me,"—which so aptly expressed the sense of frailty and vulnerability one used to feel in an Austin 7 Chummy. About this time, too, she was going out with Tim Rose-Richards, the Brooklands' racing driver, and there are interesting references in the book to letters she wrote home about this driver's ability to control skids and make clutch-less gear changes.

Much later in her flying career, Amy had a Mercedes in Palm Beach, complained of having to drive "an old borrowed Delage" because her husband, Jim Mollison, wouldn't let her use his new Buick (this was in 1934), and was waiting eagerly for "my Hispano." After profitable flying ran out for her, Amy was for a while editor of *The Lady Driver*, and in 1937/8 she used a big Ford, obviously a V8; incidentally, she was involved in an unnerving accident when driving from London to her home in Gloucestershire. At this time, the authoress mentions, Amy Mollison took part in motor rallies, hill-climbs and track races, which brought her "a good deal of publicity but very few prizes."—I do not recall her racing but she drove a 328 B.M.W. at Shelsley Walsh and a Bentley in at least one of the big rallies. One picture shows her with a Triumph Roadster, another make with which she was associated.

The crash into the Thames on a miserable winter day, which ended Amy Mollison's sad but remarkable life, will forever remain a mystery. It is dealt with sensibly in this essentially well-balanced book, but the thought persists that Amy's Airspeed Oxford may have collided high up with another aeroplane, perhaps a lone German raider, otherwise, why did she jump by parachute, *from such a low altitude?*

There is one part of this biography which makes Amy Johnson's Australian flight particularly memorable for me. This is the account of the triumphant drive from Croydon to Grosvenor House, after she had returned, the World's heroine and everyone's sweetheart, to England. I had been to Brooklands that day—it was August Bank Holiday—and had come back by train to Streatham Hill station, as I was then living with friends in West Norwood. Coming out of the station, I was astonished to find the main road so thickly lined with people that I had to ask a policeman for permission to cross Streatham High Road, in order to walk home, up Leigham Court Road. "What is happening?" I asked. "Oh," the policeman replied, "we are waiting for Amy Johnson."† That surely underlines the fame of long-distance pilots in those days; I doubt whether today even the Beatles would cause dense crowds to line a route of some 12 miles they intended driving over, at some indeterminate time. I can vouch that in 1930 the public thought it worth while doing so, in order to pay their tribute to Amy Johnson!

This book of that title recalls it all, honestly, vividly and in great detail.—W. B.

†Although not stated in the book, this remarkable drive was made in the four Armstrong Siddeley demonstration cars (one of them apparently a tourer) painted red, white, blue and green, to represent St. Andrew, St. David, St. George and St. Patrick. It is too much to expect that four of these models have survived, but the A.S.O.C. might consider, should one exist, having it painted an appropriate colour and lending it for use at some of next year's flying displays, to give a contemporary atmosphere to aerodrome backgrounds.—Ed.

"McCudden V.C.," by Christopher Cole. 224 pp., 9½ in. × 6½ in. (William Kimber, 6, Queen Anne's Gate, London, S.W.1. 50s.)

When I first saw this book I regarded it as unlikely to be particularly interesting, because I was aware that McCudden, the top-scoring fighter pilot from the U.K. in the 1914/18 conflict, had written his own autobiography, edited shortly after his death by C. G. Grey, and published under the title of "Five Years in the R.F.C." This present work, I thought, is just a rehash, maybe an embellishment, of McCudden's own book. I was completely mistaken.

Finding the personal story of McCudden too modest and not altogether accurate, Mr. Cole set out to write a very complete, detailed account of this famous pilot's life and flying career, the latter lasting from the beginning of the war almost to the end. The result is an entirely fascinating piece of aviation history. McCudden was not only the top-scoring U.K. fighter pilot of the First World War but he was a great aeroplane enthusiast. The author describes each of his many encounters with the enemy and traces his development into a leading fighter pilot, covers the many aeroplanes he flew and his opinion of them, discusses his temperament, and the fatal accident in an S.E.5 that ended, in mysterious circumstances, his great career.

Indeed, this excellent book deals with the flying careers of McCudden's three brothers as well as that of James Byford McCudden. The last-named was by far the most successful of the family, however, bringing down 57 enemy aeroplanes, a score bettered only by the Canadian ace, Bishop, with 72. The entire story is of absorbing interest and the pictures (plus two maps) are good, too.

It is a reflection on the social standards prevailing in 1914/18 that because McCudden had risen from the ranks, a fact which became known when publicity for his victories was at last permitted, he was unpopular in some quarters. But that he was a very efficient fighting force was never for a moment in doubt, even if his actual handling of an aeroplane was sometimes criticised. There are frequent extracts from McCudden's log-books, and accounts of his cross-country flights, forced-landings and test flying. The author presents this biography so that it embraces a vivid record of how the air-war developed, from being fought with rifles, through the "Fokker scourge," to the later dog-fights. He includes as appendices J. B. McCudden's air-combat victories (with dates, aeroplanes brought down, places and missions) while this pilot was with No. 29 and No. 56 Squadrons, details of his flying hours and the aeroplanes flown (ditto for J. A. McCudden) and information on markings of his aeroplanes, the British serial numbers of German aeroplanes destroyed over Allied lines by J. B. McCudden and, particularly interesting, rates of climb and speeds recorded in his log-book by McCudden for a Sopwith Pup, seven S.E.5s, two Vickers F.B. 16Ds and a Bristol M1c flown in 1917/18, the author noting that such figures, however, should "be treated with some reserve in comparison with official performance figures." There is also a Postscript

covering the last days of McCudden's life and the post-war activities of other McCuddens, of whom Maurice McCudden flew as a passenger on many test-flights from the R.A.E. and for relaxation became a member of J. S. Worters' motorcycle racing team at Brooklands, where, having like so many other people discovered the fascination of the Track, he "was never happier than when lapping at 100 m.p.h."

Apart from this reference to racing, "McCudden V.C." has some interesting references to motoring. Bill McCudden, also in the R.F.C., had a tandem-seated Sabella cyclecar while at Farnborough in 1913, of which a photograph is reproduced with James at the wheel; he is also seen on a Douglas dispatch-rider's motorcycle. Bill McCudden had the difficult task of looking after the transport for the Balloon School at Farnborough in 1911 when five aeroplanes attempted to fly to Cambridge, but unfortunately the lorries used are not described, although the "rattling, solid-tyred Leyland lorry" that took the N.C.O.s and men from Larkhill into Salisbury on Saturday afternoons in 1912 is mentioned. Bill McCudden was fined 2s. 6d. in January 1913 for driving backwards from the Canal to Queen Street in Salisbury, in the powerful Mercedes tender used by No. 3 Squadron, R.F.C. James McCudden followed his brother in these matters and the book mentions that in 1913 he "coaxed his temperamental secondhand twin-cylinder Moto-Reve motorcycle as far as Brooklands to see Pegoud loop-the-loop, while working as a fitter in the R.F.C. Much later there is a reference to a girl-driver of an R.F.C. Crossley tender picking McCudden up after he had crashed in France, the girl being too shy to ask to be allowed to get out and light the lamps until McCudden told her it was time to do so!

I found this book exceedingly interesting. It provides a very full account of the McCudden family, of whom the father died after falling from a train and three of the four boys were killed in flying accidents. The Foreword is by Air Vice-Marshal "Johnnie" Johnson, C.B., C.B.E., D.S.O., D.F.C. Put this one on the list for very worthwhile Christmas reading.—W. B.

"All Arms and Elbows," by Innes Ireland. 189 pp., 8½ in. × 5½ in. (Pelham Books Ltd., 26, Bloomsbury Street, London, W.C.1. 30s.)

Innes Ireland, recently appointed Sports Editor of *Autocar*, has had a go previously at writing the story of his motor racing career. But in "All Arms and Elbows" he makes a proper job of it, commencing at the beginning, when he felt the thrill of the thing, as so many of us did, by reading as a boy about the Bentley successes at Le Mans and elsewhere, and getting in on the ground floor, as it were, while running a garage, by racing a Bentley and a Riley 9 and then becoming too-wild a driver at Goodwood with a kit-built Lotus. From that time onwards, Innes was a dedicated racer, and his career expanded until he drove for Lotus in 1959-61 and for B.R.P. from 1962-64, winning for Team Lotus their first serious G.P., at Watkins Glen, in 1961.

All this, the joys and triumphs, the accidents and disappointments, are extremely well told in this very readable and entertaining book. Ireland has gone out of his way to paint a picture of himself as a "larger-than-life" character, who enjoys every minute of active motoring and the atmosphere and companionship surrounding it. In this he succeeds, and certainly he emerges from these pages very much as a driver in the carefree pre-war tradition, instead of a dedicated finance-wizard, which is what almost all the present-day racing drivers are. He describes with great gusto the wild parties, the slap-happy approach, which were part and parcel of motor racing to him; it did not escape me that in this book about a full-time racing career extending over six years Ireland admits to crashing 18 cars racing and one road car, and that of these crashes, at least seven appear to have been due entirely to his own carelessness!

Innes' accidents in racing may be attributed to brake trouble in an F.2 Lotus at Rouen, a fire in an F.1 Lotus at the Nurburgring, the car being burnt out, breakage of a steering-arm on an F.1 Lotus at Watkins Glen, brake failure at Zandvoort with a B.R.P. Lotus, the gear lever jumping out on a Lotus-B.R.M. at Monaco, oil at Nurburgring when driving a B.R.P. car, and another shunt at the same circuit when his Lotus 24 was hit by Bandini, a spin at Goodwood in a B.R.P. entry to avoid Arundell, which caused Ireland to be hit by McLaren, a prang at Abbey on the Silverstone circuit for no apparent reason, while he blames the brakes of a B.R.P. car he crashed at Rouen and a tyre was responsible for his Ford GT 40 accident at Nurburgring. Ireland should be safer in his sports-editor's chair. . . .!

So this is rip-roaring stuff, which some present-day racing drivers, and I suppose almost the entire staff of the R.A.C. Competitions Department, may well recommend only as a book about how a racing

driver should *not* behave! But it is refreshing to find that Ireland had fun from his chosen career and imaged something of what the public used to expect from its racing-driver heroes. He also writes a very powerful chapter about what is wrong, in his opinion, with modern motor racing, and what caused him to withdraw. The gist of Ireland's argument is that motor racing has become a money-making rat-race, which has taken the fun out of it—he writes: "Motor racing has become such a money-conscious affair that for most people in it, the fun of the thing is but a minor consideration. For me, it was all-important." (Ireland may, of course, have foreseen the sudden withdrawal of petrol and tyre companies' support for racing. He certainly seems to have got out at the right time and is to be congratulated on finding another task so close to his heart; "starting money" in motoring journalism is sometimes unrewarding; fortunately he says that money does not interest him! I hope Innes will continue to get his fun, however, and that he will not conform-to-pattern, or sober-up, in his new profession.)

Ireland also has some very pertinent observations about some of the absurdities surrounding Formula One and the restrictions imposed on those outside the "Paris Agreement," which put B.R.P. out of racing. This (chapter 15) contains some out-spoken writing and a discussion on motor-racing finance, including some interesting figures relating to starting-money payments, which those who claim to have the future of Formula One at heart should find intriguing.

Certainly Innes Ireland is not afraid of offending people. Many drivers will resent his remark that their own books (often written by "ghosts") are "about as interesting as a Motor Show catalogue." B.R.M. may or may not deny that they wouldn't have Ireland in their team because he drinks. Ireland quotes Graham Hill as saying that modern motor racing has become a science, adding "Unfortunately, I'm no scientist." He rubs it in with the following summing-up: "Today, it is very namby-pamby stuff, kindergarten type of fun. There are no really riotous times such as we used to have. Everybody seems to be frightened of making merry as racing men once did. I suppose this is the way motor racing is going. I think most drivers these days are a bit scared of the effect rowdy behaviour might have on their team managers. Consequently, the so-called fun and games these days is a pale imitation of the things the chaps used to get up to in the old days."

Now Ireland has, in that awful phrase, "hung up his helmet," and instead of racing is going to write about the "inmates of the kindergarten." One supposes that he will not do this for peanuts, although throughout his book he emphasises that fun rather than money is what appeals to him. Definitely one hopes that Ireland will not forsake his outspoken opinions now that he is a Sports Editor and that he may continue to enjoy life and enliven parties, as he did when he was a racing driver. This he puts over to such good effect in this "eat, drink and be merry" book that it will make good Christmas fare. The illustrations are worthwhile and very well reproduced, although I object to the humorous captions, tailored to suit.—W. B.

"The Hyphen in Rolls-Royce—The Story of Claude Johnson,"
by Wilton J. Oldham. 194 pp., 8½ in. × 5½ in. (G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 45s.)

It might seem inconceivable that any more books could be written on the subject of Rolls-Royce. Yet here is just such a book; and I prophesy that it will not be the last. W. J. Oldham has written of the life and work of Claude Johnson, who was head of the Rolls-Royce concern, with sympathy and in as much detail as there was information open to him. But I do not think this book flows as smoothly as his masterly earlier work "The Ismay Line" (referred to in "Cars In Books" some months ago). I found the early chapters, before Johnson became associated with the more-recent Rolls-Royce affairs, boring and repetitive, a great deal of the information conveyed, both about R-R matters and motoring of the Edwardian and vintage periods, has appeared previously, and the author tends to dodge backwards and forwards in time. But when this has been said, all the criticism has been disposed of. Those who are avid for every crumb of information on R-R matters will find the price of "The Hyphen in Rolls-Royce" a small one to pay for the new items which emerge. It would be unfair to Mr. Oldham to disclose these for the purpose of embellishing this review, although I cannot refrain from mentioning his reference to the Bugatti which F. H. Royce ran during the 1914/18 war, to conserve petrol. Suffice it to remark that there are fascinating extracts from C. J.'s personal diaries, details of his way of life, with private railway coaches, many Rolls-Royce cars and his motor yachts to facilitate transport and many fine houses to live in, of his interest in art and music and his great love of his children and animals, and of the cars,

other than Rolls-Royces, owned by the Johnson family.

If not a great many fresh R-R facts emerge, those that do are significant, but to list them here would be unfair to the author who has unearthed them. The reproduction of one of the innumerable letters Sir Henry Royce wrote to C. J., and other intimacies that passed between the great engineer and the business head of Rolls-Royce Ltd., and the correspondence C. J. had with Lord Northcliffe, form the "meat" in this latest work about R-R; if the amount proffered leaves the reader hungry for more, nevertheless his palate will be nicely tickled while he consumes what is there.

Oldham, when I first met him, was a great Austin enthusiast, who owned a couple of Austin Twenties and an Austin Twelve. He has since transferred his allegiance to Rolls-Royce, owning a 20/25 and a Phantom III, both of which are illustrated amongst the mediocre number of pictures in his book. I had an idea that he liked Daimlers, but he spends some time disparaging them, and reminds us that, to C. J., they were "The Unmentionable Cars."

There may not be a great deal of new information in this book, but what there is, is well worth having, and discovering it will, I am sure, be a very pleasant Christmas relaxation for the more dedicated R-R followers. It is a fine tribute to Claude Johnson, 1864-1926, interest being added by appreciations from his two daughters.—W. B.

"Short's Aircraft Since 1900," by C. H. Barnes. 532 pp., 8½ in. × 5½ in. (Putnam & Company Ltd., 9, Bow Street, Covent Garden, London, W.C.2. 84s.)

Conforming to the standard Putnam aeronautical histories, and, as ever, making motoring history look terribly naked and casually documented, this is a scholarly study of the products of Short Bros. of Rochester, from the earliest days to the present. The author first gives a very readable 71 pages about the Origin and History of the Company and then embarks on detailed descriptions of the various Short machines chronologically, with the usual splendid accompaniment of rare and absorbing pictures and 3-view scale plans.

This covers aircraft from the Short Twin-Engined Biplanes of 1911-13, down to the present-day Short Skyvan. On the way we read of a great many fascinating Short productions, such as the numerous seaplanes and the big flying boats, the Imperial Airways liners and the experimental duralumin Silver Streak and the Gulls built for the Lympe light-plane contests. The long descriptions of the Short Empire Boats and those about airships built by the Company in 1920-21 recall an era of sky travel very different from that prevailing today. This is nostalgic stuff, yet the book is entirely factual. There are the expected comprehensive indices—nine in number, not overlooking a footnote which tells me that an E.N.V. aero-engine about which a reader wrote recently to MOTOR SPORT is the one discovered in a pub in Eltham in 1964, where it had been stored in running order in 1914, being the engine used in the Short S.27 flown at Wolverhampton and Bournemouth in 1910.

Compiled from Company archives and the log-books of the late John Lankester Parker, Short's test pilot, this is a stupendous work. Putnam's have done it yet again, and once more have set an example to any publishers contemplating one-make car histories.—W. B.

Collins offer 900 rather indifferent, not much larger than postage-stamp-size colour drawings of vehicles from 1770 to today in "Illustrated Motor Cars of the World" (255 pages, 8½ in. × 7½ in.), for 30s. Jack Brabham, whom we had not known to be a motoring historian, contributes the potted history which forms the Introduction and there are brief specifications. Perhaps for the children? But Methuen did it more crisply, at the same price, five years ago....

Probably the best value in Christmas motoring books is the reprint of Thirlby's one-make history of the "Chain-Gang" Frazer Nash, with a chapter on the G.N. Published originally at 45s. it is now available, to members of M.B.C., 10-13, Bedford Street, W.C.2., for 9s.

The Paul Hamlyn Group has published two picture books, "The Great Cars," by Ralph Stein, with photography by Tom Burnside (252 pages, 11½ in. × 8½ in.) and "Cars, Cars, Cars, Cars," by S. C. H. Davis (139 pages, 11½ in. × 8½ in.). We suppose that as glossy presents they have a certain momentary appeal and there are big colour plates in the former, while Davis contributes historical text to match the illustrations in his book, some of which are in colour. But we have seen them all before, except for the clever treatment of endpapers in Davis' book, showing Marble Arch traffic in pre-1914 times and American traffic congestion at the present-day. The prices are, respectively, 63s. and 15s.



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CARS IN BOOKS

I WAITED a long time before I had the opportunity of reading "Life Is a Four-Letter Word," by Nicholas Monsarrat, author of "The Cruel Sea," etc. (Cassell, 1966), but before I did so I had a hunch this might be a book which would qualify for inclusion in this feature. This hunch proved more than correct—I hadn't expected to find so many references to cars in the first volume, "Breaking In," of this popular autobiography.

But there they were! Before I had got past page 30 of this 534-page tome, there was mention of the excitement caused to a young Monsarrat by the opening, in Rodney Street, Liverpool, of a motor-car showroom, "Liverpool's very first *salon* of the automobile," with its name, J. Blake & Co., in gold-lettering. That was in 1916 and "... no cars were on view for a long time, not until the end of the war." But at Trearddur Bay in N. Wales near Holyhead, where the author's parents then had a holiday house, there was already a garage, "Rogers' Garage, a new, inordinately modern development"—is it, one wonders, a survival into the 1960s?

In the chapter commencing with the year 1921 the Monsarrat family cars come into the picture. The author's father, a successful surgeon, "after trying out successively a Renault, a Lancia, and a Siddeley-Diesey" (the last-named obviously a Siddeley-Deasy), "now had a Daimler." There is a picture of a stately sleeve-valve six light saloon, but it looks more like a 1924-26 than a 1922 model. The schoolboy Monsarrat praises the family Daimler warmly, although wishing his father had bought a Rolls-Royce. And his mother at this time had "a Stellite (a sort of junior Wolseley)."

The description of the proud schoolboy being driven back to school, *via* the boat across the Mersey and on to Hoylake in the "magnificent dark green Daimler," is pleasing; one notes that although the chauffeur drove sedately, young Monsarrat told his schoolfellows "We absolutely scorched all the way!"

On this journey he tried to impress his father with his knowledge of cars, which he had gleaned from reading *The Autocar*. In fact, there are several pages of this, quoting makes (with another incorrect spelling) and prices. But his father wasn't interested. [I find this rings a faint bell—I had a relative who at about the same period also took *The Autocar*, which was passed on to me during summer holidays in Wales, but why he did so is a mystery, because, although owning chauffeur-driven Austin Twenty and Overland cars, he was not exactly a motoring enthusiast.—Ed.] From Monsarrat's memories their Daimler seems to have been a 1922 Twenty, judging by the chassis price he quotes, but, as I have remarked, the picture seems to show a later and larger model, so perhaps his father had a series of these cars. I confess I do not follow his description of the Leyland Eight as a "non-handmade" car, and its quoted price of £3,000 is rather high even for this expensive chassis, while the "big, square-bowed steam lorries" he remembers seeing as a boy at the Liverpool docks were surely Sentinels, not Fodens? The author is also unable to make up his mind whether it was the 20-h.p. Wolseley landaulette or tourer which sold for £1,600 and later, listing *new* makes on the scene in 1927, he includes the Rover, which dates back to 1904/5, and others from half-a-decade earlier. Moreover, he includes the speaking-tube with four-wheel-brakes and balloon tyres as 1927 innovations, which is just careless writing.

From schoolboy memories of cars Monsarrat gets on to motorcycles, but I do not think members of the Morgan 3-wheeler Club will be very pleased to read: "Not everyone knew that a Morgan Three-Wheeler had an Anzani engine, and often overturned on corners." At The Leas, the author's preparatory school, one of the masters rode "a fiery red Indian motorcycle, which gave him a special status throughout the school." This was especially exciting to a boy who loved motorcycles and could tell many of the approaching makes while out on school walks without turning round, by the characteristic sounds they made, as the book describes. The Ixion two-stroke is recalled and many others, so that I find myself wondering whether Monsarrat consulted old volumes of *The Motor Cycle* while writing "Life Is a Four-Letter Word." (He remarks that in those days it cost 2d.—in fact, it was 3d. weekly.) At this time Monsarrat designed an automatic gear-change (illustrated in his book) which, however, failed to impress his Indian-owning master, and he cut the T.T. results, etc., out of the *Liverpool Post*.

This biography (which in places reads more like a novel) fully deserves its mention in this "Cars in Books" feature, and there is a lot more to come. An office-friend of Monsarrat, Tom Forman, is credited with owning "a beautiful, low-slung little car called an M.G. Magnette, and a two-seater, open-to-the-breezes Gypsy Moth aero-

plane. . . ." Later, as Fascism took hold, the advertisement for S.S.-Jaguar cars with the wording in small-type "Fascists Need Fast Cars" is recalled—a gem not, I think, included in Lord Montagu's S.S.-Jaguar history.

There is a description of a run from Cambridge to London, ending at Belgrave Square in an open 4½-litre Bentley owned by Lord Gentil-Jones. The year is now 1931, when, we are told, Oliver Bertram was at Cambridge with his "unrivalled Mercedes" and "other fortunate friends had Frazer-Nashes and Lagondas, and Aston-Martins and Rovers, and one of them a small, very suave model called a Lea-Francis." Monsarrat hadn't a car at Cambridge but at home "I had an old, battered, third-hand Alvis 'tourer', reliable but rough. It was better to say that I had no car." There is a picture of this 12/40 or 12/50 tourer, Reg. No. SR 383? The aforesaid Bentley, "a 4½-litre with a 'racing green' open body," was obviously very well driven, had two tiny windscreens, and took 68 minutes from Cambridge to its destination (54 miles) in spite of a long traffic hold-up, this journey being possible in just under the hour "with luck and the right car." The author returned to Cambridge in a terrible taxi, but its make isn't mentioned. May I suggest that the Bentley D.C. might do a little research into Lord Gentil-Jones' Bentley, curiously described as "the new model" in 1931, although the 4½-litre came out in 1928? Oliver Bertram's Mercedes, which is referred to as "a racing car" which had clocked 108 m.p.h. along the Barnet By-Pass, seems to have been a rather odd model, too, as it was "the kind with four silver-plated exhaust pipes curling like snakes out of one side of the bonnet"—the 33/180, 36/220 and 38/250 models, which I also adored at this time, had but *three* of these snake-like exhaust pipes. . . .

Incidentally, this is yet another book which, the newly-formed Brooklands Society should note, contains a reference to Brooklands, for Monsarrat says that he "... once put the Mercedes through a dozen laps there, while Oliver crouched by my side, listening to the roar of the engine and shouting churlish remarks about the tappets." [The italics are mine—Ed.]

Around 1931 Monsarrat tells us that his sister had "a car of her own, a modest, not too reliable tourer called a Jowett. Other, more complex models had now out-stripped the Jowett *marque*, and there were not many of them to be seen." His sister explained "that whenever Jowett owners pass each other, they put up two fingers like this—." Asked by her brother if this wasn't rather rude, she said of course it's not rude, it's a kind of salute "because Jowetts are the last two-cylinder cars on the road." I wonder? I cannot visualise the Jowett, then the car of the cloth-capped citizen, inspiring its owners to make a sign later rendered immortal by Churchill, especially to a girl; I am inclined to think that the author included this anecdote in his keen pursuit of pornography, which is evident throughout the book. As witness the messy use he made of dance-floors, his reference to going to bed with a virgin the night King George died, of how, five nights later, he attended the *Lying in State* at Westminster after promising this girl, who didn't want him to go out to pay his respects to the late King, "But we'll do it again as soon as I get back"; and his even more astonishing mixing of sex-and-ceremony when, in Paris on Christmas Eve in 1936, he went to Midnight Mass at St. Eustache and then on with his girl to a brothel within hailing distance of the Place Verdôme to gloat over a perversion-performance, complete with dildo, by two French girls! On this note, back in the bedroom, "Life is a Four Letter Word" ends. . . .

Paris, on the occasion just referred to, had been reached in a Rolls-Royce which had been left in a will to the girl-friend of Monsarrat, which surely only happens to the mistresses of famous novelists? It had languished in a stable in North Wales after doing "only 26,000 miles from new." It turned out to be "a superb 40/50 h.p. Phantom, about ten years old." In it, with his mistress, Monsarrat drove to Austria and back to England, although they had but £22 between them. They often slept (together) in the car but stayed at times in hotels, so this should give great encouragement to those who are contemplating a Continental holiday next summer on the £50 travel allowance! In this "lordly Rolls, which made even the long-nosed, black Mercedes in which the party *elite* roared through the streets seem vulgar and intrusive," they managed quite a long holiday, going to Vienna and Budapest, so no wonder Monsarrat had to drive "with exceptional care" the 160 miles from Dijon to Paris, having left Hungary with only £3 left, and "the spare wheel . . . patched and repaired already." No occasion, this, to emulate Caracciola, which was the name his girl-friend called him when he wanted to go to the Christmas brothel in the Rolls-Royce; in Germany they had encountered Volkswagens, which had "become an article of belief, like Hitlerism, like 'the myth of the

Good Jew,' like Germany's destiny, like millions of marching feet treading down all opposition."

This series "Cars in Books" has run for a great many years in MOTOR SPORT and has aroused much interest. It may be that other specialist journals have similar features, such as "Gardens In Fiction and Biography" or "Ships in Books"; but I have yet to see them. Certainly the first volume of Nicholas Monsarrat's autobiography, which I suppose is bound to be a best-seller (not necessarily on account of these references to motoring!), has amply filled this column for me this month.—W. B.

"Radio Control Manual-2" (110 pp., 8½ in. × 5½ in.; Model Aeronautical Press Ltd., 13/35, Bridge Street, Hemel Hempstead, Herts., 13s. 6d.) does not cover model cars but it does give much erudite information about radio-controlled model aeroplanes and boats, with results of the 1967 World Flying Championships at Corsica. From it we note that Sqdn. Ldr. John Crampton is now flying a radio-controlled racing seaplane, using R.E.P. equipment.

* * *

The A.A. has issued five booklets listing between them 674 off-street car parks with a capacity of over 87,000 vehicles, in the London area. They are free to members.

RECORDS WEEKEND (October 21st/22nd.)

THE two-day meeting at Elvington airfield in Yorkshire, which gives car and motorcycle aspirants the opportunity to attack world, international and British records over short distances, has become an annual fixture. This year the paying public were invited to attend and they were able to witness some 89 records being broken or established by vehicles ranging from an 80 c.c. Suzuki motorcycle to a 7.9-litre supercharged nitro-burning Ford V8 engined dragster. Under the efficient control of the International Sprint Organisation contestants were able to attack records over the standing-start quarter mile, 500 metres, kilometre and mile, and over flying start quarter mile and kilometre. The top N.S.A. motorcycle sprinters took part with four B.H.R.A. members with motorcars, these four being Densham with his supercharged Ford V8 dragster, Turner with his supercharged Cortina



LITTLE DRAGSTER.—Les Turner on his way to another record with his Cortina-powered device.

engined dragster, Patsy Burt with her hill-climbing McLaren-Oldsmobile V8 and Tyack with his Porsche Carrera Six. They annexed 19 records between them, the remainder falling to the motorcycle riders.

Densham set a two-way time for the standing quarter mile of 8.91 seconds, which comfortably beat the old record held by Allan Allard in 9.37 seconds. The two runs, out and back along the measured quarter, were accomplished within an overall time of one hour, an international stipulation that has so far prevented any American dragsters setting a world record, for once one of these 1,000 b.h.p. projectiles has been fired they take a long time to cool off and be made ready for a second firing. Densham also took the standing start 500 metre record previously held by the works Brabham-B.M.W. 2-litre, these two efforts being world records.

Turner with his highly-tuned 1,500 c.c. Ford engined dragster improved on his own international records for the standing kilometre and standing mile, the sound of the blown engine being held on full song for the mile distance being well worth listening to.

Among the two-wheeled giants Hagon set the world two-way standing quarter mile at 9.95 seconds and George Brown took a national flying kilometre at 171 m.p.h., while Orris did an incredible standing kilometre in 22.51 seconds on a 350 c.c. Rudge engined special of his own design.

All the claimed records await ratification by the F.I.A. and F.I.M. but unless there are any snags the short-distance records book should be rewritten as follows:

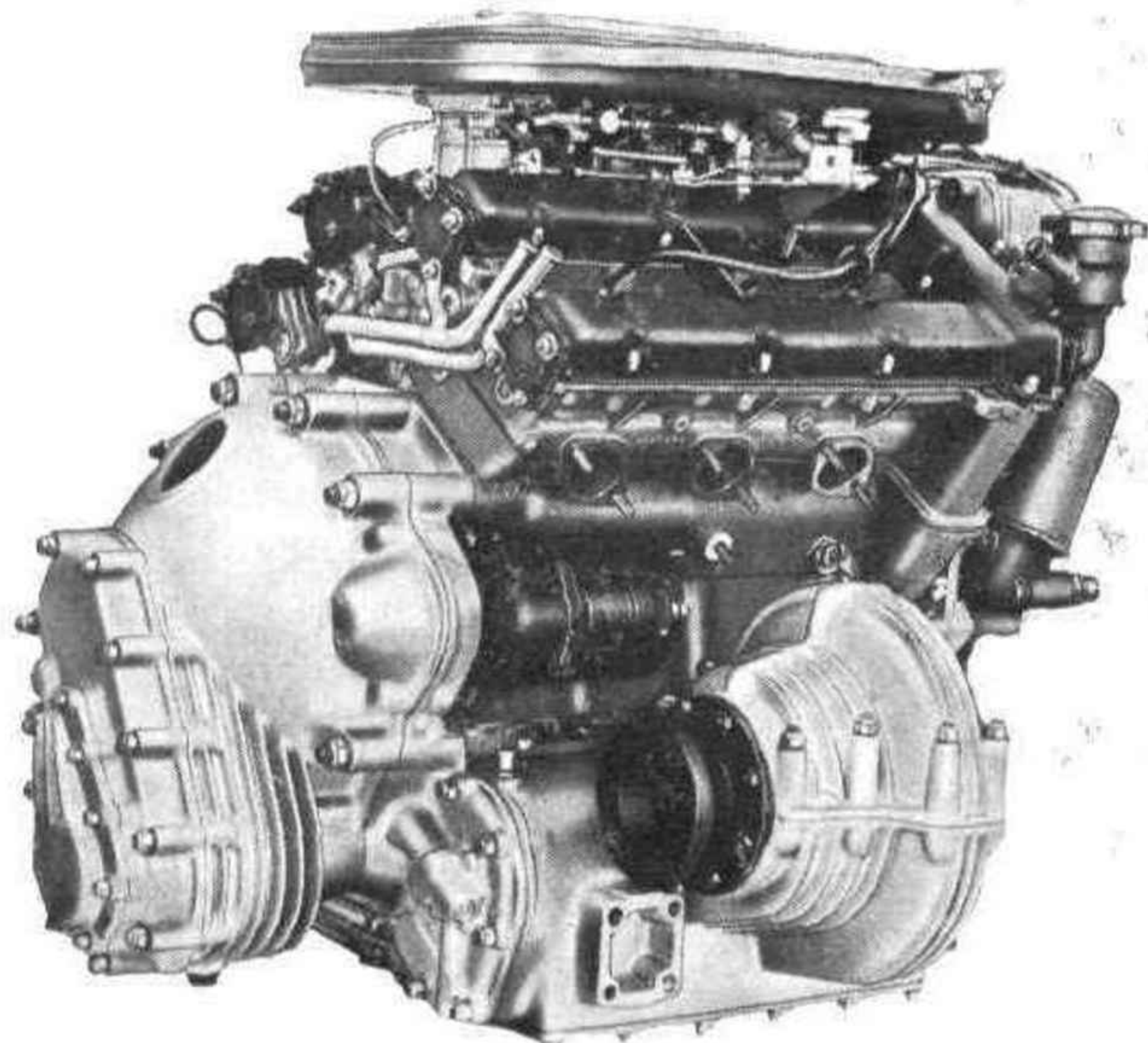
Standing Start ¼-mile			
(International) Class B:	A. E. Densham (Ford V8 dragster)	..	8.91 sec.
Class C:	P. Burt (McLaren-Olds.)	..	11.48 "
Class F:	L. Turner (Turner-Ford)	..	11.06 "
Standing Start 500 metres			
(International) Class B:	A. E. Densham (Ford V8 dragster)	..	11.20 sec.
Class C:	P. Burt (McLaren-Olds.)	..	12.74 "
Class F:	L. Turner (Turner-Ford)	..	12.53 "
Standing Start Kilometre			
(International) Class F:	L. Turner (Turner-Ford)	..	20.10 sec.
Standing Start Mile			
(International) Class F:	L. Turner (Turner-Ford)	..	29.62 sec.
The above are also British national records.			
Standing Start 500 metres			
(British) Class E:	G. Tyack (Porsche Carrera)	..	15.01 sec.
Standing Start Kilometre			
(British) Class C:	P. Burt (McLaren-Olds.)	..	20.27 sec.
Standing Start Mile			
(British) Class E:	G. Tyack (Porsche Carrera)	..	33.43 sec.

THE DINO 206/GT



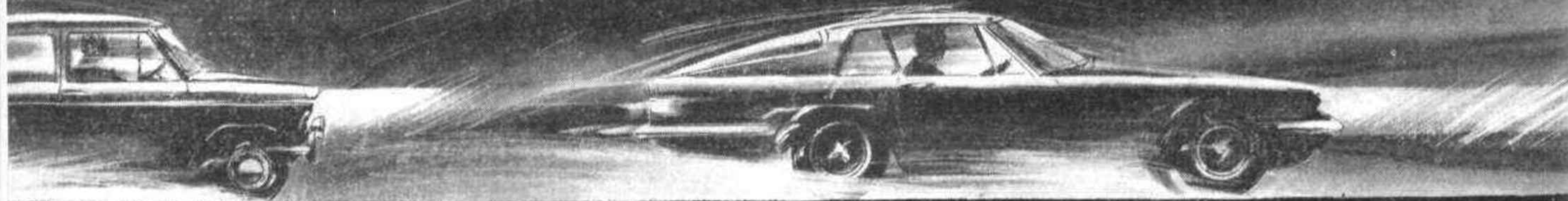
The new Ferrari Dino 206/GT coupé, with cast magnesium wheels and transverse mounted engine unit.

WHILE Porsche, Lamborghini and Ford have been forging ahead with the mid-engined GT coupé concept, Ferrari has been rather left behind, for he did not follow up the lead he had when he first produced the 275LM, and his various Dino projects have been hanging fire, apart from Motor Show exhibits dreamed up by Pininfarina. Now Ferrari has made a step forward by producing a new Dino 206/GT mid-engine coupé, using the basic four-camshaft V6 engine design, but mounting it across the chassis instead of in-line just behind the cockpit, and built integrally with the gearbox and final drive unit. This makes a very compact and neat power unit and it has a bore and stroke of 86 × 57 mm. giving a capacity of 1,986.61 c.c. and using Weber carburettors 180 b.h.p. is claimed at 8,000 r.p.m. The fully-independent suspension by wishbones and coil spring units follows Grand Prix practice, there are no greasing points on the chassis, and light alloy wheels are used, with 14-inch tyres. This 2-litre coupé is priced at a little over £2,800 in Italy and it is hoped that it will be in limited production by next spring.

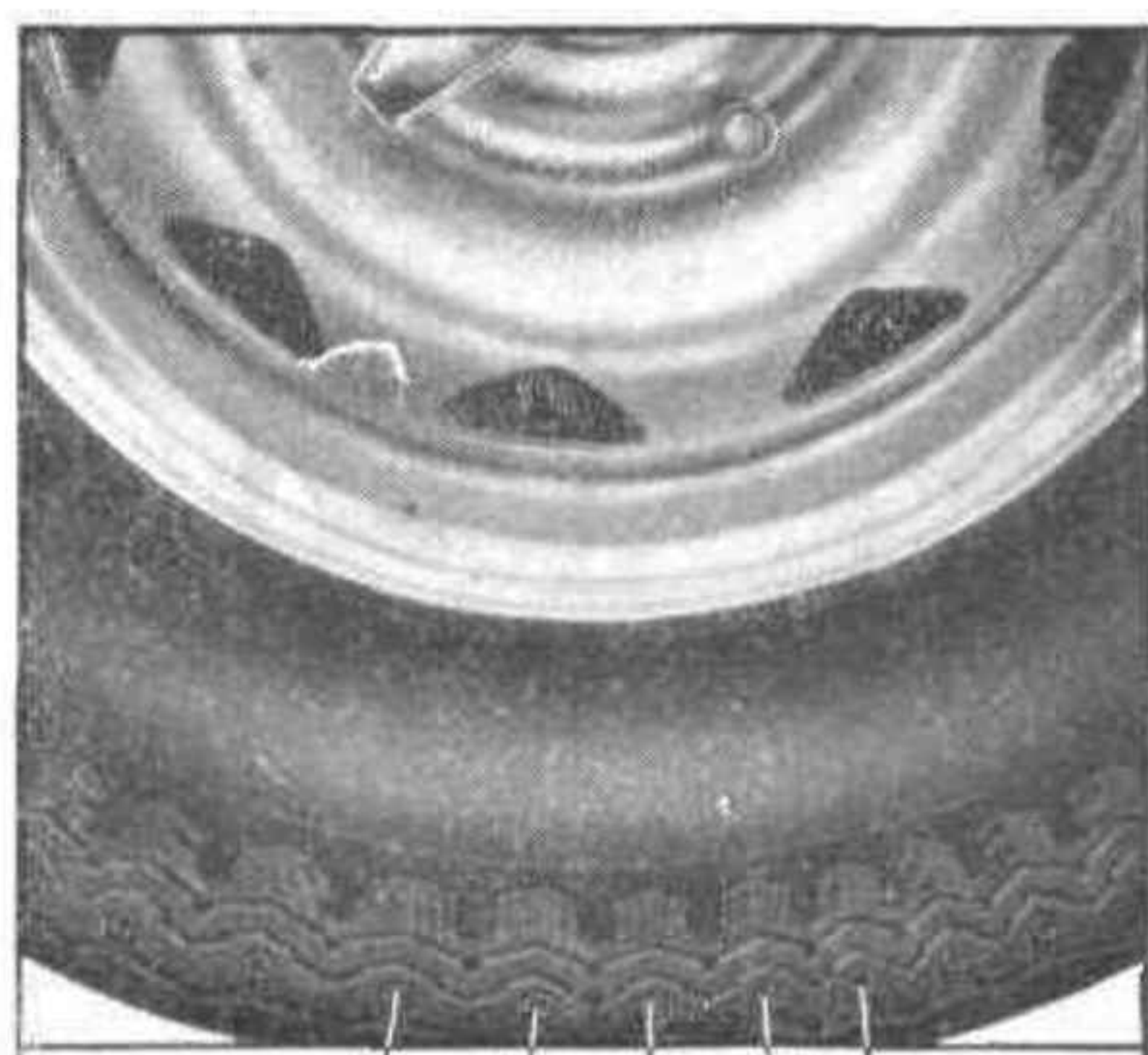


The new unit-construction V6 Dino power plant seen from the rear, showing the rear-most cylinder block, the drive-train from the clutch down to the gearbox and the finned final-drive casing.

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YEAR AND MAKE OF CAR

A modified Audi

THERE are so few Audis rushing around this country that one could understand the German tourist who simply stared, open-mouthed, at the subject of this month's MOTOR SPORT modified car test. In the gentle surroundings of Greenwich Park the Audi Super 90, with its knobbly rally tyres, black number squares on its doors and DUKW-like raised suspension, was indeed on unfamiliar ground.

The point is that this Audi, the hottest of the breed, was one specially modified for rallying and autocrossing by the Swan Hill Garage, Shrivenham, the area main agents for Mercedes-Benz, VW and Audi. The car was delivered to us just after it had completed its maiden event, the Safari South-West Rally, and shortly before Bill House and Geoff Shepherd took it off to compete on the R.A.C. Rally. Consequently one could forgive the car's ostentatious appearance, although it did receive a few black looks from some of the staid members of the community.

Very little had been done to the Audi, but 90 b.h.p. (D.I.N.) in just over 19 cwt. of vehicle makes quite a good formula for a fast five-seater saloon. The car had heavy-duty shock-absorbers and springs, which resulted in a ground clearance of some 9 in. At the rear a heavy-duty anti-roll bar supplemented the beam axle and torsion bar suspension, and the steel wheels were fitted with 6.75 x 13 Dunlop SP44 radial tyres.

The engine and gearbox mountings had been stiffened considerably—so stiff in fact that while we had the car it was impossible to engage first and second gears while in motion. To rectify this needed only a relatively simple adjustment by the garage but it did prove a little irksome battling through London traffic. Having to use third gear getting away from 1,500 r.p.m. did not please the car one bit. This tightening of the gearbox (which is to alleviate undue motion from the column-mounted lever) and engine mountings does create considerable internal noise. However, this is hardly likely to upset the people for whom the car is intended, rally crews. While on the subject of the gear lever, perhaps one could reiterate what so many drivers have said about the Audi—a hurried gearchange can mean crunching one's knuckles on the windscreen.

Being a sporting car, this Super 90 had a laminated windscreen, a Halda Twinmaster, a Flexilight and switches for four auxiliary lights. For normal use this battery of illumination is removed from the grille, leaving the switches, which are mounted where the radio would normally fit, ready when needed. Alongside these light switches is the stalk for the two-tone Maserati air horns, which supplement the standard horn on the steering wheel. In place of the usual Keinzle clock immediately in front of the driver is a small Vdo tachometer, which reads up to 8,000 r.p.m. This of course should never be reached, the makers indicating that peak power is developed at 5,200 r.p.m. The top torque, 109 lb. ft., is developed by the Mercedes-designed engine at 3,000 r.p.m. This is a push-rod unit, mounted ahead of the front wheels and inclined 40 degrees to the right. It has an 11.0:1 compression ratio, flat head and combustion chambers set in the piston tops.

HIGH SITTER.—The Audi Super 90 looks ready for the rough roads while parked in a quiet cul-de-sac. The raised suspension and black number squares made the car look quite distinguished.



The modifications so far completed amount to about £100, plus an extra £20 for that necessary rally aid, a sump guard. On the rough stuff the Audi would particularly need one, for the sump hangs down quite low in the airstream. More developments can be expected by Swan Hill, who are being closely watched from the sidelines by the British concessionaires in Brentford. Among projects expected after the R.A.C. Rally is over is to bore the engine to a capacity of 2 litres and to fit Weber carburettors. A somewhat larger plan that has so far only been thought about is to fit a floor-mounted gear lever in place of the awkward column unit.

Initial impressions of driving the modified Audi were not too favourable. *But* it must be remembered that it is not a car for commuting; it is a car to take on long journeys and over suspect roads and as such it succeeds. The high gearing means that the Audi prefers an open road in front of it, and then one forgets the fussiness encountered on very cold mornings. The driving position can be adjusted to suit most people, thanks to the adjustable back rests, although the sporting driver may have difficulty heeling and toeing, the organ pedal accelerator being placed far nearer the floor than the brake pedal.

Acceleration was brisk, the front wheels pawing at the road and the needle moving easily around the rev.-counter. It felt a little strange, sitting so high off the ground, and the peculiarly shaped steering wheel added to this impression. But once in the swing of things it was possible to push the Audi quite hard around corners even though it needed rather a lot of movement on the steering wheel. Over particularly rough roads the ride was quite remarkable. Indeed, this was perhaps the feature that impressed more than any—the Super 90's ability to flatten out severe undulations. A non-driving passenger simply shut her eyes when she saw the size of some of the holes in the track, but this was not in the least necessary. The Audi rode over them all with hardly any drama. It will indeed be interesting to follow the career of this car in British rallying.—R. F.

FILMS

THE winter season of film shows is well under way and among the professional efforts Castrol gave a party to launch their three films for 1967/68. These cover motorcycling, touring and Grand Prix racing, the one of the 1967 German Grand Prix being particularly good, full of colour and action, the eight camera teams covering the 14-mile Nurburgring extremely well. It was unfortunate for the film-makers that the Castrol-sponsored Eagle-Weslake of Dan Gurney went out with a broken drive-shaft when holding a commanding lead in the closing stages of the race. The film is appropriately called "The Ringmasters" and runs for 37 minutes, during which time there is never a dull moment. For the motorcycle world there is a 30-minute film on the 1967 Senior T.T. in the Isle of Man, which not only covers the race dramatically, but depicts real road racing and illustrates clearly why a car race on the Mountain Circuit could prove to be a world classic. The close-ups of Mike Hailwood after battling with the 500 c.c. Honda for seven laps are some of the best ever seen. It was no easy task and all the strain and fatigue of his winning ride are beautifully portrayed, while his one-word reply to the reporter who asked him how he felt after winning the Senior T.T. is a classic. Even if you are not interested in motorcycle racing it is worth sitting through the first 29 minutes just to see and hear that final sequence. It makes Grand Prix car race winning seem like child's play.

The third film of the 1967/68 series is a potted tour from Greece to London, made by an Australian film group, its only merit being that it shows how far behind the Australians are in film making! As always these films are available on loan to clubs from Castrol House, London.

The Things They Say . . .

"An elaborate tool kit is just an encumbrance. You need a jack and a wheel brace, of course, but beyond that I have found that if anything is wrong with the car that can't be fixed with a nailfile, and an adjustable spanner you may as well write it off anyway."—Harold Jackson, writing in *The Guardian*.

"'The Black and White Minstrels,' after 10 years in ordinary black and white, go into glorious colour on December 8. If there is one show on TV of which people say: 'I wish I could see that in colour,' it's the Black and Whites."—a non-motoring quote from the B.B.C.'s newsletter "Looking Ahead," which we couldn't resist.



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PICTORIAL REVIEW

RIVERSIDE G.P.—SPANISH G.P.—MEXICAN G.P.—BRIGHTON RUN



CANAM ASSORTMENT.—At Riverside the winner, Bruce McLaren, in a McLaren-Chevrolet is just ahead of the Lola-Ford of Parnelli Jones and Chaparral 2G of Jim Hall. Jones' engine was a 7-litre version of the four-cam Indy Ford unit.

DIFFERENT TYPES.—Jack Brabham's Formula One works Brabham-Repco V8 being chased by Jackie Stewart's Tyrrell-entered Formula Two Matra-Cosworth at the Spanish Grand Prix at Jarama. The event was a prelude to Spain's first World Championship event for several years which is due to be held next year.



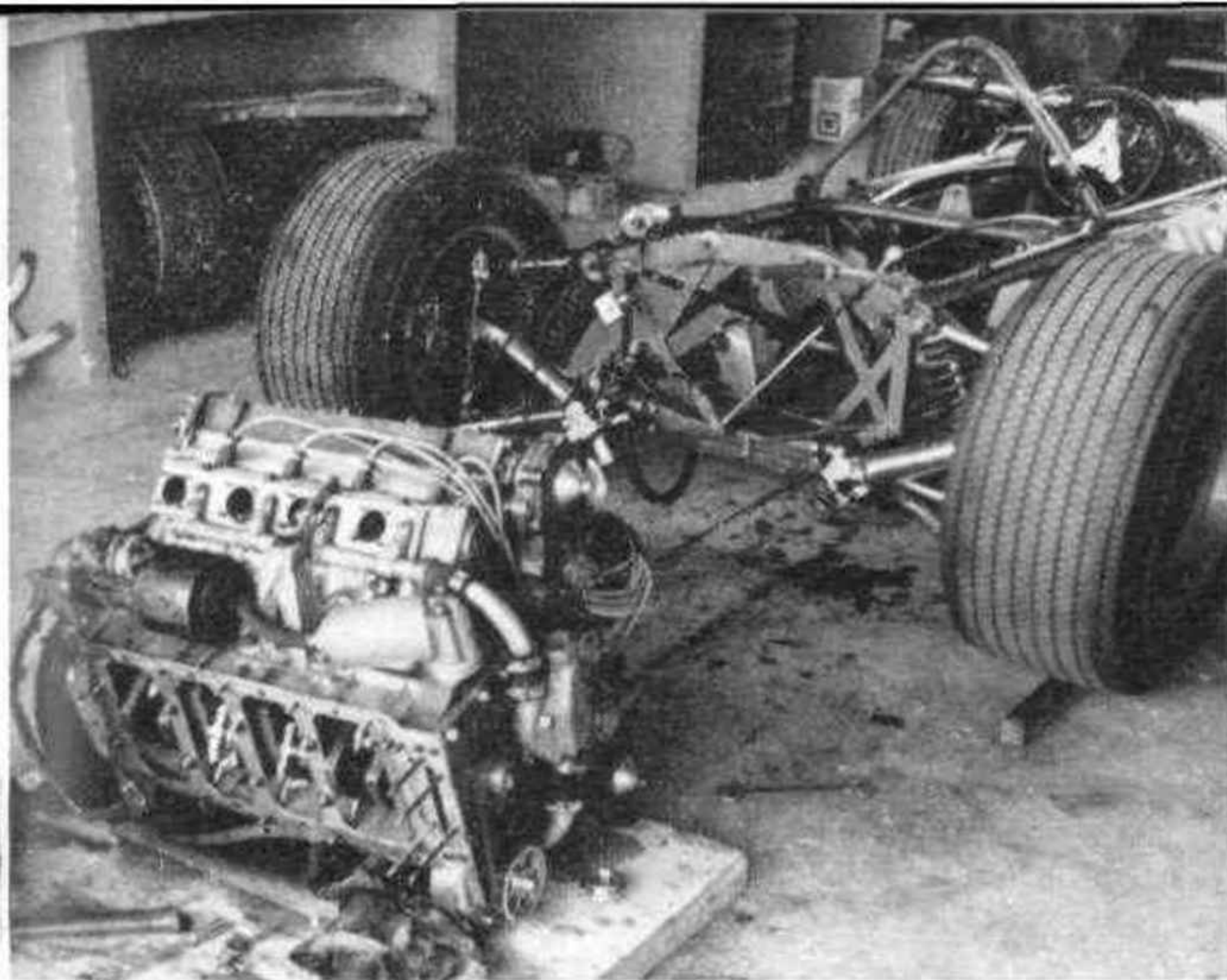


CLARK SUPREME.—Driving for all except the first three laps without the use of his clutch, Clark dominated the Mexican Grand Prix. During the event he broke both race and lap records, taking a decidedly odd line on many corners to overcome the clutch trouble.

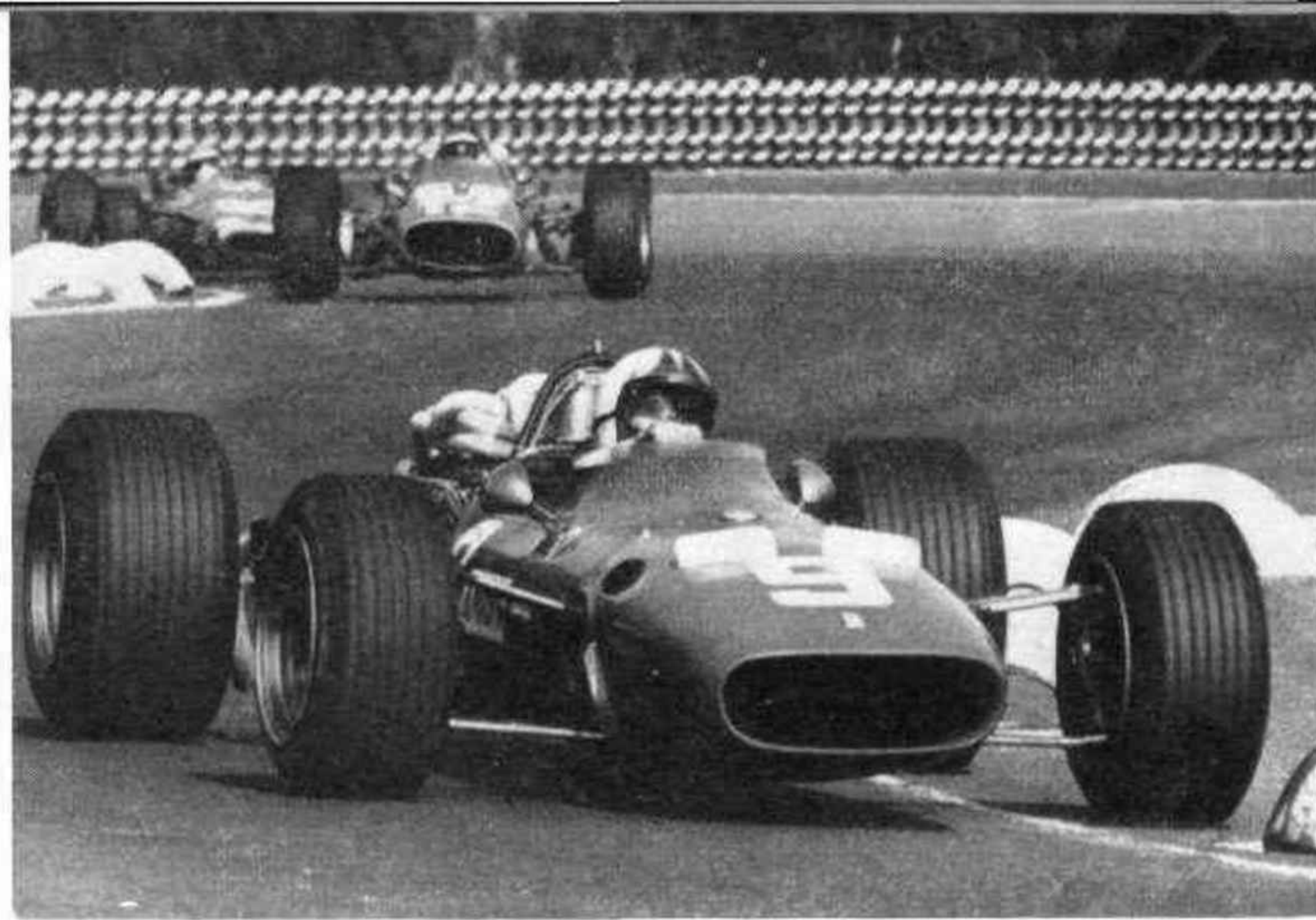
MEXICAN GRAND PRIX

OPENING LAP.—As the field approaches the hairpin on the first lap Hill leads from Amon and Clark. Behind comes Brabham, Solana, McLaren, Surtees (in the white car on the left) and Hulme. Right in the background comes the next bunch led by Siffert. Crowd control was not very good and many spectators sat in potentially dangerous places.

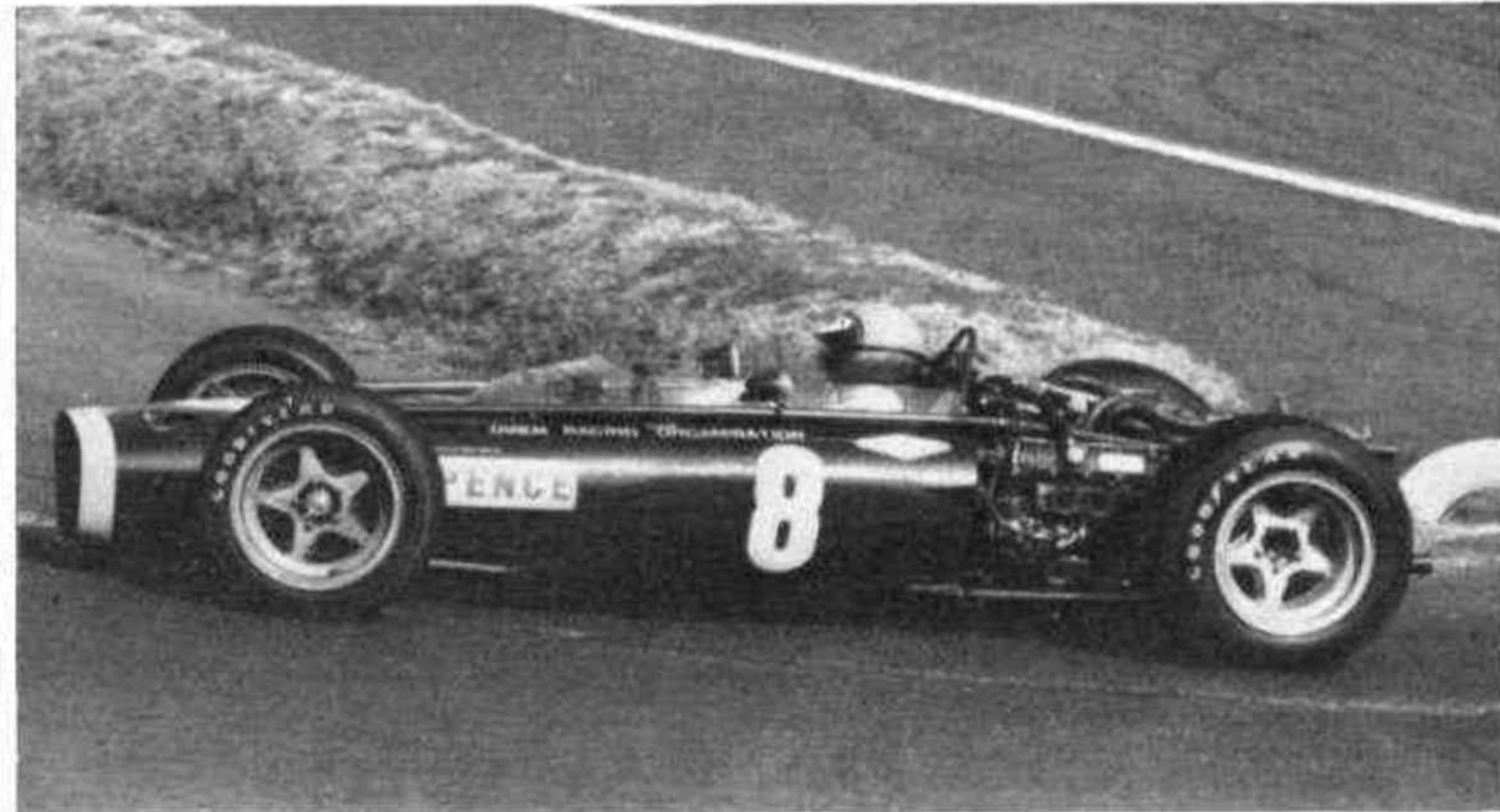
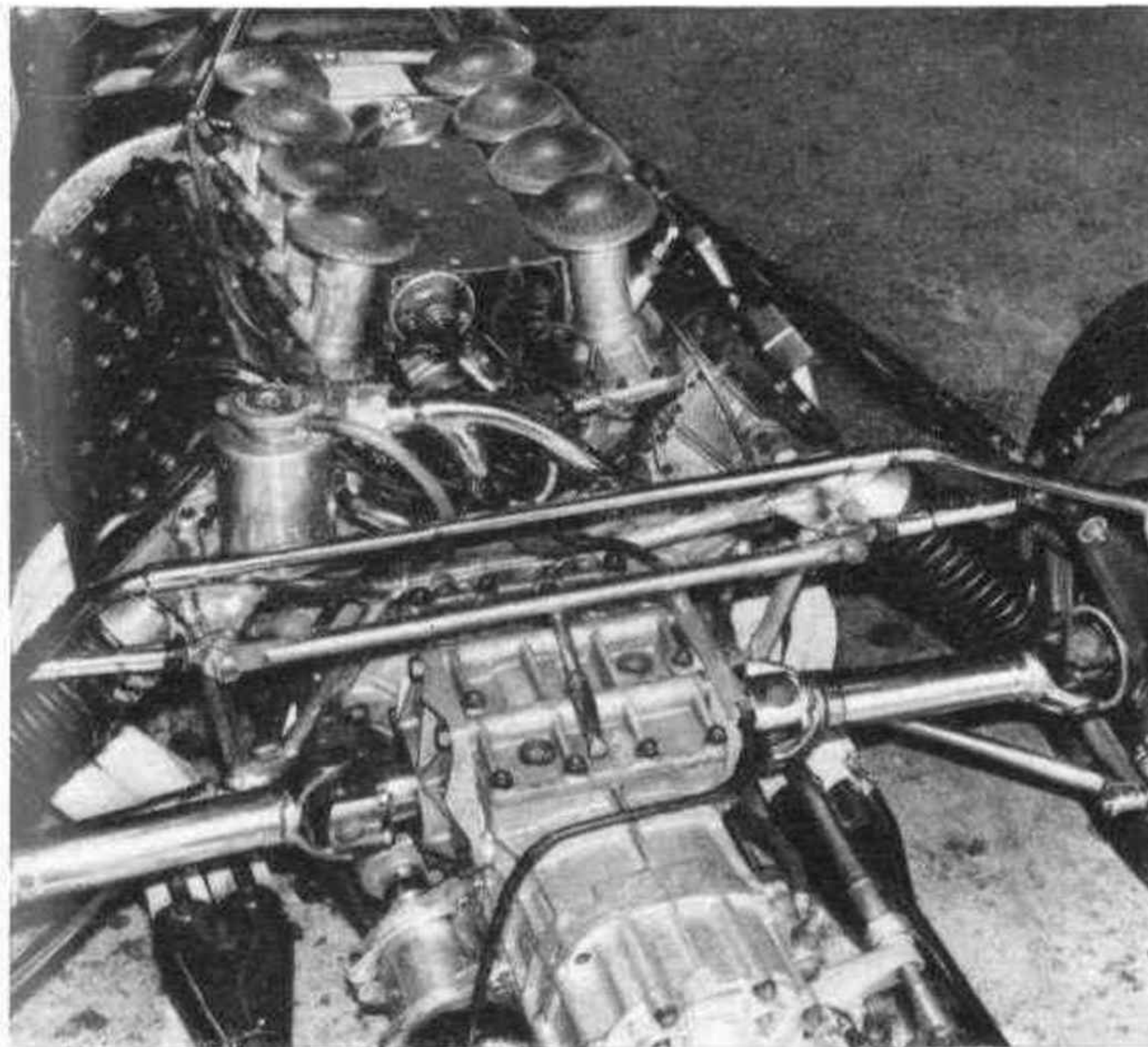




FUNNY.—This drastic operation was carried out by Ligier's mechanics after he had run out of fuel. This caused much mirth among the F.1 mechanics from other teams.



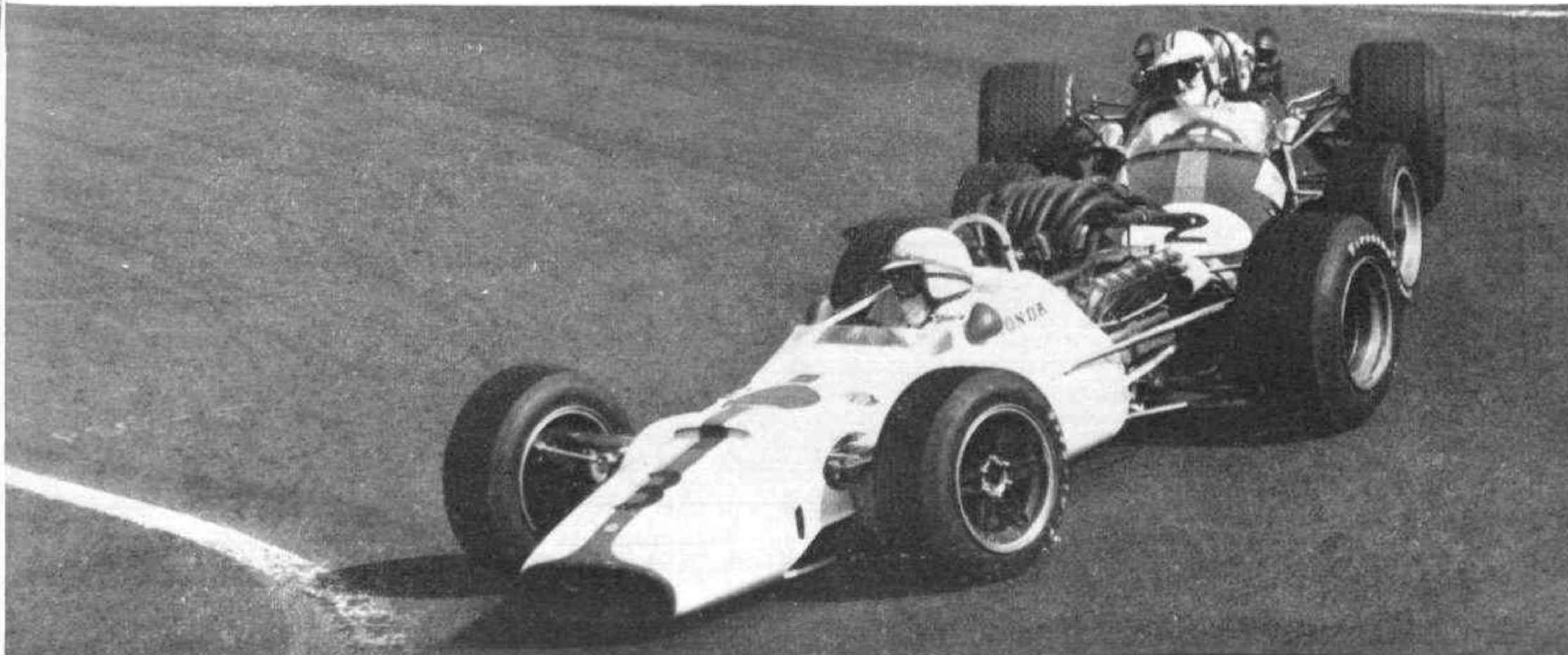
UNLUCKY.—Amon's luck did not hold again and he had fuel trouble when lying second only a few laps from the end. Behind Williams leads Beltoise during their race-long duel.



(Above) **LONE B.R.M.**—With the retirement of two of the H16s, the V12 and the V8, Spence's H16 was the only B.R.M.-engined car to finish the race.

(Left) **STRENGTHENED.**—On Solana's Lotus-Cosworth V8 a bar was linked across the back to spread the load taken by the top link mounting points.

DIFFICULT MOVEMENT.—Hulme is about to pass Surtees but at the same time he was attempting not to get into any close racing which might damage his car, as he only needed to finish just behind Brabham to make sure of the 1967 World Drivers' Championship.





SPORTS EDITOR WITH HIS CHAUFFEUSE.—Innes Ireland of *Autocar* being driven down the Brighton Road by Lady Montagu in her trusty 1903 twin-cylinder 7-h.p. Panhard-Levassor. Following is a De Dion Bouton.

VINTAGE PICTORIAL

HERO, OR VILLAIN, OF THE "LIGHTNING CONDUCTOR" NOVEL, WAS AN ORIENT EXPRESS.—Here is M. W. Wood's 1899 6-h.p. single-cylinder example of this imitation Benz, apparently giving its driver some anxiety. It failed to finish the Run.



ANCESTOR OF THE REX MOTORCYCLE.—The Northwoods on their 1901 6-h.p. International Charette, which was built in Coventry and known as an Allard. It has belt-drive, from a single-cylinder engine. Note the vertical steering column.



FROM THE U.S.A.—B. H. Upjohn's 1904 24-h.p. Peerless *Roi-des-Belges*, made by a company which gave up automobiles for beer nearly 35 years ago.

SUBJECT OF MUCH CONTROVERSY.—The twin-cylinder 8-h.p. Celer, the date of which has been provisionally fixed as 1904, but about which little is known—see *Veteren-Edwardian-Vintage*.



LETTERS FROM READERS

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

"SHOWTIME SOLILOQUY"—FERGUSON ON THE DEFENSIVE

Sir,

You refer to views on 4-W-D and non-locking brakes attributed to Herr Rudi Uhlenhaut, of Mercedes-Benz, which will certainly be questioned by most eminent engineers in the motor industry. As Herr Uhlenhaut's comments seem from the context in your article, to have been directed against the Jensen F.F. we may, perhaps, be permitted to express our disagreement with the conclusions which he draws from what seems to us a somewhat superficial approach to the subject.

First of all, we would point out that, as far as the Ferguson Formula for All-Wheel-Control is concerned, the advantages of 4-W-D and anti-skid braking are not separate and unrelated, as Herr Uhlenhaut appears to consider. They are complementary features of a system which provides against loss of control of a vehicle through either wheelspin or wheel-lock. While it is certainly one merit of the Ferguson Formula that a car equipped with it does not, in "the really slippery places of the world," require chains, special tyres or tyre-spikes to obtain sufficient adhesion for safety and traction, the system is not designed primarily to cope with such extreme conditions. The main purpose, which it is generally conceded that it achieves, is to minimise the very real risk of loss of control through lack of adhesion and traction in ordinary and commonly encountered road conditions in which chains, spikes or snow-tyres are not used.

On wet or greasy roads which can be experienced at all times of the year in most parts of the world, on those with a thin film or patches of frost or ice, common enough in winter anywhere outside the tropics, and on surfaces polished by prolonged hot weather and coated with an amalgam of oil and rubber, which are met almost everywhere at some time, the Ferguson Formula guarantees a very large margin of extra safety in acceleration, cornering and braking compared with a 2-W-D vehicle. Even cross-winds and steep cambers can cause dangerous instability with 2-W-D cars, but such hazards have far less effect upon the road-holding of a Ferguson Formula car.

Turning to non-locking brakes, it appears that Herr Uhlenhaut has not grasped the fact that a key feature of our 4-W-D transmission is that it goes most of the way in providing this most important safety factor without the addition of any sensing device or additional controls. Consequently, what he says about the defects of "the pioneer systems, such as the Maxaret," does not apply to the Ferguson-Dunlop anti-lock arrangement.

It is a fundamental advantage of the Ferguson Formula that, without any additional anti-lock apparatus, no single wheel can lock or spin without the others doing so. The 4-W-D control also prevents the front or rear pairs of wheels from locking or spinning without the other pair doing so. Theoretically, two wheels on one side, or one front and one rear wheel diagonally, can lock or spin in freak conditions, but these are so rare that they can, for all practical purposes, be ignored. It was to prevent *all four wheels* from locking that a sensor, and associated controls applied to the normal servo system, were added. This anti-lock apparatus does also minimise the effects of the freak one-sided or diagonal locking referred to above, and ensures that the maximum stability possible in such circumstances is preserved. It is true that, with the introduction of the Maxaret, one of the biggest of the many problems encountered in developing our anti-skid system proved to be the achievement of good results on slippery surfaces without sacrifice on dry ones. The problem has, however, been overcome. This is borne out by tests carried out recently on our own Jensen F.F., one of the first production cars, using precise measuring apparatus similar to that employed by the British Road Research Laboratory.

To obtain a direct comparison, measurements were taken first with the Maxaret switched into the system, and then with it switched out. [Graphs of the results are available to those interested.—Ed.]

There are three important points to note about these tests:—

- (1) With the Maxaret switched in, steering control is always maintained because no wheels are locked.
- (2) On the dry surface, with the Maxaret switched out, because the special 4-W-D system prevents either the front or rear pair of wheels from locking without the other pair, the car stops in a straight line, although steering control is lost because all wheels are locked. With a 2-W-D car under similar circumstances, not only is steering control lost, but on most occasions the car will slew violently out of line owing to the rear wheels locking before the fronts.
- (3) This method of measuring stops gives the true mean deceleration in terms of

"g," for the complete stop, which will be seen to average around .75 on the dry surface. It will be appreciated that considerably higher instantaneous peak readings—.9 or even 1g—would be recorded with "U" tubes or similar instruments in obtaining such mean deceleration.

You also report that at the Guild of Motoring Writers' Silverstone test-day some drivers of the Jensen F.F. "appeared to be troubled by feed-back from the brake pedal and at least one driver abandoned the car beside the circuit for this reason, unless I have been misinformed."

We are assured by Jensen Motors Ltd. that you must have been entirely misinformed. One driver did express *surprise* at the pulsation when he stamped hard on the brake pedal. When told that this was exactly what was supposed to happen, and why, he was perfectly satisfied. He was, apparently, the only driver of the car at Silverstone who was not aware that this "feed-back" is a deliberate design feature and informs the driver that he is on the limit of braking adhesion. The Jensen F.F. instruction manual contains a passage which reads as follows:—

"In all normal conditions the brakes will respond in the conventional manner. When, however, excessive pedal pressure is being applied, which would otherwise lock the wheels, the anti-skid system will intervene and a repeated firm 'push-back' at the pedal will be felt. The braking effort at the wheels will then be controlled in such a way that the car is slowed down in the shortest possible distance without skidding or loss of steering control.

"When braking violently on very slippery surfaces, if the push-back at the pedal is ignored, and further heavy pressure is applied, the wheels may ultimately lock. The driver can, however, apply much more pressure to the pedal before locking occurs than with a conventional car, and therefore has a greatly increased margin of safety. In addition, the push-back at the pedal provides a valuable 'early warning' of treacherous conditions."

This unique early warning is a key feature of the F.F. system and is of the utmost importance. On receiving this warning any sensible driver will take extra care, not only in braking, but also in acceleration and cornering.

N. F. NEWSOME,

Coventry.

Director, Harry Ferguson Research Ltd.

[The remarks of Herr Uhlenhaut's which I quoted were general comments made over lunch to some assembled motoring editors—I may have misinterpreted them, as apparently I did the opinions of some of those who drove the Jensen F.F. at the G.M.W.'s Silverstone Test Day. To put this right I append the views of Mercedes-Benz (Gt. Britain) Ltd.—and would conclude by remarking what a sorry thing it is that this so-advanced and apparently foolproof Jensen F.F. has eluded those of us who would so enthusiastically submit it to a road-test.—Ed.]

Mercedes-Benz (Gt. Britain) Ltd. reply as follows:—

"Herr Uhlenhaut was in no way attacking the well-established designs of Harry Ferguson Research Ltd. or the Jensen F.F. in his informal comments at the Motor Show to motoring correspondents on design trends. What he did say, however, in reply to a specific question about the future of four-wheel-drive was that this principle was unlikely to be widely adopted in the future in view of the extra expense and complication involved. He felt that non-locking brakes were a much more positive contribution to road safety and therefore more likely to be adopted. When asked why they were not already fitted to Mercedes-Benz cars, he said tests were still continuing and mentioned longer stopping distances in the dry of some pioneer systems."

CODE OF THE ROAD

Sir,

I refer to Mr. Dudman's letter in your November edition and wholeheartedly agree with his suggestion for a code of some sort to indicate a radar trap to fellow motorists.

I personally owe a clean licence to a lorry driver who was good enough to let me know what to expect two miles down the road, I certainly would not have spotted it!

Since then, I too attempt to warn fellow motorists by two rapid flashes and a thumbs down signal. If any of your readers have a more practical suggestion, I would gladly take it up, as a driving licence is a precious item when it can be taken away so easily for so little when one's livelihood depends on it.

Short of the A.A. and R.A.C. circularising, on a regional basis, a list of the more popular spots chosen by our "Black-enamelled friends," or local radio stations informing us (if you can afford V.H.F. radio that is), this method of signalling seems to be the only way.

Long Eaton.

A. D. CROOKS.



POLICE TRAINING METHODS: AS THE CITIZENS SEE IT—

Sir,

Your correspondent who was exposed to Kent Police Advanced Drivers in action recalls a similar incident a few months ago. I was going towards Maidstone from Dover when a similarly inscribed Jaguar shot past. Always game for something to relieve the tedium of a regular route I attached myself to his tail. The driver must have been just starting the course as considerable progress was made by me on the corners. By the time the Maidstone by-pass was reached I was quite enjoying myself and, to the further consternation of my passenger, proceeded to follow the Jaguar at about 100 m.p.h. When I started to follow the Jaguar it contained two correctly dressed policemen in front but the two in the rear were hatless. As our small convoy went along the motorway the constables in the rear put on their hats and smartened themselves up. By now my passenger was convinced I was about to be done and I was getting quite worried by my foolhardiness at travelling at this unheard of speed, but all was well and we went our separate ways.

One basic question emerges and despite many inquiries I have been unable to obtain a satisfactory answer; perhaps you can do better? "Are the Police under training allowed to break the law?" [See following letter.—Ed.]

[Name and address supplied.—Ed.]

—AND AS BRISTOL CONSTABULARY SEES IT

Sir,

With reference to the letter in November's *MOTOR SPORT*, concerning police training methods, may I as a regular and avid reader, put the matter in perspective.

Firstly, the Kent police were not speeding, as the writer implies, but were, I would suggest covered by Section 25, Road Traffic Act, 1960—"if the observances of the speed limit would be likely to hinder the use of the vehicle for the purpose for which it was being used, on that occasion." This is not, as you will automatically assume, a "fiddle," but designed for a specific purpose.

The overall purpose is this—assuming your writer is married, and during his absence from home, his home was raided by two thugs, his wife raped, and the house in the process of being ransacked. His wife recovers, and whilst the thieves are engaged, she manages to dial "999." Would the writer expect the police to come at a steady 40 m.p.h., strictly obeying the built up areas? He would expect the car to be at the door the moment the telephone was put down.

To dispose of his suggestion, that the speed be done on Brands Hatch—this is rubbish. Any fool can drive at speed on a track, all going one way. The art is to be able to drive on the public roads, safely at speed and arrive there—hence the training in high speed driving, in excess of the statutory 70 maximum.

You can take it from me, after 24 years' driving experience, with all kinds of vehicles, the *only* drivers on British roads, safe to drive at speed, are the *advanced police drivers*. Whilst they are the best drivers in this country, it may not be stretching a point too far to say that they are probably the best in the world. Remember, unlike racing

drivers, who have special cars, tyres, brakes etc., the police drivers, drive standard British cars—but they are trained in a system which is, within the limits of human endeavour, and error, almost foolproof.

However, don't believe me; several police authorities run driver advisory courses, whereby they show the average motorist what driving is really all about. I would advise the writer to avail himself of this service. He might then be gracious enough to apologise for his hastily-written letter. Probably with your expertise, you could manage to persuade the Chief Constable of Wiltshire Constabulary to let you spend a day on the Advanced Wing, and then you could write an article on your observations. You would probably end up being less "anti-police." We do not expect you to love us, but remember, we are public servants—we only enforce the laws, that *you* wish your M.P. to vote for.

Knowle.

DONALD GREY.

Bristol Constabulary,
Att. No. 53 Advanced Driving Course,
No. 7 District Police Driving School,
Devizes, Wilts.

[I just cannot agree that Advanced Police drivers are the only safe drivers on British roads, competent as they may be. What a sweeping statement this is! Moreover, the Section of the Act quoted may cover speeding police cars but I would be very surprised (albeit happy!) if it also covers a doctor hurrying to help at the calamity our police correspondent has described or competition cars on test which "would be hindered" if driven at under 70 m.p.h.]

Incidentally, if these Police drivers are so competent with ordinary cars, why don't they utilise this skill to earn good money winning rallies with Group 1 cars?

I will try to arrange for *MOTOR SPORT* to spend a day with an Advanced Wing, as our correspondent suggests, but I endorse the opinion of the original correspondent, that police drivers *receiving training* should not be allowed to exceed speed limits or drive in such close company on British roads. They should be trained abroad, where motoring writers now have to go to test fast cars properly. But I do appreciate the essential work our police do in time of emergency and how much law-abiding citizens rely on them—which is why we don't want them to be made to waste their time with radar traps, bacchus balloons and other toys.—Ed.]

* * *

DAIMLER v. ARMSTRONG SIDDELEY

Sir,

Your Australian correspondent's letter on his Daimler DB18 affords me the opportunity to write to you on three related subjects—altogether too much to resist.

First of all, on the subject of the open tourer. What a tragedy that touring cars are now obsolete. Bill Boddy has amply extolled the virtues of open motoring, and no sunshine roof or Aeroflow system can adequately compensate. Few people who have sampled open car motoring would settle for less, but unless they are now prepared to motor "sitting" with legs unnaturally horizontal with their behinds scant inches above the road, and with uninterrupted views of lorry differentials, belching exhaust pipes and the bottoms of hedgerows, there is little currently produced that isn't a more expensive conversion of an already expensive car. Just another dreadful price we pay for monocoque construction. Well kept examples of the better cars of the 40s and 50s will surely appreciate in value, but how much more will the tourer be sought after?

Recently I've had the pleasure of driving and maintaining a 1949 DB18 coupé, and I am pleased to swap impressions with Mr. Inglis. At the same time I should like to compare this car with my own 1952 Armstrong Siddeley Hurricane—a comparison I have no hesitation in making—in spite of the Siddeley's alleged unpopularity.

These two cars are remarkably similar. The Hurricane is truly a four-seater, or even five or six in tolerable comfort. The driver's seat is far less tiring than in the DB18—at least for my six foot—and the fore and aft adjustment is so generous that with sufficient leg room in the back, my seat can be set out of reach of the pedals! I cannot understand why the Daimler, costing more and very nearly as big as the Siddeley, cannot accommodate more than two people in comfort, nor even offer as big a boot as the Hurricane.

The Daimler seems to have done only about 30,000 miles, whilst the Hurricane is now the wrong side of 70,000, still with the original engine and transmission—and perfectly fit. The coachbuilding just about

bears comparison. Running on a smooth surface, both cars are silent, but with anything more than slightly rough going, the Hurricane rattles badly, whilst the Daimler is always silent and taut. Usage accounts for this to only a small extent, for the ample door hinges and more substantial body of the Daimler score here. The hood of the Daimler is more substantial than the Hurricane's. It can be erected far more quickly—but the Hurricane's hood is far better designed to keep out the weather, being zipped to the cant rails and well overlapped on the windscreen head. Neither hood stows tidily which surely could have been expected of these quality cars? The cars have identical heaters—the more draught-proof and “smaller” Daimler being the warmer car.

Re. performance, neither car should be thought of as a sports car (Hurricane a very sad misnomer) with compression ratios no more than 7:1, but 70 m.p.h. is reached, eventually, and uncomplainingly maintained when both are as smooth as turbines. With the smaller engine (2.3 to 2.5-litres) the Hurricane seems the more responsive and willing, but its steering is about as light and low geared as a road roller's.

With similar 6-cylinder o.h.v. engines, both have preselector gearboxes; the fluid flywheel is always smoother though sometimes more vague than the Newton centrifugal clutch of the Siddeley. Both have alloy bodies, and though it's purely a question of taste, Armstrong Siddeley surely had the better styling. The excellent rod brakes of the DB18 are better than the inadequate rod and hydraulics of the Hurricane could ever be.

Summarising, the Siddeley is a more stylish, roomier, and perhaps a livelier car than the Daimler which, for more money, offered a little better quality, a cigar lighter, and automatic chassis lubrication which unfailingly delivers oil to all parts—of the garage floor! (Very heavy steering suggests that the king-pins are denied this service.) It is interesting to wonder if the price difference was justified, but given the difficult choice now, I'd have to plump for the Daimler. At least, the Armstrong Siddeley had the dignity of becoming a “lost cause,” and the name does not insult its history by appearing now as a piece of badge engineering! Ask any Riley, Sunbeam, Wolseley, or even Daimler man which he'd prefer.

Middle Herrington.

JOHN WILKIE.

* * *
PRE-WAR TRIALS

Sir,

Naturally I was most interested in your article involving pre-war trials routes, indeed I began to wonder if you had my book “Wheel-spin” at your elbow, but I realise the references to Leckhampton are from the contemporary *Autocar* report (which I DO quote in “Wheel-spin”).

The Herefordshire hills were first used by the trials’ “circus” of the day in 1937 when the Wye Valley Club upgraded their formerly rather “parochial” Hereford City Trophy Trial. Pont-y-Weston “was a longish hill, starting between high hedges, with a rocky surface to start with, but becoming grass surfaced and rutted higher up, where it left the protection of the hedges.” When wet it was a case of: (*Autocar* again) “Most competitors changed up early to second and, if they had enough engine power to keep the wheels spinning, ‘made the grade’ in a series of slides and a rearward spouting fountain of earth clods. May’s M.G. shot up, the passenger waving cheerfully, in a veritable explosion of mud.”

Cusop Dingle started out of a water-splash and went up between high banks with a surface of rock outcrop strewn with fearsome boulders, more damaging than difficult, and never popular.

Most fearsome was a track known as Red Daren, which winds up the open hillside of the Black Mountains, grass-surfaced zig-zags finishing in an almost perpendicular climb up the mountain side, which was conquered only, I believe, by the late Alf Langley in a “Grasshopper” Austin.

I am surprised you could not find Leckhampton; the short approach is directly from the main Cheltenham-Birdlip road, opposite a sort of old tower. It was the (grass-surfaced) base of a long-since-dismantled wire-rope railway to the quarry at its summit. It is long, with constant (steep) gradient, and narrow. Great numbers of spectators’ cars parked in the main road added to the confusion, but if you have access to the contemporary *Autocar* report you will have read all the grim details. [I have!—Ed.]

You may not have delved into records which would tell you that Leckhampton was re-introduced into the “Colmore” in 1937, when as many as 17 climbed, and in 1938 as many as 34 were successful (Juniper was twice as lethal).

I think you climbed main-road Stanway, “Old” Stanway—much

changed nowadays—went straight up through the woods where “main road” Stanway swings sharp right and swoops up the side of the hill. It used to be narrow, not very steep, but with a surface of rock outcrop and “steps,” on one of which I split open the sump of JB 7521 when in the running for a “Gloucester Goblet.” A section of rock outcrop towards the summit was a favourite site for “Stop-and-go” or “Timed Re-start” tests.

Mill Lane was another rock-strewn track, with a long, long approach from the Cleeve Hill-Cheltenham main road. Descending towards Cheltenham, the turning is the last on the left before the main road turns sharp right at Prestbury. It was considered quite an obstacle about 1934/5 but its roughness was its main difficulty. A lesser track, known as “Piccadilly,” runs up parallel.

“New Kineton” was first used in 1935 and remained a “stopper” for some years. The passage of hundreds of cars and hordes of motorcycles has flattened and widened the track—it would be a “main road” to modern trials cars—but initially it “resembled nothing so much as an overgrown ditch of the type dug for carrying away flood water” and was “entered at rather an awkward angle through a gateway. The gate itself had been removed from its hinges but the massive gate-posts remained.” It was not unknown for cars to impale themselves on these posts.

Westdown was difficult only “at the first time of asking.” Once the “top dressing” had been churned off by many spinning wheels a clearly defined track formed. There were a lot of hills of this nature. Many of these tracks were not used even by the local farmers during the war and when we went back to them most of them proved really difficult “at the first time of asking” but, in general, one well-supported trial over each was sufficient to scrape off the “top dressing” and leave a reasonable (by trials standards) amount of grip. I understand Widlake, one of the finest of the pre-war crop, now has a tarmacadam surface, but I wonder if Colly might still interest a modern trials machine? If you leave Luxborough church (near Dunster in North Devon) on your right hand and face westwards, the approach to Colly is the next turn to the left.

Solihull.

C. A. N. MAY.

Sir,

How sad that your account of your exploration of pre-war trials routes (“On the road with products from Ford and B.M.C.,” October, page 927), which must have delighted many old trials drivers, is marred by some extraordinary mis-statements. You say that “such fun-and-games (trials) have been banished . . . because the Police objected to the amount of mud brought on to ordinary roads” and, later, “trials have been banned altogether from public roads.” The fact is, as I am sure you will, on reflection, agree, that although the “Competitions & Trials Regulations, 1965” placed a very tight control on trials where run on public roads, they are certainly not banned. For example the M.C.C. classics, which include the “Land’s End” and the “Exeter” to which you refer early in your account, are still very much alive and, incidentally, have the distinction of being designated as “specified” events by virtue of which no limit is placed on the number of entries.

Incidentally, a most unfortunate slur is placed on the organisers of past trials when you say “in those days it was trials . . . which were causing anxiety. Rallies were organised by responsible clubs . . .”. The obvious inference is, I am sure, quite unintended!

If only in the interests of the Sport I do hope that you may find it possible at least to publicise the fact that authorised and properly organised trials are not banished, or even banned from public roads and, furthermore, that the old classics are still run very much in their original form although the entry is now “classified” to cater for “ordinary” vehicles as well as trials specials.

Mill Hill, N.W.7.

J. P. DAVIS.

[I stand corrected. Concisely, I think the facts are roughly that when the R.A.C. realised, before the war, that the authorities were likely to bring pressure to bear on restricting or banning trials that used public roads between “sections” they introduced the ban on “knobbly tyres” by way of appeasement. Trials restarted after the war but ordinary or mildly special cars, even sports cars, found the muddy hills very difficult on the type of tyres to which they were now restricted. Consequently, enthusiasts for this type of motoring sport began to build special cars with much weight over or behind the back wheels. This had two unfortunate effects—it made it very difficult for the less specialised cars to compete with these new trials vehicles in competitions where previously they had taken awards, and these special “mud-stormers” tended to be unsteerable, even to tip over backwards, on steep gradients. The R.A.C., as ever with its

eye on safety, decided to devise special regulations governing trials cars, from which the existing Trials Championships for very special, mainly Ford Ten-powered Specials, evolved. These vehicles, being unsuitable for road work, contest the Championship on private ground and are taken on trailers to these events.

That, off the cuff, is how my rusty memory recalls it. When I said trials had been abolished, I should have said curtailed in the form, and using the kind of cars, that had been a regular feature of the sporting scene up to and just after the war. Trials, I know, *are* still held. And, although trials did come into disfavour with the authorities (witness that 1935 S.U.N.B.A.C. Colmore Cup Trial which I referred to) whereas rallies were then big events, with the emphasis on reliability, time-keeping, driving tests and with elaborate *Concours d'Elegance* involved, and so were above suspicion, I did not mean to imply that the trials organising clubs were generally to blame.—Ed.]

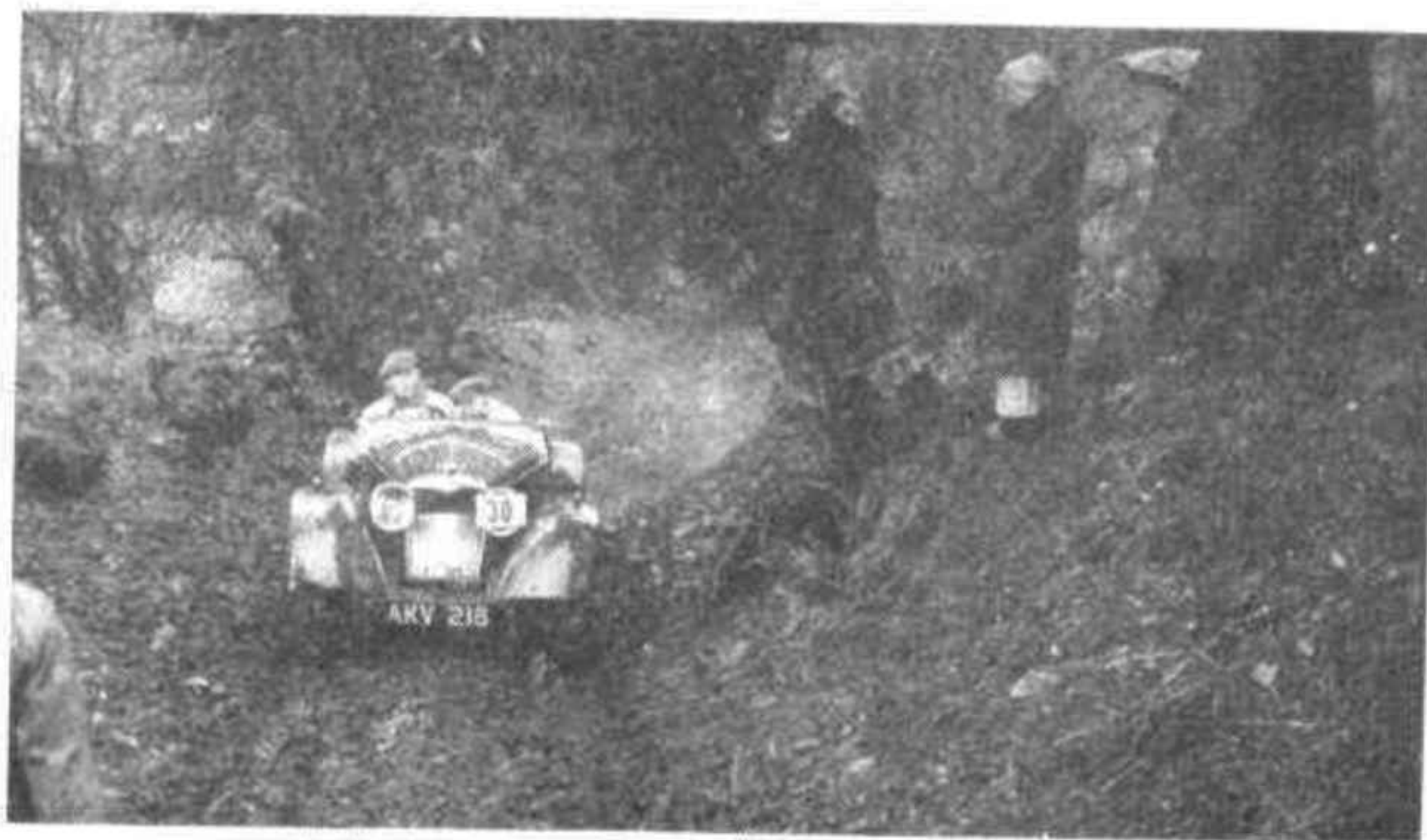
Sir,

Your journey in a 1967 Austin-Healey Sprite, following the Route Card of 1935 Colmore Classic brought back many vivid memories of the excellent sport that pre-war trials provided and in particular memories of this event, which as you say was "tough," but worth every mile which we in Scotland had to journey south to compete. The names of the Special Sections clearly recall the sights, the start at Fish Hill on a damp and misty February morning, the gathering of the competing cars, the back chat between competitors and friends, the changing of the rear wheels for the twin spares with the "Knobbies" which were essential wear in those days, the synchronising of your watch with "The Official Time" and the "off." The sounds too are remembered, the revs, mounting as wheelspin set in, or dying as the steepness of the hill defeated the power; and the smells—of hot mud or hot clutch!

You mention Leckhampton; this section had been abandoned before I was due to climb but I remember seeing what looked like a series of giant steps to the several slate quarries cut into the side of a very steep hill. As for Kineton—the competitor started with his wheels in a stream and, given the signal to go, it was flat out in bottom gear, literally leaping from rock to rock and I can assure you it was a very good moment indeed when you arrived at the top of the hill, under your own steam.

I still treasure the little Silver Cigarette Box inscribed, "Colmore Trophy Trial, 1935, first-class award." On that occasion I drove a Singer Nine Le Mans 2-seater.

You followed the route of this 1935 Trial in a 1967 Sprite, whilst I competed in the 1936 edition of this trial in the first Sprite built, a Riley Sprite, a splendid pre-war 1½-litre car; in case you are interested in this little piece of history, I enclose a photograph showing my



ascent of Kineton. Incidentally, this was the Riley Sprite's first appearance in a competitive event, and again I am proud to say that a first-class award was achieved. Yes, those were very good days indeed and made even more pleasant by the camaraderie of the competitors. Thank you, MOTOR SPORT, for bringing them to mind.
Edinburgh.

W. KEITH ELLIOT.

Sir,

I do like your idea of testing cars, such as the Cortina-Lotus and A.-H. Sprite, in combination with exploring pre-war trials routes, the latter being a pastime of mine. I have had a most fascinating time finding these old trials hills especially when driving my 1936 Singer Le Mans 9 h.p., ex-W. J. B. Richardson. Incidentally, Mr.

Richardson, who is retired and now living in Brighton, has shown me a number of original old route cards, among which was a 1934 Alpine Trial in which he first drove a works Singer 9 and he proposed retracing his steps in an Austin 105.

May I recommend a few trials hills of scenic grandeur:—

Ibberton (Church Hill) near Blandford. 1 in 4½. Good vintage pub at the bottom and excellent views at the top, running away to the South.
Simms Hill, Bisington, Devon. 1 in 2½. (I ran into snow here in March).

Ash Vale.

JOHN A. HORNE,
Hon. Gen. Sec., Singer O.C.

HAVE WE BECOME A POLICE STATE?

Sir,

Could you please inform when Mrs. Castle is going to issue the police with their Nazi armbands, as I would like to practise the appropriate salute.

Does this Minister *really* think there will be a drastic reduction in accident figures?

All the new Act will do is to widen even more the gap between motorist and police.

Brentford.

L. PAINE.

Sir,

Although I have been an avid reader of your magazine for many years, I have never before felt compelled to write to you, having been content to read the views of persons more knowledgeable than I. This attitude changed completely as a result of an incident which occurred to me a short time ago.

Much is written today, explaining that the reason why the gap between the Public and Police widens almost daily is because they are compelled to enforce the Government's rapidly increasing unpopular laws upon the people and, in particular, the motorist. The Police, however, have indicated now and then that they dislike carrying out these anti-motorist laws, but what else can they do other than give warnings for trivial offences? So the Police are, in their hearts, really on our side; rot! And this is why.

A short time ago I arranged a Bank loan to purchase another car. My own car, a Mini, although in quite good condition needed tidying up here and there and amongst other things I removed the bumpers to check for rust. I did, in fact, find small areas of rust and although the bumpers effectively hid these, I felt it unfair to the next owner not to make good. I removed the bumpers on a Friday evening and drove to a garage the next day for the necessary paint, etc. On the way back home I was stopped by a squad car policeman (who had just finished booking a motorecyclist) who waved me into a lay-by. The usual thoughts ran through my mind; I was insured, taxed, sober, and ten miles per hour under the speed limit. What on earth could be wrong? To my utter astonishment I was informed that my car was in a dangerous condition because by removing the bumper I had exposed a "razor sharp" edge of metal which protruded one and a half inches from the car's body. (I might add that the headlamps and number plate on a Mini are the furthestmost parts of the vehicle.) I told the officer why the bumpers were missing and pointed out the tins of paint I had in the car. I also said they would be replaced the following day (they were). A "don't do it again"? An "all right sir, I understand?" Not on your life; booked there and then, somewhat to the embarrassment of his colleague it seemed to me, who, incidentally was far more sensibly testing the brakes (which proved to be o.k.). I shall not say any more at this stage as I fully intend to fight the alleged offence, and I hope by the time the case appears in Court I shall have enough material to present a first-class defence. I will merely add that you, yourself, must know of cars produced today with projections of equal, if not greater, potential danger.

If I am convicted of this "crime" I for one will not "have a go", nor will I ever volunteer information of any sort to the Police. Selfish? Childish? Petty minded? Yes, but aren't many of us, and wasn't P.C. "X" mentioned above?

[Name and address supplied.—Ed.]

"A WEEK OF LUXURY"

Sir,

I have read your review of the 3½-litre Rover with interest and would like to comment on your observation that the switch controlling the instrument-lighting was "shorting."

I have had three 3-litre Rovers since 1960, the last being acquired in November 1965, and must have covered about 200,000 miles in all. In each car, I have experienced "overheating" of this switch, and was sufficiently concerned to have the unit replaced, shortly after

acquiring the first car. This made no difference and, having had no trouble with this component on any of the cars, have regarded the condition as normal. Other owners with whom I have spoken have had exactly the same experience and accept the excessive heating as normal, too.

One last observation—the power-assisted steering appears to be adequate until one experiences a car designed to be driven properly. I have just acquired a Lancia Fulvia Rallye H.F. for personal, rather than business, use and the precision and lightness of its steering (and for that matter everything else mechanical) demonstrate what good design and engineering can achieve. You know this, anyway.

Thank you for an excellent magazine, and long may it prosper.
Epping. J. R. LEES-JONES.

M.O.T. TESTS—BOTH SIDES OF THE COIN

Sir,

I should like to add one or two comments to those of Mr. Stimpson (Nov. issue), having almost put pen to paper in the same vein myself, following the letter from Mr. Armstrong (Oct. issue).

The parting of Mini rear sub-frames is not uncommon (people will let them stay full of mud, instead of occasionally clearing the drain-holes in the bottom of the channel). However, the trouble is difficult to detect without considerable probing, even in its advanced stages, until the frame actually parts company under the rubber spring when a good bump is hit. There is considerable tension on this part of the frame and it is not necessary for it to corrode away, only to weaken somewhat.

Incidentally, you chaps who hare around in *Heralds* should try examining the chassis rear outriggers (the part the rear suspension radius rods are attached to) as these are getting in the habit of parting company with the rest of the chassis on earlier examples of the marque. This, believe me, gives far more frightening results than those of the Mini, since wheel control and braking are completely lost on the respective rear wheel. I personally have seen two of these recently and heard of several more.

My final point is this: how would Mr. Armstrong have liked the garage to say "Your car is O.K., but I am not going to give you a test certificate because your rear sub-frame looks a bit rusty—it might go on for years mind you, but it might not."

Without the benefit of hind-sight, I suggest his reaction would have been an even stronger letter to *MOTOR SPORT*. Owners' usual statement—"It won't take long will it, there's nothing wrong with it"! Vehicles are tested as they are, not what they were yesterday or what they may be tomorrow.

[Name and address supplied.—Ed.] "MOTOR MECHANIC."

Sir,

Mr. Stimpson's letter confirms something which I have been convinced of since M.O.T. testing was first introduced.

On more than one occasion in the past I have taken my car to be tested. On each occasion the garage has found some "failure" in the car which has not been noticed by either myself or the garage when the car has been serviced. This can only lead me to believe that in order to cover the loss on M.O.T. testing the garage will make a totally unnecessary repair.

Warwick.

W. M. HUDSON.

Sir,

The little "bleat" from Mr. Stimpson re M.O.T. tests has aroused me to write.

I always stay and watch my car tested. Being an impecunious motorist I can't afford a new car so I am forced to submit to the system which makes me pay 15s. for a worthless piece of paper that only brings discredit to the garage trade.

Even when the tests are carried out thoroughly I have never seen it take more than half an hour. The only tool used in any of them was a crow-bar to check the spring attachment points! As for the brake testing meter I bet that was claimed for on the tax form!

We also learn from Mr. Stimpson that we are forced by law to contribute to his rates and electricity bill!

I would have thought that 30s. an hour is a pretty good rate for any job! Also, in my experience "skilled" mechanics are few and far between, the general attitude being; "Oh, that will do!"

If it costs garages so much to carry out these tests why do they consent to do them?

Lorchester.

J. NEIMER.

OPEN-AIR MOTORING

Sir,

Now that the summer is over may I put forward the following piece of open-air motoring as a record for this country. I removed the hard-top from my Triumph Spitfire at approximately 2 p.m. on Monday 29th May and I did not put my hood up until some eight weeks and 19 hours later on Tuesday 25th July at approximately 9 a.m. when I was caught out by a very heavy rainstorm. Can anyone better this?
Coventry. R. I. HOLMES.

DOES THE TEAM THINK?

Sir,

As a result of the introduction of Mrs. Castle's breathalyser test, there appear to be more lady motorists about. Surely this is defeating the object of the exercise, i.e., to make the roads safer?
Newark. SEAMUS O'CROGAN.

[Without implying that experienced women drivers are incompetent, Mr. O'Crogan would seem to have a good point, because unwilling girl-friends, wives, mothers, aunts and grandmothers who normally do not particularly enjoy driving, at all events after dark, maybe in the rain and fog, now after a dull, stone-sober evening, will be increasingly required to get the mostly also-sober but alcohol-consuming members of the party home. It seems quite logical that this increase in timid, inexperienced ladies on the nocturnal roads could cause accidents that their husbands and men-friends, even after mild drinking, would have avoided.—Ed.]

THE POLICEMAN'S POINT OF VIEW

Sir,

I feel I must write to you in protest at the chip you have on your shoulder towards the police force.

As a police constable I would like to put forward the point that the police do not make the laws, they enforce the laws made by the people through their respective M.P.s. We also realise that we too are quite capable of doing 32 m.p.h., to quote Mr. Dudman's letter; and, how many motorists have been reported for exceeding the 30 m.p.h. limit when doing between 30 and 38 m.p.h.? Not very many in my experience.

I should also like to add, as a parting remark, that so far as the breathalyser is concerned I, and the rest of the police constables I know, will only be using the device to ensure conviction of drivers who were previously getting off scot-free when they were quite drunk, and this was not uncommon. We shall not be stopping drivers with only one front light and giving them a breathalyser just because they have left a pub car park, and have had a pint or two.

Thank you for an excellent magazine, and please try to be fair.
Manchester. D. WILKINSON.

THE NEW FORDS

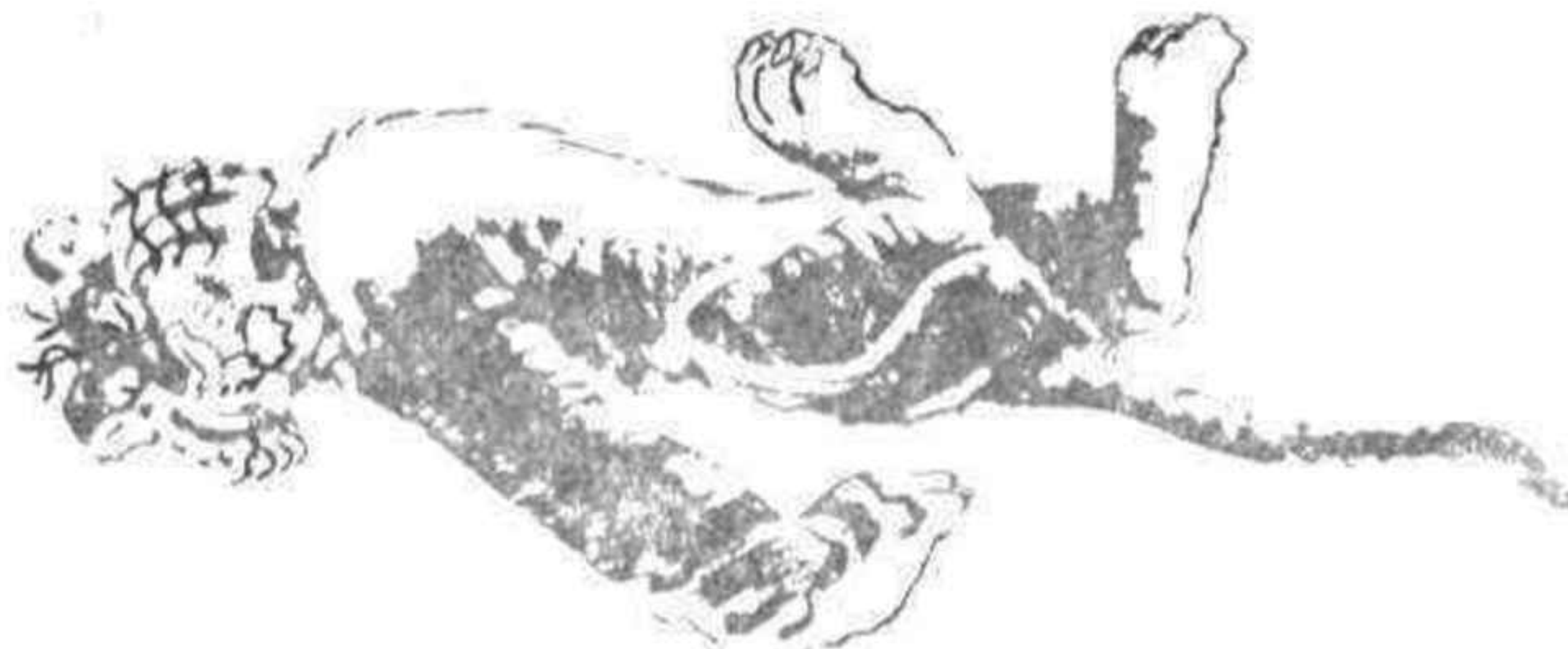
Sir,

I have just taken delivery of a 1300 De Luxe cross-flow Cortina, and think it is the best value for money of any car in this price bracket. The bodywork is far superior to earlier models, the doors push shut with a satisfying clunk, and with my frequent stop-start driving following my job as a commercial traveller, the car returns a consistent 37 m.p.g. Fords are to be congratulated for producing a car combining such economy with excellent performance.

Writtle.

B. D. WYNN.

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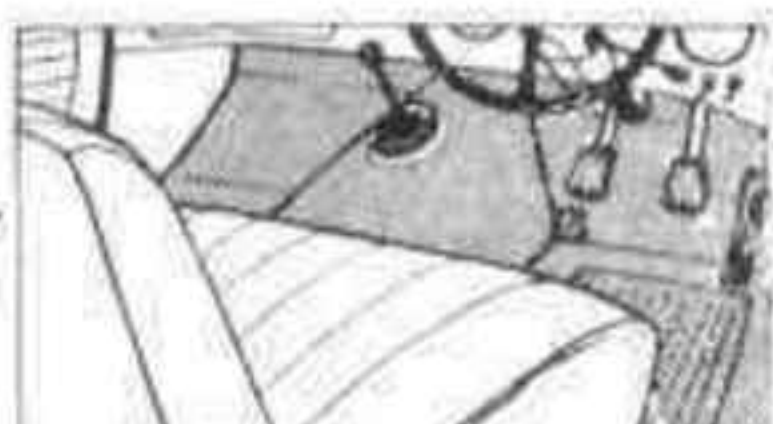
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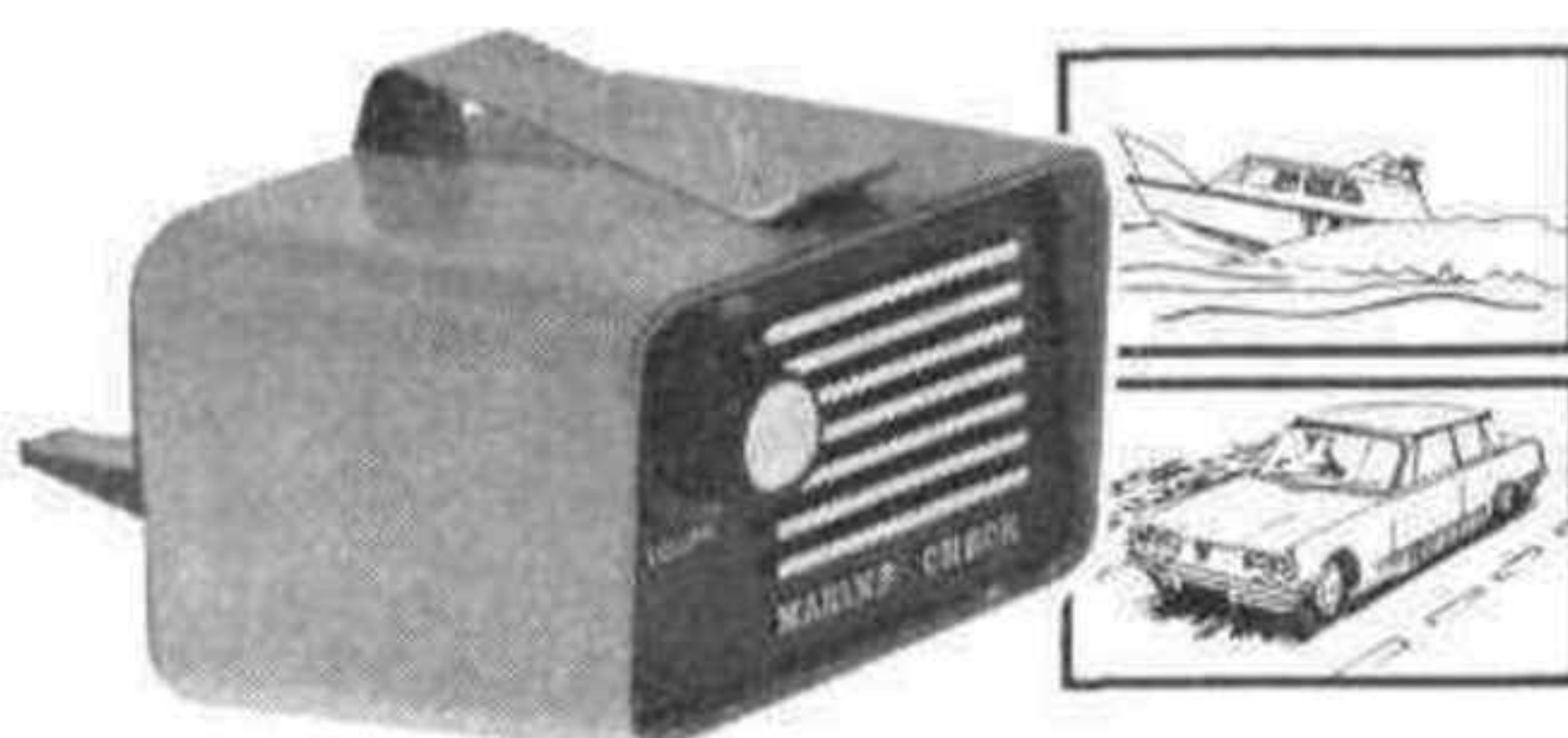
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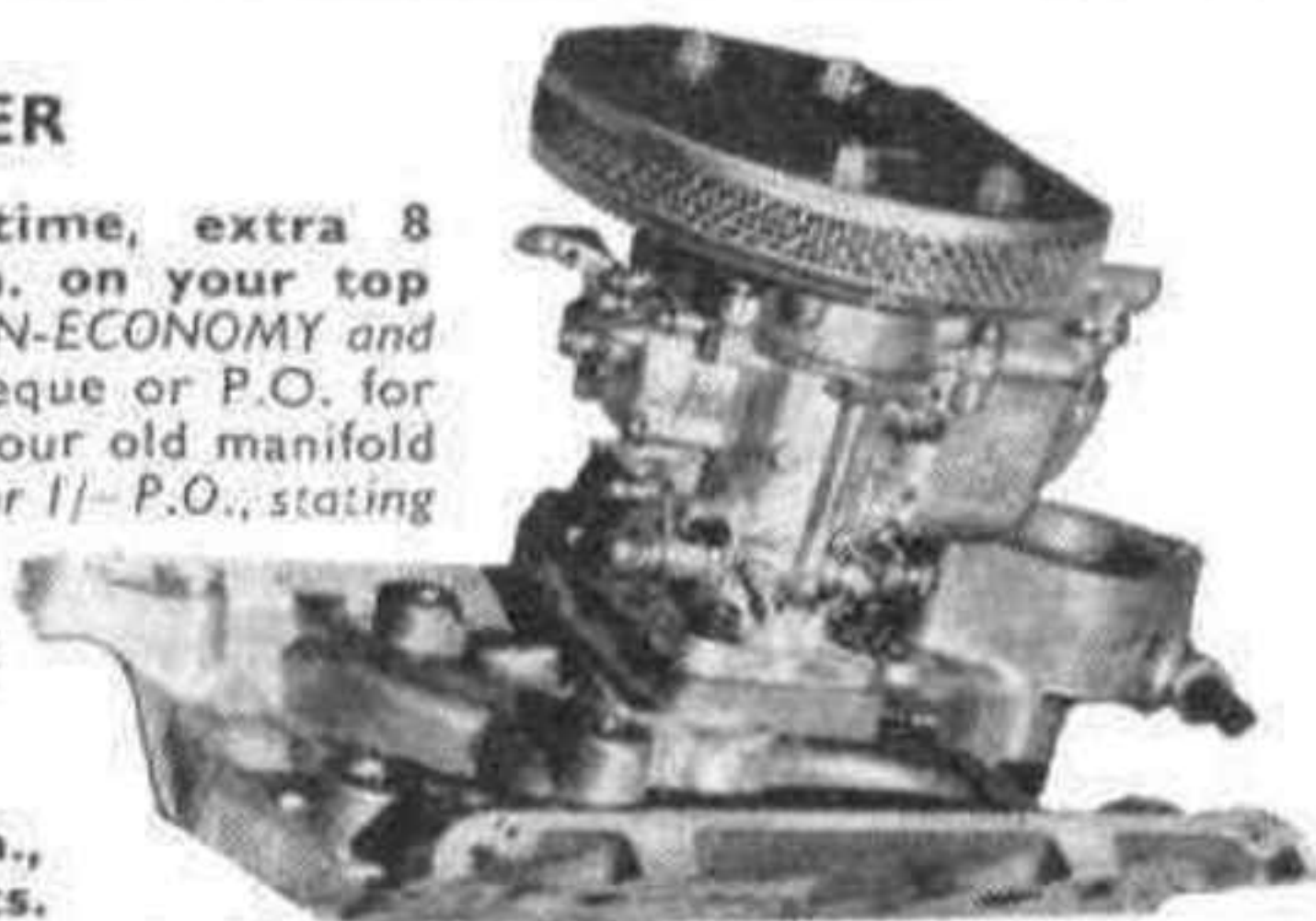
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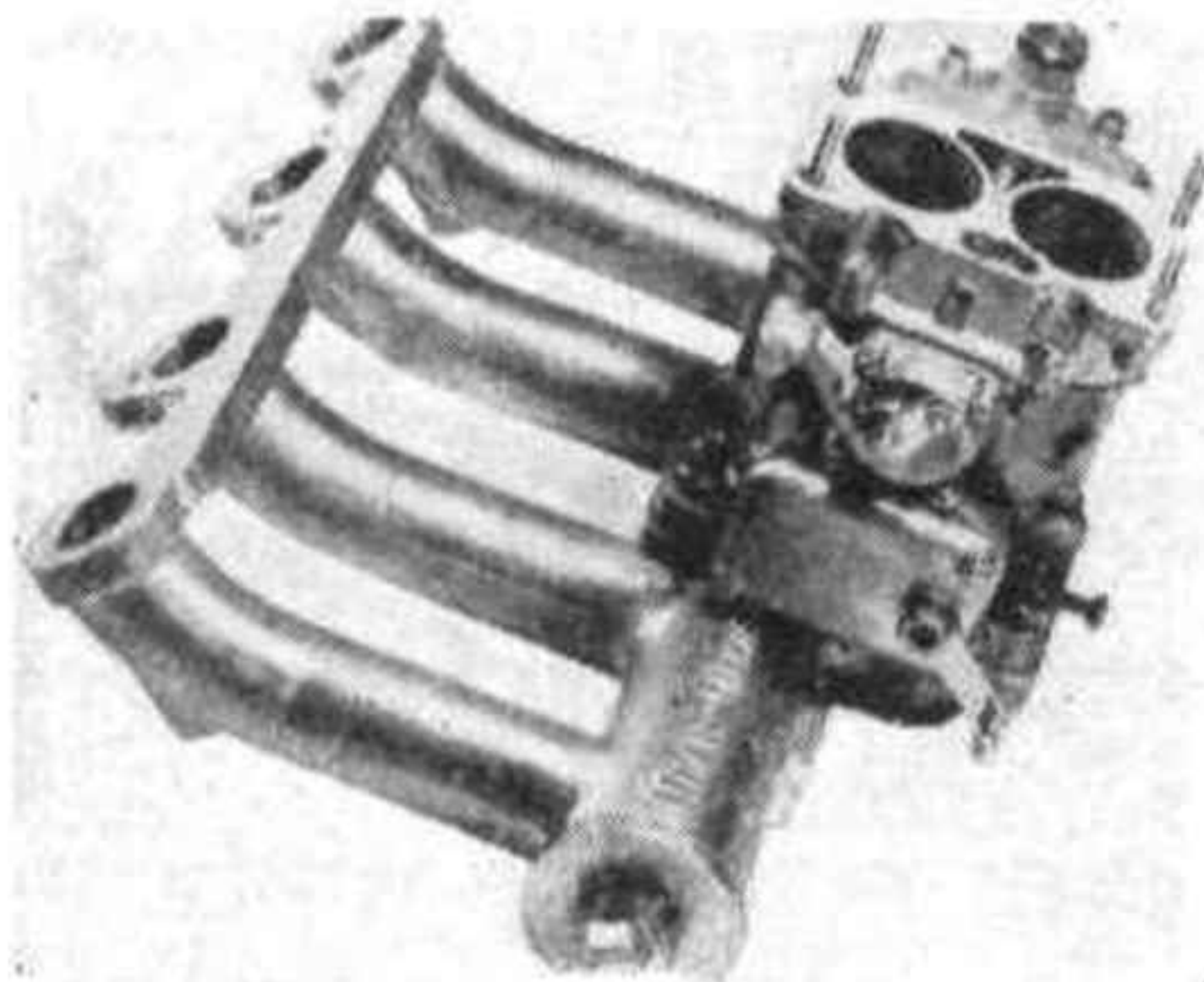
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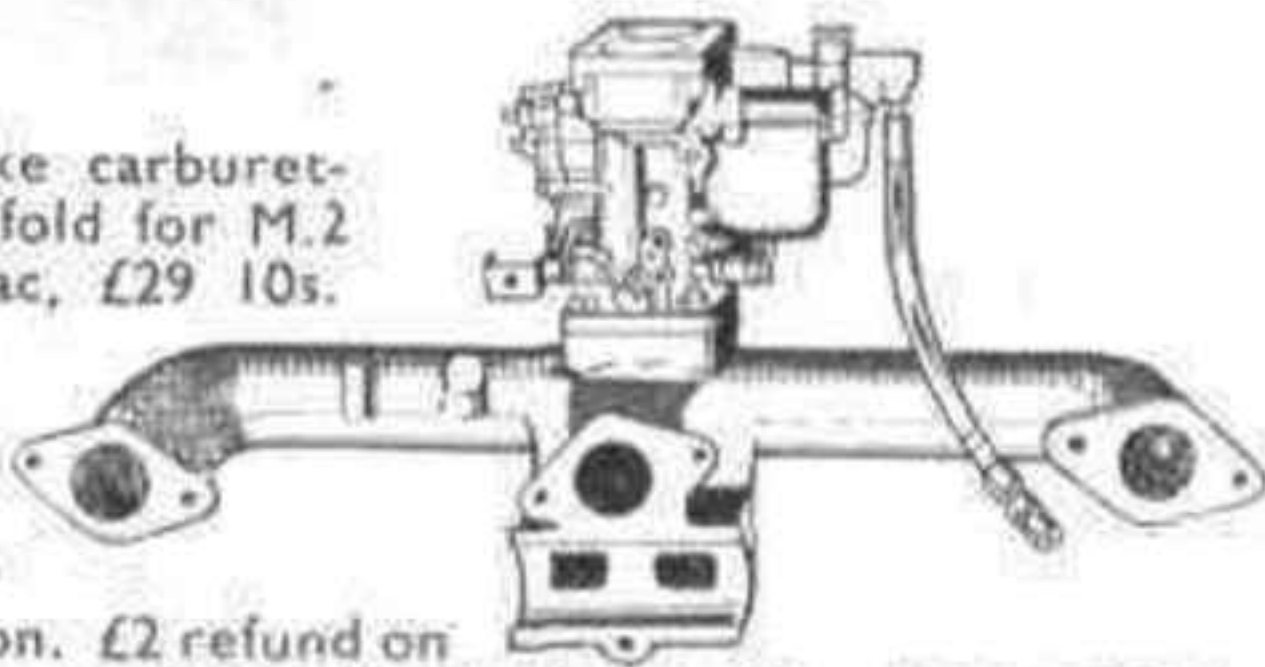


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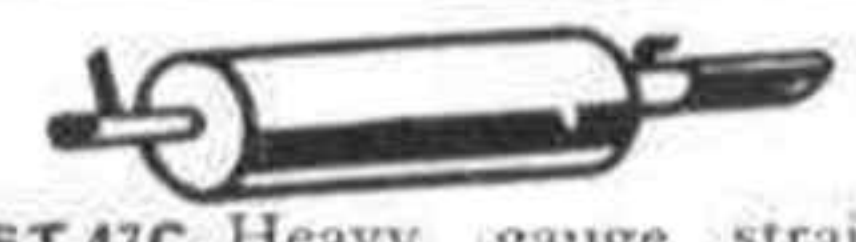



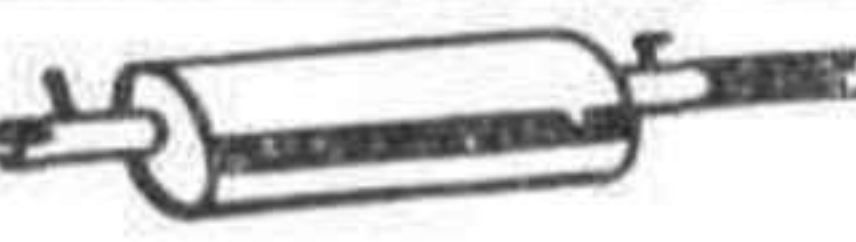


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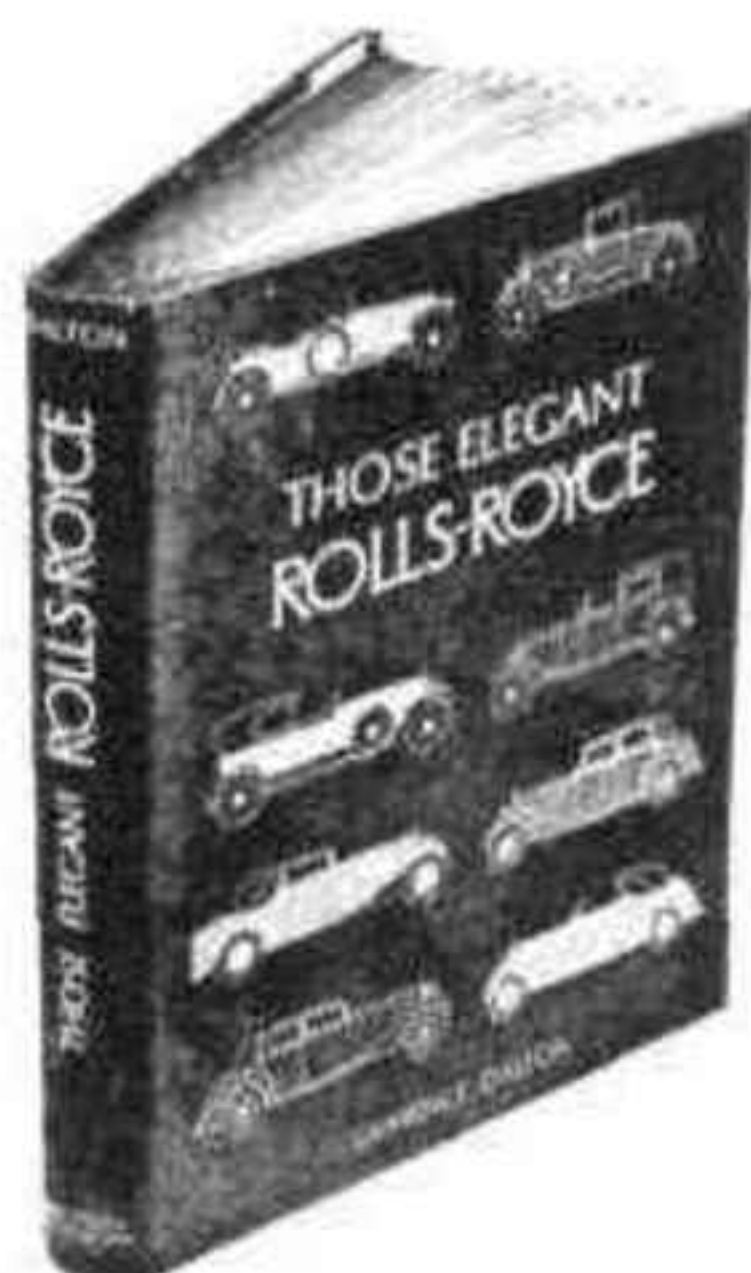
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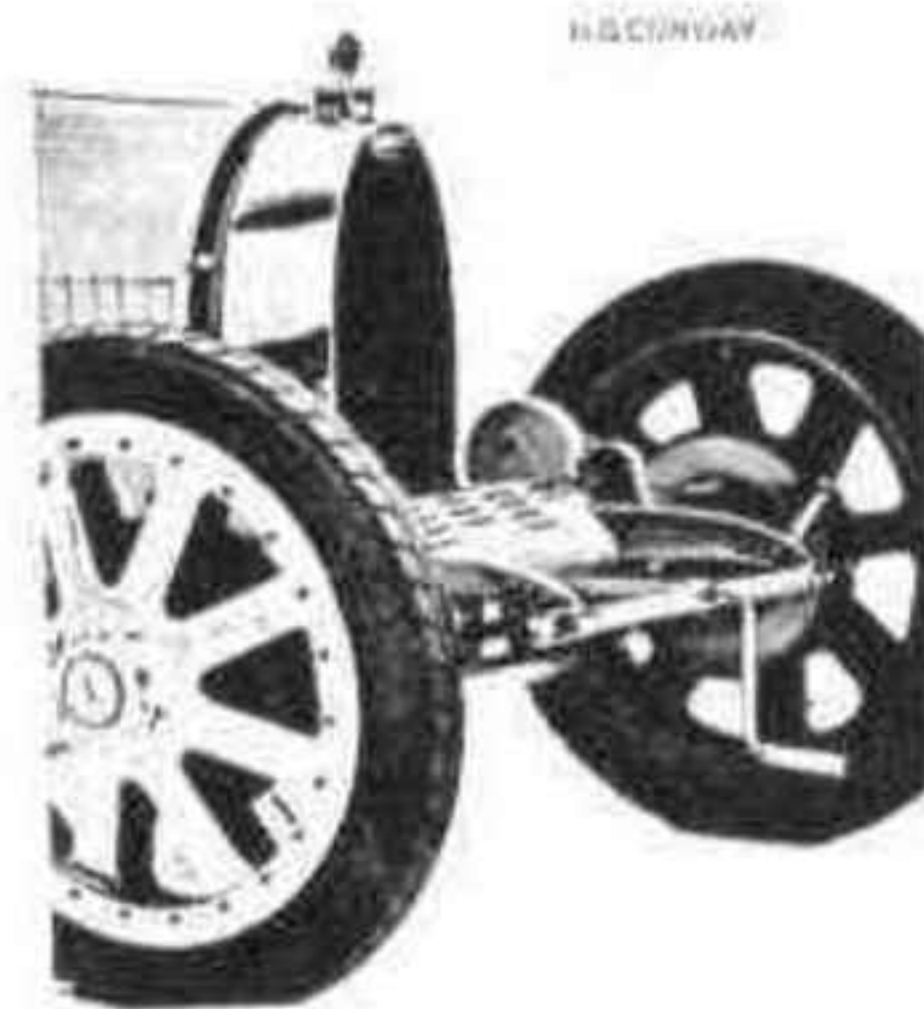


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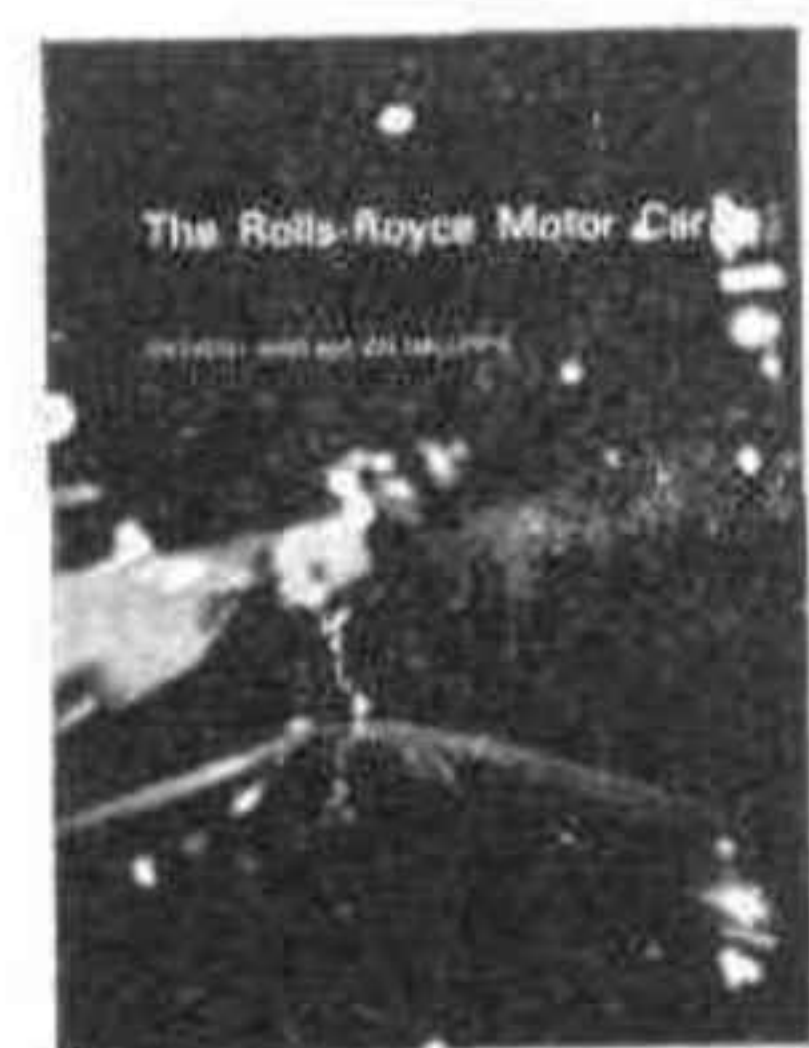
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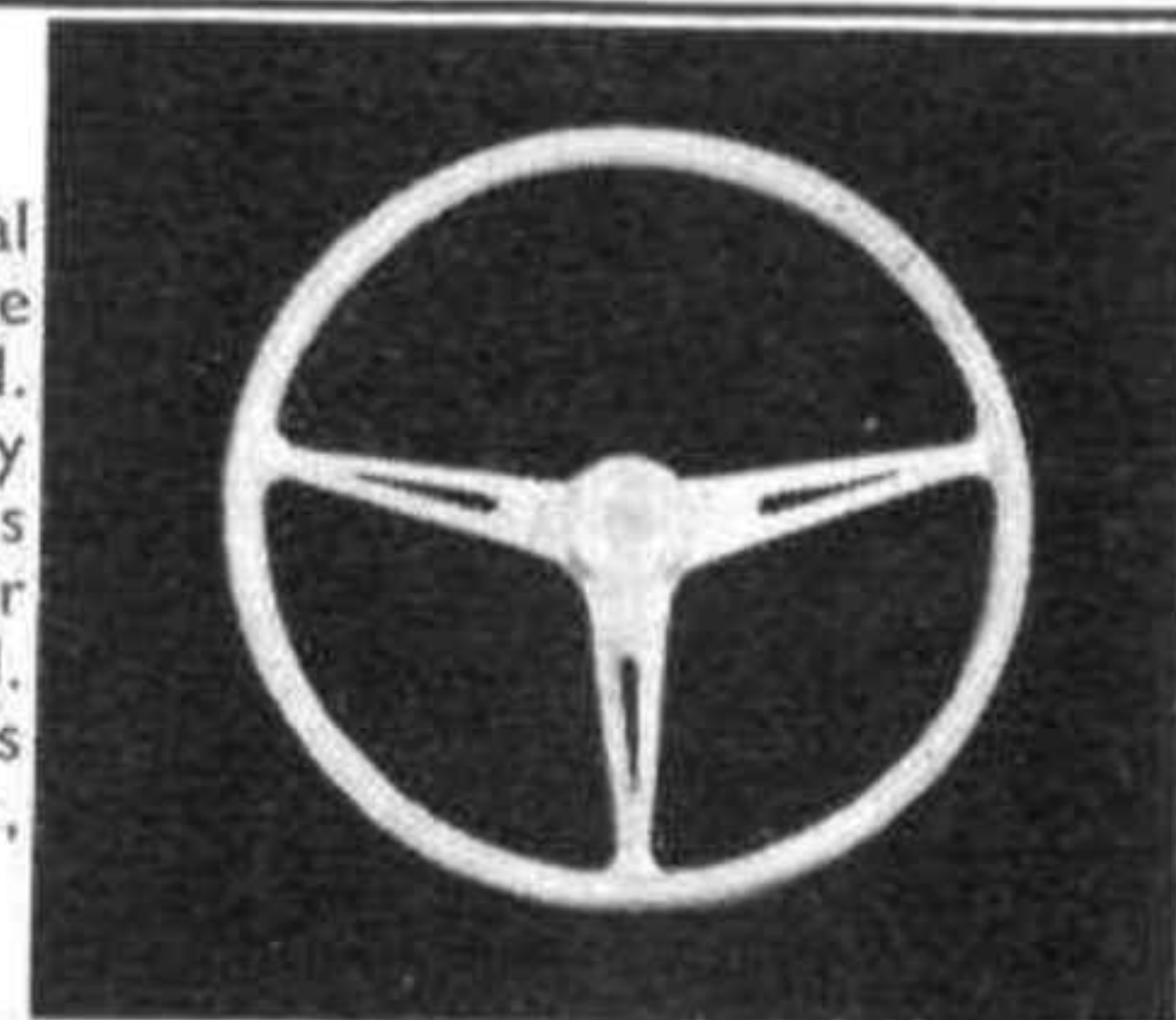
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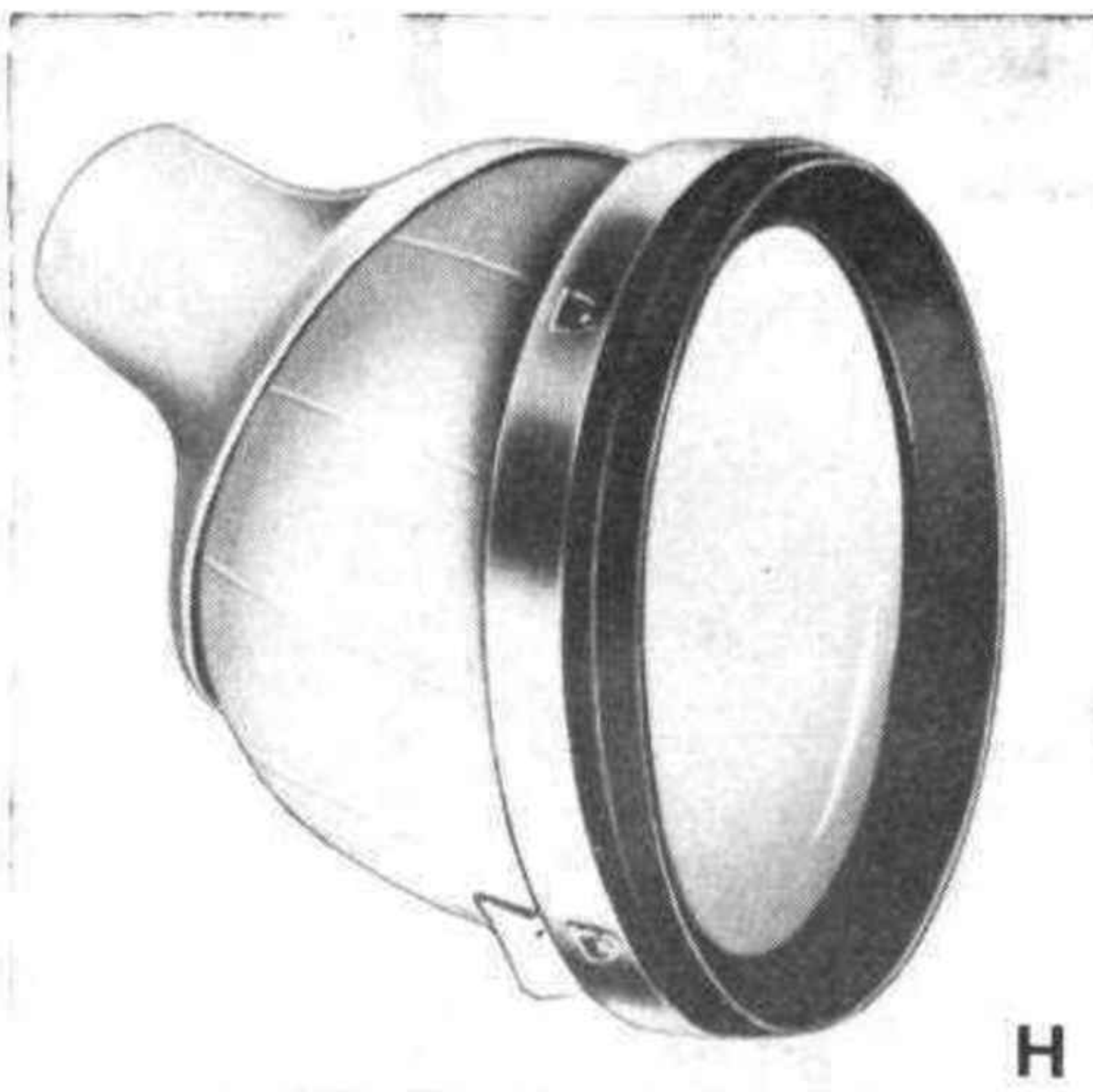
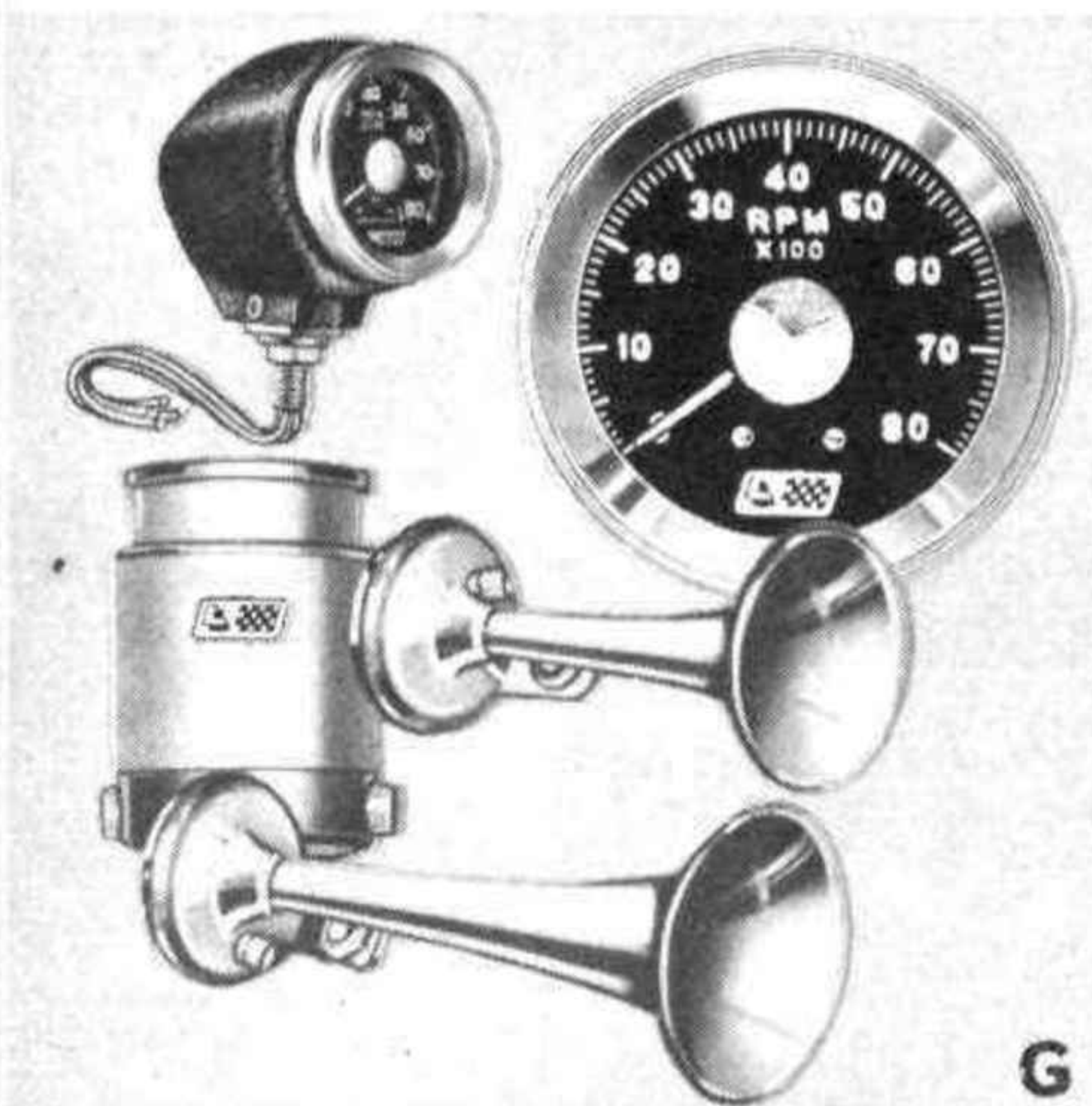
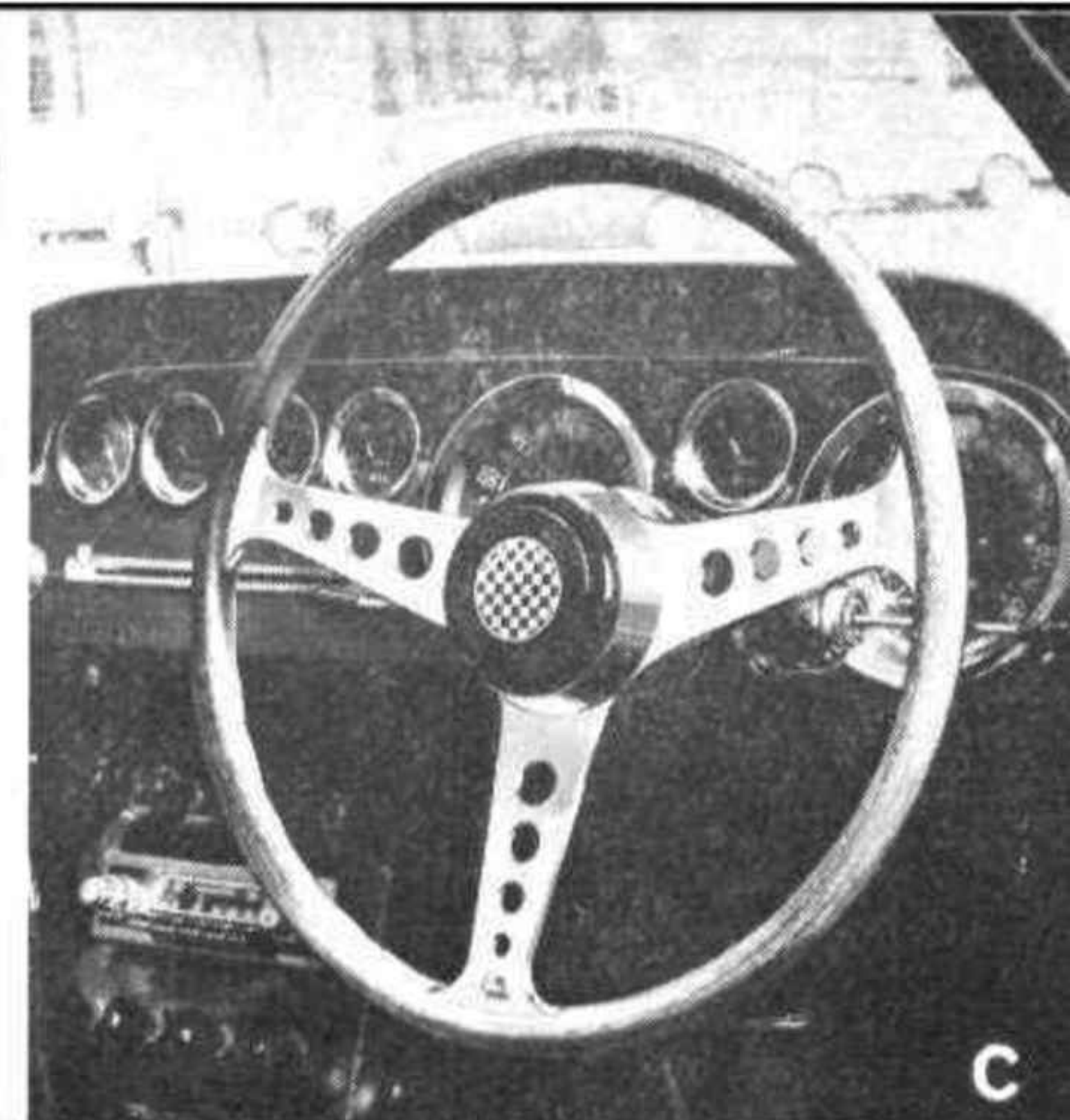
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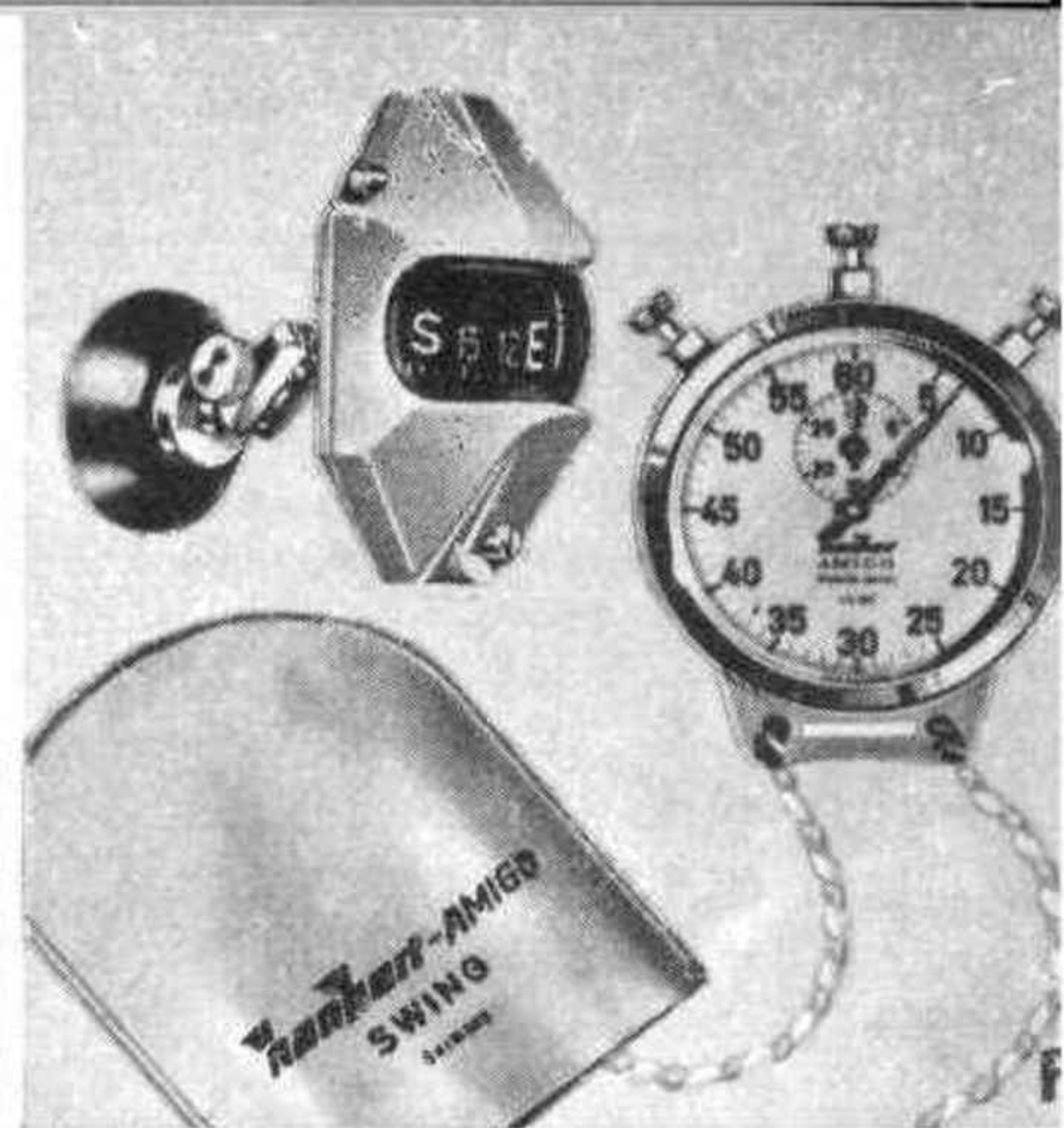
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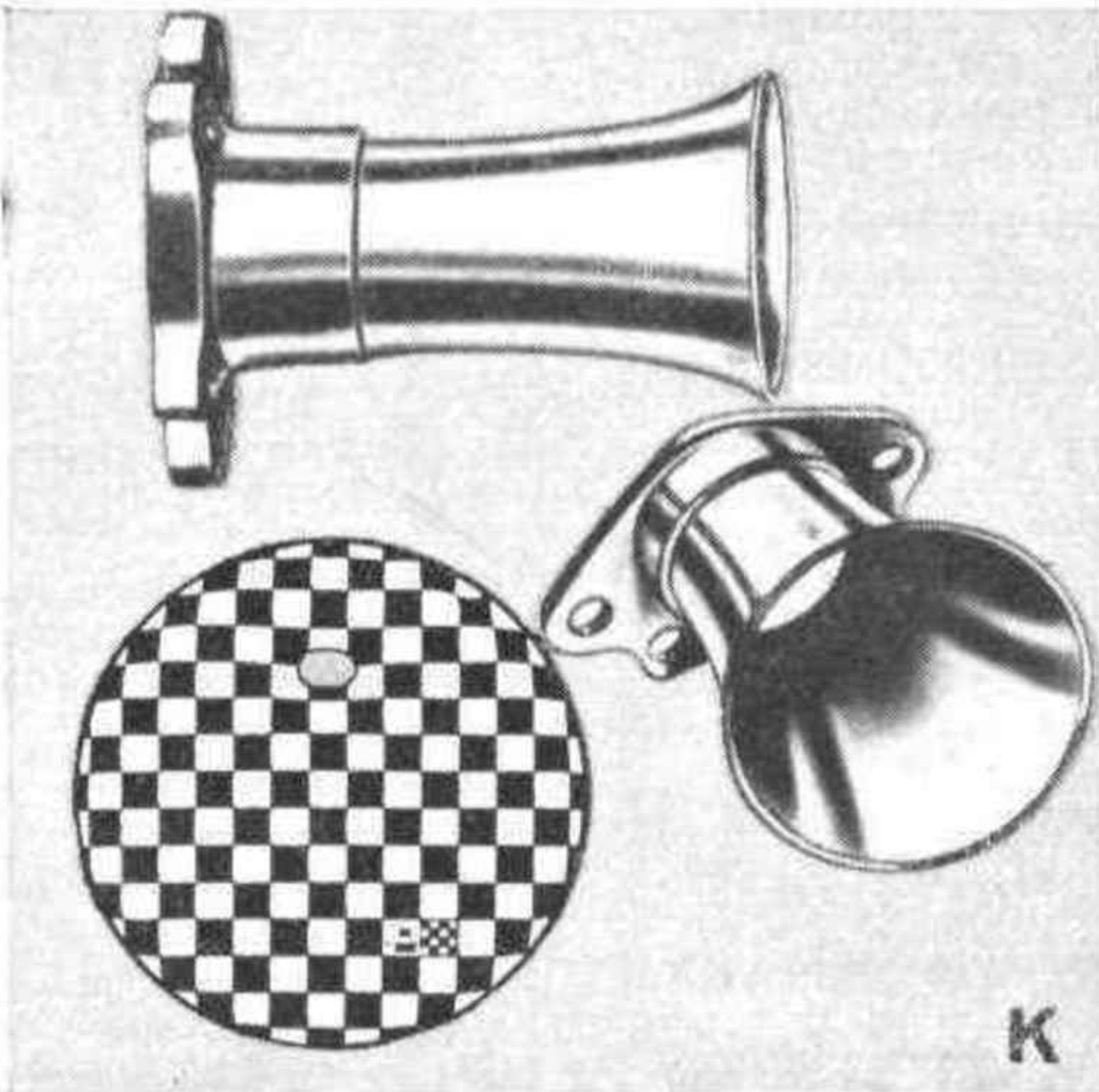
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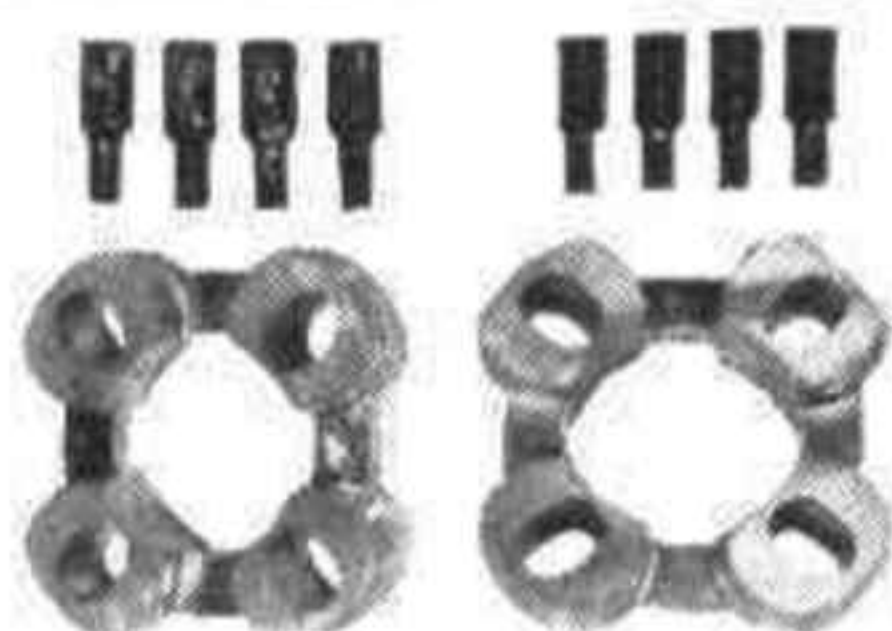
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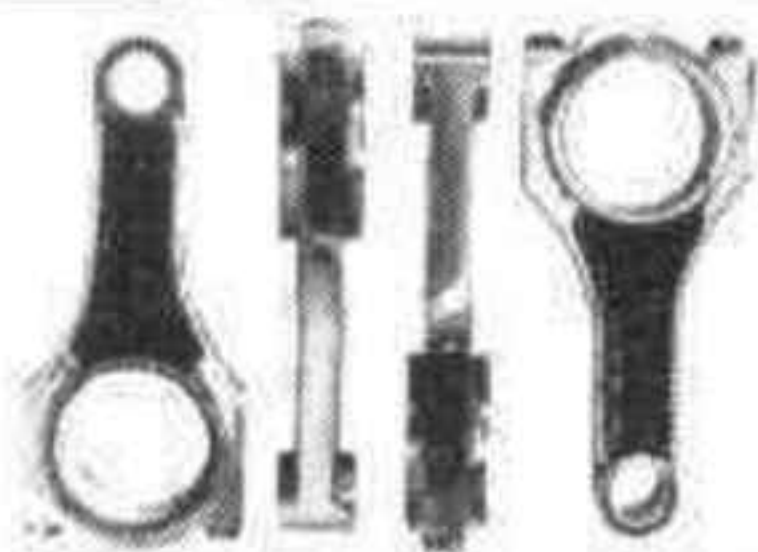
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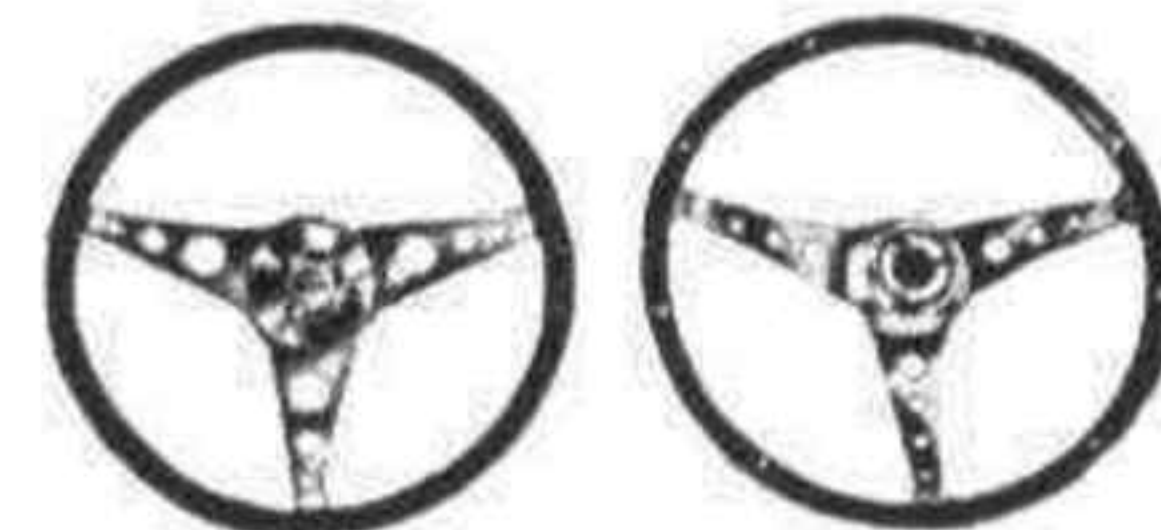
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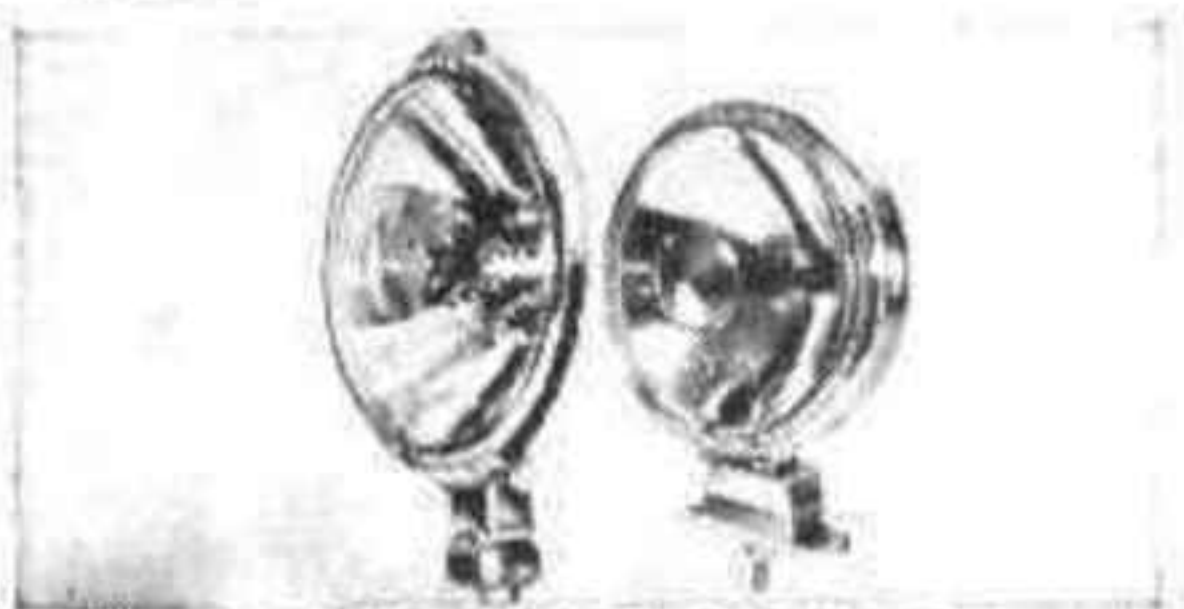
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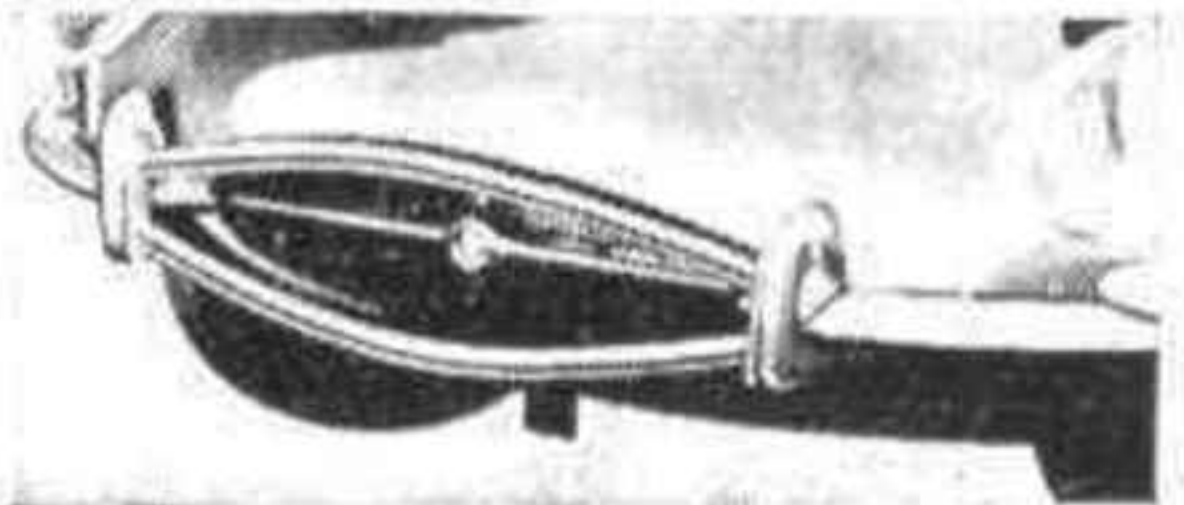
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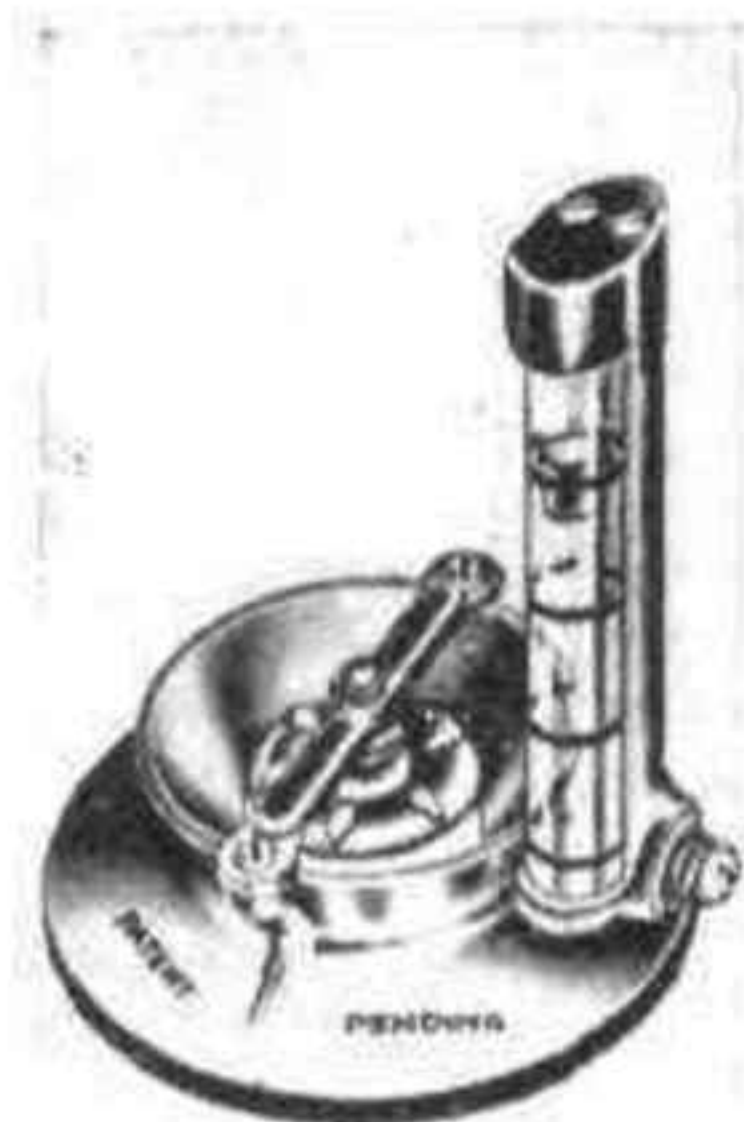
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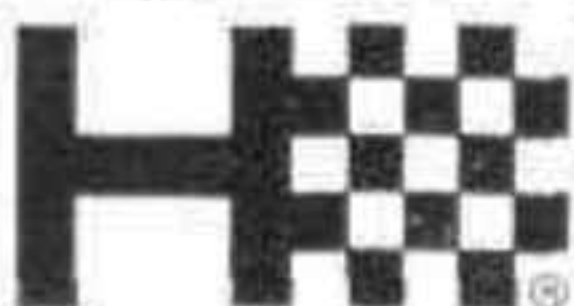


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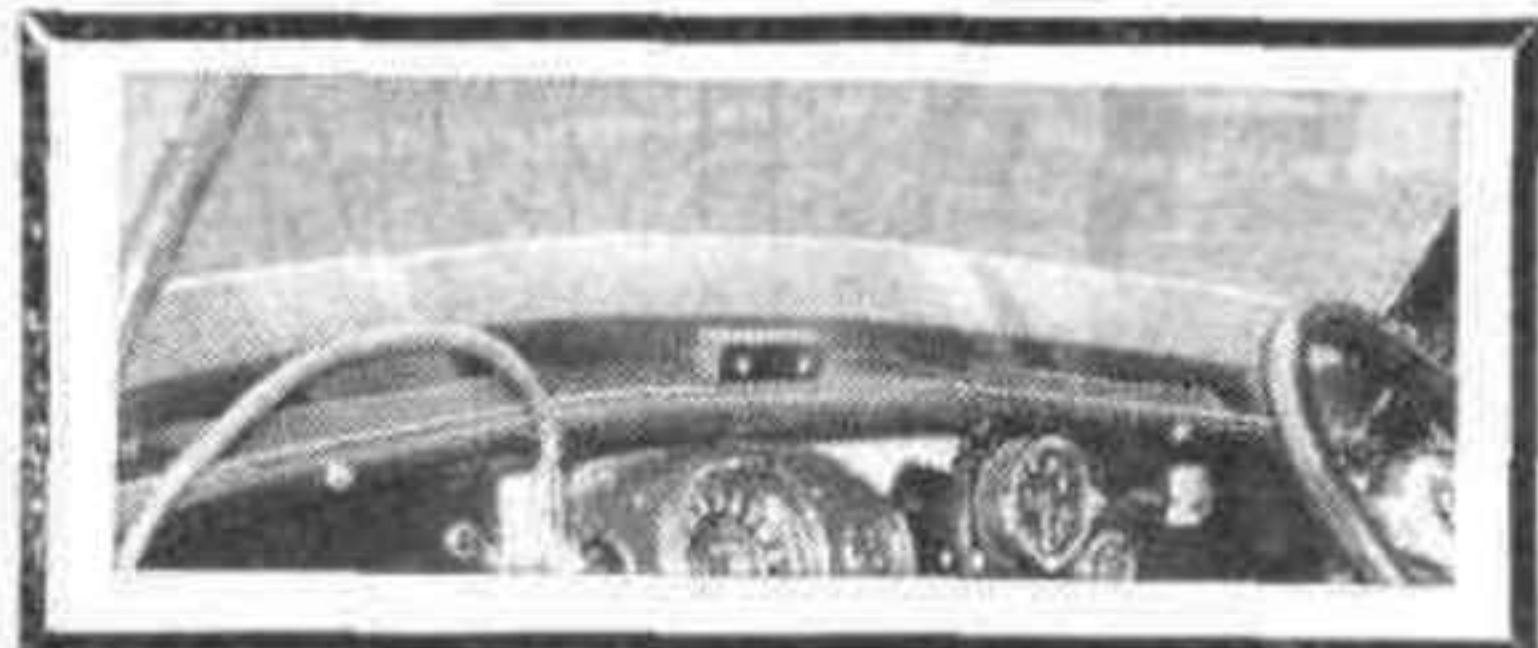
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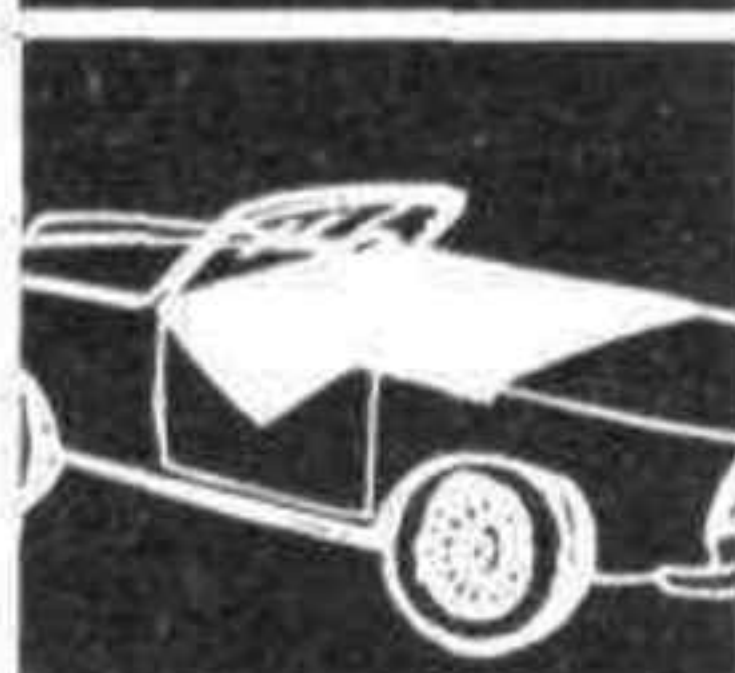


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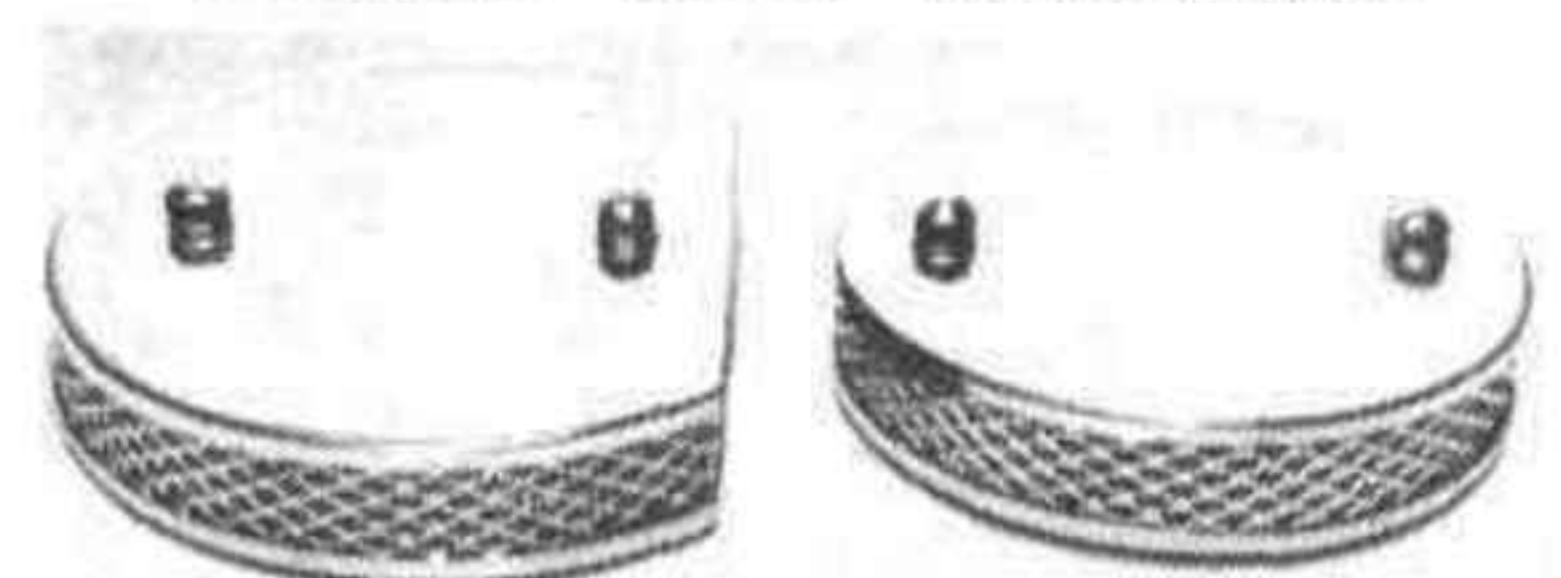
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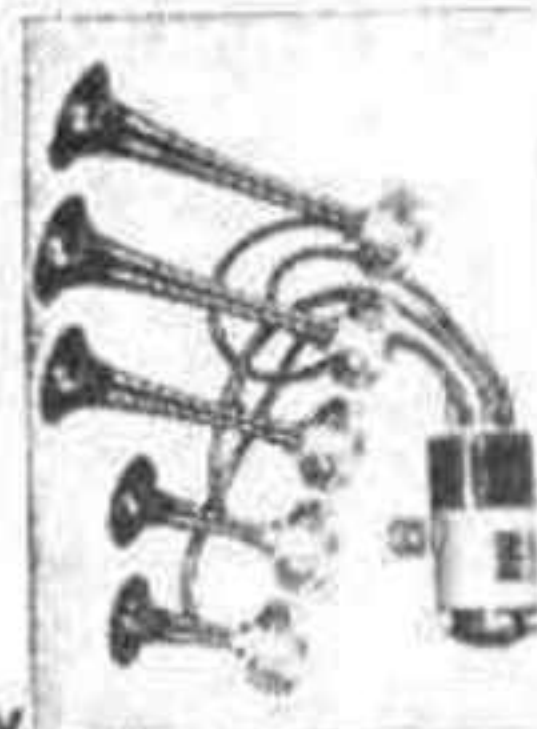
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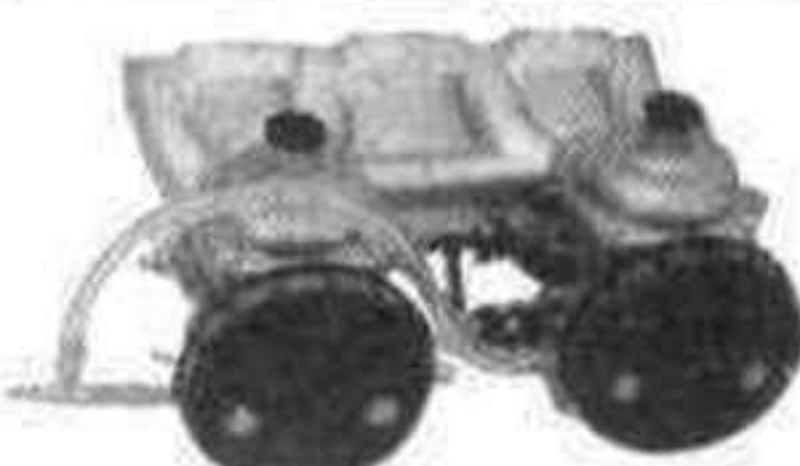
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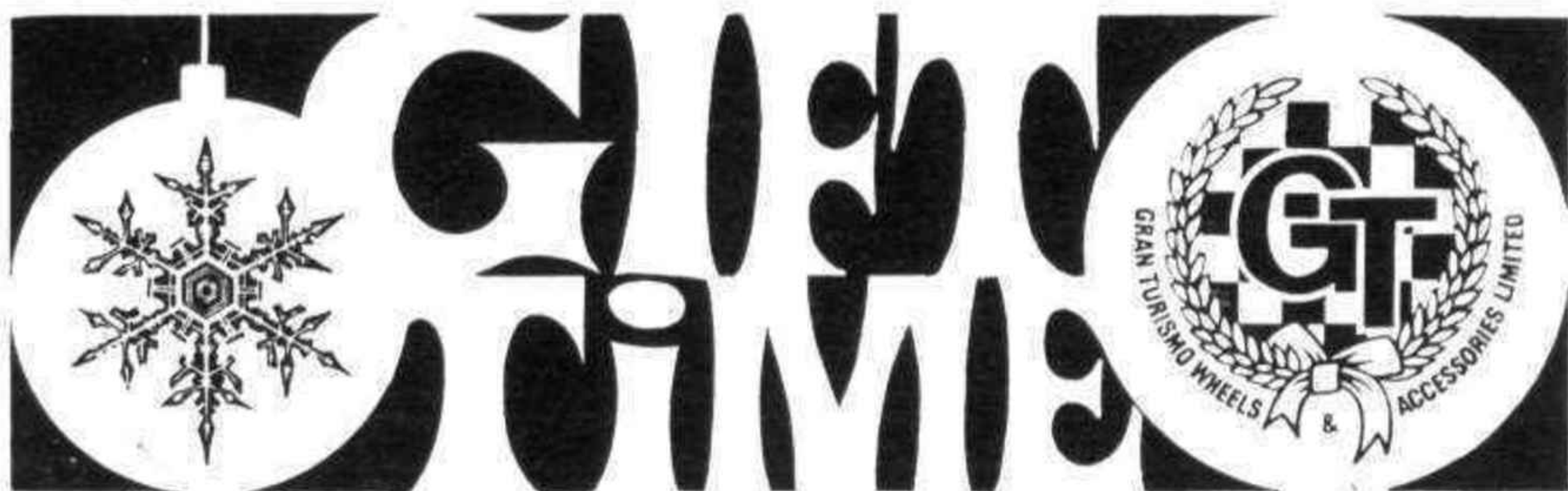
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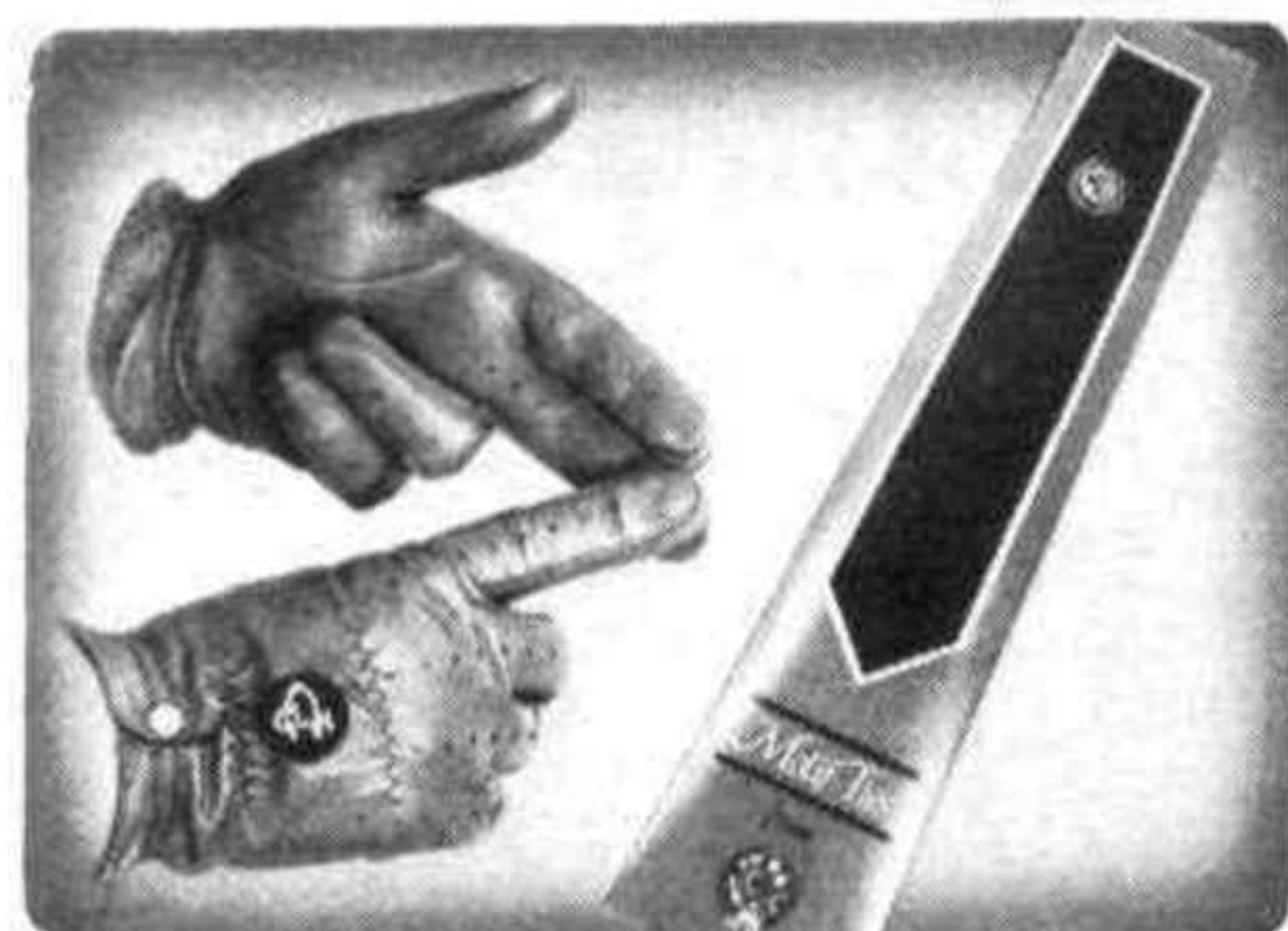
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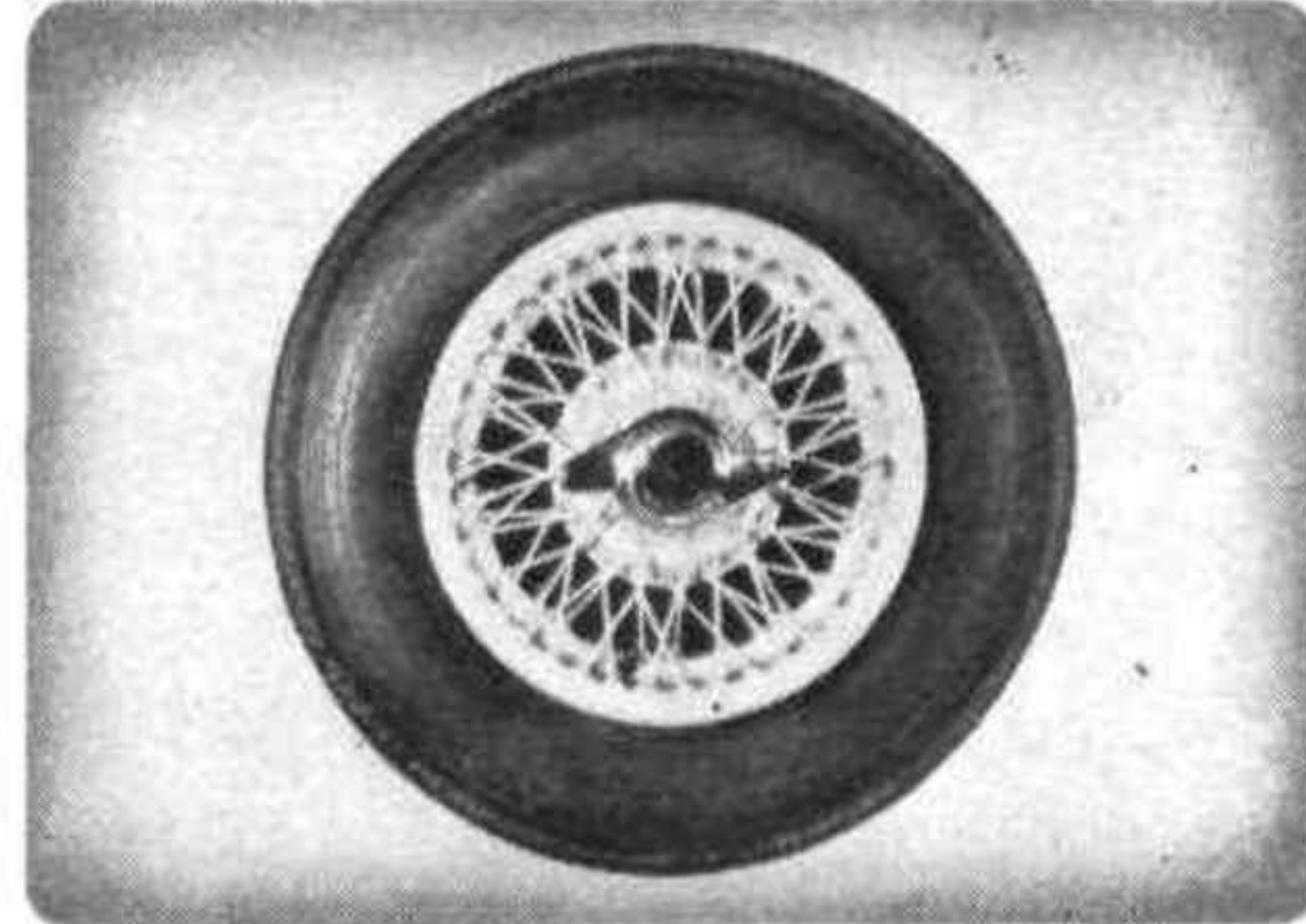
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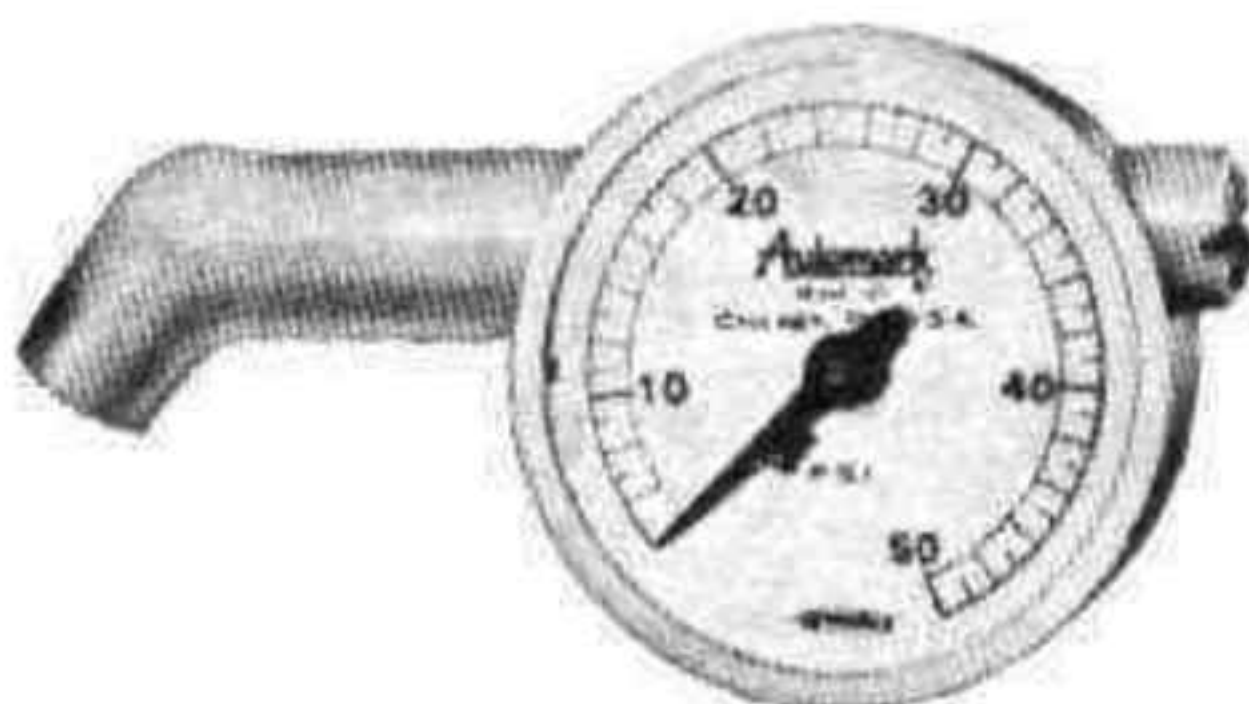
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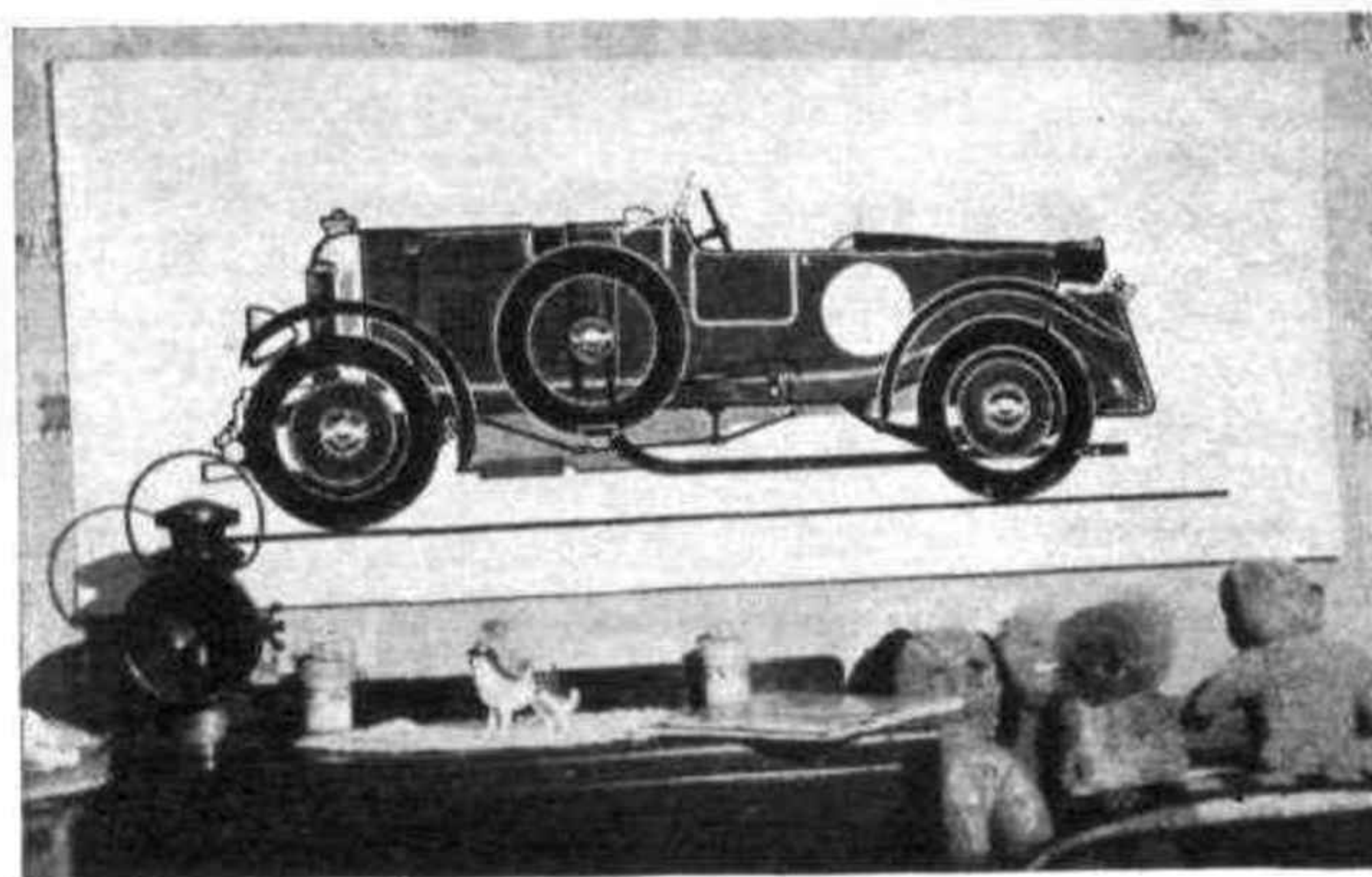
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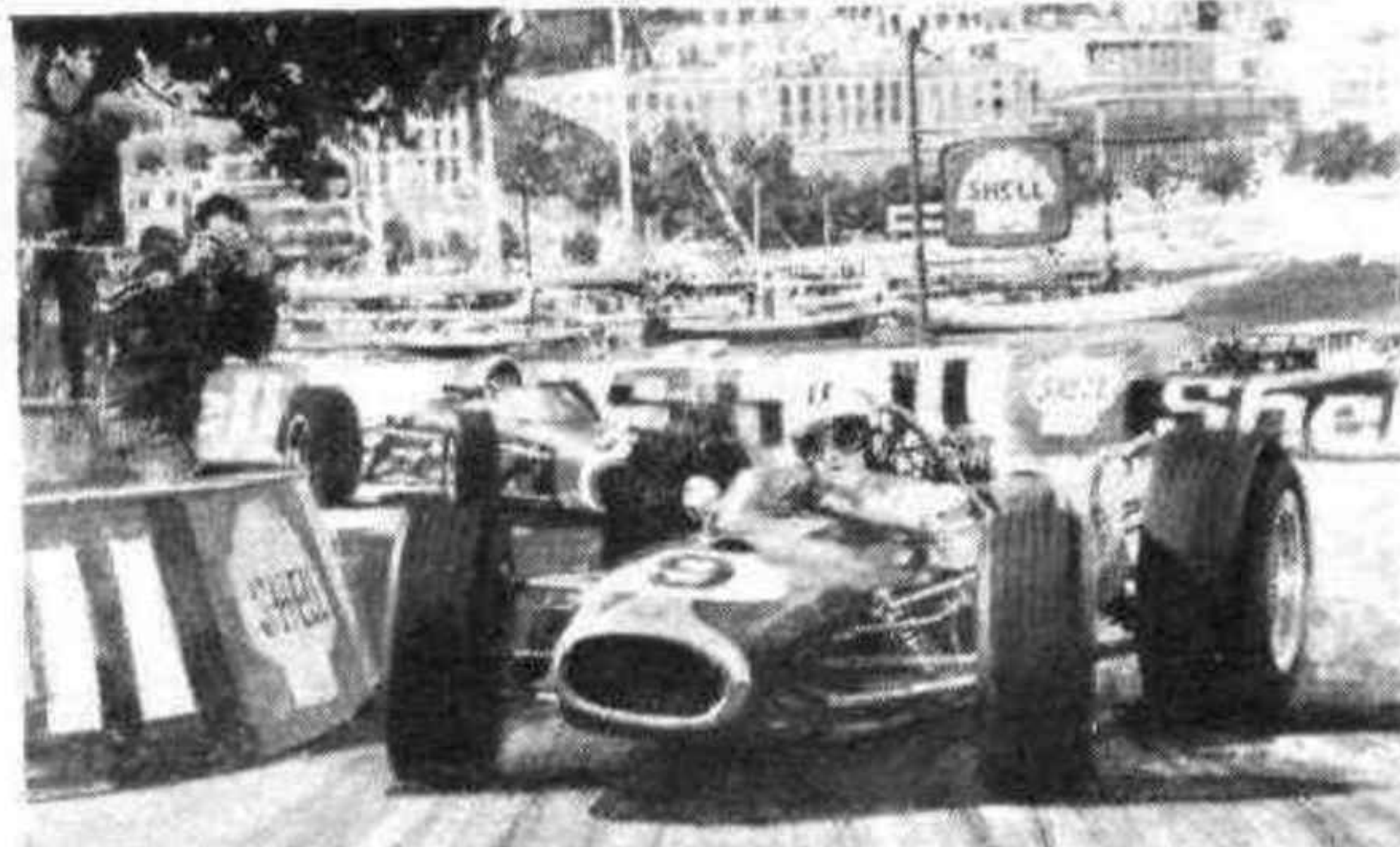
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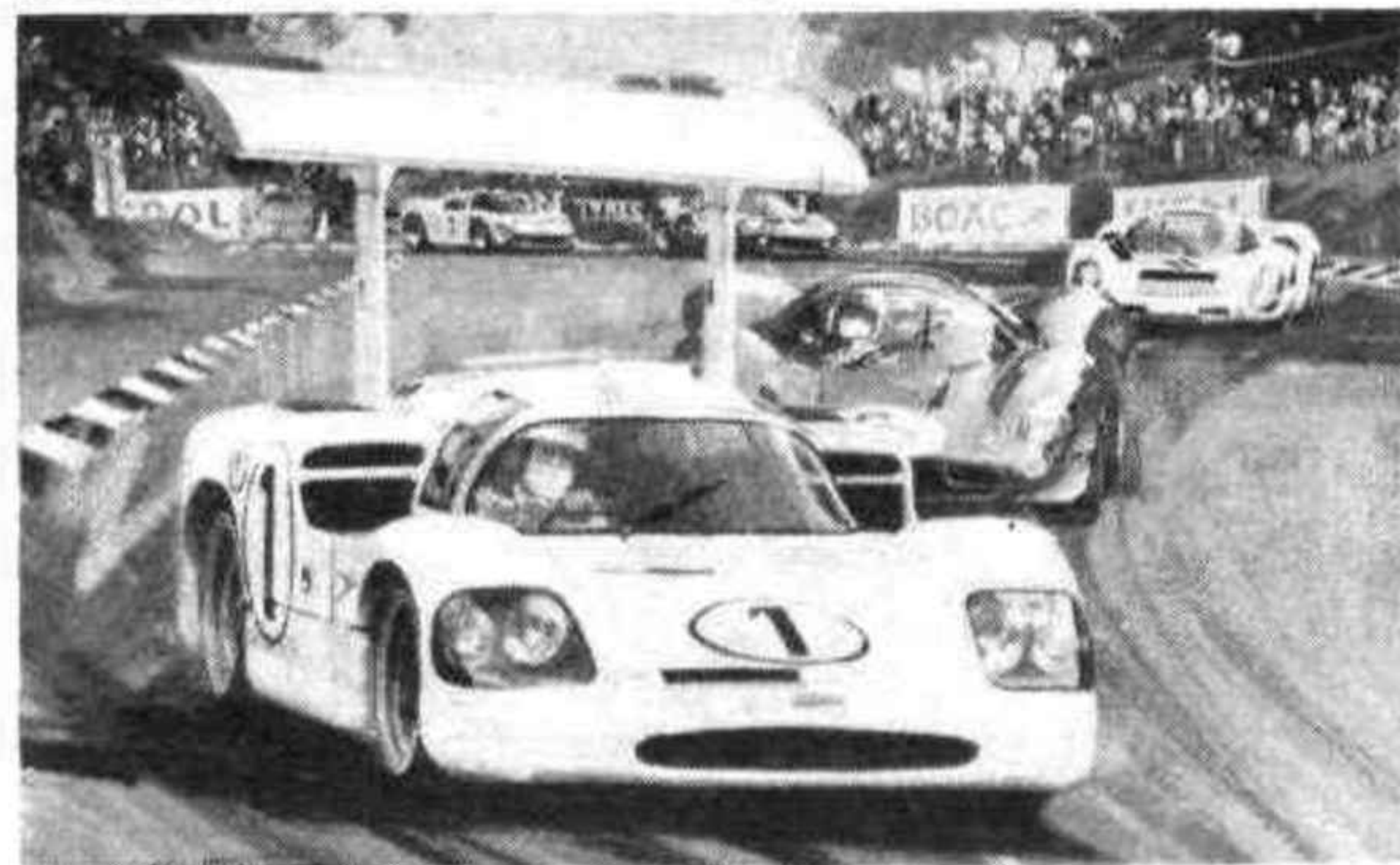
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£995 JAGUAR 'E'-type roadster. This motor car is as new having had over £700 spent on it. Old English white with black trim. Radio. This car must be viewed to be appreciated.

£945 ASTON MARTIN DB III fixed-head coupé. Must be the finest DB III offered anywhere. Royal blue with tan hide interior. Chrome exhaust boxes, etc.

£875 TRIUMPH TR4A, 1966. A very low-mileage car finished in white with black interior. Fitted overdrive, wire wheels, heater.

£795 M.G.-B, 1966. White with black interior, wire wheels, radio, heater, etc. 12,000 miles. Supplied new by us. Choice of two others.

£745 M.G.-B roadster, 1965. One owner from new. Black with red interior, wire wheels, and overdrive, radio, etc.

£695 M.G.-B, 1965, roadster. Iris blue with black interior. Wire wheels, tonneau cover, heater, etc. Choice from two others.

£695 JAGUAR XK150S 3.4 drophead coupé. Bronze with red interior. Concours condition throughout. Another in grey.

£675 TRIUMPH TR4 coupé, 1965. Black with red interior, overdrive, heater.

£675 AUSTIN HEALEY 3000, 1964. Tartan red and black with matching interior. Wire wheels, overdrive, radio, etc.

£675 LOTUS Cortina, 1965. A very well maintained example. Thoroughly recommended.

£635 TRIUMPH TR4, 1964. Surrey top with soft-top. Pale blue with dark blue trim. Thoroughly recommended.

£625 TRIUMPH TR4, 1964. Red with black interior. New hood and tyres. Extras include overdrive, heater, etc.

£595 TRIUMPH Spitfire, 1966, Mk. II. Light blue with matching interior, wire wheels, heater, etc.

£585 ALFA ROMEO, 1962, Sprint Veloce. Finished in Gardenia white with black interior. Fitted radio, Cinturatos, etc.

£565 FIAT 1500 cabriolet, 1964. White with red interior, one owner from new. Excellent condition throughout.

£565 LOTUS Cortina, 1964 (Nov.). Excellent condition having had new rear axle and A-brackets.

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£545 MARCOS GT, prepared specially for racing, fitted fully modified dry sump Martin Ford engine with Webers, Green Spot tyres, etc. Trailer available.

£495 WARWICK GT, 1962. In burgundy with grey hide interior. Wire wheels, overdrive; one owner from new.

£475 AUSTIN HEALEY 3000, 1962. Red with black trim. Wire wheels, overdrive.

£475 TRIUMPH TR4, 1962. White with black interior. Overdrive, radio.

£465 AUSTIN HEALEY Sprite Mk. III, 1964. Red with black interior, wire wheels, heater, tonneau cover, etc.

£725 DAIMLER SP250, 1964, C series. British Racing Green with contrasting interior, hard- and soft-tops. The most superb SP250 we have ever had the pleasure of offering for sale.



£1,145 RELIANT Scimitar, 1966 series. White with black interior, 11,000 miles only. Extras include ZF gearbox, sun-roof, wire wheels, Cints. Unmarked throughout.

£465 MORRIS Mini Cooper, 1966. 6,000 miles from new, seat belts, heater. Finished in white and black.

£395 AUSTIN Mini Cooper 1071 'S', 1964. Almond green with contrasting interior. Extra spot lamps, rev.-counter, etc.

£395 TRIUMPH Spitfire, 1963. Red with black interior, radio, heater.

£365 TRIUMPH TR3A, 1960. British Racing Green, overdrive, hard-top.

£365 TRIUMPH TR3A, Dec. 1960. A two-owner car in indigo blue, radio, heater.

£345 AUSTIN HEALEY 3000, 1960, regd. 1964. Red with black trim, wire wheels, hard-top, etc.

£325 AUSTIN HEALEY Sprite Mk. II. Iris blue with matching interior, radio, extra instruments.

£325 M.G. Midget. White with black interior. Very good value.

£295 MORRIS Mini Cooper, 1962. A clean example specially finished in sand and sable. Twin spots, etc.

£295 AUSTIN Mini Cooper. Blue with white roof, 1963. Fast but in good condition.

£295 AUSTIN HEALEY Sprite Mk. II. Smoke blue with matching interior.

£245 AUSTIN HEALEY Sprite. Fitted special bonnet and Ashley hard-top, radio, heater, etc.

£245 JAGUAR XK150 f.h.c., 1958. Requires some attention. No warranty.

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JAGUAR 'E'-type roadster, 1964.

JAGUAR XK150 3.8 drophead coupé.

ALVIS Park Ward saloon, 1964. 14,000 miles only.

MORRIS 1100 saloon, 1964, with sun-roof and modified engine.

M.G.-B, 1967, £915. 4,000 miles. Red with black. Wire wheels, radio. Mint. Supplied by us.

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- MORRIS MINI COOPER, 1966, WHITE/BLACK, SEAT belts, wing mirrors, rear wiper, head flashers, parking lights, triple spot, tach, head flashers, unique dash etc. Excellent condition, £475. Roberts, 27 Dove House Lane, Solihull, Acocks Green 1044. (9746)
- AUSTIN HEALEY 3000, 1960, 2-4-SEATER, HARD TOP, overdrive, wire wheels X's, excellent condition, many extras, £320 o.n.o. Brodie, Plumgarths, Kendal, Westmorland. (9747)
- 1929 AUSTIN SEVEN "TOP HAT" SALOON AS HIGHLY commended 1967 Beaulieu. Sensible offers only. Tel.: Worthing 1927. (9748)
- M.G. TA 1939. VERY GOOD CONDITION, ENGINE, transmission, completely rebuilt: rewired, body rebuilt, resprayed. Bills produced, £200. Taton, Normansal, Seaford, Sussex. Tel.: 2676. (9749)
- JENSEN 541R. LATE 1960. METALLIC GREY AND blue. Much cherished by only owner. Offers over £550. Weston, Wyfold Grange, Nr. Reading. Checkendon 751. (9750)
- 1965 AUSTIN HEALEY 3000 MK. III. 30,000 MILES. Very good condition. Hard top, soft top, tonneau, luggage grid, o/drive, w/wheels, XA's, radio, fog and spot. Owner going abroad. Marks, 357 Cromford Rd., Langley Mill, Notts. Tel.: Langley Mill 3544 after 6pm. (9752)
- ASTON MARTIN D.B.2/4. 5 NEW TYRES. NEW BATTERY, taxed, M.O.T. cert. In very good all round condition. Offers around £525, apply Box 0322. (9752)
- 1967 VITESSE WANTED, OVERDRIVE PREFERRED. 1963 Jaguar 3.8 with recently rebuilt engine available for part-exchange. Bradley, Betley, Nr. Crewe. (9753)
- M.G. TC IN GENERALLY GOOD ORDER, NEW HOOD, good tyres all round. Reliable. £160. Hickson, "Four Winds," Granham Hill, Marlborough, Wilts. (9754)
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- 1962 Lotus Super 7, 997 c.c., weather equip. ... £395
- 1961 Lotus Super 7, 997, various extras ... £395
- 1961 Austin Healey Sprite Mk. II ... £320
- 1961 Triumph TR3A roadster, overdrive ... £395
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- 1959 Aston Martin DB Mk. III, o/d., superb ... £665
- 1959 Jaguar XK150 2/4-str. f.h.c., B.R.G. ... £415
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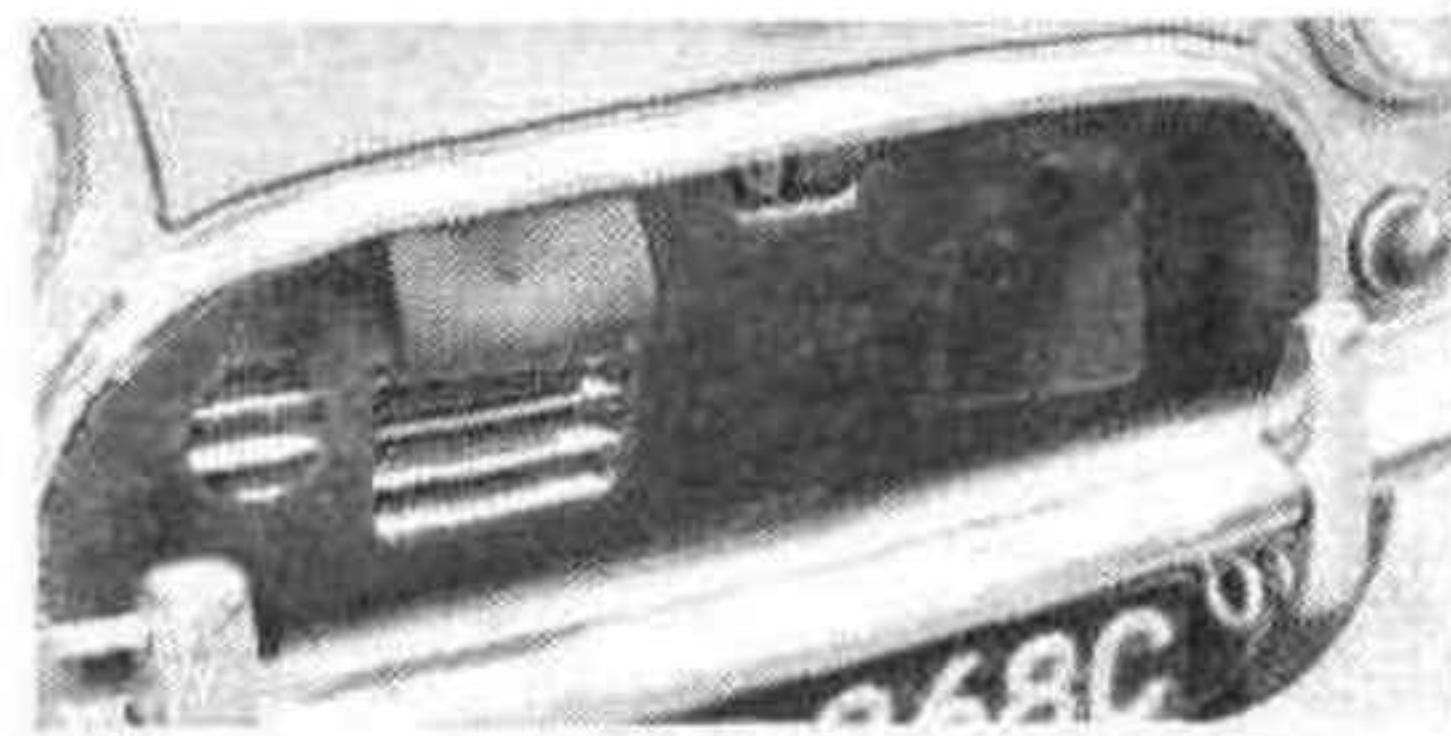
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- SUPERB RARE 1937 ROVER 14 H.P. CLOSE-COUPLED** Sportsmans Saloon. 23,000 miles. Body hand-restored burgundy/black. Bumpers rechromed, new battery, exhaust. Tyres as new. Only needs recarpeting. Good engine and interior clean for Concours collectors piece. £250 o.n.o. cash. R. Vickers, Stone Farm, Thoresway, Market Rasen, Lincs. Tel.: Binbrook 212. (9779)
- 1935 ALVIS SPEED 20 OPEN SPORTS VANDEN PLAS,** 2-door, 4-seater. Positive Concours winner. Finished in opalescent silver grey. Re-upholstered in black, all re-chromed P.100 recondition at Lucas engine recondition. Triple carbs, 5 new tyres, new hood, side screen. Whole car restored by its owner who also owns and restored his "Riley Redwinger" winner of nine concours this year (Riley not for sale). Again this Alvis Speed 20 is a superb P.V.T. £700 Tel.: Manchester Hulme Hall 1887. (9780)
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- 1953 RILEY 1½ R.M.E. £250. EXCELLENT CONDITION.** Mileage 55,000. Taxed. New battery and 2 new tyres. Christison, Ashburton Rd., Totnes, Devon. (9783)
- M.G.-B. 1964. NOT THE BEST EXAMPLE ON THE** road, but good value at £425. Gibson, Office Chelmsford 54733. Weekend 01-435 3557. (9784)
- PHANTOM III. SPARE PAIR OF SOUND HEADS OFF** BT series complete with uncut new valve seats if required. Offers invited. Nottingham 262198. (9785)
- 1930 LEA FRANCIS 12/40 2 PLUS 2 TOURER. AN IM-** maculate and reliable working car. No snags known. £475. Skirvenham (Berks) 608 (1-2 p.m.). (9786)
- BROOKLANDS RILEY TEAM CAR. 1931 V.C. B304. T.T.** winner 1932. Third place at Le Mans 1933, fourth place at Le Mans 1934, index of performance class 1934. Historic car registered V.V.C.C. This car has won many awards and is in concours condition. Offers over £800 to F. E. Marriott, 26 Cowper St., Kettering, Northants. (9787)
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- AUSTIN-HEALEY 100/6. 1958. OVERALL GOOD CON-** dition. Red/black, interior reconditioned. £255. Details: Mr. Gee, 110 Sefton St., Southport, Lancs. (9791)
- T.R.4A, 1965. WHITE. WIRE WHEELS, TONNEAU, ETC.** Left hand drive. 26,000 miles. Must sell due to forthcoming marriage—£650 o.n.o. Would take reliable Mini or similar small car in part exchange. Write or call—47 Deacon Cres., Bitterne, Southampton, Hants. (9792)
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- BRISTOL 401 MIDNIGHT BLUE WITH SPARE CRANK-** shaft, engine block (61 p.s.t.), gearbox, clutch, manuals, tools. £175. 21 Marway Rd., Broughton, Saltburn, Yorks. (9794)
- PANHARD P.L. 17. 1962. B.B.C. 65. GOOD BUT UN-** tidy. £150. Also Triumph Tigris scooter 1960 4-stroke engine Good order. Offers: Wilson, 131 Croydon Rd., Caterham, Surrey. Tel: 43042. (9795)
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- TRIUMPH Spitfire, 1964.** One lady owner from new, 13,000 miles only. Quite immaculate throughout in Wedgwood blue, with hard- and soft-tops, heater, etc. £495
- MORGAN Plus 4 drophead, 1961.** A superlative example of this rare car, shining black with matching trim; TR engine, wire wheels, disc brakes, wood-rim wheel. £545
- JAGUAR XK150 3.4 "S" type fixed-head coupé, 1959.** Finished in scarlet with red trim; radio and heater, wire wheels, seat belts, twin spotlamps. £445
- AUSTIN Mini-Cooper 1275 S, 1964.** Quite unmarked condition, finished in Old English white with black roof, must be certainly one of the best maintained examples. £445
- M.G. TF 1250, 1954.** Finished in tartan red with tan upholstery, with twin spotlamps, badge-bar, etc. A first-class TF in every way. £395
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- M.G. TD, 1953.** Finished in midnight blue with red upholstery; special seats, 'X' tyres. £275
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- RELIANT Scimitar 3-litre V6.** New. At present in stock we have cars in white, gold, silver, burgundy and dark blue, all for immediate delivery. Ring us for details and a demonstration. Prices from... £1,595
- SUNBEAM Tiger, 1965.** One owner, 29,000 miles. Unmarked dark blue with matching trim; hard-top, soft-top, radio and heater, seat belts. £675
- RELIANT 2½-litre Scimitar, 1966.** One owner only. White with black interior, with wire wheels, heater, seat belts. £1,095
- M.G.-B, 1964.** Two owners from new. 29,000 miles, red with black interior, with wire wheels, heater, tonneau cover. £645
- SUNBEAM Alpine Mk. 4, 1966.** 11,000 miles only. Spotless midnight blue with blue upholstery; hard-top, radio, heater, seat belts. £775
- TRIUMPH TR4, 1962.** Finished in pale blue with dark blue trim, radio and heater, tonneau, seat belts. £495
- M.G. Midget Mk. 2, 1965.** A very attractive example in B.R.G., with Ashley bonnet and fastback hard-top, wire wheels, heater, modified engine. £495
- AUSTIN HEALEY Sprite Mk. 2, 1961/62.** A selection of four cars, in pale blue, white, or red. All have various sensible extras, from £295
- JAGUAR XK150 drophead 3.8 "S" type, 1960.** Just recellulosed white, with green trim, superb order throughout. Wire wheels, overdrive, heater, twin spots. £595
- TRIUMPH TR3, 1958.** B.R.G. with matching hard-top, overdrive, heater, seat belts, 'X' tyres, etc. Also one other, 1959, in B.R.G., with hard-top, competitively priced from... £285
- TURNER-Climax, 1961.** 1,220 c.c. Climax engine, wire wheels, discs, tonneau, heater, etc. Finished in white with black cockpit. £395
- SUNBEAM Alpine GT Mk. 4, 1964.** Two owners only, 34,000 miles. Spotless white with matching hard-top, red interior; heater, etc. £535

- AUSTIN HEALEY 3000 Mk. 2, 1963.** Red with red upholstery; with wire wheels, overdrive, radio and heater, wood-rim wheel. £595
- M.G.-A 1600 fixed-head coupé, 1959.** Very beautiful in metallic bronze, with red trim, fitted radio and heater. £385
- TRIUMPH TR3A, 1962.** One owner, 49,000 miles only. Finished in red with red trim, this is the best 3A available anywhere. With wire wheels, overdrive, radio and heater, rear seat, luggage rack, wood-rim wheel. £585
- AUSTIN HEALEY Sprite Mk. 1, 1959.** In silver with red interior, special streamlined bonnet, hard-top, radio and heater, tonneau, seat belts. £295
- M.G.-A 1600 roadster, 1956.** Red with black hard-top, black interior, with radio and heater, spotlamp, etc. £235
- GSM-Delta, 1961.** In silver with black interior. Fitted Ford Cortina 1500 GT engine, Webbers, close-ratio gearbox, hard- and soft-tops, tonneau, very, very fast. £295
- TRIUMPH Spitfire, 1964.** Choice of three examples, in pale blue, red or white, all have many extras, and are priced from... £425
- AUSTIN HEALEY Sprite Mk. 3, 1965.** In red with black upholstery, with heater, seat belts, tonneau cover, etc. Choice of three others, from... £465
- FORD Cortina GT, 1967.** One owner, 4,000 miles only. Virtually as new in silver, with black interior. Quite unmarked. Heater and seat belts. £765
- M.G. TC, 1948.** Excellent condition, B.R.G. with green interior. £295
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FOR SALE—continued

PORSCHE 365B. 1960. RADIO, BELTS. £525 OR EX-
change M.G.-B. Mrs. Waller, Pack House, Column Rd.,
Caldy 7860, Cheshire. (0016)

1923 VAUXHALL 23-60 TOURER. VERY ORIGINAL,
unused 35 years. £850. 1935 Bentley Cockshoot Tourer.
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P.100's, large Zeiss spots. Large number extra lamps
and switches, three dashboard clocks, rev counter,
mascot, fine running condition. £475. Ham Mill, New-
bury, 1346. (0017)

1958 XK150 JAGUAR D.H.C. BODILY AND MECHANIC-
ally excellent. Overdrive, radio, spots. £245. Nash,
Enfield 5353, ext. 2212. (0018)

BENTLEY. 1939 4½ MX SERIES SPORTS SALOON.
Body by Vanden Plas. Grey. Good condition. Photo-
graphs available. £350 o.n.o. Box 0366. (0019)

ASTON MARTIN D.B.3. 1958. BRIGHT RED WITH
tan interior. Cinturato tyres, overdrive, the whole car
is in exceptional condition and open to any inspection.
Taxed, fully tested. £565. Mitchell, Tel.; Stourbridge
3058. (0020)

FORD GT40. STREET VERSION. 10,000 MILES. De-
tails from Box 0367. (0021)

M.G.-A 1600 F.H.C. GOLD SEAL ENGINE. SERVO,
wires, Cinturatos, woodrim, etc. Good bodywork. £275.
Offers. Might exchange. 17 Queen's Parade, Annfield
Plain, Co. Durham. (0022)

SUNBEAM TALBOT MK. III. ONE OWNER. MINT
condition, overdrive, radio, M.O.T. Taxed. £185. Con-
sider Riley, XK, Alpine, Morgan, M.G. or anything
big and hairy P.X. Mr. Small, Park Farm, Stoneham
Lane, Eastleigh, Hants. (Eastleigh 3767). (0023)

BENTLEY 4½-LITRE 2/4-SEATER. 10,000 MILES SINCE
complete rebuild from stripped chassis by Bentley ex-
pert. Special lightweight pistons, camshaft built up and
reground to correct contour, etc. etc. New professionally
built body. £2,850. Box No. 0368. (0024)

PORSCHE C. 1964. IRISH GREEN WITH BLACK UP-
holstery. Low mileage in immaculate condition. £1,175.
Knebworth 2017 (evenings). (0025)

SPEED SIX BENTLEY. 1929 TOURER. REBUILT.
Poncia, Coldharbour, Lingfield 534, Surrey. (0026)

BENTLEY. 1936 3½ PARK WARD SALOON. REMARK-
ably fine order. Complete history available. £600. Box
No. 0369. (0027)

BREAKING 1958 JAGUAR 2.4. RECONDITIONED EN-
gine, Cinturatos, etc. Write to 58 Ewins Close, Ash,
Aldershot. (0028)

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1934 LANCHESTER LD10 WITH 4-SPEED PRE-SELECT
gearbox, fluid flywheel, Mulliner bodywork, M.O.T. Must
sell, leaving country. Offers to P. Mott, 87 Oldfield
Rd., Stannington, Sheffield. Tel.: Sheffield 34805 (after
7 p.m.). (0030)

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Lagonda £645. 4½-litre 1937. Has not exceeded 3,000
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tely spotless. £165. Telephone Ninfield (Sussex) 259. (0033)

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tops; tonneau, servo brakes, Motorola radio, seat belts,
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Monkspool, Church End, Twynning, Tewkesbury, Glos.
Tel.: Tewkesbury 2075. (0035)

1956 PATHFINDER. GOOD CONDITION. INCLUDING
tyres, tested and taxed to April 1968. £195. Also Path-
finder with body u/s but good for mechanical spares.
£25. Cash only. Offers considered for either. Page, 32
Lagonda Close, Bracebridge Heath, Lincoln. (0036)

AUSTIN HEALEY 3000 MK. 1 BT7, 1960. HARD TOP,
soft top, tonneau, overdrive, heater, washers, spot, fog,
reversing lamp, boot rack, wires, Cinturatos. £285 o.n.o.
19 Chaucer St., Leicester. Tel.: 21509. (0037)

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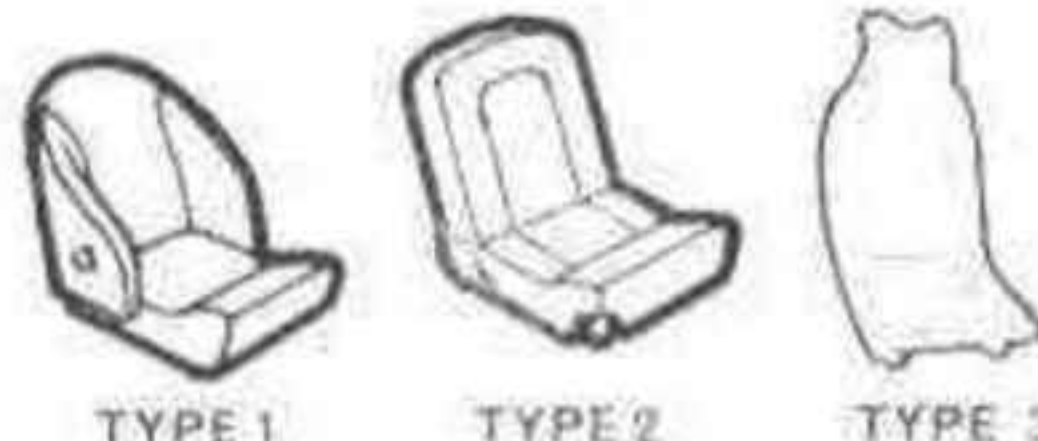
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JOHN BRITTEN

This is the place where every car, is lightly scented with Castrol R. Actually we now have two places, and this month I thought we'd try putting in some paragraph headings so that you can see which car is where.

Buy her a TVR for Christmas
Our Moscow Road (Bayswater) branch are London dealers for TVR cars, and we have just opened small workshops nearby. I am really very keen on the new Vixen, costing £998 in kit form (easy

cap rotting in the boot but otherwise has looked after it with remarkable tenderness, £475. Austin Healey BN1 100-4, 1954, red with black hood, wire wheels of course, overdrive naturally, £195. MG-B, 1964, Iris blue, radio and a few other accessories, £555. MG Midget Mk II, 1964, green, black trim, £400 but we may have another fair in store for this car—look in next month's *Motor Sport*. Austin Healey 3000, 1960, mist blue, overdrive, wire wheels, rear "lavatorial" as I have



week-end build) as I don't think any GT car at the price compares for quality of finish or gives the same pride of possession you'll get from owning one. Having been too lazy to take any Vixen I show you the earlier 1800S. The Vixen has only minor styling changes and comes with MG-B or Cortina GT 1600 crossflow unit, whichever you'd rather. Equipment you get at no extra cost includes SP41 radials, tinted rear window, reversing light, electric screenwash, wood-rim wheel etc etc. We have three unallocated cars arriving this month, and several more in January. Drop by for a Vixen demo. A TVR Tuscan 305hp V8 demonstrator is being got for Mr Britten to use. This means I must sell my specially built and lavishly equipped 1967/68 F registration Cortina-Lotus estate car, shown hitched to our

heard them described, £365. We are agents for the Lenham GT body conversions and for £35 your car can look like the one in the picture although



It's easier if you have the complete rear body section with wings and flared wheel arches at £42. We have these in stock, also standard shape and "little E-Type" fibreglass bonnets, and standard shape fibreglass hard-top/rear body assemblies for Special Sports (was *Marque*) racing to 1968/71 regs. Leaflets upon demand. On the subject of racing I have secured the services of Oliver Ball this winter (had him specially imported from Turkey) and can build or rebuild three racing Sprites or Midgets to the same high standards as my own car (SS 1800) which was built by Oliver and myself, and now holds 11 circuit lap records. We are only interested in building top-grade ultra competitive cars, and will get costs down by assembling them side-by-side. You must let me know by Dec 15th or it will be too late. I build the engines and gearboxes myself, and Oliver attends to chassis, suspension and bodywork (including fitting "JB" fibreglass bodies).

Servicing and Spares
Brian Elkington as illustrated below is the correct



man to speak for this sort of thing. If you are interested in buying Cinturatos or other radial and crossply tyres at stupefying discounts up to 50% then Tubeless Tyler is your man, and he has a little phone all of his own on Barnet 1146.

The men from Moscow Road
Contrary to some people's belief the old firm of Hutchings and Moxley don't actually own our Bayswater showrooms, they are merely our two resident comedians there. As well as new TVRs, they have one new Unipower GT 998cc in metallic green, 1965 TR4A FHC. Surrey top, o/d, w/w, radio, G800s, £735; 1966 MG-B, white, o/d, radio, 1 Dr owner, £770; 1966 MG-B, blue, o/d, w/w etc., £815; 1962 E-Type FHC, white, radio, £820; 1957 (Nov) TVR 1800S, white, £980.

Arkley assortment, Part 2
Got sidetracked above and forgot to mention 1964 Spitfire, conifer, £415. 1958 TR3A, hard-top, radio, £295. 1963 Spitfire, red, £340. 1962 Mk II Sprite, blue, £290. 1963 A/Healey 3000, red/black, o/d, £515. 1961 Alpine, blue, H & S top, o/d, £360. 1966 Sprite, BRG, £495. Daimler Barker and Daimler Hooper Express, £500 the pair or will split. Always a big choice, floodlit if it's dark. Open to 7pm, closed Sundays. HP with 3rd party insurance. All but the oldest cars have meticulous workshop preparation and written guarantee.



1,144cc racing Midget. The best car I have ever owned, cost £1,400 a matter of weeks ago, £1,140 to a deserving cause. Dial for details.

I Love Labradors
Some readers of this column seem to be more interested in dogs than cars, judging by the response to our August offer of new-born yellow Labrador pups. We hadn't the heart to sell the last one, and I thought you'd like to see a picture of her.



Arkley assortment
Nearly all our secondhand cars live at Arkley, so before the whole column is wasted in personal opinions and reminiscences, here they are: Triumph TR4A, 1966, conifer green, black trim, overdrive, radials, £795. Triumph Spitfire Mk II, Nov 1965, Wedgwood blue, owned by a lady, never quite sure whether this is a good thing or not, £465. MG Midget, 1966, BRG, black interior, Ashley GT hard-top, soft-top, radio, console, wire wheels; many other scrumptious goodies, £580. Austin Healey Sprite Mk I, 1961, leafy green, white hard-top, soft-top, £260. TVR 1800S, 1965, diamond blue, wire wheels, Cinturatos, MG-B 5-bearing unit, close ratio gearbox, radio, £770. Austin Healey 3000 Mk II Convertible, 1963 model, winding windows, 72-spoke wire wheels, overdrive, radio, Michelin XAS, white with black upholstery, £495. MG-B, 1966, Tartan red, overdrive, radio, £770. Daimler SP250, 1962 model, maroon with biscuit leather and soft-top, radio, one ageing owner who has left his cloth

Sports cars, workshops & tyre shop: Barnet Road (A41), Arkley, Barnet, Herts. Barnet 1144. Sports cars: 31 Moscow Road, Bayswater W2. Park 2707.

FOR SALE—continued

BRISTOL 401. SUPERB CAR. RECENT ENGINE OVERHAUL and respray dark green. All bills available. Carefully maintained. £325 o.n.o. 01-586 2515. (9803)

MERCEDES BENZ. 1947/51 ENGINE. 170VA. L.H.D. New clutch, many spares. Good condition. £95 o.n.o. 78 George St., Cleethorpes, Lincolnshire. (9804)

TR3. 1957. 3A FEATURES. NEW HOOD. BODY MANDARIN RED. Reconditioned gearbox, overdrive. Engine excellent. X's. New battery. £195. Part exchange considered. Linslade 4797 (after 8). (9805)

JAGUAR XK150S FIXHEAD COUPE. 1960. WEBASTO roof, overdrive, limited-slip diff., chrome wire wheels, Cinturatos, radio, old English white. V.G.C. £575. Watton, 169 Woodlands Park, Almondsbury, Nr. Bristol. (9806)

M.G.-A 1600. SUPERB. ONE OWNER. GENUINE CAR. Late 1961. Resprayed, new hood, tyres, wheels, etc., and recent engine overhaul. No expense spared by enthusiast. (Business needs Cortina Estate). £425 o.n.o. See and try it at The Butterfly Farm, Bilsington, Ashford, Kent. Tel.: Hamstreet 513. (9807)

M.G.-B. 1964. OVERDRIVE, HEATER, BELTS, OIL cooler, wood rim wheel, spot/fog lights, tonneau, folding hood, wing mirrors. £550. Wickham (Hants) 3236 (evenings). (9808)

COMPANY CAR FORCES SALE OF TWO-YEAR-OLD maroon Austin 1800 De Luxe. Perfect condition. Thief alarm, sound proofed, automatic safety belts. Luxury car for only £550 o.n.o. 21 Leeds Rd., Harrogate. Tel.: 5392. (9809)

BENTLEY "R" TYPE. RECENT WINNER OF FAMOUS concours. R.R. works history, works engine and respray, silencer and brake rebuild. A magnificent example in truly Rolls condition. Carter, Magdalen, Norfolk. Watlington 285. Office 346. (9820)

FOR SALE—continued

ROLLS-ROYCE SILVER DAWN. STANDARD BODY-work. 1955. One of the last two dozen produced. Definitively mint condition inside and out, including under the bonnet. 49,200 miles. Requires no further description. Price £1875. Wood, "The Knowle," Edgerton, Huddersfield 26851. (9811)

AUSTIN NIPPY. 1933. NEEDS LITTLE ATTENTION. New tyres, seats, hood, rebored. Best offer. ROM 43514. (9812)

TR4A. JULY 65. WHITE. IMMACULATE. OVERDRIVE. Cinturatos, fog and spot, tonneau. 28,000 miles. £725. Wilkins, 89 Glendower Ave., Coventry. Tel.: 74657. (9813)

SPRITE MK. II. 1963. 1098 c.c. WELL MAINTAINED. Red. Cinturatos: £350. Gloucester 25005 (evenings). (9814)

1937 M.G. TA. IMMACULATE M.G. REGISTRATION. £250 o.n.o. Also copies of "Old Motor" required. Crutchley, 5 Russel St., Stafford. (9815)

FORD CORSAIR GT. WHITE WITH BLACK TRIM. In-line engine. 32 m.p.g. Radials, usual extras. This car must be sold due to arrival of company vehicle. Best offer over £444. Phone Hednesford 2532 (Staffs). (9816)

1947 1½ RILEY. COMPLETE CAR LESS BODYWORK. All parts reconditioned. Bills available. Will separate. Milburn, 4 Manford Way, Grange Hill, Chigwell, Essex. 01-500 2586. (9817)

TR4. 1963. OVERDRIVE. 1115 KINGSBURY RDs. IMMACU-late condition. £545. 1115 Kingsbury Rd., Castle Bromwich, Birmingham. Stechford 452b. (9818)

M.G. TB. 1939. 12,000 SINCE PROFESSIONALLY RE-built engine, brakes, etc. New hood, tonneau, 3 new tyres M.O.T. Taxed. Study forces regretful sale. Offers around £140. Herne Bay (Kent) 2990 (after 6 p.m.) (9819)

LOTUS. YELLOW 1965 TVR GRANTURA IIIA. 1800 MBB. Wire wheels, fan, etc. Resprayed three months ago. £580 or exchange 1965 plus Lotus Cortina with cash. Tel.: Mich, Hoddesdon 65400. (9820)

FOR SALE—continued

UNIQUE 1948 2½-LITRE DAIMLER BARKER SALOON. Immaculate. Green. 55,000 miles with one owner. Carter, Magdalen, Norfolk. Watlington 285. Office 346. (9821)

TR3. 1957. NOTABLE EXTRAS INCLUDE: OVERDRIVE, hard and soft tops, tonneaux and radio. £165. Tel.: Bromborough 2288. (9822)

M.G. TD2. 1953 RED. V.G.C. ENGINE OVERHAULED. Heater, fog lamp, reversing lamp, new battery, towing bracket, mirrors, rechromed bumpers. Must sell. £235 o.n.o. Prefer weekends. Steele, 84 Latton Green, Harlow, Essex. (9823)

MORGAN PLUS 4 SPORTS TOURER. 2-SEATER. November 1963 TR4 engine. 40,000 miles. Excellent condition. £490. Rose, 10 Berkeley Place, Wimbledon, S.W.19. 01-946 0893 (evenings). (9824)

AUSTIN HEALEY 3000 CONVERTIBLE SEPT. 63. 42,000 miles. Immaculate metallic ice blue. Overdrive, wire wheels, new XAS tyres, servo brakes, undersealed, belts. £560. Griffiths, 01-589 9057 (business hours). (9825)

LANCIA APPIA III. 1963. 42,000 MILES. GENUINE superb condition. £395. Nazing (Essex) 2273. (9826)

M.G. Y SALOON. 1951. SOLE OWNER DRIVER. TOTAL mileage 62,000. Recent Gold Seal engine. Carefully serviced, maroon. Exceptional. £155. N. Hants. Box 0328. (9827)

ABSOLUTELY BEAUTIFUL JAGUAR XK150 F.H.C. Fitted overdrive, heater, wires, Koni's, Cinturatos, etc. In superb condition. £399. Exchange considered so please telephone Ashted 3989 (Surrey). (9828)

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Photographed above, from the left: 1927 Hispano Suiza 37.2 h.p. Sedan de Ville, 1937 328 B.M.W. sports and a 1953 Aston Martin DB2 drophead coupé. Full details of these cars may be obtained on request.

Our vintage touring cars include a 1929 38/250 Mercedes with close-coupled body by Gill, partially restored, £3,250. 1924 Renault 45 h.p. with Mulliner coachwork, requiring some mechanical attention, £2,500. 1929 Austin Light 16, particularly original, with disappearing side screens. 1930 Morris Oxford 4-seater in need of restoration, £75. 1926 Hispano Suiza 27 h.p. Sedan de Ville by Maythorn, requiring some work, £1,475. Our 23/60 Vauxhall should be in stock early in the month, and restoration will commence immediately. We also hope for more news of the Lancia Lambda. Vintage saloons are represented by a very nicely original 1926 Austin 20 h.p. limousine and a 1924 2-litre Ballot, with attractive, perpendicular bodywork, £775. Heading our post-vintage stock is a 1935 500K Mercedes Cabriolet B, to which we are just putting the finishing touches of restoration. Price will be something over £3,000. 1939 Alfa Romeo 2½-litre Super Sports and a spare car, £395. 1932 Talbot 75 drophead coupé by James Young, £225, and a Rolls-Royce Phantom II hearse which has just had a new clutch assembly fitted, £250. Specialist competition cars include a 1953 Maserati A6 GCM, with partially dismantled 250F engine, £1,600 and Project 214, the 1963 ex works Le Mans Aston Martin, just overhauled, £2,500. For Grand Touring, a 1963 Maserati 3500 GT1 2+2, £1,750 and a 1964 330GT Ferrari, £2,950, both in thoroughly excellent condition.

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SUNBEAM "TWENTY" 1932 SALOON. EXCEPTIONALLY fine original condition throughout. Real beauty. £250. (Blackheath). 01-858 0772. (9831)

1922 AUSTIN "BURNHAM" 12/4 SALOON. STURDY, reliable, original specimen. Wonderful order. £95. 01-858 0772 (Blackheath). (9832)

RILEY 1½-LITRE 1949. ORIGINAL CONDITION. LOW mileage. Black. Offers around £150. Luton 27315. (9833)

TIGER II. FORD 4.7 V8. BALANCED CRANK, CLUTCH, etc. Shelby cam. Veslake heads, twin point ignition, GT40 four barrel carb. and manifold, low or high ratio axle. Firestone Sports on 6½ inch Minilites (7.50 x 13). Armstrong adjustable shockers, power brakes, oversize pads, hard top, soft top, tonneau, seat belts, fog, spot lamps, and every other available extra. Polar white. 1965. Fantastic acceleration 25,000 miles from new. Cost nearly £2,000. Offers around £1,250. Box No. 0329. (9834)

1947 1½-LITRE RILEY. NEW TYRES. M.O.T. BIG END run. £45. Pre 1923 Model T front axle, wheels, steering box. £25. Great Bardfield 360 (after 8 p.m.). (9835)

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M.G.-B. GT. 1967. 8,000 MILES (E REGISTRATION) Company director's personal transport. Red/black. Never been driven over 70. Immaculate in every way. Usual extras. This car has been washed 3 times per week. £895. No offers. Seen Leeds area only. M. Goldberg Ltd., 41 York Place Leeds 1. Tel.: Leeds 23375 or Leeds 678673 (evenings). (9838)

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1966 M.G.-B GT. WIRE WHEELS, RADIO, IMMACULATE. Quick sale. £870. Jones, 01-952 7029. (9840)

HEALEY 3000 MK. III. 1965. MAROON. HEATER, overdrive, wires, radio, adjustable woodrim wheel, Pirellis, adjustable rear shockers, hood and tonneau as new. One owner. Superb. £750 or offers. Naylor, The Old Tannery, Waddington Clitheroe 3447 (evening), Accrington 34247 (day) Lancashire. (9841)

PORSCHE SPEEDSTER 1957. FITTED WITH 1960 356B 1600 engine. Black with tan upholstery. Excellent hood. £290 or near offer. Tel.: Welwyn Garden 23231. (9842)

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1957 TR3. HARD/SOFT TOPS, TONNEAU, OVER- drive, wire wheels, heater, radio, etc. Body needs attention, hence £120. Bardy, 46 Heol-y-Bryn, Rhiwbina, Cardiff Weekends. (9846)

FOR SALE—continued

1938 AC 4-SEATER DROPHEAD. OUTSTANDING CAR mechanically and beautiful to look at. Rebuilt from stem to stern 3,000 miles back. New chrome, painted white with blue hood, wheels leather and carpets. All woodwork stripped and repolished. Not cheap. Details and photo on receipt of S.A.E. Seen Suffolk or London. Taxed/insured. 3 owners to date. Box 0331. (9845)

1956 SUNBEAM MK.III SALOON. GEM OF A LIFE- time. Immaculate condition throughout. Principally one owner, 45,000 miles. Overdrive, M.O.T., Crypton test report, complete history available for inspection. First offer over £295 secures. Garratt, 1 Portland Rd., Leicester. (9847)

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AC 2-LITRE D.H.C. (1937). BODY FAIR BUT BLOCK cracked. £45, offers. Tel.: OBE-4 863271 (Bedfordshire). (9849)

JAGUAR MK. II 3.4. 1961. SILVER GREY. ONLY 5 years motoring. Overdrive, chrome wire wheels, reclining seats, radio, 4 safety belts, major engine overhaul carried out. Beautiful condition. Cinturatos (2 new required). £495 o.n.o. Culley, 12 Woodville Rd., Bedhampton, Havant Hants. Tel.: Havant 5206 (evenings). (9850)

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FOR SALE—continued

LAST OPPORTUNITY TO BUY A SUPREME SUNBEAM Mark III, 1954 model in excellent condition. Genuine 51,000 miles. Present owner 11 years. £150 o.n.o. Box No. 0332. (9852)

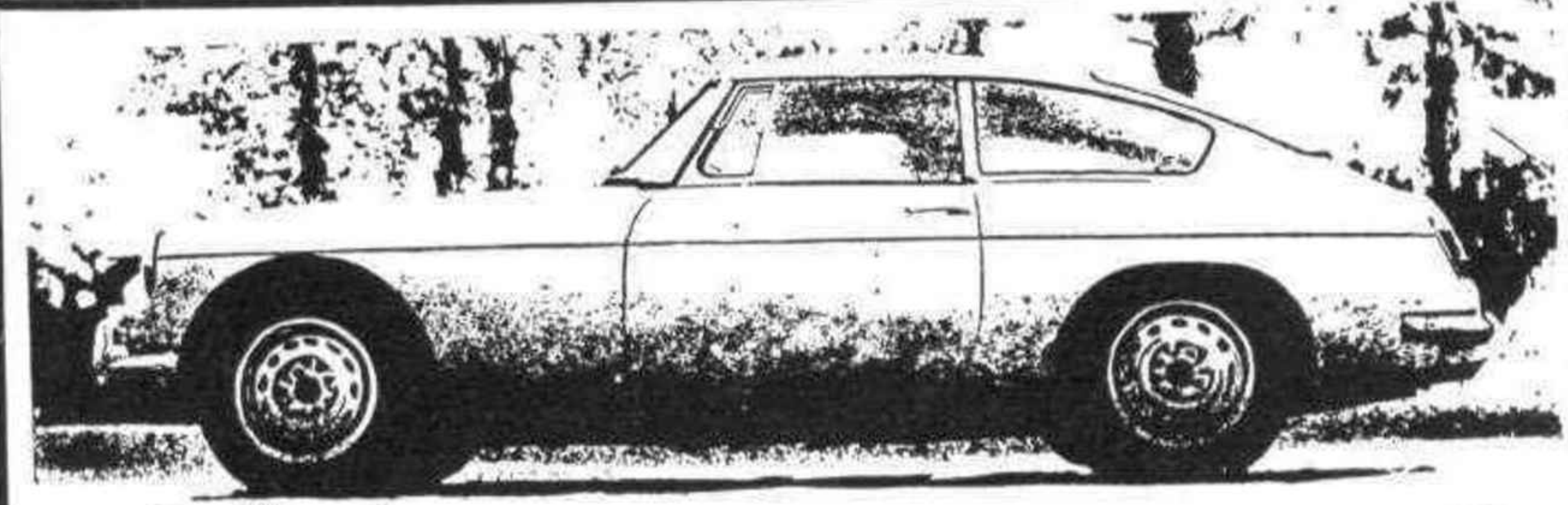
M.G. MIDGET. 1965. B.R.G. FITTED WIRE WHEELS, heater, tonneau, 5 push-button Radiomobile. In September 67 £200 spent on complete overhaul by leading M.G. dealer. Parts include new engine, clutch, radiator, steering, suspension, wheel bearings, Pirelli Cinturatos. Must be the best example on the road, will give any trial. Sound insurance arranged. Owner going overseas January. Priced at £550 is a giveaway. Tel.: 01-836 7975 (office hours). (9853)

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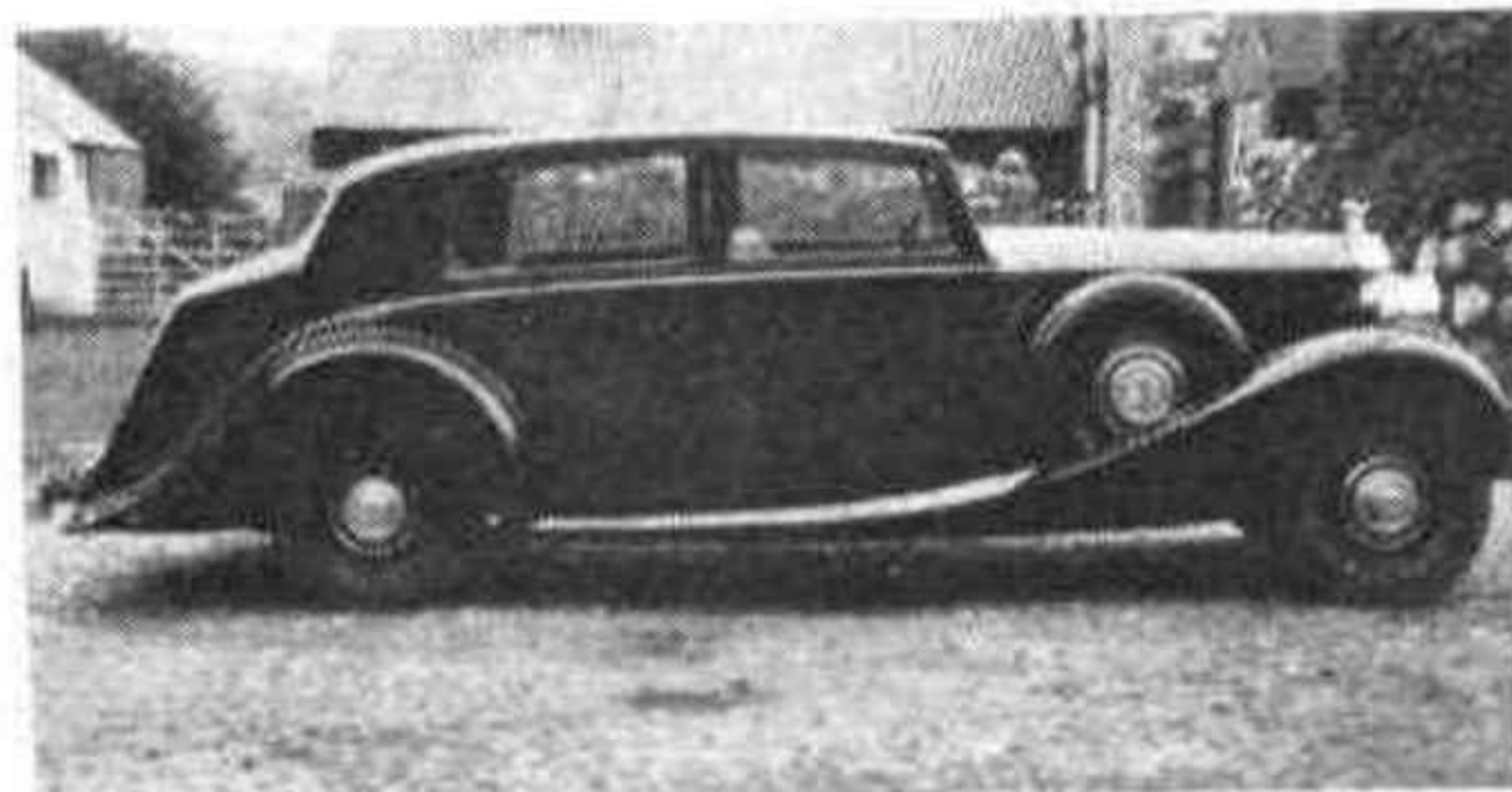
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built engine, M.O.T., excellent hood, 1/2 grid. £200. 021
CAS 2602. (0038)

1927 ROLLS-ROYCE DOCTOR'S COUPE. BEAUTIFUL
Hooper coachwork with dicky. One family from new.
Unmarked original paintwork, upholstery, carpet and
woodwork. Guaranteed 65,000 miles, all original tools,
mascot, etc. New 21" tyres and full Rolls service. Rare
opportunity to acquire unique vintage Rolls in pristine
condition. £2,250. Part exchange considered. Mike Berry,
18 Westbury Rd., London, N.12. 01-790 3102, 01-445
7242. (0039)

BENTLEY R-TYPE AUTOMATIC SUNROOF SPORTS
saloon. 1954. 1 owner, genuine 84,000. Unmarked black
cellulose, red hide, carpet and walnut veneer. As new
tyres. Just fully serviced. Absolute specimen £725. Part
exchange considered. Mike Berry, 18 Westbury Rd., Lon-
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AC. 1935 ORIGINAL COMPETITION 2-SEATER.
Similar to SS 100. New trim, tyres, radiator, etc. Com-
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MINI MARCOS. 998 COOPER UNIT FITTED, MINI-
lites, Motorola, seat belts, roll bar, heater, front
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Martin Cross 219 (Hants.). (0042)

1967 TRIUMPH GT6. RED, WIRE WHEELS, LOW
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XK140. F.H.C. 1957 SE. CARMEN RED, OVERDRIVE,
radio, spots, Michelins, Le Mans twin exhausts, 150
engine, rebuilt carbs., budding James Bond bird trap.
£195. Cooper, 75 Beeches Rd., West Bromwich. Tel.:
West Bromwich 1758. (0044)

SUPERB TUNED MINI. OVER £120 WORTH EXTRAS.
£210. 26 Westway Gardens, Redhill. (0045)

1962 MORRIS MINI COOPER. FULL 1098 DOWNTON
conversion. White/black roof, tachometer, Cinturatos,
heater, very clean and impressive. £285. Daytime, Alder-
shot 23038; evenings, Farnborough 43479. (0046)

SUPER MINI. 1966. SLIDING ROOF, REMOTE GEAR-
change, Taurus head, bucket seats, radial tyres, beauti-
fully kept, radio, every sensible extra. Engine perfect,
just run in. Black, gold stripe, red leather. £440 o.n.o.
Trafalgar 5144. (0047)

SPECIMEN 1938 4 1/4 BENTLEY PARK WARD SALOON.
Virtually a one owner car. Absolutely original with
handbook, all tools, etc. Complete history known. A
unique opportunity to obtain what must be one of the
few immaculate examples remaining. A substantial price
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SUNBEAM TALBOT 90. 1954 SPORTS SALOON. UNDER
40,000 miles, two owners, lovingly maintained, service
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1953 BENTLEY R-TYPE (Manual)
Mulliner Sportsman's saloon

Midnight blue, tan interior. Known history. Concours condition. Our Managing Director's personal car. Part exchange considered.

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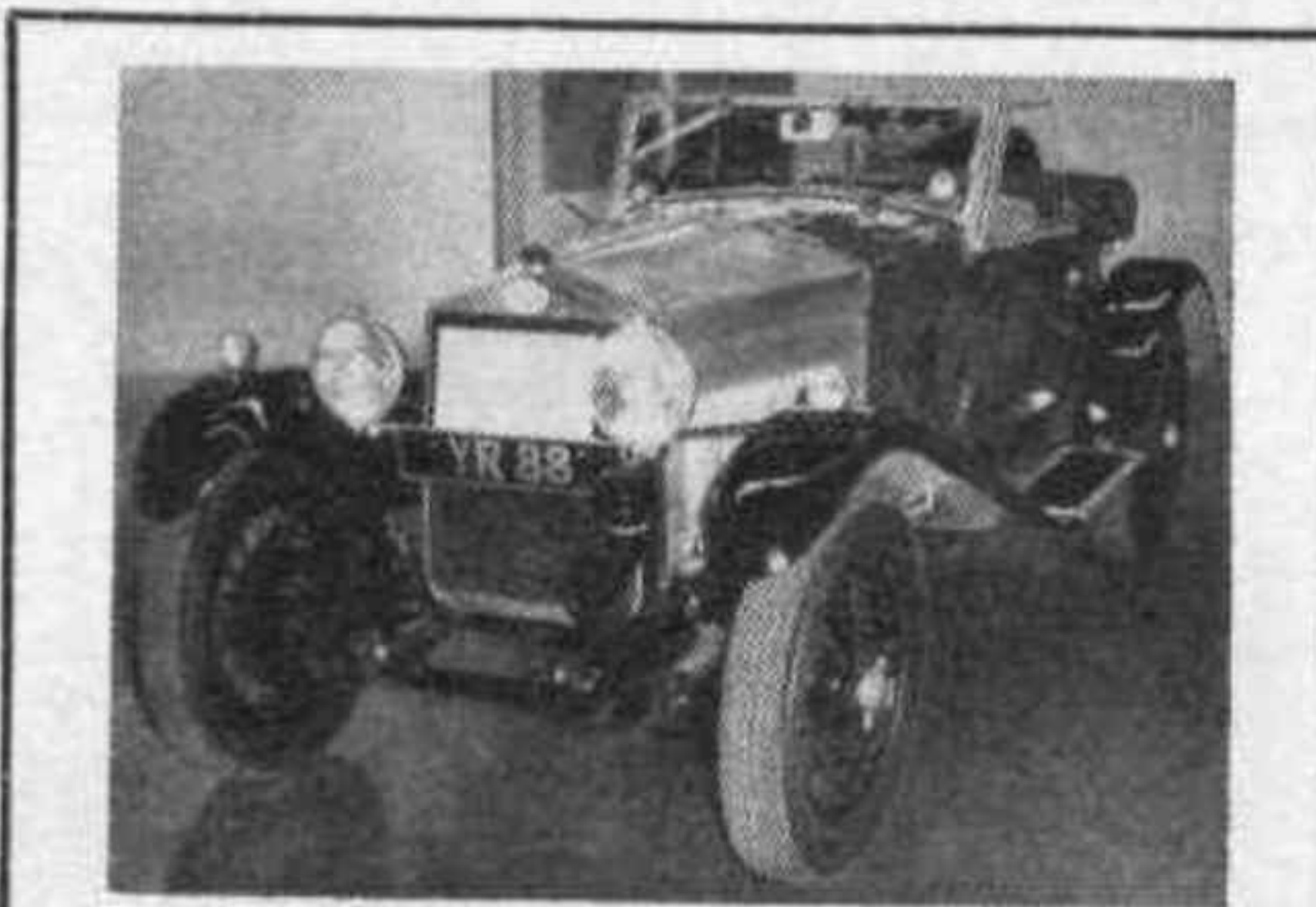
LAGONDA. 1957 3-LITRE TICKFORD BODIED SERIES
11 LB290/1 saloon. Coachwork and mechanical condition excellent. Mileage 57,000. Aston Martin service history sheets available to 25,000 miles. New tyres and exhaust system. £450 o.n.o. J. Charnock, 28 Penkett Rd., Wallasey, Cheshire. (0051)

AUSTIN HEALEY SPRITE. REG. NO. G S S 7. JULY '65.
Red, wire wheels, Nerus Stage III head, road race cam, 1 1/2 in. S.U.s road holders, 4 new Cinturatos, motorway seat, twin spots and reversing lights, wireless, number for sale separately if required. Must sell, emigrating. Offers around £450. G. Penny, 76 Strathblane Rd., Milngavie, Glasgow. 041-956 3460 until December 20th (evenings); after at 26 Grove Ave., Vicars Cross, Chester. Will travel 100 miles radius of Chester to show after December 31st. (0053)

TR4. 1965 MODEL. IMMACULATE CONDITION. B.R.G.
Overdrive, radio, heater, new Cinturatos. £595. Marlow 5371. (0054)

1960 M.G.-A FIXED HEAD COUPE. SUPERB CONDI-
tion. £350. Collett, Limpley Stoke 3251. (0055)

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runner £125; 1958 Fiat 1900B, running £45; 1963 Citroen ID19, excellent condition £440 or exchange W.H.Y. Wanted 40DCL6 Weber; Ferrari diff. unit (disc braked 250GT) crashed, incomplete or good Ferrari considered. Walker, 79 Crofton Lane, Hillhead, Fareham, Hants. (0056)



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Open 2-seater body by Short Bros. Red with black mudguards. Mileage since complete specialist overhaul 141. Spare block, un-machined, included and extra spare wheel.

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AUSTIN Mini de luxe, 1960. An exceptional Mini by any standards. Tuned, recently rebuilt engine, new gearbox and clutch. Very attractive in green with black trim ... £185

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dene Court, Pymmes Green Rd., London, N.11. (0052)

DROPHEAD DAIMLER CONQUEST CENTURY. DEC.
'54. New tyres, power hood, silver over blue, absolutely no rust. £195 o.n.o. Ashted 2119 (evenings). (0057)

M.G. MAGNETTE. VARITON. SUPERB CONDITION.
Perfect mechanically. Old English white, red hide interior. 1958. A regretful genuine sale. £220. 92 Gawthorne St., New Basford, Nottingham. (0058)

PVT TOURER 1934 LANCIA ASTURA. SUPERB LINES
and proverbial Lancia handling and ride. Aluminium coachwork and 3-litre engine give excellent performance. Much work recently carried out including respray dark blue, Vaumol hide, rechroming, servo brakes, steering, electrics, wheels and tyres. Now in excellent order. Property of well known Lancia Club member. £750. Possible H.P. Consider Lancia swap. Grazebrook, 12 Claremont Rd., Bath. (Tel.: 4525). (0059)

LOTUS ELITE. DECEMBER 1959. SUPERB CONDITION.
Black/silver, completely overhauled this year. A wonderful opportunity to own this rare marque. £400 o.n.o. (0060)

1938 ROLLS 25/30. SOUND AND ORIGINAL CONDI-
tion. Dis. Div M.O.T. S.A.E. particulars. Graham, Oak Cottage, Lr. Rosegrove, Burnley. (0061)

DISMANTLING ALVIS TAZI. FOUR GOOD DOORS.
rebored block/pistons, also dismantling B.M.W. type 45. Manchester Chorlton 1840. (0062)

PARTIALLY RESTORED 1933 SINGER TOURER. VIEW
Hastings. For details phone 01-262 9623 (after 6 p.m.). (0063)

RILEY 1 1/2. 1947. ONE FASTIDIOUS OWNER FROM
new to June this year. No rash claims about being "best in the country," but could well be in top ten. Resprayed B.R.G., part rechromed, original roof still excellent, 6,114 miles since reconditioned engine, bodily, mechanically hard to fault. Would store if space permitted. £185. Bovington (Herts) 2229. (0064)

M.G. TA, EXE 4. RED. LARGELY REBUILT, VERY
sound, M.O.T., taxed. Kerryholme, Brookdale, Hadley, Shropshire. (0065)

LEA FRANCIS 1952. 1767 SALOON. BODY FAIR,
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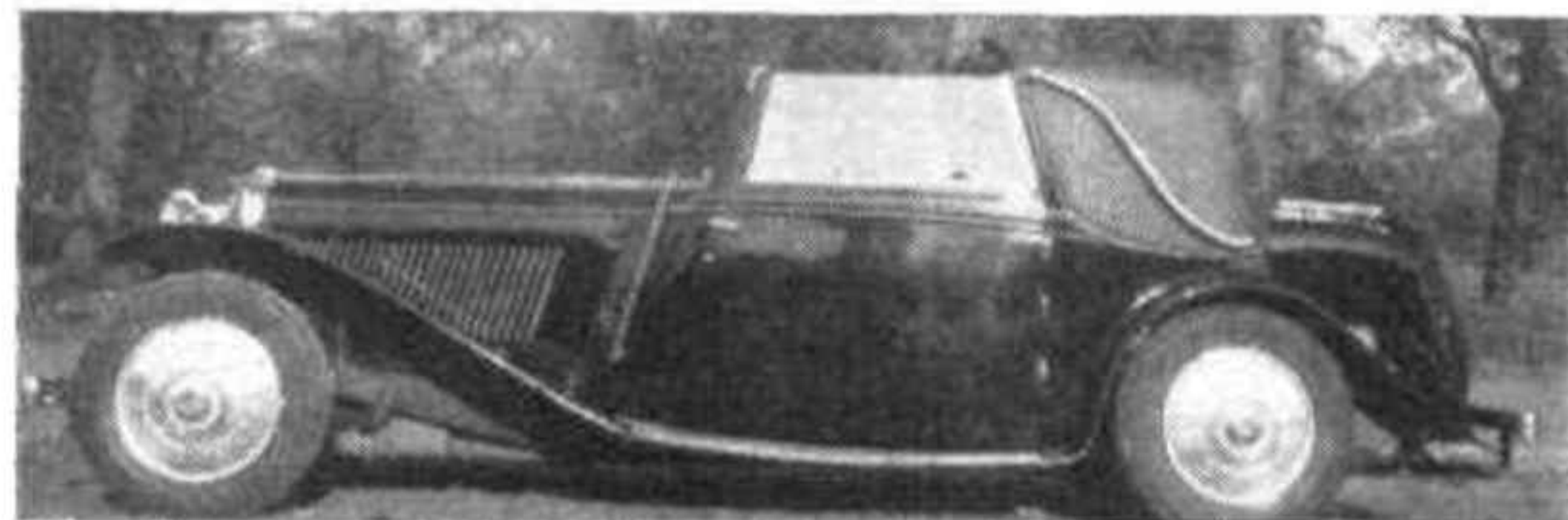
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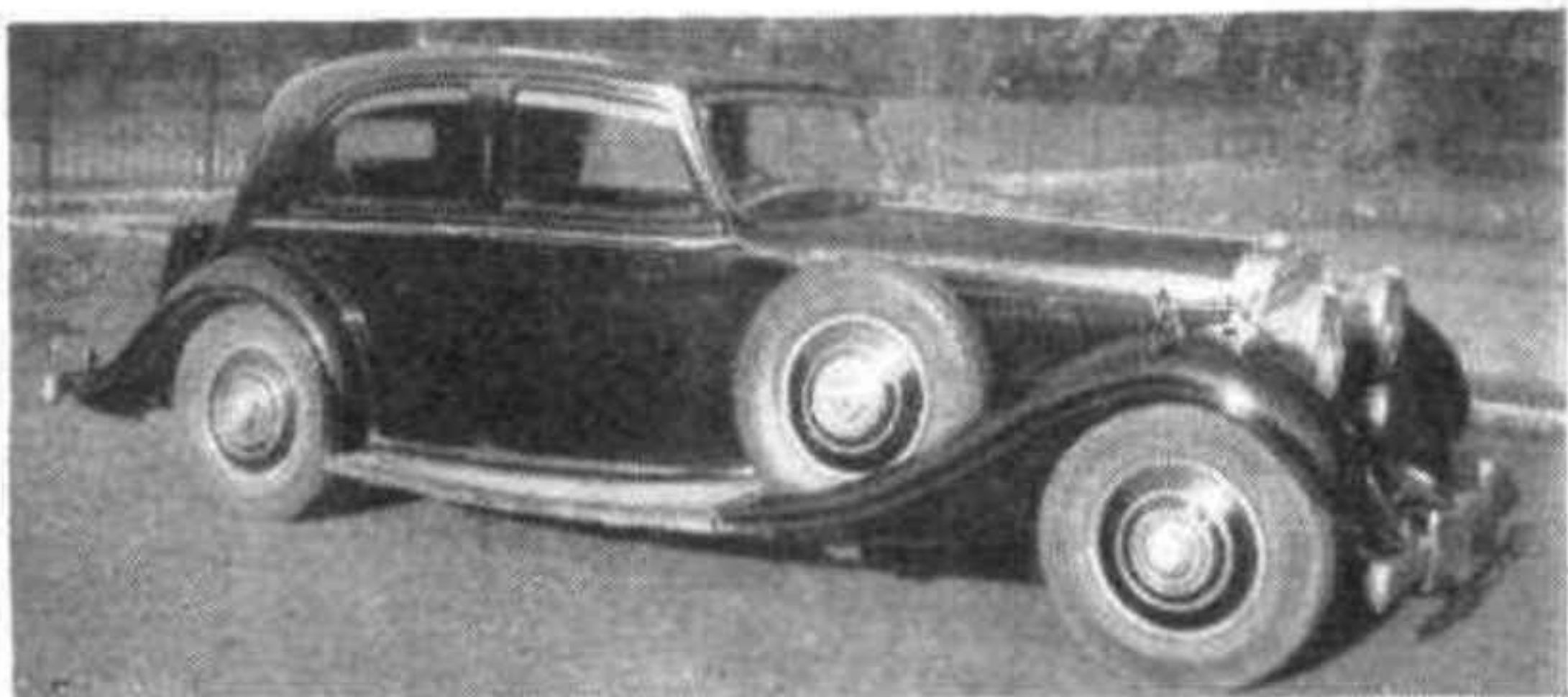
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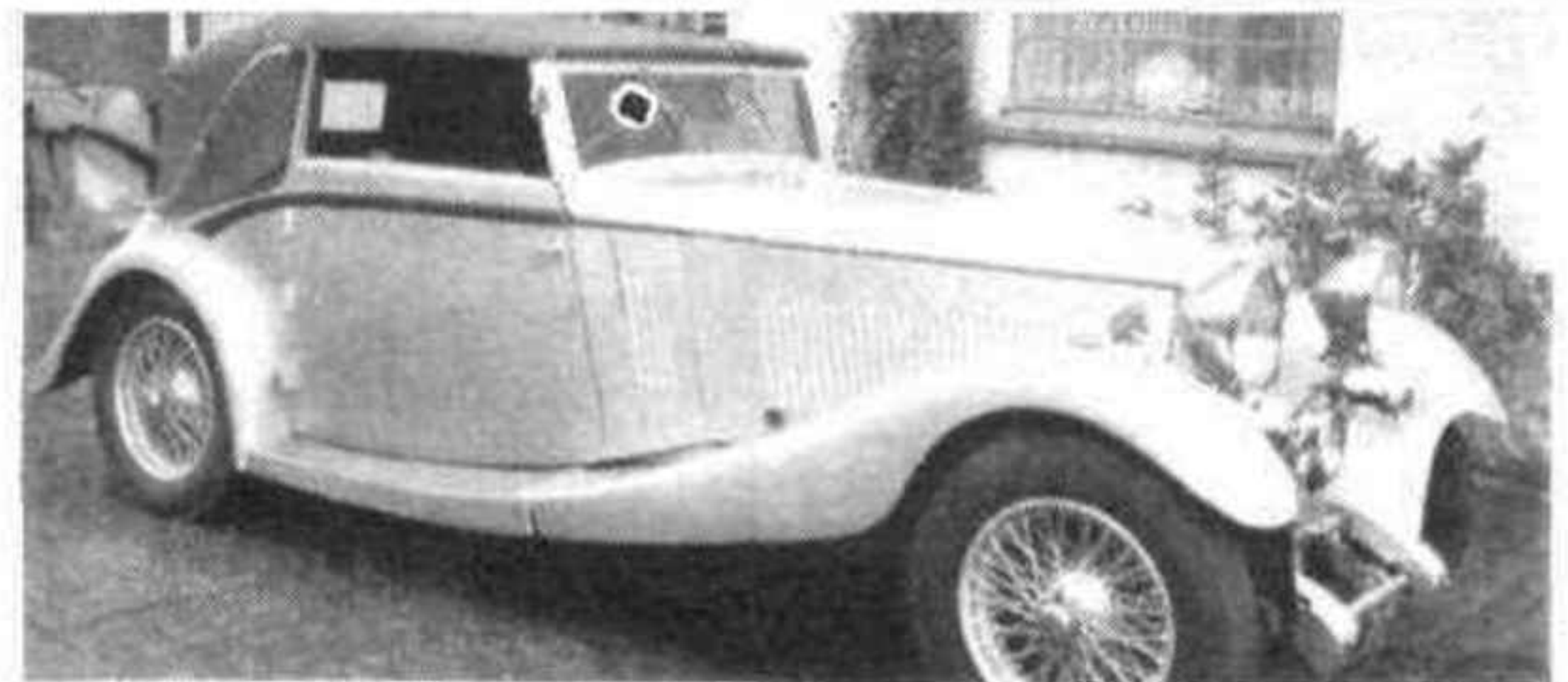
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1930 MORRIS Cowley tourer (with dicky seat). Seats four (two in, two out). Beautifully preserved in maroon, with new black hood and screens. Completely original specification. Excellent mechanically. Good battery. Recent M.O.T.; taxed and on the button. Sensibly priced... £295

1962 M.G. Midget. Truly superb in every detail. Tartan red, black interior, good hood, screens. Excellent mechanically. Good tyres and battery. Wood-rim, matched spotlamps, reversing light, wing mirrors £315

1964 Spitfire Sports. Excellent in red with black hood and interior. Engine completely reconditioned this week. Re-bored, re-ground crank, new pistons, etc. Brakes overhauled, new nylon bushes, etc. Really a good one; very attractive, fitted heater, etc. Bargain. £395

1963 VITESSE convertible. Beautifully kept in Renoir blue with good black hood. Excellent mechanically. Good tyres and battery. Only two owners and obviously well maintained. Attractive, lively and sensibly priced. £375

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EEDS. TEL.: LEIGHTON BUZZARD 2760



1960 JAGUAR XK150 3.8 drophead coupé. White with blue interior. Special equipment model with overdrive, wire wheels etc. A good example offered at a very competitive price.

1948 ALTA 2-litre supercharged Grand Prix single-seater. Eligible V.S.C.C. Historic Racing class. Faultless condition throughout. Nearly new trailer and valuable spares... £1,500

1928 CHRYSLER 75 roadster with dicky. Outstanding original order. Duo-blue.

1930 HILLMAN 14 4-seater tourer. Dark blue with black wings. Full weather equipment. A very rare and usable vintage car in excellent order... £345

SPARES AVAILABLE—No correspondence. Callers or telephone calls only please. Alvis 12/70 engine complete. Aston Martin/Lagonda DB 2.6 engine complete.

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EXCHANGES WELCOMED.



1953 (Sept.) BENTLEY 'R'-type with manual change. Recent overhaul. Nearly new tyres. Steel grey with red interior. Exceptional condition... £675

1939 ALVIS 12/70 4-seater drophead coupé. Fitted with replacement gearbox, induction manifold, exhaust system etc. Very sound and above average condition... £155

1963 series AUSTIN COOPER 997. Light blue with white roof. Cinturato seat belts etc. Unmodified and completely unmarked... £265

1954 BENTLEY R-type with special aluminium coachwork by James Young. Very fine order throughout and most attractive appearance... £895

1965 MORRIS 1100 with Alexander Stage 1 conversion. One careful owner. Low mileage... £435

1965 series VOKSWAGEN 1200 de luxe. Sea blue. Blaupunkt radio. Low mileage... £395

ANY MAKE OF NEW CAR SUPPLIED.
WE URGENTLY REQUIRE ALL TYPES OF SPORTS AND VINTAGE CARS.

FOR SALE—continued

RILEY RME, 1955 (MARCH). TWO OWNERS SINCE new. Superb condition. Maintained by well known Riley distributors. Blue with grey leather, heater, washers, safety belts. £395. Phone evenings, Chalfont St. Giles (Bucks) 4535. (0106)

1899-1900 DE DION 4½ H.P. ENGINE ONLY. COM- plete, in excellent working order. Box No. 0374. (0107)

1899 ROCHET QUADRICYCLE IN EXCELLENT CON- dition. Fitted with one cylinder 2¼ h.p. De Dion engine. Several successful London-Brighton runs. Box No. 0373. (0108)

MORGAN PLUS 4. RARE TWO-SEATER. IMMACU- late. 120 Rosebery Rd., Epsom Downs, Surrey. (0109)

1964 AUSTIN COOPER 'S' 1275. 120 M.P.H. CONVER- sion, reclining seats, mag. wheels, Cinturatos, full dash, Motorola, etc. New engine, gearbox. A performance car on which nearly £600 has been spent. £575 o.n.o. FRE 1122. (0110)

MINI COOPER, 1964. 998. 1 OWNER. UNDA- maged. In excellent order. £315. Tel.: Hurst 60 (Berks) after 6 p.m. (0111)

1928 ALFA ROMEO FOUR-SEATER WITH 1750 c.c. overhead camshaft engine. Uncommissioned since major rebuild. Condition—immaculate. Offers invited. Box 0375, Bristol. (0112)

1948 BENTLEY MK. VI. FULL-FLOW ENGINE. RE- cent extensive mechanical overhaul including engine, brakes and transmission. Immaculate black and Connaught green cellulose, seat covers, radio and gram. Write to 316A Prescott Road, Aughton, Lancs. Nearest £425. (0113)

J2 M.G. 1933. ORIGINAL ENGINE. CYCLE MUD- guards, leather seats. M.O.T. until March 1968. Going well. Will haggle around £150. Tel.: 01-648 3992 (not Wednesdays). (0114)

MUST SELL—1964 (OCTOBER) TR4. WHITE. OVER- drive, wire wheels, heater, safety belts, Motorola, under-sealed, anti-theft device, new Cinturatos. £575 o.n.o. No genuine offer refused. Box No. 0376. (0115)

ALVIS 3-LITRE TA 1951 SALOON. SOUND WITH 2 new tyres, water pump, silencer, taxed, tested. With identical car for spares. Can't afford 12/50 as well. £50 o.n.o. (both) to enthusiast. Torrrens, Geology Department, Keele University, Staffordshire. (0116)

1949 M.G. TC. RED. NEW TYRES. ROADWORTHY. £150. M.O.T. June 1968. Padiham 72476. (0117)

BOND EQUIPE, 1965. BLUE. 13,000 MILES FROM new. Absolutely as new. Mk. II 4-seater. £625. H.P. and exchange considered. 89 Castle Lane, Bournemouth 54437. (0118)

1960 PORSCHE 356B CABRIOLET SUPER 75. ENGINE overhauled, new brakes, new hood and tyres. 35-40 m.p.g. Near new condition. £595 o.n.o. H.P. possible. Tel.: 061-437 5551. (0119)

1966 ROCHDALE OLYMPIC. SPITFIRE ENGINE/GEAR- box. Offers over £500. Interested in 1500 Anglia. 3 Haigh Cres., Chorley, Lancs. (0120)

1962 NOVEMBER JAGUAR E FIXED HEAD. COTS- wold blue, red leather interior, radio, seat belts and usual refinements. Work carried out in the last 500 miles includes works exchange engine, clutch and gearbox complete with all accessories, new drive shafts and transmission U.J.s, new exhaust system complete, brakes overhauled, recellulosed, all wheels stoved. Work total over £600. A genuine bargain for those looking for a good! E-type. £850. Tel.: Henley 3178. (0121)

1962 LANCIA APPIA III. METALLIC GREEN. IMMACU- late, superb performance. Full history. £375. Wallington 1556. (0122)

1963 MODEL (REGISTERED LATE 1962) AUSTIN Healey 3000 Convertible. 2/4-seater, ice blue, red interior, wire wheels, overdrive, hard top, soft top, tonneau cover, Mk. III walnut fascia, leather bound steering wheel, spot and reversing lamps, 5½J Cobra wheels, G800 tyres, engine completely rebuilt, Sebring pistons, tinted windscreen, racing mirrors, screen washers. It is fair to say this car is a real knock out both to look at and to drive with overall condition to match. £595 o.n.o. Tel.: Maidenhead 27890 (evenings); 20825 (office hours). (0123)

M.G. MIDGET MK. II. 1964. SUPERB CONDITION. Radio, spot, fog. £400 o.n.o. Tel.: Ruislip (Middx.) 73621. (0124)

XK150. SPECIAL EQUIPMENT F.H.C. REGISTRATION number XK1501. Wire wheels, discs, overdrive, Motorola radio, Avon Turbospeeds, etc. Outstanding mechanically, good original bodywork and interior. £330 or exchange sports saloon. Cash either way. Tel.: Northwood (Middx.) 23825. (0125)

DAIMLER SP250. 1963 C-SERIES. COMPLETELY OVER- hauled for cancelled Continental trip. Exchange engine, exhausts, brake pads, hood, Cinturatos, wire wheels, wood rim. Resprayed red, with black leather trim. £575. 274 2000. (0126)

1958 TR3A HARD TOP, OVERDRIVE, RETRIMMED. Speedwell blue. Bargain. £150. Prescott (Lancs) 4857. (0127)

1961 AC GREYHOUND BRISTOL. FOUR-SEATER. ALL independent GT car. Works maintained. £675 or part exchange 1967 Elan D.H.C. Tel.: Rochdale 49564. (0128)

1936 NA. VERY GOOD BODY. L TYPE ENGINE. 4 good tyres. £75 o.n.o. Bourne End (Bucks) 21497. (0129)

1966 CORTINA GT. 2-DOOR ALPINA GREEN. SUN- roof, 2 fog, Q.I. spot seat belts, 18,000 miles, radio. Spotless. £600. Bourne End (Bucks) 21497. (0130)

190 SL MERCEDES, 1960. 50,000 MILES. ONE OWNER. White, both tops. Excellent condition. £750. 01-373 4136 (evenings). (0131)

FOR SALE—continued

AUTO-UNION 1000S COUPE (LATE 1959). REALLY attractive machine throughout. Recent M.O.T. Certificate. Taxed till April. Seen anytime. First cash offer of £160. Consider vintage motorcycle part-exchange. Phone Tunbridge Wells 25091. (0132)

1967 M.G.-B GT. 'F' REGISTRATION. RED, UNDER 4,000 miles, heater, Motorola radio, wire wheels, SP41's, air horns, seat belts, wing mirrors, undersealed, spare unused. Immaculate condition. £1,050. Thornton, Hadlow (Kent) 225, or Greenwich 0329 (office). (0133)

JAGUAR XK120 D.H.C. SPECIAL EQUIPMENT MODEL. New tyre, clutch, flywheel, starter gear. Replacement engine 1965. £160 o.n.o. or exchange interesting four seater. 155 Hamerton Rd., Sheffield 6. Tel.: 343182. (0134)

PORSCHE 356A SUPER 75 1958. EXCELLENT CON- dition, new clutch, belts, Motorola. Reluctant sale. £450 o.n.o. 01-464 5486. (0135)

BENTLEY MK. VI FREESTONE AND WEBB 4-DOOR sunshine saloon. Aluminium coachwork. Sound mechanical condition but paintwork rough. £200. Mackenzie, Coombe Hill Golf Club, Kingston Hill, Surrey. 01-942 2284 (daytime). (0136)

JAGUAR E-TYPE. SUPERB CONDITION. MECHANICALLY 100 per cent. Good tyres, taxed. £695 o.n.o. Must sell. 13 Rose Rd., Colleshill, Warwickshire. Colleshill 4653. (0137)

M.G. MIDGET, SEPTEMBER 1966. 11,000 MILES ONLY. Taxed, fog, spot, reversing lights, tonneau, undersealed, heater, etc. Excellent condition, like new. £550 o.n.o. Tel.: Nottingham 278031. (0138)

JAGUAR 3.8 1964. OVERDRIVE, FULLY RECLINING seats, Cinturato tyres, immaculate opalescent maroon with beige interior. Always maintained regardless of cost. £725 o.n.o. Tel.: 01-959 4686. (0139)

ALFA ROMEO GIULIA SUPER 4-DOOR SALOON, JULY 1965. Superb half-price opportunity for someone. White/black interior. 15,000 miles only. 5-speed gearbox, 4-wheel servo discs, 112 m.p.h. £825. Consider M.G.-B. Bentley exchange or other. Colnbrook 2734. (0140)

BMW 1800 TI, MAY 1966. IMMACULATE. WEBASTO roof, radio, £1,050. Liverpool. Great Crosby 5565. (0141)

VOLVO P1800. SEPTEMBER 1962. CHARIOT RED, Radio, heater, etc. Any trial. Insurance and H.P. arranged. £675. Stubbs, Baldwins Gate, Newcastle, Staffs. Whitmore 476. (0142)

1933 LEFT HAND DRIVE AUSTIN. FOUR-DOOR saloon. One careful owner-driver till 1967. Exported to U.S.A. 1933. Armour-plated windows, sun roof, body, paintwork (black and beige) and engine in first class original condition. A unique vehicle. Colour photographs available. Offers around £350. Apply D. Armour, 38 Stanford Ave., Brighton, Sussex. Tel.: Brighton (80637). (0143)

M.G.-B 1967. BLUE. IMMACULATE CONDITION. WIRE wheels, Motorola radio, power aerial, overdrive, oil cooler, fitted carpets, tonneau, Lovingly kept as second car. 8,000 miles. £850. Offers. Tel.: Cheltenham 23455. (0144)

AUSTIN 18 1935 SALOON. VERY GOOD THROUGH- out. Offers to 01-653 3593. (0145)

SPITFIRE, 1966. WHITE. GOOD CONDITION, MANY extras, offers over £500. Getting married, must sell, H.P. arranged. Tel.: Redditch (Worcs) 5719 (evenings). (0146)

FACEL VEGA, 1961, HK500. BLACK CELLULOSE AND black hide interior. Completely as new. Power steering, manual box, Borrani wheels, power discs, electric windows. Mechanically faultless at 48,000. New exhaust, tyres, Konis, battery, steering. The best example left. £735. Henley (Oxon.) 3694. (0147)

LOTUS ELAN S2. DECEMBER 1965. CARMEN RED, black interior, Radiomobile, heater, tonneau, etc. In exceptionally good condition, not the usual rather scrappy Elan. £850. Ruf (71) 33648. (0148)

FOR SALE—continued

JAGUAR XK140 D.H.C. EXCELLENT BODY, HOOD. New clutch, reconditioned engine. Sacrifice. £140 o.n.o. 7 Woodland Close, Pedmore, Stourbridge, Wores. (0149)

IMMACULATE CARMEN RED JAGUAR 3.8. 1961. Wire wheels, overdrive, woodrim wheel, engine rebuilt August, new clutch, dynamo, starter and brake linings. Arbarth exhaust system, radio, reclining front seats with covers. Exterior completely free of rust, interior excellent. 12 months M.O.T. £420. Tel.: Newport, Monmouthshire, 64885. (0150)

ALFA ROMEO 2600 SPRINT. L.H.D. 1962. WHITE. Impeccable condition. Recent engine recondition. Only 50,000 miles. One fastidious owner. £695. KEN 5606. (0151)

XK120. 1954. F.H.C. B.R.G. IMMACULATE INSIDE and out. Genuine 60,000 miles. Radio, chrome luggage rack, new tyres, no rust, taxed and tested until August 1968. Maker's performance & oil pressure. £310. 1 Barncliffe Drive, Sheffield 10. (0152)

PACKARD EIGHT. 17TH SERIES SEDAN. 1938. FAULT- less mechanics and coachwork. Overdrive, 20 m.p.g., 90 m.p.h. in concours condition hence £375. Much Hadham 2735 (Herts). (0153)

TWO OWNERS ONLY FROM NEW. 1932 AUSTIN 12/4. Sunshine roof saloon. Original paintwork, interior, etc. All in immaculate condition throughout. Original lights, instruments, etc. All working, as does sunshine roof. Mechanically perfect throughout. £225 or near offer from genuine enthusiast. HAM 0419 (evenings and weekends). (0154)

BENTLEY, 1953. BEAUTIFUL FREESTONE AND WEBB aluminium coachwork in metallic grey. Almost indistinguishable from new £875. Also 1953 Bentley R-type. Superb specimen. £525. 01-858 0556 (Blackheath). (0155)

1936 AUSTIN 20 H.P. MAYFAIR LIMOUSINE. PARTI- ally restored and running. Very cheap. J. Izzard, Hove-lake 4282. (0156)

ASTON MARTIN CONVERTIBLE. 1953. WORKS MAIN- tained last 7 years. New hood, tyres, engine overhauled. £295. Breaking DB2 saloon (undamaged). Sorry no bonnet. Formby 2778. (0157)

TWO LANCIA AURELIA GT B20's. ONE RUNNING, one crashed as spare. £125. Box 0377. (0158)

AUSTIN 7. 1933 SALOON IN IMMACULATE CONDI- tion. Must be seen to be believed. Perfect running order. Bodywork really first class, finished in royal blue and black. Can be inspected anytime. Offers over £175. Gerrards Cross 82673. (0159)

AUSTIN 10 CABRIOLET, 1933. FIRST CLASS CONDI- tion. Engine professionally rebuilt. Completely rewired. £65. Camberley 21319. (0160)

HRG. 1950. SPECIAL BODY, HYDRAULIC BRAKES, new rear axle, cracked cylinder block, many spares including wheels. £200. Also Maserati supercharged 1450 c.c. straight eight engine and gearbox. Rebuilt by "Wilkie Wilkinson". £150 o.n.o. Gilbert, 01-928 6361 (day). 01-399 8209 (evenings). (0161)

DOWNTON MORRIS 1100. DECEMBER 1963-1964 series and absolutely magnificent. Unpranged specimen and superb mechanically. Very very good coachwork. Very smooth performance (Cooper Mini level). Leather seats, seat belts, spotlight, mirrors. £348. H.P. possible. 01-876 9878. (0162)

1964 AUSTIN MINI ESTATE. RADFORD CONVER- sion, low mileage, sun roof, electrically operated windows, Motorola radio, new tyres, rev counter, full instruments, every possible accessory including seat belts, reclining seats, twin spots, windtones, cost over £1,100 new. Price £450 o.n.o. O'Loughlin, 11 The Willows, Shotton, Stratford-upon-Avon. Tel.: 66481. (0163)

DAIMLER EMPRESS SALOON, 1950. "LITTLE ROLLS- Royce" aluminium coachwork by Hooper. Front wing line sweeps to rear of car, rear wheels totally enclosed behind spats. Showroom condition black cellulose, grey leather upholstery, fitted seat covers, fur rug, companion boxes, electric rear blind, radio, heater, overdrive, special high axle ratio, polished engine. £275. Elstree 4506. (0164)

DAIMLER BARKER SPECIAL SPORTS 3/4-SEATER drophead, 1952. Black and pearl grey, red leather upholstery, new black hood, polished engine, overdrive, pre-selector gearbox. Immaculate condition. £235. Elstree 4506. (0165)

M.G. MIDGET MK. II. 1964. 20,000. ONE OWNER. Red/black interior. Extras include rear seat, new S.P.3s, tonneau cover, two spare wheels, laminated screen. £425. Wootton Bassett 655. (0166)

SPITFIRE MK. II, 1966. GREEN. ONE OWNER, MANY extras. £525. Hewitt, 10 Gorse Bank Road, Hale Barns, Altrincham. Tel.: Ringway 5697. (0167)

M.G.-B, 1964. IRIS BLUE. OVERDRIVE, TONNEAUX, heater, Cinturatos. Carefully maintained. Hull 408037. (0168)

PEERLESS 4-SEATER GT, 1959. B.R.G., OVERDRIVE. Good condition and in daily use. £275. 47 Elmpark Gate, Rochdale. (0169)

M.G.-A SOFT TOP DECEMBER 1955. M.O.T., G/S., X's, tonneau, washers. £120 o.n.o. Box 0378. (0170)

TVR 1600 c.c. DISCS, WIRES, GOOD CONDITION ALL round. Tax. M.O.T. £320 o.n.o. Manchester CHO 5376. (0171)

M.G.-B, 1963. WHITE, IMMACULATE. £495. WOULD exchange small car/van plus cash. Kinver 2696 (Worcestershire). (0172)

TR2, 1955. WHITE. 195 o.n.o. WRAY, EASTHORPE, Malton, Yorkshire. Tel.: Amotherby 627. (0173)

LAGONDA 1957

Genuine 59,000 miles due to being Mayoral car for two years and stored for a further two. The car is in excellent condition, being the four-door, floor-change model; aluminium body is by Tickford, The Aston Martin Vantage engine is fitted and has just been serviced at cost exceeding £100. All independent suspension. Original colours of Silver Fox and Black. Part exchange would be considered and terms could be arranged. £525 o.n.o. Sheldon 2254 (Birmingham). Home: Solihull 2074

BENTLEY "R" saloon, 1954, automatic. Just com- pleted complete engine, front suspension and steering overhaul in our own works and recellulosed in original colours of shell and Tudor grey. An outstanding car in virtually faultless mechanical order ... £825

BENTLEY "James Young" 2-door saloon, 1952. Recently recellulosed by ourselves in sand/sable with beige interior. In sound mechanical order throughout ... £585

BENTLEY Mk. VI "Big Bore" saloon, 1952. Black with red leather. Complete engine overhaul just completed in our own works, bodywork fully restored and in splendid order. Almost new tyres fitted ... £550

BENTLEY Mk. VI saloon, 1949. Over £700 spent on this car in the past 2 years, covering virtually complete mechanical overhaul, body restoration and recellulosing. Finished in opalescent blue with beige leather ... £495

BENTLEY "R" saloon, 1953. Synchromesh gearbox. Tudor grey with grey leather. Splendid history of careful maintenance ... £635

Whilst making no secret of our preference for Rolls-Royce and Bentley, we accept that there are many other cars of great merit and consequently we will gladly take (within reason) any vehicle in part exchange. Excellent Insurance and Finance facilities are available.

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1932 APPLETON MASERATI
Famous and successful pre-war Group 1
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Still holder of International Class 'G' Records.
Price and details on request. Exchange considered.

THE HYDE MOTOR CO.

1968 NSU 110SC, glacier white ...	£725
1964 CITROEN DW saloon, outstanding ...	£745
1965 MERCEDES 190DC, diesel ...	£1,145
1960 MERCEDES 190B, perfect ...	£395
1963 VW Variant, white, l.h.d. ...	£450
1966 NSU TYPE 110, one owner, blue ...	£545
1961 CITROEN Safari, blue ...	£425
1958 VW Karmann Ghia, coupe, r.h.d. ...	£245
1965 SKODA Octavia Super, one owner, radio ...	£225
1966 CORSAIR V4, automatic, specimen ...	£625
1954 MERCEDES 180, all original ...	£165
1960 FORD Anglia, excellent ...	£165

19 VARLEY PARADE, NW9
COLindale 1200

FOR SALE—continued

M.G.-B. 1966 JUNE. WHITE/BLACK INTERIOR. 12,000 miles, wire wheels, heater, tonneau, etc. Second car. £800. Tel.: Crawley 28822, ext. 6646. Evenings Horsham 61331. (0174)

AUSTIN 7 SPECIAL. SIMILAR TO LOTUS 7. ALL modifications. M.O.T. 70 plus m.p.h., 50 plus m.p.g. Vivid acceleration. 180 o.v.n.o. Gamston, Princes Risborough 617 (Bucks). (0175)

1938 26 H.P. ARMSTRONG SIDDELEY LIMOUSINE. Excellent condition throughout. Offers. Box 0379. (0176)

MK. VI JAMES YOUNG 2-DOOR ALUMINIUM BODY Bentley with very attractive lines. Registered 1962. Late property of titled owner. 4 new tyres, quiet engine. Needs body renovating. £125 121 Kidbrooke Park Rd., Blackheath, London, S.E.3. (0177)

1938 TERRAPLANE SALOON. PARTICULARLY FINE original condition. Recent new exhaust, battery, tyres, taxed. M.O.T. £120 13 Cosby Rd., Countesthorpe, Leicestershire. (0178)

BRISTOL 401, 1951. EXCELLENT CONDITION. TAXED. One owner. £300. Ring Ross-on-Wye 3193. (0179)

1955 ASTON MARTIN D.B.2/4, 2.6-LITRE VANTAGE in beautiful condition. Carmo red. Alfins, servo, crank ground, new rings, many extras. 41,000 miles only. 5485 Lewis, Trevellas, St. Agnes 372, Cornwall. (0180)

R-TYPE BENTLEY, 1953. MANUAL BOX. ELEGANT most green coachwork, unmarked natural hide trim, superb veneer, sun roof, etc. Just completed major engine rebuild, brakes, exhaust, excellent tyres and battery. Truly magnificent example. Faultless throughout. £695. Part exchange considered. Mike Berry, 92 Ashfield St., London, E.1. STE 3102/HILL 7242. (0181)

1955 HILLMAN AERO-MINX TOURER. BEST OFFER over £100 secures this unique model in exceptional condition. Tel.: Ross-on-Wye 2762. (0182)

DAIMLER. LATE 1954 CONQUEST COUPE. Excellent order. £133 o.n.o. Tel.: CAN 0999. (0183)

ASTON MARTIN D.B.2 D.H.C. 1953. FINISHED IN dark blue with black interior, fitted special Mk. 3 bonnet. Taxed and tested 1968. Mechanically and bodily in excellent condition. £385 o.v.n.o. Tel.: 01-529 3157. (0184)

ALVIS 4.3, 1938. REGISTRATION NUMBER AVA 404. Sound in wind and limb, needs retrim, respray. Taxed, January. Insured. M.O.T. October 1968. £150. 35 Clitheroe Rd., Collier Row, Romford, Essex. (0185)

LOTUS ELAN 52, 1965. RED. SOFT TOP, BLACK, HARD top, tonneau, knock on wheels, 8,000 tyres. Immaculate. £895. Tel.: Molesey 5713. (0186)

AUSTIN HEALEY 100/6. OVERDRIVE. WIRE WHEELS. reconditioned engine, white. £175 o.n.o. Southampton 73461. (0187)

1926 AM2 HOTCHKISS FOR SALE. PRETTY BOAT deck body, B.E. 820 x 120 wheels, mechanically rebuilt and perfect. Car is three-quarters restored, requiring upholstery and rear wings to complete. Must sell. Box 0380. (0188)

PORSCHE 904 CARRERA. SPECIALLY BUILT aluminium rear section. Superior aerodynamics, 60lb. lighter, better cooling. Fastest U.K. and Continent. First in class Silverstone, Goodwood, Reims 12-hour, Mugello, Capetown, Kyalami 9-hour, East London. Lap records on 7 major tracks. Completely rebuilt and ready to go with full spare ratios, spare engine and extra set of tyres. Tel.: 883 6565 or 883 8718. (0301)

SUNBEAM TWIN CAM 3-LITRE. 1926 F-SERIES SPORTS tourer in current use. New tyres, recently rebuilt. Good English home preferred and classic car price required. Consider exchange similar quality car—Bentley, Alfa, Bugatti, Ferrari, etc. Box 0402. (0263)

1933 A7 SALOON 4 NEW TYRES, HYDRAULIC CON- version, M.O.T., tax December. £49. Otley 2218; H. Rushton, The Old Orchard, Leeds Rd., Otley, Yorks. (0264)

ALPINE 1961 MK II NEW ENGINE 12,000 MILES. Overdrive, wire wheels, fastback hard top, new Michelin XAS, radio, heater, resprayed. Good condition. £340 o.n.o. Tel.: 01-690 0171 (office). (0265)

CONCOURS MORRIS EIGHT TOURER, 1936. 2,500 hours spent completely rebuilding for concours event. 400 hours spent preparing/painting (six coats) chassis alone. New: Rear body, "MM" engine/four speed box, hood, sidescreeens, brakes, tyres, heater, Rewooded, retrimmed, rewired. M.O.T. Taxed. £190. Details (with-out obligation), Hildenboro 3380. (0266)

M.G.-B ENGINE (3 MAIN BEARINGS), LITTLE USED. £35 o.n.o. Hawkesworth, Birmingham, SEL 1301, ext. 605 (day). (0267)

ALFA ROMEO. LATE 1965 GIULIA TI. ONLY 20,000 miles. 1800 o.n.o. Midlen, The Courtledge, Horwood, Bideford, Devon. Tel.: Newton Tracey 266. (0268)

TR4A 1965 (OCTOBER). SURREY TOP, WHITE, BLACK trim, wire wheels, 5 new Cinturatos, taxed September 1968. 27,000 miles. £750. 27 Rowland Lane, Cleveleys. Tel.: 2851. (0269)

RILEY 2½ DROPHEAD 4/5 SEATS. 1950. IMMACU- late. £225 or offers. Tel.: 031-667 8845 or Box 0403. (0270)

ROLLS-ROYCE, 1938. H. J. MULLINER PIH RAZOR- edge touring saloon in dark green with projecting boot. Fawn interior, radio. This car EXC 199 has been fitted with a new Rolls-Royce straight 8 engine, and is fully described with photographs, on page 20 of the Rolls-Royce enthusiast bulletin, June issue. Price expected £1,250, and must be a fine investment. K. W. Batchelor, 50 Partridge Mead, Banstead, Surrey. Tel.: Burgh Heath 56452. (0271)

LANCHESTER 10, 1933 "CLASSIC." PERFECT CON- dition, used daily, M.O.T., taxed to January. Only sensible offers considered. Seen by appointment. S. Foster, 18 Lytton Rd. Bournemouth. (0272)

M.G.-A 1600, 1960. ROADSTER, WHITE, WIRE wheels, new side screens, hood, tonneau, woodrim, heater, radio. Mechanically and bodily perfect. £325 o.n.o. Dawkins, Maidenhead 29617 (office). Henley 5496. Seen Dorset. London, Thames Valley. (0273)

TR2. RED. EXCELLENT MECHANICALLY AND bodily. Heater, tonneau, hood, side-screens. Many spares including engine, overdrive and gearbox. £150. Dawkins, Maidenhead 29617 (office) Henley 5496. Seen Dorset. (0274)

LANCIA AURELIA B20 GT. SECOND SERIES. DARK blue, mechanics sound, bodywork very fair. Must sell. Reasonable offers MA: 6562. (0275)

1931 AUSTIN 6 LIMOUSINE. EXCELLENT CONDITION. 11 months M.O.T. £200 o.n.o. or exchange any smaller car, vintage or sports or saloon. Tel.: Blidworth 2846. (0276)

E-TYPE EATER. ROAD/RACING XK140 F.H.C. 3.8 racing engine, "C" head, "D" cams, close ratio gearbox, Borrani wheels, Konis, roll over cage, spare set wheels and tyres, etc. Fully sorted and reliable well proven marque car. Box No. 0404. (0277)

M.G. 1936 SA 2-LITRE SALOON. MAINTAINED IN beautiful condition and in regular use. Two-tone grey. Similar car (1938) in good condition. Some spares. £295. S.A.E. or call 8 Andsell Rd. North, Lytham. Tel.: 5146. (0279)

FOR SALE—continued

AUSTIN LANDAULETTE LONDON TAXI. ORIGINAL condition unspoil. Box No. 0405. (0278)

DAIMLER CONQUEST CENTURY SALOON, SILVER grey, 1954. Very good condition mechanically and bodily. Radio, heater, luxury upholstery. Used daily. £140 o.n.o. Stilling, Silcoates School, Wakefield, Yorkshire. Tel.: Wakefield 73862. (0280)

1275S MINI COOPER BUILT FOR SPEED EVENTS. 1967 registration. Dry suspension, very tractable full race engine (45 DCOE Weber), racing tyres. The whole car is immaculate and completely sorted having covered less than 1,000 miles. For sale due to retirement from sport. Best offer over £500 will be accepted. Tel.: Radlett 4652 (evenings). (0281)

M.G.-B 1966. WHITE, WIRE WHEELS, TONNEAU, OIL cooler, heater, taxed April 1968. Good condition. £750. 806 5488 (after 6 p.m.). (0282)

1961 ALFA GIULIETTA TI. L.H.D. SPRINT ENGINE and gearbox, recent overhaul, floor change, mag. wheels, Konis, radio, spot and rev. lights. £225. H.P. arranged. Simmons, 9 Paul St., Shepton Mallet. (0283)

M.G. TF 1500, 1955. RED, 5 GOOD X'S, NEW CARPETS. seat covers, screens and hood. Mechanically sound. Spot, luggage rack. M.O.T. £375 o.n.o. Tel.: Fordcombe (Kent) 387. (0284)

MARCOS 1000 GT. SECOND IN CLASS. NURBURG- ring 500 kms. In excellent condition and complete with covered trailer and spares. Offers. Forsdyke, Herwall 5869 (evenings). (0285)

LOTUS ELAN, 1963. NEW CLUTCH, STEERING BOX, battery, starter, complete £100 engine overhaul, all bills. Faultless condition. £290 o.n.o. Tel.: Nottingham 42933 (recorder). (0286)

TWO M.G. TC'S. £125 THE PAIR. DETAILS FROM Craven R.N.E.C., Maradon, Plymouth. (0289)

WANTED

M.G. O.H.C. RACING CAR; PREFERABLY SINGLE seater, 4-cylinder. Any parts, especially K3 body parts, "C" type blower drive, W.H.Y. 100 per cent concours P.B. available for part exchange, or sell. Box 0316. (9687)

J.A.P. 500 c.c. 4 OR 5 STUD ENGINE AND ANY Berks. Tel.: Chieveley 279. (9672)

REQUIRED URGENTLY—ROLLS 25/30 CYLINDER spares. Peugeot or Taunus Estate. Box 0335. (9671)

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RADIATOR FOR HEALEY 100/6. 37. BURNLEY RD., Holme, near Burnley, Lancs. (9676)

WANTED EARLY S.S. JAGUAR FOR SPARES. PRE- ferably 2½-litre or rev counter. 18 Sutherland Drive, Wombourne, Staffs. (9677)

MERCEDES. HORCH OR MAYBACH WANTED. PRE- war cars only. E. Black, 60 Oxenholme Rd., Kendal, Westmorland. Tel.: 430. (9678)

13.9 BULLNOSE OXFORD RADIATOR. GOOD PRICE for one in good condition. Moore, 3 Glebe Lane, Great Shelford, Cambridge. (9679)

S.H.I. REGISTRATION REQUIRED OR INTERESTING low numeral. Write Box No. 0336. (9680)

WANTED—M.G.-B. OVERDRIVE UNIT. CLASSIC Bermuda hard top. Chobham 8483. 01-GER 5532. (9681)

M.G. O.H.C. RACING CAR. PREFERABLY SINGLE- seater, 4-cylinder. Any parts, especially K3 body parts, "C" type blower drive, W.H.Y.—100 per cent concours P.B. available for part exchange or sell. Box 0316. (9682)

MASCOT FOR 1933 ROLLS 20/25; ALSO WATER TEM- perature gauge. State price. Davenport, 61 Coltham Rd., Shorth Heath, Willenhall, Staffs. (9683)

HARDTOP SPITFIRE MK. II. STATE TYPE CONDI- tion, price. Oakey, 3 Castle Hill House, Tutbury, Staffs. (9684)

SILVER CLOUD WANTED IN COMPLETE EXCHANGE for special Silver Wraith model. BM/A Bar, London, W.C.1. (9685)

WANTED—GLJ AND BAJ NUMBERS BELOW 10. State price required. Box 0337. (9686)

CHAIN GANG NASH OR 1500 HRG WANTED IN GOOD condition. 21 Lacey Green, Wilmslow, Cheshire. (9687)

SPITFIRE HARDTOP WANTED—STARLING, 123 Primley Ave., Walsall, Staffs. (9688)

WANTED—PRE-1940 ROLLS-BENTLEY TOURER. EX- ceptional condition. Sensibly priced. Box 0338. (9689)

WANTED—ALLARD, S.S. JAGUAR OR ALVIS TOURER. Outstanding condition. Also Morgan 3-wheeler. Box 0339. (9690)

FORD MODEL 'T' BRASS RADIATOR URGENTLY RE- quired. Also lights and 3 rim-attached wheels. Your price paid and will collect. Bates, Beach House, Keevil, Trowbridge, Wilts. Tel.: Keevil 282. (9691)

REGISTRATION NUMBER R O Y WITH ANY NUM- ber after. Box 0340. (9692)

T-TYPE M.G., CONDITION IMMATRIAL. UP TO £50 cash. Breeze, 4 Beechwood Ave., Monkseaton, Whitley Bay, Northumberland. (9693)

WANTED—LUGGAGE RACK FOR MY M.G.-A 1500. Write Forknall, 109 Princess St., Foleshill, Coventry. (9694)

AC GREYHOUND OR LATE MODEL ACECA. RE- turning to U.K. December 20th. Dr. C. J. Moon, Chalvington Manor, Nr. Hailsham, Sussex: Tel.: Ripe 205. (9695)

CIRCA 1934 MORRIS 2½-LITRE 20 OXFORD, HAVING side mounted spare. Box 0341. (9696)

1960/61 AUSTIN HEALEY 3000 BN7. HARD TOP/SOFT top, overdrive, wires, 4 seats, cash sale. Tel.: Mr. Green, Derby 42885 (office). (9697)

O.T.T. REGISTRATION REQUIRED. ANY NUMBERS considered. Write: O.T.T., Beauchamp Court, Alcester, Warwickshire. (9698)

REGISTRATION NUMBER G O OR T G O WANTED with distinctive or small number. Box 0342. (9699)

FOR 1927 9/20 ROVER. DASHBOARD INSTRUMENTS and engine cooling pump. Prepared to pay high price. Box No. 0343. (9700)

M.G. TA. ENGINE COMPLETE OR CYLINDER BLOCK assembly or spares. Box No. 0344. (9701)

RILEY RME. 1½ BACK AXLE REQUIRED OR CROWN wheel and pinion, must be in good condition. Box No. 0345. (9702)

PARIS—EX-COOPER 1275S AND PROSPECTIVE DROP- head Porsche owner seeks girl friend with enthusiasm for motor sport. View to "doing" Monaco, Targa, etc. Paris based. Box 0346. (9703)

REGISTRATION LETTERS V.R. V.I.C. REA. WITH low or interesting numbers. Mr. Rea, 140 Kilbowie Rd., Clydebank, Dunbartonshire. (9704)

WANTED—POWERFUL ENGINE 1000 c.c. WITH/LESS gearbox (former F-1). Send offers with full specifications to Jean Hauser, 3 Ave. de la Porte Neuve, Luxembourg. (9706)

WANTED—continued

LAGONDA AND ASTON MARTIN WANTED FOR spares. Any model condition or location, if cheap. Box No. 0347. (9705)

WANTED—LOTUS ELEVEN; PREFERABLY WITH Climax engine, de Dion, mag. wheels, but incomplete or damaged car considered. Colford, 14 Clunville Gardens, Hanwell, London, W.7. 01-567 9760. (9707)

1960/61 XK150 OR 63/64 E-TYPE WANTED. MUST BE immaculate and low mileage. Cash. Paul, 28 Willow Rd., N.W.3. (9708)

£1,000 CASH FOR BEST POST-1965 VOLVO P1800S. Applications to J. Jellicoe, 23 Tudor Ave., Basington, Wirral, Cheshire. (9709)

20 H.P. ROLLS-ROYCE. CONDITION OF BODY IM- material provided mechanics original. Must have four speed box. Full details, photo and price to Greywalls, Fairdish, Wellingborough, Northants. SS100 also required, but must be in A1 condition. (9710)

MARSHALL 12.75 SUPERCHARGER OR PARTS WANTED for meticulous rebuild of "P" type M.G. Especially pulleys and pressure gauge. Also wanted: 8/39 8-hole CW/P and other special or outstanding parts. 6 Addison Crescent, London, W.14. 01-603 4368. (9711)

WANTED—SHORT CHASSIS LG6 OR V-12 LAGONDA saloon. Prefer car in good condition, but poor specimens considered. H. L. Schofield, 81 Green Lane, Hollingworth, Hyde, Cheshire. (9712)

DAIMLER SP250, AC ACE WITH HARD TOP OR Aceca in good condition. Details Box No. 0354. (9713)

WANTED—PRE-1930 ROLLS 20 HEARSE OR CHASSIS. State price and details. Box No. 0349. (9714)

WANTED PRIVATELY—LOW MILEAGE 1958 BENTLEY Mulliner Flying Spur. Details, price to Box No. 0350. (9715)

WANTED FOR PERSONAL USE, 1964/5 ASTON MAR- tin. Give full particulars & price. Box No. 0350A. (9715A)

E.R.A. OR ANY ORIGINAL RACING RILEY, M.P.H. Imp or Sprint. Cash according to condition. Box No. 0351. (9716)

HARD TOP FOR ALPINE V. TEL: FARNBOROUGH (Kent) 55049. (9717)

EARLY MERCEDES, EXCHANGE R-R. PH. I SALOON. Immaculate, unique history, cash adjustment either way. Box No. 0352. (9718)

SINGER 44B ROADSTER ENGINE WANTED. WRITE or phone 165 Merlin Rd., Welling, Kent, 01-303 0634. (9719)

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JOHN BRITTEN WILL PAY A FAIR PRICE FOR YOUR well-kept sports car. 31 Moscow Rd., Bayswater, W.2. 01-727 2707; and Arkle, Barnet, Herts. 01-449 1144. (9724)

WANTED—ABSOLUTELY ANY PRE-1937 CAR. ALSO pre-1960 racing cars. N. Leffon, 8 Black Lion St., Brighton. 28844 (9 a.m.-3 p.m.). (9725)

WANTED—REASONABLE BODY FOR CRASHED Jaguar 1960 XK150 F.H.C. or sell £85. L. S. Burns, The Flat, East Lane, Wheathampstead, Herts. (9726)

WANTED—M.G. TA, TC, TD, TF. ANY CONDITION, crashed, neglected or faulty. Any distance, good price paid. Write 4 Cruikshank House, London, N.W.8. or tel.: 01-722 8952. (9727)

WANTED: HEENAN & FROUDE DPX SERIES Dynamometers types 1 to 4. Box 0381. (0189)

REGISTRATION NUMBERS D T S, J W K, J K, J O N, J A N, J M H, J H: numbers low. Box 0382. (0190)

ROLLS-ROYCE UP TO 1940. ANY STYLE, IF NOT TOO expensive. Cash, no exchange. Box No. 0383. (0191)

LARGE VINTAGE OR PVT CAR WITH UNUSUAL body, tourer, sedanca, laundrette w.h.y. Must be mechanically sound. Box 0384. (0192)

SPARES SUITABLE FOR ROLLS-ROYCE. GOOD PRICE paid. Can collect. Yorkshire. Box 0385. (0193)

ROLLS-ROYCE 25/30 HEAD. CRACK FREE. WELD free. 101 Warren Rd., Worthing, Swandean 2391. (0194)

BENTLEY 4½ ENGINE WANTED FOR 1939 MR chassis. Crashed car bought if engine sound. Taylor, Llangenny, Crickhowell, Breck. (0195)

REQUIRED URGENTLY: CYLINDER HEAD FOR 1937 Rolls-Royce 25/30, chassis No. G.R.086. Condition of purchase that head is passed by Rolls-Royce. Box No. 0386. (0196)

LAGONDA TOURER PRE-WAR WANTED FOR RE- storation. Any model, any condition; or Alvis Speed 20/25 Tourer Sage, Regency Cottage, Wool, Dorset. Bindon, Absey 229. (0197)

JENSEN R TYPE LATE SERIES. GOOD GENERAL CON- dition essential, but car with worn, damaged or u/s. engine might be acceptable. Depree, Parford, Chagford, Devon. (0198)

FIAT 501. FLARED WINGS TOURER. DETAILS, PRICE, picture. Box No. 0387. (0199)

WANTED—TRIUMPH TR4A, 1965-66 WITH OVER- drive. Cash. 01-650 9419. (0200)

REGISTRATION WITH INTERESTING NUMBER, S, G S, G C S, state price. Siddons, 62 Lippergate Rd., Sheffield 6. (0201)

VINTAGE, PVT SPORTS, ALFA ROMEO, BUGATTI, Bentley, Lancia Lambda, SS100 or similar by V.S.C.C. member. Any condition. Box 0388/Sussex. (0202)

1930 ASTON MARTIN INTERNATIONAL. WORM- drive-back axle, or Mk II axle, also SS Jaguar axle. Any international spares. Can collect if that helps! Urgent, please. Albert Leonhard, 211 Wasserburgerlandstr. Munich 82, Germany. (0203)

WANTED BONNET FOR XK150. CASTLE CAERINION 217. (0204)

CIRCA 1904 DE DION 6 OR 8 H.P. ENGINE IN ANY condition, must be complete. Box 0390. (0205)

ANY SPARES, HANDBOOKS FOR 1910-1914 AC Sociable or vintage AC parts. Box No. 0389. (0206)

SUNBEAM ALPINE IV. CASH FOR GOOD EXAMPLE. Tel.: Road 265 (Northants). (0207)

CRASHED ELAN—CRASHED ELAN, CRASHED LOTUS Elan wanted by private enthusiast—R. K. Russell, Lindisfarne, 1 Sandfield Park, Liverpool 12. 051—Stoneycroft 4560. (0208)

WANTED—TWIN S.U.s WITH MANIFOLD FOR Triumph 1200. Tel.: Bransgore 203 (evenings). (0209)

WANTED—DAIMLER ROADSTER IN GOOD OR VERY good condition. Little Kaledna, Garras, Helston, Corn-wall. (0210)

M.G.-B/A CYLINDER HEAD, CLOSE RATIO GEARS/ box. Hawkesworth, Birmingham. SEL 1301, extension 605 (day). (0292)

SS JAGUAR WANTED, 1933-39, ALSO ROVER 14 around 1947. Good condition. Bogside Farm, Stewarston, Ayrshire. (0293)



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1968 Model Lotus-Cortina, £1,082. New, but registered (F), white with black trim. **1966 Lotus-Cortina, £845.** 15,000 miles, radio, Maserati horns, SP tyres, 1 owner. **1966 Lotus-Cortina, £825.** 20,000 miles, one owner. **1966 Lotus-Cortina, £795.** 22,000 miles, one owner. **1965 Lotus-Cortina, £725.** 8,000 miles, automatic, Type 35 Borg-Warner transmission, one owner, leaf-spring. **1965 Lotus-Cortina, £695.** Two owners, leaf-spring, radio. **1965 Lotus-Cortina, £695.** Leaf-spring, radio. **1965 Lotus-Cortina, £675.** Leaf springs. **1964**

Lotus-Cortina, £595. Leaf springs. **1966 Elan coupe, £1,075.** 3-5 diff., one owner, K.O.W.

JAGUAR

1956 XK140, £395. F.H.C., o/d, w/w, 49,000 miles, outstanding motor-car in 1963 condition. **1965 "E", £1,345.** F.H.C. in B.R.G., 21,000 miles, SP H.R. tyres, radio, H.R.W. **1965 3-8, £1,285.** Chrome wires, o/d, all synchro box, power steering, heated rear window. **1959 3-4 "S" Roadster, £745.** Chrome wires, o/d, radio, Carmen red, red interior, mint. **1963 model "E" type, £845.** D.H.C., met. blue, chrome wires, radio.

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1966 Fiat Abarth 595 "SS", £495. 10,000 miles only, Borrani 4½ wheels, special wheel arches, fantastic car, property of our Director. **1967 A.C. Cobra 289, £2,295.** Metallic green, 10,000 miles, 1 owner, h/t and radio, £800 under list. **1967 (reg. 1966 model) Mustang 350 GT Fast Back, £1,945.** By Shelby, 7,000 miles, mint. **1966 Mustang, £1,345.** Saloon with 350 engine, fully sorted suspension. **1967 Volvo 131, £1,095.** With £350 Ruddspeed conversion. **1966 Healey 3000, £915.** B.R.G., o/d, w/w, radio, leather trim. **1966 M.G.-B, £815.** O/drive, w/w, 16,000 miles. **1965 TR4A, £765.** O/drive, w/w, 12,000 miles. **1962 Series M.G.-A Mk. II,**

£495. F.H.C., mint. **1966 Morgan +4, £865.** Four-seat Super Sports. **1966 Alfa Sprint GT, £1,365.** Radio, 15,000 miles. **1965 Marcos Volvo, £1,095.** With independent rear suspension, radio, mag wheels, in red. **1964 Cortina GT, £450.** 5½ "J" wheels, 4-door, B.R.G. **1965 Alfa Sprint GT, £1,095.** Radio. **1966 M.G.-B GT, £975.** O/drive and chrome wires. **1967 TR4A, £975.** O/drive and w/w, 7,000 miles. **1966 Mini 1275 "S", £645.** In blue with white top, £350 of extras, not modified. **1966 TR4A, £850.** Surrey top model, w/w, Cinturatos, B.R.G. **1965 Morgan +4, £745.** Two-seater, all extras, 1 owner.

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1964 series 3.4 JAGUAR Mk. II saloon fitted overdrive and radio. New clutch just fitted. Unblemished golden sand with red leather interior. Excellent throughout ... **£725**
3.8 JAGUAR Mk II saloon. Fully automatic with power steering, heated rear window, push button radio, Waso steering lock. Quite definitely the most exceptional one (titled) owner car, only 17,000 miles and beautiful in Navy blue with grey interior. Guaranteed ... **£1,095**
1964 JAGUAR E-type, f.h.c. Excellent example in opalescent medium blue, red upholstery, heated rear screen, radio, good tyres. Guaranteed ... **£1,045**
1955 JAGUAR XK140 convertible. Without doubt the most magnificent specimen available. Maintained in superb condition both bodily and mechanically. A new hood has recently been fitted, the interior is incredible and the performance

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LOTUS Elan fixed-head coupé. Incredible 4,000 miles only. Knock-on wheels, push button radio. SP41 tyres. Blue, unmarked and entirely as new ... **£1,125**
1960 M.G.-A 1600. Not brilliant on the body but really incredible mechanically. Rumoured genuine 35,000 miles only. Wire wheels and recent SP41 tyres. L.H.D. ... **£245**
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MUSTANG. Fixed head coupé. Fully automatic, power steering, power brakes, 289 V8 engine, special interior, push button radio, special wire wheel discs, special steering wheel, centre console. Genuine 7,000 miles only, in most attractive metallic green. Truly a most exceptional and magnificent car ... **£1,745**
1965 RENAULT Gordini 1100, fantastic car, unusual French racing blue with Webasto roof, cost over £1,100 new, low mileage ... **£645**
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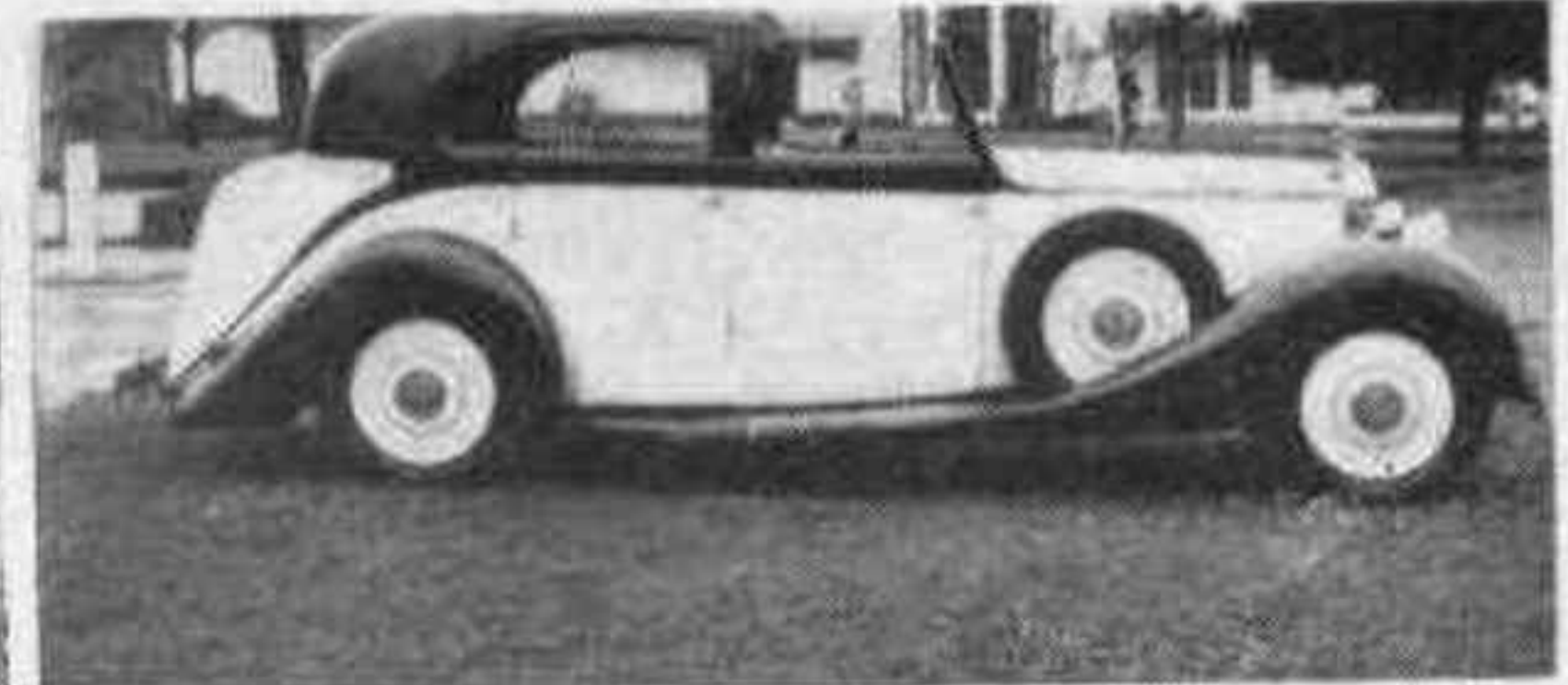
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ASTON MARTIN 1 1/2-litre short chassis-Le Mans 2/4-seater, 1933, highly original, first-class mechanically, interior trim a bit untidy but otherwise excellent bodily with a new hood, tonneau cover etc. £750



1922 ROLLS-ROYCE Silver Ghost chassis, original but f.w.b. added, overhauled engine, all original lamps and instruments, new tyres, wings and temporary seat fitted. Ready to receive coachwork and can be driven away.



ROLLS-ROYCE 25/30 Windover sedanca, 1936, black and cream, first-class mechanically, recent engine overhaul. Generally very presentable, but some body faults, hence offered as seen, at £550

BENTLEY R-Type Park Ward convertible, 1954, automatic, dark green, pale green leather, coachwork recently renovated and in excellent order, mechanically likewise and recorded mileage of 90,000 is probably genuine. £1,650

BENTLEY R-Type standard steel, 1955 Series (Reg. Nov. 1954), automatic, black on grey, paintwork good, red hide interior much above average, two owners only, excellent chassis, new tyres, brakes relined and complete engine overhaul just carried out by us. £850

Similar car, specification and colour, but grey interior, mileage 106,000, maintained by us past three years and in very good all round order. £685

1926 BENTLEY 3-litre Speed Model (short-chassis, Red Label), chassis only but with bonnet and bulkhead, lamps, instruments wing brackets, running-boards etc. and ready to receive coachwork. Engine completely overhauled, reground crank, sleeved to standard, new pistons, big sump engine, lightened flywheel, 'C'-type gearbox, Hardy Spicer U/Js, 3.53 axle, steel diff., Speed Six drums, 21" wheels, good tyres. £1,350

BORGWARD Isabella TS 75 saloon, 1957, in very sound and tidy order. Recent considerable mechanical overhaul. £175

DAIMLER Maiestic, 1960, automatic, black, beige interior, mileage under 55,000, two owners and remarkable value at £345

DAIMLER Light Straight Eight 25 h.p., 1934, Mulliner 4-light sedanca coachwork, mechanically very good, recent complete engine overhaul, coachwork shabby but sound and easily renovated. £275

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JAGUAR XK150 roadster (not coupé), wire wheels, overdrive, radio, white, red trim, jaguar decarbonised, brakes relined etc. and a very fair specimen. £545

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MERCEDES 220 S.E.C. convertible, 1960, black, red leather, radio etc., first-class condition throughout, but l.h.d., hence realistic price of £775

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TATRA rear-engined V8 4-litre (the big one) circa 1937/38, now in running order with

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VERITAS-B.M.W., circa 1949, imported to U.K. 1955, l.h.d., Type 326 engine, mechanically very good, bodywork sound but a bit shabby. No history known, but almost certainly has racing background and therefore eligible under Griffiths formula. £275

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Available shortly, a very fine 1928 **SUNBEAM** 21 h.p. tourer, repainted, re-trimmed, re-wired, all original instruments, lamps etc., one owner since 1934.

1929/30 CHRYSLER, believed Model 70, on wood wheels, chassis only with bonnet and scuttle, but in running order. £65

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MOSTYN Special. Masterpiece of panel-beating aluminium body, wire wheels, Healey 1004 S, enlarged ports, Nitrite balance crank, lightened flywheel, Rootes supercharger, Wilson pre-selector C.R. gearbox, believed D-type carb., chrome-treated discs, tonneau, reputed better performance than "E"-Type, only 6,000 recorded mileage, appearance similar to DB35, mint ... £595

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ASTON MARTIN (LE MANS OR MK. II PREFERRED), Alfa Romeo 1750, Riley Imp or Sprite, or other interesting P.V.T. Must be basically original. Preferably suitable for rebuilding (whole or dismantled). But one in good condition acceptable. Realistic price. Taylor, 205 Loughborough Rd., Ruddington, Notts, Nottingham 211840. (0211)

WANTED—ROLLS WITH EITHER DOCTOR'S COUPE or tourer body. All replies answered. Boulter, Little Orchard, Wolverhampton, Banwell, Nr. Weston-Super-Mare, Somerset. Tel.: Banwell 2502 (after 6 p.m.). (0212)

WINDSCREEN, FRONT BUMPER WITH GOOD chrome and Kenlowe fan for M.G.-A; also any tuning bits. Smith, 18 Ivyhouse Drive, Barlaston, Stoke-on-Trent. (0213)

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GARAGE FOR SEVEN BUGATTIS, AN ERA, ETC. wanted for purchase, or possibly rent, with living accommodation attached. West country or West Midlands preferred. Isolation no object. Hamish Moffat, 14 Downshire Hill, N.W.3. Hampstead 7378. (0215)

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AUSTIN 1100, 1964, RED/TAN, NEW TYRES AND brakes. Value approximately £410. Exchange for Spridget, Spitfire, Alpine, M.G.-B, Jaguar Mk. II or similar. Cash either way. Can settle your H.P. and arrange new (25 per cent deposit). Higham, 43 Quebec Rd., Blackburn. Tel.: 54987 (evenings). (0253)

LUXURY MOTORING—MERCEDES 220S. MIDNIGHT blue, grey hide upholstery, Firestone sports tyres. Value £440 for TD/TF plus cash. 15 Wilton Gardens, Weston-super-Mare, Somerset. (0254)

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MISCELLANEOUS

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S.S. JAGUAR CHROME RADIATOR SURROUND. V.G.C. Offers. Write Robbie, Pembroke College, Cambridge. (9930)

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J.N.F. 1 REGISTRATION ATTACHED TO GOOD FORD Pilot. M.O.T. Stored Manchester area. Offers. Box 0356. (9935)

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MISCELLANEOUS—continued

FOR SALE—RILEY AND BENTLEY SPARES, 1933 special series 14/6 engine, triple carbs, rebuilt bottom end, all helical gearbox, all accessories £27. 1937 15/6 engine, good condition £15. Two pre-selector boxes £6 each. Various spares including steering boxes, headlamps, axle, etc. All good condition, offers. 1937 Bentley 4 1/2 engine, gearbox unit, reputed excellent condition £48. Complete front axle dismantled £10. Various other Bentley parts, wheels radiator, etc. F. J. Johnson, Kimberley, Allandale Road, Doncaster, Yorkshire, Doncaster 65633. (9941)

500K MERCEDES ENGINE SPARES, S.A.E. FOR PRICE list, Box No. 0357. (9942)

INVICTA 4 1/2-LITRE SEVERAL HUNDREDWEIGHTS OF engine, gearbox, chassis spares. Want to clear whole lot. Reasonable price. Tel.: Northwood (Middx.) 24383. (9943)

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5 TYRES 4.00 x 19 £10. TEL.: WRIGHT, DENHAM 3089. (9945)

TYRES, OUT OF PRODUCTION SIZES WITH TUBES, 700 x 20 passenger 650 x 20 and 600 x 20 truck. Nominal price to clear. Ring daytime 01-969 7632. (9946)

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ZA/ZB MAGNETTE BREAKING (ANOTHER!). PRI-vate, cheap for quick sales. Poynton 2135 (Cheshire). (9950)

TWIN ZENITH STROMBERG 175CD CARBURETTORS for TR3, etc. Nearly new £8 (plus old SU system). Box 0358. (9951)

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MICHELIN X TYRES 165/15. ONE NEW, 4 NEARLY new. Taken off TR4A £25. Goodwin, 36 Runnymede Rd., Ponteland, Newcastle-upon-Tyne. (9955)

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VINTAGE BENTLEY SPARES, NEW HUB DUST CAPS set four £5.15.0, new spanner for same £2, oval set with inset 'B' £4.5.0, set ten V.D.P. wing irons £21.16.6, set four running board brackets £18. 3/4 1/2-litre starting handle £10.7.6, 3-litre dynamo drive cover £8.15.0, new stainless steel float chamber needles 27/6 each. Send S.A.E. for list of Bentley spares. Moss, Manor Farm House, Bolnhurst, Beds. Colmworth 220. (9957)

SHORROCKS SUPERCHARGER KIT UNIT, 400 MILES "A" series engines £40. New tonneau Mk. 1 Sprite £5. Chester 42069. (9958)

GEARBOX, FORD CORTINA, 20,000 MILES, NO faults. £15 o.n.o. Hoddesdon 65029. (9959)

JAGUAR MK. II 3.4 GEARBOX/OVERDRIVE, CLUTCH, £20. XK150 3.8 cylinder head £12. 3.8 block, crank, pistons £5. Ford 1962 5-cwt. Thames V.G.C. Tax, tested, £100. Must sell. No sensible offer refused. Day, Uplands 2919; Evening 01-289 1071. (9960)

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MOTOR SPORT, BOUND, UNBOUND OR ODD COPIES wanted, particularly pre-war. All years for sale or exchange. Charles Mortimer, "Dewdney," Ewhurst Rd., Shere, Surrey. Shere 2511. (9965)

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SPITFIRE F/G GT HARD TOP WITH BOOT LID. White £20. A. R. Knight, "Roseleigh," Sheepy Magna, Atherstone, Warwickshire, Atherstone 2970. (9954)

S.S. 2 1/2-LITRE DIFFERENTIAL, STATOR TUBE, ACE discs, radiator muff, Motor Sport October 1957-November 1967. Acorn 5" x 20" motorised lathe. S.C.B.G., 5 Toothill Ave., Brighouse. (9961)

"DESIGN FOR COMPETITION," 200 PAGES, RACING car design, construction, tuning, modification described by experts, including Grand Prix designers. Foreword by Denis Jenkinson. 16/6 including p. & p. 750 M.C. Publications, "Dancers' End," St. Winifred's Rd., Biggin Hill, Kent. (9971)

MISCELLANEOUS—continued

REGISTRATION NUMBER 3 B P D FOR SALE. with log book. Harrison, 183 Chaldon Way, Coulsdon, Surrey. (0216)

B.M.C. HARDTOP FOR M.G.-B. RED. £50. TONNEAU and rail, red. £7 10s. Rawdon 4119. (0217)

SMITH'S CAR CLOCK RECONDITIONED, REPLATED. No. 28381, circa 1924-28. £10. Rotax Roadlight, No. 266, brass, self-contained, acetylene generator. Circa 1903-04. Offers, Springfield 6467 (Birmingham). (0218)

REWARD FOR INFORMATION WHEREABOUTS motor vehicle registration SUF 1, 1 SUF, 1 AGA. Shaw, Woodman Court, Gadalming, Surrey. (0219)

REGISTRATION NUMBERS 1 C A T FOR SALE WITH log book. Offers to 136 Green Lane, Northwood, Middlesex. (0220)

N E E 2 REGISTRATION FOR SALE WITH LOG BOOK. Offers, 17 Queen's Parade, Annfield Plain, Co. Durham. (0221)

REGISTRATION NUMBER M N L 2 WITH LOG BOOK. Highest bidder secures. Smith, Spring Villa, Abberton Rd., Fingringhoe, Colchester. (0222)

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850 MINI UNIT NEW GEARBOX, ENGINE FULLY modified 8,000 miles ago (cost £120) by leading tuning firm, £65 o.n.o. Paul Farmer, Tel.: Matlock 2103. (0224)

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ROLLS-ROYCE INSTRUCTION BOOKS, 1911 SERIES 1100-1500, 1913 chassis 2100-2499, offers. Payne, 3 Tibberton Rd., Great Malvern, Worcs. Tel.: Malvern 3945. (0226)

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LOTUS NINE STRIPPED PLUS FORD 1200 ENGINE/gearbox. £50 delivered. 061-427 3390. (0228)

SENTINEL DG TRACTOR NO. 9236. MANY RE-newals, only needs leaking tube replaced to put in good working order. Offers around £500. Harding, 38 Station Rd., Sutton Coldfield, SUT 4940. (0229)

B.M.C. B SERIES CYLINDER HEAD, VALVE, ROCKER and timing gear, twin carbs, and manifold, £32. 723-3651, ext. 34. (0230)

M.G.-A. 1ST MOTION SHAFT, 2ND AND 3RD GEARS and laygear, £15. 723-3651, ext. 34. (0231)

MOTOR SPORT, 1948/67, LESS FEBRUARY 1963, March 1956, January 1951. Also 18 copies pre-1948. Best offer. Crawford, 129 Croft Lane, Hollins, Bury, Lancs. WH1 952. (0232)

PRE-WAR TUBULAR RACING CHASSIS, AUTOVIA engine, Armstrong pre-select gearbox, De Dion axle, no body. Suitable sprint/hill-climb, V.S.C.C. £75 o.n.o. Pestell, 16 Coronation Close, Ilford, Essex. 01-550 2914. (0233)

1275S. 1965. COMPETITION DISPLACERS, PADS, 1 1/2 IN. S.U.S. spots, alloy guard, oil cooler, 4 1/2 J's. £475. O. Smith, Greencroft, Hunwick, Crook, Co. Durham. (0234)

1 SET OF TRACTION MASTER SIMULATED NOK-OFF hubs. Suit M.G.-B or similar, £5. Reading 65327. (0235)

HARDTOP M.G.-B WANTED, CENTRAL SCOTLAND. Box No. 0393. (0236)

M.G.-B DETACHABLE HOOD (SLIGHTLY TORN BE-low quarter-light) with hood sticks and storage bag, £6. York 58555, ext. 27. (0237)

ROLLS-ROYCE 1923, 3-SPEED GEARBOX, £35, 20/25 block and pistons, etc. Box No. 0392. (0238)

REGISTRATION M M 16 ATTACHED MAY 1967 1200 Volkswagen, £525. Mason, Thatch Cottage, Stourmouth, Canterbury. (0239)

T A D 1 REGISTRATION NUMBER WITH 1957 VAN-guard in sound condition, £150 cash. Delivered, Box 0394. (0240)

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NINETIFY YOUR VIVA—STROMBERG CARB., EX-haust and inlet manifold. Brand new. £12 10s. Extra Stromberg available. Sutton Coldfield (Birmingham) 5073. (0295)

MOTOR SPORTS—17 EDITIONS, 1948, 1949, COM-plete 1950 to date except October, December 1966. 5 volumes bound. Others loose. Midlen, The Courtledge, Horwood, Bideford, Devon. Tel.: Newton Tracey 266. (0296)

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BREAKING TR's; ALSO AUSTIN HEALEY BN1. Prynne, 6 North Dimson, Gunnislake, Cornwall. (0298)

MOTOR SPORT VOLUME 7, BOUND, INDEXED, £12. Volumes 13, 14, 15 unbound £5 per volume. Barron, 6 Park Rd., East Twickenham. POP 9044. (0299)

KCB 1 REGISTRATION NUMBER FOR SALE WITH log book. £150 or highest offer. Write 7 Jackson Ave., Bruche, Nr. Warrington, Lancashire. (0300)

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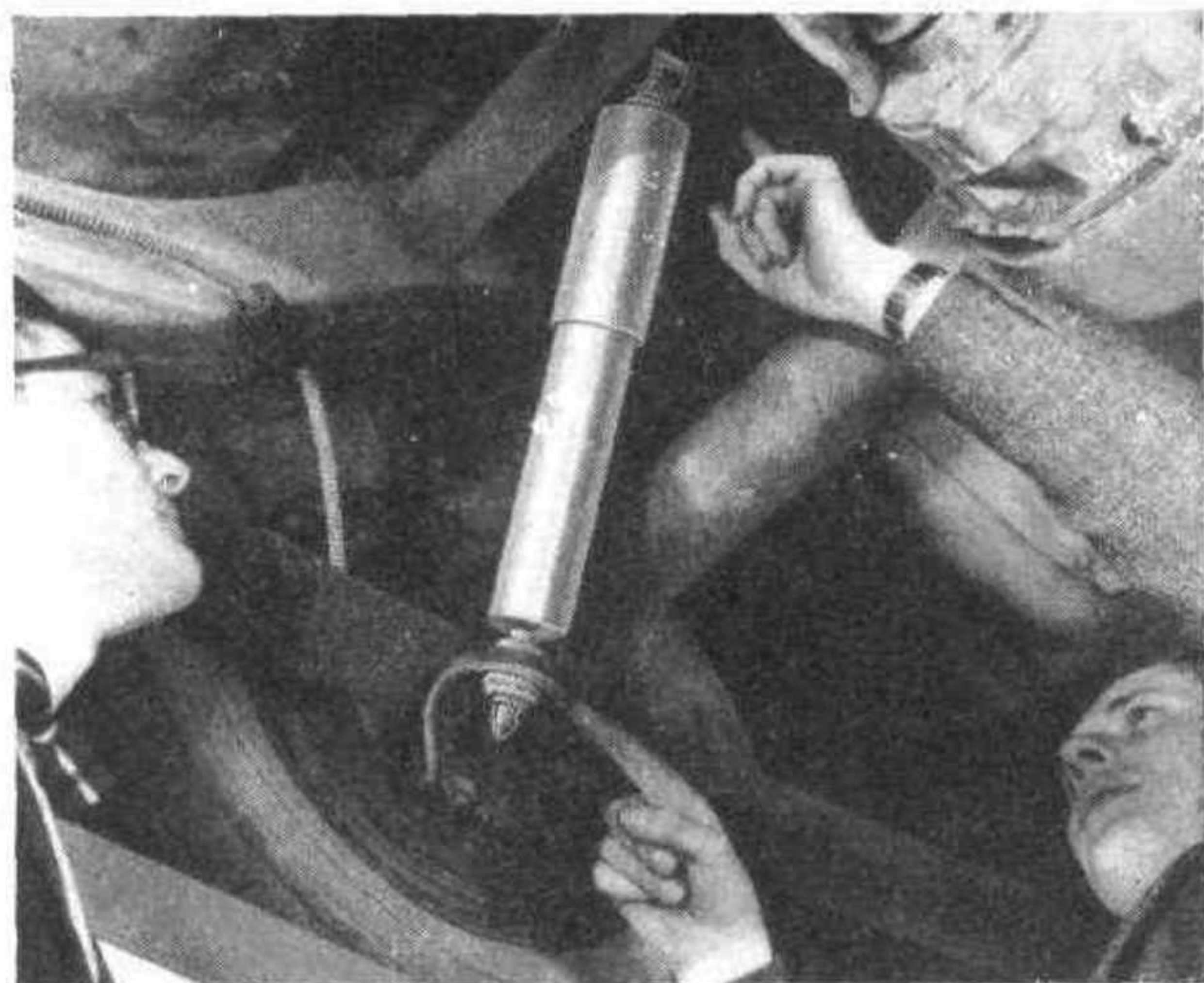
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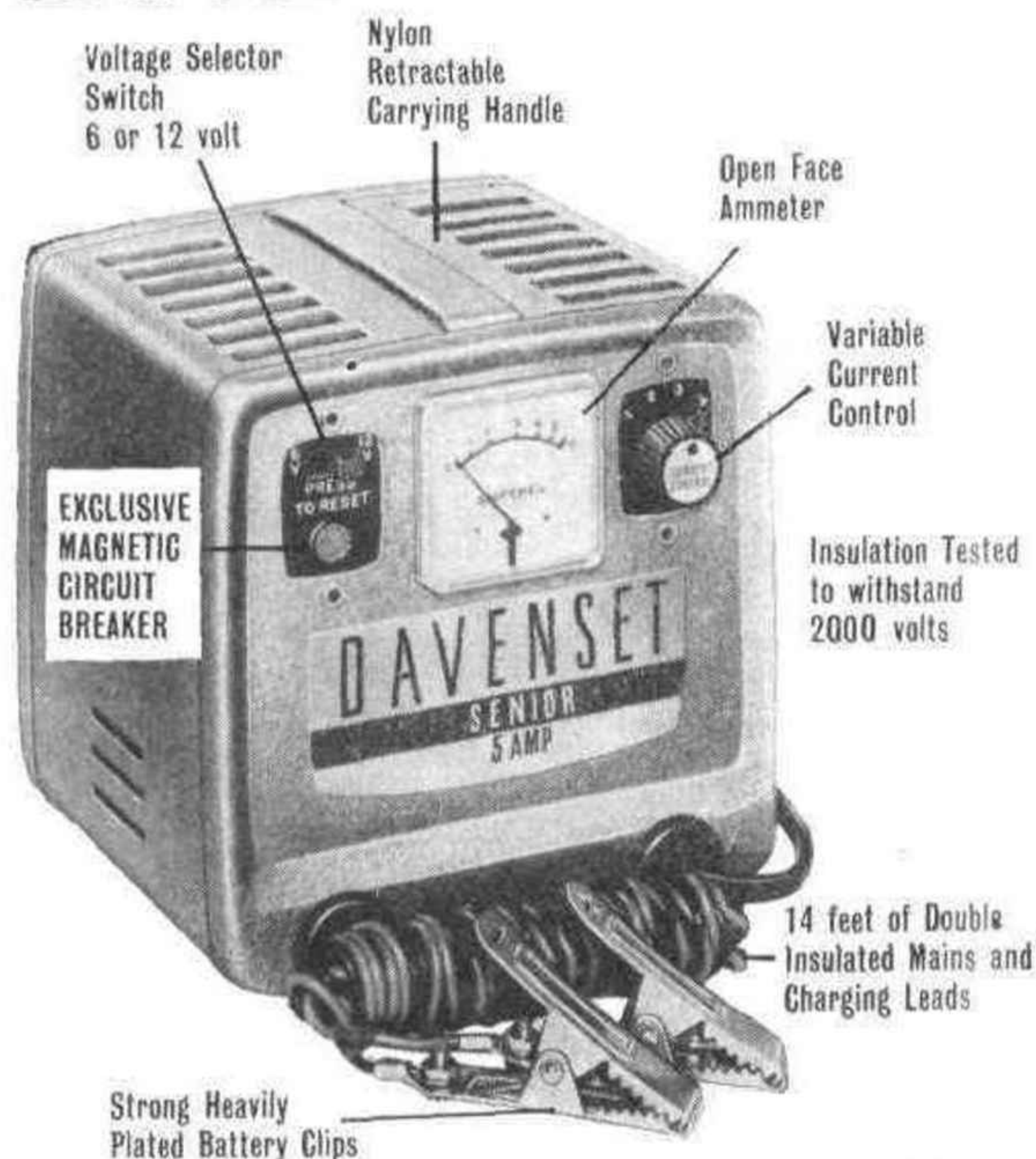
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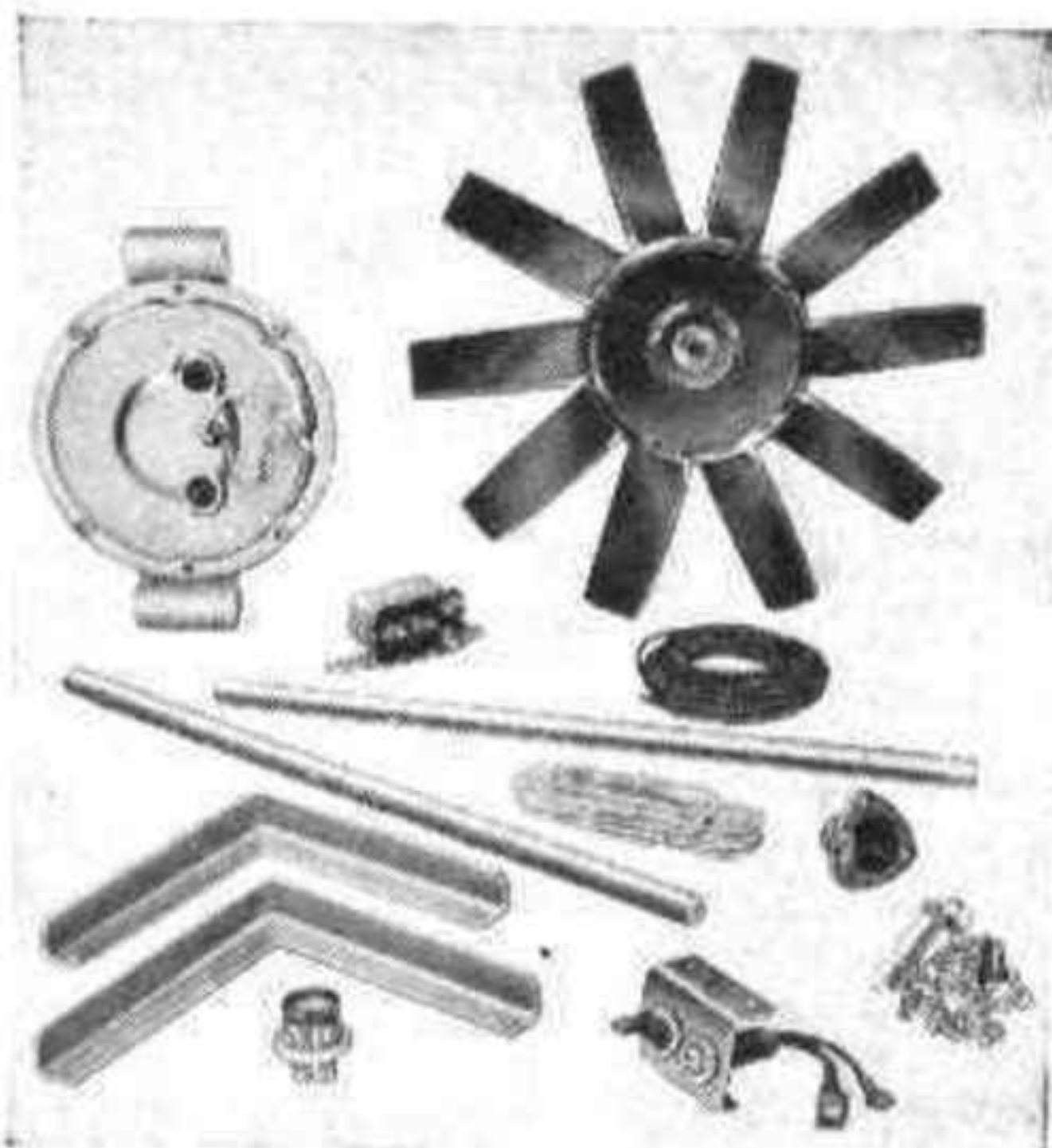
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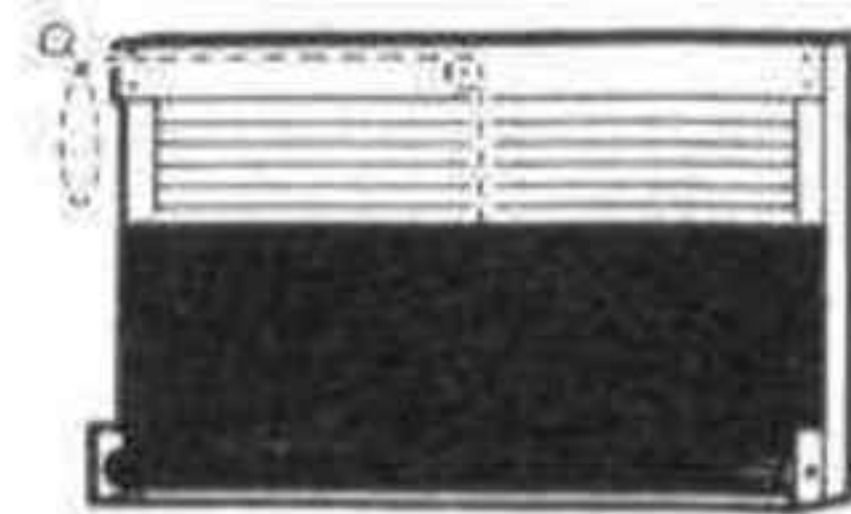


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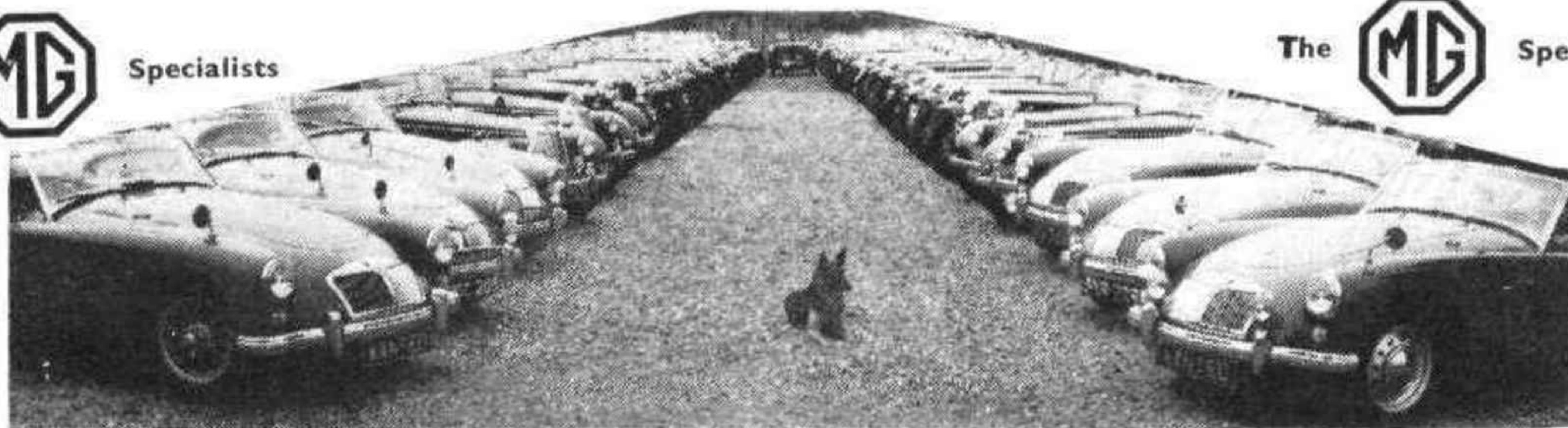
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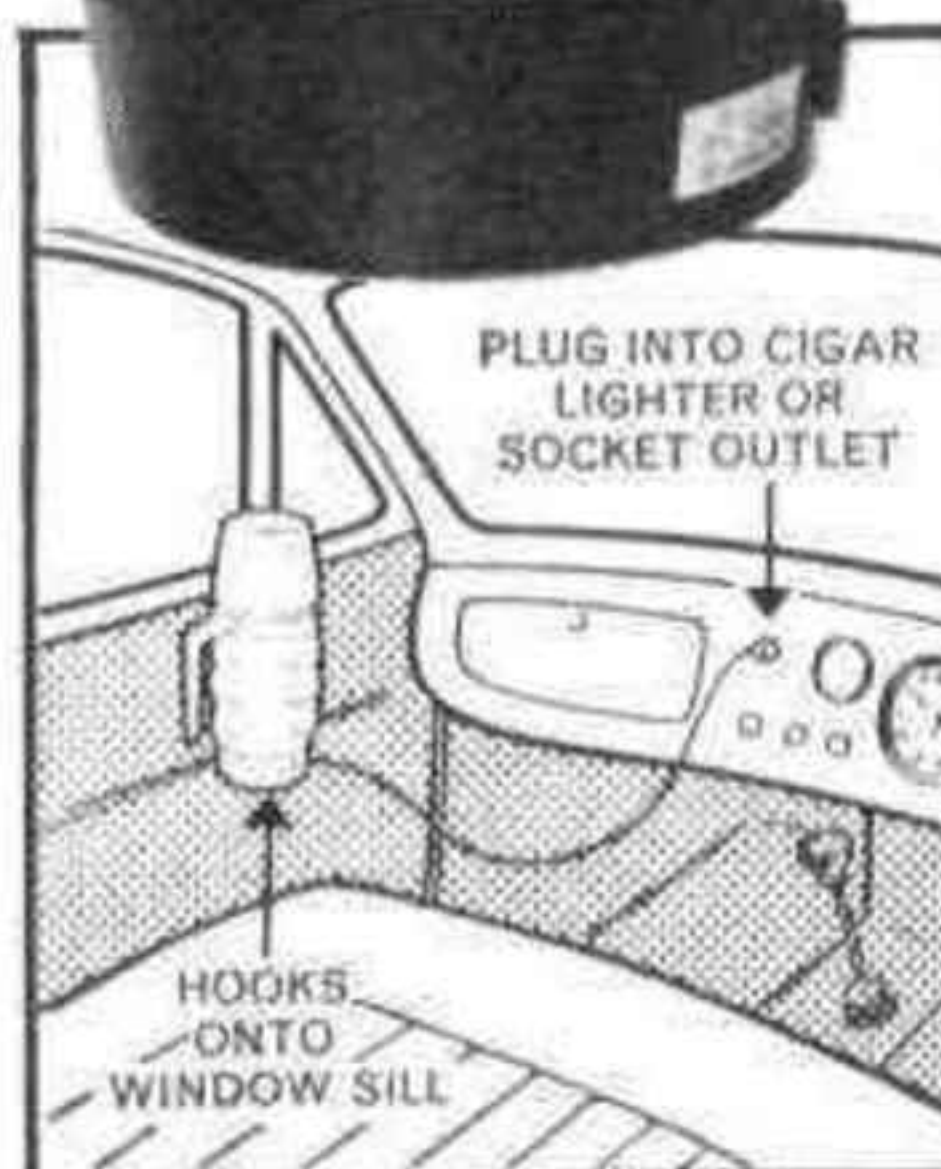
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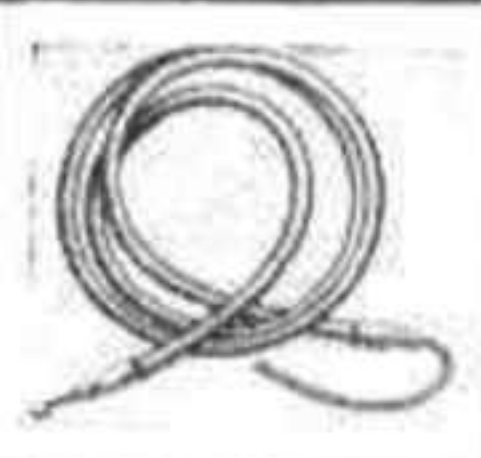
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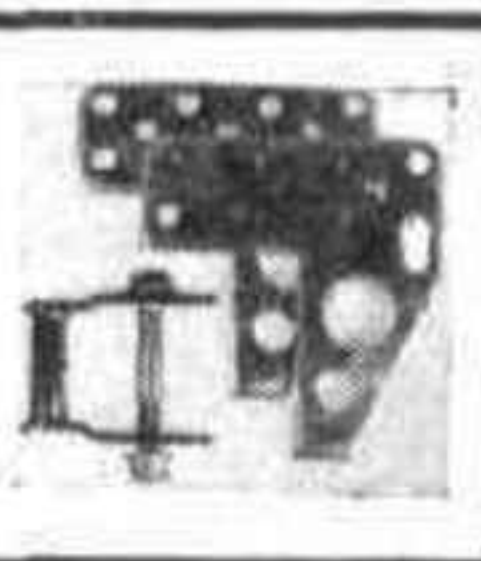


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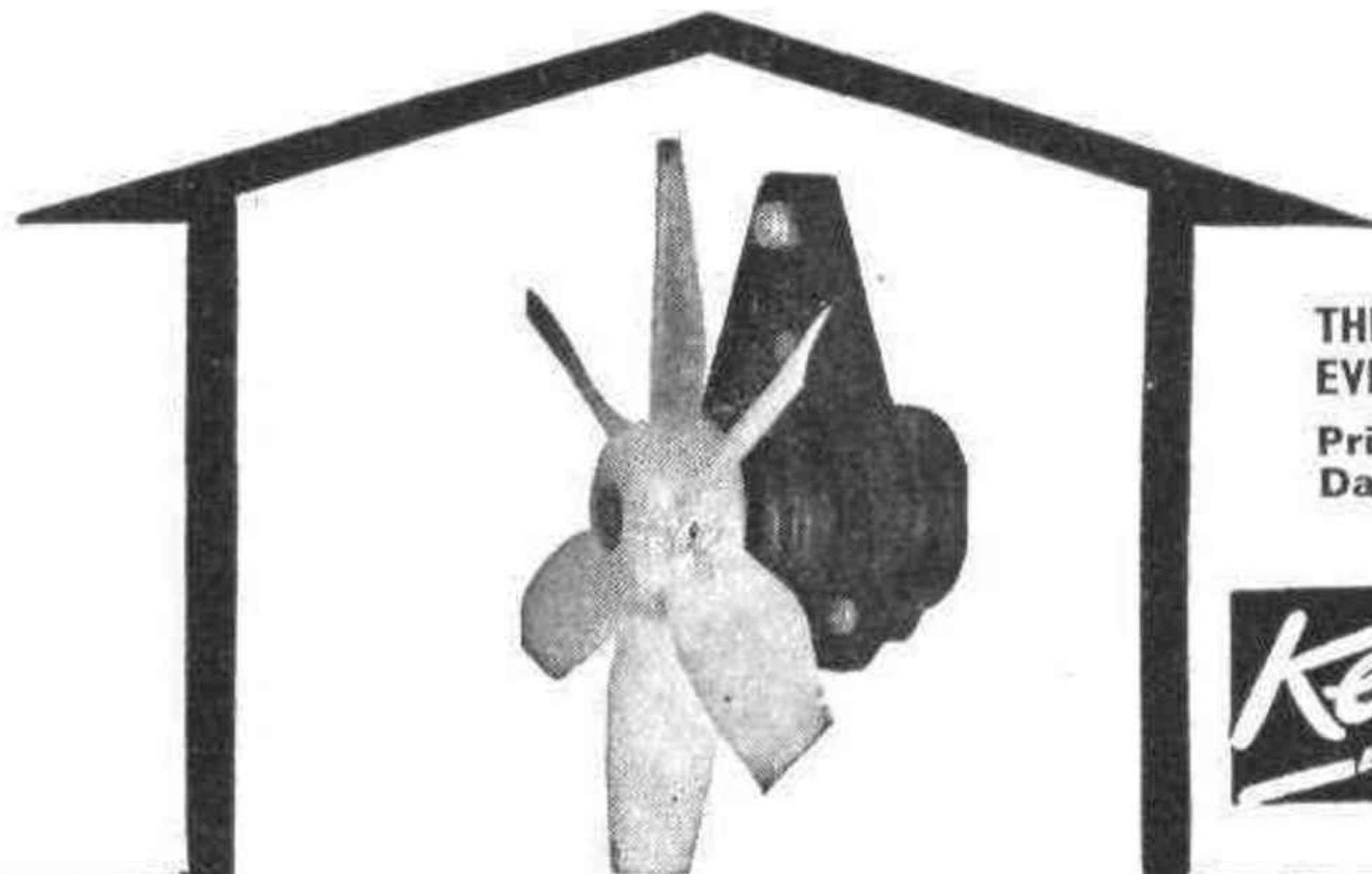
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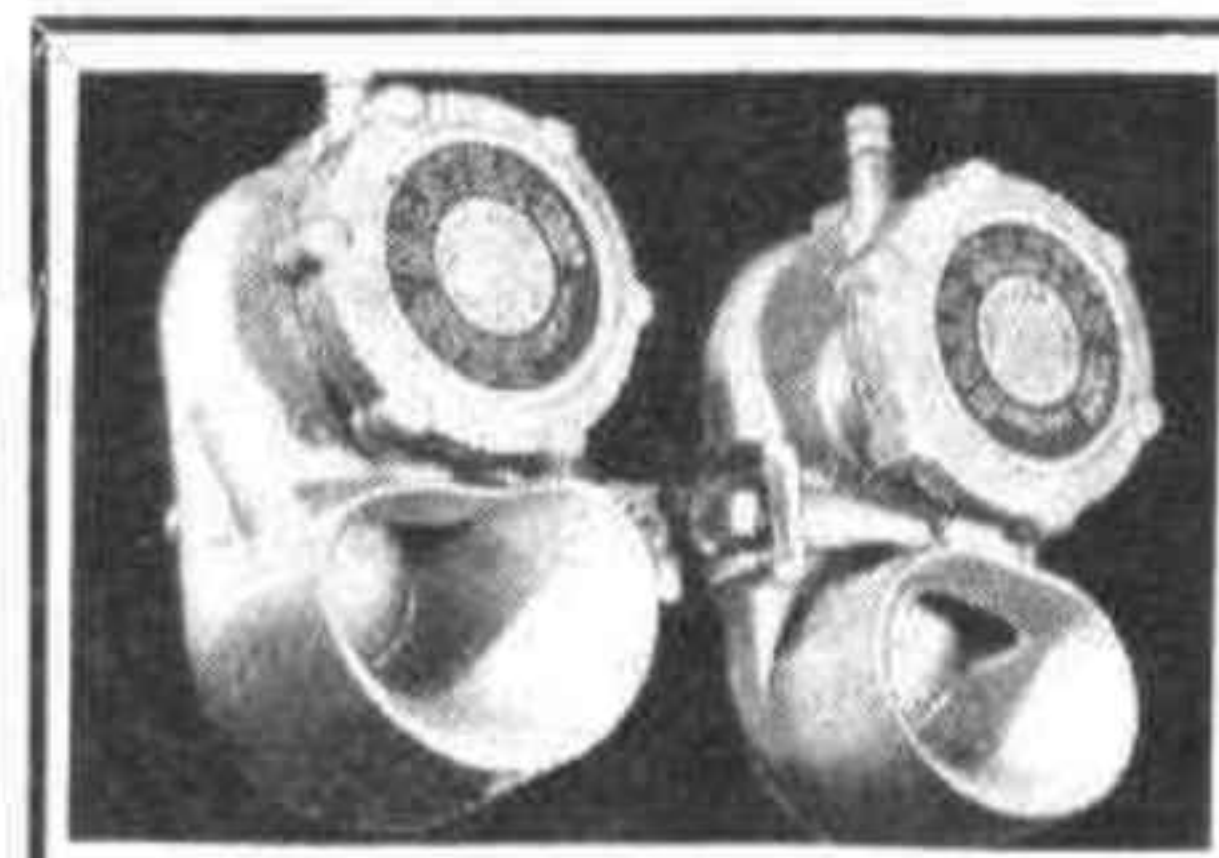


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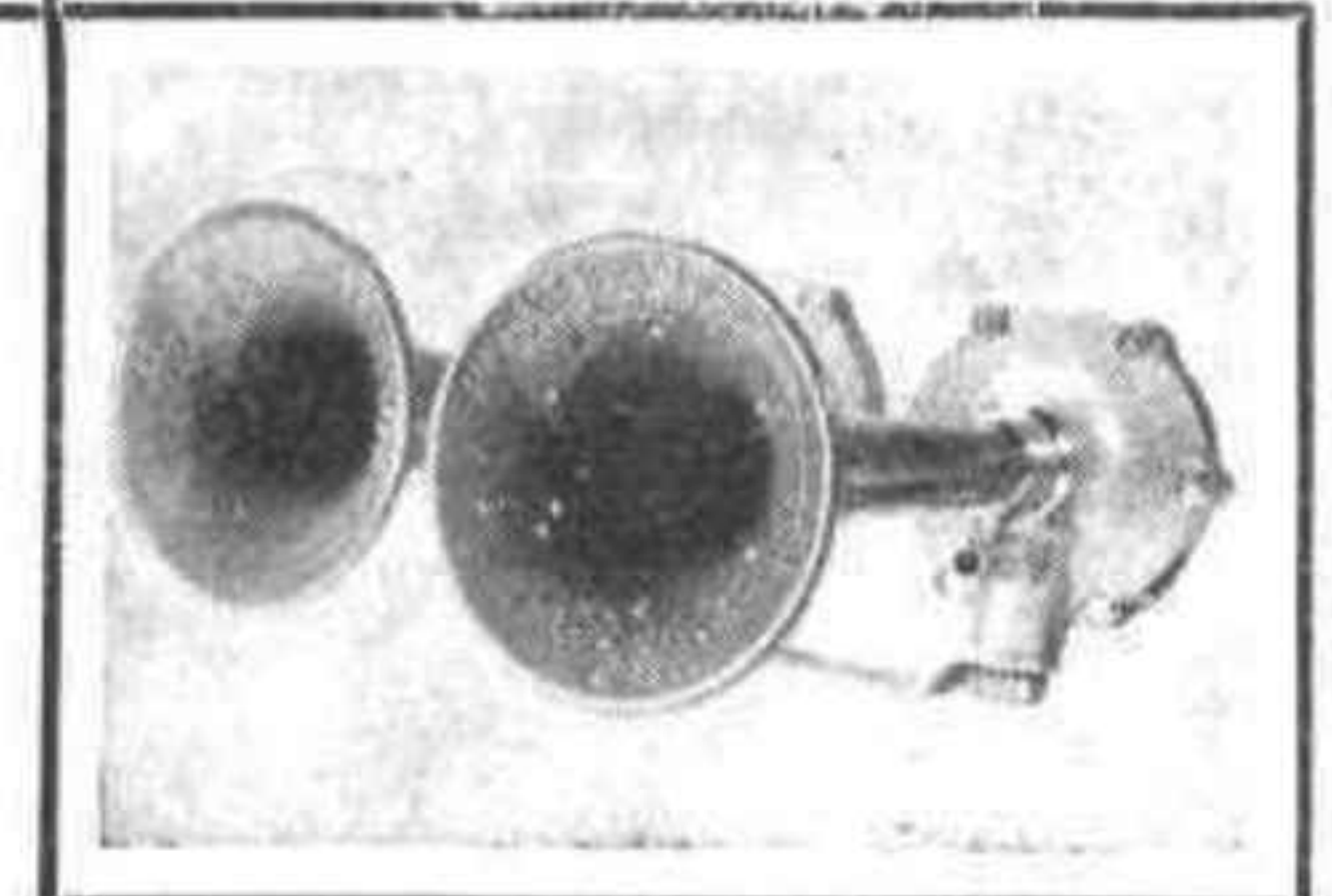


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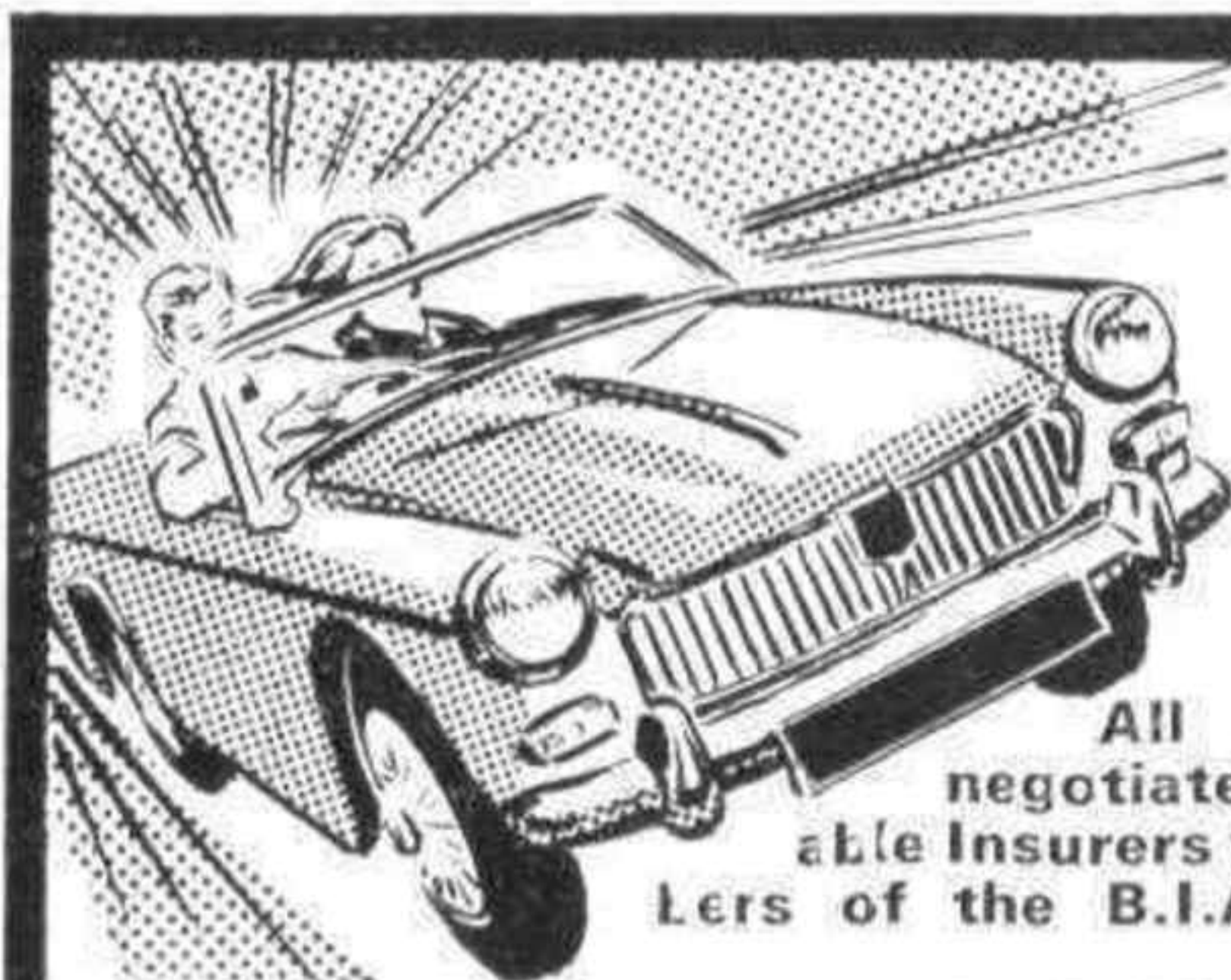
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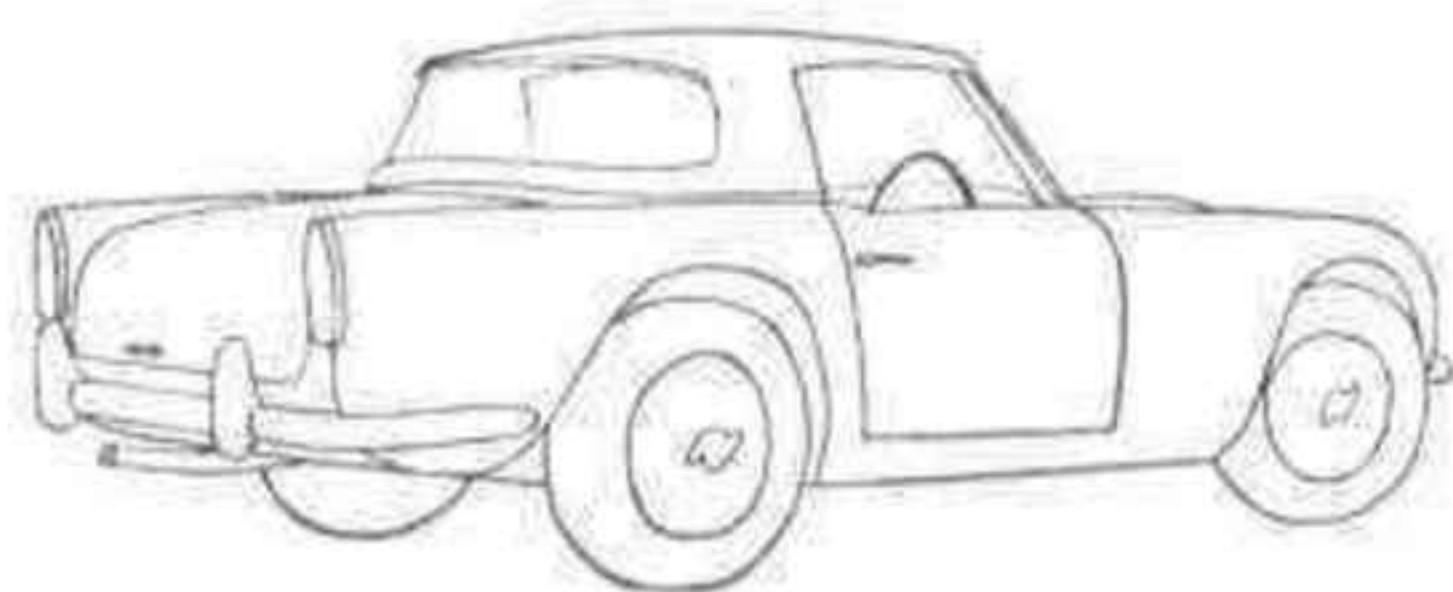
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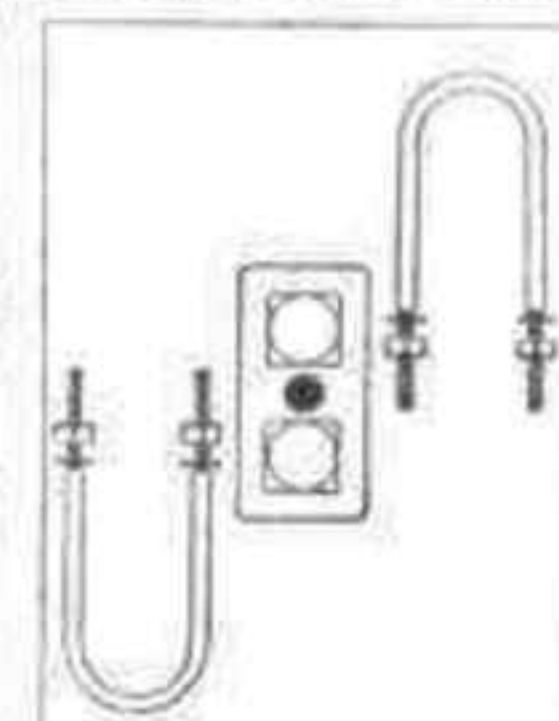
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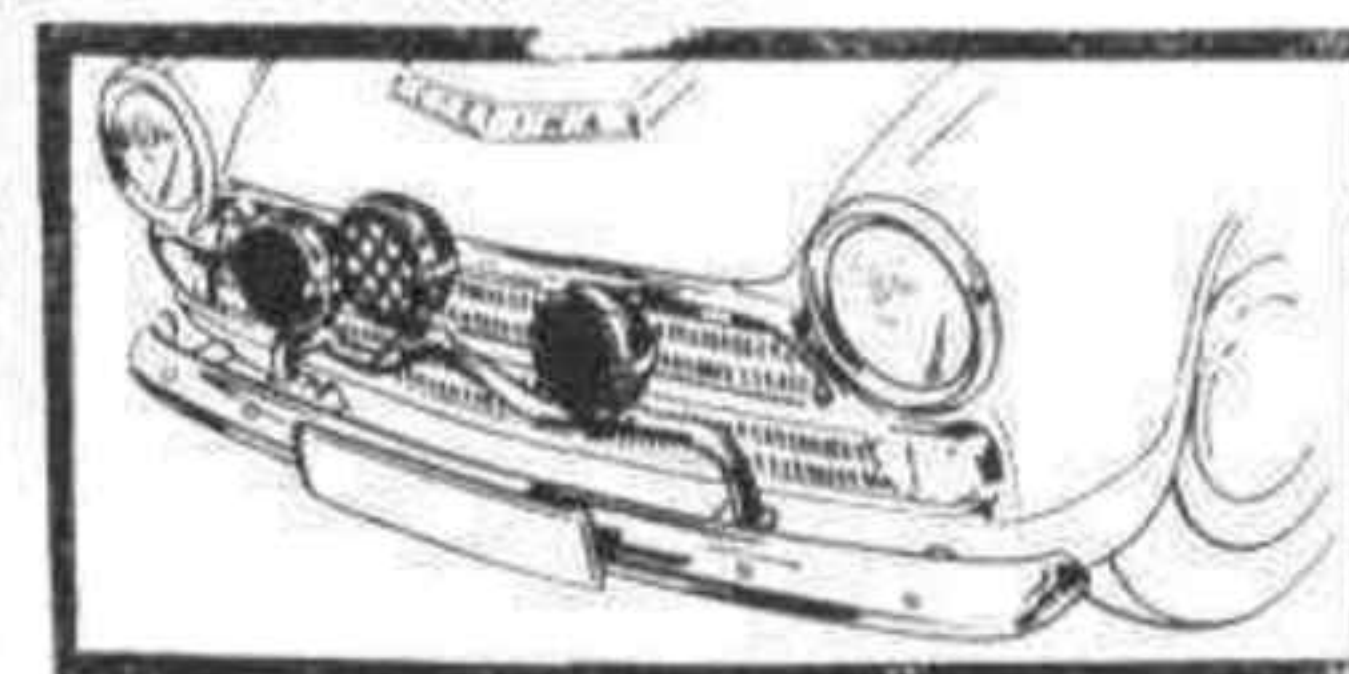


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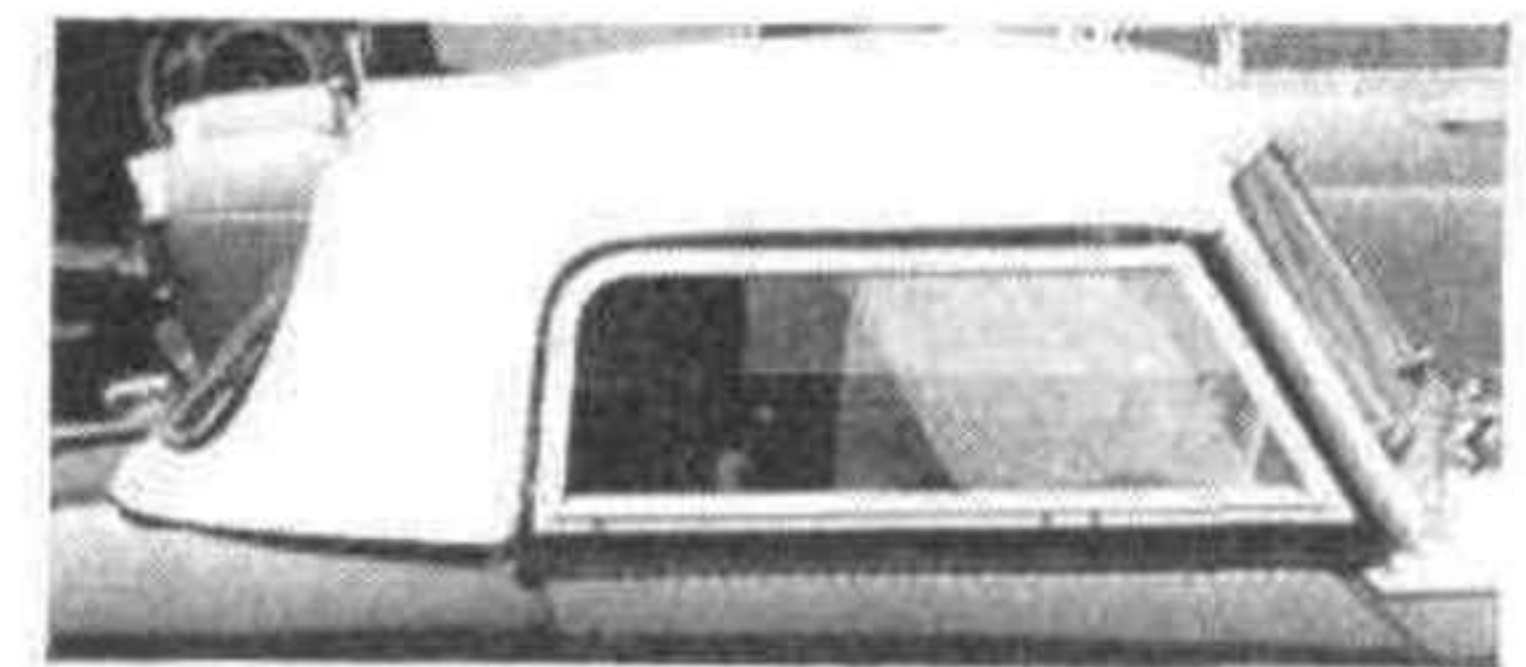
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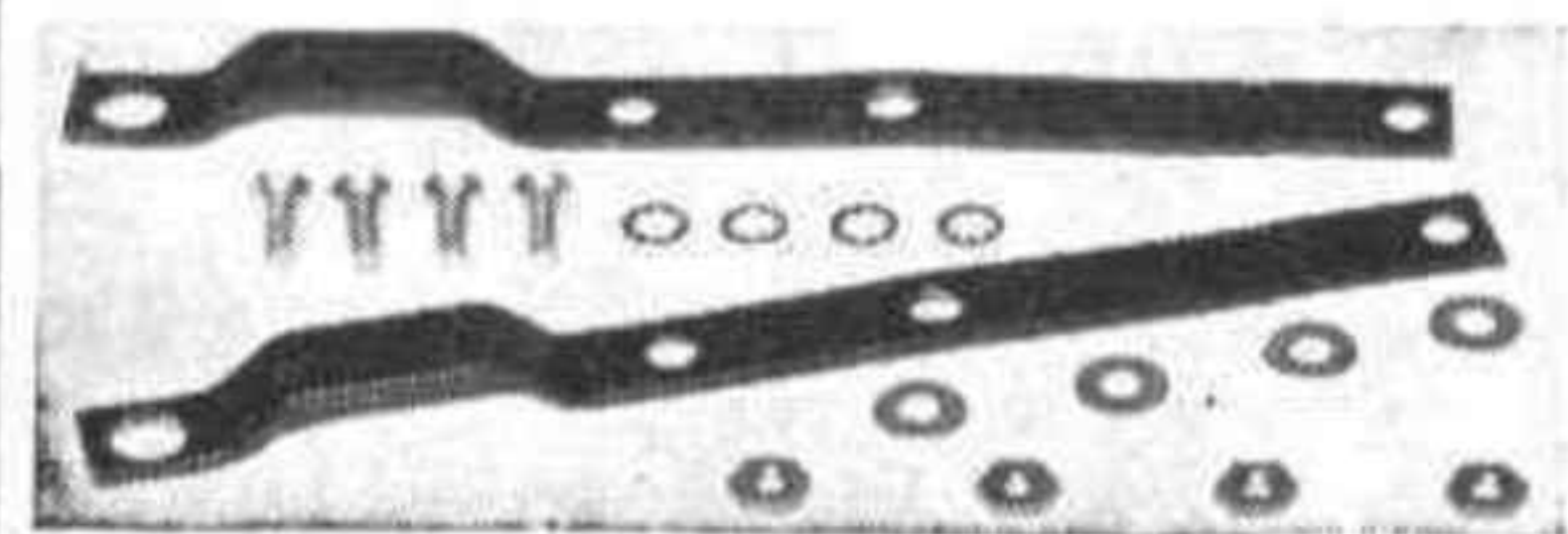
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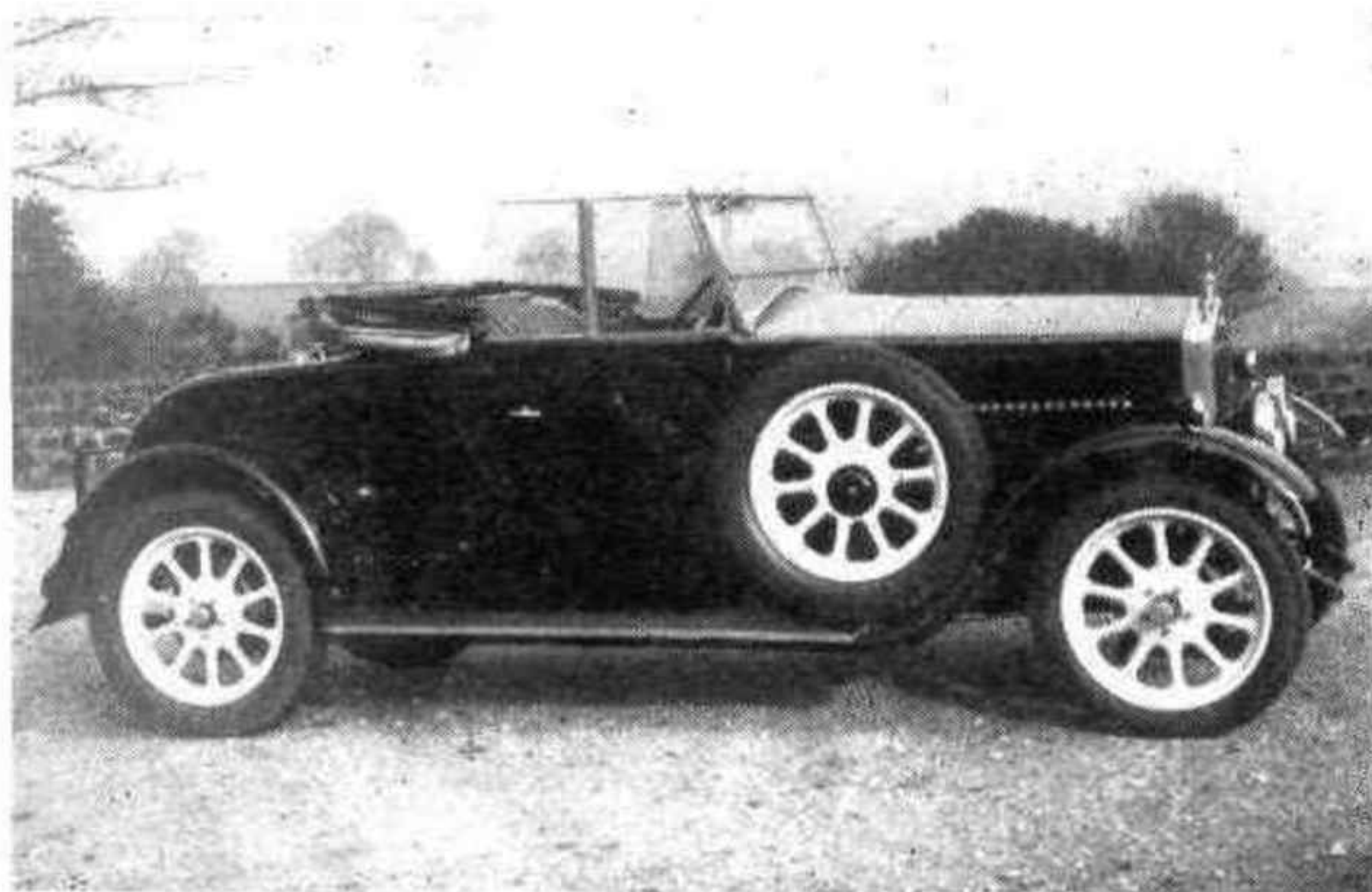
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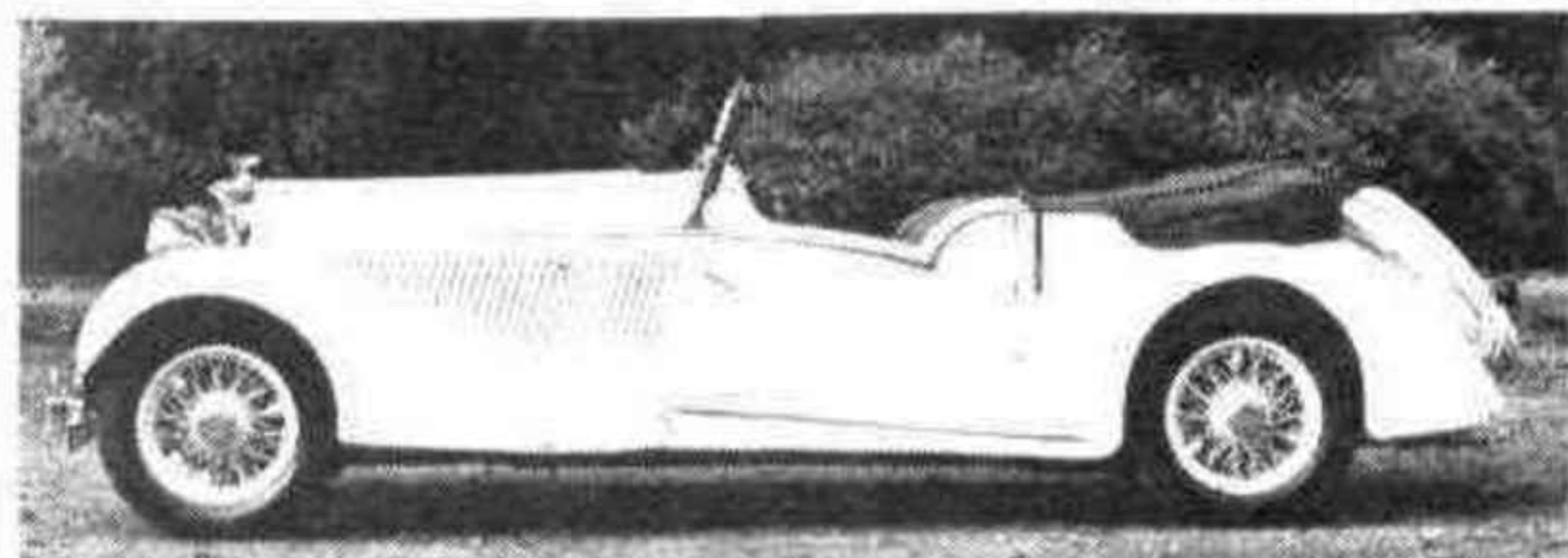
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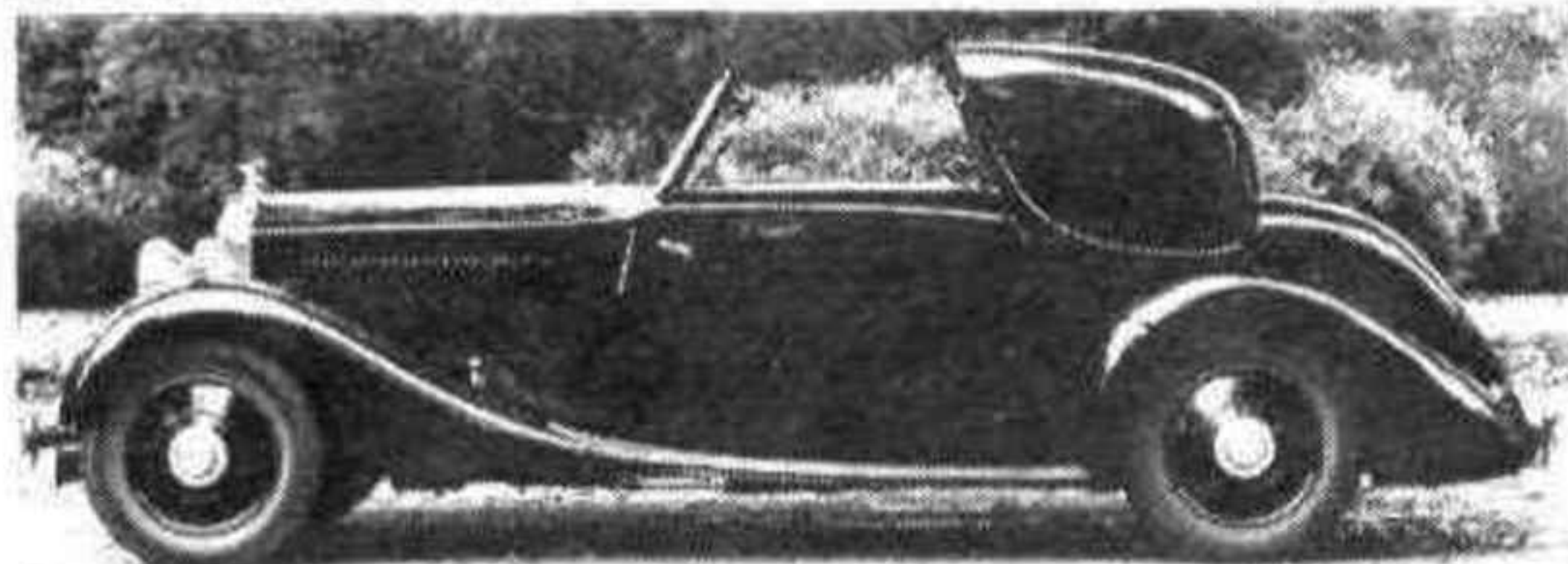
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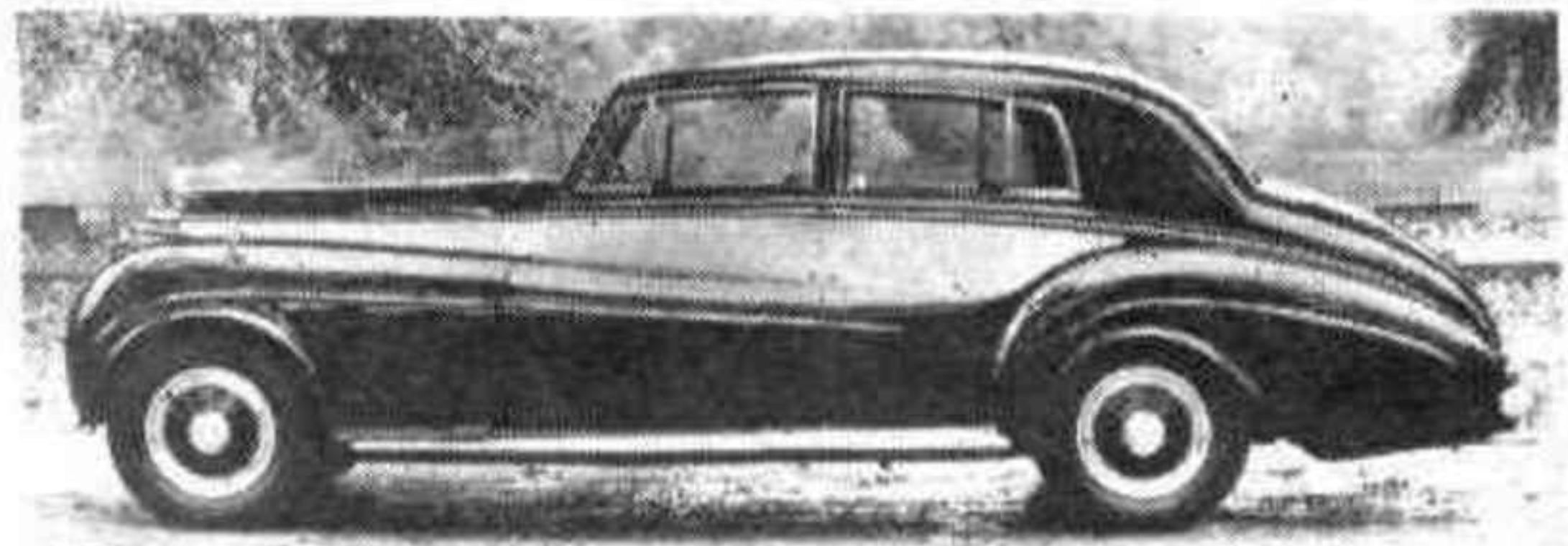
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1937 BENTLEY 4½-litre Vanden Plas special 4-seater touring car, fold-flat screen, fully restored, specimen condition.



1935 ROLLS-ROYCE 20/25-h.p. coupé de ville by James Young, painted velvet green, retrimmed fine Connolly hide; full documented history; restored regardless.



1953 ROLLS-ROYCE Silver Wraith close-coupled small coachbuilt saloon, many extras, painted black over silver; two owners from new.

1955 ROLLS-ROYCE Silver Dawn coachbuilt sports saloon by James Young. Fully automatic, full history; elegant town carriage ... £1,850

1952 ROLLS-ROYCE Silver Wraith sports saloon by Park Ward, painted sand over sable; many extras. Realistically priced at ... £1,100

1955 BENTLEY Continental 2-door Fastback saloon by H. J. Mulliner; major engine overhaul completed by Rolls agents; automatic transmission.

1955 BENTLEY 'R'-type Standard saloon, painted shell over Tudor grey; automatic. Choice of two from ... £795



1937 BENTLEY 4½-litre 2-door foursome drophead coupé, remarkably fine order throughout, full history; new hood and carpets, trimmed black hide; fully scheduled.

1955 ROLLS-ROYCE Standard Silver Dawn sports saloon, painted black over silver; fine example of the baby Rolls, fully automatic, detailed history ... £1,550

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hey Fog! meet your Waterloo

For generations, motorists have fought a losing battle against fog. Some drivers favour sidelamps or low powered foglamps. But these scarcely penetrate thick fog.

Others favour bright lamps. But they light up the fog instead of the road.

The remainder favour the train.

What you really need in fog is a powerful, piercing beam, carefully controlled to prevent stray shafts of light from bouncing back into your eyes. With a lamp like that, you could really cut fog down to size.

Well, now there is a lamp like that.

Lucas' top lighting boffins have been working on it for years. Now they've perfected it; the world's first sealed-beam quartz-halogen foglamp.

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This is a totally new kind of foglamp. Its broad, flat-topped beam is so powerful it can slash a path through the worst pea-souper. That's the quartz-halogen bit.

And the beam is controlled so critically, back-glare due to stray light rays is cut to an absolute minimum.

That's because the beam is sealed, for life.

The Silver Sabre is not cheap. It's built to win battles, not just admiring glances (though it does that, too).

At £6.10s, it ought to be the most effective fog beater in the world. It is.

Your local garage man will tell you lots more about the Silver Sabre. And about the matching Silver Lance driving lamp. You may find him a shade smug. People who hold the ultimate weapon often are.



Cut fog down to size with a Lucas Silver Sabre-world's first sealed-beam quartz-halogen foglamp