

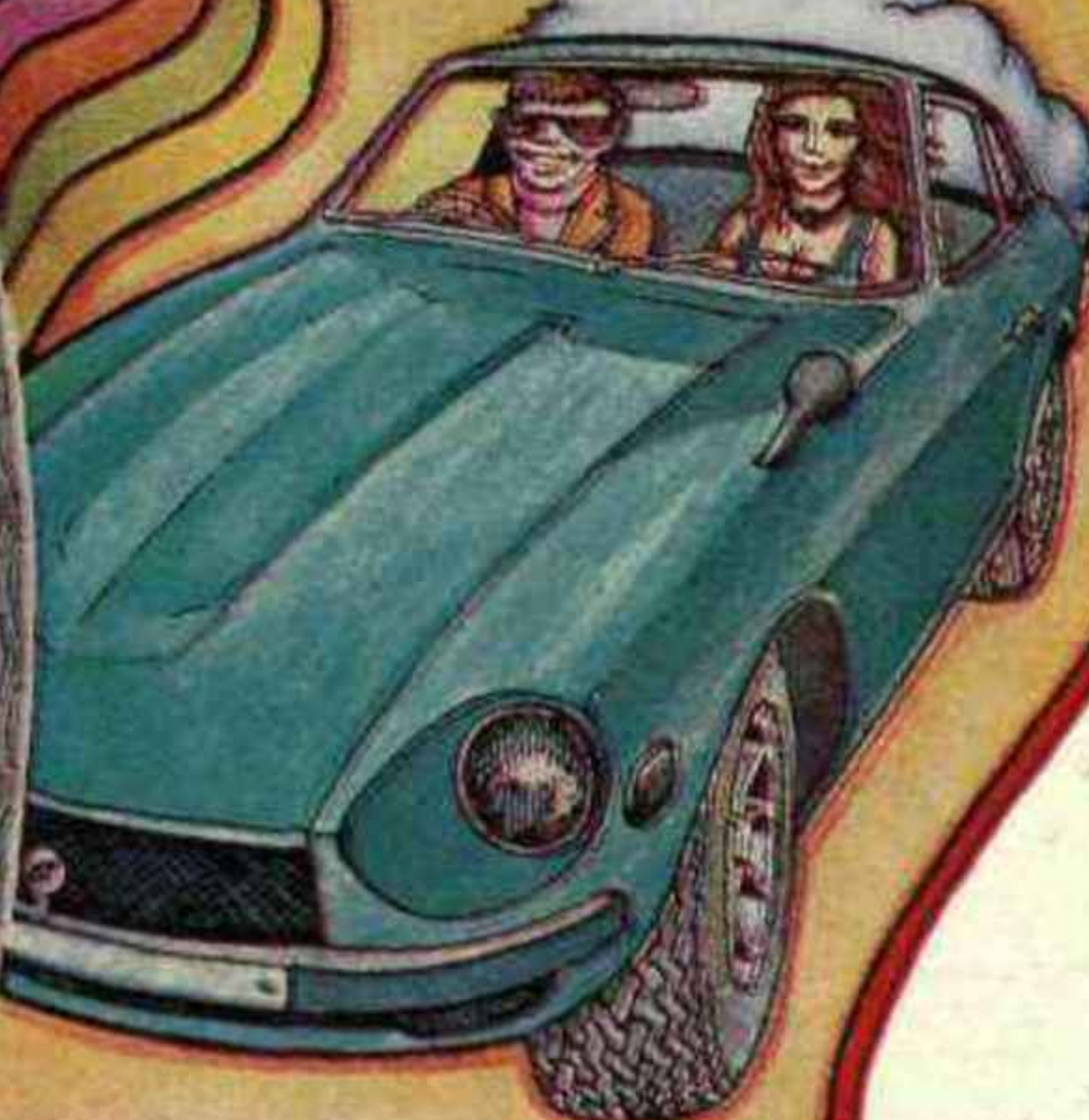
MARCH 1971 VOL. XLVI NO. 3 15p

# MOTOR SPORT

Founded in the year nineteen twenty-four



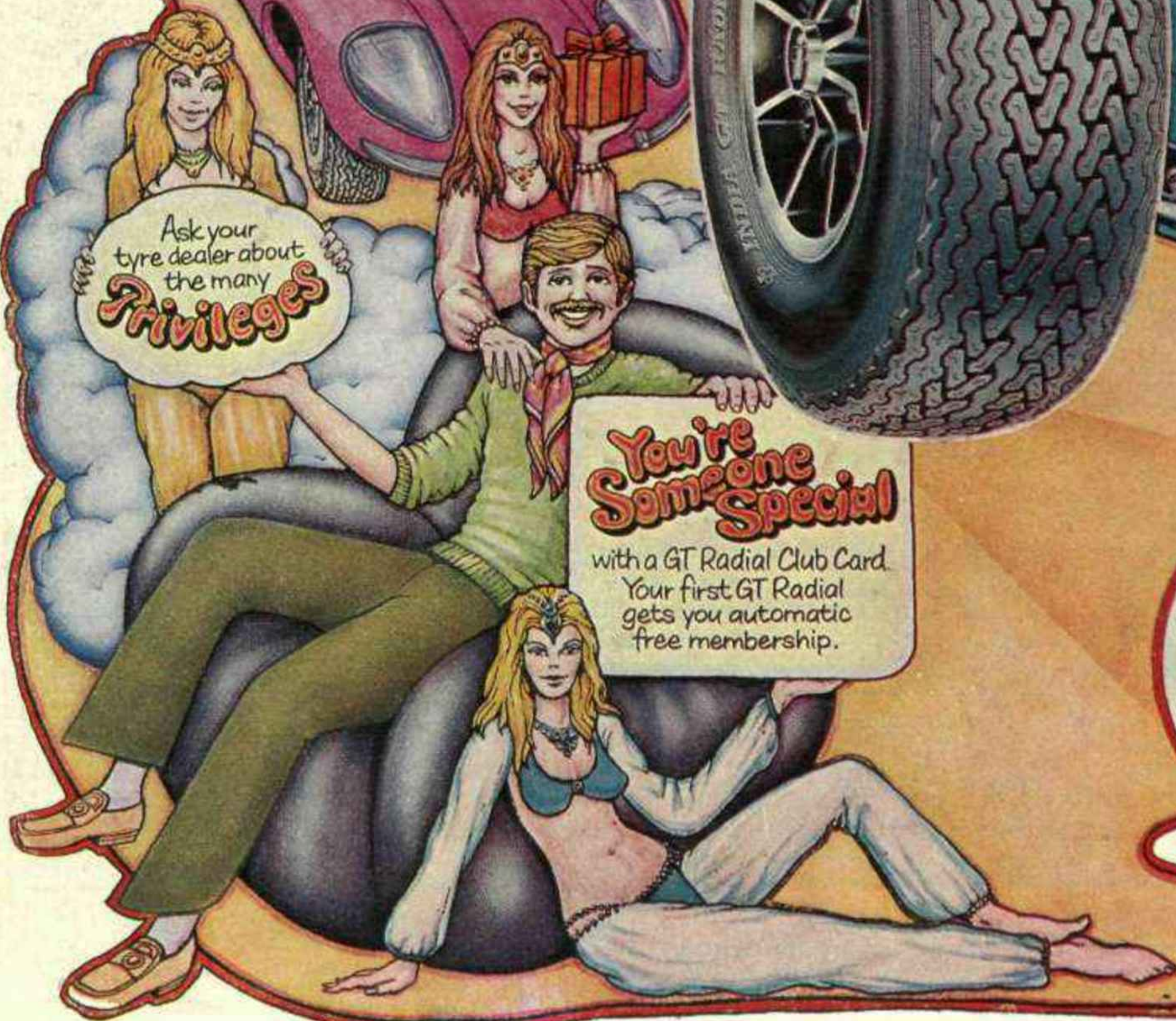
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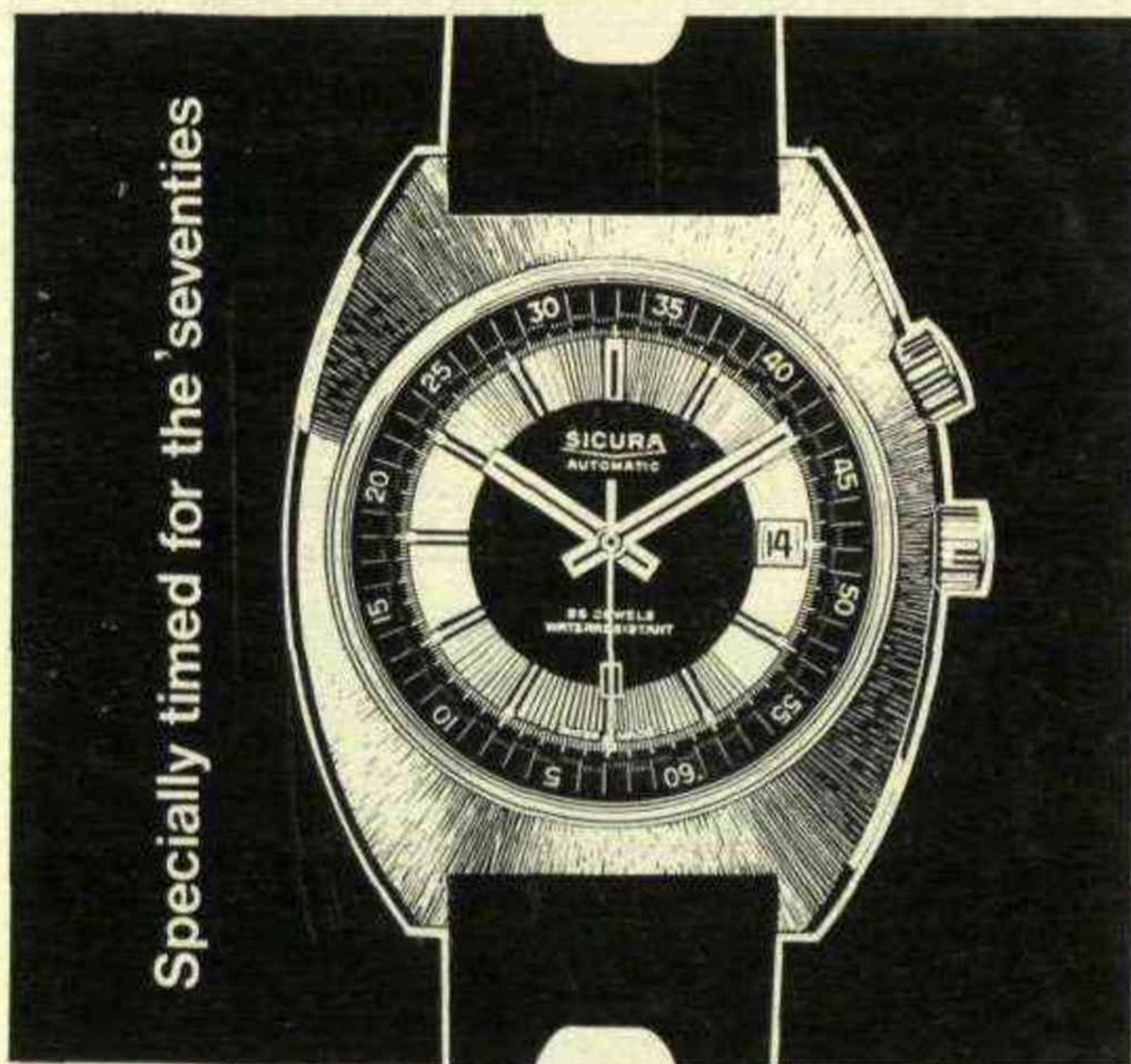




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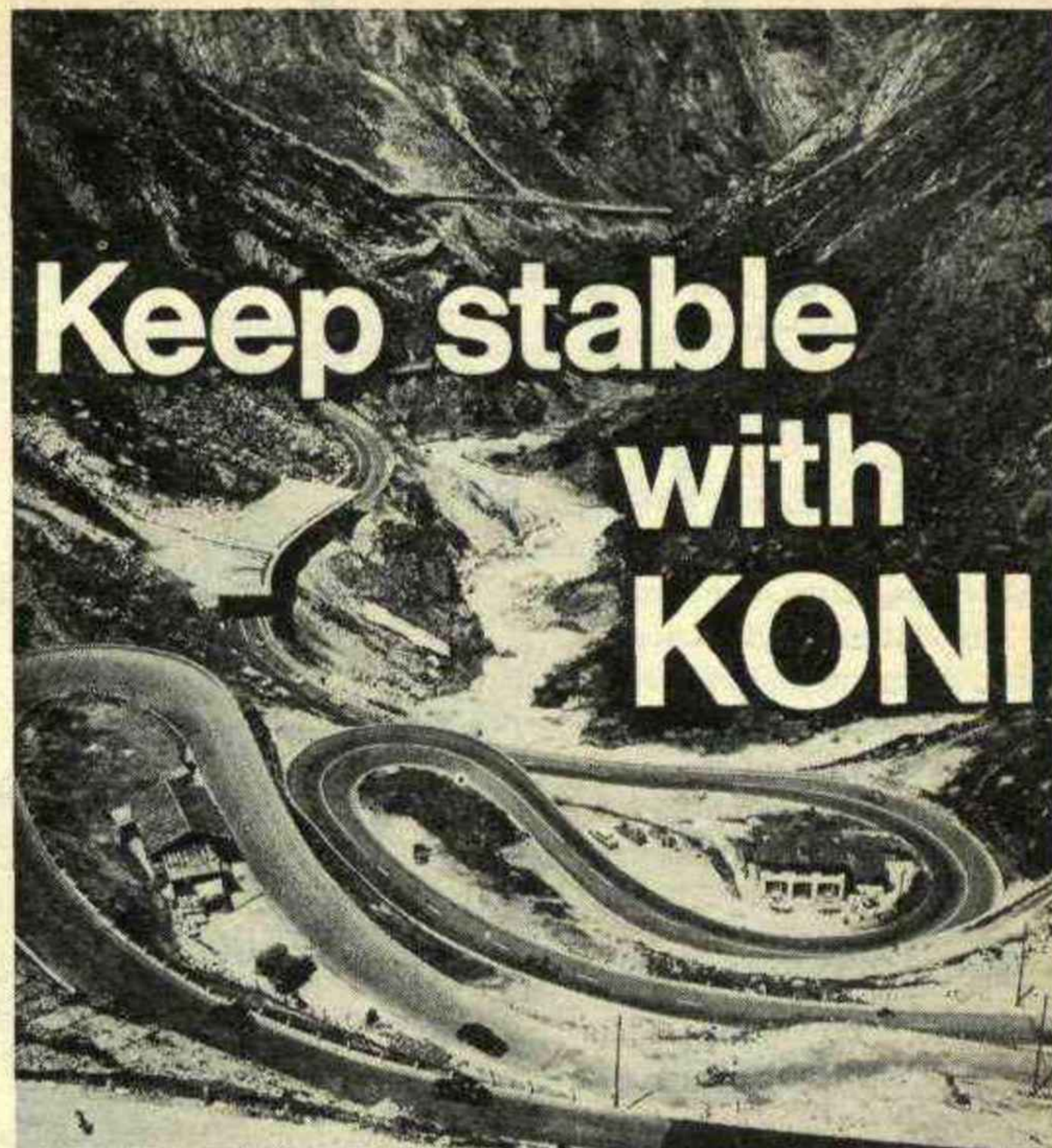
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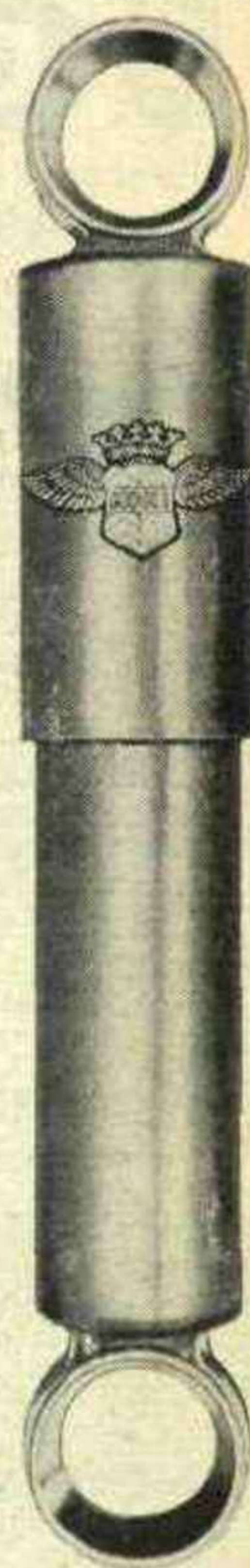
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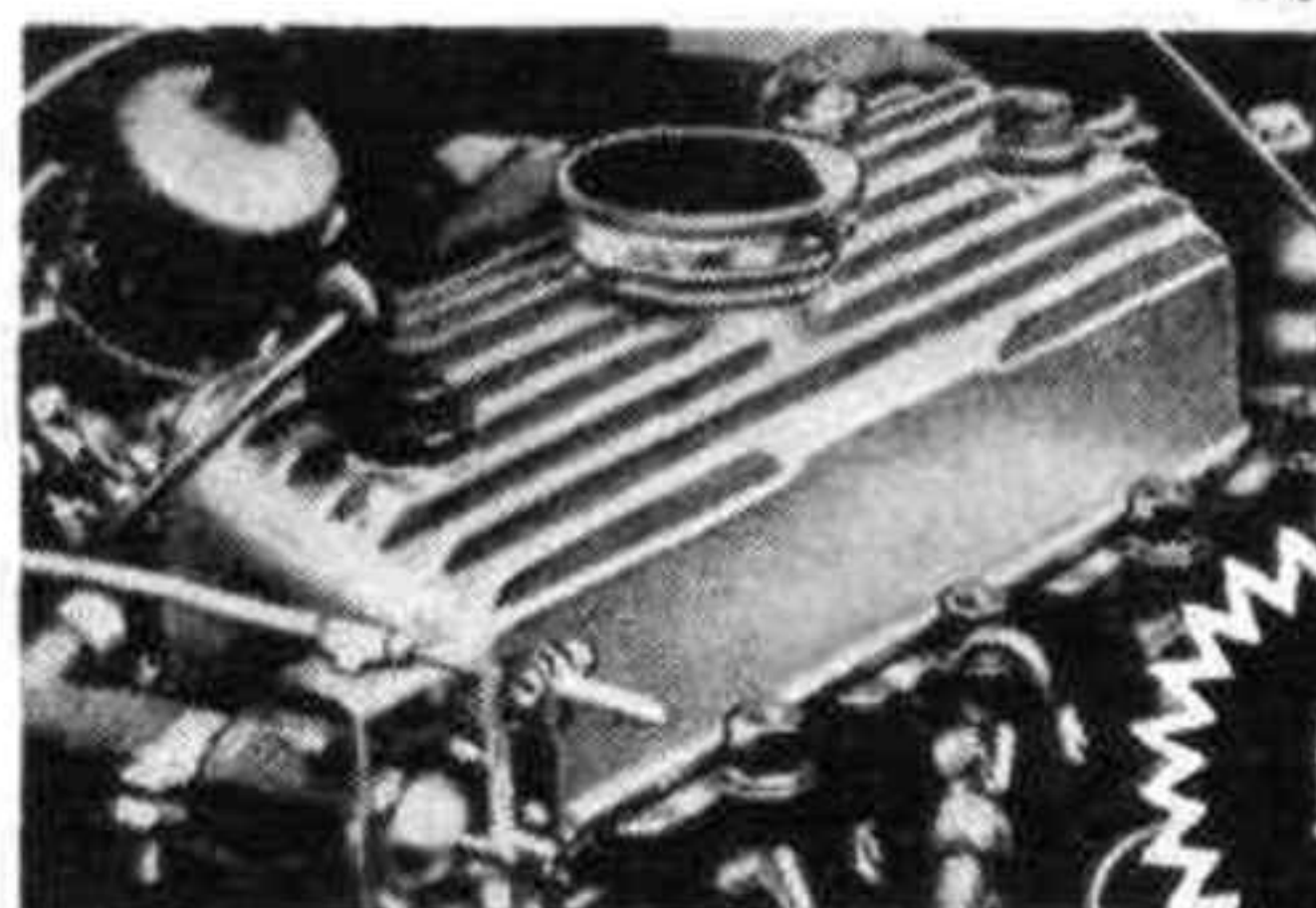


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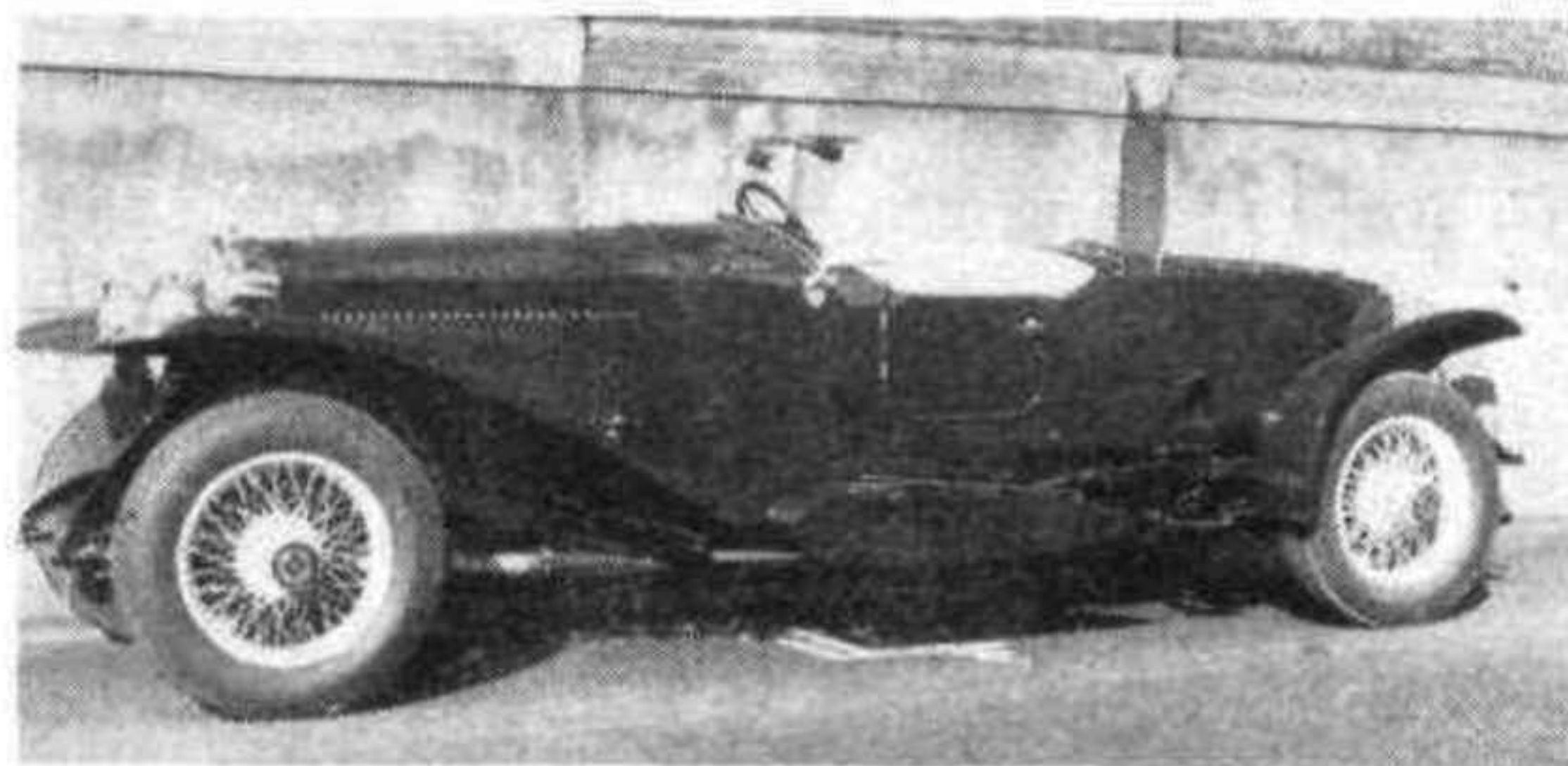
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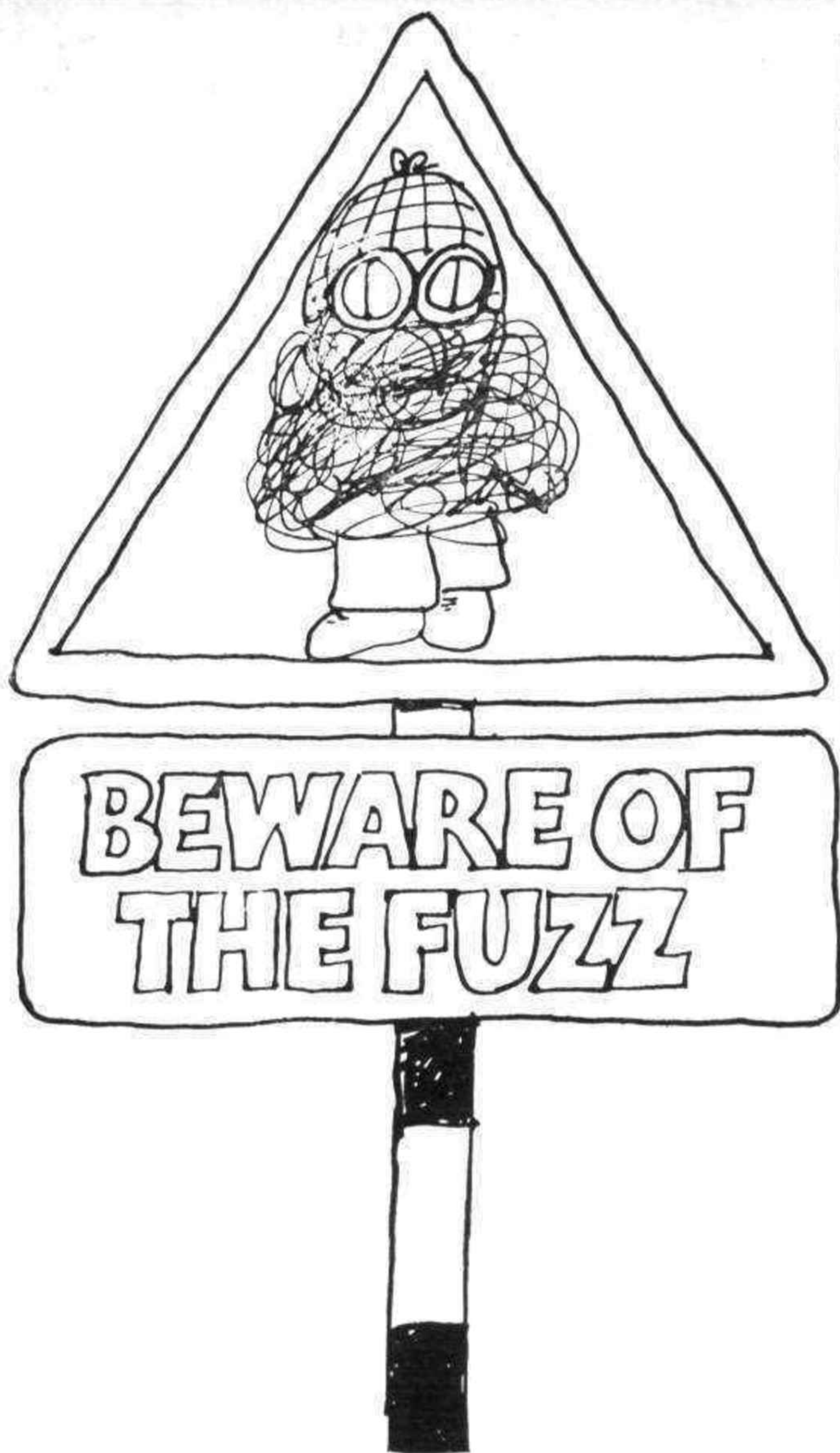
Make.....Model.....Year.....

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It's that all-over rotten feeling that comes from an upset stomach and headache, or from a cold.

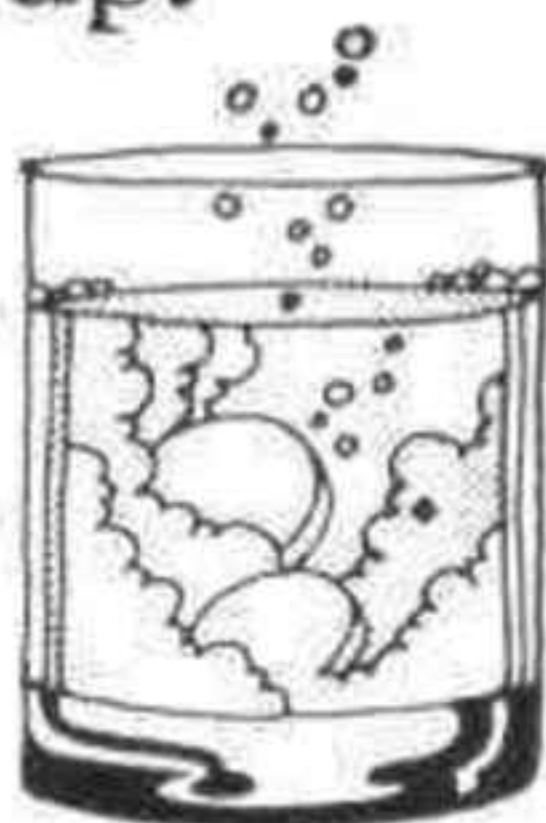
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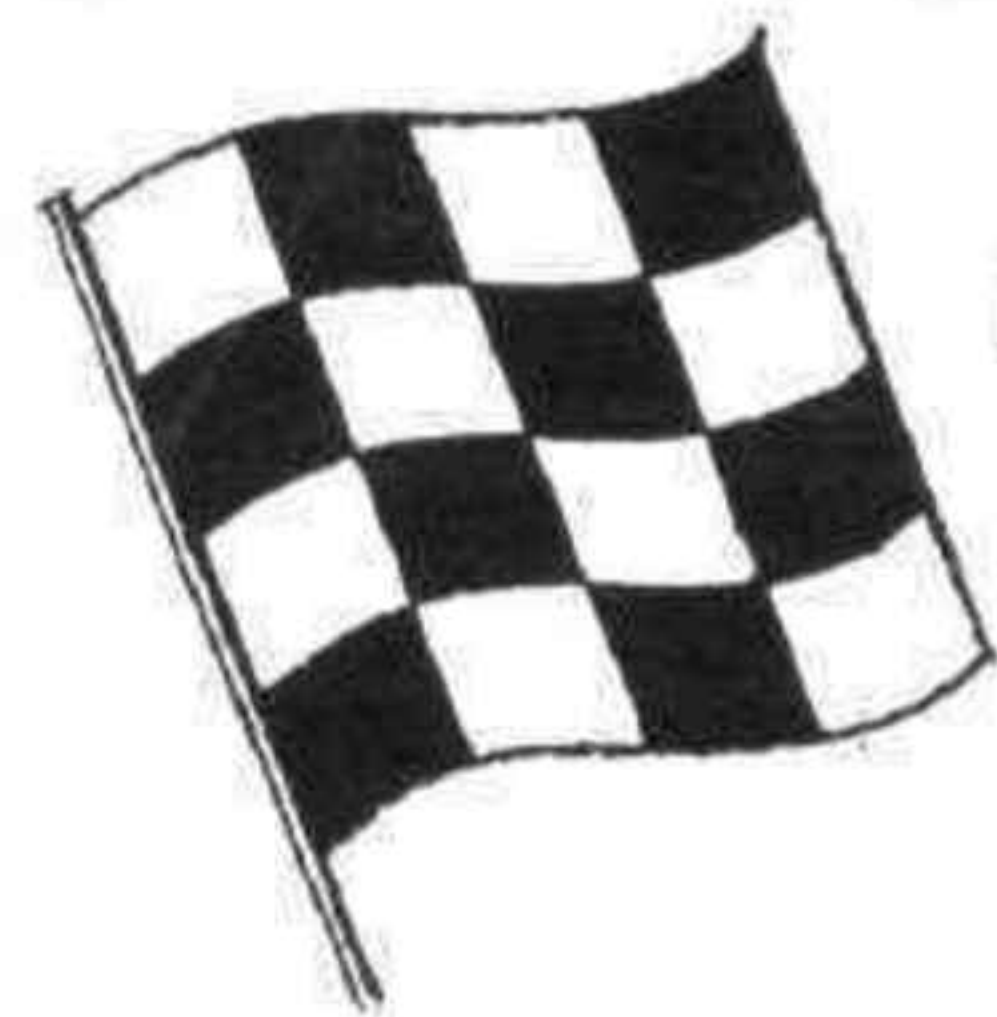
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unfuzzes you fast

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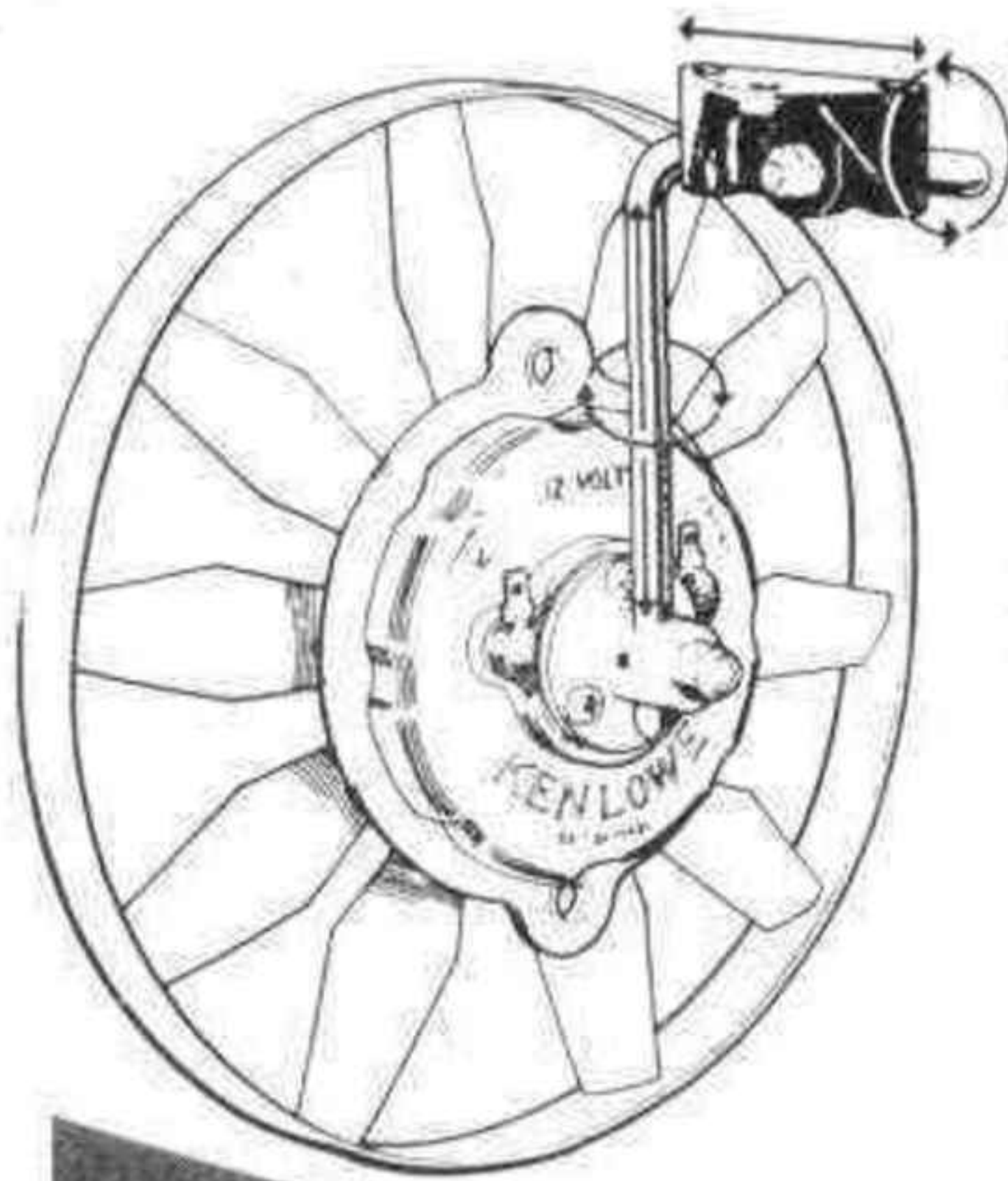
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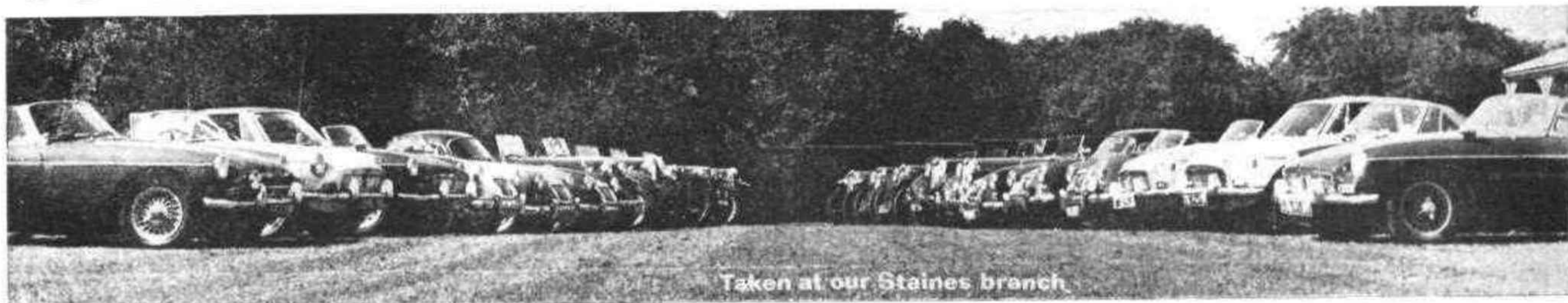
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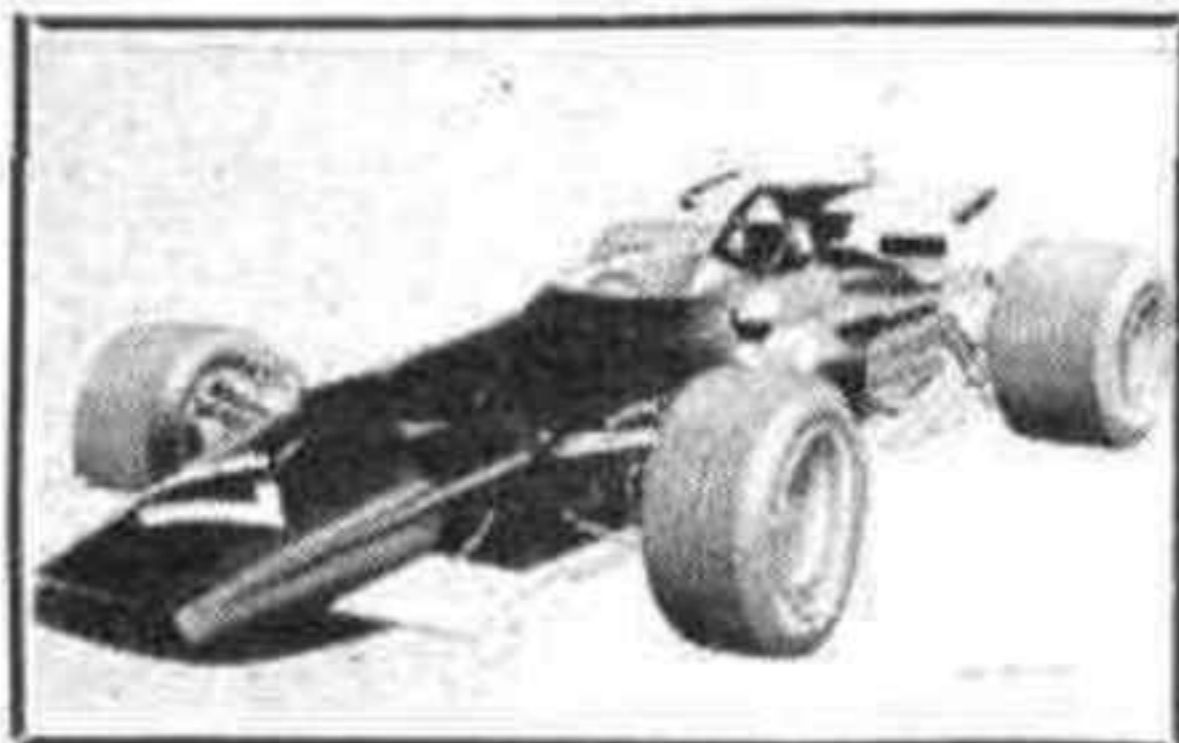
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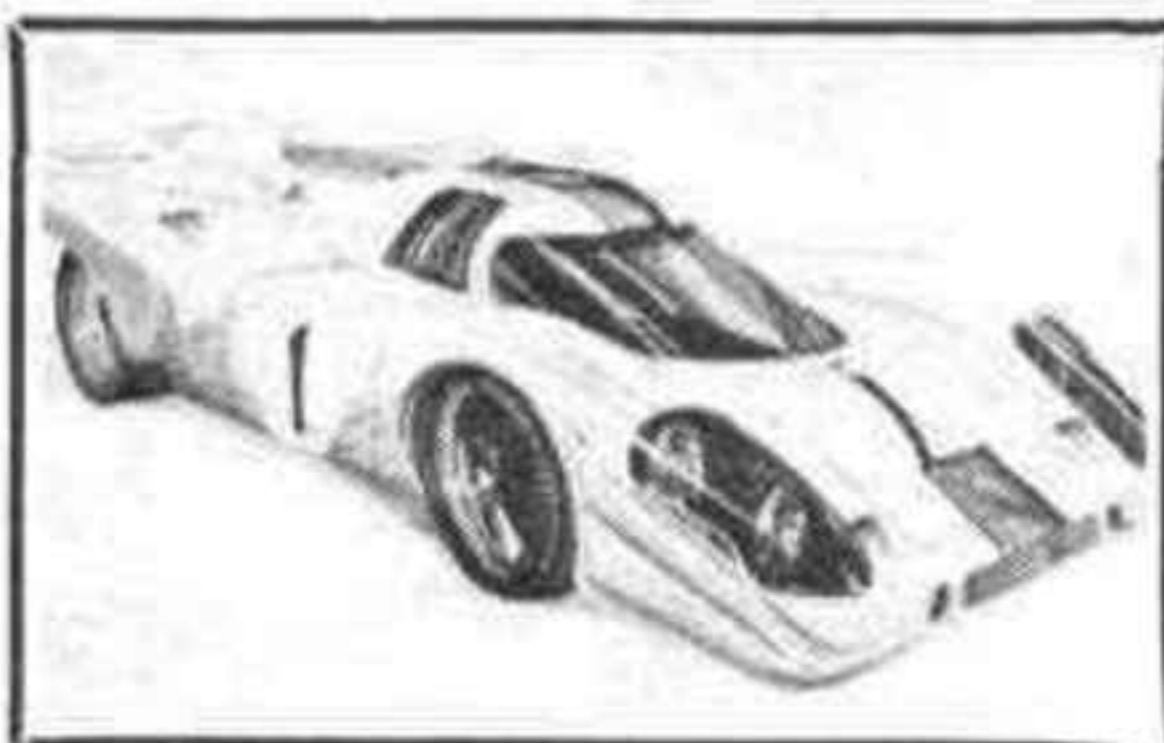
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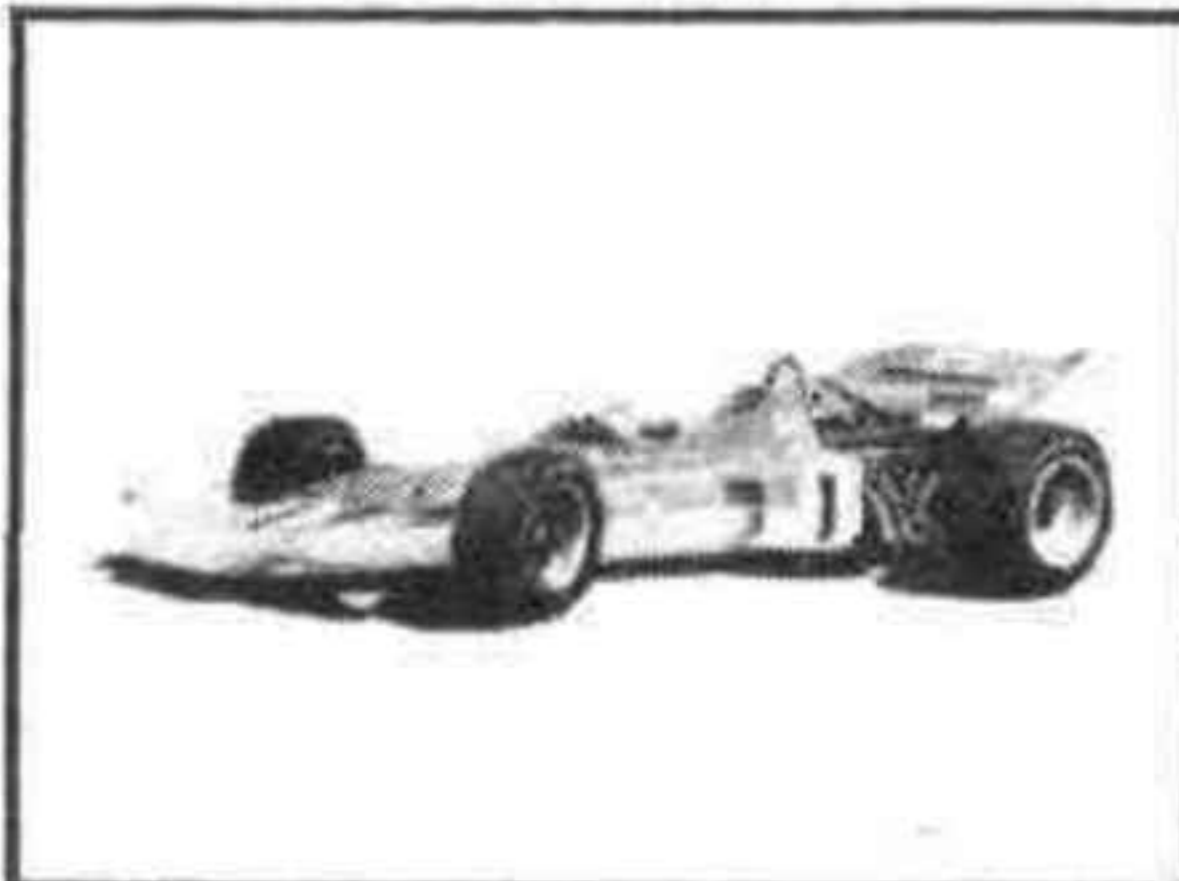
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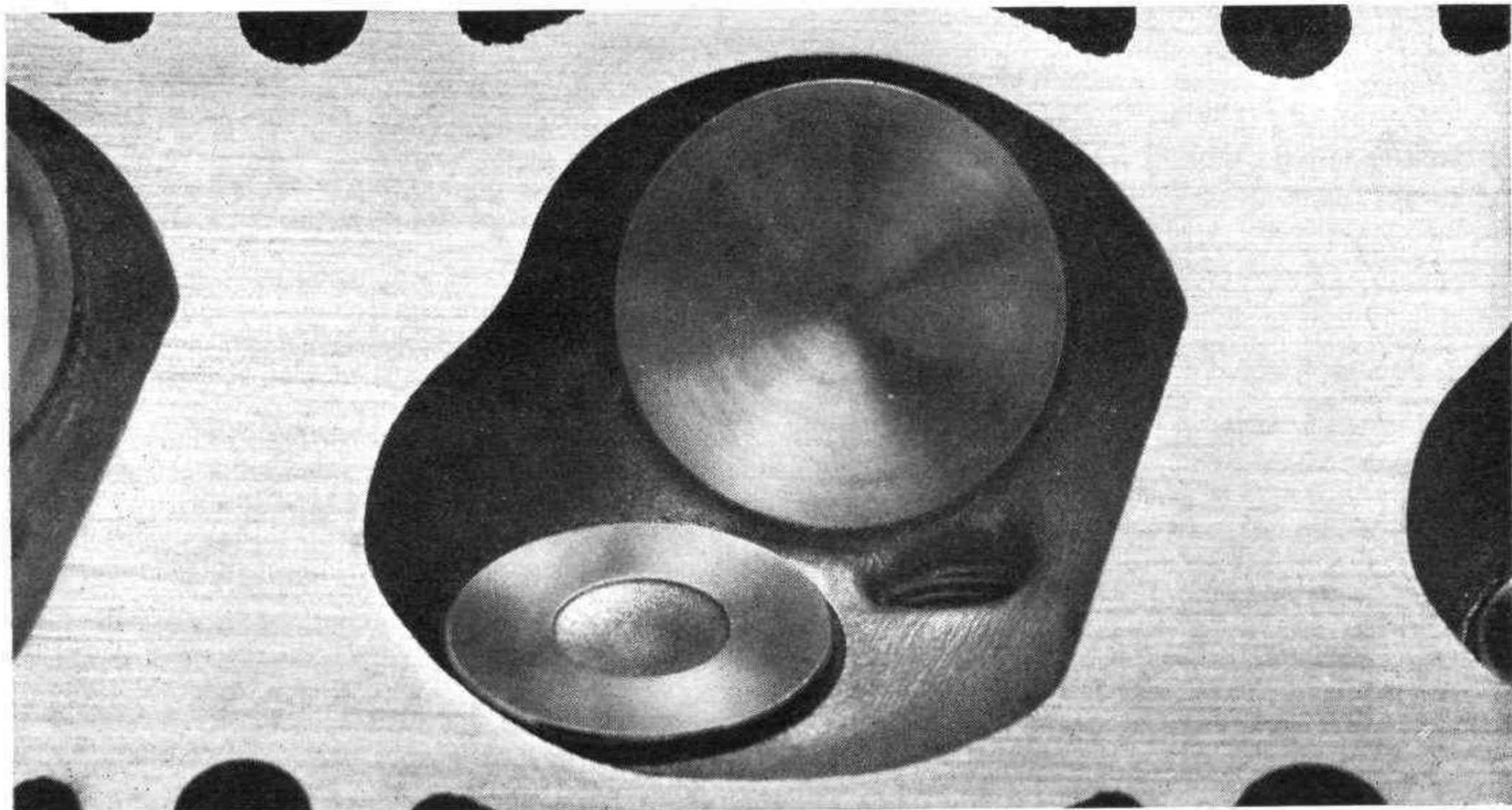
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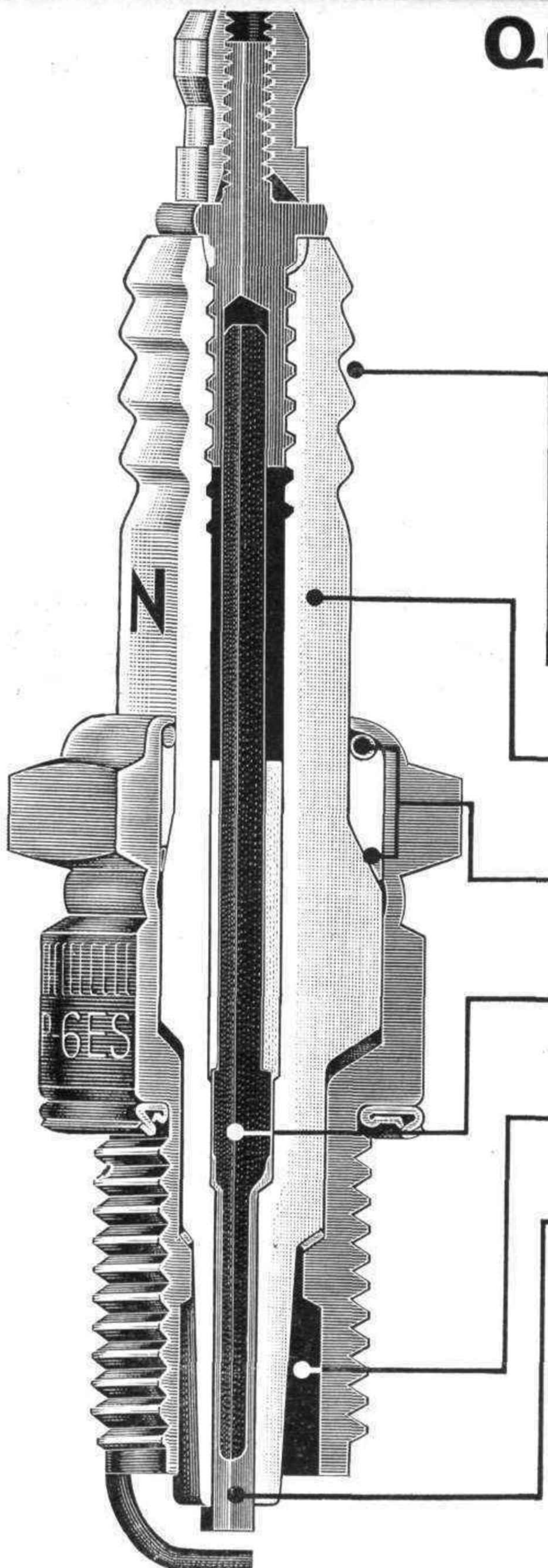
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**FRONT COVER PICTURE:** THE DAYTONA 24 HRS. was won as much in the pits as on the track. The JW Porsche 917 of Rodriguez/Oliver pictured during a routine tyre change. The empty stands have now become accepted at the 24-hour race.

## ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£2.60
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AIRMAIL:	Middle East and Europe	£7.00
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	All other countries	£7.50

All prices include postage

## MATTERS OF MOMENT

### ■ ANOTHER LOST CAUSE ?

This royal throne of kings, this scepter'd isle,  
This earth of majesty, this seat of Mars,  
This fortress built by nature for herself,  
Against infection and the hand of war,  
This happy breed of men, this little world,

This precious stone set in the silver sea,  
Which serves it in the office of a wall,  
Or as a moat defensive to a house,  
Against the envy of less happy lands,  
This blessed plot, this earth, this realm, this England.

It isn't like that any more, alas. With HM Royal Mail moribund for week after week, Rolls-Royce liquidated, Ford able to sell cars but its workers refusing to make them, Shell/BP, having put 2d. a gallon on petrol, every so often unable to supply any (however, during the tanker-drivers' strike we were well served by Murco and Mobil), most of the population, from teachers to Air-Line pilots, on strike or work-to-rule, and bitter fighting going on in Ulster, Britain is in a perilous situation.

Nationalisation of Rolls-Royce is the ultimate disaster; as the *Daily Telegraph* said, with a Receiver appointed things will never be the same again. The majority of our readers might not vote a Silver Shadow their ideal car. But we think few would deny the enormous importance of Rolls-Royce to this country, in terms of technological achievement and prestige.

It is true that MOTOR SPORT was at loggerheads with R-R some years ago, because of the seemingly out-dated specification of their Silver Clouds. But that was resolved amicably after our memorable interview with their then-Chief Engineer of the Motor Car Division, Mr. S. H. Grylls, always a stimulating person to confront, and following the advent of his very advanced Silver Shadow.

That this legendary Company, which established so much valuable prestige for Britain with so many top-class aero-engines and cars, has been destroyed by incompetent businessmen and politicians, accelerated by the sordid Grab-Grab disease from which this country is suffering, its life-blood infected by Commy bugs, is very poor thanks to the memory of Sir Henry Royce and the brilliant engineers who worked with and after him. (The Ford strikers would probably regard the wages of these R-R engineers as just an insulting tip, even in terms of modern currency, but it was on such terms that they created the R-type racing engine which won the Schneider Trophy and from which was developed those Merlin power units that dominated the Battle of Britain and saved the skins of the Ford workers' parents.)

With the financial fall of Rolls-Royce all manner of take-over bids for its car division are being propounded. Donald Healey is reported as anxious to create a 6.7-litre V8 Jenoyce. We have considerable admiration for Healey's determined pre-war competition endeavours and some of his engine transplants, Riley, Nash, Alvis, Austin and Coventry-Climax, have come off. But putting a Silver Shadow engine into another car will not necessarily make a worthy R-R successor. Four litres of R-R industrial six-cylinder engine planted in a Vanden Plas failed to crown that particular Princess with much success, remember... Nor do we wish to see Rolls-Royce Americanised. Other once-thoroughly-British makes, including Vauxhall, have been plagarised in that way but it is not a fitting fate for Rolls-Royce.

In fact, while the Crewe car division, like the man who invented the perfect mouse-trap, has customers metaphorically beating a path to its door, determined to buy its products to the extent of earning us £7-million in foreign currency last year, with customers at home willing to wait 12 or 18 months for delivery of cars the price of which rose, with purchase tax, by £2,000 in 13 months, we cannot see why the R-R Motor Car Division cannot be permitted to continue as it is. Hands off, we say, to Donald Healey, Jensen, Aston Martin-Lagonda, British Leyland, GKN and anyone else who is seeking to bolster up their reputation by acquiring the Rolls-Royce/Bentley name. (But if we do get the Jenoyce we assume that not only its badge but the entire vehicle will be finished appropriately, in black.)



Continued on next page

## Motor Sport Fixture List For March

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list. ★  
*C* = Closed Event. *CI* = Closed Invitation Event. *R* = Restricted Event. *N/Int* = National/International. *INT* = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Mar. 6th	South African MRC	Kyalami	Johannesburg, South Africa	Formula One Grand Prix (INT)	—
Mar. 6th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (NB)	13.00
Mar. 7th	BARC	Brands Hatch	Dartford, Kent	Championship Car Races (R)	14.00
Mar. 7th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (C)	13.00
Mar. 13th/16th	Hants. & Berks MC	Harrogate	Harrogate, Yorks.	Mobil Economy Run	—
Mar. 13th/14th	Nottingham University MC	Truck Depot	Nottingham	Rally (R)	23.01
Mar. 14th	BARC	Mallory Park	Hinckley, Leics.	Formula Two Race Meeting (INT)	Noon
Mar. 14th	BARC	Thruxton	Andover, Hants.	Race Meeting (C)	14.30
Mar. 14th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting	—
Mar. 14th	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting	—
Mar. 17th	Irish MRC	Mondello Park	Naas, Co. Kildare	Race Meeting	—
Mar. 20th	SCCA	Sebring	Tampa, Florida, USA	12 Hour Race (INT)	—
Mar. 20th	BRSCC	Brands Hatch	Dartford, Kent	Formula Three Race (INT)	—
Mar. 20th	Midland AC	Silverstone	Towcester, Northants.	Race Meeting	—
Mar. 20th	BARC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.30
Mar. 21st	BRSCC	Brands Hatch	Dartford, Kent	Formula One Race of Champions (INT)	Noon
Mar. 21st	Romford ECC	Snetterton	Thetford, Norfolk	Race Meeting	—
Mar. 27th	Jaguar DC	Silverstone	Towcester, Northants.	Race Meeting	—
Mar. 28th	SCCA	Ontario Motor Speedway	Los Angeles, Calif., USA	Formula One Race Meeting (INT)	—
Mar. 28th	BRSCC	Mallory Park	Hinckley, Leics.	Formula 5000 Race Meeting (N/INT)	—
Mar. 28th	BARC	Snetterton	Thetford, Norfolk	Race Meeting	—
Mar. 28th	Nottingham SCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting	—
Mar. 28th	West Essex CC	Lydden	Canterbury, Kent	Race Meeting	—
Mar. 28th	Halesowen MC	Curborough	Loughborough, Leics.	Sprint (R)	14.00
April 3rd	BRSCC	Brands Hatch	Dartford, Kent	Formula Three Race (INT)	16.00
April 3/4th	Surrey Sporting MC	Target Motor Company	Three Bridges, Sussex	Rally (R)	20.01
April 3/4th	Hampton & Dist. MC	Service Station	Newport Pagnell, Bucks.	Rally (R)	22.01
April 4th	BRSCC	Brands Hatch	Dartford, Kent	BOAC 1000 Kms. Race (INT)	Noon
April 4th	Wiesbadener AC	Hockenheim	Mannheim, W. Germany	Formula Two Race Meeting (INT)	—
April 4th	BARC	Silverstone	Towcester, Northants.	Race Meeting	—

### MATTERS OF MOMENT—continued from previous page

Where all this trouble and strife, which the failure of R-R so sadly underlines, will lead us, it is impossible to foresee. We must hope that before all is lost ordinary decent British citizens will somehow get the situation in hand. Under the banner "Buck Up, Britain" and with the incentive of history, this could happen. Because in the past this remarkable Nation has made rather a habit of recovering from grim and frightening predicaments. After the moat defensive had been breached and it seemed, in 1916, that nothing could prevent the Zeppelins from bombing us into submission, Lt. Leefe Robinson climbed aloft in a BE2c and brought down the first of them over English soil, thereby demonstrating to the population that even this menace could be destroyed. After Dunkirk, while the Civil Servants at home were being drafted to safe no-bomb areas and fussing for their furniture, etc. to be fully insured against enemy attack, the brave little ships were bringing back what they could salvage of the British Army, so that it

might fight again. And in the Battle of Britain Churchill's "few" sat precariously behind those race-bred Rolls-Royce Merlin engines and shot down sufficient Daimler-Benz-powered Messerschmitts to safeguard us from invasion. Remember, too, that the General Strike of 1926 fizzled out in nine days, without bloodshed, after the Government had recruited civilian transport drivers and squads of young men to assist the Police to quell riots and had mingled a few armoured cars and tanks with the lorries that were taking food through the East End from the docks.

So, in spite of the R-R disaster and all Britain's other troubles, we stand a chance of recovering and of again becoming a happy breed of men. That is, if we do not succumb to Grab-Grab disease and allow Japan and Europe to out-sell us in the market places of the World or are more forcibly defeated by communist infiltration and attack. Let us hope that, long before this becomes a possibility, common-sense will prevail among all classes of the population of this blessed plot. . . .

### ART

IN RECENT times the different drawings and paintings of cars and motor races, obtainable commercially, has become quite prolific and rather than refer to isolated examples, we have tended to take the easy approach, and ignore them. There is unquestionably a growing demand for good pictures which can be framed and treasured, and for less expensive artwork which can be usefully employed as study, garage or even home decoration, put up with the aid of drawing pins.

Part of the writer's reluctance to publicise motoring artwork is his distrust of the brush or pen, compared to the camera. Unless deliberately faked, the camera cannot lie. But we have seen serious errors by well-known artists, such as a Napier-Railton with but one filler-cap on its tail and a Bugatti at Brooklands depicted in quite the incorrect colour. Such inattention to detail can lead historians badly astray in later years.

The great motor-racing artists of days gone by were usually pretty meticulous and the late Gordon Crosby and Brian de Grineau are rightly much praised, but personally we have always found the former to depict dwarf drivers and mechanics in unrealistically enormous cars and the latter to use too many scribbly pencil lines to emphasise speed and drama. A more recent motoring artist has horrified us by asking for a check on the colour of certain Brooklands cars, regardless of the impossibility, when quoting an appropriate Race Card, of knowing what shade of red, blue or green a particular car was painted. . . .

One piece of artwork, however, deserves mention. We refer to the great paintings by Terence Cuneo, the famous railway artist, of vintage Bentleys. Cuneo's first essay into Bentley history was his painting of "Bentleys at Le Mans, 1929". This picture of d'Erlanger filling the sump of No. 10 4½-litre Bentley as Jack Dunfee in 4½-litre Bentley

No. 9 roars past the pits was reproduced in lithography, appropriately by The Bentley Photo-Litho Co. Ltd., who were awarded first prize in the UK Section of the World Wide Excellency in Lithography Competition of 1969, and later third place out of 40 entries in the World Finals in America, the highest award a British entry has ever attained. This print has been made available commercially by Colourviews Ltd., at £2.62½ plus 25p extra for packing and (sic!) postage (Air Mail £1.25). They also supply six of Cuneo's railway paintings at the same price, all reproduced on high quality paper, with Cuneo's preliminary sketches and notes in the margin, size 30 in. × 20 in.

The demand for another Cuneo Bentley picture resulted in his now-classic "The Bentley and the Blue Train", depicting "Bebe" Barnato's Speed Six saloon racing the famous French express in 1930. The present owner of the restored Bentley, Hugh Harben, took it to Hereford, where the GWR express locomotive *King George V* was used by the artist as a stand-in for the Blue Train engine. Another fine picture resulted, which Colourviews Ltd. sell at the same price as the Le Mans picture, or the two for £5. The Blue Train print is full of action, but its authenticity is doubtful, because it is unlikely that car and train actually raced side-by-side. You see what we mean about photography. . . .

Another line by Colourviews is a series of famous sports cars by Norman Giles, F.S.I.A., the locomotive illustrator, lithographed in warm black on 12½ in. × 8 in. fine quality cartridge paper. The cars available are 1929 Mercedes SS 38/250, 1932 Type 55 Bugatti, 1934 2.3-litre s/c. Alfa Romeo and 1928/29 Le Mans blower-4½ Bentley, each one seen in action. These prints cost 20p each, packing and postage on up to eight prints 10p extra. The publisher's address is 59, Cambridge Road, Birmingham, B13 9UF.—W. B.



# AMERICAN COMMENT

THE Imperial Tobacco Co., through its Player's brand of cigarettes, is launching its second decade of support for Canadian motor racing with an expansion programme offering over a quarter of a million dollars (£100,000) for three international races and two Canadian championship series. Under the expansion programme, Player's will continue its support of the Player's Grand Prix of Canada and will add sponsorship of two Trans-Am races, a Canadian Formula B series and a Player's Road Race of Champions to determine Canadian champions in all amateur classes at a year-end run-off. Player's has been closely associated with Canadian motor racing since 1961 when it stepped in to sponsor the first Player's 200 at Mosport only a month or two after the new circuit opened. This annual Group 7 race, together with the Player's Quebec, which began when St. Jovite opened in 1964, were the forerunners of what was to become, in 1966, the Can-Am series. It was in 1961, too, that Player's began sponsoring the Canadian Drivers' Championship, but this was dropped when, in 1967, the company became the first commercial sponsor to support any country's Formula One Grand Prix counting toward the world championship (an example to be followed in Britain this year by the International Wool Secretariat). Entering its second decade of support for the sport in Canada, Player's will be putting up \$150,000 in prize money for the Grand Prix of Canada, \$30,000 each for Trans-Am races at Edmonton International Speedway and St. Jovite, and \$57,000 for the new national Formula B series and year-end run-offs. (The run-offs will be patterned after the SCCA's American Road Race of Champions, under which the regional champions in each class are determined during the season and they then meet at year's end to determine the national champions in each class.) In all, the actual cash prizes for this expanded programme will amount to \$267,000 but with an additional \$250,000 expenditure for promotion of the various races, Player's expect the total cost of their 1971 support programme to exceed half a million dollars. This is obviously a large amount to spend on an advertising programme (for that, really, is what it is) but equally obviously Player's would not have launched its expansion programme if it hadn't been satisfied with the results over the past decade. Perhaps there is a lesson here for those sponsors, and there have been several in Canada, the United States and Europe, who have complained about getting their fingers burned when they entered into motor racing sponsorships.

\* \* \*

The Riverside/Motor Trend 500, NASCAR's first Grand National race of the year and the only one it runs on a road circuit, proved interesting from several points of view. It was, for one thing, the first race since Ford announced its complete withdrawal from racing and the only works car present was Richard Petty's 1970 Plymouth. Petty was using NASCAR's new standard engine of 6-litre maximum capacity and he promptly won the pole position on the first day of qualifying. On the second day, however, David Pearson, former NASCAR champion and ex-Ford works driver, lapped the 2.62-mile stock car course 1.56 seconds faster than Petty in his ex-works Ford. Because the first 15 positions were guaranteed to those who qualified on the first day, Pearson had to start in 16th place—but within five laps of the start he had charged to the front and taken the lead from Petty. It wasn't to last, though, and when Pearson's engine gave out after 55 miles Petty dominated the first half of the race until he, too, was sidelined with a broken valve. The second half of the race then developed into a battle between second fastest qualifier Bobby Allison in an ex-works Dodge and fourth fastest qualifier Ray Elder in a similar but independently-owned and prepared Dodge. Allison is a veteran on the Grand National circuit, while Elder, though champion of NASCAR's West Coast Division for the past two years, doesn't compete regularly in Grand National events—but at the chequered flag it was Elder over Allison by 10 seconds. Elder's victory was a significant triumph for the underdog in two senses. First because it was the first time a 500-mile Grand National race had been won by a non-works driver, and second because it was achieved on Firestone tyres—and thus ended a string of 109 consecutive victories by Goodyear that began in September, 1968.

\* \* \*

Ironically, Elder was still in the winner's circle receiving congratulations when Riverside President Les Richter, NASCAR and three NASCAR officials were served with papers launching a

\$365,000 (£152,000) lawsuit by Parnelli Jones. The lawsuit arises from last year's Motor Trend 500 and in particular from the very same tyres with which Elder won this year's race. Jones, who is also the West Coast distributor for Firestone's racing tyres, won the pole position for the 1969 race on the then newly-developed Firestones but NASCAR then invoked its rule that any participating tyre company must have enough tyres on hand to service all competitors if necessary. Jones and Firestone said they had enough but NASCAR said they didn't, so Jones and other Firestone drivers using the same tyre were forced to start from the back of the grid on an older type of tyre. Jones threatened to pull out but then reconsidered, started from 35th position, drove spectacularly right through the field and was leading the race when his transmission failed with only 25 laps to go. Jones proved that even with an older type of tyre he was competitive on the track and apparently he now wants to settle the dispute in court.

\* \* \*

Less than two weeks after this year's Motor Trend 500 NASCAR was in hot water again. Although only one race had been run with the new 6-litre engine size, officials decided that these engines were too powerful and would have to be restricted to bring them in line with the other engine sizes that were still permitted. To understand this complicated situation one has to go back to 1969 when it was announced (over a year in advance) that beginning in 1971 the maximum engine size in Grand National cars would be reduced from 7-litres to 6-litres. Among the reasons given for the change were that smaller engines would lead to lower costs, lower speeds, and fewer engine, suspension and tyre failures. By August, 1970, however, NASCAR decided that the high rate of attrition was already reducing competition to the point where it might hurt spectator attendance. Now NASCAR knows which side its bread is buttered, so for the remainder of the 1970 season all cars were required to use a NASCAR-furnished carburettor restrictor plate.

About the same time it became apparent that there would be very few of the new 6-litre engines available at the start of the 1971 season (only Ford and Chrysler were building them and Ford was later to withdraw from racing), so in September it was announced that in the interest of keeping costs down the 7-litre cars would still be eligible in 1971 provided the carburettor restrictor plate was used. But there were exceptions. So-called "special cars" such as the winged Dodge Daytona or Plymouth Superbird and the Ford Talladega—thinly disguised racing cars that were built only in sufficient quantities to get them homologated—would be restricted to engines of only 5-litre capacity. That was the situation at this year's Motor Trend 500 but following the announcement after that race even the new 6-litre engines are required to use a carburettor plate, though it is less restrictive than the plates required on the 7-litre engines. (The situation is actually even more complex because different designs of 6-litre and 7-litre engines are required to use different size plates that depend on their power output!)

The latest rules change was made less than three weeks before qualifying began for the Daytona 500 and provoked vehement protests from Chrysler, who were using 6-litre engines in the works Plymouth driven by Petty and the works Dodge driven by Buddy Baker, but was welcomed by independents, who have found the new engines almost unavailable and very expensive when they were available. No one would ever claim that NASCAR is the most democratic of sanctioning bodies but its president William H. G. France and its officials have always had a very shrewd awareness of the various power balances in racing and have never been afraid of sparring with the big-budget teams if they felt that the ultimate product would be better racing for the paying spectator. And the big advantage of the carburettor restrictor plates now being used by NASCAR to equalize performance is that they are both simple and inexpensive—and despite vocal complaints from some competitors they all seem to have modified their engines in very short order.—D. G.

## NASCAR DAYTONA 500

THE Daytona 500 is the most important race in the NASCAR stock calendar and was held on February 14th at the Florida high-speed tri-oval circuit. Reckoned to be one of the most exciting races in the history of the event it was won by Richard Petty in a 1971 Plymouth after the leading ten-car bunch broke up in the closing stages.

Result:

February 14th (200 laps—500 miles)

1st : R. Petty (Plymouth) ... .. 3 hr. 24 min. 41.0 sec.—235.878 k.p.h.  
2nd : B. Baker (Dodge)  
3rd : A. J. Foyt (Mercury)

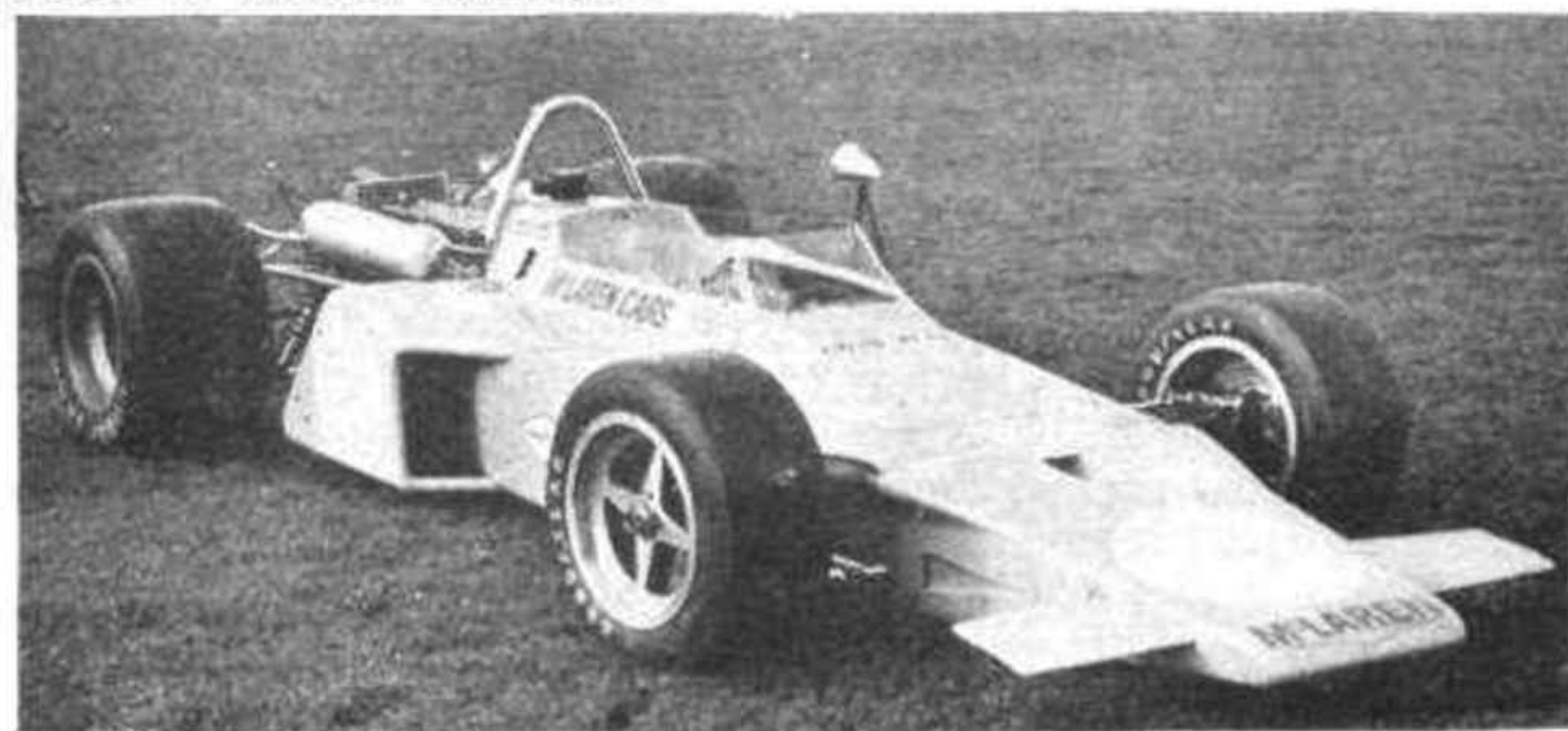
# NEW RACING CARS — McLaren Indianapolis & F1 March 711, BRM P160

## McLAREN M16

WE CALLED on McLaren Racing in the depths of an industrial estate at Colnbrook, almost in line with one of the main runways of London's Heathrow airport, and were just in time to see the first of the 1971 Indianapolis cars before it was air-freighted to America to begin test runs at Ontario Speedway in California. Had it not been painted bright orange and fitted with a four-cylinder Offenhauser engine we could have been excused for mistaking it for a Lotus 72, with its wedge nose and side radiators! Designated the M16 this wedge monocoque has the 2.6-litre exhaust turbo-charge four-cylinder Offenhauser engine attached to the rear bulkhead, with a supporting tubular frame holding up the bell-housing, to which a Hewland LG500 four-speed gearbox is attached. The front suspension has coil spring units operated by rocker arms and the rear suspension, of typical Formula One basic layout, is inter-connected with a link mechanism which reduces the camber-angle of the left-hand wheel as the body rolls on the Indianapolis corners. Last year the Indianapolis McLarens had a driver-controlled system of jacking for the front suspension to maintain a constant ride-height as the fuel-load reduced, but this has been abandoned as the drivers found they were too busy driving to think about using the control.

The M16 has a wheelbase of 101 inches and front and rear tracks of 58 in., while the Offenhauser engine is quoted as giving 700 b.h.p. at 9,000 r.p.m., running on American air-and-methanol-based fuel, for no one has ever had one of these engines on a European test-bed as far as we know. However, a realistic power output, with reliability for 500 miles of racing is around 670 b.h.p. on methanol fuel, which last year was pushing the McLaren down the Indianapolis straights at a quoted 215 m.p.h. With the exhaust-driven turbo-supercharger blowing air into the engine and the Hilborn injection squirting fuel into the inlet ports it is possible to adjust things for vast reserves of power which are only limited by the mechanical strength of the engine. The turbo-supercharger has an enormous pressure-release valve on the side and this can be screwed in and nitro-methane fuel powered through the injectors until the engine destroys itself. Before, the big bang outputs of 750 b.h.p. have been obtained quite easily, especially with the short-stroke Offenhauser, which can run up to 9,400 r.p.m., but four laps of qualifying would be about the limit of safety.

Once again Reynolds Aluminium and Goodyear tyres are sponsoring the McLaren cars at Indianapolis and they will be driven by Hulme and Revson. The urgency of racing programmes was brought home by the fact that when we saw the car it was still waiting for its engine cover and integral wing, and as we finished looking at it it was whisked away and flown off to America, where it was due to start testing, while the second car was being built. At the Ontario track Hulme was very happy with the feel of the car at "shake-down" lap speeds of around 177 m.p.h.



McLAREN M16—Lightweight Indianapolis contender.

## McLAREN M19

THE McLaren Racing team completed a brand-new Grand Prix car, which Hulme will drive this season, by mid-February and had it out on test well before it was due to go to South Africa for the first Grand Prix. Since Marquart left the firm the design of the Formula One side has been taken over by Ralph Bellamy, who was previously with Tauranac at Brabhams. The 1971 McLaren is an entirely new car, not a rehash of the 1970 model, and its principal interesting feature is the suspension system. The monocoque chassis



McLAREN M19—Interesting suspension for F1.

is bulbous and pear-shape in section, not unlike the Brabham and BRM of last year, and the layout follows the conventional form with respect to the Cosworth V8 engine/Hewland gearbox aggregate being bolted to the rear bulkhead of the monocoque. In accordance with the manufacturer's agreement the outer panelling of the monocoque is in 16 swg aluminium. The wheelbase is now 100 inches and the track 63 inches at the front and 62 inches at the rear. There is quite a large space between the back of the seat and the rear bulkhead and, apart from containing a 15-gallon fuel tank, with 15 gallons on each side of the cockpit, this space also contains the fuel filler and various electrical oddments. The radiator is conventional in the nose with air outlets on top of the nose cowling, while the Lockheed front disc brakes are hub-mounted and the rear ones inboard on each side of the gearbox.

The suspension breaks new ground for the coil-spring/shock-absorber units are mounted inboard as sprung weight both front and rear, but more important they are operated through a link mechanism which gives a progressive movement to the spring unit, ranging from maximum travel at normal riding altitudes and minimum movement when the suspension nears the end of its travel. This is achieved by means of a swinging link pivoted on the chassis which is operated at the front by an inner extension of the top wishbone. At the rear a push-rod from the suspension operates the swinging link, the rear suspension being orthodox lower wishbone, upper transverse strut and two radius arms on each side. At the front there is a normal lower wishbone, while at the top the rocker arm member is fabricated from small diameter tubing.

As with all the McLaren racing cars the detail work is a joy to see, the standard of finish being very high indeed. The first M19, using one of the team's pair of 1971 Cosworth DFV engines will be raced by Hulme, while Gethin will use one of the 1970 cars to begin with. The McLaren spare engines will be prepared by their own engine department. Sponsorship for this new orange car continues to come from Goodyear, Gulf Oil and Reynolds Aluminium, the monocoque being built from the Reynolds company's NS4 specification 16 swg aluminium. The wheels are 13-in. diameter of cast-magnesium with peg drive and knock-off wheel nuts, while alternative 15-in. ones are available for the rear. Adjustable nose fins are used on the fibreglass body and the rear aerofoil is mounted above the gearbox, supported on two fixed-length struts at the rear and a central adjustable one at the leading edge. Overall length of the car is 160 inches and the maximum width of the monocoque is 42 inches, the weight being quoted as 1,230 lb.

## MARCH 711

THE 1971 series of March Formula One cars, designed by Robin Herd, shows a new approach to chassis layout, not new in racing, but new to the Bicester factory. It is not possible to get excited about inboard front brakes and side-mounted radiators, but nonetheless this is what the 711 has, though it does not have the Lotus 72 wedge nose. Instead it has a stumpy, bulbous nose cowling with a unicorn like protuberance on it carrying a remarkably large aerodynamic fin. The monocoque centre-section is very low and flat with the narrow cockpit sticking up like a streamlined conning-tower that merges into a head fairing which in turn merges into a very full engine cover and rear aerofoil. The head fairing is shaped so that the back of a Bell-star crash-hat fits into it like an egg in an eggcup.

With the inboard-mounted 10½ in. ventilated front disc-brakes and the drive shafts where the suspension normally goes, the coil-spring units are mounted inboard ahead of the front bulkhead and are operated by an extension of the front of the upper wishbone, in a similar manner to that employed on the un-raced Cosworth 4-w-d car, which Herd also had a hand in designing. The engine/gearbox unit forms the rear of the chassis, being bolted to the rear bulkhead of the monocoque and orthodox Formula One rear suspension is hung from the bell-housing and gearbox, the inboard rear brakes being mounted on each side of the Hewland 5-speed FG 400 unit.

The first car has been built using an Alfa Romeo V8 engine, while the remaining cars will use Cosworth V8 engines, and once again the works team have the backing of STP and will run under the name of STP-Oil Treatment, painted bright red. Andrea de Adamich will drive the Alfa Romeo-powered car and Peterson and Quester will drive the Cosworth-powered cars, although the last-named driver has been suffering from "on-off-on" contract trouble and the truth will not really be known until March 6th, when the three works cars take part in the South African GP. The wheelbase of the 711 is 96 in. and track front and rear is 60 in., with an overall length of 156 in. and an overall height of 36 in. to the top of the roll-over bar. The Cosworth engine is quoted at a bore and stroke of 85.6 × 64.8 mm. and the Alfa Romeo at 86 × 64.4 mm., and as the chassis of 711/1 and 711/2 are identical it will be interesting to compare the two cars.

Whereas the March 701 utilised the body shape to provide down-thrust from the flow of air over it, the 711 has been made much smoother and more "slippery", the large nose aerofoil and the complex rear aerofoil provide all the down-thrust, and it is unusual and a nice change to see a Grand Prix car designed with a body that starts at the nose and ends at the tail, instead of just behind the driver's head. Air to the engine inlet trumpets is taken in through ducts in the leading edge of the engine cover.—D. S. J.



MARCH 711—Aerodynamic special?

#### BRM P160

FROM the grandstands the new BRM P160 will be hardly discernible from last season's P153 apart, perhaps, from the fact that the legend on the side of the gaily-painted monocoque reads simply "Yardley-BRM" for the word "Team" has been dropped. In fact, the Owen Organisation's young designer Tony Southgate has produced a development of the P153 using very much the same design philosophy but utilising very few of the parts from the older car.

The open bathtub, semi-monocoque-type chassis is retained but this year it is even wider with an increase of 4 in. making the width now 47 in. In an attempt to get the weight further back the wheelbase has been increased by an inch to 97 in. The car has also been flattened slightly; the nose and cockpit are now 1½ in. lower. A new up-and-down-flow aluminium radiator which is more steeply raked than before assists in this process, while the water rails are now mounted under the chassis frame. Also in an attempt to give the car smooth lines the oil tank has been streamlined and fits directly behind the gearbox.

There are also constructional changes to the monocoque which is now built wholly from 18 gauge L72 alloy sheeting rather than the thinner 20 gauge of last season's car. Also the front bulkhead is now box-sectioned sheet rather than the previously used steel tube frame, although tubing is still used in the rear bulkhead.

The same conventional outboard wishbone and link suspension system is employed, although, for this car, different geometry has been

used so new uprights front and rear are utilised along with new wishbones, and so on. The uprights retain BRM's idea of using needle-roller bearings in the hub at both the front and rear, while the anti-roll bars are mounted underneath the suspension. The lower radius rod on the rear suspension now picks up on a lug on the engine rather than the monocoque tub.

The suspension both front and rear is no longer "fully" adjustable—a phrase which seems to appear on so many racing car brochures from Formula Ford upwards. Southgate is of the opinion that he has done his sums correctly and that giving adjustment at every joint for an infinitesimal number of combinations of camber, castor and toe-in will only confuse matters. Hence many of the joints, particularly at the chassis end of the wishbones at the front and top link and wishbone at the rear, are non-adjustable. As long as the sums are right this is a welcome step giving drivers less to theorise about and more time to get on with racing.

The rear brakes have been moved inboard to come in line with recent thinking and are no longer of the ventilated type but the front brakes are still ventilated and remain outboard.

BRM have retained the lightweight aluminium Koni shock-absorbers, the titanium springs which only weigh 15 oz. each and various other titanium parts which all help to give the car a very low unsprung weight.

One intriguing new idea on the car concerns the rear-mounted aerodynamic wing. The leading edge of the wing has several slots in it through which air can pass. Sandwiched inside the wing are two rows of heat exchanger-type radiators through which the engine oil is passed. Southgate says that this eliminates a lot of the drag produced by tacking on a couple of conventional oil radiators in the air stream while the efficiency of the wing is not impaired. The idea is yet to be tried and provision has been made for more conventional oil cooling if necessary.

A second interesting feature of this car will not be incorporated until a later stage in its development. This is a hydraulic jacking device which works on both the front and rear suspension and maintains the ride height at a constant level as the 50-gallon (340 lb.) fuel load reduces. A similar idea was tried on last year's McLaren Indianapolis car, but this operated on the front suspension only and was supposed to be activated by the drivers who actually found they were too busy with other problems to worry about it and hence the idea was dropped. But the proposed BRM system will be automatic and will be set in action on the grid when Southgate, or one of the mechanics, "lights the blue touch paper".

BRM retain their own V12, 60°, 3-litre engine and during the winter have worked on modifications to improve the reliability and extend the power range. There have been some material and minor design changes while a lot of time has been spent on the exhaust system, which now boasts of four megaphone secondary pipes which should give the engines a very distinctive note. The Mk. II cylinder heads, which were tried briefly towards the end of last year, have undergone various changes in the port and valve areas and should be in use regularly once the season has got under way.

Along with Ferrari, BRM are the only Grand Prix team who build their own gearboxes and retain a gearbox designer—Alex Stokes. For the new car he has redesigned the box utilising a smaller casing which incorporates the lugs to take the inboard rear brakes. The rear cover has also been shortened and the position of the selector arm moved into the rear cover. Thus the three selector shafts are reduced in length but otherwise the internals remain much the same as before, including the recirculating oil system with cast-in oil ways.—A. R. M.



BRM P160—Development of 1970 car.

They Make Racing Cars —

## PALLISER RACING DESIGN LTD



**RACING DRIVER** Hugh Dibley first came into contact with Len Wimhurst when he bought a single-seater Lola and then later when he purchased a sports-racing Brabham BT8, in which he had considerable success under the banner of the Stirling Moss Automobile Racing Team. Wimhurst was the workshop foreman at Brabham but confided to Dibley that he thought he could build just as good a car himself. Dibley agreed to let him try and in the summer of 1967 the first single-seater car built by Wimhurst, who by then had left Brabham and was working for Thomas Parkinson Engines, was sitting on pole position for a club race at Castle Combe. Dibley was at the wheel and the car was called a Palliser—Dibley's second Christian name.

Since that somewhat egotistical beginning over 100 Pallisers have been built; they are presently reckoned to be just about the best Formula Fords on the market; the range now encompasses Formula Three, Formula B, Formula Atlantic, Formula Super Vee and a Group 5 sports car, and the company is presently in the process of tripling the size of their very cramped premises in North Street, Clapham.

Dibley is 33 years old, recently married (for the second time) and has been well known in racing circles for almost ten years now. His experience of racing is wide for after a good grounding in single-seaters he moved on very successfully to sports cars and had a particularly good season with the Brabham BT8. This was later replaced by a Group 7 Lola T70-Chevrolet, which he raced both in England and later in a series of races in the States which was the fore-runner of the Can-Am series. Since then he has driven the Howmet turbine, and various other sports cars, as well as driving Palliser Formula B cars whenever possible.

One of Dibley's main problems is that of time for he lives an incredibly busy life. Not only is he very much the Managing Director of Palliser but he also flies for BOAC. When we visited the Palliser workshops he had his head buried in a Boeing 747 flying manual. Dibley is presently on a training scheme to fly the big jumbo jets but in fact his main task in the Corporation is as a navigational instructor and examiner, although this job also includes a lot of operational flying which in recent years has been in Boeing 707s.

Dibley's co-director in Britain is 44-year-old Len Wimhurst, who, as well as running the engineering side of the business (leaving the politics to Dibley), designs the cars. Wimhurst is a toolmaker by trade, but joined Lola Cars and later Brabham, for whom he worked for four years, finally being appointed the workshop foreman. He is a man very much in the mould of Brabham's Ron Tauranac, being a practical engineer. His designing talent is as an improver rather than innovator, but it seems to have that attention to detail which makes for a successful car.

The third director is based in America, although he is a Briton by the name of Bob Winkelmann. He is the older brother of Roy Winkelmann, whose Formula Two team scored many victories in the days when Jochen Rindt was driving for him. Bob was in the Royal Navy for a time, then worked for BOAC as a traffic officer, before moving to the States to make his fortune over there. After several jobs he moved into the buying and selling of race cars and at this stage he met Dibley. Winkelmann was shown photographs of the first prototype Palliser and was immediately very enthusiastic and agreed to market them in the States.

In 1968, working in this small-time way, Wimhurst produced three cars which were all sold in the States for Formula B racing. The cars performed well and everyone was very heartened so, in October of that year, it was decided to move into permanent premises at 65 North Street and form a limited company under the name of Palliser Racing Design Ltd.

Completely new Formula Ford, Formula B and Formula A cars were designed, although the side-radiator FA car was, in fact, abandoned. The orders from Bob Winkelmann in the States were sufficient that, at the time, Palliser did not consider attempting to break into the British sector of the market. By the end of that year Palliser were well established as racing car manufacturers having

built 42 Formula Fords and six Formula B cars.

The policy for 1970 was to continue to sell most of the cars in the States, but also open up the market in Britain once the original batch of orders for America was fulfilled. This is exactly what happened and it was further decided to run a works car in Formula Ford for Peter Lamplough and lend a chassis for Formula Three to Roger Keele. Lamplough soon started to bring some excellent results and, from the middle of the season, was backed up by a private customer, Bob Evans, who was also a regular winner. Several more cars were sold in Britain as a result and they have built up an excellent reputation not only for the actual cars but also for the friendly and efficient service offered. So 1970 was a good year with 50 more Formula Fords produced, plus three more FBs and a prototype Super Vee and Formula Atlantic.

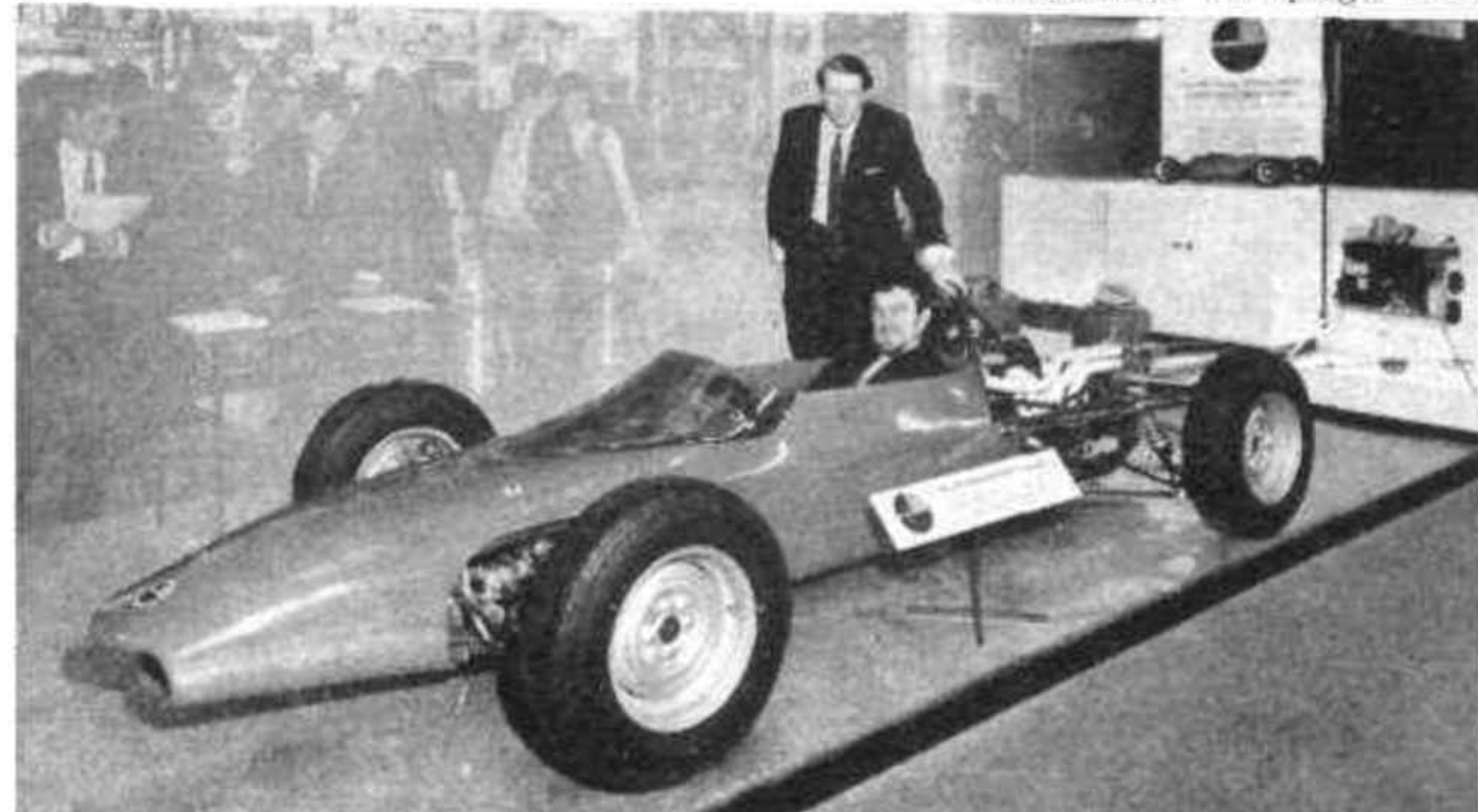
Another aspect of the business is the selling of components, for which the firm has already become firmly established amongst the various special builders and small-time manufacturers. Palliser sell, as separate items, their cast wheels, magnesium uprights, steering racks and virtually any other part of their racing cars people might like to purchase. Firms like March Engineering, McNamara in Germany, Daren and several others have all used Palliser parts from time to time, while the oil pumps produced by the company are used extensively by BRM for their twin-cam and Formula Ford engines. In fact, Palliser have a good working relationship with BRM and their engines are recommended and used by the majority of Palliser drivers. The castings are made by Kent Alloys and, for instance, a complete front upright assembly would cost about £50, less the brake.

Dibley has found the rapid growth of the company rather catching up on him and, for a time, he used to do all the books and accounts himself but this is no longer possible. Now he has an office manager in Julian Lakin, plus a secretary, and Australian racing driver Vern Schuppan, who has just joined the company, as a general Man Friday to help out. The work force varies depending on the time of year but averages around ten employees with several sub-contractors helping out in times of stress.

The future looks bright, too, with a well-filled order book for the coming season and the long overdue move a couple of doors down the road into much larger premises. The old workshop will also be retained for prototype work, bringing the total space up to something like 5,000 sq. ft.

Basically, Palliser offer four models for 1971. The largest number will no doubt be Formula Fords and the latest version, the WDF3, is not radically different from last year's car, but provides improved suspension geometry, altered body shape and generally more cockpit comfort for the driver. The next model is the WDB3, which is available for Formula Atlantic, Formula B, Formula Two and Formula Three applications. This is a space frame based on the FF design but with stressed aluminium panels and different suspension. It is with the Palliser Formula Super Vee that the company hopes to expand into Europe, and already this space-frame device has attracted orders from Germany and America. Finally, and this is a new diversion for the Clapham firm, is a Group 5, 2-litre sports car. This is actually being made for John Green's Daren firm under a manufacturing agreement rather similar to the McLaren-Trojan one. Already in Mk. II form the Daren has showed potential and with the backing of Palliser and a more efficient body shape much is hoped for from this new alliance. Dibley himself is expecting to drive a BRM V8-

*Continued on page 219*



**EARLY PALLISER.**—One of the early Formula Ford Pallisers seen here exhibited at the 1969 Racing Car Show. Bob Winkelmann is seated in the car while Hugh Dibley stands by.

# COSWORTH GP ENGINES

## —The fifth season

ONE of the wisest things that Ford of Britain ever did in recent times was to give £100,000 to Keith Duckworth and Mike Costin, the two men behind Cosworth Engineering, and ask them to produce a winning Grand Prix engine. The stipulations that went with the contract were few, among them being the agreement that the Ford name should be put on the engine, and another was that Team Lotus should have exclusive rights to the engine in its first season and after that it would be on sale to other racing chassis manufacturers. As we know, Duckworth worked more hours each week than some British workmen do in a year, and produced all the drawings for the Cosworth DFV-3-litre V8 engine, which first appeared, and won, at Zandvoort in 1967. From that day the V8 Cosworth engine not only dominated Grand Prix racing, but set the power standards for the 3-litre Grand Prix Formula. When it first appeared the opposition came from the Repco V8, the BRM H-16, the Ferrari V12 and the Weslake V12, and three years later all those engines had disappeared and the Cosworth was supreme until Ferrari got his new flat-12 cylinder engine really working. For half of 1967, the whole of 1968 and 1969, and half of 1970 the V8 Cosworth was virtually unbeatable and once the Lotus monopoly was run all manner of teams used the Cosworth engine, which was being bought at the bargain price of £7,500 a time. A bargain price when you consider how much it would cost an individual team to produce a better engine, even if they were capable of doing so. Even when Ferrari began winning races the Cosworth was not out-classed and in the right hands could give a good account of itself, but during 1970 it was stretched to the point of unreliability. Right from the start there was a Cosworth stipulation in the sales brochure that the buyer did not tamper with the engine, but sent it back to the factory at Northampton for repair and overhaul. This was all very well, but it caused some ridiculous situations where a team would install a new engine, start it up, find it was not running cleanly and smoothly so immediately take it out and send it back to Cosworth without even trying to find out what was wrong.

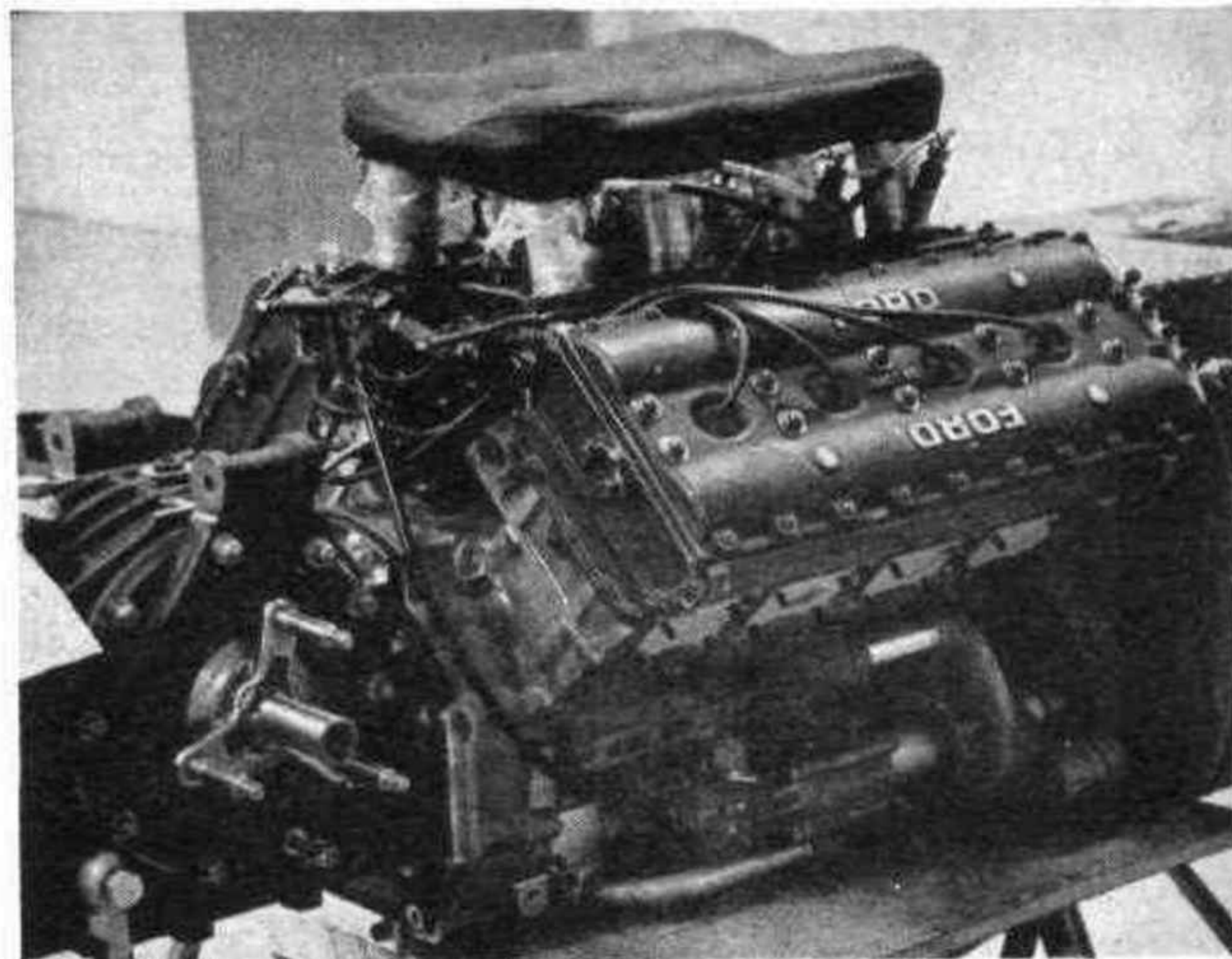
Gradually the sale of engines grew to absurd proportions and the repair and overhaul department became overworked and a queue began to form, waiting for overhauled engines. This reached a farcical state in 1970, encouraged by the unreliability that crept in, so that at some meetings you would see a team more engrossed in the organisation of getting broken engines back to Northampton than they were in winning the race. If your engine was not back at Cosworth before the opposition's you stood a good chance of missing the next race. Some of the races to Northampton indulged in by team-managers and mechanics were more inspiring than those being driven by the team drivers on the track.

Finally Cosworth were forced to relent on their engine monopoly and they agreed to let certain outside firms do engine overhauls during 1971, and there was quite a rush to get on the Cosworth-approved list. This enthusiasm eventually subsided into more realistic terms and Cosworth accepted certain people, guaranteeing a supply of parts and maintenance and overhaul knowledge to enable 1970, or earlier, versions of the V8 engine to be properly prepared. Meanwhile the 1971 series of engines were under way in limited numbers, two engines per team being the aim, and these will continue to be

*PALLISER—continued from page 218*

powered Daren in several races. This is the company's first attempt at producing a monocoque chassis, but they are finding it a most interesting challenge. In fact, Len Wimhurst has a monocoque Formula Two car on his drawing board at present which may appear later in the year. Meanwhile, all the space frames for the production cars are built by Arch Motors, up at Huntingdon, who do similar work for nearly all the major firms. Palliser also have the manufacturing rights for a Formula A car originally designed by Len Bailey and Frank Gardner, while a one-off hill-climb car is being built for Mike McDowell and this utilises a Formula Two chassis with a 1967 Repco 3-litre engine shoehorned in the back.

Palliser intend to run several works or works-assisted cars in this coming season. Schuppan will drive a Formula Atlantic and possibly



*COSWORTH V8 engines like this one will be rebuilt by outside firms this season. In this photograph the Hewland gearbox is also attached. The aluminium V8 blocks cost around £1060 to replace if the engine should throw a connecting rod.*

serviced by the Northampton factory. Whether the 1971 version of the DFV will be able to combat the flat-12 Ferrari engine and the ever-improving V12 Matra and V12 BRM engines, remains to be seen, but we can rest assured that Duckworth and Costin have not been sitting idle since the last Grand Prix of 1970.

As things stand at the moment, J. W. Automotive, of Slough, who run the highly successful Gulf-Porsche 917 sports car racing team, have set up a small separate group to prepare Cosworth engines for Gold Leaf Team Lotus and the Tyrrell team. McLaren and Brabham have got together with the Champion Sparking Plug factory at Feltham, and test-facilities have been set up at the Champion factory, presided over by Brian Muir, each team doing its own engine preparation work, and the March team expect to be making use of the Brian Hart engine-tuning establishment at Harlow, while the Surtees team ultimately hope to set up their own engine department, but in the meantime are working with Race Engine Services, a small firm not far from Northampton, and Bill Lacey's engine shop at Silverstone. All these teams should be having at least two 1971 engines, maintained by Cosworth, though when the season is well under way, this figure may be increased. All this sounds alright, except that the 1969 engines were outdated in 1970 and the 1970 engines were thoroughly trounced by Ferrari by the end of 1970, so that the thought occurs that it might be a waste of time and money to work on 1969 and 1970 engines, other than using them for test purposes and practice. While Ferrari, Matra and BRM continue with a development programme, it is hardly likely that any car using other than a 1971 Cosworth engine will be more than a "starting-money special". The engine always has been, and always will be the heart of a racing car and without a strong heart a racing car is useless, unless it is in the hands of a Stirling Moss or Jim Clark, and we don't have any of those in Grand Prix racing at the moment. Any superiority in chassis design these days is too small to make up for a lack of horsepower, so it looks as though the Cosworth-powered "special-builders" might be in for a lean time in 1971.—D. S. J.

also a Formula Super Vee, while Lamplough will conduct a Formula Three under the banner of Alan McKechnie Racing. There are several promising and fast privateers with Palliser Formula Fords so the firm's representation in this category will be left to them.

Dibley has no great five-year plan for the company—he works on the basis that he will take everything as it comes. So far, he says, the company has exported something like 350,000 dollars worth of business and hopes to top the half-million mark before the end of the year. However, he points out that very little of this has been seen as profits and the plan is to plough all the money back into the business. So from small beginnings and still with a part-time managing director Palliser Racing Design has built up a good reputation and business in the short space of time and all the indications are that they will continue to expand and bring plenty of dollars to this country.—A. R. M.

# AROUND AND ABOUT

## Comment on the Racing and Club Scene

THIS WINTER a large number of our readers have probably put their feet up for a Saturday afternoon of television and tuned into Rallycross. They have seen a variety of hotted-up and well-modified saloons tearing about racing circuits, sometimes on the track, sometimes on the infield, in some diabolical weather conditions. There have been Capris with four-wheel-drive, some very fast Minis, a quick Imp and even a DAF performing amazing feats of daring in the short three-lap races. Some of the names have been familiar ones, like Roger Clark, John Rhodes and Peter Harper, but doing equally well have been others, like Hugh Wheldon, John Taylor and Rod Chapman, whose history is a mystery to even the ardent club racing and rallying fraternity.

With the racing season more or less closed, bar the occasional folly at Brands Hatch, your Assistant Editor became a regular Saturday afternoon TV follower of this new branch of motoring sport. However, overcome with curiosity, I finally ventured to Cadwell Park in Lincolnshire to view the racing at first hand. I was surprised to find that, in general, the competition was even keener and fiercer than had been portrayed on the screen and that the professionalism far exceeded my expectations.

Not only did I find the full force of Ford's Boreham Competition Department in attendance with a four-car team lorded over by Competition chief Stuart Turner, but representatives from the Dunlop and Goodyear tyre firms who, like me, would have been more at home at a Grand Prix circuit. There was also plenty of support, both physical and moral, from Castrol in evidence and even a racing plug expert from Champion. Further, there seemed to be several representatives from the foreign Press, as well as a public relations man from Standard Triumph and a development engineer from Rover taking a very close interest. One can only put it down to the might of the great god television.

But this is fair enough as the sport is a direct by-product of television. It is a sport specially laid on for the cameras but one that is increasingly gathering a large audience on the spot. It all started in the mid-sixties as a demonstration, conceived by Raymond Baxter, of rally cars for television, after the RAC Rally. The idea seemed to die after a couple of tries, but then at the end of 1966 ITV, encouraged by coverage of Rally special stages that year, re-jigged the idea and ran an event down at Lydden. Half the racing circuit was used while the rest of the track utilised the muddy infield in an attempt to simulate special stages conditions. At this time most of the competitors were using their regular rally cars. To give the event some excitement four cars were run off together, although they were actually racing against the clock as much as each other. So really the basis was that of autocross, where cars are usually run in pairs, with the additional factor that the course had tarmacadamed as well as loose surfaces.

Since then Rallycross has grown enormously in status and now both channels televise events, although fortunately no longer simultaneously which they did a couple of years back. Thanks to the enthusiasm of ITV's Robert Reed this channel has screened the sport every year since 1966, first from Lydden, later from Croft up in Yorkshire and now very successfully at Cadwell Park. Meanwhile, the BBC came back into the fray using Lydden, where the racing is organised very slickly by the Thames Estuary Car Club, and receives sponsorship from W.D. & H.O. Wills.

So the present situation is that during the past season, which opened in October and has just drawn to a close, there have been two separate televised championships, plus a non-televised championship with backing from Guards cigarettes up at Croft. The Wills Championship at Lydden has been a six-round affair with events on Saturday for television with Sunday events for the clubmen. Up at Cadwell there has been a four-round contest backed by Castrol.

The rules seem to have been made up as the sport, which comes under full RAC jurisdiction, has grown. Autocross specials have not been allowed, although apart from that there are very few restrictions and basically a good rally car will make a good rallycross car, hence the large number of Escorts and Minis. The various car manufacturers soon became aware of the publicity that could be accrued in front of the large captive audience. This reached its peak during the 1968-9 season, during which Ford and British Leyland were fielding



FORD's four-wheel-drive Capris have been extremely successful as they have become developed. This car driven by Roger Clark features a 250-b.h.p. engine with aluminium heads and fuel injection.

strong works teams, Rootes ran a works Imp very effectively, and even Vauxhall dabbled unofficially without too much success. Ford came up with a four-wheel-drive Capri, while British Leyland countered with a variety of machines, including a four-wheel-drive Triumph 1300. Costs were soaring and the two main protagonists called a truce for the 1969-70 season and stuck to two-wheel-drive only to be beaten regularly by a little Hillman Imp driven by Peter Harper. The summer of 1970 saw the closing of the Abingdon Competitions Department leaving the way clear for a big Ford onslaught during the past season.

In fact, this has only been successful on results in part for, though Ford took the first three positions in the Cadwell Championship, a Mini privateer beat them at Lydden. Nevertheless, the progress and development of the Ford works entries—reintroduced special Capri 3-litres with four-wheel-drive—has been the talking point of the season and their spectacular performances at the hands of works driver Roger Clark, his brother Stan and Rod Chapman have thrilled viewers. Most of you know that the 3-litre Capri in your local Ford showroom doesn't bear much in common with the 250 b.h.p. aluminium-headed, fuel-injected monster that won the Cadwell championship, but you do know that the same engineering know-how and facilities make sure your Ford road car does a good job.

Meanwhile, British Leyland and Chrysler both turn up at the meetings to give private owners help and assistance and, in fact, ex-works BL Minis are still used by their former drivers John Rhodes, Jeff Williamson and Hugh Wheldon, while the Harper Imp is still going strong with unofficial works assistance. The Dutch DAF firm have entered a car regularly at Cadwell, while the British Moskvich agents even made a brief appearance.

Preparation of the cars is along the same lines as for autocross. The spectacular bucking and jumping on the rough infield circuit can take quite a toll so the lightweight racing shells cannot be used and finely set suspensions are hardly at a premium. In fact, in general rather rough bodies seem the order of the day, but a lot of time is devoted to making sure the driver can see ahead of him. Various combinations of slotted, slatted, or holed windscreens, some with giant deflector plates, are in use while other competitors rely on bilge pumps to keep a constant flow of water washing the screen clean.

The results are computed differently under the two television régimes. Both use the same basis of each competitor having three separate races of three laps against different opposition with the most interesting combinations arranged to coincide with the live TV coverage. Both rely entirely on time to equate the results, although the cars also race against each other. At Cadwell Park the results are based on the combined time of a competitor's three runs, each lasting about three minutes. Thus a competitor must complete each of the three runs. At Lydden the system is different for only the fastest of the three runs counts, thus a driver can go very fast on his first run, strain the car and have it blow up on the second and still win. Personally I see the first method as by far the most satisfactory.

The television viewer will find that he is rather at the mercy of the sports programme director, as well as hoping for a well-informed

commentator, and often will find that he does not know the final result until the Monday morning papers, particularly the *Daily Express* which sponsors one of the Capris, and covers the sport quite thoroughly. The spectator actually at the circuit needs to be within earshot of the public address system to be aware of the progress of the event otherwise it can become rather confusing unless he is forever clicking a stopwatch.

Rallycross is now firmly established on both the motor sporting calendar and the television screens and next season can be expected to provide plenty more interest. So when the motor racing season comes to a close why not don a thick rally jacket, a pair of wellington boots and have a look for yourself?

### Racing Ahead

March is traditionally the start of the racing season and as we enter the month we find the fixture list already bulging. Perhaps one of the most attractive meetings is at Mallory Park on March 14th, when Grovewood Securities bring back Formula Two. Of course F2 has never been far away but, after running several F2 races in 1967, the management of the Grovewood circuits decided not to run any more events for this category and left British representation to Thruxton and Crystal Palace. Now they have decided to try again and thus have laid on the opening F2 race of the season which, though it is not in the European Championship, has attracted a huge entry.

Only 20 cars will be allowed to start on the tiny 1.3-mile Leicestershire circuit so there will be qualifying amongst the 30-odd prospective racers all day Saturday and on Sunday morning. Expect to see the new March 712s well up for several are entered. Siffert hopes to come with his Chevron, which has already won in Colombia, and Fittipaldi may debut a new Lotus. It will also be the first chance in Britain to see many of the up-and-coming former F3 lads handle F2s for the first time. They include Beuttler, Williams, Dubler, Birrell, Wollek, Hunt and Walkinshaw, but they will have to pit themselves against experienced hands like Peterson, Bell and Pescarolo in Marches, Graham Hill in a Lotus and also possibly Schenken and Regazzoni in Brabhams. It should make for good racing, while the meeting will also contain the first race in Britain for the new 1,600-c.c. Formula Three cars as well as club races for other categories.

A week later, at Brands Hatch, British spectators will have their first chance to see the new Formula One cars in action at the *Daily Mail* Race of Champions. This is nearly always an exciting race, although the result quite often doesn't have that much bearing on the rest of the season. The cars will already have raced in South Africa and not all the teams will be present at Brands. March, for instance, are giving the race a miss, although they will be represented by Frank Williams Racing, while some drivers will be committed to the Sebring sports-car race, so expect to see some not so familiar faces in one or two of the cars. Nevertheless, the race should be worth a visit and support will come again from Formula Three while the British Saloon Car Championship also gets under way.

### New Offices

Five years ago the racing driver who wanted to take his car to race on the Continent used to complete all the negotiations himself, if he was a private entrant, or this was done for him by his team manager if he was the member of a semi- or professional team. Naturally some of the smaller-time drivers used to rely on friends to complete the actual correspondence, particularly if that friend had better access to a typewriter or could speak French or something.

One such friend was a then public relations man called Paul Watson. He did the task rather well and his driver recommended him to another and then another and so his reputation started to spread. More and more drivers wanted to race abroad and Watson found himself inundated with so much work that he finally decided to give up public relations altogether. He was also a freelance journalist writing for the specialist motor racing weeklies which put him in a strong position from several points of view.

Last year he had so many clients to handle that he was joined by racing driver Peter Gaydon and the pair have further expanded so that they have now just opened a full-time London office in Pall Mall complete with Telex, a couple of secretaries, plus an assistant to handle the publicity aspect of their clients. The firm is now known as Motor Racing Consultants and its reputation is such that even racing concerns with full-time team managers turn to them when they wish to enter cars abroad. Such is the changing face of motor racing.—A. R. M.

## Recent Racing Results

### COLOMBIAN F2 SERIES

THE South American country of Colombia, unlike some of its neighbours, does not have a history of circuit racing. However, a local millionaire has changed all this and just built the country's first circuit in a quarry near the capital, Bogota. To inaugurate this new track a couple of Formula Two races were run in the middle of February, the entry being recruited wholly from Europe by Italian agents. The main interest was provided by a pair of the new March 712Ms entered by Frank Williams, backed by Motul oil and driven by Bell and Pescarolo. Siffert had a brand new Chevron, Graham Hill was in his regular Lotus, while Stommelen and several others fielded last year's Brabham BT30s.

Quite a few drivers failed to realise about the high altitude and were in trouble with fuel metering units because of this, while the new Marches, racing for the first time, seemed fragile and were even flown back to Britain for repairs between races. The two drivers who impressed most were Siffert and Alan Rollinson, the Midlands driver who has been in and out of Formula Two for three or four years now.

The races were both held in two 30-lap heats of the quarry circuit and the border of this was marked with loose car tyres, which proved to be a hazard when knocked into the air by the competitors. Siffert won both heats of the first event and hence was the victor of that one, and then went on to win Heat one of the event the week after. However, the clean sweep was not his, for the distributor drive on the Chevron's FVA engine gave trouble and he finally pushed the car home to be credited with sixth place overall. Meanwhile Rollinson, who had been on pole position for the first race but had been put out of the running by one of those flying marker tyres, raced to overall victory with the Irish Racing Car's Brabham BT30. Rollinson had finished third in the first heat and won the second after the wealthy young amateur Alistair Walker, also in a Brabham BT30, retired from the lead with engine trouble. This was undoubtedly the best performance of Walker's career and he had finished fourth in the race a week earlier. Graham Hill was second overall in the first race but retired in the second without being in the leading bunch. Former F3 men Jurg Dubler and Cyd Williams driving their F2 Brabhams for the first time proved to be competitive but retired in both races.

#### Results:

##### February 7th (Two by 30 laps—235.50 kilometres)

1st : J. Siffert (Chevron B18—FVA) .. .. 1 hr. 34 min. 27.7 sec.—140.6 k.p.h.  
2nd : G. Hill (Lotus 69—FVA)  
3rd : P. Westbury (Brabham BT30—FVA)  
4th : A. Walker (Brabham BT30—FVA)  
5th : R. Stommelen (Brabham BT30—FVA)  
6th : X. Perrot (Chevron B18—FVA)

##### February 14th (Two by 30 laps—235.50 kilometres)

1st : A. Rollinson (Brabham BT30—FVA) .. 1 hr. 28 min. 05.2 sec.—160.41 k.p.h.  
2nd : R. Stommelen (Brabham BT30—FVA)  
3rd : D. Bell (March 712M—FVA)  
4th : P. Westbury (Brabham BT30—FVA)  
5th : E. Corti (Lotus 69—FVA)  
6th : J. Siffert (Chevron B18—FVA)

### THE "SUNDAY TIMES" AND MR. DODD

In the January *MOTOR SPORT*, page 29, we dealt with the *Sunday Times'* remarkable faith in Mr. Dodd's claim of a sustained 138 m.p.h. from a Rolls-Royce Silver Cloud III. The *Sunday Times* had involved us in these claims, so we suggested an amicable settlement in the form of a test by the newspaper's motoring correspondent and ourselves of the Dodd R-R. As we had not heard from them in time for last month's issue we telephoned the *Sunday Times* in February. Their motoring chap, through his secretary, professed little knowledge of the matter and referred us back to advertising, who had already washed their hands of it. Their motoring girl was going to ring back, but didn't. So we conclude that the *Sunday Times* has developed cold feet and that it is game, set and match to *MOTOR SPORT*.



# VETERAN — EDWARDIAN — VINTAGE

## A Section Devoted to Old-Car Matters

THE FIRST CHRYSLER SIX, a 1924 sedan, accompanies the 35th-million Chrysler, a Newport Royal, off the Jefferson Avenue assembly line. It is most encouraging to see this Chrysler Corporation interest in the historic, but unfortunately it seems to apply only to their domestic products, remembering how they disposed of the Rootes STD collection, although they did enable Lord Montagu to buy the 200-m.p.h. Sunbeam and the 1924 GP Sunbeam "Cub" is now safely preserved in this country.



### VSCC DRIVING TESTS, OXFORD (January 31st)

THE Vintage SCC has alternated pleasant driving-test venues with some very dreary ones, like the Slough Trading Estate, Blackbushe in the snow and Silverstone in December. But a BMC car park at Cowley in teeming rain, this year's substitute for Charterhouse, was scarcely any better. However, VSCC members are gluttons for punishment and the tests started in sleet and continued, after a brief lunch break, in heavy rain. Entries were down on previous years, totalling only 49, of which 19 were pre-war touring cars, ten were modified sports cars and 20 consisted of standard sports cars. The tests embraced "boxing" or garaging, a zig-zag, "coming or going?", which involved much reversing, and complicated manoeuvres called "pairing off", "perplexity", "safety-pin" and "Irish threesome".

From the comfort of a Renault 12TL I observed the zig-zag. Griffiths was getting very wet in his completely open Austin 7 Chummy, the lusty Züst had come all the way through the snow from S. Wales, with its cape-cart hood erect, Collings having the only Edwardian performing, and Sunbeam honour was upheld by Elder's 1930 two-door four-light sixteen coupé. Fountain's 1933 Riley 9 two-seater tackled the zig-zag with inner rear wheel clear of the ground, headlamps blazing, Grey's nicely original 1925 Austin 7 Chummy, hood down, pulled up astride the finish-line without drama, while Gledhill's 1928 yellow Chummy had its hood erect but the back panel rolled up for reversing vision and bounced round with inner rear wheel about a foot off the deck.

Kane's 1922 Morris was sedate, taking big sweeps but requiring to reverse, and even Macmillan's 1928 Rolls-Royce hesitated somewhat, but Odell's 1933 open Riley 9 was fast, making wide arcs, wheels juddering, to pull up with a squeal. Perkins' nicely-original 1929 Riley 9 Monaco fabric saloon displayed a good steering lock and stopped easily, aeroplane noises heralded the going into action of Warburton's delectable 1923 Crossley two-seater, the steering of which looked muscle-developing, and Mrs. Hill twirled furiously on the steering wheel of her AJS. She braved the rain, hood furled, at all events to start with. Mrs. Burke drove cautiously in a 1930 Morris Minor saloon with squeaky brakes and half-blanked radiator, Cuss wore a deerstalker in lieu of a hood in his 1933 Riley 9, Knight's Riley "racer" did its best to oblige when its driver wished to accelerate and became enveloped in steam from its outside exhaust, Harding was neat in his 1928/9 Frazer Nash, hood down but screen up, and just as I was thinking that aero-screens for better vision seem to have had their day, there was Ferris making a good run in the Cuss Riley behind two of 'em. Mrs. Mountfort also had two aero-screens on her 1930 4½-litre Bentley, which almost stopped to find the correct route but was quick in-between the pylons. Still was very impressive as usual in his 1937/8 Frazer Nash, with the main screen erect in spite of possessing aero-screens. Alas, he momentarily grated to a standstill.

Cleave's nice 1927 4½-litre Bentley carried racing roundels, Millar's twin-cam 3-litre Sunbeam was masquerading as a modern special, and was unimpressive, needing to reverse (it is a long car), but Binns' 1939 HRG was fast and neat, in spite of emitting queer graunching sounds. Bolton, alas, had to pause in mid-run in his nice

1928/39 Frazer Nash, which had a tonneau cover but no hood in use. The Cherretts performed neatly in the 1928 1½-litre Alfa Romeo two-seater, Barker had his navigation lights on, on the first appearance in such tests of his L.h.d. Model-A Ford sedan, which rolled about but was most effective, with a notably small turning circle (in the entry list it was pretending to be someone else's Bugatti, which may have put it on its mettle).

Tony Jones, the Measham winner, was exceedingly good in his 1923 30/98 Vauxhall, really getting it wound up, Buckle picked his way carefully, his well-known 1929 Lancia Lambda presenting an unusual spectacle with a hood over the front seats only; Hayward met the lack of a hood on his 1932 Alvis two-seater by wearing a white bathing cap, as did Edwards in his Ulster Aston Martin. On this subject of element exclusion, Hill's Type 46 Bugatti had full weather protection, Stafford's 1932 Riley 9 had a sort of decrepit tent but extra hood irons to rearward for use when required, and Newton had the screen folded flat on his 1936 Frazer Nash-BMW. Merriott's 1933 Alvis Speed 20 accelerated well to the stop-line, but was a big car for zig-zagging, Moffatt rushed through the tests in his 1923 Brescia Bugatti, but, for my money, the best turn-out of this filthy wet day was Weightman's real Salmson (1928 twin-cam) really motoring, the whole turn-out looking splendidly period, even to its driver's flying helmet.—W. B.

#### Results:

**First Class Awards:** J. A. Griffiths (Austin 7), P. W. Still (Frazer Nash), P. J. E. Binns (HRG). **Second Class Awards:** P. B. Gledhill (Austin 7), R. Newton (Frazer Nash-BMW). **Third Class Awards:** R. M. J. Andrews (Riley 9), J. R. Perkins (Riley 9), B. Harding (Frazer Nash), D. J. P. Edwards (Aston Martin).

**V-E-V Miscellany.**—The ABC chassis once owned by Roger Paxton has changed hands again. The engine, body and other parts of a Clarkson steam omnibus exist but a chassis is required for completion of this exciting and historic vehicle. Can anyone assist? The GP Sunbeam which Rootes retrieved from exile in Monaco was shipped to Zeebrugge on Townsend Thoresen's *Free Enterprise V*, for display at the Brussels Show—good for Chrysler UK Ltd., who now own this historic car. A move is afoot to form a Register of vintage Rovers, the idea being to include all Rover models up to 1933, as these were identical with the pre-1931 cars. As the Rover Sports Register covers mainly post-1933 cars and we seldom hear of it these days, this appears to be a good idea. The instigator is S. C. Marsh, who owns a 1929 2-litre Rover. His address is: 66, Church Road, Banks, Southport, Lancs. One of the exhibits at the VCC of Australia's annual show at the Claremont Showground, according to *The West Australian*, was a fully restored 1910 6AS Talbot six-cylinder Roi des Belges tourer, one of four exported to Australia out of 52 made. The present owner, John Gloyn, spent more than 4,000 hours restoring the car which, it is nice to know, he says is the last thing he intends to sell, when asked its present value. A 1936 Austin Nippy is being restored in Switzerland.



## WHEN MOTORCYCLING WAS FUN

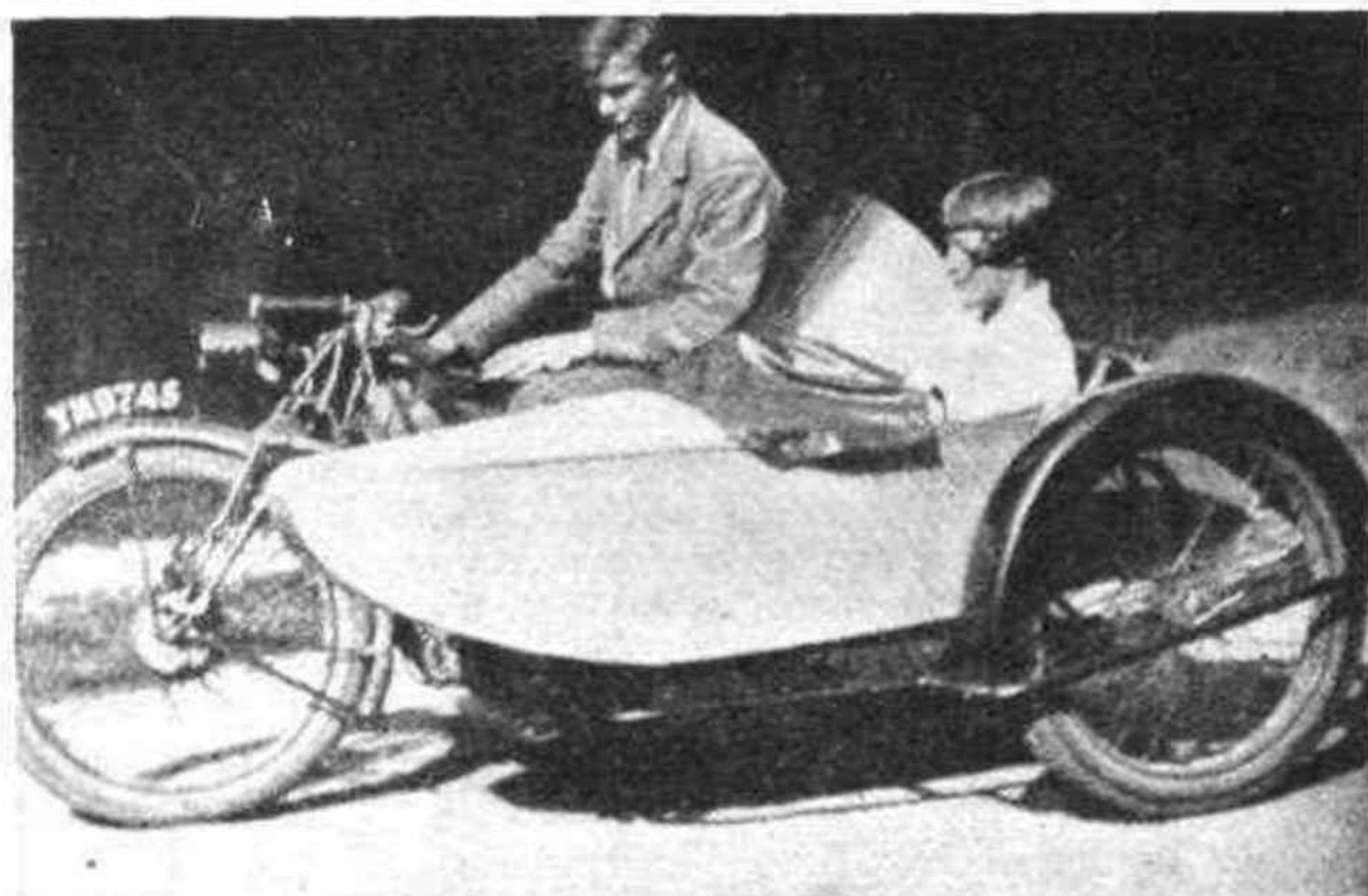
OUR sister monthly *Motorcycle Sport* had an Editorial last month, in which the view was expressed that today's super-bikes have very little to commend them. The theory was propounded that the modern too-big, too-powerful motorcycle possesses little other than status symbolism. Too fast, at 120 per, for prevailing speed limits. As petrol-thirsty, as expensive to service and as prohibitive to insure as a small car. Too heavy for a frolic over the rough.

That is how our sister journal sees it, pointing out that once upon a time tens of thousands of riders opted for a sporting 350, perhaps a 500, which would do 80 m.p.g. and could be used for going to work, for weekend pleasure jaunts, employed in the winter, after a change of tyres, as a trials mount, and might even be pressed into service as a grass-track or short-road-circuit racer. The 1971 £500 4-cwt. machine cannot be used like this, apparently, and *Motorcycle Sport* goes so far as to suggest that the true motorcyclist may soon be compelled to ride a vintage model, as 3,000 VMCC members do, while other two-wheeler clubs are on the decline.

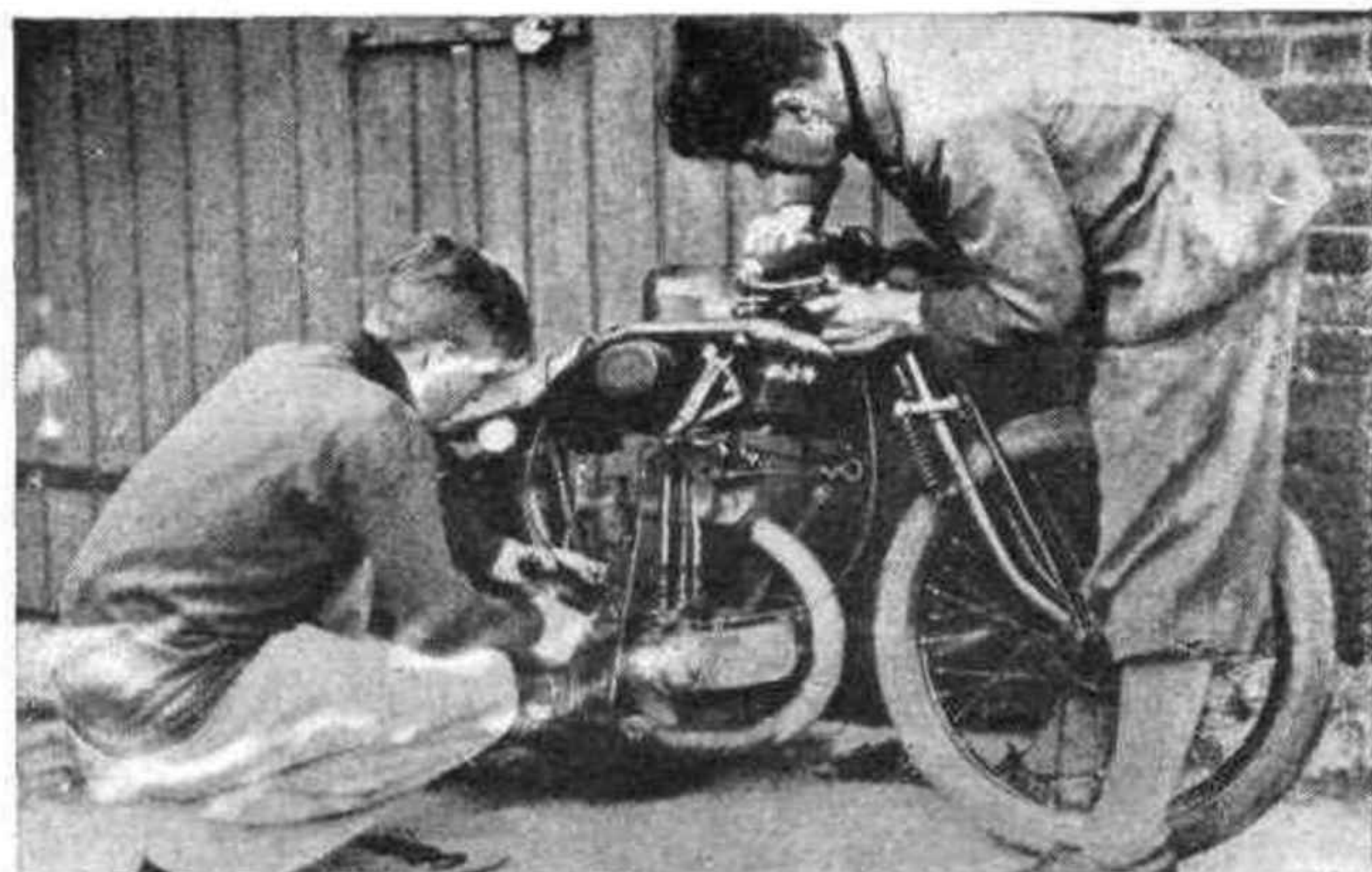
These views set me thinking back to the sort of motorcycles road-tested by *MOTOR SPORT* before I was old enough to qualify for even a two-wheeler driving licence—to the days when motorcycles were FUN. I am thinking of the early and mid-nineteen-twenties (of course!) when *MOTOR SPORT* hadn't a companion motorcycling magazine, so we lumped two-, three- and four-wheelers together in these pages and, come to that, were soon to add boats and aeroplanes. Spacious days!

To my regret, I am no rider. I fall off all single-track machinery, whether self- or petrol-propelled. This has one curious advantage, namely that I can take a sidecar outfit round corners as easily (almost) as I can steer a car, without going bott over bod. But I did summarise those 1920s *MOTOR SPORT* road-tests of solo motorcycles and combinations in the war-time issues and my first, shared, motor vehicle was a 25/- Zenith-Gradua, which we never rode because we couldn't raise the price of a driving belt. Later, there were hectic rides on the pillion of a friend's Cotton-Blackburne, falling off on wet tram-lines and averting horrid accidents by centimetres being part of the enjoyment, such is youth's fool-hardiness. And we took it to Brooklands, inevitably.

All of which prompts me to publish the accompanying pictures of the motorcycles we tested all those long years ago. They may not reproduce very well, but I think they will recapture the times when motorcycles were indubitably FUN—when Rodney Walkerley served his writing apprenticeship with *MOTOR SPORT*, like so many other since-successful motoring scribes, getting for test mainly a series of dull little two-strokes, all powered by the same type of Villiers engine (he contrived to make them all sound interestingly different, nevertheless) before he went on to be Sports Editor of *The Motor* . . . When chaps in wide Oxford bags wrote about how to tune, or "hot-up", a 1925 350 G6 o.h.v. AJS so that its speed increased to 85 m.p.h. and it could compete effectively in Inter-Varsity speed-trials and similar events . . . When a bobbed flapper went along, if the machine had a "chair" attached, to a BMCRC meeting at the Track or a scramble at Red Roads . . . When . . . well, when motorcycling was simple, versatile, inexpensive and thoroughly worthwhile . . .



"When a bobbed flapper went along." The machine is a 350-c.c. o.h.v. Chater-Lea.



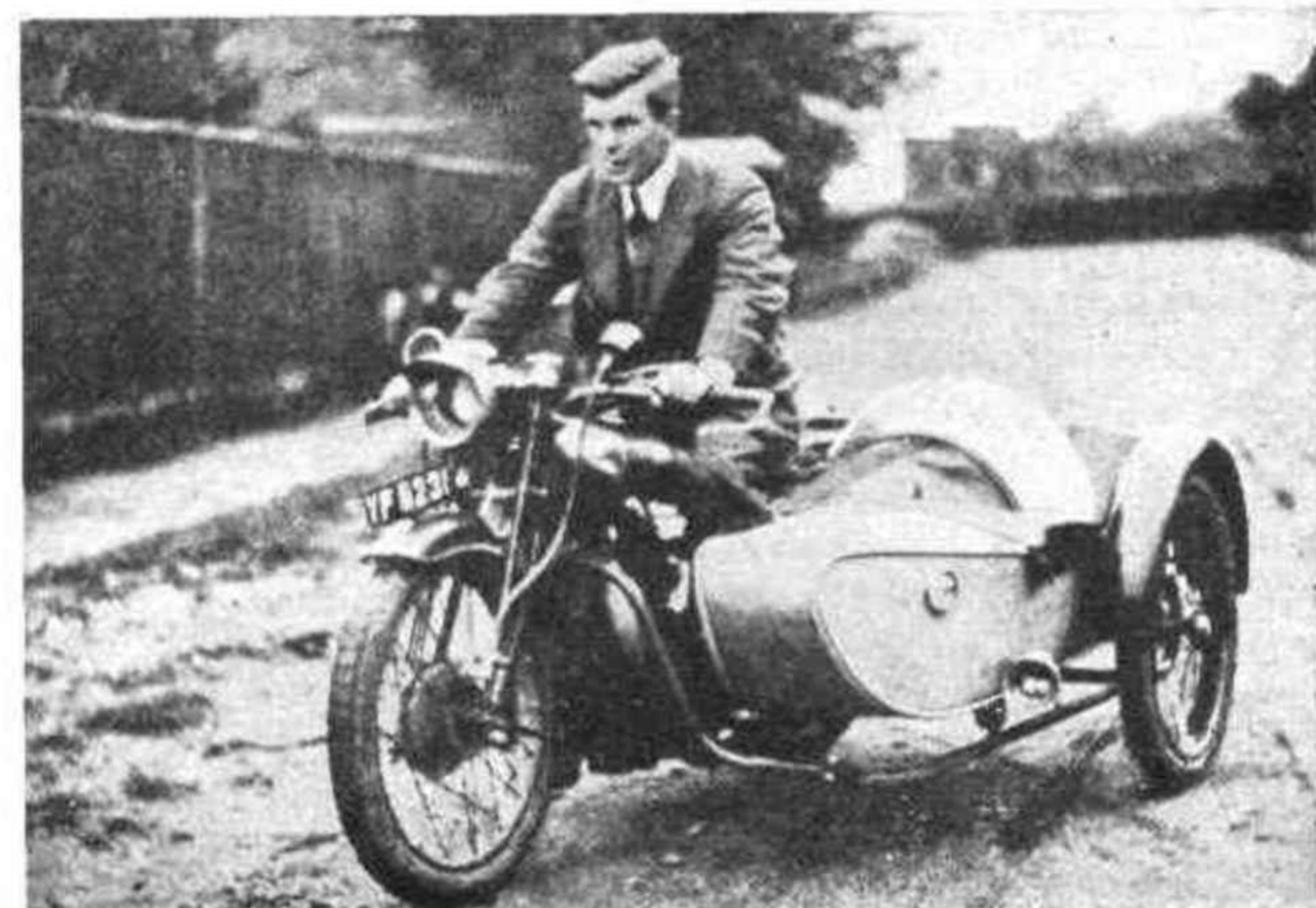
"When chaps in Oxford bags (and plus fours) tuned the G6 AJS. . ."



W. S. Braidwood, B.A., Editor of *MOTOR SPORT* from 1929 to 1932, rides an AJS in the 1926 Inter-Varsity speed trials.

I still think it could be that way, although not wanting to belittle our influential contemporary's powerful Editorial. If sun and fresh air appeal, what better medium to enjoy them with than a motorcycle, which provides more contact with both than a car. Not even a coupé with the top and sides down (draughty!) or a vintage sports car with aero-screens can improve on it. And if off-the-road exploration seems worthwhile, a motorcycle will go where even a Range Rover might not care to follow, at one-tenth, even one-hundredth, of the cost.

Anyway, here are some pictures, which I hope will make the writer of that February *Motorcycle Sport* Editorial truly nostalgic.—W. B.



Another ex-Editor of *MOTOR SPORT*, L. A. Hutchings, with the Model V Matchless combination he road-tested in 1927, taking in a trial as part of the assignment.

# VINTAGE POSTBAG

## Another Converted Char-a-banc

Sir,

I enclose a photograph of a precisely similar body (even to the hinged half-section of screen) to the Fiat char-a-banc in your December issue, mounted on a Vauxhall chassis which, reputedly, had previously been the property of the Marquess of Anglesey.



We used to stay with a lady at Old Colwyn whose husband owned this vehicle for taking visitors round the "sights". Prior to this he owned a normal touring-bodied Star and I remember him whispering to me (in the coveted next-to-the-driver seat) "Now for a burst of speed" and then watching the speedometer creep up to 40 m.p.h. This would be about 1923/4, and the Vauxhall perhaps a couple of years later. It would seem that someone in North Wales had a good line in these conversions. I wonder how many were made, and by whom?—or was the same body put on another chassis?  
Bramhope.

K. L. GRIFFIN.

\* \* \*

## The Frazer Nash "Patience"

Sir,

As an ex-chain ganger I was delighted to read in your V-E-V section that "Patience" is alive and well, albeit a trifle wayward, in the hands of a Mr. Jones. However, as you have a reputation as an authority on the history of cars of this type and period, I was not too happy with the rest of your information about her. I can remember her being driven by Derek (I am fairly sure it was Derek) Parker regularly in competitions until his untimely death in an accident—in an A40—somewhere about 1952 or maybe a bit later.

There was then an interval until she appeared again, this time in the hands of Derek's widow Betty, aided and abetted by Mike Parkes, who was soon doing the lion's share of the driving, and to very good effect, though Betty did not exactly hang about herself. It was, however, this alliance of Parker and Parkes that caused utter confusion among race reporters at the time, each one being credited with the other's surnames, successes and incidents at one time or another.

One of these incidents was responsible for the uncovering of the origin of the Dubonnet suspension. "Patience" had come to rest in some straw bales at Silverstone to the detriment of one front corner, and some suspension unit spares had to be found. Until then it was suspected, but never actually mentioned within earshot of "Patience" herself, that the units were from an old Vauxhall. This quickly proved not to be the case. Several weeks of detective work followed until it was found that the suspension had been specially made by Alford & Alder for a prototype Avon Spécial which I don't think ever saw the light of day. Whether they were bought from Alford & Adler by Raymond Mays and subsequently acquired by Derek Parker is something I do not know.

To return to Mike Parkes, the only car that I can remember him racing that he actually owned was a TD MG. I also remember being strongly admonished at the time not to tell anyone in case his father got to hear that Mike was motor racing!

These are the facts as I remember them, and if subsequent information can be found to add to them, or even deny them, at least the record will be straight. Cars like "Patience" and nice people like Betty (with an r) and Mike (with an s) deserve no less.

Marton.

R. N. ROBINSON.

## Star Matters

Sir,

Amongst the many interesting features in MOTOR SPORT not least is that section devoted to "Cars in Books". In last December's issue you mention one book entitled "The Escape From Monotony".

This title rang a bell and prompted me to hunt through a lot of old junk, where I found a copy of this book and derived a lot of pleasure in reading it again. I think you are a little hard on both Lovegrove and the Star people in suggesting that the book was an advertising stunt. It advertised the car certainly, but it was also an extremely well-written and amusing description of a journey to the Continent in a light car when such journeys were, at that time, still the prerogative of the wealthy in the genuine GT article.

My ownership of Star cars goes back many years and at the moment I possess a 1908 12 h.p. Phaeton and a 1922 11.9 h.p. saloon. In 1922 I bought from the makers a car similar to that now owned by your "Star fanatic"—a mutual friend, by the way. It is hardly surprising that the latter had never heard of the book. It was printed long before he was born and could hardly be called a best seller.

Lovegrove's car was a 12/25 h.p. two-seater, built in the latter end of 1923, and, if purchased at the Olympia Show of that year, would have been a 1924 model. The journey about which he writes was done in the spring of 1925. At the 1926 Olympia Show I bought the actual 14/30 h.p. coupé displayed on the Star stand. The point is that, although closely interested in Star cars, the first time I ever heard of Lovegrove's book was when the makers bought a few score copies of it and distributed them to selected customers at the show.

Purely as a matter of interest and time permitting you might care to look up *The Motor* of March 4th, 1924, page 174-5-6, where John Gilpin gives his impressions of this identical 12/25 h.p. model together with illustrations. Gilpin appears to have impressed himself also to the extent that he bought one from Malcolm Campbell, the London agent.

Chipping Campden.

W. W. MARSH.

**V-E-V Odds and Ends.**—What appears to be a circa-1913 LGOC-B-type/Daimler bus is serving as the basis of a caravan, later developed into a bungalow, in Yorkshire, but may eventually be scrapped. Apparently it was driven to its present site but the engine has since disappeared; chassis, gearbox, axles and solid-tyred wheels remain. A recent Kenning publication recalls the early days of the Group, when soon after WWI, Sir George Kenning gave William Morris (later Lord Nuffield) his first fleet order, for 181 Morris two-seaters, destined for Shell-Mex. Later, from the original Manchester premises a fleet of Morris one-tonner caterpillar-track trucks was shipped by Kenning to Abadan, for the Anglo-Persian Oil Co. Sir George wrote a cheque for £62,924 to Morris Motors Ltd in 1927, when he bought all that Company's surplus stock. George Kenning, JP, CC, is seen in a photograph about to leave the grass aerodrome of Coal Aston for Heston, in the Blackburn Bluebird biplane No. 14 that he flew in a King's Cup air race—apparently displaying racing numbers before a race was regarded as less offensive in the air than on the road. Another picture shows Kenning distributing Shell fuel before the motor-industry began, by horse-drawn tanker. Founded nearly 100 years ago, the Kenning Group is still directed by two men, the third generation of the family, and today consists of over 300 depots and three factories, conducting operations in four countries, employing more than 8,000 people and having a turnover of around £75-million.

The Wolseley Register's Sixth Annual Rally is scheduled for June 27th at Husbands Bosworth Airfield, Leics. Renault are celebrating the 70th anniversary of their service to owners in this country with a cavalcade of early Renaults to Penshurst for a two-day rally on May 15/16th. A. Daunt-Bateman encountered a high-chassis 4½-litre Invicta in Cyprus some weeks ago. It is thought to have been brought in by a serving officer, probably before the war, has been on blocks for ten years in a Nicosia garage but is now being restored. An AJS small car which has been stored in Kent for many years, fitted with a Jowett back axle, is likely to be restored.

A reader wishing to study air race history wishes to obtain between-wars issues of *The Aeroplane*. If the Royal Mail is ever reintroduced, letters can be forwarded.

# BOOK REVIEWS

BEFORE the European motor-racing season starts it is comforting to remember that there are several excellent annuals which adequately summarise, analyse and illustrate what occurred in 1970. Perhaps the most elegant is the beautifully printed "Autocourse 1970-71" annual, published by Haymarket Publishing Ltd., at £3. It covers F1, F2, F3, sports-car, Indianapolis, Can-Am, Tasman and F 5000 races and International rallying, etc., and with fine colour plates and elaborate lap charts, rivals the once-leading "Automobile Year", reviewed previously by MOTOR SPORT, although confining itself to racing whereas the Swiss annual contains some general articles. A similar annual is "Motor Racing Year 1971", with articles as well as racing reviews, which Motor Racing Publications issue for £1.50. It is interesting, too, that an English edition of "Champion of the World", which tells the story of Matra-Elf's contribution to motor racing from 1967 to 1970, including the Stewart/Tyrrell/Matra/Cosworth/Ford World Championship, written by Edward Seidler, is available in similar format, with some good but some too-lurid colour plates, from Edita of Lausanne, who publish "Automobile Year". Incidentally, Elf gives as the reason for Stewart severing with Matra, not his preference for a Cosworth Ford V8 engine instead of Matra's V12, but "Matra's new commercial orientation and their closer links with Renault, which did not allow the renewal of the agreement with Tyrrell"—presumably meaning that the Renault influence would clash with Ford support

W. B.

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A. W. Judge's "Automobile Engine Overhaul", a Pitman paperback, has been issued in a 5th edition, price £1.15.

\* \* \*

K. B. Hopfinger's VW history has been revised to bring it up to date. Called "The Volkswagen Story", it is published by G. T. Foulis & Co., Ltd., price £2.40.

## CARS IN BOOKS

THERE WAS a most interesting "find" in the recently-published "Being Geniuses Together, 1920-1930" by Robert McAlmon, revised by Kay Boyle (Michael Joseph, 1970). The opening chapter refers to Robert McAlmon's English father-in-law, Sir John Ellerman, who lived in Audley Street when in London and, in 1920-21, owned a Rolls-Royce and a Lanchester. Sir John, a shipping magnate, is described as "a man who had a monomania for planning his family's life to the minutest detail—what plays to attend, whom to see and when, what motor runs to take on what day and hour . . . ." The interesting reference comes when both his cars are in use for a journey to Eastbourne. Lady Ellerman rode in the Lanchester, Sir John in the Rolls-Royce, along with guests and: "The Lanchester had a roll which upset her Ladyship, and her Ladyship upset was something formidable, as I realised full blast over the weekend". Unfortunately, we are not told whether both were post-war models, or one or both pre-war cars, nor, if this was so, which was which. One imagines that the Lanchester may have been elderly, even in 1923, or is this an indictment of Forty against Silver Ghost and another reason why it was never as popular as the car from Derby? I am sure Anthony Bird will wish to weigh in on this subject . . .

Apart from this gem, this book, which abounds in names-dropping and is anti the English aristocracy, was not very rewarding from my point of view, although it does contain a reference to a boy friend of Kay Boyle's who, in America in 1923, "drove an open Stutz car with wire-spoked wheels whom I would have married had my family permitted"—a clear case of auto-infatuation, one supposes, but we are not told whether the parents objected to the car or the man! All was well for the authoress, however, because she was soon kissing someone else . . . "in the Model T Ford one evening, above the Ohio River". Apart from this, motorwise there are some tantalising pictures of cars I cannot identify, although that with Joan and Kay Boyle at Cincinnati in 1919 is probably a Columbia Electric,

the sporting tourer in which Laurence Vail and Kay Boyle are riding at Le Moulin in 1929 is something French, I fancy, but the make eludes me (any solutions?), and I assume that the coupe de ville beside which Caress and Harry Crosby are standing, in 1927, is one of Caresse Crosby's Hispano Suizas, referred to previously in these columns.

There is a great deal of motoring interest in "Prince Rainier of Monaco" by Peter Hawkins (William Kimber, 1966). For instance, the Press Officer at the Palace was Mon. Emile Cornet, described as "a retired motor-racing driver who has since, unfortunately, died". I think he would have been the Cornet who finished second in a Maserati, behind Portago's Ferrari, in the 1957 Coupe de Vitesse at Montlhéry, although I believe there was an earlier (or the same?) driver of this name who raced Amilcars. (There was also an L. Cornet who had some success with DB-Panhard's at Le Mans).

There are naturally references to motoring sport in Monaco, although mainly about the Monte Carlo Rally, rather than the GP. The author remarks that "no other South of France town would risk its streets for cars that usually run on special circuits—they have sufficient traffic problems of their own, anyway". This is true today but one wonders if he knows that such street races happened at Nice, Cannes, etc.? One page is devoted to pictures of the start of a Monaco GP and the winner receiving the trophy from Prince Rainier and Princess Grace. The Prince's great love of cars and boats comes over well, but he criticises the professionalism of the post-war Monte Carlo Rallies—" . . . they should try to make (it) much more what it used to be—I mean a contest for gentleman drivers—for the fellow who drives his own car". He refers to the sixty different kinds of tyres made available for one make of car in the 1966 rally. His Serene Highness is also very honest about his collection of veteran cars at the Palace, bemoaning the absurd prices now asked for them. "When I started this collection about five years ago the prices were alright; you could find old cars all over the place, people were glad to get rid of them. But now everybody is collecting them and they even make toy models, the interest has increased so much. And so has the money.—Today, for an old car that is in some terrible condition they ask £3,000—which is ridiculous. You have to go and fetch it for yourself and put it in a truck and bring it back. Whereas I once bought a Model-T Ford from an old man near Toulon . . ." That was the opinion of a very wealthy man, six years ago! At that time HSH Prince Rainier had decided not to collect old cars younger than 1923, his birth year, but since then came the dicey business of the 1924 GP Sunbeam, later reprieved. In 1966 Rainier's cars were a 4-litre four-door Maserati, an Austin Cooper S which was the most used, and "a little Volkswagen because it will go anywhere, it will start in the cold, and it is no trouble. It is a small station-wagon". He "never touched" the official Royal Rolls-Royce, Cadillac and Mercedes-Benz. He admitted he disliked being driven. On long journeys he would stop for petrol, fending off any sign of recognition on the part of garage attendants. This book is interesting also about how Prince Rainier threw Lady Docker out of the Principality, his difficulties with Mr. Onassis and the sad fate of his large yacht, the *Albercazo II*.

## MINIATURES NEWS

JUST before the Royal Mail ceased to be a British institution we received two Lesney miniatures. One of these, "MATCHBOX" No. 19, is an imaginary dragster, which can be ignored. The other, "MATCHBOX" No. 12, is a Setra coach, 3 in. long, the scale being 100:1, priced at 15p. The luxury seats inside the vehicle are reproduced and, at last, the number plates are correctly lettered.—W. B.

## BOND SPARES

THE Reliant Motor Company tells us that it has transferred to Bob Joyner & Son the spare parts business and stock of the Bond Equipe GT, Bond 875 saloon and Ranger van, and Bond Minicar. This arrangement coincides with the closure of the former Bond factories in Preston but does not apply to the Bond Bug which is now being built at Reliant's Tamworth factory. Bob Joyner & Son operate from 816, Wolverhampton Road, Oldbury, Worcestershire. Any warranty claims on the Bond range or other queries should be directed to Reliant at Tamworth.

# LOTUS ELAN +2S

## Speed in Style



LOTUS always seem in the news these days whether it be in the City columns, the introduction of a revolutionary new racing car or the comings and goings of various members of the staff. Colin Chapman and his devotees seem to have come a very long way in a short space of time from their humble workshops in Hornsey to the new open-plan offices and works at Hethel, Norfolk. Every Lotus owner—past, present or future—seems to have strong views on his car. It is either the finest handling, best engineered, most beautifully styled sports car in the world or a dreadful device which was totally unreliable and decidedly overpriced.

Recently we put almost 1,000-miles on the clock of the car that heads the range—the Lotus Elan +2S—and the only things that actually fell off were the rear view mirror which, after a shaky start, finally deposited itself in our lap, and a light-flashing knob. As it happened we were on our way to Brands Hatch, where we found a Lotus mechanic who promptly screwed the mirror back on again. Apart from that the car was totally reliable and showed itself to be a most desirable, if expensive, form of transport which seems to have benefited tremendously from continued development and improvement.

But first, what of the history of the first four-seater (just) from Colin Chapman's brilliant team? It was as far back as 1963 when Lotus decided that some time in the future it would be worthwhile to have a 2+2 in their range. Project studies were commenced and it was decided that the car should basically be an Elan derivative utilising a lengthened, widened and strengthened Elan chassis with the incorporation of as many common parts as possible.

By mid-1964 the rapid development of the Elan coupé was in full swing so there wasn't too much time spent on the 2+2 project, although a basic overall plan had been agreed. It was one misty

morning in early 1965 that the directors and other senior management met in a rather clandestine manner at a North London park to view the first running prototype. Naturally the car was something of a lash-up and the glass-fibre body had been taken direct from the original aluminium styling mock-up. This secret device was called the Metier II.

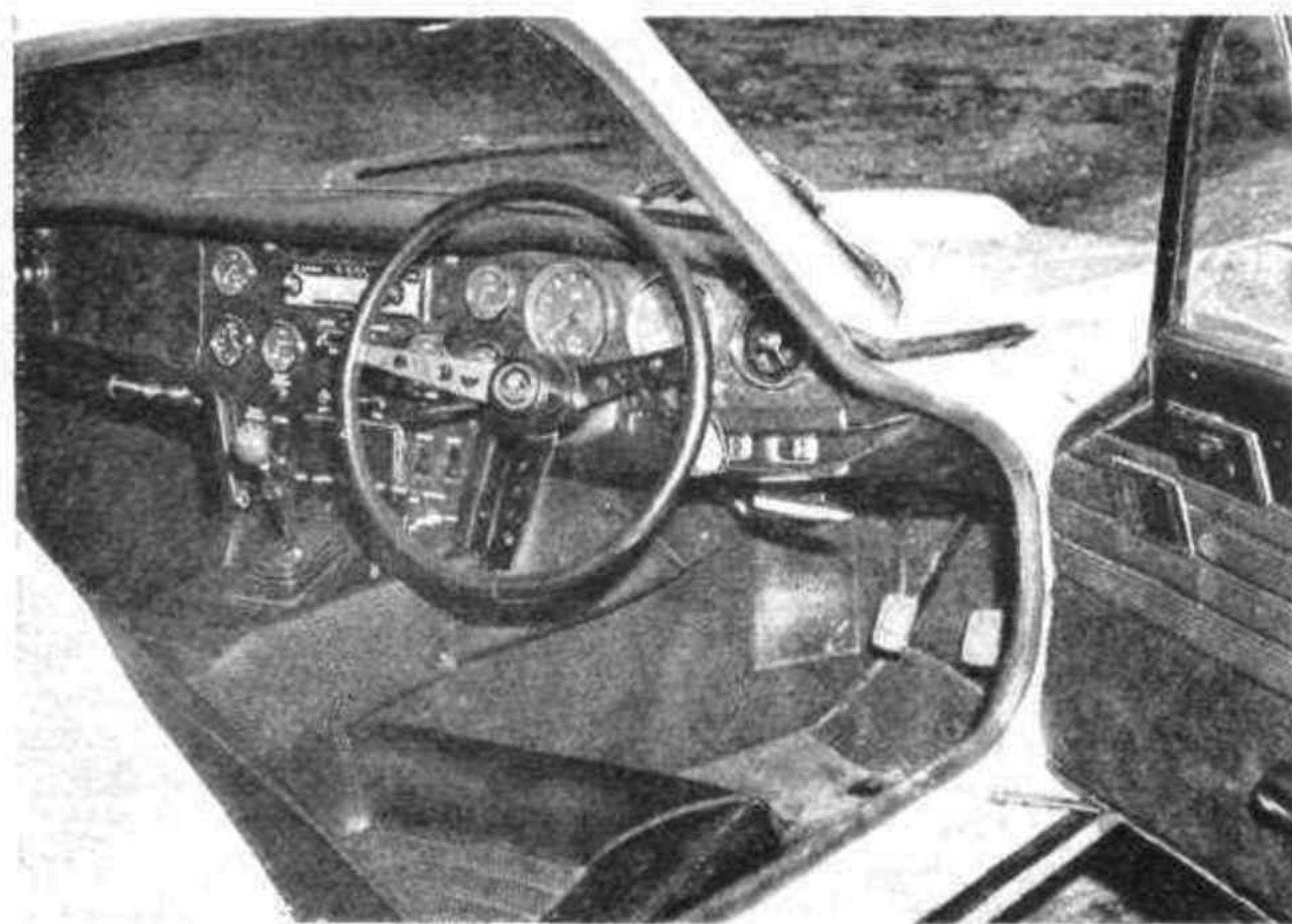
At the meeting known and anticipated 2+2 models from other manufacturers were considered against the new Lotus and it was decided to increase the interior dimensions considerably to meet the car's maxim that it "must be capable of transporting two adults and two children 1,000 miles in comfort with their luggage".

In addition slight styling changes were incorporated in the revised version after considerable wind tunnel testing carried out in conjunction with the Rover Car Co. A drag coefficient of 0.3 was finally achieved but certainly not with the use of some of the rather ugly and tremendously bulbous shapes often attributed to low drag factors. In fact, the Elan +2 was, to nearly everyone, a strikingly beautiful shape, being something of a cross between the original Lotus GT car—the Elite—and the Elan coupé with touches of the Rover-BRM Le Mans car thrown in.

Another prototype was added and later came two new cars with a fully-engineered new backbone rather than the cut-and-weld-modified Elan backbones which had previously been used on the earlier prototypes. With the move to Norwich coming up and Elan coupé sales at a high level it was decided to delay introduction of the car from 1966 until August, 1967, by which time Lotus were in their new factory.

Over 2,000 Plus Twos were built when Lotus decided to revise the model, call it the Plus Two S and announce it in July, 1969. There were improvements which made the car far more luxurious and well appointed, but the engineering concept remained basically unchanged apart from better rear universal rubber couplings for the drive shafts and one or two other features, including plenty of sound-deadening material. For the 1970 Motor Show further improvements included an alternator, a revised cooling system, a Philips radio and a revised and far better silencer. What with ever-rising costs plus the many improvements this has put the price up from an original £2,200, tax paid, to £2,616. Here, perhaps, is the main drawback of the Lotus, for at this price it is in direct competition with a Jaguar XJ6 4.2 or a 2+2 E-type which is only a hundred pounds dearer.

The actual test car delivered to Standard House was an ultra smart white model which was nicely run-in. Once in the driving seat one feels immediately comfortable with steering wheel and gear-lever coming easily to hand. The fascia is a mass of dials and switches all neatly labelled, although their locations take a bit of learning in the dark. The speedometer and rev.-counter are directly in front of the driver, while the other smaller instruments are ranged to the left. These cater for every need, the race-bred Lotus firm obviously having rather different ideas on what the driver should know than some other manufacturers. In fact, thoughtful Lotus even provide an ambient temperature gauge so that you will know whether to put your overcoat on when you get out of the car. Also on the wooden fascia is the radio, which is fitted as standard, and the various rocker switches, including those for the electric windows. Incidentally, considering this is a glass-fibre car,



COCKPIT of the Lotus Elan +2S is crammed full of instruments. Steering and gear-change are delightfully light.

the radio works very well with little interference. There is a decent-sized glove compartment, but getting the hang of the "magic" push rather than pull-to-open idea is a little difficult at first. Underneath this is, for the passenger's convenience, a map-reading light. This is not the sort of accessory that we would fit but once you have it you realise just how useful it can be. In fact, the Lotus is very strong on extra lights for, as well as illuminated boot and engine compartment, there are three ashtrays which all have little glowing lights as a safety factor. There seemed to be a few more trick lights, as well, for happily glowing away on the edge of the doors even when they were shut were red safety lights. The fascia is completed by the air vents from the Lotus through flow-air system which works very effectively. If one wishes to strap oneself in, the safety belts are of the inertia reel type which are built in so that the reel itself is hidden behind the trim.

The trim and carpets are to the standard you would expect from a £2,600 motor car being conservatively black. It is interesting to note that Lotus attempt, as much as possible, to manufacture a large proportion of the car themselves and this includes the production of trim and seats. The door handles are the same as those used on several of the British Leyland range, particularly the 1100/1300s, and are undoubtedly the best for the job. These easy lift-up flaps are so much better than the usual finger-nail-braking devices so many sports cars seem to utilise. The windows are operated electrically, which is great as long as they keep working.

Before driving off we considered just how comfortable those extra two seats would be for adults. The answer is that they might be practicable for popping round to the pub but certainly not for any long-distance runs. As long as the front-seat passenger puts his seat fully forward then the person in the back will be only mildly cramped, but whoever fits in behind the driver is not going to be so happy, particularly if the driver happens to be more than about five foot six. Of course, if the driver happens to be D.S.J. then the problem would not be too bad but, even so, there is no way the Elan +2S can be considered a full four-seater. In fact, even the editorial Scimitar GTE, which is considerably more commodious, has its limitations, particularly for the passenger behind the driver.

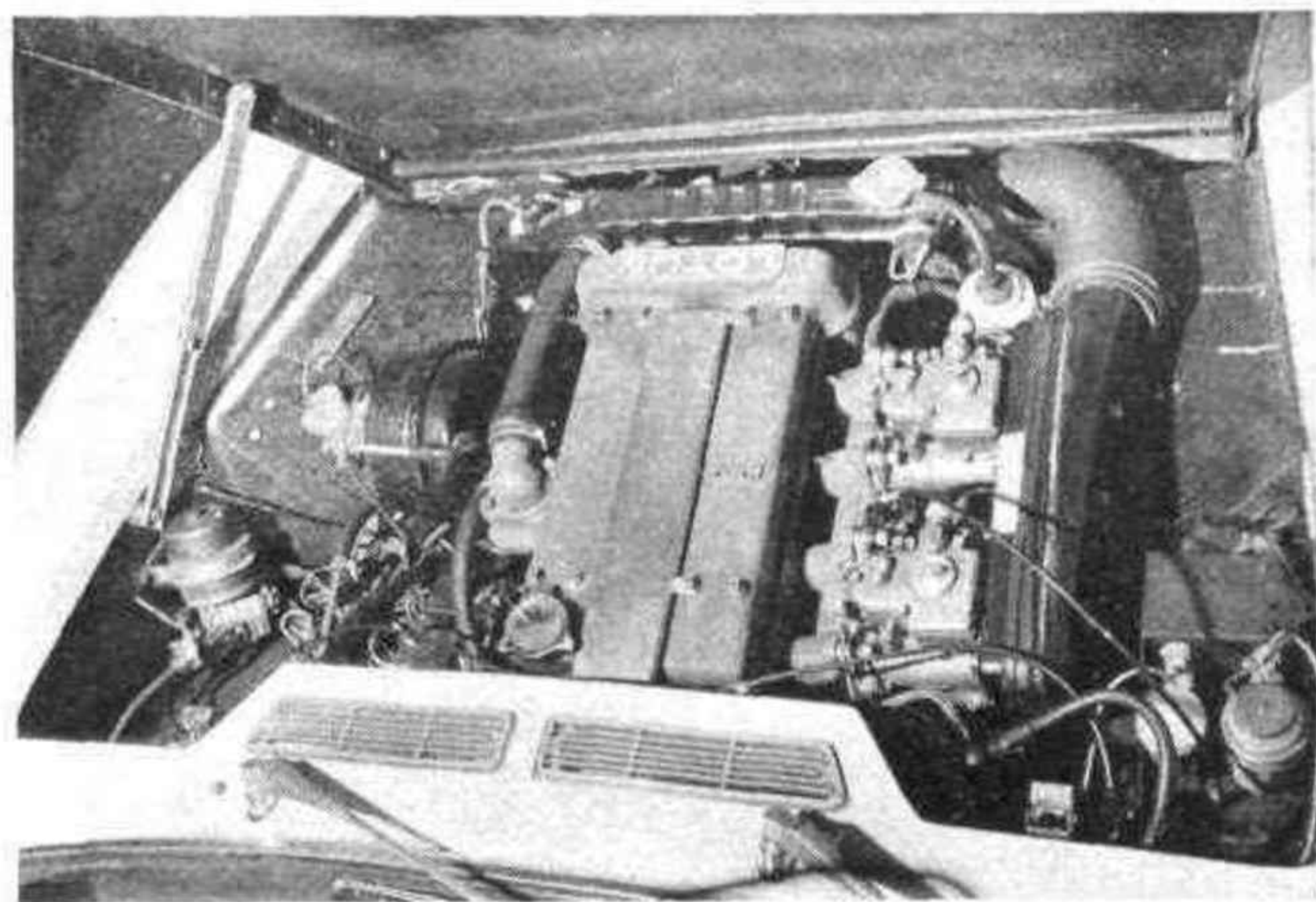
The motive power comes from the famous race-bred Lotus Ford twin-cam in special equipment 1,600 c.c., 118 b.h.p. form. Although utilising several Ford parts, including the block, this is very much a Lotus engine these days for it can no longer be found in any of the Ford range and is built up at Hethel. It is undoubtedly a fine engine, although some owners become a little frustrated at constantly replacing cam cover gaskets and there was a stage when the engines seemed to eat exhaust valves at an alarming rate. This now seems over and, in their old age, the engines have settled down into reliable units, although for the Elan +2S the power is adequate more than sensational.

We therefore commend Lotus' announcement just a month ago that they are introducing a new big-valve version of the unit developed from the lessons learned in racing by former BRM chief engineer Tony Rudd, who is now increasingly making his presence felt at Lotus. By enlarging the size of the inlet valves and increasing the lift and duration of the camshaft Lotus have upped the power to 126 b.h.p. with no loss of flexibility. Also with the new development of the engine comes a stiffer cam cover which will be less prone to oil leaks.

The new car is called the Lotus +2S 130 and in addition to the new engine has a distinctive paint job with a silver cabin area, a strengthened differential plus new outlet drive shafts and revised drive couplings all for the addition of only £60.

Once one starts to drive the +2S the enjoyment really sets in. To drive the car fast and accurately takes a little practice as one adjusts to the precise movement of the steering and the ability to hug the road. First of all the steering is incredibly light and precise and to those used to getting a bit of muscle behind the wheel it will come as quite a surprise. However, once one settles down to the finger-tip control and sheer accuracy then there is no problem. Unlike the GT6 we tried last month, which was light but rather insensitive, one can feel everything that is going on.

Another aspect of driving the +2S is getting used to those rubber doughnut drive couplings. They have been improved tremendously since the early days but there is still a trace of surge under fierce acceleration and also under braking. I fully realise that rubber couplings of this type do have advantages over more conventional Hardy-Spicer-type universal joints and tend to act as a buffer to the transmission, but I still do not like them at all. They also have the



TWIN-CAM power from the Lotus-Ford gives 115 b.h.p. The new uprated engine with larger inlet valves produces around 126 b.h.p.

problem of being physically large.

Lotus have always been known for their excellent brakes and this model is no exception. A servo unit is fitted to assist the all-round discs, but there is still plenty of feel and the cars pull up nice and square making a mockery of those figures on the back of the Highway Code.

The all-round independent suspension with its racing-like wish-bone and link lay-out gives the car superb handling, of that there is no doubt. The glory of it is that you can whip along country lanes with their twists and turns without drama, in complete safety and not working hard while drivers in lesser vehicles struggle to keep up. However, I would suggest that the ultimate road-holding is not up to the standard of the Elan, particularly in the wet. In fact, on one occasion, on what appeared to be a dry road, the tail came round alarmingly and had it not been for the quick steering I might well have spun. As I was unable to repeat the phenomenon I can only assume that I hit a patch of oil, which is a pretty old excuse, but I just was not going very quickly at the time.

High-speed cruising on the Motorways of Britain threw up very few deficiencies, for the Elan will pull close on maximum revs. in top gear and one feels that perhaps an overdrive would be a welcome addition. The top speed is somewhere close on 120 m.p.h., achieved without too much fuss or bother, although naturally one can't afford to be half-asleep at those kind of speeds. Even at a 100 m.p.h. one is completely relaxed but for a Motorway trip at high speed I would prefer the Scimitar, although, of course, the Tamworth device would be left behind on twisty roads.

A side aspect of high-speed touring with the Lotus is the inability to flash the headlights quickly. They are buried away in two

*Continued on page 235*



SPACIOUS BOOT for the +2S which is opened from a pull knob in the well of the driver's door.

# RALLY REVIEW

## THE MONTE CARLO RALLY

### GENERAL CLASSIFICATION

1. O. Andersson/D. Stone*	1596 Alpine-Renault	6h 30m 54s
2. J-L. Therier/M. Callewaert	1596 Alpine-Renault	6h 31m 34s
3. B. Waldegard/H. Thorszelius*	1991 Porsche 914/6	6h 32m 45s
3. J-C. Andruet/G. Vial	1595 Alpine-Renault	6h 32m 45s
5. R. Aaltonen/P. Easter	2393 Datsun 240-Z	6h 38m 21s
6. S. Lampinen/J. Davenport	1584 Lancia Fulvia	6h 39m 47s
7. H. Lindberg/S. Andreasson	1608 Fiat 124 Spider	6h 41m 13s
8. B. Darniche/Robertet	1596 Alpine-Renault	6h 41m 15s
9. J. Vinatier/M. Gelin	1596 Alpine-Renault	6h 45m 06s
10. T. Fall/M. Wood	2393 Datsun 240-Z	6h 52m 27s
11. J. Ragnotti/P. Thimonier*	1950 Opel Kadett	7h 17m 26s
12. H. Greder/P. Pagani*	2490 Opel Commodore	7h 35m 58s
13. K. Fritzingler/G. Zapf*	2551 Ford Capri V6	7h 52m 29s
14. R. Eberhardt/K. Haase	2195 Porsche 911S	7h 57m 17s
15. C. Ballot-Lena/J-C. Morenas*	1990 BMW 2002 TI	8h 15m 37s
16. J. Springer/K. Miersch	1897 Opel Kadett	8h 21m 18s
17. H. Werner/O. Dencker-Andersen (L)	1990 BMW 2002 TI	8h 30m 34s
18. R. Smith/A. Watson (L)	1584 Lancia Fulvia	8h 36m 26s
19. F. Rubbieri/F. Cavriani*	1438 Fiat 124S	8h 40m 34s
20. R. Dubos/R. Martin*	903 Autobianchi	9h 17m 12s
21. A. Cowan/J. Syer*	1275 Mini-Cooper S	9h 22m 38s
22. D. Eymann/Heidi Fuchs	2596 Ford Capri V6	9h 37m 47s
23. H-J. Walter/P. Lier	2247 Porsche 911S	11h 03m 04s
24. D. Paganelli/D. Russo	1608 Fiat 124 Spider	11h 13m 22s
25. M-C. Beaumont/M. de la Grandrive (L)	2490 Opel Commodore	12h 39m 13s
26. A. Jallot/G. Marion	1608 Fiat 125S	12h 56m 42s
27. I. Tchoubrikov/K. Tchoubrikov	1296 Alpine-Renault	13h 47m 31s
28. S. Munari/M. Mannucci	1596 Lancia Fulvia	14h 12m 09s
29. J-P. Nicolas/C. Roure	1596 Alpine-Renault	14h 13m 09s
30. J. Palikovic/N. Juranic*	1296 Renault 8 Gordini	14h 18m 08s

L—All-lady crews.

\*—Class winners.

Coupes des Dames—Hannelore Werner/Oda Dencker-Andersen (17th overall).  
Manufacturer's Team Prize—Alpine-Renault (Vinatier, Darniche and Andruet).

Some rallies are of a constant high standard year by year; others are constantly mediocre. But whatever their end of the quality scale, the majority of them differ so little from their immediate fore-runners that no one year produces features which cause an event to stand out. There are exceptions, of course; the year of the "Magnificent Seven" on the East African Safari, or the "Rally of the Bulb" as the 1966 Monte Carlo Rally was called.

The Monte Carlo Rally, more than any other, is prone to having specific features highlighted each year. There are various reasons for this, not the least of which is the presence of an army of press people at Monaco, all eager to unearth specific stories which tend to become emphasised more than the rally itself. The time-honoured search for the case of a man clamping his teeth around a dog. The second reason is the eagerness of the organisers to stop up any loopholes in the regulations discovered during the previous year, and to introduce whatever reform they may consider necessary without altering the style too much. An example of this was the year 1967, when a handicap was slapped on all competitors who did not declare that they would confine their tyre allocations to eight in the 24-hour run and eight in the 12-hour run. Most elected to run on the restricted number, and had their tyres branded with a hot iron so that no unlawful swapping could take place.

The 1971 Monte Carlo Rally will also be remembered for a special reason, but not one specially highlighted by pressmen or by the organisers. It was brought about simply by the weather.

The Monte has always provided headaches for those tyre manufacturers who provide supplies and service for works rally teams. A rally can use the roughest roads in the world; if they are constantly rough then the same tyres can be used throughout. On a Scandinavian snow rally, provided you ignore the niceties of differing stud patterns, studded tyres are used throughout and there is no need to ponder over compounds and whether to change from knobbles to racers.

On the Monte surfaces are rarely constant. There are dry asphalt roads which require racing tyres, roads covered with packed snow which demand studs of one type, sheet ice which demands another type, and possibly potholed, gravelly tarmac for which unstudded winter tyres could be the best choice.

These constantly changing conditions send tyre fitters scurrying all over the alps to set up their dumps of various kinds of tyre in the best possible positions. Every professional crew will have practised thoroughly before the start, but several days will have passed between the time they last practised a particular special stage and the time they tackle it during the rally itself, and anything can happen to change surface conditions in those few days.

Snow was plentiful in the weeks before the start; so much that some mountain passes were not open to coincide with some teams' practice schedules. Then, during the special stages, every possible

weather condition (except perhaps a heatwave) was experienced and many competitors found that they had made the wrong tyre choice. This will probably be the feature best remembered in years to come of the 1971 Monte.

As always, the Monte used ten starting points (one of which was Glasgow this year, and another Marrakesh) and journeys covering three nights to get competitors to the Principality. An innovation compared to other recent Montes, was the introduction of one special stage towards the end of the concentration runs, some 100 kilometres from the arrival point at the quayside. All the other special stages were kept within the 25-hour Monaco-Chambery-Monaco loop from Tuesday morning to Wednesday morning (nine stages) and the 12-hour meander in the Alpes Maritimes during the Thursday night (seven stages). These two loops are now regarded as the rally proper, with the concentration runs (at least before that one stage this year) being looked upon as a comparatively leisurely trip which survives as part of the rally each year merely because it provides such an excellent vehicle for publicity. Professionals are bored by it; amateurs enjoy the excitement of pulling into crowded controls every few hundred kilometres. Whatever one's feelings, one must accept—however reluctantly—that the AC de Monaco knows when it is on to a good thing, and they would be wrong to drop the run-in sections. At least they took a step in the right direction this year by introducing that extra special stage so that at least a leader could be named when competitors had finished arriving at Monte on the Monday morning.

The tyre problem arose even for the first special stage, for its surface was anything but constant, with deep ruts in the ice on some corners. But a heavy snowfall just about at the time that cars were crossing the stage rather made people's minds up for them.

Factory teams do not leave things to chance, or even to intelligent estimation of conditions from a study of cloud formations! They employ squads of experienced people, generally competitors or former competitors themselves, to drive over each special stage about an hour or so before the first competing car crosses. These people are referred to as ice-note crews, for they carry copies of the pace notes of every car in their team and during their run they note on those notes the exact surface condition of every curve and even straight on the stage—whether the ice be continuous or patchy, smooth or rutted, on the left or right across, and so on. In fact, it is their task to bring the pace notes right up-to-date into highly sophisticated intelligence sheets from which competitors will know precisely what to expect on every corner.

Snowstorms, rainstorms, thunderclaps, floods and landslides were all experienced during this year's event, and it was possible to encounter such varying conditions as ice, snow, ruts, slush, water, gravel, rocks and mud, all on a single stage. Thus it was important for those ice-note crews to be as precise as possible, for one corner wrongly noted would be enough to send a car off the road.

What of the cars taking part? Alpine was the strongest side, with two three-car teams and a bevy of private entrants. But the hopes they pinned on their French drivers were somewhat mis-directed, for it was Swede Ove Andersson who shone the brightest. He joined the Alpine side for last November's RAC Rally after having been dropped from the regular Boreham team. He took the lead on the very first test, never lost it and romped home the winner with his wife Liz being replaced in the navigator's seat by David Stone.

Apart from works Alpines there were factory entries from Datsun, Lancia, Daf, Fiat and Porsche, with supported entries from Autobianchi (supported by Citroen), Opel and BMW. In fact, BMW was the most numerous make of car in the entry list.

Although their drivers were against the idea (and, indeed, their team manager) the Porsche hierarchy decided to enter three of their mid-engined 914/6 cars instead of the rear-engined 911S which had brought them success on three previous occasions. The cars displayed neutral handling characteristics, and this was not at all to the liking of Waldegard, Andersson and Larrousse, all of whom realised that they would be unable to utilise the very safe tail-swinging tactics with the 914/6. Handling turned out to be such a problem that at no time was a Porsche in a position to challenge for the lead, although Waldegard did manage to use his considerable skill to get his car up to equal third position.

To talk of individual performances would be wrong, for there were so many people doing well, but one feels that Aaltonen should be singled out for his incredible display of skilful control of the

*Continued on page 240*

# THE 24 HOURS OF DAYTONA

## Dull Entry—Tense Finish

DAYTONA BEACH, January 31st, 1971.

THE DAYTONA 24-Hour race has, for many years, been the season's opener for the Manufacturers' Championship but this year it became the second event following the 1,000 kms. of Buenos Aires. The entry for Daytona has always fluctuated from very good to mediocre, but this year was by far the worst to date. No true works teams were present, Ferrari, Matra and Alfa Romeo considering the fast banking not suitable for their latest 3-litre Group 6 prototypes.

The strongest most serious approach to the race came from the two Porsche teams. The JW Gulf team had two 917s and a training car for Rodriguez/Oliver and Siffert/Bell. The cars were similar to those used in the Argentine with slightly detuned 5-litre engines and four-speed gearboxes. The team was also trying a new tail section with a lower reduced drag profile and two large stabilising fins but, although this gave increased speed on the straights, it reduced handling efficiency on the banking so was not used. The Martini Rossi Porsches were the two Argentine cars with fresh 4½-litre engines and four-speed gearboxes shipped out from Europe for Marko/Lins and Elford/van Lennep. Due to a breakdown of the ship from Europe, the Martini team missed open practice and the first day's qualifying which determined the first ten places on the grid.

Opposition to the Porsches was from seven privately-owned Ferraris. The most formidable was the beautifully-prepared 512M completely stripped and rebuilt by Roger Penske Racing and driven by Donohue and Hobbs. The car had been completely stripped even to the semi-stressed skin and built up again to perfection. The fuel system was redesigned to try to overcome some of last year's shortcomings and a single spoiler stretched right across the back instead of the more usual twin spoilers.

North American Racing Team had three 512Ss for Posey/Revson, Young/Gregory, Bucknum/Adamowicz and an ugly rebodied 312 for Chinetti/Veiga. Two further private 512s were entered for de Fierlant/Gosselin and Merzario/Juncadella, both painted yellow, although one was from Belgium and the other from Spain.

The rest of the 60-plus entries were Porsche 911s, 914/Carreras, Corvettes, Camaros, Chevron B16s down to a tatty Volvo, a Cortina and a Fiat 124. Fortunately for the fast cars the 140% rule was being applied and only 48 cars came within this bracket, so the real rubbish was excluded from the line-up as they had not lapped sufficiently fast enough.

The first qualifying period was on Thursday afternoon and the top ten times were guaranteed the first ten places on the grid irrespective of what happened on the second day. Donohue set the pace with a lap of just under 1 min. 44 sec., seven seconds faster than Andretti's record, and then he sat back while the Gulf Porsches whittled away at their times until Rodriguez just beat the Ferrari time by 3/100ths of a second. Donohue then went out and chopped another second off with a time of 1 min. 42.42 sec., a speed of 133.919 m.p.h. The Posey/Revson Ferrari 512 was slightly faster than the Siffert/Bell Porsche 917 and they were on the second row. The two Martini cars set times on the second session which would have put them on to the third row, but due to the regulations they were on the sixth row behind two Corvettes that were over 12 seconds slower.

Race day was dry but windy, and the rolling start with 48 starters moved off just before 3 p.m. Donohue put the Ferrari into an immediate lead with Rodriguez hanging on close behind in the Gulf Porsche. On the open track the Ferrari moved ahead, but in the heavy traffic of tailenders the Mexican was able to close right up, even taking the lead for a short time. The traffic in the form of a large piece of Detroit tinware put the unwary Marko's Martini Porsche off, breaking

the rear suspension, which put the car well back.

Both Donohue and Rodriguez refuelled on the same lap and so were close together as they moved into the second hour. Siffert's Porsche had the fuel mixture leaned off in practice, until it reached the stage where it was capable of another seven laps before a refuel. The Ferrari attack was blunted fairly early when both the Belgians and the Spanish 512s went out with engine trouble, as did the NART 512s of Posey/Revson and Gregory/Young. Donohue started having problems after the second hour when a terminal broke on the alternator and two longish pit stops were required to correct the fault. This left both Gulf cars well in the lead, until just after dark Bell left the pits and had the galling experience of a connecting-rod breaking as he accelerated back into the race. This left the Rodriguez/Oliver car in the lead with the Elford/Lennep Porsche just behind, a position which remained until midnight.

With only 20 minutes to go to the ninth hour, Elford had a front tyre go on the East banking and slammed into the top wall, ricocheting wildly up and down the banking to finish on the grass at the bottom. Coming into the tyre smoke and dust Donohue braked as the yellow lights began to flash, but a Porsche 911 was slow to respond and bounced off the Penske Ferrari several times. The Porsche rolled when it hit Elford's wreckage but neither drivers were more than shaken. Donohue struggled to the pits and for an hour and ten minutes the mechanics worked with tinsnips and tape to rebuild the Ferrari body before it rejoined the race.

The Martini team had lost one car and it was not long before the other car was in, having its drive shaft replaced, a job which took over an hour and a half. Then in the morning Marko had a tyre burst and for some time the organisers had difficulty removing the wreckage which was forced hard against the wall at the top of the banking.

As dawn broke the clouds gathered and there was the first of many short showers, which other than causing the drivers some difficulty also delayed the Apollo 14 space shot only 70 miles to the south of the circuit. The Rodriguez/Oliver Porsche was, at the 18th hour, 43 laps ahead of Bucknum and Adamowicz in the NART Ferrari, who were 14 laps ahead of Donohue and Hobbs, although this gap was relentlessly being whittled down. Then the relaxed tenure of the race changed when Oliver slowed and came into the pits with the 917 firmly locked in top gear. For an hour and 32 minutes the mechanics slaved at the gearbox, removing the cogs, replaced those damaged and rebuilt the box, thus if the box worked properly Rodriguez had an opportunity to win. Meanwhile the Bucknum/Adamowicz Ferrari moved into the lead, which increased to over two laps advantage before the Mexican driver rejoined the race. The box worked well; as long as there was no further trouble his lap times soon indicated that the JW Porsche would overhaul the Ferraris comfortably, but Donohue would need some extra luck if he was going to snatch second place.

As the last hour finally ticked away the Gulf Porsche duly took the lead and crossed the line in first place, while Bucknum/Adamowicz were content to hold second place, for the Penske car made two more unexpected pit stops to replace the alternator drive-belt which broke three times in total. A reliable Chevrolet Corvette rumbled into fourth place ahead of a 3-litre Ferrari and various Porsche 911s, 914s and Corvettes.

Except for the last hours and the entertainment of mechanics working under pressure, this year's 24 Hours was dull. However, the next race at Sebring should have the current works teams back into the fray.—M. J. T.

### 24 HOURS OF DAYTONA—Group 6, 5 and 4—Sports Prototypes, Sports, GT and Touring—Daytona Speedway—Warm and Dry

1st	P. Rodriguez/J. Oliver (Porsche 917—4.9-litre 12-cyl.)	Group 5	Entrant: JW Automotive	688 laps—2,622.53 miles—175.75 k.p.h.
2nd	R. Bucknum/T. Adamowicz (Ferrari 512S—5-litre V12)	Group 5	Entrant: North American Racing Team	687 laps completed
3rd	M. Donohue/D. Hobbs (Ferrari 512M—3-litre V12)	Group 5	Entrant: Penske-White Racing	674 .. ..
4th	T. De Lorenzo/D. Yenko/J. Mahler (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: Owens Corning Fibreglass	613 .. ..
5th	L. Chinetti/G. Veiga (Ferrari 312—3-litre V12)	Group 6	Entrant: North American Racing Team	584 .. ..
6th	D. Hines/O. Costanzo (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: David Hines Racing Inc.	581 .. ..
7th	J. Duval/C. Nicholas/B. Bailey (Porsche 914/6—2-litre 6-cyl.)	Group 4	Entrant: Sun Oil Company	579 .. ..
8th	S. Vehr/J. Buffam/I. Kramer (Porsche 914/6—2-litre 6-cyl.)	Group 4	Entrant: Ralph Meaney	571 .. ..
9th	J. Locke/J. Netterstrom/B. Everett (Porsche 911 T—2-litre 6-cyl.)	Group 4	Entrant: Locke Lake Colony	570 .. ..
10th	J. Greenwood/A. Barker/D. Lang (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: John Greenwood	554 .. ..
11th	V. Grimondo/C. Dietrich (Chevrolet Camaro—5-litre V8)	Touring	Entrant: Tokondo Racing	542 .. ..
12th	C. Baker/B. Grossman/S. Brown/C. Reynolds (Chevron B16—1.8-litre 4-cyl.)	Group 6	Entrant: Baker Motor Co.	534 .. ..

Fastest lap: M. Donohue/D. Hobbs (Ferrari 512M—5-litre V12), 1 min. 43 sec.—212.27 k.p.h.

## A THRUSTING EXECUTIVE WITH AMERICAN V8 POWER

*ON THE LIMIT.*—MOTOR SPORT'S road-tester trying hard in the wet with the Zodiac V8.

A COUPLE of months ago we explored the possibilities of installing eight-cylinder Vee engines into various unsuspecting vehicles, including the Europa, Escort, Capri and Cortina. With the exception of the Escort, V8 Fords had been used in the examples we referred to, so it was easy to accept Willment's offer of an Executive Zodiac equipped with an ordinary American Ford 289 V8 engine rated at 200 b.h.p. for a two-day trial, which included taking performance figures at a Surrey test track. This Zodiac, which belongs to Peter Mahne who is a director of the aluminium company Hunter Douglas, was built almost exactly along the lines which we were recommending in that article, so it was doubly interesting to be able to explore the practical results of our theories. The pitfalls we mentioned—overheating, strengthening of body, stiffer suspension and better braking—had all been tackled remarkably efficiently, though performance was nothing like one might envisage of a V8 because the whole job had been completed with the accent very much on touring. However, the suspension and braking work allowed this large Gin Palace on Wheels to get across country in Britain at a creditable pace, whilst the driver pondered idly behind the power-assisted steering.

From a standing start the automatic Mustang three-speed transmission was reluctant to accept a loading of more than 2,000 r.p.m. before accelerating away, so the initial take-off was leisurely until 50 m.p.h. or so, when the Executive started strutting along at a great pace towards 90 m.p.h. The standard rear transmission components were retained, including a 3.7-to-1 final drive, and the engine developed maximum power at 4,400 r.p.m. so the top speed was limited by valve float at 5,000 r.p.m.! At least that was what the tachometer told us, and in the absence of any further gain in speed we desisted from destroying Mr. Mahne's engine in the hope of obtaining another 0.5 m.p.h.

Although the Zodiac was immaculate for our test it is no "washed every Sunday, 50 mile per week" machine, having covered a total of 20,000 miles, approximately half that distance being in V8 form. Prior to the insertion of the current power unit, a mildly tuned production 3-litre engine was used in conjunction with the same modified suspension as is fitted at present. Interestingly Willments found that when they lowered the V8 into the space once occupied by a V6, there was no change in ride height, so if there is a difference in weight 'twixt the two engines, it is a fairly marginal one that did not have to be compensated for in setting the car up for better road-holding.

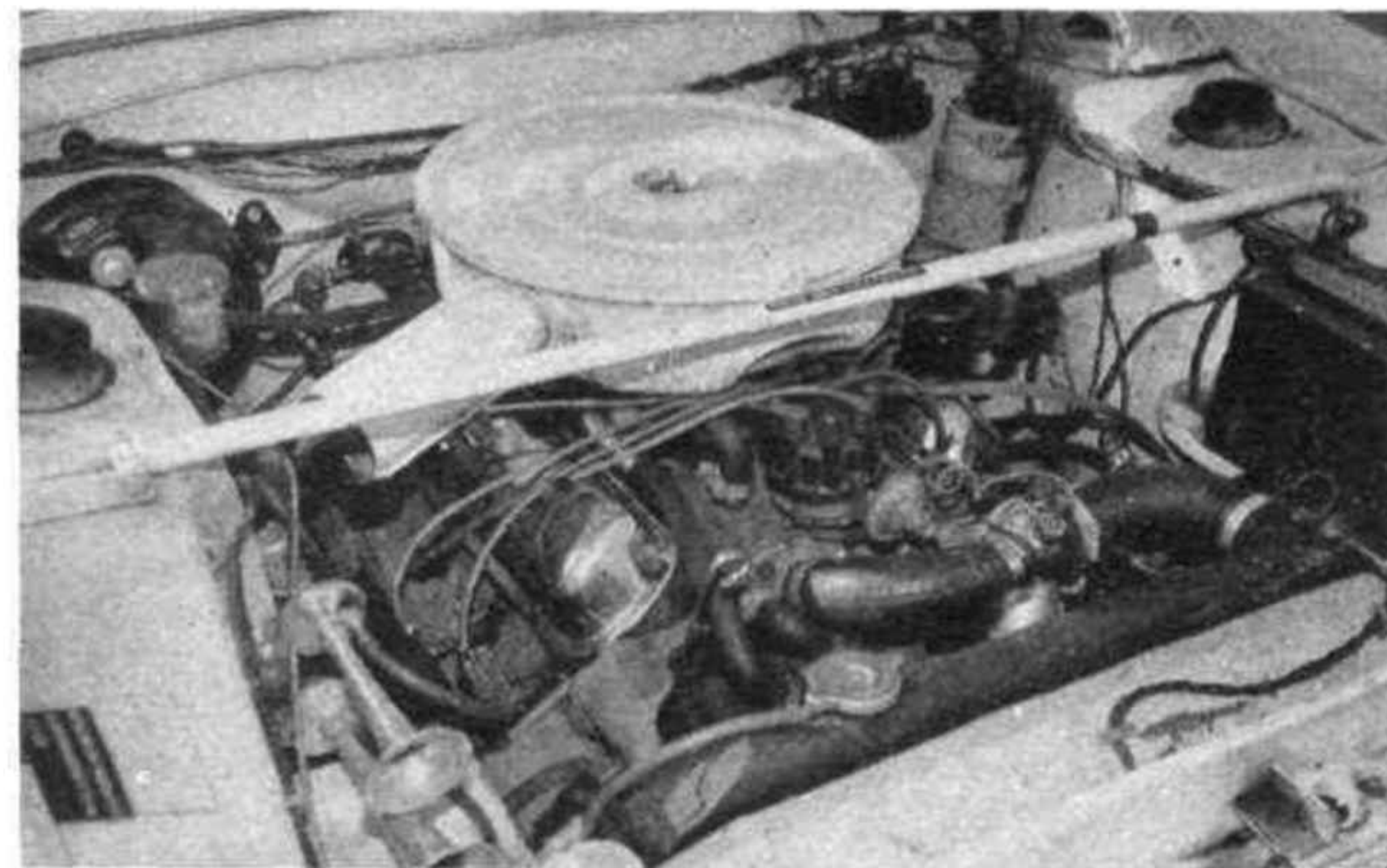
The 4.7-litre Ford V8 was bought secondhand for its fresh home, but the Mustang transmission was new. This "cooking" V8 was rated at 200 gross b.h.p. developed at 4,400 r.p.m. when new, coupled to a very impressive torque figure of 282 lb. ft. at a leisurely 2,400 revolutions. Bore and stroke dimensions at 4.0 by 2.87 in. sound like those of a high-revving beast, but in the tested form the V8

is right at a low point in its development: the high performance version of the same power unit offered 271 b.h.p. at 6,000 r.p.m. and served as the basis for many a competitive power unit in Mustangs and GT40s.

The new engine slotted into the naked acres of Zodiac engine bay without need to recourse to internal panel work modifications, so far as we could see (Willment's man confining himself to the titbits printed here and the comment "we spent a lot of time and money developing this car, so I am not about to tell you how we did it!"). The transverse rod across the engine bay is an obvious strengthening measure to provide an extra degree of front end rigidity; a similar idea can be seen on most racing and rally Escorts, while the poor old Anglia seemed to draw its limited handling pretensions mainly from such rods. The production crossmember was suitably braced and V6 engine mountings adapted to a new role in the cause of supporting the V8.

Early tests with the car showed that it had a tendency to overheat and after some thought, and miles, a bigger radiator and separated twin-exhaust systems were installed. Apart from a discreet V8 badge on the boot, these massive mufflers are the only give away to this Q battleship, unless a side view of those 6 in.-wide Minilites is obtained.

The bigger radiator's temperature is controlled by a pair of thermostatically operated Kenlowe electric fans, their cut-in point being between 70 and 80 degrees C on the Smiths oil temperature gauge fitted into the wooden hole vacated by the water temperature



*ENOUGH ROOM* to fit the Ford V8 engine into the Zodiac engine compartment without any "tin-opening". Note the stabilising bar.



dial normally found on production Zodiacs. This latter modification was the only obvious departure from the standard Executive cockpit, even the automatic transmission "T"-shaped lever and associated slots being just as they left Dagenham, despite operating that imported transmission.

Mike Crabtree, who looks after the Willment performance side at Streatham, was obviously unimpressed by our reporter's knowledge of the Mk. 4 Zodiac and recommended that we borrowed a late model Executive for comparison. This J.W. agreed to do, but those impressions will have to wait until next month as we could not get a car in time for this month's press date. However, the points which were not clear to us can quickly be understood by reference to the brochure, disc brakes being standard all round with 9.63 in. front diameter and 10 in. at the back; the Willment version has Ferodo DS11 pads in a successful effort to provide as much "stop" as there is "go". The Macpherson strut front suspension on the Willment car was substantially uprated by attention to the internal strut valving, but the rear suspension was left untouched, save for a pair of Armstrong Adjustable 22 shock absorbers, as the coil spring independent system provides just enough room for a heavy load in production form: therefore lowering the ride height would mean the car spending rather too much time on its bump stops, should the car be carrying anything like its full capacity. Other modifications include moving the spare wheel from its home in between the radiator grille and the engine to the boot, where it rested unsecured at the time of our trial, together with all the tools we were likely to need should something unfortunate happen. Generously proportioned, 185 by 14 in. Goodyear G800 tyres coped nobly with the demands of test track and normal road use.

When the time came to leave the Willment forecourt and face the slightly damp night run down to Sussex, the warnings to take care over handling the car were still very fresh in our ears. In fact, we managed something over 200 miles in the 24-hour loan period and it was only on this first trip that the Zodiac gave us even the slightest heart-quickenning moment.

Initially our driver made the mistake of trying to conduct the Willment Executive without the practical, retracting, seat belts in use. A mistake because the plush seats offer little in the way of support, and the power-assisted recirculatory ball steering linked up to the padded 16½ in. wheel needs a fair amount of twirling for any real deviation in course.

The characteristic V8 rumble came through clearly mainly on overrun, though the roar on determined acceleration was still present despite Ford and Willment's well-sorted efforts on sound deadening. Trickling through London suburbs the car felt rather like a Mercedes 250SE, you even aim it by the bonnet mascot in the same manner. A speedometer which is as near accurate as makes no difference right up to the car's maximum speed was appreciated as it helped a lot in accurately assessing stopping distances.

Outside town the twin-headlamp system picked up the contours of a long straight B road leading towards Box Hill. From 50 m.p.h. onwards the inertia of the automatic in Drive position was overcome and the palace on wheels burst forward in very impressive manner. In fact the size and floating sensation over the road's ripples served to make the driver double check the exact width and possible avenues of withdrawal while waiting to overtake. At 70 m.p.h. it was difficult to hold the car on a stable course, though subsequent familiarisation and a steady throttle opening overcame these problems to a great extent on the return journey. Having covered 40 miles we set off back to town looking forward to the trip. Our expectations were fully justified for a firm hand on selecting course during the entrance to a long fast bend let the Zodiac power through in a very stable understeering condition without fuss or much body lean. Slower corners were deliberately circumnavigated with respect and at velocity appropriate to an unmodified Mustang running on the same rim widths. A vigorous session at our test track on the following day confirmed that our road impressions had been translated correctly for the car tends to plough straight off course on understeer lock if liberties are taken at low speed. It has far more resistance to roll than the author has observed in standard Zodiacs at lower speeds though, so the conversion has paid off in this respect too, without sacrificing the American style riding characteristics which the 150,000 people who have bought the Mk. 4 Zephyr/Zodiac model apparently prefer. From personal experience we know that a Zodiac can be made to handle in such a fashion that a four-speed manual, with a standard V6 engine, can be chucked about on opposite lock in the same manner as an Escort! The man who did that conversion was one Barry

### Willment Zodiac Performance Figures

#### Performance :

0-30 m.p.h. . .	4.1 sec.	0-70 m.p.h. . .	14.5 sec.
0-40 " " . .	6.2 " "	0-80 " " . .	19.6 " "
0-50 " " . .	8.0 " "	0-90 " " . .	26.9 " "
0-60 " " . .	10.8 " (11.0)*		

#### Ratio changes :

Hold 1 . .	58 m.p.h. (25 in Drive).
Hold 2 . .	68 m.p.h. (45 in Drive).

Maximum speed : 98 m.p.h. at 5,000 r.p.m.

Fuel consumption : 14-17 m.p.g. (estimate).

Speedometer error : One m.p.h. fast at 70 m.p.h.

Acceleration in Hold 2 : 50-70 m.p.h. . . 6.5 sec.

Converters : John Willment, 189, Streatham High Road, Mitcham.

Car valued at £1,200.

\* Manual Zodiac.

Lee, who is employed in the family garage called Coventry Hill Service Station at Ilford in Essex. His car was intended for auto-cross, but the suspension worked equally well on the road, so super sporting executives (and less status-conscious brethren with Mk. 4s) now know where ultimate Zodiac handling can be found. In between the latter standard and production abilities came this Willment version, but they too have the know-how to make alterations according to individual taste.

Reading purely from gross figures (the only one obtainable for the American engine, unfortunately) we found that the V8 engine gives an extra 44 b.h.p. and a boost in torque of 90 lb. ft. Looking through the acceleration figures one finds that the effect has been to make the automatic V8 more than a match for the four-speed manual transmission V6. The top speed is limited by the V8's ability to rev, so the only answer is a numerically lower rear axle ratio, which isn't listed in the Ford catalogue.

So far as sustained cruising was concerned the Willment Executive was definitely suitable primarily for Britain's speed limited roads, continuous speeds of an honest 90 m.p.h. plus being accompanied by temperatures in the order of 90 degrees and 40 lb. oil pressure instead of the usual 50 lb. So good is the sound-proofing and so gallant the engine that one can be flogging it to death without knowing it. No roughness ever betrays the engine's distress at operating flat out, just the wavering rev-counter needle and other instrument readings, as related.

We found the lack of a throttle kick-down below 60 m.p.h. rather a handicap on roads such as the A24/23, but a modicum of judgement allows the best use to be made of that 50-70 m.p.h. D performance in 6.5 seconds (which compares with that of a TR6 in third gear) and the driver can once again enjoy the luxury of effortless power and ride over any tarmac irregularities, very comfortably enthroned away from the elements, or city traffic. How long one stays ensconced without visiting a petrol station depends, naturally, how twitchy one's right foot is, but a range of 210 miles to 260 proved within the car's capabilities; the lower figure including performance testing. Though we were slightly troubled by oil haze from the exhausts after a spell at high speed, there was no detectable difference in the lubricant level recorded by the dipstick after 200 miles: incidentally the sump holds a gallon of Castrol GTX.

By the time that we were heading into our London office and the return of the Zodiac to Streatham, the Zodiac had become a firm friend. The size is soon acclimatised to and the rumble from that V8 allied to prompt acceleration using the manual holds make the Executive V8 a very agile beast in town, its imposing dimensions and quick take-offs making it a reasonable bet for town use and admirable for luxurious commuting. The brakes were light and superbly graduated, so that lock-up point on the powerful servo-assistance could be easily judged: all the same it still feels a big car to stop, even compared to a Capri.

We have reported on this modified Zodiac using the standards applied to far more prestigious and expensive machinery, thus a number of criticisms have been voiced. However, the car was a pleasure to drive, made a very welcome change from some of the screaming tin cans and is just the job for those who have graduated the hard way and who want to get their money's worth from daily motoring with a punch.—J. W.

# RUMBLINGS

## ■ RENAULT—THAT OUTSTANDING FRENCH MAKE.

When the Editor came to write about the cars he drove last year he was somewhat perturbed to find that 1970 went by without a Renault being reported on—perturbed because he has a considerable respect for this great French make, which is making notable, one might say visible, sales inroads on the British market. In previous years we have reported on the excellent Renault 16 and 16TS and this f.w.d. model has been the paving-stone, as it were, for the present demand and high reputation of Renaults in this country.

The Renault small-car range is a comprehensive one indeed, with the 4, 6-850, 6-1100, 8, 8S, 10, 12L, 12TL and 12 Estate to back up the 1½-litre R16. These cars are selling well, and the already large Renault depot at Western Avenue, Acton, is being further extensively expanded to cope with rising sales and service demands. Not only that, but exclusively-Renault service depots and garages are increasing throughout Britain, as you may have noticed. When thumbing through a foreign-car book of service depots we turn invariably to Radnorshire, because this least-populated county in the land (only three sets of traffic lights throughout the pleasant length and breadth of Mid-Wales) can be a place of no-hope if your imported automobile runs into trouble there, but if help is to hand in darkest Rads, this seems a good omen of good service facilities overall—Renault, we note, has a service garage at Dolau. . . .

To keep ourselves up to date on the make we tried recently a Renault 12TL, promptly laid on by the Acton PR office, which Alan Dakers controls with quiet efficiency, and Mr. Ronald cheerfully administers with a willingness to talk about vintage cars as part of the process. Some time ago we called the Fiat 128 the best of the present small cars. Fortunately, there is no compunction to compare this product of Turin with the 12TL from Billancourt. The Fiat is light to drive, lively, and possesses plenty of eager performance if forced along. The Renault is altogether more stolid, perhaps less lively (but with only decimals of a second in it, from rest to 50 or 60 m.p.h.) and is obviously built for dependable comfort. It uses a normally mounted engine and gearbox with front-drive, has a quite good floor gear-change (although reverse selects a trifle harshly) and soft comfortable seats which support the occupants admirably in armchair luxury and, in the TL, have precision knob-adjustment of the well-padded squabs. There is easy-riding suspension, but less roll when cornering than with an R16, good disc/drum brakes, and steering which is positive and firm rather than light but unpleasantly sticky around the straight-ahead position.

We are not necessarily in favour of symmetrical instrument and control layouts, providing the dials are easily read and the knobs and switches placed conveniently. The 12TL has scattered controls but all well to hand, even the fly-off l.h. under-facia pull-out hand-brake being accessible unless one is firmly strapped in. The Javelin radio, however, involved quite a stretch to tune it. Twin r.h. stalks look after lighting, turn-indicators, etc. The heater has to be adjusted from time to time, as on so many cars, but this is readily done by turning a big knob



**CONTRASTING VEHICLES.**—The comfortable one is the Renault 12TL, a truly excellent small car. The other is a reminder that they still use steam-rollers in remote Radnorshire, where, nevertheless, there is a Renault service garage. . . .

with positions numbered from 0 to 10, on the right of the facia. Apart from plenty of heat, the vented four-door body has almost every required ventilatory permutation and a Securit heater effectively demists the big back window. Add to this efficient screen-washing and wiping and the vision-safety factor is high, although the wipers are more effective for passenger than driver, being for l.h.d. cars. The body is, we noted, undersprayed with Valvoline Tectyl, and a typically Renault practical feature is the master switch on the Dinin battery, the terminals of which are drilled to take a plug-in lead lamp. The beam of the Cibie headlamps is externally adjustable, to allow for a full load. Nervous occupants will be reassured by good road-holding, aided by 13-in. Michelin "ZX" tyres, and crash-padding in front of their knees. A capacious lidded facia well is supplemented by generous under-facia shelving and a central bin closed by the arm-rest, the interior decor is "expensive" but in no-wise garish, and the boot very roomy.

The TL version of the 12 has useful extra equipment such as illuminated boot and glove box, centre arm-rests front and back, cigar-lighter, anti-dazzle mirror, rheostat panel lighting, extra warning lamps, front ash-tray, grab handles, and that essential heated rear window, etc. The 73 x 77-mm. (1,289-c.c.) push-rod 5-bearing wet liner alloy-head engine gives 60 (SAE) h.p. at 5,250 r.p.m. It thrums a bit at speed, although its general noise level is in keeping with the commendably quiet running of the 12TL as a whole. The lines are somewhat angular but aerodynamic advantages are claimed for them, even to negative lift at the rear. (Renault have never made a really handsome car since the days of their Dauphine, Floride and Caravelle.)

Altogether this is a very notable little car, economical to run; the tank was full of 4-star petrol when we left Acton and it ran dry after 325 pleasurable miles, consumption averaging 34.4 m.p.g., and, of oil, 400 m.p.p. in a completely dependable mileage of 1,300. The 12TL sells for £969.05, and, as someone said, although everyone raves about Fiats, Renaults have been out-selling them here, by 5,612 cars in the first nine months of 1970.

■ **TWO MORE TRIUMPHS.**—We have been testing most of the Triumph models in recent months, and two of the last to arrive for appraisal were the 2.5 PI Mk. II saloon and a sports TR6. The former is now an impressive 110-m.p.h. full-size family saloon, with very adequate straight-line performance and good road-clinging, using i.r.s. and, on the yellow test car, Goodyear G800s. The Mk. II version appealed much more than a 2.5 PI we sampled in 1969, the whine from the fuel pump of the Lucas fuel-injection equipment being less pronounced, starting, with some choke, no trouble, and the steering now of power type, giving finger-light parking with high gearing (just over three turns, lock-to-lock) for precision in fast driving. We still find the rather haphazard planting of dials and controls less satisfying than the "ergonomic" layout of a Rover 2000 or 3500, and the Triumph PI gives the impression of lighter construction, having a more lively ride (and handling) than that of its Solihull rivals. The Triumph PI relies on a comparatively long-stroke six-cylinder engine which, normally outstandingly smooth, becomes a bit rough towards its modest peak speed of 5,500 r.p.m. and at the fast 1,000-r.p.m. idle. But overdrive, in top and 3rd gears, selected by that sensible slide-control on the gear-lever knob, ensures very little stress when cruising at 70 to 80 m.p.h., and the disc/drum brakes are equal to the 2.5's very real performance. The gear-lever has long movements, less notchy than on some Triumph boxes, but positioned so that 3rd gear is sometimes retained in the mistaken impression that the highest ratio has been engaged—a tribute to the quietness of the gears.

On the whole, we all enthused over the latest 2.5 PI Triumph, which is a very fast car on long and difficult journeys, at the expense of a 20.8 m.p.g. 4-star petrol thirst. Oil also disappeared from the sump in startling quantity. There were minor irritations, such as wipers which left much uncleared mud on the shallow screen in dirty weather, which, in conjunction with thick screen pillars, made for "peep" vision at road junctions, a barrel lamps-switch which had one notch out in relation to its labelling, and a driver's door which defied self-locking with the sill internal lock down. But with comfortable seats, lots of room within, that very impressive smooth surge of acceleration as the fuel-injection six is unthrottled and handsome revised styling, this is quite a motor car. One of our drivers was inclined to prefer it to his BMW 2002 and when Lord Stokes backs the Triumph in like context he is aware that the Coventry product costs £1,777 whereas the least-expensive BMW is priced at £1,648 and the 2002 costs nearly £100 more than the Triumph, in this country—while the Mercedes-Benz range starts at £798 higher.

The next Triumph we took over for test was that big, british petrol-injection sports car, the TR6, using the saloon's PI engine.



The revised, smoother styling of the Mk. II Triumph 2.5 PI.

The TR6 followed Britain's first fuel-injection sports car, the TR5-PI, and has improved styling, trailing-arm i.r.s., an anti-roll bar, 5½J wheel rims and disc front brakes. We collected this hairy car from Standard-Triumph's Acton depot, where the receptionist for Press enquiries, who reads *MOTOR SPORT*, chided us gently for preferring Rovers to Triumphs, and drove out into London's traffic. These days there is no drama about crossing the Metropolis in a 150 b.h.p. two-seater. Oiled-up plugs, teeth-jarring suspension, "impossible" crash gearboxes and intractability due to lack of torque are of the past. The TR6 showed no signs of overheating when held up in traffic jams, which are a Western Avenue disgrace, but the clutch was fierce, there was a lusty exhaust burble from its big twin tailpipes when idling lustily at 1,100 r.p.m. and it "pinked" on the half-tank of fuel provided, and the fuel pump made an alarming whine.

Out of the traffic it proved a very quick motor car, previously undiscovered bends appearing on familiar roads and journey times shrinking impressively. The TR6 rides on a separate girder chassis and its 75 × 95 mm. (2,498 c.c.) six-cylinder engine gets to maximum safe speed at 5,500 r.p.m., normally running at under 5,000. There was overdrive on the test-car, selected by a rather loose r.h. stalk-lever, and this is desirable because the engine is all too willing to exceed peak revs. A flick into o/d gives a maximum of nearly 70 m.p.h. in second gear (o/d functions on the three upper ratios) and the axle ratio gives a vintage-like 21.2 m.p.h. in top, over 26 m.p.h. in o/d top per 1,000 r.p.m. Acceleration is not, as we expected, of the punch-in-the-shoulders variety but nevertheless is in the 0 to 60 m.p.h. in under nine seconds category and on short straights the 140 m.p.h. speedometer surges to 100 or 120 m.p.h., according to circumstances. Such performance has to be paid for but we averaged 21.2 m.p.g., getting 24 m.p.g. on favourable long runs, and an oil consumption of 1,500 m.p.p. from an engine 17,000 miles old. To check the latter you have to walk round the car twice. On main roads the TR6 can be driven mainly in top and o/d top, a flick down into the former providing a notable increase in throttle response to the accompaniment of a rise in the exhaust bellow.

Cornering in a TR6 is less "scientific" than in cars like Lotus, Alfa Romeo, etc., but it clings on excellently, even with the Dunlop SP Sport radial tubeless tyres protesting, at front or back according to the type of corner being driven through. In spite of the big 165 × 15 tyres and 3¼ turns, lock-to-lock of the small, leather-covered wheel, the rack-and-pinion steering is light. The TR6 is, then, an impressive sports car in the traditional form, which only British Leyland now make in any quantity. It is primarily a two-seater, with comfortable, adjustable squab p.v.c. bucket seats, but these lift up for access to a back-shelf compartment. Wind-up windows and a good hood give full weather protection but the heater is not impressive, unless the scuttle flap is opened. The Triumph does have plenty of amenities, however, such as a lockable cubby in the wood fascia, anti-dazzle mirror, visors with make-up mirror, illuminated cubby and boot, lidded ash-tray, floor-level interior lamp, rheostat panel lighting, provision for a tonneau cover, door pockets and a quick-action fuel filler, etc. The short central gear-lever and between-seats hand-brake are well placed and a l.h. stalk-control puts on the lamps (foot dipping), a r.h. short one works the turn indicators, and there are fresh-air gimbals in the fascia—sensible simple controls. The boot will take quite a lot of luggage. Smaller dials indicating heat, fuel, charge and oil-pressure readings supplement the main dials. At night speed was restricted by lamps trying to burn a hole in the road instead of showing the way, but they were augmented



The big, brutish petrol-injection sports car, the Triumph TR6.

by Lucas fog and spot lamps. As to fuel range, the tank capacity is quoted as 11¼ gallons, but it wouldn't take much over ten. The ignition key inserts normally into the fascia instead of being buried, as on other Triumphs, down below.

An excellent successor to the Austin Healey 3000, the Triumph TR6 seems good value at £1,453, especially remembering the sophisticated fuel-injection power unit. Wire wheels, a hard-top, etc., are available as extras.

■ **MARCH MOVEMENTS.**—While visiting the factory of March Engineering Ltd. at Bicester to see the first of the 1971 Grand Prix cars being built we took the opportunity of finding out what has happened to all the March 701 Grand Prix cars built last year. In some of the races the March contingent of works cars and privately-owned ones was very similar to the Lago-Talbot scene in the Grand Prix races of the early post-war years and the 250F Maserati scene in the races of 1954-58. A further similarity to the Maserati days was the facility that March offered to customers in that they could send their own mechanics to the factory to complete the original building or later overhauls. A total of ten March 701 cars was built during 1970, given a simple numbering system from 1 to 10. The factory team used 701/1 and 701/5 for Amon and Siffert, respectively, and had 701/6 with a lighter monocoque as a spare and test car. Ken Tyrrell bought 701/2, 701/4 and 701/7 for his drivers Stewart and Cevert, and Andy Granatelli bought 701/3 for Andretti, 701/8 was driven by Peterson under an arrangement between March and Colin Crabbe, and 701/9 was sold to the Rhodesian Team Gunston for John Love to race in S. Africa; 701/10 was built and sold to Hubert Hahne, but never raced, and the lawyer's pantomime over this car was typical of the 1970 Grand Prix season.

During the season many of the cars were modified or crashed and underwent rebuilds ranging from new wishbones to complete new monocoques, but whatever happened to the car March Engineering insisted that it kept its original works number; 701/1, 701/3 and 701/9 all underwent rebuilds involving new chassis monocoques. During the winter a number of the cars changed hands, one changed its character completely and a brand-new car was built for a private team, this being 701/11. Tom Wheatcroft, the Leicestershire builder and Grand Prix car collector, has bought 701/1, which he displayed at the Racing Car Show in the centre-piece and let Derek Bell drive in the January race in the Argentine. Tyrrell was trying to sell all or any of his three cars, but having said that he got Gardner to design the Tyrrell Grand Prix car because the March was not competitive; he is not likely to find a surfeit of customers at his price. The STP-Oil-Treatment-Special, number 701/3, was rebuilt with a new chassis and a 2½-litre Cosworth V8 engine and Amon and Oxton drove it in the Tasman races for STP. Siffert has bought 701/5, the car he raced last year, which he ran himself in the Argentine and will run in Swiss hill-climbs this year. The thin-gauge chassis car 701/6 has been acquired by Frank Williams for use by Pescarolo until a 711 is ready, and 701/8, which was yellow and maroon last year and is now red, has been rebuilt with a V8 Alfa Romeo engine installed as a rest vehicle for the March/Alfa Romeo contract; 701/9 is still in S. Africa and the unraced 701/10 is still in Germany with various people sniffing around it and making offers.

The new March 711, described in detail elsewhere, is being built in five examples, 711/1 having an Alfa Romeo V8 engine for de Adamich to drive, 711/2 will be the first Cosworth-powered works car, and 711/3 the second Cosworth-powered works car, 711/4 will be a similar Cosworth-powered car for the Williams team and 711/5 will be a spare works car.



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LOTUS 2+2 TEST—continued from page 227

pneumatically-operated pods and these have to swing lugubriously into position before they can issue the warning of impending approach. By then you might as well have used the loud air horns instead for the operation takes about five seconds and the knob of the pull switch came away in the Editor's hand before I even sat in the car. Included in the specification are also two fog and spot lamps mounted below the chrome bumper and these could be flashed instead.

Performance in the traffic lights grand prix is not to be sneered at for 0-60 m.p.h. time of just over eight seconds makes the car on a par with something like a Triumph TR6 and not much slower than a Jaguar E. Still accelerating the +2S will be up to 100 m.p.h. in around 25 sec.

My personal acquaintance with the car was unfortunately all too brief for, while the Editor was able to clock up some 800 miles, my trips in the machine were unfortunately limited to various runs within London and a drive down to Brands Hatch to see the new Formula Atlantic. Meanwhile, the chief photographer drove the car out to Epping Forest with myself tagging along behind in the Triumph GT6. We did discover that the Lotus had far superior brakes when the photographer spotted a suitable spot for pictures and almost collected the GT6 up his glass-fibre boot. The said gentleman, who is an avid MG-B GT owner of some years standing, was not at all impressed and, above all, claimed that the car smelt of glass-fibre and he would not have one as a gift. As we said, Lotus models usually promote strong feelings. Having disturbed some budding lunch-time romances in a rather remote part of the forest, the Lotus returned to London by way of some most dreadful traffic jams but showed no signs of becoming overheated.

Running an Elan +2S should not, in theory anyway, be an expensive operation for the fuel consumption worked out around the 23-24 m.p.h. mark, while this engine was not very heavy on oil, although twin-cams do usually develop a thirst to the tune of a pint per 500 miles after a year or so. Lotus dealerships are usually run by enthusiasts possibly with a competition background so service should be efficient and knowledgeable if you pick the right place. Lotus have recently instituted a new scheme where, for a small charge, urgent parts are despatched via a security service van rather than by the rather hit-and-miss British Rail system, particularly as all lines hardly lead to Norwich.

Despite its high price the Elan +2S is attracting something like 40 buyers a week and many of the more affluent young amongst the population see the car as a definite alternative to a Jaguar XJ6. One lesson we learned from the road-test is that Lotus have undoubtedly more than got the hang of making luxury cars which are a far cry from those first Lotus 6s and 7s Colin Chapman built not so many years ago.

### "The 130"

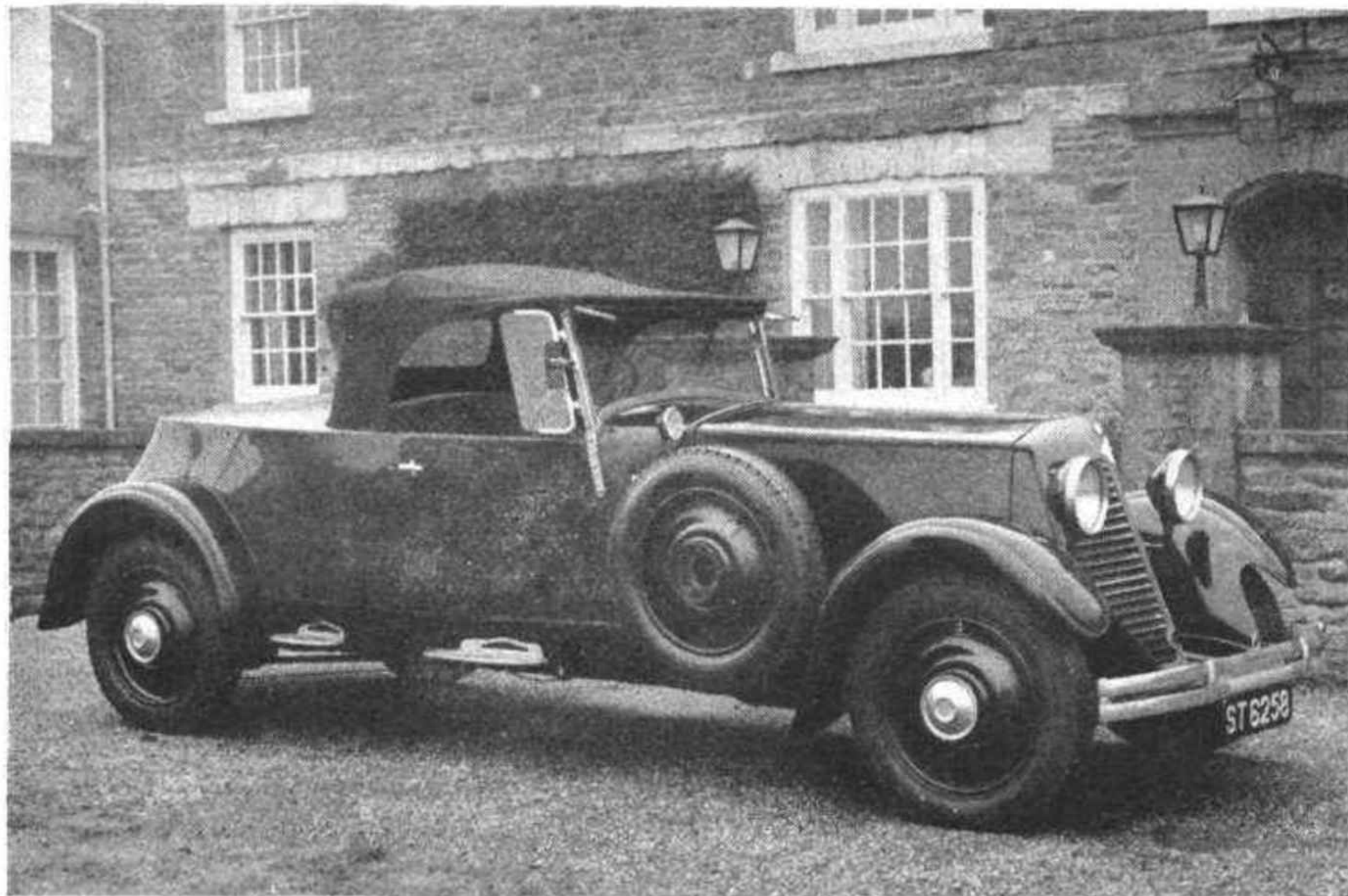
As mentioned earlier, Lotus have just announced a new version of the Plus 2S called the "130" and as we closed for Press we were able to borrow one of the first of the new cars for a quick Sunday afternoon's drive to assess briefly the improvements. Our refresher drive served not only to remind us what a good car the Elan Plus 2S is, but also to show that those extra 10 b.h.p., plus the other improvements, are excellent value at an additional £60. In fact, we anticipate sales of the normal Plus 2S falling considerably as the pepped-up version catches on.

Just as the publicity material said, the larger inlet valves and slight camshaft alteration has in no way adversely affected the engine with regard to tractability and, if anything, made the car easier to drive. Also noticeable was the great improvement in the rotoreflex couplings in the rear-drive train and the dreaded surge is now almost completely eliminated. We gather that these new couplings, developed for the 130, will be used on the ordinary Plus 2S types as well in the near future. Incidentally, our only complaint about the 130 was the fact that the driving rear view mirror was just about to fall off!

A quick blast up the Motorway showed that performance was considerably improved and the car ran right round to 7,000 r.p.m. in top, which can only be described as impressive. This was achieved with such a lack of fuss and wind noise, one imagined that we were only a fraction over the legal limit. With this new version it appears Lotus have got very close to the ultimate that can be expected from the Plus 2S. With Tony Rudd working energetically to ensure new standards of quality and reliability for the Norwich concern their future seems bright.—A. R. M.

## RARE CAR:

### A VINTAGE STRAIGHT-EIGHT RENAULT



*NERVASTELLA.—The baby-white-elephant caught by the camera at its lair in the Midlands. The body is by Harrington.*

WHEN I HEARD that a straight-eight Renault was to be found in this country I thought that it might offer material for another White Elephant safari.

Contact was made and one foggy January morning I pointed a Range Rover up the M1, heading for the abode of this rare Renault. Soon we came to a halt as a result of the inevitable Motorway shunt but the mile-long traffic tangle was sorted out eventually and I duly arrived at the intended destination.

Although I had hoped that the car I was about to drive would be one of the big 7.1-litre 90 x 140-mm. Reinastellas, the two-seater with which I was confronted had the more modest dimensions of the Nervastella, which model the maker's identification plate under the bonnet proclaimed it to be. So, unless the engine had at some time been changed, what I had unearthed was a 1930 75 x 120-mm. (4,240-c.c.) 27.9-h.p. Renault Nervastella, still a very unusual encounter but not big enough to rank as a true white elephant, which by my standards should exceed 5-litres. A baby white elephant, perhaps?\*

By 1929 Renault Frères of Billancourt realised that at last their great 9.1-litre six-cylinder 45, with its Edwardian characteristics of paired cylinders, priming taps, valve caps, wooden wheels and scuttle radiator was out-dated, even if, in single-seater saloon form, it had been, in 1926, the first car to exceed 100 m.p.h. for 24 hours—see *MOTOR SPORT* for March, 1965.

To replace this astonishing luxury car, the biggest-engined vintage car in series production, the autocratic Louis Renault ordered a new range of straight-eight automobiles, and also endorsed his new quality-models with the "stella" or star nomenclature and badge. Not only that, but he finally resorted to a radiator in the conventional place at the nose of the chassis, after a dashboard cooler, albeit hidden by the scuttle from 1922 onwards, had been the Billancourt trademark for over 30 years.

The first of the notable new Renault models to have this innovation, using frontal slats to conceal the change of face, was the 7.1-litre eight-cylinder Reinastella, another great luxury car. It was an imposing chassis, priced at £1,550, but like its six-cylinder predecessor, the Reinastella eschewing anything so modern as overhead valves. By 1928 10% of the cars on the British market had eight-cylinder engines. By 1929 the number of eights had risen to 14% of the total, and by the end of the vintage era the figure was 18%, increasing to over 20% by 1931. So Renault was merely following the fashionable trend in using such a power unit for the larger of his new top-class models, all the luxury examples of which were identified by a "stella", or star, nomenclature. The resemblance of these revised Renaults to then-current Chrysler models may be remarked, and in design

details also the post-1928 Renaults appear to have had some superficial relationship with this American make—there is always fresh motoring history to unravel and someone might well pursue the possibility of Chrysler influence at the Paris plant. . . . The fact remains that in frontal aspect, the line of its front mudguards and the use of a s.v. straight-eight engine and 3-speed transmission, these new models appear to have been inspired by the methods of Detroit.

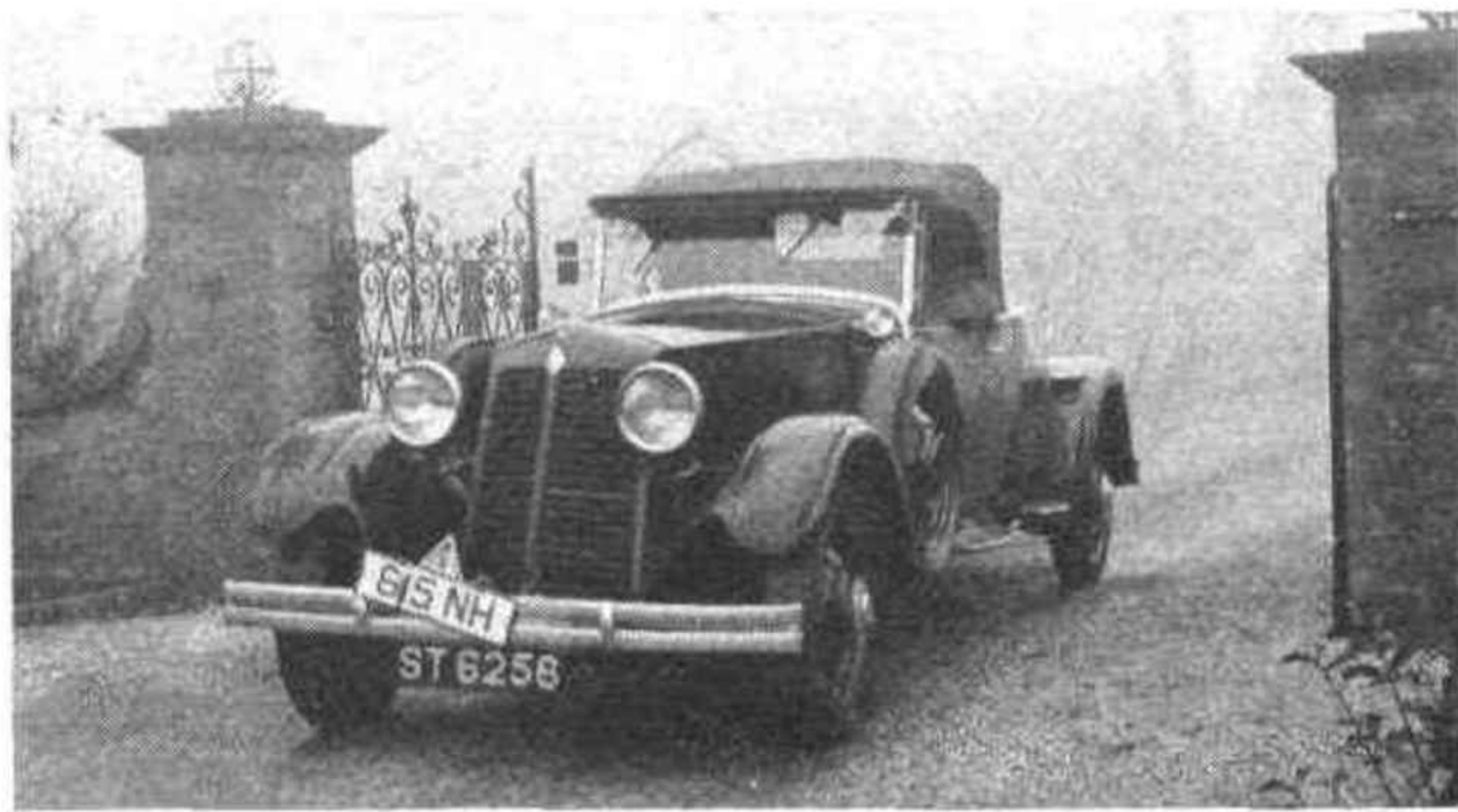
In due time the smaller of the new Renault eights, the Nervastella, like the 45 before it, left its mark in the competition archives, a Nervastella aerodynamic coupé averaging nearly 102 m.p.h. for 5,000 miles in 1934 to take the 48-hour record, and a more normal coupé winning the following year's Monte Carlo Rally, driven by Lahaye and Quatresous, followed by the Liège-Rome-Liège.

The Renault I had come to see was coaxed into motion. It is a Harrington two-seater, first registered in Inverness, and presumably imported as a chassis. It was discovered in Newcastle, looking rather sorry for itself, but has been repainted and generally smartened up. The sleek black bonnet is balanced by a high tail, which comes to a reluctant point and in which, had the decked top been removed, two extra passengers, presumably intimate as well as slim, could have been accommodated.

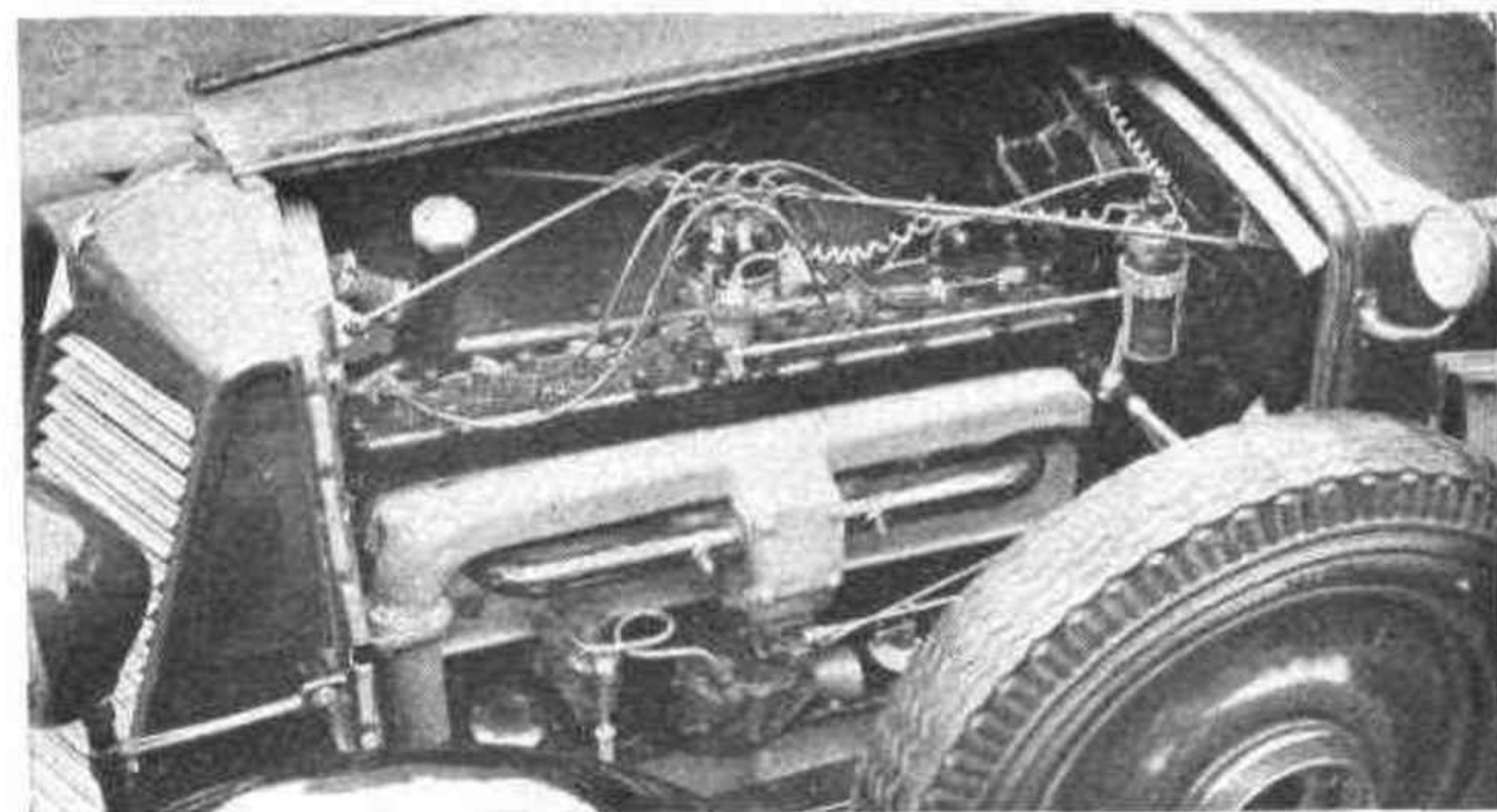
The bonnet opens conventionally, after some contortions to manoeuvre it round the side-mounted spare wheels and scuttle-located sidelamps and the placing of duster to prevent its ill-contrived panels scratching the paintwork when it is propped open, revealing the very long but otherwise uninspiring engine, which is set well forward close behind the disguised radiator. The latter, in its Chrysler-like cowl, is concealed behind no fewer than 40 horizontal shutters, painted to match the rest of the car and divided by the vee of the cowl. These shutters are thermostatically-controlled from the cooling system, with no hand over-ride control, and they gave the traditional Renault frontal aspect, which presumably appeased Billancourt over its sudden change of face. Incidentally, even with a front-mounted radiator Renault retained air-extractor vanes on the flywheel at the back of the engine, these being clearly visible on this car.

The engine is a straight-forward side-valve unit, with the dynamo and water pump in tandem, driven from the timing gears, at the front, on the off-side. A square-section quill-shaft couples the dynamo to the water pump, probably contrived so that should the pump freeze up the drive will shear before any damage is done. There is the usual, vintage-type, sump drain-tap operable while standing beside the car, the starter also occupies the o/s, and both it and the dynamo are of Renault manufacture. Going round to the near-side of this lengthy engine, I was confronted by the "plumbing". A small-diameter tubular inlet manifold is topped by a large and agricultural-looking, square-section exhaust manifold, which has a front off-take and, in the centre, a substantial heater-box or hot-spot engulfing the inlet piping. The updraught carburetter nestles below this hot-box, and on the upper face of the exhaust manifold the firing order is just discernible—1, 6, 2, 5, 8, 3, 7, 4.

\* This raises another matter for historians. Why was the Reinastella so much more expensive than the Nervastella, which was of almost identical design except for the different bore and stroke? Either, it would seem, the former was over-priced, or else the latter was sold at a low or minus profit to promote the new straight-eights, which, as multi-cylinder engines were fashionable by 1930, should not have been necessary.—E.S.



Emerging for an airing, the 1930 Renault straight-eight risks the English fog of a January morning, to show the Editor its manner of going.



The near-side of the Renault's eight-in-line engine, showing the exhaust-heated circular-section inlet manifold. Note, too, the very conveniently extended water-system filler and the eight-cylinder distributor, now a Lucas component.

Ignition is by coil, the distributor rising from the cylinder head to spoil the otherwise uncluttered appearance of this box-like engine. The original being unserviceable, it has been replaced by an eight-cylinder Lucas distributor, retaining twin points for peace of mind, although one set would have sufficed. The wiring here is rather untidy but the vacuum control has been discarded and the original hand advance and retard control adapted. The oil-radiator has also been deleted but the chassis retains its one-shot lubrication system.

The engine drives *via* a plate clutch to a 3-speed and reverse gearbox and thence by torque-tube enclosed shaft to a spiral-bevel back axle. Suspension is by  $\frac{1}{2}$ -elliptic springs at the front but the back of the car is supported by Renault's individualistic cantilever and splayed  $\frac{1}{4}$ -elliptic layout, the shock-absorbers being lever-type hydraulic.

The Americanisation extends to the bumpers and the disc wheels with their small flat nave-plates, but the radiator shell proudly wears the small diamond badge which is still Renault's hall-mark, and a small five-pointed star indicates that this is a superior "stella" model. Reverting for a moment to the under-bonnet features, although one hardly supposes that this was a car likely to be bought by owner-drivers, the designer obviously wanted to be helpful, even to mere menials and chauffeurs, because behind the top water off-take hose there is a big pipe, perhaps eight inches tall, topped by a brass screw-cap, to enable the cooling system to be readily replenished in spite of the absence of a radiator filler cap or header-tank orifice, while from the water pump on the opposite side a really long screw-down gland greaser extends. An absurdly small klaxon horn graces the bulkhead, for the electricians are said to be 6-volt, although all the specification sheets I have consulted quote 12 volts for these cars. . . .

This unusual Renault is shod with a mixture of tyres, reminder that 20-in. covers are now difficult to find. Both front wheels wear 5.00 x 20 Dunlop Super Taxicords. The o/s back wheel has a Good-year de luxe all-weather, its opposite number an English Michelin 4.50/4.75/5.00 x 20 tyre. The spare wheels, mounted on girder-like carriers, have, on the o/s an Avon, on the n/s a 15 x 50 English Michelin perhaps re-treaded. Originally, it seems, the Reinastellas had 30-in.

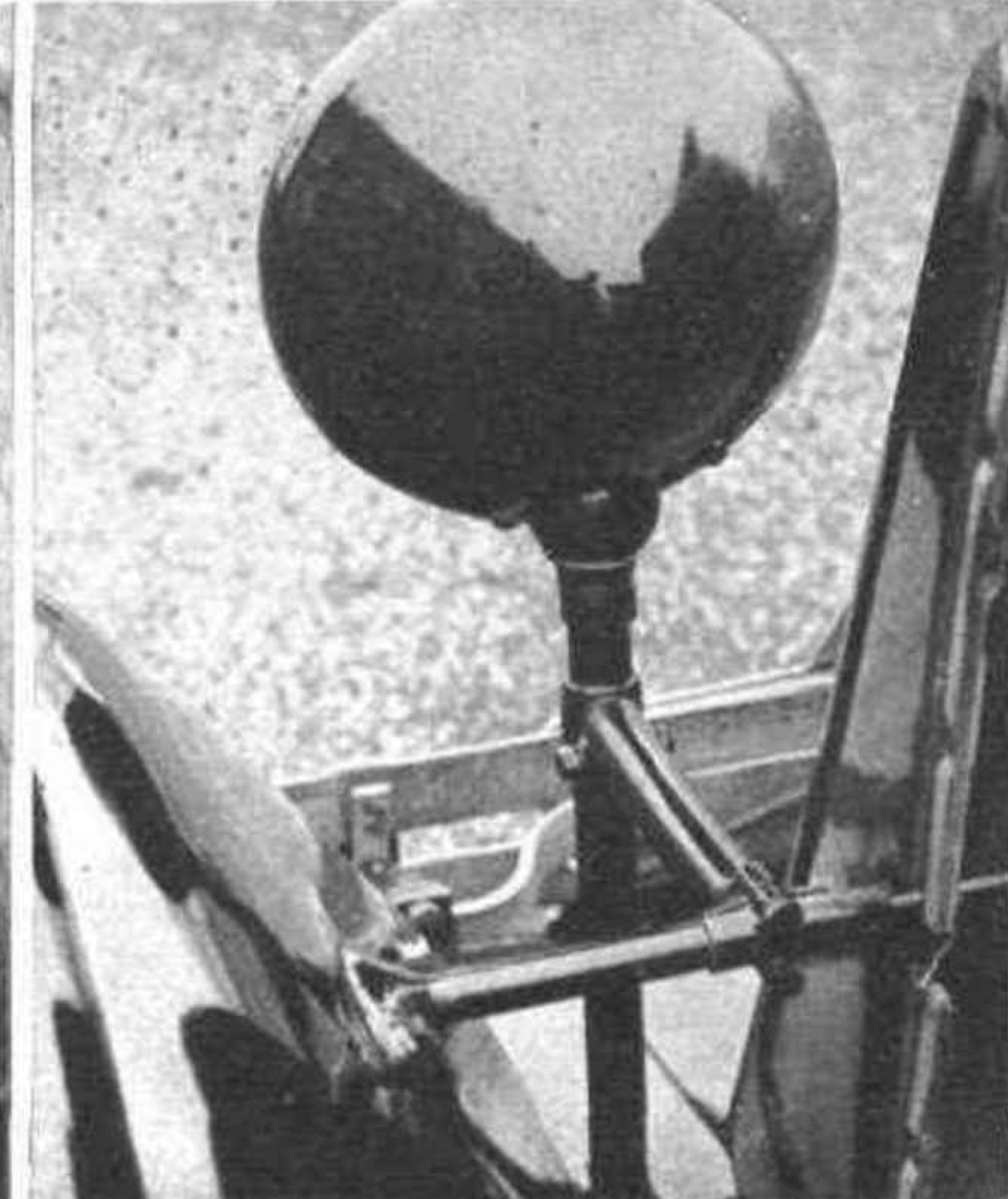
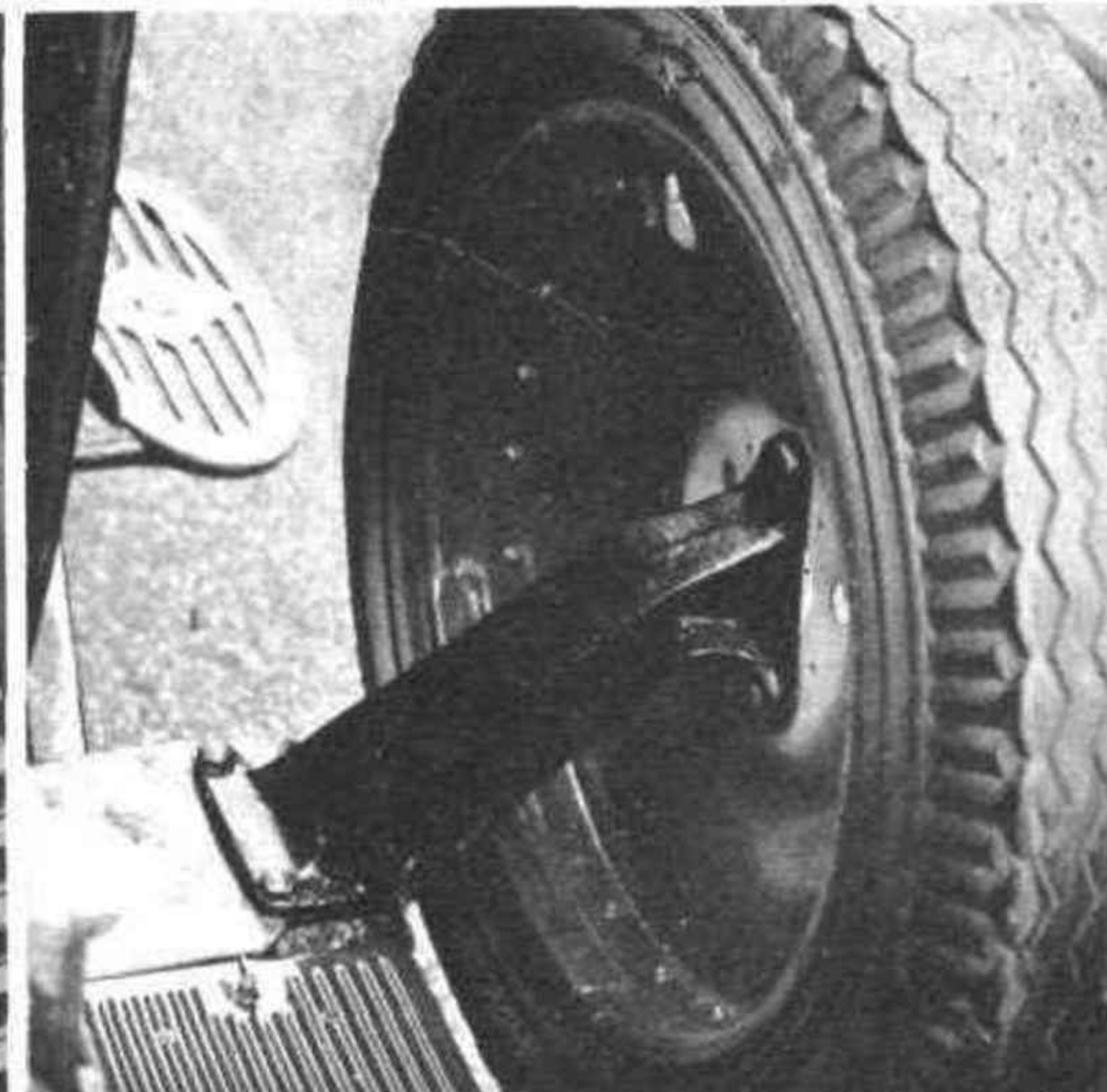
tyres, of different section front and back, another Renault individuality!

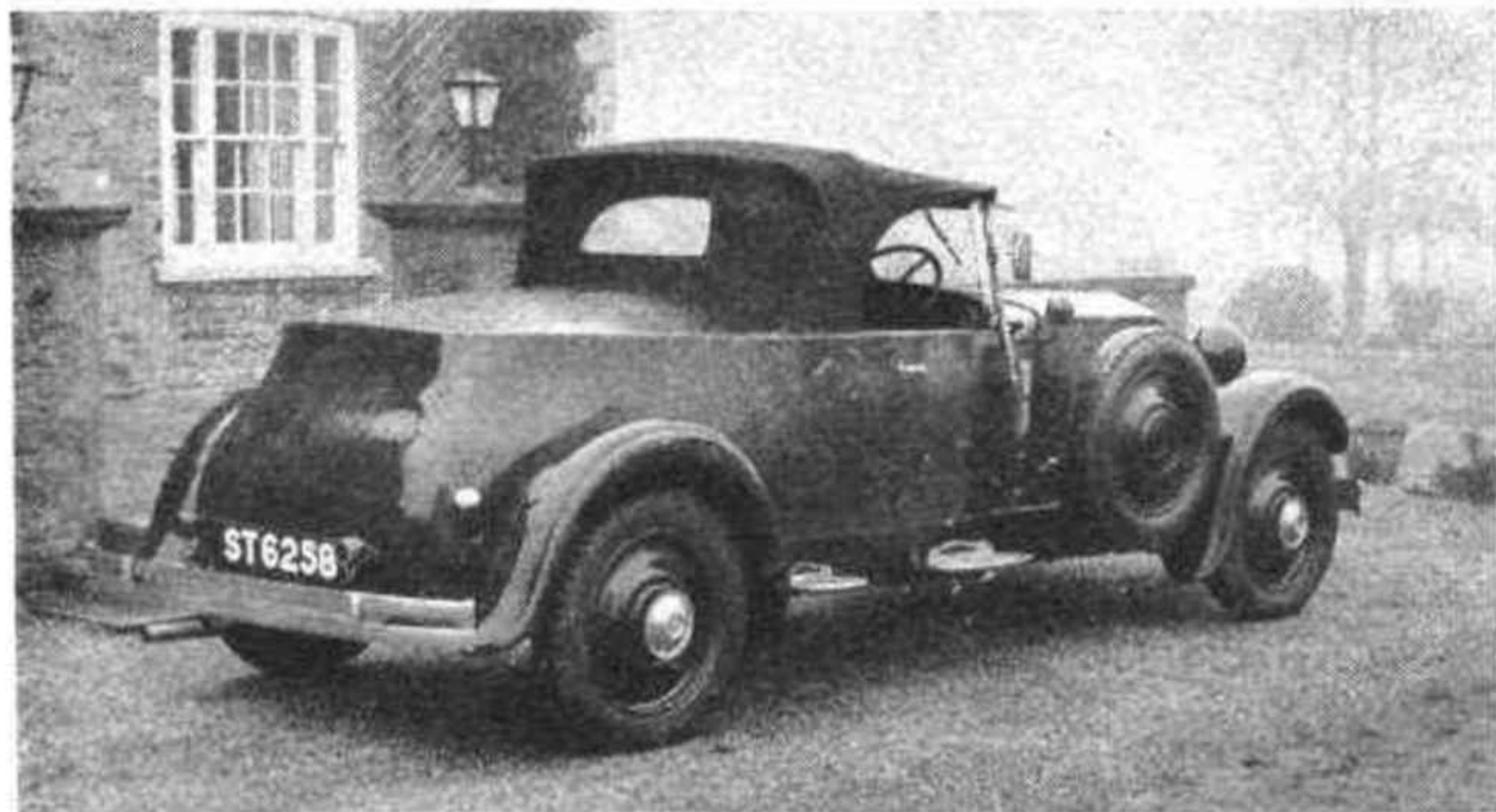
It was time to see how a straight-eight Renault motors and, the engine having been warmed up, I entered under the new hood and took my place on the bench seat, on the original leather upholstery, slightly torn. There are oval, openwork steps, bearing the coach-builder's initial, for getting up, either into the front compartment or the high-sided dickey-seat. Before the driver the enormous five-spoke steering wheel all but obliterates forward vision. It is so high-set that, lacking an additional cushion, I had to look through gaps between the spokes. I am of average height but, craning my neck, I could only just see over the top of its rim and was glad to sink to a more comfortable posture. That apart, the controls were highly civilised, for a vintage car, and consequently very dull. The slender, ball-gate gear-lever is in the centre, with a hand-brake, topped by a big release-button, just to the right of it. To say the gear-lever is long would be an understatement. It comes up alongside the steering wheel, some three feet of it or more, and the hand-brake is nearly as tall. The owner had only once driven this Renault, and left it to me to discover the gear locations. Unexpectedly, they are:  $\frac{1}{R} \frac{3}{2}$ . The clutch took up the drive smoothly, the engine rumbled reassuringly, and we were off.

Mindful of the 4-speed *sports* Reinastella model, and remembering that a team of these had been entered by the factory for the 1930 Ulster TT, only to be withdrawn after their test-driver, Alan Garfield, had been killed while unofficially practising some considerable time prior to the race, I believe in Comber village, I had hoped to get this big motor car up into the exciting sixties or seventies. Alas, I was asked not to extend it beyond 35 to 40 m.p.h. to which pace it accelerated powerfully, as it was still being run-in.

Looking as best I could past the intrusion of the steering wheel, through a screen provided with side glasses and a tinted vizor, the latter not needed in the fog, I discovered that this 1930 car steered well, the action quite light, but it was literally a handful on corners, for no doubt to overcome the effect of having so much engine weight over the front wheels, the ratio of the small, mediocre-looking steering-

SOME RENAULT NERVASTELLA DETAILS.—From l. to r., the frontal aspect, showing the thermostatically-controlled radiator shutters, the rugged spare wheel mounting, and the equally rugged headlamp anchorage.





The rump of the beast. . .

box is abnormally low, so that the steering wheel, in spite of its leverage, needs nearly 3½-turns from lock-to-lock.\* The gears feel just like those of an American automobile and, try as I might, double-declutching up and down, or just shifting as rapidly as possible, I could not overcome a mild grating as the cogs meshed. The big engine, however, pulls reassuringly in top gear. The brakes are interesting, being operated by a small, gearbox-driven mechanical-servo; there was plenty under the pedal from the modest gait at which I drove. The accelerator is placed conventionally and on the brake and clutch pedals the Renault "diamonds" are visible still, so possibly, although it seems impossible, the total indicated mileage of 21,355 is correct. Two tiny round pedals on the floor, to the left of the clutch, start the engine and oil the chassis, respectively. In the steering-wheel boss are three flush-fitting rings, the outer working the choke (*marche/ depart*), the centre ring, from which protruded a long lever, the advance and retard, the inner ring the *allumage*. These controls were rod-operated under the bonnet. Twin screen-wipers were driven by a n/s Bosch motor.

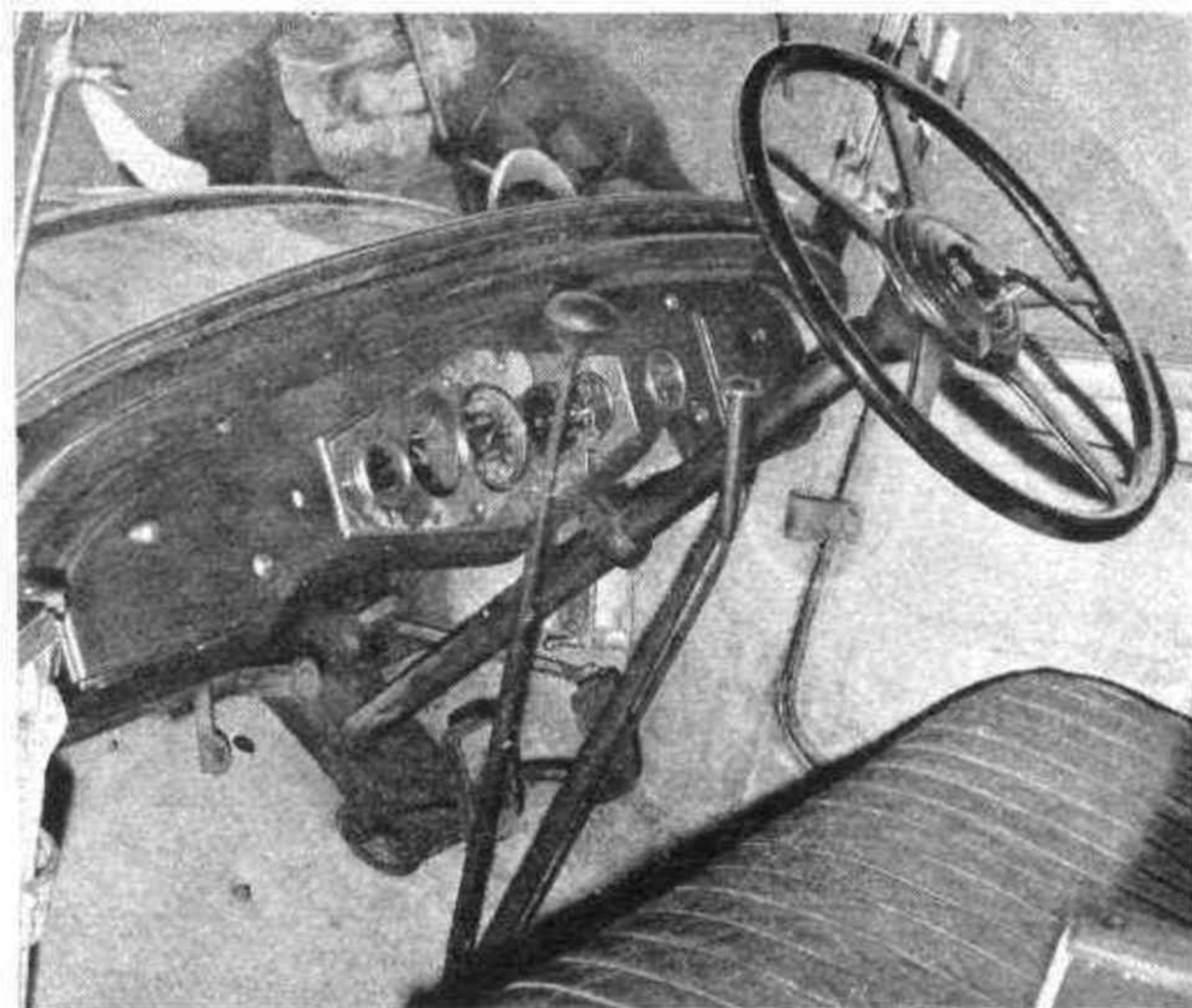
The small polished-steel instrument panel tries to conform to the Billancourt diamond motif but the points were axed at the ends by the original stylist. It carried, from l. to r., two blanks, where a fuel gauge and clock should have been, a central 80-m.p.h. Jaeger speedometer, a modern Lucas ignition/lamps switch and a Jaeger ammeter. Outboard of the panel on the right was the *huile* gauge, calibrated 0, 1, 2, 3, 4, 30, and reading "3". At the ends of the wood fascia were small lidded cubby-holes, and on the pillar of the driver's door a horn-push. Interesting details include a battery box beside the bonnet on the n/s, five-stud wheels, elaborately mounted and braced *Par Paire* AB.TP 98 headlamps, unusual-section front mudguards, waterproof covers on the eight plugs, and a tube, not honeycomb, radiator.

The back view is rather ugly and as there is no luggage grid, any luggage would have to go in the tail, turning the Renault into a monstrous two-seater. The fuel filler, of modest size, is on the o/s of the tail and there are Rubbolite rear lamps.

\* It appears that Garfield was fatally injured when he swerved to avoid a cart which emerged in his path, his passenger, Charles de Wilde, younger brother of H. R. de Wilde, then-Managing Director of Renault Ltd, in this country, receiving serious head injuries. Could the combination of low-geared steering and transverse rear suspension have contributed to this unfortunate accident?—Ed.



**COMPETITION NERVASTELLA.**—This Renault straight-eight coupe averaged 101.98 m.p.h. for 5,000 miles at Montlhéry in 1934. After winning such important early races as Paris-Vienna in 1902 and the first French GP in 1906, Renault did just sufficient record-breaking between the wars to ensure that their name was not overlooked in this field. In 1956 Renault took twelve car records at 192 m.p.h. and today they have associations with the F1 Matras and finished 1, 2, 3 in the Monte Carlo Rally in the guise of Alpine-Renaults.



THE RENAULT'S driving compartment, with exceptionally long gear and brake levers and Americanised fascia, and the very big five-spoke steering wheel.

As the fog thickened I drove this unique motor car, surely the only eight-cylinder Renault in captivity in this country, back to its quarters, the surrounding citizens, in their little mobile boxes, regarding it askance, the more so because, thinking that the engine was running somewhat fast, I had, as I thought, closed the hand-throttle, moving it down to *depart*, which in fact closed the choke, causing us to emit clouds of black smoke.

The Renault is No. 452557 and a plate on its bulkhead says it is a Type TG. The Reinastellas were in production from 1929 to 1932, as the RM series, the TG's being the smaller 75 × 120-mm. Nervastella cars which preceded the ZC and D series 80 × 120-mm. (4,825-c.c.) and 85 × 120-mm. (5,448-c.c.) straight-eight Renaults.

Anyway, if you feel like becoming a *mahout*, this unique Renault baby white-elephant is (or was) for sale, at about the same price as that of the Range Rover in which I began this particular safari.—W. B.

### THINGS THEY SAY . . .

"On road-racing cars the biggest single cause of fire is the electrics. You only need to break a cable and there are sparks everywhere. We really ought to think about doing away with on-board starters and going over to magneto ignition and auxiliary starter motors."—A return to the days before 1961?—Denis Hulme being quoted in an American racing magazine.

"All the passing is in the slipstreaming round the back. I am sure the outward part of the circuit could be modified, which would improve the whole circuit. I think the best thing to do with it would be to shorten the whole length, from where you start off down the main straight; you would cut across the forest and join the inward leg before you get to the slow bit." Should stop all passing completely!—Jack Brabham talking about Hockenheim to an American racing magazine.

"... what I would consider one of the most beautiful cars ever produced, although neither flamboyant nor pretentious, is the 1960 Alfa Romeo designed by Zagatto. Its long sleek curvilinear body makes a man lustful to own one, and sends many a thrill down female spines."—Max Wykes-Joyce and Lizard Culpin writing about "The Motor Car as a Work of Art" in the January issue of *Antique Dealer and Collection Guide*.

"As for the strike's perpetrators—this column shuns politics, but in my book anyone who communicates with foreign powers with a view to perpetrating an act calculated to bring Britain's overseas communications to a halt is guilty of treason and should be tried by the High Court accordingly."—"Verglas" writing in *Motoring News* of the postal stoppage.



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## RACING ROUND-UP

GRAN PREMIO DE LA REPUBLICA ARGENTINA, January 24th.

AFTER THE unfortunate Ferrari/Matra accident in the 1,000-kilometre race at Buenos Aires the Italian team withdrew completely from the Formula One race and the French team entered only one car, so that there were only ten cars on the entry list; the organisers invited three miscellaneous F5000 entries and two American Formula A entries to strengthen the field. Using a 3.413-kms. variation of the municipal Autodrome the race was run in two heats of 50 laps each, with a 45-minute break between them, using the rather unsatisfactory arrangement of deciding the final result by aggregate times. Team Lotus entered three cars, two Type 72 models and a 49C, with Wisell and Emerson Fittipaldi in 72/R3 and 72/R5, respectively, while Wilson Fittipaldi drove the old 49C/R6. The highly sponsored Team Surtees entered Stommelen in TS7/002 under the banners of Eifelland Caravans and *Auto-Motor und Sport*, with the first of the Lacey rebuilt Cosworth V8 engines, giving 430 b.h.p. Siffert had his newly-acquired March 701 and Pescarolo was driving Williams' recently-acquired March 701, while Bell was in the Wheatcroft March 701. Moser had the Bellasi-Cosworth V8 and Carlos Reutemann had Bonnier's old McLaren M7C. To complete the list of ten Grand Prix cars was Amon with a works Matra-Simca, MS120/02, as raced by the factory last year.

While the cars were all 1970 models the race was giving an opportunity for new owners and new drivers to acclimatise themselves to 1971 conditions. Wilson Fittipaldi was having his first Formula One race, as was Reutemann, while Pescarolo was finding out about Cosworth V8 power and March handling, and Amon was learning about Matra V12 power and Matra handling. Stommelen was having his first race in a Surtees TS7 and the team were using their first engine that was not prepared by the Cosworth factory, and Bell was having his first race in a March. With so many imponderables and the three Formula 5000 cars of Bonnier (Lola), Prophet (McLaren), Spice (McLaren), and the two Formula A cars of Garcia-Veiga (Surtees) and Marinovich/Young (McLaren), all with Chevrolet V8 engines, much could happen, and much did happen. Stommelen showed great form in Heat 1 and led from start to finish in the Surtees TS7, virtually running away from the rest of the field, while Siffert, Pescarolo and Amon had a race-long battle, finishing in that order with barely half a second covering them. Wisell was fifth close behind them, followed by Reutemann, Bell and W. Fittipaldi, while brother E. Fittipaldi was down among the F5000 cars, having had to make a pit stop to repair the nose fins, but his Lotus 72 finished the first heat with a sick engine and failed to start in Heat 2. In this 50-lap race Siffert led to begin with, while Stommelen and Pescarolo were behind him, followed by Amon. The new Matra driver began to press on hard and, after passing Pescarolo, hit Stommelen's car up the back, which broke the bolts between the engine and gearbox on the Surtees TS7, and with the rear suspension mounting out of line the young German driver was forced to retire. Amon forged on and overtook Siffert and led the heat to the end, while behind him things changed drastically. Siffert retired with a broken rear upright, Bell retired with a sick Cosworth engine, W. Fittipaldi retired with a broken Cosworth engine and Wisell crashed. All of this left Pescarolo and Reutemann following Amon, with Prophet leading the Chevrolet-powered cars.

### Results :

Two Heats of 50 laps each. Total 341.3 kms.

1st :	C. Amon (Matra-Simca MS 120/02)	..	2 h. 8 min. 19.29 sec.—159.614 k.p.h.
2nd :	H. Pescarolo (March 701/6)	..	2 h. 8 min. 41.15 sec.
3rd :	C. Reutemann (McLaren M7C/1)	..	2 h. 9 min. 12.6 sec.
4th :	D. Prophet (McLaren M10B)	..	4 laps behind

Fastest lap : C. Amon (Matra-Simca V12) 1 min. 15.05 sec.—163.747 k.p.h.

### BRAZILIAN F3 Series

ALTHOUGH, officially, the 1-litre Formula 3 came to an end on December 31st of last year it was granted a stay of execution thanks to the efforts of a Brazilian television firm who wished to organise a series of three races for this category at the twisty and long Interlagos circuit near the large Brazilian city of Sao Paulo. It will, of course, be remembered that Brazilian drivers Carlos Pace and Wilson Fittipaldi have been major contenders in 1970 Formula 3 racing in Britain and that another Brazilian, Fritz Jordan, also showed promise towards the end of the year. Obviously the very motor racing conscious South Americans wanted to see their own drivers beating the best from Europe.

Pace, Fittipaldi and Jordan all brought along their Lotus 59s, a

couple of other Brazilians, Jose Ferreira and Ronald Rossi who had raced Formula Fords in England, purchased a Brabham BT28 each and another Brazilian who raced in Britain in 1969—Luiz Bueno—hired a Chevron.

The European opposition was strong with the two works Lotus 59s for Dave Walker and MOTOR SPORT/Shell Champion Tony Trimmer (who had replaced Bev Bond in the Gold Leaf team), the Italian champion Giovanni Salvati in a Tecno, quick Swedes Torsten Palm and Sten Gunnarsson, the Swiss Jurg Dubler plus several others making up a field of twenty for each of the races.

Wilson Fittipaldi out thought the rest of the opposition before the start of the Torneo for, towards the end of 1970, he struck up a firm association with the Italian engine builders Novamotor while the other leading contenders stuck faithfully to the British company of Holbay. Novamotor made a very big effort to ensure Fittipaldi had the most powerful engine in the series and this he no doubt did.

Fittipaldi romped home the victor of the series by winning the first two races by a considerable margin. In fact, each event was split into two parts but as he won on all four occasions there was no doubt about it. In the third round Fittipaldi, W. who had made his F1 debut the previous day at Buenos Aires, had to start from the back of the grid. He came through to win the first heat but some body damage and other problems slowed him in the second heat and he finished sixth for fourth place overall. The race was won by the Italian, Salvati.

So Fittipaldi was the clear winner of the championship with 21 pts, with Salvati second with eleven. Australian Dave Walker tried hard but had a couple of set-backs and eventually finished third in the championship ahead of his team mate Trimmer and the Bognor driver David Purley who went very well in his private Brabham. Carlos Pace, who was rather expecting to win the series and usually had the better of Fittipaldi in Britain, had mammoth engine blow-ups in each of the races probably due to attempting to keep up with Fittipaldi and straining his engines just too far. Bueno in the old hired Chevron was very impressive and finished second overall in the first race but then his car suffered from unreliability.

A fourth non-championship race was added to the series at Port Allegre in Southern Brazil and this was another clean sweep for Lotus but with works driver Walker getting the decision over Fittipaldi, each driver winning a heat but the verdict, on a time basis going to the Australian by 1.5 secs. Third was Pace, his engine staying together this time, and fourth Trimmer.

### BRAZILIAN F3 SERIES

#### Results :

January 10 (2 x 25 laps = 159.2 kms).

1st :	W. Fittipaldi (Lotus 59-Nova)	..	..	..	1 hr. 5 min. 4.4 sec.
2nd :	L. Bueno (Chevron B15-Holbay)	..	..	..	..
3rd :	D. Walker (Lotus 59-Holbay)	..	..	..	..
4th :	D. Purley (Brabham BT28-Lucas)	..	..	..	..
5th :	G. Salvati (Tecno-Nova)	..	..	..	..
6th :	T. Trimmer (Lotus 59-Holbay)	..	..	..	..

January 17th (2 x 25 laps = 159.2 kms).

1st :	W. Fittipaldi (Lotus 59-Nova)	..	..	..	1 hr. 1 min 18.4 sec.
2nd :	D. Walker (Lotus 59-Holbay)	..	..	..	..
3rd :	F. Jordan (Lotus 59-Holbay)	..	..	..	..
4th :	T. Palm (Brabham BT28-Nova)	..	..	..	..
5th :	F. Migault (Tecno-Nova)	..	..	..	..
6th :	S. Gunnarsson (Brabham BT28-Lucas)	..	..	..	..

January 25 (2 x 25 laps = 159.2 kms).

1st :	G. Salvati (Tecno-Nova)	..	..	..	1 hr. 1 min. 42.5 sec.
2nd :	T. Trimmer (Lotus 59-Holbay)	..	..	..	..
3rd :	D. Purley (Brabham BT28-Lucas)	..	..	..	..
4th :	W. Fittipaldi (Lotus 59-Nova)	..	..	..	..
5th :	J. Dubler (Chevron B17-Nova)	..	..	..	..
6th :	M. Fernandes (Chevron B17-Nova)	..	..	..	..

January 31 (2 x 25 laps = 151.2 kms).

1st :	D. Walker (Lotus 59-Holbay)	..	..	..	59 min. 00.8 sec.
2nd :	W. Fittipaldi (Lotus 59-Nova)	..	..	..	..
3rd :	C. Pace (Lotus 59-Holbay)	..	..	..	..
4th :	T. Trimmer (Lotus 59-Holbay)	..	..	..	..
5th :	T. Palm (Brabham BT28-Nova)	..	..	..	..
6th :	M. Keens (Tecno-Holbay)	..	..	..	..

### RALLY REVIEW.—continued from page 228

big Datsun 240-Z. In loose British forests the car took some holding; on polished snow it took even more, but the little Finn managed it, getting into fifth place.

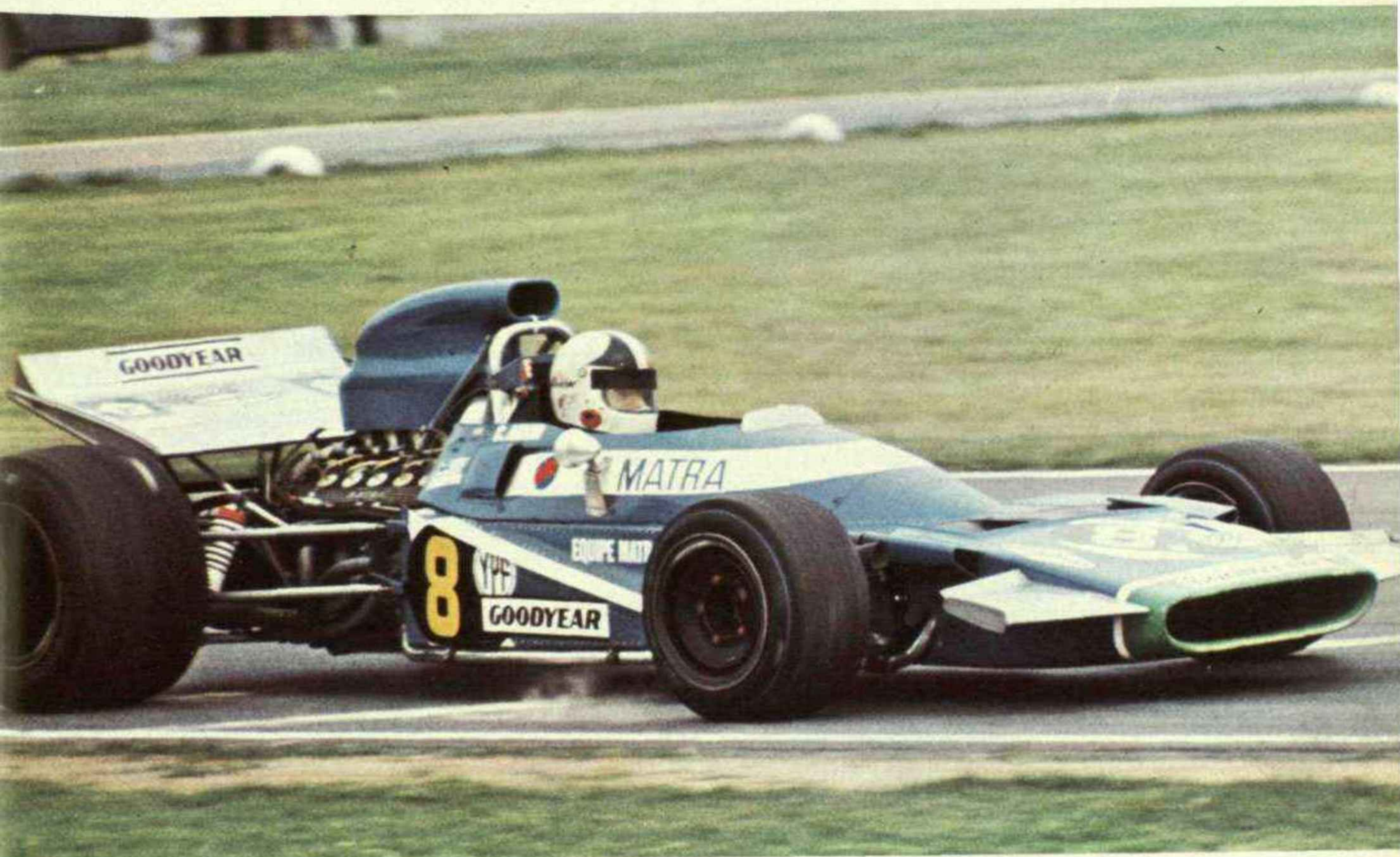
The other man who must be mentioned is the burly Swedish comedian, Håkan Lindberg. Once in the Saab team, Lindberg now drives for Fiat, and the way he drove a 124 Spider on the Monte Carlo Rally was fantastic. On one stage he even passed the Alpine-Renault of Andruet, an incident which did Andruet's ego no good at all. Fiat have more participation planned, though they are still using their crews' names as entrants. In the immediate future they plan to enter Swedish, Sanremo and Morocco rallies.—G. P.

# PICTORIAL REVIEW

BUENOS AIRES

MONTE CARLO RALLY

DAYTONA 24 HRS.



## BUENOS AIRES

NEW COMBINATION 1.—Chris Amon's first outing in a Matra-Simca was a success. He was overall winner of the two-part Argentinian race and won the second part. However, in the first he was beaten by Stommelen's and Pescarolo's March 701s.

NEW COMBINATION 2.—Rolf Stommelen's Surtees TS7 was fastest in practice, won the first part and was leading the second when he was hit from behind by Amon and was forced to retire.



# RAC TITLE CHASER

*EXTERIOR PHOTOGRAPHS of the Wiggins Teape backed Camaro accurately reflect some of the £8,000 spent last year in keeping it in the style to which it had become accustomed. The detail photographs show the 5-litre Z28-based V8 engine, minus exhausts in readiness for a replacement Chevrolet 5.7-litre engine, the leaf-sprung suspension and Panhard rod arrangement at the rear, and the contrastingly small bucket seat, surrounded by roll cage, which Australian Brian Muir occupies during racing hours. The GM ventilated disc brakes, fitted on all four hubs, now have excellent Lockheed calipers following a season of development in which the clutch had to be changed and in which two engines were consumed.*



TO SCORE an outright win in saloon-car racing days you need an American "Pony Car" like the one shown here and, most important, a great deal of money to support its sub-5-m.p.g. fuel consumption and general thirst for items such as tyres. Former GLTL Lotus 62 driver Brian Muir has conducted this particular example since it was purchased in February 1970 by his building contractor entrant, Malcolm Gartlan. Financial backing to the total of £9,000 for 1971 comes from the papermakers Wiggins Teape, without whom the Chevrolet could not run in the poorly rewarded RAC Saloon Car Championship. Last year Gartlan reckoned to have spent at least £8,000, including a £1,600 tyre bill incurred by the temporary need for imported Trans-Am tyres: the result of this expenditure was a fourth overall in the RAC series and second in class behind the ex-works Boss Mustang of Frank Gardner, plus several outright race wins.

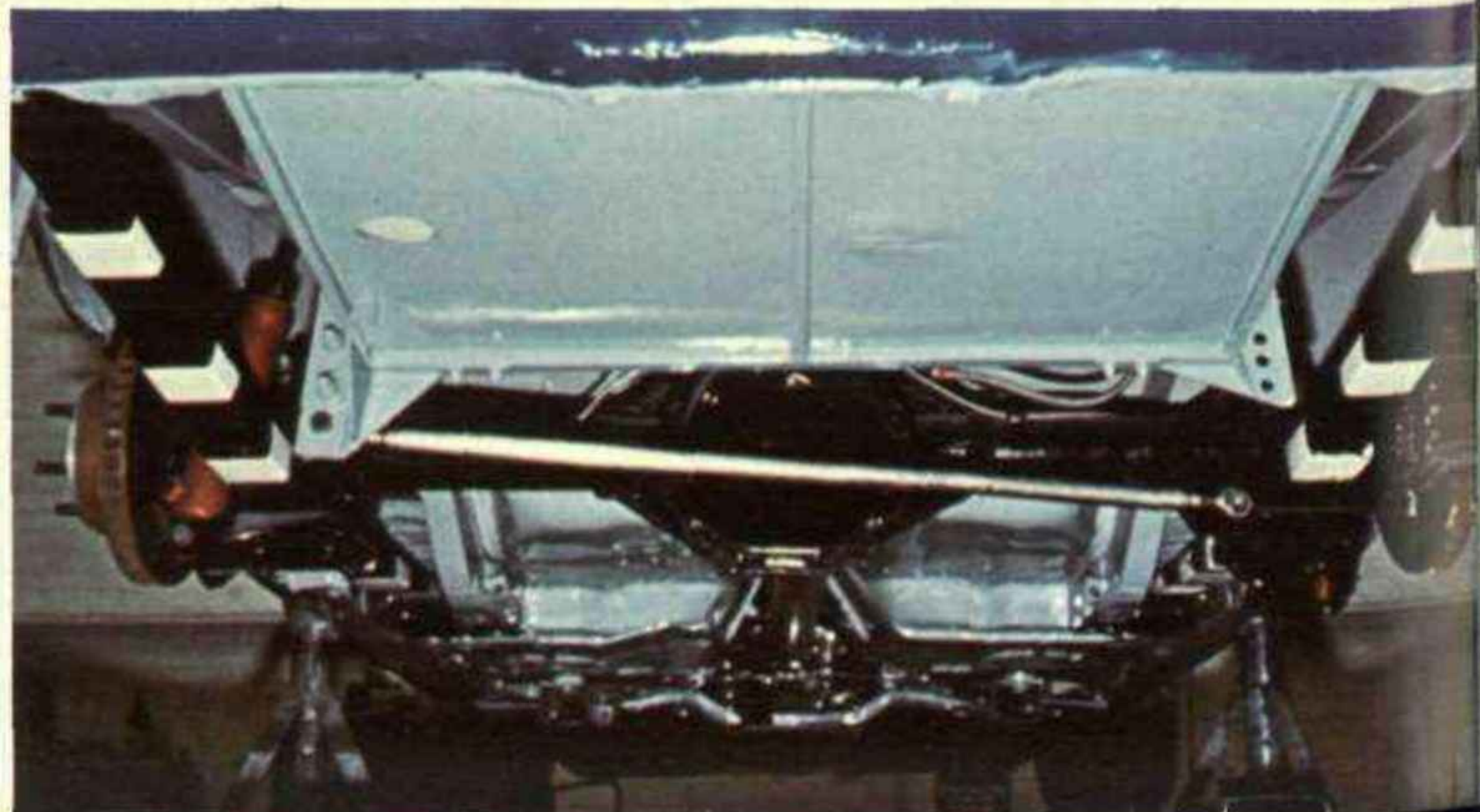
This Chevrolet Camaro was bought from German Peter Reinhart after he had returned from his previous job with Roger Penske Racing in the USA. The car was originally intended as a back-up vehicle for Penske's successful 1968 attempt on the SCCA Trans-Am title, but as it was not needed Reinhart completed the preparation in Germany, and competed promisingly on the Continent before Gartlan bought it on the recommendation of his chief mechanic—Ted Grace. The latter is assisted in the modern Cotswold workshop by Patrick Salter.

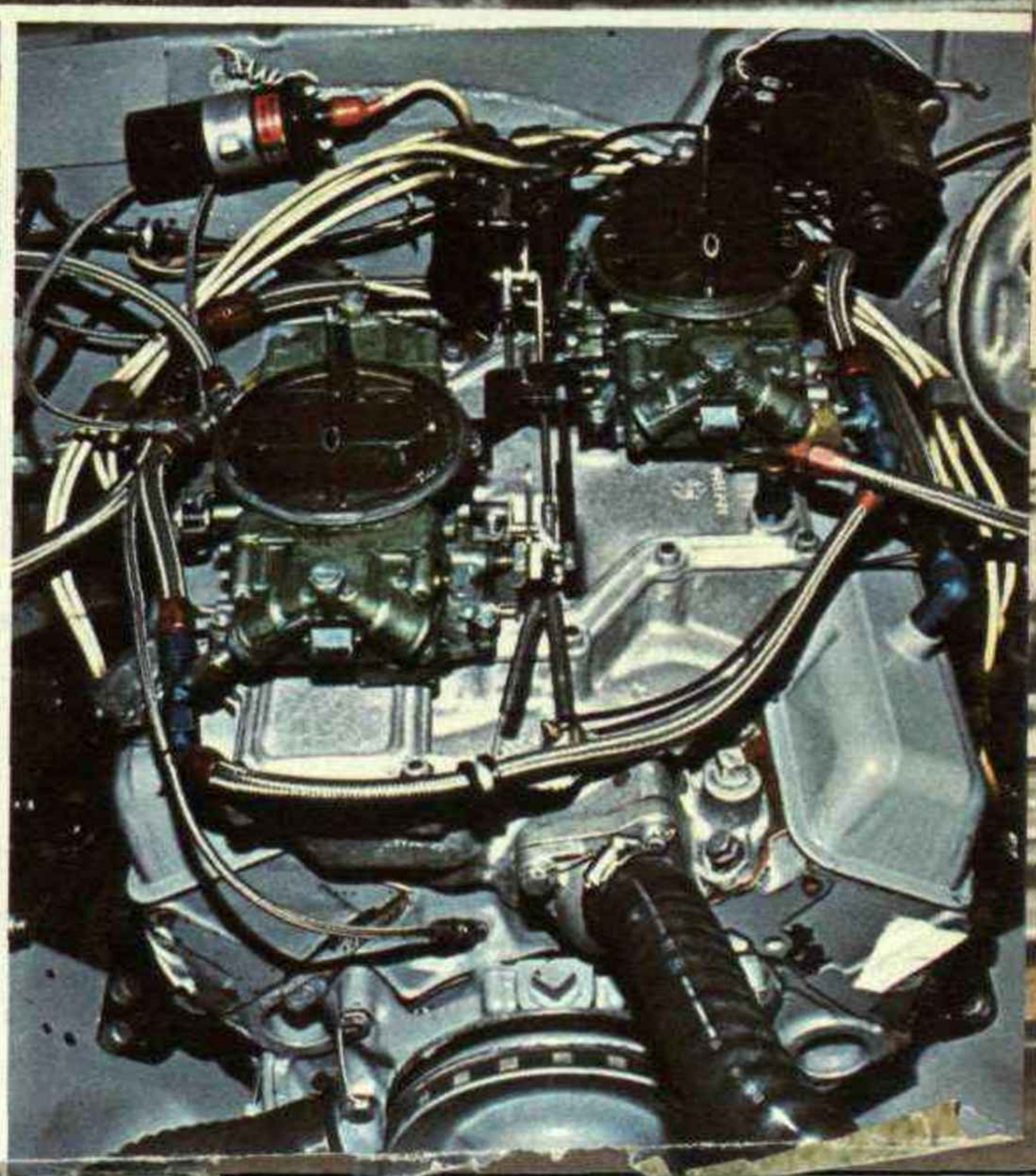
The Z28 tag refers to the car's original specification of engine and transmission items specially homologated for racing: however, for next year the label will no longer be applied as the 5-litre Z28 engine, built up by Grace after two previous engines had blown up (including the well-used 418-b.h.p. Traco unit), is to be replaced by a 350 cu. in. (5,740 c.c.) Chevrolet V8, if all goes well. Incidentally, our picture of the engine clearly shows the staggered inlet arrangement of the twin, four-choke, Holley carburettors which do such an effective job in supplying fuel for many American racing V8s.

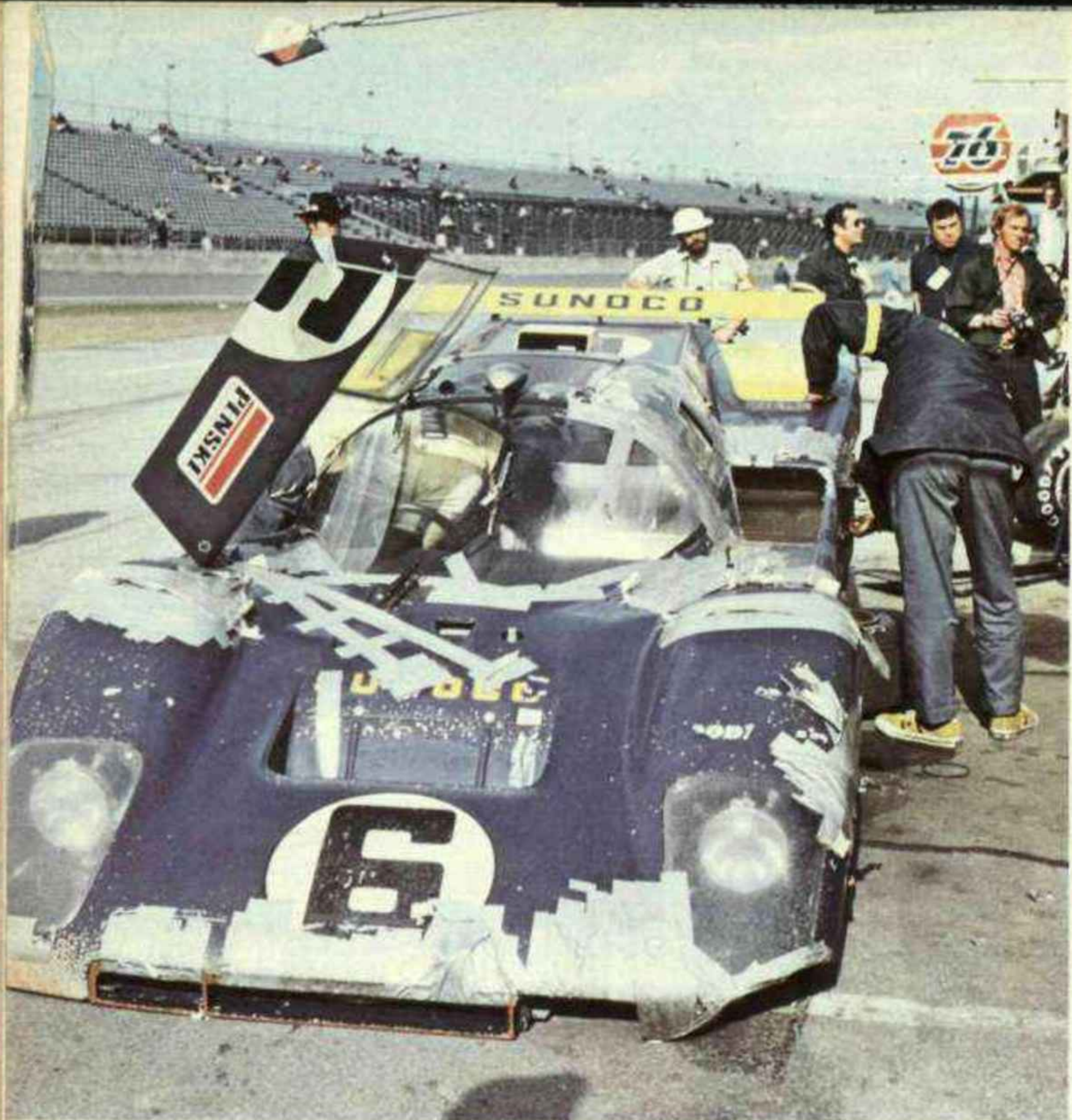
The four-speed gearbox was manufactured by Muncie, a General Motors subsidiary, and it transmits power *via* a 10-in. plate Borg & Beck clutch of the type used on F5000 cars. Five final-drive ratios can be chosen from, varying from 4-to-8.1 to 3-to-1. Approximate gear speeds on a fast track would be 80 m.p.h. in 1st, 105 m.p.h. in 2nd, 140 in 3rd, and as much as 165 m.p.h. in 4th if the driver is brave enough to leave all four 11½-in. GM disc brakes alone in 28 cwt. of machinery.

Suspension features many GM optionally available parts for the unequal-length wishbone front and leaf-sprung rear end with its "one either side" staggered shock-absorbers, Panhard rod and two locating radius arms. Minilite wheels of 10-in. rim section are used in conjunction with Firestone 14 front tyres and the same company's "slick"-style rears.

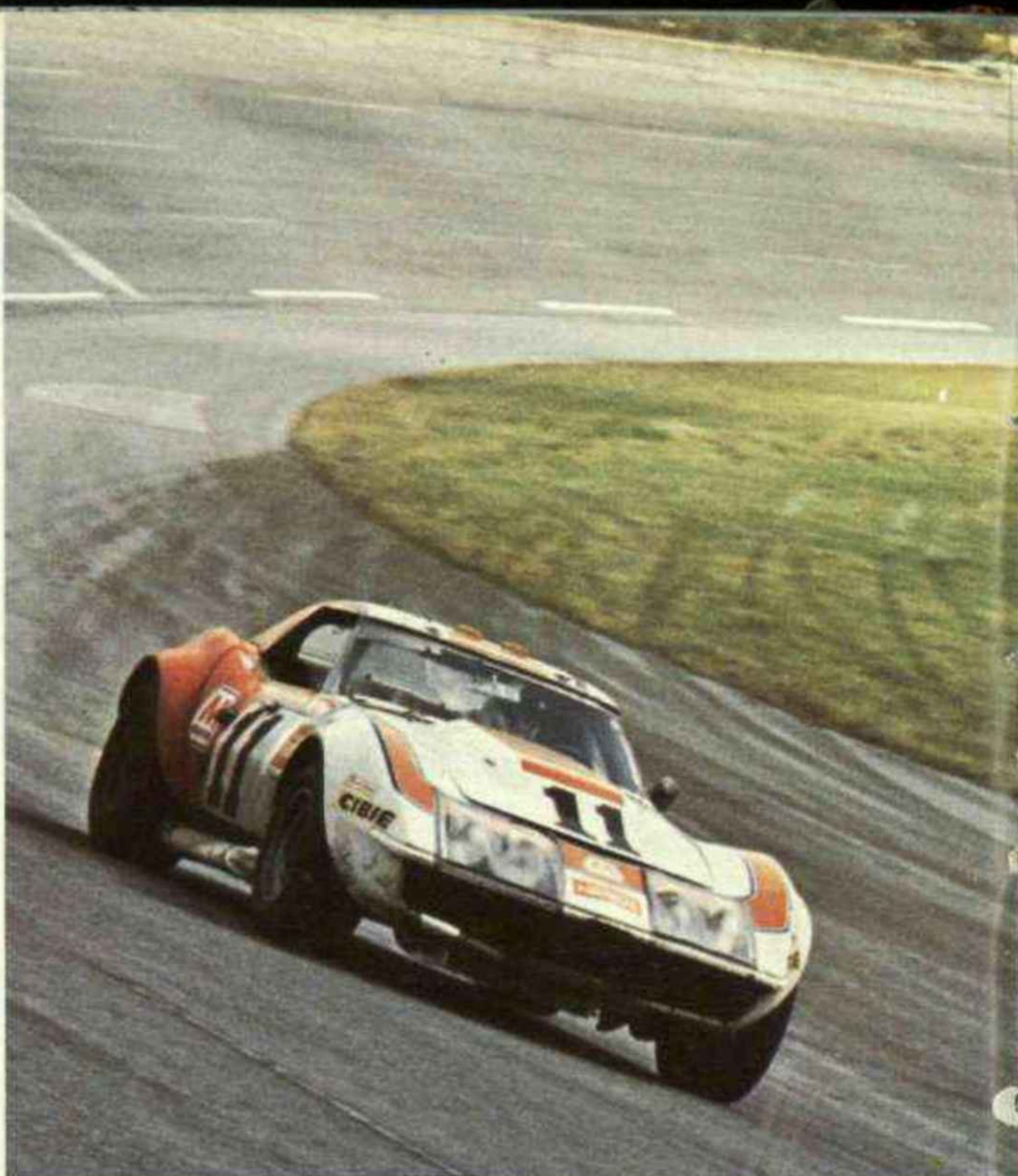
Altogether an immaculately prepared car which keeps the spectators entertained in the hectic 20 minutes or so of saloon-car racing which usually follows major British meetings these days.—J. W.







**DAYTONA 24 HRS.** ONCE IMMACULATE, the Penske team Ferrari 512S driven by Donohue and Hobbs was involved in an accident caused by a slow car and eventually finished third looking like this.



BY RUNNING STEADILY the Chevrolet Corvette of Tony De Lorenzo/Don Yenke/Jerry Mahler finished in an excellent fourth place.

THE GULF Porsche 917s of Rodriguez/Oliver and Siffert/Bell race side by side with the Ferraris of Posey/Revson and Young/Gregory. Tucked in behind is the Merzario/Juncadella, a Corvette, the Elford/van Lennep Porsche 917 and the Greenwood/Barber/Lang Corvette.



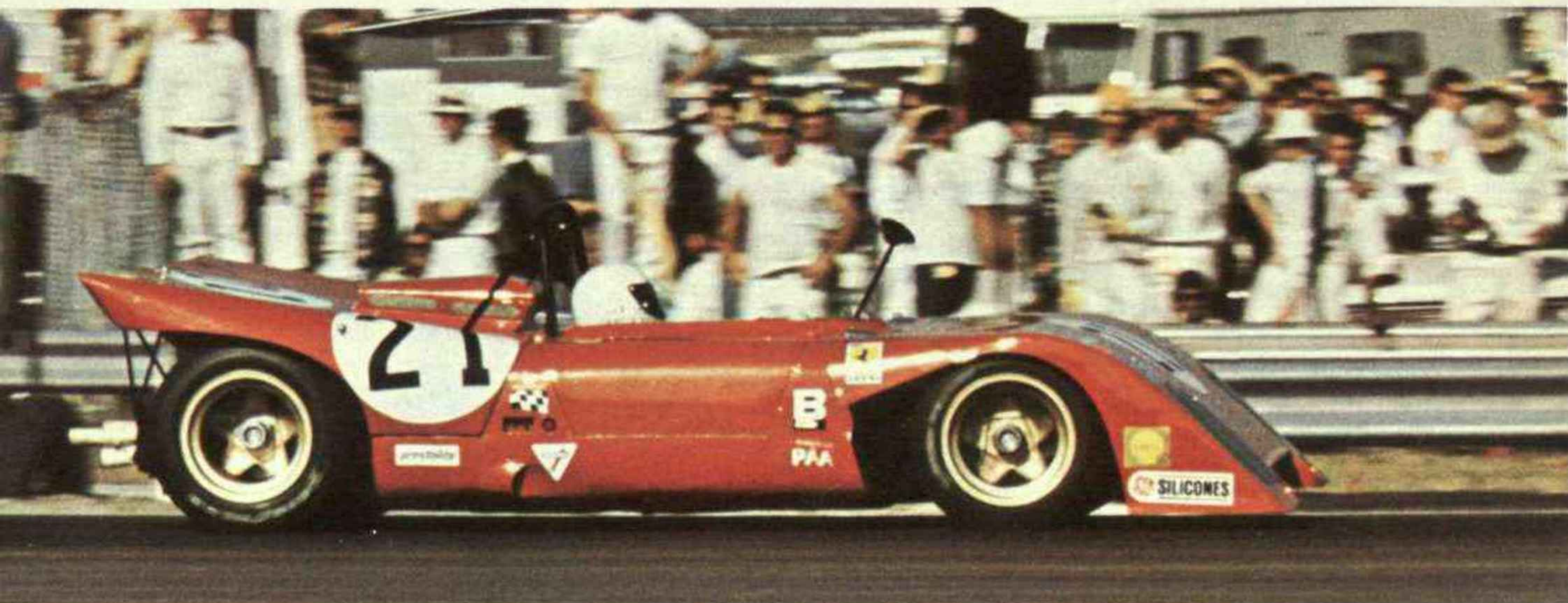


SPONSORSHIP—GERMAN STYLE.—The Martini & Rossi sponsored Porsche 917 driven by Elford and van Lennep unfortunately retired again. At one stage the car was lying second but a tyre burst and he hit the wall on the banking.



ALMOST A WINNER was the Bucknum/Adamowicz NART Ferrari 512 which was leading after the long pit stop by the winning Porsche 917, but was finally overhauled in the closing stages. Behind the NART entry is the Merzario/Juncadella Ferrari and the Elford/van Lennep Porsche.

THE RE-BODIED Ferrari 312S of the NART team was driven by the Argentinian Nestor Garcia Vega and the son of the team's patron Luigi Chinetti Junior. They finished fifth and won the Group 6 category.



## MONTE CARLO RALLY

OVE ANDERSSON, the former Ford team driver now snapped up by Alpine, provided the Dieppe firm with its first Monte Carlo victory. His co-driver was David Stone who once partnered Elford.

THE VW-PORSCHE 914/6 was neither as powerful nor as agile a handler as the 911S which had won thrice in succession. Waldegård could only manage equal third place.

THE BIG DATSUNS were not reckoned to be in with a chance, but Aaltonen drove his with considerable verve to finish fifth, with Fall following in 10th place.

FIAT is still playing down its competition activities, but with a driver of Håkan Lindberg's calibre in their side it won't be long before they have a win to crow about. Lindberg was seventh.

BEST PLACED British car was this Group 1 Mini-Cooper S driven by Andrew Cowan and Johnstone Syer and entered by *The Scotsman* newspaper. They were 21st and won their class.

CONDITIONS on the special stages were particularly difficult this year, with many varieties of surface encountered. Overtaking was not always possible.









1956-58 2½ litre Maserati 250F

# LETTERS FROM READERS

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

## LORD STOKES AND THE "IDIOTS"

Sir,

I have just read your comments on your recent meeting with Lord Stokes, and I am probably not alone in wondering why he has singled out the Triumph 2.5 PI from the other BLMC Specialist Division products, as being a better buy than the BMW or Mercedes-Benz.

What about the XJ Jaguar, I wonder, or the now highly popular and well developed Rover 3500? I have always regarded these two cars as representing the prestige side of BLMC, as no doubt have many others. Is it not a fact that the Rover 2000 has always enjoyed a greater volume of sales than its Triumph counterpart? If so, this surely suggests a profound appreciation of the Rover engineering record both at home and abroad.

We have all heard much criticism from Lord Stokes of the old BMC and its failure to do this and that; perhaps a good question to put to his lordship, regarding his sponsorship of the "Stag" might be, "Why spend a fortune on developing yet another 3-litre V8 engine, when perhaps a variant of the well established Rover 3.5 unit could have been adapted?"

I seem to remember MOTOR SPORT complaining that the "Stag" V8 was not silent by current standards, especially those of Rover and Jaguar.

A little while ago, Lord Stokes condemned all those "idiots" who have pushed up the sales of imported cars to 20% of home sales. My recent experience suggests that the "idiots", quite apart from wanting to own a car which is "different", and which is available for early delivery, may also require quality, and immediate and reliable after sales service.

My present car, a Riley Kestrel, Mk. II (March 1969) developed an unusual noise at 15,000 miles, which the local Dealer diagnosed as being tightness in the differential. Removal of the engine/gearbox unit revealed on dismantling incorrect thrust clearances, which the Dealer suggested could only be assembly faults, and certainly nothing to which I could have contributed even though the car had exceeded the warranty mileage of 12,000 by a mere 3,000 miles.

The BLMC service department was emphatic that it could make no contribution towards my account of £35. A subsequent approach to Lord Stokes produced an assertion by him that trouble of this nature would have revealed itself earlier in the life of the car, and therefore he saw fit to uphold the decision of the Service Division.

The upshot of all this is, that Lord Stokes is clearly as unconcerned with the ultimate fate of the "non-idiot" who buys a BLMC car, as he is with the fate of the "idiot" who does not. My wife and I have owned twelve BLMC cars during the past 15 years, but I doubt very much if either of our next cars will come from Lord Stokes' stable.

Quite apart from this latest brush with the quality and reliability boys of BLMC, my experience includes such items as missing engine mounting nuts; incorrect plug clearances; incorrectly assembled and tuned carburettors; late ignition timing; finger loose sump drain plugs; an internal brake line connection had not been tightened in one of my wife's cars, which very nearly involved her in what could have been a fatal accident; the list of the experiences of just two "non-idiot" could go on and on.

Fortunately, I am able to spot and remedy many defects myself, but not everyone is able or qualified to do so. The rate for the job is high, is there no way of ensuring our cars are soundly constructed and serviced?

From what I hear, most of Lord Stokes' "idiots" seem to avoid such "non-idiot" troubles.

Solihull,

WADLOW ROSE.

\* \* \*

## CONTRAST

Sir,

At the Parke-Bernet Auction of "Antique, Classic and Special Interest Vehicles" in New York recently a complete set of *Road and Track* (1947-69) went for \$140, but MOTOR SPORT, complete from 1951-69 with a few late 'forties issue, brought \$150. No Comment.

Phila., Pa., USA.

K. KARGER.

## PICTURE APPRECIATED

Sir,

I must surely echo the words of MOTOR SPORT readers everywhere in expressing appreciation of the superb reproductions at the end of the colour section.

The 4½-litre blower-Bentley (Birkin/Paget?) is unsurpassed, so far! Billericay.

ALAN R. JUBB.

\* \* \*

## A MYSTERY JENSEN

Sir,

I have recently acquired a 1935 Ford or Jensen V8 four-seater tourer, with the intention of restoring it. Registration number EA 6868, chassis number C-18-UF-2142, body number 3164.

I wrote to Jensen Motors and they seem to think it is a prototype of their Jensen "S" series, but I have my doubts about this, as it is registered as a Ford.

It is nothing like the Jensen "S" shown in photographs they sent me of this model. I believe that previous to their own car, they built custom bodies on such cars as the Ford V8, etc., and I wonder if this could be one of these. It seems to be standard V8, apart from hydraulic brakes and disc wheels (these may not be original) and Andre shock-absorbers adjustable from the dashboard. It has an all aluminium body except for front wings and running boards, spare wheel mounted on the bootlid, a cast aluminium remote gear-change with Jensen cast into the end of it, both Jensen and V8 badges. Norwich.

J. DUNCH.

\* \* \*

## THE EX-PRINCE CHULA'S ROLLS-ROYCE

Sir,

Your question "has it survived?" about Prince Chula's Rolls-Royce 20-25 in "Cars in Books", led me to dig out this picture taken for R-R-EC records. [See below.—Ed.]

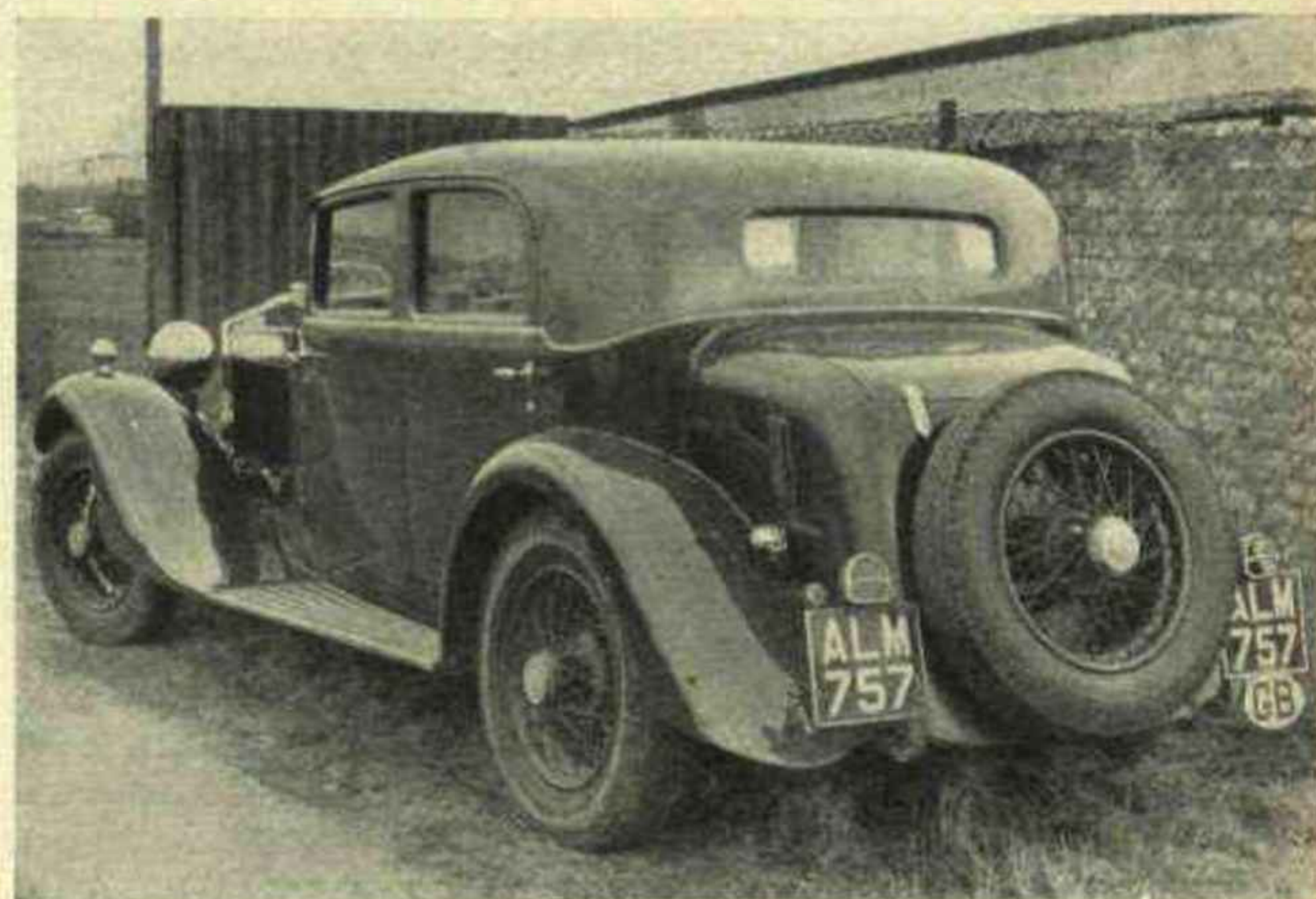
It was taken at last April's VSCC Silverstone meeting, which accounts for the typical salubrious background. The car was parked just opposite the vintage car parking area.

The car is still in the original two-tone blue colour scheme, and is interesting in that not only is the body low and very closely coupled, but also has a division. As a result there is no possible seat adjustment, which accounts for the difficulty for tall drivers.

The present owner, Mr. R. T. Gausden, of Sutton Coldfield, may have written to you, as he has a full knowledge of the car's history. For the collectors of detail, the chassis number is GTZ 3 and engine number L2D.

Uxbridge, Middlesex.

COLIN W. HUGHES.



The ex-Prince Chula Rolls-Royce—see letter from Mr. Colin W. Hughes.

## FIAT 600 SATISFACTION

Sir,

In February of last year, I decided to purchase a new car of under 1,000 c.c. I looked at most types but because of national pride, decided on either a Hillman Imp or BLMC Mini. However, on going to various dealers in this area and although I had no trade in and was paying cash, I could not get satisfactory discounts and/or the colour I required.

On visiting the main Fiat agents for this area however, I found although there was a strike on at Turin, they could supply me with almost any colour and at what seemed a reasonable discount. After examining my requirements and my company's car allowance scheme, I decided on a Fiat 600D which uses 2-star jungle juice and for which was claimed up to 50 m.p.g. I have now covered 14,500 miles in this car and apart from a few minor problems, mostly small oil leaks, the car has been entirely reliable. It has never failed to start first time, has carried me and my family with luggage on holiday, cruising on the motorway at a speed exceeding its recommended maximum. On making a check on its petrol consumption recently, it did 310 miles on 6 gallons of 2-star petrol and that at a cruising speed of 50 to 60 m.p.h., when I am allowed to by the ever-present mimmsers.

On the other side, I do find the acceleration rather tedious and one has to anticipate somewhat when trying to overtake NFAs who insist on travelling at 45 m.p.h. in the middle of the road, NFA by the way is my abbreviation for the "Not Awakes" the middle letter being open to interpretation, and the pulling power up hills leaves a lot to be desired, but all in all I am very satisfied with the car, and would not hesitate to recommend anyone to Fiat motoring if all their models are as trustworthy.

Might I just say in closing that I have nothing but praise for the local Fiat distributors, Messrs. Platts Garage of Longton, who have been more than helpful with all the little items which arose during the warranty period and also express the wish that your magazine will continue to amuse, educate and absorb me in the future, as it has during the last 15 years I have taken it.

Stoke-on-Trent.

C. J. BLAGG.

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## BENTLEY AERO ENGINES

Sir,

I read in the current issue of MOTOR SPORT the attack made on W. O. Bentley in respect of his BR1 aero-engine and the Clerget rotary.

All this, with some feelings of pity for Alec Ulmann, you have yourself rather succinctly answered his criticisms.

It is quite unnecessary, in my opinion, to conduct a post-mortem on the comparisons of these two engines. Like all other types, they have their basic concepts, and in respect of the rotary cylinder-type emanate from Lawrence Hargrave, 1889, operated by compressed air, followed in 1908 by Laurent Seguin with his famous Gnome engine and subsequently followed by the Le Rhone, Clerget and many others all from the same basic principles.

There were however, in the early years of WW1 certain inherent weaknesses in the component design of the Clerget rotary and W. O. was given the task of dealing with these, since pilots were being killed. W. O.'s main approach to the problem was enhanced by his experience with aluminium, with which he displaced cast iron in construction, and since the engineer and sculptor have much in common by virtue of modifying their techniques to suit the materials used, the results were not devoid of interest to the extent that Gwynnes, who built the Clerget under licence in England were a little resentful of W. O.'s successful efforts because they believed they would no longer be producing the Clerget, but a Bentley specification . . . so much for the charge of plagiarism.

Has Mr. Ulmann not yet learned, in spite of his abilities as a meticulous investigator and stickler for detail that no one-man is the great culminating inventor? The final result is a combination of effort of successive members of the human race.

The great Sir Henry Royce and multifarious others all took the best of what already existed and made logical improvements and so the process goes on as it always will. Therefore, let us hope that Mr. Ulmann will ultimately temper his talents as a dissector of mechanical bodies with a modicum of sound philosophical analysis.

Shepperton.

VIC BUTLER, ARAES

## DON'T FORGET NUVOLARI!

Sir,

I was interested to see your Co. Durham reader's list of "old when they ret red racing drivers", although Nuvolari's name is a surprising omission and one presumes this to be merely an oversight. If my information is correct he should top the list with Chiron, having driven in the 1948 French GP aged 56.

What is more interesting is the ability of a driver to remain competitive when considered elderly and one naturally thinks of Fangio who was as good as ever when he retired at 47.

Surely the most remarkable performances of all, although not in Grand Prix, were Nuvolari's drives in the Mille Miglias of 1947 and 1948. Run in appalling conditions he finished second in 1947 and the next year retired about 100 miles or so from the finish when well in the lead. One has only to read the briefest descriptions of these races to appreciate the courage and sheer skill which was required and which put the final seal on the most exciting motor racing career of all.

Belfast.

J. J. B. DOWLING.

\* \* \*

## BRITISH LEYLAND (AMERICA) REPLY

Sir,

During one of my regular monthly visits to Britain, I was interested to read the article by your correspondent, J.W., concerning the American sales scene. I found this an interesting and generally balanced article but I was a little disappointed that the efforts that British Leyland is making in the USA were rather understated. I would be grateful if I could use a little of your space to tell you something about what we have achieved in the American market recently.

In the last 2½ years British Leyland Motors Inc. has undertaken the reorganisation of all the selling networks for Triumph, Rover, Jaguar, Austin and MG, into two strong and profitable dealer chains.

One of the results of this, as yet incomplete, reorganisation has been a steady rise in retail sales to last year's total of almost 70,000—the highest since the formation of the Corporation. I would point out that this was achieved in a year when we could sell everything that we could get from the factories in the UK, which were so badly affected by component strikes. Additionally MG had their best retail sales year ever with 31,058 units and they are of course the biggest selling sports car marque in the country. In general our problem in the States is not selling the cars, it is getting them and as the supply situation has been easing considerably during the last few months, I think we should have another record year if we continue as at present.

I was a little surprised at your criticism of our parts service on the West Coast as this is an area in which we have concentrated much effort recently. We have a very keen and efficient dealer organisation in that part of America, who carry a very extensive parts stock. In addition, there are warehouses to hold bulk stocks run by both distributors and ourselves and we currently aim to have 95% of all parts readily available from these stocks. It is, of course, our primary concern that customers should be able to get service and parts where and when they require them and I would be very interested to know of any specific examples of poor parts availability in that area so that we can help the people concerned right away.

Finally may I say how much I and my staff at Leonia enjoy your magazine; we have it sent regularly from the UK. Keep up the good work.

GRAHAM WHITEHEAD,

Leonia, New Jersey, U.S.A. *President, British Leyland Motors Inc.*

[Any American readers' comments will be received with interest, Ed.]

\* \* \*

## GOOD ENGLISH

Sir,

For some years now I have derived much pleasure from the "Six five in third around Becketts, Nigel" brigade at the end of the bar, and their quasi technical jargon. Unfortunately the last word they had to play with was "Desmodromic"—a long one, but they seemed to get their tongues around that all right.

Might I ask through the medium of your Letters Column to provide them with a new "in" word for 1971, whilst at the same time tidying

up this sloppy "bowl-in-piston" thing by calling it by its proper name . . . TORROIDAL.  
Rothley.

MIKE BAKER.

[I do not know about Technical English but I do tend to blink at the with-it reporting we get today, such as: "Denny campaigned a M16, but soon pitted after holding first spot at Indy, where he had hoped to be Champ. He had started from pole position, so the Clubbies shouldn't have troubled him but the car seemed a handful, as Denny was opposite-locking on the turns. Much later a new engine was fitted, to no avail". This means, I think:- Hulme drove a McLaren M16 but soon came into the pits, after having been in first place at Indianapolis, where he had hoped to be Champion. He had started No. 1 from the starting grid, so the Club drivers should not have impeded him but the car seemed a handful, as Hulme was correcting slides on the turns. Much later a new engine was installed, to no avail—a fictitious report, of course. Perhaps someone will compile a directory of modern motor racing slang to assist old squares who read young reporters' race stories to comprehend them?—Ed.]

\* \* \*

### SPECULATORS' DELIGHT

Sir,

From time to time valid criticism has appeared in your columns of those who acquire veteran and vintage cars not so much to use and enjoy them as to realise a profit on their subsequent disposal.

Like many good paintings, many good veterans and vintage cars will only increase in value and they will, as a result, be sought by the wealthy largely as an investment. But, unlike paintings, their subsequent disposal at a profit will not attract Capital Gains Tax, a fact which must have led a number of people with substantial capital gains to invest in pre-1931 cars. Section 27(1) of the Finance Act 1965, provides that private cars (including vintage and veteran cars) which are "constructed or adapted for the carriage of passengers" and are not of a type "not commonly used as a private vehicle and unsuitable to be so used" will be exempt from charges under this Act; so if you seek additional grounds to support MOTOR SPORT's claim that Parliament gives the motorist a raw deal, this provision of the 1965 Finance Act may be seen as a subtle hindrance to the average vintage car enthusiast's desire to relieve the burdens of present-day motoring by enjoying, without undue expense, a taste of motoring as it was.

London S.E.11.

C. G. MASTERMAN.

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### THE GOOD AND THE BAD

Sir,

At a time when we are hearing so much about poor service from garages, may I comment on two from whom, on numerous occasions, and without exception, I have had very good attention: Central Garage Limited, London Road, Alderley Edge, Cheshire; Rutters Garage Limited, Salop Street, Bridgenorth, Shropshire.

The following remarks apply to both garages. In emergency I have received prompt and efficient attention. Defects which could have been rectified by the "you will need a new . . . etc.," routine (at a greater profit to the garage) have been repaired. Genuine faults in components, which I had not asked that they be inspected, have been noticed. Staff at all levels have been most courteous and intelligent. Charges have, in every case, been reasonable. I would add that I have no connection with these firms, other than as a very satisfied customer.

On another topic, if I may trespass on more space in my favourite magazine. As a driver of over 18 years experience, averaging until recently 25,000 miles per year, I would like to comment on road safety and the law.

I feel very strongly, both as a road user and as a tax payer, that the numbers of regulations and road signs (which are in some places too numerous to absorb their information) have become ridiculous. Driving conditions are nearly infinitely variable, as are the capabilities of both the vehicle and driver. I am convinced that drivers should be trained and tested to such a standard that they would be capable of assessing all these parameters and drive safely accordingly. The cost of road signs must be prodigious and even then these signs cannot take all these parameters into consideration and the money spent

on these would be better spent on training and such facilities as skid-pans. The number of drivers, who drive strictly within the law but nevertheless are obviously incompetent, is frightening.

With regard to enforcement, at two extremes, both in Cheshire, firstly, some years ago I was fined for not obeying a road sign; the police sergeant in this case had not, in fact, seen this alleged event and he did not know the type of car I was driving! The second occurrence was last year when I was stopped by a senior police officer who was, I think, an instructor at the police driving school. I had done a rather silly bit of overtaking and he gave me a good dressing down, and he took no further action. In the first case I was left with a strong sense of resentment; in the second case I was left with a sense of shame and I have "Watched it" ever since.

Shifnal.

C. G. LANGFORD.

\* \* \*

### WHY MG DROPPED RACING

Sir,

Having just received the December and January editions of "MOTOR SPORT", I feel I must put pen to paper and rally to the cause and defend the MG Octagon.

In reply to Mr. Pegum suggesting that MG withdrew from racing due to Jamieson's twin-cam Austin, I must say that this is absolute nonsense. A challenge from Austin of this nature would have been welcomed with open arms by Kimber and the Abingdon crew.

The reason for the MG withdrawal came at the time Lord Nuffield sold the assets of MG to the Morris Group. The directors of Morris Motors issued an official statement part of which I quote:

"The directors have decided that, at all events for the present time, racing for the purpose of development has served its useful purpose."

Surely this "useful purpose" reached its peak at Abingdon in the shape of the R-type single-seater, the only single-seat MG built for racing only. With its backbone chassis and torsion bar suspension all round it was acclaimed throughout the sporting world as being ten years ahead of its time. Unfortunately, the axe fell before the car reached its full potential.

It is noteworthy that all MG racing engines were touring engines tuned for the track. They were not specialist-built racing engines as I believe the twin-cam Austin was.

Tropical Oman States.

GAVIN C. GOUGH.

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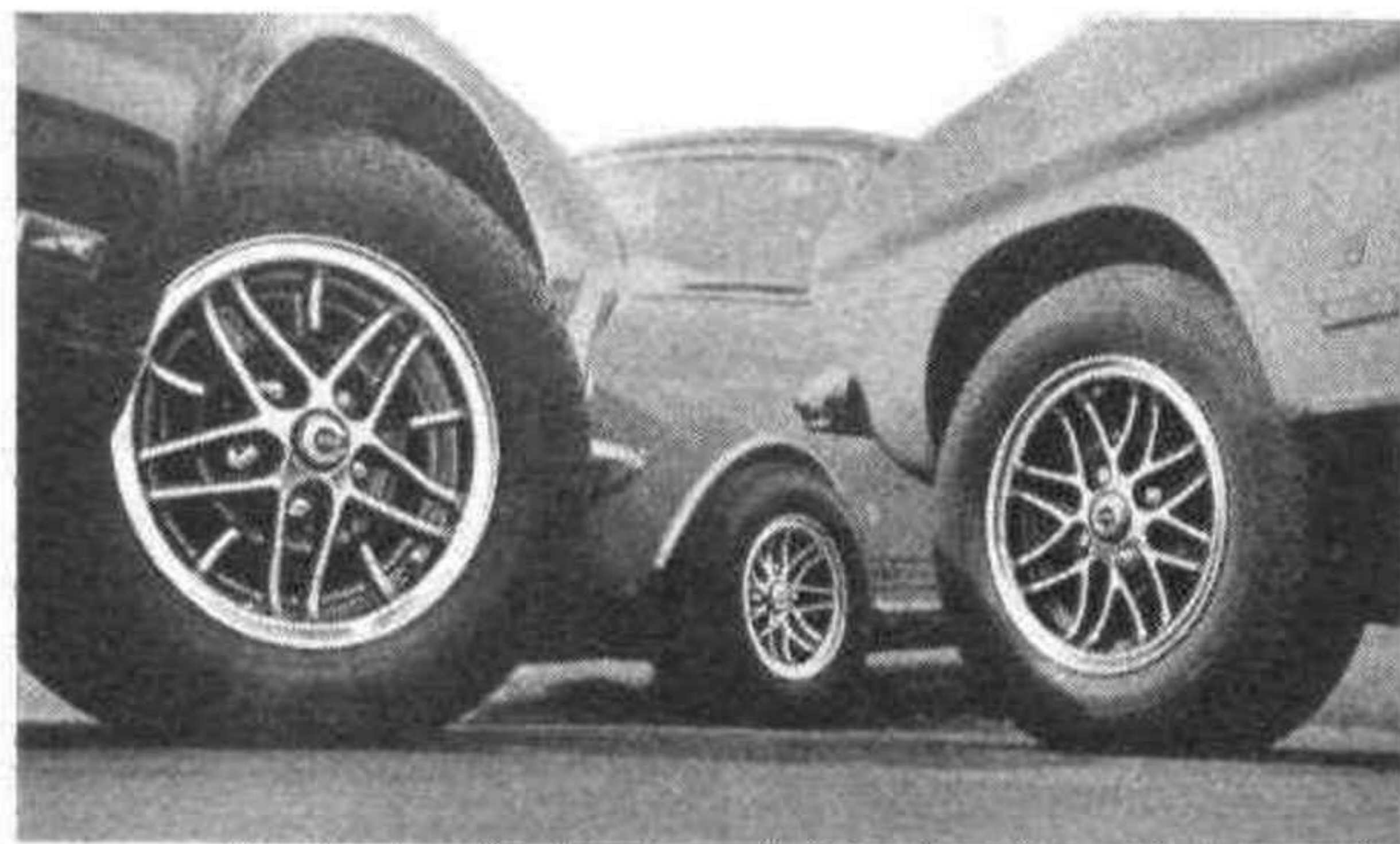
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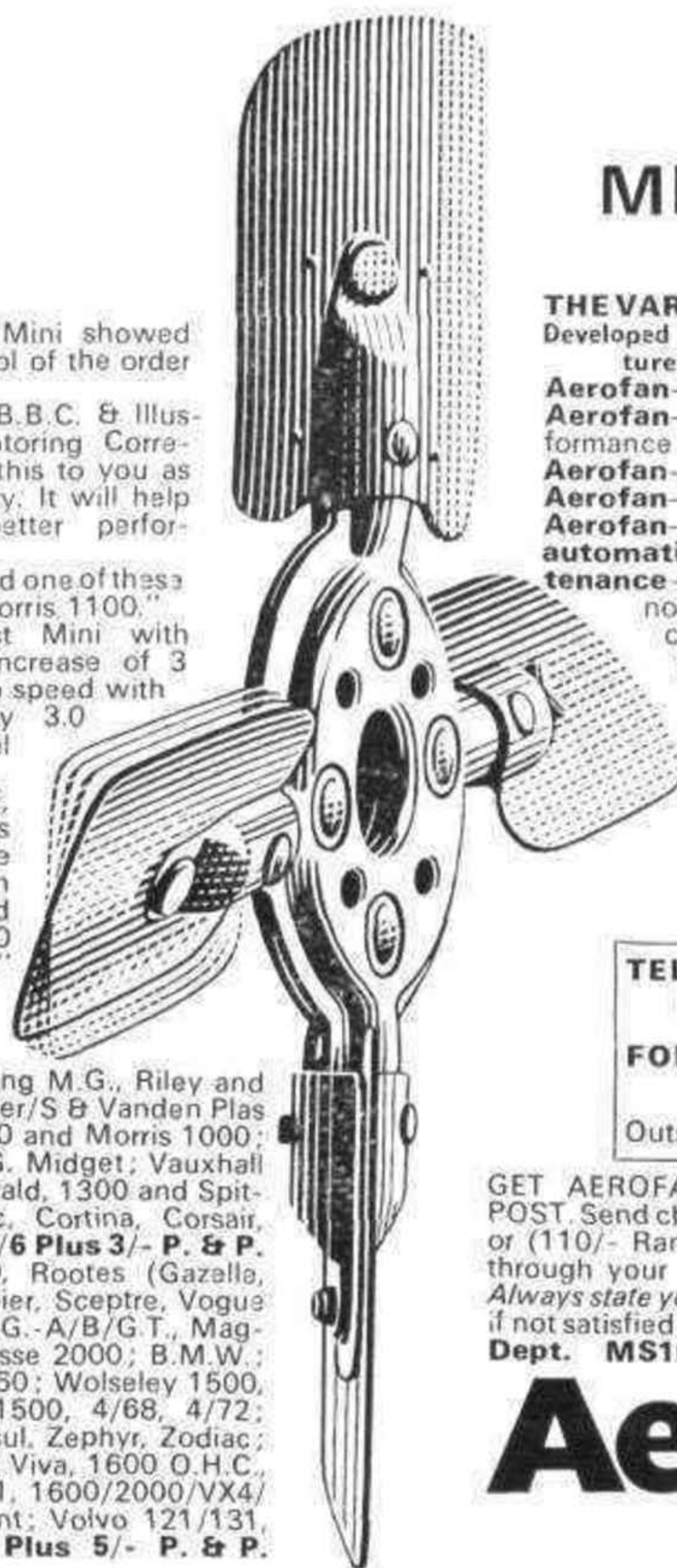
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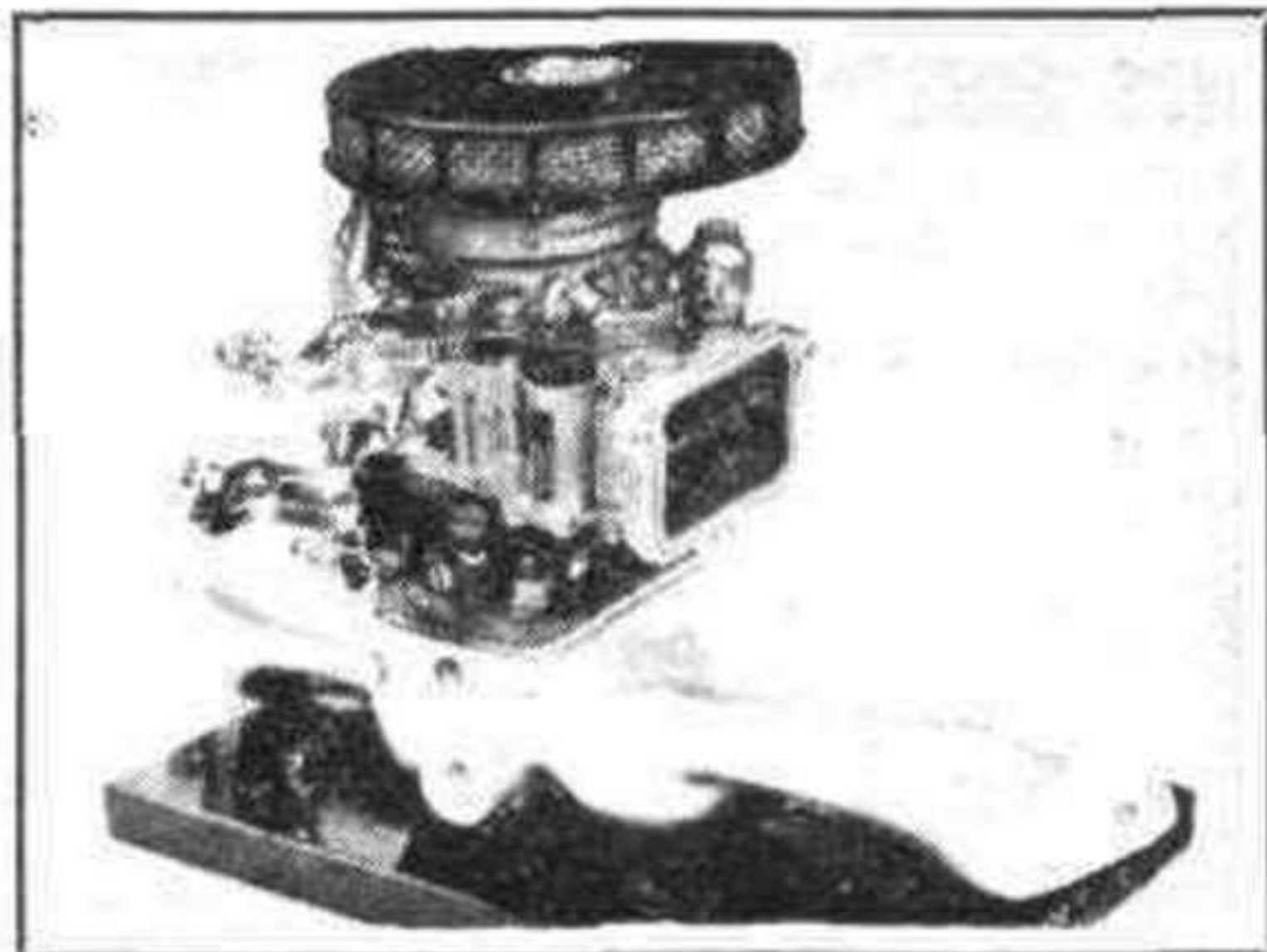
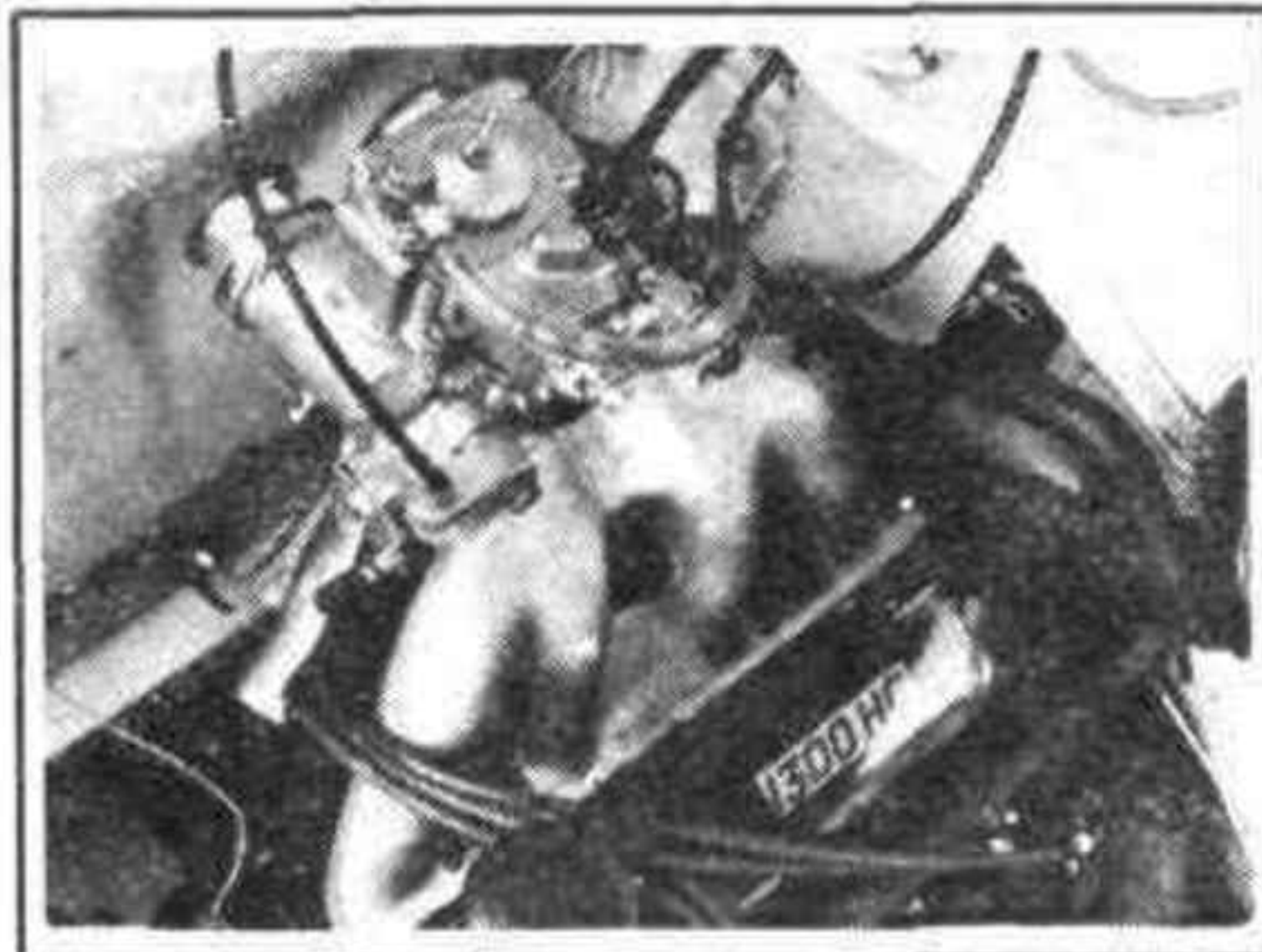
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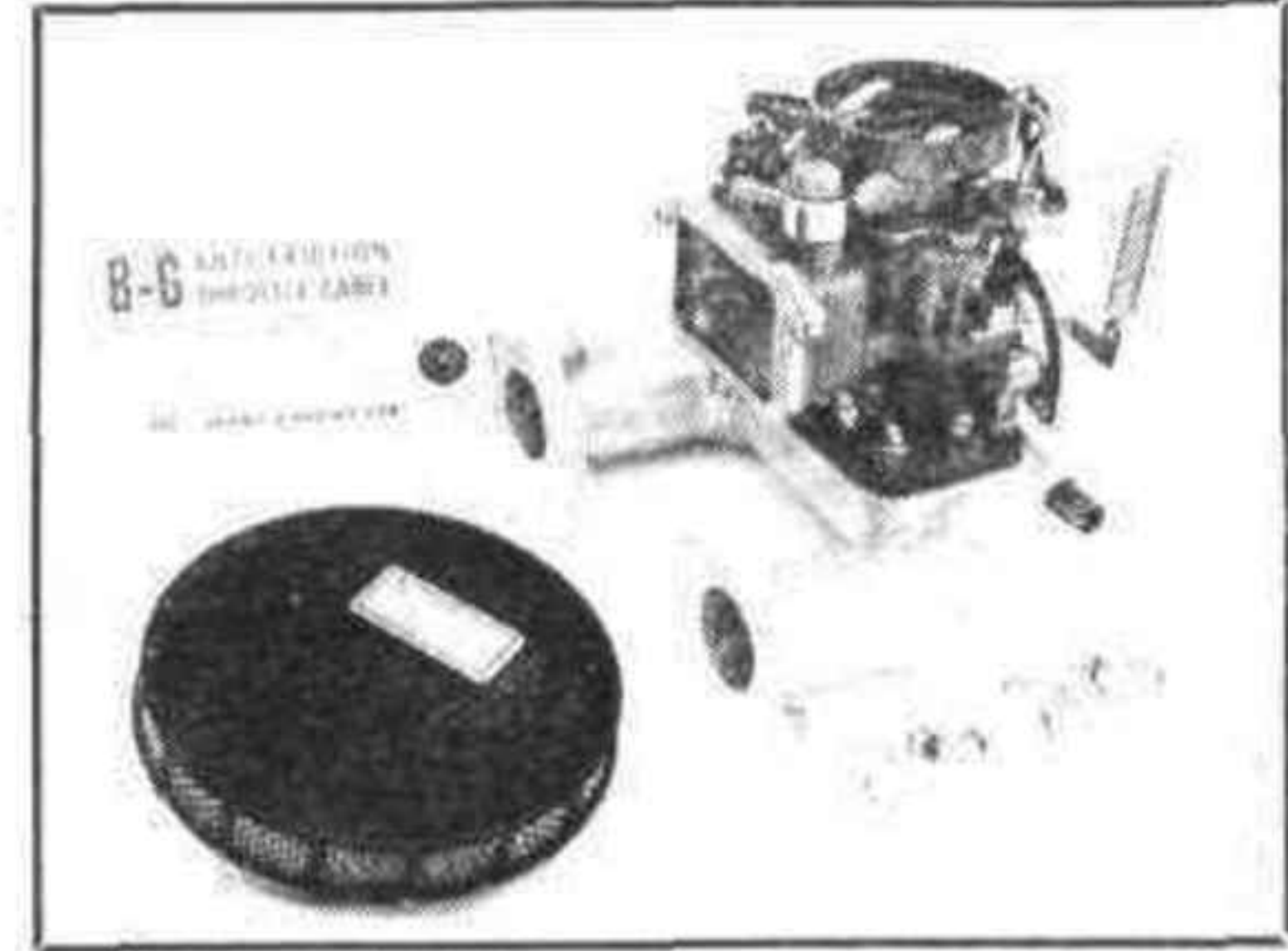
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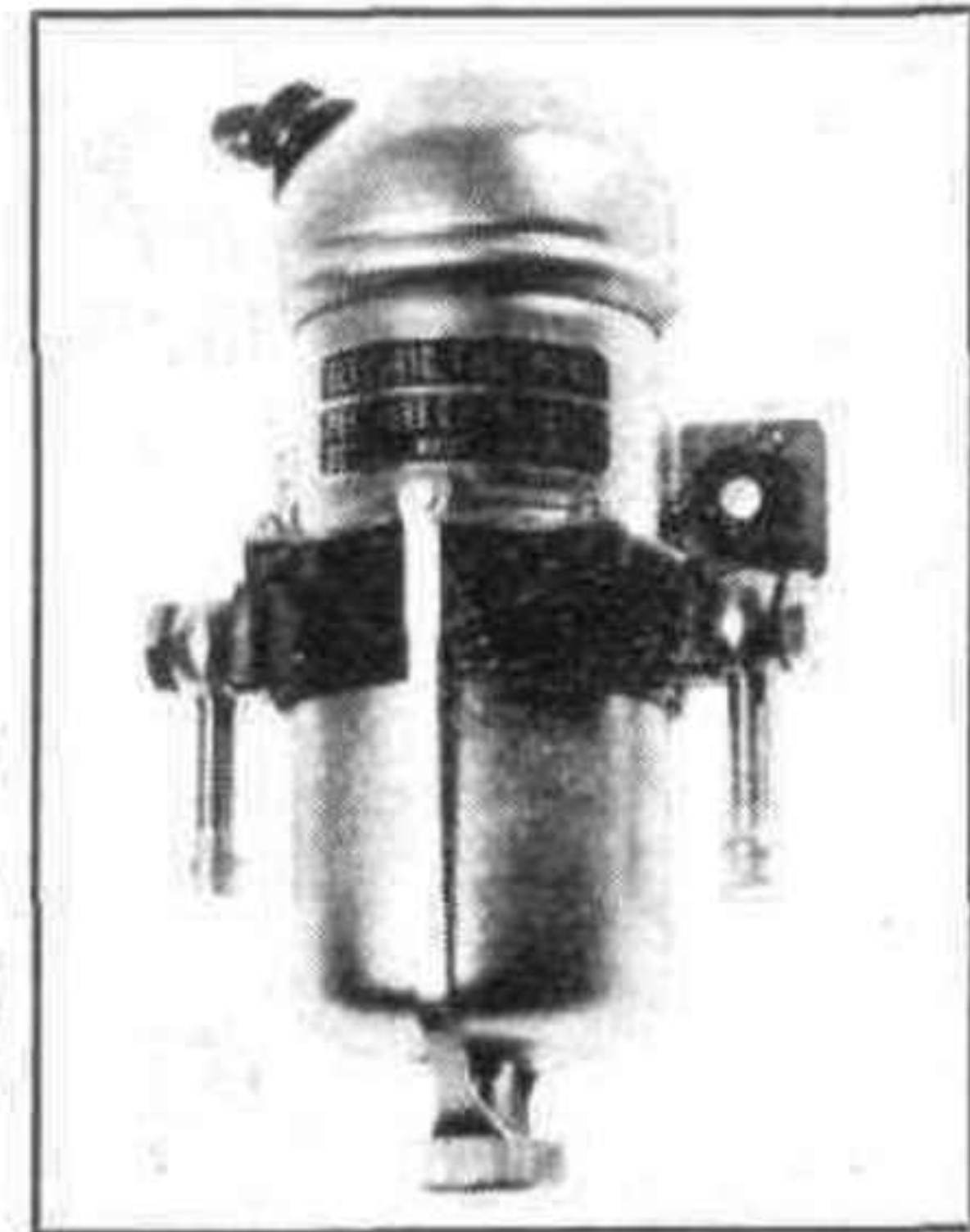
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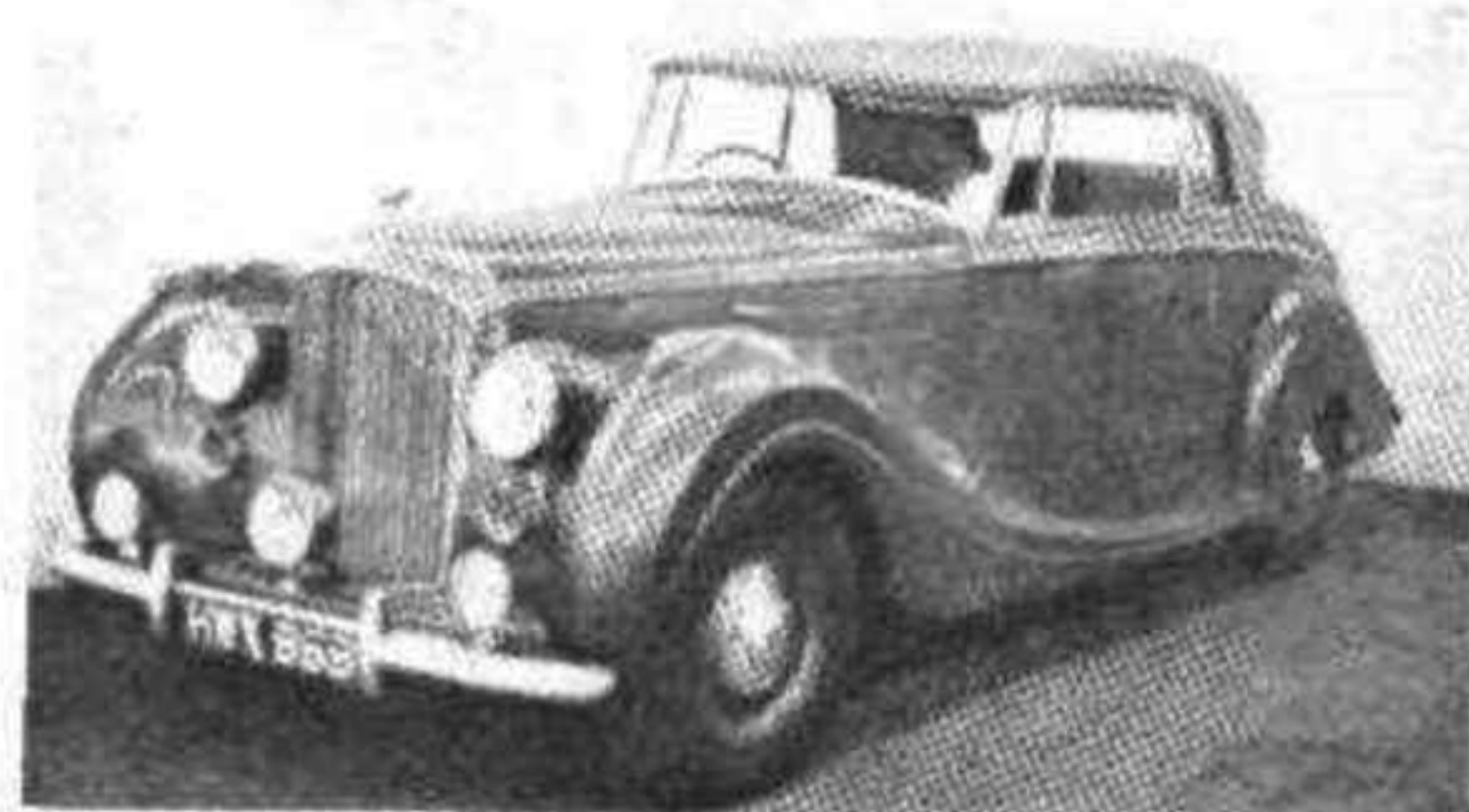
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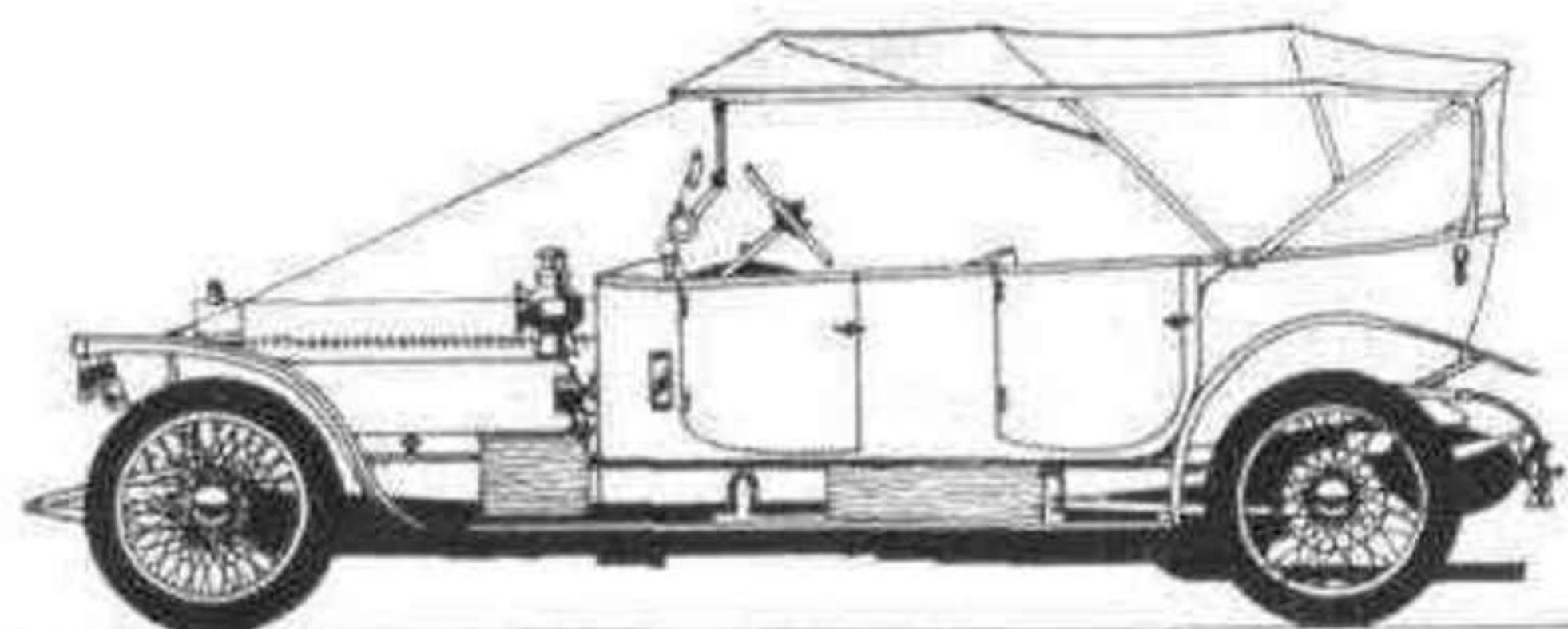
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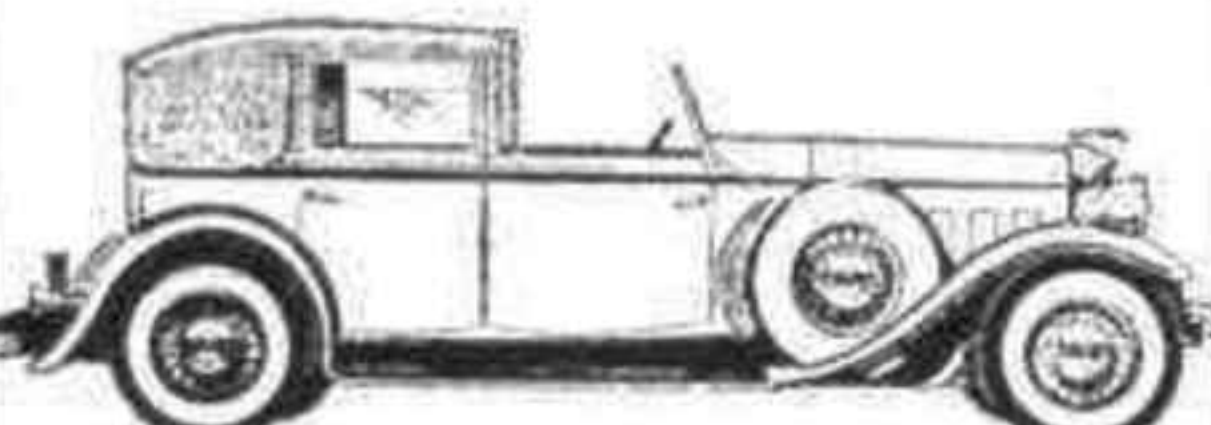
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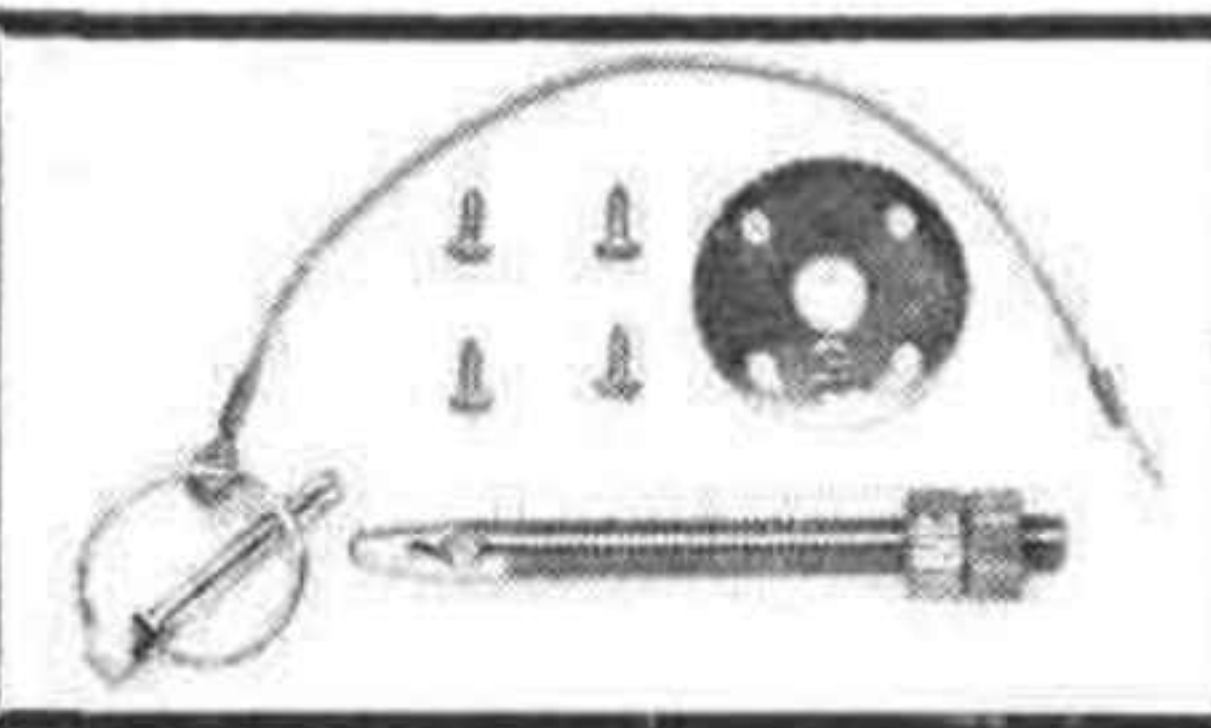
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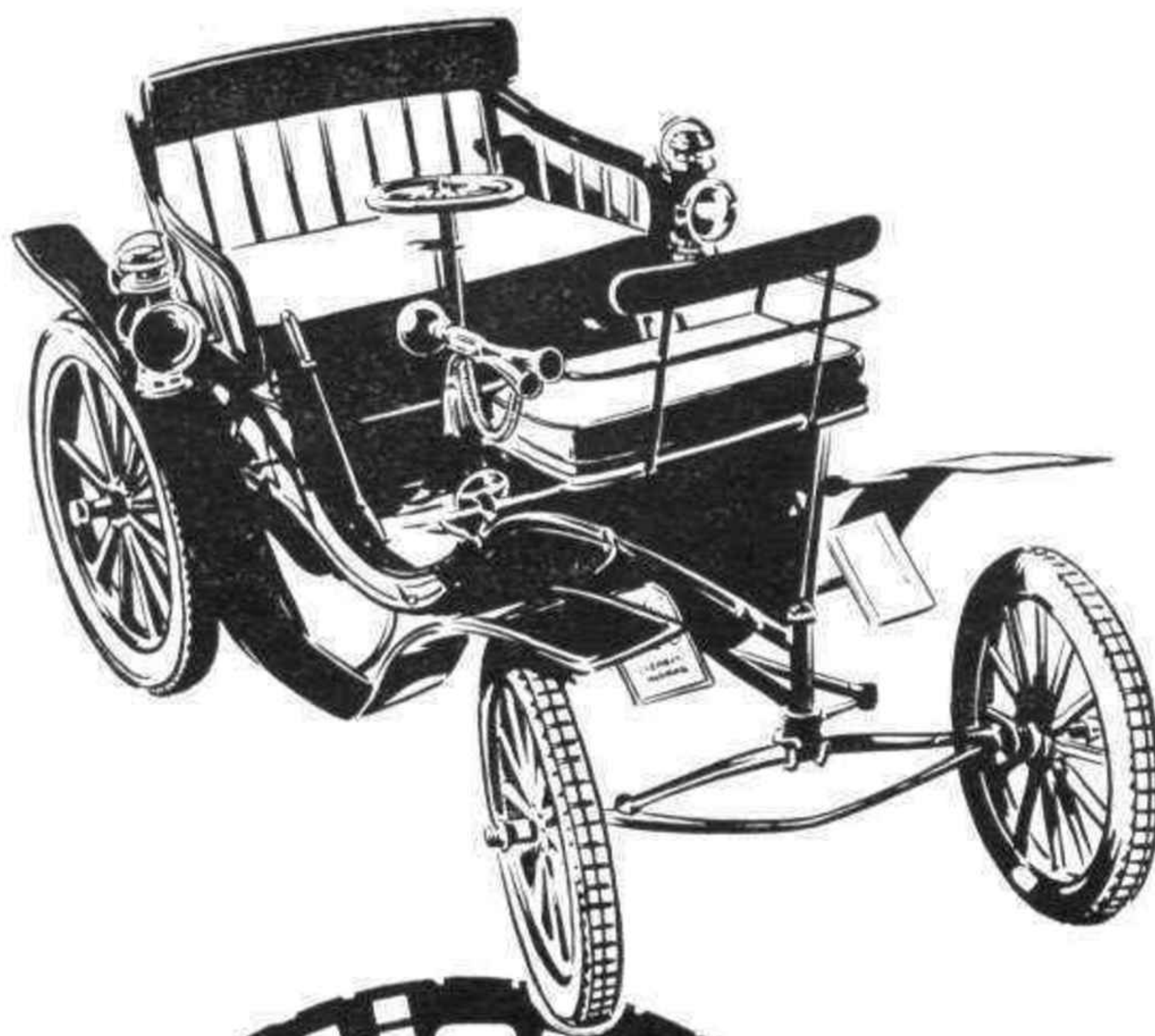
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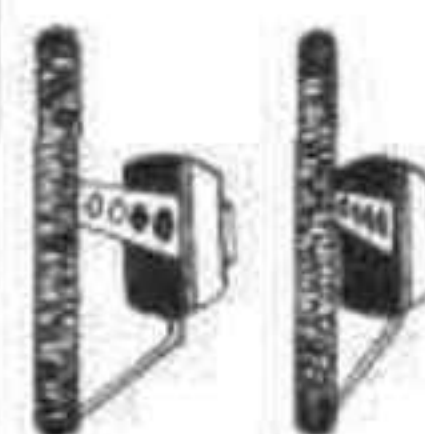
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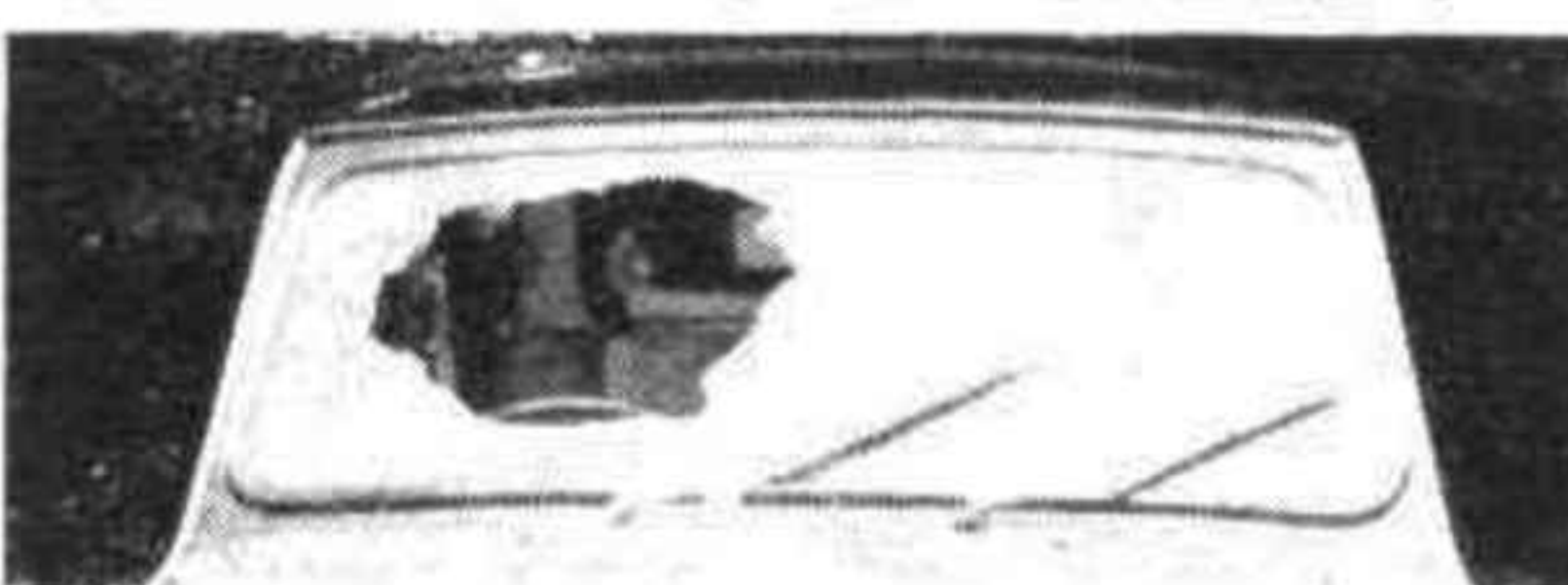
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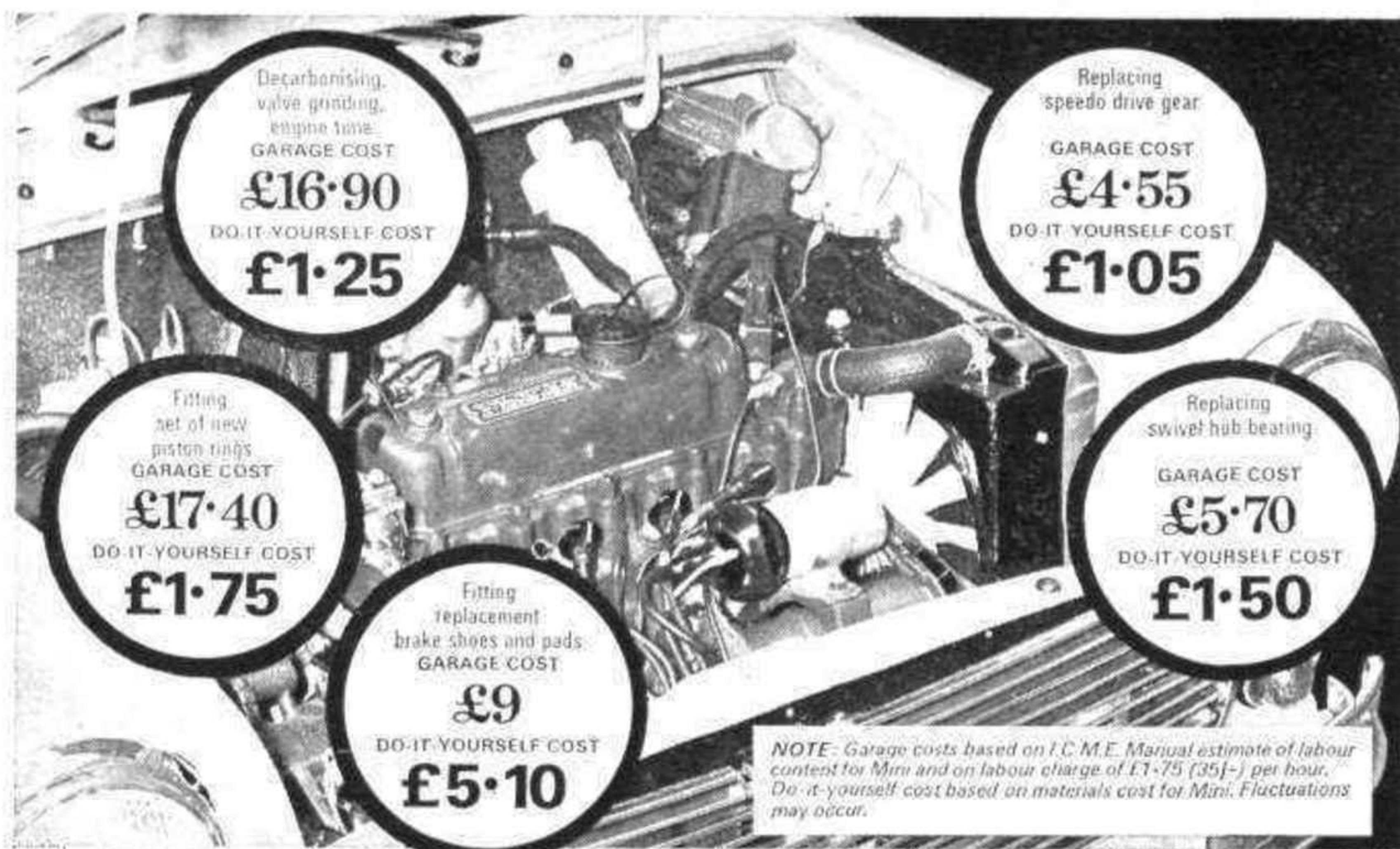
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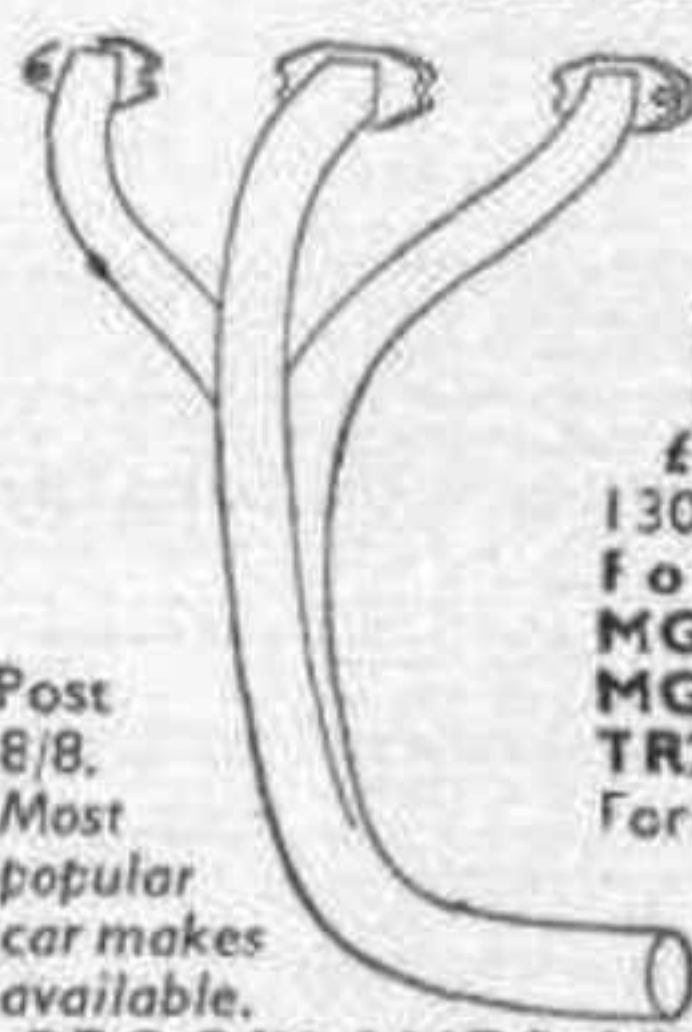
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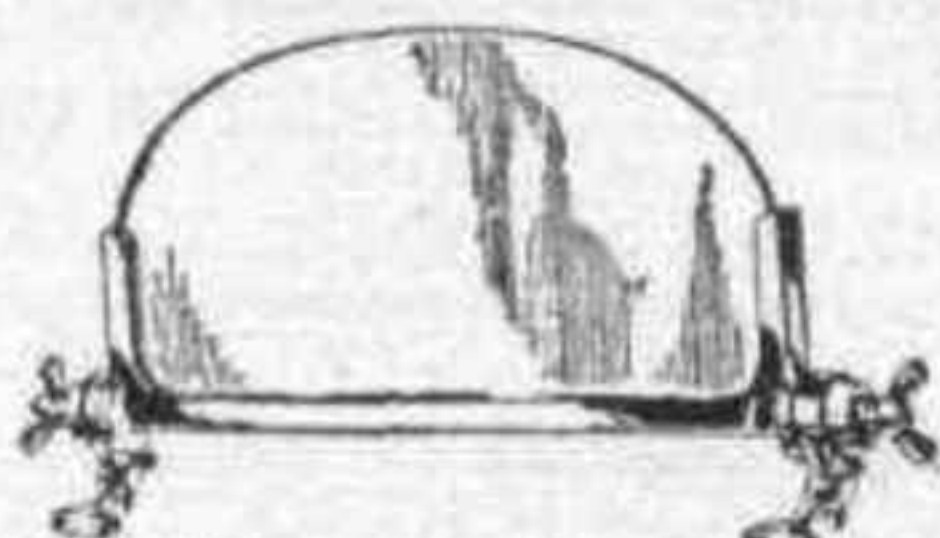


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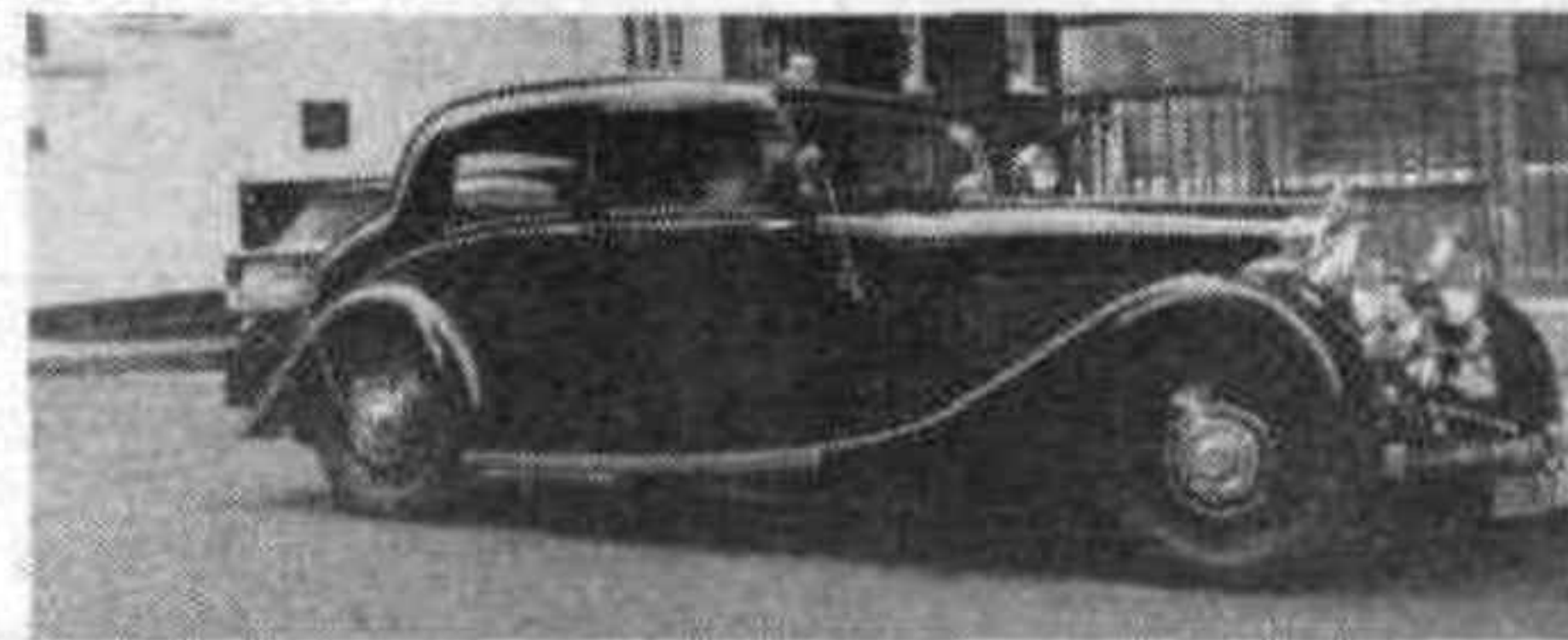
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(Left) 1935 ROLLS-ROYCE 20/25. Small owner-driver sports saloon by James Young. Side-mounted spare wheel. Excellent running chassis, coachwork finished in black with contrasting blue trim.



(Right) 1937 BENTLEY 4 1/2 4-door sports saloon by Park Ward. Excellent original interior. First class black coachwork and chrome. Just fitted new tyres, exhaust, brakes and kingpins.



(Left) 1935 ALVIS Fire Bird. Classic open 2-seater sports, recent extensive mechanical rebuild, outside exhaust system. This actual car was used in the film "Monte Carlo or Bust".



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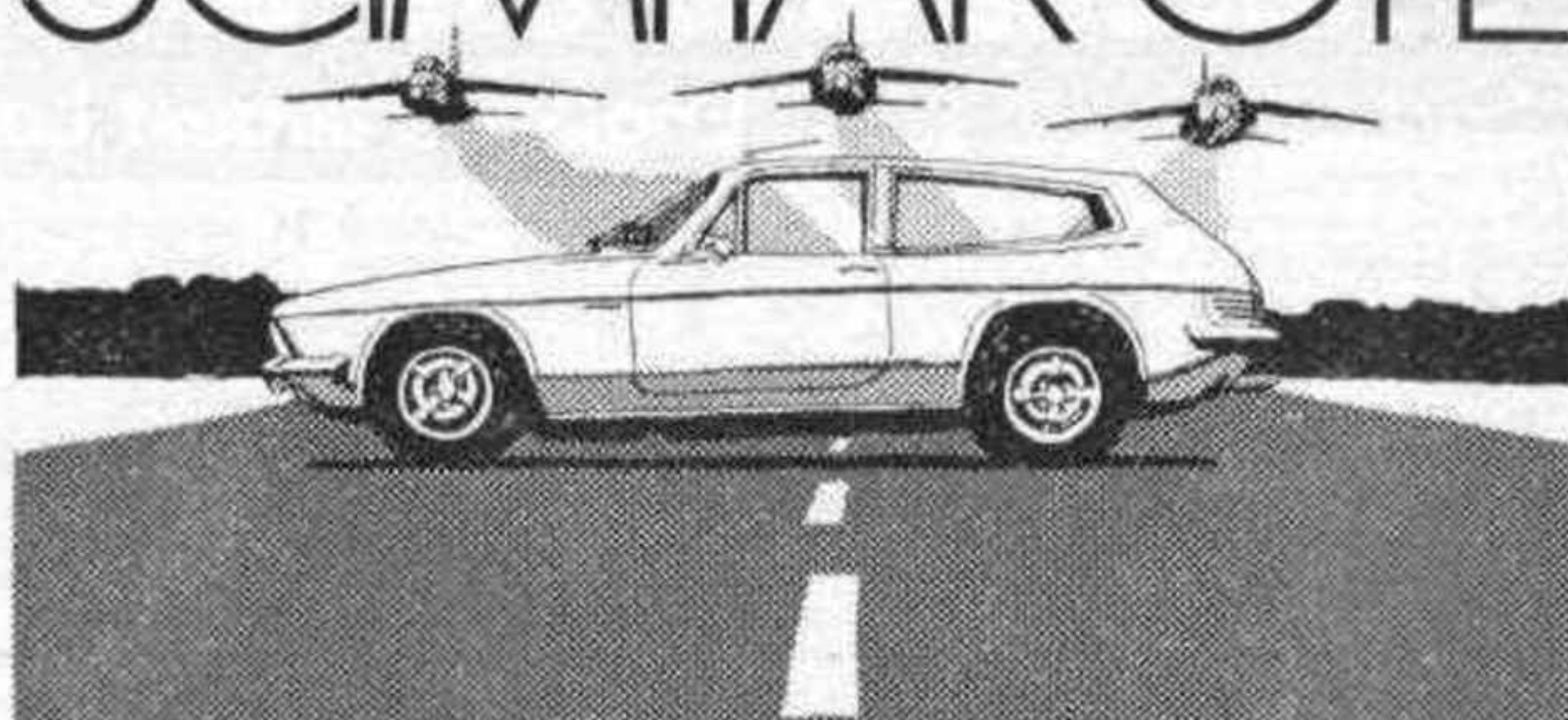


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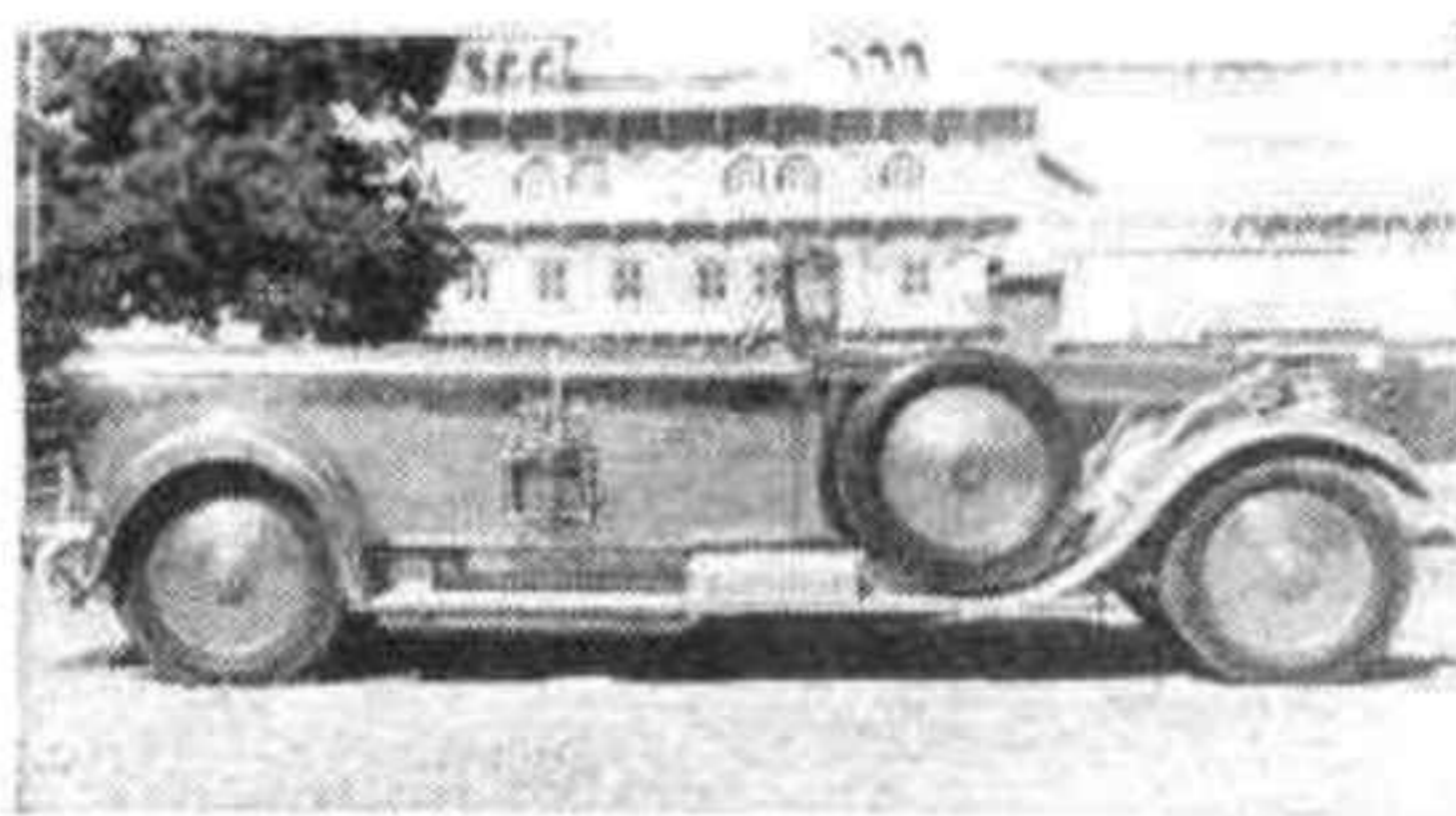


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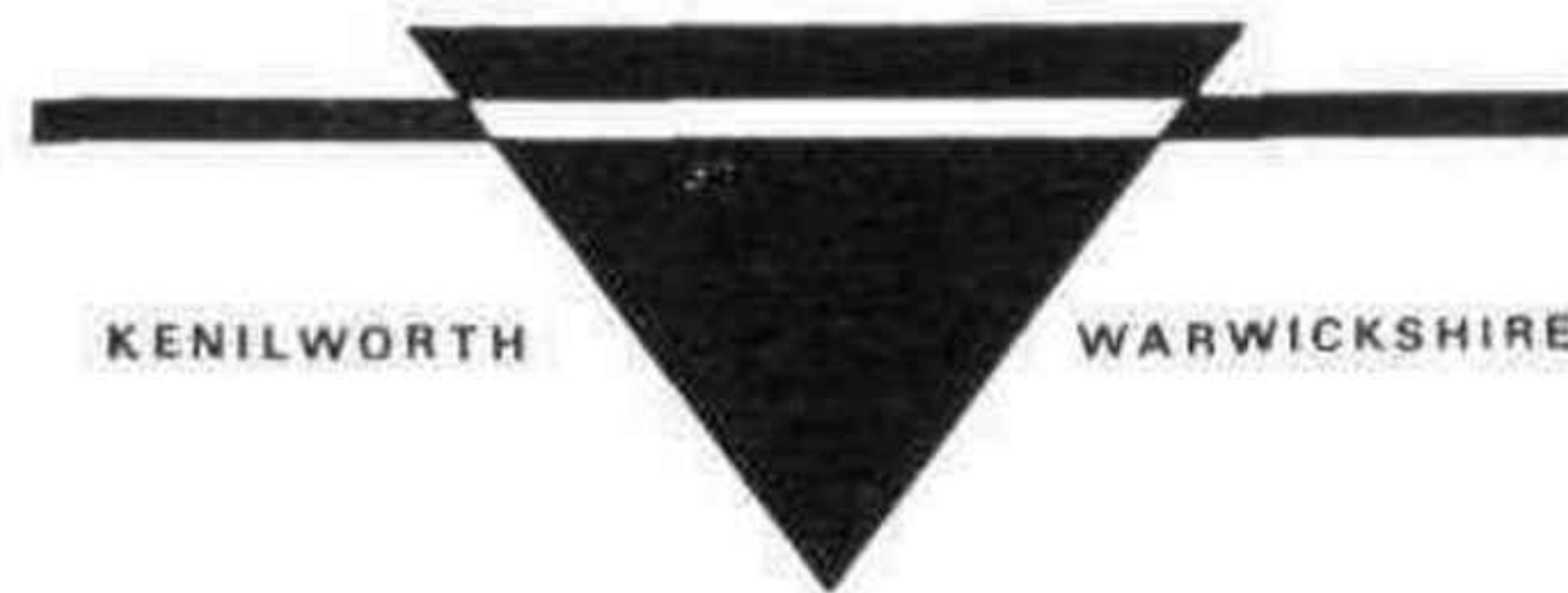
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**ROLLS-ROYCE**, 1936, 25/30 sports saloon by A. Mulliner. 132,000 miles, three owners and Rolls Agents maintained since new. Immaculate coachwork and excellent mech. condition. **TWO OTHER 25/30s IN STOCK.** 1937 25/30 sports saloon with sun-roof by James Young. Two owners from new and the last for 22 years. Small mileage since complete engine and coachwork restoration at Rolls Agents. Radio, heater and complete unused tool kit. Immaculate coachwork inside and out, and 98,000 miles only since new. 1938 25/30 7-passenger limousine by Barker. One owner, chauffeur-driven and Rolls maintained since new. Complete with its original Rolls-Royce order form, instruction manual, complete tool kit, heaters, etc. The coachwork is now being restored where required to its original immaculate condition.



**ROLLS-ROYCE**, 1934, 20/25 sports saloon with wind-down division by James Young. Two owners, Rolls maintained and 95,000 miles since new. Recent mechanical and coachwork restoration. **TWO OTHER 20/25s NOW BEING RESTORED.** 1936 20/25 sports saloon by H. J. Mulliner, two owners, Rolls maintained; documented history and 79,000 miles only since new; small mileage since over £1,000 spent on mechanics and coachwork; complete original tool kit and instruction manual, etc. 1935 20/25 sedanca de ville by H. J. Mulliner, 114,000 miles since new and 14,000 miles since engine rebuild, etc. Fitted rear Brooks trunk with its original travelling cases, rear passenger's speedo, and clock, miniature French opera lamps and many special fittings. (This 20/25 will not be completed till April/May after a two-year restoration.)

AT THE TIME OF GOING TO PRESS (FEB. 10th) I AM NEGOTIATING FOR, OR RESTORING THE FOLLOWING CARS TO MINT CONDITION.

1936 RENAULT 17 2/4-seater sports convertible with fold-flat windscreen; 34,000 miles only and small mileage since over £500 spent by Main Renault Agents after its many years of storage. Very rare and attractive coachwork.  
 1927 ROLLS P. 1, fitted replica open sports coachwork. The complete "as new" rebuild should be completed next month.  
 1954 ROLLS Wraith L.W.B. touring limousine by Hooper, two owners; Rolls maintained.

1937 DELAGE D670 sports convertible by Figoni & Flascchi, and the only one with this very attractive coachwork in England, of which the restoration is now nearly complete.  
 1934 ALFA ROMEO 2.3 blown d.h. coupé by Castagna. Recent complete rebuild to original of mechanics and coachwork.  
 1936 BENTLEY 3½ sports saloon by Barker, one owner; engine just rebuilt, etc.

AS MOST OF MY CARS ARE NEVER ADVERTISED, PLEASE PHONE FOR YOUR REQUIREMENTS. I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE, AND FOR OVER 35 YEARS I HAVE SPECIALISED ONLY IN THE FINEST OF USED CLASSIC AUTOMOBILES.

Telegraphic address: Concourcar, London, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2.

DEAR BOB,

I had to write to you and tell you about the super week-end we have just spent at Jack Bond's Historic Coaching Inn in the Cotswolds. It is not a 5-star luxury hotel, but they don't charge 5-star prices; in fact you can spend a whole week-end there, with everything thrown in, for a price some hotels charge just for one night's bed and breakfast.

It's got a great friendly informal atmosphere and you can dress as you please and drink as late as you like, one of the things I liked is that it is not like other hotels, where you have to be up for 9.30 am for breakfast, you can have it as late as you like; we had it in bed at 11 am, and they make no extra charge for that. (In case you are thinking the wrong thing, Bob, I mean breakfast). The charges are very reasonable; £2.10 per person bed and breakfast, or there's a cut price package week-end which is £4.75 single, £8.87½ double, which includes dinner Saturday night, bed, breakfast and Sunday luncheon, admission to the Discotheque, and a trip around the countryside in their Veteran horse-drawn char-a-banc, which has often appeared on TV, and when available there are horses and ponies for riding. We all had a swinging time at the Ranch Room Discotheque, which has a great night club atmosphere, with liquid light shows and the only stereo sound system of its type in England. The D.J. is Jack Bond, who has Deejayed and sung at some of the world's top night spots, so he knows what it's all about. You can drink till 2.30 am Fridays, 12.30 am Saturdays and midnight Sundays (but as residents we can drink all night if we wish). The admission prices are very reasonable and all drinks are at pub prices. We had a very good meal at a very low price in the Stable Bar Bistro and Grill, which is open every night till late (except Thursdays) and daily for luncheons. As a complete contrast, in the day we strolled around the Stables and saw all the horse-drawn carriages, harness, horses and ponies, all of which are for sale or hire. There's all types of ducks, chickens, geese, dogs, etc., running around, so they don't mind if you bring your dogs with you. If you don't feel like driving, the Hotel has its own entrance to Kingham Station, which is only 1½ hours from Paddington or 76 miles by road; it is halfway between Chipping Norton and Stow.

Love,  
 SUE AND THE GIRLS

## SPORTSCARS WANTED

1965 TO 1970  
J. K. SPORTSCARS  
See our advert on page  
272

### BENTLEY PROTOTYPE 'S'

All alloy body by Mulliner on 1953 'R' chassis, very rare model, genuine 87,000 miles, recent bills for over £300 and now recellulosed to original black. £1,350.

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M.G. Midget Mk. III, 1970	£785
A/H Sprite Mk. IV, 1969, w/w	£695
A/H Sprite, 1967, w/w, H.T.	£545
A/H Sprite, 1966, w/w	£475
SPITFIRE 1969, damson	£685
SPITFIRE, 1967, o/d	£525
M.G.-B, 1965, o/d, w/w	£575
G.P. BEACH BUGGY, built 1970	£435
TR4, 1964, o/d, w/w, surrey top	£495

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#### QUALITY MOTOR CARS

— offer —

1957 BENTLEY Continental Mulliner fastback. Red with grey upholstery, lovely condition throughout, rebuilt engine £2,500

1956 BENTLEY Continental Park Ward d.h.c. White with red upholstery, extensively overhauled and in excellent condition £2,750

1955 BENTLEY "R"-Type Saloon Automatic. Midnight Blue with blue upholstery. Good history and much above average £950

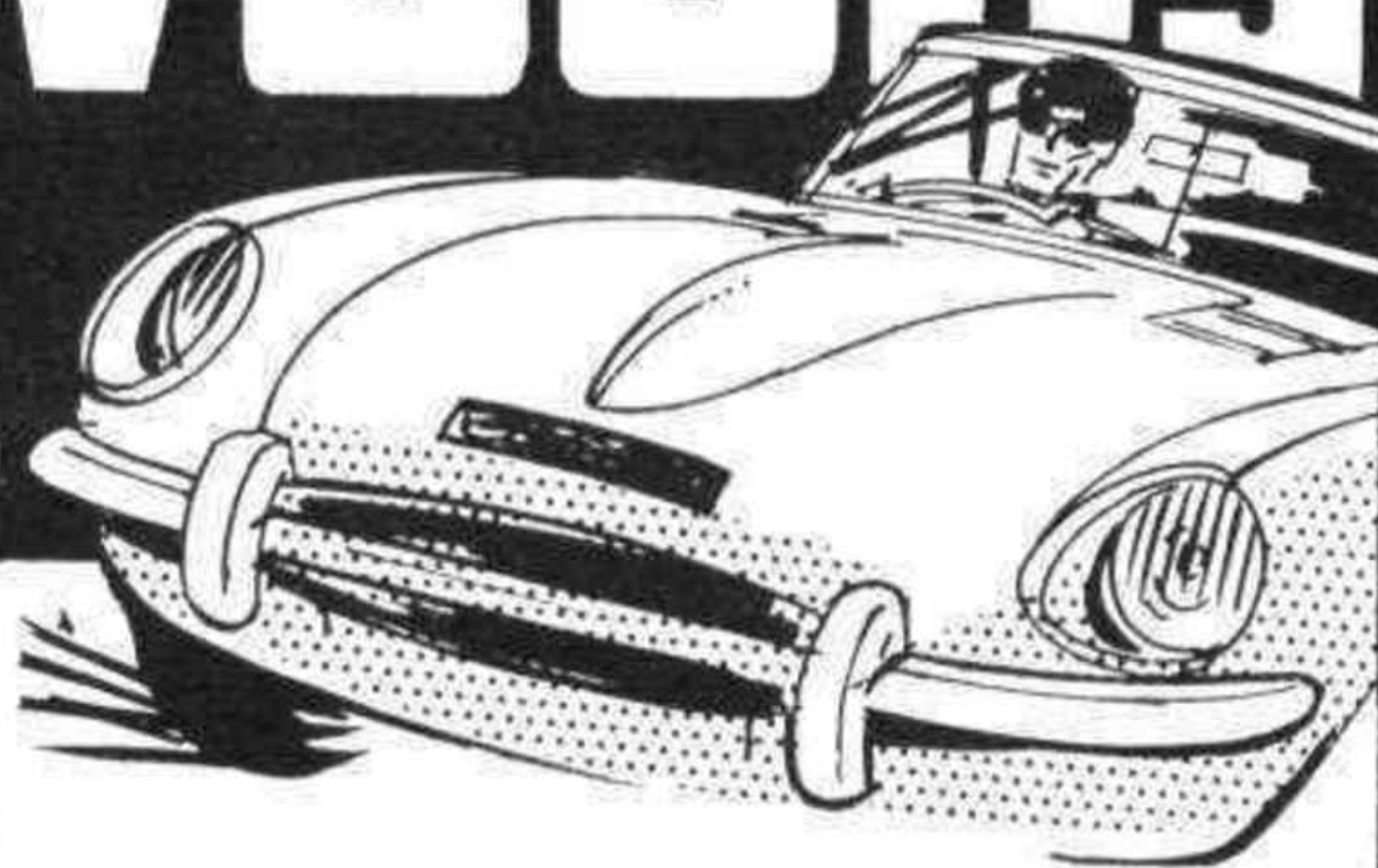
1927 ROLLS-ROYCE 20-h.p. owner-driver saloon by James Young. V-screen, very pretty, much work done including complete engine rebuild. Excellent £1,750

We also have a R.R. Pl. chassis, a 20-h.p. chassis, P11 engine and various other bits for disposal.

LIDDELL & HORNER  
WESTOVER FARM,  
GOODWORTH CLATFORD,  
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Tel.: Andover 3643

# HILLWOODS OF MILL HILL



1970 BMW 1800. Finished in red with black interior. Recorded mileage 12,000; one owner £1,595

1968 Daimler V8 250. Finished in sand with tan interior. Fitted radio and h.r.w.; one owner £1,295

1970 Fiat 124. Finished in white with black interior. Recorded mileage 8,000; one owner £875

1965 Fiat 2300 S coupe. Finished in metallic sand with tan interior. Fitted electric windows £875

1969 Ford Capri 1600L. Finished in Saluki bronze with tan interior. Fitted radio and sun-roof. One owner £875

1969 'H' Ford Capri 2000 GT XLR. Finished in amber gold with black interior. Fitted radio, black Vinyl roof, wing mirrors and fog/spot lamps. Recorded mileage 16,000 £1,050

1966 Jaguar 3.8 S. Finished in dark blue with blue interior. Automatic, with fitted radio and h.r.w. Supplied by us £875



1970 Jaguar 'E'-Type fixed-head coupe (above). Finished in red with black interior. Fitted wire wheels, heated rear window, head-rests and 8-track stereo. Certified mileage 13,000 £2,295



1968 'G' Lotus S4 drophead (above). Finished in French blue with black interior. Fitted radio. Recorded mileage 33,000; one owner £1,145

1969 M.G.-C GT. Finished in red with black interior. Fitted radio and overdrive. Recorded mileage 11,000; one owner £1,145

1968 'G' M.G.-B. Finished in blue with black interior. Fitted radio, overdrive and wire wheels £975

1969 M.G.-B. Finished in white with black interior. Fitted wire wheels. Recorded mileage 26,000; one owner £1,075

1966 M.G.-B. Finished in blue with blue interior. Fitted radio, wire wheels, overdrive and spotlight £695

#### JAGUAR AND TRIUMPH AGENTS

1967 'F' M.G.-B GT. Finished in sand with black interior. Fitted overdrive, wire wheels, radio and sun-roof. Excellent condition £895

1969 Triumph TR6. Finished in white with black interior. Fitted radio, overdrive and wire wheels. Recorded mileage 20,000; two owners £1,395

1969 Triumph GT6. Finished in royal blue with black interior. Fitted radio, h.r.w. and wire wheels. Recorded mileage 10,000; one owner £995

1968 Triumph Spitfire. Finished in white with black interior. Recorded mileage 26,000; one owner £695



1964 Triumph TR4 Dove (above). Finished in green with black interior. Fitted wire wheels. Recorded mileage 35,000; one owner £645

1966 (Nov.) Triumph 2000. Finished in royal blue with black interior. Two owners from new £795

1969 'H' Triumph 1300. Finished in royal blue with black interior. Fitted wing mirrors, radio, spotlight and h.r.w. One owner. Full service history; supplied by us new; 24,000 miles £845

1967 'F' Triumph 1300. Finished in white with black interior. Fitted wing mirrors. Excellent condition throughout. One owner, certified 18,000 miles £675

1967 'F' Triumph 2000, overdrive. Finished in white with black interior in unmarked condition. Full service history available, certified mileage 30,000 £875

1970 'J' VW 1302 S. Finished in marina blue with black interior. Certified mileage 2,800; one owner £895



1970 M.G.-B roadster (above). Finished in British Racing Green with black interior. Fitted many extras including wire wheels, overdrive, push-button radio, luggage rack and wing mirrors. One owner, recorded mileage 7,000 £1,195

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the sports car people 01-560 7011

GREAT WEST ROAD, BRENTFORD, MIDDX.

(A4, 1½ miles west from Chiswick roundabout.)



1965 AUSTIN HEALEY 3000 Mk. III, white/black, overdrive, leather trim, four new RS5s just fitted, heater; recorded mileage 46,802..... £845



1967 RELIANT 3-litre Scimitar, Manhattan blue/black, Webasto sun-roof, o/d., radio, tape player, Cints... £965



1970 LOTUS Elan S4, S/E, f.h.c., B.R.G./black, servo, SP sports, tinted glass, musical horns, heater; one owner, certified mileage 8,937, beautiful condition..... £1,395



1969 BOND Equipe 2-litre convertible, blue/black, radio, heater, full tonneau, one owner, 18,762 miles; outstanding condition..... £945

1963 ALFA ROMEO Spider 2600 d.h.c., l.h.d., red/black, hard-top/soft-top, 5-speed box, twin vertical head lamps, discs, Cinturatos..... £425

1960 (Nov.) ALFA ROMEO Spider 2000 d.h.c., grey/black 5-speed box, radio; interesting car... £295

1966 AUSTIN HEALEY Sprite Mk. III, B.R.G., wire wheels, Cints., tonneau, air horns, engine/clutch work by us (has to be run-in); two owners; only £465

1967 AUSTIN Mini-Cooper, green and white, heater, discs, leather wheel, oil cooler, seat extensions £395

1969 FIAT 124 Sport coupe, green/beige, 5-speed box, servo discs, reclining seats, one owner.... £1,245

1969 (Oct.) FORD Transit diesel automatic 12-seater bus, blue/black. Radiomobile, heater, side door entrance; one owner 11,487 miles..... £895

1967 HUMBER Super Snipe, silver grey/black; one owner, low mileage; P.A.S.; luxury car..... £645

1966 (Nov.) JAGUAR 'E' f.h.c. 2+2, Automatic, primrose/black, chrome wire wheels, Webasto sun-roof, radio; recorded mileage 41,147..... £1,195

1965 JAGUAR 3.8 'S'-type, opalescent green/green, overdrive, power steering, reclining seats, radio, h.r.w., very good example..... £645

1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty..... £495

1970 LOTUS Holbay Super 7, 1600 GT, Holbay raced engine, twin Webers, oil-cooler; 3,500 miles £895

1968 (Nov.) LOTUS S4 Elan d.h.c., green/black, S/E model, radio, knock-ons, XASs; confirmed mileage 22,420..... £1,195

1967 LOTUS Elan S3 d.h.c., white/black, heater, electric windows, S/E model, knock-ons; mechanical history known, two owners only..... £845

1969 MARCOS 3-litre, tangerine, sun-roof, mag. wheels, overdrive, electric windows, heater; two owners, recorded mileage 18,881..... £1,395

1969 MARCOS 1600, orange/black, sun-roof, wire wheels, radio; recorded mileage 17,907..... £1,195

1971 M.G.-B roadster, white/black, mileage only 613, overdrive, tonneau, radials, heater. Rostyles £1,295

1970 (Model) M.G. Midget, green/black, one owner; tonneau, Cints., heater; confirmed mileage 15,839 £765

1970 'J' (1969 Model) M.G.-C GT, beige/black, overdrive, sun-roof, h.r.w.; one owner, confirmed mileage 2,774..... £1,195

1969 M.G. Midget Mk. III, red/black wire wheels, heater, belts, tonneau, reclining seats; 21,000 mls. £695

1969 M.G.-B, green/black, radio, flasher, heater, XASs, w/wheels, Stage II Downton; one owner £995

1969 'H' M.G.-B roadster, primrose/black, overdrive, wire wheels, chrome rack, tonneau cover, reclining seats, flasher; one owner, 16,311 miles..... £995

1968 M.G.-B GT Mk. II, black/red, chrome wire wheels, overdrive, whitewall tyres, SP68s, wood wheel Radiomobile and record player, h.r.w., Kenlowe fan, Fiamm horns, Bosch fog/spot; one owner..... £1,045

1968 (Sept.) M.G.-B Mk. II roadster, white/black, overdrive, wire wheels, Bermuda hard-top and soft-top, tonneau, radio, 'ZX' tyres; confirmed mileage 25,398..... £975

1968 M.G.-C GT, snowberry white, automatic, wire wheels, radio, heater, fog/spot, Waso lock; confirmed mileage 23,907..... £975

1968 M.G.-B GT Mk. II, mineral blue/black, overdrive, wire wheels, servo, fog/spot, G800s, leather wheel £945

1968 M.G.-C roadster, green/black, one owner, confirmed mileage, 13,553; wire wheels, heater.... £825

1968 (Oct.) M.G.-C GT, grey/red, wire wheels, overdrive, Cints., fog/spot, oil cooler, servo discs, one private owner; stage one tune (Bill Nicholson)... £945

1967 M.G.-B GT, red/black, chrome wire wheels, radio, heater, 'ZX' tyres, oil-cooler; two owners only £845

1967 M.G.-B GT, grey/red, wire wheels, heater, Waso lock; two owners only, recorded mileage 32,511 £795

1966 M.G.-B GT, grey/red, wire wheels, radio, leather wheel, sun-roof, G800s; enthusiastic owner.... £765

1954 M.G. TF 1250, pure white/black, original log book, 'Ace' wheel trims, 'X' tyres, tonneau; we sold this car in March 1969 (approx. 450 miles since).... £650

1968 MORRIS Mini Minor 998-c.c. Mk. II Super d'luxe, almond green, wood wheel, heater; one owner... £465

1968 RELIANT Scimitar 3-litre, red/black, overdrive, radio, heater, rear window; confirmed mileage: 11,189..... £1,125

1966 ('65 model) RELIANT Scimitar, white, overdrive, wire wheels, radio, heater, Cints., exciting car... £745

1969 'G' RILEY EH Mk. III automatic, Damsk red/red; one lady owner, 15,927 miles only; beautiful... £595

1965 SUNBEAM Tiger V8, white/red, one owner, certified mileage 16,745, possibly lowest mileage Tiger in the country, if there is another, we would love to buy it; heater belts, ZX tyres, unrepeatable.... £945

1970 TRIUMPH GT6 Mk. II, damson/black, overdrive, heater, h.r.w., reclining seats; one owner..... £1,045

1967 TRIUMPH GT6, Wedgwood blue, 5JJs, G800s, Radiomobile, heater; well cared for example... £625

1970 (June) TRIUMPH TR6, white/black, one owner, confirmed mileage 7,735, overdrive, heater, radio, tonneau, XAS radials, in "as new" condition.... £1,445

1968 TRIUMPH TR5, blue/beige, overdrive radio, XASs; in beautiful condition throughout..... £995

1968 TRIUMPH Spitfire Mk. III, blue/black, one owner, Motorola, heater, Waso lock, new clutch 2/9/70, outstanding condition..... £625

1967 TRIUMPH TR4A, pale blue/blue, overdrive, heater, discs, belts, recent ZX's, fog/spot.... £765

1970 (May) T.V.R. Tuscan (3-litre), orange/black, overdrive, h.r.w., one owner, confirmed mileage 7,689 £1,345

1962 VOLVO P1800 coupe, green, overdrive, discs, heater, Cints.; above average condition..... £525

## OFFICIAL M.G. AGENTS

We can offer the following M.G.s for immediate delivery: B-GT, midnight blue, wire wheels, o/drive, £1,463; C-GT, sandy beige, wire wheels, £1,415 (can be negotiated); another in bronze yellow; B, midnight blue, radials, tonneau, o/drive, £1,307; Midget, bronze yellow, tonneau, a.r.b., radials, £948; another in blaze; Midget, glacier white, oil-cooler, tonneau, a.r.b., radials, £961; B-GT, teal blue, servo, h.r.w., o/drive, radials, £1,461.

## SELLING IN SCOTLAND?

Please note that our buyer visits Scotland frequently and people wishing to sell should contact us, when arrangements can be made to sell your car there. We will arrange transportation, etc.

## At close of press we had the following

1970 AUSTIN Mini 1275 GT, bronze yellow, £765.  
1968 LOTUS Elan 2+2, white, one owner, £1,175.  
1968 M.G.-C, white, £795. M.G.-B GT, mineral blue, £725. 1968 SUNBEAM Alpine GT, green, one owner, £745. 1968 T.V.R. Vixen 1600, one owner, £965.  
1968 TRIUMPH TR5, red, £975. 1968 TRIUMPH TR5, white, £925. 1966 VOLVO P1800, red, £965.

## Toulmin Motors

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TOULMIN MOTORS (1962) LTD.  
181 London Road, Isleworth, Middlesex.  
100% M.G. sales, spares and repairs.  
Complete rebuilds and renovations. Any model M.G. purchased. Condition of car absolutely immaterial

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SELLING ??? Please see our advertisement on page 277.

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A quick phone call from Northfields Tube Station (Piccadilly Line) will bring our courtesy car to pick you up.

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I have for sale/part exchange a.....  
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# CAMDEN SPORTS CARS....

OVER 250 NEW AND  
USED SPORTS CARS



1963 ASTON MARTIN DB4 Vantage. Black cellulose, red hide. Radio, wire wheels..... £1,299



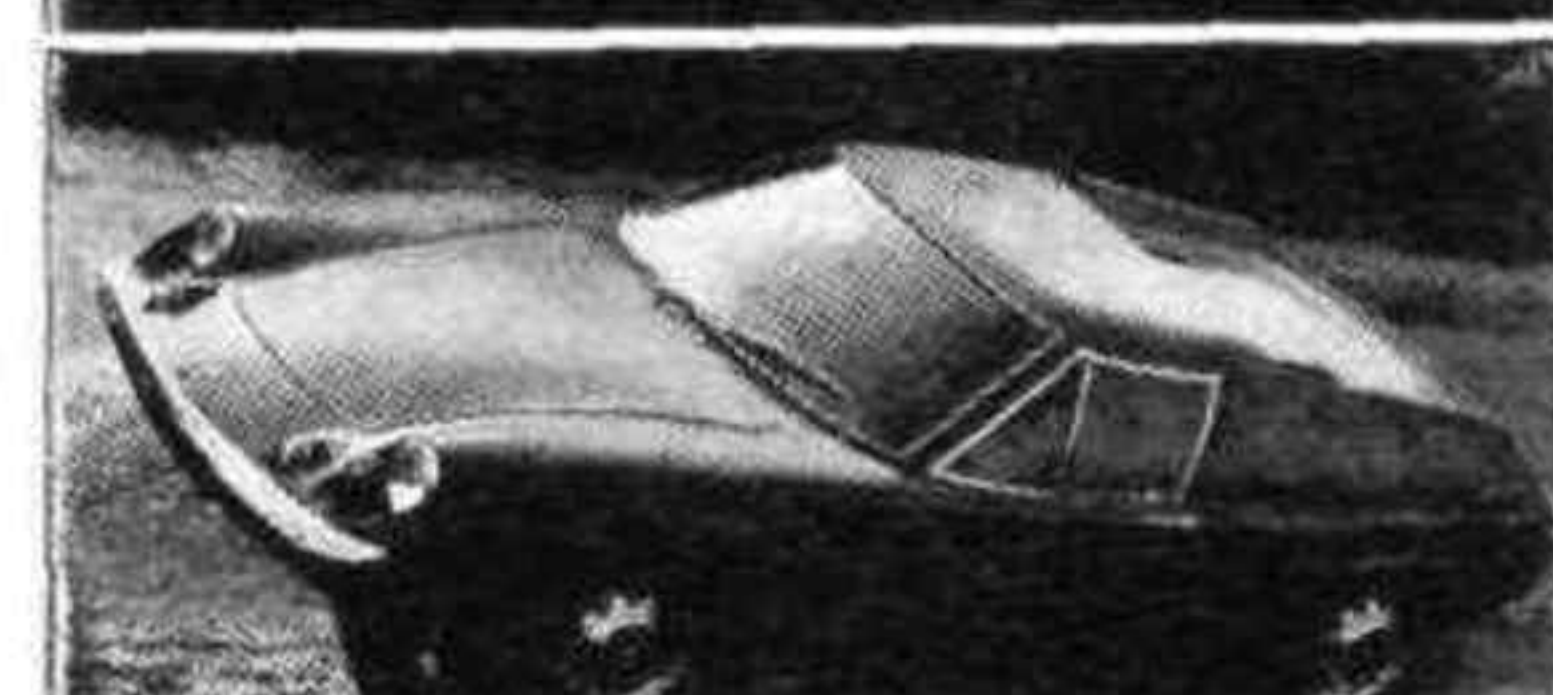
LAST of the ASTON MARTIN DB5s—1966 Regd., in green with black hide, radio, wire wheels..... £1,799



1966 ASTON MARTIN Vantage, in silver birch, black hide, wire wheels..... £2,099



1969 ASTON MARTIN DB5, in platinum with red hide interior, twin spots, Sundym glass, chrome wire wheels, power steering, h.r.w.: 13,000 recorded miles..... £3,599



1969 ASTON MARTIN DBS, in burnt almond, white gold trim, refrigeration, Webasto roof, power steering, h.r.w., radio... £4,499



1969 AUSTIN HEALEY Sprite, in B.R.G./black. Genuine m.ileage..... £749



1969 AUSTIN HEALEY Sprite, in red/black, spot-lights, reversing lights, radio..... £769



1970 Regd. BEACH BUGGY (Vulture), in aubergine, custom seats in biscuit, radio, extra wide tyres, roll-bar..... £679



Choice of FORD MUSTANGS, including :

1965 Convertible in blue, power hood, auto..... £1,099

1967 Fastback, bronze, automatic, radio..... £999

1970 Fastback, in white, host of extras including radio and tape deck..... £2,677

1968 GILBERN Genie, in bronze, mag. wheels, o/drive, radio £1,099

1965 GORDON KEEBLE, in green, black trim, V8 engine, radio; one owner..... £1,299

1967 HONDA S800, in Bahama yellow/black. Very quick sports saloon..... £499

1965 JAGUAR 'E'-Type sports, in white/black, radio, wire wheels..... £1,099

1967 JAGUAR 'E'-Type fixed-head, in red/beige, chrome wire wheels, radio..... £1,499

1969 JAGUAR 'E'-Type sports, white/black, hard-top, radio, chrome wire wheels..... £1,999

1970 JAGUAR 'E'-Type fixed-head coupé, Carmen red, 8-track stereo, headrests; one owner, genuine mileage..... £2,299

1968 JAGUAR 'E'-Type +2, in metallic silver blue, chrome wire wheels; superb condition..... £1,699

1970 JAGUAR 'E'-Type +2, in Snowberry white, black interior, Webasto roof, chrome wire wheels, h.r.w., radio..... £2,477

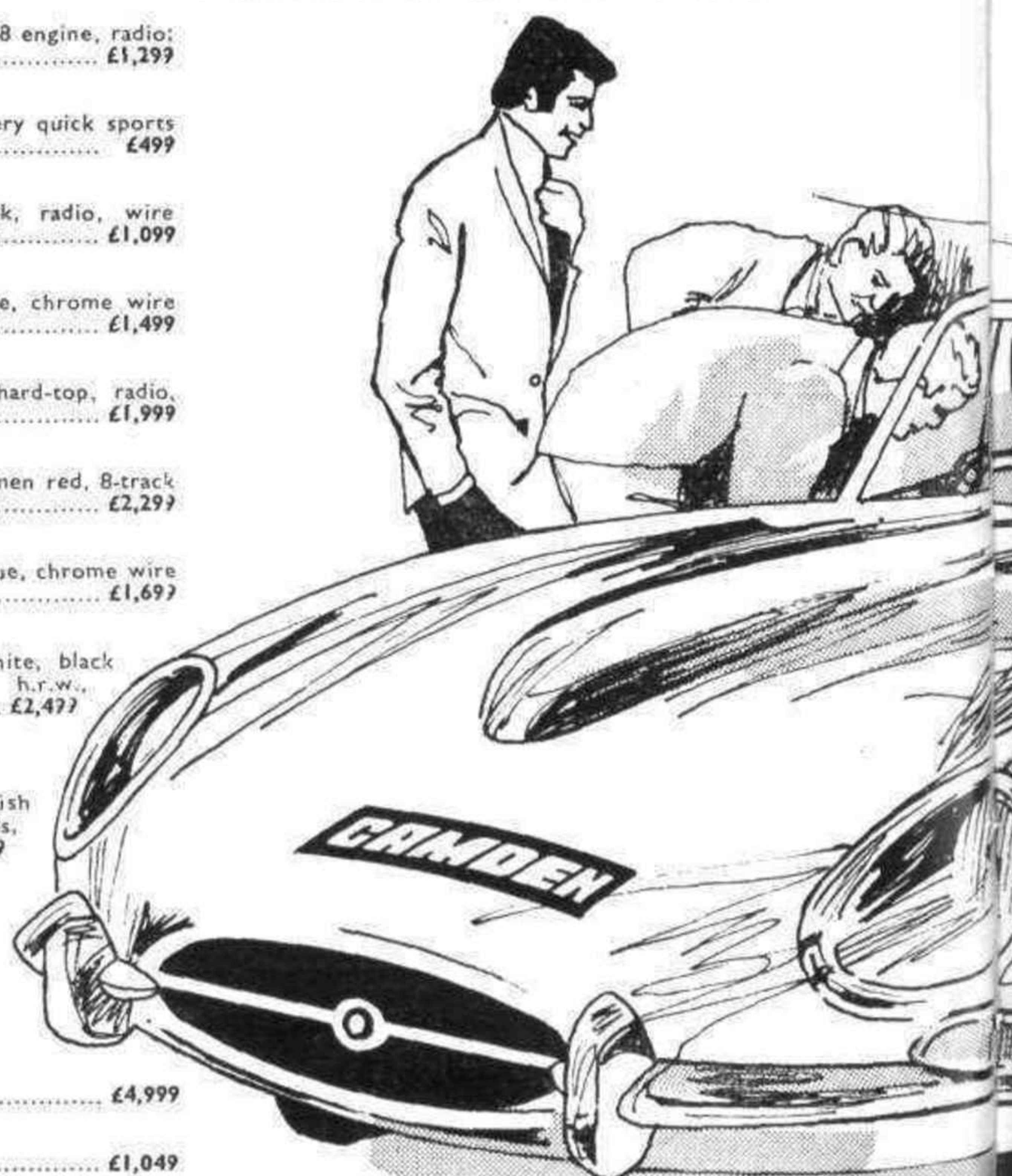
1958 JAGUAR XK150 fixed-head coupé, in British Racing Green, matching hide interior, wire wheels, spotlamps..... £499

1966 JENSEN CV8, in silver grey, black interior, automatic, radio; genuine car..... £1,699

1968 Regd. LAMBORGHINI Miura, in white. Right-hand drive. Superb condition, most impressive example..... £4,999

1967 LANCIA Fulvia coupé, in blue, cream trim..... £1,049

1968 LANCIA Fulvia Rallye f.h.c., in maroon and white, sun-roof, radio..... £1,249



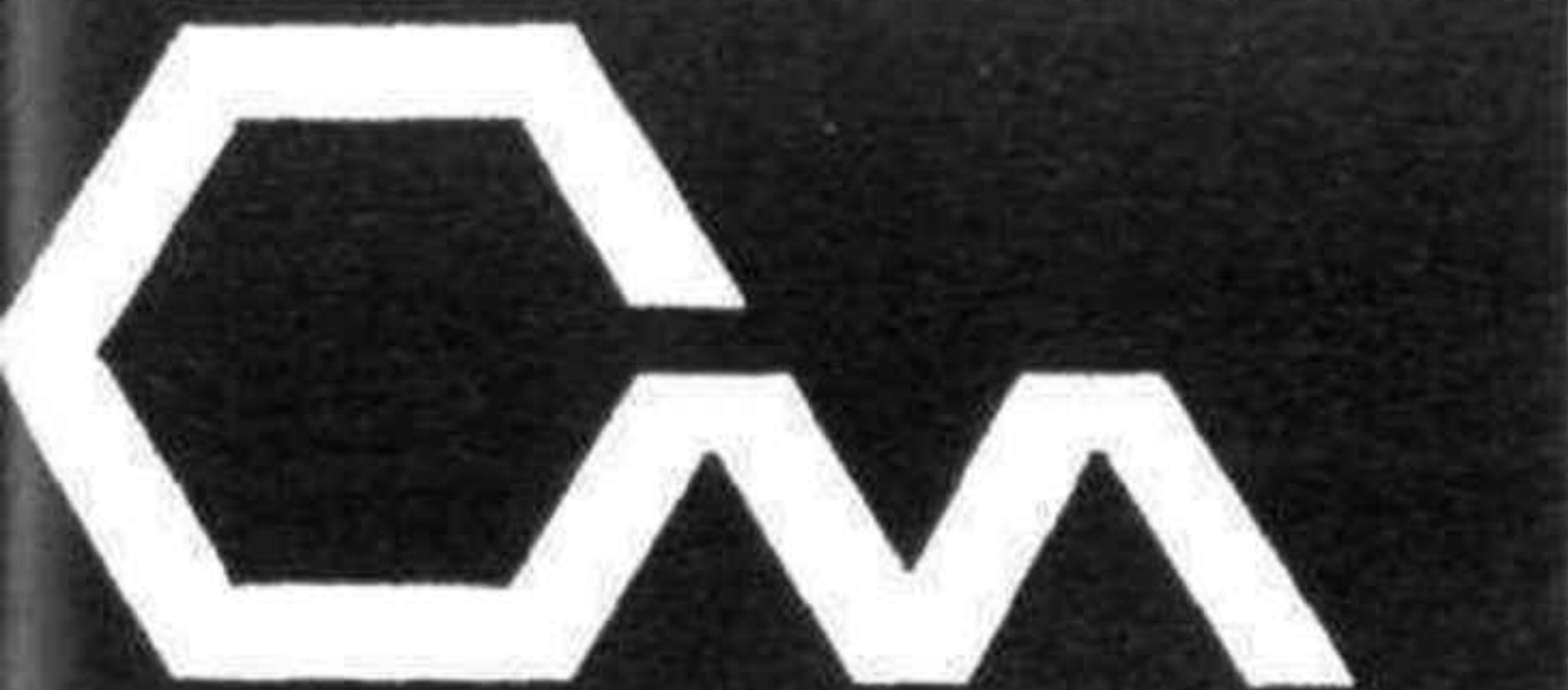
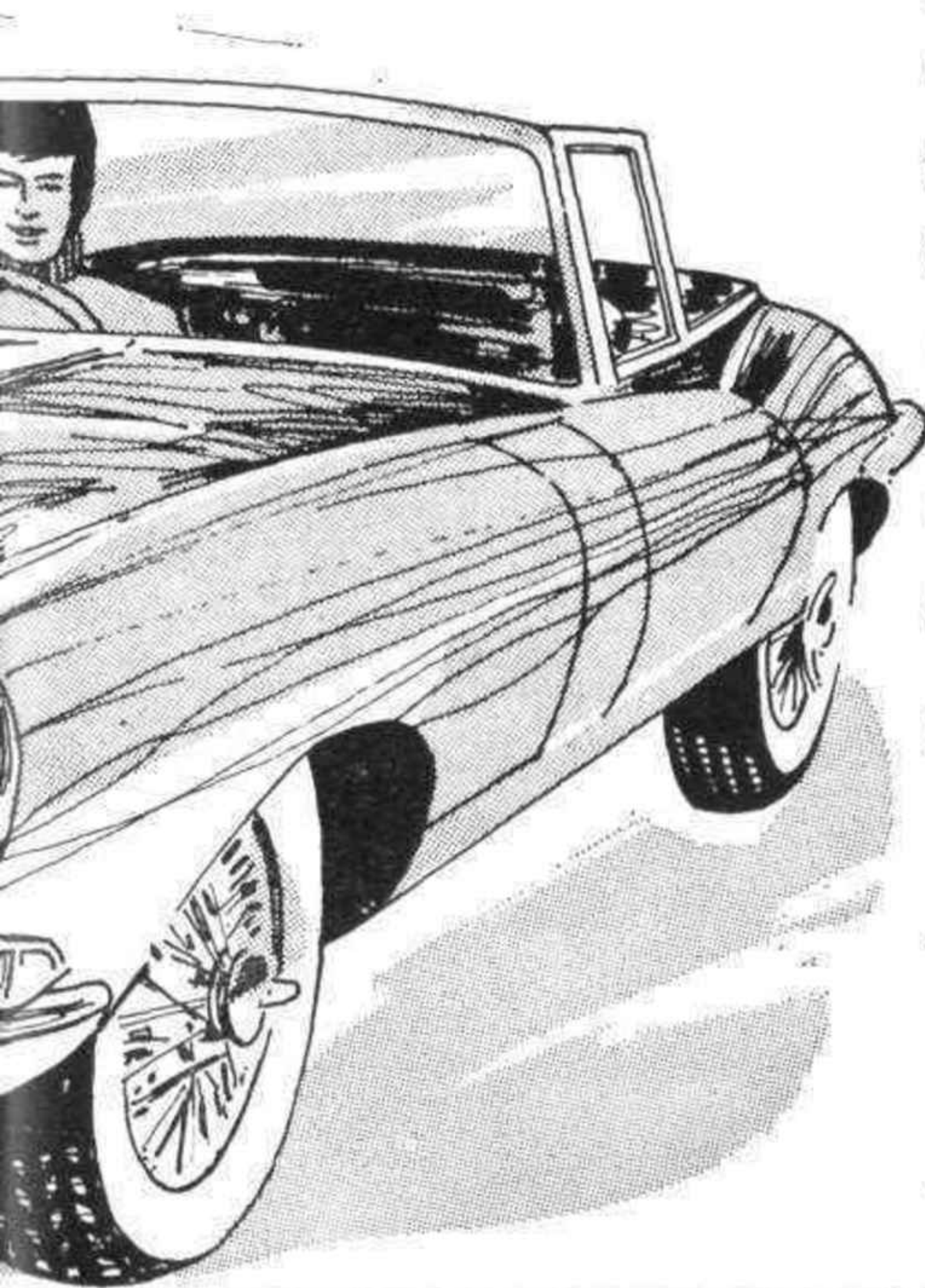
# CAMDEN SPORTS CARS

Lake St. Leighton Buzzard, Beds. Tel. 05253 2041(5lines)



As **LOTUS Main Dealers** we have an excellent cross-section of most models, including:—

- 1969 **SUPER 7** with 1600 Crossflow engine..... £799
  - 1965 **ELAN f.h.c.**, in black, with radio..... £899
  - 1967 **ELAN drophead**, in white/Special Equipment model, including radio..... £1,099
  - 1969 **ELAN with Sprint specifications**, in Bahama yellow and black..... £1,199
  - 1970 **ELAN S4**, in white, Weber carbs., radio..... £1,449
  - 1967 **ELAN +2**, in white/black, radio..... £1,399
  - 1969 **ELAN +2S**, in yellow, burnt sand, blue, red and white; radio, wire wheels..... From £1,799
  - 1968 **EUROPA**, in blue, electric windows, twin tanks, radio... £1,199
  - 1969 **EUROPA**, recording only 13,248 miles..... £1,349
- Frustrated order — kit form +2 ELAN**, in Bahama yellow.
- 1967 **MASERATI Mistrale convertible**, really beautiful car in metallic silver, black hide interior, detachable hard-top, 5-speed gearbox, push-button radio; lots of luxurious extras..... £2,599
  - 1962 **MERCEDES 300SL sports roadster**, in green, red hide interior; really magnificent specimen..... £2,499
  - 1969 **MINI MARCOS**, in green, excellent little car in good condition ..... £599
  - 1968 **MARCOS 16/50**, in yellow, black trim. Nice car..... £1,149
  - 1969 **MARCOS 3-litre**, in dark blue, fitted overdrive..... £1,499
  - 1969 **MORGAN 4+4**, in crimson, wire wheels; genuine car £1,049
  - 1970 **MORGAN +8**, in Bahama yellow, black trim, radio, bonnet strap.



1970 **MORGAN +8**, in tangerine; spot and fog lamps: 11,545 recorded miles. Considerable saving on new price.

1970 **MORGAN 4+4**, in navy blue with hood and sidescreens, luggage rack, radio, spot and fog lamps.

**A selection from our stock of 24 M.G.s :**

- 1954 **TF**, in blue, black trim; very good condition..... £699
- 1967 **MIDGET Sprite**, in blue, wire wheels; good condition £599
- 1966 **'B'**, in white, radio, overdrive, wire wheels..... £749
- 1967 **'B'**, in blue, heater, radio, overdrive, wire wheels..... £899
- 1968 **'B'**, in British Racing Green, 30,000 recorded miles; wire wheels ..... £999
- 1969 **'B'**, in white/black hard-top, luggage rack; wire wheels; radio heater ..... £1,069
- 1967 **'B' GT**, in blue/blue trim, knock-on wire wheels, overdrive, radio..... £949
- 1968 **'B' GT**, in grey, automatic, wire wheels, radio..... £1,099
- 1969 **'B' GT**, in primrose, overdrive, wire wheels, radio..... £1,299
- 1969 **'C'**, in B.R.G., 14,000 miles, one owner; wire wheels, overdrive and radio..... £1,149
- 1963 **PORSCHE Super**, in orange, Blaupunkt radio..... £899
- 1967 **PORSCHE 912**, in red; one owner, 44,000 miles; radio £1,799
- 1970 **PORSCHE 911E**, in orange/black trim; electric sunshine roof, electric windows, radio; one owner, low mileage..... £4,499

We are **RELIANT** Distributors for Bedfordshire, and have a representative stock of both new and used Reliants, including:

- 1968 **GTE**, manual, in red/black trim..... £1,699
  - 1967 **SCIMITAR**, in bronze; 3-litre engine, overdrive..... £999
  - 1970 **SCIMITAR**, in green with black trim; one-owner car reading 9,500 miles.
- NEW GTEs** — most colours available with automatic or manual transmission.

- 1965 **SUNBEAM Alpine**, automatic, radio..... £599
- 1967 **SUNBEAM Alpine**, in white, overdrive, radio..... £699
- 1968 **SUNBEAM Alpine sports**, in blue, black trim, o/drive £849
- 1965 **SUNBEAM Tiger**, in flame red, detachable black hard-top, radio..... £699

Our selection of **TRIUMPH** sports cars is unequalled and we proudly present a selection from a choice of over 30:

- 1967 **SPITFIRE**, in green, detachable hard-top..... £569
- 1969 **SPITFIRE**, in Valencia blue, tonneau, wire wheels, wing mirrors..... £799
- 1970 **SPITFIRE**, in white, overdrive, radio, wire wheels..... £849
- 1966 **TR4A**, with overdrive, in red; fitted radio..... £799
- 1968 **TRS PI coupé**, Valencia blue, Surrey top, air horns, wire wheels, overdrive..... £1,069
- 1969 **TR6**, in jasmine, hard-top, radio; very good condition, one-owner car ..... £1,449
- 1969 **GT6**, in Valencia blue, wire wheels, overdrive, radio..... £999
- 1967 **GT6**, in red, wire wheels, overdrive, radio; genuine mileage..... £699
- 1970 **T.V.R. Vixen**, in orange; one-owner car, in superb condition ..... £1,299



Please send me a copy of your current stock list.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

**INTRODUCE A FRIEND, IF HE BUYS YOU RECEIVE £10.**

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Post to:—Camden Motors, Lake St. Leighton Buzzard. Beds



BADGE  
INLAID



MORGAN  
GEAR KNOBS 25/6  
KEY FOBS 7/6  
BADGES 6/6

## MORRIS STAPLETON MOTORS LTD.

Reece Mews, London, S.W.7

Tel.: 01-589 6894

### The Racing Morgan Agents

The Stapleton Brothers, who are *the* Morgan folk, have in their Mews for those changing from Chariot and horse, three +8s in canary yellow, flame red, and indigo blue. Incidentally the flame red +8 with dark windows (one of our extras) and Reg. No. VLD 2 belongs to one of the brothers who sneaks round town looking for JB 999, no wonder it's green. A 1970 4/4 in orange with 72-spoke wire wheels, and another in a pale orange also with 72-spoke wire wheels. One Jaffa given away free with each car. Also, a whiter shade than pale 4/4 of '69 vintage with tan interior, wire wheels, etc. A 1969 4/4 4-seater in black with red interior, wire wheels and luggage rack, is gleaming next to a 1968 golden (like my hair) yellow 4/4 with every extra ever made. A whiter than white '68 4/4, all extras, is grooving next to a yellow one of the same year with a spotlight!! A +4 Supersports in yellow, aluminium body, wire wheels, is next to a '63 sky blue +4, wire wheels, and next to that is a '62 +4 which is red with huge wire wheels, tuned engine and a real drainpipe roll bar. Most spares kept and lots of other goodies like our dark window sidescreens which are only eight pounds. *Vive la Morgan* . . .



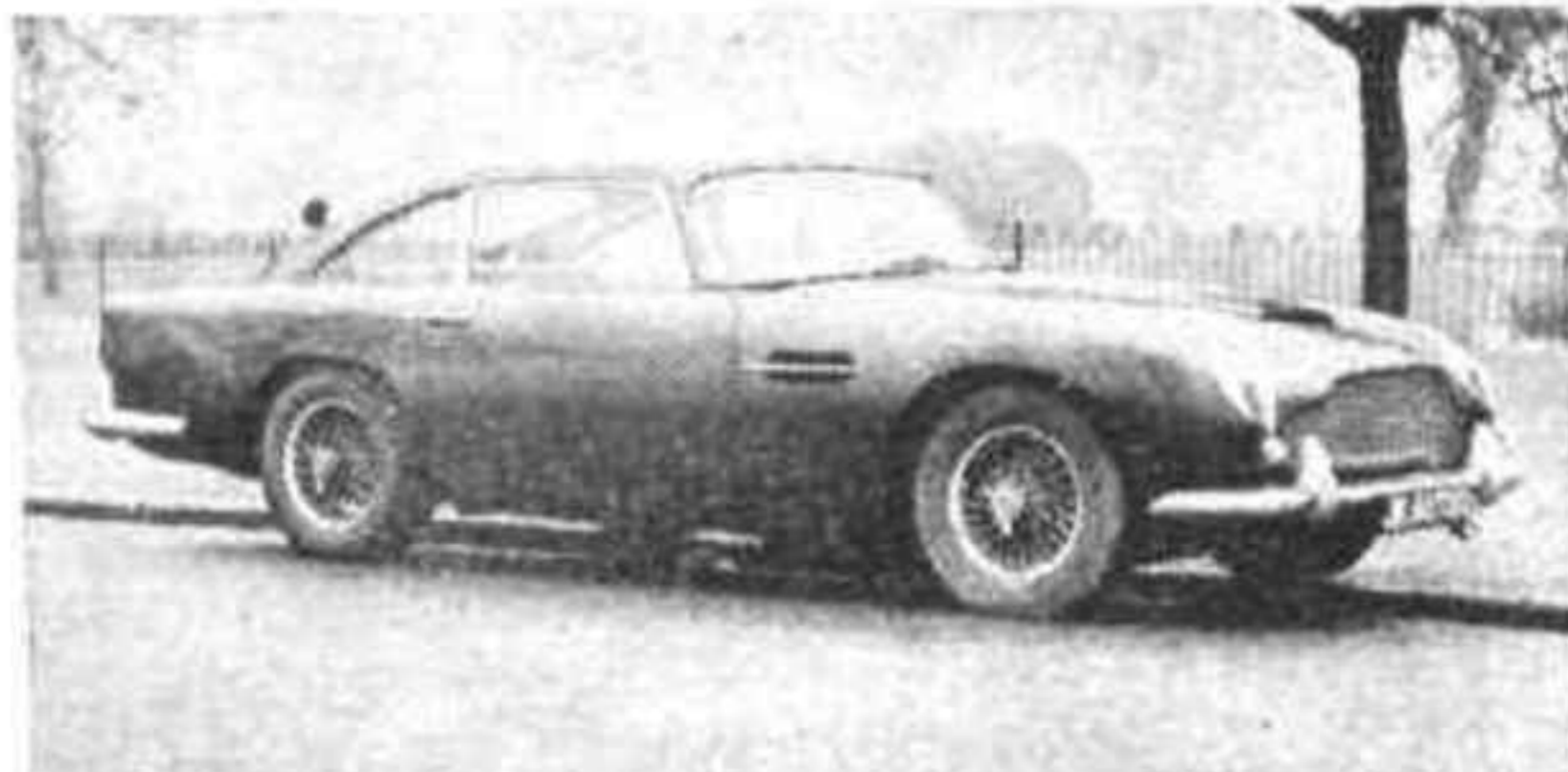
Open  
9.30-6.30

# JK SPORTSCARS

Telephone  
01-340 7487



1968 MARCOS 1600 GT, in chrome yellow, sun-roof, radio, wire wheels. Choice of two from ... £1,095  
1966 SUNBEAM Tiger, in red with black trim, fitted radio, hard-top. Choice of two, from ... £749  
1964 M.G.-B, in red with black trim. Fitted wire wheels, radio and tonneau ... £525  
1969 TRIUMPH TR6, in white with black trim (similar to illustration). This well cared for car is in beautiful condition and must be value at ... £1,275



1967 M.G.-B, in mineral blue with black trim, fitted wire wheels and overdrive ... £799  
1967 Mk. III SPITFIRE, in white with black trim. This exceptional car has covered only 25,000 miles ... £559  
1965 'E'-Type JAGUAR drophead, in metallic silver blue. Fitted p.b. radio. A fine example ... £1,075  
1969 M.G. Midget, in dark blue with black trim. Fitted wire wheels and matching hard-top ... £759  
1968 LOTUS Super Seven, in orange, with twin-choke Weber. Fitted Cosmic mag. wheels, heater and full weather equipment ... £675



## SPORTSCARS WANTED

### CASH OR PART EXCHANGE

1968 TRIUMPH TR5 P.I., in royal blue. This pristine example is fitted with overdrive and tonneau ... £1,045  
1969 LOTUS Elan S4 S.E. drophead (illustrated), in silver with black trim. Fitted p.b. radio; low mileage ... £1,245  
MARCOS 1600 GT Crossflow (illustrated), in Rolls regal red. This one-owner car is fitted with sun-roof, chrome wire wheels, p.b. radio and slot stereo, etc. Actual Motor Show car ... £1,095  
1967 M.G.-B, in black with matching trim. Fitted wire wheels ... £747  
1968 PIPER GT (illustrated), in red with black trim. Fitted wide mag. wheels. Outstanding appearance ... £895  
1967 M.G.-B GT, in B.R.G. with black trim. Fitted chrome wire wheels, overdrive, new Cints. ... £875  
1966 ASTON MARTIN DB5 (illustrated), in Fiesta red with tan hide upholstery. Chrome wire wheels, Sundym glass, Selectaride suspension, electric windows, 5-speed gearbox; 38,300 recorded miles.  
1969 MARCOS 3-litre, in opalescent midnight blue with black trim. Fitted sun-roof, mag. wheels, p.b. radio, electric windows. A real stunner ... £1,395  
1968 JAGUAR 'E'-Type (illustrated). Why do we still have this one-owner, well looked after, 21,000-mile unmarked very original car. There can't be too many 1968 'E's like this on the market at ... £1,695  
1965 LOTUS Seven. 1,485-c.c. Ford engine. With wide wheels, full weather equipment ... £529  
1968 LOTUS Elan, Special Equipment, in red with black trim. Fitted p.b. radio ... £1,065  
1967 TRIUMPH TR4A, in red with black trim. Fitted wire wheels and overdrive. Very clean example ... £845  
1965 SUNBEAM Tiger V8, in white with black trim. Fitted p.b. radio. Very quick car ... £629  
1967 +2 'E'-Type JAGUAR, in white with black trim. Fitted chrome wire wheels, p.b. radio; low mileage ... £1,475  
1969 LOTUS Europa in Bahama yellow. One owner from new. fitted Cosmic mag. wheels, p.b. radio ... £1,245



1968 MARCOS GT 1600, in Lamborghini lime with black trim. Fitted fuel injection, Minilite mag. wheels, sun-roof, push-button radio ... £1,195  
1968 M.G.-B GT Mk. II, white with black trim. Full synchromesh gearbox ... £949  
1965 M.G.-B, in red. Fitted wire wheels, overdrive ... £599



1966 TR4A, in white. Fitted wire wheels and overdrive ... £725  
1966 M.G.-B, in red. Fitted wire wheels ... £649  
1968 LOTUS +2 Elan, in red; low mileage ... £1,295  
1967 M.G. Midget Mk. III, 1,275 c.c., in B.R.G. Fitted wires ... £559  
1964 JAGUAR 'E'-Type fixed-head, in blue ... £795



DUE TO THE FACT THAT WE PURCHASE CARS DAILY IT IS IMPOSSIBLE TO LIST OUR CURRENT STOCK. IF THE CAR OF YOUR CHOICE IS NOT ADVERTISED, PLEASE DO NOT HESITATE TO TELEPHONE OUR SALES OFFICE OR, BETTER STILL, COME AND BROWSE AROUND OUR SHOWROOM!

FOR YOUR CONVENIENCE: 24-HOUR ROBOPHONE SERVICE.

405 GREEN LANES - HARRINGAY - LONDON N4

(Nearest station: Manor House Tube, Piccadilly Line)

(Location: A to Z, Page 32, Section A4)

#### OUR STOCK CHANGES DAILY

For cars not advertised, please phone. All cars in our showroom can easily be seen whilst we are closed.

#### INFORMATION

All cars three months guaranteed. All cars checked over in our workshops. Any car, motorcycle, etc., taken in part exchange.

# JOHN BRITTEN



A purposeful sports car, crammed with machinery; supplied complete with fast-moving scenery. Petrol-engined 97 horsepower MG-Bs in blaze, glacier white and bronze yellow; all with overdrive, one has works hardtop in cool-summer warm-winter double skin fibreglass. All with Michelotti's newest hood collapsing arrangements. MG-B GT (Galloping Tintop) in teal blue and the new racing green (darker and richer than BRG), both have interior trim lechingly carried out in autumnal tints. Sprites and Midgets abound, current stock includes glacier white, blaze, midnight blue and bronze yellow. We are Morgan agents (highest honour in the realm of motoring), regular deliveries from the Malvern Link car farms, your order locked away in my own private and incorruptible pigeonhole, tempting offers spurned daily,

standing next to another Morgan which really was new, 72-spoke wire wheels, radials unused spare, carpeted interior, £1,330. Arkley SS, 1970J, Lagonda lime, built on brand-new Midget chassis (the original bodywork was carefully sliced away), 2,500 miles, genuine (as they say) reason for sale, 12" leather steering wheel, front bumper, £1,075. Triumph Spitfire Mk III, 1968, Wedgwood blue, one owner, radials, £620. MG-B GT, 1967F, BRG, black leather, overdrive, wire wheels, Cinturatos, £940. Austin Healey Sprite, 1969, primrose yellow, ZX tyres, 1 owner, £690. MG Midget, 1969H, white, one owner, not priced yet. TVR Tuscan V6, 1970, Aquatic jade, 6,000 miles, overdrive, alloy wheels, £1,395. Morgan Plus 4, 1968, November, canary yellow, black leather, wire wheels, new Cinturatos, 1 owner £1,040.

post free, state model, pressure switch for controlling air compressor £2, old garage mechanics £1 a head, electronic flashgun £5.25, headrests for '71 MGs, fit '70 models too, £8 pair, fur-lined Morgan bonnet straps, black or brown, not yet priced, lots of other oddments. For a few weeks we had a storeman who was power-mad every time he had an order book in his hand; before we could stop him he laid in stocks of the most unlikely things



(including several we can't even identify) so please try us for your weirdest requirements. Nowadays we have extra workshop capacity at Arkley and would be very pleased to take on servicing and mechanical work on your MG, Morgan, Lotus, TVR, Triumph or Healey. Bodywork we don't do, however. We find that quite a proportion of our new car sales are to people living more than 100 miles away, however there are some Arkley residents who would gladly drive 100 miles not to buy a car from us, so I suppose this evens the score. Personal exports are of course our chef d'oeuvre and we would very much like to have your enquiries on this subject. We have the latest amended booklet describing just how the Personal Export scheme work, ask us nicely and you shall have one. Arrival instructions: for Moscow Road drive along Bayswater Rd. towards Notting Hill Gate, turn right up Queensway (at Tube station), first left is Moscow Road. For Arkley usually unwise to go via Barnet, better follow A1; in between Apex Corner roundabout (where A1 and A41 divide) and the Thatched Barn overpass there is a



will gladly discuss the current delivery yawn with you. We are TVR distributors, I don't believe the initials really stand for Travel Very Rapidly, tiny prize for the 1st person to send me a more convincing rendering of what it's short for. One or two new component-form S3s usually in stock, TVRs will do you one in any colour, picture of the Arkley scene on a wet day shows for instance an Aubergine Vixen just arrived on the Blackpool transporter. This picture was really taken to show you the Arkley S as built from one of our £155 kits, which includes five 5J steel wheels and five new low-profile Goodyears to suit as well as the bodysheet kit and accessories. We've just had some reprints done of the Autocar road test on the Arkley SS; these can be had at both branches, as can the latest issue of Duckham's "Quest" magazine. This has another road test of the Arkley with some very

My heart's delight has now arrived at Arkley in the form of a 1938 Morgan F2 3-wheeler with Ford 8 engine and a rear-mounted 3-speed gearbox which makes it sound like the villains' car in vintage Paul Temple radio serials. Look if you like, touch if you dare, but purchase it not. Picture next month, MG Midget, 1967F, tartan red, one owner, not priced yet. We don't as a rule decide the price on a car until it's been properly serviced, cleaned and tested; at a busy time of the year like this we have several which are still sub judice, MG-B, 1966, BRG, overdrive, wire wheels, hardtop, softop, Cinturatos, not priced yet. Arkley SS, June 1970, built from a brand new Midget, our own demonstration car, bronze yellow, 12" leather rim, front bumper, £995. Morgan 4/4 Comp. model 2-seater, 1968, Kingfisher blue, wire wheels, MG-B GT Mk II, 1968, mineral blue, black leather, chrome wire wheels, radials, £995.



nice colour photographs, and is free to serious gawpers. MG-B GT, 1971 model (reg'd December 1970), midnight blue, black trim, overdrive, wires, HRW, underseal, alarm, petrol lock, radials, 5-p/b radio; offered at £180 below the new price. Lotus Super Seven Cosworth, 1965, red and polished alloy, 3,800 miles from new, 5 1/2 and 7 rims with radials, wide wings to match, chrome rollover bar, tinted windscreen, completely equipped road car, our Mr Moxley knows the price but won't tell anyone. MG Midget, 1968G, Basilica blue, pushbutton laurel green, overdrive, LHD, 1970, Triumph TR5, 1968, conifer green, black interior, Xas, spotlamps, £975. Triumph Spitfire Mk III, 1968G, signal red, one owner, £650. MG-B roadster, 1969H, primrose yellow, overdrive, radio, Cinturatos, reclining seats, £1,030. MG Midget, 1968, Basilica blue, £630. Morgan Plus 4 coupe, 1969, Kingfisher blue, this is the 2-seater with glass side windows, rear-hinged doors and humpy but nice tail, few were built of this now discontinued model, this is one of the last and probably the best, 5,200 miles, has been mistaken for a new car when

MG-B, 1965, tartan red, overdrive, arriving soon. Morgan 4/4 Comp. model 4-seater, 1969, Kingfisher blue, £1,195. Expecting another, broken white, 1969/70. MG Midget, 1970 model, flame red, wire wheels, one owner, 8000m, £795. Arkley SS, jarama orange, winding windows, front bumper, newly built on a good 1966 chassis, £710. MG Midget, 1968G, BRG, wire wheels, £675. Earlier in this narrative our stock list was to hand, now mislaid, doubtless several more cars in stock but can only recollect one: Arkley S, 1098 c.c., discs, cutaway doors, alloy wheels, £575. All our cars have inquisitive pre-sales service, three road tests at the very least, dubious brakes/exhausts/batteries flung away, written guarantee. Always some nice things to sell; Arkley kits in stock again, 14" and 15" Dunlop radials at clearance prices; TR2/3 track rod rubbers at half price. Morgan Plus 8 has just sprung to mind, 1969, orange chrome. Back to Things: Pair new Lotus 7 rear wings at 15% discount, four hardly worn 475/10.00-13 Dunlop 970 Racing, ex-Arkley Midget bonnet lid no visible rust half price, Baby Belling £5, JB 6-shift gearknobs 70p (trade terms on carded 12s),

big roundabout identifiable by lots of caravans our Arkley emporium is on the road leading from this roundabout to Barnet, the A411. Both places open to 7 pm, closed Sundays and Bank Hols. Ring up for courier if lost en route. Public transport aficionados make for High Barnet station, then take 107 or 306 bus (facing uphill), ask conductor for Arkley Village Post Office and General Stores (bus stops outside our gates). Really no reason for not calling in especially now that our nearest competitor seems to have closed down.

## JOHN BRITTEN

Barnet Road, Arkley, Barnet, Herts. 01-449 1144.  
and at  
31 Moscow Road, W2. 01-727 2707.

## FOR SALE—continued

1951 TRIUMPH RENOWN. ENGINE perfect but chassis cracked OSR. £50 o.n.o. Murray, 7 Angelico Rise, Oldham, Tel.: 061-623 5214, extension 10 (day). (1201)

ALFA ROMEO 1750 BERLINA SALOON, 1968. Red. Blaupunkt radio; new SP Sports; 30,000 miles. £1,175 o.n.o. for quick sale. Tel.: 061-368 4161 (day), 061-427 4650 (evening). (1203)

AUSTIN HEALEY 3000, 1966. RED. Low mileage, wire wheels, Radiomobile, boot rack; good condition. £675. Tel.: Kendal 20715. (1204)

1967 ALFA ROMEO GIULIA SUPER. Must sell due to delivery of new Europa. £650 o.n.o. Tel.: Darlington 61146. (1205)

1938 2-LITRE M.G. IN CONCOURS condition after £500 rebuild; new tourer body, engine still running-in. £625. Henderson, "Huntermoor", Bardonia Mill, Hexham, Northumberland (1206)

REGISTRATION PS 1600 WITH 1947 M.G. Y; running order. Offers. Moodie, Dunrobin, Golspie, Sutherland. (1207)

AUSTIN 16, 1948. VERY GOOD CONDITION; good body, interior, tyres, battery; excellent mechanics, automatic jacks, new M.o.T. £75 to good home. Tel.: Nottingham 250144 (evenings). (1208)

ASTON MARTIN, 1964, DB5, DARK blue, £1,300. Tel.: Northill (Bedfordshire) 407. (1209)

TRIUMPH SPITFIRE MK. III, OCT., 1968. Blue. Lady owner; 22,000 miles. £625. Tel.: Alderley Edge 3176 (evenings). (1210)

M.G. TC, 1946. RED. REBUILT LAST year with many new parts; rechromed, taxed and M.o.T. until Oct.; extras include heater, luggage rack, rev light. £430 o.n.o. Star Cottage, West Wittering, Sussex. Tel.: West Wittering 2034. (1211)

JAGUAR XK150, 1958, F.H.C. CARMEN red. Wire wheels; supreme condition; M.o.T.; £450 spent, including overhauled 3.4, new clutch and flywheel. Offers to: 01-942 6102. (1212)

SUNBEAM ALPINE, 1965 MODEL, Series IV; immaculate condition; low mileage; B.R.G.; extras include overdrive, Nerus Stage 1 head, Piper camshaft, Armstrong Adjustarides, tow bar, hard/soft-tops, tonneau, Cinturatos. £450. Tel.: Sevenoaks 61541. (1239)

1923 ROLLS-ROYCE 20 H.P. TOURER, mechanically original and perfect; attractive four-seater replica body. £2,000 o.n.o. Tel.: Gunnislake 652 or Penzance 3500. (1240)

LAGONDA L.G.6, 1938, D.H.C. Restored condition, engine completely overhauled and not run-in, wheel discs, Thermo shutters. Whole car in concours condition. Sensible offers please. Tel.: Nownham (Glos.) 223. (1241)

T.V.R. VIXEN (1968), SAHARA YELLOW. Fantastic performance, fabulous condition. £875. Tel.: 07212 2264 (Peebles). (1242)

1961 A.C. 2.6 ACECA, FORD/RAYmond Mays engine. Blue with white upholstery, radio, overdrive, Browning, 3 Hobbs Hill, Welwyn, Herts. Tel.: Welwyn 5052. (1243)

ALL BILLS AVAILABLE; 21,000 MILES; Vitesse 2-litre, overdrive saloon; white, red trim, £520 or offer. Will hold during P.O. strike. Harbott, "Cragmount", Naughton Rd., Wormit, Fife. (1244)

"E"-TYPE JAGUAR F.H.C., 1962; Genuine 45,000 miles; excellent condition; new SP Dunlop tyres; marriage forces sale. £575. Tel.: 01-985 6587 (weekday—works) 31 Fisham Rd., E.11. (1245)

"R"-TYPE BENTLEY, 1954, AUTOMATIC. Outstanding condition, carefully maintained. Metallic green. £850. Tel.: Harrod (Beds.) 295. (1246)

SUNBEAM MK. III, 1957, BLACK with red interior; radio; taxed, M.o.T.; garaged all its life; Rooter serviced; lovely condition. £275 o.n.o. Tel.: 01-352 5378. (1247)

ASTON MARTIN DB3 3-LITRE. REbuilt to concours condition, finished in Rolls-Royce regal red, black leather interior; only 14 of this model made. Must be seen. Offers around 1950. R. Green, 92 Foxearth Rd., Selsdon, Croydon, Surrey. Tel.: 01-657 8352. (1248)

FERRARI 330, V12, 2 + 2, FARINA. Immaculate; chairman engineering group's car; blue; Borrzini, extra set of tyres; "G" registration. £3,000 (365 Ferrari reason for sale); history and details. Mr. Hill. Tel.: 021-556 2261 (office), Aldridge 51938 (evenings). (1249)

1908 GREGOIRE 8 H.P. 4-SEATER, original, concours condition. Offers. Also 1915 Horstmann V.C.C. dated, 95 per cent. restored. £900. Also 1921 Morris Cowley 4-seater tourer, with many spares; £580. Fenwick, 70 Uppgate, Louth, Lincs. Tel.: Louth 3153 (after 6 p.m.). (1250)

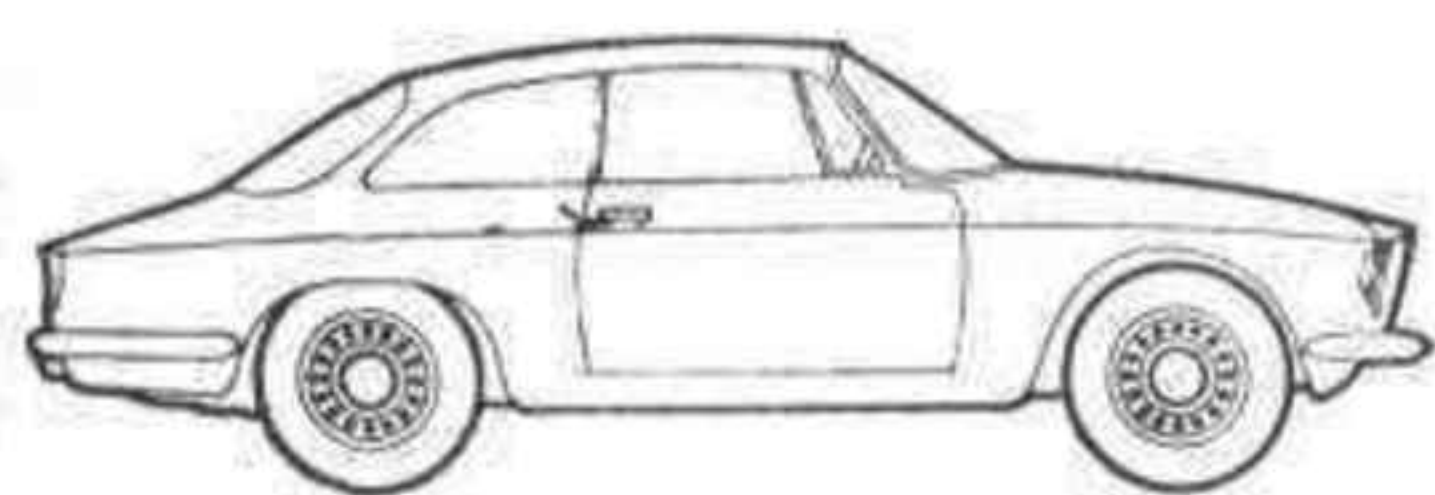
M.G. MAGNETTE 2B VARITONE, 1958. Two previous owners; restored to original condition 1968 and resprayed pearl black/golden sand; M.G.-A 1600 reconditioned engine fitted; mileage 28,000; beige interior; Motorola radio. Must be one of the best examples of this model. £650 o.n.o. Tel.: Fulmer (Bucks.) 3216 (evenings/weekends). (1251)

1960 JAGUAR XK150 3.4 D.H.C. B.R.G. In gleaming and perfect working order; new tyres, brake discs, pads, shock-absorbers, road springs, carpets, roof lining, rear seat, new doors, rechromed, front and rear bumpers and complete respray; bills for over £600 in past 18 months. The joy of ownership will far exceed the asking price of £925. Mr. Ling. Tel.: 01-874 7244 (day) or Epsom 26833 (evenings). (1268)

LOTUS ELITE, 1962. RESPRAYED RED. ZF box; good mechanical condition. £625 o.n.o. Tel.: Hassocks 3113. (1278)

# HEXAGON

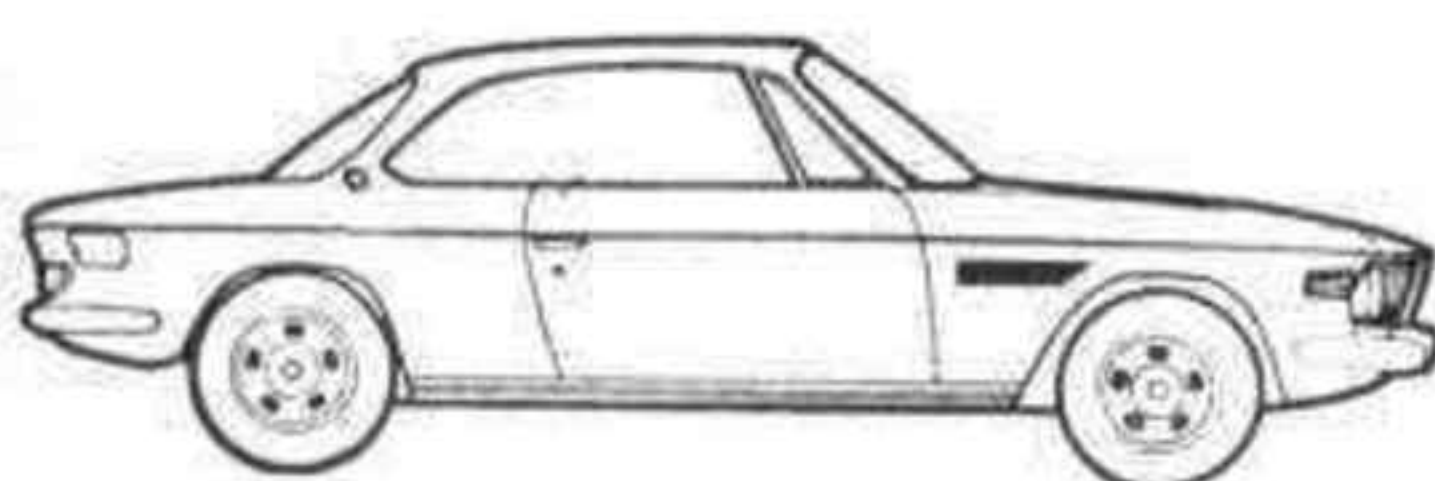
## New Cars



MAIN AGENTS

**ALFA  
ROMEO**

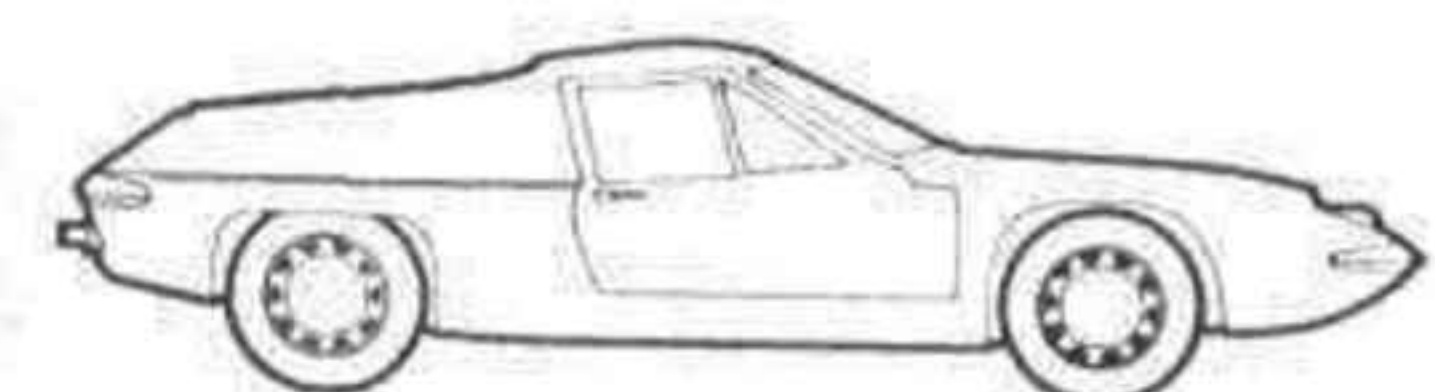
ALFA ROMEO 1750 GTV, METALLIC OLIVE GREEN



MAIN AGENTS

**BMW**

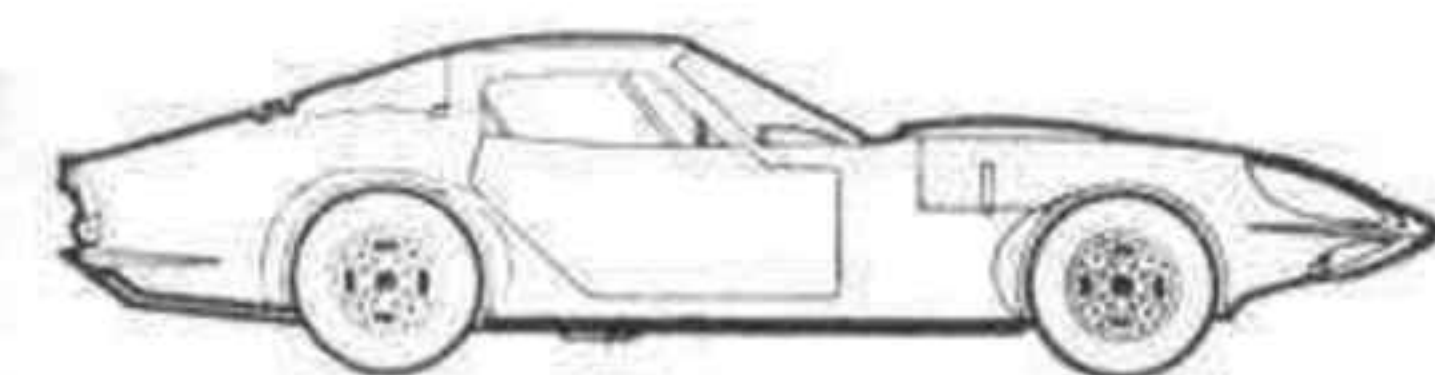
BMW 2800 C.S. COUPE, SILVER  
BMW 2800, AUTO. & P.A.S., WHITE  
BMW 2002, MANUAL, COLORADO YELLOW  
BMW 2002, AUTOMATIC, WHITE



MAIN AGENTS

**LOTUS**

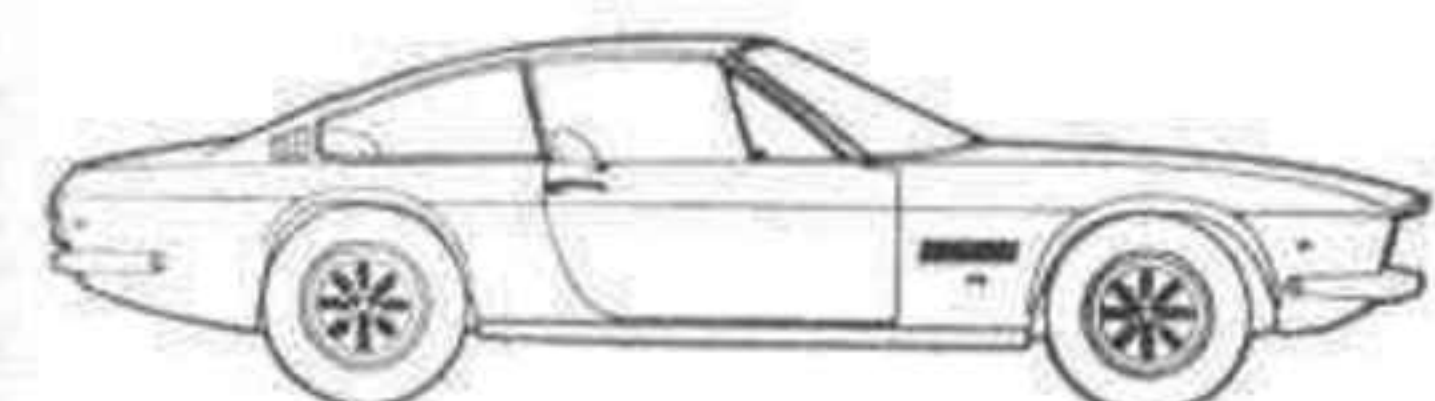
EARLIEST POSSIBLE DELIVERY OF ALL LOTUS MODELS



DISTRIBUTORS

**MARCOS**

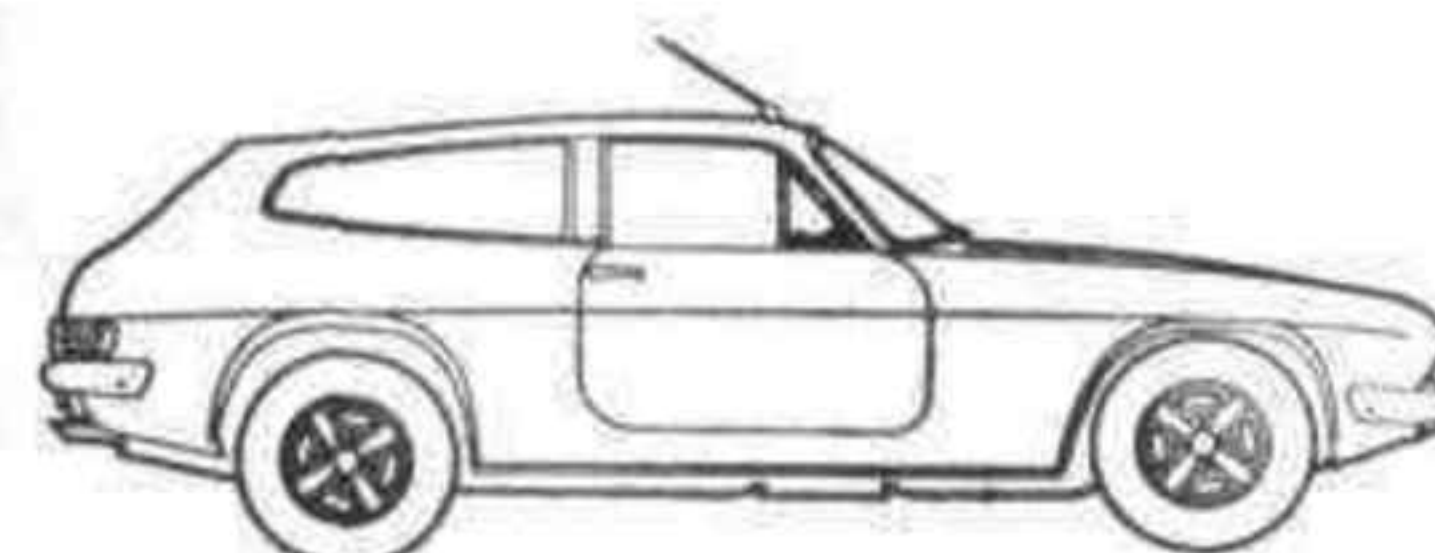
MARCOS MANTIS, SILVER  
MARCOS VOLVO 3-LITRE, YELLOW  
MARCOS VOLVO 3-LITRE, BAHAMA YELLOW  
MARCOS 3-LITRE, YELLOW  
MARCOS 3-LITRE, WHITE  
MARCOS 2-LITRE, YELLOW



SOLE UK DISTRIBUTORS

**MONTEVERDI**

375L. PRUSSIAN BLUE



DISTRIBUTORS

**RELIANT**

EARLIEST POSSIBLE DELIVERY OF SCIMITARS

## Used Cars



**1970 ALFA ROMEO 1750 Spyder.** Finished in white with black trim. Fitted with a push-button radio. This one-owner car has covered 11,000 miles only from new. (Illustrated) **£1,945.**

**1970 ALFA ROMEO 1300 GT Junior.** Finished in ochre with black trim. This outstanding one-owner car is fitted with a radio and has covered just 5,000 miles from new. **£1,645.**

**1970 ALFA ROMEO Giulia Super.** Finished in white with black trim. Fitted with a push-button radio, this one-owner car has covered just 8,000 miles and is as new in every respect. **£1,445.**

**1969 ALFA ROMEO 1750.** Finished in dark blue with red trim. Fitted with a Becker self-seeking radio. 10,000 miles only from new and an exceptional example. **£1,695.**

**1969 ALFA ROMEO 1750 Berlina saloon.** Finished in white with black trim. Fitted with push-button Motorola. This one-owner car has covered 15,000 miles and is in finest condition. **£1,495.**

**1967 ASTON MARTIN DB6 Volante convertible.** Finished in Dubonnet with black trim. Fitted with automatic transmission, power hood and power steering, Syndym glass, chrome wire wheels, electric windows and radio. 27,000 miles only and an impressive motor car. **£3,395.**

**1968 AUSTIN Mini-Cooper.** Finished in white with a black top. This car has covered just 8,000 miles from new in the hands of two private owners. **£545.**

**1968 DAIMLER Sovereign.** Finished in golden sand with a simulated leather roof. Fitted with automatic transmission, power-assisted steering and sun-roof. One family ownership and 24,000 miles from new. **£1,295.**



**1969 FERRARI 365 GT 2+2.** Finished in red with tan hide trim. This magnificent motor car is fitted with self-levelling suspension, power steering, magnesium wheels, electric windows and quarter-lights, radio and heated rear window. 19,000 miles only and in an outstanding condition throughout. (Illustrated) **£6,395.**

**1969 FORD Cortina Uren Savage 'E'.** Finished in beige with black trim. Fitted with a sun-roof, this is an exceedingly potent motor car, having covered only 21,000 miles from new. **£1,295.**



**1968 GILBERN Genie 3-litre V6.** Finished in satin silver with black trim. Fitted with overdrive, alloy wheels, electric windows and Quartz Halogen spotlights. 26,000 miles from new. (Illustrated) **£1,145.**

**1970 JAGUAR 'E'-Type 2+2.** Fitted with manual transmission, chrome wire wheels, head-rests, heated rear window. Finished in Regency red with beige trim, it is a one-owner car and has covered 12,000 miles from new. **£2,595.**

**1970 JAGUAR 'E'-Type 2+2 Automatic.** Finished in sable with tan trim. Fitted with chrome wire wheels with white-walled Dunlop Aquajet tyres, Radiomobile, and heated rear window. A one-owner car having covered 13,000 miles and indistinguishable from new. **£2,595.**

**1970 'J'-registered JAGUAR 'E'-Type fixed-head coupe.** Finished in Carmen red with black trim. Fitted with chrome disc wheels and a Bluespot radio. 9,000 miles from new. **£2,395.** Choice of two.

**1970 JAGUAR 'E'-Type roadster.** Finished in primrose with black trim. Fitted with wire wheels and push-button Radiomobile. A one-owner car, 8,000 miles from new and as new throughout **£2,195.**

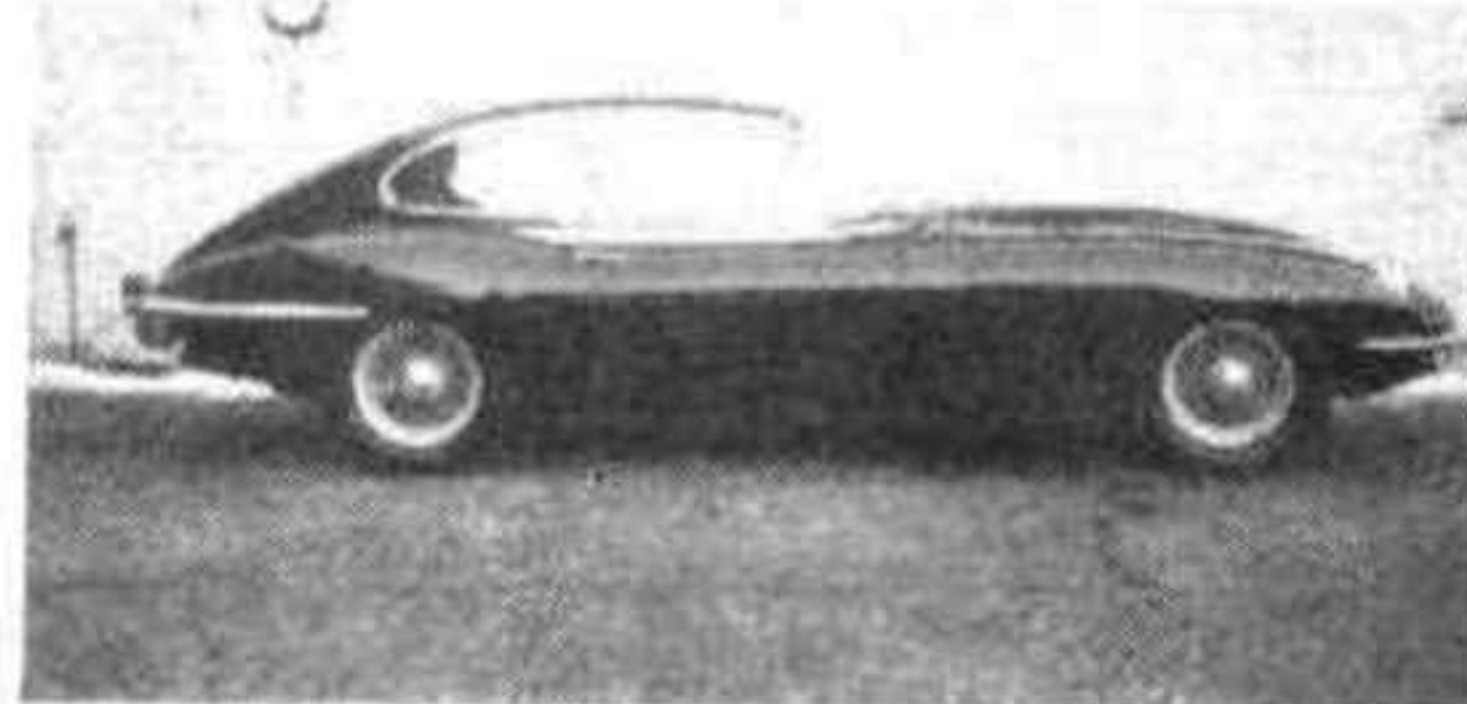
**1970 'J'-registered JAGUAR 'E'-Type 2+2.** Finished in dark blue with grey trim. Fitted with Sundym glass, chrome wire wheels and a heated rear window. 4,000 miles only.

**1969 JAGUAR 'E'-Type 2+2.** Finished in Carmen red with black trim. Fitted with manual transmission, chrome wire wheels, heated rear window and push-button radio. 19,000 miles only from new and unmarked throughout. **£2,195.**

**1969 (regd. Dec. '68) JAGUAR 'E'-Type 2+2.** Finished in indigo blue with black trim. Fitted manual transmission, chrome w/w., Motorola radio, and heated rear window; 25,000 miles from new. **£2,095.**

**1969 JAGUAR 'E'-Type 2+2.** Finished in primrose with black trim. Fitted with automatic transmission, power-assisted steering, Sundym glass and a Blaupunkt radio. 14,000 and a most impressive car.

**1968 JAGUAR 420.** Finished in opalescent silver blue with black trim. Fitted automatic transmission, power-assisted steering and heated rear window. A one-owner car and 23,000 miles from new. **£1,195.**



**1968 JAGUAR 'E'-Type 2+2.** Finished in dark green with contrasting trim. Fitted with automatic transmission, sun-roof, chrome wire wheels, heated rear window and radio. 25,000 miles from new and a superb example. (Illustrated) **£1,795.**

**1970 LOTUS +2S.** Finished in red with black trim. Fitted radio. Supplied and maintained by us from new. 11,000 miles only. **£2,095.**

*Any car, any vintage taken in part exchange.*

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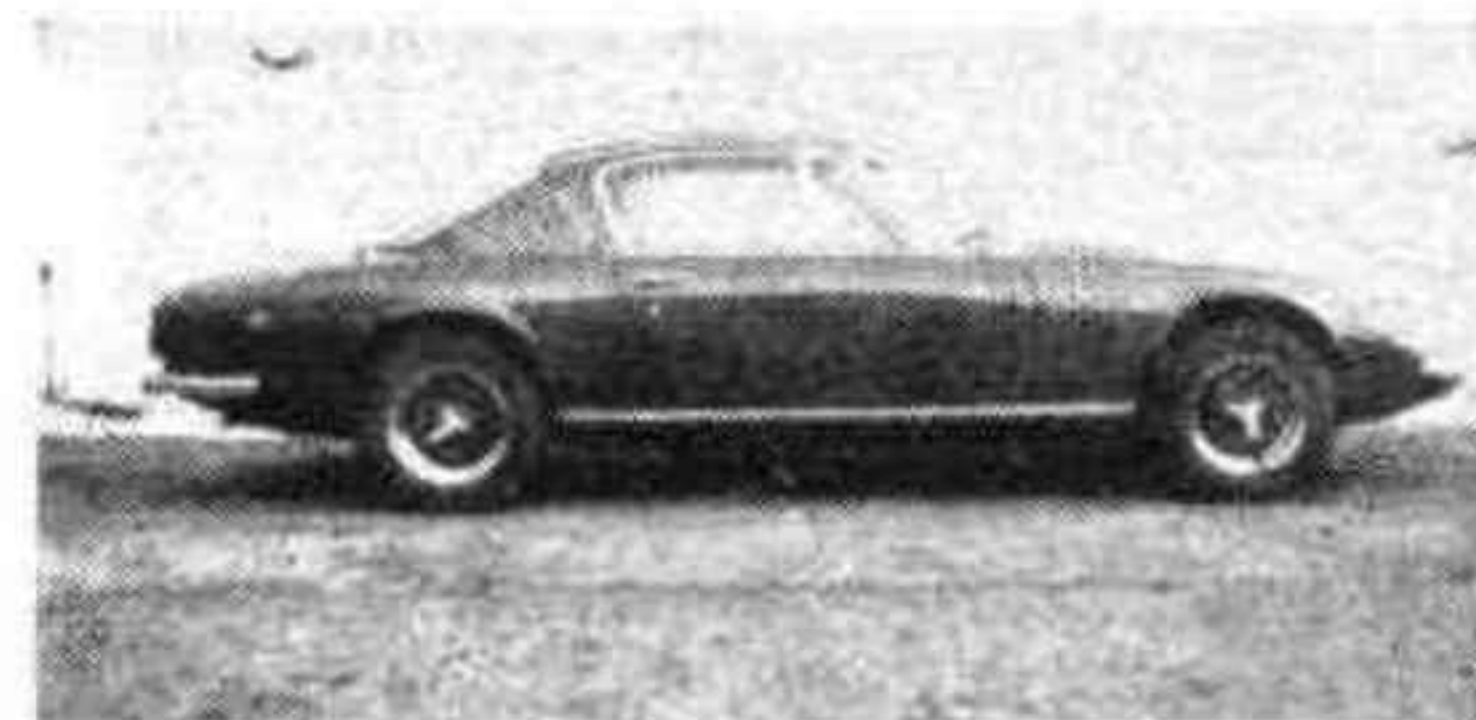
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## Used Cars



**1969 LOTUS +2S.** Finished in sable with black trim. Fitted with a radio and chrome wheels. A one-owner car and 22,000 miles from new. (Illustrated) **£1,795.**

**1969 LOTUS Elan Special Equipment convertible.** Finished in carnival red with black trim. Fitted with chrome wheels. 12,000 miles only from new. **£1,345.**



**1968 LOTUS Elan S4, Special Equipment, d.h.c.** Finished in French blue with black trim. Fitted with a push-button radio. 26,000 miles only from new and in exceptional condition throughout. (Illustrated) **£1,195.**



**1961 LOTUS Elite, Special Equipment.** This car has recently undergone a complete mechanical rebuild. It has been retrimmed throughout in black leather and been recellulosed in white. It is fitted with chrome wire wheels and a ZF gearbox. A rare example. (Illustrated) **£795.**



**1970 MARCOS 3-litre V6.** Finished in caramel with black trim. Fitted with a sun-roof, electric windows and alloy wheels. 10,000 miles only and in superb order. (Illustrated) **£1,645.**

'J' registered **MARCOS V6 3-litre.** 700 miles only from new. **£1,695.**

**1969 (Dec.) 3-litre MARCOS,** steel chassis model. Finished in French blue with black trim. Fitted stereo tape player, sun-roof and alloy wheels, electric windows. **£1,595.**

**1969 MARCOS 1600 GT.** Finished in yellow with black trim. Fitted wire wheels and sun-roof. **£1,295.**

**1969 MARCOS 3-litre V6,** steel chassis. Finished in white with black trim. Sun-roof, alloy wheels and one owner from new.

**1970 M.G.-C GT.** Finished in red with black trim. Fitted with overdrive, wire wheels, reclining seats, push-button radio, Quartz Halogen spotlights and racing mirrors. An exceptional one-owner car, and 14,000 miles from new. **£1,345.**

**1969 M.G.-C GT.** Finished in mineral blue with black trim. Fitted with overdrive, wire wheels, reclining seats, heated rear window, Quartz Halogen spotlight. This one-owner car has covered just 12,000 miles from new and is unmarked throughout. **£1,345.**



**1969 M.G.-B roadster, Mk. 2.** Finished in mineral blue with black trim. Fitted with overdrive and reclining seats. An exceptional car and 23,000 miles from new. (Illustrated) **£1,045.**



**1967 M.G.-B GT.** Finished in tweed grey with black trim. Fitted chrome wire wheels. An exceptional car (Illustrated) **£895.**

**1959 M.G.-A 1600 Twin Cam drophead coupe.** Finished in blue with black trim, this car has had £400 spent on it in our workshops. Extras include 5½J nickel-plated knock-off wheels. Has to be seen. **£695.**

**1970 PORSCHE 911E 2.2-litre.** Finished in Conda green with black trim. This most impressive car is fitted with Sundym glass, electric steel sliding sun-roof, electric windows, radio and stereo unit, heated rear window and rear wiper. 15,000 miles only and as new throughout. **£3,995.**

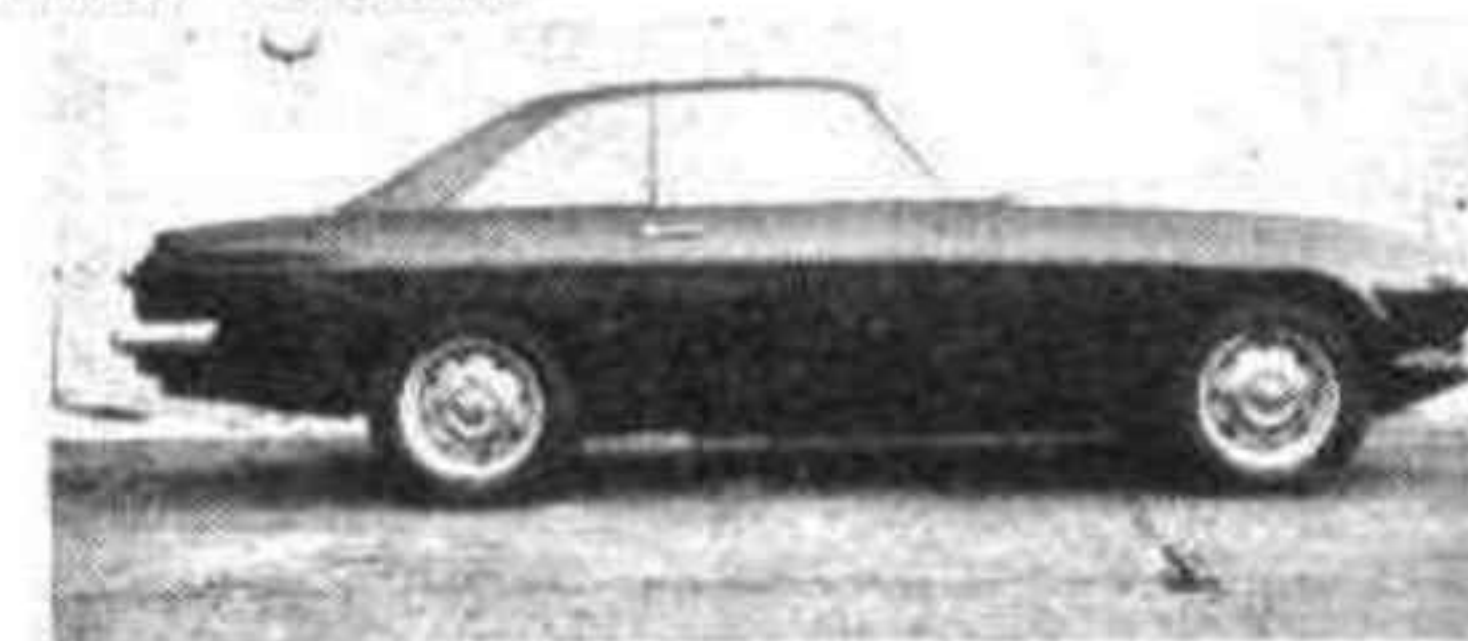
**1969 PORSCHE 911S.** Finished in tangerine with black trim. This outstanding motor car is fitted with Sundym glass, push-button Blaupunkt radio, heated rear window and rear wiper. Having covered just 24,000 miles from new it is unmarked throughout. **£3,795.**

**1969 PORSCHE 911T Sportomatic.** Finished in Polo red with black trim. Fitted with a heated rear window. This motor car has covered 15,000 miles only from new and is an outstanding example **£3,095.**



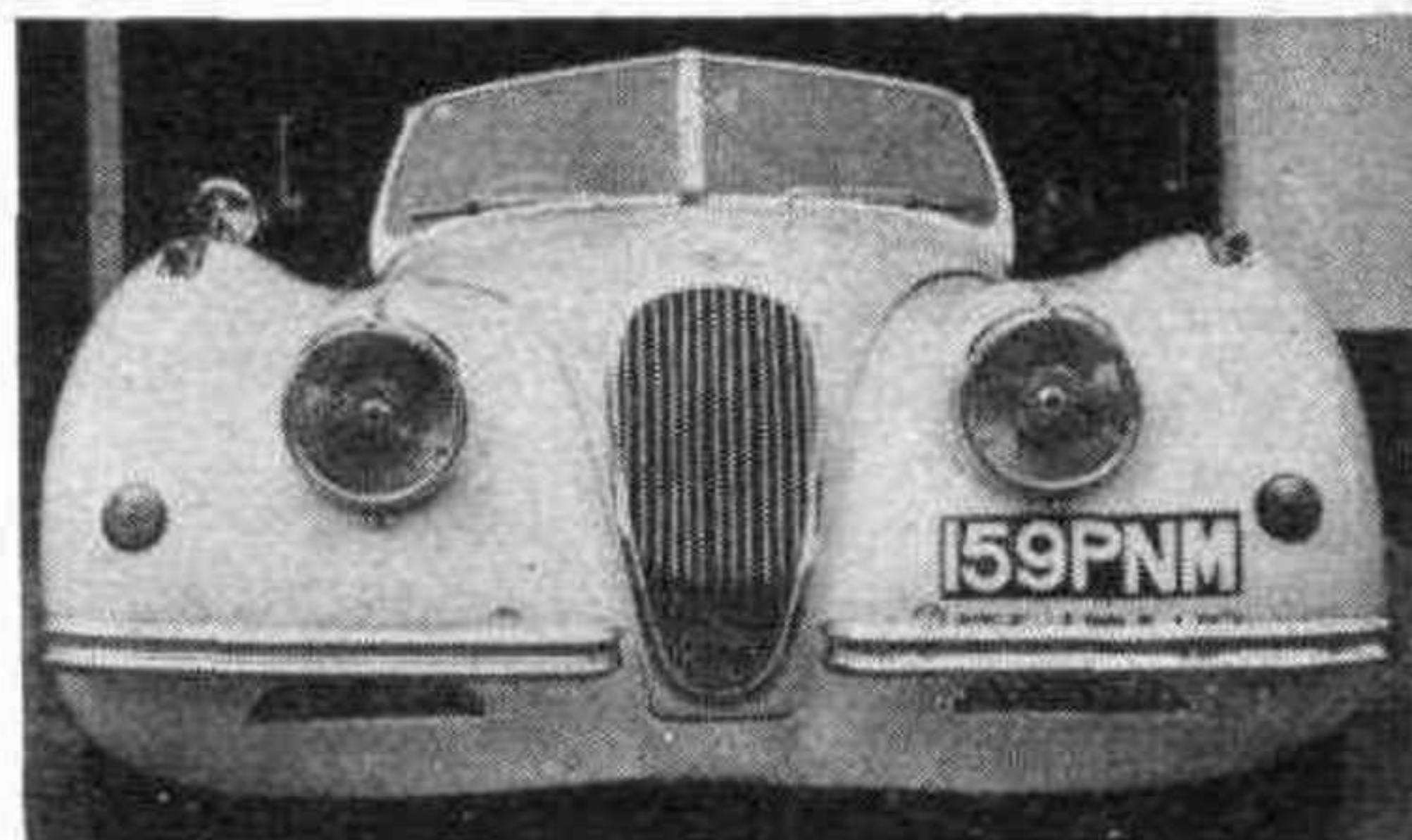
**1968 PORSCHE 911S.** Finished in maroon with biscuit trim. Fitted with Recaro seats, electric steel sliding sun-roof, radio and stereo. 29,000 miles and in exceptional condition. (Illustrated) **£2,995.**

**1969 RELIANT Scimitar GTE.** Finished in red with black trim. Fitted with a sun-roof, heated rear window and rear screen-wiper. One owner and 25,000 miles from new **£1,795.**



**1968 RELIANT Scimitar 3-litre V6 saloon.** Finished in Manhattan blue with black trim. Fitted overdrive, Radiomobile and heated rear window. Exceptional condition throughout. (Illustrated) **£1,145.**

## Classic



**1950 JAGUAR XK120 roadster,** rebuilt with the following specification. 3.4-litre engine, with the 4.2-litre gearbox and constant mesh starter. White coachwork, rechromed throughout and fully re-trimmed in red Connolly hide with red carpets. Koni shock-absorbers, 15in. 'E' type chrome wire wheels and whitewalled radial tyres. **£1,745.**



**Magnificent 1932 ROLLS-ROYCE 2-door f.h.c.,** simulated convertible style body with pram irons, and large trunk, completely repainted and retrimmed over the last 12 months. One of the most impressive Rolls-Royces we have seen. **£3,995.**

**D-Type JAGUAR,** ex-Ecurie Ecosse. £1,000 worth of spares. Sensible offers considered.



**ROLLS-ROYCE Phantom II tourer,** boat-tailed replica in maroon, with polished aluminium bonnet and solid oak running-boards. Completely retrimmed in Connolly hide. A truly majestic touring carriage.

**SS100 3½-litre.** This magnificent example, finished in white with red leather trim, is in *concours* condition, having covered only 300 miles since being completely rebuilt. **£3,750.**

**1933 AUSTIN 12/6,** in outstanding condition for its year. This car has covered 72,000 miles, but its newly rebuilt engine still has to be run-in. **£345.**

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**1938 SS 3½-litre drophead coupe.**  
**1933 ROLLS-ROYCE Phantom II.**

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**ISO GRIFO, 1965.** Silver grey, 5.3-litre engine. Manual transmission, radio, tape recorder, etc. **£1,895**



**MUSTANG MACH I 1969.** Automatic with power steering. Finished in metallic mountain green with Mach I black flash finishers. Fitted 351 power unit, automatic gearbox. Power steering, radio, belts, etc. **£2,195**



**LOTUS Europa, Nov. 1970, J Reg.** Finished in Cirrus white with black interior. Fitted with 1,560-c.c. Hermes tuned engine, power brakes, mag/alloy wheels, air horns, steering lock, SP sports, front aerofoil. This superb example has only covered 1,500 miles. As new **£1,445**



**PEUGEOT 203 d/h coupe 1952.** A very attractive left-hand-drive 2/4-seater. Black with beige trim and hood. **£295**

## SELECTION FROM STOCK

**JAGUAR 4.2 'E'-Type Series II roadster 1969.** Finished in jet black with red leather interior, fitted radio etc. A really smooth looking car. **£1,945**

**ASTON MARTIN DB5, 1964.** B.R.G. with tan trim. Chrome wire wheels, 5-speed box, radio, etc. **£1,495**

**TRIUMPH TR6 roadster, 1969.** Cirrus white with black trim. Fitted wire wheels, radio. Excellent condition throughout. **£1,325**

**LOTUS Elan S4, f.h.c., 1969.** Special Equipment. Finished in Royal blue with black interior. Radio. Good condition throughout. **£1,195**

**LOTUS Elite, 1970.** Probably the finest example in existence. Built 1970 from mostly new parts and only done 1,600 miles since. ZF box, wide wire wheels. Primrose with black trim. **£1,095**

**M.G.-C GT automatic—In Chelsea grey with black trim.** Fitted wire wheels, radio. **£1,045**

**M.G.-B GT, 1968, 'G' Reg.,** in Old English white with black interior, fitted wire wheels, sunroof, radio and air horns all synchro gearbox. **£1,035**

**TRIUMPH TR5 roadster, 1968.** White with black trim. Extras include overdrive, push-button radio, G800 tyres, etc. **£995**

**TRIUMPH TR5 coupe, 1918,** in Jasmine yellow with tan trim. Supplied new by us to one lady owner, 21,000 recorded miles, radio, seat belts, etc. **£995**

**FORD Capri 1600 XLR, 1969, 'H' Reg.** Lime green with black trim. Push-button radio, low mileage. **£995**

**LOTUS Elan S3 convertible, 1967, 'F' reg.** Cirrus white with black trim. Fitted radio, new tyres. **£975**

**M.G.-B roadster, 1968, 'G' Reg.** White with black trim. Synchromesh gearbox, overdrive, radio, etc. **£965**

**M.G.-B roadster, 1968.** British Racing Green with black leather, overdrive, wire wheels, radio, folding hood, brake booster, air horns, Abarth exhaust etc. A Beauty. **£965**

**M.G.-B roadster, 1968.** Carmen red with black trim. Extras include overdrive, wire wheels, radio. **£925**

**LANCIA FULVIA coupe, 1967.** Maroon with black trim. A very fast and economical 2/4-seater. Recommended. **£895**

**M.G.-B GT.** British Racing Green with black trim. 1967. Fitted with overdrive and wire wheels. **£885**

**M.G.-C roadster, 1968, 'G' Reg.** B.R.G. with black trim, wire wheels, overdrive, tonneau cover, etc. Full history from new supplied by us. **£885**

**RELIANT Scimitar, 1966.** Wire wheels, overdrive, finished in Nevada yellow. **£845**

**AUSTIN HEALEY 3000, 1966.** Midnight blue with black trim. Extras include wire wheels, radio, twin spots, etc. A new hood just fitted. **£825**

**M.G.-B roadster, 1967.** Old English white with black trim. Extras include wire wheels, overdrive. **£775**

**M.G.-B roadster, 1967.** Carmen red with black trim. Fitted radio. **£765**



**ALFA Romeo 1900 Super Sprint fixed-head coupe.** Finished in Florentine blue. Fitted chrome wire wheels, 5-speed gearbox. An excellent example of this rare model. An individual alternative to the older Austons or ACs, etc. **£465**

**TRIUMPH TR4A coupe, 1966 B.R.G.** with black trim. Overdrive, wire wheels, radio, etc. **£765**

**JAGUAR XK150 3.8 S/E fixed-head coupe, 1960.** A very original car with history available. Wire wheels, overdrive, radio, etc. Mid-blue with contrasting trim. **£745**

**TRIUMPH Spitfire, 1968.** B.R.G. with black trim. Hard-top. **£695**

**FIAT 1500 convertible, 1966.** Mid-blue with tan trim. 5-speed gearbox, power brakes. One titled owner for four years. A rare car in superb condition. **£685**

**TRIUMPH Spitfire, 1968.** Black, fitted with matching Bermuda hard-top and overdrive, one owner. In nice condition throughout. **£675**

**AUSTIN HEALEY Twelve Saloon, 1929.** A very fine car in near original condition. Dark blue body. Black wings and interior. **£595**

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**JAGUAR XK140 fixed-head coupe.** Carmen red with matching leather trim. Wire wheels, overdrive. Bills available. **£545**

**VOLKSWAGEN Beach Buggy, 'H' Reg.** 1,500-c.c. engine. Metallflake finish. Full weather equipment, radio. **£525**

**AUSTIN HEALEY 3000, 1962.** Finished in Healey blue. Overdrive, wire wheels, good condition throughout. **£495**

**JAGUAR XK150 F/H coupe, 1958.** 3.4, Sherwood green with matching trim. Three owners. Above average condition. **£495**

**AUSTIN HEALEY Sprite Mk. I.** Fitted Coventry Climax engine, wire wheels. **£245**

**MORRIS Mini-Cooper S, 970 c.c., 1965.**

**SIMCA 1000 GT, 1966,** in flame red, a very attractive and economical sports GT in very good condition. **£495**

**M.G. Midget, 1968.** Dark blue with black trim. Extras include radio, wire wheels, tonneau cover, etc. **£495**

**SUNBEAM Tiger, 1966,** in Sebring white, fitted hard- and soft-tops Pirelli tyres, in above average condition throughout. **£495**

**BOND EQUIPE 1964.** An inexpensive 4-seater GT car finished in Malibu gold with black interior trim. **£265**

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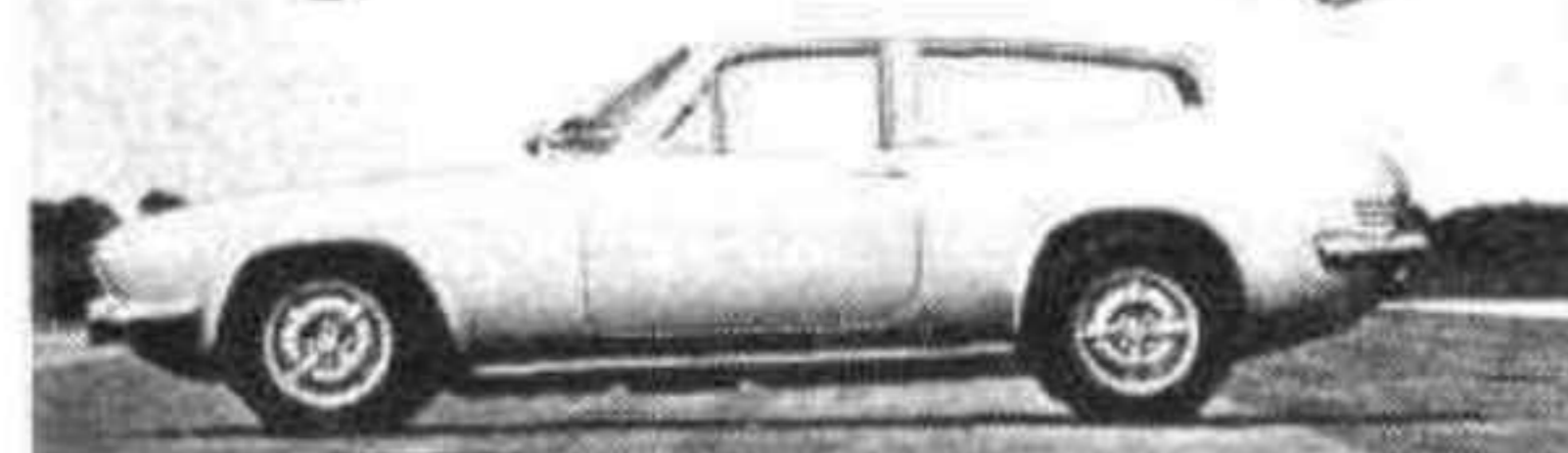
**GTE.** Acacia green, tan interior, o/d, Hrs.

**GTE.** Nevada yellow, tan interior, o/d radio, Hrs.

**GTE.** Nevada yellow, black trim, automatic, Hrs.



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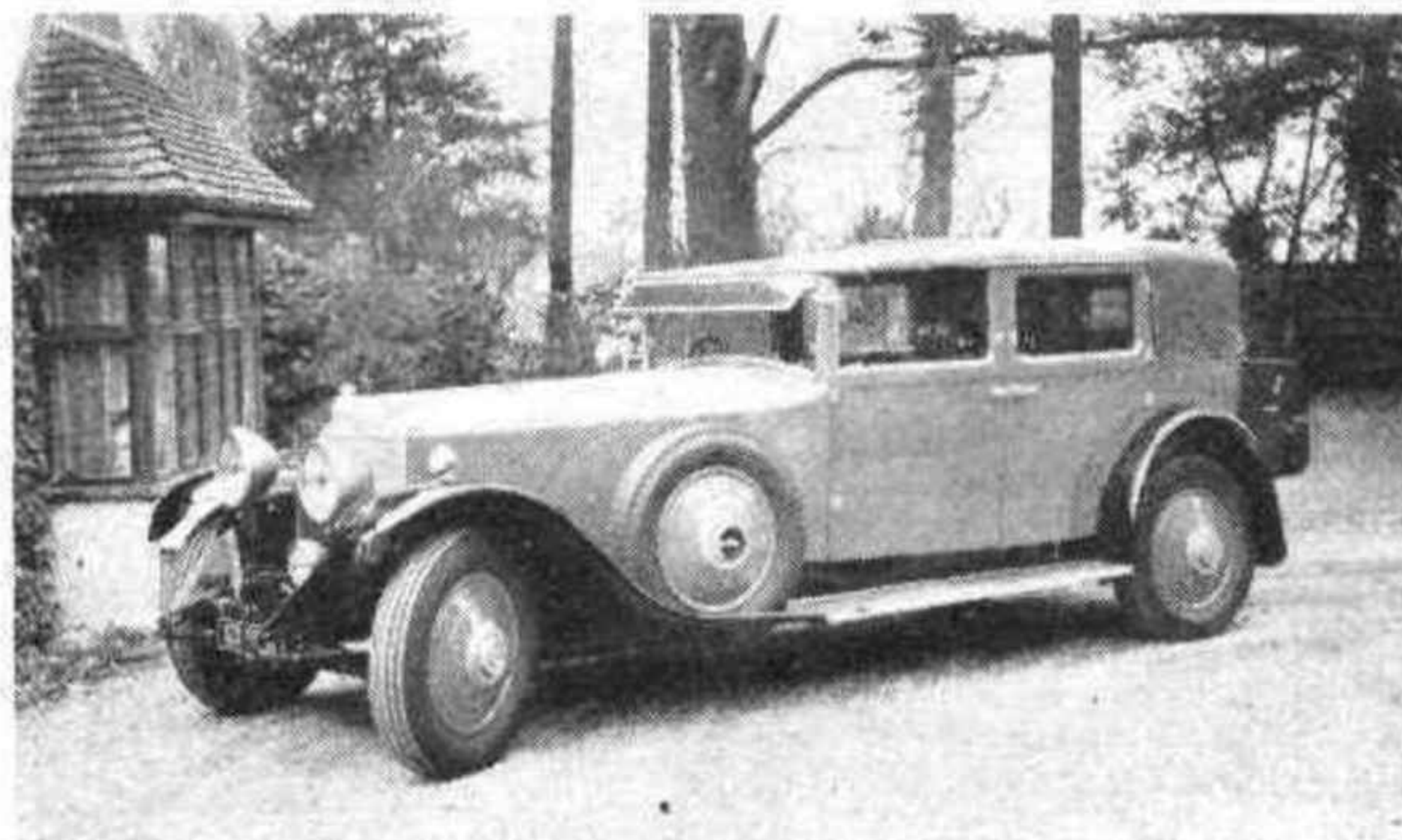
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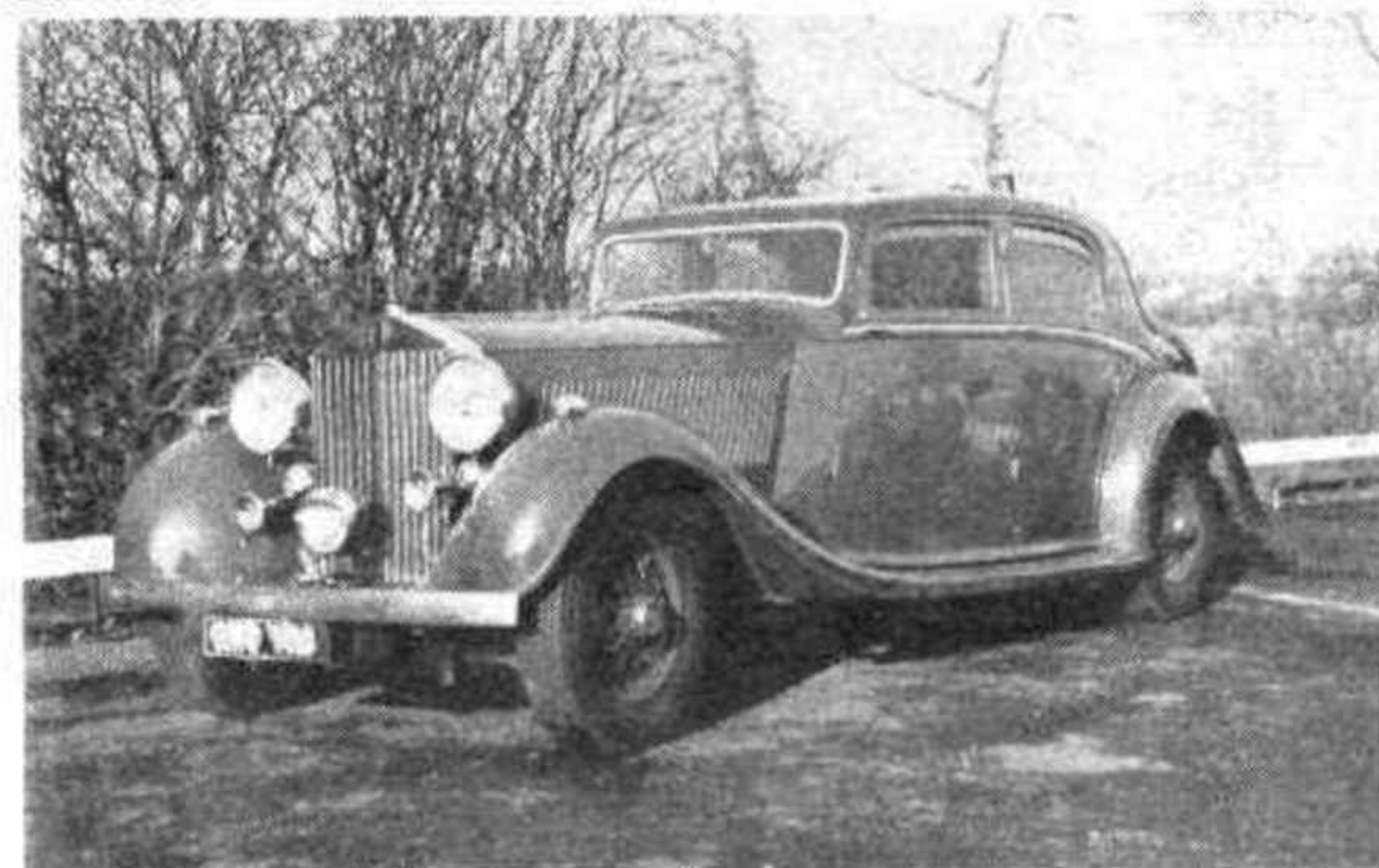
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**1931 ROLLS-ROYCE Phantom II sedanca de ville.** Coachwork by H. J. Mulliner. Entire car both mechanically and bodily fully restored to a most exacting standard. Pale green body with black leather roof. Dark green hide interior with beige West of England cloth to the rear compartment. Set of fitted suitcases to the luggage compartment.



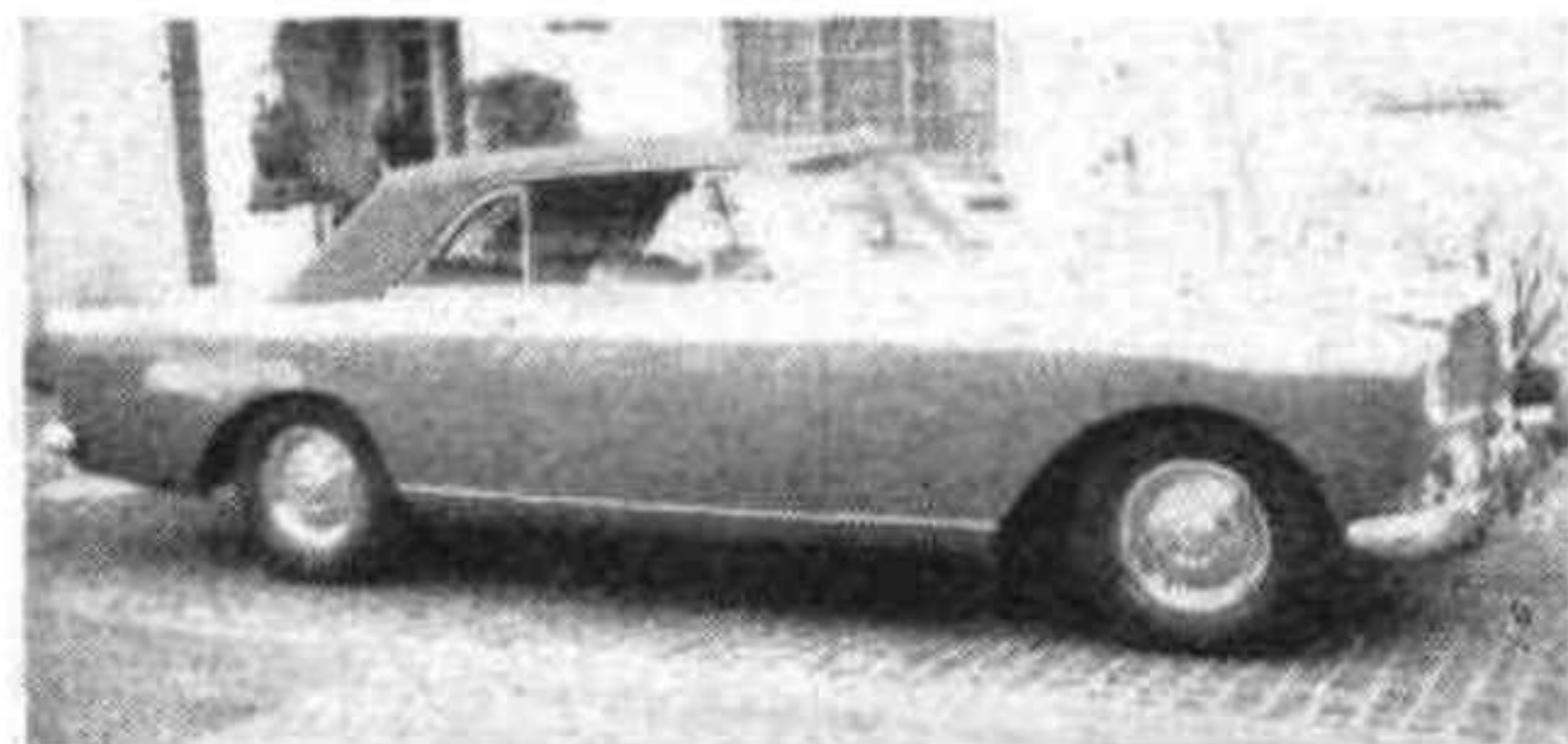
**1936 PHANTOM III touring saloon** by Barker, with division. Attractive body in black cellulose with brown hide interior. Reputedly genuine mileage of only 45,000, and in truly superb condition.



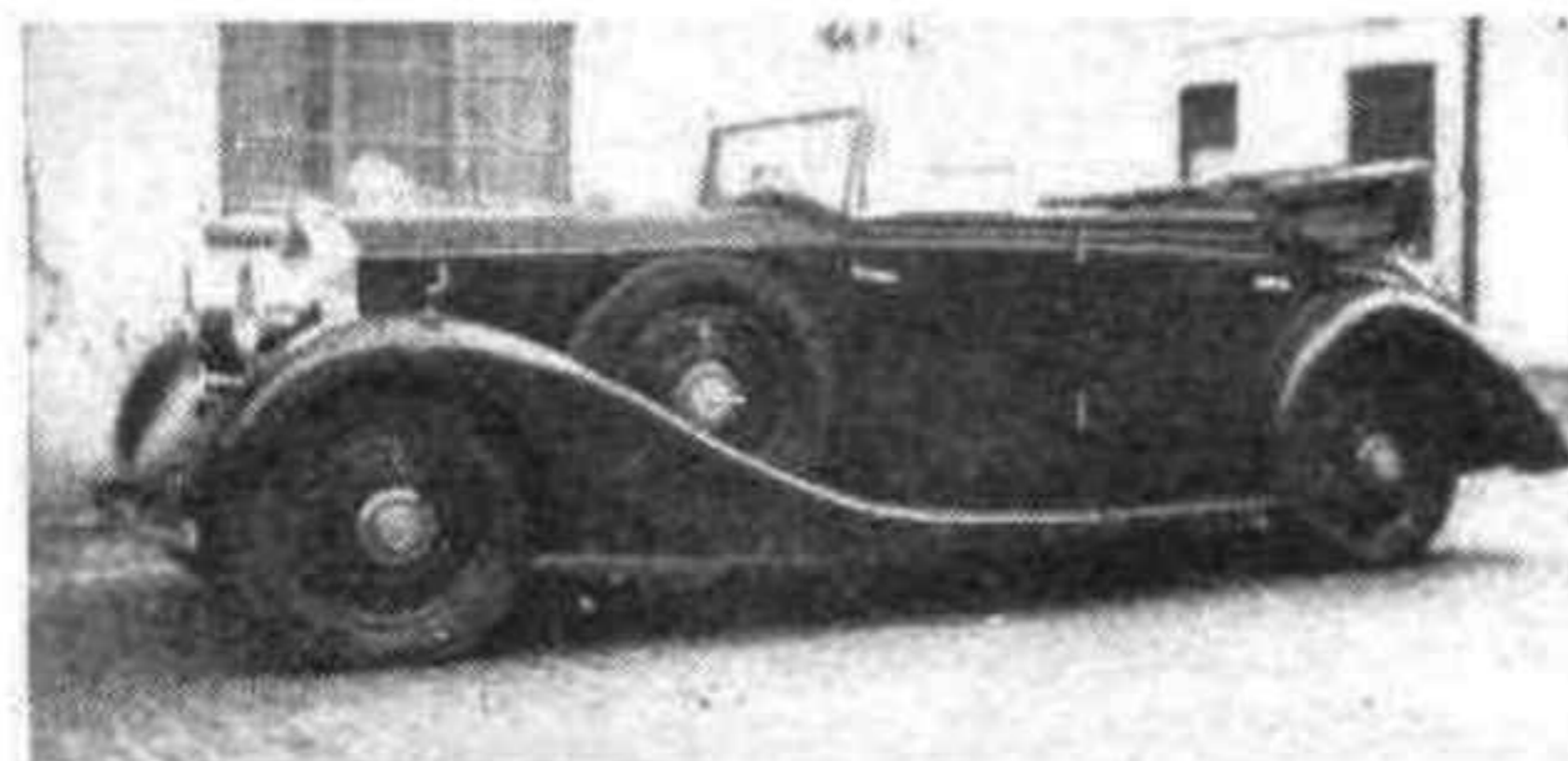
**1936 4-door sports saloon** by Hooper. Attractive coachwork in two-tone grey, upholstery in Connolly hide. Specially built for Major Delap. Chassis specially constructed for 1936 Olympia Exhibition. Recorded mileage of 60,000 is probably correct. This car has been featured recently in the RREC Bulletin. Carefully maintained by a Rolls-trained mechanic.

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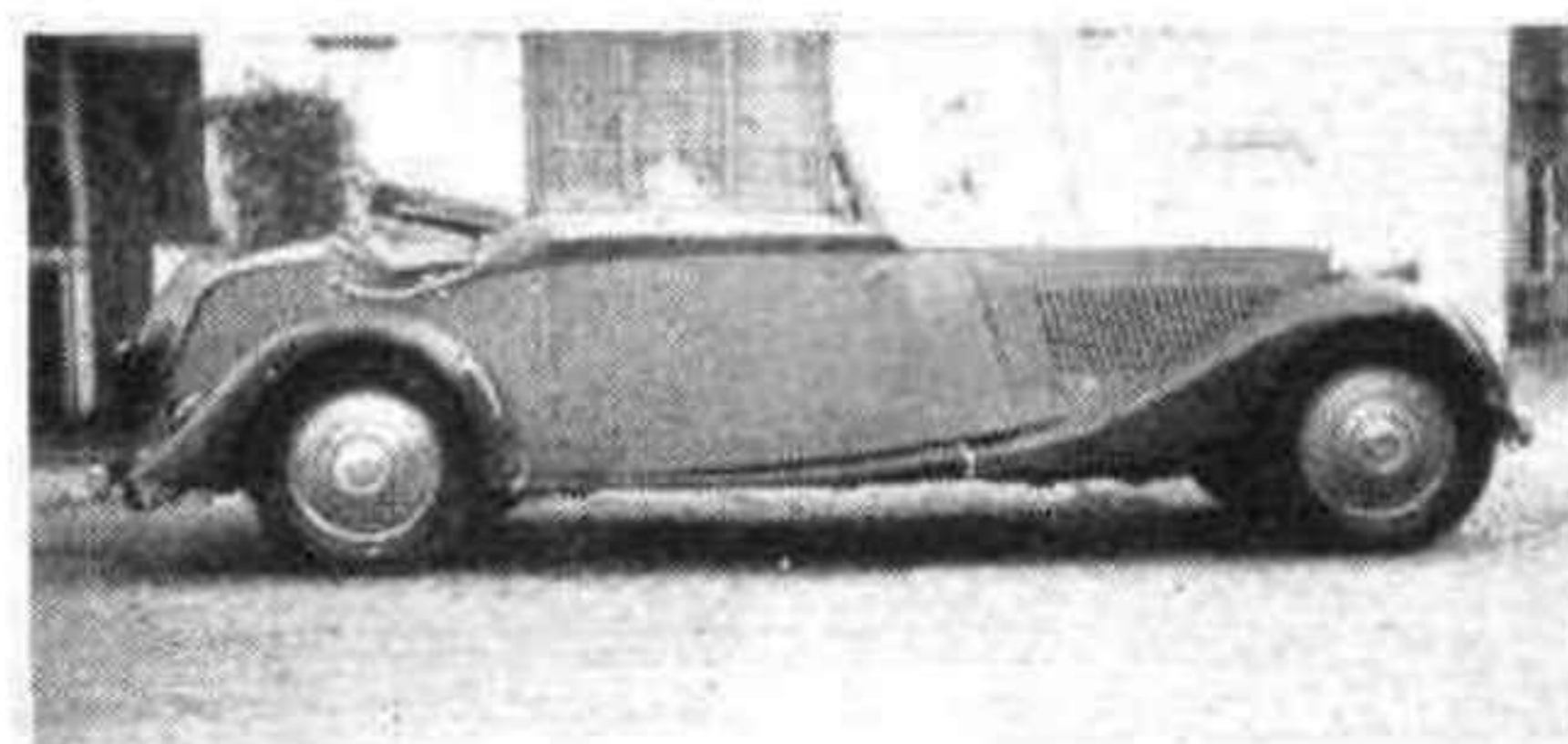
# D. MARGULIES LTD



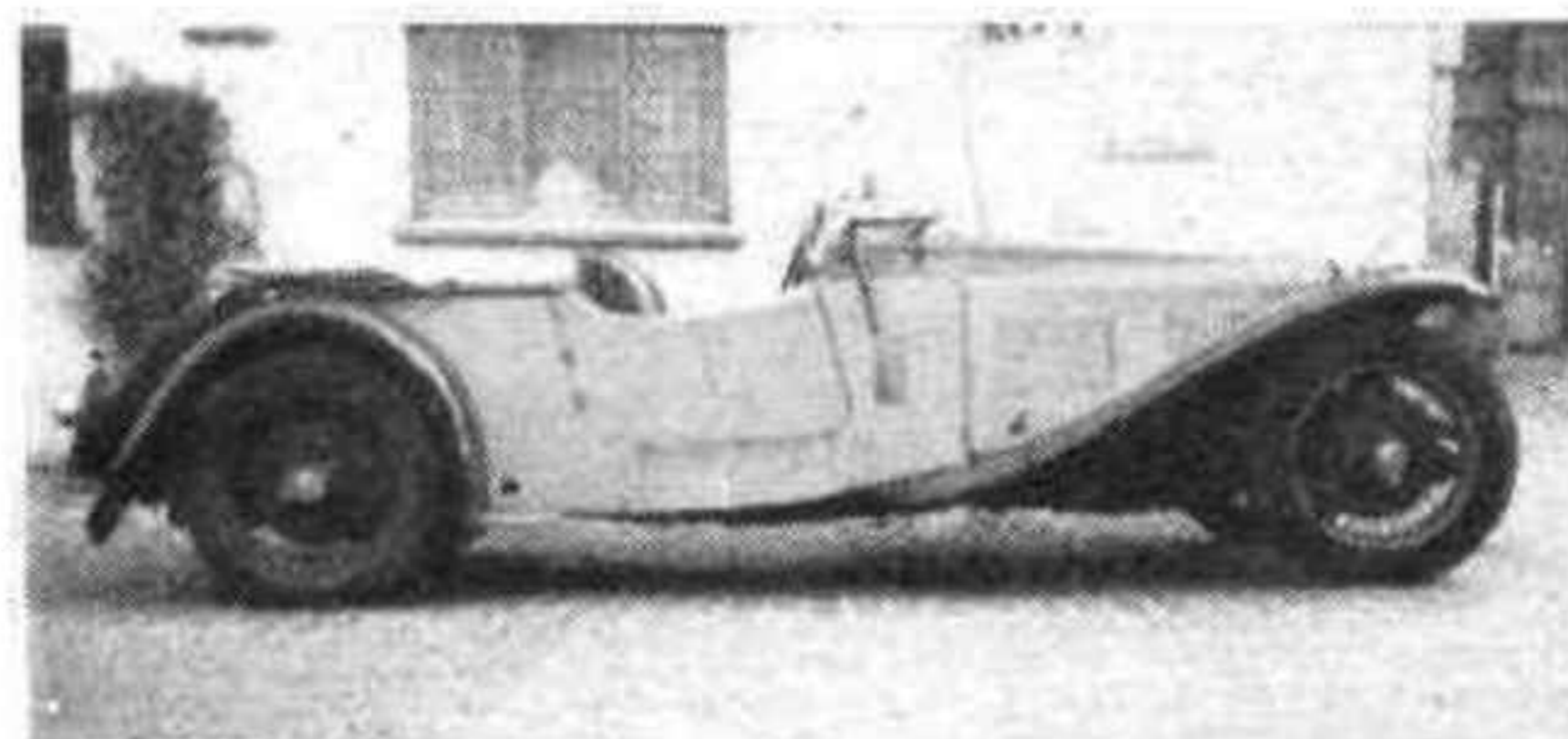
1960 BENTLEY Continental S2 convertible by Park Ward, one owner: very fine example.



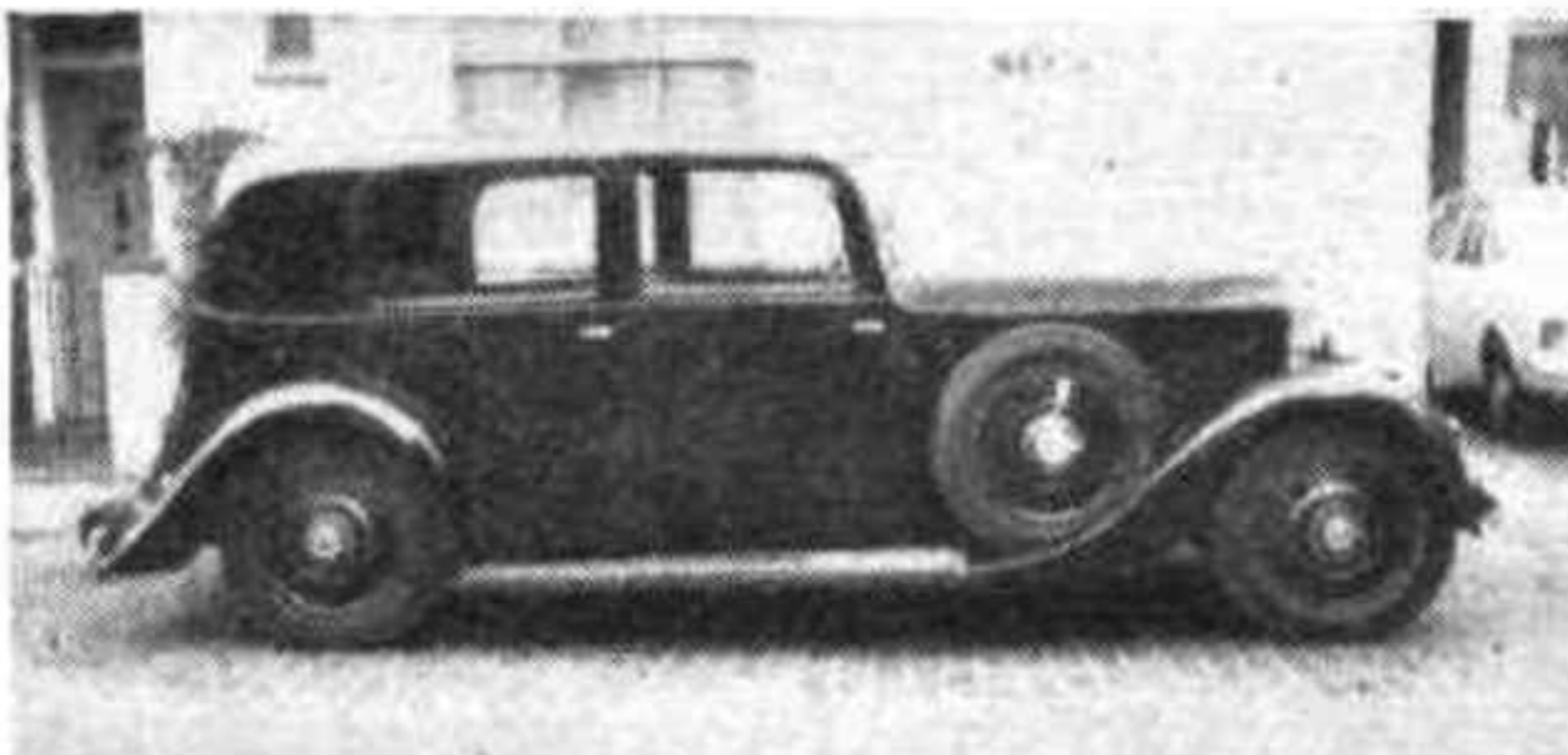
1937 ROLLS-ROYCE 25/30 4-door convertible by Charlesworth, twin spares, engine overhauled, very rare coachwork. £2,350.



1934 BENTLEY 3½-litre drophead coupé by Park Ward, recently repainted; excellent chassis. £1,600.



1932 ALVIS Speed 20 tourer by Van den Plas, at present being repainted, etc., details on request.



1937 ROLLS-ROYCE 25/30 owner-driver saloon by Barker, very sound. £675.



1927 HUMBER 8/18 tourer, very original, complete weather equipment.

1951 ROLLS-ROYCE Silver Wraith sedanca de ville by H. J. Mulliner, P.100 lamps, black with brown leather interior.

1949 ROLLS-ROYCE Silver Wraith touring saloon by Hooper, maroon with grey cloth interior, fitted suitcases; good maintenance history.

1939 ROLLS-ROYCE Wraith sedanca de ville by James Young, black over carriage green, fully restored.

1936 ROLLS-ROYCE 25/30 Windover saloon with electric division, Hythe Road history, outstanding example.

1936 ROLLS-ROYCE 20/25 sedanca de ville by H. J. Mulliner, restored to a very high standard.

1927 ROLLS-ROYCE 20 fixed-head coupé by Cooper.

1951 BENTLEY Mark VI drophead coupé by Park Ward, power hood, full history excellent example. £1,450.

1949 BENTLEY Mark VI coachbuilt sports saloon by James Young, most attractive body style. £575.

1949 BENTLEY Mark VI coachbuilt saloon by Freestone and Webb, full-flow engine. £495.

1950 BENTLEY Mark VI Standard Steel saloon, excellent example. £495.

1949 BENTLEY Mark VI Standard Steel saloon, very sound. £200.

1930 SUNBEAM 3-litre twin o.h.c. tourer with modified coachwork, would restore to original.

1948 M.G. TC 2-seater, engine overhauled, good original bodywork. £325.

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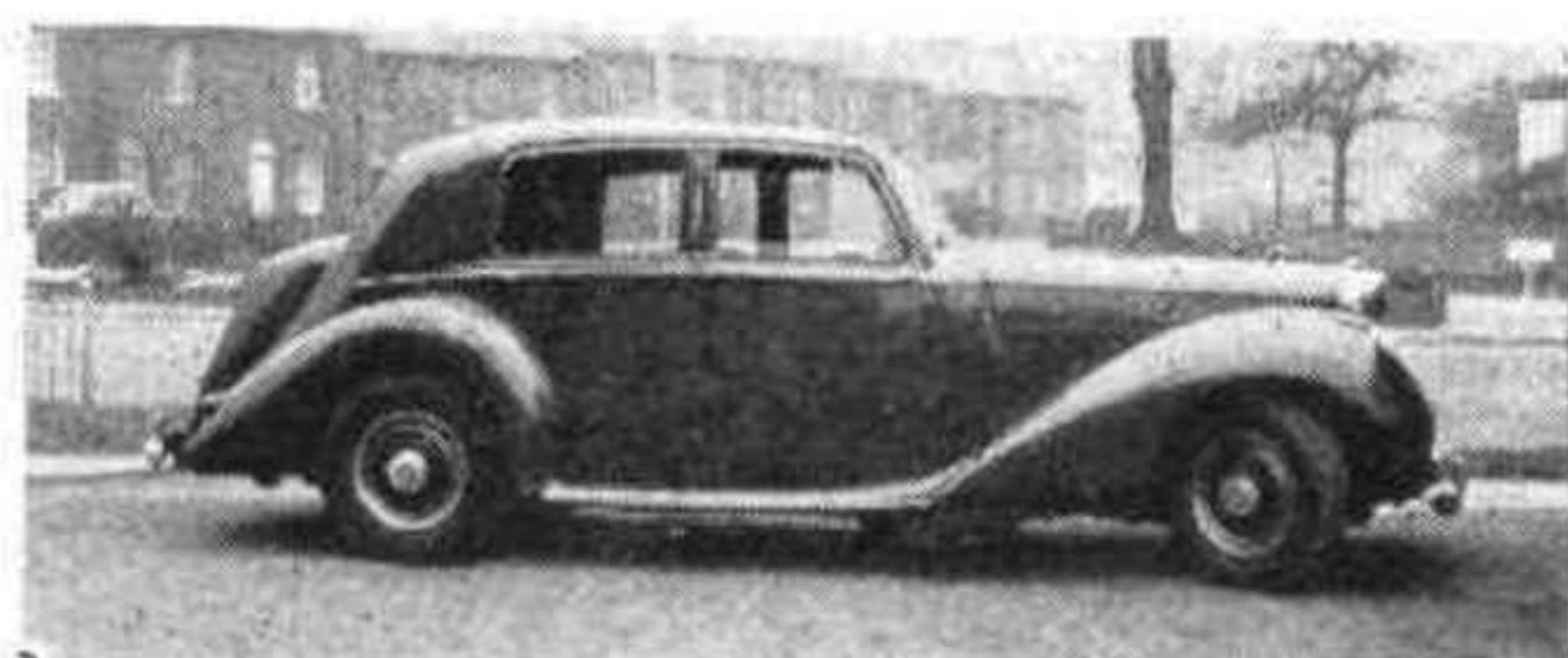
HITCHIN 3445



Rare BENTLEY S.1 Continental by Hooper, reputed Show Model, reg. May, 1959, automatic, power-steering. My own car for past two years; much work done on chassis, engine overhaul including rebore just completed, recent repaint in deep burgundy; grey interior. A very fine car. £2,750



MERCEDES 250S (carburettor model), automatic, power-steering, radio, etc.; pale blue, dark blue trim; one owner; registered Sept. 1966, indicated mileage 48,000 and a nice specimen. £1,575



BENTLEY Mk. VI, registered Nov. 1949; another well above average car, good paintwork, interior very reasonable; quiet engine, good tyres; fully serviced by us and in generally sound order for its year and price. £375

1921 ROLLS-ROYCE Silver Ghost tourer, for further details see last month — work has been held up on the chassis, but is now again in process and it is hoped to have the car available by Easter.

ROLLS-ROYCE Phantom II XJ Series, 1930 Hooper limousine coachwork with nice lines, structurally sound but needs trim, paint, etc. Very fair mechanical order and good tyres — a by no means expensive restoration. £950

BENTLEY Mk. VI, first registered 1950, with 2-door coachwork designed and built for Harold Radford by Seary & McReady Ltd., Tudor grey over shell grey, fold-flat rear seats; mechanically good but untidy body, hence realistic price of £295

DAIMLER Majestic Major, March 1966, automatic and power-steering; silver grey, fawn interior; two owners, distributor-maintained, mileage of 33 000 believed genuine. Original cost over £2,700 and now remarkable value at £890

HWM-JAGUAR GT coupe, built 1961 by George Abecassis; space-frame, de Dion-type rear end, engine basically "C"-type, "D"-type head and camshafts, triple Webers, oil-cooler, etc.; reputed 280 b.h.p.; "C"-type gearbox, Alfin drums, engine just overhauled, differential unit rebuilt by makers; aluminium 2-seater body fully padded with blue and grey leather seating, electric windows and aerial; blue paintwork, chrome wire wheels. £2,750

RILEY 9 Falcon 4-door sports saloon with "gull-wing" doors, 1933, manual box, special series chassis, twin carbs., etc.; in generally very fair order. £250

Unusual VAUXHALL, 1935 Light 6, Whittingham & Mitchell sports 2/4-seater, disappearing rear seat, fold-flat screen, all original lights, instruments, etc.; generally good running order but now considerably tidied up paint-wise, Royal blue and cream; needs attention to front suspension and new hood. (For photograph, see last month.) £150

### VINTAGE :

1929 INVICTA 4½ tourer; standard 10 ft. w.b. light chassis, similar to the 3-litre but with bigger brakes; original 4-seater 4-door bodywork in quite good condition but needs retrimming; car has been stored many years, we are getting it into running order; price can then be negotiated on basis of what further work we do; basic figure running will be under £1,000.

VAUXHALL 14/40 saloon by Shaw & Kilburn, 1926 model with f.w.b. and 4 speeds; coach-painted black on peacock blue, good brown hide interior, all original lamps, instruments, etc., new tyres and in good running order with some useful spares. £1,000

### VETERAN :

1915 STUDEBAKER tourer, V.C.C.-dated; black and yellow paintwork with original black leather trim, comparatively new hood and weather equipment, all original lamps, instruments, etc., electric lighting and starting; a thoroughly practical and trouble-free car and ready for use. £1,750

Immediate Hire Purchase and Insurance facilities can be arranged.

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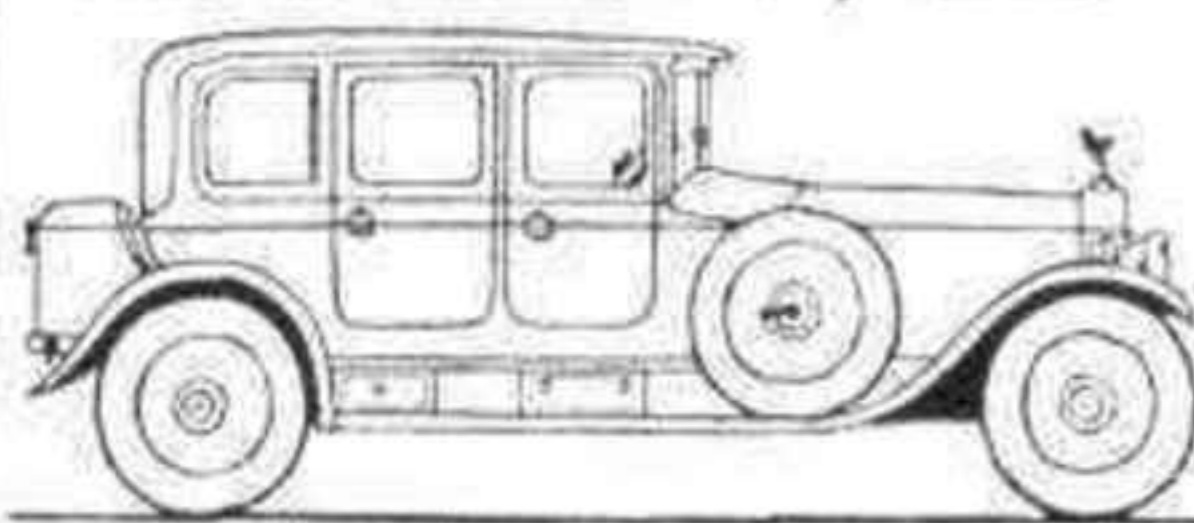
We regret we cannot entertain overseas enquiries on pre-1918 cars.

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1936 4½ Coachbuilt Drophead BENTLEY. This car has been extensively overhauled at a cost in the region of £1,200, and is now mechanically and bodily excellent.



Another photograph of the Drophead 4½ BENTLEY to assist prospective customers in assessing the beauty of this very elegant car.



1938 ROLLS-ROYCE 25/30 Limousine, not an immaculate car but in very good sound original condition. Price £675. Behind this Rolls can be seen a 1930 PHANTOM LI Ambulance used in the second World War. This is a magnificent beast for sale at £775.



1952 James Young Coachbuilt BENTLEY. Very attractive Semi-Razor-Edge Style with electric windows. This vehicle has been well maintained by Rolls Royce until recently and is in basically good sound condition. £650 or offer.

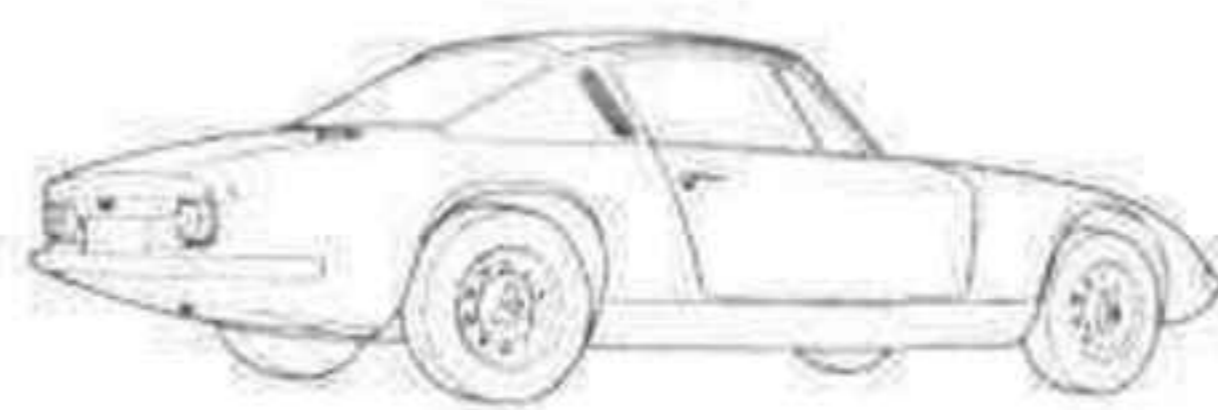


Here is another value for money BENTLEY. M.O.T., taxed at present being used daily by us. Price £285.

We have also at present in stock a number of other Rolls-Royce cars.

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- 1970 M.G.-C GT, in yellow, black trim, o/d., chrome w.w., sunshine roof; low mileage; immaculate throughout... £1,295
- 1969 MARCOS 3-litre, tangerine, black trim, o/d., mags., sun-roof, radio; low mileage, mint... £1,395
- 1968 LOTUS Elan S4 d.h.c., S/E, Roman purple, black trim; low mileage, one owner... £1,195
- 1968 (G) MORGAN 4/4 Comp., yellow, black trim, heater, tonneau; very low mileage, immaculate condition... £1,045
- 1968 TR5 PI, white, black trim, o/d., wires, radio, twin spots, low mileage, excellent condition... £1,045
- 1968 M.G. Midget, red; low mileage; immaculate condition... £655
- 1968 TRIUMPH Spitfire Mk. 3, dark blue, h.t., s.t.; low mileage, mint condition... £699
- 1968 MORGAN Plus 4, B.R. Green, wire wheels; very low mileage. Mint condition... £1,035
- 1968 AUSTIN HEALEY Sprite, white, black trim; low mileage; excellent condition... £635
- 1966 RELIANT Scimitar GT, metallic blue, black trim, o/d., wires radio; very low mileage, immaculate throughout... £885
- 1966 M.G.-B, B.R.G., black trim, o/d., wires, Selectaride, radio; low mileage, beautiful condition... £695
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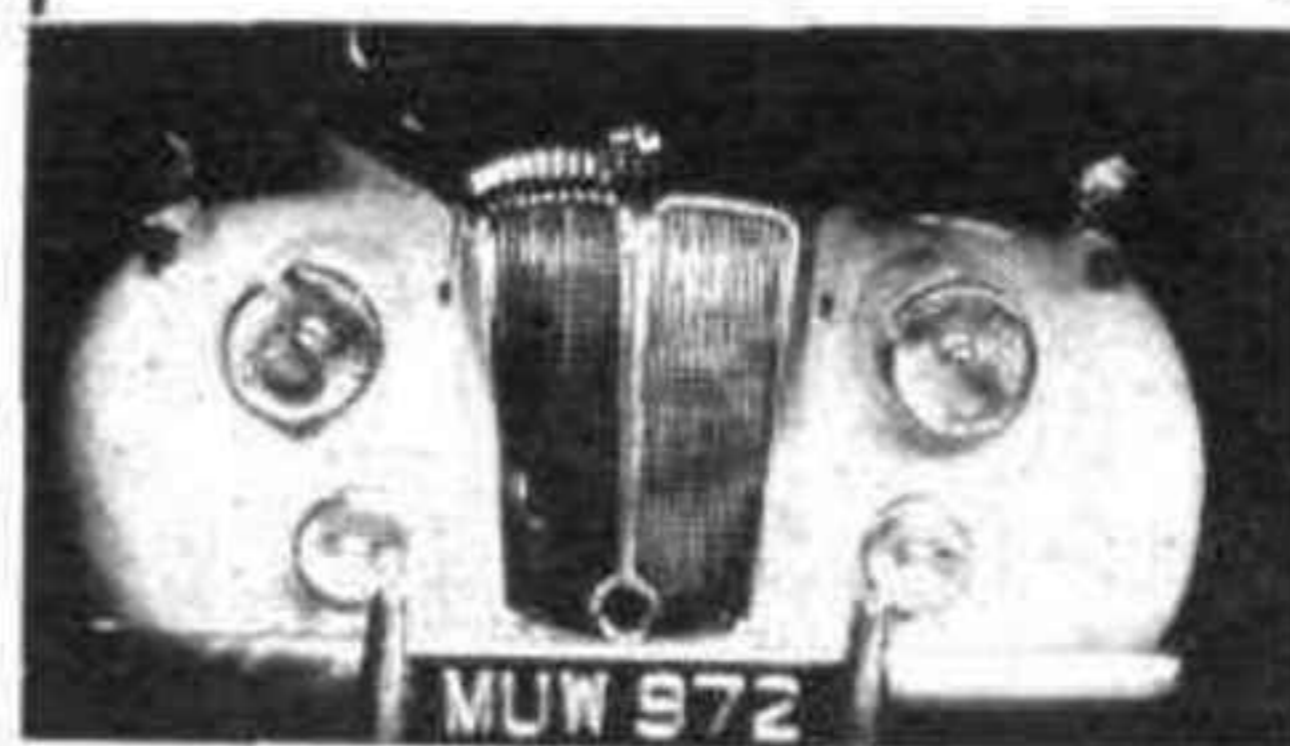
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- 1970 Elan +2S. Exceptional. Met. Green... £1,995
- 1970 Elan S.E. f/h. 1 owner. White... £1,495
- 1970 Elan S.E. f/h. Low mileage. Yellow... £1,445
- 1970 Europa. Low mileage. Yellow... £1,449
- 1969 Elan +2. Exceptional condition. Red... £1,595
- 1968 Elan +2. 1 owner. Exceptional. Yellow... £1,545
- 1968 Elan +2. 1 owner. Immaculate. Red... £1,495
- 1968 Elan +2. Low mileage. Currnt sand... £1,495
- 1968 Elan S.E. f/h. 1 owner. Immaculate. White... £1,245
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All offered subject to being unsold

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W. B., 'Shopping for a Daimler', 'Motor Sport', July 1969. (The Daimler referred to was a Barker Special Sports Coupe supplied for test by Sportscar Garages.)

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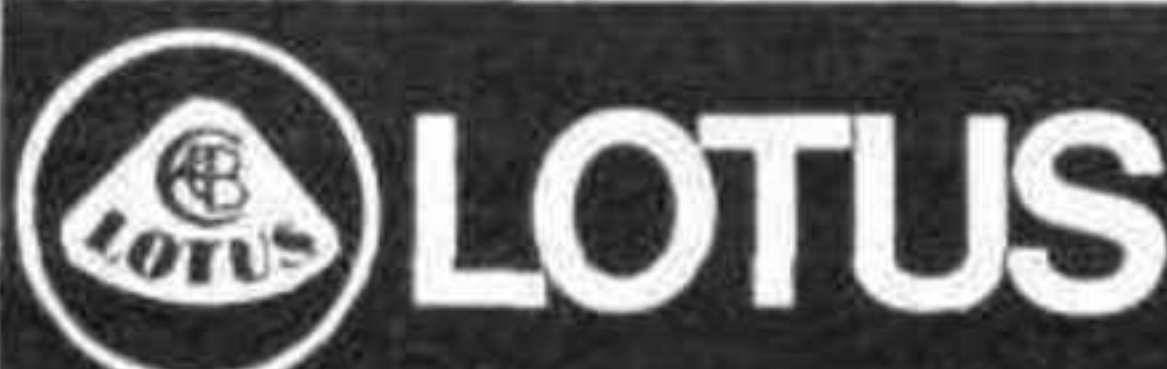
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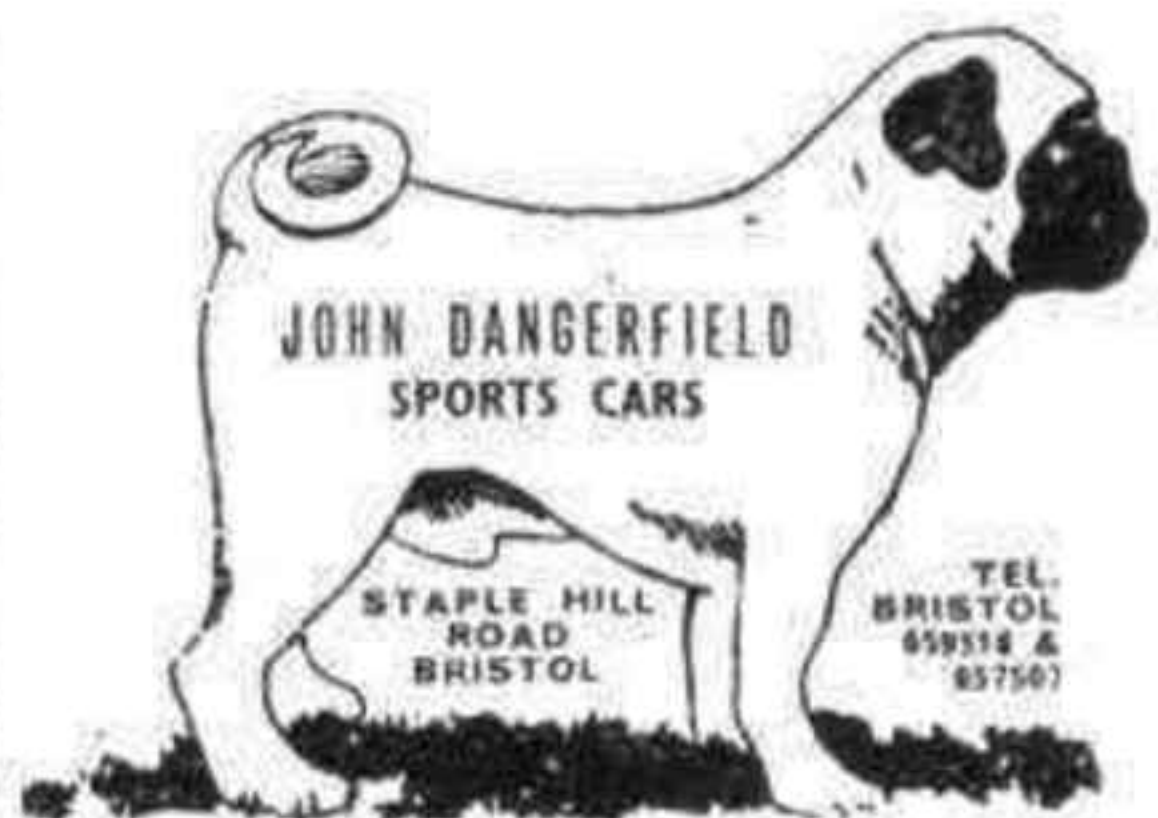
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**1969 ('H' regd.) JAGUAR 'E'-type** f.h.c., Carmen red, chrome steel wheels, heated rear window; one meticulous owner; 12,000 miles with full service history, spare unused, original tyres still good..... **£2,100**

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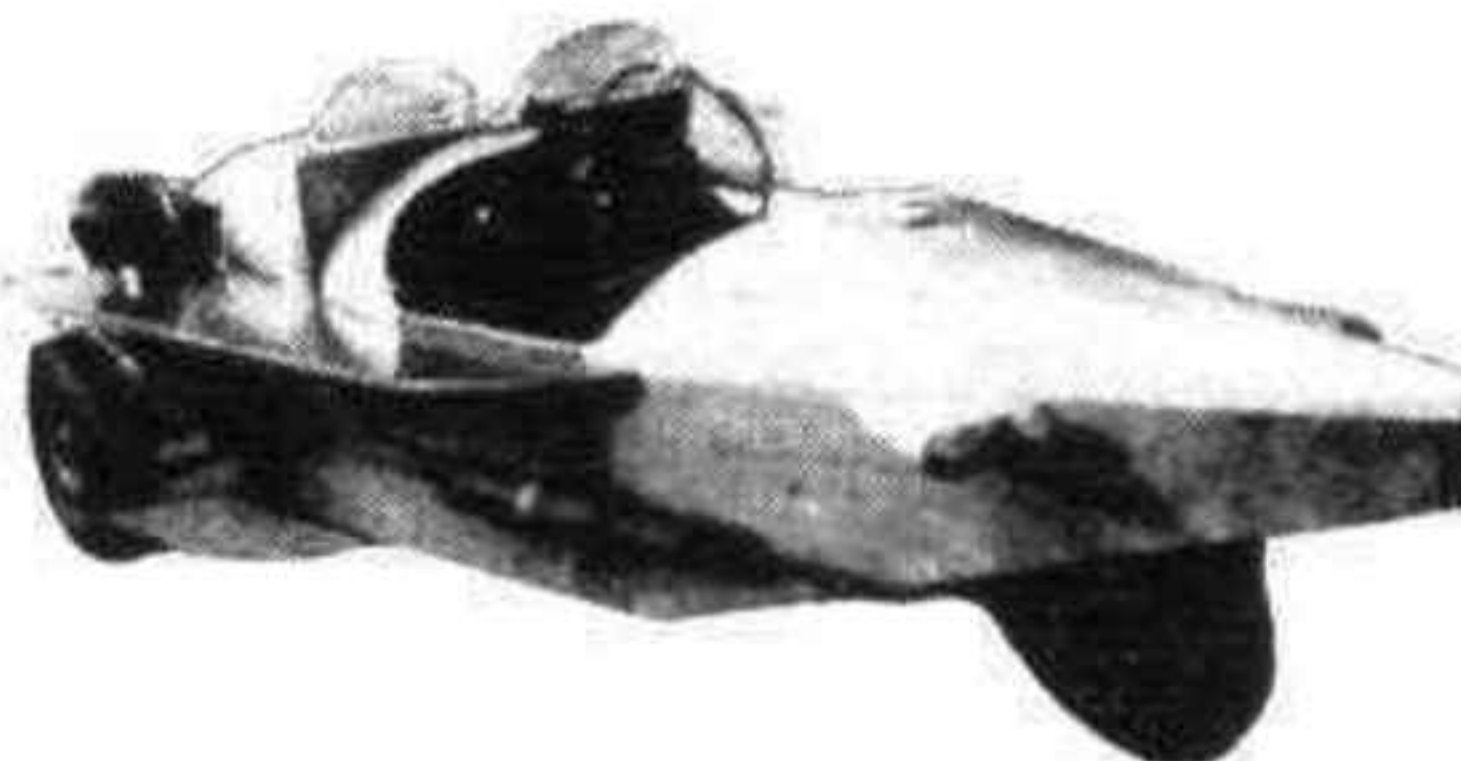
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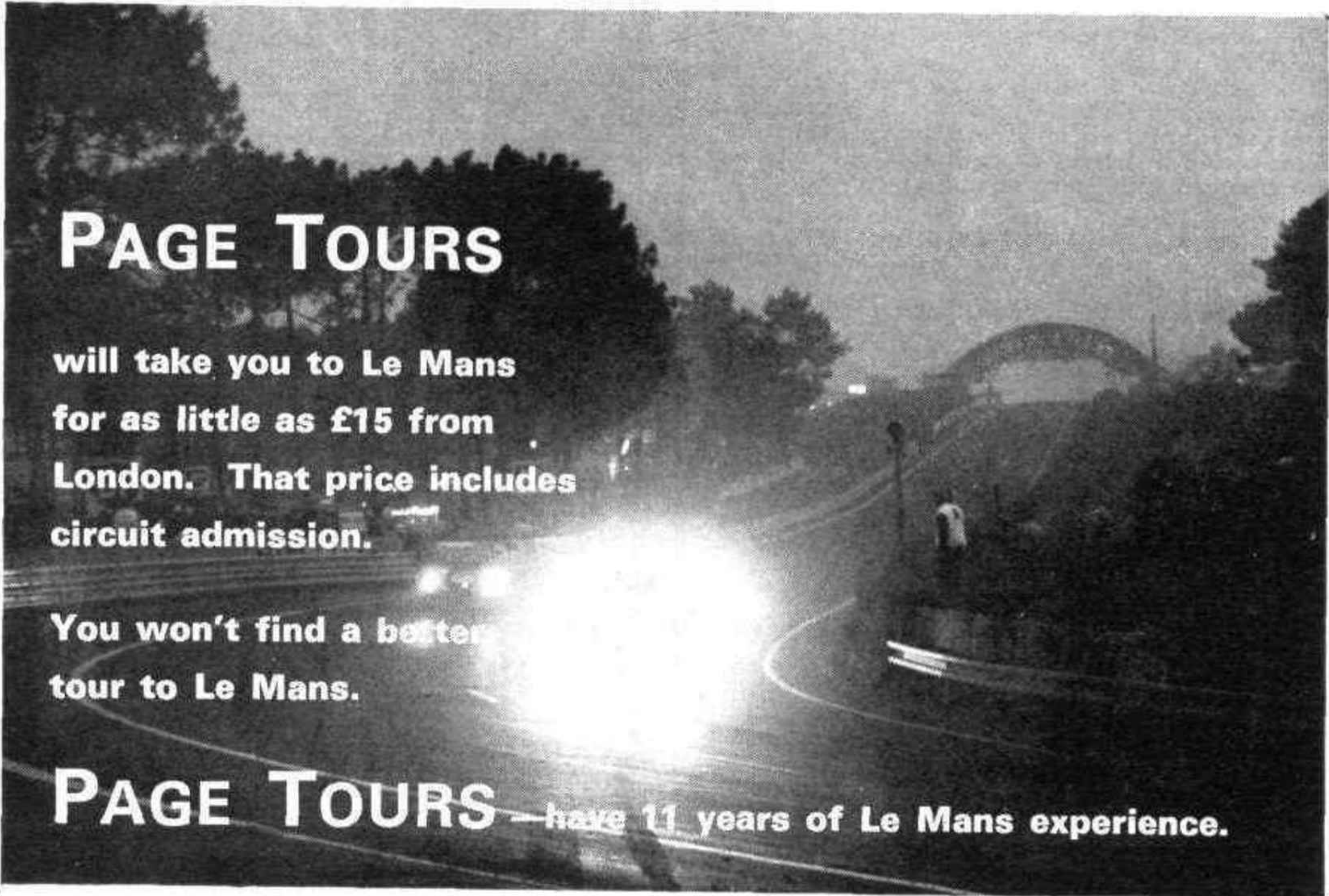
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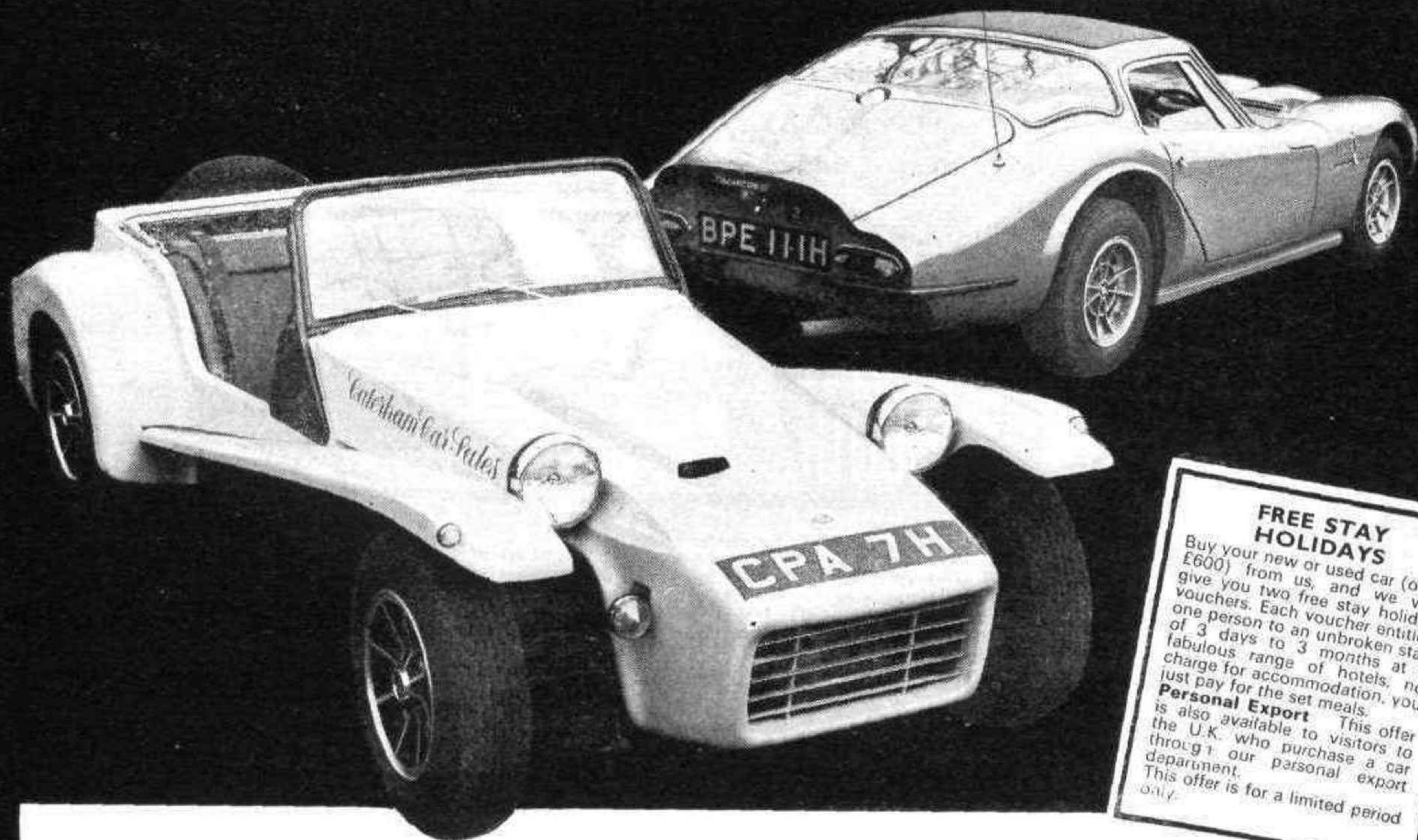
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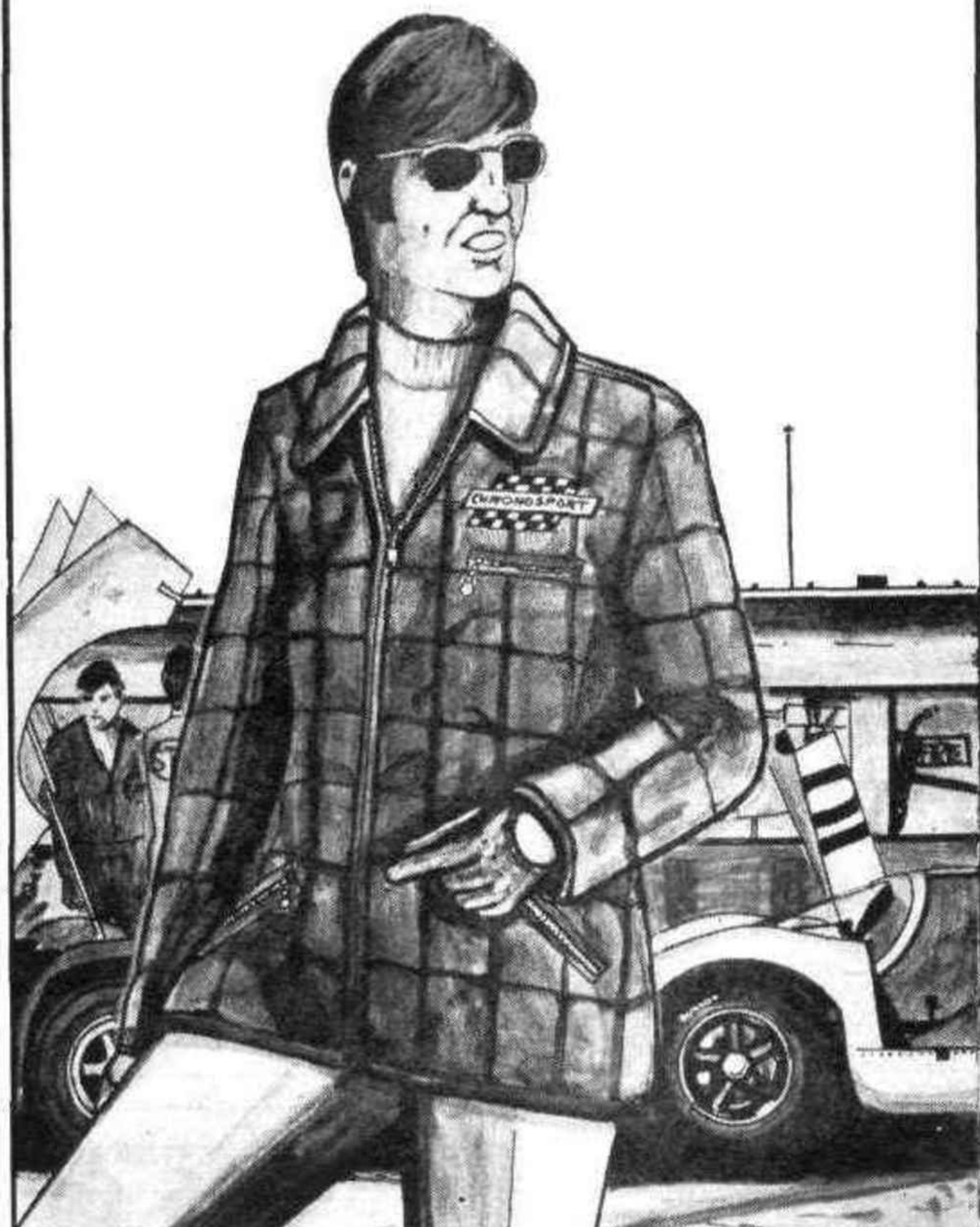
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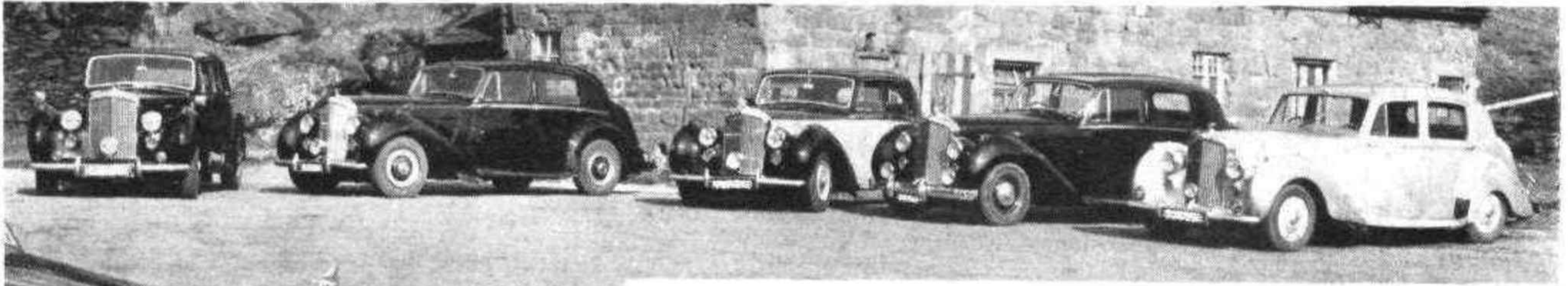
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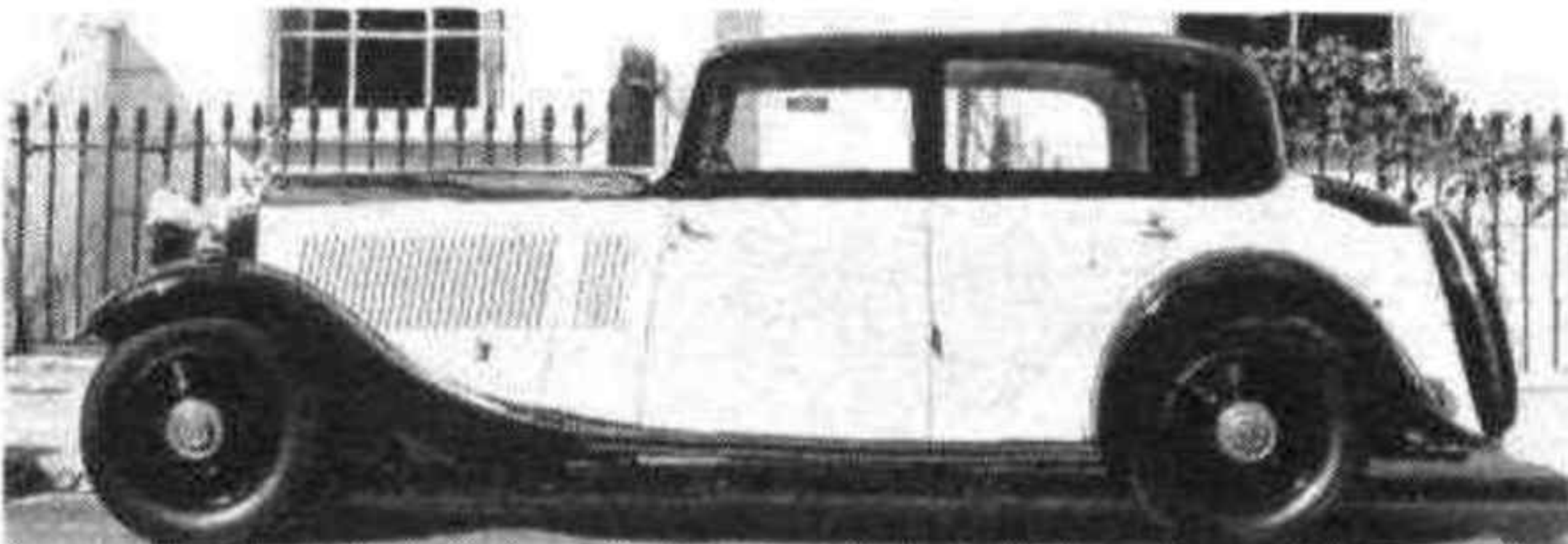
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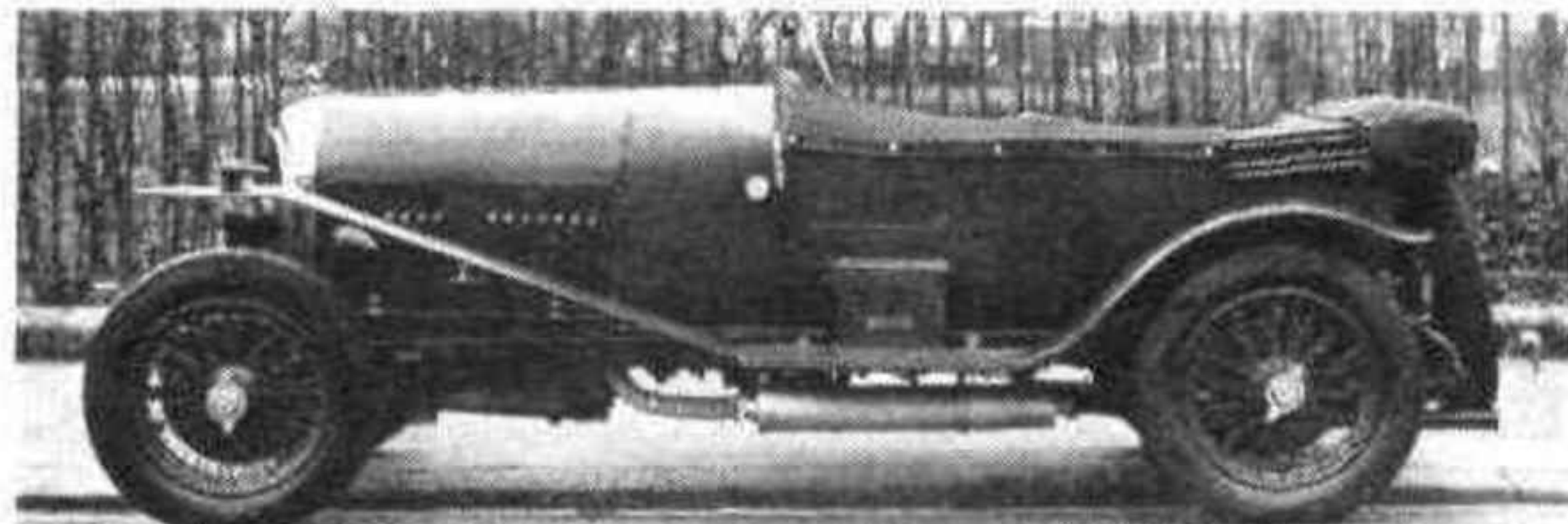
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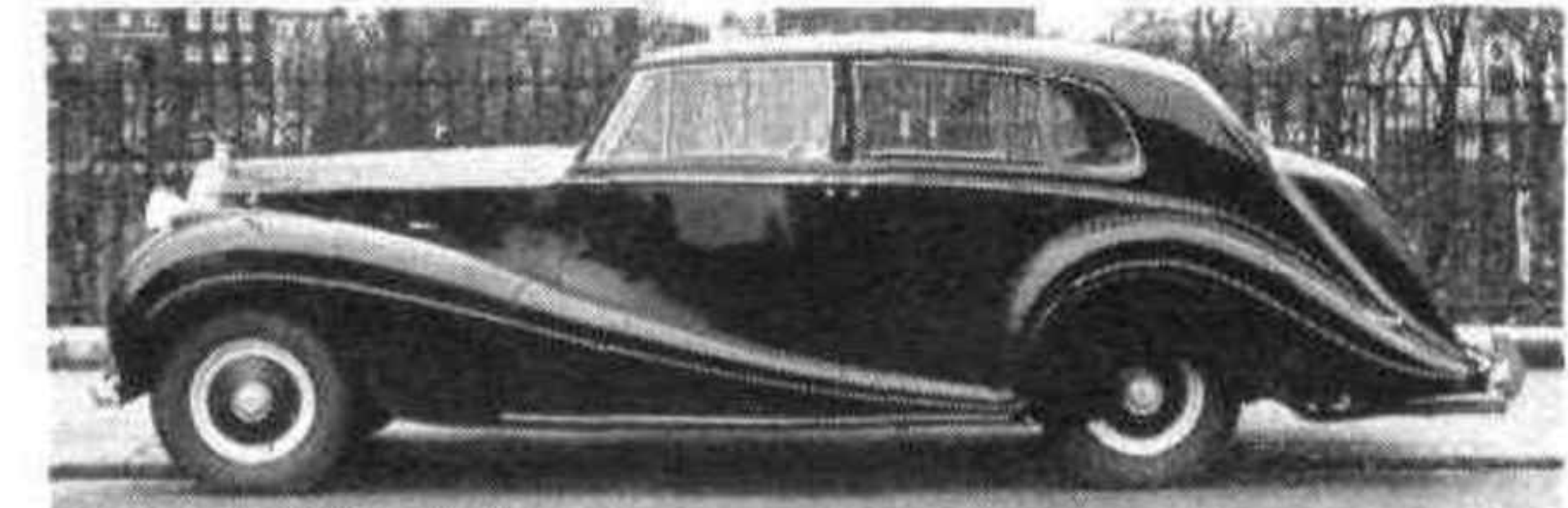
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