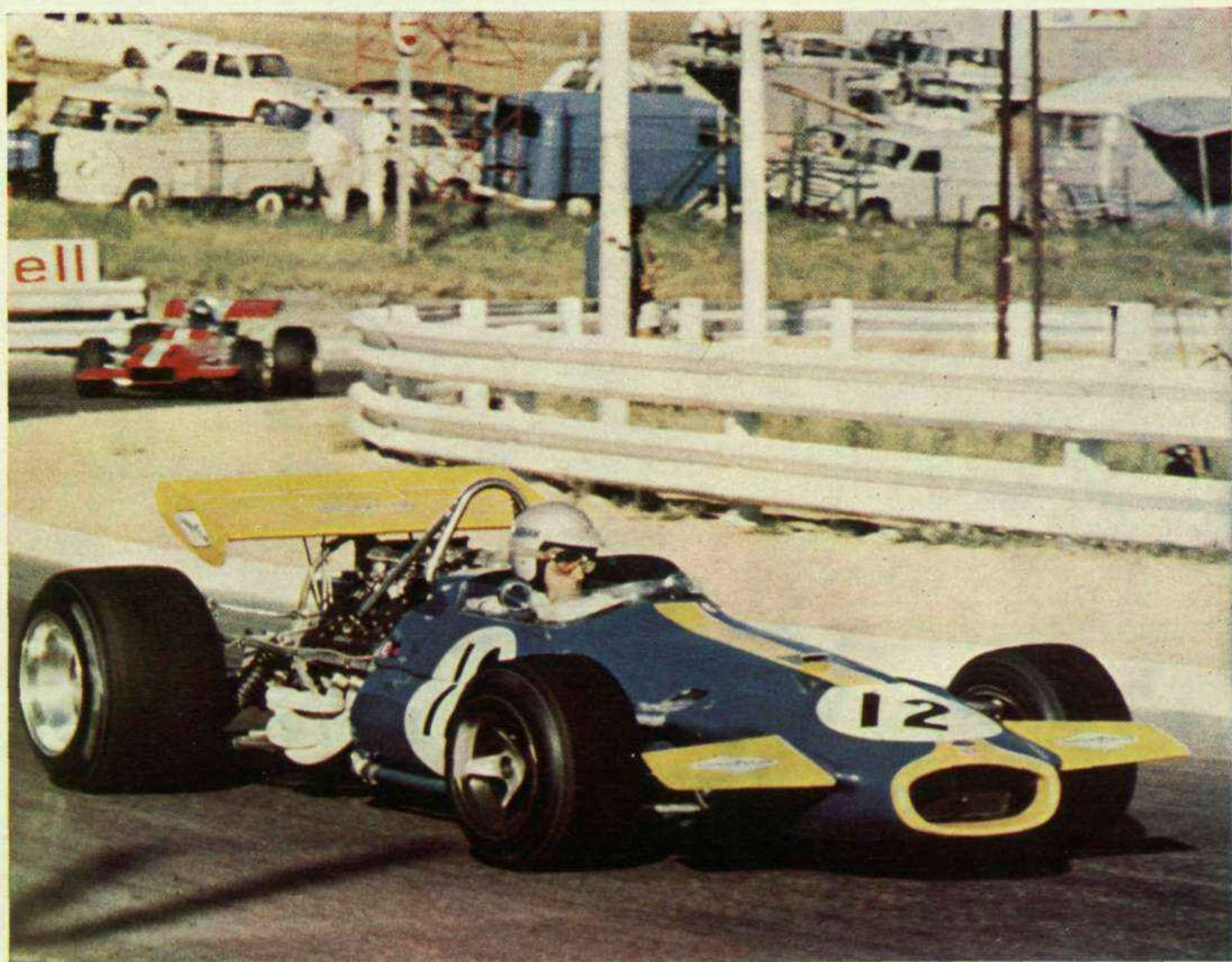


MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR



Your new car can turn into an old car overnight



You go years without a scratch. Then it happens. Just when you've paid good money for a new car.

Tight bends. Dark country lanes. Unlit, parked vehicles. They can be dangerous.

Under normal conditions, your lights can cope. But conditions and people vary.

Tackle the same hazards in fog or driving rain and the dangers multiply. (You know what English summers are!)

A little help would be useful. Help from Lucas Spot Lamps, brilliant penetrating halogen power to pick out the dangers two bends ahead. Lucas fog lamps, flat wide powerful beams to keep you on the road. And a couple of reversing lamps to put eyes in the back of your head.



Everything considered, your car isn't complete without extra Lucas beam power.

See about it now. While your new car's still new.

- | | |
|--------------------------|----------------------------------|
| 1. Silver Sabre/Lance | £6 10s. 0d. each including cover |
| 2. Nova (Tungsten) | £4 10s. 0d. each |
| 3. Square Eight's | £5 19s. 0d. each including cover |
| 4. Reversing lights from | £1 10s. 0d. each |
- All lamps (except 785 Twin Light) supplied with switch and cable.*

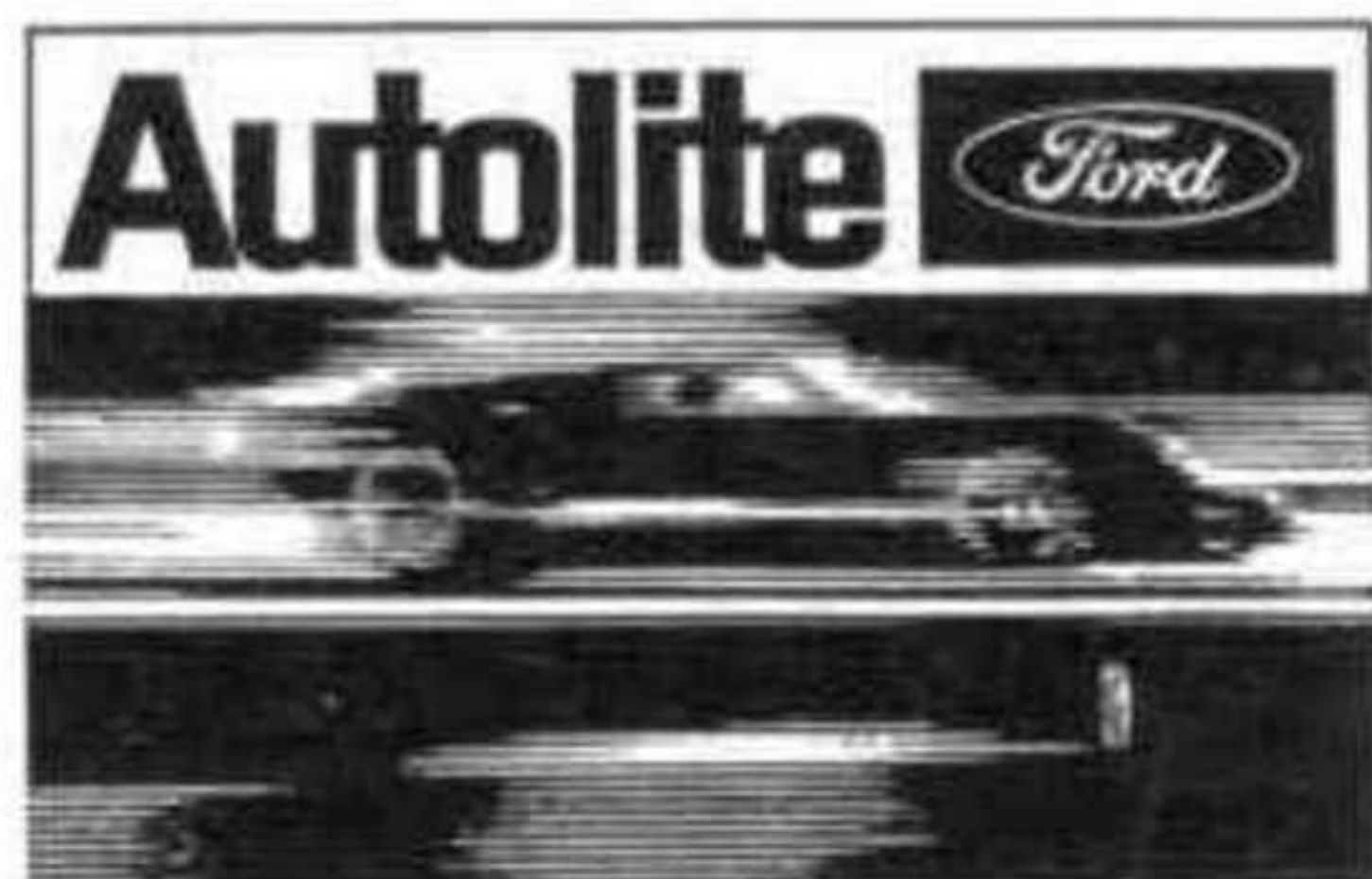
LUCAS 
For the look ahead Motorist

Joseph Lucas
(Sales & Service) Ltd., Birmingham 18



Spark plugs don't win world championships

**It's just a coincidence that Graham Hill
and Jackie Stewart drove cars using
Autolite spark plugs**



*Ford specify and approve only
Autolite spark plugs —
the plugs designed to give better performance in all makes of car.*

the
extraordinary
hand cleanser

safely and quickly removes extraordinary
dirt - paint, beach tar, creosote and
oily ingrained grime

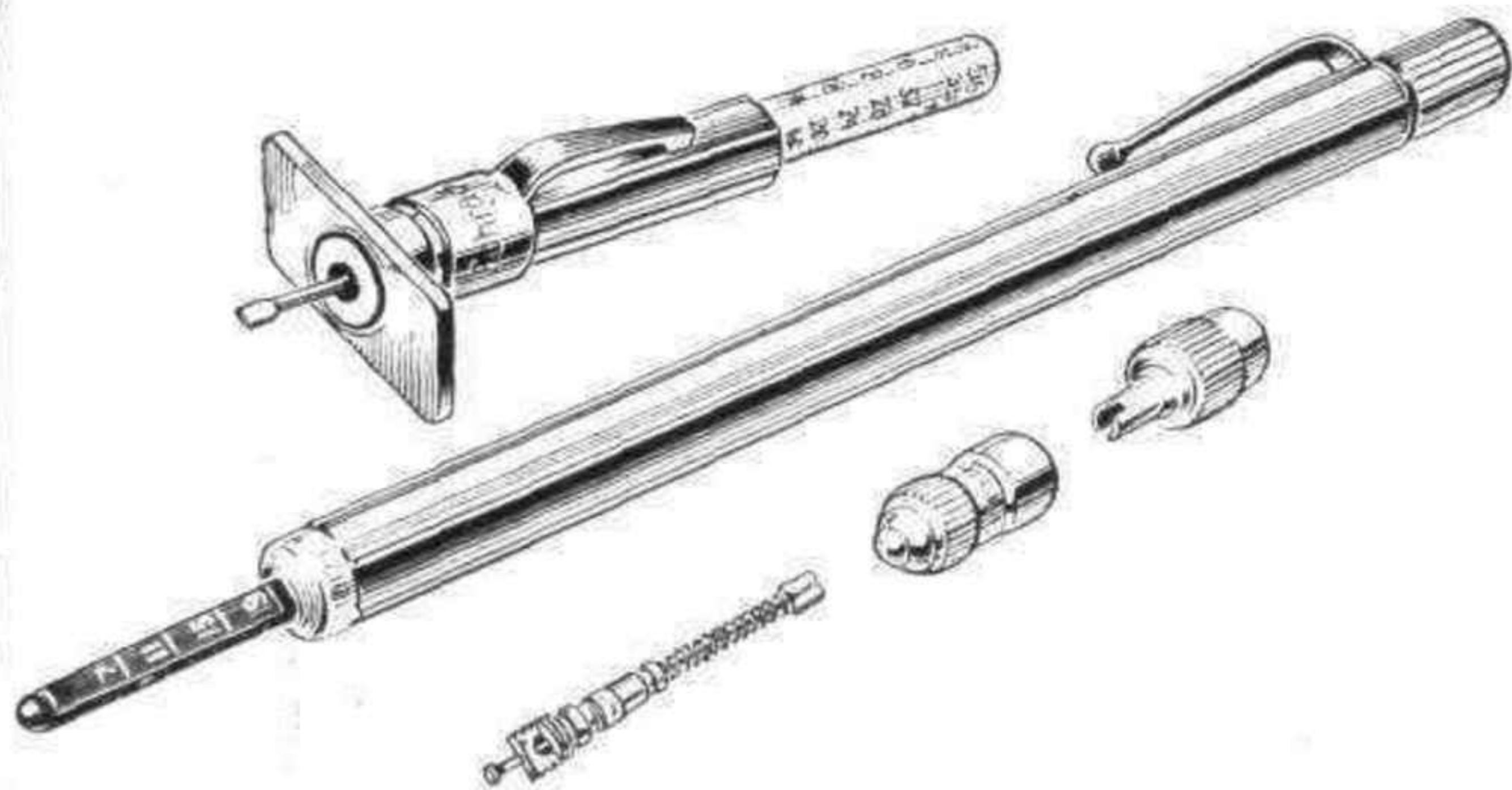


A
deb
CLEANSER

FREE AIR

is it on the way out?

The air in your tyres is as vital as the petrol in your tank. Air costs you nothing. But if it leaks out it can cost you plenty. The modern tubeless tyre depends for its pressure on an airtight rim seal. And an airtight seal between the body of the valve and the rim hole. Remember — with tubeless tyres, the valve is part of the rim, *not* the tyre. The rubber body of the Schrader snap-in valve provides a three-way airtight seal around the rim hole and enables the valve to withstand knocks. But because the elasticity of rubber deteriorates with constant compression and age, wear takes place around the rim hole — where it cannot easily be seen. So although a valve will normally outlast the life of a tyre, it should be changed whenever a new tyre is fitted. Just to be on the safe side. And to be doubly sure, say Schrader.

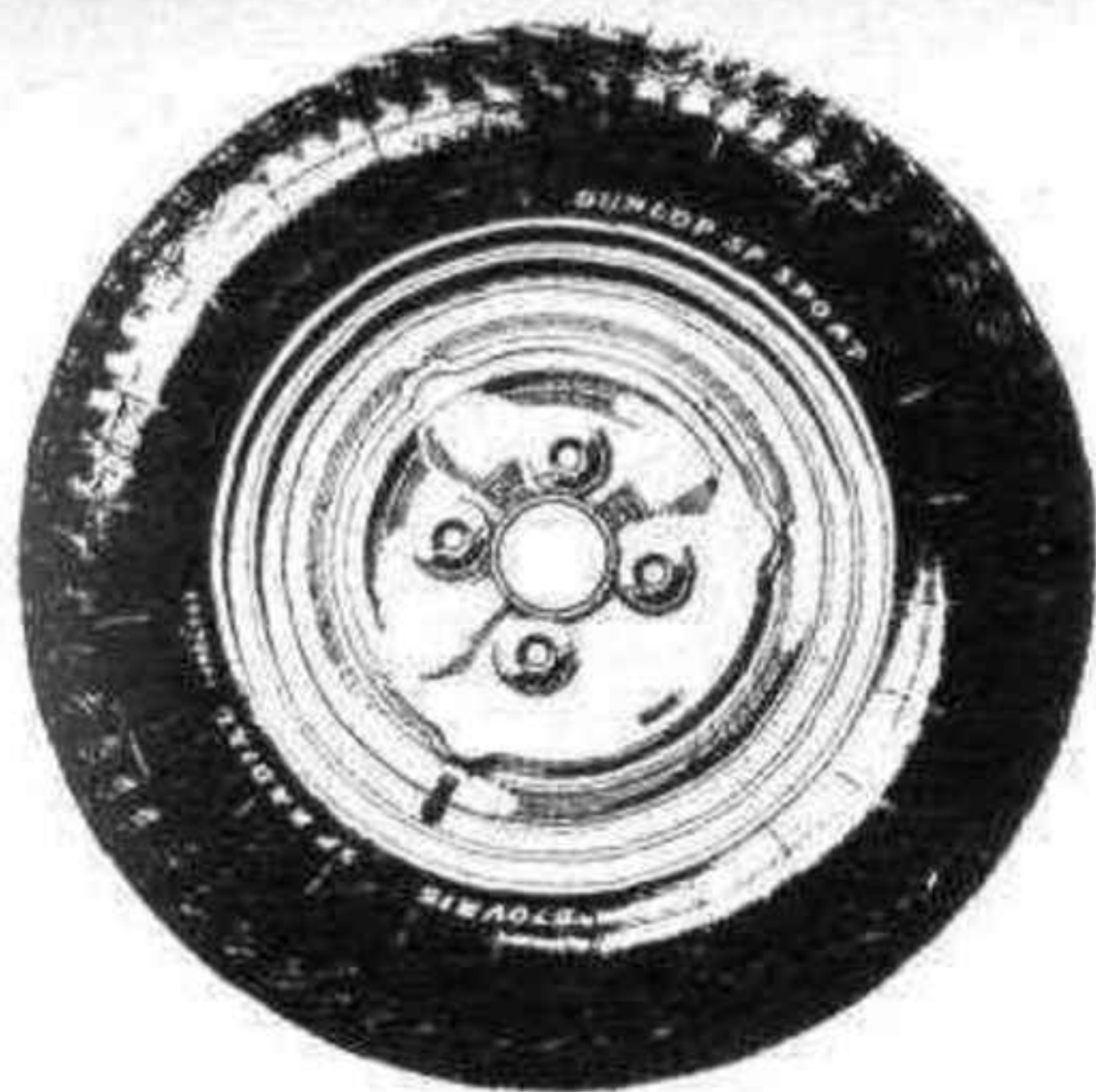


Today, Schrader products are foremost in tyre safety, servicing and maintenance. Make sure your tyres and valves are always in good order. Check them regularly with a Schrader tyre pressure gauge and a tread depth gauge. And always carry a spare set of Schrader valve cores and caps. You can buy them at any garage accessory shop or Halfords.

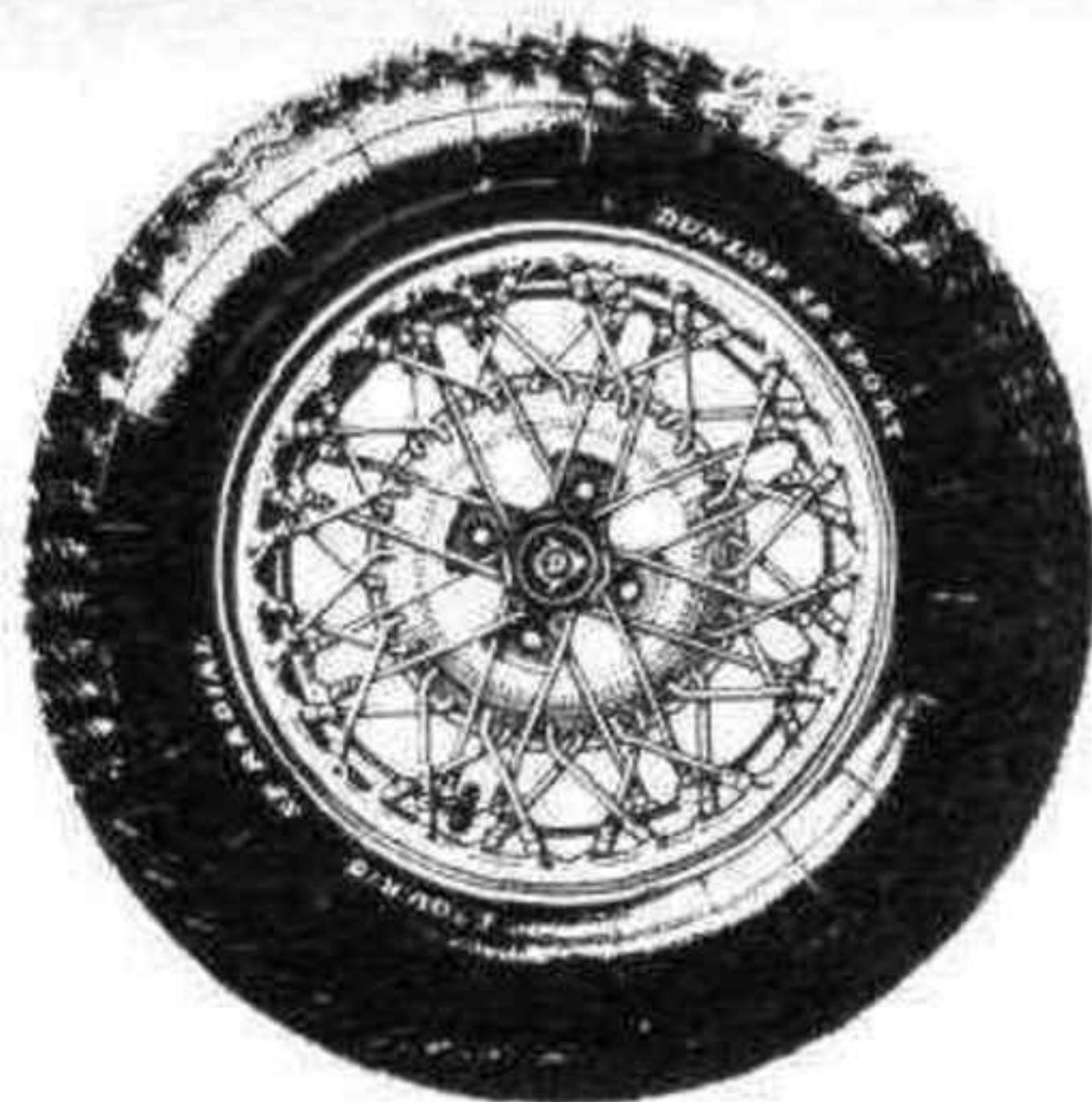
say

Schrader[®]
and your tyres are safer

SCOVILL A. SCHRADER'S SON, BIRMINGHAM 24



FORMULA D2
Wide rim steel wheel



FORMULA D3
Bolt-on wire wheel



FORMULA D4
Alloy/steel composite wheel

DUNLOP FORMULA 'D' WHEELS

Stylish and dependable, Formula 'D' Wheels are designed for the individualist. They fit most popular cars and are available from most Dunlop tyre distributors like Marsham, Briggs and Gorrills with free fitting and balancing plus easy credit terms. See them today, or send for more details by filling in the coupon below.



*give your car
real personality!*



The Dunlop Company Ltd.
Wheel Division, Foleshill, Coventry CV6 4AA
Tel: 0203-88733 Telex: 31677

FORMULA D1
Light alloy wheel

Please send leaflet and Formula 'D' Wheels stockist list to:

NAME.....

ADDRESS.....

MS 27

Our economy car and why it isn't the cheapest.

On your left the Prinz 4, our economy car. On your right the Ro80, our most expensive car.

You may know about the Ro80 as it has our revolutionary Wankel engine (the one with the twin rotors instead of pistons).

But the Prinz 4?

At £639 it may be the cheapest car in our range, but it's not the cheapest car around.

Though in the long run, it could save you rather more than some of those lower-priced models.

Really, it all comes down to our idea of an economy car.

Not a watered-down version of an ordinary car. But a family car specially designed to save money when it matters: during day-to-day running.

Which is why the Prinz 4 can do over 50 to the gallon, 75 mph, yet only needs servicing twice a year. And why the boot's big and the engine's small.

Cut an ordinary car down in size and you end up with a small boot and de-tuned engine. We give you an overhead camshaft, air-cooled engine and more luggage room.

(For the more technically-

minded our engine has a crossflow cylinder head and hemispherical combustion chambers.)

In addition, all our cars have fully-adjustable front seats, built-in heater, screen washers, electric clock, demister, parking lights, vanity mirror, outside rear-view mirror, door pockets, steering lock, cigar lighter and carpets.

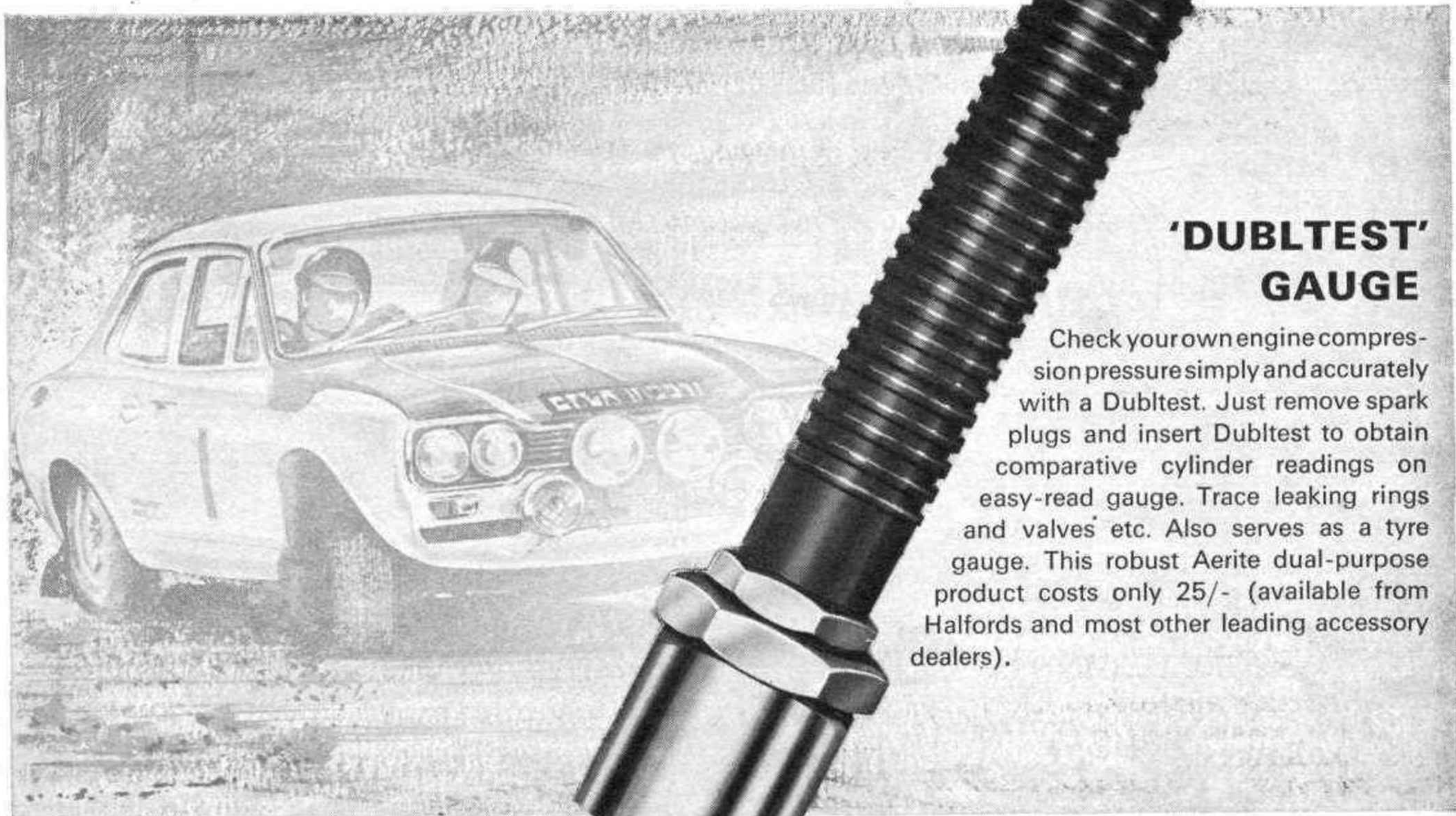
What would you rather have? A skimped car at a bargain price? Or a car built as an economy car to save money all year round?



See your local dealer now.



Measure up to peak performance with Aerite



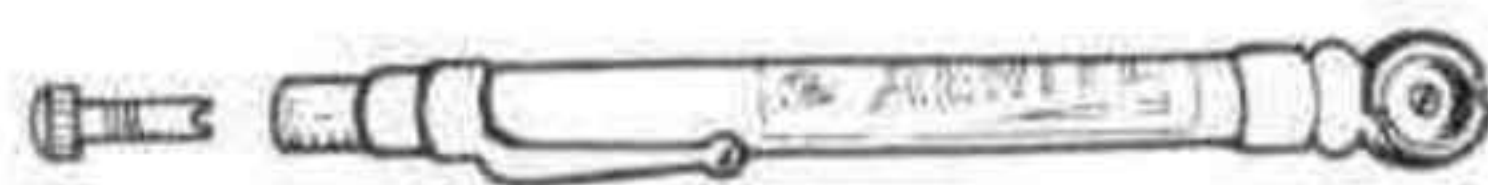
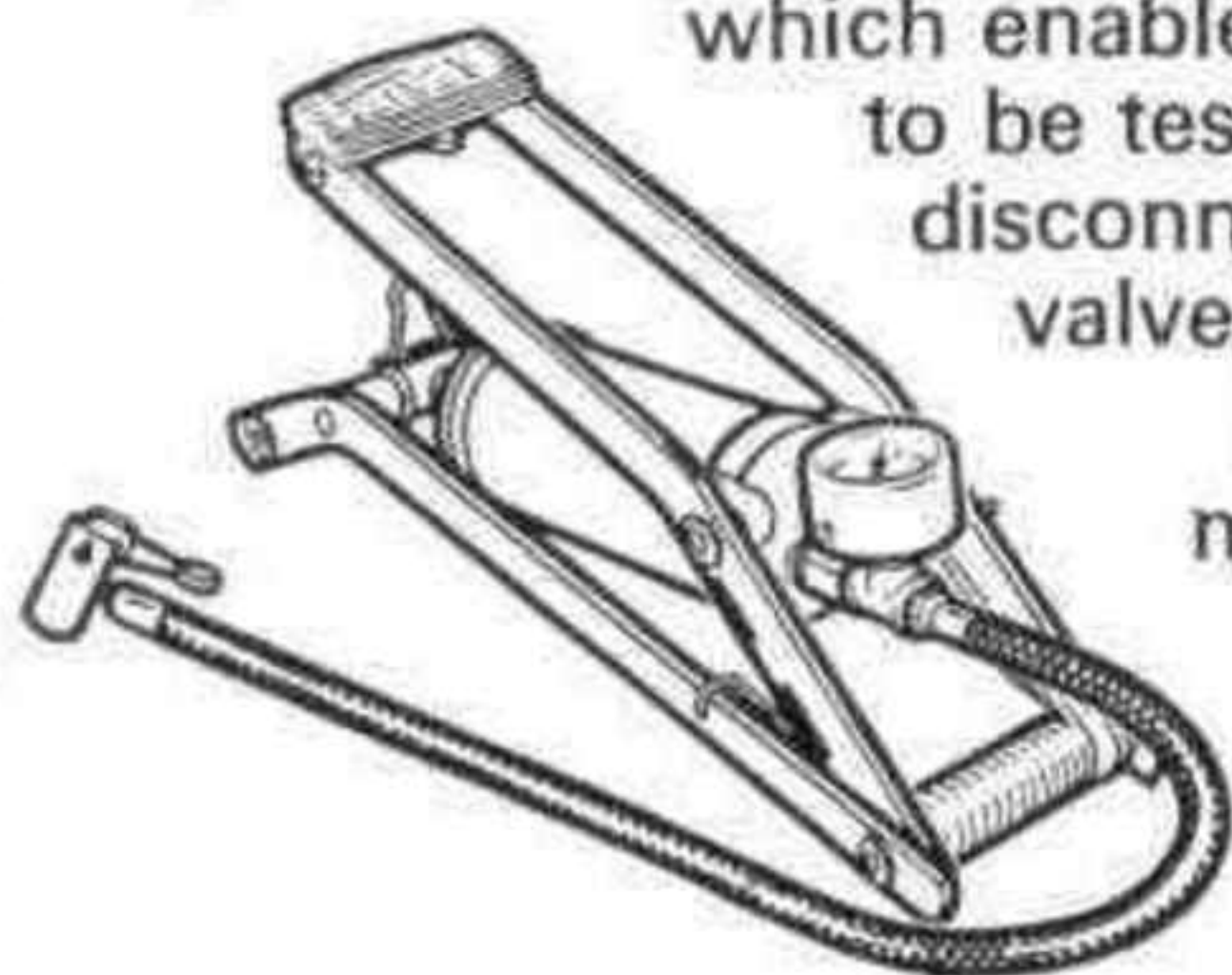
'DUBLTEST' GAUGE

Check your own engine compression pressure simply and accurately with a Dubltest. Just remove spark plugs and insert Dubltest to obtain comparative cylinder readings on easy-read gauge. Trace leaking rings and valves etc. Also serves as a tyre gauge. This robust Aerite dual-purpose product costs only 25/- (available from Halfords and most other leading accessory dealers).

Other Aerite products include:

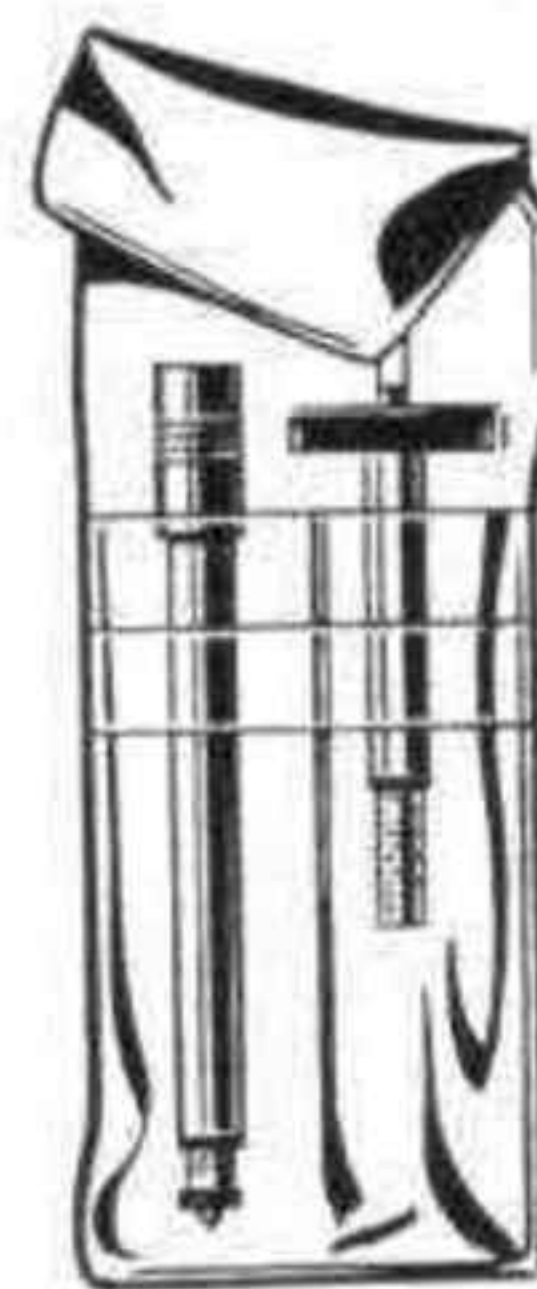
FOOT PUMPS

Aerite make a fantastic range of pumps including the 'Standard' model at only 25/9, or fitted with 'Contest' connector which enables pressures to be tested without disconnecting from valve, only 30/9. Dial Gauge model 50/9.



POCKET TYRE GAUGE

Sturdy and reliable. Marked in lbs per square inch and/or metric values. 9/-.



TYRE SAFETY KIT

Comprising plastic wallet containing tyre pressure gauge and tread depth gauge 14/8.

TYRE TREAD DEPTH GAUGE

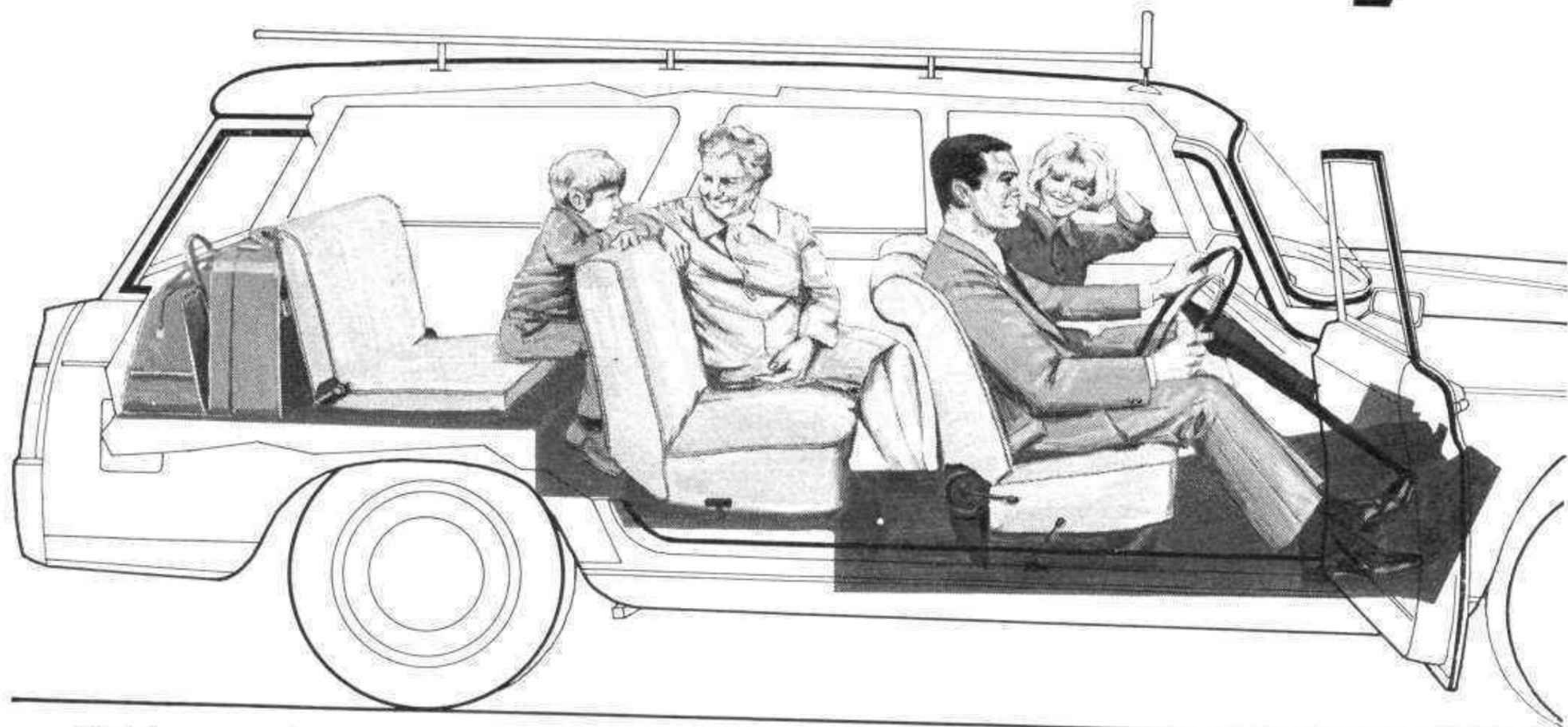
5/9



Aerite®

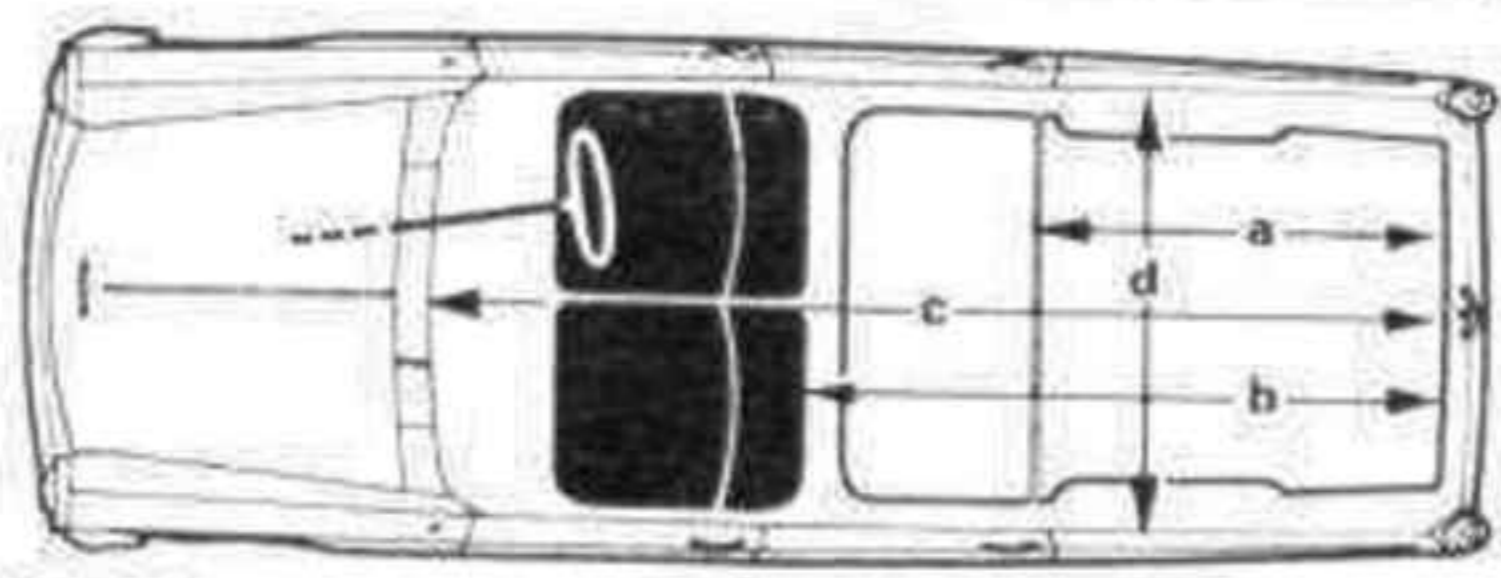
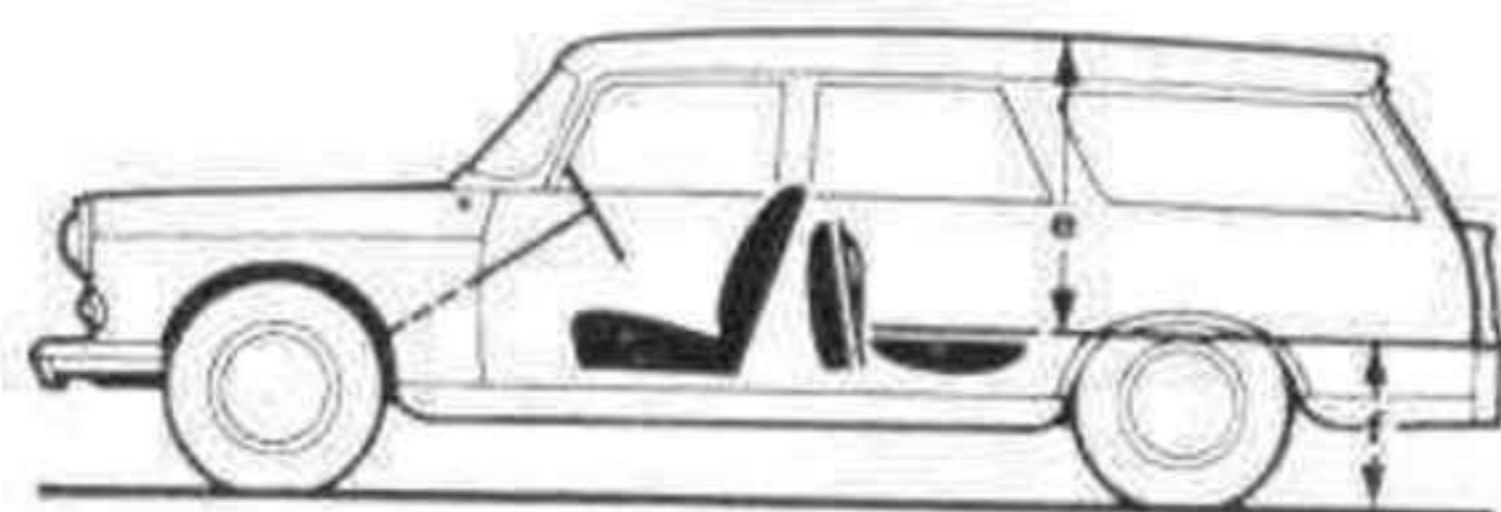
Aerite motoring accessories are made only by Walters & Dobson Ltd., Staveley, Chesterfield, England.

The car for the two car family



What do you get when you pay more for some estates? A flat back side instead of a curvy one. A bigger boot but no extra seating for the growing family. Might as well buy a second car. Or a Peugeot 404L Family Estate.

Recommended Retail Price—ex works
404 Family Estate: £1468.87
404 Estate Car: £1457.19.9



404 Estate Car

This car has 3 rows of seats. 7 to 8 people can travel in complete comfort. With space for all their luggage behind.

And if you're a kitchen sink family you'll find fittings on top for the rapid and secure attachment of a roof rack.

So it's not just a 'stretched' saloon. It's a purpose built vehicle with superb handling under all load conditions.

In similar style Peugeot have also produced an Estate Car version of the 404. Brilliant design allows quick conversion from a 5/6 seater to a large goods carrier. Just have a look at those vital statistics opposite.

(a) 4' 3" (1,300 m)	(b) 7' 0" (2,136 m)	(c) 9' 9" (2,930 m)
(d) 4' 7" (1,410 m)	(e) 3' 2" (0,904 m)	(f) 1' 6½" (0,500 m)

Both vehicles have been developed from the famous 404 saloon—4 times outright winner of the world's toughest rally—the East African Safari.

The car that can cruise at 70 m.p.h. for long periods without fuss and still remain economical. Makes a cart track sound and feel like a motorway. And gets old very slowly.

Lively Young Brother. The Peugeot 204 Estate is a lively young brother to the Family Estate, and it has inherited the best of the family characteristics.

It's one of the very few smaller estates with 5 doors; and although perfect for town use, it can easily cover 300 to 400 miles of relaxed motoring in a day.

"It provides a combination of mechanical refinement and functional design that has no real equivalent in this country for the class" says a 'Motor' road test.

If you're buying an estate invest in a Peugeot—built with care, with reliability and high mileage in mind.

Write or telephone for further details to the
Sole Concessionaires: Distributors Peugeot Limited,
Marshall House, 468-472, Purley Way, Waddon CR9 4BL.
Telephone: 01-688 7211.



PEUGEOT 204
404

A very rewarding investment

The motorist who invests in a Kenlowe 'Thermomatic' Engine Cooling Fan is rewarded with excellent dividends every time he drives his car.

The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary mechanical fan which takes from 3 to 18 b.h.p. from the engine to drive it—and that represents a lot of power and petrol over a year!

Fully automatic, the Kenlowe Fan is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87°C the Kenlowe Fan cuts in automatically, reducing temperature to 84°C when the Fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlowe Fan cuts in approximately 5 times only!

With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power-absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption—in fact it is quite normal to get up to an extra 3.5 to 4.5 miles from every gallon!

The Kenlowe Fan also raises interior heater output, eliminates fan noise, needs no maintenance and doubles fan belt life.

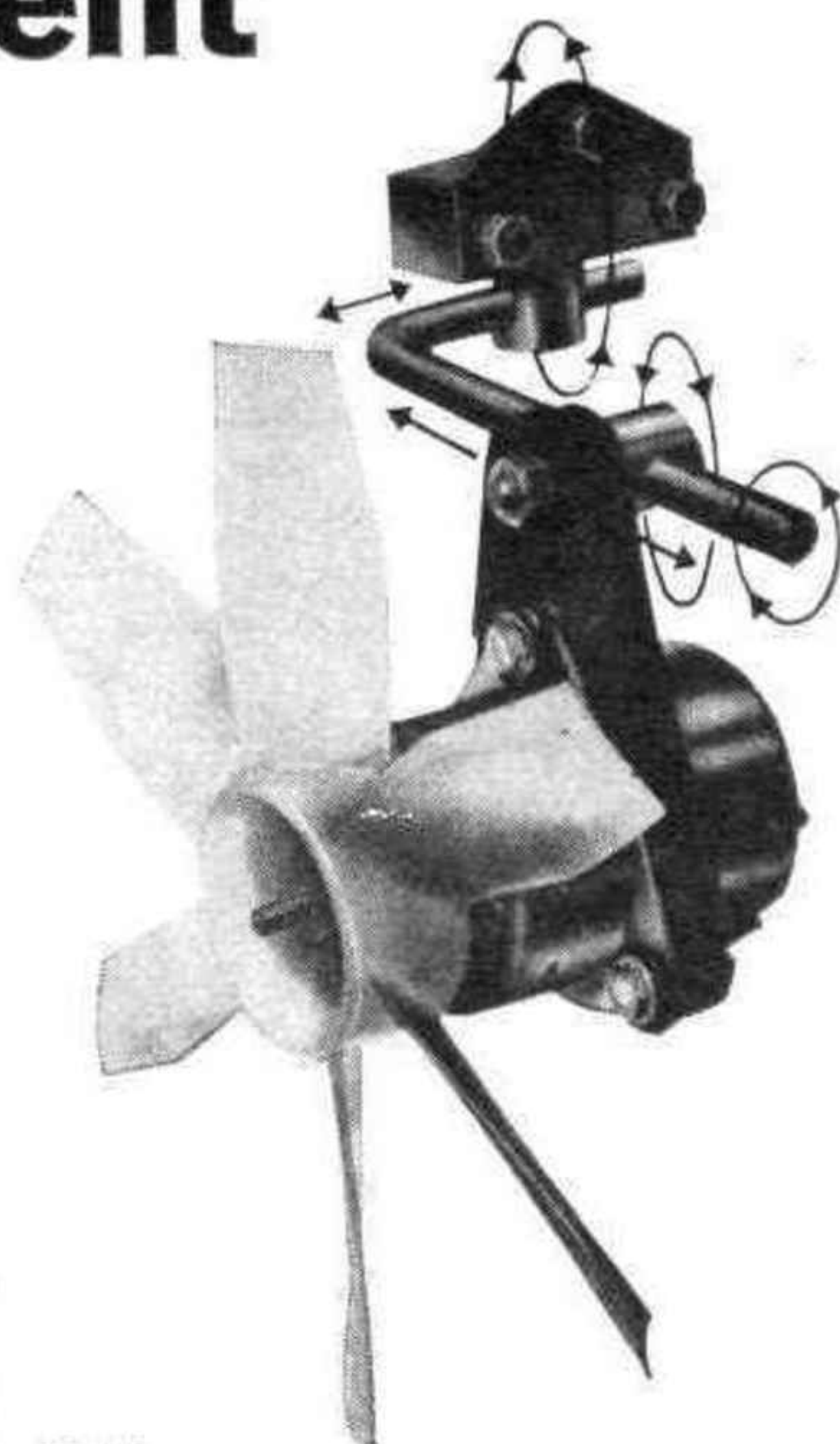
The Kenlowe Fan has been proved on every popular car in the world for more than 10 years and many thousands are in daily service. Unconditionally guaranteed for 12 months, the Kenlowe Fan is priced from £13.14.6, complete with new capillary type thermal control adjustable for temperature, dash indicator, and manual override control. Full fitting instructions with every Fan: can be fitted by the average private motorist and garage. No special tools, and no holes in radiator needed.

The Kenlowe Fan is obtainable through garages, service stations and accessory depots, or direct from the manufacturers.

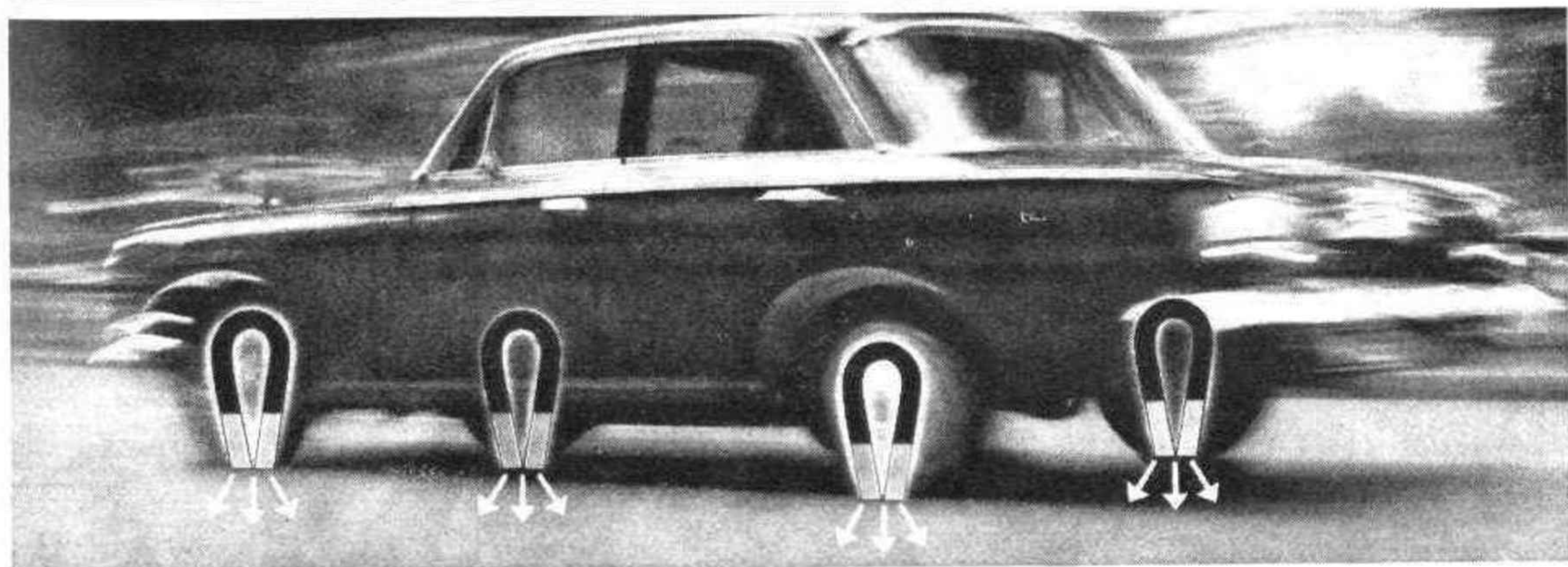
The Kenlowe Fan has been tested and approved by the Autocar, the Motor, Hot Car, etc. Fitted as standard equipment on Alvis, Bristol, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Marcos, Saab Sonett, Savage, TVR, etc.

KENLOWE Thermomatic ENGINE COOLING FAN

Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berkshire.
Tel: Littlewick Green 3303 (STD: 062 882 3303) Associate Companies throughout the World



THE ONLY ENTIRELY BRITISH
ELECTRICALLY DRIVEN
THERMOSTATICALLY CONTROLLED
ENGINE COOLING FAN



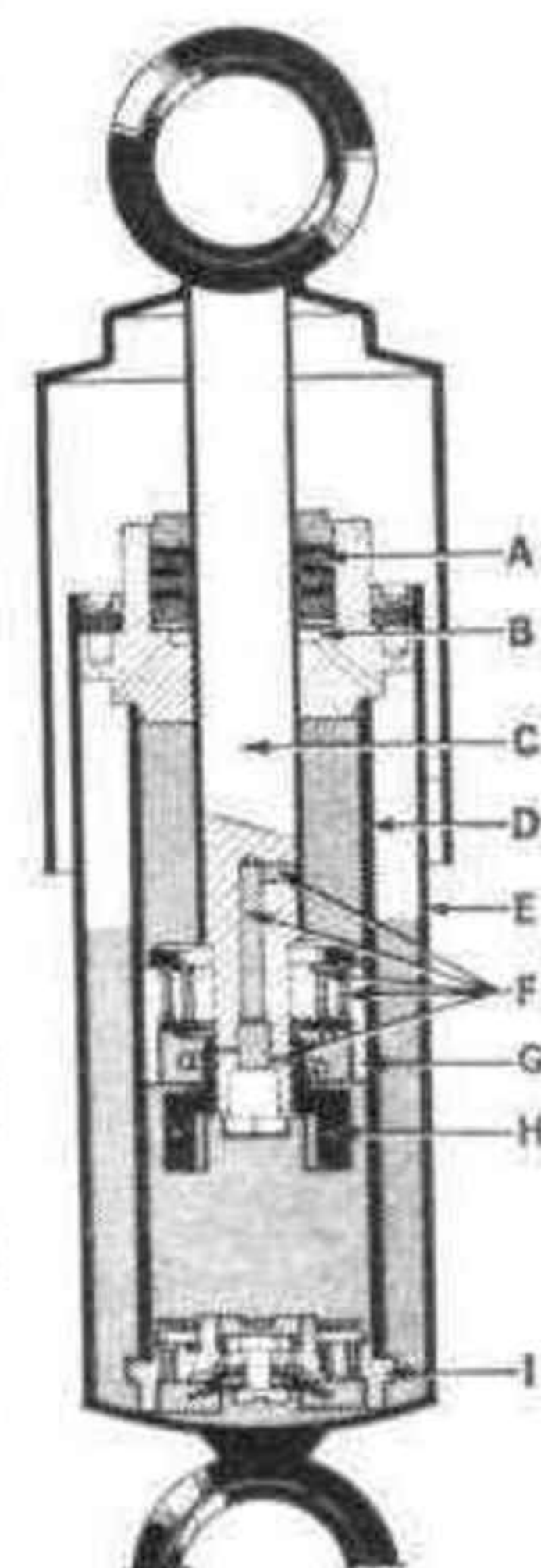
THE WHEELS OF A CAR WITH KONI GRIP THE ROAD LIKE MAGNETS

All four wheels of a car fitted with Koni shock absorbers grip the road like magnets. There is no road wheel lift, no steering wheel vibration, no feeling of 'floating' at speed or sensation that the car is about to fly. With Koni it's firm and safe road-grip all the time plus positive steering control and a more comfortable ride.

Why are Koni's such great road grippers? It is because every

Koni is factory tuned to each specific car model to give the safe, correct damping force. And because the Koni method of construction includes a patented system of orifices, valves, springs, seal, and air release that ensure the Koni fitted car never loses its magnet-like grip of the road.

Koni's are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.



An exploded view of a Koni shock absorber showing A. Patented seal for piston rod. B. Patented air release. C. Piston Rod. D. Cylinder. E. Reservoir tube. F. Patented orifices. G. Piston. H. Patented adjusting device. I. Patented foot valve assembly.

To: J. W. E. BANKS & SONS LTD., (Dept. K15), Crowland, Peterborough. Tel: Crowland 316.
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-589 1155.

Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

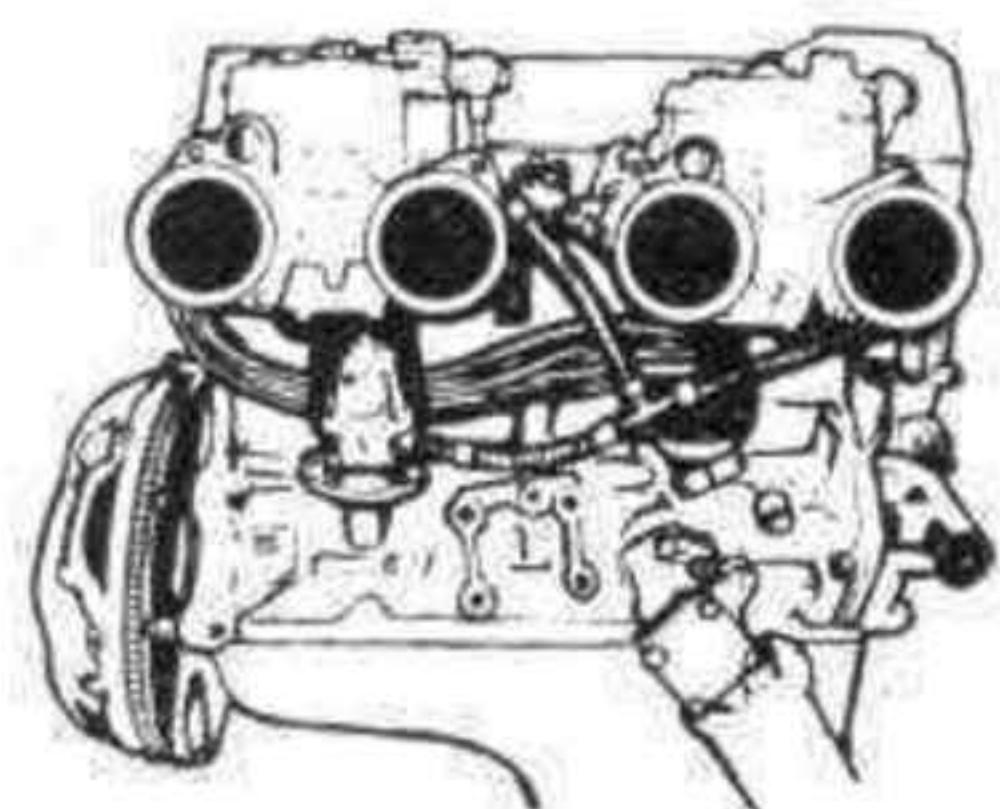
Make of Car..... Model..... Year.....

Name.....

Address.....

4 WHEEL GRIP WITH
KONI
SHOCK ABSORBERS

LOTUS HOLBAY



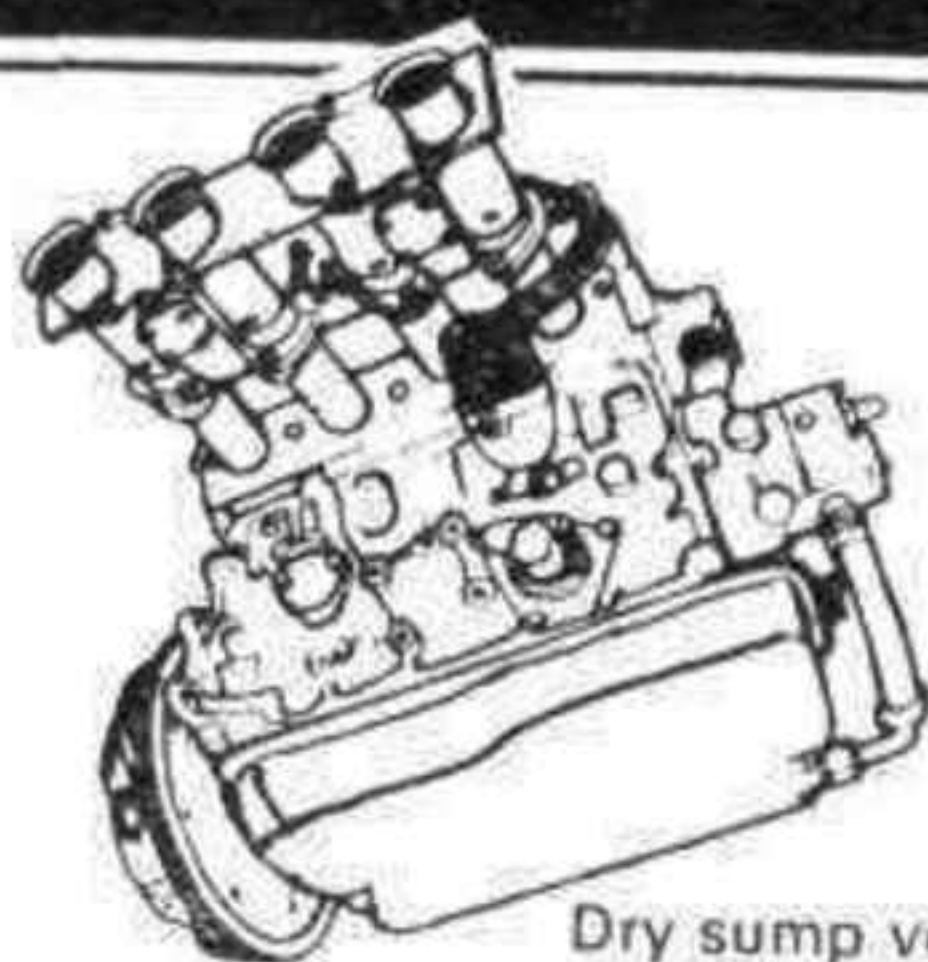
TWIN-CAM

'Powerplus'

for

- Lotus Elan _____
- Lotus Elan + 2 _____
- Lotus Seven _____
- Lotus Cortina _____
- Escort T/C _____

Retail Price £490



Dry sump version shown

CLUBMAN

for
Clubman's Formula
and for

- Lotus Seven _____
- Ford Anglia _____
- Ford Escort _____
- Ford Cortina _____

Retail Price £337



FORMULA FORD

Retail Price £337

Get the power of
success in 1970—
Lotus Holbay



Department RS, Lotus Components Ltd., Norwich, Norfolk, NOR 92W

WHERE THE POWER LIES

WORKS OFF 12V BATTERY

For dependable fixtures
—at home and away!

ADCOLA L107 BATTERY MODEL SOLDERING INSTRUMENT

- * The ideal Electric Soldering Instrument for all Car and Motorcycle wiring.
- * Couples High Efficiency with Low Consumption (only 2 3/4 amps).
- * Supplied complete with Crocodile clips and 12 feet of long life P.V.C. cable.

Don't take chances. Always carry the dependable ADCOLA L107 for easier, sure soldering... anytime... anywhere!

The Ideal Gift!

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ADCOLA don't take chances. All ADCOLA Soldering Instruments are of impeccable quality for consistent good service and reliability, day in—day out.

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Trade Enquiries Welcomed.
Off-the-shelf Service.
FULL CATALOGUE ON REQUEST.

Sales and Service **ADCOLA PRODUCTS LTD.**,
(Dept MS), ADCOLA HOUSE, GAUDEN ROAD, LONDON S.W.4.
Telephone: 01-622 0291/3 Telegrams: Soljoint London Telex: Adcola London 21851

Mini-plus



— a straight through silencer by CE-LAST. It'll give you extra zip, lower fuel consumption and a sporty note that's still within the noise level limits! Choose at your local stockist from the ST47 range for Minors, the ST57 range for Coopers — or write for full details quoting . MS234



ST47A
Oval straight-through silencer with twin, chromed tails. Supersedes existing models. 73/-



ST47E
Oval straight-through silencer with single, chromed tail for centre fitting. 80/-



ST47D
Oval straight-through silencer with twin chromed tails, for centre fitting. 79/-



ST47C
Heavy gauge straight-through silencer with central, large bore, chromed tailpipe, for centre fitting. 79/-



ST57
Oval straight-through silencer with twin, chromed ends. Supersedes existing models. 88/-



ST57D
Oval straight-through silencer with twin chromed tails, for centre fitting. 88/-

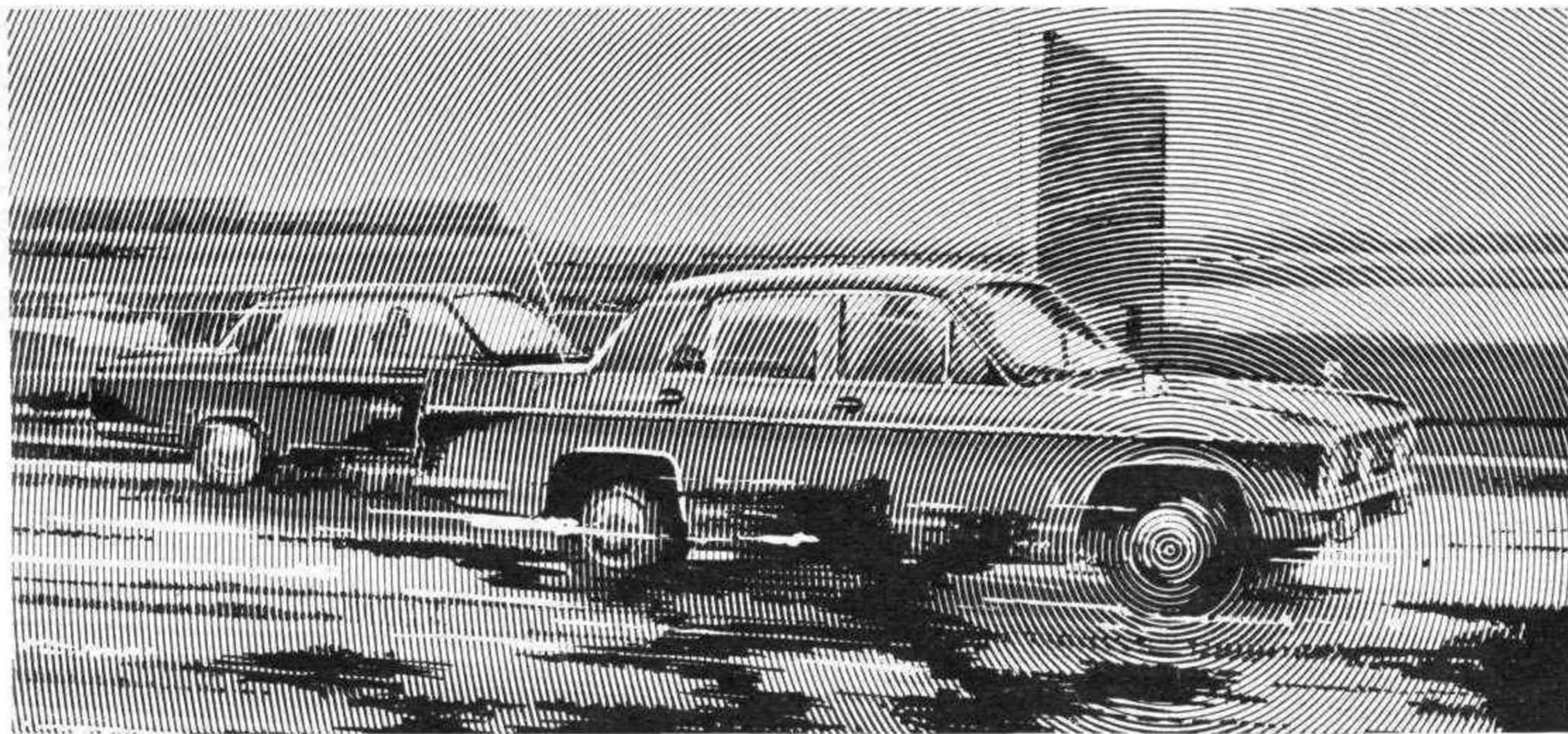


ST57C
Oval, chromed, single tail straight-through silencer for centre fitting. 88/-

CE-LAST

SILENCERS (BOLTON) LTD.
Lever Street, Little Lever,
Bolton, Lancs.
Tel: Farnworth 73835/7

Bosch gives motoring something extra



Extra performance. Spark plugs and sports coils to give 'first time' starting and 'first-away' instant response.

Extra safety. Especially during those vital few seconds when you need a surge of power for smooth, safe overtaking.

Extra vision. The concentrated beams

of Bosch driving, fog or reversing lamps, lancing through the murkiest night.

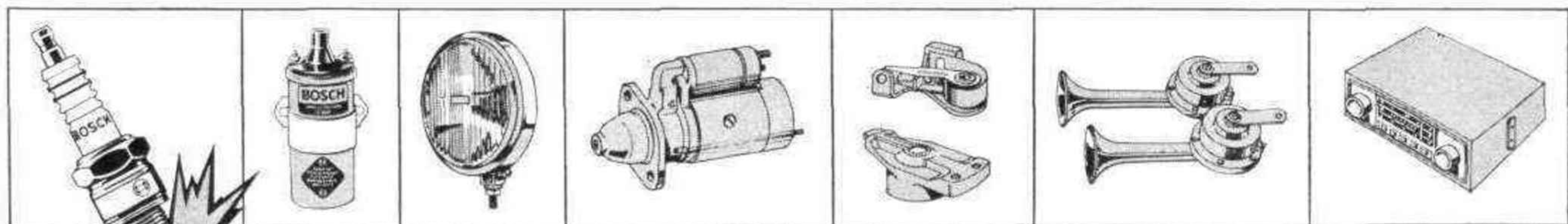
Extra enjoyment. Bluespot car radios are supreme. They set a new standard of reception, clarity and tonal value which is unrivalled.

Extra value. Bosch products give

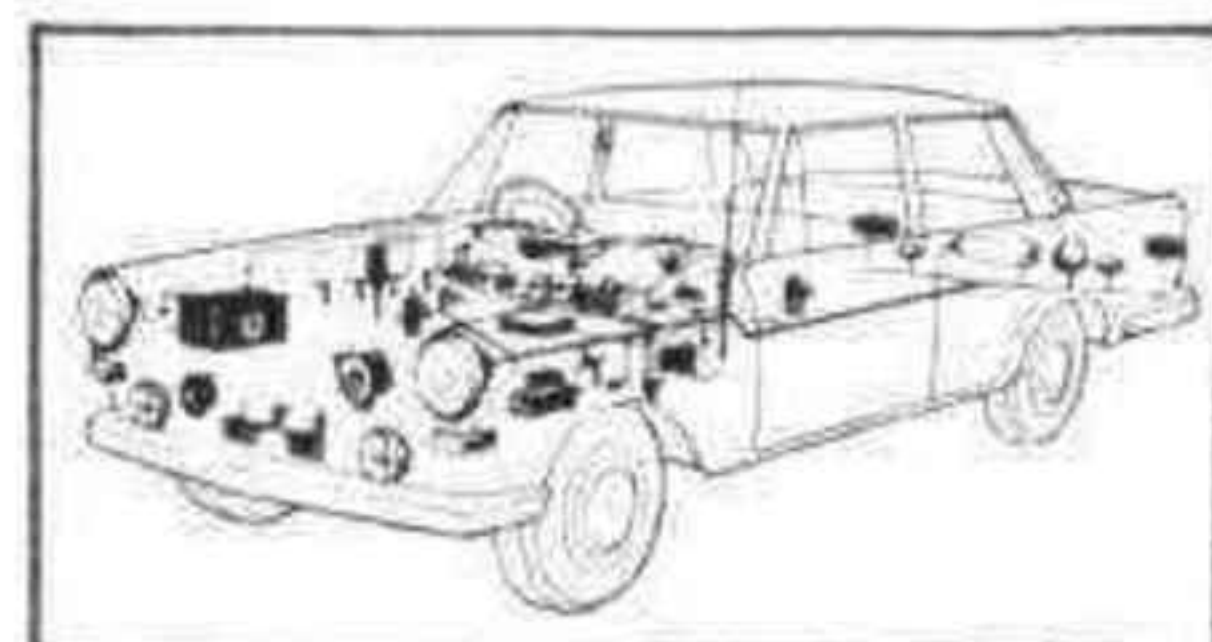
complete reliability, cut maintenance costs and give the confidence that makes a good driver an even better one.

Bosch products all have one thing in common - quality.

They put the joy back into motoring. And that's the best 'extra' of all.



**Bosch - As new as the motor car
as old as Motoring**



**Auto electrical
equipment**

BOSCH

A member of the Bosch Group

BOSCH LIMITED, WATFORD WD2 4LB, HERTS. TELEPHONE: WATFORD 44233



'NO OTHER PISTON RING MATCHES CORDS FOR ALL-ROUND PERFORMANCE!'

Says John Brundle, driver of the highly successful Brundletune Twin Cam Ford Escort.

Piston ring wear and breakage had bedevilled Brundletune engineers until the decision to fit Cords Rings was taken.

A CORDS PISTON RING set was installed, of a type available from all Cords agents for normal road use. The engine was expected to complete 4,000 plus road miles and tackle 12 meetings.

After 20 National and International meetings, and 6,000 road miles it was stripped for routine inspection. Ring wear was negligible and the same CORDS RINGS went on to complete 36 race and rally meetings - 12,000 miles of competition motoring without renewal!

The Escort achieved three FTD's, won two knockout Autocross competitions, was third in class at the Players No. 6 Autocross Final, gained two club rally championships and a host of places and rally wins during a highly successful season.

Eventually a piston and big end failed, but the CORDS RINGS remained undamaged and with negligible wear. Oil consumption at racing speeds was 300 miles to the pint - three times better than with standard rings!

For road or competition use, there's a CORDS PISTON RING set for your car. Fill in the coupon now for a copy of our illustrated booklet and a free quotation!

CORDS

Leaders in the development of multi-piece piston rings

TO CORDS PISTON RING CO LTD, 75 SCRUBS LANE, LONDON NW10. TEL 01-969 7091

NAME _____

ADDRESS _____

CAR MAKE _____ YEAR _____

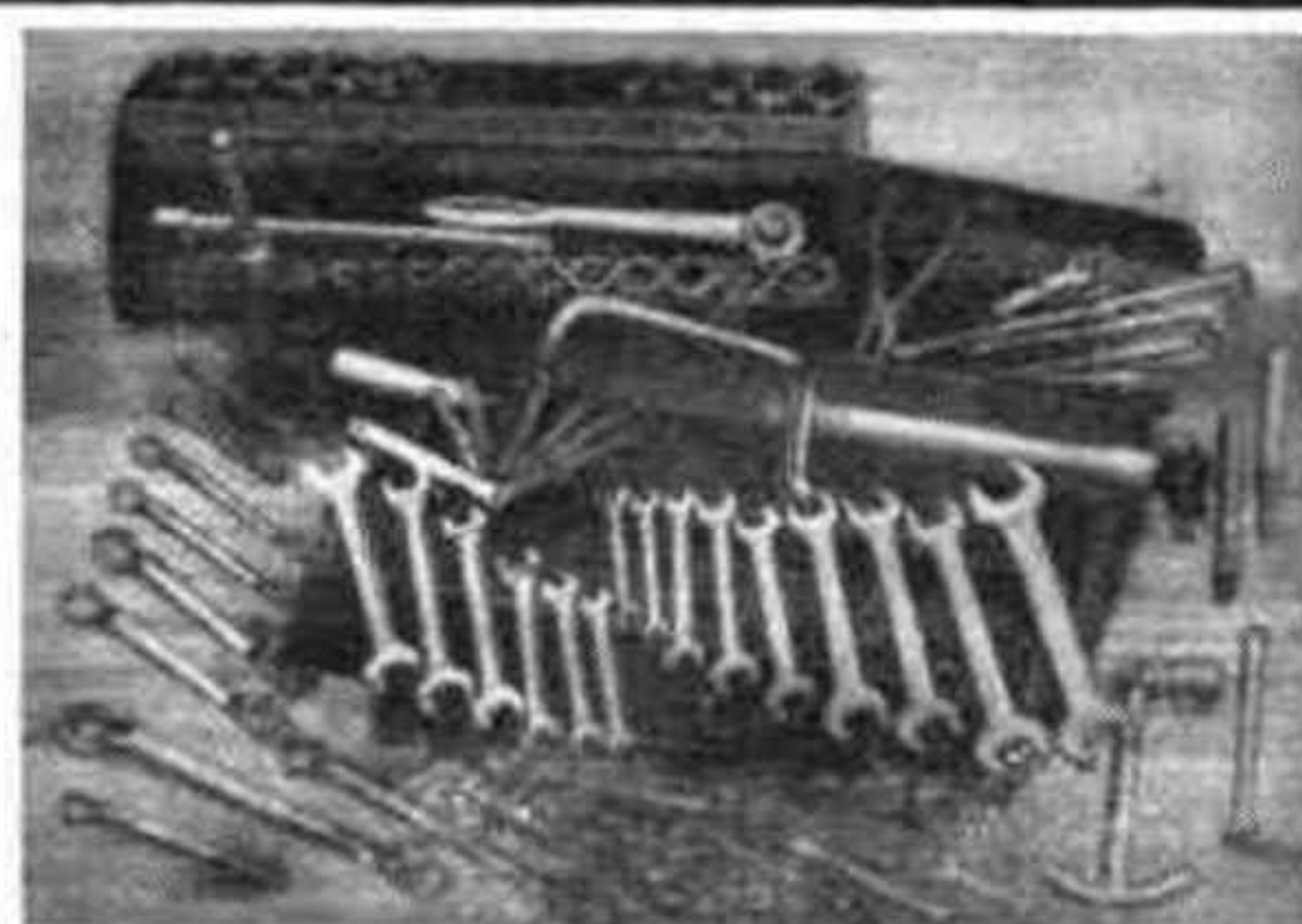
MODEL _____ CC _____

Please send me a brochure & free quotation.

*£38 TOOL SETS FOR £28

BUY DIRECT AND SAVE UP TO £10 ON FINEST CHROME VANADIUM AND CHROME PLATED

TOOL SETS



FREE CREDIT NO SERVICE CHARGE

70 PIECE SET HC05 (A/F. WHIT. METRIC) *Average Retail Value
70-piece Tool Set Whit/AF/MM Comprising 23 Vanadium Sockets: Whit. $\frac{1}{2}$ " - $\frac{1}{4}$ " AF $\frac{1}{2}$ " - $1\frac{1}{2}$ " Metric 17 - 27 mm, 10" Ratchet, 5" and 10" Extensions, $\frac{1}{2}$ " D, x 10" T/Bar, 17" Speeder 12 Ring Spanners: Whit. $\frac{1}{2}$ " - $\frac{1}{4}$ " AF $\frac{1}{2}$ " - $\frac{1}{4}$ " Metric 8 - 19 mm, 16 O/E Spanners: Whit. $\frac{1}{2}$ " - $\frac{1}{4}$ " AF $\frac{1}{2}$ " - 1", Metric 6 - 19 mm, $\frac{1}{2}$ " x $\frac{1}{4}$ " AF Sq. Brake Adjuster, 2 O/E Spanners: 08A x 28A and 48A x 68A, 5 Screwdrivers: Phillips No. 2, 4" and 6" Plain, Radio and Chubby, 6" Plier, $\frac{3}{4}$ lb Hammer, Feeler Gauge, Chisel, Pin Punch, 14 mm. Plug Tool, 4-tray Metal Tool Box.

Only 20/- deposit plus 10/- carriage and 20 weekly payments of 27/-, or 5 monthly payments of £5.8.0. Cash price £28 plus 10/- carriage. Write or return this advertisement with your name and address and only 30/- (£1 deposit plus 10/- carriage) for quick delivery. All tools unconditionally guaranteed—money refunded if not completely satisfied. Other sets from £11.15.0. Write today for complete price list.

C. H. HICKMAN LIMITED

DEPT. MS4 HICKMAN AVENUE, P.O. BOX 45, WOLVERHAMPTON

If you can't keep up with the Jones's...

You can bet they've got a

TRIUMPH TUNE

By conversion

SAH

5 STAGES OF TUNE AVAILABLE

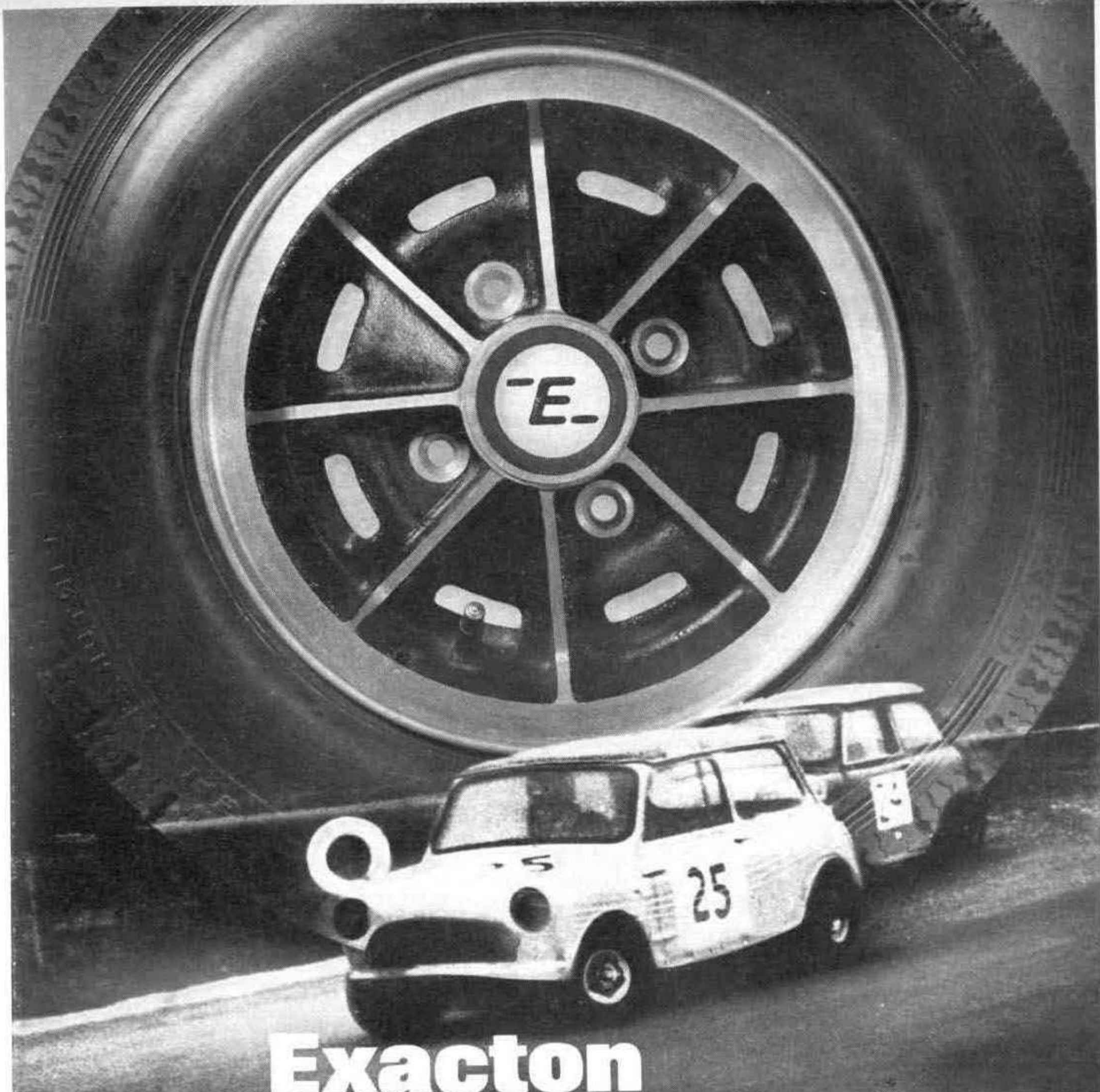
The latest development in Engine Conversion
SUSPENSION MODIFICATIONS ● Specialised Equipment ● LIMITED SLIP POWER-LOK DIFF. UNIT

Fill in this coupon (BLOCK LETTERS PLEASE) and send with 2/6d. P.O. for catalogue and price list of all conversions and accessories.

MODEL YEAR
NAME
ADDRESS

SAH Accessories Ltd

Dept. MS
Leighton Buzzard, Beds.
Tel.: 3022.



Exacton

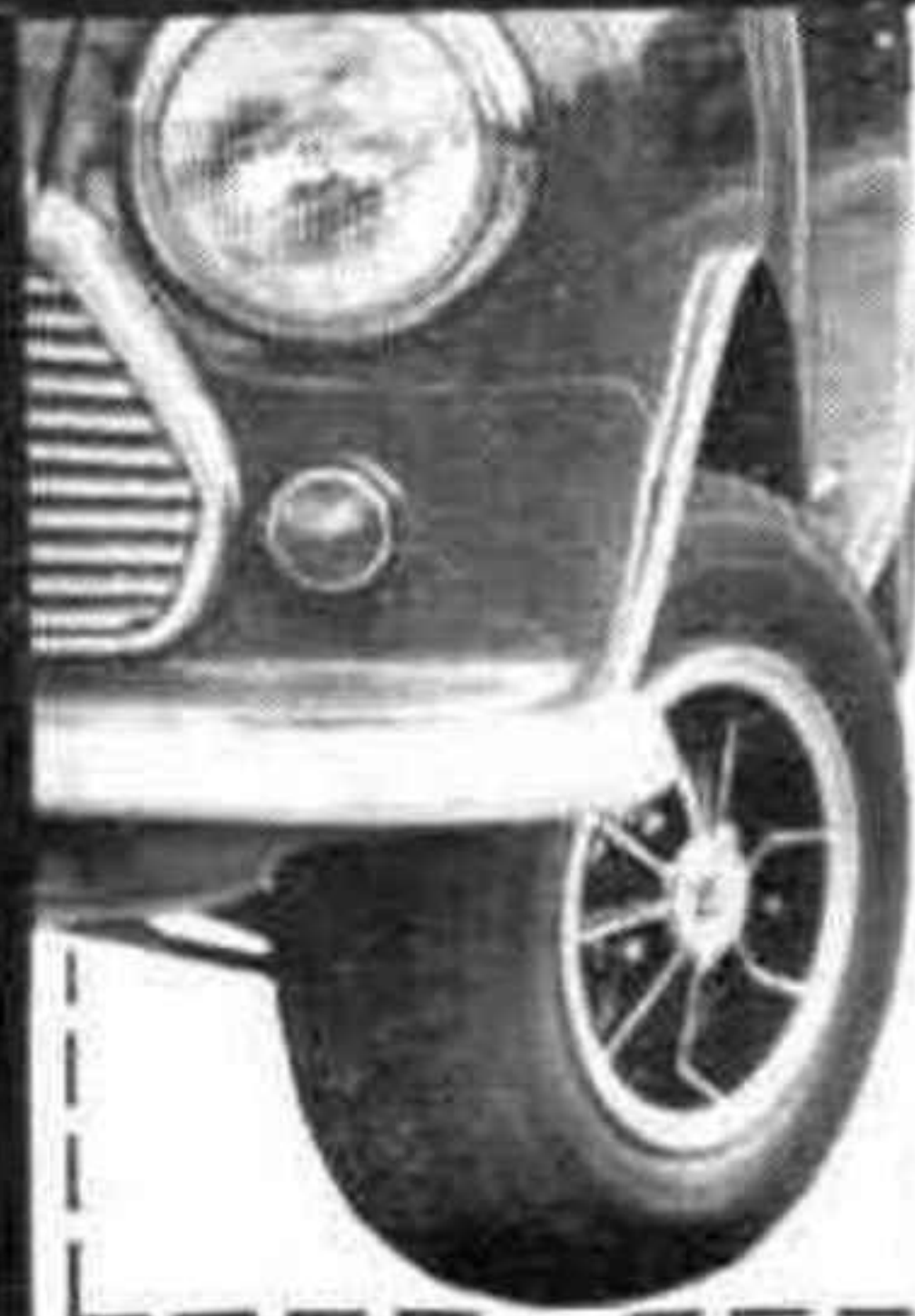
Road wheel of the 70's

Designed to withstand the battering of the toughest rally conditions, the lighter than steel Exacton road wheel adds an air of sporting dignity to any car.

Fits on existing studs and is supplied complete with a set of 4 chrome plated special sleeve nuts. Machine finished highlights with recessed segments in black.

Two sizes now available: 5 x 10 £8 7. 6.
5½ x 13 £10 15. 0.

The Exacton road wheel is designed in a low pressure die cast in aluminium alloy (LM 25 heat treated) by Aluminium Bronze Co. Ltd., major suppliers of precision alloy die castings to the automotive industry.



Please send me further information on the EXACTON road wheel.

NAME _____

ADDRESS _____

My car is _____

ALUMINIUM BRONZE CO. LTD.,
EXACTON ROAD WHEEL SALES,
WALLOWS LANE, WALSALL, STAFFS.
TEL: 21351.

VRM

Victor Raysbrook Motors



182 High Street, Watford,
Herts. Tel: Watford 41281

USED CAR STOCK FOR SALE

1968 'G' Lotus Elan +2, in Citroen Meteor blue; 5,000 miles only **£1,775**

1968 'G' Lotus Elan +2, in white; one owner **£1,665**

1969 'H' Lotus Europa, in white. Radio, servo brakes, air horns. 4,000 miles only **£1,625**

1968 'G' Lotus Elan +2, in Lotus yellow. Extra lamps. One owner **£1,595**

1969 Lotus Europa, in white. Radio. One owner **£1,495**

1969 Lotus Elan S4 fixed-head coupe, S/E., in royal blue. Air horns. One owner **£1,425**

1967 'F' Lotus Elan +2, in white. All usual extras. One owner **£1,425**

1968 'G' Lotus Elan drophead coupe, S/E., in Wedgwood blue. Air horns. One owner. Low mileage **£1,345**

1968 Lotus Elan S4 fixed-head coupe, S/E., in white. Radio, heated rear screen, air horns, tinted front screen **£1,275**

1967 Lotus Elan drophead coupe, S/E., in white. Radio. One owner **£1,195**

1968 Lotus Elan S3 drophead coupe, S/E., in Lotus yellow. Radio **£1,175**

1967 Lotus Elan fixed-head coupe, in Rolls-Royce silver grey. Knock-on wheels, servo brakes, radio **£1,045**

1966 Lotus Elan S3 drophead coupe, in white. Knock-on wheels, radio **£965**

1966 Lotus Elan S2 convertible, in carnival red. Servo brakes **£895**

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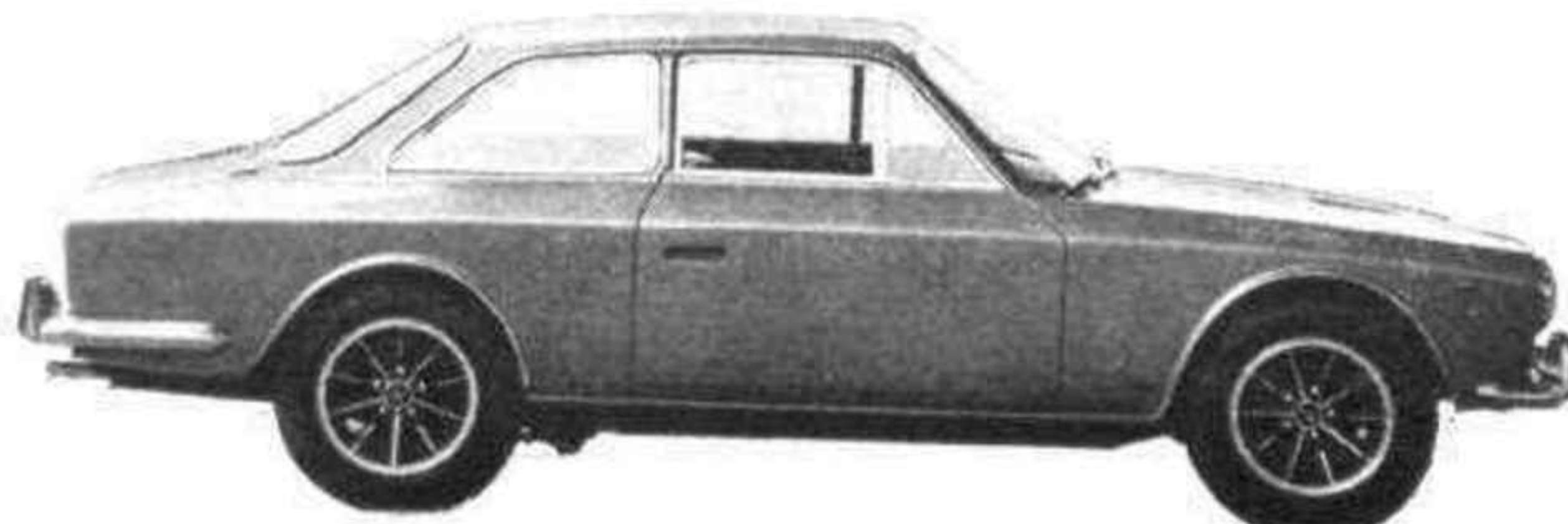
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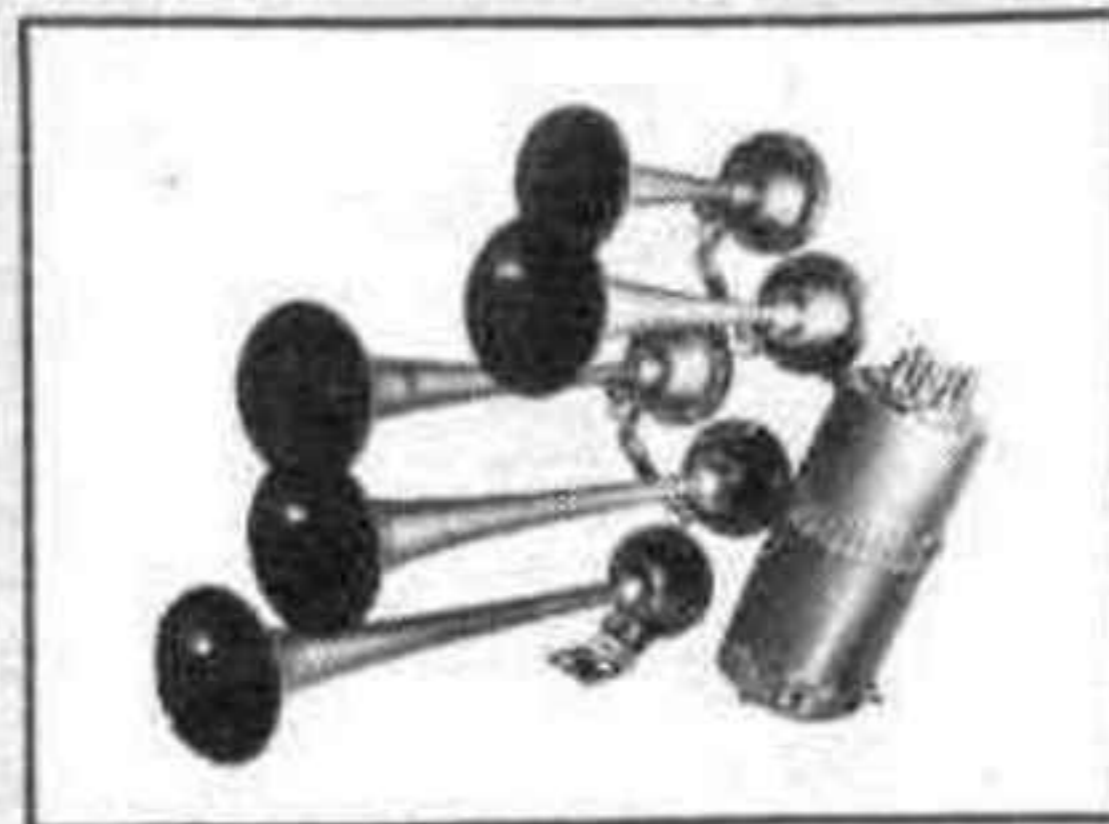
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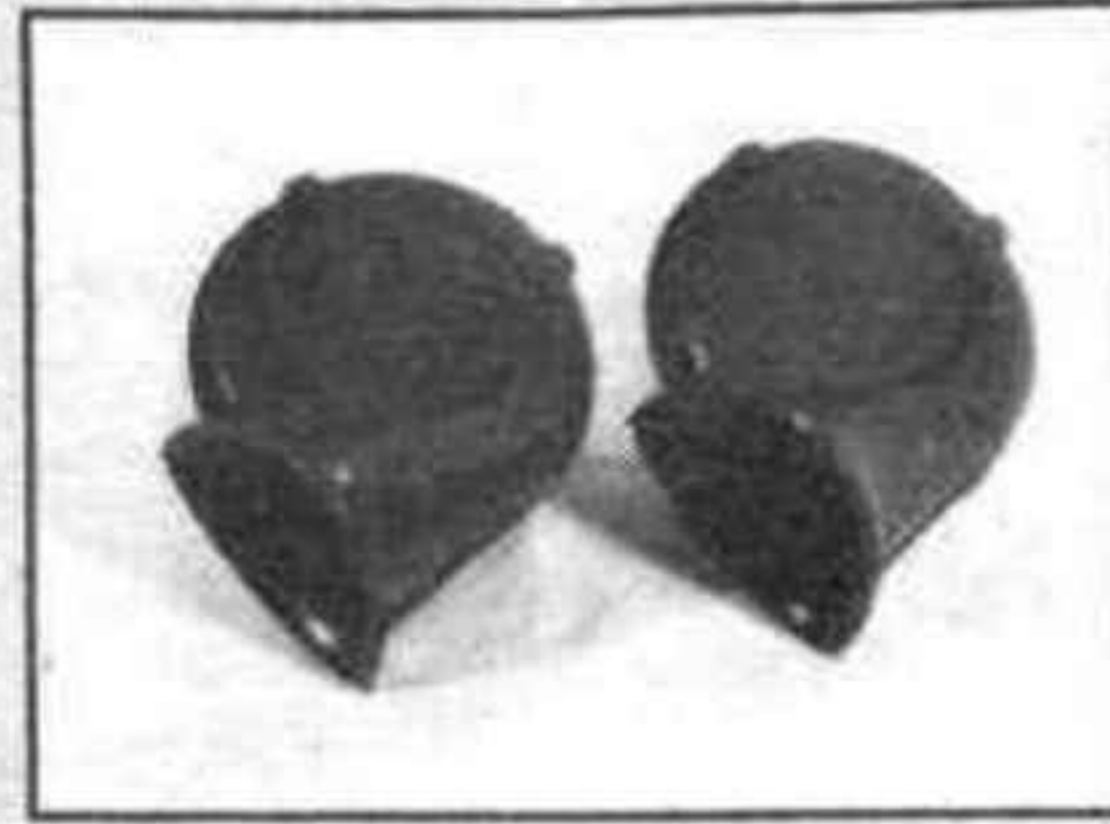
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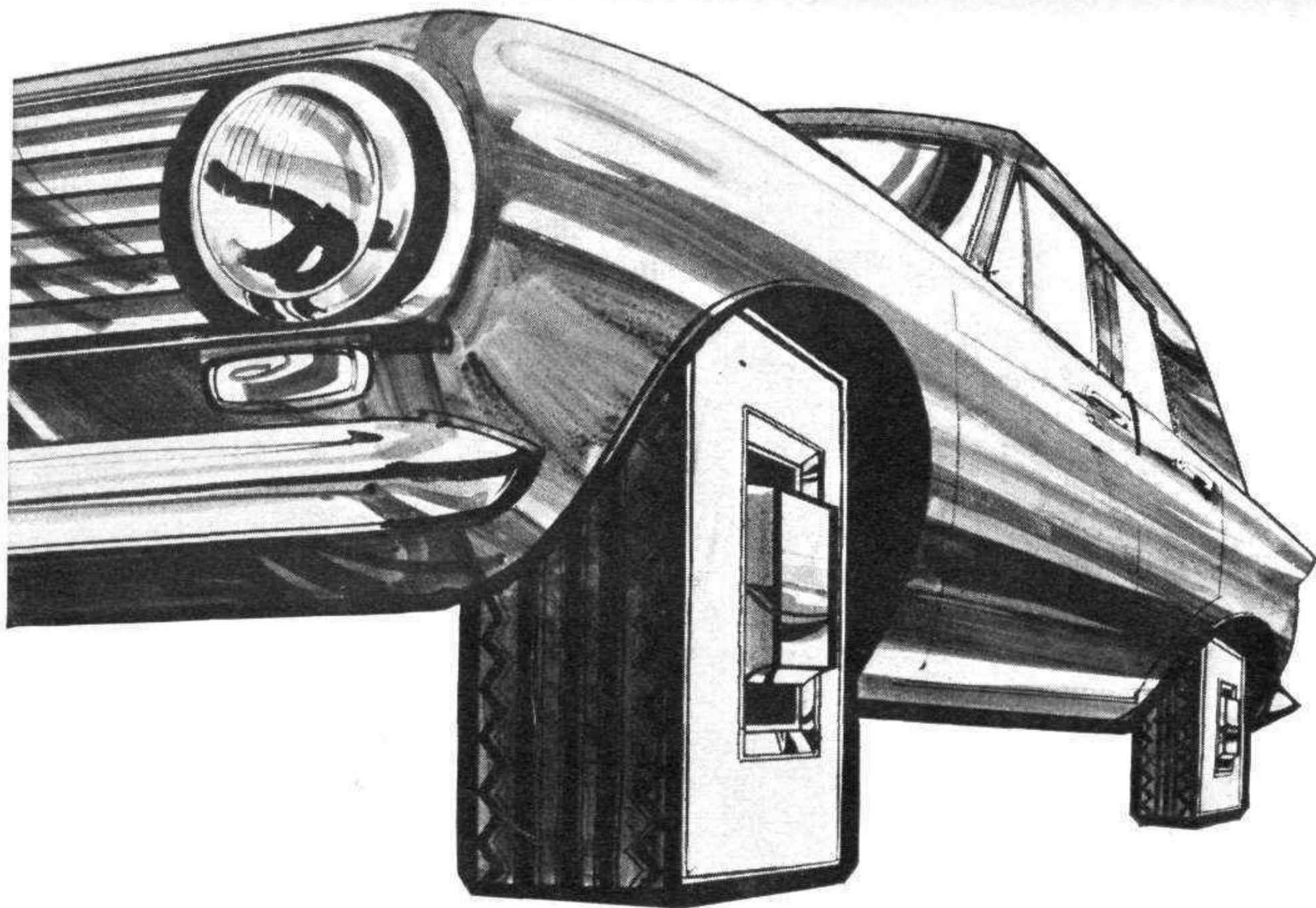
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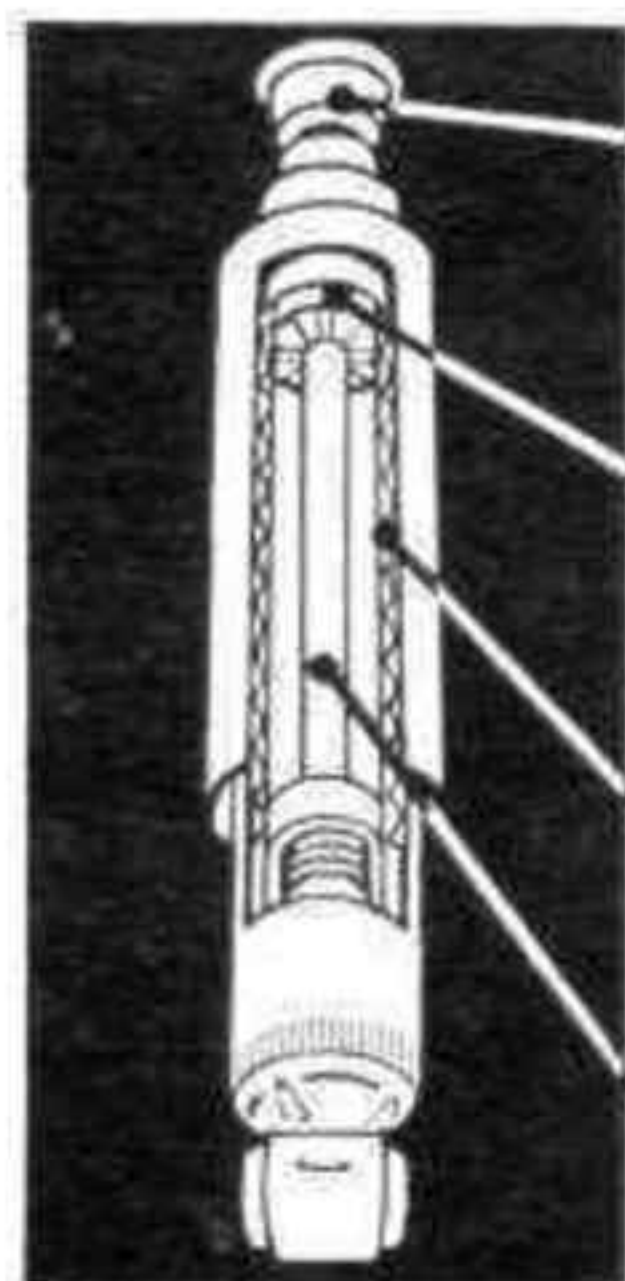
to get rid of that
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pleasurizers

You know the feeling. Every road seems like a ploughed field, every bump feels like a kick in the pants and with every impact you vow to get rid of the car.

But there's no need to...

just fit a set of Delco Pleasurizers and put that rides-like-a-dream sensation back into your motoring. Delco Pleasurizers are not just new shock absorbers, every one contains four examples of Delco technological know-how.

1: Tailor-made mounts of highest quality rubber for all applications.



1

2

3

4

2: Low-pressure multi-lip seal, keeps hydraulic fluid in, dirt out.

3: Exclusive Delco 'Genetron gas-filled cushion' for fade-free performance.

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What does all this mean to you? Simply the most efficient shock absorbers ever made, built to go on giving you an entirely new riding sensation on every kind of road and for thousands of miles to come. Call in and ask your garageman about Delco Pleasurizers now.

DELCO pleasurizers
smooth out the roughest roads

AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable, Beds.

Your first Opel Rekord gives you the power to break with tradition. Celebrate your independence.



It's unlikely the Opel Rekord is like any car you've ever owned before. It looks distinctively different. And the way it performs sets it apart from ordinary cars.

When we build an Opel Rekord, we give it a good helping of power. The Rekord's 1.9 litre engine has up to 115 horsepower. So getting away from the lights, your Rekord quickly separates you from the rest of the herd.

The Rekord performs differently because its engine is different. Cam-in-head is the name. So the result is not

only fantastic performance, but also greater economy, longer engine life and quieter engine operation.

Coupled to this engine is a fast-action gearbox, as well as disc brakes and a first-rate driving position. They all add up to make a car that's a joy to drive. A car that adds to your enjoyment when you see all the envious looks it gets.

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first Opel Rekord, invite some friends round and celebrate your independence from traditional cars.

We think your Rekord will make you feel a bit like a rally driver. So why not celebrate like one?

Call into your Opel dealer for a demonstration, or write for literature to: General Motors Limited (DEPT MS2), Stag Lane, Kingsbury, London NW9.



"It's an Opel"



The Rust Fighters.

Metal is precious. For a few shillings you can protect and save metal in your home, garage, garden, your car, caravan, boat—everywhere!

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Join the Navy's flying detectives.

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So we give you the best training in the world. And make you a Naval Officer.

That means travel. Good company. The sea life. And excellent prospects. (As a Lieutenant of 25, fully qualified as an Observer, you could earn nearly £3,000 a year.)

We're looking for more young men to train as helicopter Observers right now. If it sounds like your job, send us the coupon.

Short Service Commission. You can serve for 8 years—with tax-free gratuity at present of £1,875; 12 years—with tax-free gratuity at present of £5,000; or 16 years (or to age 38) with a pensionable commission. You must be over 17 and under 26, with at least 5 'O' levels (including Maths and English Lang.) or equivalent.

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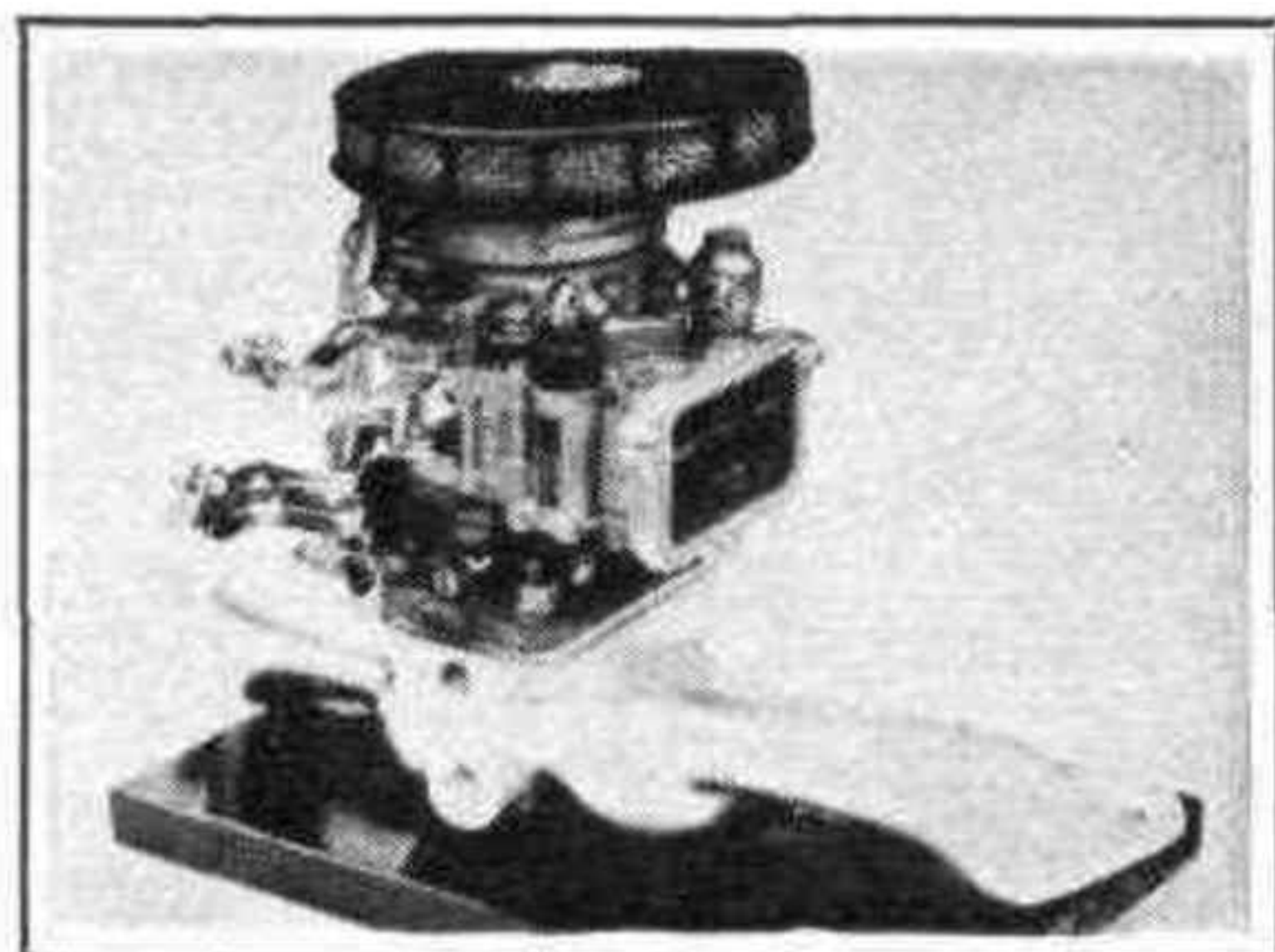
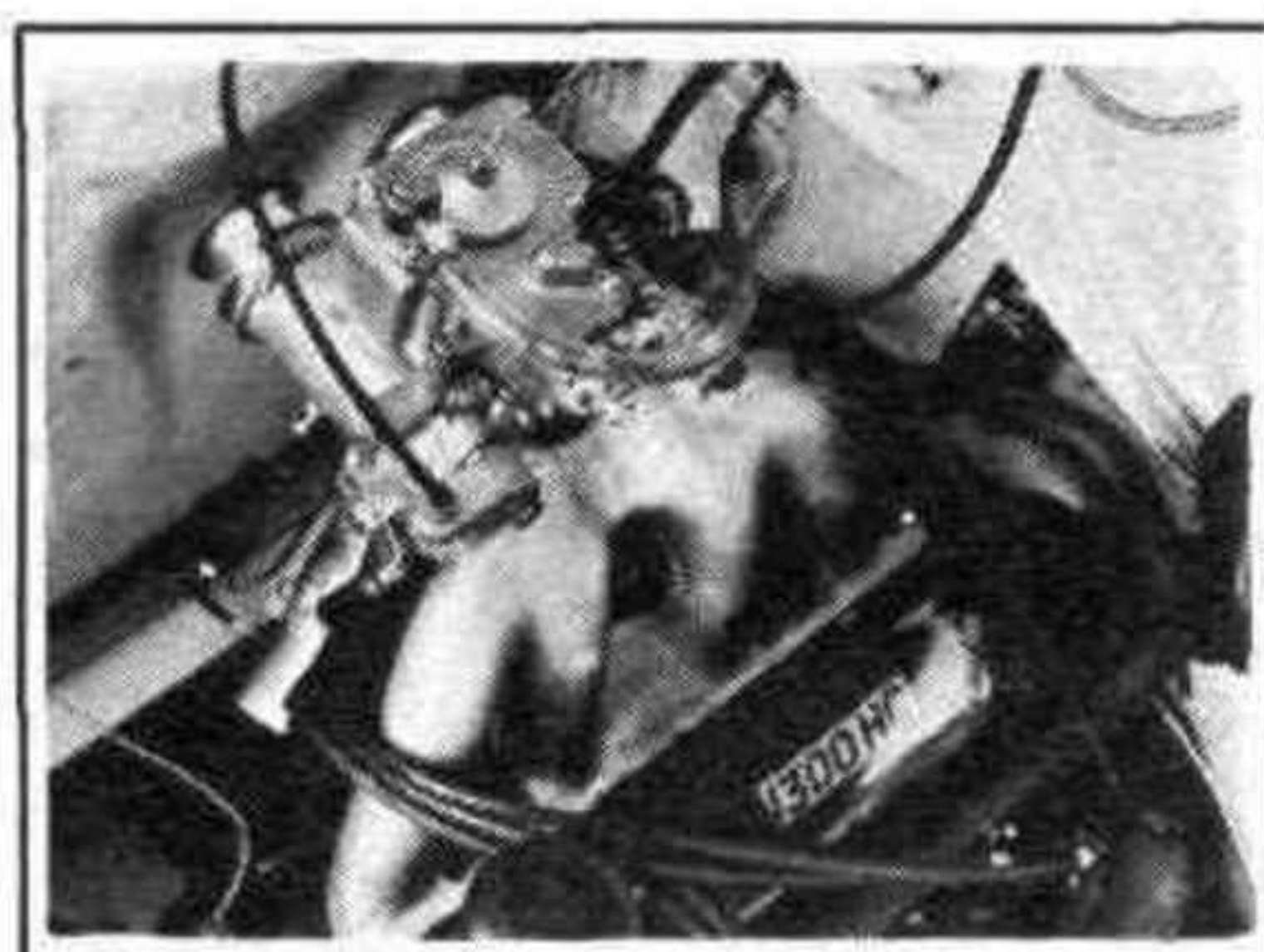
Name	_____
Address	_____ _____ _____
Date of birth	_____
<p>Captain P.I.F. Beeson, M.V.O., R.N., Officer Entry Section (894ED3), Old Admiralty Building, London, S.W.1. Please send me the details about joining the Royal Navy as a helicopter Observer.</p>	

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TWIN CHOKE SIDE & DOWNDRAUGHT CARBURETOR CONVERSION KITS!

For increased acceleration, top speed and in some cases better fuel consumption, Nikki offers the finest value for the tuning enthusiast! Engineered performance with fuel economy at low cost! All kits include carburetor, manifold, linkages and easy DIY fitting instructions.



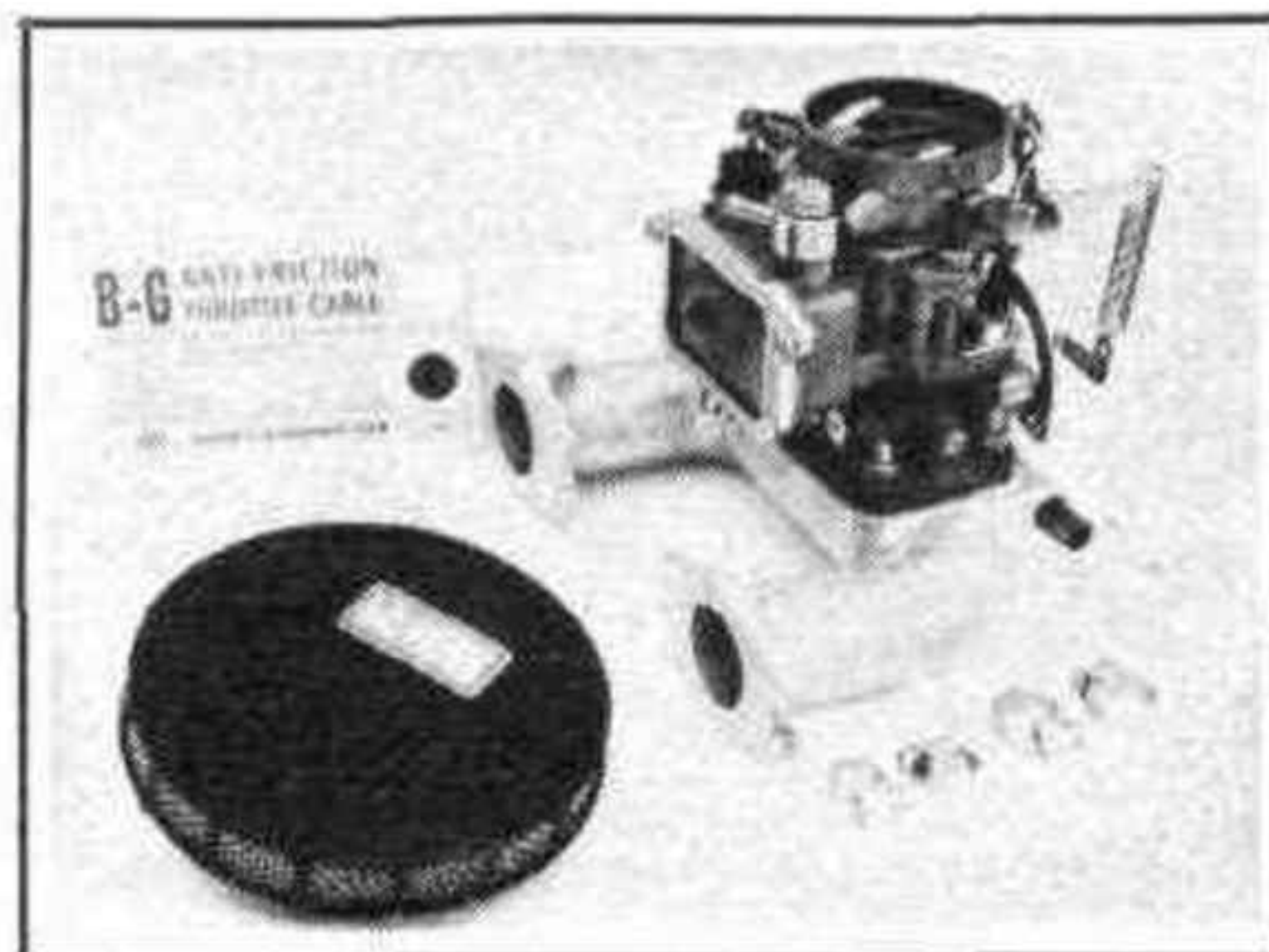
NIKKI ON FORD MODELS

Our test car, a standard 1969 Escort at 7,000 miles with no other mods was fitted with a downdraught twin choke Nikki kit. The following figures were recorded: 0-30 mph 5.0 secs (5.5) 0-50 8.4 (11.5) 0-60 12.8 (16.5) Top speed 93 mph (86) Petrol consumption 36 mpg (36). For Escort, Cortina, Capri crossflow models. PRICE £22 17s 6d. Air filter 32/6d extra.

NIKKI SIDEDRAUGHT KIT

The Nikki 2H40B twin choke sidedraught model is mounted on a cast alloy inlet manifold. Its more refined slow run system compared with other twin choke makes, together with ignition advance retard take-off produce excellent results. On the GT Ford Escort/Capri/Cortina up to 15% acceleration and 10% top speed increases! Fuel consumption increase should be allowed for. Kits include choked, jetted carburetor, rampipes, linkages and instructions. Ford Crossflow model illustrated above.

Escort/Capri 1300GT, Capri/Cortina 1600, 1600GT, Cortina 1500, 1500GT, Renault R8, R10. PRICE £39 10s. complete. BMC 850, 1100, 1300, AH Sprite, Midget. PRICE £37 10s.



NIKKI ON BMC 850 TO 1300

Test figures are taken from an article in Cars and Car Conversions, published August 1966 on a Mini 850 fitted with a Nikki downdraught kit but otherwise as standard! 0-30 mph 5.1 secs (6.4) 0-50 14.3 (17.0) 0-60 20.4 (26.0). Top speed 82 mph (72) Petrol consumption 33 mpg.

BMC Mini, Cooper, 1100/1300 models. PRICE £19 17s 6d. Air Filter 29/6d extra.

Nikki Twin choke carburetor kits are available for the following makes and models: BMC 850/1000/1100/1300. Ford Anglia 997/1200. Cortina 1200/1300/1500. Simca 1000. Fiat 600/850. Viva, Opel Kadett. Renault R8-10. £19 17s 6d. Air Filter 29/6d. VW 1200/1300/1500. £19 19s. including air filters. Ford Escort 1100/1300, Cortina 1300/1500, Capri (crossflow models) £22 17s 6d. Air Filter 32/6d. extra. Write for illustrated leaflets today!



ULTRA TACHOMETER

Superbly made precision electronic instrument. 0-8000 rpm reading, black dial, white figures, red pointer. Accuracy guaranteed within 2%, blue lamp internal illumination, self adhesive red danger zone supplied separately. Complete with cowl, swing round fixing brackets, wiring etc. 12 month guarantee. PRICE £10 19s 6d or without cowl but with dash mounting bracket. £10 9s 6d.

MITSUBA FUEL PUMP

Essential for competition—used by leading teams for proven reliability. Of equal benefit to everyday motorists. Improves performance on all cars no delayed starts in cold weather, no vapour locks on hot days. Operates on car battery. Easy installation. 12 volt only.

Type FP 3/232 (24 galls per hour) for only £8 15s.



THIS IS THE ONE!

The finest motoring equipment catalogue published! Lots of full descriptive colour. 36 product packed pages! Send just 2/- (refunded on first purchase over £1) Motoring equipment? The people to see are B & G!



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South Africa: sole agents Powerparts, 89a Bree Steet, Cape Town. Tel 3-0863



Photograph from William Wyler's Ben-Hur, by courtesy of Metro-Goldwyn-Mayer.

Rome 1970: the vehicles have changed, but the driving hasn't.

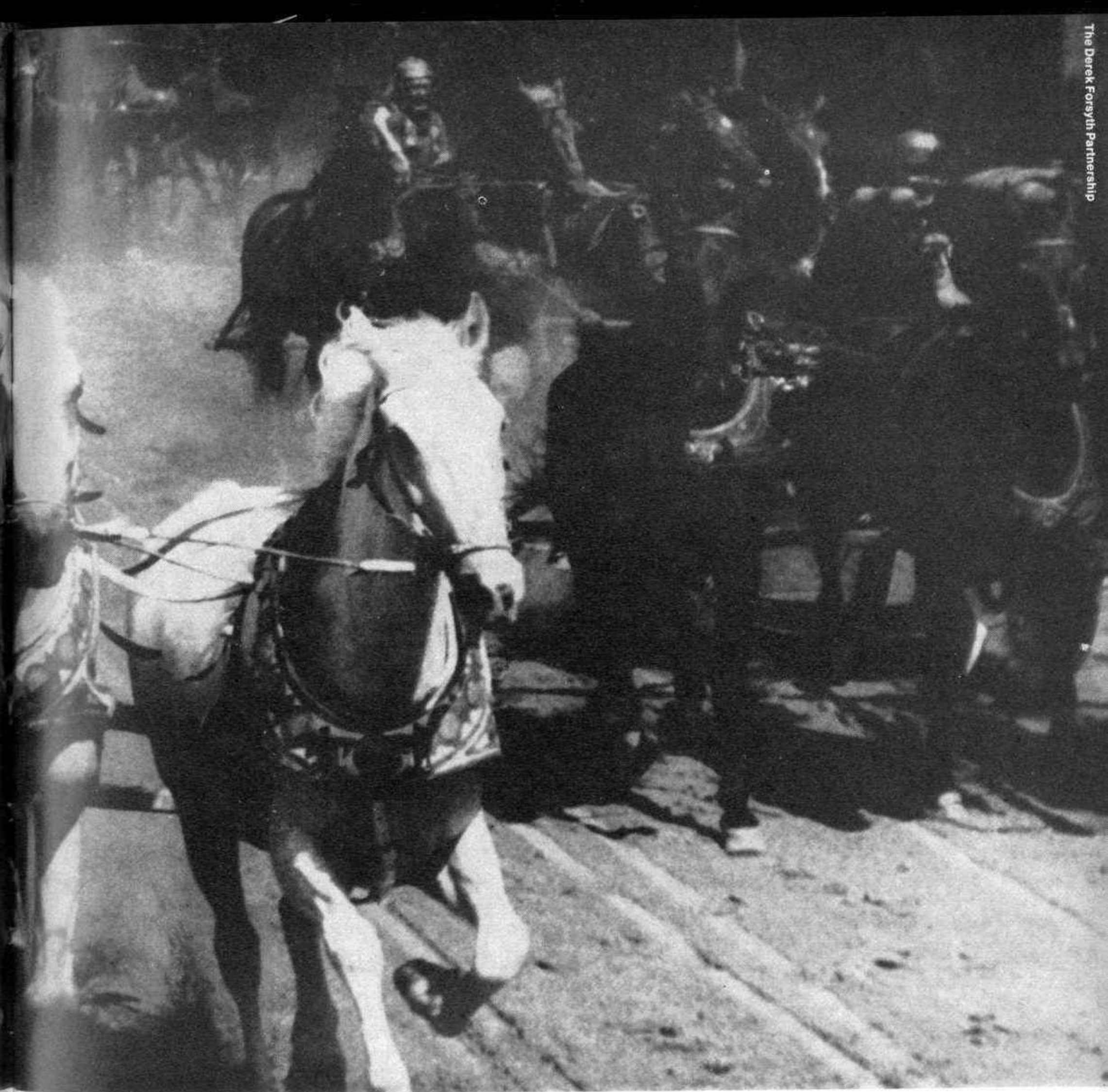
Today, Roman drivers can unleash the power of more horses than Ben-Hur and his pals would ever have thought possible.

The antics they get up to sometimes makes one feel that in comparison, a good meeting at the Circus Maximus would look like Road Safety Week in Toytown.

Fortunately, however, it's not just the vehicles which have changed with the times.

Tyres have too.

Several years ago, we introduced our radial-ply tyre: the Cinturato.



We've been improving on it ever since. Which is just as well, considering that more Italians drive on our tyres than on any others.

And we haven't stopped there. Following in the footsteps of another Famous Roman, we've set-up bases in Britain. So you can get Pirelli Cinturatos here, too, at a realistic price.

And whether you drive like an Ancient Roman, or even like a young one, you'll be that much safer with a set of Cints under you.

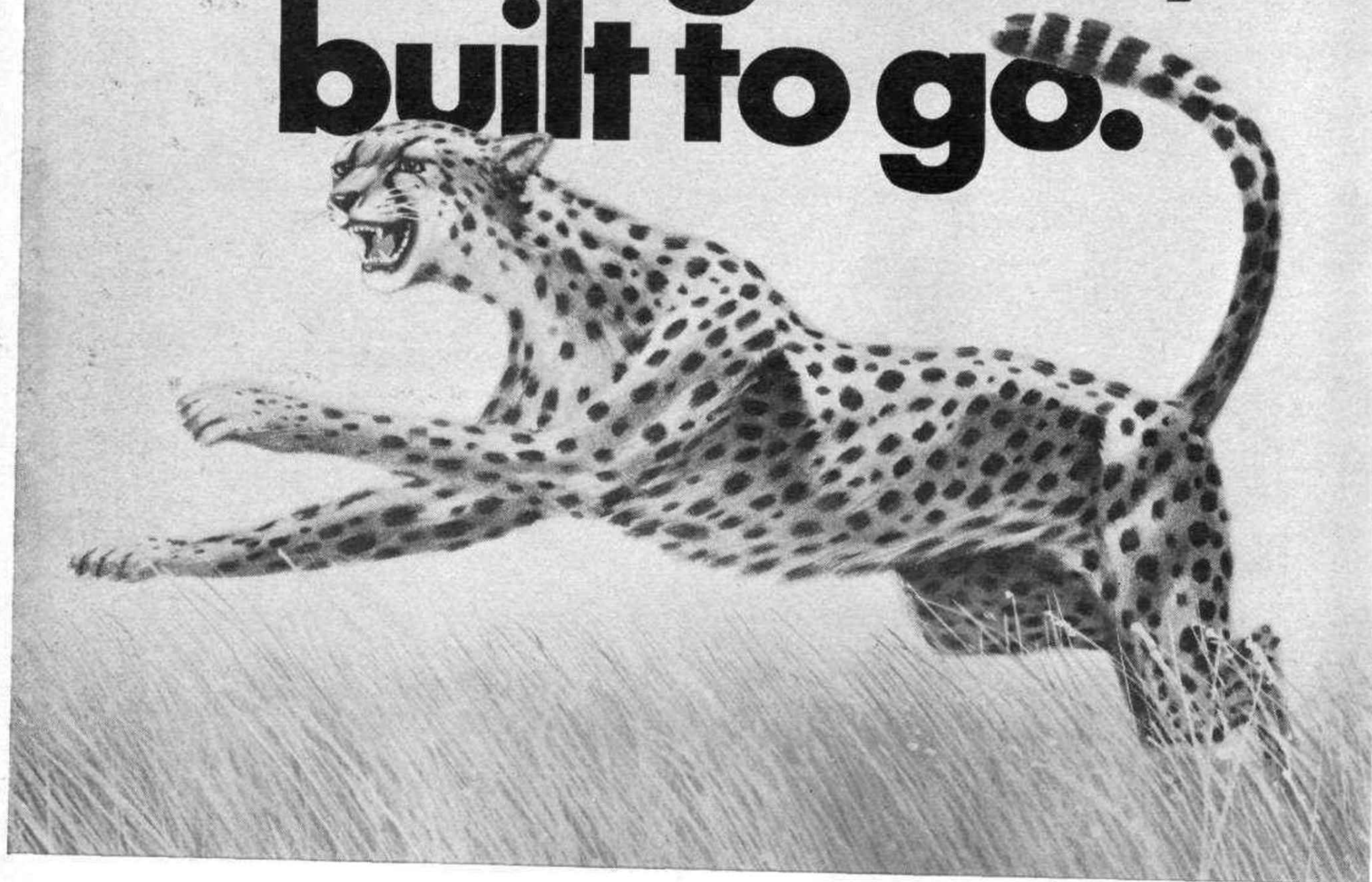


PIRELLI
CINTURATO

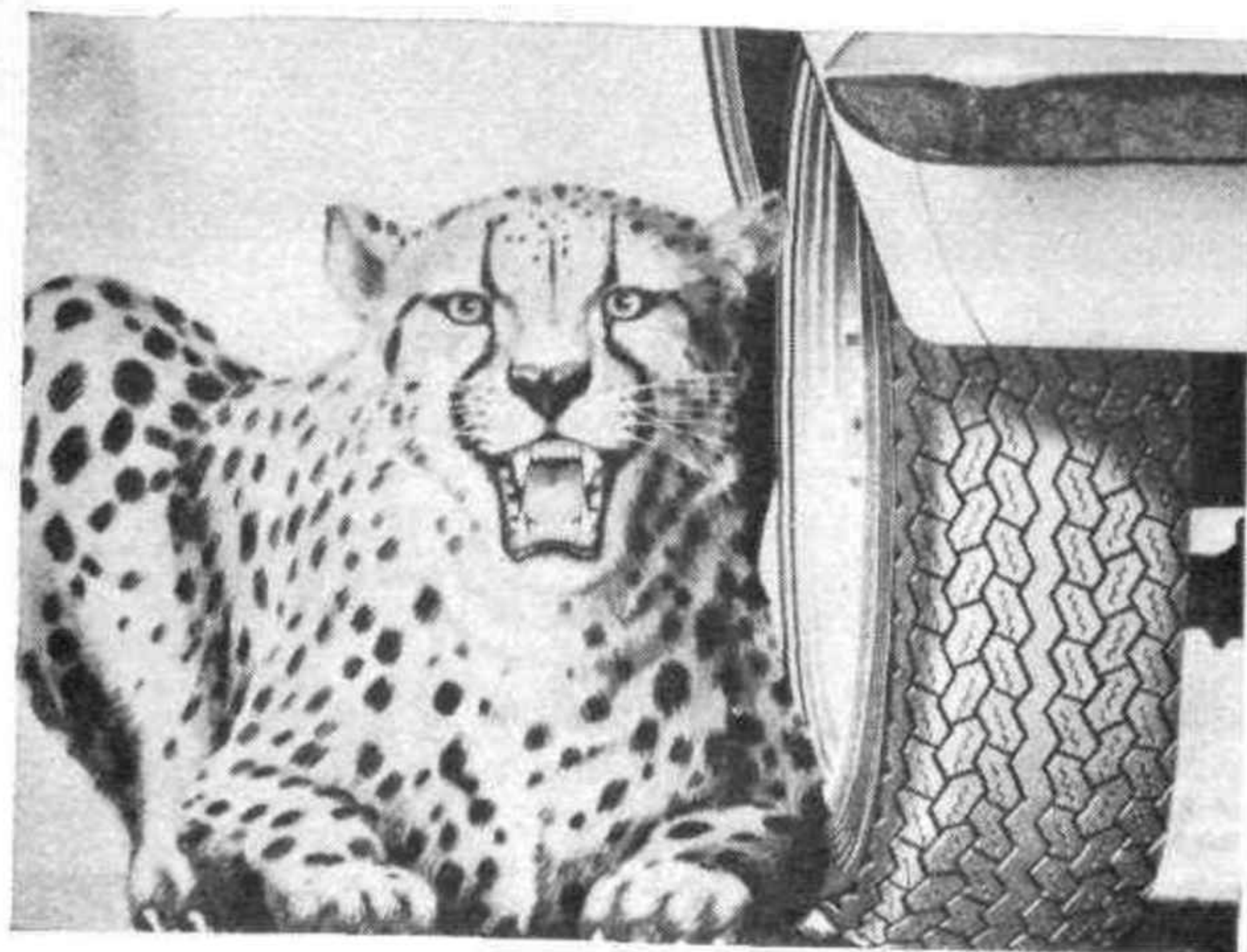
If they can keep an Italian out of trouble, just think what they can do for you.



Strong, sure, built to go.



THE G800 SAFETY RADIAL



Strong, sure and built to go. That's Goodyear's G800 tyre, the safety radial that gives you so much more than ordinary radial tyres.

You get extra tyre toughness with Goodyear's exclusive Tracsyn Rubber and 3-T cord construction.

You get fingertip control from Goodyear's exclusive block tread. It corners perfectly, stops smoothly, holds safe and sure on wet roads.

You get longer tyre life from the G800... up to double the mileage of our best-selling conventional tyre (and Goodyear tyres are the best-selling tyres in the world!)

Drive safely on Goodyear G800 Radial Tyres.

GOODYEAR

MOTOR SPORT

VOL XLVI No. 4 APRIL 1970

FORTY-SIXTH YEAR OF PUBLICATION
PUBLICATION DATE FIRST OF THE MONTH

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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FRONT COVER PICTURE: JACK BRABHAM, the oldest driver in the race, made a decisive bid for a fourth World Championship by winning the South African Grand Prix at Kyalami in his brand new Brabham BT33.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: 40/-

CANADA AND AMERICA: \$5

AIRMAIL: MIDDLE EAST £6.10.0

AUSTRALASIA £8.10.0

ALL OTHER COUNTRIES £7.10.0

All prices include postage.

MATTERS OF MOMENT

■ DON'T BE AN APRIL FOOL . . .

The post-war growth of the vintage car movement has been remarkable. The VSCC now has more than 6,000 members, which compares favourably with 9,600 BARC and 8,100 BRSCC members on the modern side. One-make Clubs range from 500 to 2,000 or more members apiece. Alas, this mass enthusiasm is pricing the hobby out of reach of all but wealthy followers. High values can justifiably be placed on veteran, Edwardian and vintage vehicles which are delightful to drive, have scarcity and historic value, and/or which have had much time and money spent on their genuine restoration.

Exorbitant prices demanded for cars which are merely old are a different matter. By and large, we like most old vehicles and those which are not eligible for the more important events can be great fun, most enjoyable, on one-make rallies, charity events, etc. But just because a car is old it cannot logically be valued anything like as high as true vintage (pre-1931) cars. So don't be an April Fool and pay far over the odds for a car just on account of its naked headlamps and visible radiator! High mileage and the demon rust all too often play havoc with such cars, especially those which were in at the beginning of mass-production, and their restoration should be balanced against purchase price. Spares can be virtually unobtainable, only a few of the older cars run on tyres of currently-made sizes, and with tougher MoT tests, rising insurance charges and the excessive tax on petrol, running even the less distinguished old cars is fast becoming a rich man's pastime. If, to top all this, you pay a ridiculous price for a car of the 1930s, 40s or 50s, you must be a fool.

Remember that many old cars are nicer on paper than behind the wheel, that fine woodwork and real leather may point to a great heritage but are qualities found in plenty of 1970 cars, which are nicer to handle, much faster, easier to maintain, and free for a while from test anxieties and that the moderns, by the standards of some motor-copers, are not much more expensive!

It is elevated prices for cars which are old rather than worthy which we object to. It can be galling to read an advertisement for a mildly desirable ancient and come to a more or less reasonable price, only to find the words "needs assembling", "no engine", "non-runner", or suchlike appended. And the inclusion of mileages like "80,000 only" or similar would be amusing if they were not rather pathetic, trying as they do to suggest that after such distances these fine old motors are just nicely run-in. . . .!

The foregoing sounds as if we are decrying the very vehicles we have in the past done so much to support. We are not! We are just advising you to keep a sense of proportion when shopping for the older vehicles, tempering your keenness to be off on a rally or one-make picnic with prudence, lest you pay too dearly and soon regret it. Prices of old cars are coming down (they ranged from £2 upwards in our last month's "smalls"). The one-make Clubs provide much help both before and after purchase and private transactions can eliminate excess trading profits (hysteria is not unknown at auction sales). If the ancient car you fancy is advertised by a motor-coper, take heart in the knowledge that the advertised prices are not always realised, that all old cars, even quite exotic ones, do not sell that quickly, as you will discover if you spend some time browsing through our back issues, checking on cars which have been previously advertised but apparently have not found buyers at the prices demanded. In short, buy sensibly. Don't be an old-car April Fool. . . .

■ BALLYHOO

The dictionary we consulted after writing the above heading says "ballyhoo" is American slang for exaggerated advertising. American or not, we don't like it. We used to rule that a new competition car was not worthy of much attention in MOTOR SPORT until it had at least achieved a starting-grid, if not won a race. Look what a mockery was made of the V16 BRM project by too much and too powerful advance publicity and prediction. There have been other cars which have suffered in this fashion. The pre-race publicity for the F1 March was on a scale which made it sound such a fabulous newcomer that one almost expected it to fill the first three places at Kyalami, and a gasp of astonishment followed the news that those old gentlemen, Brabham and Hulme, had been able to keep ahead of the World Champion in his new wondercar. (To be fair, two March cars were in pole position on the grid and perhaps it was a case of Goodyear vanquishing Dunlop.)

Basinful's of publicity nearly spoiled the Hillman Avenger for us, making us expect too much of what is a satisfactory but by no means sensational or revolutionary family car. But at least Rootes

Continued on next page

Motor Sport Fixture List For April

★ 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. NB = National British. NO = National Open. INT = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 5th ..	Romford ECC ..	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.00
April 11th ..	Vintage Sports CC ..	Silverstone	Towcester, Northants	Race Meeting (C)	12.30
April 11/12th	ASAC Ouest ..	Le Mans	Le Mans, France	24-Hour Race practice days	—
April 11/12th	Swansea MC ..	Guild Hall	Swansea, Glam.	Rally of the Vales (NB)	22.01
April 12th ..	BRSCC ..	Brands Hatch	Dartford, Kent	BOAC 1,000 km. (INT)	Noon
April 12th ..	Wiesbaden AvD ..	Hockenheim	Frankfurt, Germany	F2 German Trophy (INT)	—
April 12th ..	Lincoln MC & CC ..	Cadwell Park	Louth, Lincs.	Race Meeting (R)	14.00
April 12th ..	Scottish MRC ..	Ingliston	Edinburgh	Race Meeting (C)	14.30
April 12th ..	MG CC ..	Broxhead Common	Bordon, Hants.	Production Car Trial (C)	11.00
April 12th ..	Midland AC ..	Curborough Farm	Lichfield, Staffs.	Sprint (R)	14.00
April 18th ..	BARC ..	Castle Combe	Chippenham, Wilts.	Race Meeting (C)	14.30
April 18/19th	Aberdare MC ..	Municipal Car Park	Aberdare, Glam.	Nutracker Rally (R)	21.01
April 18th/May 27th	RAC ..	Wembley Stadium	London, England	World Cup Rally (INT)	—
April 19th ..	RAC de Espana ..	Jarama	Madrid, Spain	F1 Grand Prix (INT)	—
April 19th ..	BARC (E Midlands) ..	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
April 19th ..	MG CC ..	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
April 25th ..	AC Milano ..	Monza	Milan, Italy	1,000 km. Race (INT)	—
April 26th ..	RAC de Cataluna ..	Montiuich	Barcelona, Spain	F2 Grand Prix (INT)	—
April 26th ..	BRDC ..	Silverstone	Towcester, Northants.	F1 Trophy Meeting (INT)	11.45
April 26th ..	BARC (Surrey) ..	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
April 29th/May 2nd	ASRAC Morocco ..	Rabat	Rabat, Morocco	Moroccan Rally (INT)	—
May 2nd ..	BARC (NW) ..	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
May 2nd ..	Aston Martin OC ..	Silverstone	Towcester, Northants.	Race Meeting (R)	—
May 2nd/3rd	Sporting ODC ..	Marshall's Garage (on A428)	Bedford	Rallye Dubonnet (R)	22.01
May 3rd ..	AC Pisa ..	Targa Florio	Palermo, Sicily	Endurance Race (INT)	—
May 3rd ..	BARC ..	Thruxton	Andover, Hants.	Race Meeting (R)	14.15
May 4/7th	RAC West ..	Rotterdam	Rotterdam, Holland	Tulip Rally (INT)	10.00

MATTERS OF MOMENT—continued from previous page

had plenty of Avengers for the dealers and the Press, whereas we waited all last year, to no avail, to try the promised Ford Capri with 16 valves and last month had to abandon our road test of a BDA Escort because Ford's AVO couldn't get the Cosworth engine to deliver the goods. (Mass-producers have never made much of twin-cam engines—MG abandoned *their's*, Rootes dropped the HRG double o.h.c. power unit intended for a Singer, and there have been anxieties with the Lotus-Cortina power unit.) We note, too, that in a recent advertisement Ford claim that their 3000GT Capri will "give an Aston Martin a run for its money", which is causing correspondents to ask "Which Aston Martin?" High-pressure publicity, released too early or too lavishly, can tarnish rather than enhance the image it aims to promote. So let's have less of it. . . .

There are those car-of-the-year exercises, for instance. Some useful publicity no doubt derives from them, although we have never felt any need to organise one ourselves. Especially when in one such competition many of the Judges appointed by the organisers to decide on the top car were said to be upset and influenced by ill-feeling caused by an inept Press launch of the VW/Porsche, for which they might otherwise have voted. The promoters of this contest used many thousands of words convincing those who read them that their panel's choice of top car was correct but admitted that on a test run in one they had had to stop, on average, once every 147 miles, to refuel, to adjust the lamps and to try to cure quite bad misfiring. . . . However, the manufacturers paid for the subsequent party and as this little car has won other 1970 car-of-the-year contests we suppose it may add up to something.

A GOOD HOTEL

We hear complaints from motorists of the lack of catering facilities along the highway, so it is a pleasure to be able to report the willing and excellent service given by the Welcombe Hotel at Stratford-on-Avon, even to the extent of serving afternoon tea to non-residents. It is also a splendid centre for tourists, placed as it is in the midst of the Shakespeare country, and although it caters for conferences, which might make it sound austere, the over-night guest or the guest of longer duration finds an almost homely atmosphere with comfortable furnishings and efficient service from the "old retainer" type of staff. The dining-room provided a varied menu, superbly cooked and served. So the motorist need have no doubts about breaking his journey there, nor about parking his car. The charges are not low, but one gets what one pays for, especially at the Welcombe.

WRONG SEX!

The Editor was too clever when he said he felt like a Tupperware salesman while he was testing the Hillman Avenger, because he has discovered since that the Tupperware Co. has ordered 780 Avengers for their *female* Golden High Line Managers, and even the hard ride of the new Hillman did not alter W. B.'s sex.

Incidentally, these Tupperware Hillmans are finished in tangerine metallic paint and are shod, at Tupperware's request, with Michelin ZX tyres; 80 will be 1500 GLs, 700 are Super 1500s. This is the first link with this Company and the Rootes Group for fleet orders.

THE PIRELLI-DUNLOP UNION

In the course of nearly a century of continuous and co-ordinated growth, the Pirelli Group has achieved in its sectors of activity a high technological standing, thus ranking amongst the more advanced international industries. Meanwhile, the Group has progressively widened its industrial and commercial penetration, chiefly in Europe and on the American continent: it has today 82 factories throughout the world, with 76,000 employees, of whom 42,000 work in Italy. Total world sales of the Group in 1969 were approximately £450 million. Looking ahead towards the 70s, Pirelli evaluated the opportunities opened by wider world markets and by gradual trade liberalisation and, taking into account the efficiency attained by its executives and by its industrial and commercial structures, thought it was time to look at new and wider development targets that find today, in the more and more rapid social and economic evolution of the modern world, imperative motivations of a technical, financial and organisational order. This attitude would also lead to a further development of the product and territorial diversification which has always been a traditional feature of the Pirelli policy. After months of discussions, this strategic choice led the Boards of Pirelli SpA, Société Internationale Pirelli and The Dunlop Co. Ltd., to agree, in principle, to a union of their operating activities. The Dunlop Co. Ltd. has 128 factories mainly located in Europe, Africa, Asia and North America and 102,000 employees. Its total world sales in 1969 were approximately £490 million.

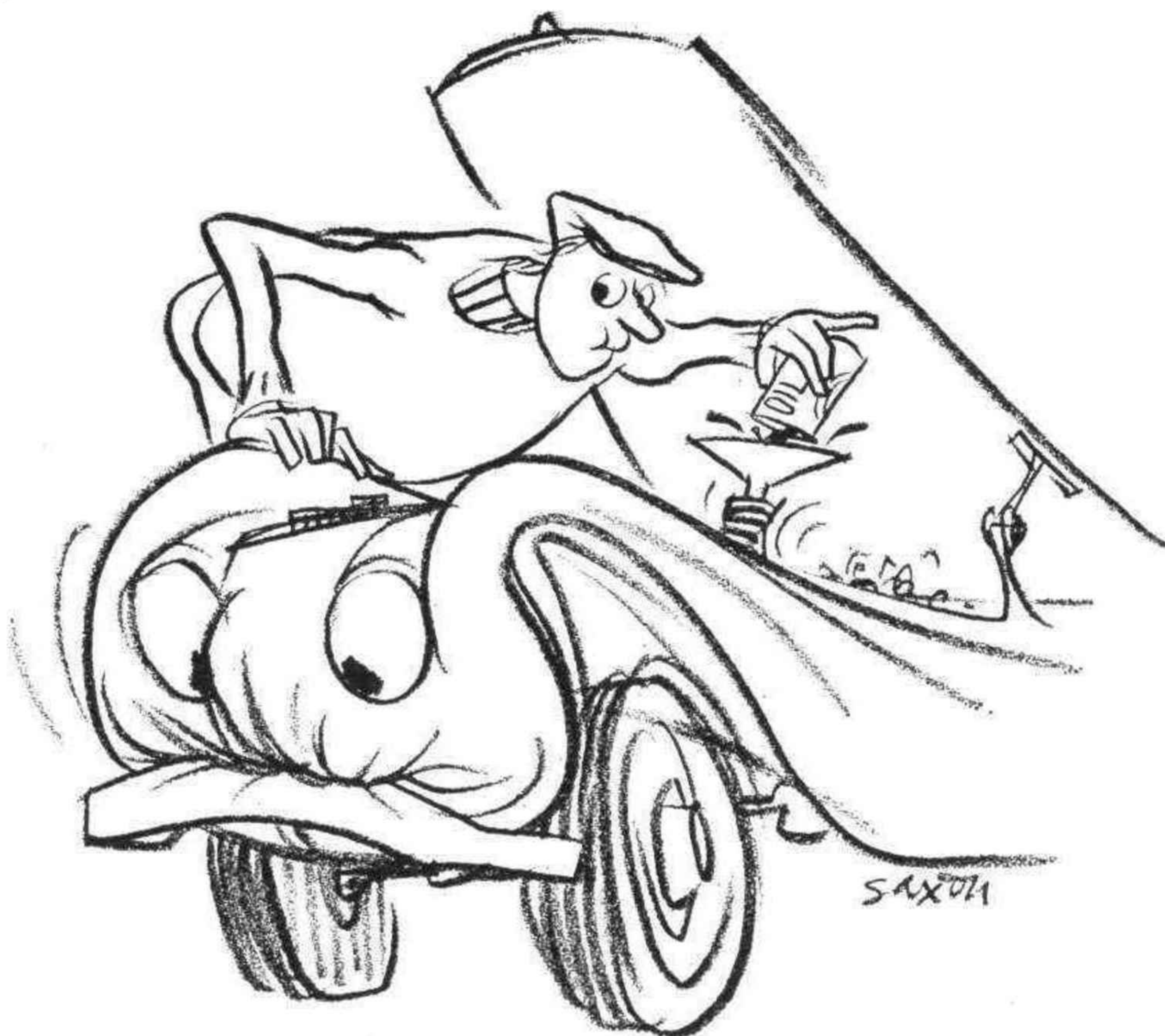
WELL! WELL!

Legal and General announces that its UK motor underwriting results for 1969 show a profit. The Society has decided that premium rates for the insurance of private cars will not be increased during 1970. [We hope next to read of a reduction in premiums!—ED.]

CITROEN INCREASE PRICES

Citroën Cars Limited, Slough, Buckinghamshire, announce certain price increases, but these do not apply to the Citroën Dyane 6 Comfort, claimed, at £598, to be the least-expensive 4/5-door saloon in the UK.

We don't want you feeding your car the wrong oil.



It's all very nice saving money by doing your own topping-up and oil changing.

But it's important to choose the right oil at the right price.

So, to help you choose right, we'll tell you which Esso oil does what.



Multigrade protection.

First, there's Esso Extra 20W/50 multigrade. Ideal for the do-it-yourself motorist who wants a premium-quality motor oil at a competitive price.

Right for all cars, winter or summer, it gives low consumption, a clean engine, and excellent anti-corrosion protection.

(In pint, gallon and new quart cans.)



Low-budget protection.

Then there's Essolube 30. A budget-price oil for when motoring conditions and engine temperatures don't go to extremes.



Fastest protection.

But when only the best oil will do, try Uniflo. The super multigrade. For the best and fastest protection and the lowest consumption.

So next time you take home motor oil, ask for Esso.

The people who take action to get things right.

Action-packed petrol. A grade for every car.



Esso The Action Station.

GETTING TO KNOW AN ALFA ROMEO

Long Term Assessment of a 1750 Saloon

ALFA ROMEO are taking determined steps to increase the sales of their cars in Great Britain. They have had to live down a somewhat tarnished after-sales service image and combat the inevitable high prices which import duty imposes on Continental cars in this country. How successful they have been can be gauged by a sales increase of 35.3% in this country last year, at a time when sales of British cars fell by 14.6%. During this period three new Distributors and 27 new Dealers were appointed, who recorded increases of over 20% in their own sales. Alfa Romeo are trying hard. . . .

It was to assess this Alfa Romeo renaissance that N. Barrington Needham, who looks after public relations for Alfa Romeo (G.B.) Ltd., suggested that I should borrow a new Alfa Romeo and see how it behaved over an appreciable mileage. This I was very willing to do, because I regard the Alfa Romeo as irresistible. I also incline to the opinion that many Alfa Romeos are sold to comparatively staid drivers, and those past the first bloom of youth, on account of the racing associations of the cars from Milan. The most ordinary of the saloon versions, by reason of light-alloy twin-cam engine, five-speed gearbox and a combination of steering suspension and servo all-disc braking that contributes to extremely safe and enjoyable road-holding and cornering, possess a distinctly sporting air, yet are docile enough for a District Nurse.

Even the designation of the car I have been testing, 1750, accords with that of one of Alfa Romeo's outstanding contributions to motor racing history, for the original 1,750-c.c. Alfa Romeo was evolved to give them indisputable supremacy in sports-car racing in the late vintage years. It is irrevocably tied to the names of some of the greatest racing drivers of its era and the Company has been wise to perpetuate the designation into the 1970s, even if the vintage 1750 was a supercharged six-cylinder of 65 x 88 mm., whereas the current 1750 has a Weber-fed four-cylinder 80 x 88.5-mm. engine, the actual swept volume of which is 1,779 c.c.

Many of those who buy modern Alfas surely do so because of this great racing tradition, imagining perhaps that, had they had the opportunity of a Nuvolari when they were younger, they would have been able to emulate the World's great racing drivers? It is wise of Alfa Romeo to continue taking part in present-day races with the Tipo 33s, the exciting new 4-o.h.-cam fuel-injection 2.6-litre V8 model revealed at Geneva being closely linked to them, and with the GTAs which took the 1,000-1,600-c.c. class of the Manufacturers' European Touring Car Championship last year; I would go so far as to suggest that Mercedes-Benz, Jaguar and Aston Martin have lost prestige, if not sales, by dropping out. . . .

The fascination of driving a modern Alfa Romeo centres around the eager acceleration from its racing-type engine, which produces very adequate performance without being taken to anywhere near its extreme top-end r.p.m., the smooth-as-silk gear-change able to select a ratio for all occasions, steering which is accurate and "feels" the road, and cornering precision which is fortunately in contrast to the rather lively ride. Plus, of course, all the lesser items which MOTOR SPORT has pronounced upon in past road-test reports on various Alfa Romeo models.

There was no hardship in running-in the white Pirelli Cinturato-shod 1750 Berlina selected for me, because it is permissible to go to 17, 29, 42, 57 and 72 m.p.h. in the gears during the initial 600 miles, which, reasonable as this is, does not stress the engine beyond about 3,500 r.p.m. The car had done 228 miles when I took it over and was due in for its first free check-over at between 450 and 750 miles. I drove it nearly 600 miles in my first week with it, and it had clocked up 989 miles in my care, a total of 1,217 miles before, with a feeling of guilt, I asked an office colleague to take it into the Alfa Romeo Centre in London's Edgware Road for its first servicing.

The "delivery faults" were confined to the hand-brake holding only on the last click of its ratchet. Driving on a filthy night to a Road Safety Brains Trust at Egham, however, I was aware of a serious blind-spot on the o/s of the windscreen, where the blade does not wipe the curved area of the glass, and was disappointed by the sharp cut-off



of the Carello dual headlamps on dipped beam—you drive into pitch blackness, apart from the edges of the road being faintly picked out for some two car-lengths ahead, which seriously curtails speed on dark nights if any regard is to be paid to safety. I do not know if Italy has a bad record for unlit cyclists and pedestrians knocked down, but it would not surprise me if she has. . . .

Returning from this Road Safety evening, the Alfa's interior lamps took to flashing as I drove over rough roads, so that it was necessary to switch them off from their "courtesy" setting. However, not being great on the courtesies, myself, this did not worry me unduly. I was liking the car more and more, especially as, from the initial 600 to 1,900 miles, another 500 r.p.m. or so is permissible during running-in, which means maxima of 21, 35, 51, 69 and 88 m.p.h., going up through the delightful gearbox. Up to its first service very little oil had been used and I saw no need to add any.

I was unable to resume driving the car for some time after that. When it was collected, by a daughter who was captivated by the car but found the steering heavy for parking, it showed 1,375 miles. The head of the Italian Jaeger speedometer had apparently been changed, because Needham disliked a slightly flickering needle—no more so than on the road-test Rolls-Royce Silver Shadow and I hadn't complained. But, efficiently, they had set the total mileometer to the former reading. Alas, the needle still flickers, and the hand-brake still needs a good heave.

I went on religiously running-in, mostly on drives to London, the first long day's Alfa-Romeoing coming just as the snows of winter were vanishing. Freedom to go to the full rev.-limit of 5,800 came somewhere on the route Cricklade-Newbury, as I was dodging frozen ice-lumps in the dark, and still fretting over the sudden black-out on dipped headlamps. An early fuel consumption check, mostly before the running-in mileage was completed, showed 26.6 m.p.g. I used 4-star fuel most of the time, 5-star when a very remote filling point on the Berkshire Downs could offer only 2-star or the best from its two lonesome Esso pumps, the only haven for those short of petrol between Newbury and Wantage, be it noted.

This is intended as a long-term assessment, so there will be more to come. Meanwhile, I have been unable to avoid comparing this Alfa Romeo with the Rover 2000TC I habitually drive; for reasons aforesaid, I try to use the British car at night and the Alfa for daylight journeys! When I listed the good and bad points of the Rover in the February MOTOR SPORT I omitted to remark on the absurdly shallow sun-vizors, which are useless for any but very tall men (is Peter Wilks,

Rover's Engineering Director, all that lofty?), making drives into the sun sheer purgatory. The Alfa Romeo does not have this fault but, like the Rover, it does have a vanity mirror in the driver's vizzor, which I am not sufficiently beautiful to appreciate. The Rover contrasts in having excellent Lucas lamps, whether on full or dipped beam, but the Alfa's reversing lamps are as good as, or better than, the useful ones on the Rover. The British car has a steady-reading fuel-gauge needle, whereas that on the 1750 swings about. Otherwise, there is little to compare and I enjoy both cars about equally, but for different reasons.

The second free servicing of the Italian car is due between 3,100 and 3,750 miles. Meanwhile, early impressions have been that the Alfa Romeo 1750 is as quality-finished as any of the Milanese models but that its rather old-fashioned high and chunky body has dated, so that prestige is lost unless the characteristic radiator grille can be seen! But it is very quick about the place, and a joy to drive—so "alive" that it induces its driver to be likewise. The driving seat, with commendably positive squab-angle adjustment, is truly comfortable and self-supporting. The flick-switches for wipers, panel-lighting and heater fan down on the central console are difficult to memorise and are, I think, less well placed than those on the 1750GTV. The wipers, although working disconcertingly out of step, clean the screen of mud very effectively indeed but leave dirty areas at the edges, as previously mentioned. The foot-operated wipe/wash, beyond the ramp on which to rest the left foot, is a real boon. Luxury is enhanced by the four angled dials on the console, for oil, water, fuel and time readings, but the Jaeger clock loses approximately 45 sec. a day. Speedometer and tachometer, hooded, are directly before the driver, and are thus easily observed. Only a neat Radiomobile radio breaks the run of the wood-simulated facia; I have so far been unable to enjoy it because the tip of the tiny key—symbol of the hooligan age in which we live—which unlocks the tail-mounted aerial and enables it to be extended, snapped off at the first time of trying. All dials bar the clock carry the Alfa Romeo insignia, a nice quality gesture.

As befits a thoroughbred, the Alfa's engine should be warmed up at 1,500 r.p.m. for at least three minutes in the summer and for five minutes in the winter. There are two snags to this; it seems an infernally long time to wait on most occasions and the under-scuttle hand-throttle, beside the choke lever, is very insensitive and even when the revs. have been finally set correctly, they tend to soar upwards after a few moments. Most owners, I imagine, get the oil circulating in the gearbox, which is apparently the object of this cold-start care,



RACE BRED.—This exciting new 2.6-litre fuel-injection four o.h.-cam V8 Montreal, which made its debut at the Geneva Show, could be another reason for buying an Alfa Romeo!

by driving gently along in 3rd speed. Starting from cold calls for four or five attempts; thereafter the engine, despite its exciting specification, is astonishingly docile and the Webers virtually free from flat-spots. Another Alfa idiosyncrasy is that speedometer and tachometer indicate that you are doing 5 m.p.h. at 500 r.p.m. when in fact the vehicle is stationary and the engine not turning. Yet another is that wipers, heater fan, etc., are independent of the ignition/steering-lock key, which I like. Another good point—away back in 1938 I was bemoaning having to switch on the facia lighting to check if the side-lamps were on; Alfa Romeo give you sensibly non-dazzle indicator lights, which include one signifying that the car is illuminated.

The heater, controlled from two levers on the left of the gear-lever, is effective and by using the fan on the slower of its two speeds the windscreen is demisted on winter days as if by magic. The anti-dazzle mirror is decently supported and consequently effective, unlike too many of its kind, which wobble. I am revelling in Alfa Romeo motoring, with 3,149 trouble-free personal miles covered to date; how I fare as the distance mounts and how a staff 1750GTV behaves, will be the subject of a later article.—W. B.

THE MOTOR SPORT/SHELL FORMULA THREE CHAMPIONSHIP

PROSPECTS FOR THE NEW SEASON

THE institution by MOTOR SPORT and Shell of an International Championship for this season's Formula Three racing has plainly provided this class of the sport with just the impetus it needs. Despite the "graduation" of last season's top four F3 performers to Formula Two, despite this being the last year of the present 1-litre regulations, and despite the complaints that F3 needs more power, the 1970 season promises close, intensely exciting racing between drivers of the very best calibre. Furthermore, most of them have set the MOTOR SPORT/Shell Championship as their principal objective and will be making every effort to take part in the 12 qualifying rounds.

With so many well-matched cars and drivers, the start of the season is not the proper time to make any forecast of the final outcome of the Championship. But a glance through the very full entry list for the first race in the series, which took place at Snetterton on March 27th (too late to be reported in this issue) shows some new names as well as those of experienced F3 campaigners. Among the new men in Brabhams are Gerry Birrell (who has works support) and Dick Barker, both already winners in the world of Formula Ford, Aberdonian Richard Scott and Londoner Mike Beuttler (both of whom were very promising at the close of 1969), plus 1969 Grovewood Award winner Tony Trimmer and numerous others.

In the Chevron ranks can be found sports-car driver Chris Skeaping, anxious to capitalise on some impressive sports-car drives in 1968 and 1969, New Zealander Bert Hawthorne (once Hulme's mechanic in F2), successful Northerners Barrie Maskell, Norman Foulds, Peter Hanson and Cyd Williams, Swiss Jürg Dubler and American Steve Matchett, who although he has F3 experience is back in this class of

racing after jointly winning the 1969 UK Formula Vee title.

The Gold Leaf-backed two-car effort from Team Lotus has two new drivers in one-time kartist Bev Bond and British Formula Ford Champion David Walker, an Australian who has lived in England for several years.

Another 1969 Grovewood Award winner, James Hunt, is also entered in a Lotus, as are Brazilians Jose Pace and Wilson Fittipaldi, the latter the brother of 1969 Lombank Champion Emerson Fittipaldi.

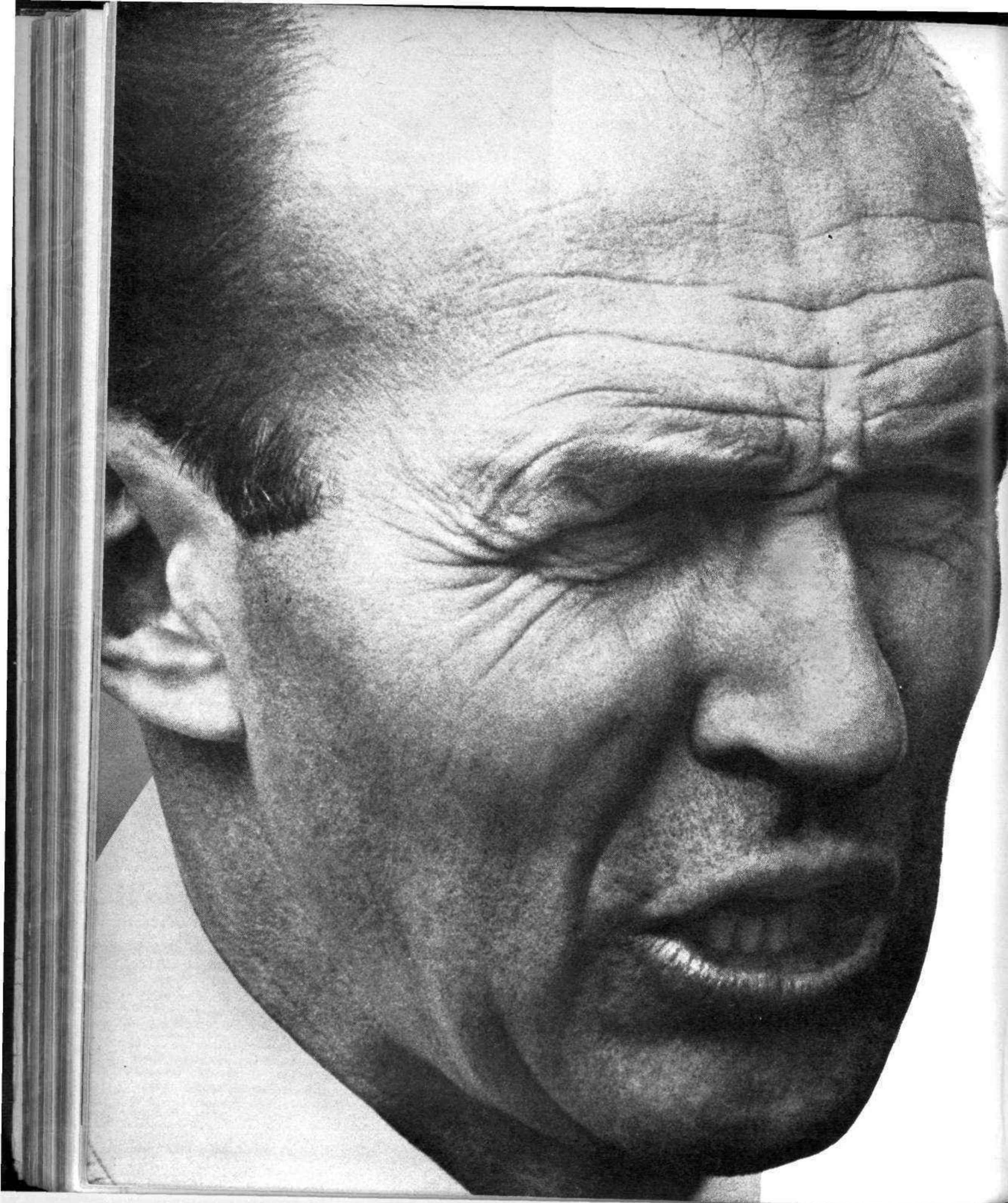
Almost half of the drivers entered, indeed, were not born in the United Kingdom, which indicates that Formula Three is now established world-wide and is the real driver training ground for any ambitious young man who has his sights set on a Formula One seat in the future.

We hope that MOTOR SPORT readers will enjoy watching the races and "spotting" future World Champions. The second round of the Championship takes place on April 26th at Snetterton, the third at Monaco on May 9th.

* * *

● The Formula Three race (a round in the Championship) which accompanies the British Grand Prix at Brands Hatch has now had to be moved to the preceding Friday, July 17th.

● A second Championship event, the date of which has had to be altered, is the one scheduled for August 1st at Crystal Palace. This will now take place at the same circuit on October 3rd; it is organised by the British Racing & Sports Car Club, and not as wrongly stated in MOTOR SPORT for January.—M. G. D.



FRANK GARDNER TALKS ABOUT HIS LIFE, HIS CARS AND HIS OIL.

In the heart of the Surrey countryside lies Fair Oaks Aerodrome. Bustling with helicopters and light aircraft of every description. A Tiger Moth bi-plane is circling overhead. Everything is planes.



Until you reach the last hangar.

This one's the new home of Frank Gardner's highly successful Ford racers. Open up the vast hangar doors and the first thing you see is a huge, brutish

looking, shiny red, black and white Boss Mustang.

In this car Frank Gardner fully intends to win the British Saloon Car Championship this year.

'We thought it would be nice to have a big, noisy car in this country,' he says.

Last year he drove Twin-Cam Escorts. 'They're great', he says, 'But I've always preferred big cars.'

'Driving doesn't start to get interesting until you've got to juggle about 500 h.p., and you've got about 2 inches of accelerator you don't know what to do with.'

'When you get to 170 m.p.h. the road starts to narrow out like a footpath and it begins to get quite exciting.' 'Quite exciting.' This sort of understatement is typical of Frank Gardner.



He started motoring as a speedway driver at the age of sixteen when he was 'short of money and mentally deficient.'

Before long he was earning £200 a week. 'Quite good money' as he says. And that was 22 years ago.

From motor bikes he drifted to cars, and along the way picked

up an engineering degree and represented Australia in rowing and swimming.

We asked him what he thought was the most important qualification for a racing driver.

'You've got to be quick when you drive,' he says. 'If you over-correct, or correct too late, you're already 4 ft. behind the accident.'



Frank Gardner will also be contesting the Formula 5000 Championship in his beautifully prepared Lola, and his workshop is helping to prepare Twin Cam Escorts for the World Cup Rally.

We asked him who he thought his competitors would be this year.

'I don't really worry about it. I wait till I'm on the grid and look round to see who's in the race. Then I worry about it.'

But this rough and ready attitude is misleading. The Boss Mustang has been prepared with such loving care that he knows every single nut, bolt and rivet is tight and everything is as efficient as it could be. He intends to win in it.

How about lubrication problems?

'If I have any problems the first thing I do is get on to Castrol, they're the experts.'

He's been driving on Castrol for a good many years now, and says he'd never change. He wants reliability, and says that's what he gets.

As we walked off to lunch the Tiger Moth swooped low over the airfield.

Did he fly, as well as everything else?

We asked, half jokingly.

He did.



THE GRAND PRIX OF SOUTH AFRICA

A good season opener

KYALAMI, JOHANNESBURG, March 7th.

WITH the break in Grand Prix racing from November, 1969, to March, 1970, all the teams, and some new ones, made remarkable efforts to be ready for the new season well on time. The result was that of the 23 cars that should have assembled for practice, 15 of them were about to be driven in their first competition. In addition there were a remarkable number of first occasions as well, such as the appearance of the March cars and teams, the flat 12-cylinder Ferrari engine, the new Matras, McLarens, BRMs, Brabhams and the De Tomaso. New drivers and new driver/team combinations were rife, such as Ickx with Ferrari, Hill with Rob Walker, Surtees with his own team, Stommelen in a Formula One car for the first time, and Amon and Surtees experiencing Cosworth V8 power after years of sitting in front of V12-cylinder engines. From the first pit, occupied by Stewart and the Tyrrell March team, to the last pit occupied by Siffert and one of the STP-March cars, there was enormous activity. There was only one absentee when practice began promptly at 2.30 p.m. on Wednesday, March 4th, and that was Andretti and the STP-Oil-Treatment Special (or March 701/3 by any other name) for the Italian-born American had overcooked things the day before in an unofficial practice session and bent the rear end rather badly. The new BRM cars made a very brief appearance for Oliver's car broke a rear hub-shaft before he could record a time, and as this was the second one in a few days the Rodriguez car was withdrawn at once before it suffered the same fate and only the 1969 car was left circulating, with Canadian driver Eaton learning his way around. Stommelen had arrived direct from Sebring, where he had been testing with Alfa Romeo, and was soon making a good impression on everyone, especially Brabham and Tauranac, who were thinking of ways of slowing him down a bit until he got more experience. After a 917 Porsche, the new Brabham BT33 was a dream to drive, but Stommelen's progress was stopped when the rear anti-roll bar broke, much to the surprise of designer Tauranac. Stewart's car had been having an engine change during the morning (teams nowadays changing their Cosworth power units the way some people change their oil) and on the new engine the fuel pump pressure was low so practice was nearly over before he came out to make his first official appearance in a March car. Some people thought Tyrrell was being wise and clever and waiting for the heat of the afternoon sun to abate, but they were wrong. The Tyrrell/Stewart combine were just not ready and came out in a disorganised rush so that Stewart never really got into the swing of things. All the pre-practice baloney of tyre-testing and prototype-testing, with fantastic lap times by Stewart and Rindt, was all put in its proper perspective when no-one improved on the 1969 best time of 1 min. 20 sec., and Rindt and Hulme tied for best time with 1 min. 20.1 sec. The Cosworth part of the De Tomaso project was being troublesome, which was finally traced to a fault in the Lucas distributor, and Love's Cosworth engine went bang as he passed the pits. Rindt promised everyone a huge improvement once he had got over being tired after flying to South Africa, but next day this turned out to be one-tenth of a second.



KYALAMI—4.1 Kilometres

The Tyrrell team were more organised on Thursday afternoon and Stewart was first away and setting the pace with an improvement of well over one second and 1 min. 19.3 sec. was the time to beat. Brabham was down to 1 min. 19.6 sec. without any pre-practice sessions at Kyalami or expensive Goodyear tyre-testing "jollies" to South Africa, and during the afternoon there was an uneasy flutter in the pits when Amon recorded 1 min. 19.3 sec. in the red March. Stewart was expected to be fast, even with a new car, Brabham is Brabham and on a circuit he enjoys the results are obvious, but Amon to equal Stewart with a new and unraced car was another matter altogether. Either the March was an outstanding car, or everyone was being a bit mediocre and the answer to that was pretty obvious; Graham Hill was making excellent progress in the Rob Walker Lotus in view of the fact that walking was still a considerable strain, but his progress stopped during the afternoon when the fuel-injection pump drive broke. However, it was not before he had decided he was fit enough to take part in the race, which meant that Redman, who was in attendance as a standby, would not get a chance to drive. With a spare Ferrari available it was a pity his talents could not have been used. The day ended with Stewart and Amon equal fastest with new March cars from opposing camps and tyre companies, and Brabham just behind them, these three being the only ones to get under 1 min. 20 sec. for a lap, though there were a number of runners, like Rindt, Hulme, Siffert, Surtees and McLaren who were on the brink of joining this elite.

By the time the final practice began on Friday afternoon tension was running high and a last-minute battle of some ferocity was expected for the front row of the grid. Andretti now joined in officially and the new BRMs were back in the fray, the troublesome hub-shafts being replaced by stronger ones. Track conditions were not ideal, the sun was very hot, there was a lot of rubber about the place and Oliver laid some oil when the tank on his BRM split, so that the expected last-minute battle fizzled out and only by terrific effort was Rindt able to crack the 1 min. 20 sec. bogey-time and no-one else managed it. Brabham spent some time showing Stommelen the way

ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Car Colour
1	Tyrrell Racing Organisation, England	J. Stewart	Scotland	March 701	Cosworth V8	Hewland	Blue
2	Tyrrell Racing Organisation, England	J. Servoz-Gavin	France	March 701	Cosworth V8	Hewland	Blue
3	Equipe Matra-Elf, France	J-P. Beltoise	France	Matra-Simca	Matra MS120	Hewland	Blue
4	Equipe Matra-Elf, France	H. Pescarolo	France	Matra-Simca	Matra MS120	Hewland	Blue
5	Bruce McLaren Motor Racing, England	B. McLaren	New Zealand	McLaren M14A	Cosworth V8	Hewland	Orange
6	Bruce McLaren Motor Racing, England	D. Hulme	New Zealand	McLaren M14A	Cosworth V8	Hewland	Orange
7	Team Surtees, England	J. Surtees	England	McLaren M7C	Cosworth V8	Hewland	Red and white
8	STP Corporation, America	M. Andretti	America	March 701	Cosworth V8	Hewland	Red
9	Gold Leaf Team Lotus, England	J. Rindt	Austria	Lotus 49C	Cosworth V8	Hewland	Red, white and gold
10	Gold Leaf Team Lotus, England	J. Miles	England	Lotus 49C	Cosworth V8	Hewland	Red, white and gold
11	Rob Walker Racing, England	G. Hill	England	Lotus 49C	Cosworth V8	Hewland	Blue and white
12	Motor Racing Developments, England	J. Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Turquoise and yellow
14	Auto Motor und Sport, Germany	R. Stommelen	Germany	Brabham BT33	Cosworth V8	Hewland	Turquoise and white
15	March Engineering, England	C. Amon	New Zealand	March 701	Cosworth V8	Hewland	Red
16	March Engineering, England	J. Siffert	Switzerland	March 701	Cosworth V8	Hewland	Dayglow red
17	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari flat 12	Ferrari	Red and white
18	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari flat 12	Ferrari	Red and white
19	Owen Racing Organisation, England	J. Oliver	England	BRM Type 153	BRM V12	BRM	Green and orange
20	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Green and orange
21	Owen Racing Organisation, England	G. Eaton	Canada	BRM Type 153	BRM V12	BRM	Green and orange
22	Frank Williams "Racing Cars", England	P. Courage	England	BRM Type 139	BRM V12	BRM	Green and orange
23	Team Gunston, Rhodesia	J. Love	Rhodesia	De Tomaso Type 38	Cosworth V8	Hewland	Red
24	Team Gunston, Rhodesia	P. de Klerk	South Africa	Lotus 49B	Cosworth V8	Hewland	Orange and brown
25	Scuderia Scribante, South Africa	D. Charlton	South Africa	Brabham BT26	Cosworth V8	Hewland	Orange and brown
				Lotus 49C	Cosworth V8	Hewland	Orange and blue

PRACTICE TIMES

No.	Driver	Car	Wednes- day	Thurs- day	Friday
1	J. Stewart	March 701/2-Cosworth V8	I. 20.6	I. 19.3	I. 20.6
2	J. Servoz-Gavin	March 701/4-Cosworth V8	I. 21.5	I. 21.4	I. 31.4
3	J-P. Beltoise	Matra-Simca MS120/01 V12	I. 22.0	I. 20.6	I. 20.2
4	H. Pescarolo	Matra-Simca MS120/02 V12	I. 23.0	I. 22.6	I. 21.5
5	B. McLaren	McLaren M14A/1-Cosworth V8	I. 20.5	I. 20.3	I. 20.7
6	D. Hulme	McLaren M14A/2-Cosworth V8	I. 20.1	I. 20.1	I. 20.2
7	J. Surtees	McLaren M7C-Cosworth V8	I. 20.5	I. 20.2	I. 20.8
8	M. Andretti	STP-March 701/3-Cosworth V8			I. 20.5
9	J. Rindt	Lotus 49C/R6-Cosworth V8	I. 20.1	I. 20.0	I. 19.9
10	J. Miles	Lotus 49C/R10-Cosworth V8	I. 21.5	I. 21.4	I. 21.0
11	G. Hill	Lotus 49C/R7-Cosworth V8	I. 22.0	I. 21.6	I. 21.7
12	J. Brabham	Brabham BT33/2-Cosworth V8	I. 20.2	I. 19.6	I. 20.0
14	R. Stommelen	Brabham BT33/1-Cosworth V8	I. 22.7	I. 21.2	I. 22.2
15	C. Amon	STP-March 701/1-Cosworth V8	I. 21.1	I. 19.3	I. 21.1
16	J. Siffert	STP-March 701/5-Cosworth V8	I. 21.5	I. 20.3	I. 20.2
17	J. Ickx	Ferrari 312B/001 flat 12			I. 20.0
17	J. Ickx	Ferrari 312B/002 flat 12	I. 21.3	I. 22.1	
19	J. Oliver	BRM P153/01-V12	No time		I. 20.9
20	P. Rodriguez	BRM P153/02-V12	I. 21.5		I. 21.3
21	G. Eaton	BRM P139/02-V12	I. 24.8	I. 24.4	I. 25.1
22	P. Courage	De Tomaso 505/38/1-Cosworth V8	I. 23.7	I. 22.1	I. 22.0
23	J. Love	Lotus 49B-R3 Cosworth V8	I. 23.2		I. 23.1
24	P. de Klerk	Brabham BT26/1-Cosworth V8	I. 32.8	I. 24.2	I. 24.2
25	D. Charlton	Lotus 49CR8-Cosworth V8	I. 22.2	I. 21.6	I. 21.6

round, until his right rear tyre went flat and the young German had to go on his own. The BRM engines were running very badly, but going surprisingly fast even so, and Charlton was making a good impression by his neat driving, but needed a bit more forcefulness to stay with the works drivers. The faster cars were being timed at close on 175 m.p.h. just after the pits, and Andretti and Siffert were challenging each other as if they were in rival teams. Redman was allowed half a dozen laps in Walker's Lotus, in case Hill could not go the whole distance, and during the last 30 minutes all the "aces" had a real go, but conditions were against anyone improving significantly.

STARTING GRID

1 J. Stewart (March 701/2-Cosworth V8) 1 min. 19.3 sec.	15 C. Amon (STP-March 701/1-Cosworth V8) 1 min. 19.3 sec.	12 J. Brabham (Brabham BT33/2-Cosworth V8) 1 min. 19.6 sec.
9 J. Rindt (Lotus 49C/R6-Cosworth V8) 1 min. 19.9 sec.	17 J. Ickx (Ferrari 312B/001) 1 min. 20.0 sec.	
6 D. Hulme (McLaren M14A/2-Cosworth V8) 1 min. 20.1 sec.	7 J. Surtees (McLaren M7C-Cosworth V8) 1 min. 20.2 sec.	3 J-P. Beltoise (Matra-Simca MS120/01) 1 min. 20.2 sec.
16 J. Siffert (STP-March 701/5-Cosworth V8) 1 min. 20.2 sec.	5 B. McLaren (McLaren M14A/1-Cosworth V8) 1 min. 20.3 sec.	
8 M. Andretti (STP-March 701/3-Cosworth V8) 1 min. 20.5 sec.	19 J. Oliver (BRM 153/01-V12) 1 min. 20.9 sec.	25 D. Charlton (Lotus 49C/R8-Cosworth V8) 1 min. 20.9 sec.
10 J. Miles (Lotus 49C/R10-Cosworth V8) 1 min. 21.0 sec.	14 R. Stommelen (Brabham BT33/1-Cosworth V8) 1 min. 21.2 sec.	
20 P. Rodriguez (BRM 153/02-V12) 1 min. 21.3 sec.	2 J. Servoz-Gavin (March 701/4-Cosworth V8) 1 min. 21.4 sec.	4 H. Pescarolo (Matra-Simca MS120/02) 1 min. 21.5 sec.
11 G. Hill (Lotus 49C/R7-Cosworth V8) 1 min. 21.6 sec.	22 P. Courage (De Tomaso 505/38/1-Cosworth V8) 1 min. 22.0 sec.	
24 P. de Klerk (Brabham BT26/1-Cosworth V8) 1 min. 22.7 sec.	23 J. Love (Lotus 49B/R3-Cosworth V8) 1 min. 23.1 sec.	21 G. Eaton (BRM 139/02-V12) 1 min. 24.4 sec.

After some evening storms Saturday dawned bright and clear as well as being very hot, and a crowd of over 80,000 people thronged the circuit to watch some national races before the Grand Prix started at 3 p.m. There was a short untimed test session for the Grand Prix cars before lunch, and by the time they set off on their warm-up lap for the race itself a few clouds had appeared to reduce the heat of the sun to reasonable proportions. Of the 23 cars on the grid, 22 got away in a bunch, de Klerk being left behind, and as they rushed down the hill to the first corner Stewart and Brabham were almost side-by-side. What was going to be a terrific race was suddenly upset when Rindt went charging down the outside, clipped a nose fin on Amon's car, cannoned into Brabham and became airborne as he spun in front of everyone except Stewart. By reason of brilliant reflex actions on the part of all the drivers there was not a major accident, but it meant that those on the left of the grid got boxed in while those on the right were able to dodge through on the inside of the corner, following



Mario Andretti cocks a wheel up on a Kyalami kerb during the South African GP. His STP Oil Treatment Special March 701 retired with overheating due to a cracked header tank.

Stewart, who was already a hundred yards in the lead. This nonsense put a lot of people right off their stroke, and it meant that some of the lesser runners like Ickx (Ferrari), Oliver (BRM) and Beltoise (Matra) were ahead of Brabham, Hulme and Amon, who should have been challenging Stewart, on practice performances. After recovering from being charged by Rindt, and convincing himself that his car was undamaged Brabham began to settle down to some serious motor racing and after passing Oliver, Beltoise and Ickx by the end of lap 6 he began to close up on Stewart with a relentlessness that was alarming. It had looked as though Stewart was going to run away with the race in his new March the way he had done so often last year with the Matra, but this did not seem reasonable and Brabham obviously thought the same thing, as did McLaren and Hulme in the orange McLarens, for these two were regaining their rightful positions after the first-corner nonsense. The BRM debacle was going from bad to worse as Oliver was in trouble with his gearbox and Rodriguez had to stop and have his ignition system changed.

Although Stewart was conscious that his initial lead was being whittled away by Brabham, and Hulme and McLaren were also after him, there was little he could do. He was driving as hard as he felt he wanted to, but was not producing the sort of inspired performance that Moss or Clark would have done in similar circumstances. He was conscious of a feeling that he should finish in this first race with the new March, even if he could not win, rather than disappear in a cloud of dust and glory fighting all the opposition to the last. In consequence Brabham had no trouble in taking the lead on the 20th lap, nor did Hulme when he took second place on the 38th lap of the 80-lap race. As McLaren had been keeping pace with Hulme he would almost certainly have taken third place from Stewart, but before this could happen his Cosworth engine blew up and Stewart could relax in a safe third place.

It began to be obvious that the three drivers who were driving Stewart into obscurity were all running on Goodyear tyres and that the combination of March road-holding and Dunlop traction was not a match for Brabham road-holding and Goodyear traction, or McLaren road-holding and Goodyear traction. On the fast plunge downhill through the sweeping right-hand Barbecue Bend, Brabham was terrific to watch, steady and confident, whereas Stewart was not as fast or confident. To have stayed with Brabham would have meant driving on the inspired limit of genius, and Stewart was not prepared to do that, his personal caution settling for a certain finish rather than risking disaster.

That was it, Brabham just went relentlessly on, smiling that wily old smile to himself, making a lot of bumptious young upstarts have second thoughts about their driving ability. Hulme sat solidly in second place, like the Rock of Gibraltar, happy that his car was running well, for in practice his fuel system had been suffering from the heat, while Stewart ran cautiously in third place straining neither his car nor his engine, and staying 500 r.p.m. under the top limit.

The other March cars were never really in the picture, Amon was completely demoralised by the first-corner accident and was forced to give up quite early when his water-system header tank split and the engine began to overheat. Andretti never got going properly and suffered the same trouble, but in a more spectacular fashion for the filler and neck of the tank blew right off in a cloud of water and steam. Siffert was never very close to the leaders, though he had a good battle with Ickx (Ferrari) and Beltoise (Matra) for sixth place, and then fifth when McLaren retired, but during the height of the battle he spun and crushed his right-hand exhaust pipe into his oil tank, losing a lot of time at the pits while the flattened end was cut off. The Ferrari suddenly lost speed as it passed the pits and on the next lap there was a great cloud of blue smoke and it coasted into the pit road with a dead engine, leaving the Matra to hold a strong fourth place, the French 12-cylinder engine never missing a beat. Pescarolo was not happy with the handling of his Matra, but nevertheless it ran faultlessly throughout the race. Of all the Lotus cars Charlton's was the most impressive, the South African driver doing very well and actually being ahead of the works cars for a long time and could have been in the first six had a Firestone tyre not stripped a great sheet of rubber off just before the end of the race. Rindt never really recovered from his *faux pas* and eventually retired with a broken engine, while Miles was badly handicapped by a petrol leak that was threatening to fill the cockpit. In spite of this uncomfortable situation he persevered and stayed with Servoz-Gavin and Charlton, and when the fuel tank level dropped sufficiently for the leak to subside he left them both behind and finished in a strong fifth position. Servoz-Gavin went out when his engine overheated and broke due to losing water as on the other two March cars that retired, and Surtees and Stommelen also went out with broken Cosworth engines. Of the 17 Cosworth engines in the race, five of them went back to Northampton for repair and by sheer weight of numbers they managed another one-two-three. The De Tomaso did not figure very strongly on its first outing and when the throttle slides did not shut properly Courage had an unavoidable excursion off into the rough, which damaged the suspension mountings on the right side of the car.

Although the "old brigade" came out on top, this first race in the 1970 season carried some interesting portents, with the first five places filled by different makes of car, a brand new make in third place, and the Cosworth stranglehold being challenged by the French Matra 12-cylinder.—D. S. J.

Results :

4th SOUTH AFRICAN GRAND PRIX—Formula One—80 laps 328.3 kilometres—Very hot

1st :	J. Brabham (Brabham BT33/2)	..	1 hr. 49 min. 34.6 sec.—179.763 k.p.h.
2nd :	D. Hulme (McLaren M14A/2)	..	1 hr. 49 min. 42.7 sec.
3rd :	J. Stewart (March 701/2)	..	1 hr. 49 min. 51.7 sec.
4th :	J-P. Beltoise (Matra-Simca MS120/01)	..	1 hr. 50 min. 47.7 sec.
5th :	J. Miles (Lotus 49C/R10)	..	79 laps
6th :	G. Hill (Lotus 49C/R7)	..	79 laps
7th :	H. Pescarolo (Matra-Simca MS120/02)	..	78 laps
8th :	J. Love (Lotus 49B/R3)	..	78 laps
9th :	P. Rodriguez (BRM 153/02)	..	76 laps
10th :	J. Siffert (March 701/5)	..	75 laps
11th :	P. de Klerk (Brabham BT26/1)	..	75 laps
12th :	D. Charlton (Lotus 49C/R8)	..	73 laps—Qualified but not running
13th :	J. Rindt (Lotus 49C/R6)	..	72 laps—Qualified but not running

Fastest lap : J. Surtees (McLaren M7C) on lap 6 | 1 min. 20.8 sec.—182.843 k.p.h.
J. Brabham (Brabham BT33/2) on lap 71 | (113.614 m.p.h.) (new record)

Retirements : C. Amon (March 701/1) after 14 laps, burst cooling system; J. Oliver (BRM 153/01) after 22 laps, damaged gear selectors; R. Stommelen (Brabham BT33/1) after 23 laps, engine broken; M. Andretti (STP-March 701/3) after 26 laps, burst cooling system; B. McLaren (McLaren M14A/1) after 39 laps, engine broken; P. Courage (De Tomaso 505/38) after 39 laps, accident damage to suspension; J. Servoz-Gavin (March 701/4) after 57 laps, burst cooling system and engine damage; G. Eaton (BRM 139/02) after 57 laps, engine broken; J. Surtees (McLaren M7C) after 59 laps, engine broken; J. Ickx (Ferrari 312B/001) after 60 laps, broken oil pipe and engine damage; J. Rindt (Lotus 49C/R6) after 72 laps, broken engine; D. Charlton (Lotus 49C/R8) after 73 laps, worn tyre and flat battery.

23 starters — 13 finishers

Kyalami Kapers

Many Stewart fans were very upset that he did not win the South African Grand Prix, but they should not be, for he has not won a race since the Italian GP last September. He has now lost four in a row; the way he used to win them.

* * *

After the first-corner "kerfuffle" Rindt was quite convinced that Brabham had pushed him off the road. Brabham, Amon, Hulme, McLaren and numerous spectators had different ideas.

How nice to see Surtees happy and smiling once again, and driving with some of his old ability. Now that he is his own boss and cannot get involved with petty intrigues within big firms he is a new man.

* * *

When the BRM Type 153 was designed in the icy wastes of Lincolnshire the designer put the water pipes inside the cockpit. They had not been in South Africa long before they were hastily rigged outside the cockpit.

* * *

The scrutineers weighed all the cars but forgot to ask how much petrol was in the tanks!

MINIATURES NEWS

THE latest Lesneys consist of a King Size "Matchbox" model of a Ferguson farm tractor with trailer, Ref. K-3, and a "Matchbox" of the sleek Group 6 Ford P68 coupé, appropriate in view of the article which appears on another page—and, as this miniature has just been released, Lesney presumably think it may race again! This one is No. 45 in the new "Matchbox" series, finished in green and excellently detailed. It is to a scale of 45 to 1, is 8 in. long and sells for 10s. 6d.

GKN AND MOTOR RACING

THE big engineering group of GKN are becoming more and more involved in motor racing, to everybody's benefit from an engineering point of view. Now the Club enthusiast can benefit for the Group have produced a very pleasant little 17½-minute film called "Enthusiastic About Cars", which sums up the feelings of many people in the GKN Group. The film features some fascinating Company history, the experimental Rover-engined Lotus 47D and the 1969 Vanwall Trophy meeting at Silverstone. It can be borrowed by Motor Clubs free of charge from the Rank Film Library, 1, Aintree Road, Perivale, Middlesex.

ANOTHER BANKED TRACK

FOLLOWING the popularity of banked-track racing in America, at Daytona and elsewhere, a new circuit of this sort is being built at Ontario, Canada, claimed to be the most expensive race track in the World, at around £11-million. It will be a 2½-mile oval, banked at the corners in Indianapolis style, rather than a steeply-banked bowl, but higher lap speeds are expected. It will incorporate a 3.23-mile "road" course. The finance is said to have come from Wall Street sources and more than 140,500 spectators can be accommodated, with 96 car garages. Excellent, even if this Ontario speedway post-dates the 3¼-mile Brooklands circuit, where a 2¼-mile "road" course was added in 1937, by 63 years.

GROVEWOOD SECURITIES LIMITED ANNUAL REPORT

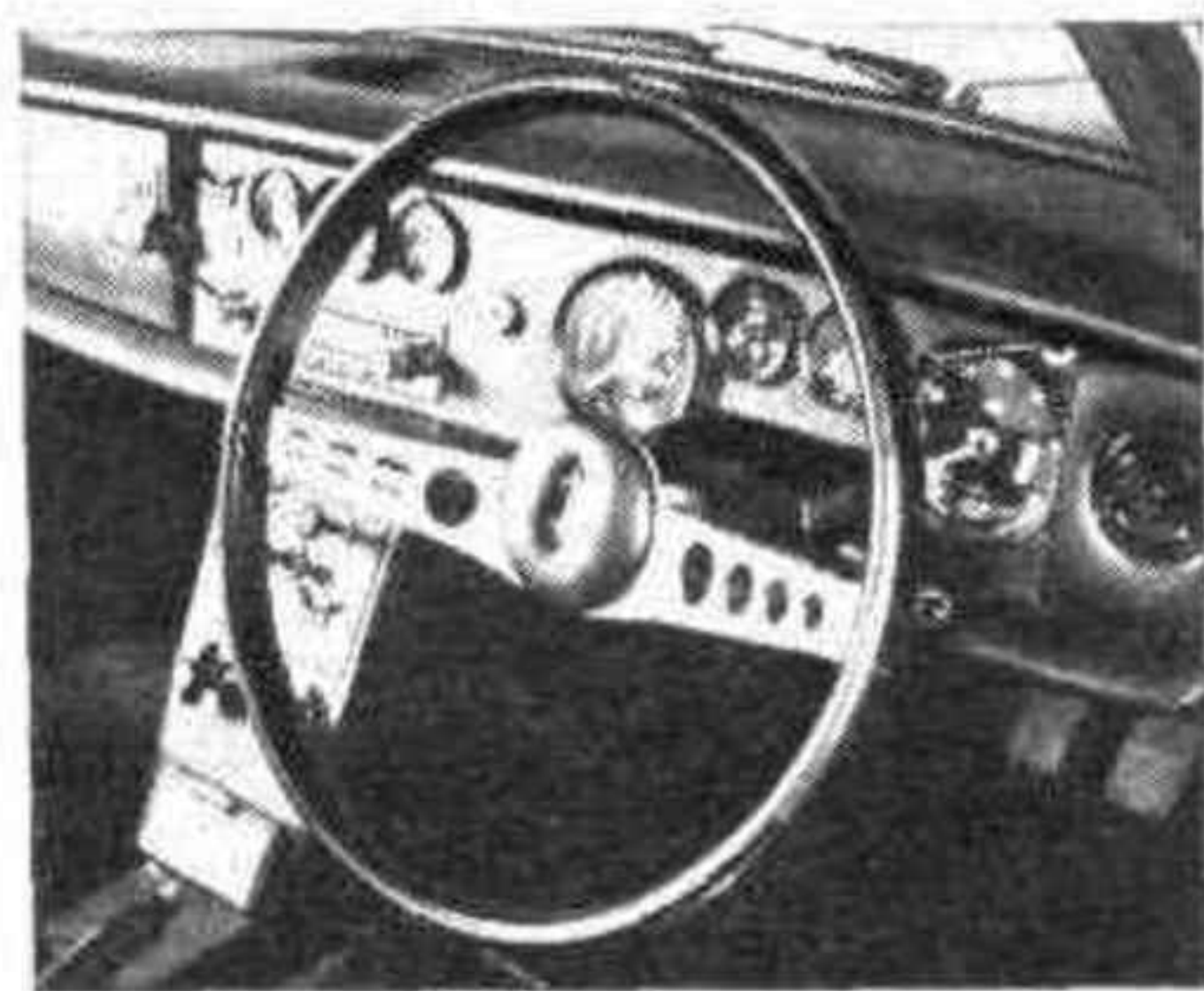
THE annual report of Grovewood Securities Limited shows a reduced profit under the motor-racing heading of this Group which deals in property investment, chemicals and allied products, optical merchandise, hotels, etc. This is explained by bad weather during the early part of last year and the absence of the British GP from Brands Hatch. The actual figures are a turnover of £806,819 compared with £917,226 in 1968. This year it is planned to hold 218 race meetings in ten countries.

PYLON RACING

IN addition to vintage-car rallies, traction engine shows, flying displays, etc., there is to be a new attraction this year, in the form of aeroplane pylon racing, as enjoyed by the Hendon crowds before the 1914/18 war. We understand these will be scratch races with a paced (Indianapolis-style) start, contested between 15-ft.-span aeroplanes of around 100 b.h.p., lapping in close company at 180-200 m.p.h. and 50-ft. ceiling. These Airmark Cassuths and Rollason Betas cost between £3,000 and £4,000, or less in kit form, and a season's racing apparently costs from around £322 to £390, and sponsorship can reduce this to nil.



The elusive GT



- 1 **Power to spare.** 2994 cc 'Big Ford' V6 gives 144 bhp at 4,750 rpm - over 95 mph in direct top gear. (Max. speed—120+ mph).
- 2 **30-40,000 miles per tyre?** Should be no problem. Independent road tests reveal impressively low running costs.
- 3 **Safe at speed.** Steering column has two UJ's, collapses on impact. Fully upholstered padded fascia. All-black anti-dazzle interior. Disc brakes in front, wide drum at rear. Advanced suspension and outstanding roadholding. Box-section steel chassis and glass fibre body, for maximum protection.
- 4 **Rustproof body** designed by Ogle in glass fibre, and wind-tunnel tested for low drag. British understatement at its classical best.
- 5 **UK to the Med., one fuel stop.** Petrol tank, 21½ gls. Mpg. 22-28.

0-100, 29.6 seconds; 40-60, 6.6 seconds; top speed, 120+... this is a rivetingly rapid motor. Even so, the essence of Scimitar motoring is not a speed statistic but *Gran Turismo*, in the true, original, much-abused sense of the term.

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Over years of proving and refinement, the rightness of the Scimitar formula has been established beyond question: light weight, carefully distributed; a large, low-revving engine; and simple, very strong components, lowly stressed. The performance is sparkling, the appointments are lavish and the finish is superb. There is the unmistakable look, and feel, of hand-built craftsmanship.

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AMERICAN COMMENT

THE WORKS Plymouths, represented by Petty Engineering and its drivers, the veteran Richard Petty himself and comparative rookie Pete Hamilton, made an impressive return to NASCAR's super-speedways when Hamilton upset all the odds and scored a stunning upset victory over David Pearson's Ford in NASCAR's most prestigious event, the Daytona 500 on February 22nd. It was a tremendous finish as Hamilton stole the lead from Pearson with just eight laps to go and then staved off three fierce assaults by the veteran NASCAR Champion and held on to win the \$200,000 race by three car lengths. It was Hamilton's first start in a works Plymouth and it produced his first ever victory in Grand National racing (he was Grand National Rookie of the Year in 1968 but decided he needed more experience and spent a successful 1969 season racing the smaller pony cars in NASCAR's Grand Touring division). The lead changed hands 23 times among 10 cars during the 200-lap, 500-mile race, and Hamilton himself was in front only three times for a total of 13 laps—including the final eight. Pearson's Ford was the only car on the same lap as Hamilton at the finish and Chrysler products filled the next four places, Bobby Allison and Charlie Glotzbach in Dodge Daytonas completing 199 laps and Bobby Isaac in a Daytona and Richard Brickhouse in a Plymouth SuperBird completing 198.

This result reflects fairly accurately the fortunes of Ford and Chrysler during qualifying and the race. After winning all but two of the major superspeedway races last year, Ford, as mentioned in this column two months ago, decided to stick with their 1969 cars for this season because they had proved to be far more aerodynamic than the 1970 models. Dodge, too, saw no reason to change its Daytona Charger, but Plymouth, which dropped out of Grand National racing last year during Petty's brief defection to Ford, spent the time developing its own version of the Daytona Charger called the SuperBird. Although the two cars are very similar, both having sharp, wedge-shaped 18-in. extensions on the nose and car-wide wings mounted 2 ft. above the boot on vertical stabilisers, they are not identical. On the SuperBird, for example, the area of the vertical stabilisers has been increased approximately 40% over those on the Daytona. This has moved the aerodynamic centre of pressure back much closer to the car's centre of gravity and thus greatly increased its directional stability. (Many people, including several motoring sport journalists, have questioned the effectiveness of the nose extension, the under-nose spoiler and the rear wing on cars of this size and weight (3,900 lb.). While it is true they are not much use at normal road speeds, Plymouth has the facts and figures to prove that at the speeds generated at Daytona—as high as 210 m.p.h. down the back straight—the combined effect of these devices reduces the aerodynamic lift on the SuperBird by as much as 1,000 lb.)

While Plymouth had the latest car, however, Ford had a definite edge in the horsepower department since its 7-litre semi-hemi engine is only a year old, while Chrysler's legendary hemi-head engine is getting long in the tooth after five years. The difference was apparent in qualifying when Cale Yarborough, who had made a remarkable recovery from a serious shoulder injury received only two months earlier in the final race of the 1969 season, put his Mercury on the pole with a record average speed of 194.015 m.p.h. around the 2.5-mile tri-oval (breaking his own record of 190.720 set last July). Buddy Baker, whose Daytona Charger was second fastest qualifier, also broke Yarborough's old record but at 192.624 m.p.h. he was almost 1.5 m.p.h. slower.

Yarborough continued to demonstrate his advantage when the race began as he quickly and easily built up a commanding lead. After being in front for 25 of the first 31 laps, however, his engine suddenly expired in a big way and this signalled a rash of Ford trouble. Within the next 100 miles the Fords of Donnie Allison and USAC driver A. J. Foyt were both out with blown engines, and Lee Roy Yarborough's Ford was seriously delayed by ignition trouble. This left Pearson as the only major Ford driver still in contention, but the experienced NASCAR Champion was apparently all Ford needed. After a tremendous climb from 31st starting position (he experienced trouble during

qualifying), Pearson took the lead for the first time on lap 68, one-third of the way into the race. And although the lead changed hands nine times over the next 120 laps (300 miles) as first Isaac, then Glotzbach, Hamilton and Allison challenged Pearson, the Ford driver was clearly and confidently in command.

His undoing came just 15 laps from the finish when, with a lead of 3.3 sec. over Hamilton, the yellow caution light appeared as the engine in another car expired and dumped oil all over the track. As the field bunched up behind the pace car both Pearson and Hamilton decided to take advantage of the slow caution laps to get their fuel topped-up and new right-side tyres as insurance (NASCAR runs all races anti-clockwise). They dived into the pits together but Hamilton's stop was quicker (about 22 sec. for two tyres and 22 US gallons of fuel), and as they roared out of the pits Hamilton was sitting on Pearson's bumper. The next time around there was consternation among the Plymouth supporters as Hamilton drove into the pits again. But it was all part of the clever strategy of Richard Petty (he had retired after only seven laps with a blown engine), who ordered the second stop to give Hamilton new left-side tyres as well. (The field takes well over 60 sec. to lap Daytona when running under a yellow light behind the pace car, so the drivers can make a quick pit stop and return to the track without being lapped. The rules do not permit passing under the yellow but drivers may regain positions held when the yellow appeared.)

Flying out of the pits after his second stop, Hamilton was soon on Pearson's tail again and the stage was set for a fascinating struggle—the veteran Pearson having the faster car but new tyres only on the right, the less experienced Hamilton having the slightly slower car but with new tyres all round. On the 192nd lap the lights flashed green again and the battle was on. The tyres made the difference. Clinging to Pearson's exhaust down the back stretch, Hamilton drove inside the Ford going into the banking and for two-thirds of a lap the two cars thundered around the track side by side until the SuperBird just edged ahead. Three times in the next eight laps Pearson struck back at Hamilton but on his last attempt, with the two cars again side by side on the banking, it was the veteran who bobbed as the Ford's tail began sliding up the bank. It slid for perhaps two or three feet and Pearson caught it instantly, but in that brief fraction of a second the Plymouth shot ahead. There wasn't time for another attack and the crowd of over 100,000 gave Hamilton a standing ovation as his Plymouth SuperBird won the 12th annual Daytona 500 by three car lengths from Pearson's Ford.

* * *

Ford's defeat by Chrysler in the Daytona 500 only reinforced Ford's earlier decision (mentioned in this column two months ago) sharply to cut back all its stock-car racing activities. Although Ford refuses to reveal the extent of the cutback, it is believed to amount to an almost complete withdrawal of works cars. Unconfirmed reports say Ford will give partial support to the cars driven by Yarborough, Pearson and Yarbrough, but it will not be sufficient to keep them going for a full season. "Racing" engines and parts will still be available to these drivers and all other Ford competitors but they will have to be paid for.

* * *

The SCCA's Continental Championship for Formula A and B cars has been expanded by two races to a total of 14 and the Liggett & Myers tobacco company, one of the largest in America, has agreed to sponsor the series. This sponsorship will add \$110,000 to the \$300,000 put up by the race promoters, bringing the minimum guaranteed prize money for the series to over \$400,000. This does not include over \$100,000 in contingency awards put up by manufacturers.

* * *

The United States Auto Club has announced a 23-race Championship Trail schedule that began in Phoenix, Ariz., on March 28th and will end at Riverside, Calif., on December 6th. The schedule includes five dirt-track races (the plan to drop them having been defeated), five road circuit events and, for the first time, two 500-mile races—Indianapolis, of course, now in its 54th year, and the inaugural race at the new Ontario Motor Speedway near Los Angeles, whose 2.5-mile track is based on that at Indianapolis.—D. G.

Results:

DAYTONA 500—NASCAR Late Model Stock Cars—February 22nd
Daytona Tri-oval—2.5 miles—Dry and sunny

1st :	P. Hamilton (1970 Plymouth)	—200 laps, 3 hr. 20 min. 32 sec.—149.601 m.p.h.
2nd :	D. Pearson (1969 Ford)	... .. 3 car lengths behind
3rd :	B. Allison (1969 Dodge)	... .. 199 laps
4th :	C. Glotzbach (1969 Dodge)	... .. 198 laps
5th :	B. Isaac (1969 Dodge)	... .. 198 laps
6th :	R. Brickhouse (1970 Plymouth)	... .. 198 laps

Fastest qualifier: C. Yarborough (1969 Mercury)—194.015 m.p.h.



move into Formula 1

Watch out for big successes this season from the new STP-March F1 racing cars. Drivers Mario Andretti, Chris Amon and Jo Siffert will help make this the big success year for STP. The punishing conditions of top motor racing help us develop the STP additives that will improve your car's running and engine life. Follow the stars—use STP.



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REFLECTIONS ON THE SOUTH AFRICAN GRAND PRIX

A GRAND PRIX has been held in South Africa since 1934, but in those days it was rather a local affair run on handicap; however, it always attracted a few European drivers as it was held at the end of the year in Europe's mid-winter, which is Africa's mid-summer. It was not until 1962 that the race achieved World Championship status, the race being run on the traditional East London circuit, which is quite a long way down the east coast of South Africa. By this time the new Kyalami circuit had been built in the north, between Johannesburg and Pretoria, and in 1967 the Grand Prix was moved to this circuit for a number of reasons. The city of East London was finding a World Championship event a financial strain, there was no hope of attracting bigger crowds of spectators because of the location, and the circuit was showing signs of becoming out-dated for modern Grand Prix racing. As Kyalami was in a much more densely populated area and near a growing industrial centre the move was obvious, and in addition the newly-constructed circuit offered better facilities. By the middle of 1966 the Kyalami circuit had been brought up to FIA standards as regards width and run-off areas and the 2.55-mile artificial road-circuit had its first Grand Prix at the beginning of 1967 on January 2nd. As the traditional mid-winter date did not fit in with the overall Championship calendar, the organisers moved their date to March so that the South African GP could take its rightful place as the real start of a Grand Prix season rather than an unsatisfactory tail-end Charlie. All is still not completely well with the event, as travel and transport costs keep rising and the financial outlay needed to put the event on keeps staying ahead of the income and a crowd of 100,000 is "capacity" for the circuit. The South African Motor Racing Club are determined to keep their event in the World Championship series, not only because of their enthusiasm for motor racing, but because South Africa is an expanding nation in world trade and they rightly feel that the Grand Prix is a mark of status in world affairs and a fine advertisement for the country as a whole.

The circuit lies on a long shallow hillside, with some undulations and takes its name from the district of Kyalami, which is fast becoming a smart residential area, so that already the club are suffering from "moaning jimmies" like we have living around Brands Hatch, Castle Combe, Thruxton and other circuits. Some of the corners have been named after local landmarks, like Crowthorne Corner after the small village just over the hill, Jukskei Sweep after the local Jukskei river, Sunset Bend because in late afternoon you get a good view of the setting sun as you round it, and Leeukop Bend after the Leeukop prison which is just up the road. First impressions of the circuit are not very exciting for the hillside lacks much in the way of landscaping, trees and bushes being few and far between, so you get the effect of a motorcycle grass-track round an enormous field. It is appealing to spectators as from most points you can see almost two-thirds of the circuit. Drivers like it for a number of reasons, among them the really fast run downhill from Leeukop, through the flat-out kink, up the rise past the pits, and the plunge downhill under the Dunlop Bridge, where speeds as high as 176 m.p.h. have been recorded by a timing mechanism. Really heavy braking is called for and a change down to 3rd or 2nd gear for Crowthorne and then it is full-throttle acceleration down the plunging right-hand sweep of Barbecue Bend, where Brabham and Surtees were really enjoying themselves, and uphill through the 140-m.p.h. Jukskei Sweep which few drivers can take without "rolling the top off". The rest of the circuit is a bit "Mickey-Mouse" and does not show much difference amongst the "aces". Probably the most impressive feature of the circuit is the way the surface is completely impervious to the shattering heat, especially when you recall some European circuits that just fold up under the action of a comparatively modest sun, and racing tyres. The South Africans clearly have little to learn about road-making and tarmac laying.

There were many outstanding features to the race, such as the uneasy feeling on the part of most people that Brabham was going to be a menace. He enjoys the Kyalami circuit and was very fast last year and while most people were testing and experimenting for some weeks before official practice began, there was no sign of the Brabham team or Brabham himself. Last year the Goodyear tyre people spent a lot of time at Kyalami in the winter and collected quantities of facts and figures, but afterwards they decided that they were only applicable to South African conditions of height and heat, and had little use on the other Grand Prix circuits. For this reason they did not do any experimenting at Kyalami this winter, and Brabham went quietly off to California to work with Goodyear, while Dunlop and Firestone

concentrated on South Africa. If nothing else, this disappearing trick by Brabham created a moral advantage, for no-one knew what he was up to. He brought his brand-new car to the circuit the afternoon before official practice began and did a few quiet bedding-down laps and from the moment serious practice began he was well up with the pace-setters.

The all-French Matra team impressed everyone by the way they got on with the job and the reliability of the V12-cylinder engine surprised some, but not those who were at Le Mans last year. On the last practice afternoon Pescarolo covered 54 laps, more than half the race distance, and the engine never faltered once. In the race itself they were equally reliable, achieving a 100% finish. The two cars were more or less identical, though the Beltoise car had a white band round the nose, with a thin red stripe round it and the Pescarolo car had a green nose band with a white stripe round it. Each driver had his own signalling board at the pits, Beltoise a red board and Pescarolo a green board and at 50 laps during the race they were both shown the word ON and a lap later the word OFF. Now this seemed odd as both drivers are French and yet they were shown English words; also I was curious as to what they had turned on and off. It transpired that the signal was to switch on a pump that emptied the contents of the catch tank back into the main oil system, and the duration of one lap was sufficient. When asked why they used English words the Matra chaps asked how I would express ON in French, without using a whole sentence of French words, and then added: "Anyway, we learnt our motor racing from Ken Tyrrell." On another occasion when they were asked how much horsepower their 12-cylinder engine produced they suggested 460, as they considered the Cosworth gives 480, but there was an air of disbelief about the way they said it. Talking to someone who should know what goes on up at Northampton a test-bed figure of 440 b.h.p. was suggested for a good Cosworth, and after we had been realistic about test-bed exhaust systems, cooling systems, air flow, local conditions of height and temperature, we agreed that in most Grand Prix car installations the driver had 425 b.h.p. available at the flywheel, and when we took off 17% for the rarefied air at Kyalami's 6,000 feet above sea level, it all got very depressing so we discussed tyres instead.

One of the problems that the South African race produces is that of transport, for the cars are either sent out by boat to Durban and then by rail to Johannesburg, or they are flown out by freighter aircraft direct to the city. In either case transport is needed to get the cars to the circuit and most teams borrow cars and trailers from local racing enthusiasts, like Paddy Driver, Doug Serrurier or Basil van Rooyen, and it was quite like old times to see well-known faces at the wheels of tow-cars. Brabham used a Renault 16 and trailer to tow his winning car about. The BRM team were the only ones who did not "live like the locals". They had their three cars on a huge articulated double-decker car transporter that was really far too big for the paddock and caused some chaos, especially when it stopped across the exit from the De Tomaso bay and poor Courage, who was all ready to go out to practise, had to wait until the Bourne cars were unloaded before he could get out. Another transport problem was that of bringing spare parts out from England, and on every flight that arrived from London during the week before the race there was a passenger, well known in motor racing circles, carrying some very peculiar personal baggage that was very much over-weight. One chap had two fuel tanks, another had a complete set of wheels, someone else had a great crate of parts like drive-shafts and uprights, another was carrying a fibreglass nose cowling and even the head of the Dunlop racing department had a set of special racing tyres in his excess baggage. The South African Customs men were tolerant, but they must have been very relieved when the race was over and the circus had disappeared, and air-line passengers returned to normal. Preparation of the cars for transport offered some interesting variety, from vast wooden boxes and steel cages to plastic bags, and most seemed to have travelled safely, though some of the mechanics' tool boxes suffered, much to their chagrin. As practice finished on Thursday a large wooden box was delivered to the Tyrrell pit, for the personal attention of Stewart, and it did not take much imagination to notice that it was the size and shape of a Cosworth engine. There was a certain amount of foot-shuffling and attempts to pretend that it was nothing important, but everyone seemed to know that it was the first 1970 Cosworth engine, hot from Northampton, everyone else having been told that they would have to race on their 1969 engines

as the 70 series would not be ready in time. It was installed in Stewart's March on Friday morning, and recalled the days of Coventry-Climax, when everyone was using their V8 engine, and Clark always had the latest engine. If you build engines to win races you don't give the first of the new series to a driver on the back of the starting grid, no matter how strong your principles or sentiments.

Another interesting little Cosworth story concerned the March team when they rebuilt Andretti's car. The original engine had suffered a bit so they managed to borrow another one from a friendly rival, trying not to notice the German writing on the sump. Everything was coupled up on the March, the engine started and warmed up and then Andretti took it round to the front of the pits. He gave the engine a few hearty blips and suddenly there was oil (and STP) everywhere. Looking underneath his mechanic saw oil pouring out of a strange union on the crankcase that he had not seen on a Cosworth engine before. It subsequently transpired that this engine had at some time been fitted with an additional oil pressure take-off union, and both this and the normal one had had little plastic caps put over them. The chief mechanic, who knew Cosworth engines well, removed the cap from the normal oil pressure take-off union and coupled up the pipe, never suspecting that there was another union hidden away. When he warmed up the car in the paddock the red plastic cap stayed on, by sheer bad luck, but when Andretti blipped the engine lustily it blew the plastic cap off. There are times when you just can't win.

On the morning after the race the prize-giving was held at a splendid garden-party luncheon at the home of Francis Tucker, the Clerk of the Course for the Grand Prix. Brabham's win was very popular, but the most emotional moment was when Graham Hill was called on to receive the award for sixth place. As he walked slowly, and with great difficulty, to the rostrum the applause was moving, for he had demonstrated just what is so special about Grand Prix drivers, his guts and determination to get back into motor racing after his terrific crash at Watkins Glen put him on a level with drivers like Caracciola, Nuvolari and Moss, who all showed the world that Grand Prix drivers are special people, who by sheer concentrated will-power and doggedness can overcome the sort of handicap that would floor most people for ever. Even if Hill never wins another Grand Prix he will always be high on my list of memorable drivers and a man to whom I will always raise my hat. I could not help noticing, and appreciating, that one of the first people to congratulate Hill when he stopped at the pits after the race was his old "gumnor" Colin Chapman, who made a spontaneous move from his own team to be at the Walker pit as Hill stopped. At London Airport when one of the South African flights arrived, daily paper newshounds besieged Hill as he left the plane, busy photographing and interviewing, all of which was justified, except that they all overlooked the nut-brown man, with his wife and small son, who walked unobtrusively by. It was the winner of the South African Grand Prix, but I am sure he didn't really mind.

When you recall the great days of the Scudera Ferrari it is sad to see them today, with only one car on the starting grid. I would have thought that the 1969 lessons with Amon would have sunk home, about the hopelessness of trying to combat the Cosworth-coalition with one car. To take two cars to South Africa and only one driver seems a peculiar way to tackle Grand Prix racing, and to leave one car idle when Rob Walker would no doubt have released Redman from his duties of emergency stand-by driver for Hill, or when van Rooyen, who is reckoned to be the fastest of the South Africans, was idle without a car to drive, seems a very funny way to carry on in view of the opposition. Ferrari is indeed a law unto himself.

South Africa has four competent drivers capable of taking part in a Grand Prix without disgracing themselves. These are Love (from Rhodesia, but S. Africa engulf him the way we do the Irish), de Klerk, Charlton and van Rooyen. The first two race for Team Gunston, an entirely professional set-up from Salisbury, Rhodesia, financed by Gunston Tobacco. The cars were beautifully prepared and both finished the race without fault, which is more than could be said of some works teams. Charlton drives for the Scudera Scribante and of the three South Africans taking part he was without question the smoothest and fastest. Just before the end of the race his left rear tyre threw off a great slice of tread and he shot into the pits for a wheel change, keeping the engine ticking over. Unfortunately the team lack good personnel and the well-meaning mechanics were turning the wheel-nut spanner the wrong way. By the time the mistake was discovered the Cosworth engine in the Lotus was on the boil and Charlton was forced to switch it off. Of course, it would not

restart, and another battery was installed, but still the engine would not start and it was a heartbreaking scene to have to watch Charlton stationary at the pits as the race finished and a possible sixth place slipped from his grasp. The fourth South African top driver is Basil van Rooyen, who is recognised as being the fastest, but he was without a car, as last year a tyre burst on his ex-works McLaren while he was travelling down the Kyalami straight and the whole car was written off. A disaster from which he has not yet recovered materially, though he has recovered physically.

Just to convince the visitors that they really were in a far off land the weather man put on a display shortly after the race that was truly impressive. Before all the clearing up had begun a tropical storm arrived of the type that South Africans talk about but Europeans do not really believe. It came just as darkness was falling and lasted for about 1½ hours; the lights of Johannesburg some 15 miles distant disappeared, the queues of cars leaving the circuit disappeared and then the building next door disappeared, as rain and hail came down such as Europe has never experienced. Then it was all gone, and the South Africans grinned and said: "See what we mean?" Next morning there wasn't a cloud in the sky and the heat of the sun was marvellous. A fascinating country.—D. S. J.

THE THINGS THEY SAY . . .

"If we stick to the things at which we excel, whether it be producing Tommy Coopers, Mini Coopers, whisky, children's toys, wheat or beef . . . or mini skirts that are shorter than short, let us get on with it and believe in ourselves. One criticism always is that we do not produce what the overseas customers want but this conflicts with the fact that we export more per head than any other nation. A lot of critics should do more homework."—Andrew George Elliot, in "The Guilty Men of Whitehall", published by Elliot Right Way Books, which might well be digested by those who still believe in Britain and our future.

* * *

"The thing is that the laws of libel prevent one saying in the road test what one might otherwise want to say. . . ."—Ralph Thoresby explaining in *Motor* about their road-test reports.

* * *

"How different the picture would be if Ford designed and built their own Grand Prix cars and ran their own team across the continents of the World, instead of simply providing more and more drivers with the means of enhancing their reputations and incomes."—Innes Ireland writing in *Autocar* about the future of Grand Prix racing.

* * *

"Mercedes-Benz have lost much of their youthful image which is fast being scooped up by BMW."—Opinion on the German industry expressed recently in a weekly contemporary.

* * *

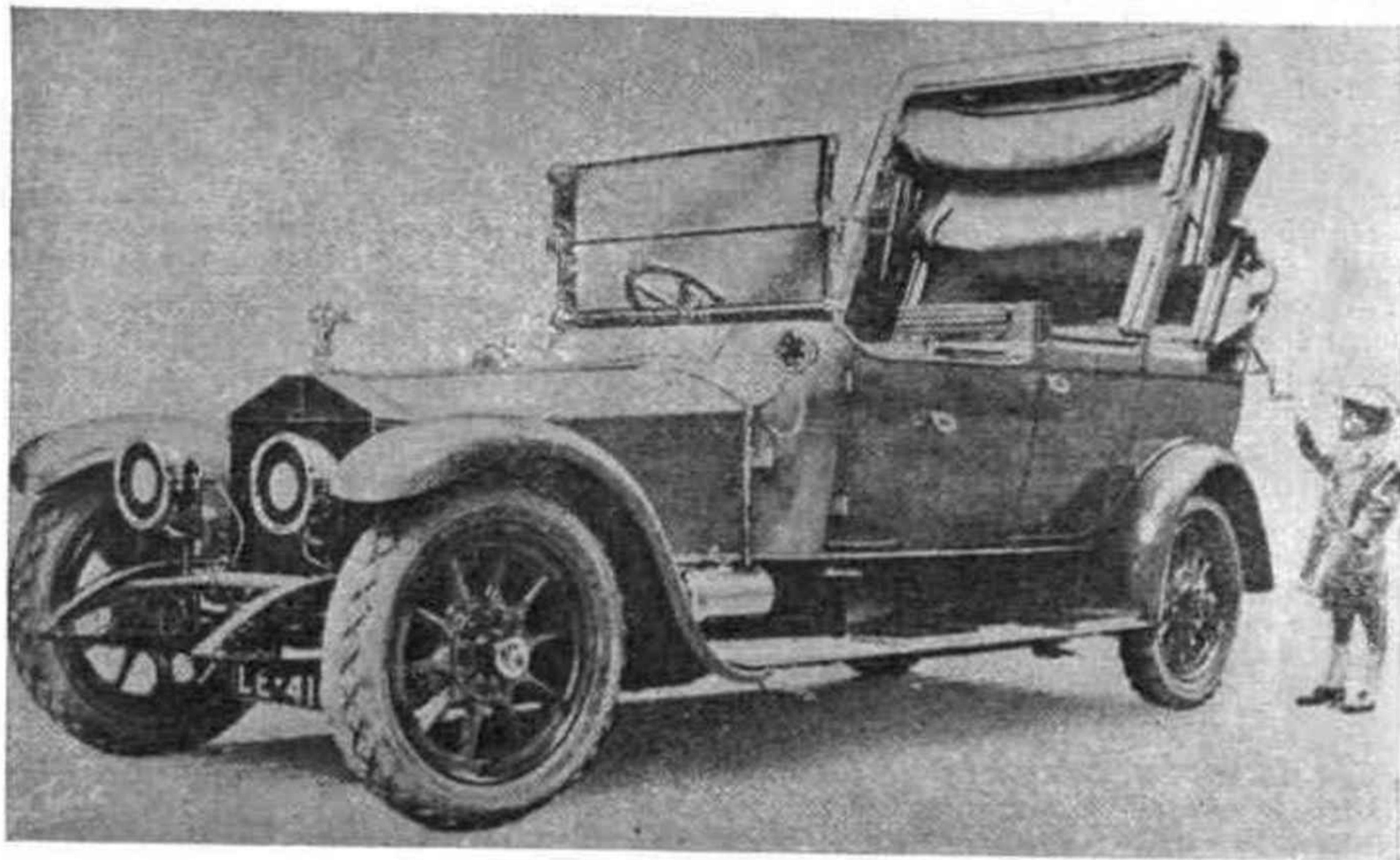
"Never before has there been so much sympathy for the police. Under pressure and under-manned, they are fighting *our* battle against the discordant elements in society. But in some areas where they are active they are in danger of losing their immense reservoir of public good will. To many people their favourite pastime appears to be Hounding the Motorist."—Fenton Bresler writing in the *Daily Express*.

EALING'S SKID PAN

WE believe in drivers, particularly those at the learner stage, being able to experience skidding under controlled conditions and to learn and practise the art of skid correction. Consequently, we congratulate the London Borough of Ealing on providing such instruction and facilities. Their skid pan, the first opened for public use by a local authority, is at the south-west corner of the junction of Western Avenue on the A40 and Kensington Road, Northolt. The pan is open, conditions permitting, from 9.30 a.m. to 4 p.m. Monday to Saturday inclusive, the charge being £1 per person per session, on a Council car with a qualified instructor. Each session comprises an hour's instruction, three pupils to a session, each driving for 20 minutes. Those taking instructions naturally do so at their own risk. This sounds like a good bargain. Details from The Road Safety Officer, 24, Uxbridge Road, Ealing, London, W5—01-567 3456, ext. 529. And may other local authorities soon become as enlightened as Ealing. . . .

VETERAN— EDWARDIAN— VINTAGE

LAST LOOK AT A RAPSON PRODUCT.
—F. L. Rapson's young son working the Rapson
Mechanical Hood Lifter on his father's Rolls-
Royce—see letter in "Vintage Postbag".



VSCC POMEROY TROPHY CONTEST, SILVERSTONE (Feb. 28th)

THIS competition, for all cars over 2-litres, designed to decide the best all-round touring car taking part, was run in cold but dry conditions, the 54 starters (six non-starters) taking six tests, steering, acceleration-cum-braking, standing and flying ¼-mile runs and a one-hour high-speed trial. The contest is less comprehensive than the late Laurence Pomeroy, champion of the Prince Henry and 30/98 Vauxhalls, intended, because the former fuel consumption check and road stage have been deleted.

This year a dry road seemed to give many drivers a false sense of security and caused them to slide beyond the stop line. In the high-speed trial, run in two parts, there was the edifying sight of Johnson really pressing his 1951 Bentley Mk. VI saloon, the 1955 Bentley Continentals of Mann and Melville-Smith circulating together for a while, Bowler cornering fast in his Sebring Frazer Nash but the wily Conway driving no faster than he deemed necessary in his Type 43 Bugatti. Russ-Turner's blower 4½ Bentley soon expired and Hill's Silver Eagle Alvis had previously broken a half-shaft. Star dicer was Corner, in his Firestone-shod Ferrari GTO.—W. B.

Results:

Pomeroy Trophy: E. N. Corner (Ferrari). **Runner-up:** Hine (Bentley). **First Class Awards:** Merrett (Bugatti), Bowler (Frazer Nash) and Morton (Bentley). **Second Class Awards:** Sismey (Alvis), Wall (Ferrari) and Terry (Rover 2000TC). **Third Class Awards:** Gilbert-Smith (AC), Setright (Bristol), Stretton (Frazer Nash) and Smith (AC).

VMCC "VINTAGE RACE OF THE YEAR"

THIS year the Vintage Motor Cycle Club will hold its full-scale programme of races for machines made between the wars, at Mallory Park on April 26th. Last year's meeting has been described as "an unforgettable, almost unbelievable occasion", with many old-timers present, riding appropriate vintage machines. So make a note of the date.

V-E-V Miscellany.—A Doble F34 steam car with saloon body, has been lent to the Montagu Motor Museum by the Chairman of a Blackburn Company and is expected to be driven down to Hampshire, averaging about 15 m.p.g. of paraffin. Some amusement has been caused by an article in *My Weekly* about owning a 1934 Bentley, which was illustrated by a drawing which clearly depicted a pre-war Packard. A reader has sent us an advertisement from the "Bicycling News and Motor Review" of 1906 for the Torpedo light car; it concerns the 6-h.p. water-cooled single-cylinder model which some authorities say was so bad that a two-cylinder version was hastily introduced. What is interesting is that wire wheels were normally supplied, artillery wheels being £3 extra, and that the works were said to be in the centre of Barton-on-Humber and to occupy seven acres, the offices and packing department being on the town's outskirts—and in the picture served by horse-drawn drays. In Berkshire a pre-war Albion lorry, an old Morris lorry and some vintage cars have been seen in a scrapyards and a circa-1931 Singer Six saloon is reported

rotting away behind a Norfolk garage. In Scotland a 1936 Austin 20 hearse is being restored and in Sheffield those Sentinel steam waggons, once a fleet of seven, used by Brown Bayley Steels of Sheffield, are being sold, including a 1916 solid-tyred model which used about 1½-cwt. of coke per 12-hour shift. Those who asked for entry forms for the Peshurst Pageant of Motoring are asked by the organiser to apply again, as their letters have been lost.

VINTAGE POSTBAG

"Verdict on a Lost Flyer"

Sir,

With reference to your inquiry in the January issue as to the type of 'buses which were run by the "Red Rose Garage" at Wendover, the first type that my father and other local people can remember running under the "Red Rose" banner were four-cylinder Chevrolets which, it is insisted, were properly built, fourteen-seater 'buses and not conversions of car or light lorry chassis. These were later replaced by some of the first six-cylinder Chevrolets when these became available. The Chevrolet, alias Bedford, was a favourite make of vehicle in the area, owing no doubt partly to its good torque characteristics in a hilly district and, of course, to the fact that Luton, hence the importers and later the makers, were "just round the third hill", some 15 miles from Wendover.

Although it is some years since they last ran 'buses, the "Red Rose" is still a going concern, as anyone who travels along the A413 towards Aylesbury will know. Incidentally, I suppose that Lancaster was serving at RAF Halton, which is only about a mile from Wendover, when he started the "Red Rose" (which is, of course, the emblem of Lancaster).

It may also be of interest to you to know that the premises where the Cubitt cars were made, in Southern Road, off the Bicester Road in Aylesbury, are still in existence and up till very recently housed the machine shops of Redifon Air Trainers, the Flight Simulator manufacturers. I have not been able to ascertain the occupiers of the premises between the time the Cubitt became another "Lost Cause" and Redifon took over occupation in the guise of Air Trainers Link, in the late 1940s, but the premises were still known as "Cubitt Works" for some years after Air Trainers took possession, although it has latterly been "Aston Works". "Cubitt Works" itself is a fairly substantial single-storey brick-built premises, unlike the collection of wooden sheds which contemporary photographs show some of the smaller car manufacturers using, although I do have the feeling that the internal arrangement of rooms, floor levels, etc., would leave something to be desired.

Gt. Missenden.

M. J. SAUNDERS.

More Rapson Products

Sir,

I have read with interest your article on the inventions of F. L. Rapson. I am enclosing a photograph of his Silver Ghost, in which his

Continued on page 340

For the first time this season a new racing formula will be exciting crowds at circuits all over the country. The formula is called F100.

The new category is named after the Firestone F100. This tyre is a family car radial but due to its amazing performance has seized the

imagination of racing drivers. In the last few years it has dominated Formula Ford racing.

Tyres on racing cars take more punishment in an hour than ordinary motoring hands out in a month. So when you've got Firestone F100's on your car you've got a lot of mileage to

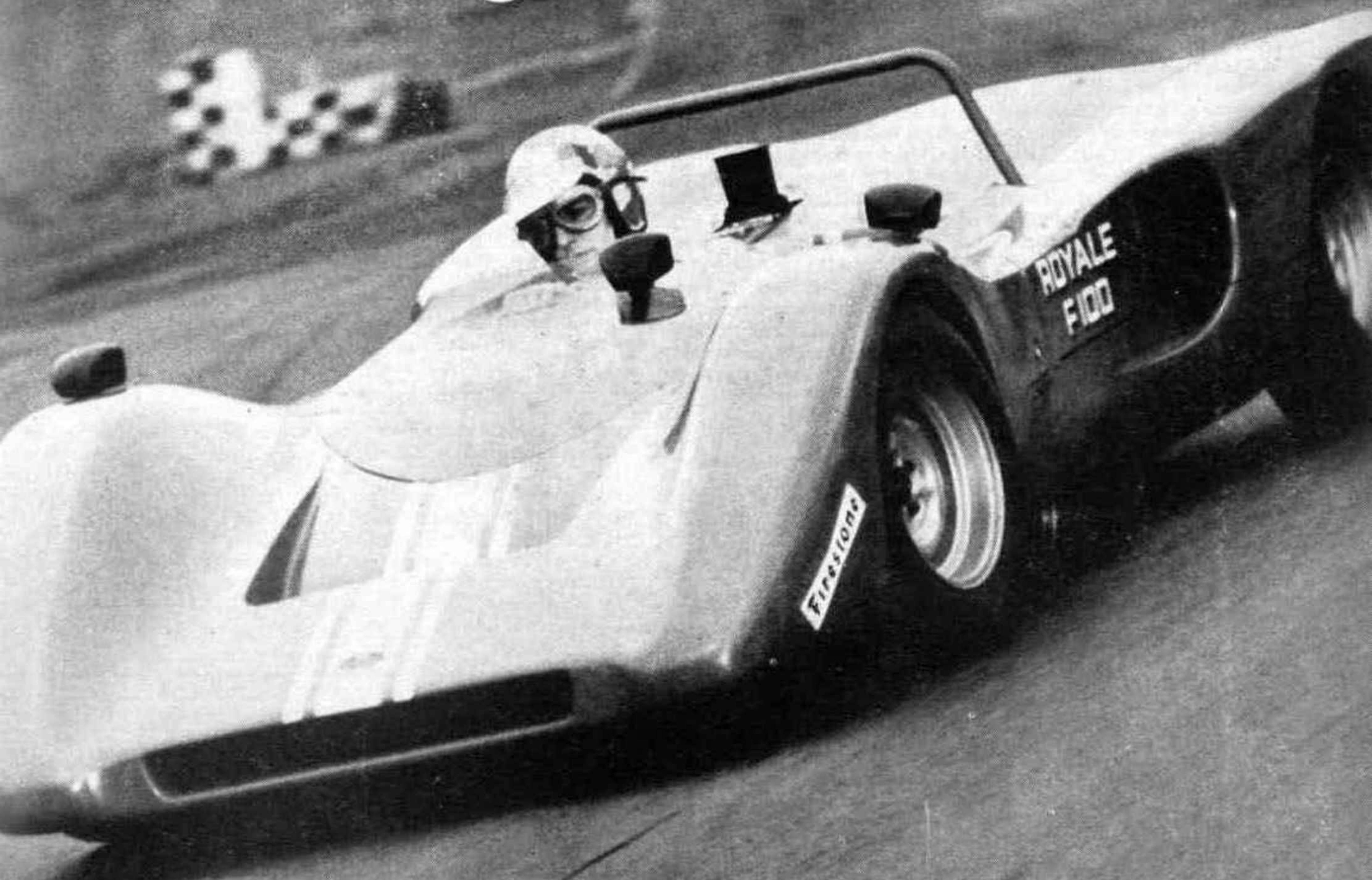
put in before they wear out. And you've got a lot of grip, in the wet or dry, to keep you safe.

And *that's* why they call F100 the 'family tyre.'

The family tyre that goes racing

Firestone build strong tyres.

**F100 Radial:
the tyre so good they named
a racing formula after it.**



**And they still call it
'the family tyre?'**

Firestone

SANREMO-SESTRIERE RALLY

GENERAL CLASSIFICATION

1st	: Therier/Callewaert (Alpine-Renault)*	..	810.5
2nd	: Källström/Häggbom (Fulvia HF)	..	1,030.7
3rd	: Vinatier/Jacob (Alpine-Renault)	..	1,600.0
4th	: Trana/Andreasson (Saab V4)*	..	1,795.0
5th	: Pianta/Kuster (Fulvia HF)*	..	2,146.0
6th	: Smania/Zanchetti (Fiat 125S)*	..	2,859.7
7th	: Ceccato/Eisendle (Fiat 125S)*	..	3,013.5
8th	: Lindberg/Hertz (Saab V4)	..	3,130.0
9th	: Paganelli/Russo (Fiat 124 Spyder)	..	3,488.4
10th	: Tecilla/Scabini (Fiat 125S)	..	3,679.0
11th	: Sonda/Turri (Fiat 125S)	..	4,048.5
12th	: Benetti/Viglino (Renault Gordini)*	..	4,439.5
13th	: Innocente/Fregnan (Fulvia HF)	..	6,617.9
14th	: Bologna/Raviola (Fulvia HF)	..	6,958.5
15th	: Zambelli/Pizzo (Fiat 125S)	..	10,394.0

* Denotes class winner.

125 starters — 15 finishers

AT ONE TIME there was the Rally of the Flowers, which later changed its name to the Sanremo Rally, from the Mediterranean town at which it was based. The route of this event, a European Championship qualifier for several years, was confined to the wild mountains which rise sharply from the sea just across the Italian border from Monte Carlo.

It was a popular event with rough, unmade roads as special stages. Because of its confinement to a small area, works teams could base themselves at Sanremo throughout its duration and drivers out practising could always return to the same hotel bed after each session.

Further north, at Turin, there was the Sestriere Rally which started at the big industrial city and finished at the ski resort of Sestriere. This was organised by the Turin Motor Club, and in recent years it benefited greatly from the financial help of the Fiat organisation.

There was something of a rivalry between these events. One was a Championship event on rough roads and the other was a snow rally, not in the Championship but considerably richer from its Fiat connections. There was little chance that the Sestriere could oust the Sanremo from its place in the Championship table, although it was quite obvious that the Turin people wanted such status for their event.

In mid-1969 the inevitable was announced; the Clubs got together to amalgamate their events and in 1970 the first Sanremo-Sestriere Rally was held, as a qualifier in the International Championship for Constructors. It started at Sanremo, spent its half-way stop at Turin, and finished at Sestriere. Gone was the compact route; gone was the possibility to set up a base at Sanremo; and gone was the familiar atmosphere which one comes to associate with certain events. I must confess that I was a little saddened by the changes, but there is no place for sentiment in such hard competition and it is entirely the prerogative of organisers to run their events in whatever manner they please.



Three Alpines started and two finished, this one driven by Therier and Callewaert in first place. Nicolas retired when his car broke a drive shaft, and this could have been accelerated by loss of wheel balance brought about by snow collecting on the rims.

Despite its Championship status, the rally attracted comparatively little support from works teams. Porsche, having already won at Monte Carlo and in Sweden, sent no cars at all and Ford of Britain withdrew its two entries for Andersson and Piot because these would have drained too much effort away from World Cup preparations.

Understandably, Lancia entered a strong team of five cars, with three Italian drivers, one Swedish and one Finnish. It was concerning this team that a tremendous howl of indignation was taken up by the Italian Press and Television. In the first hour of the rally three of the 1.6-litre Fulvias spluttered to a stop and retired, each with its fuel lines blocked by foreign bodies. The question of sabotage was immediately raised, for all the competing cars had been left out in the open during the night before the rally, on the sea-front *parc fermé*, where security precautions seemed to be scant indeed.

The offending material consisted of flakes of a red, rubbery compound, such as might become detached from the internal surfaces of petrol hoses or rubber fuel bags. But fuel bags were not used so early in the rally, and it seemed that the cars were topped up from known sources before the start. Furthermore, a polythene bag was found in the fuel tank of one of the cars, suggesting "malice aforethought" rather than "natural causes". But in the absence of firm evidence, the incident must bear an "open verdict", at least for the time being.

Interesting was the fact that three of the Lancias (not exactly the same three which retired early) were fitted with two Weber carburetters, a redesigned inlet manifold and modified exhaust pipework, an arrangement which increased the b.h.p. output from 140 to 148. The other two cars used the more familiar Solex equipment.

The Saab team sent just two cars, one with Lucas fuel injection for Lindberg and another with a single Weber carburettor for Trana. Both finished, Trana in fourth place and Lindberg, dogged by failing engine mountings, eighth.

The most interesting entry of all came from Alpine-Renault, who brought three cars. For a long time these lightweight cars have been regarded as too fragile for anything but events on smooth tarmac surfaces—such as the Alpine Rally on which they have done extremely well—and there were cynics who predicted that they would break into pieces from the pounding over the rocky Italian roads. But memories must be short. In 1968 two of them took part in the Sanremo Rally and, although one of them retired with an oil leak on the last day of the event, neither showed any signs at all of cracking up under the strain.

Some of the special stages on the Sanremo-Sestriere were rougher than anything the RAC Rally, Acropolis or even the old Liege provided, and when one of the Alpines emerged victorious at the end of it all the critics were more than confounded. The consortium of *Automobiles Alpine* and the *Régie Renault* decided last year to increase their rally programme in 1970 and they have already tackled three Constructors' Championship events. This victory at Sanremo is their first major one outside France, but its main significance lies in the fact that the team has managed to overcome the "rough" barrier.

Driver of the winning car was the young Frenchman Jean-Luc Therier, a relative newcomer to the Alpine-Renault team but one who has shown exceptional talent. He is regarded as one of France's top hopes for the future. At Sanremo he was co-driven by the experienced Marcel Callewaert.

In the past, Alpines were sent to the smooth events and when a rough one came along Renault Gordinis were sent instead. This applied to events such as the Rallye du Maroc and the few unsurfaced rallies which they have in France. But the situation seems now to have changed and it remains to be seen whether wider use will be made of the little GT cars in the future.

Already there are plans to bring a team of Alpines to Britain for the RAC Rally in November, the first time they will have appeared here, and with opposition from Saab, Lancia, Porsche, Datsun, Ford, Leyland and perhaps one or two others, that event should be one well worth watching.

To return to Sanremo, the incident of the blocked fuel lines was not the only mystery of the event. Källström and Häggbom, who finished second in the only works Lancia to complete the route, were slowed at one point by two punctures. Later, large quantities of bent nails were found strewn across the road at that spot. On the last night, the entire rally was brought to a standstill when a large tree was found felled across the road—and there was an ominous saw cut at its base. Competitors got together, devised their own means of circumnavigating the obstruction, and rejoined the official route at the nearest possible point.

The retirement rate on the former Sanremo Rally was always a little high, with spiritedly-driven Italian cars expiring all over the mountains. This year, with the addition of even rougher stages and an unexpected

Continued on page 338

NOTES ON THE CARS AT KYALAMI

FROM MEMORY it is difficult to recall a Grand Prix paddock that had as much mechanical interest and new things as Kyalami had before the South African Grand Prix. There were two makes new to Grand Prix racing, new cars from five established builders, three new engine designs, and of the twenty-three cars entered fifteen of them were brand new and entering their first race.

There were five March cars, all 701 models as seen at the Press preview day at Silverstone and featured in last month's issue, the Tyrrell team having numbers 701/2 and 701/4 for Stewart and Servoz-Gavin. These cars were painted a rich blue and were running on Dunlop tyres, the Birmingham firm supporting the Tyrrell team again this year. Once the basic monocoque had been finished by March Engineering Ltd. the Tyrrell mechanics did the final building and assembly and there were numerous small differences from the works March cars, such as the run of oil pipes, unions and fittings, the bracing struts for the rear aerofoil, exhaust pipe mountings, oil-radiator mounting, and so on which the Tyrrell team had made or modified in the light of their personal experience. The March cast-alloy wheels are held on by a single simple SAE thread nut and the Tyrrell mechanics were using a pneumatic-drill spanner, driven by air pressure from a bottle in the pits, to undo and tighten the nuts. While Stewart and Servoz-Gavin were chopping and changing tyres during the three practice sessions this speedy mechanical method of undoing the wheel nuts was a boon to the mechanics, until just before the end of the third session when someone got the nut cross-threaded on a rear hub on Servoz-Gavin's car and the power-spanner made a mess of the nut and the axle-shaft thread. With the continual taking off and putting on of these fine-thread nuts it was no surprise that in the intense heat of the sun and the rush and panic of final practice that someone finally made a mistake.

In addition to the five interconnected bag fuel tanks in the March monocoque there are two additional tanks in the form of panniers, one each side of the cockpit. These tanks are of the rigid cellular type, rather than the more popular collapsible rubber type, and have an outlet midway which is attached to a pipe sticking out of the side of the monocoque. The tank is inside a fibre-glass moulding, in the form of an aerofoil, and this is attached to the monocoque by a ring of bolts. As the race distance and fuel requirements were not excessive at Kyalami, Tyrrell raced Stewart's car *without* the panniers, and Servoz-Gavin's *with* them, in the race itself, Stewart preferring to forgo the added aerodynamic down-thrust they were claimed to provide for cornering, for the lighter weight and lower drag achieved by not using them. Dunlop provided a very special set of "sprint"

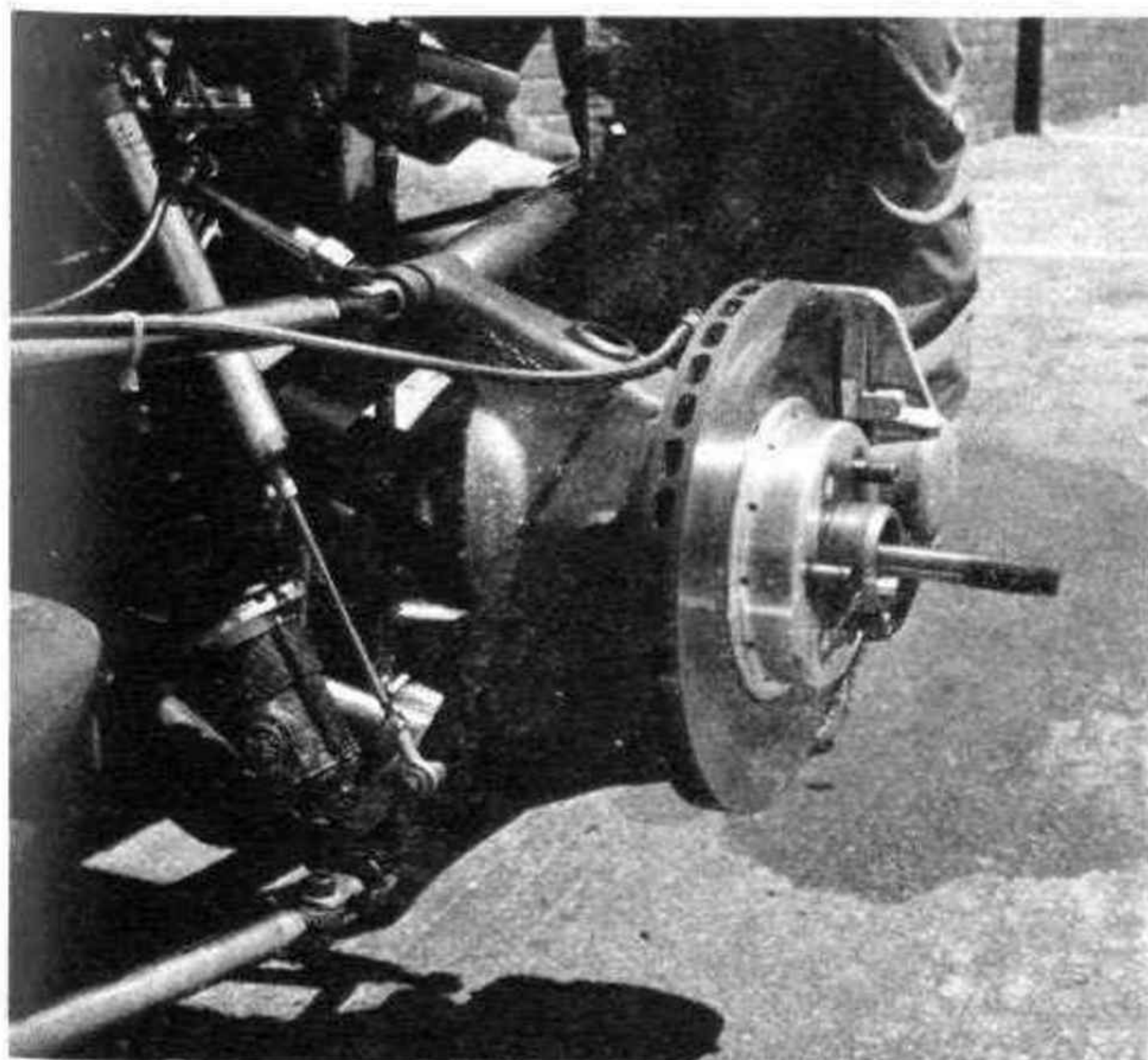
tyres in practice for Stewart, on which he ran when he got pole-position, but he did not race on them. For the final practice session and the race he had a brand new 70 series Cosworth V8 engine, but the track conditions and the advantage the Goodyear-shod runners had on traction nullified any benefit Stewart might have had with the latest engine, so he was content to use 9,500 r.p.m. instead of the full 10,000 r.p.m.

The works March cars were all running on Firestone tyres and much time was spent worrying over the very high temperatures that were being recorded after a few fast practice laps. Part of the original STP deal was that the cars should be turned out in a bright "dayglow" red-orange colour, but delay in delivery of this special Granatelli paint from America meant that two of the cars had left for Africa before it arrived, so only the final monocoque of the African series of cars was painted the right colour, and this was Siffert's car 701/5. The other two were a normal healthy red colour, where they were not covered by advertising stickers. Amon drove 701/1, the car that was demonstrated at Silverstone, along with 701/2 which Stewart had demonstrated, while Andretti drove 701/3 which had been sent to Africa by boat as a kit of parts and the mechanics assembled it in Johannesburg, but there were one or two headaches when some of the parts did not fit properly, as with most kit cars, though the problems were soon overcome. Each of the three works cars is the responsibility of its chief mechanic as far as detail work is concerned, so that they fit and make things to their own ideas, always providing the designer approves. The combination of car, driver and mechanic must be homogeneous and just as a driver has individual ideas on certain details, so does a chief mechanic, so that, as the Tyrrell cars had touches of individuality from the basic design, so had the three works March cars. This is all right up to a point, such as when a mechanic is ill or leaves the team, or if a time problem should require shift-work. The Mercedes-Benz team, and the Vanwall team when it reached its peak, used to pride themselves on the tool-room fit and standardisation of all parts of their cars so that any mechanic could fit any part to any car. On the works March cars the wheel nuts are tightened with a torque-spanner, set to 140 ft. lb., though they started at 170 and by trial-and-error have reduced the setting. The wheel itself is located by three pins, though these do not transmit the drive, the pressure of the tightness of the nut being sufficient to transmit all the drive forces.

On the day before official practice began Andretti tried too hard and crashed, spinning off the track backwards into a bank, and the shock pushed the engine unit into the back of the monocoque, as well as flattening things like exhaust pipes, oil tank and suspension members. There was another monocoque back in England, the bare bones of 701/6, but rather than rush that out to Africa, the crumpled one was successfully straightened. This was done by an aircraft firm at Rand Airport, just outside Johannesburg, even though they had no experience of racing cars, but they knew about aluminium and riveting and aligning. Meanwhile a March mechanic flew out with an enormous overload of personal luggage in the form of suspension parts and chassis fixtures, and the car was ready in time for the final practice, using a borrowed engine.

All the March cars suffered from too much heat in the cockpit so modifications had to be made to all the fibre-glass nose cowlings to improve the air-flow out through the radiator duct, and to provide external scoops to deflect air into the cockpit. The original design provided a hole under the nose with flexible trunking taking it to an aperture in the front bulkhead by the driver's feet, but this proved insufficient in the African heat. Fortunately Peter Jackson of Specialised Mouldings, who make 85% of the Grand Prix car bodies these days, was out in Africa on a "sort of holiday" and had a fibre-glass kit with him "just in case". Apart from modifying all the March nose cowlings, and the BRMs, he also remade the seats for some of the drivers, like Amon and Stewart, moulding them to the drivers' contours. A moment of STP-March truth was seen when Vince Granatelli actually poured two tins of STP into the oil tank of Andretti's car. The perfect example of faith in your product.

The revived Matra Grand Prix team, now running under the Simca banner since their merger, had two new cars, for Beltoise and Pescarolo. The cockpit is formed in the monocoque centre section, which is of riveted construction and very angular in shape, built in the form of two boxes, containing rubber fuel cells. At the

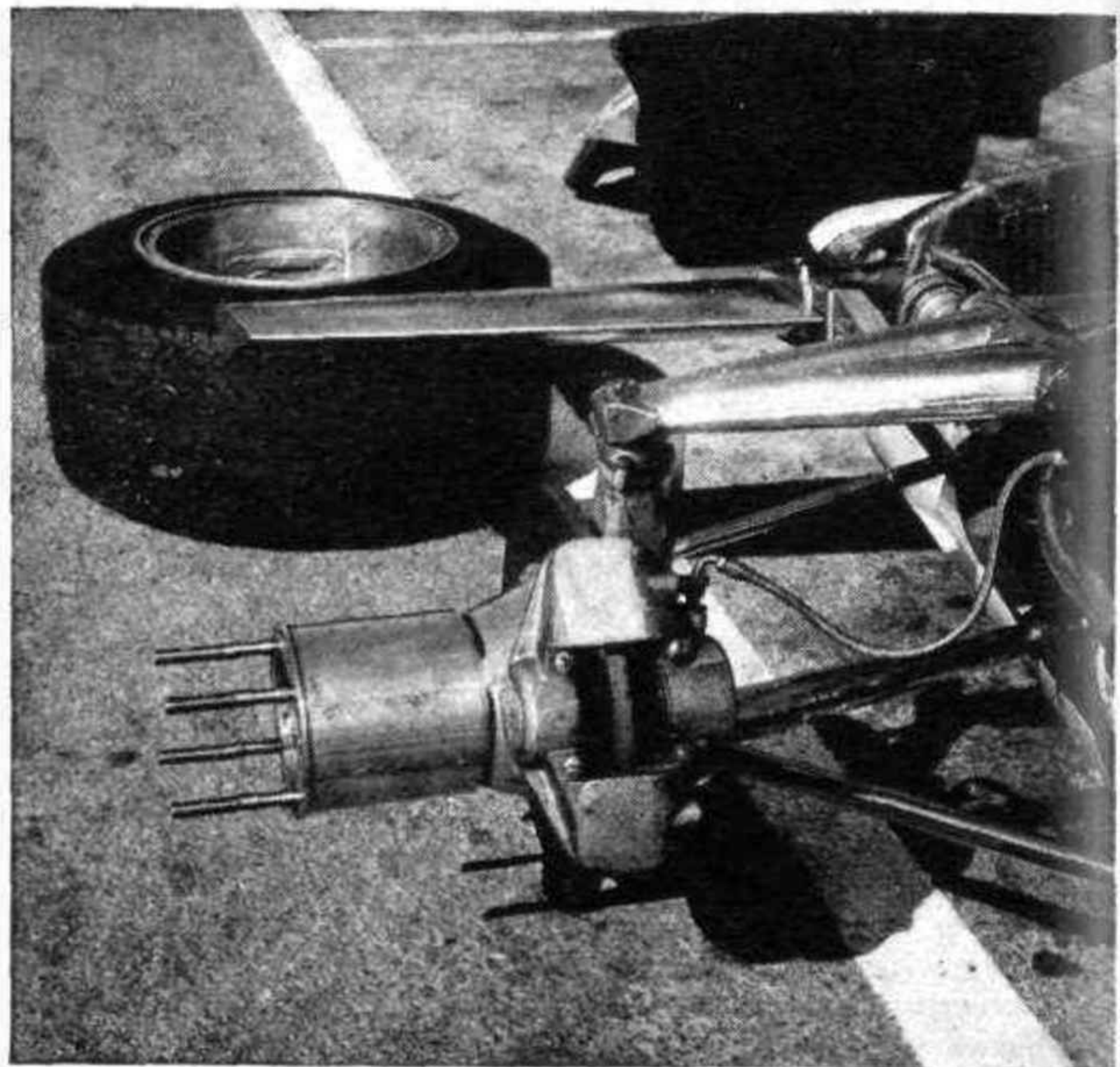


SIMPLE.—The March wheels are held on by a single small nut on the SAE-threaded shaft illustrated. Note the ventilated brake disc.

rear of the cockpit the structure forms a box-section hoop behind the driver's head and the front of the V12 engine pokes into this hoop. The engine has been redesigned so that the crankcase can act as the rear part of the chassis and, like the Cosworth V8, it is attached to the monocoque by four large Allen screws. The inlet ports are down the centre of the vee of the engine, with exhaust ports on the outside, in a conventional manner, and the fairly orthodox rear suspension is hung on a cross-member over the Hewland gearbox and a small tubular structure bolted under the gearbox, this carrying the parallel lower suspension arms of the BRM-like layout. The rear hub carriers are unusual in that the suspension pick-up points are well forward of the axle centre-line, and the hub shafts are in the form of very large diameter tubes, rather than solid spindles, with the ends formed to carry the 5-stud wheel fixings. The rear brakes are mounted fully inboard, on each side of the gearbox, so that rear unsprung weight must be at a minimum, each bank of cylinder exhausts through six pipes that merge into one long tail-pipe running low down under the suspension. The front suspension consists of a wide-base lower wishbone supporting the external coil-spring/damper unit and a single transverse top link located fore and aft by a short radius arm running back to the chassis from a point about two-thirds out along the link. Much of the geometry and suspension layout is taken from last year's MS80 and due to the V12 engine layout the wheelbase is longer than most Grand Prix cars, and to keep the track-to-wheelbase ratio to the desired figure the track is very wide. This has allowed the radiator nose cowl to be very wide and flat and to present a large down-thrust area to keep the front end pressed on the ground. Beltoise drove the first car, that did all the prototype testing, and Pescarolo drove the second car, which was brand new, for the race.

The McLaren team had two brand-new M14A models which are a logical development of the first successful Grand Prix car, the M7A, and the Formula 5000 type development the M7C. One major alteration on the new cars is the adoption of the fully inboard mounting of the rear brakes, as on the Matra, the Hewland gearboxes used having lugs cast in that can be drilled and tapped for mounting the calipers. Moving the brakes inboard was done to reduce unsprung weight but it brought an additional advantage. It permitted the use of an ingenious, if somewhat unorthodox, hub layout and the use of drive shafts with no sliding splines or rubber doughnuts. The lateral movement at the hub when the fixed-centre shaft rises and falls under suspension movement is taken up by the hub shaft moving in and out on the actual rollers of the wheel-bearings. The movement is only in the order of 40 thou. between full bump and full droop and a sideways sliding of the rollers on their tracks looks after this. The bearing manufacturers could not offer any concrete objections to this idea so McLaren tried it and it works, saving a lot more unsprung weight and offering a much simpler layout all round. With an outboard-mounted disc brake you could not do this as the disc would have to move in and out with the wheel and there would be no way of locating the brake caliper. Two items of interest in the McLaren cockpit are a switch marked LIM and a large orange warning light to the right of the instrument panel. The switch cuts out the Lucas limiter which "fades" the ignition when peak r.p.m. are reached. From experience, McLaren has found that the settings of these limiters are not always spot-on or they can alter of their own accord. By intelligent use of the switch and the tachometer he can guarantee to always have maximum permissible r.p.m. available. This is not something you would give to a hot-headed tearaway who never reads his instruments or doesn't have to pay for his own engines. McLaren's engines belong to him so he is not going to abuse them and he has confidence in his team-mate Hulme. The orange warning lamp in the cockpit is wired into the oil-pressure system and set at a predetermined low figure of around 45 lb./sq. in. On a twisty circuit, or if you are in a close battle with other cars, you haven't always got time to read the oil-pressure gauge, so if the pressure is sagging at a crucial moment the orange light will come on before disaster arrives. On Hulme's car, which was the second of the M14A series, the steering wheel has the lower part of the circle flattened, which gives him more space for getting in, and, more important, for getting out in an emergency. They are a cautious lot the McLaren team, which is all part of their professional approach to their business, which is motor racing.

The car that McLaren raced last year, known as the M7C and which had a monocoque on the lines of their Formula 5000 car with the structure forming a bridge behind the cockpit, was bought by Surtees during the winter. Team Surtees rebuilt it with a number of their own modifications which included moving some of the sus-



MODIFICATION.—The Lotus 49B cars had smaller front suspension uprights and a new type of hub with 4-stud fixing for the wheels, all of which allowed the use of 13-in. diameter wheels.

pension pick-up points, adapting TS5-type hubs and wheel centres to the car, using split-rim wheels like the Chaparral used to have, and moving the scuttle fuel tank and fitting pannier tanks on each side of the cockpit. The car is finished in red with a broad white arrow along the centre from nose to rear aerofoil.

The only works team that did not produce new designs for the first race of 1970 was Gold Leaf Team Lotus, but by all accounts their new one will be well worth waiting for. For the South African race two old 49B cars from last year were rebuilt and the front suspension was altered to save some weight and use 13-in. diameter wheels, the use of which permitted wider rear tyres to be used as well. The front suspension upright is a welded fabricated structure and new, very large diameter hubs are used with a 4-stud wheel fixing. These modifications uprate the car to 49C and as well as the two works cars, R6 and R10, the Rob Walker car R7 and the Dave Charlton car R8 had also been uprated to 49C.

The two works Brabham cars were BT33 models, of the new monocoque construction, Brabham himself having a brand new one, BT33/2, and Stommelen having the original car, BT33/1. The first car, illustrated last month, used rear suspension hub carriers of BT26 pattern, but the second one had the redesigned pattern which is smaller and will permit the use of 13-in. rear wheels, to match up with the 13-in. front wheels. The Brabham colours for this year are turquoise with a yellow nose band and a yellow stripe down the centre, yellow nose fins and a yellow rear aerofoil. On Stommelen's car, in recognition of the German sponsor, the upper half of the body, the fins and the aerofoil are all white.

Although Ferrari had two entries and two cars, only Ickx drove and he rang the changes on the prototype car 312B/001 and a new one 312B/002. These were the new model with flat-12-cylinder engine hung below the backbone extension of the main part of the chassis, which is fabricated from a combination of small-diameter tubing and aluminium panelling making a stressed-skin structure. The engine is surprisingly compact, the cylinder heads having single-piece covers over the two camshafts, the valve angle being narrow, with the inlet trumpets above the engine and the exhaust ports underneath. Although the whole power unit appears to be low, the heaviest part, which is the crankshaft, is quite high off the ground, compared with a vee engine. Front suspension follows previous Ferrari practice, of wide-based lower wishbones and upper rocker arms with inboard spring units, and the forward end of the chassis structure ends in a wedge shape, on which the radiator is mounted. The cockpit is of the semi-open tub layout with a top cover that carries a large flat Perspex screen. The rear aerofoil is mounted quite a way forward, on the rear stay of the crash-bar hoop, and is fully adjustable, with leading edge slots as well as trailing edge ones. On each side of the

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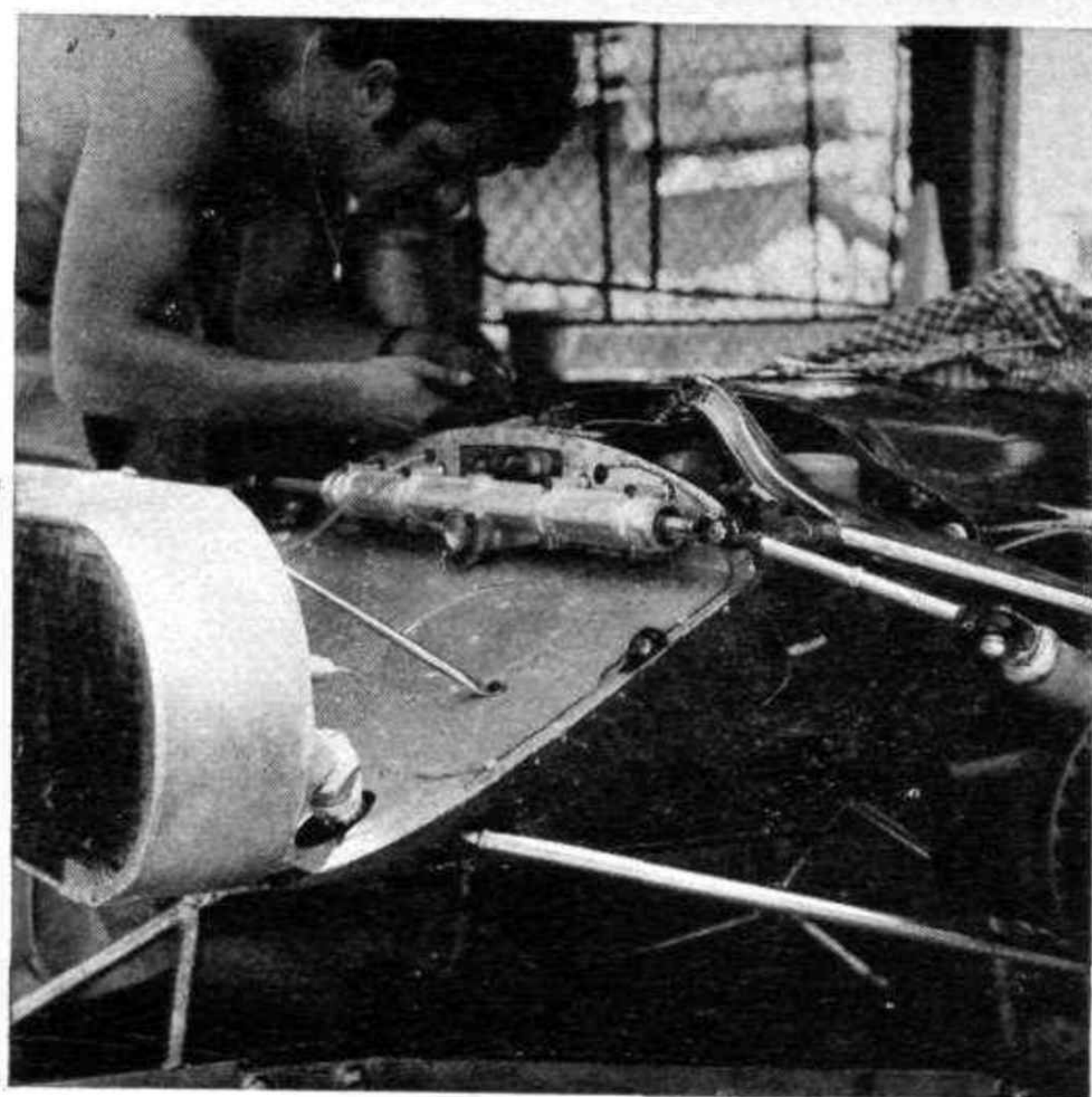
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FRONT END.—The Ferrari chassis structure tapers at the front, on which the radiator is mounted. The steering rack is bolted to the front bulkhead.

gearbox is an oil radiator covered by a forward-facing air duct, and the oil tank surrounds the gearbox with the filler under the right-hand radiator duct. On 002, which was used for practice on the first two days, there was an extra oil tank mounted on top of the gearbox, between the radiator ducts, and a large-bore pipe connected this supply to the main tank. In the pipe was a large plumber's tap operated by a piano-wire control near the driver's left shoulder. Oil consumption on the flat-12 is obviously high. For the last practice this system was fitted to 001, and it was also used in the race. Above the gearbox is mounted the Marelli Dinoplex transistorised ignition equipment and a battery master switch in the form of a small lever. This lever has a piano-wire control running up to the left of the instrument panel, to another lever that sticks out through a slot in the cockpit cowling. This means that mechanics or helpers can operate the master-switch from the rear or from the left side of the car, while the driver has an emergency push-button in the cockpit that not only actuates the fire extinguisher system, but also operates the master-switch by means of the cable. The front brakes have cooling air ducts cast into the front uprights, as are the steering arms, while the rear brakes are mounted just inboard of the hub-carriers, and there are four exhaust tail-pipes amongst the rear suspension members, which are pretty orthodox. Needless to say the Ferraris are red, though the nose fins, the aerofoil and the oil-radiator ducts are white.

True to their word after their preview, BRM had two new cars in Africa, 153/01 for Oliver and 153/02 for Rodriguez, while there was one of last year's cars for George Eaton, this being 139/02. Since the preview the rather fragile-looking casting between the engine and gearbox had been reinforced with plates riveted over the openings. The new engines, with redesigned valve layout and the inlets in the centre of the vee and exhausts out each side, sounded crisp and showed promise, but before practice began the first car was in trouble with a hub shaft breaking, and it happened again at the beginning of the first practice, so the second car was withdrawn and they missed two lots of practice until modified shafts were flown out and fitted. Even then their troubles were not over, for though they turned out for the final practice session the oil tank on the first car split.

The last of the new cars was the De Tomaso which Frank Williams was running in conjunction with the small Italian factory in Modena. With co-operation from the local Campagnola casting firm Alessandro de Tomaso has been using magnesium castings as the basis for many of his designs (at one time he even produced a complete cast monocoque), and the new Formula One car was no exception. A large and complex casting forms a central bulkhead from which a Cosworth V8 engine and Hewland gearbox are hung, while the

aluminium monocoque centre section extends forward from this bulkhead to another casting in front of the driver's feet. The chassis cross-section is pear-shaped, the cockpit sides not only bulging to accommodate the fuel bags, but sagging downwards to keep the weight low. Suspension front and rear follows orthodox Formula One thinking, and is not unlike last year's Brabham layout, with exposed spring units at the front. Wheels are Campagnola cast alloy of 13 in. diameter at the front and 15 in. diameter at the rear, with large single nut centre-lock fixing. While the central cast bulkhead is an interesting piece of design, incorporating an extension at the bottom to take the lower engine mounts, and an integral bush for the gear-linkage rod to pass through and so on, it would appear to be a rather vulnerable component that would have to be replaced completely if it suffered any damage, unlike a fabricated structure that could be taken apart and repaired. The designation of this De Tomaso-Cosworth V8 was 505/38/1, the three groups of numbers being respectively the total of all cars built by De Tomaso the design number and the category, *i.e.*, Formula One.

The remaining three cars in the entry list were old but nonetheless quite competitive Formula One cars, all turned out in a most immaculate condition, and they would have been a credit to any Grand Prix grid. Team Gunston, backed by the Rhodesian Tobacco Company had an early Lotus 49 to "B" specification for Love to drive, and this had their own idea of exhaust pipes for the Cosworth V8 engine, in which the four-into-one on each side curled up and over the rear suspension. The second car was the Brabham-Cosworth V8 that Frank Williams built for Courage last year, though when delivery was made to de Klerk, the driver, some vital parts were missing, and the aerofoil for example had to be made out in Johannesburg. Both these cars were in the orange and brown colours of Team Gunston and were well prepared. The last entry was a Lotus 49C that began life as the car that Bonnier wrecked in practice for the Gold Cup last year but a complete rebuild at Lotus did not leave much of the original car. Entered by a local racing enthusiast, Aldo Scribante, the car was finished in orange and blue and Charlton was the driver.—D. S. J.

THE THINGS THAT HAPPEN . . .

According to the *Daily Telegraph* a police patrol car demonstrating better driving crashed on the A283 Washington-Storrington road, slightly injuring the driver and two passengers. The car apparently went off the road on a bend, through a hedge and on to its side in a field. It was giving a final demonstration of how to drive safely to the passengers, who had attended safety-first lectures given by divisional police officers!

RALLY REVIEW—continued from page 334

heavy fall of snow on the eve of the rally, it was even higher. Only fifteen cars from the original 125 got to the *parc fermé* at Sestriere.

The time appointed for final scrutineering, during which leading cars were to be dismantled if required, was 3 p.m. But at this time there was no move at all from officials, so after enquiring, the Lancia mechanics departed for Turin and home and those of Saab and Renault went off to bed. They were not at all pleased when they were roused later in the evening to start the job of taking their cars to pieces. As far as the Lancia was concerned, officials did the job themselves, dumping all the parts in the boot of the car afterwards since they were not quite sure how they all pieced together.

Organisationally, it was not the best of rallies, and it seemed that officials in the Turin area were working to systems which differed from those used by officials in the south. Häggbom was waiting at one control for his time to come up on the clock and he put his card down for a moment in order to tie a shoelace. An eager official immediately snatched it up and banged it into the printing clock. No amount of explanation could persuade him to cancel the time thus stamped (which was one minute too early for Häggbom) and the Swede couldn't press his argument for fear of offending against the regulation which gave a penalty for being rude to marshals!

Three events have gone, with two victories to Porsche and one to Alpine-Renault. Remaining we have the East African Safari, Austrian Alpine Rally, Acropolis Rally, the Coupe des Alpes and the RAC Rally making up the Constructors' Championship.—G. P.

A VISIT TO LOTUS COMPONENTS LIMITED

RACING CARS ARE BIG BUSINESS

THERE WAS a time when anyone who wanted to buy a racing car went along to see a designer, laid down the general principles of the car he wanted, paid over a large sum of money, and his car (if he was lucky) was delivered to him in due course.

As in so many other aspects of racing, things are different now and buying a racing car is very little more complicated than buying a Cortina, Hunter or Maxi. The showroom, be it Mallory Park or the Nürburgring, is a bit more exciting: you judge for yourself what you consider to be the best design, ring up the factory and place your order. You specify what engine and tyres you want, and as often as not the car is ready to be collected within a matter of a few weeks. The comparison doesn't stop there, for there is after-sales service to be considered, and most factories now supply a "setting-up" sheet which guides you with the suspension adjustments, etc.

I suppose that to a certain extent the old mystery and thrills of racing are on the wane, for anyone with the right amount of money can join in. Democratisation means that the butcher, baker or candlestick maker can load up his trailer with his "shop-bought" racing car and disappear in the direction of Brands Hatch or Thruxton for a day on the circuit. But it also means that racing is more competitive, it ensures that Britain has a constant supply of well-trained young drivers and that the circuits make money for their owners.

Colin Chapman has supplied the vehicles for club drivers to use ever since the Lotus 6 was announced and today there is a separate Lotus company to continue in the tradition. It is called Lotus Components and it has its own factory, which is part of the huge new complex which houses Lotus Cars and Team Lotus. The first duty of its thrusting 31-year-old Managing Director Mike Warner is to make a profit, and Warner in turn is able to keep down costs because he is a properly trained production engineer.

The mainstay of Components, as the division is always referred to, is the Formula Ford Lotus 61. These cars are now produced on a flow-line, just like a Mini or Cortina, which has a capacity of a dozen each week. There was a certain over-production in 1969, the result of over-optimism about American sales, but the 61s which have been awaiting customers were all recently returned to the workshop to be brought up to 61M specification, which entails lopping about 4 in. out of the top wedge-section body, repositioning and beefing up one or two components and increasing fuel capacity. The revised car has done particularly well in the Brazilian Formula Ford Torneo and although basically there is not much to distinguish its chassis from that of a Lotus of 1962 it is undoubtedly competitive in this field of racing.

For Formula Three the type 59 has survived a difficult early period of development and become one of the very fastest cars in this competitive category, while its very similar brother, the Formula Two 59B, proved an instant winner in Rindt's hands last year at Thruxton.

It is freely admitted by Warner that the image of Lotus' production racing cars became more than a little tarnished in the course of the years from 1964-1968. At a period when Jim Clark was winning World Championships and the name of Lotus was standing on the pedestal with him, sales of Lotus racing cars were actually *falling*. The problem was that the cars simply weren't competitive with comparative newcomers like Brabham and the spares situation was enough to drive racing people mad with frustration.

Getting the awareness and goodwill of the racing fraternity back to Lotus proved difficult. To start with it was decided to make a heavy investment in racing, with Miles and Oliver in Type 47s for sports-car racing, plus Oliver and later Miles in Lotus 41s for Formula Three. But there always seemed to be a suspicion that the cars supplied to the works were a bit better than those used by customers. Formula Ford and a massive sales campaign eventually saved the day.

It was eventually decided to cut down on the expensive racing commitments. Development at Formula Three level was carried out on the cars supplied to Gold Leaf Team Lotus, which is not part of the Lotus Group now that the latter is a public company, although the two naturally have very close links.

Chapman has never interfered with the day-to-day running of his company's individual parts: apart from anything else, the Lotus empire is now far too big for one man to control. Mike Warner is typical of the new breed of young professional men who have taken over from the traditional greasy-overalled genius in a one-horse garage who has plenty of good ideas but not enough capital to put them into practice.

A Lotus employee for ten years (with one short break), Warner briefly raced a 750 Special which he raced himself. Admitting that he felt that he would never make the grade as a driver, he moved to Lotus, becoming a mechanic and ultimately in charge of the Lotus-Cortina project before it was taken over entirely by Ford. He is very conscious that he represents the Lotus image to customers and is always approachable, for instance, on the telephone. Because he sells racing cars, he does not spend long hours testing, away from all possible contact, and is invariably there when the telephone rings. However, he did find time to show me round the Components workshop, where there were several exciting cars being built.

Among them were several Lotus 70s for Formula A/5000. The 70 is the first Components-built Lotus since the 35 to use a monocoque chassis, the designer in this case being an ex-Team man, Martin Waide. It was decided that the Lotus image had sagged particularly badly in the United States, so when the final round of the Sports Car Club of America's 1969 Formula A Championship fell due to be run at Sebring shortly after Christmas, Warner and Waide went out to Florida to look after the car, which was entrusted to Mario Andretti for the occasion. It turned out to be the last time he drove a Lotus, but he put the car on the front row of the grid and held the lead for a short time before the 5-litre pushrod Ford engine blew up. The failure of the engine was overlooked by many potential customers who were otherwise impressed by the car's performance and Warner came back to the Wymondham Lotus headquarters with orders for five 70s in his pocket.

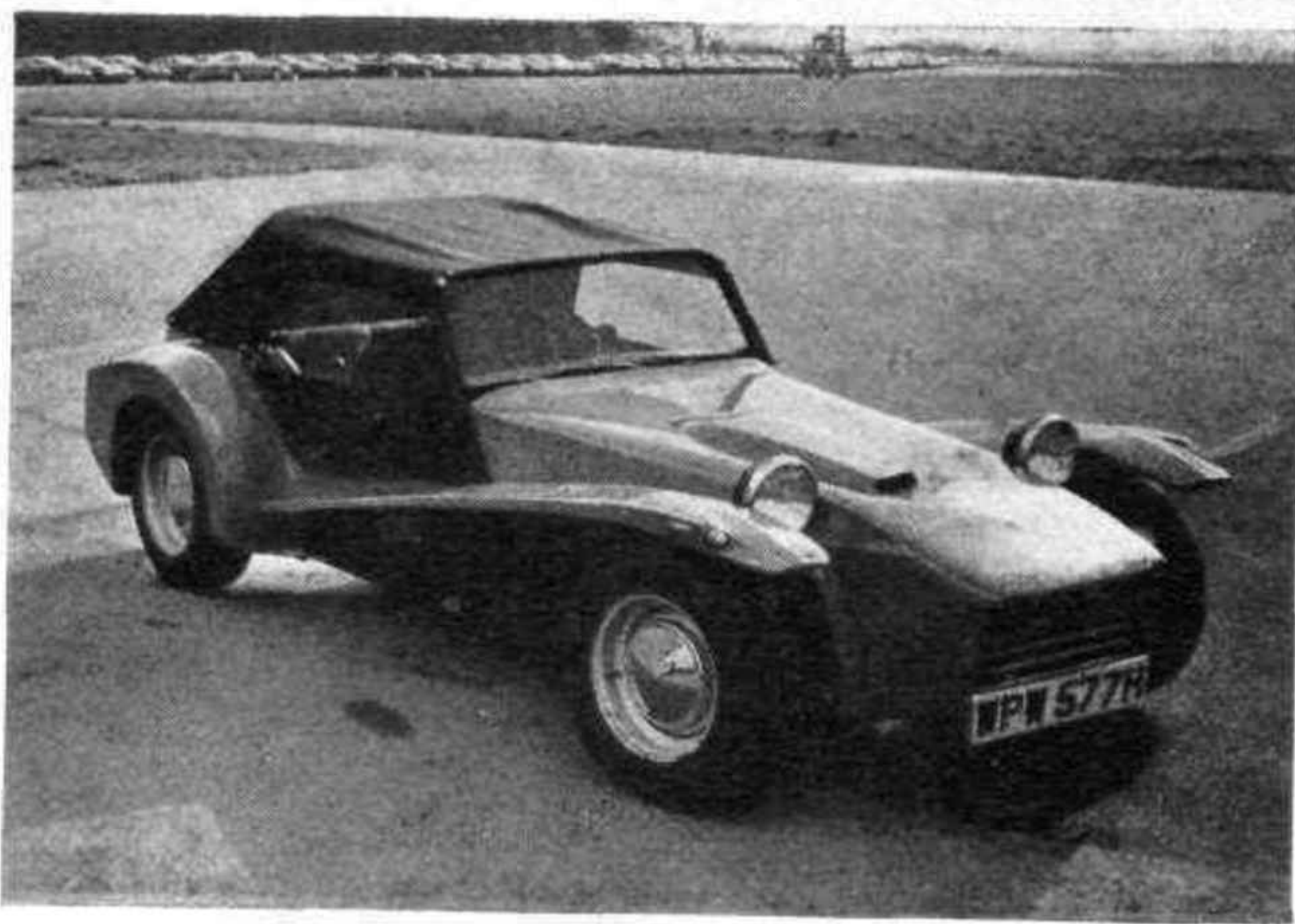
Construction of the 70 is far more economical than any previous monocoque Lotus, and there is emphasis on ease of repair. As a Production Engineer, nothing offends Warner more than the sight of a man cutting out parts for monocoques by ones and twos. The Lotus 70 is being built in batches (the first order is for 10) and there are templates for cutting several pieces at a time. Although the engine is a semi-stressed part of the chassis, the basic "tub" design, in six parts, is very straightforward. Three ex-Team employees (the withdrawal from Indianapolis racing caused a major cut-back in Team activities) are employed on monocoque production and they can turn out one car every ten days. Actual assembly takes between 120 and 130 hours, which is a vast saving, for instance, on the time required to build a Formula One 49.

Formula Three chassis are built up on a jig manufactured by Lotus. During our visit, we saw the jig being altered to accommodate one or two minor alterations for the 1970 version before being returned to Arch Motors, which makes frames for Lotus after the first few have been made at Wymondham (for "security" purposes). The Type 59 is made almost entirely of square drawn section tubing. This has no inherent value of its own other than the ease with which joints can be cut and mitred. The Formula Fords are still in round-section tube, a legacy of the design from several years ago: these, too, are made by Arch Motors, the specialists in chassis for Formula Ford and Three.

The New Lotus Seven Sports Car

The most interesting Components project at present is the Lotus 7, Series 4, several of which were in the course of construction to be ready in time for last month's announcement. The old 7 had simply become far too expensive to manufacture: there were too many tubes and a lot of unnecessary aluminium panelling. In fact, the 7 was costing as much to make as a high performance racing model. Warner believed passionately that there was still a market for a car in the Lotus 7 idiom and despite a certain amount of disagreement from the top, he got the go-ahead to create a replacement which retained the character of its predecessor as well as upholding the Lotus tradition of good handling.

The result is an amusing exercise which will probably be taken very seriously by a large number of young people who are looking for a car which is cheap, light and *different*. The styling, such as it is, is entirely in the 7 tradition and there is the bonus of increased weather protection and a larger boot space. The basis of the car is a pair of double ladder-section side members joined together by fabricated bulkheads, notably at the instrument panel. Reinforcement down the sides is by steel sheet and the bodywork is entirely in glass-fibre. Lotus 7 owners will not be sorry to learn that the footwell and sides of the passenger's compartment are of one-piece "bathtub" type which guarantees



Square-cut lines distinguish the latest Lotus sports car—"a Seven for the 'Seventies".

freedom from draughts in the nether regions, although a baler will probably be required on rainy days. Nevertheless, weather protection is improved: sliding sidescreens become a feature of the 7 for the first time ever. The bonnet folds forward in one piece and there are flared wings of the type which first became popular on the Lotus Super 7. There is a considerable weight saving, although rear suspension continues to be by rigid axle (Escort) and coil springs. Front suspension utilises Europa wishbones and a prototype car has survived a hammering on the *pavé* section at MIRA.

Although there is a new one-off Lotus 7 being successfully raced in Clubman's Formula events at the present time, customers will be offered a racing version of the 7 S4, probably with a de Dion rear suspension, and this will be reasonably priced at round £650. Warner feels that Clubman's racing is still worthwhile, despite the introduction of such expensive new forms of club racing as the Formula F100 two-seater Formula Ford.

Although the major part of Lotus' income will continue to come from the Elans and Europas which surround the Wymondham factory in such colourful profusion, it is appropriate that Lotus Components continues to supply the young man with a real wind-in-the-face motor car at a reasonable price. With such a full range of racing cars—and racing engines too nowadays—available, Lotus Components is assuredly the most professional of all the racing car companies. And its products are once again in a position to give the customer what he wants: a competitive car with spares available at short notice, which is capable of winning races.—M. G. D.

VINTAGE POSTBAG—continued from page 332

17-year-old son is operating yet another Rapson invention. "The Rapson Mechanical Hood Lifter" is described in the "Coopers Vehicle Journal" of 1919, and shown in cut-away diagrams to consist of a left- and right-threaded screw shaft across the back of the car on which are mounted two blocks which slide along the shaft when it is turned. Wire cables are connected from these blocks to a lever extension on the hood stick hinges, all the mechanism being hidden in the panelling and behind the upholstery. Rapson claimed that the construction would "last the lifetime of any car when it is taken into consideration that the hood is not raised more than once or twice a day".

Also in 1919 was reported "the Rapson Window Silencer and Holder". This was a spring-loaded hinge set down the edge of the window frame. A cam lever released the spring for the window to be raised or lowered.

Langshott.

BRYAN K. GOODMAN.

Rapson Tyres

Sir,

The articles in MOTOR SPORT reminded me of my school days and a bright idea I had for advertising Rapson tyres.

I wrote to Rapsons, suggesting an illustrated advertisement. This was to show a car, obviously shod on Rapsons, leaving a garage, with the spare wheel space, which in those days was on the running-board, blatantly empty. A mechanic chasing the car with the missing spare

wheel was waved away by the driver. The caption was: "Don't bother with the spare. I don't need it, I use Rapsons".

Rapsons replied to my letter, saying that they liked the idea and intended to use it. They would present me with the original of the artist's drawing. I wrote back, mildly suggesting that if the advertisement was worth using, it was worth paying for! And that, sir, was the last that I ever heard of my suggestion!

Belfast.

R. T. TAGGART.

* * *

The Late Mr. C. H. Seelhoff

Sir,

I was interested to see "Marendaz Myths and Memories". If my memory is true, my father, the late C. H. Seelhoff, had no connections with the Marseel gearboxes, having broken away from the Company before their production.

He was, however, a very competent engineer. I can remember the beginnings of an advanced scooter on Lambretta lines. He subsequently re-commenced business in general engineering.

Coventry.

C. B. SEELHOFF.

* * *

Horstman Memories

Sir,

I found your Horstman article of very great interest. During 1927-8 I worked for the Company in their James Street West works for a period, operating a centre lathe and later a Landis grinder. Jack Nation (*not* Nathan) I remember well at the works and I saw a good deal of him in later years after the last war, often driving the Horstman referred to in your article. Jack died some years ago but his widow still lives in Bath.

Your mention of the Horstman radiator reminds me that these were actually made in the works, the fins on the tubes being slipped over these and soldered in place in a bath of solder, the base and header tanks having the same treatment. Incidentally, I must have machined the last batch of alloy radiator caps! There was a small non-ferrous foundry in the James Street West works where alloy and bronze castings were turned out, and from this foundry also came a good number of quite unofficial car mascots of odd designs which found their way to a number of private cars in the district; I still have mine. The body shop was presided over by Mr. "Mousy" Edwards, who was in no way like his nickname, quite the reverse in fact! Under his direction the bodies turned out were first class.

The machinery at the factory was a bit primitive and most machines were driven by belts from overhead shafting, in the case of my Landis grinder it took some ten minutes on cold mornings before the belt would stop slipping, and during this period I used to "cut" my nails on the edge of the big grinding wheel.

My memories of the firm are all happy ones and we were a united family. The machine-shop foreman was Bill Tracy and I think he stayed with the Company long after the cars were no longer produced; he was quite a character. The testing was done by Jack Innes but I think that later he left the Company and joined forces with Capt. F. G. Horstmann, at Guildford, was it? The photograph of the 1921 200-Miles Race car reminds me that a friend in the district owned one of these cars but unfortunately he spoilt it by fitting the front axle off a Morris Cowley so as to get f.w.b. Because of my age I derive very great pleasure from this series on "Forgotten Makes" and hope they will continue.

Wareham.

R. CHAPMAN.

* * *

The Rockne

Sir,

In answer to Mr. Styles' enquiry regarding the Rockne Motor Corp. My information is that this company made a 3.1-litre 6-cylinder car with a complete range of body styles selling at prices between \$585 and \$675. The total number produced was, I believe, over 30,000. This car was, in effect, a small Studebaker. It was withdrawn from the Studebaker list for 1934.

Cranbrook.

RAYMOND H. KING.

[This is one of many letters received, which have been sent on to our correspondent.—ED.]



It's the real GT they're after.

Everybody seems to be flashing GT badges these days.

It's as simple as this - GT stands for Grand Touring. And that means a touring version of a fast sports car. Like the MGB. It doesn't mean a dressed up saloon car.

So if you want the real thing - the MGB GT's the one you're after.

You get real GT performance from the famous 'B' series engine. An engine that

develops 95 b.h.p. High speed cruising is effortless. Quick getaways are easy.

The MGB GT is as good to look at as it is to drive.

There's a new matt black recessed grille with chrome surround. New light clusters. Plus reversing lights. And black and silver Rostyle rally wheels.

Inside - you'll find real GT comfort. Rake adjusting seats, trimmed in black

knit-backed expanded vinyl are standard fitting.

Don't be content with just a GT badge - get a car to match.



Sport the real thing. MGB GT.



Well...just what racing last year?

The Drivers' World Championship really isn't our main concern. We're not in motor racing just to hear the roar of the crowd. We're

there to learn something new. Here are just some of the new things that happened last season as a direct result of our racing activities.

1. We brought out a new tyre for the family motorist:

called Groundhog. It adapted the principal of concave-moulding which enables racing tyres to present a wide flat tread to the track.

2. Our long experience of producing ultra-wide, low profile racing tyres paid off, too, with the world's first Series 60 radial. Fitted to the Lotus Europa it is a

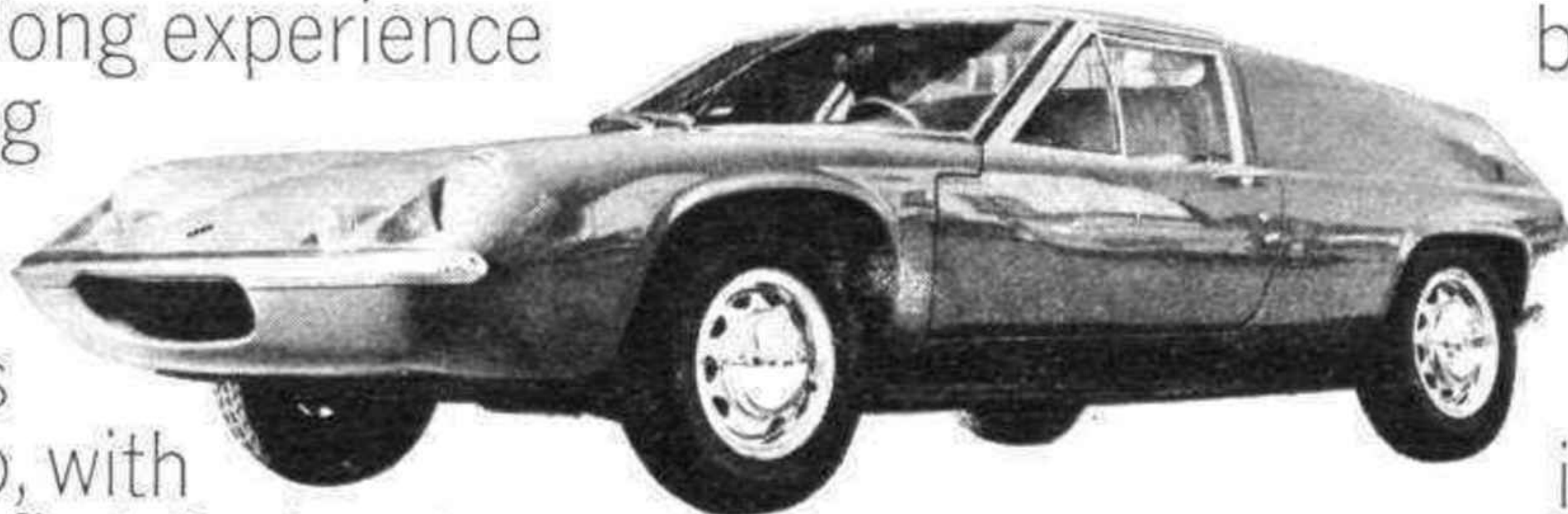


special version of our SP Sport, the height is just 60% of the width.

3. We put in a lot of work on racing tyres for Minis, to keep them ahead of the field. We gained valuable seconds per lap, and some of the things we developed will help us make your Mini tyres even better.

4. We learnt a lot about road surfaces. We had people taking minute measurements and micro-photographs of every Grand Prix track in Europe. The slightest surface differences can make big differences to tyre performance at Grand Prix speeds.

5. We learnt a bit more about behaviour in the wet. We've already pioneered most developments in this field notably the cutaway centre-channel and extra-grip rubber compounds.



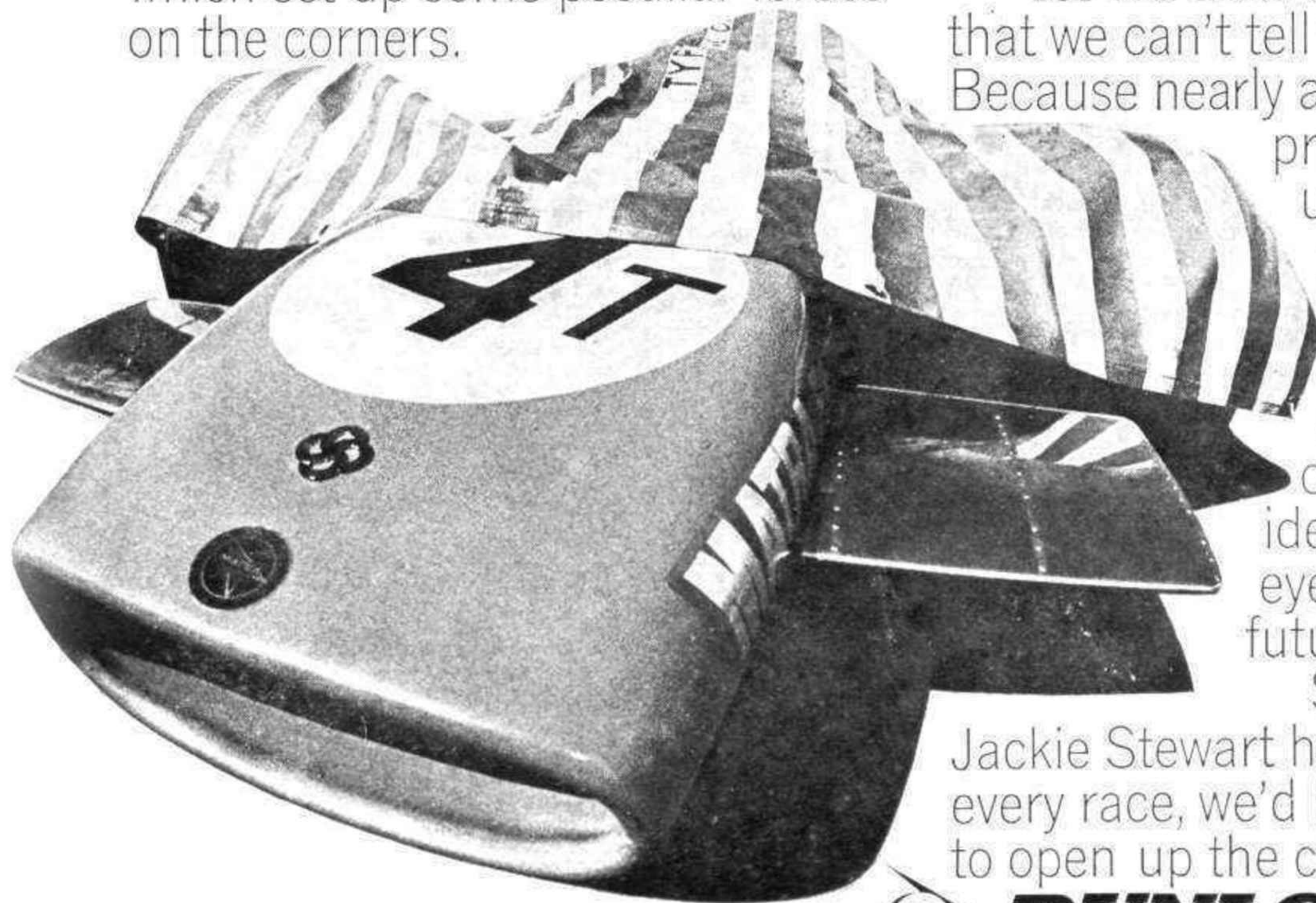
did we get out of

*(Apart from the World
Championship, of course)*



6. We made a special study of hot running, too. A new infra-red thermometer reads temperatures at the tyre's centre, while it's running. Internationally, our business is booming, and that means we've got to make special provisions for hot climates.

7. Aerodynamics. You remember, the season started with wings which set up some peculiar forces on the corners.



No sooner had we learnt to cope with those, than...

8. Wings were banned. And we had to go back to Square One, putting sufficient extra adhesion in the tyres to compensate for the lost aerofoils.

9. We started getting to grips with the four-wheel drive principle. What we work out on the track could become very important in family cars, within the next few years.

10. We tried out a few things that we can't tell you about yet. Because nearly all our Grand Prix prototypes have unique hand-cut patterns, they give our wild experimenters a chance to try out some new ideas – all with an eye to your future tyres.

So you see, even if Jackie Stewart had come last in every race, we'd have still felt entitled to open up the champagne.



DUNLOP

Get Dunlop confidence under you

THE FORD F3L or P68/69

A Ford Failure Which Could Race Again

IT WAS at the beginning of 1968 that I crept quietly into a vast gathering at the Hilton Hotel in London, wondering if I had entered a prayer meeting by mistake, as the invitation had said it was a Ford Press party. The huge room was enveloped in a strange hush and at the far end, mounted on a rostrum illuminated by a floodlight, was a small man who appeared to be reading a sermon. Peering into the gloom, familiar faces of motoring journalists and racing drivers emerged, and they were all so solemn and quiet that I felt that some ghastly motor racing disaster had happened, and the man on the rostrum was giving us the horrible details (little did I know how near to the truth I was!). Once attuned to the air of gloom and the poor acoustics I realised that the man on the rostrum was none other than Walter Hayes, chief of publicity for Ford of Britain, and far from telling us of a motor racing disaster he was talking about the new 3-litre Ford Group 6 Prototype and the racing plans for 1968 and 1969. Eventually some screens were removed, a myriad of lights were turned on and there was the most beautiful racing coupé I had ever seen. It was the Ford F3L or P68, painted red and gold in the Alan Mann racing colours, and at once all was reality, everyone in the racing game was there, the tail was opened up and presented to us was an all-Ford racing project, sponsored by Ford of Britain, designed by Len Bailey and built in the Alan Mann workshops at Byfleet. If looks were anything to go by this car was a certain winner, the coupé body and long tail made Lolas, GT40s, Porsches, Ferraris and Chaparrals look obsolete.

Everyone bubbled with excitement and enthusiasm for this new project that the Alan Mann team were going to run for Ford of Britain, for it was powered by a Cosworth DFV 3-litre V8 Grand Prix engine of 400 b.h.p. and the monocoque chassis and suspension were all pure Grand Prix, while the overall size was so compact that it really was a two-seater Grand Prix car with all-enveloping bodywork. During the very pleasant evening that followed I learnt that this was to be a two-year project involving Ford of Britain, having no connection with American Ford or any of the Anglo-American alliances that had got the GT40 project off the ground. Frank Gardner was to be the test driver and two cars were to be run in selected events in 1968 as a probe to gain experience for an all-out attack on the Manufacturers' Championship in 1969. When asked what I thought of the car I replied that the only way to really find out would be to be taken for a ride in it by Gardner or some similar driver. There were journalists present who were actually asking if they could drive the car some time, which made me smile. Anyway, Gardner said that if I went down to Goodwood when they were testing the car he'd give me a run round.

By the time the Hilton party was over the Ford publicity machine was in full swing and the Ford copy-writers were excelling themselves about this car that had yet to move under its own power. I spent a whole day at Goodwood watching Gardner drive the car and he didn't like the way it steered, though he was unable to explain clearly why. The front end gave him no confidence on fast bends and seemed to want to step sideways, but he could offer no technical suggestions and Bailey and Mann seemed out of their depth with a car they had conceived but were unable to suckle. Jack Brabham was there testing one of his Formula Two cars so Alan Mann asked him to try the Ford. On three laps Brabham approached the *chicane* and at the last moment thought better of it and took the escape road. After about five laps he drew into the pits, opened the door and, before anyone could speak, he said, in that dead-pan voice that is so typical of Brabham, "How brave do you want me to get?" Without more ado he got on with his Formula Two car and left Gardner, Bailey and Mann scratching their heads, not knowing where to look for the root cause. The late Mike Spence tried the car and was a lot more explicit, describing the movement of the car as being as if the steering rack was moving, making the car step sideways at the front when torque was applied to the steering wheel. Some primitive strong-arm stuff with long levers indicated that the front structure was rigid enough, and Spence did wonder if the car was aerodynamically unstable, but this was out of the question, for the Ford publicity boys had written pages on the new super secrets of the aerodynamics of



UNRACED:—This open Ford Group 6 prototype, weighing under 12 cwt., made only one public appearance. After practising for the BOAC "500" in April 1969 it was withdrawn from the race: it is no longer eligible for FIA events.

the tail section which gave the car very special stability. Before this abortive day finished I suggested to Gardner that I'd still like a run round in the passenger seat, if only to be able to see at close quarters what they were complaining about. He was adamant; he said he was reluctantly prepared to risk his own life, but he was not prepared to risk somebody else's. It must have been bad, so I went away and got on with something else.

Next time I caught up with the F3L was at Brands Hatch, for the BOAC 500, after having read great trumpet blowings from Ford of Britain that one car would be shared by Clark and Hill. Now that was something I had to see, for the Ford was running on Goodyear tyres and Clark and Hill were contracted to the Lotus team running on Firestone tyres. These days the tyre companies "own" various drivers and control their racing destinies the way the petrol companies used to do about ten years ago. (There are still those who will not believe that last statement, but I can't help that. They should stop prancing about and get their ear to the ground.) Of course, in spite of what Ford said neither Clark nor Hill ever looked like getting near the car, and it ended up with McLaren and Spence driving the one that actually started the race. McLaren had been teamed with Hulme and Spence with Brabham, all of them being in a contractual position to drive a car with Goodyear tyres, and it was Brabham and Hulme who stood down when the second entry broke its engine in practice. The lone race entry completed only 65 laps, but it held the lead at times, which was most impressive, and when it retired with a broken drive-shaft joint everyone was genuinely sorry, and we all thought "that car is a certain winner when they get it sorted out". Oddly enough the strange handling experienced at Goodwood was an aerodynamic instability, and tail spoilers were claimed to have cured all the troubles, as simply as that. For a first attempt in an experimental year the BOAC 500 outing was fair enough, for the car was clearly a winner.

I next saw the P68 coupés at the Nürburgring for the 1,000-kilometre ADAC race, and I wished they had been painted green, for in their red and gold colours most people thought they were Italian or Swiss. In practice disaster struck when Chris Irwin aviated at *Flugplatz* and came down all of a heap. He was very lucky to live, but it was the end of his racing career and even now he is not fully recovered from the terrible facial injuries he received. The second car competed in the race but fell apart when first the disc pads fell out of one front brake caliper and, when that had been sorted out, a tyre punctured and finally one of the doors flew open and was badly mangled. But in spite of the shambles this was still only an experimental year as Walter Hayes kept pointing out.

At Spa Gardner was paired with the German saloon car driver Hahne and the Australian showed just how aerodynamic the beautiful bodywork was, for he was said to be doing over 200 m.p.h. on the Masta straight and put the car on pole position with a time of 3 min. 36.3 sec., four seconds faster than Ickx in a Ford GT40. Again, though, the race was a disaster, for in the downpour immediately after the start water poured in through all the cooling vents and the engine died with the electrics up the creek.

The coupé was raced again twice in lesser British events. At Oulton Park Attwood stopped with suspension trouble, while at Silverstone

it led all the way until the engine broke towards the end of the race. This was a great disappointment to Gardner, for the car was so fast that Hulme spun off trying to keep up in a 5-litre Lola T70. Later in the year there was supposed to be an entry for the car at the Austrian Grand Prix, at Zeltweg, but it was withdrawn because, it was said, "of the political strife at Fords".

I didn't see those cars again, as the only other serious race they entered was the 1969 BOAC 500, again at Brands Hatch, and I was at some foreign race at the time, but I read about them with keen interest. In view of CSI relaxations on windscreen heights, among other things, Bailey designed a new car which was basically an open version of the P68, but much more revolutionary. It was called the P69 and had ingeniously controlled aerofoils front and rear, and was a beautifully sleek-looking car. It did not perform too well in practice and when the Cosworth V8 engine gave trouble it was scratched from the race and a lone P68 coupé was raced, failing to finish because of the oil pressure disappearing on lap 10 when Hulme was holding fifth position. Faith in this project was beginning to wane, for the previous year there had been some dissension in the organisation, as Alan Mann had wanted to gain experience by racing the cars, and Fords had not wanted them to race until they were thoroughly race-worthy, so there was a certain amount of deadlock. Gardner competed with a P68 coupé once more, in an International meeting at Silverstone that was little more than a club meeting, and was last seen spinning off the track in the pouring rain on the warming-up lap!

There was no further publicity from the prolific Ford writers, no explanations, no excuses why they hadn't swept the 1969 board; in fact, nothing more than a deathly hush. Towards the end of the season a new Ford project appeared briefly in the Can-Am races in the United States, and it was muttered that some of the parts had come from the still-born P69 of Brands Hatch memory, and this prompted the thought "whatever happened to Alan Mann and the Ford of Britain world-beater?" A colleague said he had heard that something was afoot at Fair Oaks aerodrome, near Chobham in Surrey, which is not too far from Byfleet, where Alan Mann Racing were situated. Sure enough, in the back of a hangar he found the dismembered remains of the P68 coupés, and the open P69 car, and Len Bailey and Frank Gardner in charge, so I will let him continue the story.—D. S. J.

* * *

Instead of residing proudly (or otherwise) in a museum where their beautiful lines could be admired by everyone, the two remaining Fords now languish lonely under dust covers in a hangar on an aerodrome in Surrey. I found them when I visited Len Bailey, the engineer who designed both of them and who still has close connections with Ford in several racing projects, ranging from saloon cars to Can-Am.

Bailey, now 41, is an ex-Austin apprentice who went to the USA in 1955, where he worked first for American Motors and later for Ford in Dearborn. With several other British *emigrés*, he was part of the team which initiated the Ford racing effort in the early sixties and subsequently came back to England—still in Ford-America's employ—as Chief Draughtsman on the Ford Advanced Vehicles GT40 project. The body shape of the GT40 as we know it in its current successful form was designed by Bailey in the workshops of Specialised Mouldings, helped by stylists from the British and US



"... last seen spinning off the track in the pouring rain on the warming-up lap." Gardner seen frightening himself at Becketts Corner, Silverstone, before the 1969 Martini International, when for the second time in the F3L's brief career the engine played up with wet electrics.

Ford companies. Bailey also designed the adaptation of the GT40 which John Wyer raced as the Mirage in 1967 and was responsible for many of the engineering developments pioneered by Alan Mann Racing in saloon cars. Several Ford Escorts, for instance, raced in 1969 with torsion bar rear suspension which was a Bailey design, and he has also submitted engine designs, one of which will shortly be seen in an experimental Capri.

It was the introduction of the Cosworth DFV Formula One engine which inspired the F3L. Small and light, Bailey decided that it would make an ideal "sprint" sports car unit. Keith Duckworth was not entirely confident in its durability, so in the first year (1968) it was not intended to go to Le Mans, for instance, although Bailey says that the circuit would have been ideal for the very advanced shape. At Spa the F3L had recorded a top speed of 211 m.p.h. and Bailey believes that at Le Mans it would have got close to 230. The car did a very great deal of testing in the hands not only of Gardner and Attwood, but also Spence and Surtees.

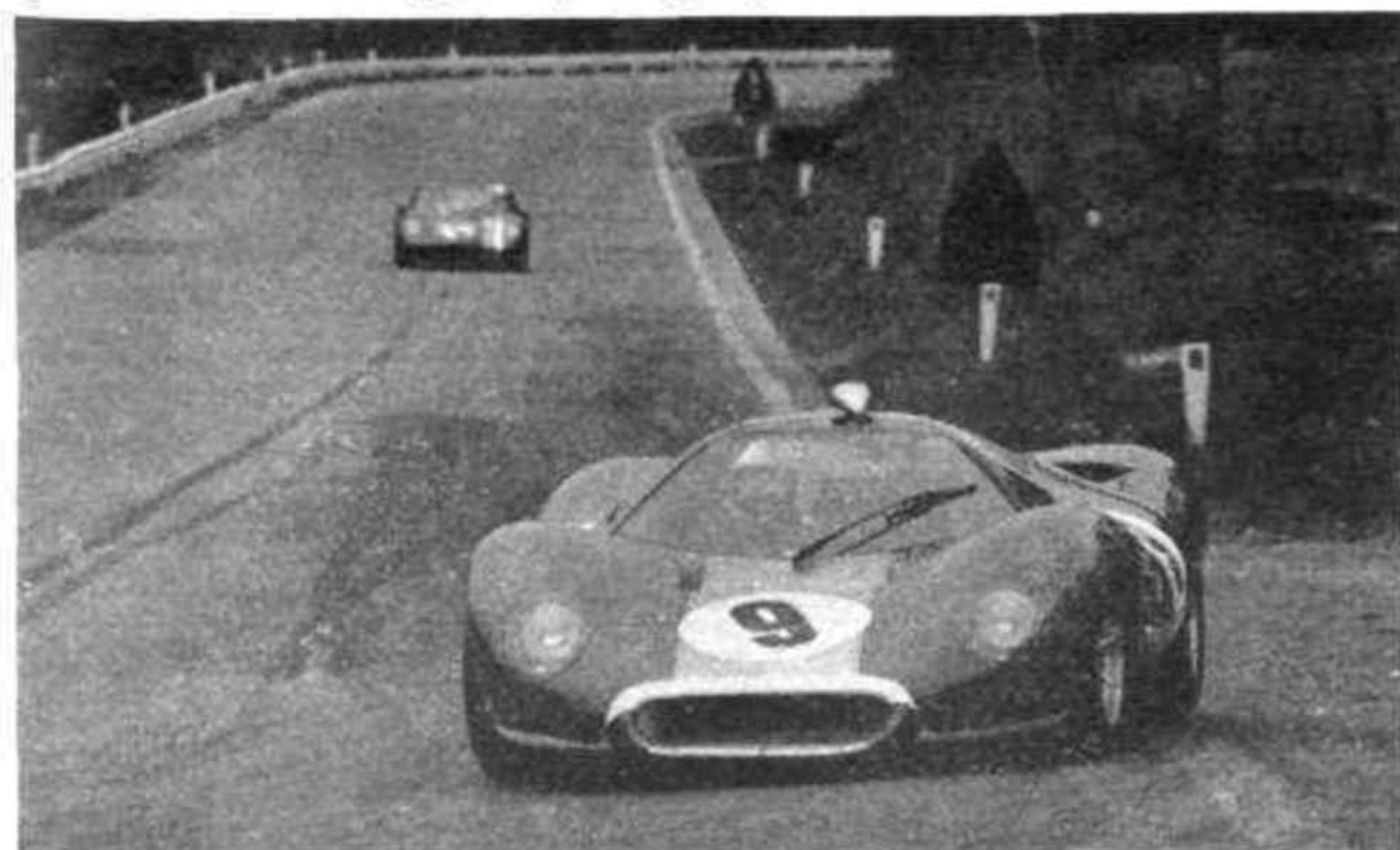
"I suppose we had our share of 'finger' problems," recalls Bailey, but the fact remains that the Cosworth engine has let the car down on a surprising number of occasions. The worst "finger problem" of all must be the repeat of the Spa rain *débauche* at Silverstone on the car's very last appearance, for, although suitable rain shields were available, they were not fitted when the car set off on its warming-up laps. The engine popped and banged over the deep Silverstone puddles and there was nothing Gardner could do when seven or eight cylinders all chimed in together at an unexpected moment and put the car off the track.

That race was a disaster for the coupé F3L, but the open P69 has had an even more ignominious fate, for the wrath of the FIA descended on it before it had even raced. With its moving aerofoil flap between the front headlamps and enclosed "single-seater" cockpit there is no way the car could be made to comply without spending a good deal more money. The rear-mounted radiator is supposedly 30% more efficient than the one in the front of the coupé, but if the open car's central body section were to be altered, all the advantages would be lost.

Neither of the surviving cars has suspension, gearbox or engine installed. The suspension was robbed to be put on a Ford-powered Can-Am car. This wasn't ready for the 1969 series until two races from the end, but in the final event Jack Brabham (whose name crops up in the Bailey story with surprising frequency) finished the race in third place.

In view of the poor results obtained, the top-brass at Ford was probably happy to see the project at an end. But they had provided one of the most exciting-looking sports cars ever seen, as our pictures show. Furthermore, it was an All-Ford effort [the engine?—ED.], which is praiseworthy, and a contrast to other Ford-financed racing ventures. Bailey is obviously sorry that his "baby" should have been spurned by its godparents, and indeed thinks it could still be competitive. Weight could come down by replacing the metal nose and tail sections with glass-fibre parts and he still thinks that the car would give a Porsche 917 a good run down the Mulsanne straight.

Unless someone comes up with a large sum of money, it is unlikely that this Ford "lost cause" will be seen again in public. We shall just have to make our own conjectures about how fast it would have been, or how many races it would have won, had the cars had more luck and more developments.—M. G. D.



FASTEST LAP in practice for the Spa 1,000 km. in 1968 was recorded by Gardner with the second and sole survivor of the two F3L coupés to be built. In 1969 Ford decided that its correct designation was the P68, although the name which everyone remembers is the F3L.

American-Ford's
Conception of a
Small Car

THE MAVERICK ON ENGLISH ROADS

The Ford Maverick is selling fast in the States, where the Iacocca styling is well-liked. To us, it resembles an inflated Capri.



WHEN Ford of Britain enquired if I would like to try some of the Fords made other than at Dagenham and suggested a Maverick as the first one, I was interested, because I expected this to be a scaled-down American automobile but one possessed of sophisticated handling and braking and thus ripe for hot-rodders to get going on. It is a scaled-down American automobile, but in those other respects I was to be disappointed. When I first saw this Ford small car, a rarity in this country, it was bigger and more "Americanised" than I had bargained for. Striking, yes, as a sort of bulbous, inflated Capri, finished in a nice colour which is catalogued as Anti-Establish Mint (don't ask me to explain!).

Ford emphasise that the Maverick is 8 in. shorter in the wheelbase than a Falcon, only 8½ in. longer than a VW 1500, that it gives 52 more h.p. than the VW 1500 even in its 170 cu. in. form, and they show it silhouetted against a Beetle; it's easy to see which European import they fear most! In fact, the Maverick sacrifices interior space for styling, so that, with its true fastback roof, the rear compartment is claustrophobic and vision to the rear is curtailed. But as there is a bench front seat, it's a five-passenger job. (The divided squab hinges forward at an angle to help rear seat access.) The styling draws much favourable comment but the owner knows that the interior is depressingly spartan, blanking plates and exposed nuts being a legacy of Lincoln's conversion to r.h. drive. Stowage is confined to an under-facia shelf, what looks like a cubby being a blank pressing. The seats are upholstered in cloth and vinyl, the facia is dominated by two deeply buried dials, a 120 m.p.h. speedometer with trip with decimal distance recorder and its counterpart containing a fuel gauge and the bright lights for TEMP, OIL, BRAKES and ALT, the last having nothing to do with the car's distinctly lively ride! The sun vizors dispense with a vanity mirror and are cut away to clear the mirror just where the dazzle penetrates. Two big plated turn-and-pull knobs operate lamps (foot-dip) and roof light; two-speed wipers and washers. There are useless small head bolsters on the bench seat's squab. Forward vision is restricted

by the long bonnet and sloping screen pillars. The steering wheel has a half-horn ring which is seldom there when you want it, but neatly to hand, or finger-tip, on the r.h. side of the steering nacelle, is a little button for the emergency warning system. The wide doors have useful arm-rests and good "keeps" and there are simple heater/defroster controls, the latter very stiff to operate. The bonnet releases from the nose, revealing a blue-hued 200 cu. in. in-line six engine claimed to give 120 b.h.p. at 4,000 r.p.m., so that "when you enter a 70 m.p.h. turnpike you won't feel like a retired bookkeeper in a pro. football game".

It is true that the Maverick gets a move on, accelerating well under kick-down, which delays the final change-up in the Cruise-O-Matic transmission until an indicated 68 m.p.h. is reached. The gears are selected with a r.h. lever (P, R, N, D, 2, 1), a slender l.h. stalk actuating the flashers. But on a cross-country journey the handling shortcomings of the Maverick are lamentably apparent. The brakes feel horrid and are too sudden, in the accepted American fashion, the suspension becomes terribly frenzied over bad surfaces, the back axle gets out of step and can cause a sudden lurch, and body rattles intrude as the steering wheel trembles and vibrates to an extent unacceptable in a 1970 car. The engine is smooth, opening up with a flow of sibilant power in the American manner, but undamped road noise from the 6.45 x 14 Firestone de luxe Champion long-range 4-ply tubeless rayon tyres spoils this mechanical hush; sound damping is also lacking, so much so that fuel can be heard sloshing about in the tank when this is full. The non-power steering, geared five turns lock-to-lock, plus sponge, is pleasantly light, with powerful return action which, however, doesn't entirely self-centre; the low-set wheel has a thick rim. The engine starts promptly on auto-choke but stalls until warm. The boot, with automatically locking lid, has a capacity of 10.4 cu. ft.—"nearly three times that of the leading import" (here we go again!)—but the spare wheel lies horizontally in it and various sharp projections are murder to delicate suitcases. The crudely bolted-

Continued on page 348

In America the new Ford Maverick is regarded as a "compact". So we photographed it with an Austin Cooper, an Alfa Romeo 1750 and a Rover 200TC, so that you can compare it, respectively, with British mini car, family-size saloon, and medium-size saloon.



BOOK REVIEWS

"The Record Breakers", by Leo Villa and Tony Gray. 160 pp. 11 $\frac{3}{16}$ in. \times 8 $\frac{2}{8}$ in. (The Hamlyn Publishing Group Ltd., Astronaut House, Hounslow Road, Feltham, Middlesex. 42s.)

I opened this book with keen anticipation, because Leo Villa has been, I thought, too long in coming forward as a writer and at last, I hoped, it would be possible to enjoy the inside story of the many racing cars and record-breakers on which he worked for the Campbells, Sir Malcolm and Donald. Unfortunately this book is sheer disappointment. It gives very few fresh facts in a story which has been told far too many times already. The pictures, reproduced large, are its best excuse for appearing and many of these have been published previously.

As if this is not enough to exasperate anyone foolish enough to have wasted a couple of guineas on "The Record Breakers", ghost-Gray has done his homework badly, so that the book contains too many errors. (Although Villa writes in the first person, it is apparent that Tony Gray has ghosted the work for him.) The early pages are a repetition of the Villa life story that was old-hat before this book was mooted, but there is interest as Leo tells of his youthful experiences with racing driver Foresti. Then the mistakes creep in. For instance, Chitty-Bang-Bang did not have a Mercedes truck chassis. Foresti's Austro-Daimler which he raced at Brooklands in 1920 is described as really a 110-h.p. Mercedes but to avoid confusion with Zborowski's sister car, Foresti is said to have re-named it. Now there is some truth in the tie between Mercedes and Austro-Daimler but Zborowski was not racing a 9-litre Mercedes at the Track, so why the confusion? Moreover, the Austrian car is quoted as a 1903 model but was more likely a 1913 car. It could not have raced at Brooklands in 1919 because the Track did not re-open until May 1920, and drivers like Kaye Don, Segrave, Zborowski and Barnato cannot be called "big names, getting under way again after the war", because they were not racing before the war. The description of the Austro-Daimler is in "popular" style, for those unaccustomed to old racing cars. After some interesting material about Villa riding as mechanic with Foresti in Ballots in the Targa Florio and preparing an unsuccessful Hall-Scott aero-engined Itala for Count Zborowski, in come more errors—the Indianapolis Sunbeam of Campbell's described as a 4-litre instead of a 4.9-litre car, his first racing car as a Talbot-Darracq when it was, of course, a Darracq, Villa's old cyclecar as a Bodelia instead of a Bedelia; and I wonder whether we should not put the story of the Ballot radiator cap mascots being of "solid silver" alongside legends about the Rolls-Royce "Silver Lady"? Nor do I know what the "118-m.p.h. lap record" is, which Campbell is quoted as attempting at Brooklands in his Indianapolis Sunbeam.

Villa credits the Eldridge Fiat with having a "bus chassis" and says its quickly rigged reverse gear for the 1924 Land Speed Record attempt at Arpajon consisted of an electric motor, which is a new twist to this particular motor-racing conundrum and sounds as if someone has got confused with such a motor used for quite another purpose on the much later Napier-Railton. Segrave's 200-m.p.h. Sunbeam is called the "Slug", although I do not recall hearing this as the official nickname for it, and that "The Record Breakers" is sadly dated is apparent from the statement on page 41 that Parry Thomas' "Babs" was buried after its accident on Pendine sand dunes and *is still there!* (My italics.) Then there is the fatuous caption to a picture of Campbell in a Darracq, said to be his first "Bluebird", at Brooklands before the First World War, which states that "Even experts have been unable to identify the year of this car". Without claiming to be anything of an expert, I would have thought it should have been pretty obvious that this is the 10 $\frac{1}{2}$ -litre 59.6-h.p. Darracq with which Campbell won a 1912 Private Competitors' Handicap after lapping at over 81 $\frac{1}{2}$ m.p.h. (it later went much faster); in which case it is a 1906 Vanderbilt Cup car and was *not* the first "Bluebird", because Campbell had thus named his 24.8-h.p. Darracq in 1911. . . .

There are a few interesting items which emerge from study of this book, such, for instance, as the names of technicians who worked on Campbell's Napier, Rolls-Royce and Bristol engines, but by now many of us are just a little weary of the Campbells and the Land and Water Speed Records as subjects for more and more books, and Gray puts a pathetic angle on this, saying that "The whole conception of record-breaking is now as obsolete as Campbell's particular kind of patriotism". I think nevertheless that if Leo Villa, that grand old gentleman of the racing game, had had a more patient and knowledge-

able interviewer, if there had not been such a rush to write the thing (as there must have been, with so many unchecked facts), and then a delay before publication, Hamlyn would have perhaps produced a truly worthwhile record. Villa could, I would have thought, have been drawn out about many of Campbell's racing cars and episodes which go unmentioned in "The Record Breakers"—what of his mysterious La Pearl, and other rare cars he raced, not to mention the inside story of his famous Bugattis, even the true story of the 1923 200-Mile Race Fiat retirement (!)? If asked, presumably Villa would have remembered, and he might even have solved for me the mystery of why the 350-h.p. V12 Sunbeam had that long tube protruding above its tail. . . .

As it is, this book uses too much old-hat material and pictures, suffers from too little research, so that it must be dismissed as a relatively unimportant contribution to the history of speed.—W. B.

"Automobile Year No. 17." Edited by Douglas Armstrong. 256 pp. 12 $\frac{1}{2}$ in. \times 9 $\frac{1}{2}$ in. (PSL, 9, Ely Place, London, EC1. 95s.)

The 1969-70 edition of that most luxurious of motoring annuals is now in print. It surveys last season's racing scene comprehensively and with full tabular coverage, and contains the usual supporting articles. The latter include chapters on the Porsche 917 and Matra, on Cars of the Year, etc., but the main attraction is the great many fine pictures, more than in previous editions, some of the Grand Prix colour reproductions being extremely commendable. The former tabular presentation of World car specifications has been dropped, and is unlikely to be much missed, but the crude sketches which illustrate the Diary of 1969 are just as out of keeping in this beautiful volume, bound in Silvertex, in which the advertisements are often as appealing to the eye as the superb colour lithography supporting the text.

This year's one-make study is of Jaguar, which is rather a hackneyed subject since the publication of Lord Montagu's book and so many articles. But "Automobile Year's" main purpose is a review of the previous season's competition events, with results, in lavish format. It has many imitators but still stands alone.—W. B.

"Silver Ghosts and Silver Dawn", by W. A. Rowbotham. 290 pp. 8 $\frac{1}{2}$ in. \times 5 $\frac{2}{8}$ in. (Constable & Co. Ltd., 10 Orange Street, London, WC2. 50s.)

This is one of the best motoring books I have read for a very long time. The author retired recently from the Board after 44 years with Rolls-Royce, which Company he joined as a premium apprentice in 1919. It might be thought that his autobiography would be full of Rolls-Royce songs of praise and that, as so much has been published since the war about the "Best Car in the World", he would repeat many of the old stories and legends. Not a bit of it! Mr. Rowbotham is far from fullsome in his praise for Rolls-Royce Ltd., rather the reverse. From criticism of the R-R apprenticeship scheme as it was just after the First World War, this runs through to unfavourable comparisons of the cars Rolls-Royce made just prior to the Second World War with American automobiles, which Rowbotham got to know well on visits to the States.

"Silver Ghosts and Silver Dawn" may not entirely please R-R fanatics but read it they must, for much fascinating fresh material is included between its covers, presented in a most readable manner. Mr. Rowbotham tells of the unusual way in which this great Company operated, of the rival makes of cars they purchased and tested, of how he came to be involved in the frustrating task of inserting Merlin engines into our war-time tanks, and his ultimate satisfaction in developing Rolls-Royce diesel engines for universal industrial application. Throughout the book humour prevails and the style is crisp and satisfying, the author, as I have said, not being blinded by R-R supremacy and not pretending that the cars made at Derby and Crewe were better-than-perfect.

Much of intense interest to students of Rolls-Royce history is revealed in this important new book. For instance, an American car was bought so that its four-wheel-braking system could be studied when big f.w.b. drums on the Phantom I had caused axle-tramp problems. Rowbotham also describes the Hispano-Suiza brake servo on a Boulogne model which R-R had purchased as "the best . . . of any contemporary car", but "the foot-pressure needed to obtain maximum stopping power . . . was about the same as that required to crush the shell of a grit-deprived battery chicken's egg" and later he

remarks that "One feature of Marc Birkigt's brake design was that while only the lightest pressure was needed in the forward direction, they were so heavy in reverse" that he ran backwards down Porlock hill after stalling on the second corner. There is the quite fascinating account of a drive from Derby to West Wittering (to visit Royce), Hives in a f.w.b. Silver Ghost, Rowbotham in the Hispano-Suiza, and of other intimate aspects of getting the R-R braking system right (the troubles R-R had with f.w.b. were many, even the Sales Department describing their system incorrectly.) Rowledge, incidentally, is credited with making the R-R servo-braking system the best of all contemporary brakes and is amusingly described as driving a Le Mans-type Lorraine-Dietrich owned by Rolls-Royce in the most inappropriate garb.

Rowbotham is so very interesting about so many Rolls-Royce matters that his book is a most significant contribution to history—he tells, for example, of what the Kestrel aero-engine owed to the American Curtis-Wright V12 in respect of its monobloc aluminium cylinder casting, rather as a Mercedes engine may have suggested separate welded steel water jackets for the Eagle. He is critical of the Springfield Rolls-Royce but considers that we would never have won the Battle of Britain but for the achievements resulting from the Schneider Trophy contest—with which I agree heartily, having long ago made up the couplet: "If the Battle of Waterloo was won on the playing fields of Eton, the Battle of Britain was decided over Calshot Water". . . .

That this is not just another Rolls-Royce glee-book is clear when you find Rowbotham quoting Lord Hives as saying that although it was undoubtedly the most expensive car in the world, the Phantom II was no longer the quietest or most comfortable vehicle in the world. This and other franknesses about the Company might suggest that Rowbotham took up his pen with a chip on his shoulder—rather, I suggest, such revelations stem from his intrinsic honesty and his habit of looking at the product from the viewpoint of its success commercially—how, otherwise, could he regard pre-war American cars, with their poor brakes, odd steering, plain facias and dismal-looking "tin" engines, as superior to a P2 or P3 Rolls-Royce, except as tools of efficient transport and nothing more?

Whatever the truth, Rowbotham's book is going to cause something of an uproar in R-R enthusiasts' circles and it should be widely read by all who are interested in the subject.

The author is extremely forthcoming about the ways in which Rolls-Royce cars were tested before the war, it being his task to organise these tests and to set up a test centre in France. [I recall that he was generous to me in contributing articles on this subject to MOTOR SPORT during the lean years of the war.—ED.]

To read Rowbotham's remarkable contribution to R-R lore is to learn much that is intriguing, to capture the atmosphere of long journeys in fine cars in pre-war times, and to look into the absorbing closed-shop that is motor-car manufacture, with intimate glimpses of how Sir Henry Royce and his engineers worked at it. There is the story of what happened when Rowbotham optimistically undertook a winter journey in America in an experimental Park Ward Rolls-Bentley, which will not please Bentley fanciers. (Incidentally, I make no excuse for using the usually *verboten* term "Rolls-Bentley", because that is how Rowbotham names these cars.) He tells of how a 1937 Rolls-Royce P3 proved inferior to a straight-8 Buick at General Motors' proving ground, is very interesting on the subject of E. R. Hall's TT performances with Derby Bentleys (disagreeing with W. O. Bentley's observations on this race) and adds some delectable new facts about *experimental* R-R cars which will be news to most self-styled R-R experts. Do you, for instance, know what power the Rolls-Royce Myth developed or in what car its prototype engine was installed? (The Myth, for example, gets just ten words in Anthony Bird's standard work on Rolls-Royce cars.) All this and much more is gleaned from this exceptional book, which is as readable as Minchin's "Under My Bonnet", and has a likeness to the autobiography of Sir Miles Thomas.

The R-R works foreman under whom Rowbotham was apprenticed was Wormald, presumably the same Wormald who was at Daimler's before the war, as recalled by S. C. H. Davis in "Motor Racing". I imagine that Rowbotham's friend, Geoffrey Summers, is the person who raced his Silver Ghost at Brooklands in 1922, and what happened when the Summers brothers staged a private speed trial in Flintshire between 13 cars in 1926, these including a 30/98, a Hispano-Suiza, a Lincoln and a 3-litre Bentley, makes good reading.

"Silver Ghosts and Silver Dawn" is something no R-R follower can afford to miss; I think they will find the chapters dealing with tank development and industrial engine design (and the author's farming

exploits) nearly as interesting as those about Rolls-Royce and Bentley cars from 1919 to the birth of the post-war models—and Rowbotham is very interesting about the latter!

Apart from a few spelling mistakes of names like Segrave and Roesch, errors are minimal. I do not have space to discuss all the spice contained in this latest book on Rolls-Royce, nor would it be fair to do so. But, believe me, it is an important and welcome book, highly recommended; if it draws other Rolls-Royce executives to set down their reminiscences, perhaps in answer to some of W. A. Rowbotham's more controversial points, rather as W. O. Bentley replied to a book by A. C. F. Hillstead, we shall indeed be in clover.—W. B.

"Japanese Aircraft of the Pacific War", by R. J. Francillon. 570 pp. 8½ in. × 5½ in. (Putnam & Co. Ltd., 9, Bow Street, Covent Garden, London, WC2. 105s.)

This is a highly specialised subject but Putnam have produced a full-scale book on it in their standard layout and as usual beautifully produced. To students of Japanese history, quite apart from aeronautics, this is a most valuable book. It commences with brief histories of the Japanese aircraft industry and Army, Air and Navy Forces, and gives Japanese aircraft designation systems, camouflage and markings. It then describes individually Kawasaki aircraft from the Ki-10 to Ki-119, Kayaba Ka-1 and Ka-2, and deals in this fashion with Kokusai, Mitsubishi, Nakajima, Rikugun, Tachikawa, Aichi, Kawanishi, Kyusha, Yokosuka, and lesser types of flying machines from the Land of the Rising Sun.

There are comprehensive appendices about foreign-designed aircraft, aircraft carriers, aero engines, armament, designations and coding.—W. B.

If you are touring France this year you may find it adds to your enjoyment to equip yourself with a copy of "Cathedrals of France", by Auguste Rodin (278 pp., 9½ in. × 7½ in.), which is concerned with the formal characteristics of sculpture and architecture and contains 88 Rodin drawings to explain how these are identical. This, the only book Rodin has written, has chapters on the cathedrals of Reims, Mantes, Amiens and Etampes. It is published by The Hamlyn Group, Hamlyn House, 42, The Centre, Feltham, Middlesex.

MAVERICK TEST—continued from page 346

in fuel filler in the centre of the back panel is closed by an equally crude cap and the plain wheel nave-plates are labelled "Ford Motor Company". The test car had Lucas headlamps and fog-lamps, but Ford rear clusters.

The 8 ft. 7 in. wheelbase 2,847 lb. kerb weight Ford Maverick has a long list of inbuilt safety factors, but the manner in which it lurches about when the brakes are lightly applied on a bumpy road and is steered by its back wheels, belies the claim that it is safer than a small European car. The handling qualities are quite horrid and, coupled with the uninspired interior decor and high noise level of this American-type car, made me wonder whether the Maverick is not Ford's worst mistake since the Edsel of 1957-59. However, across the ocean Ford sold as many Mavericks in the first 45 days as Edsels in six months, and 25% of Maverick buyers traded-in an imported car. So obviously American motorists still place styling (done for the Maverick by Mustang-creator Lee A. Iacocca) ahead of civilised and safe driving characteristics. It seems to me that we must wait for even smaller new American cars such as the forthcoming 7 ft. 10 in. wheelbase 2-litre o.h.c. Ford Pony, 8 ft. 1 in. wheelbase 2.3-litre light-alloy o.h.c. Chevrolet XP 887 and 8 ft. 2 in. 3.3-litre six-cylinder American Motors' Gremlin, before the speed-shops get excited at the prospect of new material to work on or Wolfsburg goes on the dole (if then). I find myself wondering whether the American compact market might not be better served by making Dagenham Corinas, Capris and Zephyrs and Luton Vivas and Victors in the States.

The Maverick engine has a c.r. of 8.7 to 1 and ran 266 miles on a tankful of 4-star fuel, the consumption being 19.9 m.p.g. No oil was used in 300 miles. The dipstick is hidden beneath a cluster of h.t. cables and hot heater tubing.

The Ford Maverick comes in various options of engine size and transmission but, as tested, the 3,380 c.c. version costs £2,030, inclusive of purchase tax, from Lincoln Cars Ltd., 88, Regent Street, London, W1, where they have opulent customer-baiting showrooms. Driving it was an interesting experience but, apart from the fact that I haven't got a cowboy hat, the Maverick is not for me, nor, I suggest, for drivers who want to live to enjoy the satisfaction of fast driving.—W. B.



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And remember, you should change your brake fluid every eighteen months. Good intentions aren't enough. Our roads are paved with them.



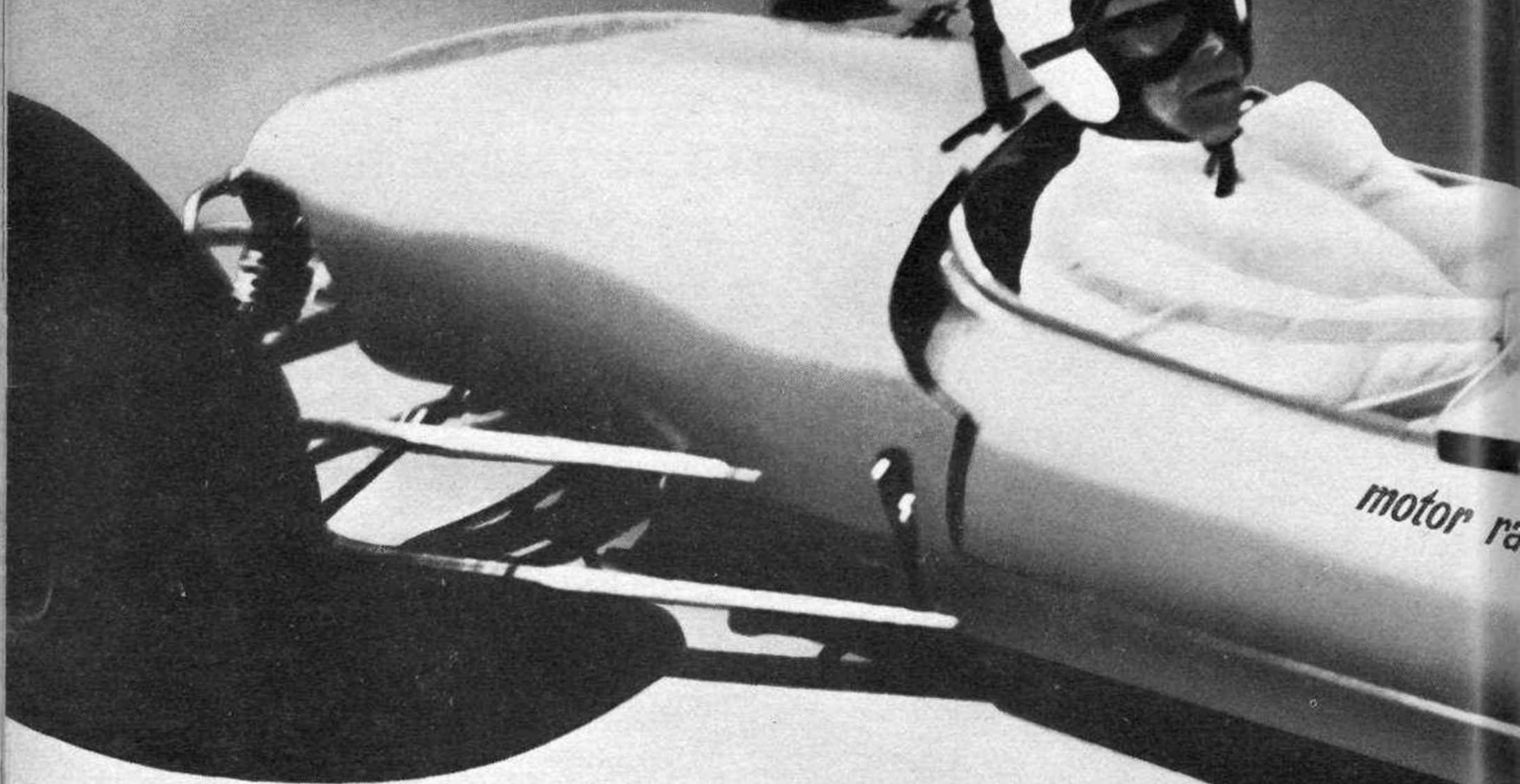
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1. Buy a can of Simoniz G.T. Wax (paste, aerosol or liquid). Write the name and address of the retailer where you bought G.T. Wax on the entry form and send in a tracing from the "G.T." on the can: this entitles you to enter the Simoniz Racing Driver Contest. Simoniz G.T. Wax is the wax that won't wash off, because it's detergent resistant. (Try the X-test as seen on television.)

2. Complete the Entry Form Using your

skill and judgement as a driver, list in order of importance 8 of the following features of a good racing circuit. For instance, if you think 'Hills' are most important, write the figure 3 in the first space provided, then follow with your second choice and so on.

Then complete the sentence "I have chosen ..."

3. Send Entry Form to SIMONIZ COMPETITION, 175 HOOK ROAD, SURBITON, SURREY, to arrive not later than 30th June 1970.

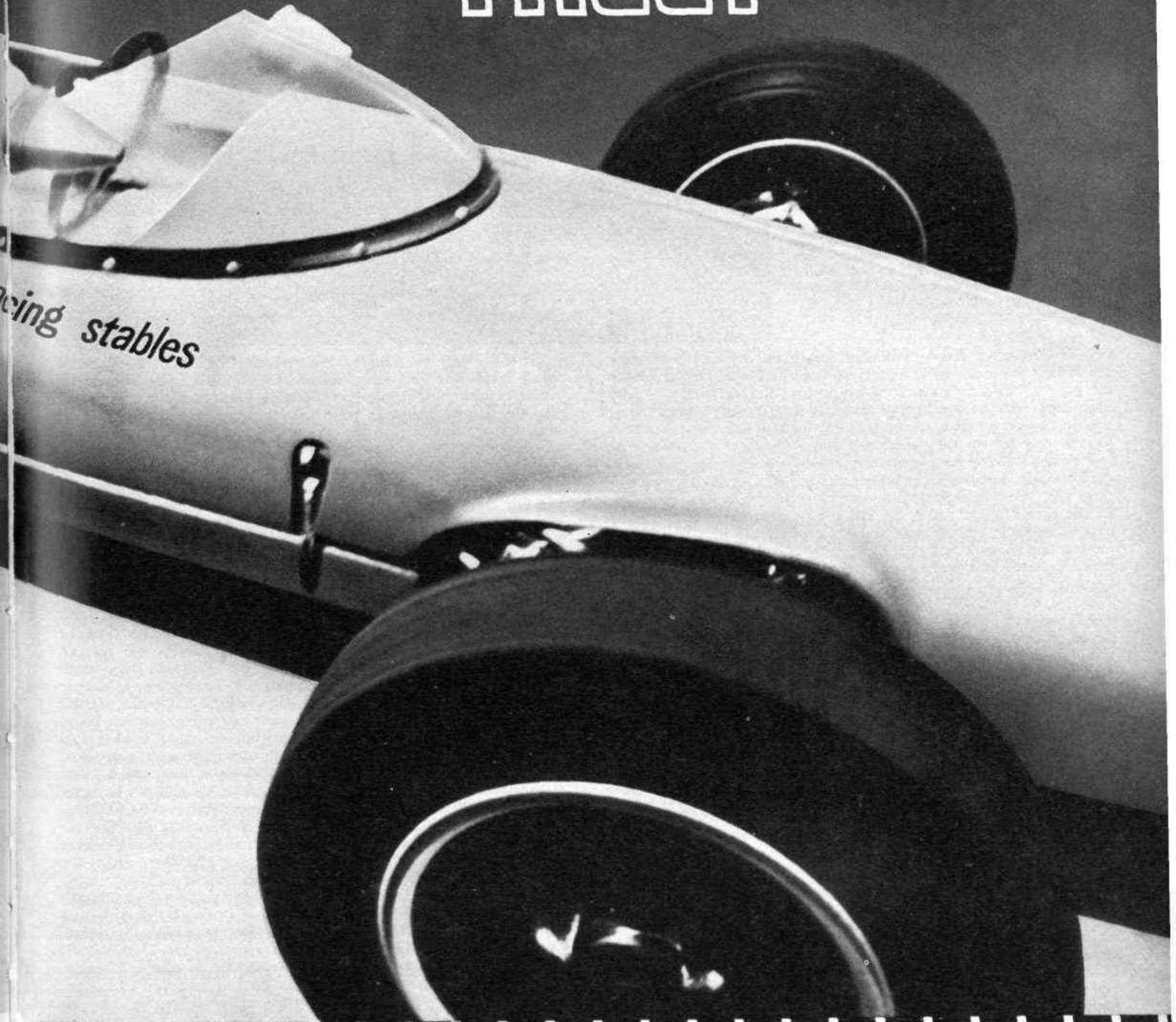
RULES

1. Entrants must complete the standard entry form in Block Capitals and in legible ink or ball-point pen, stating where G.T. Wax was purchased and forwarding a tracing from the "GT" on the G.T. Wax can.
2. Competitors must be over 17 years of age, hold a current driver's licence and reside in Great Britain.
3. All entries will be examined and prizes awarded to the 50 competitors who have, in the judges' opinion, listed the features in their most important order and provided the best reason for selecting the most important.
4. Only one entry per competitor is allowed.
5. The judges' decision is final and no correspondence can be entered into.
6. All entries will be the property of Simoniz Limited, who are unable to accept responsibility for postal delays, damaged or lost entries.
7. The prizes will be as specified.
8. Prizewinners will be notified by post, and a list of prizewinners will be available on application to Simoniz Limited.
9. Employees or relatives of Simoniz Limited, Motor Racing Stables Ltd., or their publicity/advertising agents, are not eligible for this competition.
10. Closing date for entries is 30th June, 1970.

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 8. HIGH-SPEED BANKING
 9. SLIP ROAD TO PITS
 10. CRASH BARRIERS
-

SIMONIZ RACING DRIVER CONTEST ENTRY FORM

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I have chosen as the most important feature because (not more than 15 words)

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TOWN

COUNTY

THE PIPER SPORT

ALL THREE PIPER MODELS share this sleek shape. The extra lamps mounted within the air intake are worth having, as cowled rectangular headlamps are not the best answer to nocturnal travel.



AS THE price of factory-produced cars rises, Britain's component car makers are multiplying rapidly and apparently making money in the process. The days when the expression "kit-car" meant a tatty glass-fibre body over primitive internals have mainly passed away, though the sheer effort of constructing some of the cheaper kits is usually best left to the determined and resourceful enthusiast. At less than £300 the component cars appear mainly as a bare body-shell, though Marcos, Jem Developments and Davrian do offer various extra cost items to ease the building or cockpit trimming processes. In the over-£1,000 bracket the kits are in most cases exceptionally easy to assemble, with Marcos and Lotus offering a high standard of interior appointment and electric windows as standard items, leaving easily mastered jobs to the builder. The barren section of component car sales appears to be in the £500-£1,000 region, where the Lotus Seven at £795 and the Ginetta G15 selling for £849 are the only tested *marques*. There is now a new, and glass-fibre-bodied Lotus Seven series 4, but a retail price had not been announced when this was written, though we have heard it will cost at least £100 more than the Seven S3.

Last month we tried the Davrian Imp-powered Special in racing trim, and this month's test is of another little-known car, the Piper Sport. Pipers are sold in three versions, all have modified Ford 1600 GT crossflow engines and gearboxes, unstressed glass-fibre body-shells and square-tube chassis.

The original rough design sketches were by Tony Hilder and these were then passed on to the Piper group of companies operating from Ashford in Kent. In 1967 this firm displayed a model of the design at the Autospeed exhibition. By 1968 Piper had constructed several cars which used Ford Cortina power units instead of the Sprite mechanicals originally proposed. Brian Sherwood, a club racing driver and proprietor of an engineering works at Wokingham, purchased one of the original Piper GTs and took it back to his works for further modifications. Soon afterwards Sherwood Holdings took on the rights to manufacture and sell the sleek but, at this stage, troublesome cars. Sherwood changed virtually everything on the Piper, making the chassis a lot stronger, among other things. Just before Christmas last year Brian Sherwood was killed whilst driving along the notorious three-lane stretch of the A20, close to Brands Hatch.

Now Bill Atkinson and Tony Waller see to the production and sales of these intriguing cars from the large Sherwood workshops at Reading Road on the outskirts of Wokingham. Most of the parts, including the 16-gauge steel tubing chassis, are made on site. During our visit to the workshop, or small factory would perhaps be a better description, we found that so far over 30 Pipers have been made. Current output is roughly a car per week: all of them sold by display on the main road forecourt.

In one corner we found two moulds for the body, the floor-pan being bonded to the superstructure. A large central transmission tunnel suggests that perhaps a "backbone Y-structure" chassis is used like the Elan's, though in truth the construction is the simplest of steel frames extending to the rear and front in order to mount the suspension and engine components.

Front-end running gear is mainly from the Triumph Herald (without S-T where would the specialist car makers be?), using independent double-wishbone suspension parts, disc brakes and steering rack from this source. The Ford Corsair rear axle has a 3.7-to-1 final drive ratio and is located by radius-rods placed in front of the axle and angled outwards to the top of the axle casing. In addition semi-triangulated brackets mount from the steel frame to the bottom of the axle and these each carry a coil spring/shock-absorber unit.

The three models are coded GTT, GTS and Sport; in kit form the respective prices are £1,425, £1,540 and £1,700. This slots the Piper neatly between 1600 GT Ford-powered TVRs and the V6 Marcos. Standard equipment for the GTT comprises blue-tinted windows (none of which open on any of the models!), electric Kenlowe fan, 13 by 6½ in. cast-alloy wheels, twin fuel tanks, electric windscreen washers, Ford's heating and ventilating system, 12-in. leather-rim steering wheel, Cortina instruments (but lacking fuel gauge in all cases) and a mildly-modified engine with a re-jetted standard carburetter, gas-flowed and polished cylinder head. The camshaft timing is also altered in the cause of a small power increment. The GTS version features a more comprehensively modified engine utilising a pair of sidedraught double-choke Weber carburetters, enlarged cylinder-head porting and 2-in. bore exhaust system. In this form Piper claim around the 120 b.h.p. region for the push-rod-operated Ford.

The most expensive model is the Sport, which has the same power unit modifications as the GTS, plus a revised interior with leather trim and "maximum soundproofing", according to the enthusiastic Mr. Atkinson.

We were able to borrow Atkinson's personal Piper, a Sport, registration XPA 8, for a couple of hours during the afternoon. Conditions were ideal for trying a car with no sun visors and unopenable windows, for the sky was clear and the winter sun surprisingly warm.

The Piper is 3 ft. 4 in. high and weighs 11 cwt. Our photographer (in this case a trifling 6 ft. 3½ in.) arrived inside the driving compartment some minutes after the small reporter, breathing heavily. However, once settled in, we were reminded strongly of the Marcos with reclined but comfortable seating. The leather-covered seats are in fact better than those in the Marcos for hot days. There was a sun-roof fitted to our car, which was rather crudely secured, and so

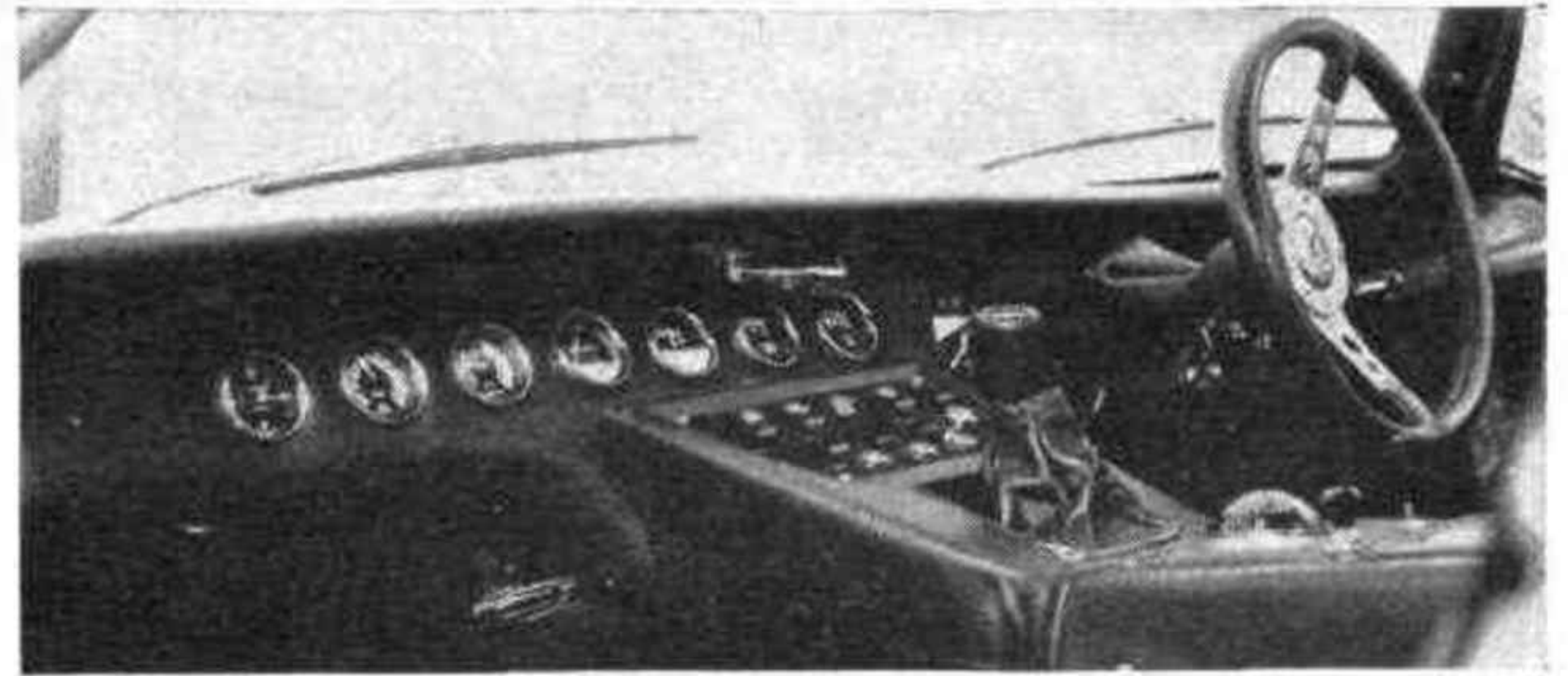
we stuck to the blower fan. During our brief tenure of XPA 8 we could not find the heating control lever.

Setting off from the works we found the tiny gear-lever easy to use, though naturally there is a tendency to miss gears at first without the extra leverage found in a standard installation. Visibility out of the low-cut side windows is excellent, while through the rear the scene is distorted more grotesquely than it would be through a fair-ground "hall of horrors" mirror. After 10 minutes' driving we adapted to this, but it is a shame that the generous area of rear glass should be thus wasted. TVR have overcome much the same problem in the Vixen, so it should be possible to rectify this point, which is an important one as the Piper attracts an enormous amount of attention and those with two endorsements on their licence may not wish to remain in ignorance of a following vehicle's outline!

Up to this point we had not exceeded 55 m.p.h. and were therefore somewhat disconcerted to encounter a judder at an indicated 60 m.p.h. Subsequent investigation revealed that the wheels had not been correctly balanced and that some of the early castings (with which our car was fitted) ran out of true. Potential owners should check on this point carefully before buying as the vibration is bad enough to encourage one to investigate for the presence of a square wheel.

However, the handling on a smooth surface is invigorating, the converted engine pulling strongly so as to change the understeer to oversteer characteristics instantly at the driver's direction. With so little weight the acceleration feels very similar to that of a Lotus Seven. We completed a couple of acceleration runs from a standstill to 60 m.p.h. indicated on the speedometer and recorded times of 8.1 and 8.4 seconds; the slower time being mainly due to the axle winding up as the clutch was released.

Travelling at 50-60 m.p.h. along a winding and bumpy main road was certainly an entertaining pursuit in XPA 8, which has been used as a mobile test bed for most of its life. The cornering power is certainly very advanced, but the rear axle does not like its progress



NO FUEL GAUGE! Searching among the multitude of dials reveals the lack of a fuel level indicator for the standard twin-tank arrangement. Seating and ride comfort are exceptionally good.

interrupted by bumps.

However, an unusual point, in the author's experience, is that the ride is excellent in spite of this bump reaction so that the driver is quite relaxed while the steering relays messages of impending doom. Again one can get used to this and feel highly appreciative of at least being comfortable along country lanes in a light sports machine: perhaps the ride could be retained while the rear suspension geometry is modified? . . . Come in, Mr. Chapman, just the man we wanted to see.

A few other points which impressed me about the Piper were the high quality way in which the doors fitted, the satisfactory manner in which the engine supplied power up to 6,500 r.p.m. without overheating in town use and, above all, its racing-car-on-the-road concept. Many people will buy the car just for its looks, but I hope MOTOR SPORT will in the meantime gain another chance to drive this attractive car.—J. W.

CARS IN BOOKS

THE FIRST book I propose to deal with this month is not really a book containing references to cars but a motoring book in its own right, although I venture to suggest that few if any who read this column will have heard of it. I am indebted to H. G. Dunn of Bedford Park for sending me a copy; the book is called "A Motor Tour in Europe 1927" and was published privately by the three young men who undertook the journey. They were destined for Schonlinde in Czechoslovakia to study music under the renowned pupil of Franz Listz, Herr August Stradal. They were going to cross Europe by train but their firm offered them the use of a car, so plans were changed. Reading the account of their adventures, which started in Edinburgh on the train but commenced in earnest in London, where the 1925 Morris-Cowley bull-nose tourer was taken over, and ended back in London 2,582 miles later and one month later, is to realise how rare was a European journey of this magnitude in vintage times, although more ambitious Grand Tours were undertaken in Edwardian cars, as this feature has previously demonstrated. But in 1927 a light car was considered only just suitable for such a task and, indeed, the Morris boiled all too frequently, punctured its tyres, twisted a half-shaft (a habitual trouble with these cars) and had magneto trouble and choked jets. The joint authors agreed that a car was by far the best way of travelling abroad but remarked that "Cars of British manufacture are unfortunately seldom to be met with outside the British Empire, and, except in Ansbach, we did not meet a single one from the day we left Ostend until our return to that town. The Americans seem to have obtained a grip of the Continental Market, and their automobiles appear to be better acclimatized to the unusual warmth which is to be met with in Southern Germany and Czechoslovakia than our machines".

How remote all that now seems! I have always maintained that British cars did not improve appreciably as long-distance touring machines until the British began to take holidays abroad as a matter of course, soon after the end of the last war, whereupon the inadequacy of performance and suspension for long runs over "fast" roads and *pave* was all too unhappily apparent. However, the three adventurers, A. H. Banks, J. H. Hodge and A. Brown, obviously enjoyed their experience and thought they might repeat it—I wonder if they did and in what car?

The Morris they used belonged to William Hodge & Chilver of Hatton Garden and today this choice of an open tourer (PE 2477) seems a strange "fleet car". Another item which emphasises how long ago all this was, is that petrol cost between 1s. 4d. and 2s. 8d. per gallon. The roads are described as better than had been expected, Germany obviously having the best, the French main arteries being very good, but those of Czechoslovakia being "dreadful all over the country" and those of Belgium a good second. The Morris was described at the conclusion of the trip as not coming up to expectations as a "going concern"; there were two more on the boat at the embarkation, but they had not penetrated as far into Europe. Two girls on the boat had been touring "on an ancient motorcycle, a New Imperial, which had seen much better days" and the lone British car encountered was a 3-litre Sunbeam (whether a twin-cam or a push-rod model is not mentioned but its youthful owners were much envied, especially as they also had a Chrysler in their party). The Morris had lighting and steering trouble to add to the worries, and when a new half-shaft had to be made for it the charge was £9, whereas in England a half-shaft cost 12s. 6d. A new Dunlop tyre had to be bought, the brakes overheated, oil poured out of the back axle and hubs and with other minor repairs cost more than the living expenses, causing the authors to remark "What a car this is!" The best day's mileage, incidentally, was 188, from Ansbach to Strasbourg.

Things often seem to come in pairs and just before reading this most interesting flashback to the past, I had greatly enjoyed another little publication, also issued privately, about another adventurous journey. This was a booklet called "A Case of Vat 69", by Graham Rankin and Martin Boag, being an account of their journey last year from England to Australia in a 1932 Austin 7 saloon. The title is taken from the initials of "Vintage Australian Transport 1969". The Austin gamely covered a total of 12,200 miles between England and Singapore and if it broke a half-shaft like the aforesaid Morris and needed a complete re-bore in Madras, after 8,500 miles, this was probably accentuated because the air-cleaner wasn't functioning and, anyway, this is far in excess of the annual mileage such Austin 7s are likely to be subjected to in going to and from old-car rallies and they can still be purchased for quite modest sums (Rankin's cost £40, before preparation for its marathon).

Letter from Africa

[By means of which the Continental Correspondent, even while he is not motoring abroad and is on a different Continent, keeps in touch with the Editor.]

Dear W. B.,

This really is rather ridiculous, here it is the beginning of March, there isn't a cloud in the sky and you have to keep in the shade to avoid sunstroke! I was amused to read in the March issue of MOTOR SPORT that our Production Manager had taken up flying and especially the remark that some of the "die-hard motorists began wondering about air travel". I can assure you that one of them was *not* me, the world of motoring is still far too full to find time to take up another all-absorbing hobby. On the odd occasions that I have been involved with private light-aircraft I have never found the aircraft side of things at all fascinating, though the indirect motoring connections have been.

A short trip in a friend's "vintage" Miles Falcon was enjoyable because of the splendid four-cylinder Gipsy engine, one that we used to think would make a good power unit for a vintage special. On another trip with the late Jim Clark in his modern aeroplane (I cannot even remember the make) we flew above the very straight A11 road on the way to Snetterton, cruising at about 135 m.p.h. and I remember saying how much more fun it would have been if we had been in a Lotus 30 cruising up the A11 at 135 m.p.h. Even with commercial air-line flying I find the best part is the acceleration along the runway at take-off, for big jet-planes do get up and go once they are rolling. I cannot find much appeal in private flying and while the world of motoring and motorcycling, and racing in particular, is still progressing there is more than enough for a full and enjoyable life. I find one and a half hours in an air-liner quite sufficient, so the 22 hours spent on what seemed to be a round-the-world trip, to get to South Africa was my idea of exaggeration, but once started on such a trip it's a bit difficult to back out.

Here at Johannesburg, and in the surrounding country, I find it interesting and surprisingly tolerable, though people quite rightly point out that Johannesburg is not exactly the best part of South Africa and I should do this and do that, and go here and go there. What does fascinate me is the size of the country when studying a map, and it's a good thing I haven't got the E-type out here or I would be taking off on some interesting looking long-distance motoring. Next time perhaps. Even in this one small industrial centre there is plenty of activity, and though sporting motoring does not exist on such a vast scale as in Britain or Europe, it is very strong and growing all the time. What is noticeable is the interest and activity in exotic motorcycles, a subject on which I touched briefly in the January issue of MOTOR SPORT. That article, by the way, seemed to spark off as much correspondence from readers as the subject of TR Triumphs. Fast motorcycle enthusiasm seems to exist in all walks of life and in all age groups, and most of the letters finished up by pointing out that the 750-c.c. Honda four-cylinder has one overhead camshaft, not two as I suggested. When I wrote that article I had not ridden a Honda 4, though not for want of trying to get my leg across the saddle of one. I had barely adjusted myself to South Africa before I found myself being lifted up on to a Honda 4 (it is a very big motorcycle), and I was away, the surge of power from the transverse four-cylinder engine being fascinating. The five-speed gearbox was nice and the ratios were good, and screwing it all on and up to 8,000 r.p.m. in the gears it surged forward but not as impressively as I had anticipated. At 85-90 m.p.h. it was beginning to run out of urge, and there was little more to come in the way of acceleration, but speed would build up to 110-115 m.p.h.; it would have to be a good one that would do the anticipated 125 m.p.h. The disc front brake was powerful enough, but there was no self-wrapping effect or servo so it required some muscle-work with the right hand to stop things violently. As a touring machine, suitable for non-motorcyclists, it is undoubtedly ideal, but as a motorcycle it was a disappointment and was too big and too heavy, and like some fast cars it preferred straight lines to corners, showing a marked reluctance to being laid over for bends.



"... that looks about the size of a 250 c.c. ..."

Quite by chance I was able to borrow another exciting Japanese machine soon after the Honda 4, and this was a Kawasaki Mach III 500, that intriguing three-cylinder two-stroke 500-c.c. machine that looks about the size of a 250-c.c. machine. The first time I saw a Mach III was in Germany last year, and it was the sight of two megaphone silencers on the right and one on the left that caught my attention. It was in traffic going to the Nürburgring, and when the road cleared we had a bit of a burn-up. I was in the E-type and we had a drag-race up to about 80 or 90 m.p.h., and I was very impressed by this unknown motorcycle. I later found it in the car park and from that day on a ride on one was high on my list of priorities. Thanks to Peter Bosson, an Englishman who has a speed motorcycle shop in Johannesburg, I was able to spend a day on a Kawasaki three-cylinder machine, and what a revelation it was. I am pretty blasé about acceleration, having done many standing-start quarter-miles in under 12 seconds, but this Kawasaki was very impressive on the road. If you took it up to 9,000 r.p.m. in 4th gear and then hooked it smartly up into 5th gear it fairly leapt forward, and 110 m.p.h. came up without really trying or getting flat on the tank. I had been warned that it was best to have it pointing straight if I was going to give it a big handful of throttle, and to keep my weight well forward or I would be riding a mono-wheel. While it was definitely light on the front end, I found this no trouble at all, sprint-bike experience I suppose, and I really enjoyed the liveliness of the handling, it was a real sports motorcycle that seemed to enjoy giving of its best if ridden with the same lively spirit. I think it could easily throw an inexperienced rider on his ear and it would probably enjoy doing it. Whereas the Honda 4 was a nice touring machine the Kawasaki was a real motorcycle.

The Sunday before the South African Grand Prix I went to a drag-race meeting near Johannesburg and there must have been half-a-dozen of these Kawasakis competing, all standard road-going bikes. The fastest did the standing quarter-mile in 14.23 sec., but I raised a patriotic cheer when a fully equipped but breathed-on Norton Commando did 13.64 sec. Drag-racing in South Africa is growing, but about two years behind England, so that fastest time was made by a Formula 5000 Lola-Chevrolet V8 in 10.83 sec. Best of the "funny-cars" was a rear-engined type Fiat 500 with the driver sitting where the air-cooled vertical twin engine used to be, and up the front, under the scuttle, was a Ford V8 Cobra engine. When it took off it seemed to give a little vertical jump and then it was gone, in 12.80 sec.

This permanent drag-strip, which encouraged spectators to have a go during the interval, was south-east of Johannesburg, beyond the derelict gold mines. Although the town grew up as a result of gold mining, it has now outgrown them and become a busy industrial town, the mining activities having moved to other parts as the ground was bled dry of its valuable ore. All around the south of the town are great mountains of mining deposits, a brilliant yellowy-gold in colour, though authority is insisting that they are covered by grass for they view them as an eyesore. I found them fascinating, but I suppose you would get tired of them if you had to live with them.

Many of the streets in Johannesburg have gold-mining names, such as Nugget Street, Claim Street, Gold Street, and Quartz Street, but when I saw Twist Street I wondered if that was a natural follow-on to the gold rush. Many of the districts have names imported direct

from London, such as Hyde Park, Belgravia and South Kensington, and as South Africa drives on the left of the road there is little feeling of being in another country, except for the heat, the preponderance of Japanese vehicles (what is the British Motor Industry up to?), and the leisurely tempo of life compared with similar big towns in Europe. It is fortunate that the tempo of life out here is pretty leisurely, for the South African motorists, both white and black, do not seem to have become conscious of the fact that there is other traffic on the road. Few people seem to dodge to avoid an accident, and cars, buses, vans and lorries just seem to bump gently into each other with little personal injury but a lot of bent tin-ware. It would seem that servicing and maintenance out here is pretty rudimentary for vehicles are always stopping with some mechanical fault and in the most awkward places, so that the overall pace of the traffic is pretty slow by European standards.



"... repeated painted on the kerbstone ..."

Johannesburg has two excellent systems of road identification. First the streets have two names on each corner, one hanging from a post away from buildings, so that you can see it as you approach by car, and then the street name is repeated painted on the kerbstone so that if a van or bus obscures the hanging street name you are looking for, you can cross-check by taking a look downwards as you turn a corner. The other road system identification is that all the main roads have numbers, from one to about 28 or 30, and these numbers are displayed on large green boards mounted high up on a post, lamp standards or trees. Below the road number is a letter denoting which direction the road is running, north, south, east or west, and I found this a god-send at night when navigating across town without a map. You arrive out of the back streets at a T-junction on road 24, for example, and one board says 24-E and the other 24-W. It is all so simple and easy, and if you have a map of the town you can pinpoint places so easily by the number system. When a friend was looking for the garage where the BRM team were working we merely had to tell him to take 1-N and follow it until it crossed 8-E and 8-W.

Enthusiasm for motor sport (and MOTOR SPORT) is very strong in South Africa, even though it is sparse and spread-out compared with England, but it is obviously growing all the time and racing circuits are beginning to appear in a number of places, so that the South African racing fraternity can plan quite a full season of events, though it means covering some pretty big mileages between circuits. There is quite a strong Vintage and PVT movement out here and I just missed a Sunday-morning gathering at which four Bugattis were among the assembled company; however, I met up with various

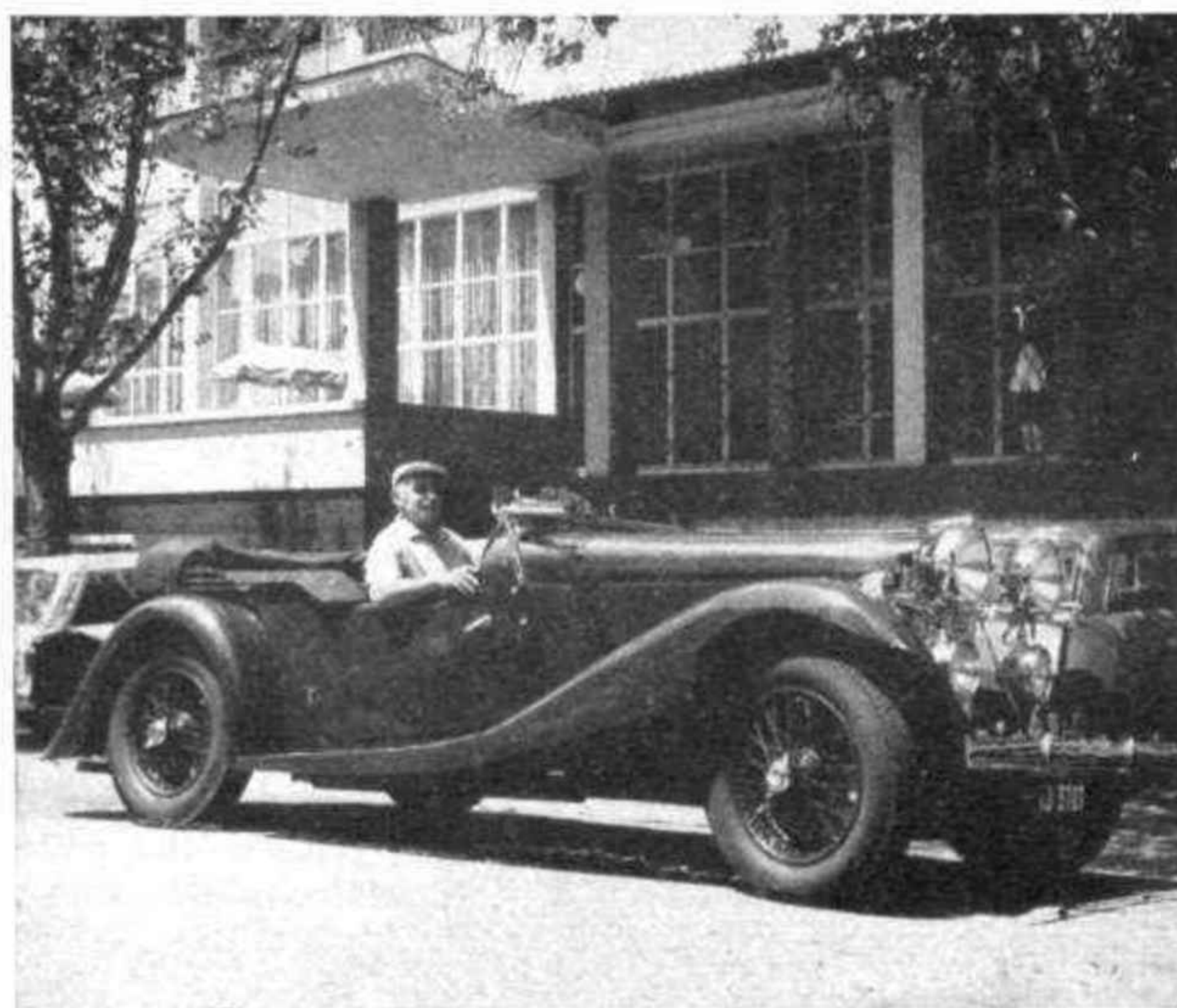
members and on the Sunday morning after the race went to the prize-giving garden party in a very nice Talbot 105 tourer with Peter Theobald, who is a very keen vintagent as well as being a Steward at the Grand Prix and a founder member of the organising body. The weather was superb for open-air PVT motoring, but you need a tonneau cover over the seats when you leave the car, or you could never sit down again, the sun is very hot. On another morning I called to see a BMW enthusiast who has a Type 319/55 two-seater that he rebuilt from virtual scrap, having found it with a tree growing up through the bonnet and the whole thing having been under water at one time. It took him seven years to rebuild it and since then he has done a big mileage in it, but it still scintillates and the engine compartment was a joy to see, for he has fitted a 328 cylinder head to it. He is in the process of rebuilding a very original 328 BMW, that was imported into South Africa in 1939, which belongs to a friend of his, and while we sat in the sun talking BMW and the forthcoming Grand Prix various friends and neighbours joined us. In the conversation there was a certain amount of leg-pulling about not taking seven years to rebuild the 328, because Al Gibson is a meticulous engineer and a craftsman to whom perfection is only just good enough. When he told me about some of the parts he had made for his Type 319 during the rebuild it was almost unbelievable; things like the chrome bezels on the instruments, and the bodies for the carburetter air-filters, for example, which he turned up on his lathe. He also had the engine and gearbox from a 1911 Hupmobile in his workshop, undergoing an overhaul, and a four-cylinder Porsche Carrera engine, which showed a nice touch of versatility.

In the workshop of the fellow who lent me the Kawasaki III a vintage AJS motorcycle engine was having an overhaul ready for a new event next month. There used to be a motorcycle race from Johannesburg to Durban, some 400 miles, on the open roads, which was still being run as late as 1936. The local vintage movement are holding a commemoration run, restricted to bikes up to 1936, and enthusiasm is running high for this event, even though it will now be on good tarmac roads instead of the original dirt roads.

There are two official languages in South Africa, English and Afrikaans, so that all notices and signs are put up in both languages. I was amused to see that Afrikaans for road or carriageway is PAD, a very different connotation to our use of the word PAD in present-day slang where we refer to a house or home. Consequently to see signs reading PAD closed, or PAD being built was rather funny, but it was just too much when I joined a dual-carriageway and the Afrikaans sign said DUBBEL PAD.

While I did not see much of South Africa during my stay, I did learn about Johannesburg and the surrounding districts, and what I saw I liked very much. I feel that South Africa is a country that I shall have to explore and get to know like I know Europe, but for the time being it is back to the European rounds, to old friends and familiar circuits.

Yours, D. S. J.



"... a very nice Talbot 105 ..."

HOW SAFETY GLASS IS MADE

A VISIT TO TRIPLEX AT KING'S NORTON

SAFETY HARNESS is not worn by all motorists but few of us would care to drive behind a plain glass windscreen. Yet it occurred to me, when thinking about this, that I hadn't much notion of how safety glass, now a legal compulsion in car manufacture, is made. The remedy was simple—a telephone call to John Passmore, the Triplex PRO, a pleasant drive to Birmingham in the Alfa Romeo (although from Oxford to Stratford I would have been about as quick had I been in a ten-tonner), and I was being shown round the King's Norton factory of the Triplex Safety Glass Co., after meeting the Managing Director, Mr. Geoffrey Iley, whom I last encountered amongst MGs at Abingdon.

Triplex was advertising safety glass, in those days a glass sandwich with celluloid forming the "meat" (and thus liable to discolour with age), during the First World War, not only as safe windscreens but as safety goggles. With the coming of inexpensive mass-produced small cars in the 1920s, accidents inevitably increased and safety glass came into its own as a means of avoiding very nasty injuries and safeguarding the eyesight when a collision occurred. Today the annual output of Triplex safety glass is some 70-million sq. ft. a year. By the late 1930s toughened glass arrived, in which the internal stresses are such that it shatters into small safe fragments should a blow release the internal tension, and now only about 3-million sq. ft. of the afore-said output is of laminated glass, much of which is exported.

The King's Norton factory of Triplex makes all the laminated glass, a considerable quantity of toughened glass car-ware, houses the important aviation and aerospace division, where some very complex glass manipulation is undertaken for aircraft like the Concorde, and here the Research and Development department is situated and also the modern office block, built on stilts and rising to ten storeys. Some 1,500 staff are employed there. The financial affairs of the Company are looked after from Piccadilly, but the main weight of Triplex's output comes from the Lancashire factory at Ecclestone, where new equipment for making heated rear windows is located. The work force here numbers around 2,000. The original Triplex works were in Hythe Road, London, close to the Rolls-Royce Service Station. Today many of the older Triplex employees are installed in a small plant at near-by Willesden, where 400 people work. There is another small Triplex plant at Larkhall in Lanarkshire, employing 100 persons.

Triplex have had a virtual monopoly of the safety glass business in this country, since they took over British Indestructo a few years ago. Now, apart from Triplex only a few very minute companies make such glass. The task of supplying nearly every car and commercial vehicle maker in the land with not only windscreens but rear windows, side windows, vent panels, etc., is a staggering one but all runs smoothly at King's Norton and Ecclestone. A week's output is planned in advance to meet these extremely diverse requirements of the many different customers and the manufacturing processes are geared to these ends. Sometimes the total requirements can be met in three working days and if a hold-up at a major car plant slackens the need for screens at a given time, Triplex can warehouse the finished products and deliver them later. Most of their glass is obtained from Pilkington's, but a small quantity arrives from Belgium, where tinted glass has been something of a speciality.

The first stage in the process of making toughened safety glass is to cut the raw glass into manageable panels of roughly the size of the finished article, this being done on steel and fibreglass templates; some 300 different glasses is quite a normal requirement. The edges of the sheets are trimmed on diamond-wheel tables, and they then go on conveyor belts into a washing machine. The toughening operation consists of lowering the glass sheets into under-floor electrically-fired furnaces, in which they are heated to 650°C and then quenched in air jets to around 200°C. While under heat treatment the required shapes are formed over templates, each of which is special to the make of car and the area of it for which the glass is intended. The complexity of coding can be imagined!

The bigger areas of safety glass, as for windscreens, are made in these press furnaces, which are of Triplex's own devising. Smaller glasses, such as vent panels, etc., are formed in smaller sag-bending furnaces, the required shape being attained as the glass sags under the heat treatment which toughens it, instead of being pressed into shape on glass-fibre-covered moulds as in the larger furnaces. Overhead conveyors convey sheets of glass about the spacious and well-lit factory, these conveyors crossing the service road through an enclosed bridge. Each completed

glass is subjected to a rigorous inspection, before the famous Triplex trade mark (the triple X) and Safety coding is stamped on. Correct size is ensured by placing each screen or window, etc., on a jig of fibre-glass or cast alloy. It has to be within a 120-thou. tolerance all round, although door vents get away with a 60-thou. tolerance! The quality of glass in the finished product is ensured by looking at it through coloured screens, which show up imperfections, and by passing it through polaroid screens, so that imperfect stressing is revealed. Any scratches are polished out on Sun machines and the tiniest bubble or other blemish in a laminated job causes it to be scrapped, even when Triplex know that it would in fact behave perfectly. The inspections in their own factories, to meet the stringent stipulations of the Motor Industry, who are their customers, ensure an extremely high standard for the finished Triplex products.

Laminated glass, although in comparatively small supply, being expensive, is exported in worthwhile quantities and the demand for it is thought likely to increase. Its cost is understandable after seeing the complexity of its manufacture. Glass of 3 mm. thickness is used for this type of screen, whereas 5 to 6 mm. sheets are selected for toughened safety glass. After the same polishing and washing processes, glass destined for a laminated screen is sprayed on its inner surface with a chemical paste which allows separation of the two sheets which will make the laminated "sandwich", after they have been bent to shape. After the glasses have been formed to shape, the inner glass being slightly smaller than the outer according to the degree of bending required, the "meat", consisting of polyvinyl butyral sheeting, is added. This is immune from the discolourisation of the old celluloid fillers and is also more flexible, an advantage if the glass should have to resist impact.

The filler for a laminated screen has to be festooned in an air-conditioned room by operatives wearing surgical-type clothing, as dirt and dust are fatal to effective bonding. The material is supplied to Triplex in sheets, cut to handleable size, and then dried in these rooms at a maintained humidity for five hours.

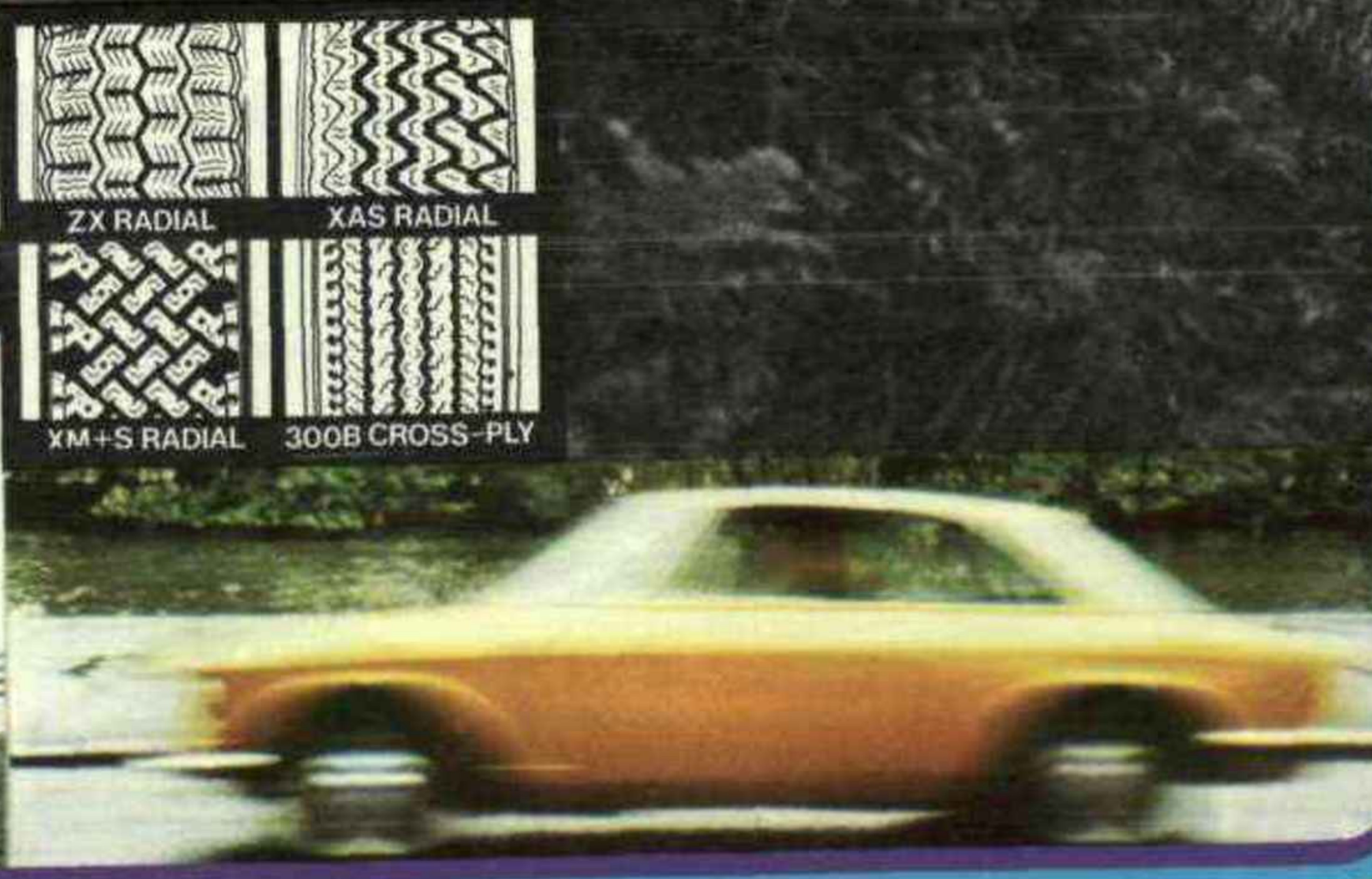
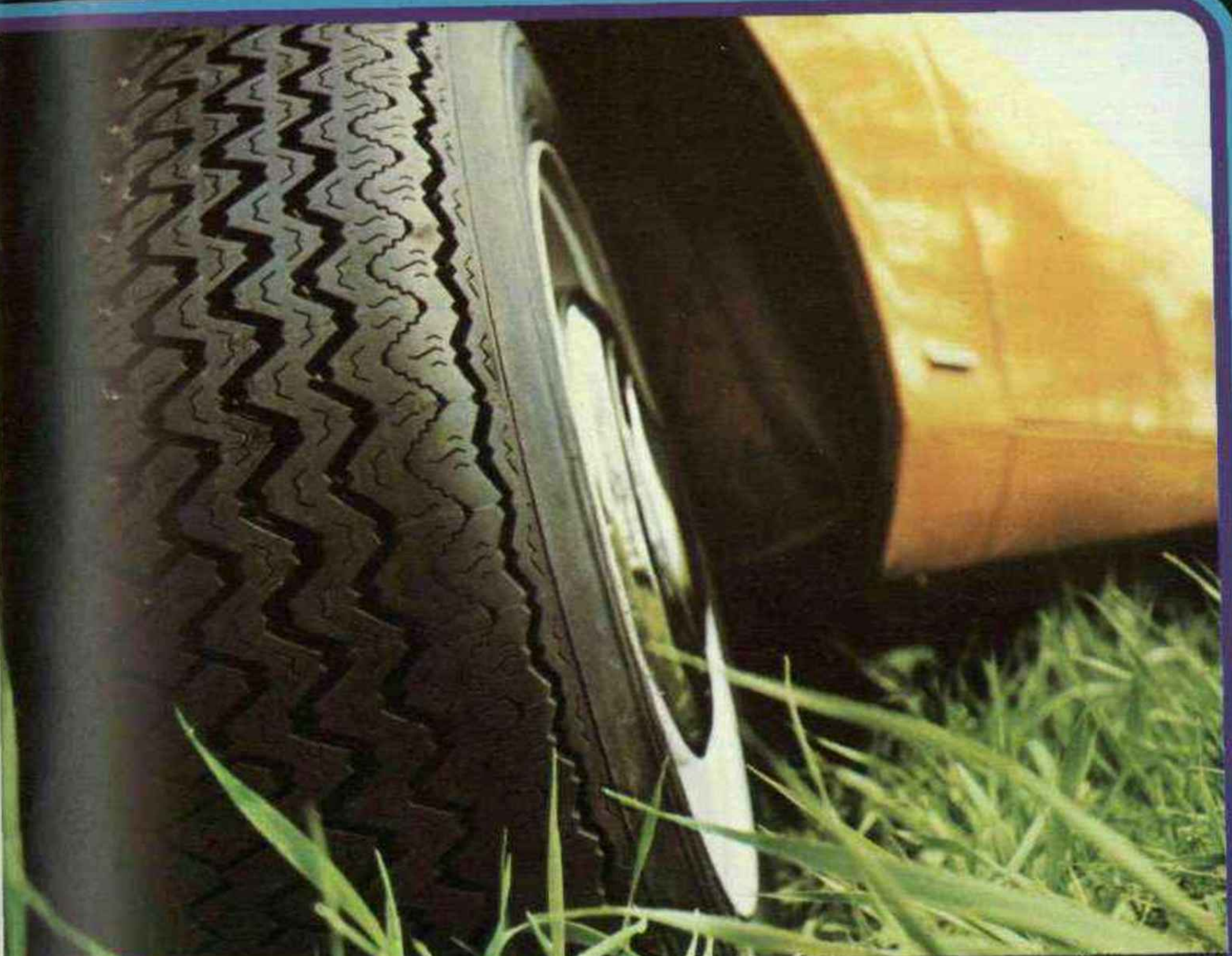
The bending of the outer glasses is done in nine Triplex furnaces, of which the two most modern were installed last August. These furnaces can handle 60 different shapes of glass at a time. After the glasses and inner lining have been formed into a "sandwich" there is the problem of extracting air before the edges are bonded. This is achieved by first drawing out some of the air by a vacuum process, after which the screen is heated at 100°C and pressurised at 120 lb./sq. in. for 2½ hours. This conditions the plasticised inner layer and clear screen emerges, ready for sealing.

Every laminated screen goes through the final inspection processes. It is interesting that screens for Rolls-Royce are made in single-stage furnaces and that three inspectors, working in shifts, each spend 15 minutes in checking them. Incidentally, Riley was one of the last makes to specify laminated screens as a standard fitting, but laminated screens are in growing demand for motor coaches. Naturally, modern GT cars offer a challenge to Triplex due to the often complicated curvatures of their windscreens and windows, but while advice is available to the stylist, his requirements are never rejected, no matter how complex. Indeed, Triplex enjoy making "awkward" objects in glass, for the domestic and aircraft industries as well as for cars—their Ogle experiments and their pleasingly non-claustrophobic Rover 2000 with its roof entirely of Triplex glass are examples of this. Quite a lot of flat screens are still fitted, however, which reduce costs and are more easily cleaned by the wiper blades.

A separate bay of the King's Norton Triplex factory is set aside for the new departure of making heated rear windows, a significant contribution to road safety and happier motoring. Pioneered as an extra for Rover owners, the adoption of electrically-demisting rear windows is growing apace and Standard-Triumph fit them as standard on the Triumph GT6. It is amusing that some car manufacturers like the bus-bar to be visible, for the snob value of being seen to have such a window, but Jaguar insist that it shall be hidden by the sealing round the window's edges. . . . Wiring is to the car-maker's specification, the wire being wound on Triplex glass-encased looms. Girls fit the wire element circuits, the bonding being by vinyl and chloroform, to the glasses which then have to go right to the other end of the factory for lamination. They return for inspection, which includes an electrical check of the circuit. Already 2,000 of these heated rear windows are being produced each week and now Triplex have introduced the less expensive Hotline product, in which the circuit is printed onto one side of a toughened glass window. In this the lines of the circuit are fully visible. A further development in this direction is heated windscreens, which some coach manufacturers are already specifying.

W. B.

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PICTORIAL REVIEW

SWEDISH RALLY

SOUTH AFRICAN GRAND PRIX



SWEDISH RALLY

THE PORSCHE 911S driven by Waldegård and Helmer was a Stuttgart car but was serviced throughout by Swedish mechanics. This picture was taken on a frozen pony-trotting track where grey ice dust and the incredible degree of "tail-hanging" make an exciting spectacle.

STIG BLOMQUIST drives the only remaining works Saab to second place. There was less snow than usual, but there was still ample by British standards.

ALPINES were in Sweden for the first time, but all three retired after a not too spectacular effort, only Nicolas remaining until half-way through the second leg.





Ford bench-test a Lotus twin-cam engine on Castrol.

8,500 r.p.m. and Castrol's really going through the mill!

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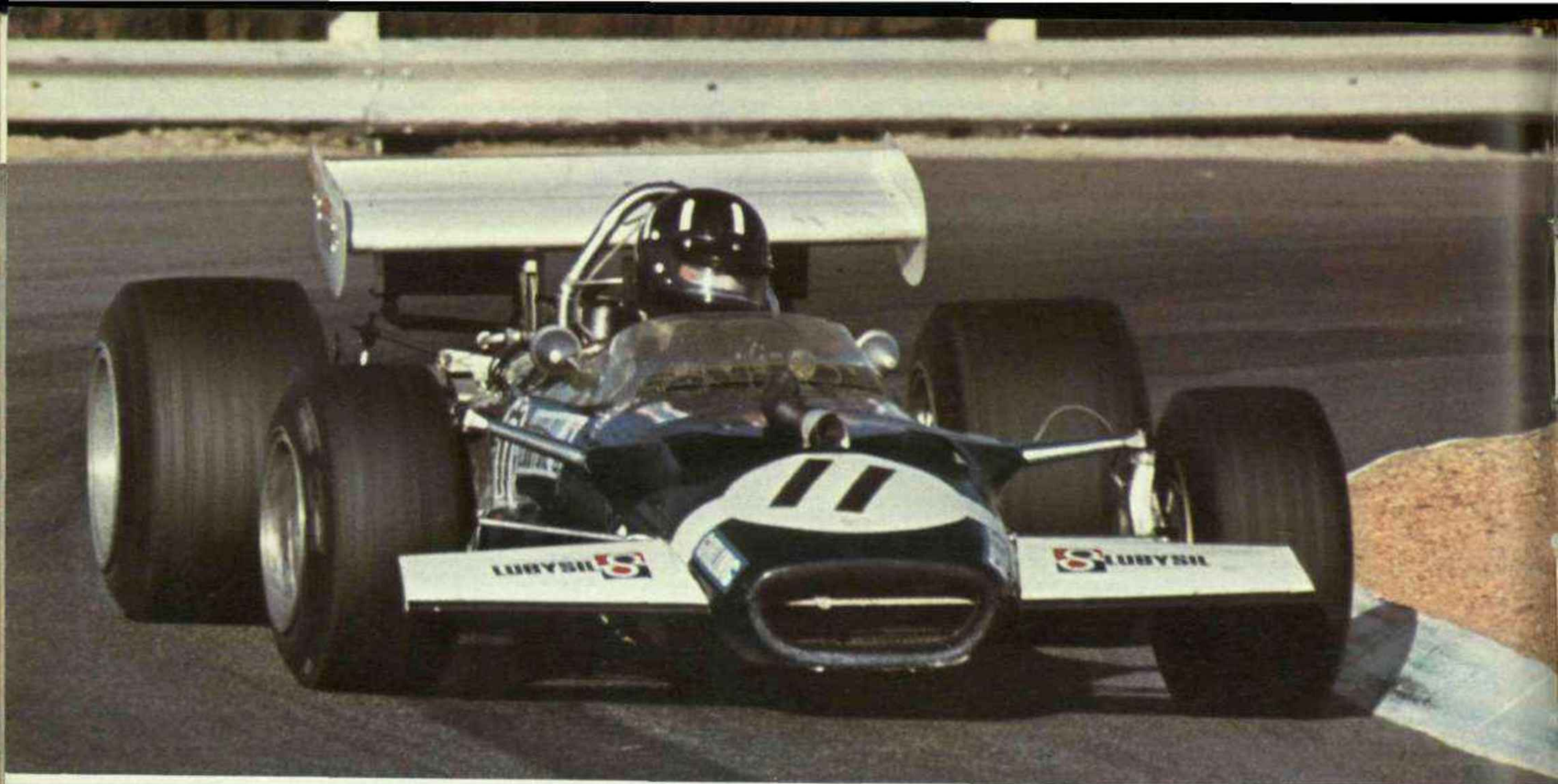
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**SOUTH AFRICAN
GRAND PRIX**

DOGGEDNESS.—Graham Hill's sixth place with the Rob Walker Lotus 49C was a triumph of mind over personal matter. He also achieved two "firsts": his first race since his 1969 accident and his first Grand Prix drive for Rob Walker.

PACKED OUT.—The Kyalami circuit attracted a good crowd for the Grand Prix as this view of Ickx (Ferrari) leading Siffert (STP-March) and Beltoise (Matra) illustrates.

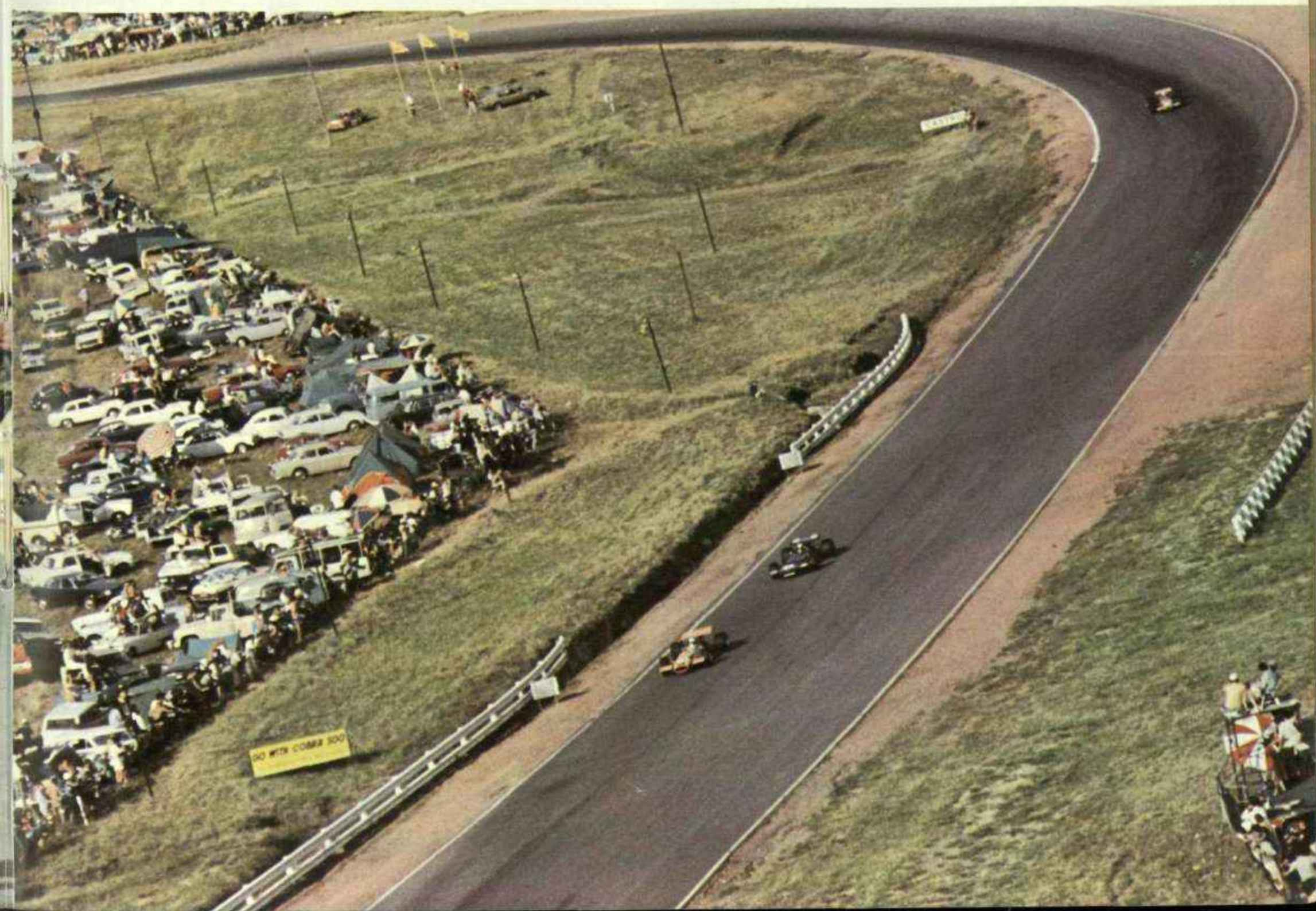
GOOD START.—The 1970 McLaren cars were not serious challengers, but none-the-less achieved results. Hulme in the second of the M14A cars finished strongly in second place.

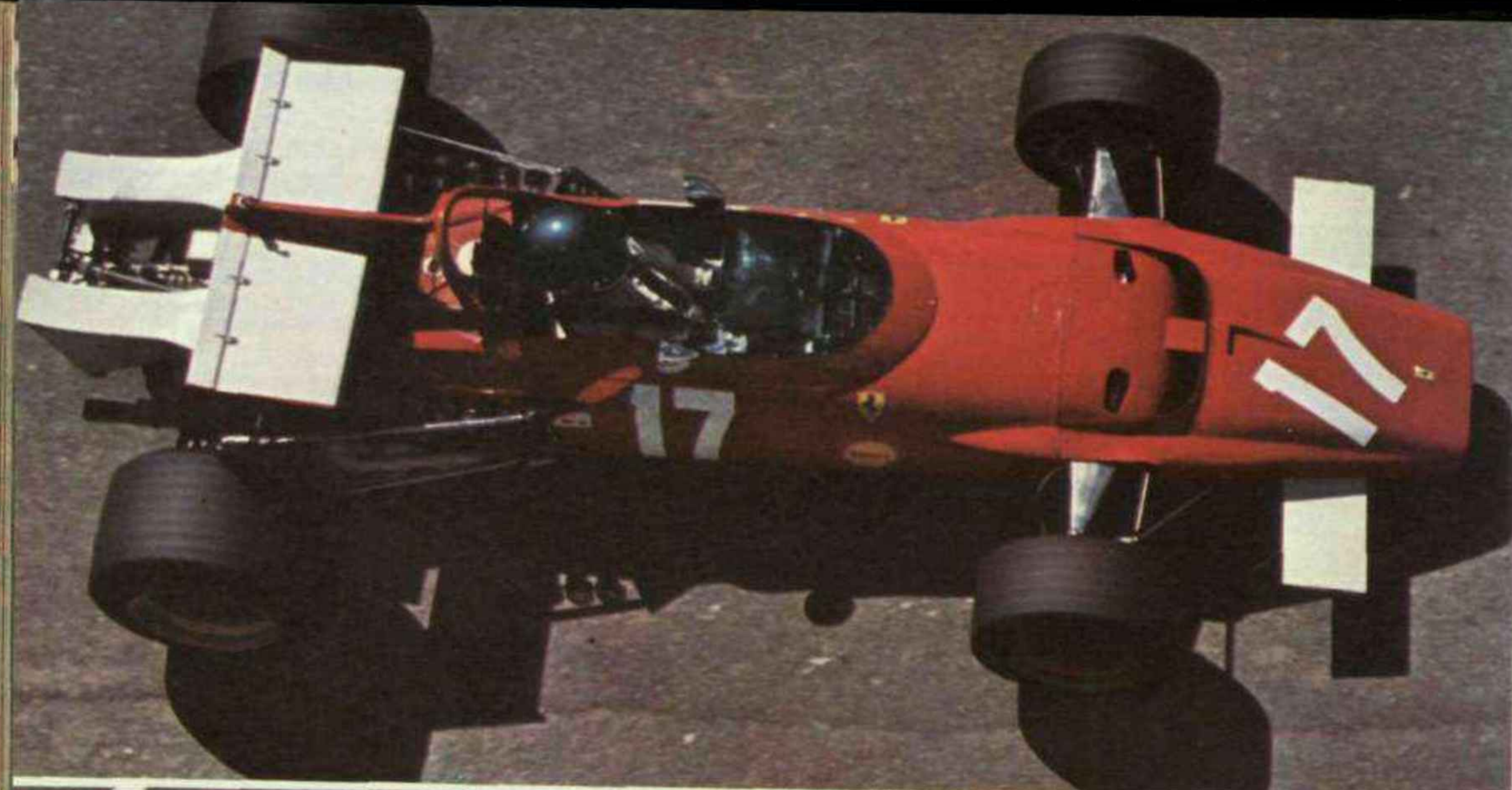




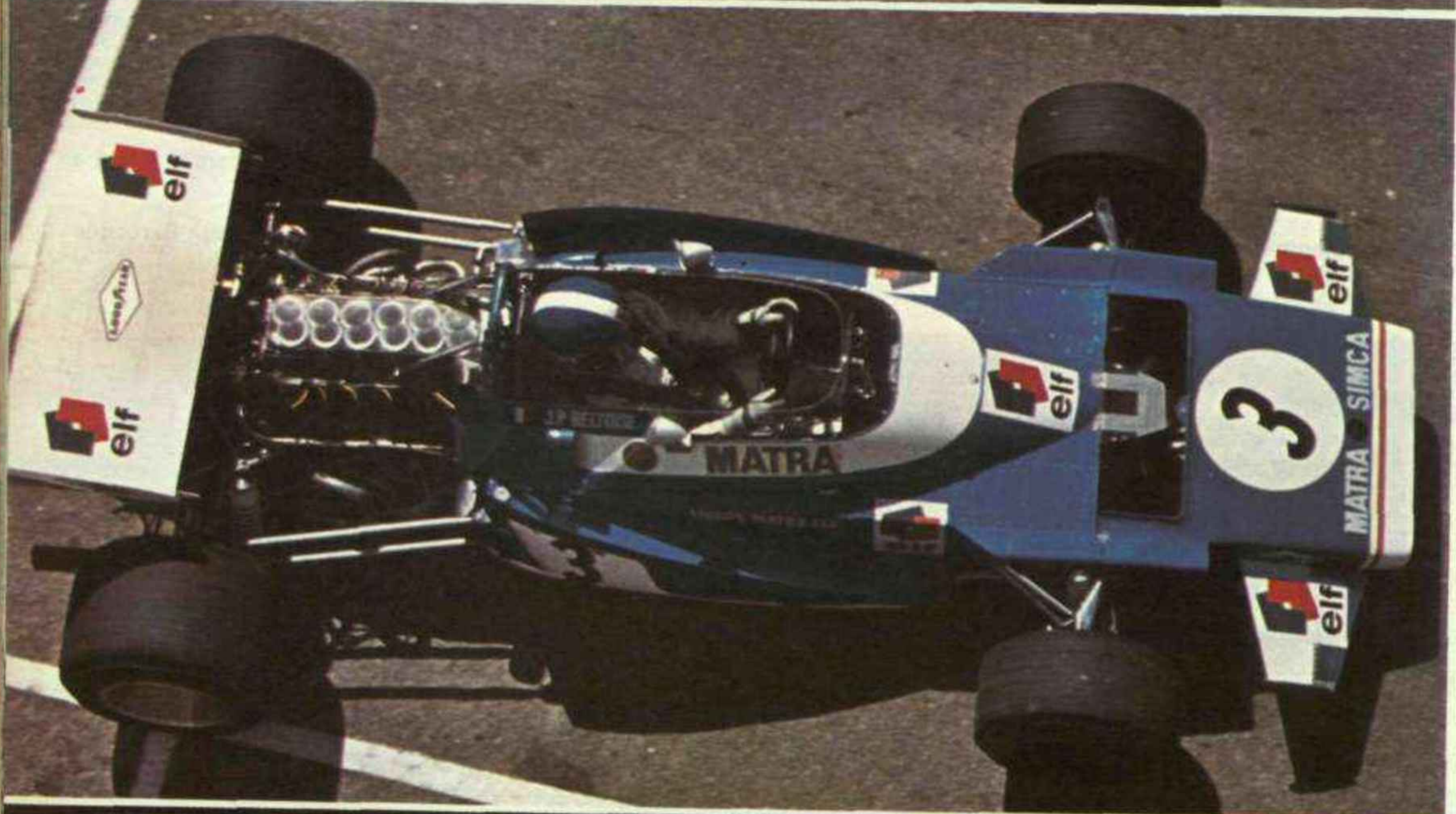
FIRST APPEARANCE.—March cars made their racing *debut* at Kyalami and Stewart (Tyrrell-March) is seen leading Siffert (STP-March) round a typical Stadium-type corner that could be on any of a number of artificial circuits.

FAST.—After the tight Crowthorne corner, at the end of the main straight, the cars plunge down an exciting right-hand sweep through Barbecue Bend where speeds are reached that test road-holding and tyre adhesion.

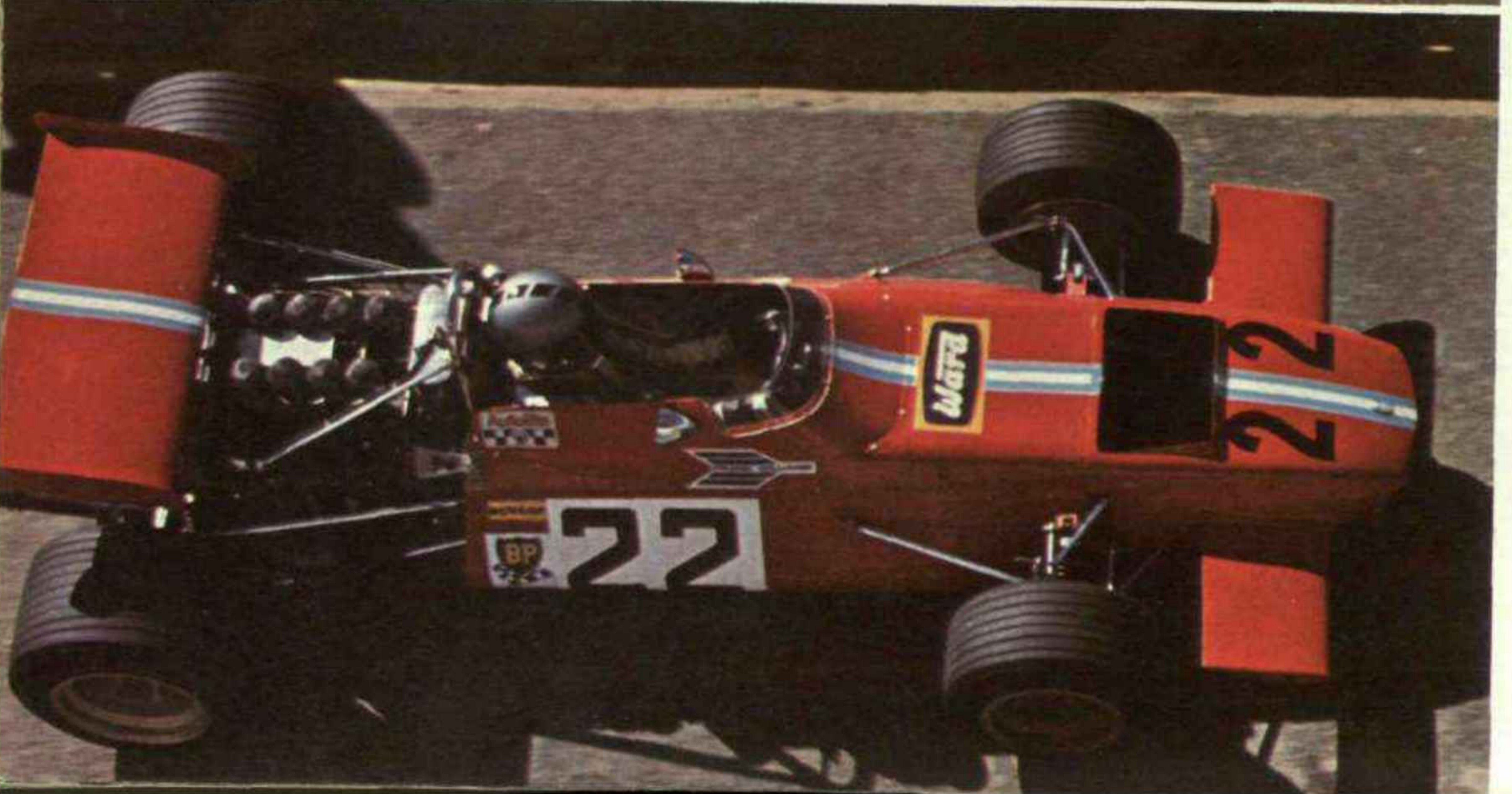




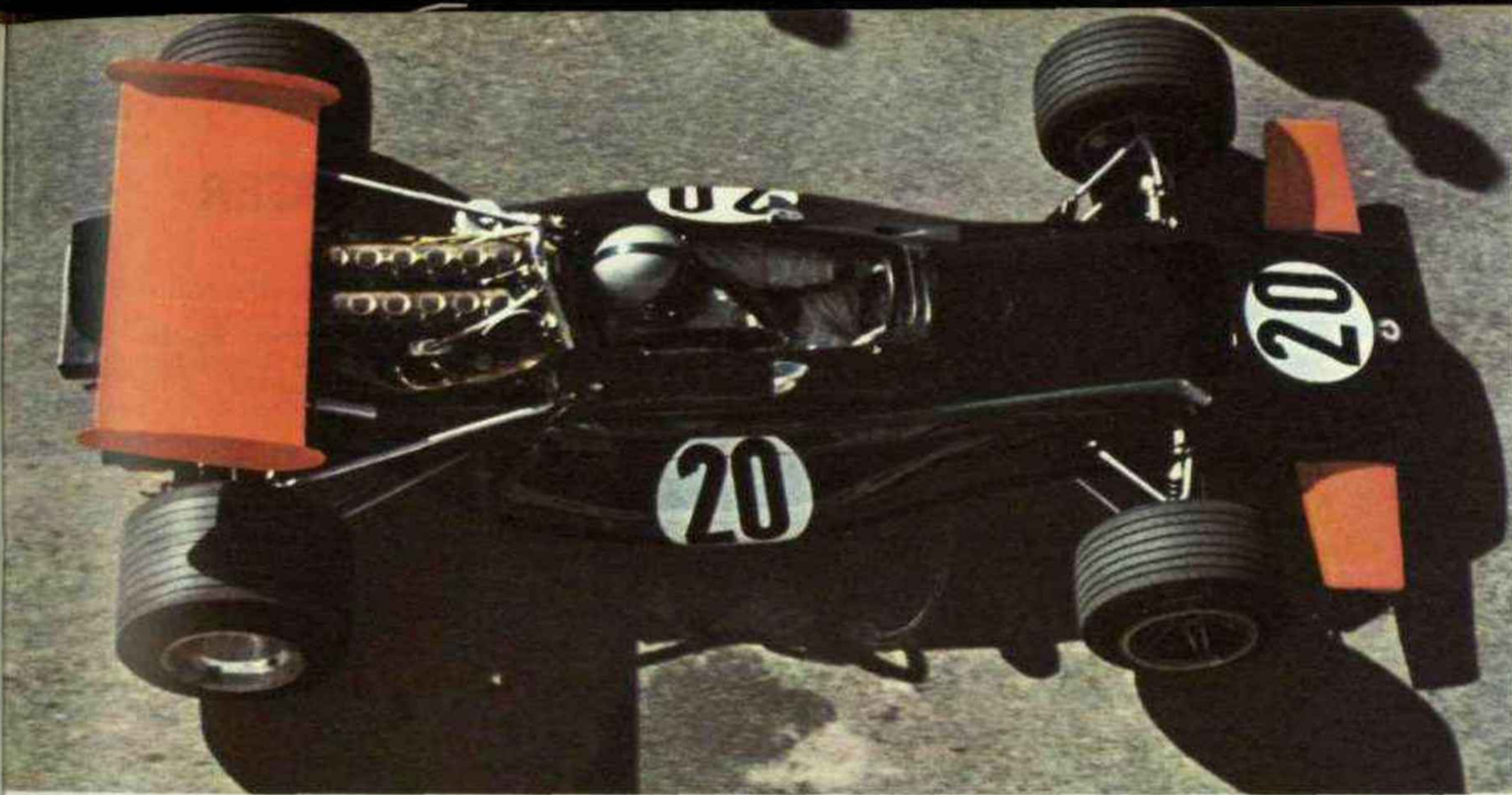
THE 312B FERRARI.—The rear aerofoil is mounted on the roll-bar structure and behind it are the air-ducts for the rear-mounted oil radiators. On the nose is an NACA duct leading cooling air to the cockpit.



THE MATRA-SIMCA MS120.—The bodywork is wide and flat to present an aerodynamic surface, while the track and wheelbase are greater than all contemporary Grand Prix cars. The cars are now known as Matra-Simca since the Chrysler-Simca-Matra tie-up.



DE TOMASO-COSWORTH V8.—The new Anglo-Italian car managed by Frank Williams and driven by Courage made its debut at Kyalami, adding more Italian red to the colourful field. The blue and white stripe denotes De Tomaso's Argentinian origins.

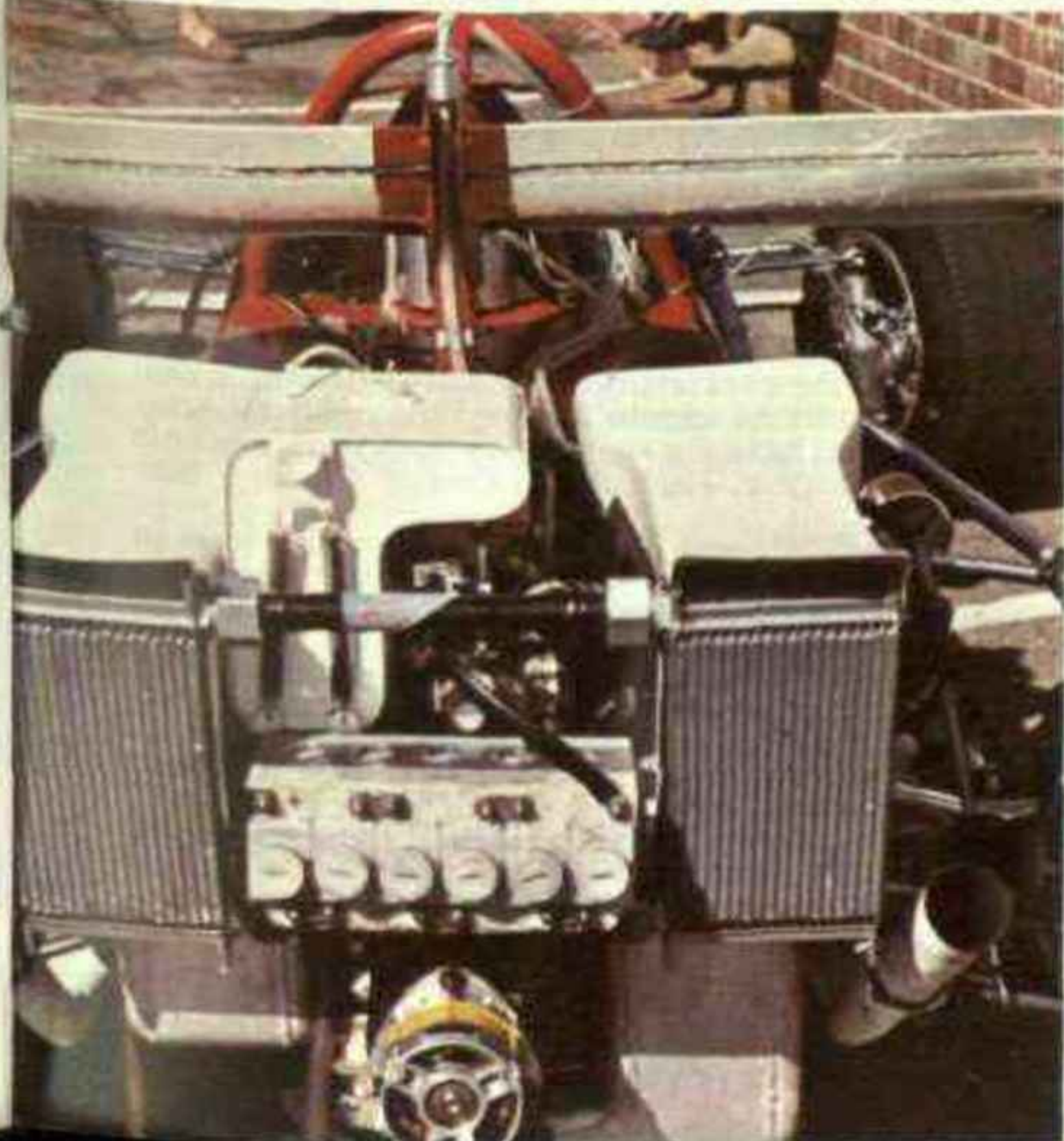


THE BRM TYPE 153.—The 1970 BRM has a bulbous plan view with its double-curvature side panels on the monocoque chassis, unlike previous BRM cars that have been noted for slimness.



STP-MARCH-COSWORTH V8.—The brightly coloured and highly-sponsored works March cars present an unusual plan view with nose-fins right up to the leading edge of the cowlings, and pannier tanks offering "down-thrust" aerodynamic surfaces. Aluminium water pipes run along the outside of each side of the cockpit.

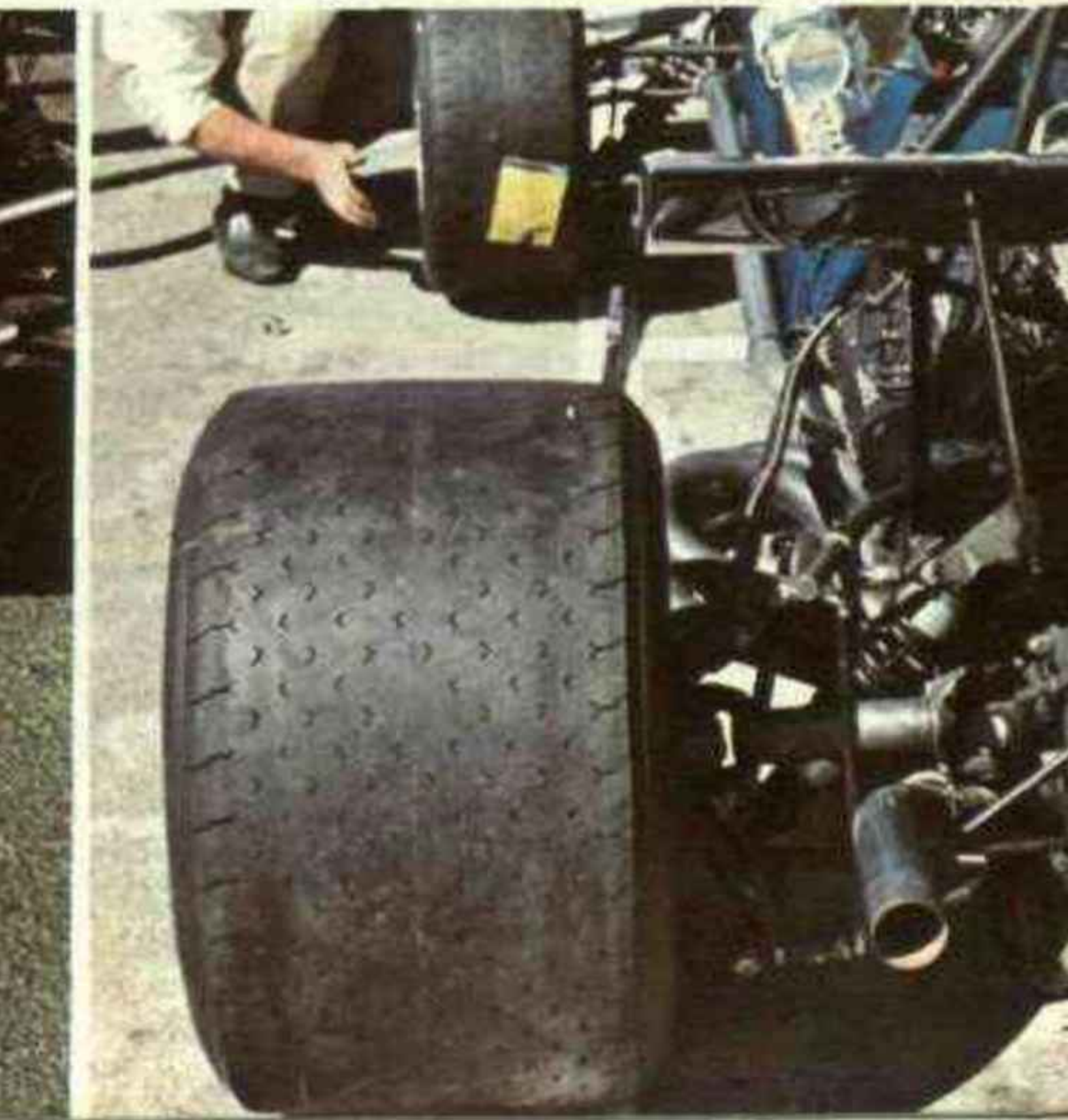
CLUTTERED.—The rear of the Ferrari 312B, showing oil radiator and cowlings ducts, with reserve oil tank between them, and 12-volt battery above the Marelli alternator. The rear brakes are inboard of the hub carriers.



ANGULAR.—The riveted aluminium monocoque of the Matra MS120 presents a strange appearance. The cockpit sides are supposed to present a down-thrust surface and had deflectors attached to direct air onto the engine.



TYRRELL-MARCH.—Rear end of the new March shows little that is revolutionary or advanced, but the Dunlop tyre with "sparrow foot" tread pattern was an experimental design tried in practice by Stewart.



ACCENT ON THE AVENGER

A Road-Test Report on the Latest Hillman—The Rootes Group's Great Gamble



THERE WAS so much advance publicity for the Hillman Avenger that I thought it must either be the family car of the century or a Ballyhoo-car. It turns out to be a bit of both. Driving a Super 1500 I felt, with my plastic picnic box, like a Tupperware salesman* as I tried to assess this new car which, rumour says, is Rootes' last gamble to survive engulfment by Chrysler. Disappointingly Honor Blackman didn't come with any of the Press Avengers. But plenty of supporting publicity told me I was in a four-door saloon (all Avengers sensibly have four doors) with a powerful fresh-air heater (2-speed fan) made at Delaney Gallay's S. Wales factory, using such exciting materials as Noryl, sisal-reinforced polyester, nylon, Polypropylene, PTFE, ABS, acetal resins, etc. (it gives a powerful cold air blast from universally-adjustable facia vents set towards the centre and lots of hot air, rather insensitively delivered), that I was sitting on a seat (comfortable and giving good support) made of British Vita Vitaprene and Vitaphram mouldings, that the rather too-plain interior trim was of Vitabond, and that at the Geneva Show the Avengers would be launched on export markets as the Sunbeam 1250/1500, in the hope of maintaining Rootes' record performance last year of earning £57-million in foreign exchange.

Suitably impressed, I drove along, thinking that in the lightness of its controls this Hillman Avenger was like Vauxhall's original Vivas and would make a good ladies' car. It is aimed at a market somewhere between the Escort/Cortina, Viva/Victor, 1100/1300 categories, and wins on pricing, for those so hard up that they welcome a saving of £15 to £20 on an £800 car. Our readers will be advised to consider only the bigger-engined versions, the 1250 being mostly inferior, or only fractionally better, in performance than its rivals, and thirstier. In spite of rumblings to the effect that the new Hillman might have a light-alloy o.h.c. inflated Imp engine and i.r.s., it has nothing of the sort. It is almost as conventional as cars have been since Panhard made the Benz Ideal antiquarian. But it handles well, cornering with a flat understeer unless really provoked. It has remarkably light steering with somewhat dead, gentle return action, geared 3½ turns, lock-to-lock. I wondered if this lightness, even for parking, had been achieved by under-tyring (but no, the Avenger has 5.60 × 13 tyres, the Escort and Viva 5.50 × 12s), and whether Dunlop Gold Seal C41s give quite the best road clinging. The clutch is light if rather sudden, the

the Super 1500. On this model instrumentation is simplified but the Grand Luxe has four main dials. All I had to worry about was an oblong 100-m.p.h. speedometer, with the traditional k.p.h. readings in small digits, flanked by thermometer and fuel gauge. A r.h. stalk controls lamps dipping, flashing, turn-indicators and horn blowing, and two unusual big Bakelite turn-switches poke out from the steering-column nacelle, absolutely to hand, that on the left working the wipers, that on the right the lamps, while you prod the left one for screen-washers; these odd controls look as if they control electrical equipment, which is exactly what they do. The seat squabs do not recline on the standard Super 1500 and further evidence of shillings-saving is found in single-speed wipers, absence of vanity mirrors and only one coat hook and roof lamp, on the n/s. There were Rootes safety belts, a Triplex Zebrazone toughened screen and a good Rootes Radiomobile radio. The awkward ignition key also locks the steering and is matched by a manual choke. The boot takes 10.3 cu. ft. of luggage, the sloping lid needing one of the two keys to open it. The bonnet is released from outside the car and has to be propped up. There are recessed internal door handles and slide-locks, lift-up external handles. The body has fixed quarter-lights and is vented.

My intention to take the Avenger over part of a Six Days Trial route in wild wet Wales and conscientiously check petrol and oil consumption before our printing deadline was frustrated when the engine began to die after 190 miles while I was caught in the customary traffic tangle on Putney Bridge (over which the Minister of Transport should be made to drive every rush hour until he has got it sorted out). Thereafter a drink of BP did nothing to cure the malady and the Avenger took on the role of a Brighton veteran in respect of performance. Rootes Press Service, with its usual efficiency, traced this to a split diaphragm in the Zenith-Stromberg carburettor and soon had the car restored to normal but too late to adhere to the intended test schedule. Checked over a shorter distance, fuel consumption came out at 27.7 m.p.g. (The tank is said to hold 9 gallons.) After 800 miles the consumption of Shell engine oil, which Rootes recommend, was nil, and there can be no excuse for not thoroughly lubricating an Avenger every 5,000 miles, for Castrol have already issued a chart for it, available by sending a postcard to their Chart Library at High Road, Cowley Peachey, near Uxbridge, Middlesex.

The Avenger has an under-facia lidded cubby and BMC-type wells on the doors in the front compartment. There are also shallow trays by the central hand-brake lever, and the usual rear shelf. The Lucas lamps light the way well after dark.

The Hillman Avenger is, then, a useful addition to the family-car market, to existing members of which it bears a close resemblance. It is unexciting, rather cheaply trimmed, but handles safely and is certainly ripe for some souping-up. Its light controls and excellent gearbox are its best aspects, the hammering ride over by-roads from the over-stiff rear-end its worst characteristic. Prices range from £776 for the 84 m.p.h., 0-60 in 19.8 sec. 1250 de luxe, to £913 for the 87 m.p.h., 0-60 in 16.2 sec. Grand Luxe 1500, inclusive of belts and p.t. Extras include radio, radial-ply tyres, reclining seats, servo brakes, metallic paint, etc.—W. B.

* A big fleet order for Avengers has been placed by the Tupperware Co.

1970 PROSPECTS

GOOD RACING rather than interesting technicalities has been the keynote of the current 1600 c.c. Formula Two and things do not look greatly different for 1970.

For the past three years there has been a running battle in the top echelon of the formula between Rindt and Stewart, with Rindt usually coming out on top in the overall analysis, for one reason or another. It looked at the end of the season as though neither the Austrian nor the Scot would be racing very frequently in Formula Two, for Rindt was supposed to be driving a projected Can-Am car from Lotus, and Stewart, who had driven the same F2 Matra for three years, was without a car because of altered fuel tank regulations.

It now turns out that the Lotus Can-Am car was little more than a twinkle in Chapman's eye and Rindt will once again be undertaking a full season of Formula Two, the type of racing at which he has excelled for so long. The "guts" of the Winkelmann team, in the form of Team Manager Alan Rees and Chief Mechanic Pete Kerr, are now behind the works March Formula One team, but Rindt will continue to have the cars maintained at Winkelmann's premises in Slough and is taking a more direct interest in the running of the team.

Stewart is known not to cherish the idea of driving a tubular chassised car (as opposed to the safer monocoque design), but has been rumoured to be entered for the first race of the year, the W.D. & H.O. Wills Trophy at Thruxton. This race will have taken place by the time this month's issue of MOTOR SPORT is published, so it is worthless speculating on the outcome of the negotiations. Nevertheless it is quite possible that Stewart will again undertake a restricted F2 programme in a car supplied by John Coombs, who ran Tyrrell's F2 Matras in 1968 and 1969.

One thing is sure about this year's racing and that is the arrival of sundry new faces from Formula Three and elsewhere. And a thoroughly International selection they are, too, for the names of an Australian, a Swede, a Brazilian, a Frenchman, an Irishman and even a Pole are among the "graduates".

Instead of supporting the Tecno team, as they did last year, Shell France will this year be behind the entry of two Brabhams for Tim Schenken and Francois Mazet. The team will be entered by Sports Motors (Manchester) Ltd., the company which backed Schenken's successful Formula Three cars in 1968 and 1969, and there will be additional support with the cars from the Brabham factory.

The **Brabham BT30** has revived Brabham fortunes after a slow start to the 1969 season and already more than a dozen orders have been placed. Derek Bell, Peter Westbury, Scotsman Graham Birrell, Irishman John Watson, Carlos Reutemann and Benedicto Calderalla (both Argentinians with massive support from their own country), Alistair Walker and new team-mate Widdows, all are expected to be seen regularly in Brabham cars. Delays in the arrival of the bag tanks demanded (some say unnecessarily) by the 1970 regulations could delay things, but there is nevertheless a prospect of Brabham supplying a heavy proportion of the entrants.

The **Lotus 59B** was a particularly effective car in Formula Two in 1969. Extensive modifications to accommodate the new fuel tanks are said to have resulted in some radical alterations to the basic design, but Rindt's car is basically the same one he used to win five races last year. His team has works (but not Gold Leaf) support and he will have John Miles as his second driver, as in Formula One. Private cars have been ordered by the Brazilian Emerson Fittipaldi, the Lombank Formula Three Champion for 1969, and a Polish nobleman, Adam Potocki, who has one famous win and several spectacular accidents to his credit in a short Formula Three career.

The **Tecno** team which last year had French Shell support is this year backed by another French oil company, the expanding Motul concern. The 1970 Tecno looks very little different from the one used in 1968 and 1969: drivers will be Cevert (who was a surprised winner at Reims in 1969) and Regazzoni, returned after a brief and unfruitful spell with Ferrari.

Three years of expensive effort have brought the **BMW** factory little reward and it is understood that 1970 will decide whether or not the German firm continues its participation in single-seater racing. The existing Dornier-built cars have been seen testing in readiness for the season, designer Len Terry being co-opted (for the first time) to help rectify some of the handling deficiencies which the drivers

were unable to pinpoint last year. Ickx has already tested the car and may join the team occasionally, although 1969 drivers Siffert, Hahne and Quester are retained.

Production space-frame cars were intended to supply **March Engineering** with the bulk of its "customer" car quota this year, but with so many orders for Formula One chassis the space-frame cars are not as numerous as expected. Nevertheless, orders for Formula Two cars are being fulfilled and the first customer to take delivery was Rolf Stommelen. It was known that a works team would take part in Formula Two, but it was still a surprise to learn that this would be run under the auspices of Malcolm Guthrie, the wealthy F2 and sports-car amateur whose first year in Formula Two brought some creditable results. Leading the two-car team will be works Formula One driver Chris Amon: Guthrie will drive a second March 702 and Amon's place will be taken by Peterson when Amon is otherwise occupied.

France has only one remaining Formula Two manufacturer following the enforced withdrawal of Matra, and that is the tiny **Pygmée** concern at Annecy near the Swiss border. New cars are being built: they will have sponsorship from the Elf petrol company and Patrick Dal Bo, son of the designer, will again be driving. The second driver is yet another Formula Three man in this case Jean-Pierre Jabouille. The Elf petrol company has offered support and there is the possibility of Beltoise or Pescarolo being seen in Pygmées if the cars prove more competitive than in 1969.

There is not much to interest the technically-minded in the 1970 crop of Formula Two machinery. Only the Pygmée and the BMW are monocoque and a March chassis has already been ordered by BMW "for evaluation". Even so, the four-cylinder BMW is the most interesting engine with its three plugs per cylinder. When the engine was first announced, one wag was heard to remark that "if it needs so many firelighters, there must be something wrong with the fireplace". Perhaps the BMW will prove not only as powerful as the Cosworth (as used by everybody else) but equally reliable: it certainly deserves to win something this year.

And what of **Ferrari**? At the end of last June following a demoralising Monza Lottery race, the Dinos disappeared and were not seen again. Lately, however, Brambilla has been seen testing one of them and there is a slim chance that the red V6 car may race again, albeit in private hands, for Ferrari is known to be encouraged by the Tasman Championship success of another Dino in 2.4-litre form driven by Lawrence.

So the 1970 season promises to be a battle of drivers rather than one of *marques*. There are so many young and "hungry" drivers who have chosen Formula Two as their stepping-stone to their ultimate Formula One ambitions that this coming season promises to be the most intense struggle ever.—M. G. D.

AN EXPLANATION

WE have been taken to task for remarking that (a) the Hillman GT has acceleration better than that of the Ford Cortina GT but inferior to that of the Ford 1600E, and (b) that the Ford Capri 1600GT has to get beyond 80 m.p.h. before out-accelerating the well-liked Ford 1600E. Correspondents have queried our figures and remarked that the Ford Cortina GT and 1600E have the same engine and therefore virtually identical performance (in fact, Ford quote a 0-60 m.p.h. time 0.6 sec. better for the Cortina GT than for the heavier 1600E). What we intended was comparing the *earlier* Ford Cortina GT with the present cars. Using figures from the same source we get: 1965 78 b.h.p. Ford Cortina GT, 0-60 m.p.h. in 13.9 sec.; 1970 88 b.h.p. Ford 1600E, 0-60 in 13.1 sec.; 88 b.h.p. Hillman GT, 0-60 in 13.9 sec. Thus we are vindicated, but we should have said that the Hillman closely resembles the 1600E, *not* the old Cortina GT, and beats the old Cortina GT, but not the current Cortina GT, which does 0-60 m.p.h. in 12.5 sec.

So far as the Ford Capri 1600GT is concerned, although it has larger valves, hotter timing and other differences from the other versions of Ford 1600E, it develops the same b.h.p. and takes 24.1 sec. from 0-80 m.p.h., compared to 23.6 sec. of the Cortina 1600E. So, again we are vindicated. While on this subject, a misprint in our road test report last December did the V6 Ford Capri 3000GT an injustice in giving its acceleration time from 0 to 60 m.p.h. as 25.2 seconds. The correct figure is 10.2 seconds and, indeed, the car, notable for its impressive pick-up, gets from rest to 90 m.p.h. in less than the time we inadvertently quoted for 0-60 m.p.h.—W. B.

FRAGMENTS ON

FORGOTTEN MAKES

No. 47: THE BATTEN SPECIAL

READY TO GO.—Three production Batten Specials, that on the left of the picture being the last of these cars, a coupé specially built for Lord Plunkett.



JAMES BATTEN was demobilised from Malcolm Campbell's Squadron of the RFC at the end of the 1914/18 war, after adventurous times flying Sopwith Pups and similar aeroplanes. He celebrated the outbreak of peace by running unusual motor cars, of which a Stanley steamer left a lasting impression on account of its smooth, quiet and effortless running. In the 1920s Batten decided to cash in on the demand amongst the sons of wealthy parents in the Beckenham area for Specials. He owned The Beckenham Motor Co. at 181, High Street, Beckenham, Kent, and his first move was to offer an alloy head conversion kit for Morris-Cowleys. This was well received, so he began to build complete Specials, such as the Beckenham Special (GN chassis, 12/50 Barson Alvis engine), the Barson Special (Morris chassis, AC engine), and the Salmon Special (Morris chassis, 12/50 Alvis engine).

The idea of a big engine in a lightweight car, after the fashion of the old Stanley steamer, was in Batten's mind and when used examples of that excellent power unit, the 3.6-litre side-valve Ford V8, became available he decided to market a car of this conception. That was about the year 1935, the first production Batten Special being announced in the Press early the following year. It was a successor to a similar car made for use in trials, in the same way that the Allard Special, also Ford V8-powered, gained production status after being built in small numbers for Sydney Allard's friends, at much the same period.

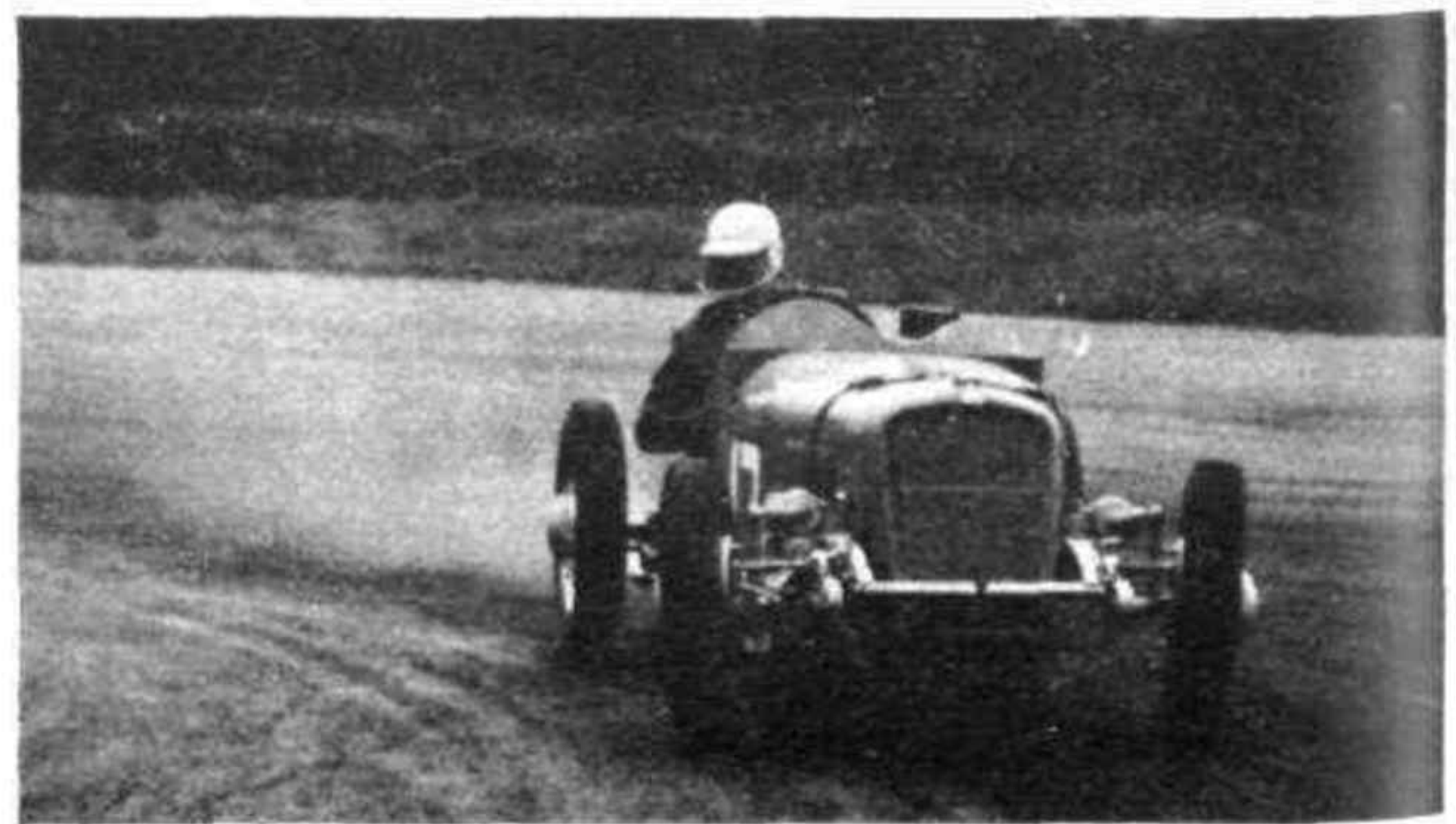
A normal Ford V8 frame was shortened to give a wheelbase of 8 ft. and the rear part was underslung below the back axle, the transverse back spring being mounted on a bracket behind and below the axle banjo section, a system of lowered suspension which Mr. Batten patented in the summer of 1937. The back axle tubes were cut down to reduce the track to 4 ft. 2 in., and while the Ford transverse leaf springs were retained front and back, they were suitably shortened and their camber changed. Electric welding made these modifications possible and the resultant low build improved road-holding. The chassis lowering was matched by re-mounting the normal Ford radiator and shell 8 in. lower. Special hydraulic shock-absorbers further enhanced road-holding, while a lengthened drop-arm raised the steering ratio. Used engines were fitted because they were "nicely seasoned" and when rebored were at least as good as new. The Beckenham Motor Co. polished and matched the ports, etc., and set up all crank bearings with 2-thou. clearance. Ford alloy heads were fitted. A 3.7-to-1 crown and pinion coped with the reduced weight of the Batten Special.

Whereas the first Batten Special had been a simple two-seater, the first of the production cars was a four-seater, which took four months to complete. The body was held to the frame by six bolts for easy removal and equipped with hood and side screens. It was made for C. J. Hawkes, a Ford V8 trials enthusiast, and was given Marchal headlamps, Ferodo-lined brakes with racing hand-brake, etc. Origin-

nally Batten had intended to sell his special at £325, but he now announced that replicas of this four-seater would be priced at £375. Hawkes ran his car in the 1935 RAC Rally and gained a second-class award.

The idea spread and Batten Specials were run in trials by Inderwick, Murray-West, and Batten himself. The increased business was reflected in a wages bill of £100 per week for the 30 employees, who embraced carpenter, smiths, fitters, and painters in the spray room, Batten making his own bodywork. At first the cars were black but other colours were offered later.

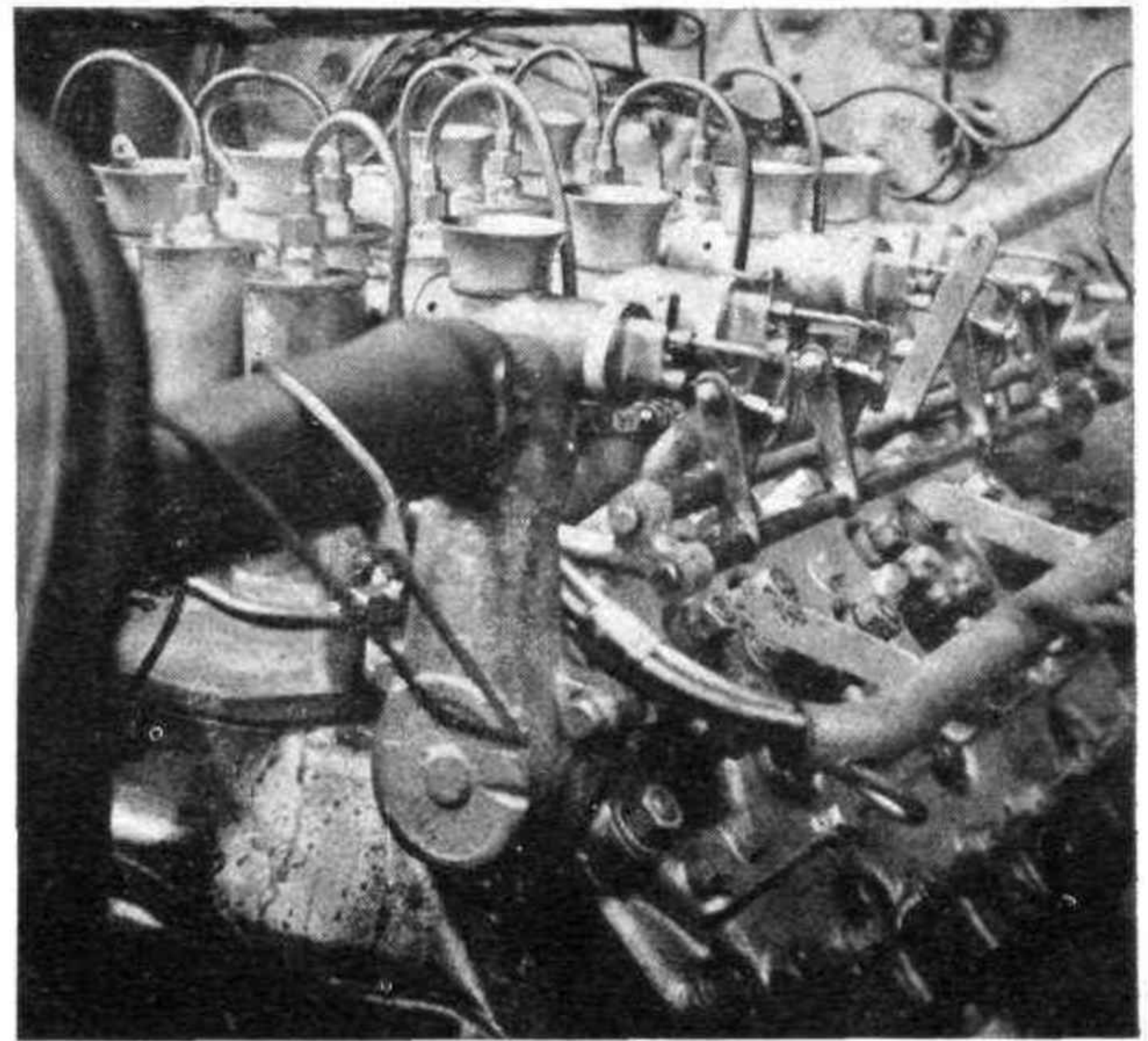
For his own amusement Jim Batten constructed a special racing Batten Special. It followed the lines of previous Batten Specials but the c.r. was increased to around 7.5 to 1 against 6.5 to 1 for the standard cars, this being as high as it was wise to go, even on benzole fuel. Eight Amal motorcycle-type downdraught carburetters were used, controlled by short Bowden cables from a common throttle-rod on each side of the engine. The engine had Batten's special bronze cylinder heads with alloy cover plates for easy machining, and was mated to a Lincoln gearbox. The final drive ratio was $3\frac{1}{4}$ to 1, in conjunction with 600-18 tyres. Mr. Batten tells me he could do 90 m.p.h. in middle gear in this car, which he raced at Donington, and that it would go over the Brooklands Test Hill at 28 m.p.h. in top gear from a rolling start of 30 m.p.h. The engine was taken to 5,000 r.p.m. and nothing ever broke. Even more remarkable, no boiling trouble was experienced, although the only precautions taken were effective louvres on the bonnet, there being no cooling fan. This car was discovered recently dismantled, but even if restored could no longer comply with the Batten specification.



The racing Batten Special in action at Donington Park, driven by its creator.

Altogether some ten Batten Specials were sold, one going to Australia, another to Vancouver, another to Africa, while the remainder found customers here and often appeared in MCC and other trials. Incidentally, besides making cars, The Beckenham Motor Co. kept hundreds of horses shod for Mr. Higgs of United Dairies. The last Batten Special made was a coupé for Lord Plunkett, who competed in trials but wanted more weather protection than the open models provided. His Lordship was sufficiently confident in the car to finance its continued production but, unfortunately for Mr. Batten, he was killed in an air crash just before the war. The outbreak of hostilities caused the Company to be wound up in March, 1940.

This was by no means the end of Jim Batten. He was soon involved in secret development work of an unusual nature, part of which involved such things as Army motorcycles intended for the Norwegian campaign, which he endowed with folding skis made from old car bumper bars, tests being conducted at the Richmond Ice Rink, which was commandeered for a week! His own Batten Special was even used to tow guns across country, in an endeavour to convince Service chiefs that expensive American Jeeps were not always necessary for such work. There was also parachute dropping of light vehicles from Halifax aeroplanes, on one memorable occasion without the static lines being attached, which resulted in a decidedly heavy landing for the luckless Jeep . . . From riding an ancient Humber motorcycle in a 1914 "Old Crocks" Brighton Run (he still has the medal) Jim Batten was active in the Motor Industry until about eight years ago, spending some of the post-war years with the Rootes Group. Now, at the age of 73, he is living in retirement in Lutterworth. It was at the suggestion of Mr. T. H. J. Spencer that I was able to meet him recently.—W. B.



The Ford V8 engine in Jim Batten's racing Batten Special, with its eight Amal carburetors.

THE 1970 TASMAN CHAMPIONSHIP

THE RACES in New Zealand and Australia first came into prominence in Europe when drivers such as Peter Whitehead and Tony Gaze, who operated from England in the summer months, went "down under" for the winter and took European racing cars with them. Later on visiting Australasians like Brabham and McLaren used to return home in the European "off season" and naturally joined in with the local racing, and began to build special cars for the Tasman series.

These "off season" trips were seized upon by the professionals of the 1960s and the Tasman races developed almost into an extension of the European Grand Prix season, all of which meant that the local lads had little chance of success for the professionals dominated the scene, so much so that there were suggestions of races being "rigged" by the visiting circus in order to share the New Zealand and Australian spoils.

Finally the organisers reached their limit for the cost of the professional teams and the 1970 Tasman series entry list was lacking any professional or works-backed Europeans, the "foreign" entry being limited to one 2½-litre Cosworth V8-powered Brabham, driven by Bell, and numerous amateur drivers with Formula 5000 cars. This meant that at long last some of the good drivers from New Zealand and Australia were able to win some of their own races, and while the results do not contain household Grand Prix names, the races were good nevertheless.—D. S. J.

TASMAN RESULTS

LEVIN—69.3 miles—January 3rd

1st : G. Lawrence (Ferrari Dino V6—2.4-litre) . . . 50 min. 13.8 sec.—142.42 k.p.h.
 2nd : M. Stewart (Mildren-Waggott 4-cyl.—1.8-litre).
 3rd : F. Matich (McLaren M10A-Chevrolet V8—5-litre).
 4th : M. Goth (Surtees TS5-Chevrolet V8—5-litre).
 Fastest lap : G. Lawrence (Ferrari Dino V6—2.4-litre), 46.5 sec.

PUKEKOHE—NEW ZEALAND GRAND PRIX—101.5 miles—January 10th

1st : F. Matich (McLaren M10A-Chevrolet V8—5-litre) . . . 58 min. 39.9 sec.—167.52 k.p.h.
 2nd : D. Bell (Brabham BT26-Cosworth V8—2.5-litre) . . . 53 min. 01.8 sec.
 3rd : G. Lawrence (Ferrari Dino V6—2.4-litre) . . . 57 laps
 4th : R. Grable (McLaren M10A-Chevrolet V8—5-litre) . . . 57 laps
 Fastest lap : F. Matich (McLaren-Chevrolet), 59.2 sec.—171.41 k.p.h.

CHRISTCHURCH—LADY WIGRAM TROPHY—January 17th

1st : F. Matich (McLaren M10A-Chevrolet V8—5-litre) . . . 59 min. 54.2 sec.—164.14 k.p.h.
 2nd : R. Grable (McLaren M10A-Chevrolet V8—5-litre) . . . 60 min. 04.5 sec.
 3rd : M. Stewart (Mildren-Waggott 4-cyl.—2-litre) . . . 60 min. 07.0 sec.
 4th : W. Simpson (Eagle-Chevrolet V8—5-litre) . . . 43 laps
 Fastest lap : M. Stewart (Mildren-Waggott 4-cyl.—2-litre) and G. McRae (McLaren-Chevrolet), 1 min. 19.8 sec.—167.18 k.p.h.

INVERCARGILL—TERETONGA INTERNATIONAL—99.26 miles January 25th

1st : G. McRae (McLaren M10A-Chevrolet V8—5-litre) . . . 63 min. 03.6 sec.—154.33 k.p.h.
 2nd : R. Grable (McLaren M10A-Chevrolet V8—5-litre) . . . 63 min. 16.1 sec.
 3rd : M. Goth (Surtees TS5-Chevrolet V8—5-litre) . . . 63 min. 55.0 sec.
 4th : G. Lawrence (Ferrari Dino V6—2.4-litre) . . . 63 min. 56.4 sec.
 Fastest lap : G. McRae (McLaren M10A-Chevrolet V8—5-litre), 58.7 sec.—157.88 k.p.h.

SURFERS' PARADISE—ROTHMAN'S "100"—100 miles—February 8th

1st : G. McRae (McLaren M10A-Chevrolet V8—5-litre) . . . 59 min. 13.2 sec.—162.95 k.p.h.
 2nd : K. Bartlett (Mildren-Waggott 4-cyl.—2-litre) . . . 59 min. 18.2 sec.
 3rd : G. Lawrence (Ferrari Dino V6—2.4-litre) . . . 59 min. 20.5 sec.
 4th : F. Matich (McLaren M10A-Chevrolet V8—5-litre) . . . 59 min. 59.1 sec.
 Fastest lap : F. Matich (McLaren M10A-Chevrolet V8—5-litre), 69.3 sec.—167.25 k.p.h.

SYDNEY—WARWICK FARM INTERNATIONAL "100"—100 miles February 15th

1st : K. Bartlett (Mildren-Waggott 4-cyl.—2-litre) . . . 66 min. 46.7 sec.—146.44 k.p.h.
 2nd : M. Stewart (Mildren-Waggott 4-cyl.—2-litre) . . . 66 min. 47.9 sec.
 3rd : G. Lawrence (Ferrari Dino V6—2.4-litre) . . . 67 min. 19.1 sec.
 4th : N. Allen (McLaren M10B-Chevrolet V8—5-litre) . . . 67 min. 39.3 sec.
 Fastest lap : N. Allen (McLaren M10B-Chevrolet V8—5-litre), 1 min. 25.7 sec.—152.07 k.p.h.

MELBOURNE—SANDOWN PARK INTERNATIONAL "100"—108 miles February 22nd

1st : N. Allen (McLaren M10B-Chevrolet V8—5-litre) . . . 64 min. 06.4 sec.—166.70 k.p.h.
 2nd : G. Lawrence (Ferrari Dino V6—2.4-litre) . . . 64 min. 07.5 sec.
 3rd : U. Norinder (Lola T190-Chevrolet V8—5-litre) . . . 54 laps
 4th : M. Stewart (Mildren-Waggott 4-cyl.—2-litre) . . . 53 laps
 Fastest lap : N. Allen (McLaren M10B-Chevrolet V8—5-litre), 65.1 sec.—171.62 k.p.h.

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LETTERS FROM READERS

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

A MAN AND HIS MG-B

Whilst not wishing to inaugurate a slanging match, I take extreme exception to Mr. Mills' "well-known woman's shopping car" remark, and I feel that cudgels must be taken up on behalf of the MG-B and those to whom it offers just as much as 4562 DG does to Mr. Mills (why such a phrase in an otherwise coherent and intelligent letter I will never know, but, anyway, you've asked for it). Firstly, please, dear Mr. Mills, that the MG-A and MG-B alone have as many, if not more, devotees than the entire Triumph TR breed put together, that there is already a thriving MG register and that, in the end, seniority of the make tells. Secondly, a visit to Messrs. Downton, Curdus, Nicholson or Brabham will soon eliminate any marginal difference in acceleration that a standard TR3A may have over a standard MG-B at very reasonable cost, and, thirdly, that even if the owner of a standard MG-B cannot afford any form of tuning whatsoever, he can reasonably expect to leave a TR3A in a heap of aluminium and Isopon at the first roundabout encountered, with the minimum of skill.

Perhaps when you have rebuilt, rewired and generally overhauled your poor man's Ferrari, Mr. Mills, you might care to try a few laps around Brands or somewhere against my MG-B? (About which I'm not boasting; I know it goes, and so do local TR owners.)

I do appreciate that with such obvious deterioration you are attempting a major work of reconstruction which will take you a long time, but I would request just one favour. Please, please, please make sure that you use enough Sellotape on the bodywork—I would hate to read of an MG-B being damaged by a flying front wing or door panel as you zoom past.

All in good fun, though, Mr. Mills; I appreciate your devotion to your machine, but you shouldn't make nasty remarks about a car which, after eight years, is still selling in vast numbers despite but minor detail alterations. I like it anyway!

Creicester Park.

J. L. PAYNE.

* * *

A GIRL AND HER MG-C

What a fascinating selection of letters; especially entertaining the one from Peter E. Fisher, who, I hope, is not in retirement again.

However, let someone speak up for MG, even the MG-C GT. If you manly men want a really arm-aching one and a half minutes (or less) you won't be disappointed if you try taking it round Brands Hatch; compare this with the ease with which the TR5 can be taken round the same circuit—no effort required, only petrol.

Cruising at 90? This isn't going to impress one who has become accustomed to cruising at 110, at only 4,500 revs. in overdrive and still plenty in reserve. Alpine passes? The TR6 petrol injection doesn't work at altitude because it hasn't been designed to cope; whereas the MG-C doesn't even notice alpine passes unless they are clogged with traffic. Furthermore, its overall petrol consumption (traffic jams, passes and autostrada) is 23 m.p.g. and only 4-star.

True, the various TRs have virtues, among which, it seems, is predictable final oversteer. Well, the MG-C can be unpredictable, although not as readily, and it's never as easy to steer anywhere as the TR except in a straight line when it is as steady as a rock however bumpy the road. On Dunlop SP Sport tyres in the wet it is really stable, but on other tyres you can have fun.

I would have liked a TR to play with in England if I could have afforded more than one car. But for getting across the Continent (or up and down the UK) fast, I'm glad I had the MG-C; plenty of luggage room and lockable; a practical proposition for a one-car person with a penchant for passing large and small cars of International renown on the *autobahns*, and now with 38,000 miles on the clock.

And may I dissociate myself utterly from, and on behalf of my husband apologise for, the views of Veronica Papworth mentioned in your editorial? Who reads the paper she writes for, anyway?

Wimminster.

MARY B. GODDARD.

A GIRL PRAISES THE TRIUMPH TR

Sir,

I feel I must protest against the assumption on the part of many of your readers that no woman is capable of appreciating the delights of the Triumph TR breed.

My husband and I own, drive and are at present rebuilding a 1958 TR3, which we bought for £190 18 months ago. We have enjoyed many miles of exciting and economical motoring since then, and certainly would not wish to exchange this excellent motor car for any other, except possibly another TR!

Incidentally, we bought this car from a woman, who was only giving it up because of impending motherhood, and was very sorry to see it go.

Sheffield.

JANICE HENNEY.

[Letters in praise of Triumph TRs continue to pour in, supporting the two pages of TR correspondence published last month. But the subject must now be closed.—ED.]

* * *

AGAINST TRIUMPH TRs . . .

Sir,

Some of your correspondents appear to hold some rather strange ideas concerning the desirability of a car with hopeless road-holding. I refer to the TR2-3, etc.

After a series of safe cars, MGs TA, TC, Twin-Cam and B, I prefer not to look back upon my 18 months with a TR2. True I once covered the 700 miles from Ostend to Denmark in a day, and over the 4,000 miles' holiday it returned 32 m.p.g. of petrol and 800 m.p.p. of oil.

However, this is a poor substitute for road-holding. If I am driving quickly across country the car must enjoy it as much as I do—not a TR. It either tries to run back the way it has just come or goes straight on at the first corner. As for blowing off E-types—what a joke!

Your readers will all have heard of tennis elbow and housemaid's knee, but they may not have heard of TR neck. This is a complaint suffered by TR drivers caused by the rapid side-to-side movement of the head due to the antics of the car as it goes down a straight road. Next time you follow a TR watch the driver's head. Incidentally, my next car will not be an MG but a Triumph GT6 Mk. II.

Vienna.

J. BRAISFORD.

* * *

THE MOTORISTS' LOT

Sir,

Your correspondents who come under the "Motorists' Lot" heading always make me feel sympathetic towards them. Then I forget all about them and think it "can't happen to me".

Well, at last, it has and I feel I have to tell you of the "cloak and dagger" circumstances. The location: Devon; time: 0430 on February 15th and everybody in bed except the competitors in the Bristow Rally. Approaching an important time-control was a fast, straight section and at the end of the straight was a police radar patrol. We were "done" and joined a queue of ten cars which were being booked by one constable who made sure that spot-lamps complied with the law, etc. As a result most of the unfortunate crews incurred "fails". Other crews saw at least three other radar patrols and two patrols stationed at halt signs to make sure everybody stopped, when all that was needed was a quick glance for oncoming headlights. The police of that county had given their permission for the rally to take place and so was this premeditated ambush really fair? Rallying is the only form of motor sport we can afford, but if it's going to cost an additional £10 and endorsement I shall have to stick to reading your excellent magazine and dreaming of bygone days when a police constable was a nice, jolly fellow on a bicycle and not a goon in blue with enough electronic garbage to shame the flight-deck of Concorde! This sort of thing does not happen on the RAC Rally, but I suppose

the police are wary of incurring the wrath of motor manufacturers who make their police cars.

To quote your magazine, "When are we going to revolt?"

Leicester.

B. J. GRINDALL.

[As I said last month, we simply have not become used to living with the motor car.—Ed.]

Sir,

The article by P. G. Williams, "The Motorists' Lot", in your January issue expressed my own views and experiences exactly. It would appear that I am not alone in condemning the attitude of "those goons in blue" to the motoring fraternity.

A few weeks ago my blood was "boiling" and, in fact, it still is today! My wife returned home one evening to say that a police inspector had accused her of driving through traffic lights while they were showing red. Now, having been accused of such an offence it is up to the motorist to prove otherwise—not as the law would have us believe; that you are innocent until proved guilty.

The circumstances leading to this accusation were similar to those which most motorists find themselves in from time to time. That is: approaching the lights while showing green; finding that they turn amber when your vehicle is a matter of feet from the white line and then making a "snap" decision on whether to brake or, providing the road is clear to the right and left, drive on safely. On this occasion the road was very wet from thawing snow. My wife continued through the lights, still on amber; parked the car approximately 200 yards further on, and then went shopping. The police inspector was waiting at the other set of lights when he said that he saw the MG; he then lost sight of the car before spotting it again parked on the side of the road. The moral here perhaps was not to own such a distinctive-looking sports car! Had it been a saloon he would not have been able to spot it because he was unable to take note of the registration number.

However, the fact remains that the accusation had been made and a court case was to follow. No witnesses were present on either side and it was very evident that there was a gross lack of evidence and extreme doubt in the minds of the magistrates, who retired for 30 minutes before returning a verdict of guilty, with a £10 fine and an endorsement on a clean licence. A stiff penalty indeed for a totally innocent motorist.

It is no wonder that police relationships with the motorists have deteriorated badly, and certainly seem doomed to continue.

We both felt proud a few months ago when the head of the police transport division asked for the loan of the MG TF for a demonstration, as MG TFs in fact were used as patrol cars. We co-operated with pleasure—but, as I said, that was a few months ago, and a lot of water has passed under the bridge since then!

Preston.

F. P. ABBOTT.

Sir,

I fully endorse the sentiments expressed by reader Peter Roddis. There is a vindictiveness about police prosecution—or persecution—of motorists which does not seem to be exceeded in any other form of offence, civil or criminal. Mr. Roddis cites the use by North Herts. and South Beds. police of a car marked "Accident Tender" to trap unsuspecting motorists into exceeding the speed limit. Here in the West Riding a favourite trick is for a patrol car to latch on to a lone motorist late at night or in the early hours. The unsuspecting motorist becomes aware of another car's dimmed headlights in his mirror, the following car makes no attempt to pass, then approximately one mile before entering a built-up area the following headlights are suddenly full on at dazzle level. The unsuspecting motorist slows down and waves on the car behind, but, of course, it stays behind keeping its distance, with lights dazzling the motorist in front through his mirror. Eventually unsuspecting motorist becomes exasperated and steps on it, to pull away from the "Joker" behind. Alas, he realises too late that he is now in the built-up area and with clanging bells and flashing lights the patrol car reveals itself and our unsuspecting, exasperated and now rueful motorist is booked.

One assumes that Mr. Roddis and other motorists—including myself—have reported such incidents as these to the court, to no avail of course, and one cannot but wonder at the calibre of magistrates who aid and abet the police to obtain convictions in such circumstances, and who take a more severe view of a parking motorist than of a thug. Neither the AA nor the RAC seems to be interested these days

in doing anything about such police abuses and the various forms of hidden radar trap. The average motorist seems to be too apathetic, otherwise there would be in existence a militant and effective motorists' protection association. No doubt there are other methods used to trick motorists into committing road offences in different areas and it would be interesting and useful to hear of other readers' experiences. Finally, may I also say that I very much like Mr. Scott's idea of a National drive-to-rule day.

Upper Poppleton.

L. KENT.

* * *

A BAD LAW

Sir,

During the last few weeks I have made several long trips in my S1 Bentley, and on my way to Nottingham recently along M1 I put precisely 70 miles into the first hour. As there was nothing of interest on the radio I amused myself by keeping tally of the cars which passed me. The total was 89, of which about a quarter were doing a good 110 m.p.h. Any law which is flouted so flagrantly is a bad law; only one of the 89 cars which passed me was driven badly.

During two hours on M1 once again I was quite baffled by the fact that there are frequent accidents on it. I saw only half a dozen cases of really bad driving, each one being a car a few yards away from the one in front at about 60 m.p.h. Much the worst was that of two white Police Jaguars in convoy, which passed me at well over 100 m.p.h. with a distance of 30/40 feet between each. In conclusion, I thought the letter with the heading "A policeman replies" in your February issue one of the most pathetic you have ever published. Your Editorial footnote, however, at least put it in its proper perspective, in the gentlest possible manner!

Bromley.

W. J. D. CLARKE.

[We endeavour to give both sides of an argument; over 250,000 of our readers have signed that petition against a 70 m.p.h. speed limit on our Motorways.—Ed.]

* * *

THE BBC AND MOTOR RACING

Sir,

In the *Radio Times* for February 14th-20th the BBC publish the list of sporting events they intend to televise during the summer. It will be noted that not one Grand Prix is included. It is apparently intended only to broadcast on them on sound radio.

I suggest that you ask your readers who are unable, like myself, to go to the Grands Prix, to write to the BBC protesting against this amazing omission. I have.

Cheltenham.

A. CRICHTON (CAPT.).

* * *

PORSCHE POINTS

Sir,

Over the last couple of months or so I have read four or five reports on the Porsche 911 series, and only in Denis Jenkinson's was there the slightest hint of criticism. Experience with three 911s over the last three and a half years makes me feel that someone should nudge Porsche a bit to fix some irritating details.

Regarding the "splendid gearbox", all three cars have suffered the same troubles—after five or ten thousand miles the synchromesh of second gear has become very weak and that of first gear virtually non-existent. (Each car having been l.h.d., I can only imagine first gear selection must be a bit unhandy in a r.h.d. car.)

The other main niggle is with the doors. The locks freeze and jam in the winter, no matter how improved the normal operation may be, and the door frames around the windows pull away from the seals at high speeds. D.S.J. mentions excessive noise above 100 m.p.h., which is true, but 120 m.p.h. in still air is heralded by an almighty buffeting as the frames lift off the seals altogether. Four years on and it is still the same with the latest 2.2-litre model!

Having almost no E-type experience, I can still well imagine D.S.J.'s comparison of long-distance driving being valid. The 911 is a satisfying car to drive, and, on the Continent, not too demanding up to quite high speeds, but it must be a frustrating thing to have in England. The urge being where it is, even under the mildest conditions, one does not move into fifth gear willingly at much below 80 m.p.h. In a hurry, fourth is good for a bit over 120 m.p.h. and fifth is geared "out of sight" at about 150 m.p.h. at the rev. limit of 7,300 r.p.m., whilst fuel consumption will increase to about 16 m.p.g.

Oh, and the ignition key D.S.J. was so ecstatic about—watch the facial expression of the driver of a new Porsche—or an older one for that matter—as he struggles to get the key into the ignition slot! Symmetrical it may be, but it is quite a job to use it until it gets well smoothed down—and, incidentally, Ford have had symmetrical keys for years, and they go straight in.

These things apart, though, it is a great car, each model having had different characteristics, largely due to variations in rim width and tyre make. The 1966 model with Webers was the most flexible at low r.p.m., the fuel-injected ones being fitted with a "clean air" set-up that fiddles with the injection on the overrun and can make things get a little out of step at light throttle openings. Having wider rims, the 1968 and 1969 models have not been as tail happy as the first one (on Continentals). Dunlops gave pretty neutral traits in a corner and the Michelin VRs on the latest model now allow you to go off a corner either nose or tail first! Under light throttle, the car understeers considerably, and a sudden application of the loud pedal will send you straight off unless you manage to twitch the tail around a bit. A bit too fast into a long corner, with a bit of throttle, to keep things going, and the rear end wishes to have a better view of the progress.

Still a great car, though—just a pity Porsche don't understand doors.

Camberley.

F. H. BATEMAN.

* * *

THE ROVER 2000 GEARBOX

Sir,

With reference to your article "My Year's Motoring" in the February issue, I was most interested to hear of the fault experienced with your Rover 2000 TC, namely, difficult selection of first gear.

As I am employed at the local Rover agents, I may be able to be of some help. This complaint is quite common with the Rover 2000s.

If, as well as using excessive force to engage first gear, it also grates the gears when engaging reverse, then the fault almost certainly will be rusting of the clutch friction disc splines to the gearbox first motion shaft splines. This in turn restricts movement of the disc allowing it to continually be in contact with the flywheel. This means the first motion shaft is rotating all the time and driving the gearbox layshaft. The only remedy for this is replacement of the clutch (which can be done quite easily without removing the engine).

Another fault may be misalignment of the gear-lever shaft selection pin which moves the three selector shafts. This can be aligned by removing a rubber grommet on the right-hand side of the transmission tunnel forward of the driver's seat.

When neither of these faults apply, the first gear and synchro hub would appear to be faulty.

Finally, I would like to add that I have never heard of the gearbox and engine being out of line on the Rover 2000s and neither have my colleagues.

Brierfield.

MICHAEL BLAKEY.

* * *

THE ONLY REAL SPORTS CAR?

Sir,

Real sports cars. There is only one—the AC Cobra. All others, including the three-pointed star wonder SL, pale into insignificance beside this magnificent vehicle.

Unfortunates, who have only experienced the wishy-washy mass-produced products of today that are passed off as sports cars, would do well to beg a ride in a Cobra, after which they may have some conception of a real sports car.

Tavistock.

J. H. MATHEW.

* * *

AND NOW—THE AUSTIN-HEALEY 100/4

Sir,

I really cannot allow all this TR talk to go on without some retaliation on behalf of the good old Austin Healey 100s. Since the early 'fifties, a rivalry has existed between TR and Healey men, and is, perhaps, as strong today.

My Healey career started a couple of years ago when I had a little more than £100 to spend on an old sports car. I considered TR2, TR3, MG-A, non-running Morgan, and even a clapped XK140 before

going for a BN1 Healey 100/4 . . . mainly because of its very pleasing lines and the fact that it is one of the few cars in which it is illegal to do as much as 3,000 r.p.m. in overdrive top gear!

I bought the car, 973 CVW, with a damaged rear spring and seized overdrive, but after I had put right these details, I had several thousand miles of trouble-free motoring (if you forget about patching up the exhaust system every now and then—an occupational hazard of running any big Healey). Eventually, I tried to squeeze the 4-litre six-cylinder version of the BMC "D" series engine (of Jensen 541 fame) into it. Actually, it would have fitted if my bank manager hadn't objected to being used as a shoehorn! So poor old 973 CVW got broken up. She was replaced shortly by another BN1 which, apart from changing the king-pins immediately after buying her, gave me equally good reliability, better performance on account of a 4-speed gearbox, and quite incredible fuel economy for a 15-year-old 2.7-litre sports car . . . 28 m.p.g., to about 24 around town! Sad to say, the bodywork left much to be desired, and I am at present trying to get hold of a pair of new rear wings. All being well, I hope to be burning off MG-Bs and TRs galore again by the end of April, with a shining new coat of paint!

It is interesting to note that when the 100/4 first appeared, in 1953, a well-known motoring periodical quoted the following performance figures :

0-50 m.p.h.	..	..	7.6 sec.
0-60 "	..	..	10.3 "
0-70 "	..	..	13.6 "
Best maximum	..	..	119 m.p.h.
Best mean	..	..	111 "

These are very creditable figures even by today's standards, and made the 100/4 the second fastest road car of its day (second, of course, to the XK120).

However, where Healeys really have it over TRs is in both handling and road-holding. Both my cars were shod with Cinturatos and performed in a most acceptable way under all sorts of conditions. TRs have often been accused of having sports-car performance and family saloon handling—an accusation nobody could level against the 100/4. In my experience, the handling characteristics are absolutely neutral if you go round a corner under power, provided that it's not too much! Body-roll is negligible, and if you do go mad, it's not too hard, if a little hairy, to retrieve the situation.

Fair enough, then; the TRs are great sports cars, and will remain part of our proud heritage; after all, we Healey people must have something to play with when we get fed up with MG-Bs. However, nothing would ever persuade me that for reliability, looks, and performance, in a straight line and otherwise a TR is a better buy than an Austin-Healey 100.

St. Helens, Lancs.

C. M. THOMPSON.

Sir,

I am an avid fan of the "Big" Austin-Healeys and having owned a 100/4 and just recently a 3000, I reckon that these cars were one of the best sports cars BMC ever produced.

The 100/4, with its beefy long-stroke engine, its fold-flat windscreen and twitchy steering, was truly a car with a vintage feel about it. (If I may be forgiven for using "that" phrase!)

The 3000, with its far superior road-holding and performance, has not lost any of its character and remains for me at least a very likeable motor car.

The only drawback to both cars, as every good Healey owner knows, is the daft water traps under the wings which also seem to nurture any rust bug that is looking for a good home!

Anyway, one must carry on the battle somehow, whether 'tis with aerosol or spray gun, with the thought that with every squirt another Healey is being saved! May they live loud and long.

Steyping.

TONY BROOKS.

* * *

IN FAVOUR OF SUNBEAM-TALBOT 90s

Sir,

Having observed with enthusiasm the comments over the last two months about Sunbeams of the "90" ilk, I feel I must ask a simple question. What did the Editor say about these vehicles which seems to have inspired such an impressive defence by the various correspondents?

Reading back issues of MOTOR SPORT I can only find a very enthusiastic road-test report on this model which would make me rush out and buy one. Although I don't wish to sound up in arms, when did the adverse, or otherwise, comments arise and why? That over and done with, I will now proceed with the obvious.

Ten months ago I bought a 1957 Sunbeam Mk. III. This was the result of searching for a car which would be cheap on capital cost and have conventional mechanics so that repairs and servicing would be straightforward. It had to be comfortable for long journeys—leather upholstery a must. It had to have a striding performance which it would go about quickly, quietly and without any fuss. Reliability was top priority—it must start promptly in all weathers without any of this intolerable under-bonnet condensation bother. As old cars are prone to rust, it must have a chassis to hold it all together. Last but not least, the car must be a motor car and not a pressed-silver-paper upholstered roller-skate.

After those ten months of ownership and 10,000 brisk miles, my old Sunbeam, which cost £50, fits all these requirements and more. Small details please me as well. The dashboard is ergonomically styled and comprehensively instrumented. The simple operation of changing the points doesn't involve a major knuckle-skinning grovel in the depths of the engine compartment. The distributor is immediately accessible. All the accessories on the vehicle seem to be engineered rather than stuck on, and the heater is truly excellent.

For a heavy saloon the steering and road-holding are remarkable and it can be cornered at quite alarming speeds, at the expense of the front tyres. When I purchased TYN 431 I had only a hazy idea of the sporting ancestry of these cars, and on being informed of their successes in the Monte Carlo Rally and others, I was delighted to think that my old barrow has a "pedigree".

On this score, I wholeheartedly agree with the Editor's comment about according these cars classic status. Whereas I would say that they have a place in motoring history, and should be treasured as such, the thought of them all going to the States and being priced out of impecunious enthusiasts' reach is flattering but worrying.

These Sunbeams represent very enjoyable motoring which can be had on a slim budget, if one can live with tyre-hunting and rear wheel arches and door bottoms which seem to disappear overnight.

Thank you for a splendid, informative magazine.
Rickmansworth.

NICK HARDEY.

Sir,

I have read with interest the recent correspondence on the Sunbeam-Talbot 90 range, and perhaps my own experiences may be of interest.

In late September 1969 I acquired a 1956 Mk. III saloon from a scrapyards for £5, the original intention being that it would provide spares for an Alpine. After a cursory check it was decided to make the car roadworthy, and on October 4th an MoT pass was obtained. I now have a car which has cost me somewhere in the region of £40, has quite a smart appearance (although the door sills and the rear-wheel arches are a trifle rough) and runs well, using virtually no oil between changes, and on a recent run to Southampton, covered in 7½ hours, it returned 27 m.p.g. (no overdrive). The car is used daily, and to date my only troubles have been a broken throttle cable, a sticking brake piston, and the steering idler is now due for replacement.

Like Mr. Parrott, I find the ST 90 a comfortable, well-finished car, which I prefer driving to most moderns. The performance is good, although not as good as a 1951 2½-litre Riley I once owned. The Riley's steering and road-holding were vastly superior, but the Sunbeam-Talbot scores on fuel consumption, heating/demisting, wind-screen wipers, and having a sun-roof. As to looks, that is surely a matter of opinion, but my choice goes to the Riley.

In reply to Mr. Brimblecombe, I find a Jowett Jupiter a more practical and desirable Gran Turismo motor car, having excellent weather equipment—it must surely have been one of the first British sports cars to combine wind-up windows and a well-fitting hood which can be speedily erected and stowed? Erecting the Alpine hood can be a bit of a bother, although it is better than, say, that of an MG-B. Surely, in 1934, there were no Sunbeam-Talbots, the STD combine still being in existence. There may have been a 1,944-c.c. Humber engine in 1934 but it would surely be a side-valve, as the Hawk valve gear did not go upstairs until the advent of the Mk. IV in 1954. I would have thought that the 2-litre o.h.v. unit first came in the ST 90 Mk. I in 1948.

On the subject of Sunbeam ruggedness, it presumably missed the transmissions, the gearbox being the Achilles' heel of this model, and back axle trouble is not unknown, but otherwise the cars are quite tough, and I feel people would be better advised to buy a Sunbeam-Talbot than to waste money on the average modern car with a life expectancy of five years. Finally I would advise all Sunbeam-Talbot

owners to become members of STAR (the Sunbeam-Talbot Alpine Register. Being a member (apart from the other advantages) has saved me money, and had I joined earlier it would have saved me more.
Newcastle-upon-Tyne.

GEOFFREY BROWN.

* * *

... AND FOR THE SUNBEAM ALPINE

Sir,

There has been a considerable amount of correspondence in your columns recently from Triumph TR enthusiasts and I think it is time that someone put in a word for another sports car that has many features to recommend it, despite the fact that it has never been in the "hairy" class—namely the Sunbeam Alpine.

I have owned two of these cars—a 1960 Series I with 1,494-c.c. engine and, currently, a 1963 Series III GT with 1,592-c.c. engine and overdrive. Both these cars have given me great satisfaction, though I cannot claim that my present one has been trouble-free.

Alpines have always offered a standard of comfort unusual in this class of car, and later models especially have many features to enhance their appeal—fitted carpets, courtesy lights, reclining seats, adjustable steering wheel, etc., etc.

Although performance is not outstanding, I regard it as being quite adequate—who needs to be first away from the traffic lights every time? . . . it achieves very little apart from higher petrol consumption, increased tyre wear and frayed nerves.

Both my Alpines have proved very economical on petrol, up to 37 m.p.g. on a run, and one never experiences excessive noise from the engine or exhaust. Admittedly handling is not one of the Alpine's best features, and care is necessary when cornering on wet and greasy roads. With this in mind, I consider radial tyres to be a necessity and accordingly I have fitted Pirelli Cinturatos to my car.

The Sunbeam Alpine is not so much a sports car as a comfortable fast touring car, and to support this opinion one has only to look at the generous boot space (by sports-car standards) which was available on the Series III, IV and V models.

I, for one, regret the demise of this excellent car and look forward to replacing my present one with a Series V 1,725-c.c. model. Were it not for the prohibitive cost of spare parts for the Sunbeam Tiger (e.g., replacement gearbox £240), I would be very tempted to combine the virtues of the Alpine with 4-litre performance, by changing to a Tiger. Alas, I cannot risk such large repair bills.

Incidentally, does anyone know why the Sunbeam Owners' Club was disbanded and whether any of the latter have formed any new club? If so, I would be interested to hear.
Crowborough.

J. C. EVERIST.

* * *

THE STUDENT'S LOT

Sir,

I am a student, and would also like to think of myself as a car enthusiast, like so many in my position. However, it seems to me that in order to run a car today you either need a very deep pocket, or else be able to drive, without fear, a death-trap. I have had a van and a car in my brief motoring career (three years) and each was maintained properly, with regular services and checks. What with high insurance premiums and the £25 a year I paid the Government so they could buy anything but roads, it seems that we (motorists) are becoming like dope addicts, paying anything with hardly a murmur. (Oh yes, the RAC *did* have a scheme where I put a sticker in my window and everything would then be all right.)

The fact is, an enthusiast would pay almost anything to keep his car, and the Government (any Government, LAB, LIB or CON) know it. As far as I can see, nobody will ever cut car taxes, they will go on for ever and ever upwards. There will be more cars on the road every year. It is a goldmine, they can't go wrong. Accidents will rise as well, but who *really* cares: MIRA? RAC? AA? BBC? I don't think speed limits are the answer. Why make faster cars, and then lower the speed limit? It doesn't make sense logically.

Anyway, I shall buy a moped, or scooter, and retire, for the meanwhile, from the world of the tin box.
Manchester.

ALAN PAGE.

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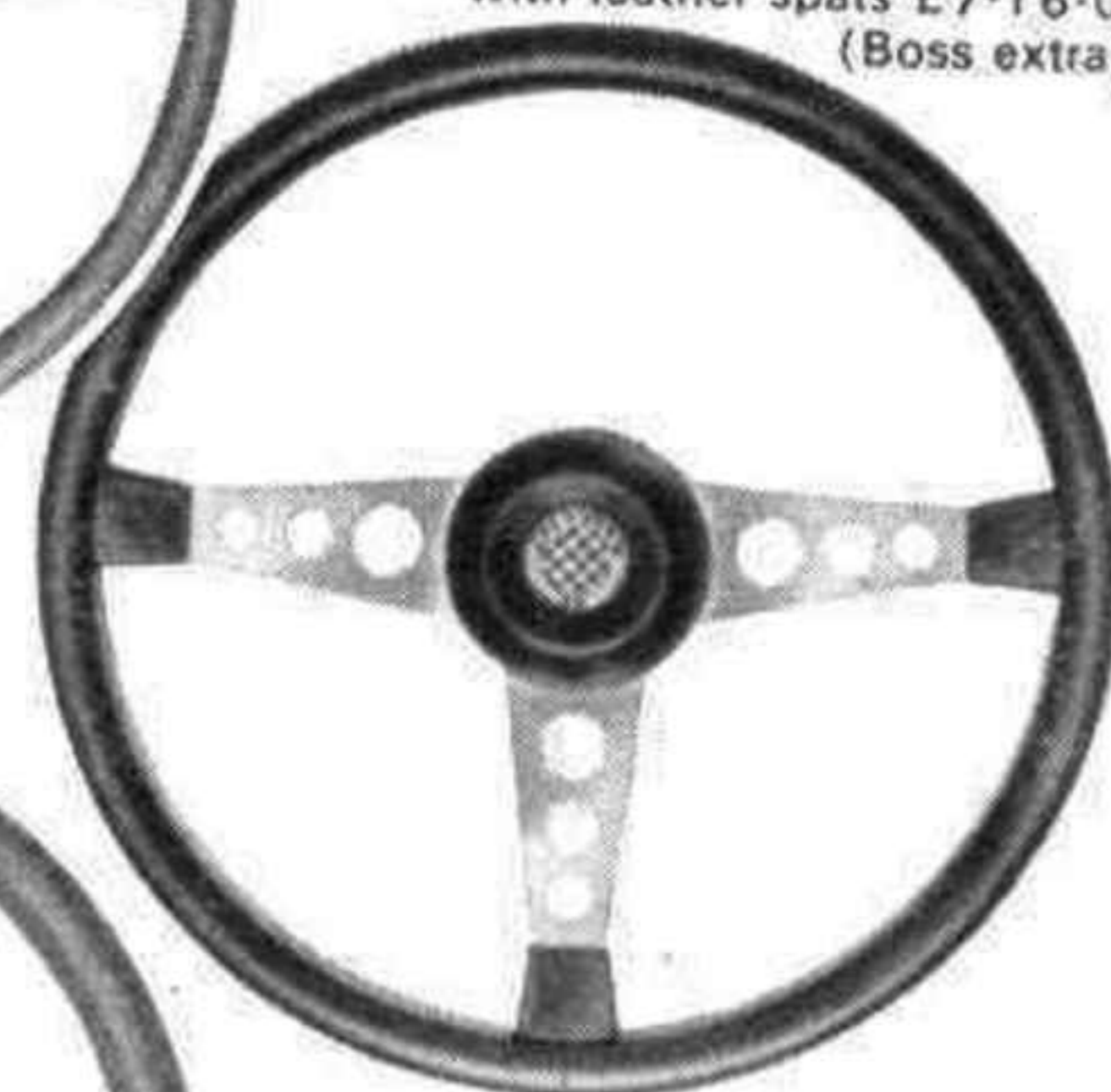
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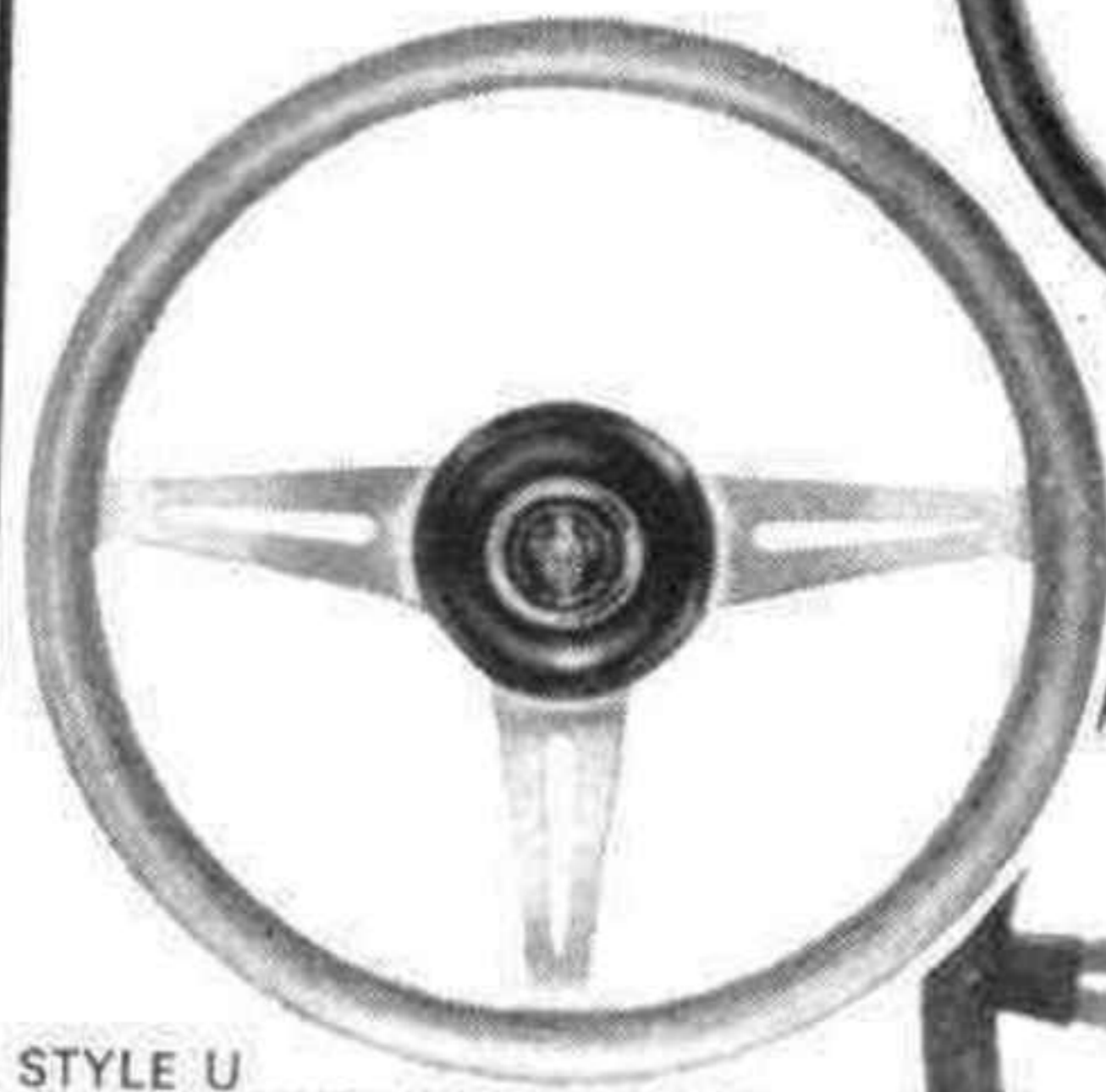
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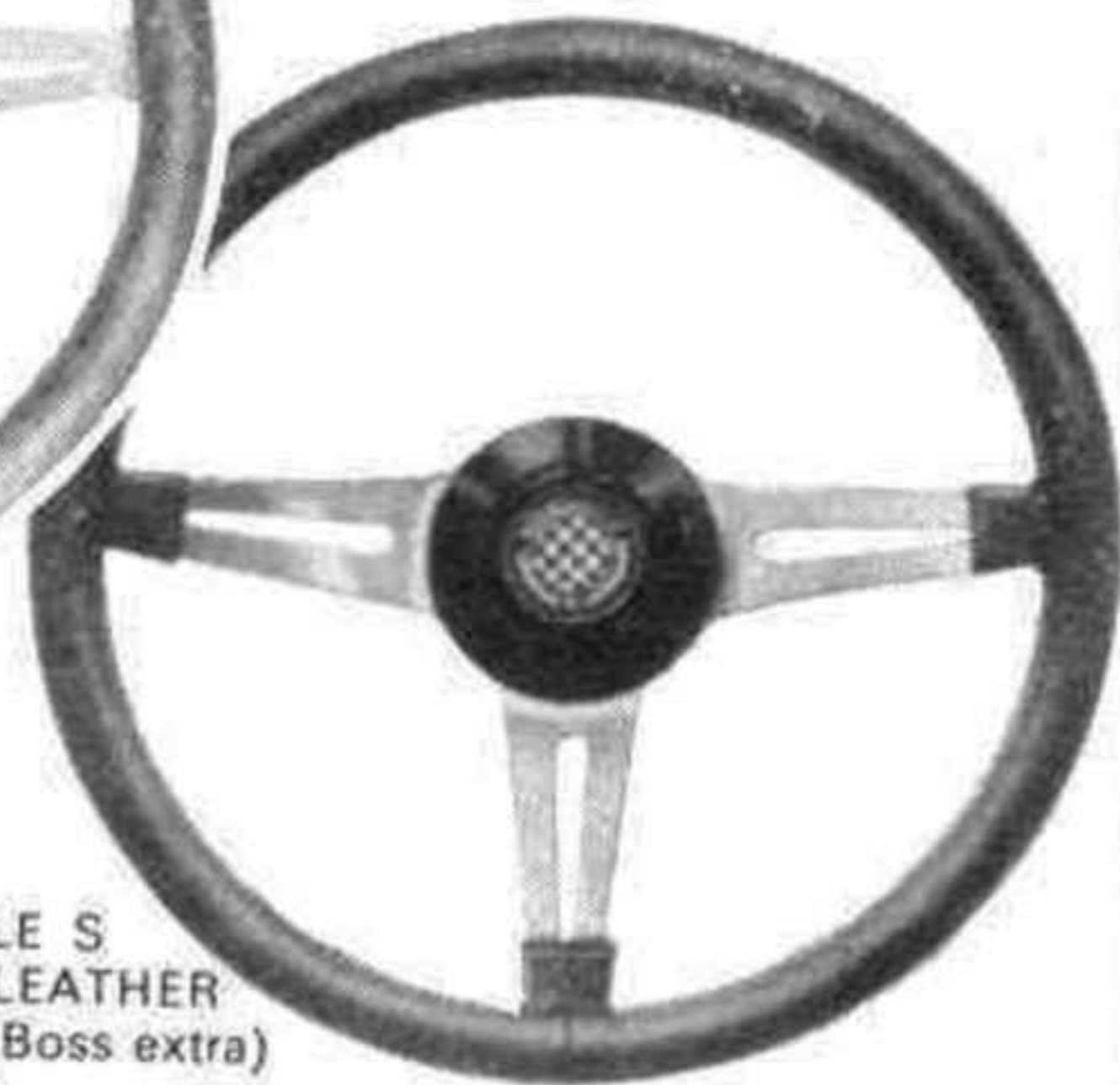
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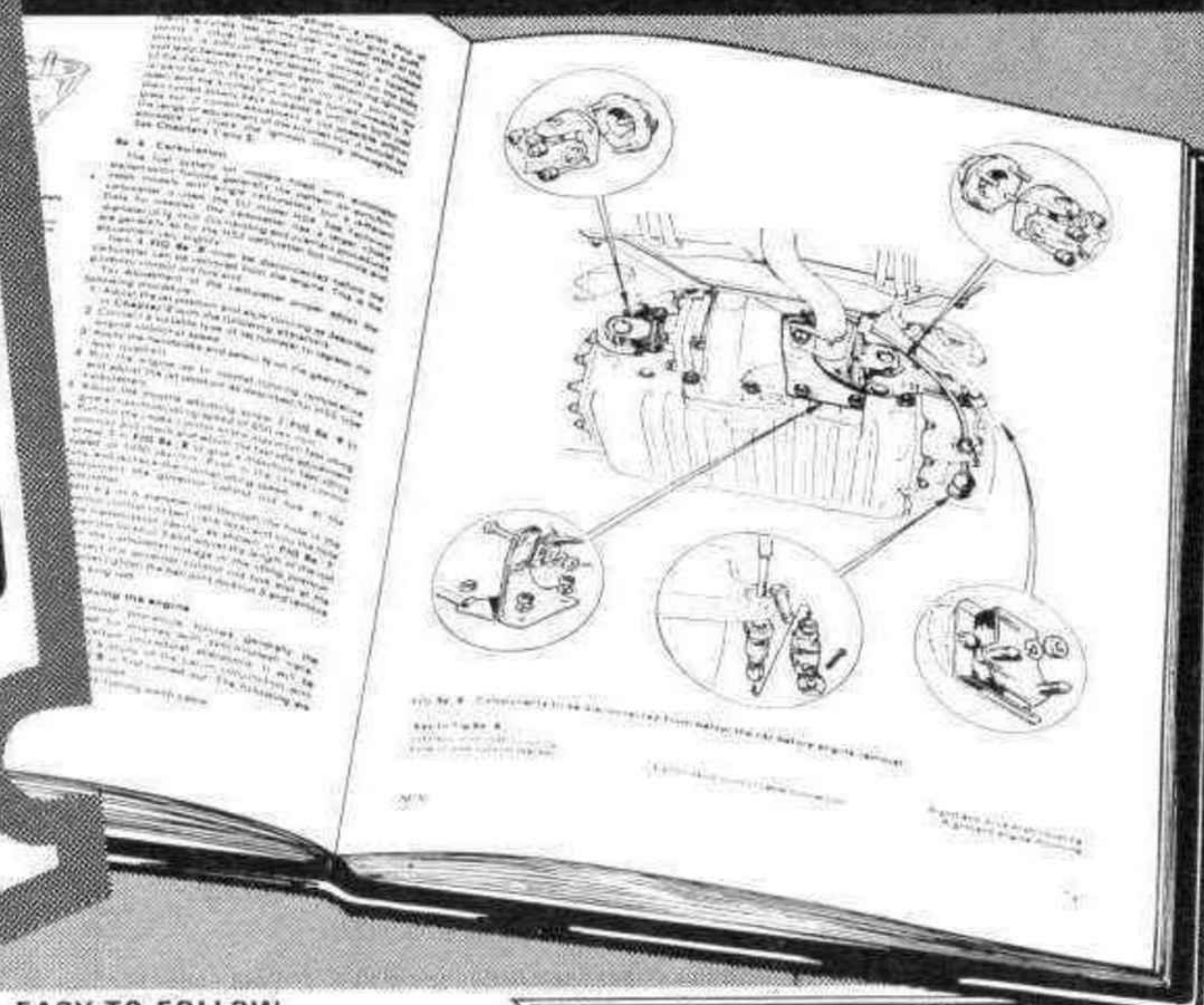
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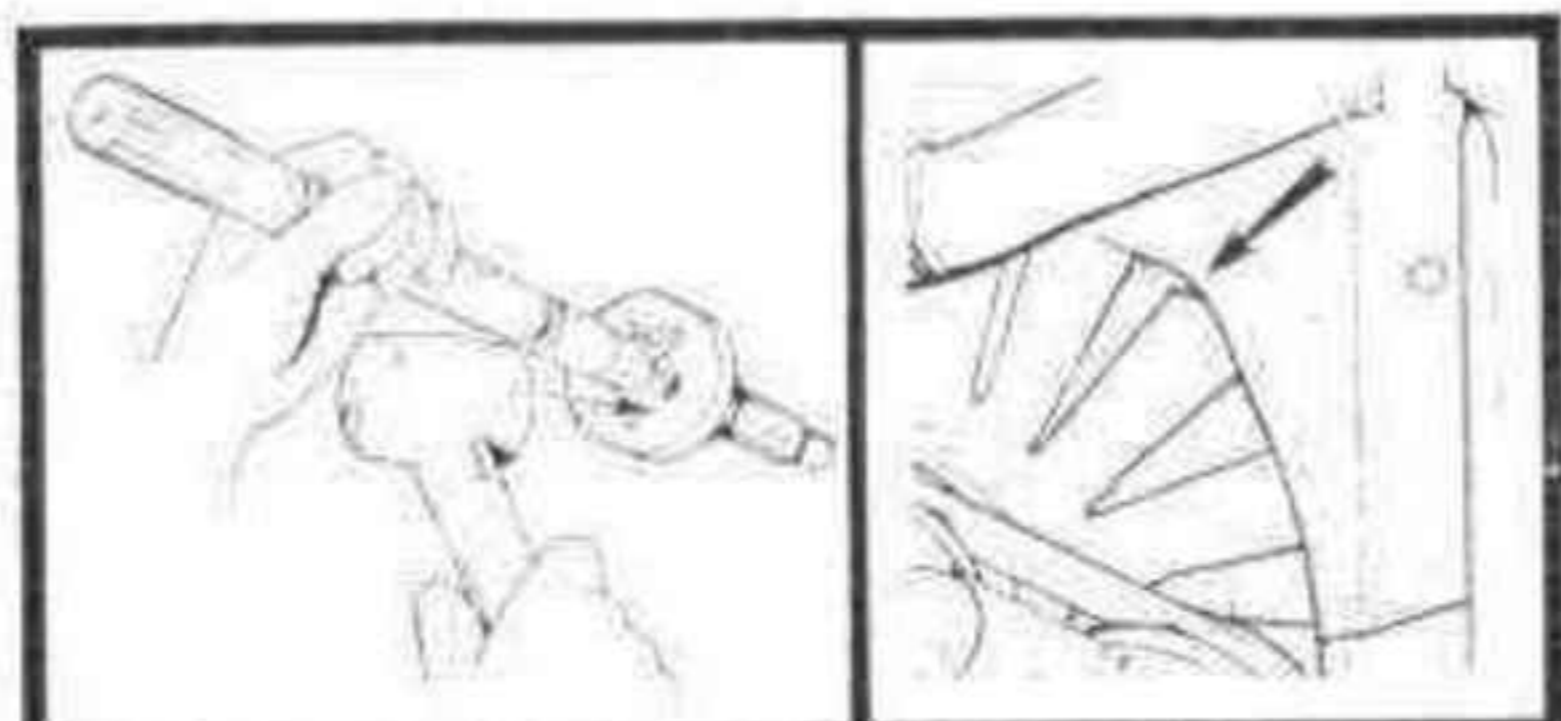
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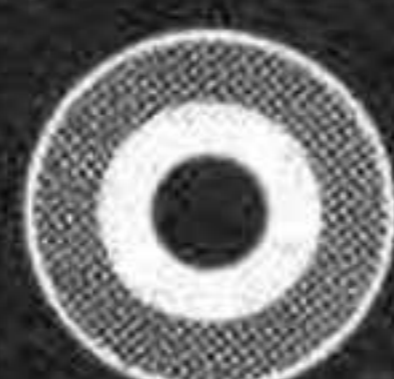
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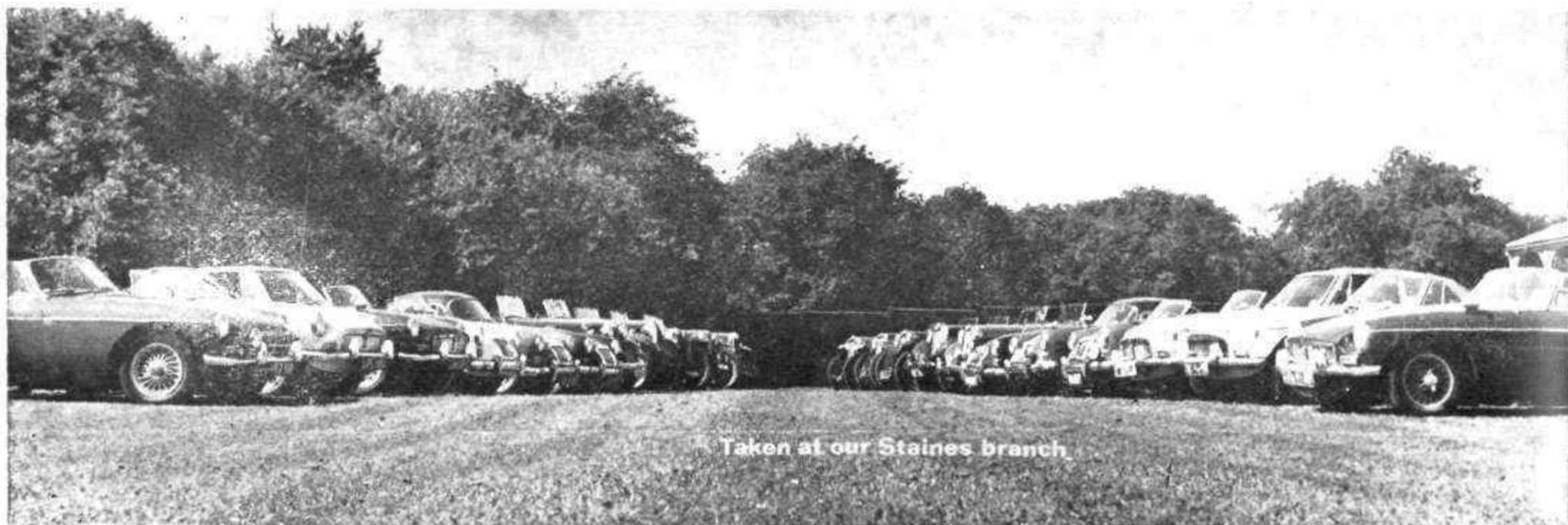
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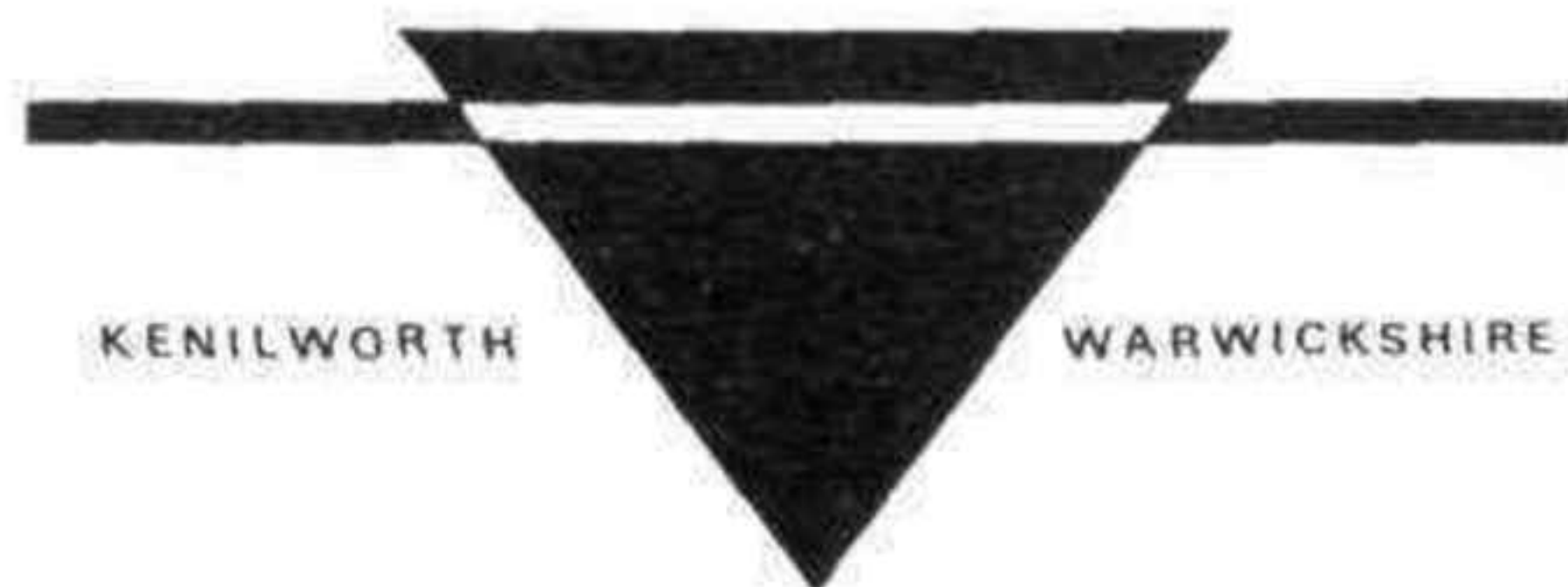
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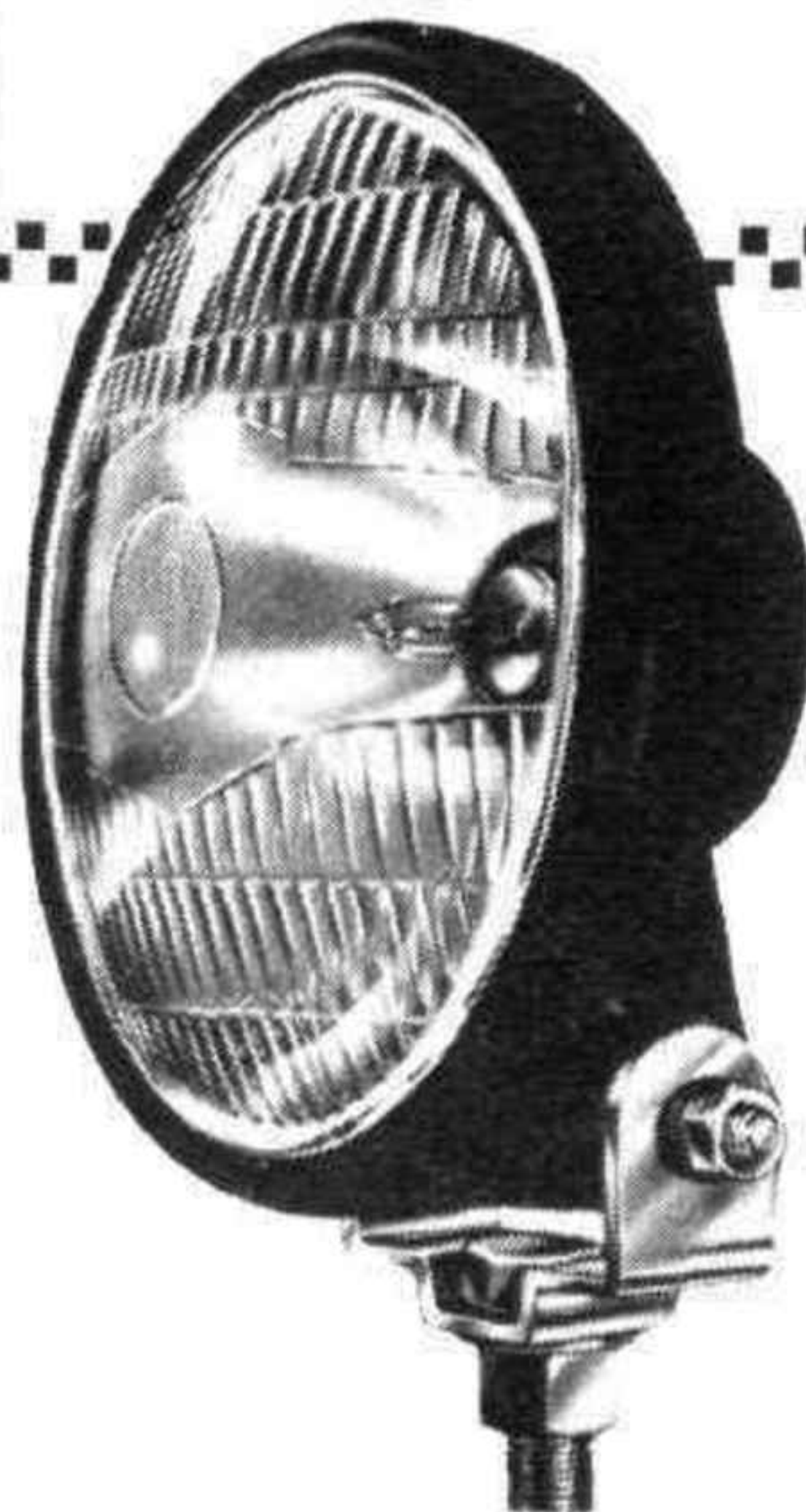
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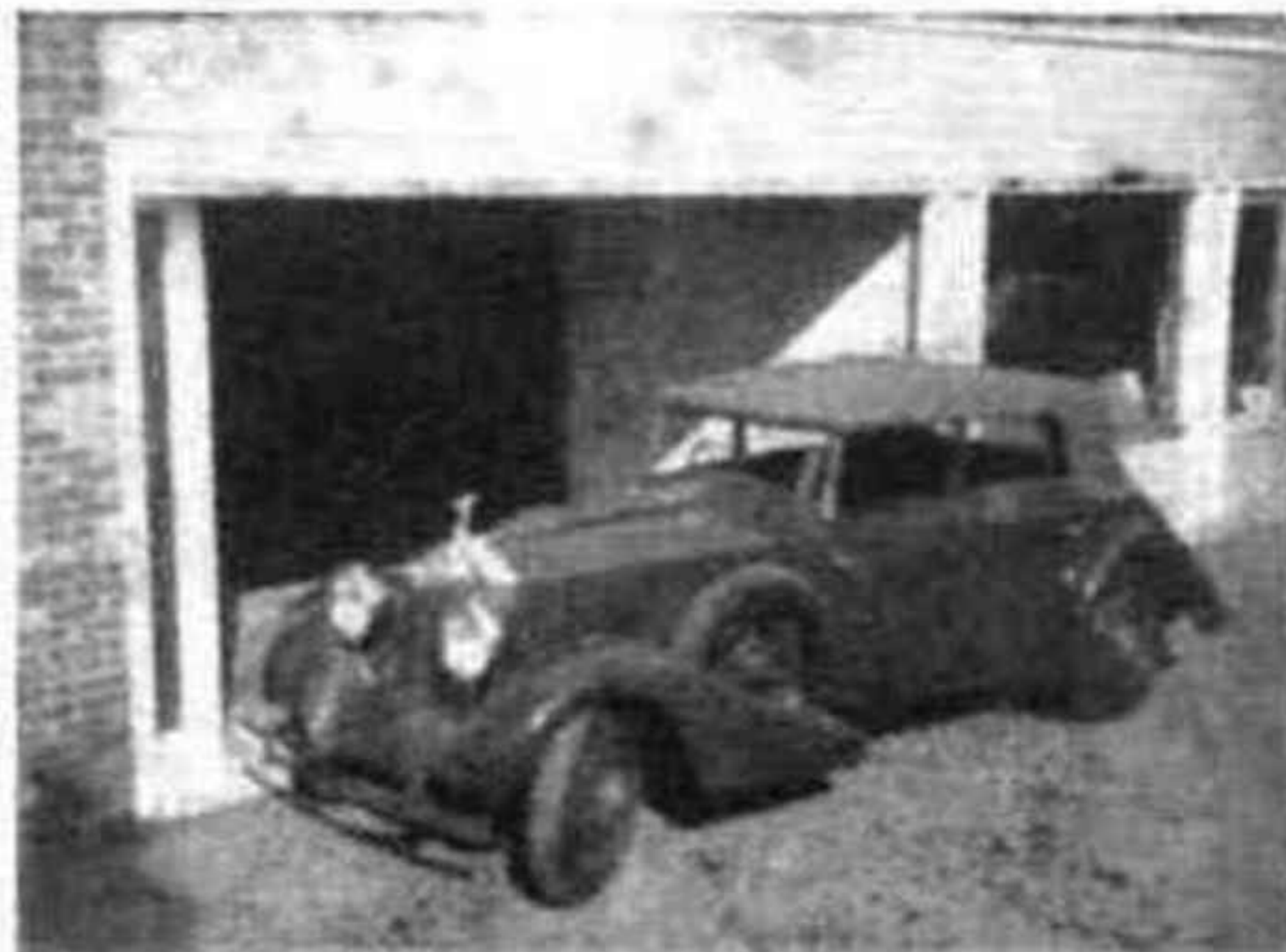
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1924 SILVER GHOST LIMOUSINE, f.w.b. Body by Maythorn. This car has been imported recently from the Far East. Interesting history; two owners from new. Also 4½-litre vintage Bentley. One of the best made in 1931. Fascinating fast-back fixed head coupé body. This car has been stored for many years, but is very sound. Would consider other vintage or modern car in part exchange for either of the above. King, Honeycraft, Lavant, Chichester, Sussex. Tel.: Chichester 7585. (1819)

JAGUAR 24, MIDNIGHT BLUE, OVER- drive and wireless, Aug. 1962. New tyres. M.O.T. certificate to March, 1971. Mint condition. £350. Tel.: Marnhill (Oxford) 245. (1820)

JENSEN 541 CONVERTIBLE, ONLY ONE made to special order. Appreciating asset. New steering, kingpins, brakes, clutch, battery and M.O.T. New mohair hood and equally expensive carpets. Must sell. Offers around £600. Burgess, Tel.: 01-969 2329. (1821)

SCIMITAR GTE, JUNE, 1969, SILVER with black trim. Overdrive, radio. Reluctant sale. £1,750. Tel.: Ruthin (082-42) 2461 (office hours). (1822)

ELAN 5/E, GEV 11H (OCT., 1969); 4,000 miles. Used only as second car. Immaculate yellow convertible. Radiomobile, tonneau, radials. Cash offers around £1,450. Tel.: Ingatstone (Essex) 2749. (1823)

TRIUMPH MAYFLOWER; 40,000 MILES only; uses no oil, book pressure; new exhaust, good battery and tyres, M.O.T. Dec. Excellent value. £120. Tel.: Horsham (0402) 60678. (1824)

1936 ALVIS SILVER EAGLE SALOON. Complete mechanical rebuild, only needs body infying. £225. Tel.: Worcester 52592. (1825)

FOR SALE—continued

1953 LANCHESTER 10 BARKER SAL- oon. Mechanically and bodily very sound. £150. 1936 Morris 8. One owner two-door saloon in immaculate condition. £45. Langley, 12 Bifford Rd., Worcester, Tel.: 52592. (1826)

E-TYPE JAGUAR, 1963, F.H.C. MUST- ard. Chrome wheels; everything works; exchange engine and gearbox, new clutch and gearbox 8,000 miles ago. Priced rock bottom to sell. New M.O.T. First £625. Tel.: Barnsley 3492 or 4623. (1826)

1935 BENTLEY PARK WARD SALOON. Rebuilt engine, body sound but needs re-trimming and repainting. Interesting history includes famous Brooklands personality. Bills available; s.a.e. details. £300. Box 2132. (1828)

SUNBEAM TIGER, 1967, RED/BLACK hard-top, Miniite wheels, fully instrumented, including fitted push-button radio, f/s lights. Never mistaken for Alpine and the best Tiger I have seen. £825. Tel.: 01-393 2627. (1829)

COOPER/FORD, ROAD OR TRACK. Tuned 1,900 c.c. Lotus chassis, Cooper wheels and suspension, oil cooler. Just rebuilt, lights and trim to complete. Tel.: Brockenhurst 2179 (after April 6th). (1830)

1925 BULLNOSE MORRIS OXFORD tourer. Complete with passenger window screen, Baker dippers, vinyl tonneau and hood. Everything there, including clock, plus spare engine, propshaft, springs, radiator, etc., etc. £750, inclusive of spare engine—other spares optional extra. Contact Mr. Phillips, Tel.: 01-642 5766 (Carshalton, Surrey). (1831)

DOWNTON GRP V. 999 COOPER S. Fully prepared and rebuilt for this season: large valve head, 45 DCOE Weber, limited slip diff. 4.2, close ratio st. cut gears, Hardy Spicer couplings, dry suspension, 6 in. Pearce mag. wheels, wet and dry tyres; includes all-steel trailer with lights, brakes, suspension, hinged ramps. Seen after 6 p.m. or weekend. Offer: Purser, The Grange, 92 High St., Stanwell, Staines, Middlesex, Tel.: Ashford 53722. (1832)

LOTUS 7 1,000 C.C. FAST, ECONOMI- cal. Wire wheels, heater, rewired, new wings (unfitted), new weather equipment. Excellent condition throughout. Business forces reluctant sale. Min. or EMate (Irreversibly Herald) value £300 in part exchange or sell £495. Driver. Tel.: Chandlerford 2921 (day), or write: 1 Guillemot Close, Hythe, Southampton, Hants. (1833)

MORGAN + 4 FOUR-SEATER, NOV., 1963; 51,000 miles; M.O.T. Feb., 1971. One owner. Blue. Safe result of family expansion. £450. Tel.: 603 6515 (London), 876 9898 (evenings). (1835)

ALFA ROMEO GTV 1600, OCT., 1967. Red. 31,000 miles; radio, twin fog. One owner. Car £1,100 o.n.o. Cadenham Services, Malmesbury, Wilts, Tel.: 2309. (1838)

FOR SALE—continued

1966 MORGAN 3/4, SERIES V, COMPE- tition. Red. Aluminium body, wire wheels, hard-top, hood, tonneau, half-tonneau, bucket seats, close-ratio gearbox; 33,000 miles. Rare example in good condition. £615. Tel.: 01-622 3869. (1836)

SPORT-PRINZ N.S.U., 1965, OUTSTAND- ing 2+2 Bertone body. White. Wife's shopping car; 33,000 miles only; five Dunlop SP4 600 c.c. o.h.c. air-cooled engine. Very low insurance. Taxed and tested. £335 or exchange something equally immaculate but slightly larger. Wakefield, High House, Waddale, Cumberland, Tel.: Waddale 284. (1837)

PORSCHE 911T, 1967, NOV. SAND beige; 25,000 miles; radio. £2,450. Tel.: Blagdon Hill 258. (1839)

1964 DAIMLER 5P250 AUTOMATIC. Gleaming mountain blue bodywork; recent decolour, Koni's, brakes, hard- and soft-tops. £595. Exchange considered. Fiat 6, 14 Crescent West, Hadley Wood, Hertfordshire, Tel.: 01-440 4195. (1840)

M.G.-A TWIN-CAM F.H.C. USUAL EX- trax; Cinturatos, engine overhaul last summer, g/s gearbox, long M.O.T. Reluctant sale by enthusiast. £250. Box 2134. (1841)

RARE XK150 AUTOMATIC 3.8 S.E.; 71,000 genuine miles. Two owners from new. Maintained and overhauled (£200) at factory. Excellent indigo cellulose, immaculate interior, radio, inertia belts, luggage rack, workshop manual, original tools, many other extras. £485. Tel.: Marlow 4525. (1842)

MARCOS VOLVO, WORKS PREPARED, 150 b.h.p., 10½ cwt., Isky cam, Webbers, C.F. Box, 1 r/s inboard discs, mag. wheels, lowered suspension, road trimmed and sprayed in silver blue. 1950 o.n.o. Box 2135 (Sussex). (1843)

1963 MK. X, EXCELLENT CONDITION. Manual and overdrive, electric windows, Racing spec and deep red upholstery. M.O.T. £250. Tel.: Bolton 62903. (1844)

SPARES FOR ALVIS SILVER EAGLE, Firefly and Firebird; s.a.e. all enquiries. Fairs, 62 Lister St., Rotherham. (1845)

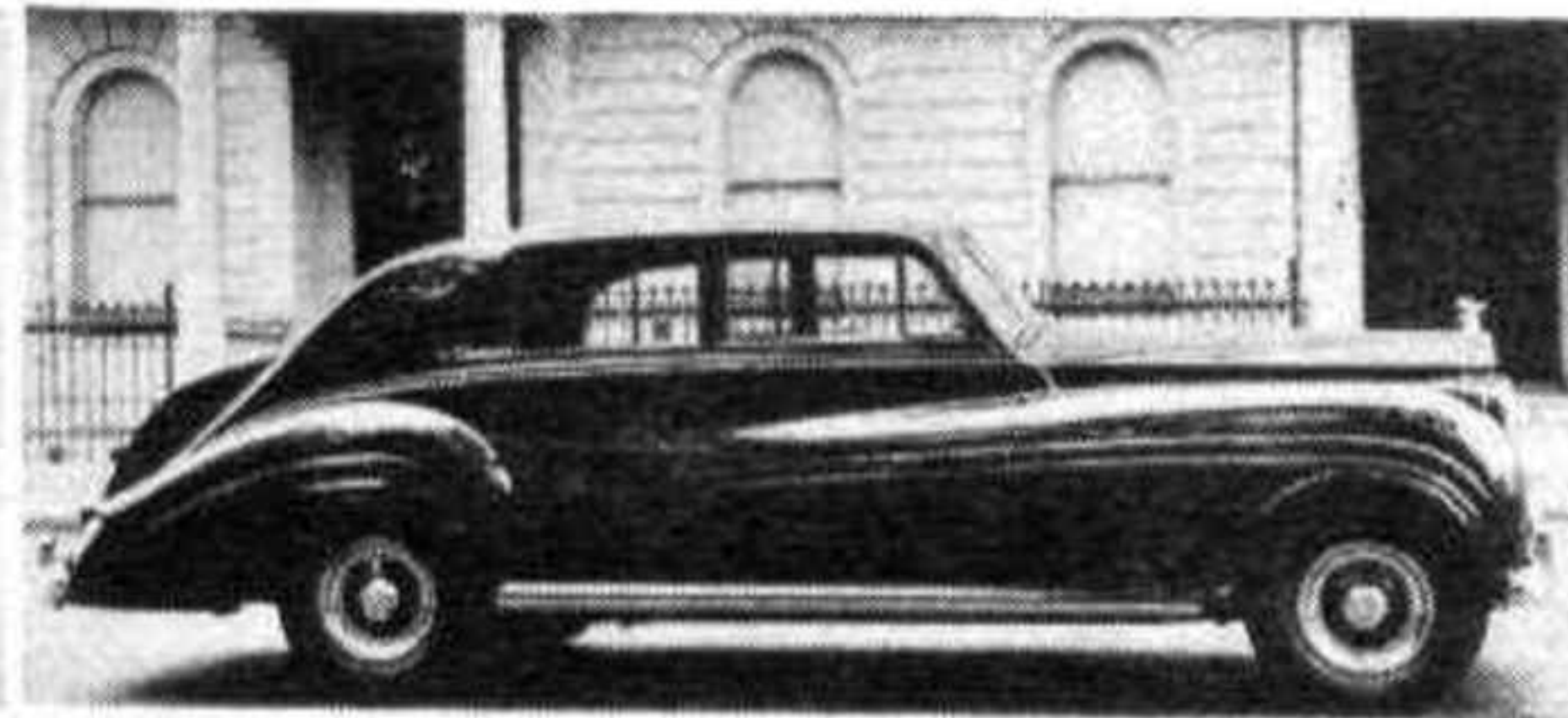
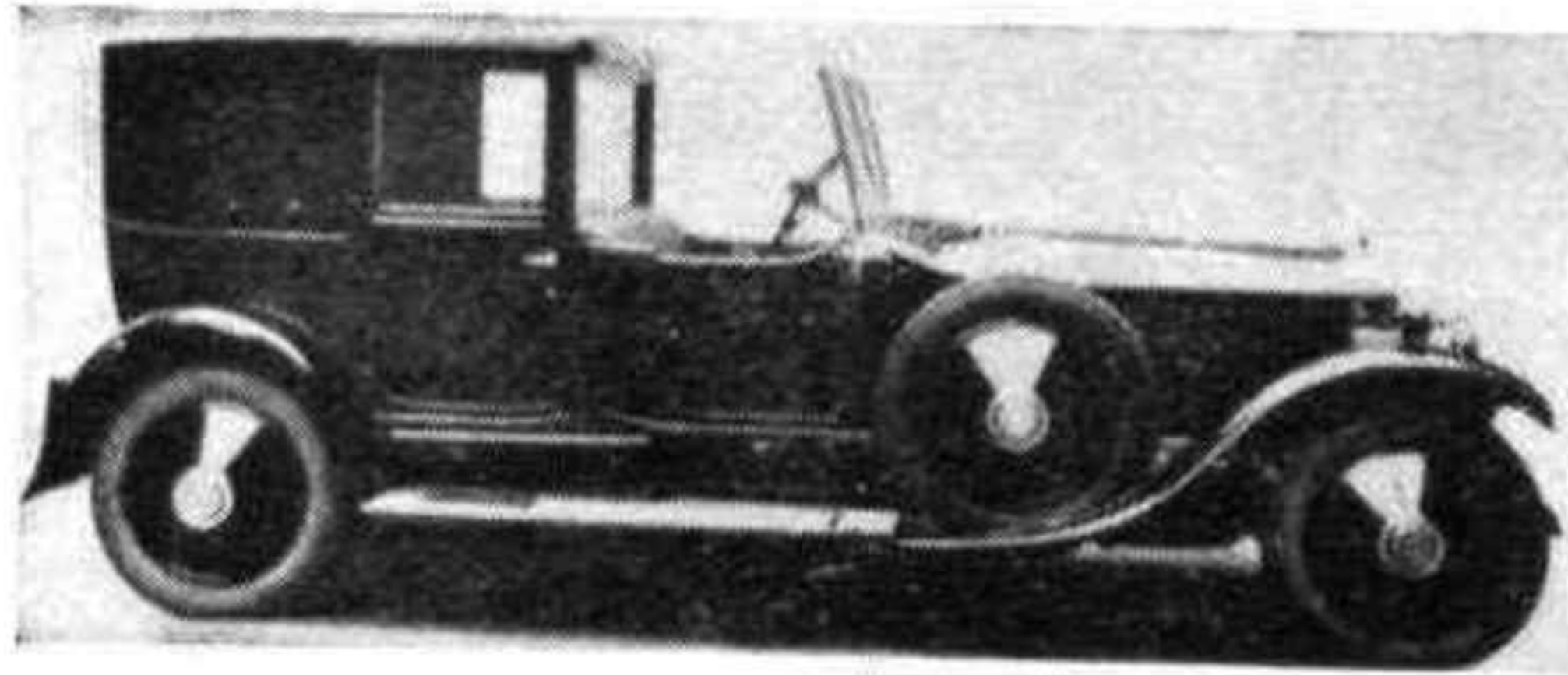
RILEY 2.6, 1959, GOOD CONDITION; 85,000 miles. M.O.T. to Dec. £100. "Lowlands", West Bank, Lancaster. (1846)

ALVIS TE21, 1964; 53,000 MILES, RADIO, seat belts, wires 2F. In remarkable condition painted 1970. M.O.T. 1970. Terms possible. Tel.: 061-929 6517 (after 6 p.m.). (1847)

ALVIS FIREBIRD, 14 H.P. 1935, ONE owner. Good condition. £200. Charlton, 12B Osborne Rd., Newcastle-upon-Tyne. (1848)

M.G. TF 1,250 C.C. COVERED ONLY 1,000 miles since professional rebuild 1969 with new parts too numerous to list. Finished in red with black hood. Absolutely immaculate. 1800 o.n.o. Tel.: Hasworth (Works.) 561. (1909)

De Ville Carriage Company Ltd.



1929 ROLLS-ROYCE Phantom I open-fronted brougham. In process of re-build. Chocolate brown with cane inset panels, occasional seats and well appointed luxury interior.

1956 ROLLS-ROYCE Silver Cloud. Coach-built body by Freestone & Webb. Black over silver and with external headlamps.

BENTLEY S. II Continental convertible, believed 1961 Show car. Electric windows and top; complete documented history. Superb condition.

ROLLS-ROYCE Silver Wraith, late 1957, James Young razor-edge coachwork, maintained regardless and in superb condition throughout; 2-carburettor engine, power-assisted steering, cocktail bar, parking lights, etc. Just checked and serviced by Rolls-Royce Ltd.

1949 ROLLS-ROYCE Silver Wraith touring limousine by Hooper. Completely re-cellulosed and re-trimmed.

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FOR SALE—continued

1928 MORRIS OXFORD SALOON, LOW mileage. Very good original condition; needs restoring but some work done. £290. Box 2133. (1834)

M.G. TD, 1952. REBUILT, RESPRAYED white. New hood, extras; immaculate. £375. Tel.: Hemel Hempstead 54218 (evenings). (1910)

JAGUAR 3.4 S, 1966. MANUAL, OVER-drive, radio, new tyres; outstanding car. Owner must sell. £700. Tel.: Ascot 23018. (1911)

1965 SUNBEAM TIGER 4.2-LITRE DROP-head. Totally rebuilt from scuttle forwards with all new parts (at horrifying expense!) after fairly severe prang. In absolutely mint condition inside and out; genuine low mileage, and therefore probably the best Tiger in existence. All bills available, and any inspection welcomed. To be sold urgently at £625 as owner has been posted overseas. For appointment to view telephone Mackenzie, 01-644 8589 (evenings and weekends). (1912)

1933 RILEY KESTREL 12/6. WELL looked after. Marriage forced sale. £300 o.n.o. Tel.: Weybridge 49740. (1913)

RILEY 1 1/2, 1952. GREEN. YEAR'S M.O.T. Very reliable. £65. Moore. Tel.: 01-437 4762 (office). (1914)

LANCIA FLAVIA 1,500 C.C., 1961. White, blue roof; good Michelins, new battery, brake pads, track rod ends; taxed, M.O.T. end of year. £195 quick sale. 12 Forestfield, Horsham, Sussex. Tel.: 62603. (1915)

SUPERB M.G.-B, "E" REGISTRATION. Red, black upholstery, overdrive, wire wheels, luggage rack, unused spare, centre console; second car; well groomed and stabled. Bargain at £780. Bradley, Peasod Hall, St. Ippolitts, Hitchin. Tel.: 4573. (1916)

TRIUMPH DOLOMITE SALOON, 13.9 h.p., 1937. Excellent condition, £145. Stored since 1959; 36,000 miles. Tel.: Cheslyn Hay (Staffordshire) 620. (1918)

MORGAN 4/4 1600 COMPETITION model, 1968 F. Kingfisher blue. Wire wheels, tonneau, heater. Only 16,000 miles. One owner; excellent condition. £890 o.n.o. Tel.: Lichfield 3037. (1920)

ALFA ROMEO SPIDER 1600, 1964. IN good condition; c/head just reconditioned. White paintwork; 29 m.p.g.; fast, economical, superb handling. Taxed, M.O.T. £450. View Esher (Surrey)/London. Howard. Tel.: 437 4762/589 8542 (home). (1921)

LOTUS ELAN + 2, 1968. "F" REGIS-tration; low mileage. Red with black sun roof and trim. £1,575 o.n.o. Tel.: Canvey Island 4903. (1923)

1921 WOLSELEY E3 TWO-SEATER touring and dickey; 10.5 h.p.; o.h.c. £750. Box 2093. (1924)

FOR SALE—continued

1954 RILEY R.M.E. 1 1/2-LITRE. RECENT new clutch, good tyres. M.O.T. Suitable re-build or spares. Offers. Tel.: Medway 70271. (1917)

M.G. YB 1 1/4 SALOON, 1952. M.O.T. Renovated. Genuine mileage 42,000. Complete engine overhaul. Best offer over £350. Box 2146. (1919)

ROVER 2000 TC, 1968. ZIRCON BLUE, black interior; 24,000 miles. One owner. £1,175. Tel.: Mansfield 26060. (1922)

ASTON MARTIN DB5, 1966. B.R.G. Slot Stereo, radio. £1,750 o.n.o. Tel.: Kingswinford 77437. (1925)

R.-R. SILVER CLOUD AUTOMATIC. Powered steering specimen. Silver over black. £1,750. Box 2017. (1926)

SPORTS CAR, B.M.W. TYPE, 3.15-1, 1934 model. Excellent condition. Price £450. Further details: H. F. Goed, Poelenburg 158, Zaandam, Holland. (1927)

ELITE RED, 1962. WEBERS, ZF. VERY good. £720. Mayflower. Runner. Registered No. MEW 32. Offers. Troughton. Tel.: Bletchley 5189 or 01-799 7777. (1928)

XX150S, 1960. F.H.C. GREY. BILLS FOR over £100 (new tyres, batteries, exhaust, steering and brakes overhauled). Cost £575 a year ago, now offered at £500. Tel.: BAY 4645. (1930)

AUSTIN HEALEY SPRITE MK. IV, 1967. E; 16,400 miles. £475. Tel.: 01-467 5071. (1931)

SWALLOW DORETTI. UNUSED AND unregistered. Stored 14 years. Immaculate dark blue. For sale complete. Offers please! s.a.e. full details. Box 2067 (near Leicester). (1932)

1928 BENTLEY BLACK LABEL 4 1/2-litre Le Mans replica team car. Restored regardless of cost. Sensible offers invited. Box 2065. (1933)

1931 RILEY GAMECOCK FOR SALE. £250. New tyres, hood, rewired and engine overhaul. Body needs paint. Can be seen London. Reply Box 2147. (1934)

HONDA 5800 CONVERTIBLE, 1968. Only 14,000 miles; perfect condition; many extras; 100 m.p.h. £560. Tel.: Southend (0502) 40773. (1936)

1935 3 1/2-LITRE BENTLEY SPORTS saloon by Park Ward in aluminium. Very fine original condition throughout. Clutch and brakes overhauled 1,500 miles. £695 o.n.o. Tel.: 01-660 2900 (Surrey). (1937)

ALVIS SPEED 25 CHASSIS, COMPLETE and excellent order. £260. Box 2148 (London). (1937)

JAGUAR, RETIRED GENTLEMAN regrettably has to dispose of his Mk. VII M, 1956; 32,000 miles from new. Yes, amazing but true. A Jaguar enthusiast desiring such a carriage should see immediately. In superb condition. Need more be said. Private sale. £299. Further details telephone Cobham 3396. (1938)

FOR SALE—continued

ALVIS 4.3 CROSS AND ELLIS TOURER. Superb. Offers over £2,000. Tel.: 031-332 2640. (1929)

DAIMLER DB18 CONSORT. VERY good condition. Taxed June, M.O.T.; radio. Imminent posting forces sale. £90 o.n.o. Plying-Officer T. Maxwell, Officers' Mess, R.A.F. Lyneham, Wilts. (1939)

AUSTIN MINI, STAGE III, TWIN 125 C.D.s with remote control gear-change. Over £1,000 fitted extras. For further details reply to: John Flood, Dunbridge House, Dunbridge, Romsey, Hants. Tel.: Lockerley 327. (1940)

SPITFIRE MK. II, AUG., 1965. WHOLE car excellent condition; two owners; 39,000 miles. Hard/soft-tops, wire wheels, immaculate red with black interior. Genuine reason for sale: £475 o.n.o. Tel.: Fleet (Hampshire) 4575. (1941)

LANCIA APPIA, THIRD SERIES, 1962, Registration "F". One careful owner; l.h.d.; excellent throughout; recently spent £160. Newly resprayed, new carburettor, petrol pump, exhaust system, battery, seats covers. Many extras include two winter tyres and Philips radio. Must sell following arrival company car. £290 o.n.o. Tel.: Northwood (Middlesex) 23182 (evenings). (1942)

VINTAGE AMILCAR, 1929, FOUR-seater open tourer, 1,282 c.c., 8-9 h.p. New aluminium body; one careful owner; garaged Ealing, West London, £500 o.n.o. Write: Box 2149 or telephone 01-574 5851 (Southall) (evenings). (1943)

TR3A, 1960. OVERDRIVE, HARD/SOFT-tops, tonneau, undersealed. Really excellent bodywork and interior. Maintained in superb condition with meticulous replacement of parts. Factory engine; 35,000. W/mirrors, belts. In a different class from most 3As. Taxed, M.O.T. £375. Tel.: 01-622 5519. (1944)

M.G. TA, 1936. THIS CAR IS IN IM-maculate condition, with black coachwork, maroon interior and full weather equipment. Taxed, M.O.T. Complete spare engine, etc. £300. Tel.: Foregate (Worcester) 4208. (1945)

OPPORTUNITY OF A LIFETIME TO buy the finest Aston Martin Mk. III in existence. Two owners and only 28,000, repeat 28,000 miles since new, 1959. B.R.G. Beige interior, chrome wheels and twin-chrome exhausts. Just returned from £220 overhaul at Astons. This car is absolutely gorgeous and perfect in every detail. £1,075. Tel.: Byfleet 45545. (1946)

IMMACULATE SHAPCRAFT ELAN 1600; 1963 car with superb Shapcraft fast-back GT body in silver-grey; oil cooler, air horns, £650 o.n.o. Consider Healey 3000 plus cash, in exchange. Tel.: Horsham 60756. (1947)

FOR SALE—continued

BOG-STANDARD TRIUMPH TR3A, 1958. Fair nick; recent tyres, brakes, steering, etc., etc. £175. Tel.: Abingdon 1683 or Bournemouth 23367. (1947)

ALVIS TD21, 1960, SALOON, GREY, red leather, trim and mechanics good. Body no dents but some rust. Unlicensed. A genuine motor for £325 o.n.o. Stafford. Tel.: Oakham (Rutland) 2366. (1948)

LOTUS ELITE, 1962, SERIES II, ZF box. First-class red, resprayed Dec; rear suspensions renewed June; very lively car. £650. Tel.: Hassocks 3113. (1950)

DE DION BOUTON FOR SALE. CON-coen condition. Enquiries. Tel.: Wakefield 55184 (evenings). (1951)

JAGUAR MK. II 3.8, 1963; GUNMETAL grey. Wire wheels, reclining seats, overdrive, radio; good condition throughout. £380 or possibly exchange M.G. 1100. Stringer, Littlethrift, Roundoak Rd., Cheddar, Somerset. Tel.: Cheddar 216. (1953)

DAIMLER 2 1/2-LITRE BARKER-BODIED three-seater drophead coupé. Engine just decarbonised and new valves fitted. The coachwork is very fine in black/silver grey with beige leather interior with matching new carpets. Offers around £150 to: Tim Frost, "Dellfield", Castle arm Lane, Wickham. Tel.: Wickham (Hants.) 3031. (1954)

MK. I SPRITE, 1959. SHORROCK SUPER-charged, radial tyres. Extras include radio, interior light, ammeter, etc. Loving home required. Assorted oddments to go with it. £285. Tel.: 01-642 3635. (1955)

ACECA, A.C. ENGINE, 1955, BLACK. Webasto roof; £650 spent within last 5,000 miles on wheels, tyres, suspension, brakes, steering, gearbox, overdrive, clutch, crankshaft, rods, pistons, liners, etc. Body attractive and sound. Anyone willing to offer £500? Marriage and company car force sale. D. R. Walker, Ivy Cottage, Kimcote, Rugby. Tel.: Lutterworth 3376. (1956)

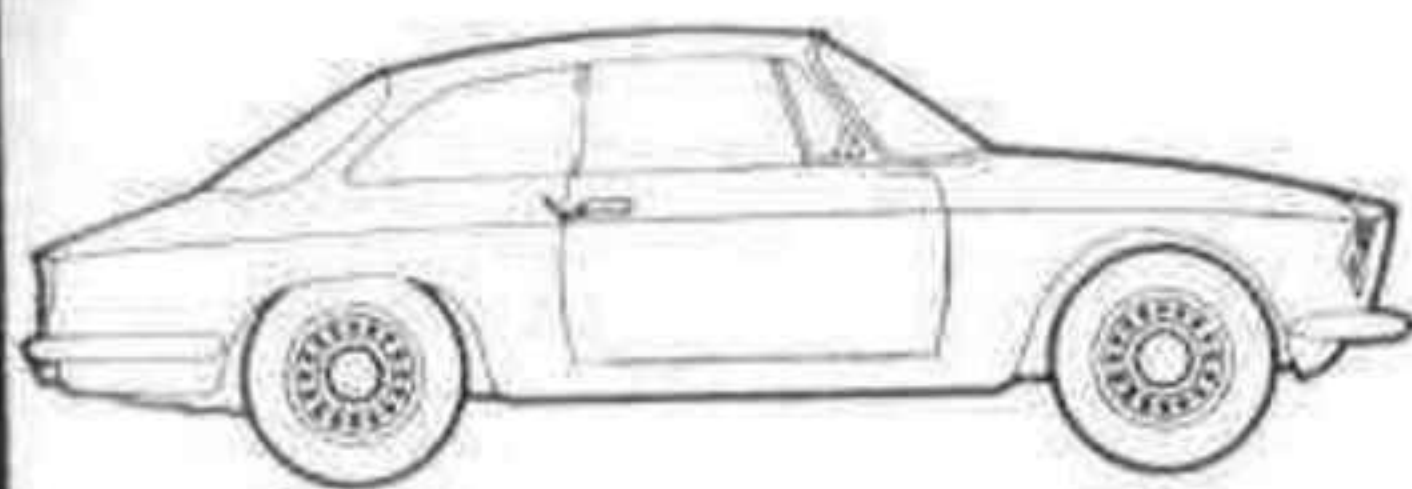
1968 LOTUS SUPER SEVEN C. LIMITED slip diff., tonneau cover, new tyres. Excellent condition. Keene, Muirhead, West Linton, Peebleshire. Tel.: WL 351. (1957)

SUNBEAM TALBOT 90 MK. II, 1952. Mechanically sound, body good, new tyres. Excellent investment. £120 o.n.o. Tel.: 01-688 1798 (Croydon) or York 69329. (1958)

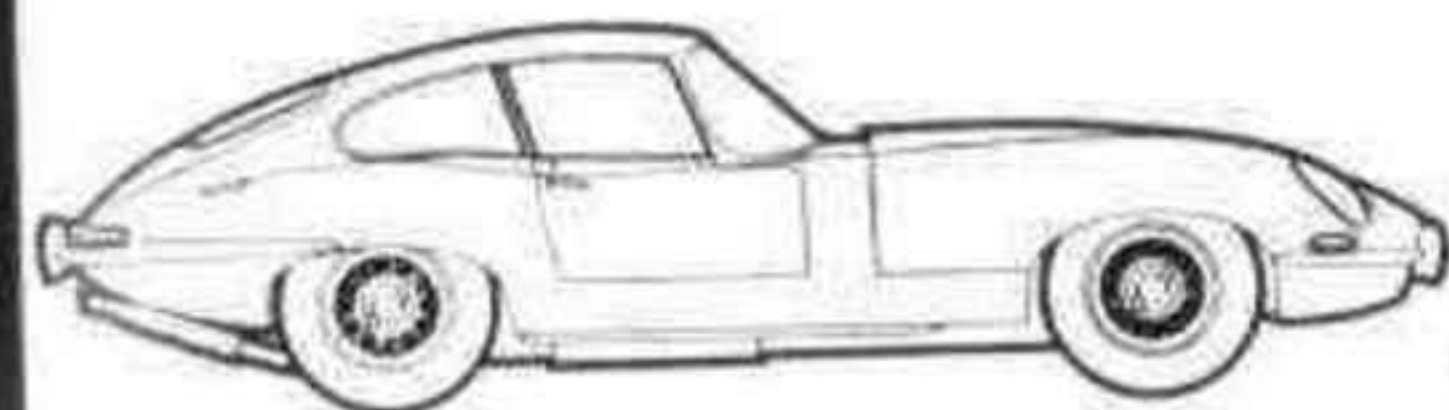
MK. I SPRITE, 1960, RESPRAYED, NEW hood, ZXs; M.O.T. A good original frog-eye. £225. Cox, Isle of Rhe, Nibley, Dursley, Glos. Tel.: Dursley 2087. (1959)

1925 AUSTIN 12/4 SALOON, DARK blue/black. Mulliner body in showroom condition. £600. Tel.: Cheltenham 54166. (1960)

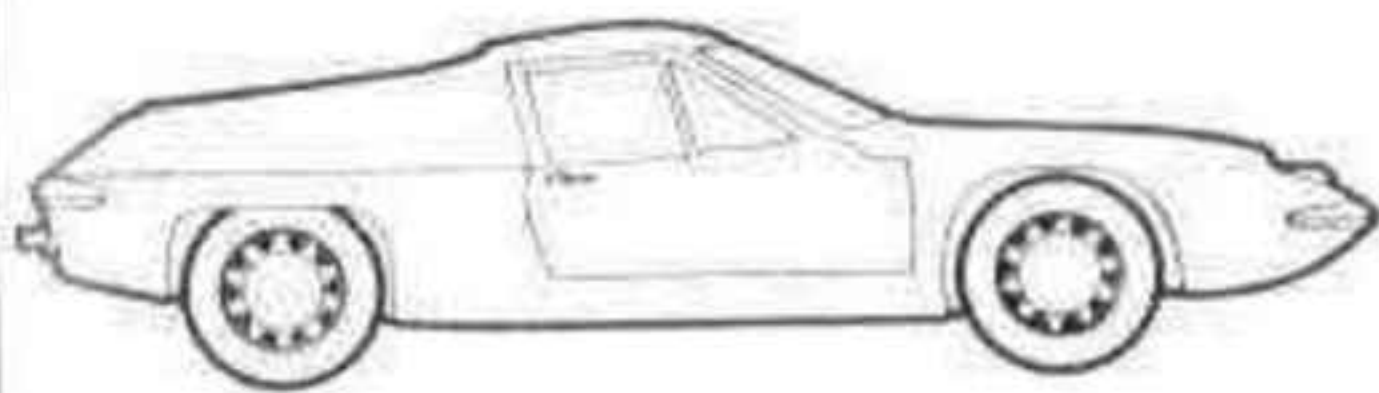
PORSCHE 356B SUPER 90, 1960, RADIO, new Cinturatos, Ivory. £450. Dr. Leach, Grosvenor Hospital, Vincent Sq., London, S.W.1. Tel.: 834 2862 (after 7 p.m.). (1961)



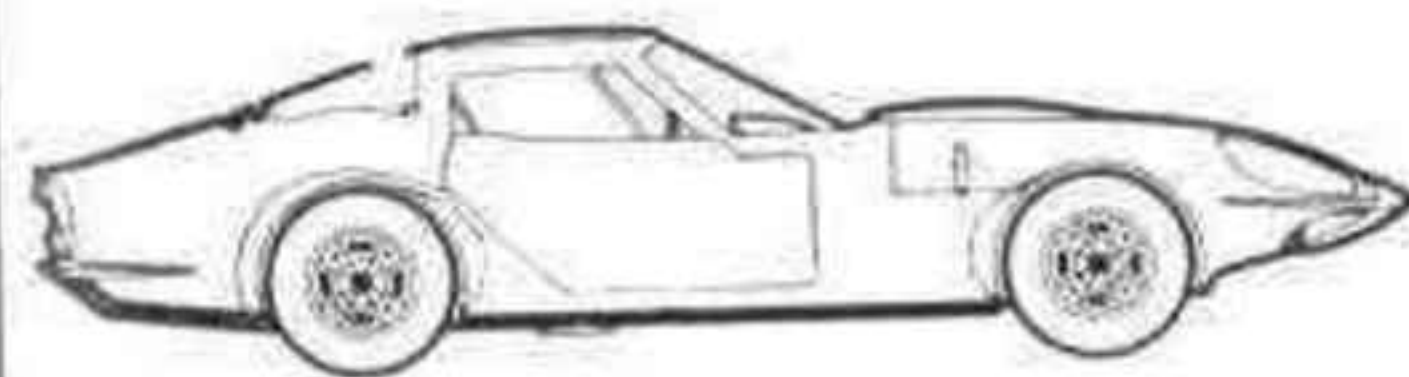
MAIN AGENTS
ALFA-ROMEO



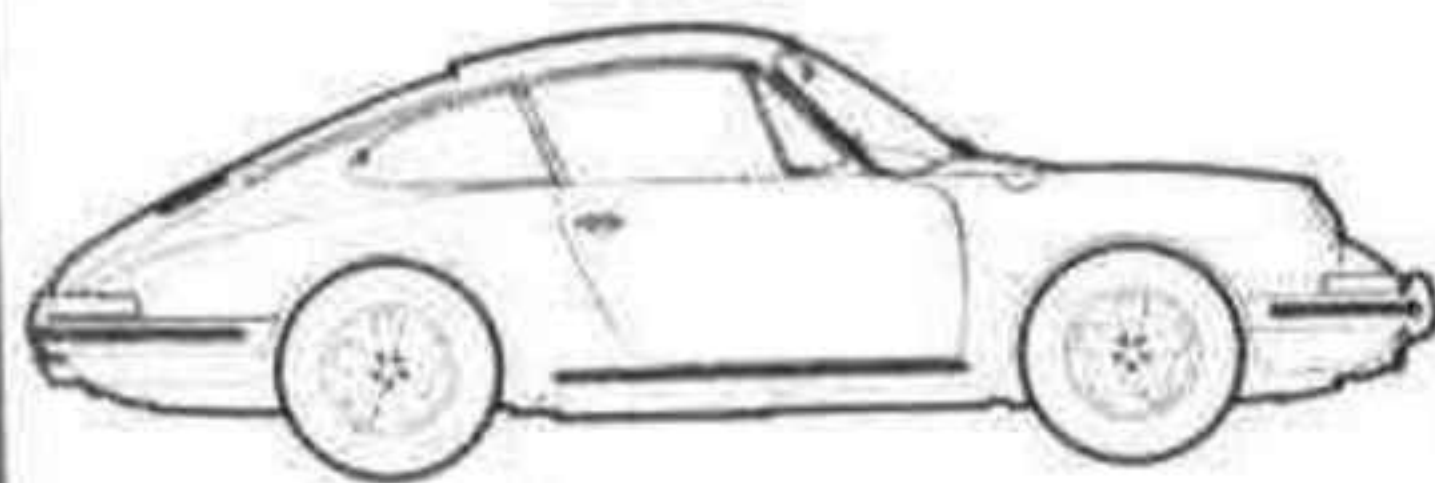
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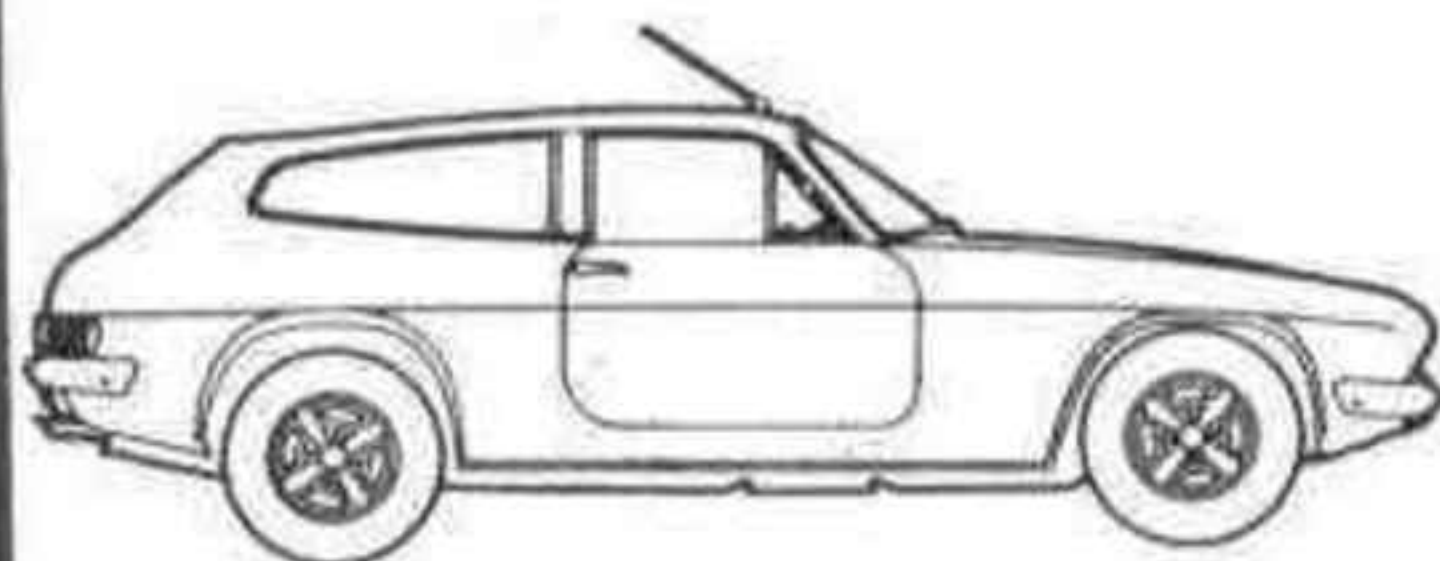
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LOTUS



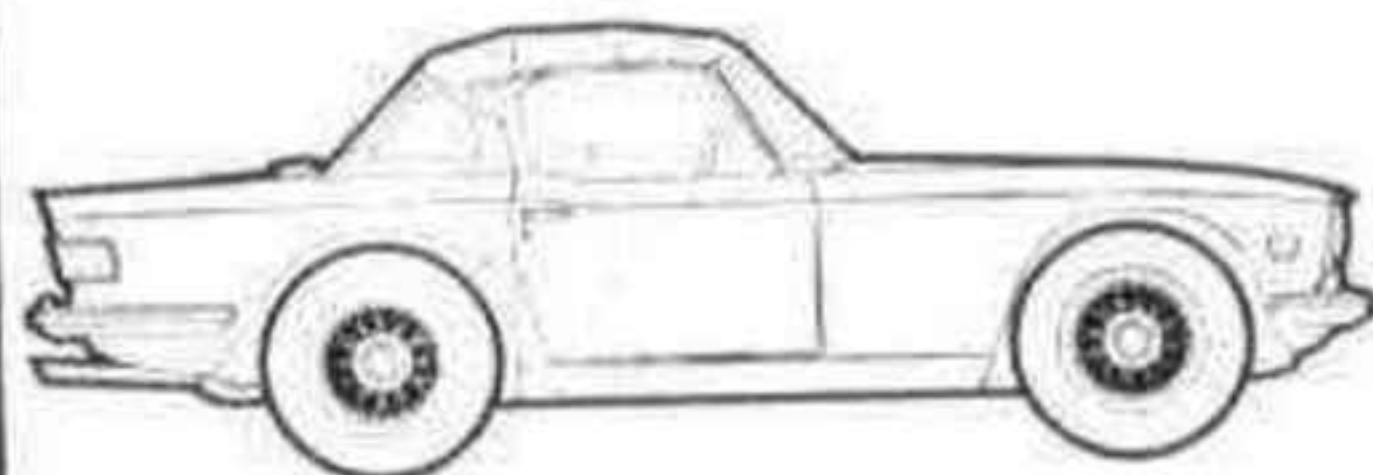
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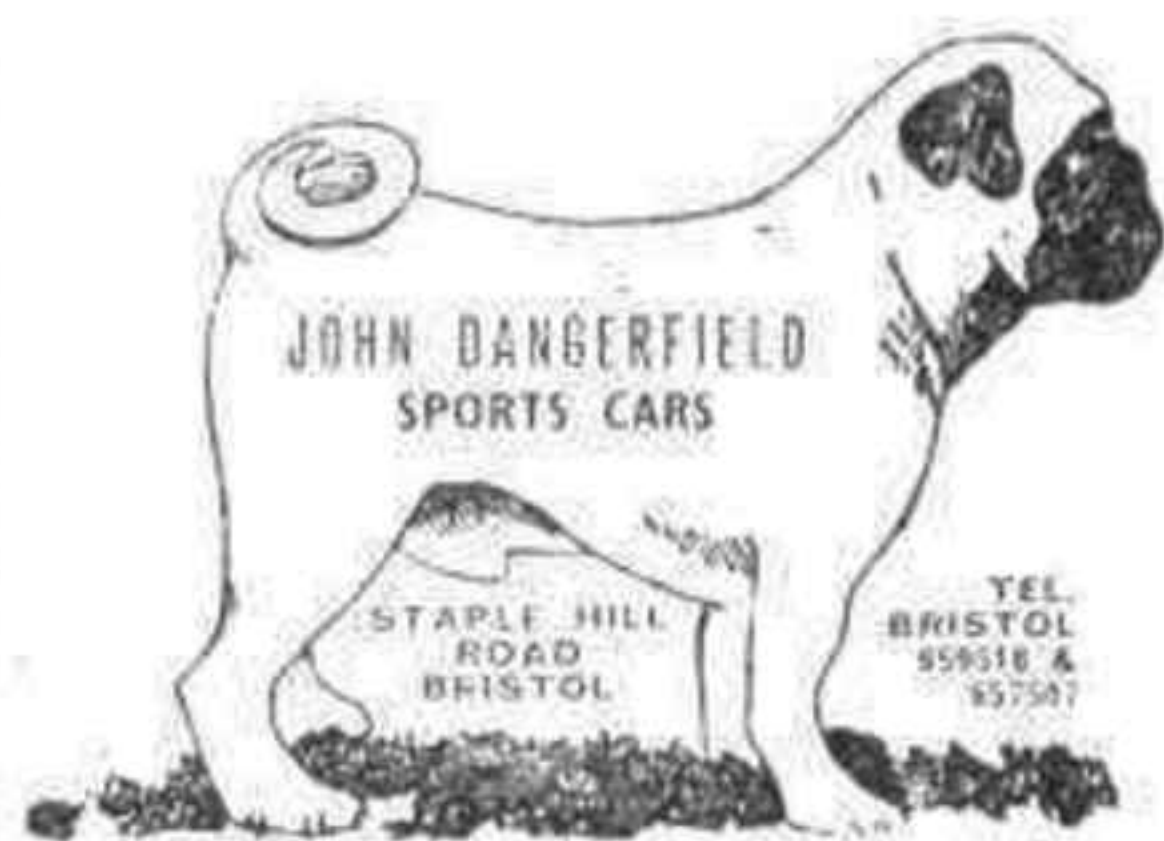


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Alfa Romeo 1750 GTV, full 1970 specification, in Red with Black trim.	List
Alfa Romeo 1750 Saloon, full 1970 specification in Red with Black trim.	List
Alfa Romeo Super, full 1970 specification, in Red with Black trim.	List
1968 Alfa 1750 GTV, finished in Ochre with a Black trim, 14,000 miles. Radio, one owner.	£1,645
1967 (F) Austin Healey 3000, finished in Sand with Black trim. O/D, wire wheels, Motolita steering wheel; two owners.	£1,195
1967 Austin Healey 3000, finished in Black with Red trim, O/D, W/W; 14,000 miles.	£1,095
1967 Austin Healey 3000, finished in Colorado Red, leather trim, Radio, O/D and W/W.	£1,095
1966 Austin Healey 3000, in Ice Blue. O/D, W/W, luggage rack.	£995
1969 BMW 2002, one owner, 12,000 miles	£1,445
1963 Daimler Dart, 'B' Specification, W/W, finished in Dark Blue, new clutch and suspension and steering just completed. Outstanding.	£795
1969 Jaguar E-type 2+2 Automatic, in Carmen Red, Webasto roof, radio, C.W.W., H.R.W.; 10,000 miles.	£2,395
1969 Jaguar E-type Roadster, in Opalescent Silver Blue, chrome wheels, radio; one owner.	£1,995
1968 Jaguar E-type Roadster, in Roman Purple with matching hard-top, Black trim, Sundym glass, chrome wheels, Blue Spot radio, stereo tape; one owner.	£1,795
1968 E-type Roadster, in White with Black trim, radio, record player, chrome wheels; 19,000 miles.	£1,795
1968 Model E-type Roadster, in Carmen Red with chrome wheels.	£1,545
1967 E-type Roadster, in Sandy Beige with matching hard-top and radio.	£1,645
1967 E-type 2+2 Jaguar, in Dark Blue with Black trim, 21,000 miles, chrome wheels, H.R.W.	£1,645
1966 Jaguar E-type Fixed-head, in Golden Sand, chrome wheels, H.R.W. £300 has just been spent on this car.	£1,395
LAMBORGHINI MUIRA, in Lambo Lime Green, 20,000 miles. An exotic motor car.	£6,225
Lotus Elan +2S, in Red with Black trim. H.R.W.	List
Lotus Elan +2S, in White with Black trim. H.R.W.	List
Lotus Europa, finished in Glade Green.	List
Lotus Europa, finished in Red.	List
Lotus Elan S/E, D.H.C., finished in Yellow.	List
Lotus Elan S/E, F.H.C., in Red, with H.R.W.	List
1969 Elan S/E Roadster S4, in Red with Black trim, radio; one owner. 6,000 miles.	£1,445
1968 Elan S/E, F.H.C. S4, in Blue with Black trim, radio; one owner. 12,000 miles.	£1,395
1968 Elan S/E, F.H.C. S3, in Silver, radio; 19,000 miles	£1,145
1966 Elan S/E, F.H.C. S3, in Silver, radio.	£995
Marcos 3-litre, Kit, in Tangerine, sun-roof.	List
Marcos 3-litre, Kit, in Royal Blue, sun-roof.	List
Marcos 3-litre, Kit, in Pine Green, sun-roof.	List
Marcos 3-litre, Kit, in Bahama Yellow, sun-roof.	List
Marcos 2-litre, Kit, in Tangerine, sun-roof.	List
Marcos 2-litre, 'H' reg., 4,000 miles, metallic Light Green, C.W.W.	£1,545
Marcos 3-litre, 'G' reg. 1969, 5,000 miles, sun-roof, mag. wheels.	£1,595
Marcos 1600, 1968, in Bahama Yellow, 14,000 miles; radio, mag. wheels.	£1,195
Marcos 1600, 1968, L.H.D., in Silver Blue; one owner. 17,000 miles W/W.	£995
Marcos 1500, 1967, W/W., radio, in metallic Blue.	£1,045
1967 M.G.-B GT, one owner, 14,000 miles; radio, wire wheels.	£845
1966 M.G.-B Roadster, one owner. 36,000 miles; O/D. Classic hard-top, radio, Waso steering lock, spotlights, underseal, SP tyres.	£745
1968 M.G. Midget, wire wheels; 20,000 miles; finished in British Racing Green.	£625
1969 model Porsche 912, one owner, 21,000 miles. Electric sun-roof, radio, stereo; in Bahama Yellow.	£2,445
Reliant Scimitar GTE, Automatic and Manual cars for early delivery.	
1968 (G) Renault 16 T.S., adjustable shockers; 18,000 miles; H.R.W.	£945
1965 Sunbeam Tiger, in Dark Blue, fitted with hard-top and soft-top, SP Sport tyres.	£745
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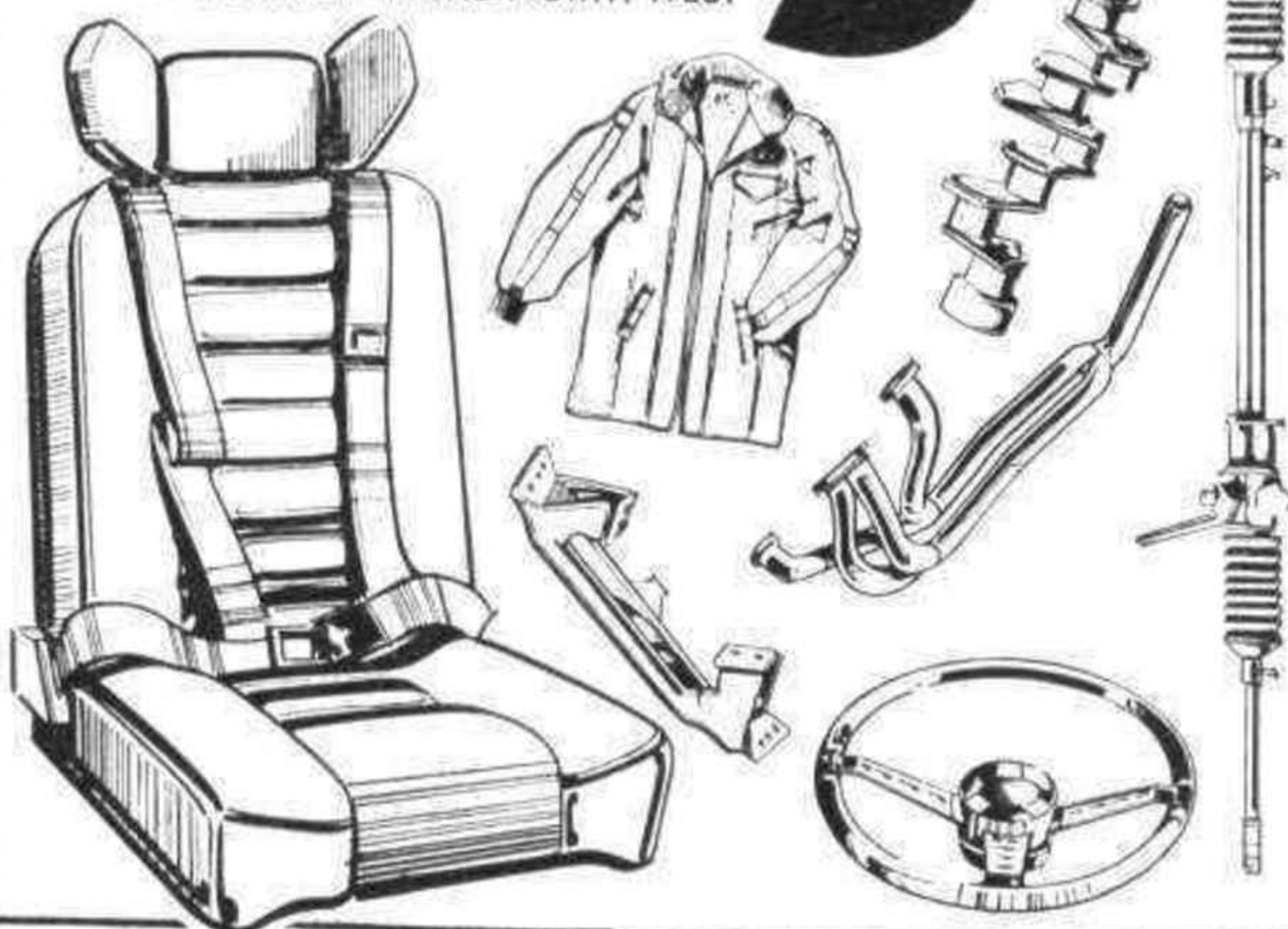
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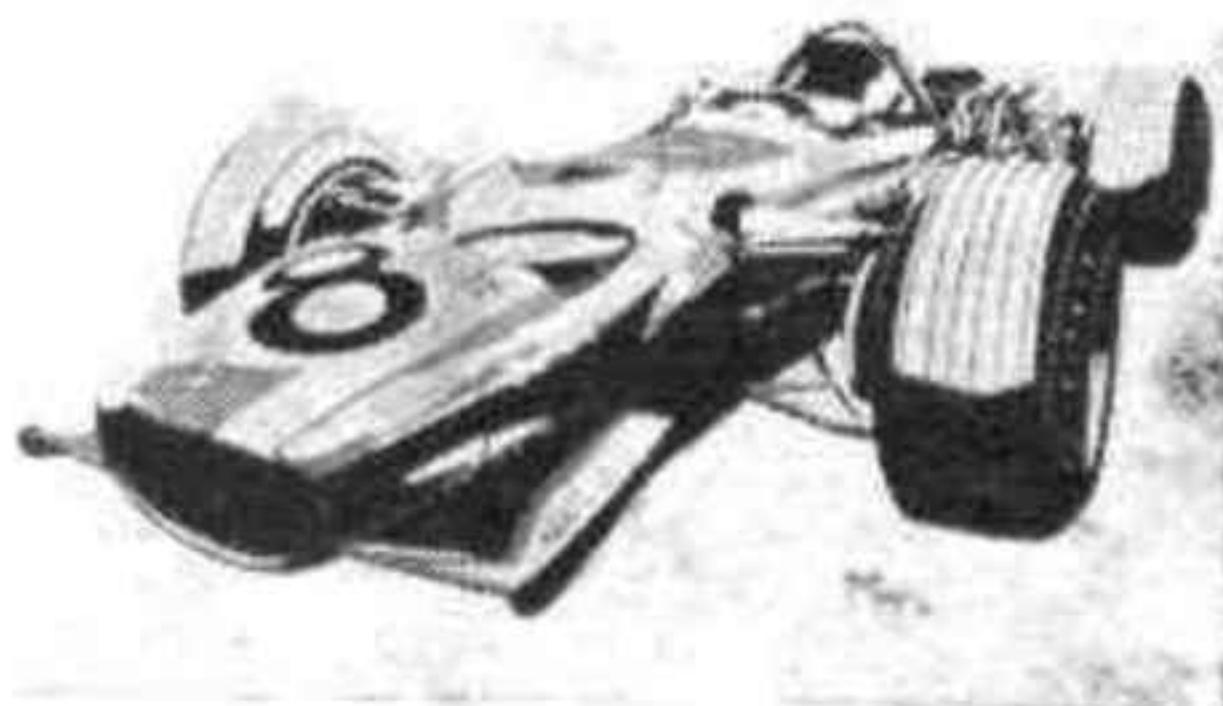
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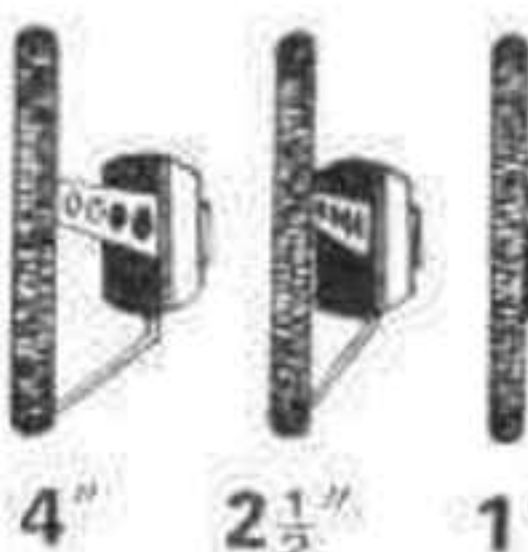
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(Right) **1937 ROLLS 25/30** owner-driver saloon by Barker. Over £3,500 spent on restoration. Original fitted suitcases, tools, etc. 116,000 miles since new. Complete documented history. Immaculate condition.



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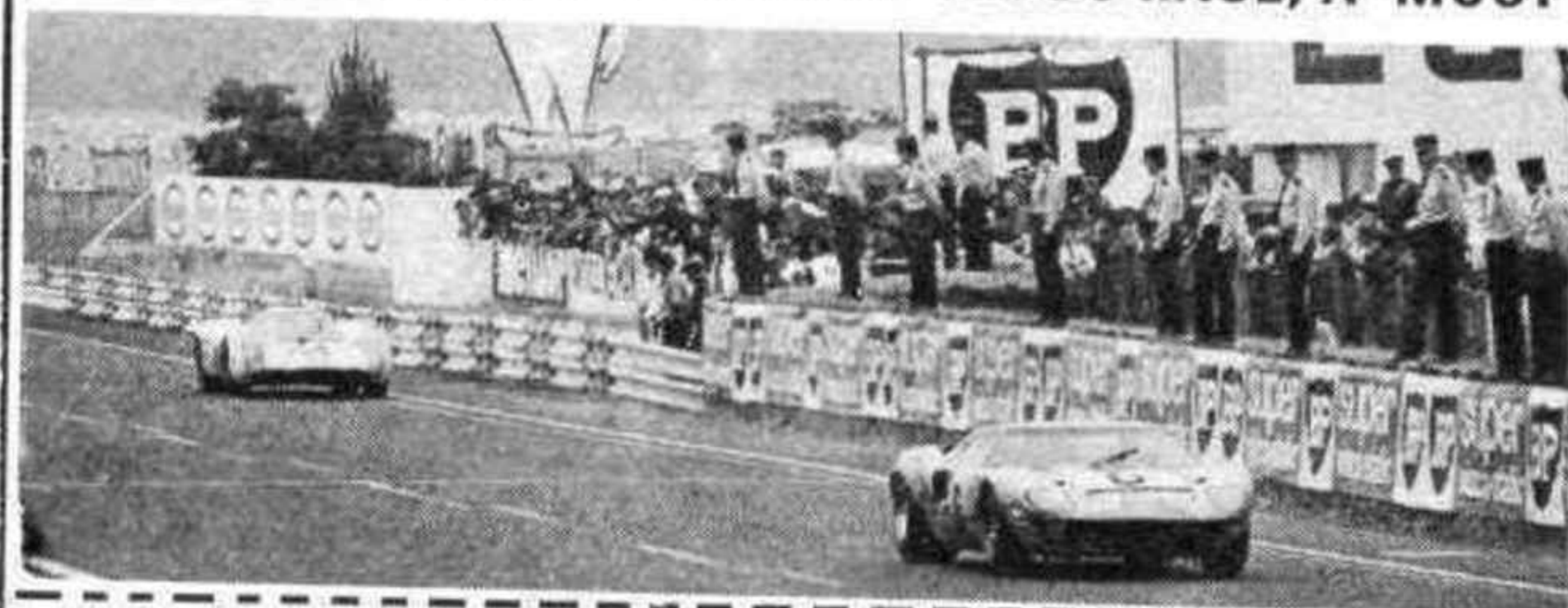
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JAGUAR XK120 ROADSTER, 1951, resprayed white, retrimmed black. Brakes, steering, rear springs renewed, maker's oil pressure. £400. Tel.: Albrighton 3108 (after April 4th). (1962)
1936 RILEY 9 H.P. MERLIN SUNROOF saloon. Wilson preselecta gearbox. Only 66,000 miles and two careful owners from new. Original black cellulose and chromium plating in excellent condition. Sound mechanics. Just fitted complete set brand new tyres/tubes. Original handbooks, tools, some spares; taxed to end May, 1970. M.o.T. to Feb., 1971. £175 o.n.o. Tel.: 01-777 9545. (1963)
M.G.-B. GLEAMING CHROME WIRES, 1967E; white; folding hood, cooler, radio, w/mirrors, new tyres and exhaust. £755 o.n.o. Tel.: 01-629 6410 (day), 449 9744 (evening). (1965)
SUNBEAM-TALBOT ALPINE, 1953, exceptional condition. New trim, hood, tonneau; taxed, M.o.T. £165. Tel.: Sway (Hants.) 365. (1967)
SUNBEAM ALPINE HARRINGTON 2 + 2, Series III. Blue. Wire wheels, Cinturatos, overdrive, servo discs. £330. Tel.: Harpenden 61340. (1970)

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M.G. MIDGET, 1963, RED, 1,098 C.C. Hard / soft-tops, tonneau, new SP68s; scrupulously maintained. £285. Tel.: Nant-garedig 463. Seen Fairfield, Whaley Lane, Irby, Wirral, weekends. (1966)
ALVIS PARK WARD AUTOMATIC. Wire wheels, radio, seat belts; taxed, M.o.T. Rolls regal red, tan interior. £485. Part exchange considered. Tel.: High Wycombe (Buckinghamshire) 28350. (1968)
TR4 IN ALFA MUSTARD. SUPERB specimen. Overdrive, new radials, etc., etc. £495. Part exchange Mini Traveller, Renault 4 of similar value. Three, Badger, near Wolverhampton. Tel.: Ackleton 668. (1969)
BRISTOL 403. SUPERB CONDITION throughout; 11,000 on factory reconditioned engine (cost £300). Originally 401 expertly modified to 100 per cent. 403 specification by enthusiast at enormous cost. Nothing omitted. Recent £125 respray. New chrome throughout. Registration TPB 7. Bank manager forced sale. North Wing, Berks-well Hall, near Coventry. (1971)

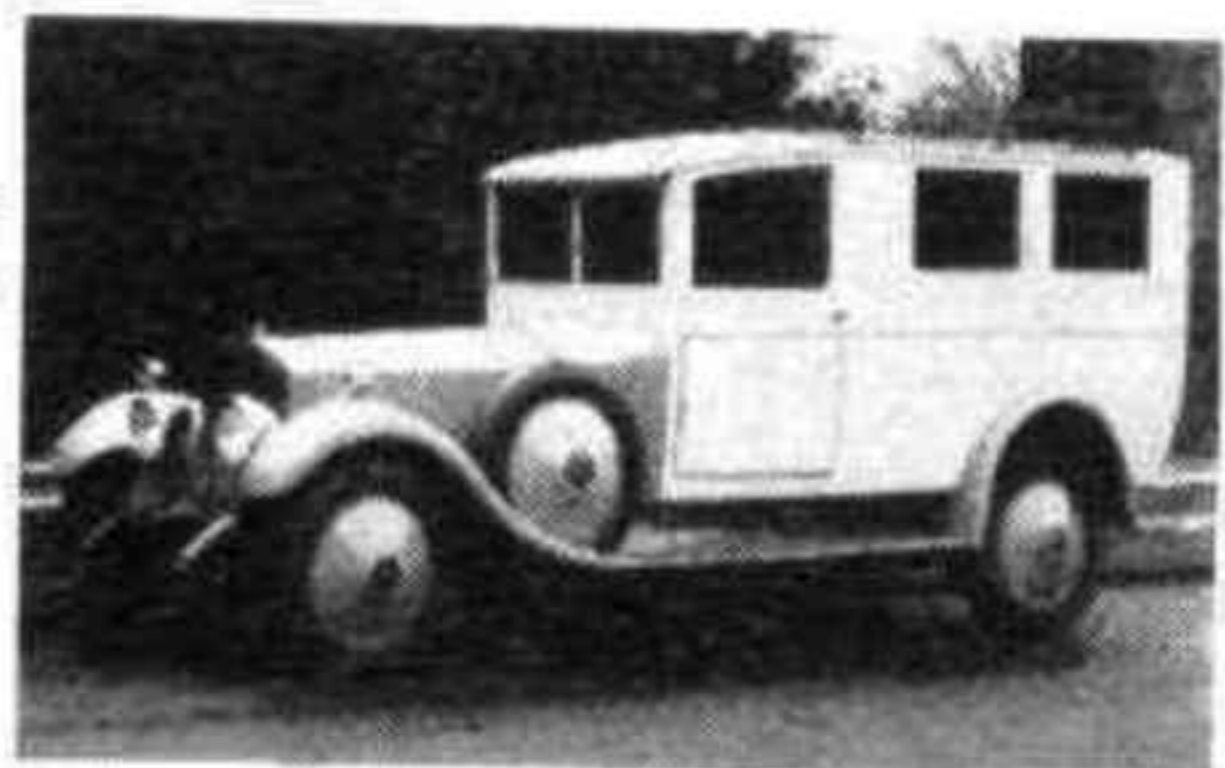
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HERALD CHASSIS, SPITFIRE-TYPE EN- gine. Mostly new parts. Suitable for Special, etc. £135. Buyer collects. 30 Highbury, Newcastle-upon-Tyne. (1972)
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BENTLEY CONTINENTAL DROPHEAD by Park Ward, St. 1957. Midnight blue; 80,000 miles from new; maintained regard- less; excellent; original. £3,250. Liddell, Westover Farm, Goodworth Clatford, Tel.: Andover 2937. (1975)
ISO RIVOLTA GT, 1964, 5.3 V8, ELEC- tric window, leather upholstery, reclining seats, Borrani wires, Blaupunkt radio. £1,600 o.n.o. Tel.: Plymouth 65375 (office hours). (1976)
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BENTLEY R-TYPE, 1953. MANUAL. New black paint; engine overhauled, believed 63,000 miles from new. Excellent. £785. Tel.: Andover 3643. (1984)

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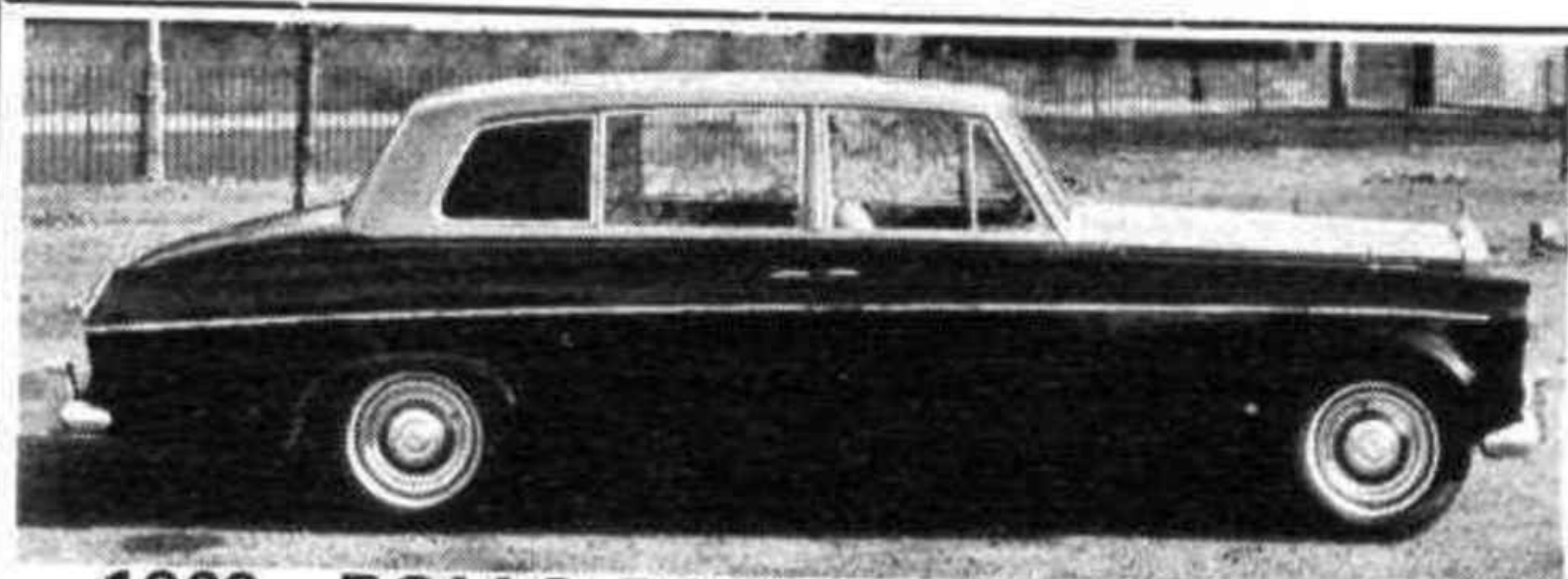
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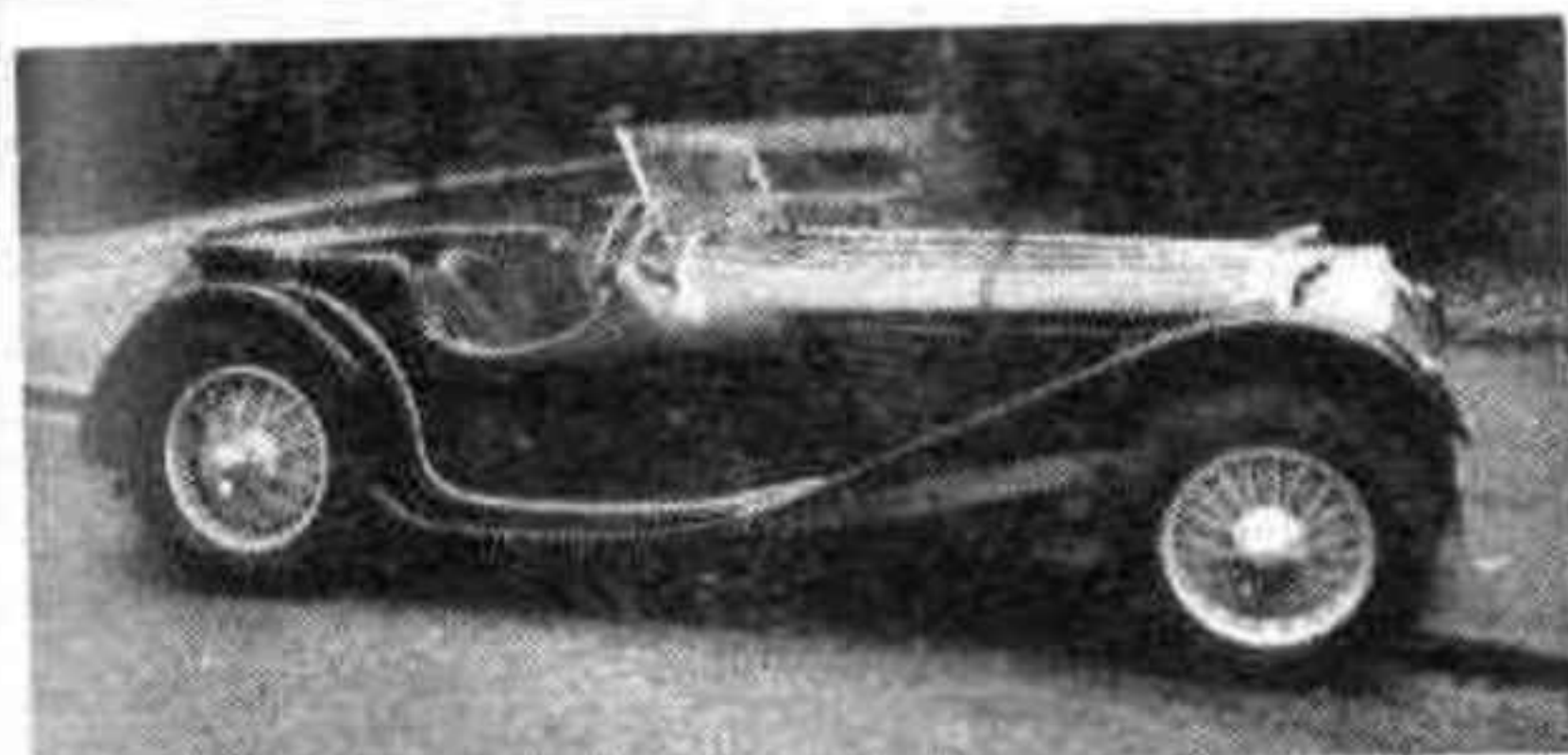
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1966 ALFA ROMEO 1600 GT convertible. Choice of two. Alfa red and yellow-ochre, black interior, 5-speed box. Very quick four-seater sports cars ... £995

1968 TR5, Surrey and soft-top, Valencia blue, radio; 20,000 miles; one careful owner and looks it ... £995

1966 HEALEY 3000, white, wires, overdrive, radio ... £799

1967 ELAN, S/E, d.h.c., Porsche orange ... £1,095

1967 ELAN, f.h.c. S3, red; knock-ons, radio ... £1,075

1966 M.G.-B, gold, black interior, wires, overdrive ... £679

1967 ALFA ROMEO GT Veloce, white; one owner ... £1,095

1967 M.G.-B, black, wires, tonneau, radio. A gleamer ... £765

1965 TR4A, red, Surrey top, overdrive. Low mileage ... £639

1966 M.G.-B, B.R.G., wires, radio. One-owner car ... £669

1967 TR4A, white, Surrey top, wires; one careful owner ... £849

1967 M.G.-B, B.R.G., wires, overdrive Bermuda hardtop, radio, anti-theft switch, luggage rack, spotlamps ... £799

1966 TR4A, red, wires, overdrive, radio. Tonneau ... £725

1964 M.G.-B, white, wires, overdrive, tonneau ... £529

1965 M.G.-B, red, wires, overdrive, radio ... £599

1967 Mk. II SPITFIRE, wires; hardtop ... £565

1966 ALPINE, blue, wires, overdrive ... £585

1968 M.G. MIDGET, B.R.G., wires, tonneau ... £629

1965 SPITFIRE, Mk. II, white, wire wheels ... £399

USED HARDTOPS: Aston Martin, M.G.-B Bermuda
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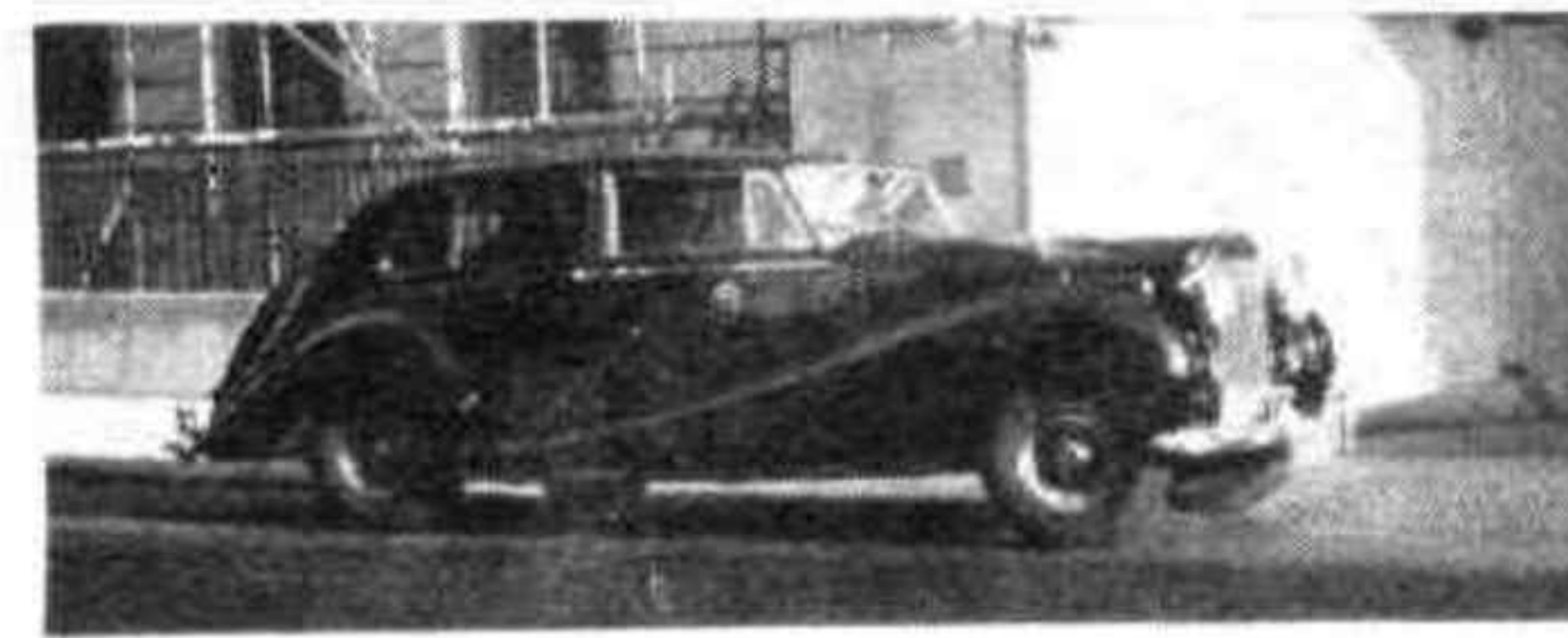
(Left) **1928 ROLLS-ROYCE** two-seater tourer with dicky by Wind-over. Virtually one owner. Just completely serviced and in superb condition, finished in green and black.



(Right) **BENTLEY "R"-Type** Choice of two. 1955 and 1954. Automatics. Both exceptional motor cars.



(Left) **Park Ward BENTLEY Continental d.h.c.** in royal blue, red interior. Excellent service history. 115,000 miles.



(Right) **1955 ROLLS-ROYCE Silver Wraith** touring saloon by Mulliner. P.100 headlamps. Recorded 71,000 miles.

1957 (Dec.) ROLLS-ROYCE Cloud. Black over shell grey, red interior. 100,000 miles. Exceptional.
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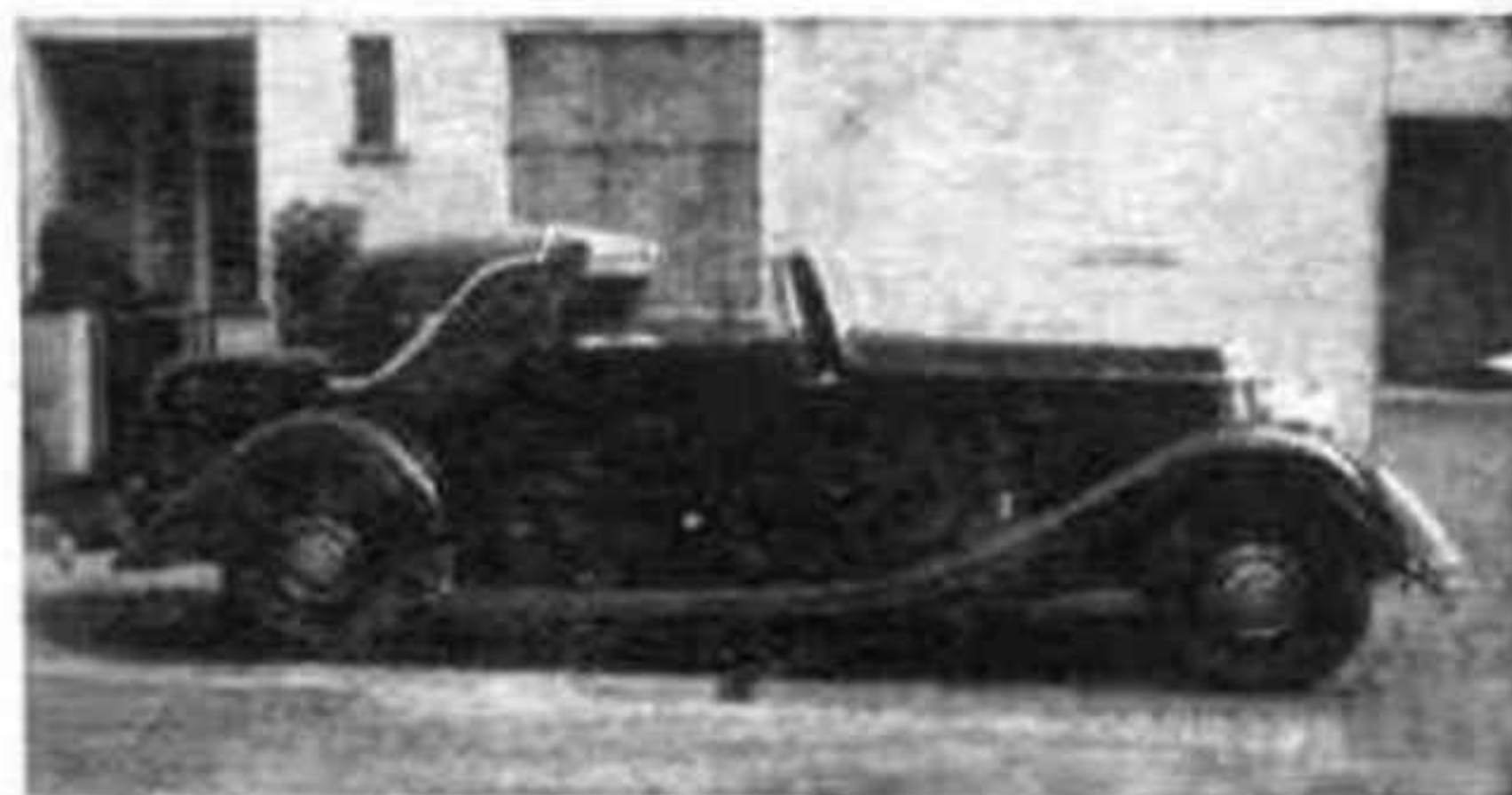
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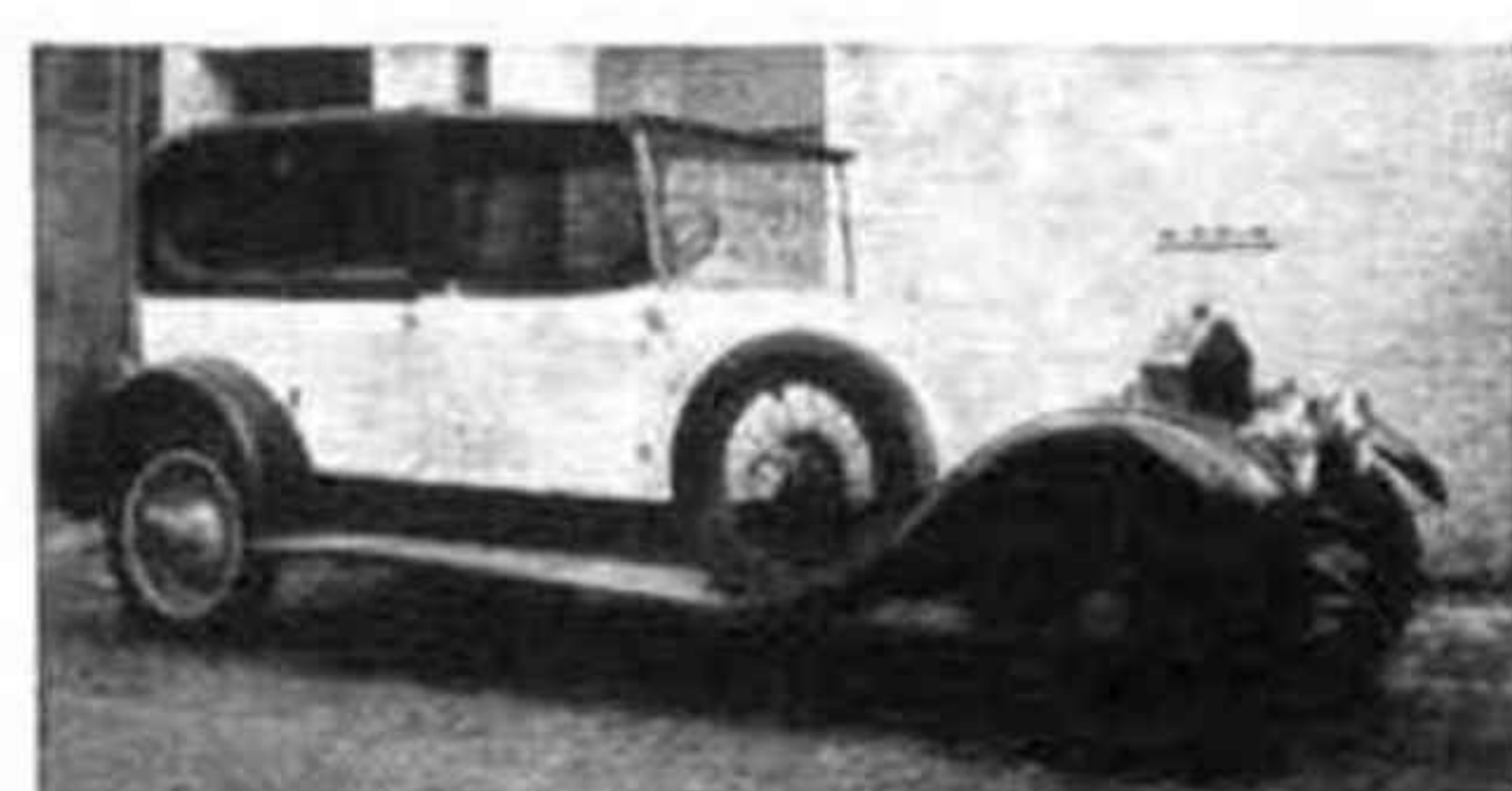
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- 1934 **BENTLEY 3 1/2-litre** drophead coupé by James Young.
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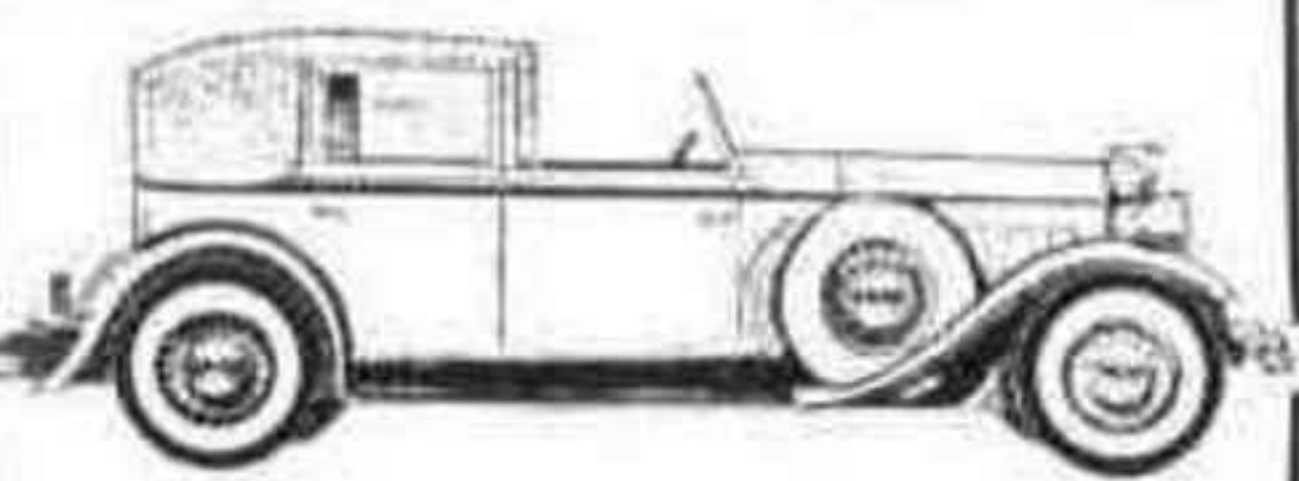
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JAGUAR 3.8, 1961. USUAL EXTRAS with overdrive and radio; 62,000 miles. Carefully maintained second car. Excellent value at £225. Tel.: Derby 59000. (2123)

ASTON MARTIN 2.4 MK. III SALOON. Immaculate throughout. Must be finest on market. A.M.O.C., registered 35,000 miles from new. £750. Mills, 4 Great Ganett, Welwyn Garden City, Herts. (2125)

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FOR SALE—continued

1961 SUNBEAM ALPINE, WHITE, black trim; overdrive, five good tyres (spare unused), recent mechanical overhaul, including Rootes reconditioned engine (not yet run-in), new Aquaplane twin carbs, new oil pump, new clutch; immaculate condition. Unsympathetic bank manager forces sale. £275. Tel.: 01-883 9034 (evenings or weekends) (Flat 31). (2131)

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XK150, 1960, F.H.C. MODEL, FIRST registered 1959, B.R.G. Manual gearbox with overdrive, radio, etc.; 50,000 miles. Present owner purchased 1964 at 5,000 miles. Lavishly maintained for investment purposes, but marriage forces early sale. Excellent example of model now rapidly becoming a collector's item. £650. Tel.: 01-588 4011 (day), or 01-584 8596 (evenings). (2135)

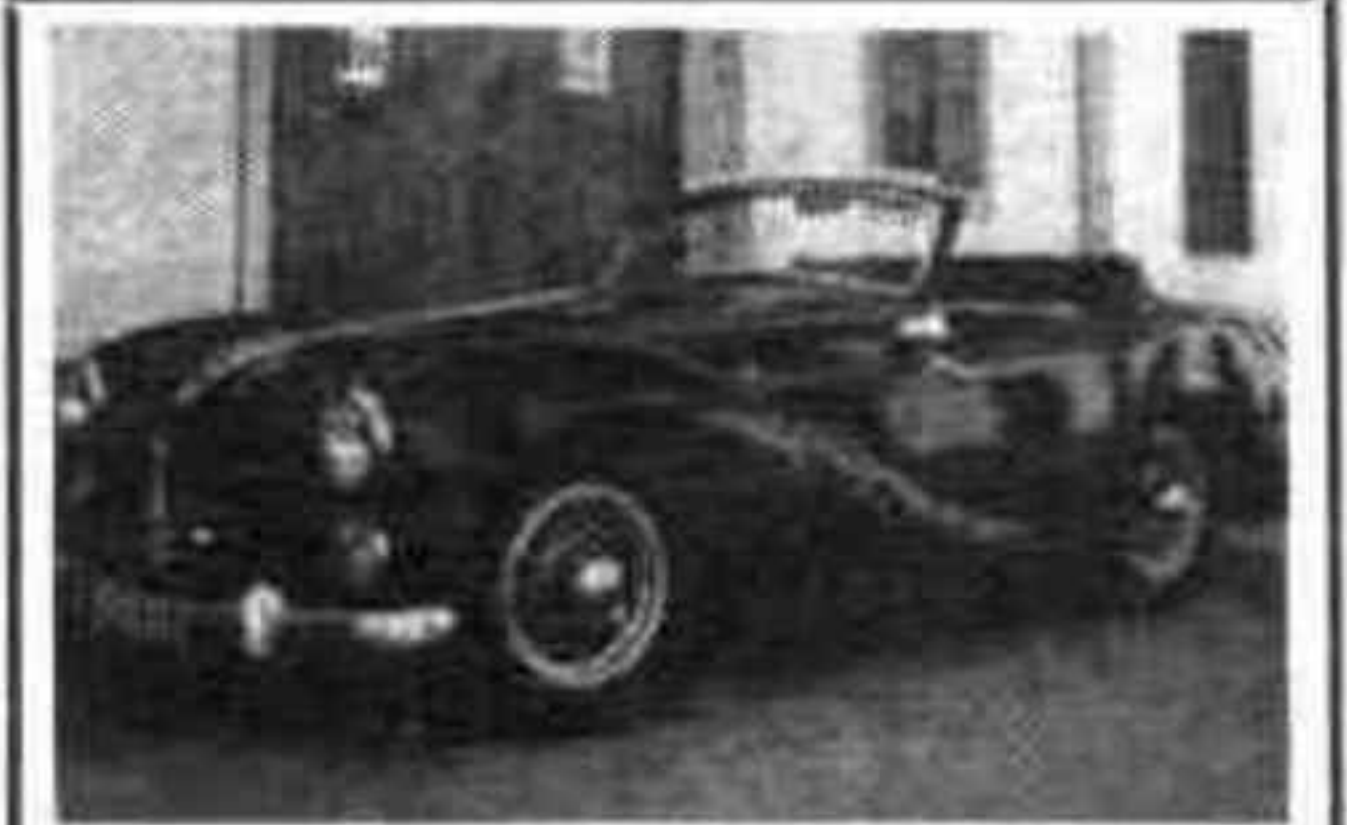
1968 LOTUS 53 ELAN DROPHEAD coupé; 22,000 miles. Virtually one owner from new. Very special paint finish—dark orange/matt black. All reasonable extras. Built to an exacting standard from Lotus basic components—hence no rattles and other Lotus problems. In very, very good condition. Any inspection and trial. £1,295. H.P. possible. Tel.: 01-660 5640. (2136)

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DAIMLER SP250, 1963, SPEC. C. Excellent condition, many extras. £595. Tel.: Greenham (Somerset) 309. (2145)



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BENTLEY R-TYPE, 1954, AUTOMATIC. Grey. Almost complete history (from new; recent M.o.T.), taxed. £495. Tel.: Cobham 4896 (Surrey) (evenings). (2139)
M.G. TDII, 1953, GOOD CONDITION throughout; taxed, M.o.T. £275. 113 Bournbrook Rd., Birmingham. Tel.: 021-472 2350. (2140)

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able. Red. £345 o.n.o. Full details: Dickin-
son, Brandon Park, Brandon, Suffolk. Tel.:
Brandon 451. (1987)

1958 PORSCHE 1600S COUPE. RECENT
engine overhaul, new clutch and silencer;
long M.o.T. £225. Tel.: 01-629 4250 (W.I.)
(1988)

1967 TRIUMPH VITESSE 2-LITRE IN
conifer green with red interior. 31,000
miles; in beautiful condition. £550 o.n.o.
21 Balk Top, R.A.F. Dishforth, Yorks.
(1990)

1930 ROLLS 20/25 SALOON; £1,000
restoration to Concours. Superb vintage
carriage in magnificent condition. Dove
grey and black coachwork. Hide interior.
£1,650. 35 Charles Crescent, Lane Estate,
Taunton. (1991)

CITROEN ID19, FRENCH ASSEMBLED.
R.h.d., 1962; New M.o.T. Bermuda blue.
£155. Tel.: 021-472 2075 (1992)

1968F MARCOS MINI, COOPER S UNIT.
Full instrumentation. New G800s. 12,000
miles; very good condition. Must sell, going
overseas. £425 or offers. Sturdy, 17 Swyn-
combe Green, Hartwell, Northants. (1993)

TRIUMPH SPITFIRE MK. III, 1967.
Dark blue; 32,000 miles. Superb condition;
radio, tonneau cover, woodrim wheel, etc.
Genuine reason for sale. Only £395. 4
Edale Close, Leyland, Lancs. Tel.: Ley-
land 23529 (after 6 p.m.). (1994)

ROLLS-ROYCE PHANTOM III, 1938;
Hooper sports limousine with projecting
boot; titled ownership till 1954. £2,000.
20/25 enclosed limousine, superb engine.
£700. Stepps Farm, Harvington, near
Kidderminster. (1995)

XK150, 1959. FAIR CONDITION. RE-
quires some work. M.o.T. Aug. £250
o.n.o. Tel.: WIM 4863. (1996)

1934 3½-LITRE BENTLEY SPORTS
saloon by Park Ward. Finished in dark
blue with light blue trim. Radio, heater;
beautiful specimen. 1950 o.n.o. Tel.:
Walton-on-Thames 23122. (1998)

M.G.-A TWIN-CAM ROADSTER. RE-
ground crank, new rings, top end overhaul,
replacement gearbox, hard-top, sliding side-
screens, power brakes, oil cooler, Cints.,
original cellulose spare engine; standard
measurements. £360 "Cefngoleu", Pwll,
Llanelli Carm. Tel.: Llanelli 4123. (1999)

VOLVO P1800 SPORTS. BRONZE. 1963
registered. Excellent condition throughout.
Overdrive, servo, new G800s brakes, ex-
haust. £650. Telfam, 5 St. George's Rd.,
Truro, Cornwall. (2000)

TRIUMPH 2000 ROADSTER. SPORTS-
man engine. V.g.c.; taxed and M.o.T. Fair-
clough, 18 Craighall Rd., Bolton, Lancs.
Tel.: Bolton 53637. (2001)

JAGUAR MK. VII M, 1955. NICE GREY
coachwork, interior; radio, overdrive,
engine 50 lb. hot; taxed and M.o.T. £85.
Consider interesting part exchange. Tel.:
061-427 5900 (Cheshire). (2002)

1966 SPRITE MK. III, BRITISH RACING
Green. One owner. Stored 15 months. £430.
Tel.: Narborough (Leics.) 4567. (2003)

DAIMLER CONQUEST, 1956. BLUE/
grey. Taxed June; M.o.T. 1971. Sound.
Nearest £100. Tel.: 021-475 1354. (2004)

M.G. VA, 1939. FOUR-SEATER OPEN
tourer, new engine, M.o.T. £220. Hillman,
8 Warrenwood Rd., Wrexham, Tel.: 51912.
(2005)

FIAT ABARTH ZAGATO TWIN-CAM
700 c.c. engine. Special two-seat alloy
GT body by Zagato. £550. Tel.: Poulton-
le-Fylde 4736. (2006)

TRIUMPH TR. OVERDRIVE, RE-
sprayed, overhauled brakes, straight through
exhaust. £200 o.n.o. Scars Tel.: 021-236
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coupe. Mechanically and bodily excellent.
New tyres, battery, exhaust. Finished in
dark blue with beige interior. £600. Part
exchange R-type Bentley. Tel.: Chieveley
(Berks.) 279. (2008)

TR3A, 1960. BEAUTIFUL CONDITION;
hard-top; red. £300. Rhoad, 30 Morley
St., Leek, Staffs. (2010)

1947/1948 TRIUMPH ROADSTER FOR
sale. Engine requires grinding. Tel.: Far-
ningham (Kent) 3719 (after 6 p.m.).
(2014)

FOR SALE—continued

E-TYPE F.H.C., 1965. JEWELSCENT
dark green; 37,000 miles; immaculate;
h.r.w., c.w.w., rad. £1,095. Must go. Aston
coming. Tel.: 061-789 5791 (Manchester).
(2009)

1969 (H) TRIUMPH VITESSE SALOON.
Signal red. Overdrive, underscaled, twin-
speaker. Motorola. Cost £1,150 seven
months ago. Must sell. Accept offer around
£850. Tel.: Frinton-on-Sea 2405. (2011)

ALFA DUETTO, 1967. RED. SPOTLESS,
orig owner. First offer over £1,000. Tel.:
Bridge Sollars (Hereford) 288. (2012)

AUSTIN 8 TOURER, 1939. ONE
owner. Excellent original condition; 69,900
miles; M.o.T. Austin 7 radiator cowl,
chrome, good condition. Also few early
motor books. Gregson, White Horse Hotel,
Barton, Preston, Lancs. (2013)

4½-LITRE BENTLEY, 1930, FOUR-
scater tourer, extensively overhauled and
renovated, outstanding condition. £3,500
or near offer. Box 2150. (2015)

BENTLEY MK. VI 4¼, 1948, STANDARD
steel saloon; clutch u/s. £150 complete, or
will break for spares. Tel.: 01-642 0472
(Sutton). (2016)

A.C. ACE BRISTOL, DEC., 1960; 45,000
miles. Hard-top, new hood, discs, electric
fan. £775 o.n.o. G. L. Milcs, 89 Cranleigh
Rd., Feltham, Middx. (2017)

M.G. TF. £510. LOVELY CONDITION.
Engine rebuild from top to bottom; new
tyres; superb mechanical condition. 5 Fir
Tree Lane, Littleton, Chester, Tel.: 36216.
(2018)

1964 AUSTIN HEALEY 3000 MK. III.
Really immaculate condition. Finished in
B.R.G. with black leather upholstery. Ex-
tras include wire wheels, overdrive, ad-
justable steering column. Recent new bat-
tery and tyres. Opportunity at £645 o.n.o.
Morrison, 85 Mayfield Drive, Hucclecote,
Gloucester, or telephone 27285 (business
hours). (2019)

LANCIA FLAVIA 1800 VIGNALE CON-
vertible, 1965. Hard-top; one owner. 39,000
miles. £900. Fittleton Manor, Netheravon,
Wilts. Tel.: Netheravon 388 (evenings).
(2020)

HISPANO-SUIZA, 1927, MODEL T.49.
Excellent condition. Formerly in museum.
Photographs in Dec., 1969. "Car" maga-
zine, £4,750. Tel.: 01-930 9515 (day), 01-
624 6213 (evening). (2021)

INTERESTING VEHICLE AND REGIS-
tration number for sale—GCF 1 on 1954
Daimler Conquest Century saloon. £150.
J. Boyden, Tel.: Fordham 321. (2023)

DOVE TR4 2 + 2, 1964, MODEL. BLUE.
Wire wheels, overdrive, Laystall balanced
engine and many other extras; two owners.
Ideal for TR enthusiast with family. Third
addition forces sale. £550. Tel.: Chesham
6296. (2024)

MINI MOKE, 1966; ONLY 17,000 MILES.
Amazing condition. Fast and reliable with
Stage II head, 1½ in. S.U., heater, side-
screens, belts, four seats. £450. Tel.:
Brookwood (Surrey) 2384. (2025)

COOPER S MK. I, SEPT., 1967. MECH-
anically superb, bodily excellent; 4½ JJs,
extras; road use only. Regret sale, larger
car required. Say £540, 1 Salcombe Ave.,
Ainsworth, Tel.: Bolton 32593 (evenings).
(2026)

LOTUS CORTINA, F REG, EXCELLENT
condition; radio, reversing lights, 29,000
miles. Supply of company car means I
must reluctantly sell to take advantage.
£820 o.n.o. H.P. possible. View in Bristol,
Hall. Tel.: Bridgwater 8171 (9-5.30). (2027)

ALVIS SILVER EAGLE, 1936, VANDEN
Plas drophead coupe in excellent condition.
£450 o.n.o. Alvis TD21 saloon; manual;
grey; in good condition. £340 o.n.o. Tel.:
Pershore (Worcs.) 2696. (2028)

TR4A, 1966. RED. OVERDRIVE, TON-
neau; luggage rack; excellent condition.
£695. Tel.: 01-643 6281. (2029)

ASTON MARTIN DB2, 1952. RE-
sprayed grey. Very good mechanically, fair
interior, good tyres. £325 o.n.o. Lennox
Farm, Dutton Longridge, Preston, Tel.:
Ribchester 385. (2032)

ASTON MARTIN DB4, 1961. WHITE.
Chrome wires, tinted glass, radio, spots;
excellent condition throughout. £825 o.n.o.
Tel.: Formby (Lancs.) 72778. (2034)

1965 ASTON MARTIN DB5



A truly magnificent car in Sierra blue with
red leather interior. Fitted every con-
ceivable extra including five-speed box,
chrome wire wheels, tinted electric windows,
stereo tape and push-button radio. In first
class condition throughout. £1,495

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FOR SALE—continued

M.G.-A 1600, 1960. OPALESCENT maroon. Excellent condition throughout. Recent respray. Extras include hard-top, wire wheels, close-ratio box, anti-roll bar, luggage rack, spots, heater, safety belts, tonneau. Firm's car forces sale. £340 o.n.o. Coligan, 47 Osbaldwick Village, York. Tel.: York 58833 (office hours). (2030)

M.G. TA TC. WORKS THROUGHOUT. Black. Completely rebuilt by present owner 10 years. Extremely good condition body and mechanics. M.o.T. £250. Swain, 3 Wytheford Yard, Shawbury, Shrewsbury. (2031)

M.G.-B. 1963. PALE BLUE. NEW HOOD. Cinturatos, road-holders, new exhaust, folding hood, immaculate condition throughout. 1420 o.n.o. J. Mansfield, 3 Castle Court, Kendal, Westmorland. (2033)

B.M.W. 1800, 1966. RED. FIRST-CLASS order. Overseas appointment forces sale. 'Holmcroft', Lowther St., Penrith, Cumberland. Tel.: 2861. (2035)

A.C. ACECA. DARK BLUE. EXCELLENT condition. E625. D. P. Crow, 181 Abbey Foregate, Shrewsbury. Tel.: 6010. (2036)

LAGONDA. 1930. 3-LITRE TOURER. Offers around £1,500. Box 2151. (2036)

RILEY 9, FEB., 1936. SALOON. EX- tensive body overhaul, resprayed, new kingpins, battery, part rewired, fine example. Offers. Tel.: Chipping Norton (Oxon.) 2737. (2037)

AUSTIN HEALEY 100/4, 1957. BLUE. New batteries, hood, tonneau. Just completed engine overhaul; 12 months' M.o.T., wires, overdrive, Cibies, hard-top. £200. 43 Belvedere Crescent, Wribbenhall, Bewdley 2685. Kidderminster 61008 (office). (2038)

SERVING OFFICER OFFERS MUSEUM loan of beautifully restored 1923 12/40 Alvis, owned by one family since new. Box 2152. (2039)

BRISTOL 405. METALLIC BLUE. IN EX- cellent condition throughout, virtually one owner. £750. Tel.: 01-937 4693. (2040)

M.G.-B WHITE ROADSTER, 1965. OVER- drive, radio, belts, tonneau, woodrim, XAS, spots, etc. Beautiful runner, never raced or rallied; one careful owner since 1965. £600 o.n.o. Patrick, Tel.: Hadleigh (Suffolk) 2715 (daytime), Kesgrave 2854 (evening). (2041)

M.G.-A 1600 MK. II, 1962. HARD/SOFT- tops, radio, M.o.T. £295 o.n.o. View at Wallace Arnold Ltd., York Rd., Leeds 9. Tel.: Leeds 20861. (2042)

MORGAN 4/4, 1936. COVENTRY Climax-engined P.V.T. Completely rebuilt, very nearly original. Plus almost enough spares to build another. £400 o.n.o. Ross, D Hul, Minorca Rd., Deepcut, Camberley, Surrey. (2043)

M.G. ENTHUSIASTS! ZB MAGNETTE, 1957. Reg. SWP 21. One previous elderly owner. Genuine 52,000 miles. Full service history. Oil 60 lb. hot. Meticulously maintained. Pale green, black trim. New M.o.T. Any trial. Comfortable, attractive, reliable car. £195 o.n.o. Robinson. Tel.: Redditch (Worcs.) 62904. (2044)

KK150, 1958. F.H.C. COTSWOLD BLUE; 58,000 recorded miles, thought to be genuine. Fitted radio and overdrive. Splendid interior and really first-class bodywork. £550. Definitely no offers. Tel.: Cheltenham 59941 (weekends). (2045)

CORTINA GT MK. I, 1967. TWO-DOOR. 41/55, radio. £450. Tel.: Bath 60137. (2046)

1947 3 1/2-LITRE JAGUAR SALOON. Mechanics and chassis in very good condition, body sound but wants attention. Suitable for enthusiast's renovation. £80 o.n.o. Available in Pontypridd, Glamorgan. Box 2153. (2047)

FORD LOTUS CORTINA TWIN-CAM, registered Aug., 1968 ("G" registration); car 14,000 miles, engine supplied under maker's warranty 3,000; radio, servo brakes, bodily and mechanically in excellent order. £925 o.n.o. David Beal, Tel.: Peterborough 66927. 54A Priory Rd., Peterborough. (2048)

TRIUMPH VITSESE 2-LITRE CON- vertible, 1967 (F). 32,000 miles, new Radromobile, perfect throughout. Must sell—company car. Any reasonable offer over £525. Evans, 85 High St. South, Stawley, Beds. (2049)

SUNBEAM ALPINE GT, 1964. OVER- drive. Not immaculate but sound. Good value at £365 o.n.o. John, Tel.: Wokingham 924. (2050)

M.G. TF, 1955. RED. NEW HOOD AND sidescrims, reupholstered, recarpeted, re-chromed and rewired. A superb example. Photograph on request. £525 o.n.o. Tel.: West Forest 6908. (2051)

ELAN S4 (SPECIAL EQUIPMENT). THIS immaculate 1968, Oct., "G" registration d.h.c. is finished in Royal blue with black interior. Absolutely superb low-mileage example at £1,275. Private sale. Cox, Tel.: Woking 5966 (day), 01-398 6035 (evenings). (2052)

ASTON MARTIN DB2/4 MK. I, LATE 1955, 3-litre Vantage. Alfons, etc. Genuine Concours condition throughout. £700. Tel.: Weybridge 49422. (2053)

1933 M.G. J2. ORIGINAL ENGINE, gearbox, body, etc. Recent respray. In good condition. Shipment can be arranged. £180. Box 2154. (2054)

JAGUAR MK. IX. MAGNIFICENT CON- dition. No expense has been spared to preserve this car. Must be the finest example of this model. British Racing Green. Many extras. Reg. No. YBO 2. Tel.: Newport (Mon.) 73189. (2055)

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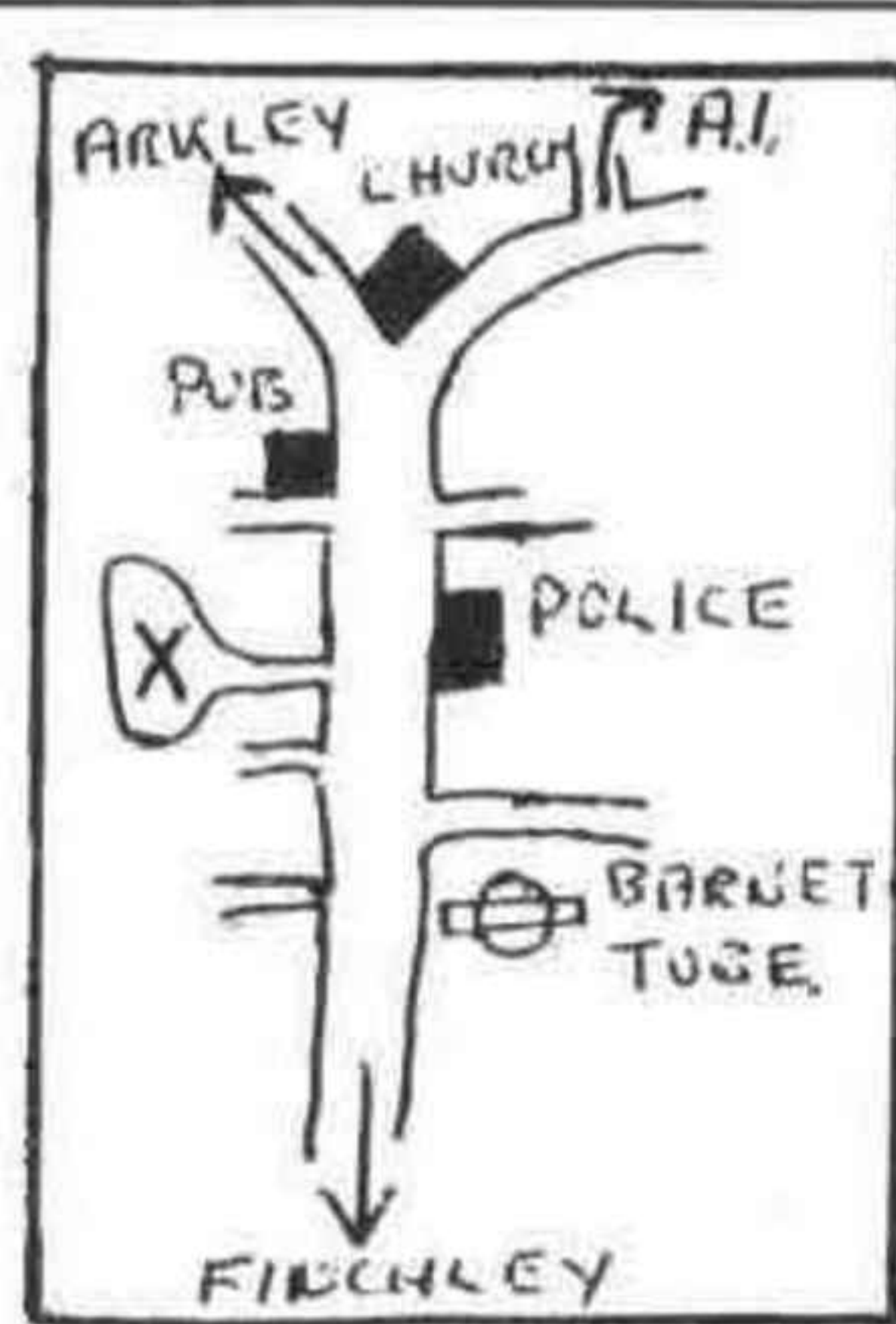
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AUSTIN HEALEY 3000 MK. I. METAL- lic grey. Overdrive, wire wheels, hard-top, soft-top, and tonneau. Very good all-round condition. Tel.: Scunthorpe (Lincoln) 64127. (2060)

1960, NOV., HEALEY 3000. METALLIC blue. Overdrive wire wheels, new Road Speeds, hard-top, soft-top and tonneau. £325. Tel.: Godstone (Surrey) 752. (2061)

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AUSTIN HEALEY 3000 MK. II, BJ 7, 1963. Red. All optional extras. Very good condition. Genuine reason for sale. £540. Jones, 77 Haddon St., Derby. (2068)

GILBERN 1800 GT, JUNE, 1964. OVER- drive, radio, seat belts, wires, etc. Low mileage; exceptional condition. £525 o.n.o. Tel.: Bristol 692479. (2069)

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priced, Sunbeam Alpine, 1962, red, overdrive, £280. MG-B, 1967, red with black leather, wire wheels, SP41s, £740. Triumph TR3A, 1960, red with black hood and interior and a beautifully laminated wooden steering wheel, £280. MG Midget, 1966, white with red trim, black hood, wire wheels, radials, £465. Triumph TR4A, 1965 (November), Conifer green, overdrive, wire wheels, radio, XAS tyres, £695. Austin Healey 3000 Mk II sports convertible, 1963; this is the one that reverted to twin carbs, winding windows, improved rear suspension; Chariot red, overdrive, wire wheels, Cinturatos, £540. MG Midget, 1967/68F, BRG, Cinturatos, matched driving lamps, chrome grid, racing mirrors, wood-rim wheel, £570. Several more cars arriving before publication day. You can see and find out all about the Arkley SS at both branches. The Arkley can be bought in one of three ways: 1. As a complete new car, ready to drive away; 2. As a kit of parts to use in conjunction with a Sprite or Midget; 3. As a complete car, based on a used Spridget chassis. With method 2, the mechanical parts and monocoque floor pan of the Spridget are used, but the original bodywork, wheels, tyres and hood are discarded. To answer a question I get asked several times every day: yes, you can fit an MG-A, MG-B or Cortina engine, and it is neither more nor less difficult than fitting such an engine to an ordinary Sprite/Midget. A tweaky 1275 is obviously a more straightforward proposition. I have quite a good Midget which could be converted to an Arkley, the front end bodywork having already been removed, but what's left is quite undamaged, £110. In an unthought-of cupboard we found a further supply of temporary leaflets which are

version kit for Spitfire/GT6/Herald/Vitesse/Lotus, £20. Set of five new TVR 15in alloy wheels, matt black with machined spokes, fitted with new Avon radials, £45 plus list price for the tyres. These wheels fit TR2 to TR6, MG-A, SP250, all Reliant Sabres and Scimitars. Set of five new wide rim 72-spoke wire wheels with hubs, 15in diameter, same fitting as the alloy wheels above, with new SP68s, £30 plus list price for the tyres. The embarrassing moment has come for me to mention the 2nd hand saloons, against which we will give an amazing price for your sports car: Triumph Herald, 1964, powerpuff blue, Webasto roof, Rotary Club badge; Triumph Vitesse, 1967/68F, Cactus; Singer Gazelle, 1967F, new shape, 1969/69G Mini Super d/l, Island blue, lady owner, 6,000m. A complete Arkley SS body has disappeared from our showroom; if you see someone driving an Arkley with a guilty expression please let me know.

Moscow Road Museum Pieces

We are London distributors for TVR and have a choice of several colours for immediate delivery, more on the way shortly, both Vixen and Tuscan. Now that everybody else's prices have gone up, the Vixen in weekend-build component form is not at all dear at £1,195 which includes radial ply tyres, wood-rim wheel, electric screenwash, 2-speed wipers, tinted rear window, power brakes, cigar lighter, brake fail warning etc. etc. At your disposal for an obligation-free demo are a Vixen and a V6 Tuscan, which is just as nice as you'd expect and also by some freak of acoustics has the most quietly thrilling ex-



radio, one owner, £945. MG Midget Lenham GT, 1966, black, wire wheels, works-built and fully fitted, with spare wheel snuggling neatly under floor, £495. TVR 1800S, 1967/68F, white with black trim, wire wheels, radio, Cinturatos, full history from new, £875. Austin Healey 3000, 1967, black with red interior, overdrive, one owner, £960. Lotus Elan coupé, 1966, red with black trim, knock-on wheels, electric windows, radio, £895. MG Midget, 1966, BRG, Michelin ZX, £445. TVR Vixen S2, July 1969, a very late model with Tuscan bonnet, power brakes, alloy wheels etc., light orange, £1,125. MG-B, 1963, Old English white, red hood and interior, oil cooler, radio, £800s, £460. Triumph TR5, June 1968, Signal red, black interior, hard-top and Surrey-top, radio, wire wheels and many small and satisfying but not noticeably fitted extras bestowed by loving previous owner, fuel injection updated at 97, double and expense, £1,025. Sunbeam Alpine series IV, 1964, red with black interior, overdrive wire wheels, Cinturatos, £410. MG



Midget, 1963, 1098 motor and disc brakes as fits this year (but they don't all have them), steel blue, £300. Similar sort of Sprite red, £290. Triumph Spitfire Mk III, July 1968, dark red, black trim, radio, new radial tyres, gently used, £670. MG Midget, 1961, Taitan red with black trim and black hard-top, also a soft-top, twin driving lamps, wood-rim, chrome grid, £250. Austin Healey 3000 late 1965, red, not yet

now being sent out, nicely printed brochures are being prepared but you will have to wait a trifle longer I'm afraid. We arrange insurance and HP both on the Arkley SS and on the more mundane cars we sell, almost all of which have a thorough pre-sales service (change oil, filter, renew brakes, exhaust etc, if necessary) and a written guarantee. This month I have found one or two things: complete wire wheel con-

haust note you've ever heard from anything short of a 4-overhead cam V12. We can also demonstrate the Reliant Scimitar GTE, and although delivery is not ex-stock we do have some in the pipeline. The Scimitar is not amazingly fast (mine does 124mph), but if there was a factor for average journey speed divided by fatigue at the end of it, the Scimitar would come out top of any list. 70mph is a cool 2,600rpm, and we have a small mod. to the steering on the GTE which makes it lighter and more accurate at speed. Reliant Scimitar GT 3-litre, 1968, Golden Sands, black interior, overdrive, radio, heated rear window, £1,180. TVR Tuscan V8, 1968/69G, Special Equipment model in Regal red with 6in wide wire wheels (Cobra size), radio, 306bhp to play with £1,900. MG-C, 1969, Snowberry white, black interior, overdrive, wire wheels, £1,050. Austin Healey 3000, 1967, black with black leather, overdrive, wire wheels, matched driving lamps, chrome grid, radio, £1,040. Both branches open to 7pm, closed Sundays. Moscow Road sometimes closes for lunch, but at Arkley only the workshops and stores close 1 to 2.

JOHN BRITTEN

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

FOR SALE—continued

- EXCEPTIONAL 1948 LANCHESTER 10.** Black/cloth upholstery Speedo 49,000. Investment at £200. Mercedes 170SD diesel. Very clean; r.h.d. Individualist's everyday car. £145. Jocelyn Mee, Norton, Prestelgne. Tel. 386. (2143)
- AUSTIN 7 BOX SALOON, 1932 (JAN.).** Restored, taxed, long M.O.T., rebuilt engine. Very much above average. £200. Tel.: Newhaven 3856. (2146)
- MORGAN 4/4, 1963, GT ENGINE, NEW HOOD,** sidescrims, front suspension, clutch, Cinturatos, seat belts, tonneau, recent top end overhaul. The Mount, Borough Green, Sevenoaks, Kent (weekends only). (2147)
- FOR THOSE WHEN ONLY THE BEST IS GOOD ENOUGH—the real connoisseur.** 1968 Jensen F.F. Webasto roof, electric aerial, Dark green, grey upholstery, head rests. Excellent condition, £5,250. Full service history. Tel.: Gerrards Cross 82525 (after 8 p.m.). (2148)
- CORTINA GT, NOV., 1964, FOUR-DOOR** Monaco. Red. Approximately 25,000 miles on reconditioned engine and gearbox, new clutch, undersealed, immaculate, one owner. M.O.T. to Jan., 1971. £295. Tel.: Chesham 5274. (2149)
- JAGUAR 3.4, 1962, PROBABLY BEST** example in country; only 19,000 by elderly owner. As new throughout. Concours, £525. Tel.: Walsgrave-on-Sowe (Warwick) 6181. (2150)
- 1933 AUSTIN 7, GOOD MECHANICS** and body. 180. Wanted urgently. Sunbeam Talbot Alpine windscreen, floor change gearbox, 98 Monarch Drive, Worcester. (2151)
- LOTUS ELAN S.4, DEC., 1968, IMMACULATE;** extras: 14,000 miles, £1,290 o.n.o. Tel.: Sevenoaks 56351. (2152)
- 1955 PATHFINDER, RILEY ENGINE.** Good condition; H.M.V. radio; M.O.T. 1971, taxed, 195. Tel.: Market Harborough 4645. (2153)
- RAILTON, 1937, FAIRMILE STRAIGHT** 8. Black Drophead coupé body by Coachcraft. A fine thoroughbred in very good condition £535. Tel.: Crowhurst 202. (2154)
- MERCEDES 300C, 1956, AUTOMATIC** transmission. Black with red leather upholstery, good tyres; many extras on this rare model. £200. Tel.: Hindhead 5096. (2155)
- E-TYPE, 1963, F.H.C. IMMACULATE** maroon/fawn; 50,000. £700. H.P. available. TR2/3/3A considered part exchange. Tel.: Ninfeld (Sussex) 483. (2156)
- ALVIS TA21 SALOON (1951) EXCELLENT** order throughout; M.O.T. till Aug.; used daily. £225. Tel.: Maidenhead 24619. (2157)
- PORSCHE 1600S SUPER 75 F.H.C.,** 1963/1964; r.h.d. White, blue interior. Nominal mileage, n/tyres, expensive radio, many extras. Mechanically perfect, regularly serviced; history since new; used second car only; in prize-winning Concours d'Elegance condition throughout. Cannot be overdescribed. Must be seen. £750 o.n.o. Private H.P. possible. Tel.: Bournemouth 54458. (2158)
- B.S.A. SCOUT, TOTALLY ORIGINAL** condition. Offers. Tel.: 01-368 5487 or Southminster 375. (2159)
- XK140 F.H.C. EXCELLENT MECHANICS.** M.O.T. Immaculate Carmen red body. Grey interior. Price £275 o.n.o. Eaglen, 168 Ropery Rd., Gainsborough, Lincs. Tel.: 2098. (2160)
- LOTUS ELAN S2 SE, 1965, LOW MILEAGE;** engine just resprayed, radio, air horns. £790. Tel.: Slough 45629. (2161)
- RILEY 2½ RMF, 1953, BLACK, LOW** mileage example in truly splendid condition; new roof, complete stainless steel exhaust system. £250 or v.o. Boothman, 73 Jubilee Rd., Middleton, Manchester. (2162)
- MORGAN 4 + 4 FOUR-SEATER, BLUE,** 1967 and genuine 15,000 miles; 2,138 c.c., with wire wheels, Bosch radio, heater, luggage rack, wing mirrors, tonneau. A super car in condition and character. £775 and lots of tears. Mrs. Jenny Seabrook, Westham (Kent) 2223. (2163)
- LANCIA FLAVIA 1800, 1968, PEARL** white with blue velour upholstery and black trim. Floor change; 23,000 miles in the hands of one very careful owner. Unmarked, any trial. Must sell. £1,075. R.A.C. welcome. Tel.: 01-723 5720 (Paddington) for appointment to view. (2164)
- 1915 10 H.P. HUMBER, V.C.C. DATED,** Excellent condition bodywork, chassis and engine, electrics. Genuine reason for sale. £1,350. Scott, Laverham Farm, Iron Acton, Bristol. Tel.: Rangeworthy 271. (2165)
- 1962 FACEL VEGA H.K. 500, ONE** owner from new; low mileage; manual gearbox; mint condition. £845. R. Lloyd, Tel.: Wickham (Hants.) 3244. (2166)
- 1956 BENTLEY, "S" SERIES, EXCELLENT** condition for year; radio, taxed, M.O.T.; new tyres. Outstanding value. £795. R. Lloyd, Tel.: Wickham (Hants.) 3244. (2167)
- M.G. TD2, 1953, RECENT RESPRAY,** new hood, tonneau, engine overhaul. £350. 6 Bray Court, Plantation Rd., Amersham, Bucks. (2168)
- BENTLEY 3½ FREE, 1934, HOOPER** four-door saloon. Major bills to date; engine. £314 10s 8d.; body frame and paint. £461 5s.; interior trim. £128; radiator. £54 5s.; brakes. £78 2s. 5d.; road springs and rear axle. £196. Whoever contributes the most towards these expenses can have the car for nothing. Box 2169. (2169)
- ROVER 3.5 COUPE, ARDEN GREEN/** silver birch automatic. Radio, heated rear window, anti-theft device, new tyres, new battery. £1,600. A.A. inspection welcome. Tel.: Potters Bar 53433. (2169)



← **BENTLEY R-Type Park Ward** power-top convertible, 1954, automatic, high ratio rear axle and rev-counter fitted, known to us past four years and mechanically very fair, bodywork structurally good but needs generally tidying up and a repaint, hence realistic price of £900

BENTLEY Continental, 1958 Series (Reg. Oct. 1957) 8-1 compression, automatic, power steering, unusual 2-door coachwork by James Young, indicated mileage 103,000. Royal blue with grey interior, nice coachwork. Good mechanically, brakes and steering just overhauled by us, new tyres all round. → **£2,250**



ROLLS-ROYCE Phantom I, good chassis, in running order and fitted with very striking close-coupled 2/4-seater all-alloy body with flared wings, etc.; body constructed circa 1948 and never completed; it needs glass, trim and paint but only a minimum of mechanical work; car when completed should be worth at least £5,000. Sensible offers will be considered for the car as it is.

We are negotiating for an early post-war Mulliner Silver Wraith. We shall also shortly have available a 1928 20 h.p. running chassis and in due course a more or less complete 1921 Silver Ghost chassis and have several other P.I and P.II chassis in varied degrees of completeness.

BENTLEY Continental with the rare Hooper light-weight 4-door body, believed to be 1958 Show Car, first registered April, 1959; power-steering, automatic, present mileage 130,000, of which I have covered 13,000 during which time steering, braking and exhaust systems overhauled, also new rear axle; the car has been repainted in deep Burgundy, humpers, etc. re-chromed, interior in grey hide is very good and all tyres are new. The engine is a little noisy when cold and uses oil, but is still thoroughly serviceable; however, if time permits we propose to overhaul the unit, after which the price will be in the vicinity of **£2,750**

BENTLEY S.2, late 1960, two owners, indicated mileage 84,000 but this is not guaranteed; black with pale grey interior, new tyres, paint and trim are not outstanding and there are minor mechanical faults, hence the very down-to-earth price of **£1,095**

BENTLEY R-Type, 1954, automatic, black, brown hide interior. Recent considerable expenditure by ourselves on paintwork, plating transmission, steering, new tyres, etc., consequently a well above average specimen. **£795**

Another R-Type, January, 1955, identical specification, likewise in excellent order, which we can offer at **£725**

BENTLEY Mk. VI standard steel saloon, 1947, grey, grey interior; coachwork not immaculate but the general condition is surprisingly good, bearing in mind its modest price of **£245**

TATRA saloon, circa 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.

JOWETT Javelin saloon, 1952, one owner from new and in quite remarkable order. As we need the space, to clear **£145**

RILEY 1½-litre Adelphi saloon, 1937; very sound car generally, to clear **£135**

Very rare "White Elephant"—**INVICTA Black Prince** chassis, unregistered and believed virtually new, in running order but with no coachwork. Sensible offers please.

VINTAGE:
1930 FORD Type AA 30-cwt. platform truck, wooden cab; one owner many years; restored, on good tyres and in sound running order.

Rare **1921 HUMBER 16-h.p.** tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood.

1930 SUNBEAM 18-h.p. coach-built saloon, highly original, stored 19 years; fair paint and interior, good tyres, sound chassis and bodywork; running, but needs work on engine. Reduced to **£325**

1922 HILLMAN 11-h.p. all-aluminium 2-seater, highly original, very tidy excellent trim and hood and in running order **£650**

VETERAN:

A large quantity of **FORD Model T** parts, including a very early (Commer 12 or 13) chassis, axles, brass radiator and most of a touring body, wheels, etc., also a more or less complete pre-1918 l.h.d. chassis with correct period engine and transmission, radiator wheels, etc., and an excellent touring body minus the scuttle, and sundry other engines and bits and pieces. Offers for the lot, or will split into two lots, but will not sell individual pieces. Also a considerable quantity of Darracq parts, circa 1911/12, includes two radiators, two similar engines approx. 14 h.p., 4-cylinder, gearbox, part chassis frame and another engine believed slightly later. We also have a vast quantity of miscellaneous engines, axles, etc., including a Sizaire-Berwick chassis frame, axles, springs and wheels, circa 1931, two new Fiat Type 519 26 h.p. o.h.v. engines (one with gearbox), a pair of Delaunay-Belleville axles circa 1911, Rover Eight air-cooled engine and gearbox, the remains of a rear-engined Trojan tourer and a battered but fairly complete 1934 Riley 9 Monaco saloon.

New Regent remould covers, size 400 x 18, at **£2 10s.** each, plus carriage.

All vehicles sold in running order carry an M.O.T. Certificate.

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

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fashioned in black leathergrained, water repellent material to look good anytime, anywhere.



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G.T. Gloves, Dept. M.S.,
1 Hurst Lodge,
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London, N.8.

FOR SALE—continued

VINTAGE AUSTIN 7 SALOON, 1934. Immaculate condition, enthusiast maintained; professionally coach painted. Offers over £165. Details, colour transparency on request. Feltham, 28 Marston Rd., Bristol, BS4 2JW. (2079)

LOTUS ELAN, 1965. EXCELLENT condition. Automatic belts, Full history, Hard- and soft-tops. £750. Tel.: Camberley 4900. (2080)

BRISTOL 400. CONCOURS WINNER. A very fine example meticulously maintained. £500. Richards. Tel.: Gloucester 21523, extension 2135 (day); Holford (Somerset) 373. (2081)

AUSTIN HEALEY 100/6. EXCEPTIONALLY good condition. Overdrive, wire wheels, hard-top, hood, tonneau, heater, Cibies, Cinturatos; taxed, tested. £280. Mr. Fielding. Tel.: Locksheath (Hampshire) 5093. (2082)

MORGAN 4/4. BLACK. OCT., 1966; 32,000 miles; new clutch, tyres, kingpins, inlet and exhaust manifolds. In good condition throughout. Offers around £695. Tel.: Worthing 65945. (2083)

M.G. MAGNETTE ZB, 1958. Xs. RADIO; fast and reliable. £100 or part exchange for early Spitfire or good 1963/1964 VX 4/90. 56 Folly Lane, Warrington, Lancs. (2084)

FOR SALE—continued

ASTON MARTIN DB6; 15,000 MILES from new and has the following highly desirable specifications: Automatic power steering, sunshine roof, Motorola twin-speaker radio, electric windows, electric aerial, chrome wire wheels and Turbospeed tyres. Completely beyond reproach and beautiful in every respect. Coachwork finished in silver birch with black hide interior. First registered 12.7.67. Finance could be arranged. £2,895. Miss Valerie. Tel.: 01-360 1088 (N. London). (2086)

178 B.H.P., 130 M.P.H. ASTON MARTIN DB3, 1958. The last genuine sports car sired by David Brown. Overdrive, radio, seat belts, Cints., twin chrome exhausts, top end overhauled, servo fitted. Beautiful condition. £600 o.n.o. Pestell, 169 Forest Rd., E.17. Tel.: 01-539 8575. (2087)

E-TYPE JAGUAR 4.2, 2 + 2, 1967. Dark blue. Radio; one owner; 29,000 miles. £1,450. Tel.: Maidstone 37210 (home), Maidstone 38136 (office). (2088)

1919 LANCHESTER FORTY THREE-door limousine by Gill. Early type with low radiator and beaded-edge tyres; Edwardian in appearance and of enormous proportions. Superb condition and very original; comparable to a Silver Ghost but faster. £2,500. Tel.: Norcott Brook (Cheshire) 411. (2097)

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J. K. SPORTSCARS

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MG SPARES

TA/C/D Walnut veneered Dashboards, £4.0.0d. each post free U.K.

TA/C/D Steel Running-boards, as original, £5.0.0d. each, p & p U.K. 5/-

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1969 M.G.-B roadster, red with black trim, o/drive, wire wheels, tonneau, folding hood, etc.; genuine 10,000 miles, still under maker's warranty; as new **£1,035**

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1966 AUSTIN HEALEY 3000, B.R.G., o/drive, boot rack, racing mirrors, tonneau, etc.; really exceptional condition and performance **£795**

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1961 PORSCHE 356B cabriolet, white with red trim, L.H.D., radio, etc.; exchange gearbox just fitted; mechanics A1; fantastic performance and handling **£495**

1969 'H' M.G. Midget, white with black trim, wire wheels, tonneau; absolutely as new, 4,000 miles only. Save £150 at **£699**

1968 M.G.-B, blue, o/drive, wire wheels, radio, etc.; one owner; a really excellent 'B' and thoroughly recommended **£925**

1968 M.G.-B GT, white with black trim; one owner, 17,000 miles from new; o/drive, wire wheels, radio, etc.; immaculate **£1,025**

1966 TRIUMPH TR4A roadster, B.R.G., o/drive, wire wheels, racing mirrors, tonneau, etc.; exceptional condition **£700**

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ALVIS TA21 d.h.c., 1952. 21,100 eng./gearbox. Green. No body rot ... **£375**
ALVIS TD21, 1959, saloon. New engine, gearbox, wire wheels, Cints. **£475**
ALVIS TD21 saloon, 1961. Automatic. Metallic blue **£495 or offer**
ALVIS TA21 saloons, various, £25-£200
LAGONDA M45 d.h.c. Completely restored, new chrome. Dark green. Rebuilt eng., brakes 5,000 miles. Approx. **£1,750**



MASERATI 3500 GT f.h.c. Factory recon. engine, Borrani, new tyres. Black, white leather interior. L.H.D. **£1,050**
CHAPMAN BUICK Special, 5-litre eng., 4.2 E-type gearbox, de Dion rear, space frame, glass-fibre body **£425**
LOTUS-FORD Cortina, 'F' regd., 29,000 miles; sun-roof, radio. White, green stripes. Excellent condition **£775**
Plenty of Jaguar and Alvis spares.



JAGUAR 'E' Special, 1968, 4.2 fully modified engine offset chrome wires, new tyres, lightweight f.h. coupe, fully trimmed, roll-bar **£925**
JAGUAR XK150 d.h.c., 1959, 3.8 E-type engine, competition brakes, high-ratio back axle, c.r. gearbox, overdrive, 15 x 6 in. wheels **£900**
JAGUAR XK150 d.h.c., 1960, 3.8, completely reconitioned mechanics **£650**
JAGUAR XK150 d.h.c., 1958, 3.8 engine; grey, red interior; new suspension **£415**
JAGUAR XK150 estate, 3.4, o/d., wire wheels, new tyres **£250**
JAGUAR XK140 f.h.c., rebuilt 3.8, o/d., new tyres, exc. chrome **£495**



Hackhurst Lane, Lower Dicker, Sussex.(A22)

Exchanges considered

FOR SALE—continued

04 JOWETT 7 H.P. SALOON. Running order; M.o.T.; worthy of restoration. quote instruction book. "The pull of an elephant, the appetite of a canary, and the docility of a lamb". In view of Current Trades Description Act I am not prepared to substantiate this claim, but will accept offers around £100. Tel.: Meriden 2. (2089)
INTERESTING RILEY-BASED SPECIAL. Richard Mead aluminium tourer body, with 1 1/2-litre chassis and engine. New black hood and tonneau, red coachwork. First registered 1946. M.o.T. until May 1970. £150 o.n.o. Tel.: 021-354 3010 (2090)
ONNAUGHT, 1948. PROTOTYPE sports racing car, MPH 329. Excellent racing history. Recently rebuilt and in immaculate original order. H.S.C.C. registered. £1,200 o.n.o. Graeme Simpson, 10 Barnwall Terrace Mews, N.W.1. Tel.: 486 6985. (2091)
MORGAN SPECIAL, LATE 1956. Square radiator, +4 TR engine. Completely stripped and repainted, extensively conditioned. 17 Orchard Way, Churchdown, Glos. Tel.: Churchdown 3245. (2092)
MARCOS MINI, 1969. THIS EYE- catching, fast, economical car in Bahama yellow, SP Sports, on mag. wheels. £420 o.n.o. 36 Bathford Hill, Bath, Somerset. (2093)
BENTLEY MK VI SPORTS SALOON. Full-flow, 1952 model; v.g.c.; recent overhaul; well shod; original tools; long M.o.T. 295. Write: J. Fennell, 2 Follat Close, Vantage Berks. (2094)
1960 FROG-EYE SPRITE, MOTOLITA steering wheel, two new G800s, new battery and gearbox. Good condition generally. 215 o.n.o. Tel.: Chester 44722 (after 6 p.m. weekdays, any time weekends). (2095)
ALVIS SPEED TWENTY-FIVE, 1937, Charlsworth saloon; body little rough. 125. Tel.: Wymeswold 867. (2096)

FOR SALE—continued

T.V.R. VIXEN SI, 1968. REGAL RED. Chrome wire wheels. Owner going abroad. £850 for quick sale. H.P. available. Sandford, 69 High St., Stokesley, Teesside. Tel.: Eston Grange 4826 (office hours). (2098)
PORSCHE, RARE MODEL 356B CABRIO- let, coloured caramel. £495. Tel.: 01-235 7435 (evenings). (2099)
KARMANN-GHIA VW, 1958. ONE owner from new. Radio, Michelin X. Try £150. Tel.: Farnham 3398. (2100)
M.G. MAGNETTE 2B, 1958. OUT- standing example. Must be seen. Low mileage; few owners; year's M.o.T., three months' tax. Many extras. £170 o.n.o. All offers considered. Tel.: Newbury 1601. (2101)
VERY RARE 1935 TICKFORD VAUX- hall 14 h.p. tourer. Recently restored; superb condition. £250. 44 Gladstone Rd., Broughton, Chester. (2102)
1953 BENTLEY R-TYPE. MANUAL gear-change; absolutely perfect in every single detail. There is no part that can be faulted, the interior is likewise spotless. One former owner has used the car virtually only on Sundays and therefore the mileage is only 63,000. A car for the collector. Offers please, in accordance with condition, to: H. J. Moore, 5 Orchard Rd., March, Cambs., or telephone March 3107. (2103)
VOLVO P1800S, 1966. WHITE COACH- work with black interior; really beautiful and maintained to the highest degree. Motorola radio, belts. Would credit a 1968 car, £1,025. H.P. possible. Tel.: 01-804 3305 (days), or 01-363 1926 (evenings and weekends). (2104)
1931 CHRYSLER-DESOTO TWO-SEATER convertible. Sound bodily. Running order. £495. Fiat 6, 14 Crescent West, Hadley Wood, Herts. (2111)

FOR SALE—continued

1956 SUNBEAM MK III. SUPERB CON- dition. Overdrive, maker's oil pressure, recent new gearbox and clutch, original tools, workshop manual; taxed and long M.o.T. £150. Seymour, Tel.: Holmer Green (Bucks.) 3597. (2105)
VERY PRETTY CLASSIC. BELIEVE only 200 built. Deserves good home. Jaguar Mk. V 3 1/2-litre, one-family owned; under 35,000 miles, log book to verify. Original tools, handbook, workshop manual, good oil pressure and tyres. Rear half of body and hood needs more time and attention than I can afford (no accident damage). M.o.T., taxed year. Say £300. Seen London, S.W.3. Box 2155. (2106)
M.G.-A 1600, 1960. RED. HARD/SOFT, tonneau, radio, heater; mint condition throughout. £400. Tel.: 01-467 3715. (2107)
MORGAN PLUS 4. REBUILT COM- pletely. £570. Full details apply: J. Bissett, 17 Ivel Court, Leitchworth, Herts. (2108)
1963 MORRIS COOPER. ORIGINAL smoke grey with white roof. £175. Tel.: Nazeing (Essex) 3359. (2109)
VERY RARE 1935 BENTLEY 3 1/2 streamline saloon. Still for sale due to let-down. £485. Box 2156 (London). (2110)
1935 3 1/2-LITRE DERBY BENTLEY. Good chassis with open four-door touring Tickford body, fold-flat windscreen, ready to mount on chassis. Also SA M.G. chassis complete and saloon body for Derby Bentley. £575 the lot. Kennedy, 2 Barton Rd., Luton. Tel.: 23640. (2112)
RILEY 1 1/2 RMA, 1951, IN ORIGINAL and excellent condition complete with mascot and workshop manual. Probably one of the finest examples of its type. Laid up for last year but will willingly put on road for genuinely interested enthusiast or collector. £250. Dr. Hawkins. Tel.: Witney 4310. (2113)

FOR SALE—continued

JAGUAR 2 1/2-LITRE 55 MK. V, 1949, sport saloon. Two owners. Coachwork and chromework restored; sun roof, fog and spot lamps, maker's oil pressure; M.o.T. Sept., 1970. Approximately £200 spent on renovation; photos available. Must be best in England. Engine and interior in good condition. Everything is in original condition, no modifications! £295. o.n.o. Tel.: 01-229 0882 (Bayswater) (evenings and Sunday morning after 11 o'clock). (2114)
SPITFIRE MK. II, 1965. RED. HARD- top, soft-top, tonneau. £380. Cameron. Tel.: Berkhamsted 6481. (2115)
1962 LOTUS ELITE SE/S2, BRISTOL body. Fitted with rebuilt Stage III Climax FWA engine, Webbers, ZF oil cooler, long-range fuel tanks. £525. Tel.: GUILTBOROUGH (Northants) 241. (2116)
LOTUS EATER! CORTINA SAVAGE TO 1600E specification; Oct., 1968. Motorola radio, Selmar alarm, also electrical cut-out switch, chrome wheels, new G800s, new Lotus exhaust system. Just back from Jeff Urens after complete service and check-over, including modified engine mountings, new radiator and starter motor, etc. Apart from speedo reading of 14,000, virtually as new. Fabulous oil pressure (over 50 lb. when hot, 40 lb. at tickover). Definitely unpranged. Will reluctantly part in exchange for £1,295 or GT/1600E/2000E with cash adjustment. H.P. could probably be arranged. Hook. Tel.: Romford 60344. (2117)
M.G. PA, 1934. EXCELLENT EXAMPLE of this rare car. Original engine, etc., recently rebuilt. Nearly all original. £225 o.n.o. 25 Woodcote Rd., Leamington Spa. Tel.: 23473. (2118)
MERCEDES 190SL, 1960. HARD-TOP. White. Radio, safety belts, new clutch; very attractive model. £595. Would take saloon car as part payment. Tel.: 01-778 9563. (2124)


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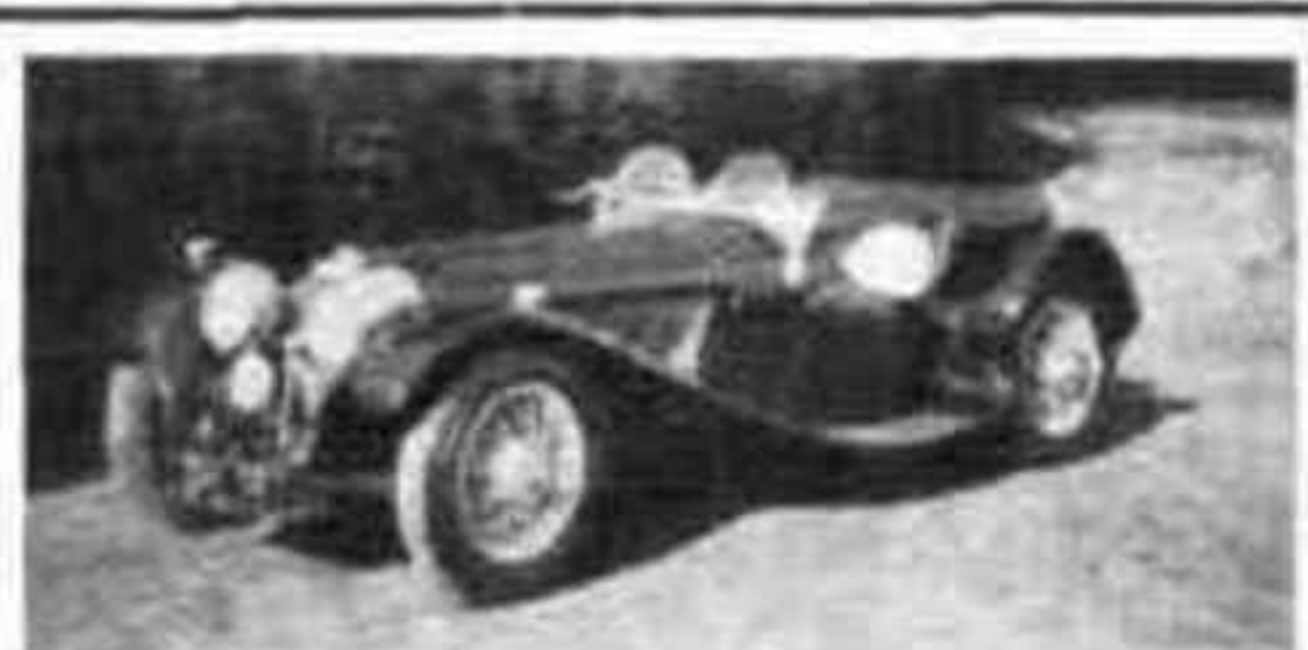
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FOR SALE—continued

ASTON MARTIN DB4 CONVERTIBLE, 1963. Regal red metallic. New hood, new high-speed radial tyres, taxed Jan., 1971; full Ministry tested; radio air horns, overdrive. Complete car overhauled 1,000 miles ago. Almost as new condition bodily and mechanically, basic renovations, new pistons, liners, mains, shells, etc. Gas-flow head-ports, overhauled gearbox, carbs., dynamo, steering, brakes and starter, new clutch, water pump. No expense spared. £1,350. Genuine enquiries. Consider part exchange. Apply: Breach, The Banks, Mountfield, Robertsbridge, Sussex. (2170)

1922 WOLSELEY, SUITABLE FOR restoration. Complete chassis, some body parts. Offers to: D. Gould, Tel.: 01-648 6260 (Morden, Surrey). (2171)

M.G.-B GT, NOV., 1966, WHITE, OVER-drive, wire wheels, Webasto sun roof, Motorola radio with electric aerial, under-sealed when new. Very fine condition throughout. £795. Smith, 1 Aston Park, Aston Rowant, Oxfordshire. Tel.: Kingston Blount 372. (2172)

1965 CORTINA GT, £395, RED WITH black interior. Four doors. Host of extras, including two-speaker radio; taxed Dec., 1970; M.o.T. Feb., 1971. Delivery of company car forces sale of this one-owner treasured car. Tel.: Maidenhead 29943. (2173)

MERCEDES 190SL, EXTENSIVELY RE-newed. Reasonable price. Tel.: Castle Caerinion 217. (2174)

CITROEN D.W., 1964, METALLIC PALE blue, tan interior. This car is above average. Two owners. £425. Tel.: Castle Caerinion 217. (2174)

ALFA ROMEO 2600 SPIDER, R.H.D. Red. Bodywork, chrome, mechanics all excellent. £750. Tel.: Wokingham 1353 (evenings). (2175)

1959 JAGUAR XK150 F.H.C. SIGNAL red. In wonderful condition mechanically and appearance. £800. Eric Whatton, Cleveland House, Hartwell, Northampton. Tel.: Roade 465. (2176)

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TR4A, 1966, CLEAN, GENUINE, IN white. Overdrive; 47,000; company car, etc.; forces sale. Realistic offers in the region of £580 please. H.P. could be arranged. G. W. White, 4 Main St., Newton Burgoland, Leicester. (2178)

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TIGER, I AM ANXIOUS TO SELL MY 1965 Tiger and replace it with a newer model. Fabulous to drive, very roomy yet it will see off an E-type! Green; hard-top and good tyres; 1560. Selway, Tel.: 01-245 9156 (office). (2182)

ALFA ROMEO 1600G TC, 1966, RARE bird. Bluetone, Excellent. £850 o.n.o. Tel.: Hartlepool 66688. (2183)

M.G. PA OCCASIONAL FOUR-SEATER, M.o.T. New hood and sidescrns, battery. Very good condition; many spares. Offers. Tel.: 051-625 5001 (evenings). (2184)

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HEALEY 3000 MK. III, 1965, RED, NEW hood and complete exhaust system; overdrive, rebuilt wire wheels, n.i. spots, extras. £650. Tel.: Sevenoaks 52955. (2188)

BRISTOL 402 2/4-SEAT CONVERTIBLE. Alloy body; good condition. £195. Some spares also available. 38 Grangeway, Handforth, Wilmslow, Cheshire. Tel.: 24690. (2189)

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1960 XK150S F.H.C. EXTENSIVELY RE-built mechanics, body and interior, now in first-class order. Dark blue repaint with black vinyl roof. New black hide interior, carpets and head-lining. Chrome wires, radio and all desirable extras. Very fast classic car. 1650 Sward, Harford Cottage, Church Lawford, Rugby Warwicks. Tel.: Wolston 2255. (2193)

SPITFIRE III, 1968, "G" REGISTRA-tion, Wedgwood blue; 19,500 miles. Soft-top, Ashley hard-top, radio, air horns, steering lock, etc. £675 o.n.o. Briggs, 14 Mapleton Rd., Hobb Lane, Hedge-End, Southampton, or telephone 01-584 9341 for information. (2194)

LOTUS ELAN, 1967, FIXED HEAD coupé special equipment; radio, knock-ons Firestone Sports. Kenlowe fan, white with black interior, 1945. H.P. possible. Exchange considered. Tel.: 01-446 0235. (2195)

JAGUAR MK. VII M-TYPE, 1956, ONE owner from new; 38,000 recorded miles. In original condition; stored. Investment at £275. Tel.: 01-446 0235. (2195)

VANDEN PLAS 1300, DARK GREY, Just 12 months old; only 7,500 miles. Heated rear window. Excellent condition. 1940. Tel.: 01-BAY 2955. (2196)

ASTON MARTIN 15/98 2-LITRE, 1938. Very good condition body, mechanics, new tyres; M.o.T. 1980 o.n.o. 3 Giebe Rd., Chcam, Surrey. Tel.: 01-642 6124. (2197)

GT CORTINA, 1965, SPECIAL CUSTOM-ised reconditioned engine; 14,000 miles; new radiator, dynamo, starter, battery, full competition suspension, Adjusterides, etc., rally and road tyres; 5½Js. Bodywork with flared front arches, resprayed metallic glade green, silver fox flashes, matt black bonnet, and vinyl roof, interior lavishly upholstered in black with sepele mahogany trimmings, new carpet, sound proofing and real bucket seats—originals available—rally wheel, radio; many extras. Genuine reason for sale. £535 o.n.o. H.P. possible why? Tel.: 01-567 1664. (2198)

1947 BUICK 4.1-LITRE STRAIGHT eight saloon; radio, new exhaust and headlamps; M.o.T. certificate. Clean and sound. £200. Faarc, Trent View, Carlton-on-Trent, Newark, Notts. (2204)

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 1964 COOPER S 1,071 C.C. ABSOLUTELY immaculate. B.R.G. 1 1/2 in. carbs, lightened and balanced, rev-counter, bucket seat. Many extras. £325 o.n.o. Tel.: 01-688 5012. (1985)
 VISUAL PRESSURES OF TIME AND pace force me to offer a 1933 Bentley 1/2-litre chassis B 9AE. Only the fifth made, and I believe the second earliest still intact. Still with the (more attractive) prototype instruments and dash layout. Lightweight aluminium saloon body. Shabby but leasing. Offers on £300. Don't come round looking for a cheap Bentley—this is an important little car. Clark, Seend Park, Wilts. Tel.: 038-082 215. (1986)
 ASTON MARTIN DB2/4. GUNMETAL. Blue hide interior, spots and reverse lamps; 10 m.p.g. Excellent example of superb performance car becoming rare. New HV 6 carburettors, tyres, bumpers. £550. Inspection welcomed. 18 Langham Rd., Teddington, Middx. Tel.: 01-977 6852. (2199)
 LOTUS ELAN 54 D.H.C., 1969. ROYAL blue (registration number XLA 1G). Perfect all-round condition. £1,290. Tel.: Drington 23966. (2201)
 SILBERN 1800, NOV., 1965. OIL cooler, overdrive, radio, fully adjustable seats. £675. Tel.: 01-998 5587 (Ealing). (2202)

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M.G. ZB MAGNETTE, 1958. WELL cared for. New tyres, new headlamps, radio. £90. Tel.: Caton (Lancashire) 351 (evenings). (2203)
 SINGER 4AD ROADSTER, 1955. RED. Good all-round order. Excellent weather equipment, heater. £130. 8 Victoria Rd., Maldon, Essex. (2205)
 JAGUAR MK. V DROPHEAD, 1951. Bills for extensive work mechanically and bodily; original interior; stored for some time. £375. Tel.: 01-446 0235. (2206)
 MAGNIFICENT PAIR 1928 WOLSELEY straight-eight cars. Identical chassis. Concours trim, exceptional original condition. Excellent running order. Vast quantity of spares. Unique opportunity to purchase last remaining examples of this very unusual model. Will accept £3,500 o.n.o. for the lot. Edwards, Trobridge, Broad Oak, Heathfield, Sussex. Tel.: Heathfield 2918. (2207)
 JAGUAR 1 1/2-LITRE, 1946. IN EXCELLENT condition; 79,000 miles since new; known history; original tools and owner's handbook. Body particularly fine; recent complete overhaul of engine and rear axle; new and used spares available. M.o.T., taxed. £209. J. B. Wilson, 22 Scotland St., Edinburgh, 3. Tel.: 031-556 7691. (2209)
 TR3A. OVERDRIVE, WIRE WHEELS, exhaust manifold, oil cooler, hard/soft-tops, tonneau, spots, radio, air horns, etc. £295. Tel.: Ruiship 35041 (after 6 p.m.). (2211)

FOR SALE—continued

T.V.R. VIXEN 52. SUPERB MID-1969, with radio, alloy wheels, adjustable suspension, Tuscan bonnet, Jag. metallic light blue. Only £1,025. Tel.: 01-902 8846 (day), 01-727 3300 (evenings). (2208)
 AUSTIN HEALEY 3000 MK. III, 1964; 32,000 miles; overdrive, wire wheels, Radio-mobile, XAS, etc. Metallic blue. Unmarked and immaculate. Offers or exchange similar E-type, Elan, T.V.R. Box 2161. (2210)
 1959 TR3A. WHITE, BLUE LEATHER; two owners from new. Fine example of the marque. £250. Raynes, "Gingerbread", Springswood Place, Shipley, Yorks. (2212)
 BLACK MORGAN 4/4 COMPETITION, 1965. Immaculate condition. Radio, safety belts, two tonneaux, wire wheels, etc. £665 o.n.o. 1 Queens Gdns., Barnsley. Tel.: 81226 (work) or 2062. (2213)
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 1967 BOND EQUIPE, 1,300 C.C. Triumph Spitfire engine; 27,000 miles. This eye-catching GT car is finished in red with black interior, A.A. report, plus Crompton tune available. Fitted full instrumentation. New radial tyres and 4 1/2 J wheels. 4,000 miles ago. £535. Apply: T. Savage, 14 High St., Old Oxted, Surrey. (2215)
 TRIUMPH ROADSTER 1800, VIRTUALLY restored, resprayed; engine, steering, brakes rebuilt. A magnificent car. £185 o.n.o. Tel.: Tarpotley 607. (2216)

FOR SALE—continued

ASTON MARTIN DB3 CONVERTIBLE. Mint condition. Engine overhaul, spare suspension legs, new hood, Turbospeeds, air horns, spots, woodrim wheel, new chrome, hood bag. Blue chip investment. £675. Grange. Tel.: 061-224 4987. (2217)
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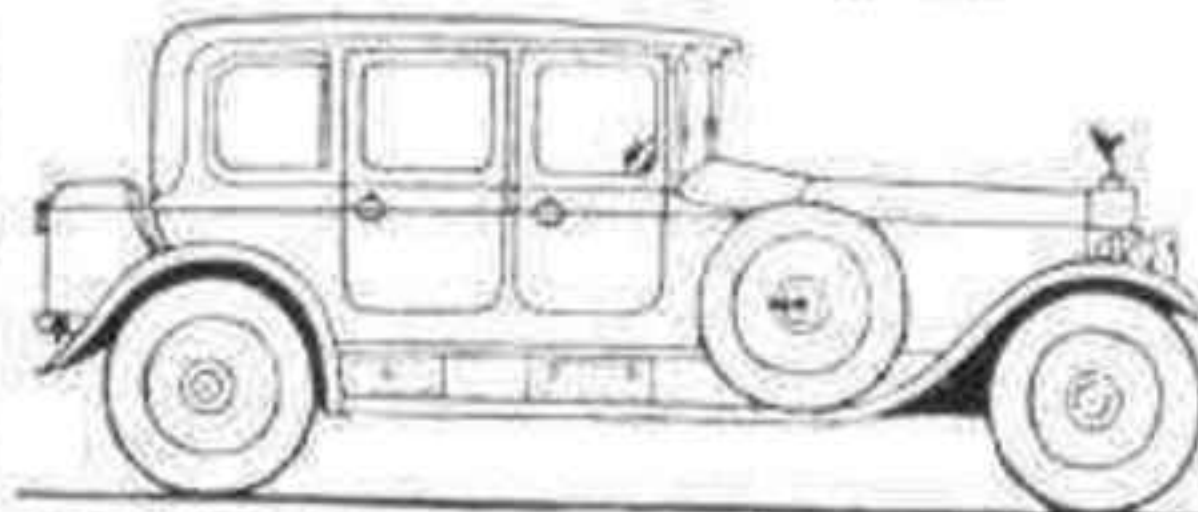
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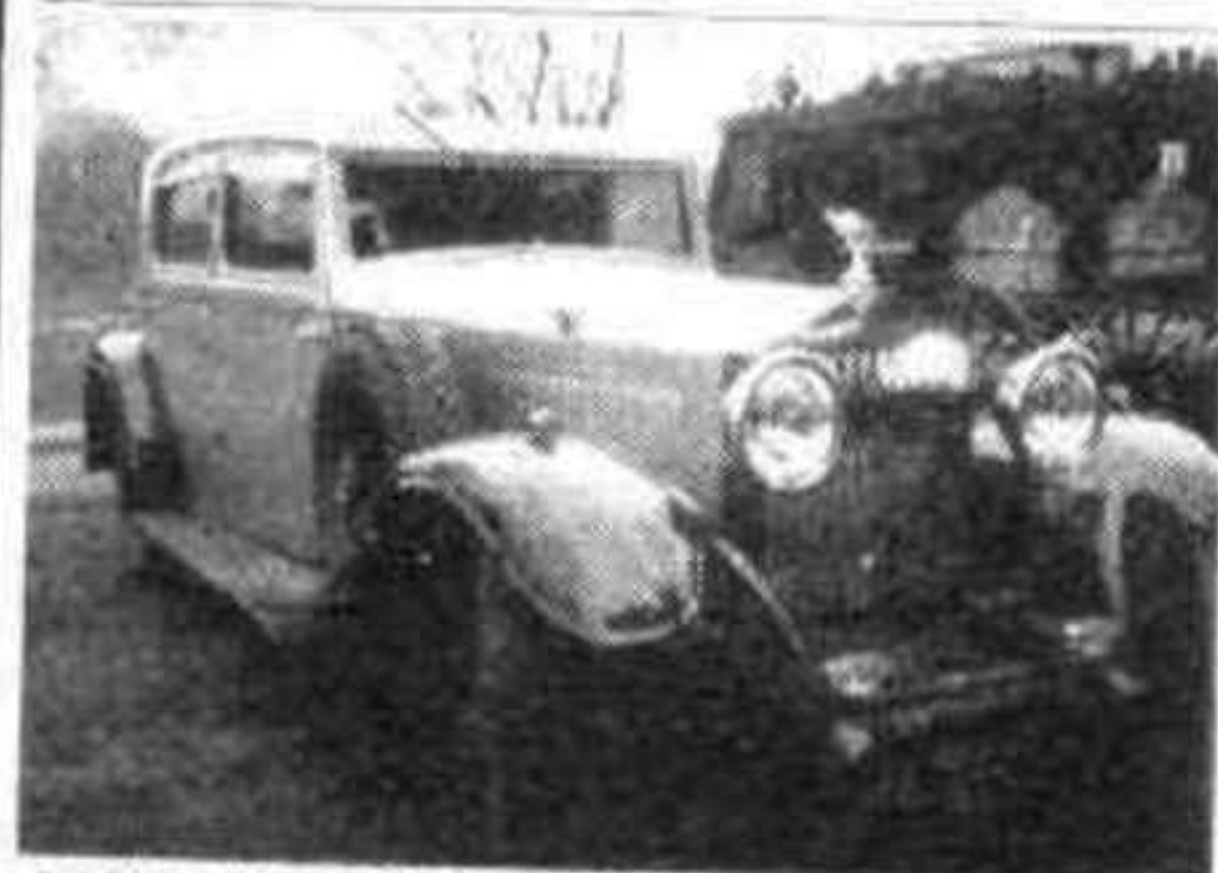
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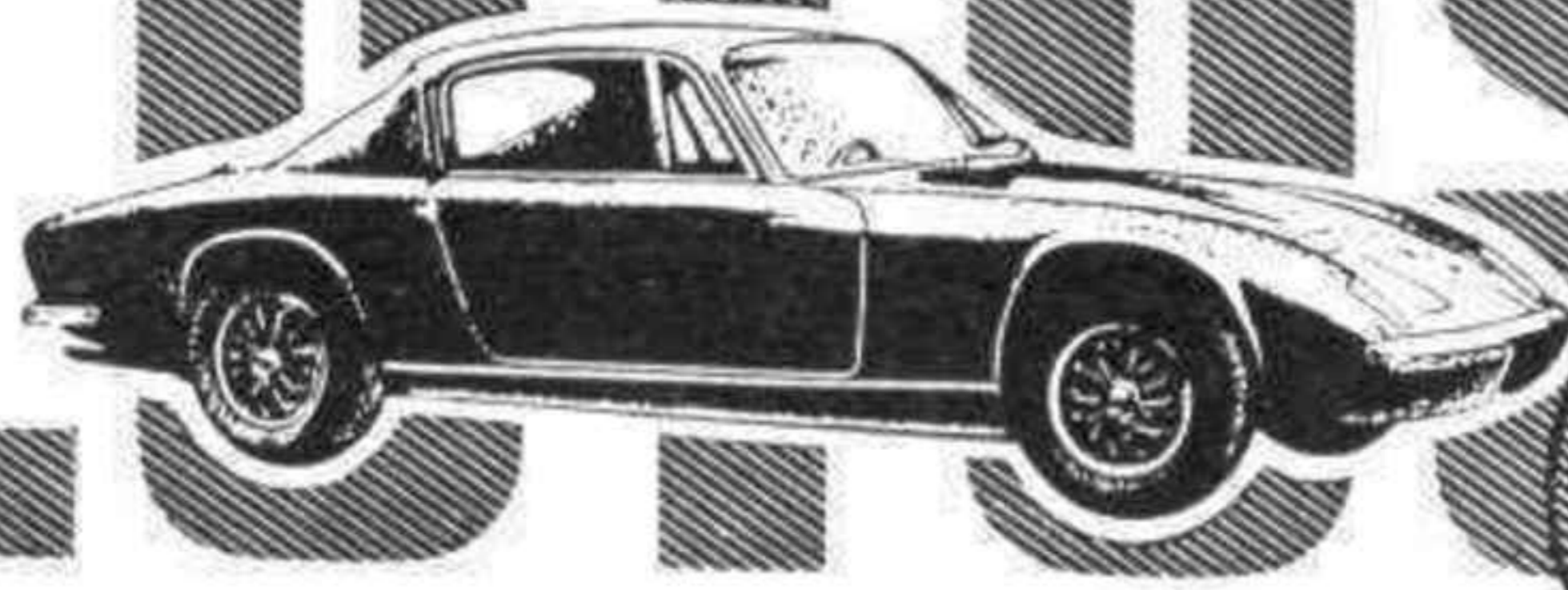
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ROVER 60, 1958. T/GREY. EXCELLENT. Four spares. 26 m.p.g. Geologist emigrating. £225 o.n.o. Tel.: Chesterfield 78934. (2344)
BLACK 1954 1-LITRE RILEY, RME. M.O.T. till November. £75 o.n.o. Tel.: Bolton 51828. (2345)
PORSCHE 356B, 1961, COUPE, RED. S90 spec., new (not recon.) S75 engine and Konis 15,000 ago, XASs, Blaupunkt with matching shortwave adapter, usual extras. Recent respray — immaculate condition. Ready 15th after thorough overhaul by concessionaires. L.H.D. hence £620 o.n.o. Exchange 1969 VW. Tel.: 051-STO 3137. (2346)
1957 TRIUMPH TR3, RED. HARD/SOFT-tops, overdrive, heater, 64-spoke wire wheels, wood-rim; overhauled front suspension, steering and clutch. Works reconditioned engine 15,000 miles. £195 o.n.o. C. John, 35 Cathays Ter., Cathays, Cardiff, S. Wales. (2347)
RILEY GAMECOCK, 1932, 2-SEATER OPEN tourer in good condition bodily and mechanically. New hood and seats. Price (including large quantity of useful spares), £425. Tel.: 021-705 4694 (Warwickshire). (2348)
HEALEY 3000 Mk. II, 1962. METALLIC BLUE Hard/soft-tops, tonneau, wires, Cinturatos, overdrive. £375, or exchange for Cooper S. '64ish, plus cash. Tel.: Mr. Philpot, 01-486 9911 (day), 01-524 1530 (evenings). (2349)
A.C. ACECA, EXCELLENT CONDITION. Good tyres, plus four brand new 550-16. £650. Evans, 5 Meynell Ave., Guisborough (Tel.: 3295), Yorks. (2350)
FERRARI V12 3-LITRE, R.H.D., 2+2, 1962. Fantastic performance. Beautiful thoroughbred car. Good investment. £1,400. H.P., part exchange mass-produced car. Details: Tel.: 021-556 2261 (office). Aldridge (Staffs) 51938 (home). (2352)
VW, 1955. MECHANICALLY FAIR FOR AGE Body poor. Might suit buggy builder. Offers. Box No. 2181. (2357)
JENSEN 541, 1956. EXCELLENT THROUGH-out. £360. 107 Station Rd., Colehill, near Birmingham. (2358)
AUSTIN 7 SPECIAL. SOUND CHASSIS. Austin 7 transmission, gearbox 4-speed synco. 1936 3-bearing engine with standard pistons. Will sell whole, £40 o.n.o., or break for spares. Christ Vallance, 77 The Quay, Aylesford, Kent. (2359)
M.G.-A 1600 MK. 2 ROADSTER, REGIS-tered 1962. Iris blue. Luggage rack, heater, badge bar, near new Cinturatos. Spare unused. Oil 60 p.s.i.; 32 m.p.g. Very fast and reliable. Condition above average. £300. Campbell, 3 Amptill Rd., Silsoe, Beds. Tel.: Silsoe 533. (2360)
MERCEDES 190SL, MID-1960. WORKS serviced 62,000, hard-top, new carbs., shockers, brakes, exhaust, Cinturatos, undersealed. New M.o.T. £650. Tel.: 07-961 3527. (2362)

FOR SALE—continued

FORGET THAT M.G.-B. BUY MY 110-m.p.h. Gilbern 1800 GT, 1966, four-seater. Reconditioned engine, overdrive, wires, Restalls. B.R.G. £710. Avann, 31 Ryehills Drive, Marske-by-Sea, Redcar, Teesside, Tel.: Middlesbrough 45294 (work). (2361)
MARCOS 3-LITRE, BAHAMA YELLOW Nine months old, as new, only 8,000 miles. £150 extras. H.P. arranged. £1,545. Tel.: Staines 57607. (2363)
LAGONDA 16/80 "S", 1932, 2-LITRE. WEY-mann saloon. Recellulosed B.R.G., black cycle wings, fabric top; rewired, new tyres. New M.o.T., tax. Stored 10 years, much history. Interior entirely original, mechanically excellent. Rare car in exceptional condition. L.O.C. member purchased another Lagonda. Bargain. £455. Tel.: Brighton 43462. (2364)
VAUXHALL 23/60 TOURER, 1924. RUNNING order. Requires complete restoration. Sound bodywork. One owner until war. Externally very similar 30/98. £850. Box 2182. (2365)
1965 ALFA ROMEO 2600 SPRINT, 40,000 miles, fully documented history. £785. Tel.: Marlow 2097. (2366)
ARMSTRONG SIDDELEY SAPPHIRE manual. Two owners only. Rust-free blue coachwork. Unspoilt interior. Faultless mechanics. Radio. Newish tyres. M.o.T. Immaculate throughout. £195. Tel.: Orpington 27825 (evenings). (2367)
SUNBEAM 90 (SUPREME) MK. III, 1955, saloon, holly green. Body, trim and mechanically in superb condition, low mileage, two owners; heater, radio, many other original extras. Full history. M.o.T. £225 o.v.n.o. Details: Tel.: Peterborough 4788. Doughty, 10 Lynton Rd., Peterborough. (2368)
ROLLS-ROYCE, 1934, 20/25 PARK WARD owner-driver saloon. Four-door, four-light. Fabric top. £680. The Coach House, Cranhams Lane, Cirencester, Glos. Tel.: Cirencester 2855. (2369)
TR4 DOVE GT 4-SEATER (NOT HARD-top), 33,000 miles. White, green flash. Perfect mechanically, superb car. Garage maintained, full service history. £600 o.n.o. Tel.: Midhurst 2897 (evenings) (Sussex). (2370)
M.G.-A 1500. WHITE, W/W, RADIO, SPOTS, new "X"s, low mileage; body in good condition. Reluctant sale, owner emigrating. £240 o.n.o. Tel.: Bracknell 3111, ext. 338 (day), West Forest 5031 (evening, 6-7 p.m.). (2371)
1926 ROLLS-ROYCE 20-H.P. CHASSIS, low-rake steering, complete running order. Instruments, lights, klaxon, handbook, mascot. £500 o.n.o. 1937 25/30, elegant Windover sports saloon, sun-roof, original and unspoilt. £1,200. Tel.: Biggin Hill 2456. 452 Main Rd., Westerham. (2372)
JAGUAR XK150 3.8 D.H.C., 1960. GREY. Overdrive, radio. Present owner five years; now car too small. Tel.: 01-248 3280, ext. 127, or Brentwood 224246. (2376)

FOR SALE—continued

ROLLS-ROYCE 20/25 BARKER OWNER- driver saloon, 1935. Excellent condition. £1,150 o.v.n.o. Exchange 2-litre Aston 2/4-seater and cash. Box 2162. (2227)

MERCEDES 190SL, SILVER BLUE. GOOD condition. Well looked after. £350 o.n.o. Tel.: 930 7007, ext. 310 (day). (2314)

RILEY, 1953, RMA 1. ONE OWNER FROM new. Burville reconditioned engine, M.O.T. Licensed. Really beautiful appearance. First £195 secures. Tel.: 204 0210. (2315)

1938 HUMBER PULLMAN BY THRUPP and Maberly. Used extensively in British films. Aluminium body in immaculate condition, upholstery unmarked; leather in front and cloth to rear. Very well shod, spare on wing. Chassis fantastic, engine excellent. Genuine 55,000 miles. All original. Ministry of Transport test 1970-71. Photographs available. Offers over £425. Thompson, 22 Edenhurst Ave., Hurlingham, London, S.W.6. (2316)

SAAB 96 V4 DE LUXE, "F" REG. IMMACU- latedly finished in red. Mechanically perfect. Headrests, Q.I. fog/spots: five new radials. Maintained to the highest standards. £675 o.n.o. Tel.: 01-504 8481 (Woodford Green). (2317)

BENTLEY R-TYPE CONTINENTAL, BC series, 1954, manual. Resprayed regal red, Brakes refitted. For sale £2,800, or exchange veteran car, or vintage Delage, Bugatti. Tel.: Lardin Links 469 (evenings). Millar, Park House, The Temple, Lower Largo, Fife. (2318)

1938 MORGAN VICTOR RACING SPECIAL, white with blue upholstery. Exhibition condition. Collector's item. £550 o.n.o. Tel.: Shipston-on-Strour 446. (2319)

MONACO NORTON SPRINT 500 SPECIAL. Built during 1946 for George Hartwell by Monaco Engineering. Many competition successes. Class record at Brighton. Unused since rebuild. Some minor assembly still required. Twin-camshaft engine. Some spares. £375. Box 2178 (Kent). (2320)

M.G.-B, NOV. 1965. LIGHT BLUE. H/SOFT tops, w/wheels, p.b. radio, undersealed. V.G.C. £500. Tel.: Polegate (Sussex) 3719. (2321)

1952 ALVIS TA21, FITTED WITH TE21/100 engine. Bodywork and mechanics in very good condition. Offers. Wanted: Reg. No. JRB, RAB, RB, JB, with distinctive number. Tel.: 029-881 2469. (2322)

BRISTOL ENTHUSIAST MUST SELL 406, immaculate. £750. 405, immaculate, £650. 402 and Alvis Beetleback, offers. 400, reasonable. £150. Also many spares, including recon. 95/100 Series engine, gearbox, cylinder head. All reasonable offers considered. Tel.: 021-2220 or 01-450 6176. (2323)

1936 RILEY LYNX 12/4 TOURER, IMMACU- late condition, completely rebuilt. Black coachwork with red "Conolly" hide upholstery. Best offer or exchanges considered. Tel.: Barry 2763. (2324)

E-TYPE JAGUAR, 1964, F.H.C. CARMEN red. New Motorola radio, G8000 tyres, heated rear window. Very low mileage. Immaculate condition. £875. Tel.: Tiptree (Essex) 446. (2325)

BIG HEALEY (1959 BN6), IMMACULATE IN metallic ice blue with dark blue hood, interior and tonneau. Excellent mechanical order, overdrive. Taxed, M.O.T. £260. Tel.: Sturminster Newton 432 (Dorset). (2326)

M.G. TD2, 1952, B.R.G. ENGINE, GEAR- box, clutch, carbs., dynamo, steering, brakes overhauled. Chrome good, body fair. Interior trim good. Heater, tonneau, £350. M.O.T. Taxed. Tel.: 01-940 0052. (2327)

SUPERB AND UNUSUAL ALFA ROMEO Giulietta Spider Veloce, late 1962. Two owners. Farina hard-top and soft-top. Left-hand drive. Excellent mechanically and bodily. 20,000 miles since engine overhauled. Italian red with black trim. Always garaged and carefully maintained. Owner buying larger car. Nearest to £360. Tel.: Watford 26109. (2328)

1928 ROLLS 20 RUNNING CHASSIS PLUS spares, new tyres. £380. Blight, Tel.: Beaconsfield (Bucks.) 2443. (2329)

ROVER 90, 1956, 58,000 MILES. MECHANIC- ally sound, body rust requires attention. Best offer. Tel.: Eastbourne 53383. (2330)

JAGUAR XK140 F.H.C., DARK GREEN with matching trim; 2,000 miles since engine overhaul. Car in superb condition. Never been damaged, completely original. Bargain: £295. Tel.: Robertsbridge 650 (Sussex). (2331)

1968 TOYOTA 1600S COUPE. RARE quality car in Venus gold offering outstanding performance and comfort. Reclining seats, tinted glass, self-seeking radio, etc. Spares readily available. £725. Tel.: Hertford 4525. (2332)

ASTON MARTIN DB4, SERIES V. BLUE, red interior, overdrive, radio. Above average condition. £1,300. Tel.: 01-504 3930 (daytime), SL 43202 (evenings). (2333)

1962 SUPER 75 PORSCHE, WHITE. IMMA- culate, with rebuilt engine. £610. Also racing car trailer with 2-in. hitch, £60 or offer, and towing vehicle if wanted. Austin Champ, at £75, or £125 the pair. 5 Sene Park, Hythe, Kent. Tel.: 0303 68505 (evenings), 51206 (daytime). (2334)

A.C. GREYHOUND, 1963. ONE OF THE last made. Ch. BEF 2580, 2-litre, six-cylinder, overdrive on all four. £777. Part exchange 4-door saloon. Tel.: 01-373 9740 (evenings). (2335)

TWO DROPHEADS. 1939 ALFA ROMEO 6C 2500, unusual and fast car requiring no attention. Taxed, M.O.T. 1954 3-litre Lagonda, power hood; rare car. Offers invited. Exchange considered Rolls or Bentley. Tel.: 061-330 1113. (2336)

MORGAN 4/4 COMPETITION, JUNE 1969. 9,000 recorded miles: White, black leather buckets. Wire wheels, radials, full and half tonneaux. Reluctantly offered for sale at £1,100 o.n.o. Owner leaving country. Dave Monaghan, Tel.: Kidlington 2779 (Oxford). (2337)

AUTO UNION AUDI VARIANT, 1967. Attractive estate, G8000s, Mercedes engine, Volkswagen finish. Excellent condition throughout. Java green; black top. Must sell, company car supplied. £600. Hazzard, 6 St. Albans Rd., Hemel Hempstead, Herts. Tel.: 56279. (2338)

WHITE BENTLEY, £350. "R"-TYPE, GOOD condition. Tel.: Verwood 2340. (2339)

FOR SALE—continued

A.C. BUCKLAND, 1950, 1,991 C.C. S.O.H.C., three S.U.s; engine 20,000 miles. Aluminium coachwork; recent hood, tonneau, tyres, battery, water pump, petrol pump, instruments. 22 m.p.g. £220. D. P. Smith, 2 Julian Rd., Ivybridge, Devon. (2334)

WANTED

MORGAN, £500 CASH FOR GOOD EX- amplic. Tel.: 021-705 8201, extension 41. (1759)

A.C. BRISTOL ACECA, 1957-1958-1959. Non-runner also considered. Answer: Paul Tucum, 19 Rue Diderot, 47 Agen, France. (1760)

ALFA ROMEO 1750 TOURER AROUND 1930 wanted. Only original and complete items are invited. M.O.T. requested. Spares welcomed. Cash payment. Box 2131. (1802)

BENTLEY, 1934-1940. GOOD BODY, mechanics of no importance. Needham, 82 The Straits, Gornal, Dudley, Worcs. (1827)

JAGUAR XK D.H.C. REQUIRED. LOW mileage Mk. X, plus cash, offered in exchange. Needham, 82 The Straits, Gornal, Dudley, Worcs. (1827)

"VETERAN AND VINTAGE" MAGA- zine. All Volume 1, Volume 2 Nos. 1 and 2, Volumes 5 No. 1, Volume 6 No. 10. Box 2133. (1834)

SSD OR SD 1 OR LOW REGISTRATION number required. Tel.: Bookham (Surrey) 5373. (1849)

RVJ OR RJ REGISTRATION WITH IN- teresting number. Tel.: 01-504 6688. (1850)

ROLLS 20 H.P. TOURER OR DOCTOR'S coupé or landaulette. Good price paid for original car in first-class condition by private buyer. Box 2137. (1851)

ROLLS-ROYCE D-BACK LIMOUSINE. Maximum £1,000. Box 2138. (1852)

RJD 1, RD 1, APC 1 OR ANY LOW number. Up to £15 paid. Tel.: 01-648 4451, or 01-732 0392. (1853)

SPITFIRE MK. II OR III. CASH. Private buyer. 255 Hinton Way, Great Shelford, Cambridgeshire. (1854)

FOR M.G. K3, MARSHALL 85 OR Powerplus 9 supercharger, radiator shell, close-ratio ENV presselector, plus many smaller parts. Good price paid for any engine/chassis spares. Require M.G. K2 complete car, wish to re-purchase ALH 540, Ross, 22 Esby Lane, Great Ayton, Mid-dlesbrough, Teesside. Tel.: Gt. Ayton 2168. (1855)

LOTUS 7 BODY AND CHASSIS. ANY- thing considered. A. Lincoln, Battleflat, Bardon Hill, Leicester. (1856)

M.G.-A TWIN-CAM ENGINE, C.R. BOX, anti-roll bar assembly, inc. front chassis extension and lower wishbone assembly and spring pan, heater, engine and transmission parts also considered. Cpl. Wells, Officers' Mess, Streatlam Camp, Barnard Castle. Tel.: 3453. (1857)

"MOTOR SPORTS" WANTED, JAN., 1930; Dec. 1932; April, 1939; Jan., 1943; April, 1945. Also any 1920s and 1930s copies. Box 2139. (1858)

STOPWATCH WITH SPLIT-ACTION mechanism for impetuous young enthusiast. Livingston. Tel.: Airdrie (Lanarkshire) 62556. (1859)

WANTED: J.A.P. OR MATCHLESS o.h.v. water-cooled vee twin engine for Morgan three-wheeler. Also original steering wheel, dashboard instruments and vee windscreen frame. R. W. Green, 22 Hayworth Rd., Leicester. (1860)

REGISTRATION NUMBER GBM, GM, JEF with low or distinctive number or CER 1. Morris, 267 Bradford Rd., Moor-end, Cleckheaton, Yorks. (1861)

WANTED: HOOD STICKS FOR 1948 Triumph roadster. Also left-hand rear screen bracket for same. Westall, 47 Wash Rd., Hutton, Brentwood, Essex. (1862)

FERRARI YEARBOOKS, 1952 TO 1955 inclusive, to complete collection. Sir Anthony Stamer, 76a High St., Long Crendon, Aylesbury, Bucks. (1863)

ROLLS-ROYCES, ALL AGES, BODY styles. Must be in good condition. Particularly interested in P. II models. Richard S. Brown, Corydon, Indiana, U.S.A. 47112. (1864)

WANTED: REGISTRATION P. PC, PJC, low number. Tel.: South Ockendon 4294. (1866)

CG OR CCG REGISTRATION NUMBER required with low or distinctive number. Offers to: GQP, P.O. Box 74, Wrexham, Denbs. (1867)

WANTED FOR 1922 VAUXHALL D/25: Shop manual, Lancheater balancing gear, water pump assembly, radiator cap. Air mail replies. R. Farrant, 24 George Henry Blvd, Willowdale, Ontario, Canada. (1868)

LEA-FRANCIS EIGHTEEN 2½-LITRE saloon for cash. Good condition preferably. Box 2140. (1870)

ROAD-GOING FORD GT40 WANTED. Siegfried Schneider, 2 Hamburg 56 Wittenbergener Weg 39a. Tel.: 0411 814646. (1935)

M.G.-A TWIN-CAM WANTED FOR breaking or rebuild. R. Canby, 5 Churchill Close, Hartley Wintney, Hants. Tel.: 2025. (2433)

LANCHESTER 40 H.P. RADIATOR WAN- ted, urgent. Will purchase or swap two Rolls-Royce radiators, 251 Clifton Drive South, St. Annes, Lancs. (1869)

DAMAGED CARS, SPORTS, SALOONS, vintage, or unbenet ones wanted urgently. Absolutely anything, any condition. Cash. Tel.: 01-464 2005 (any time). (1871)

M.G.-B NEW B.M.C. DETACHABLE hood. Black, with frame. £10. 81 Park Rd., Manchester 8. Tel.: 061-480 3540. (1989)

REG. NO. REQUIRED. DBE 1 OR SIMI- lar. Alternative BET 1 or BET with another number. Emery. Tel.: 01-478 8011. (2022)

WANTED—continued

ASTON MARTIN DB4 GT. CONDITION immaterial. Have DB4 to trade or would buy outright. Tel.: Formby (Lancs.) 72778. (2034)

MARSHALL SUPERCHARGER INSTAL- lation complete for M.G. TC. Mackintosh, Beech Cottage, Elvington, York. (2233)

WANTED: PRE-WAR PHOTOGRAPHS and literature on SS cars for collection. Good prices paid. Box 2165. (2234)

GEARBOX SUITABLE FOR 1934 BUICK Viceroy Straight 8. Also MKS registration with interesting number. Tel.: Bradford (Yorks.) 64239. (2235)

WANTED: OLDER POST-WAR SALOON or Estate. Mint condition. Appreciative home for cherished possession. Box 2059. (2236)

M.G. PB WANTED IN REASONABLE condition for restoration. Must be original. Mackintosh, Beech Cottage, Elvington, York. (2237)

BRISTOL CAR, ANY MODEL, ANY condition. Also engine, gearbox and back axle, or any engine parts. Please state condition and price. Box 2166. (2238)

WANTED: BLACK SOFT HOOD AND frames to fit Series IV Alpine GT. Tel.: Newbridge (Mon.) 598. (2239)

HALDA TWINMASTER RALLY TRIP- meter wanted. Wilks, Gay Bowers, Danbury, Chelmsford, Essex. Tel.: Danbury 3121. (2240)

MORGAN + 4 FOR CASH. ANY 1964- 1968 example. Write: Vivian Tillyard, 15 Pampisford Rd., Purley, Surrey. Tel.: 01-660 9165. (2241)

SUNBEAM TIGER, NEAR £600, WAN- ted. Must be really immaculate in all respects; engine and suspension modifications accepted; cash waiting. Tel.: 01-340 9214. 54 Talbot Rd., London, N.6. (2242)

WANTED: AUSTIN SEVEN "NIPPY", condition immaterial. Apply: J. Flynn, 144 Montrose Rd. South, Leicester. (2243)

EDWARDIAN SILVER GHOST, WAN- ted: Three-speed gearbox and transmission brake. Also trembler coil and suitable speedometer. Hancock, 1 Clabon Mews, London, S.W.1. Tel.: 01-589 4288. (2244)

WOLSELEY HORNET, 1934, WORKSHOP manual urgently required. Fairlamb, 99 Caroline Ter., Edinburgh 12. (2245)

WANTED: BUGATTI, PREFERABLY Grand Prix, alternatively Berlinetta Ferrari, similar, purchase/part exchange unique 1.275 c.c. Vanden Plas Austin Princess, 1968, almost full GT specification. 26 Kingswood Rd., Westheath, Birmingham. Tel.: 476 2012. (2246)

WANTED FOR 1932 RILEY GAMECOCK any parts, especially front wings, rear wings, running boards, and fold-flat windscreen. D. J. Allin, Knowle Farm Cottage, Ladbroke Lane, Garsard, Corsham, Wilts. Tel.: Corsham 3080 (evenings), Bath 61548 (business hours). (2247)

VC, KVC, JRC, KEN WITH LOW OR interesting number required. Cooper, Abbeywood House, Newstead Abbey Park, Linby, Notts. (2248)

UP TO £4,000 OFFERED FOR STEAM car. Will travel anywhere in Great Britain and give immediate decision. All replies treated in strict confidence. P. D. Harper, Stratton House, Lower Stratton (via Warrington), Cheshire. Tel.: Norcott Brook 411. (2249)

WANTED: 1953 RILEY 1½-LITRE SAL- oon (B.R.G. if possible but not essential). Must be in Concours condition and have done low mileage. Preferably one or two owners. No resprays or dealers. Good price offered for the right car. Tel.: Sheffield 367795. (2250)

ROLLS-ROYCE 20 OR 20/25. ORIGINAL bodywork. Required June 1st. Details, price to Aldwinckle Pin Farm, South Hinksey, Oxford. (2251)

UP TO £4,000 CASH FOR BEST ORIGI- nal 30/98 or 4½ Bentley. Send full details and price in first instance. Box 2167. (2252)

WANTED: "MOTOR SPORT" 1960 TO 1965 inclusive. Woolhouse, 24 High St., Sibley, Leicestershire. (2253)

XK120 ROADSTER REQUIRED BY XK Club member suitable restoration. Fullest details/price. Box 2168. (2254)

REGISTRATION LETTERS RAY, RHH, RH, SUT, with/without car. Harris, 56 Welford Rd., Sutton Coldfield, Warks. Tel.: 021-354 3962. (2255)

SUNBEAM ALPINE, 1964/1965, IN EX- cellent condition. Box 2169. (2256)

MORGAN +4 OR 4/4 REQUIRED BY Morgan owner. About £305. Birditt, "Riverside", Stoneleigh Close, Stoneleigh, near Coventry. (2257)

SUNBEAM EIGHT-CYLINDER TOURER sought by S.T.D. enthusiast. M. A. Messenger, 10 The Ridgeway, Ruislip, Middx. Tel.: Ruislip 35869 (home), 01-730 3464 (office). (2258)

GOOD VINTAGE LIGHT CAR RE- quired (preferably A.C. Humber, Lea-Francis or Talbot). M. A. Messenger, 10 The Ridgeway, Ruislip, Middx. Tel.: Ruislip 35869 (home), 01-730 3464 (office). (2259)

REGISTRATION EBT, DAT, TAY 1, WHY. Details, price: Goodwood, 6 South Ave., Cleyeys, Lancs. (2260)

WANTED: ED, E OR D REGISTRATION with low or distinctive number. Dempster, 62 Middleton Ave., Uphall, West Lothian. Tel.: Broxburn 2889 (evenings). (2261)

BADGES AND MASCOTS, MISCEL- lanea. Anything unusual, singly or in quantity. Nothing refused; all inquiries answered. Clark, Second Park, Melksham, Wilts. (2263)

BUGANTICS, VOLUMES ONE TO 16. Complete set or odd copies purchased. Some duplicates for exchange. Box 2170. (2264)

WANTED—continued

WANTED

6 MG TCs in the £100 to £400 price range. Higher if really outstanding. TAs or TICKFORDs considered. **DAMAGED or NEGLECTED CARS** also required. **CASH SETTLEMENT.**

Octagon Sports Cars Ltd.
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ROCHDALE OLYMPIC PHASE II, W. J. Bond. Tel.: 061-205, 2321, extension 264 (day), 061-330 4748 (night). (2262)

THREE ITALIAN "SNAP" EXTRACTOR exhaust trims, 9 in. overall, to fit 1½ in. o.d. pipe. As fitted Ferrari, 1960. Scamer, 76a High St., Long Crendon, Aylesbury. (2265)

REGISTRATION WANTED: TAC WITH low or distinctive numbers. T. Cook, East Whitley Cottage, Guildford Rd., Cranleigh, Surrey. (2266)

REGISTRATION WANTED: CED 1 OR with low or distinctive numbers. C. Cook, East Whitley Cottage, Cranleigh, Surrey. (2266)

WHY NOT TAKE AN ACTIVE PART in motor racing? A small racing team who will be running a March 708 this season, urgently require some form of sponsorship to help keep this car in the first three. We are willing to advertise anything. Box 2171. (2267)

CLASSIC RACING CARS, SPORTS cars, saloon cars, etc., wanted for sale in U.S.A. Send colour photos, full history, technical information and price. Jonathan Upton, P.O. Box 282, Nerberth, 19072, Pennsylvania, U.S.A. (2268)

TRIUMPH 1800 ROADSTER, MUST BE excellent condition. Please supply full details: Box 2121. (2269)

ENTHUSIAST WANTS EARLY FERRARI. Age and condition immaterial. Cash payment!! Box 2111. (2270)

ENTHUSIAST WANTS SILVER DAWN, R-type or Mk. VI Bentley. Age and condition immaterial. Cash payment!! Box 2112. (2270)

ENTHUSIAST WANTS ANY VINTAGE car. Age and condition immaterial. Cash payment!! Box 2113. (2270)

£1,000 OFFERED FOR "AUTOCAR" 1895-1950. Portions welcomed. Also "Motor". Lambert, 60 Salhouse Rd., Rackheath, Norwich. (2271)

ROLLS-ROYCE WITH DIVISION IF possible. Silver Wraith chassis preferred. Good condition essential. Letters promptly answered. Box 2172. (2272)

ONE OF THE FOLLOWING CARS, must be a recent Concours winner: Riley MPH, Imp. Sprite, Gamecock, M.G. TF or TD2. Car will remain in U.K. and in maker's club and register. Details of car and Concours wins and photo (all returnable) to: Lt. W. J. Taylor, Abu Dhabi Defence Force, P.O. Box 309, Abu Dhabi, Arabian Gulf. Purchase effected end April on my return to U.K. Asking price in first letter please. (2273)

M.G.-A TWIN-CAM WANTED FOR breaking or rebuild. R. Canby, 5 Churchill Close, Hartley Wintney, Hants. Tel.: 2025. (2433)

SOUND MORGAN THREE-WHEELER. Cash. Sale: Husky 511 for spares. Tel.: Lewes 2719. (2434)

SERVICE MANUAL AND ILLUSTRATED parts catalogue for 1934 Standard 16. 44 Lytton Ave., Penn, Wolverhampton. (2435)

TR2/3/3A. CASH WAITING. LUCAS, 16 Meadow Rd., Ashford, Middlesex. (2436)

MERCEDES 190 SALOON, 1963, ON- ward. Cash purchase for impeccable order and history. Box 2184. (2437)

XPAG / TD / 2 SPARES: SHORROCKS supercharger C142B or similar, alloy rocker cover, extractor, exhaust manifold, electric fan. Laystall-Lucas or M.G. TD MK. II cylinder-head. Tel.: Rochdale (Manchester) 45663. (2438)

M.G. TC IN GOOD RUNNING CONDI- tion. Please send details to: A. Foehr, 22 chemin des Platières, 1211-Aire, Geneva, Switzerland. (2439)

LAGONDA AND ASTON MARTIN WANTED for spares. Any age, model, condition, or location, if cheap. Box 2174. (2290)

ASTON MARTIN, PORSCHE OR SIMILAR car wanted for cash. Damaged cars considered. London. Tel.: 579 3538. (2395)

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SELECTION FROM STOCK

£4,250 JENSEN Interceptor, 1969. Cirrus white with black interior; 11,500 miles; stereo tape/radio. Full history available. An exceptional car in every respect.

£3,675 ROLLS-ROYCE S III, 1964. Sand over sable with beige upholstery, electric windows, h.r.w. Whole car in superb condition throughout.

£1,795 JAGUAR 'E'-Type roadster, 1968. Old English white with black interior, radio, chrome wire wheels; one-owner car.

£1,565 JAGUAR 'E'-Type f.h.c., 1967. Carmen red with black interior; one owner, 31,000 recorded miles; chrome wire wheels, heated rear screen.

£1,295 LOTUS Elan S4 f.h.c., S/E. Burnt sand with black interior, 5-p.b. radio, mag. alloy wheels; one owner, 17,000 miles. Excellent value.

£1,265 MARCOS 1600 GT, 1968. Bahama yellow with black trim, fitted sun-roof, radio, wire wheels, SP Sport tyres, etc.

£1,245 FIAT 2300S Ghia-bodied coupé, 1966. Dark blue with contrasting interior. Having had only two owners from new the car is in exceptional condition; sun-roof, electric windows, etc.

£1,195 JAGUAR 4.2 f.h.c. Positano yellow, Minilite wheels. Recently checked at Jaguar specialists, bills available.

£1,165 LOTUS Elan d.h.c., S/E., 1968. Lotus yellow with black trim; one owner from new.

£1,145 MASERATI convertible, 1962. Desert white with dark blue interior, right-hand drive; radio, new hood; history available.

£1,085 BMW 1600 f.h.c., 1968. Carlton grey with black trim; one-owner example. Superbly made sports saloon.

£1,065 GILBERN Genie, 1968. Maroon with black trim, fitted V6 3-litre Ford engine, wire wheels, overdrive. A full four-seater GT car.

£1,025 MARCOS GT, 1966, 1500 Ford engine. Jaguar silver blue with red trim, wire wheels, radio. A very well maintained car.

£995 LOTUS Elan f.h.c., 1967. White with black trim; an excellent spec. includes knock-on wheels, SP tyres, radio, seat belts, etc.

£995 M.G.-B Mk. II roadster, 1969. Red with black interior, wire wheels, folding hood, radio; 6,500 miles recorded.

£965 M.G.-C roadster, 1968. B.R.G. with black trim; one careful owner from new, 13,000 miles; overdrive, wire wheels.

£945 ASTON MARTIN DB4, 1961. B.R.G. with grey interior, chrome wire wheels.

£945 M.G.-C roadster, 1969. Mineral blue with black interior, p.b. radio; very low mileage.



£895 LOTUS Elan f.h.c. S3, 1966. White with black interior, knock-on wheels, radio. Truly excellent condition.

£875 M.G.-B GT, 1967. Mineral blue with black trim, wire wheels, radial tyres.

£845 ALFA ROMEO Giulia Sprint GT, 1965. An exceptional example, finished in white with charcoal trim, radio, spots.

(illus. left) **£3,150 FERRARI 275 GTB, 1965.** In polar white with black interior, 1966 series, Borrani chrome wire wheels, radio, etc., etc. Description cannot possibly justify—must be seen.

£725 M.G.-B sports, 1966. In B.R.G. with black trim, wire wheels, overdrive; one owner, low mileage.

£695 M.G.-B roadster, 1966. B.R.G. with black trim. One-owner car fitted with overdrive, wire wheels, radio and detachable works hard-top.

£675 AUSTIN Heavy Twelve saloon. Very original and superbly maintained; a must for the vintage enthusiast.

£665 TRIUMPH Spitfire, 1968. Dark blue with black interior; one-owner car; wire wheels, radio, etc.

(illus. left) **£2,995 ASTON MARTIN DB6, 1967.** Silver grey with blue interior, 5-speed gearbox, Webasto roof, radio, electric windows, etc.

£575 M.G.-A f.h.c., 1959, 1500. Old English white with red trim. Full history from new; two owners, low mileage. Whole car in fantastic condition.

£565 TRIUMPH TR4 roadster, 1964. Red with black trim. Spec. includes overdrive on 2nd, 3rd and top gear, radio, etc.

(illus. left) **£1,865 PORSCHE 912 f.h.c., 1967.** Charcoal grey with black int. trim; excellent condition throughout.

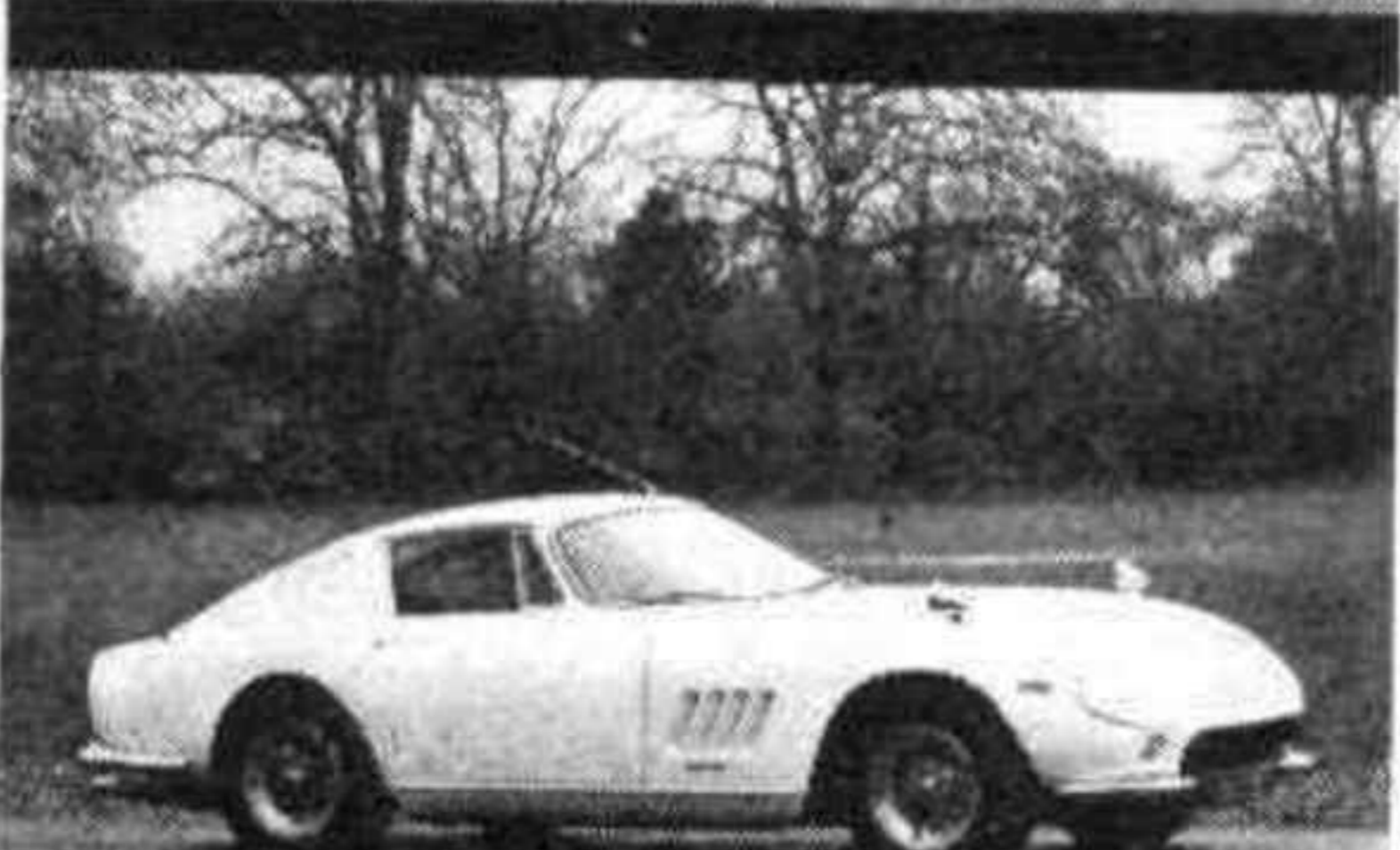
£495 FORD Cortina GT, 1966. Burgundy with silver flash and black interior, recently fitted Willment sprint conversion, wide wheels, spots, etc.

£495 HONDA S800 f.h.c., 1967. Silver grey with black trim; one careful owner from new, full history available. Roll-over bar, heater, etc.

(illus. left) **£1,795 JAGUAR 'E'-Type f.h.c., 1968.** Red with black interior, chrome wire wheels, h.r.w., p/b. radio, etc.

(illus. below left) **£1,295 LOTUS Elan S4 d.h.c., S/E.** Bahama yellow with black interior, low mileage; radio, black wheel centres and bumper; genuine 13,000 miles, one lady owner.

(illus. below) **£1,095 T.V.R. Vixen, 1969, Mk. II.** Cobalt blue with black interior, one owner, 12,000 miles; mag. wheels, radio, etc. Thoroughly recommended.



£495 **TRIUMPH TR4 coupé, 1963.** Red with black trim; excellent condition, overdrive, radio.

(*illus. right*) £995 **FORD Escort Twin Cam, 1969.** White with black roof and interior; one-owner car.

£485 **AUSTIN HEALEY 3000, 1963, convertible.** Dark metallic blue with red leather trim, overdrive.

£475 **M.G.-B roadster, 1963.** White with black trim. Extras include wire wheels and radio.

(*illus. right*) £765 **SUNBEAM Alpine roadster, Mk. V, 1968.** One of the last of these popular models to leave Rootes factory. Mid-green with black interior trim, unmarked throughout.

£445 **FIAT 1500 cabriolet, 1961.** A rare two-seater drophead, fitted with the very fast o.h.c. Osca engine, left-hand drive. Tweed grey with black trim.

£395 **AUSTIN-COOPER, 1966.** Red and black, excellent condition throughout.

(*illus. right*) £695 **OPUS 2-seater tourer,** looks similar to Model T Ford; cost over £1,000 for parts alone. Cortina GT engine. Superbly built throughout.

£275 **AUSTIN Mini-Cooper, 1963.** Red and white; recent engine overhaul.

£265 **AUSTIN HEALEY Sprite, 1963.** 1,098-c.c. engine, disc brakes. Power blue with matching trim.

(*illus. right*) £615 **TRIUMPH Vitesse convertible, 1967,** 2-litre engine, 13,000 miles recorded and confirmed. Red with black trim, unmarked throughout.

£245 **AUSTIN HEALEY Sprite, 1961, Mk. II.** Carmen red with black trim, Lenham fastback bodywork.

£175 **TURNER Sports, 948-c.c. BMC engine;** good condition throughout.

(*illus. right*) £595 **AUSTIN HEALEY 3000 Mk. II, 1964.** Silver blue with dark blue trim, overdrive, radio, etc.

(*illus. below right*) £545 **ALVIS 3-litre Park Ward saloon.** Tudor grey with dove grey leather trim, wire wheels, radio.

(*illus. below*) £1,545 **LOTUS Europa S2.** In cirrus white with black interior, fitted 5-p.b. radio, Selmar alarm, power brakes, seat belts, wheel trims; 7,500 miles. Full history available. Immaculate condition throughout.



AVAILABLE SHORTLY

JAGUAR 'E'-Type roadster, 1966. Indigo blue with red leather trim, chrome wire wheels, p.b. radio, etc.

MARCOS 1800 GT, 1966. Volvo engine. Flame red with black trim, overdrive gearbox, wire wheels, radio. Superb throughout.



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LOTUS Elan convertible, cirrus white, knock-on wheels.

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LOTUS Europa, Lotus yellow, power brakes.

LOTUS Europa, carnival red, radio, etc.



IMMEDIATE DELIVERY:

M.G.-B GT, flame red with black interior, wire wheels, overdrive, SP tyres.

M.G.-B GT, Bermuda blue with black interior, wire wheels, overdrive, SP tyres, heated rear window.

M.G.-B GT, Bermuda blue with black interior, automatic, SP tyres, Rostyle wheels.

M.G.-B GT, B.R.G. with black interior, wire wheels, overdrive.

M.G.-B GT, glacier white with black interior, overdrive, Rostyle wheels, SP tyres.

M.G.-B GT, flame red, overdrive, Rostyle wheels, SP tyres.

M.G.-B roadster, flame red with black interior, wire wheels, SP tyres.

M.G.-B roadster, B.R.G. with black interior, Rostyle wheels, SP tyres.

M.G. 1300 saloon, Blue Royale, reclining seats.

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IMMEDIATE DELIVERY:

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MINI-COOPER 1275 'S', in aqua with black trim.

MINI-COOPER 995 c.c., in flame red with black interior.

MINI-COOPER, glacier white with black interior.

MORRIS Mini 850 saloon, glacier white with black interior, heater, wind-up windows.

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1962 MINI DE LUXE FOR M.G. TC. Sound mechanicals please. Cash adjustment. Tel: 01-333 2981 (evenings). (1997)

LOTUS 7, VALUE £495, EXCHANGE Mini or Estate (preferably Herald). Value £300 + cash. See 'For Sale' section. (1833)

SPITFIRE, MARCH, 1968, CARIBBEAN blue, tan interior. Radials, radio as new. Exchange M.G. A Morgan, plus cash. Ling, 13 Mill Rd., Tillingham, Essex. (2416)

DO YOU NEED FOUR SEATS AND fun? I no longer need the extra seats, so offer my Sept., 1969, Aubergine Capri 1600 GT XL, plus wide Rostyles, Lucas square quartz spots, Motolita wood rim; 8,000 miles. Cost £1,172. For low-mileage TR5 coupé or M.G.-B or C coupé similar value. Williams, 2 Manor House Court, Kirkby-in-Ashfield, Notts. Tel: Kirkby 2652. (2417)

1963 JAGUAR E-TYPE ROADSTER. NEW exhaust system, R55s and clutch, radio, w/w, v.g.c. Value £785. Exchange cheaper sports car + cash. Finance arranged. Box 2186. (2418)

LOTUS CORTINA, 1968 "F" REGISTRATION. White/green flash; radio, sun roof, RoStyla wheels. £825 or exchange, anything considered, prefer Escort/Morris 1300 Estate, 625 Warwick Rd., Solihull. Tel: 021-705 6215. (2419)

ALVIS 12/50 OR FIREFLY HANDBOOK offered for Vol. 130 "Autocar", Feb./Aug., 1969. Tel: 01-330 5656. (2420)

ROVER TC, FIRST-CLASS CONDITION, offered part exchange V8 Rover. Box 2187. (2421)

GT CORTINA, 1966, FOUR-DOOR, EXCELLENT condition. £450 o.n.o. Exchange cheaper Mini-Cooper. Tel: Welwyn Garden City (Herts.) 23121. (2422)

SWOP NEW FIBREGLASS BOAT(S) for old cars: 14 ft. luxury speed boat retail £220 or 8 ft. runabout (£135) or 17 ft. cabin cruiser (£400). Exchange for small car 1967 onwards value £400, or any thoroughbred—age immaterial. Tel: KNI 0631. (2423)

XK1505 JAGUAR, HIGHLY DESIRABLE model in excellent condition. Maroon f.h.c., 2 + 2, 3.8 engine with overdrive; low mileage; second car; numerous extras; recent engine overhaul. Will exchange for Morgan + 8 with cash adjustment, or sell value £700. Tel: Hastings 3417. Box 2185. (2444)

MERCEDES 300SE COUPE AND GILBERN Genia, Bahama yellow (see 'For Sale'). Exchange for W.O. Bentley or similar. Tel: 061-453 5956 (Manchester). (2378)

MISCELLANEOUS

REAR TRUNK, TOP OPENING, SUITABLE for large Rolls, etc. No suitcases. £10. Pair P.100 headlamps. £10. Sundry spares, including block and spare wheel complete with brand new tyre, instruction book and spares list for 1929 Voisin Model C-11—very rare. Offers: Wootton, "Wood End", Sandhurst Rd., Wokingham, Berks. Tel: 517. (1763)

MANCHESTER CITY CENTRE, PROFITABLE well-established motor engineering company, with agency, specialising in well-known sports cars, new and second-hand. Large countrywide turnover in spare parts. Senior directors retiring. Goodwill, plant, etc., £15,000, plus net current assets at valuation. This is a most attractive and lucrative business and presents a marvellous opportunity for two younger enthusiasts who are prepared to work hard to increase its potential. For full details write: Box 2026. (1872)

"MOTOR SPORT", 1951-1970, £10. ALSO 1925 Austin 10 steering wheel. Details from: J. C. Collins, Tel: Sunbury-on-Thames 85533, extension 485. (1874)

1928 CAR TRUNK IN GOOD CONDITION. Base 36 in. x 18 in. x 17 in. What offers? Tel: Kings Langley 63436. (1875)

ZENITH 36 VN CARBURETTOR AND manifold for Volvo 121/131. Offers. 24 Wensley Gdns., Emsworthy. (1876)

CAR STORAGE ROOM FOR UP TO 20 cars in West Sussex. Box 2141. (1877)

"MOTOR SPORT", 1961-1969—SOME copies missing. Also "Cars Illustrated", 1957-1965—few copies missing. Offers. 12 Pine Tree Close, Worthingham, Beccles, Suffolk. (1878)

B.S.A. THREE-WHEELER BOOK, PUBLISHED 1934 by Pitman. Excellent condition. Offers to: Box 2142. (1879)

"AUTOSPORT", Vols. 1 TO 29, 1950 TO 1964. In loose binders. Over 100 later issues. Offers to: 4 Rome House Corner, New Romney, Kent. (1880)

FOR SALE: ONE SHORROCKS SUPERCHARGER, suitable for 2- to 2½-litre engine, complete with manifold and single S.U. carb. Cost over £100. Little used; £30 o.n.o. Whalen, 339 Washway Rd., Sale, Cheshire. (1881)

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MISCELLANEOUS—continued

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LOTUS ELITE WORKSHOP MANUAL, new set (Girling) brake pads. Any reasonable offer. Tel: Blagdon Hill (Taunton) 360 (evening). (1888)

LUCAS MODEL 15ACR ALTERNATOR, new and unused. A bargain at £16. Box 2143. (1885)

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DAIMLER DB18 SPARES; EVERYTHING except engine available. 42 St. Anne's Rd., Whitstable. (1896)

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TRIUMPH CARS OF PRE-WAR VINTAGE wishing to meet similar cars should persuade their owners to join the Pre-1940 Triumph Owners' Club, Roxby, 139 Coppice Rd., Arnold, Nottingham, NG5 7GS. (1905)

JOIN THE A.C. OWNERS' CLUB NOW for the Club's 21st Anniversary Year. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (1906)

JOWETT CAR CLUB, SURVIVING LINK with the famous marque. All areas catered for. Details, advice, technical information. Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (1907)

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JAGUAR D-TYPE INSTRUCTION BOOK and/or workshop manual required urgently. Danny, 58 Spencer Rd., Twickenham, Middx. (2234)

MISCELLANEOUS—continued

OFFERS REQUIRED FOR REG. RVH 2 attached to tatty Wolsley 15/60. Mr. Doyle, 3 Milton St., Halifax (1983)

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THE GILBERN OWNERS CLUB INVITES all Gilbern owners to a Concours d'Elegance and Gymkhana at Sevenoaks on Sunday, April 28th. Further details from the Secretary, 38 Watercroft Rd., Halstead, Sevenoaks, Kent. T.V.R. Car Club and owners also invited. (2439)

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REG. NO. JMS 55 ON AUSTIN A30 SCRAP. 41 Station Rd., Thornton, File. (2280)

LOTUS ELAN PLUS TWO, 1968 CHASSIS member, £45. Tel: Dunstable 67901 (Beds.). (2281)

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SUNBEAM ALPINE GT HARD-TOP FOR sale. White. £20, buyer collects. Tel: 01-789 1041. (2284)

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EX-KAYE, REDUCED SUMMER RATE subscription for members joining now, valid till September. A modest ten bob is the key to The XK Club's summer happenings. Don't delay, join today. Bob Hadfield, 103 Belvoir St., Hull. (2286)

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M.G.-B WORKS HARD-TOP, RED. AS new. Will accept £45 o.n.o. Tel: Uttoxeter 2278. (2288)

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MISCELLANEOUS—continued

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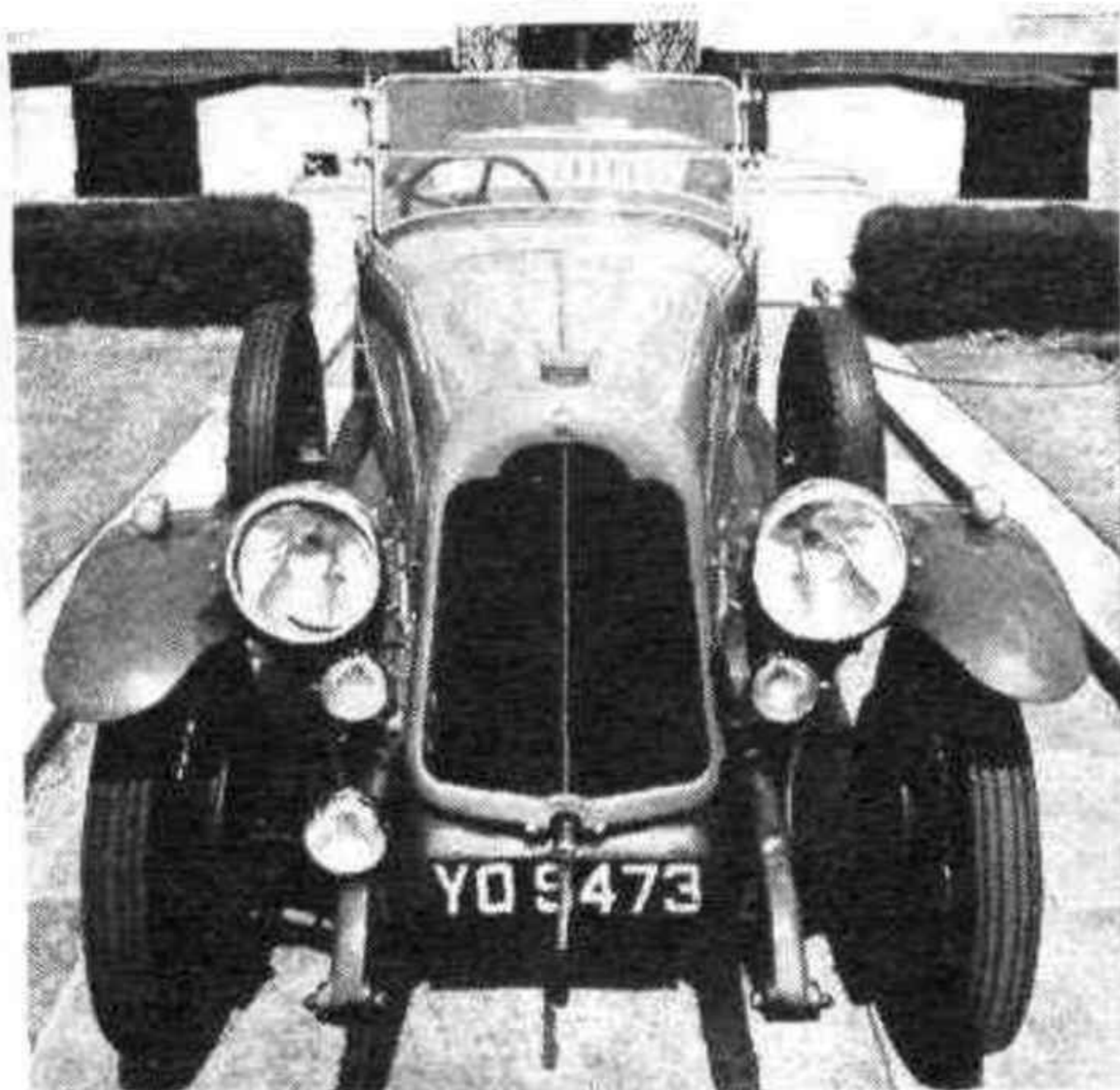
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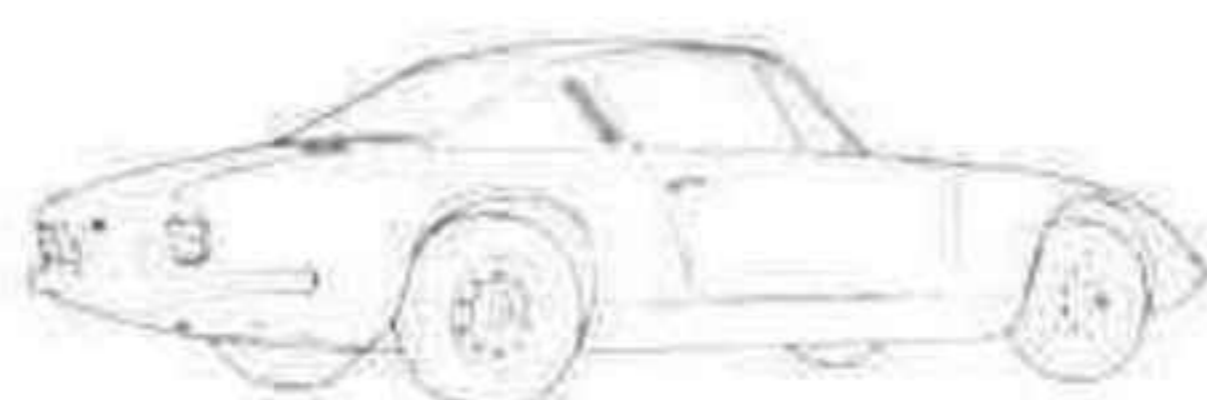
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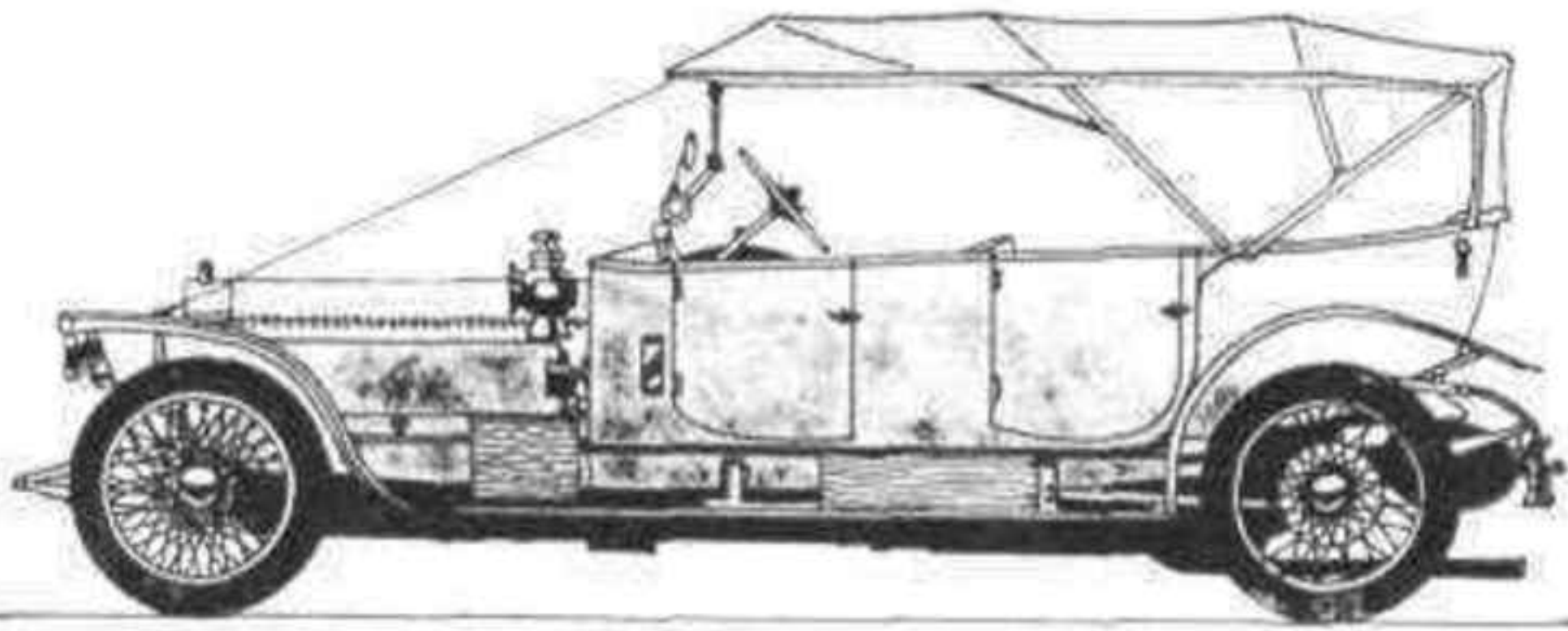
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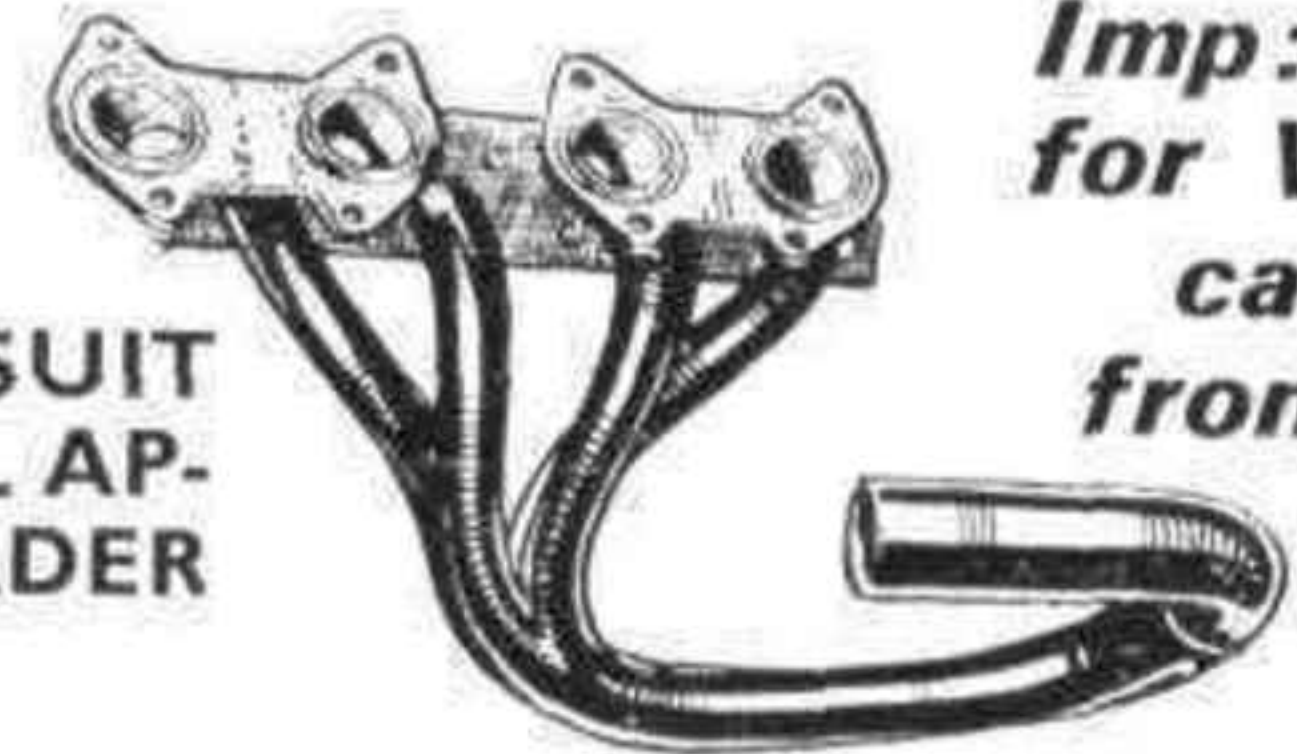
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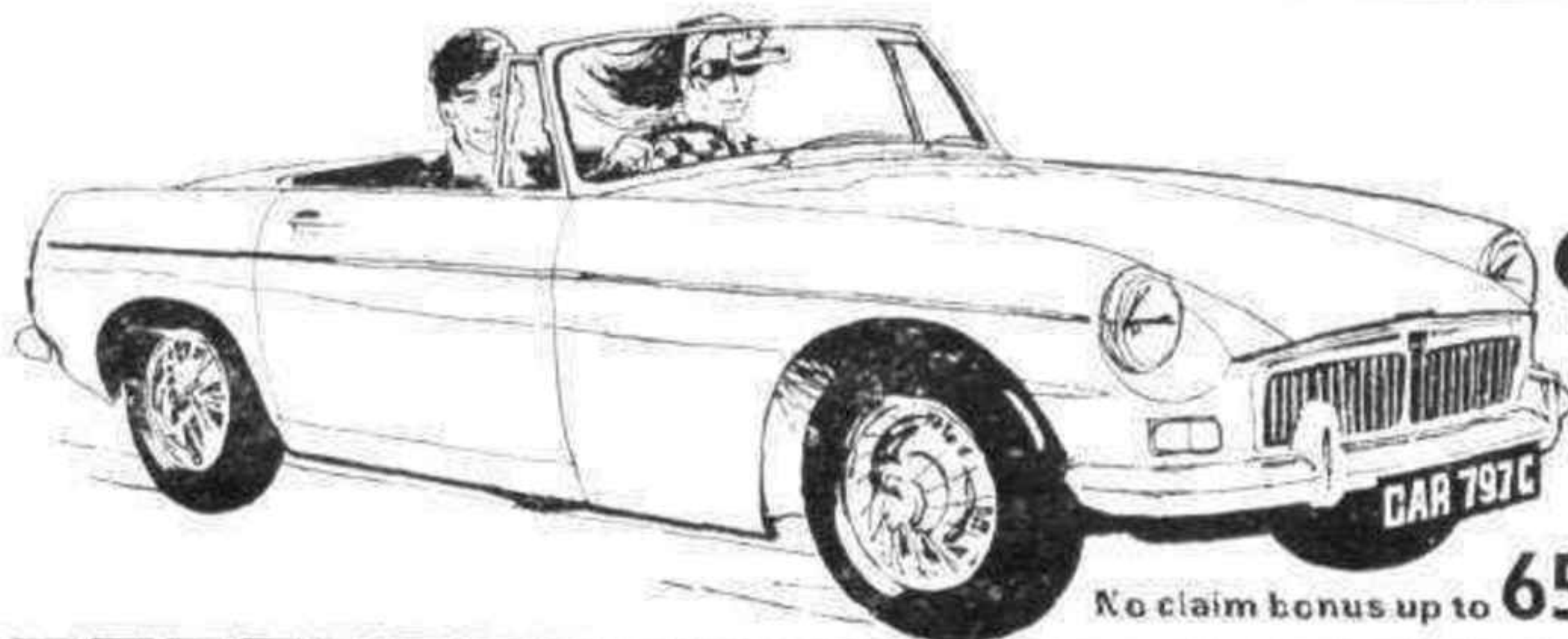
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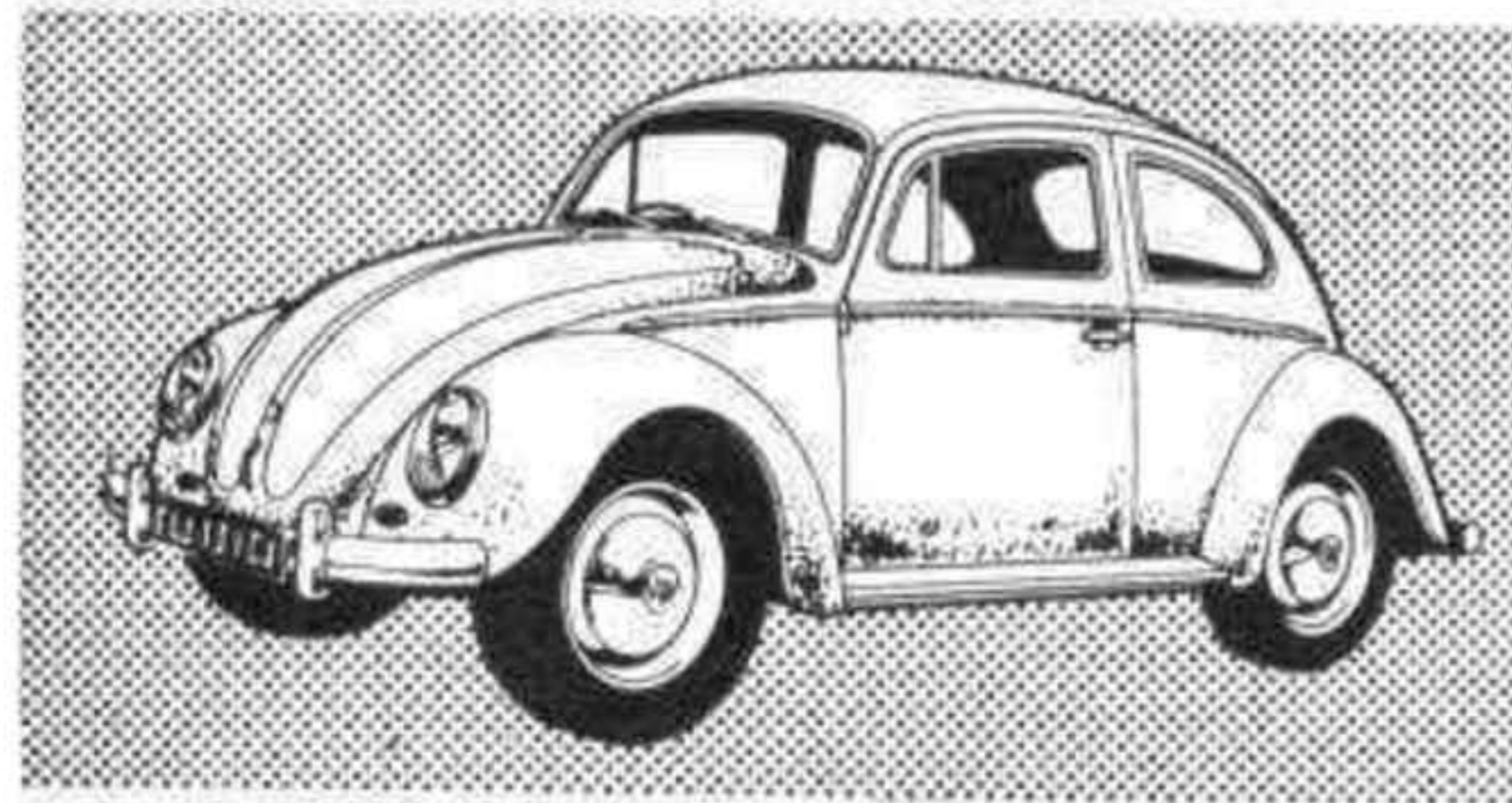
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Rust kills cars.

Where will it attack yours?

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VW BEETLE

Look for rust in water traps like the spare wheel well in the luggage compartment, door bottoms, front and rear lids and along door sills.



JAGUAR MK II

Rust is the number one enemy of earlier Mark II models especially along the sills. The underside should be regularly checked for tell-tale signs.



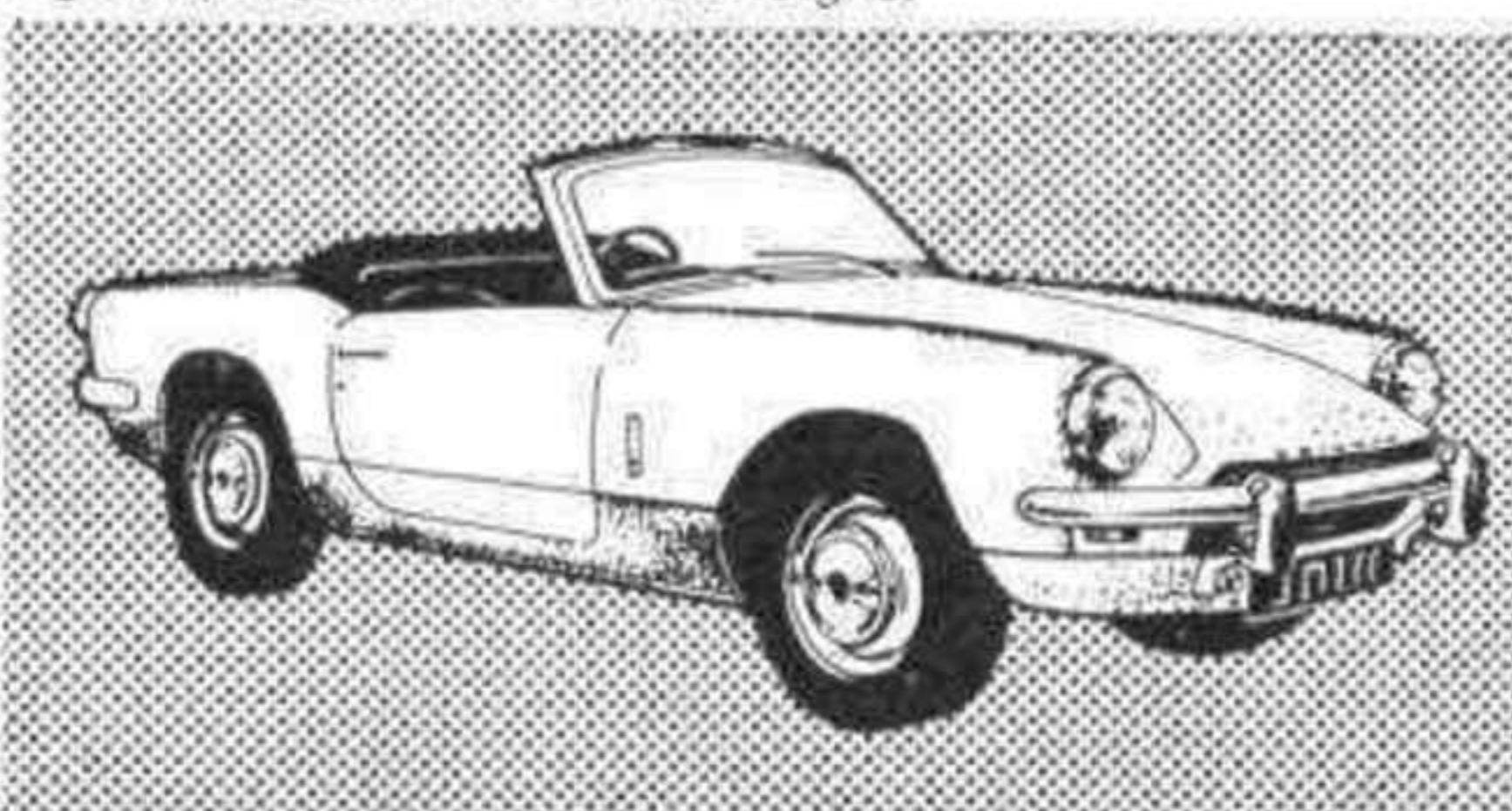
CORTINA

In addition to the usual places such as sills and lower wings watch out for flaking around the boot lid and opening.



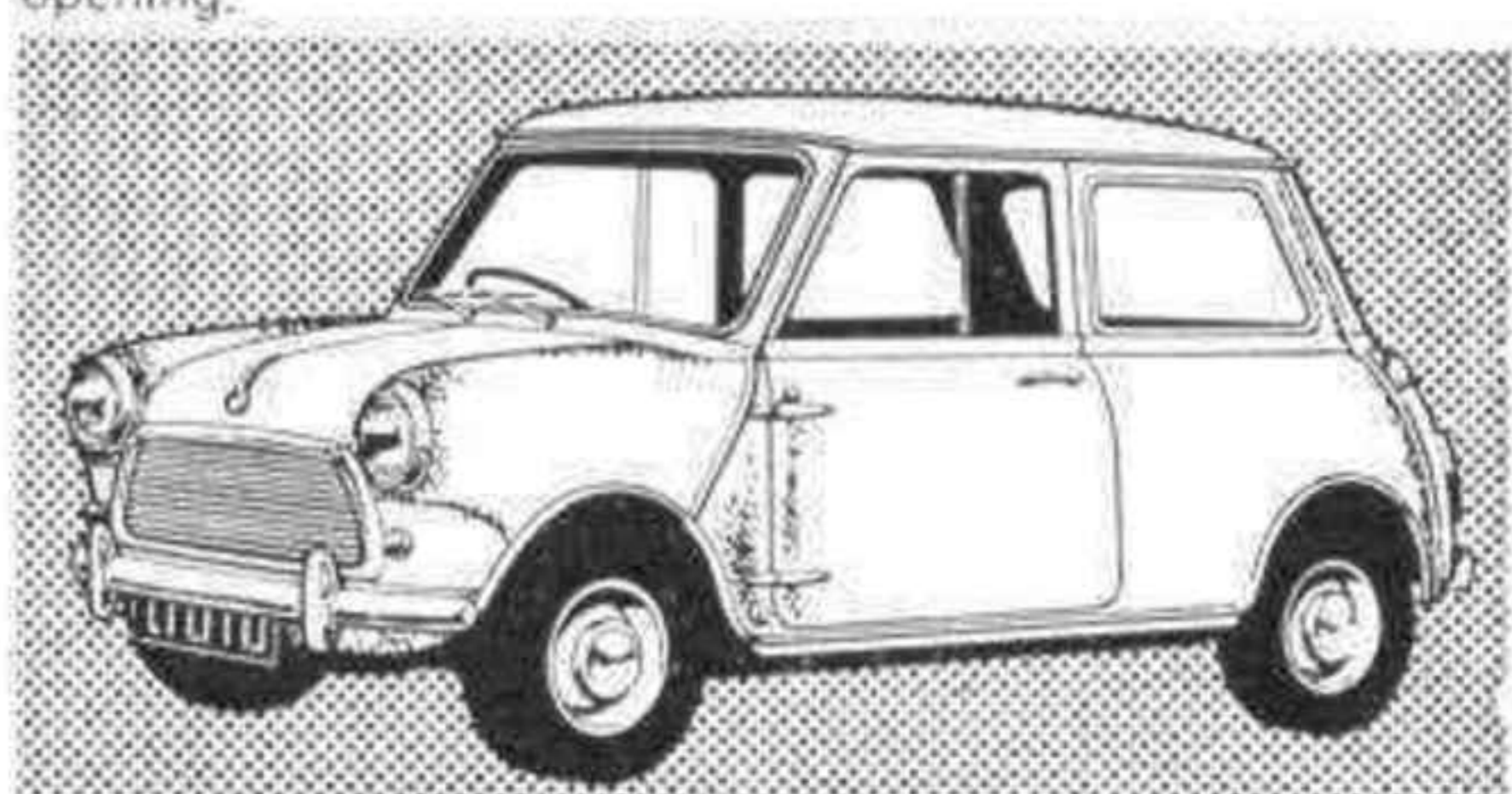
HERALD

Later models show much improved rust resistance but sills are still prone to rot. Beware of cracks on top of the door and stone chips on the grille.



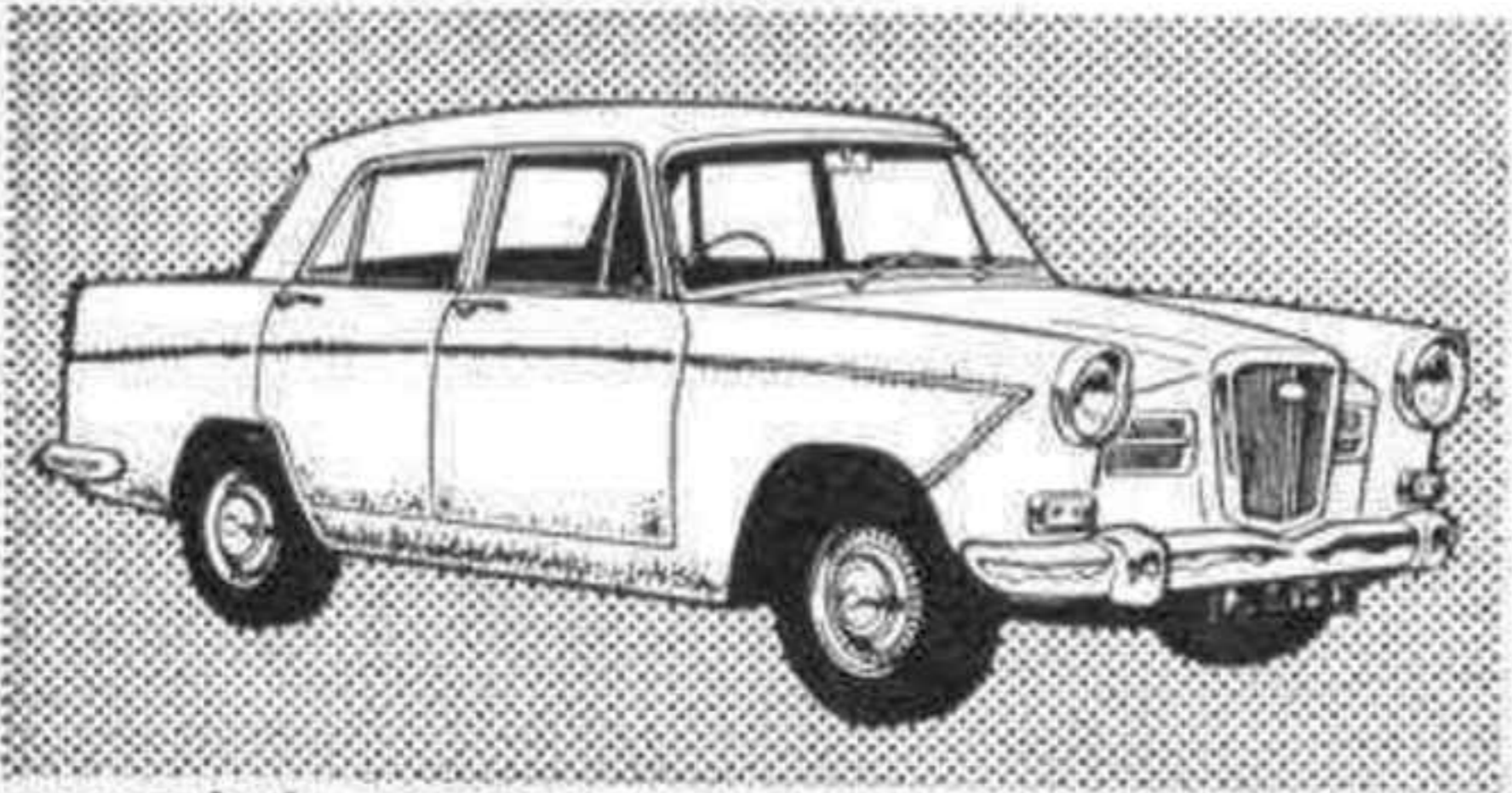
SPITFIRE

A few rust spots occasionally appear resulting from chipping around the grille and also on the body sill panels behind the wheels.



MINI

Rust attacks many Minis along the front edge of the door and on the wings near the headlamps. On van bodies check for rear door leaks.



BMC 'B'

The big BMC saloons usually winter well but the sills and door bottoms can trap water. Chipping can also cause rusting on the sides along the rim strips.



RILEY 1.5

A fairly well protected car but keep an eye open for tell-tale rust spots on the boxed side chassis members, front floor pans and at the front wings.



BMC 1100

The danger spots to watch out for here are the tops of the front wings nearest the windscreen, around the headlamps and also the rear cab frame.

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CC YEAR VALUE £

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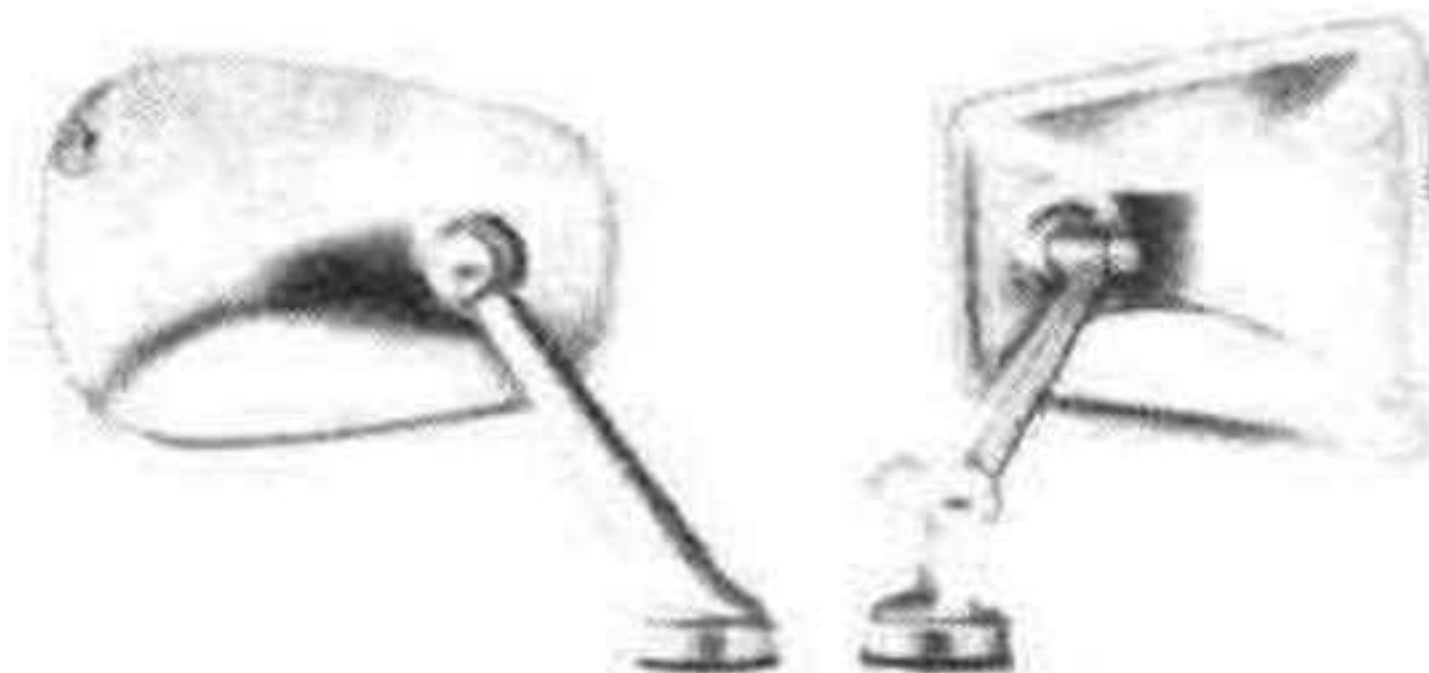
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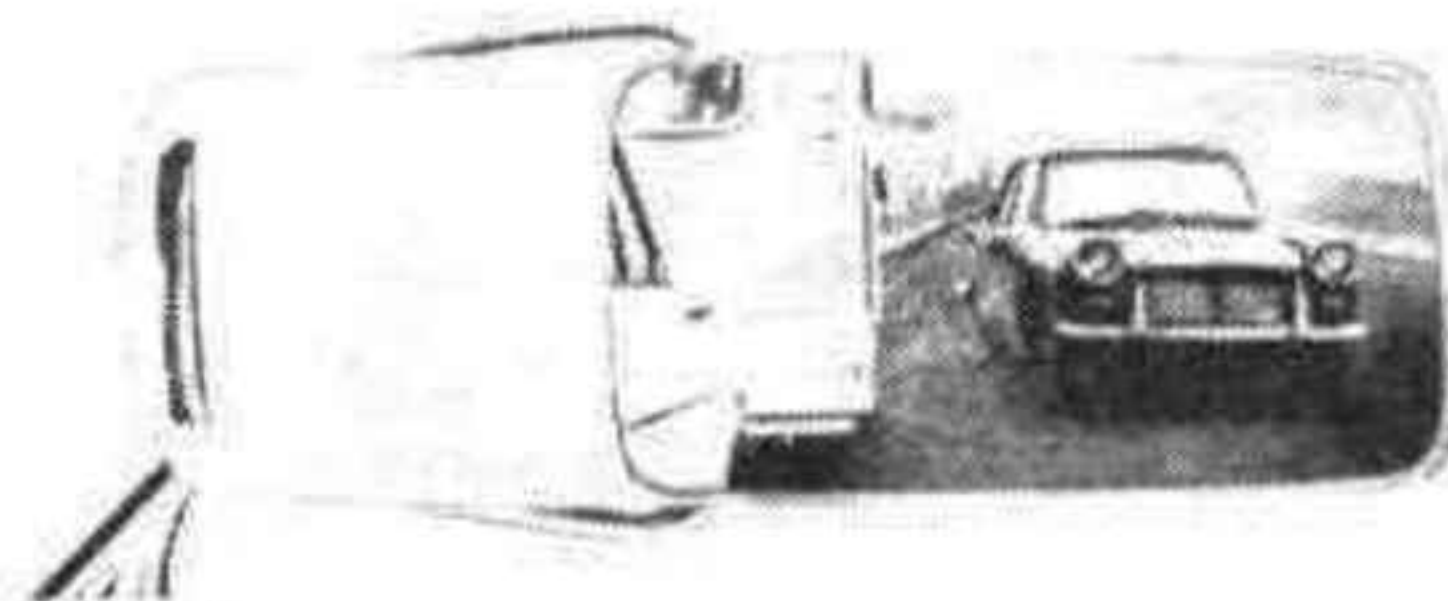


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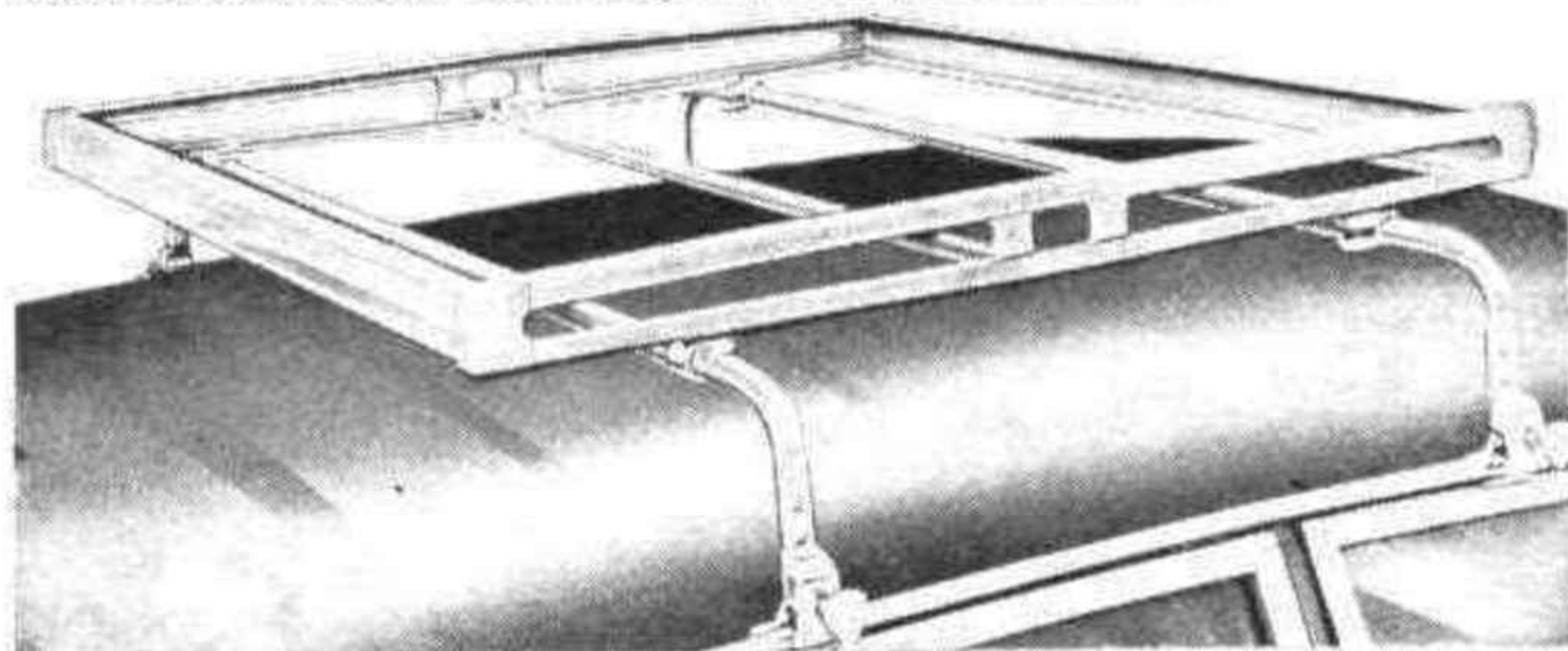
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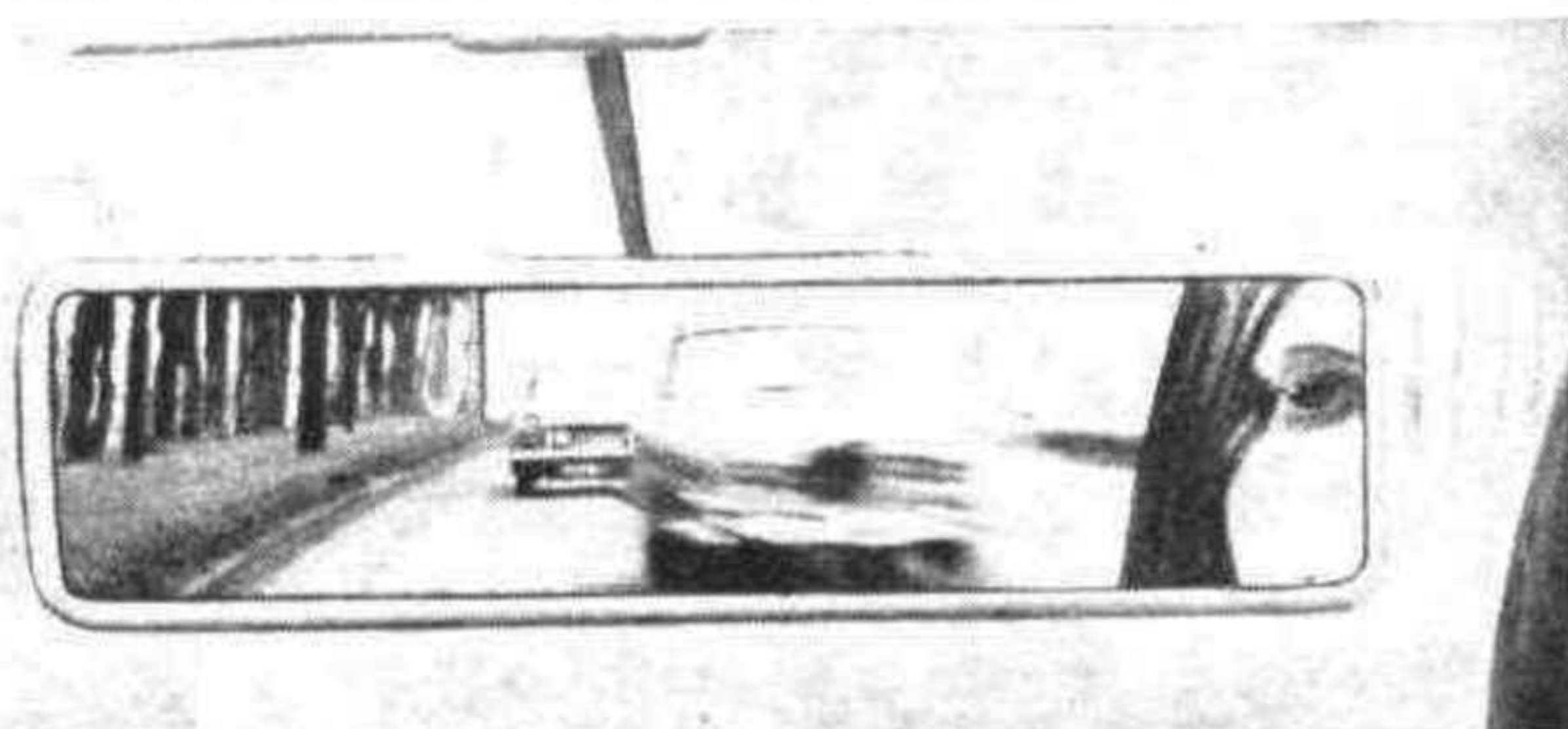
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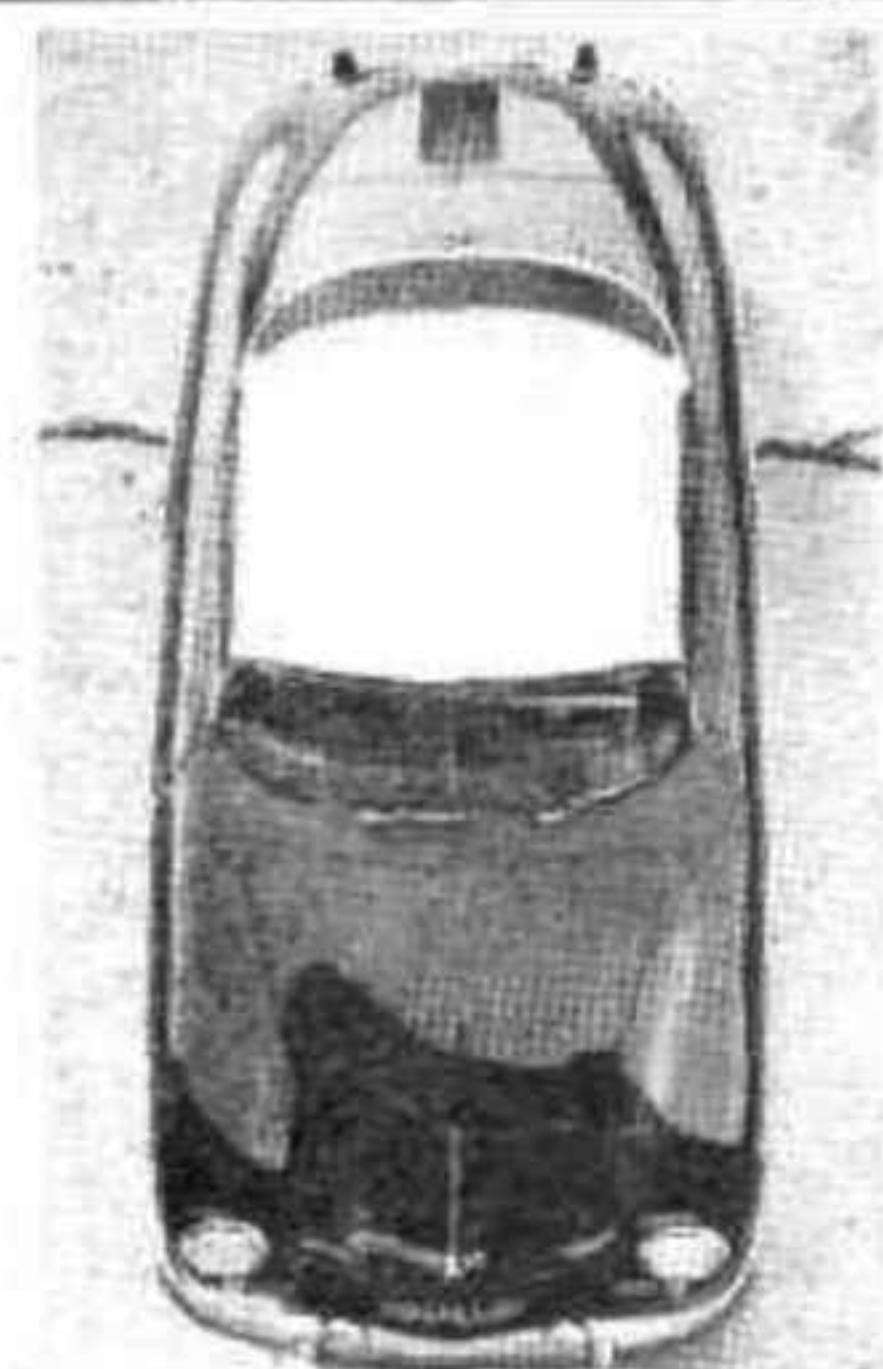
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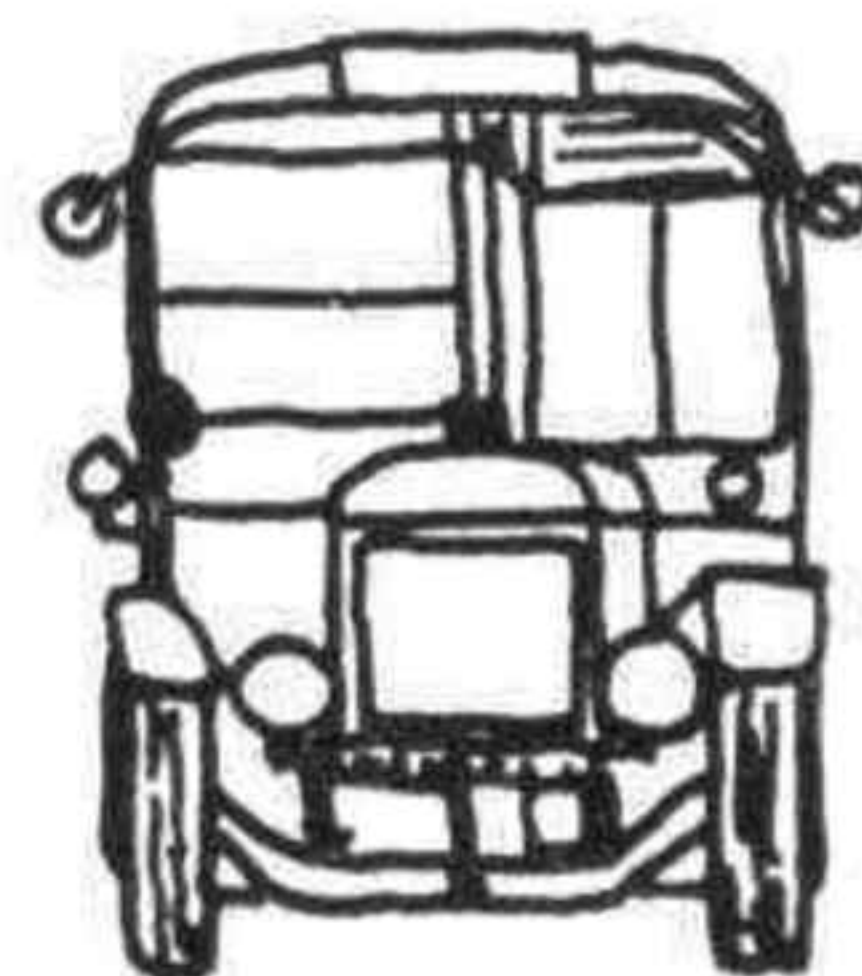
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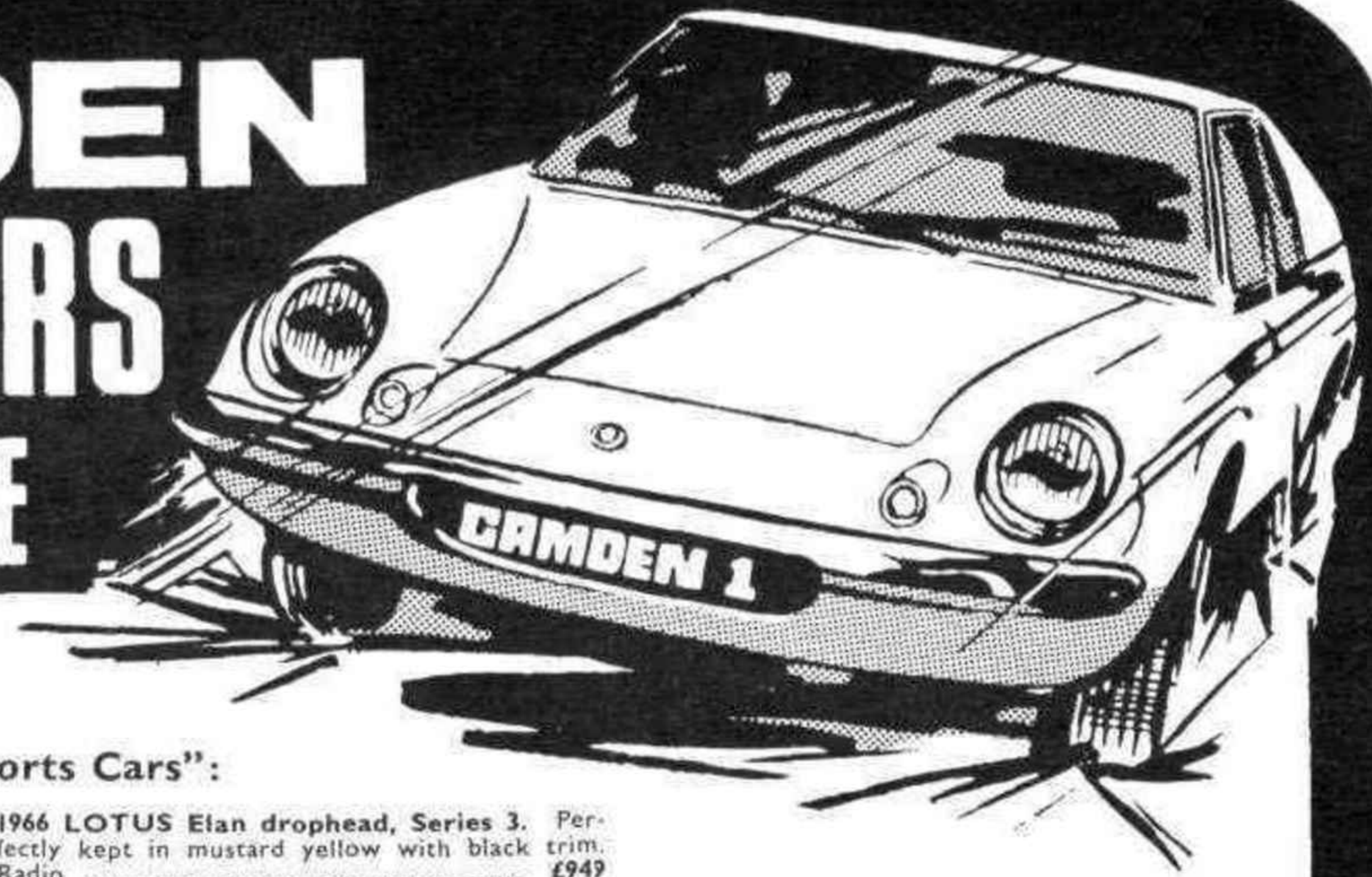
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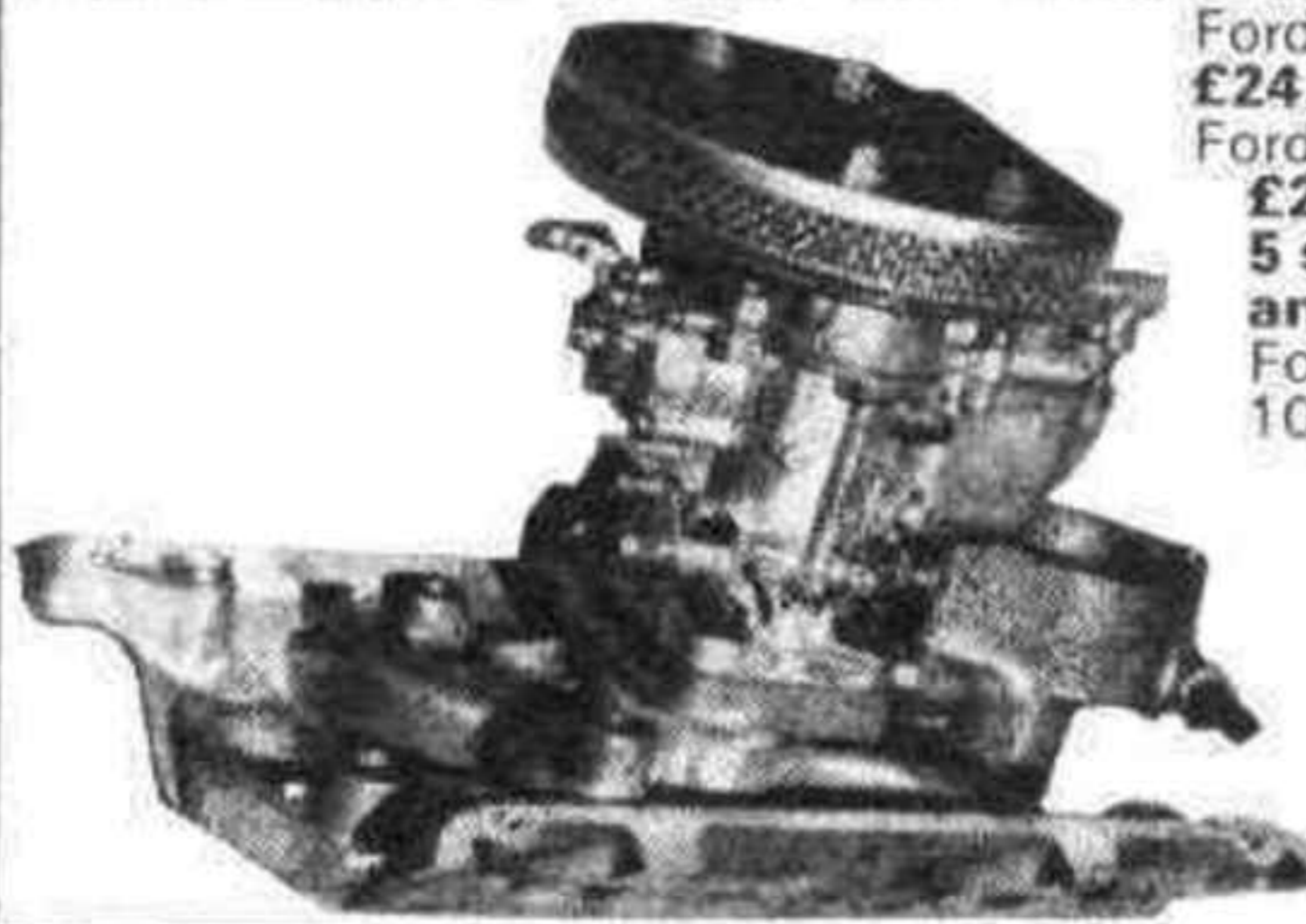


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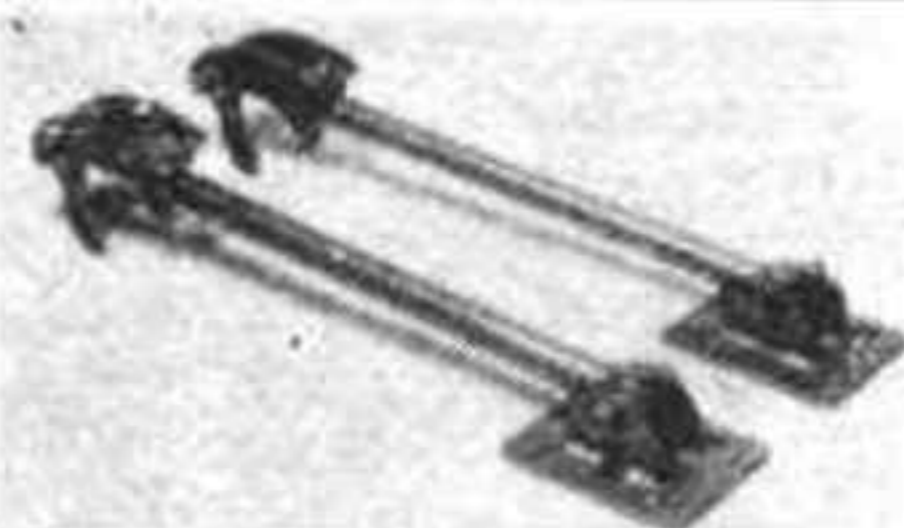
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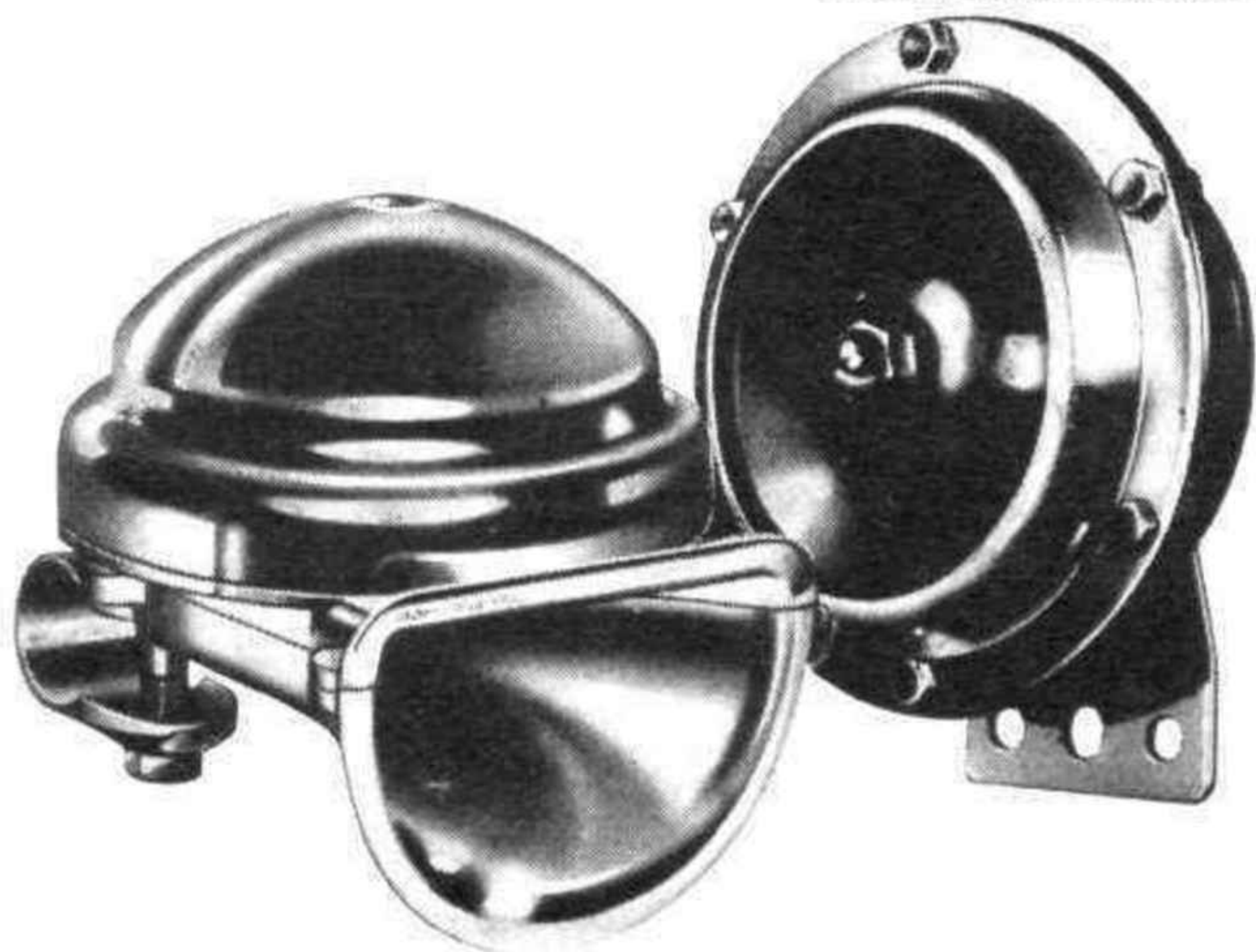
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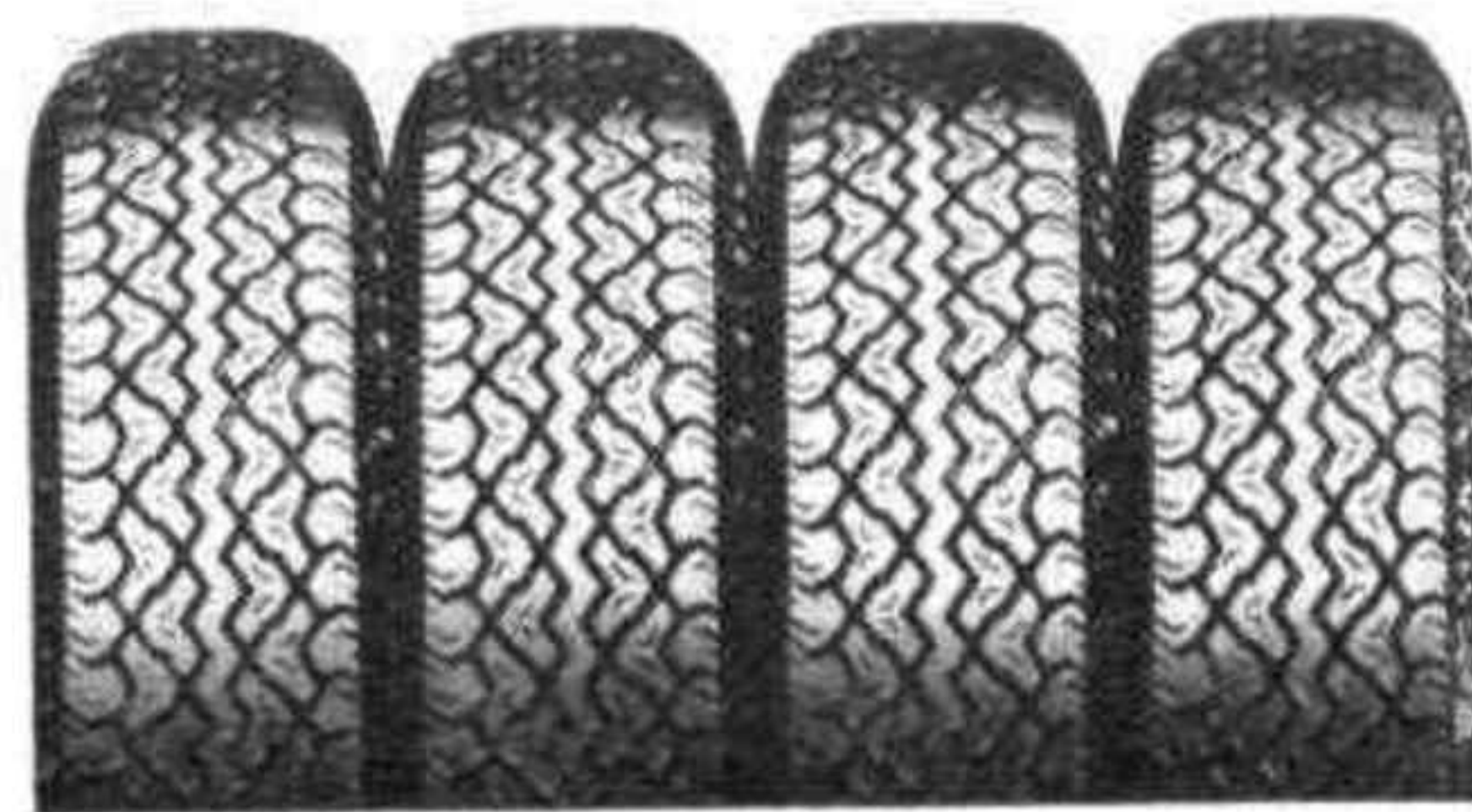


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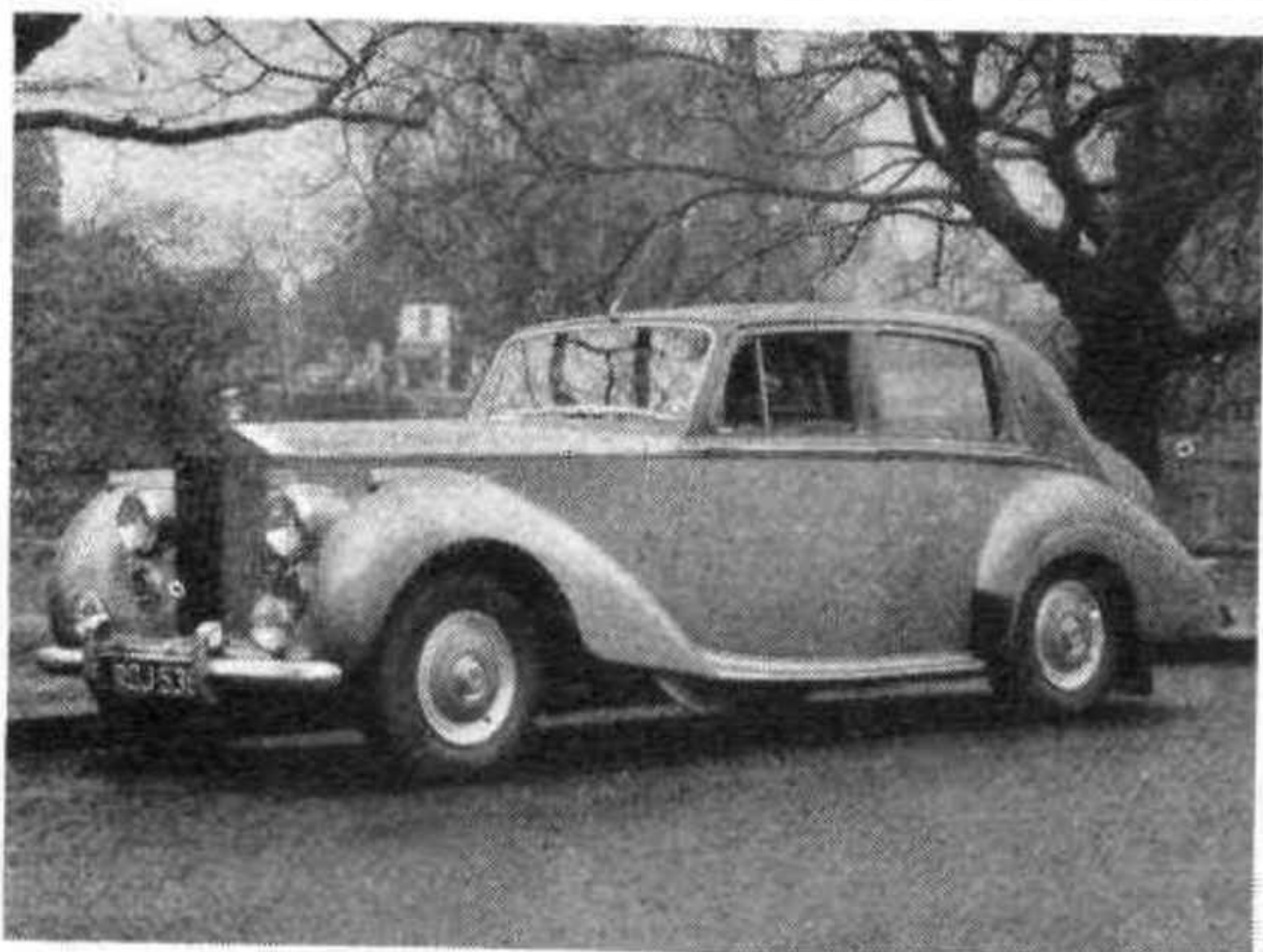
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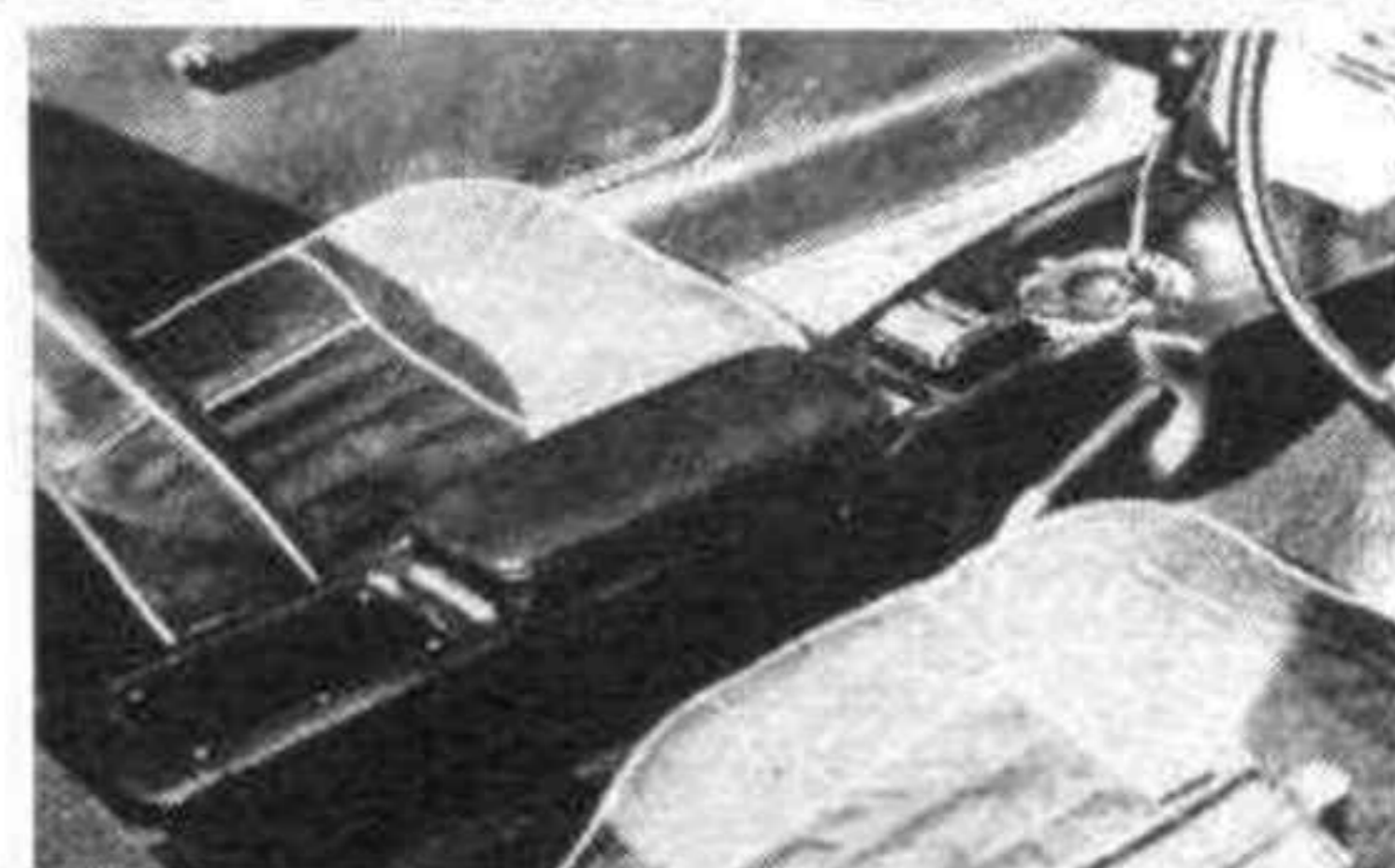
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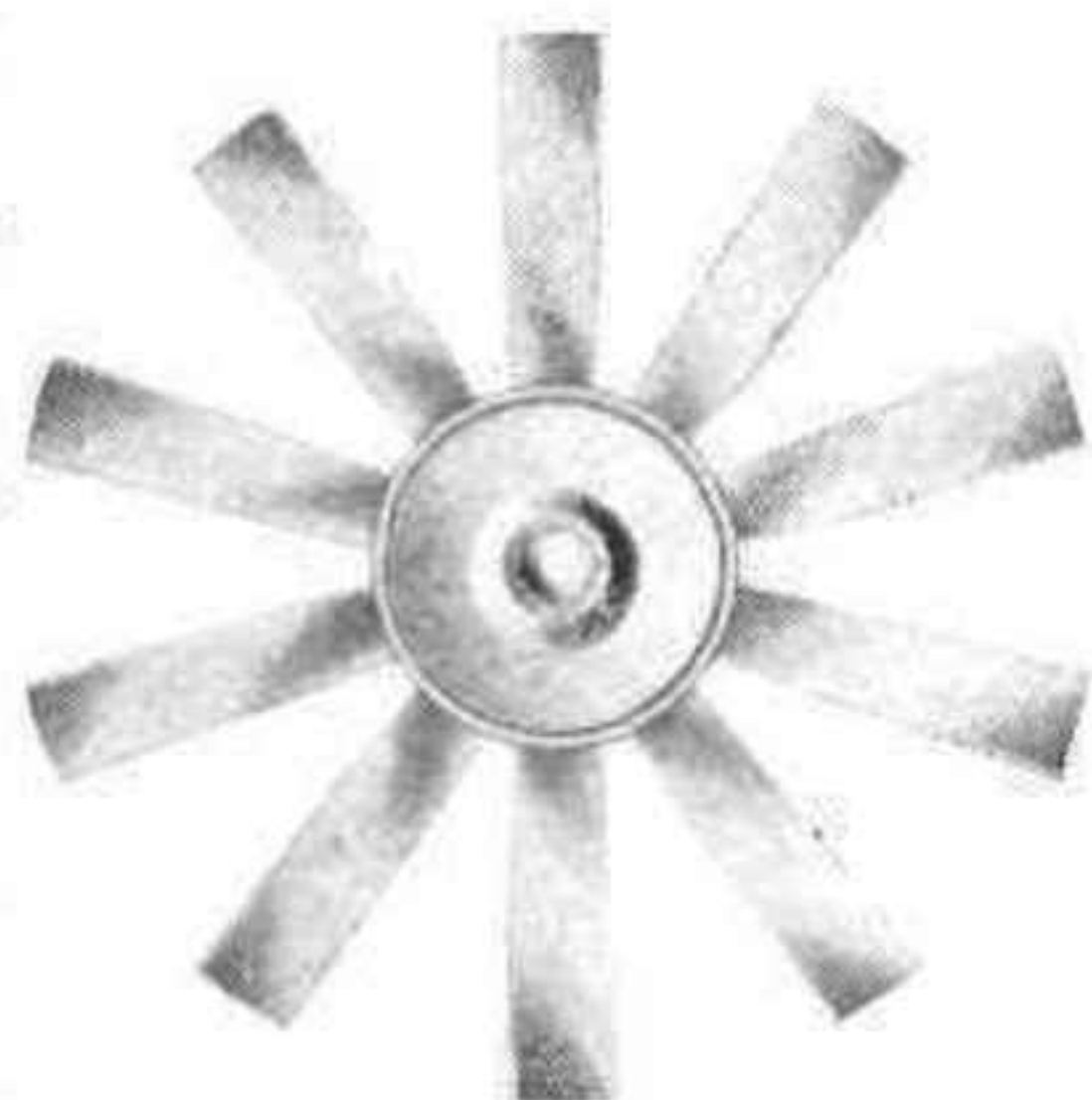
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SIZES	CINTS	SP3/68		XAS	
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155 x 14	£5 15 6	£6 18 3			
165 x 14	£6 3 0	£7 5 6	£7 12 6		
155 x 15	£6 2 0	£7 5 6	£7 17 11		
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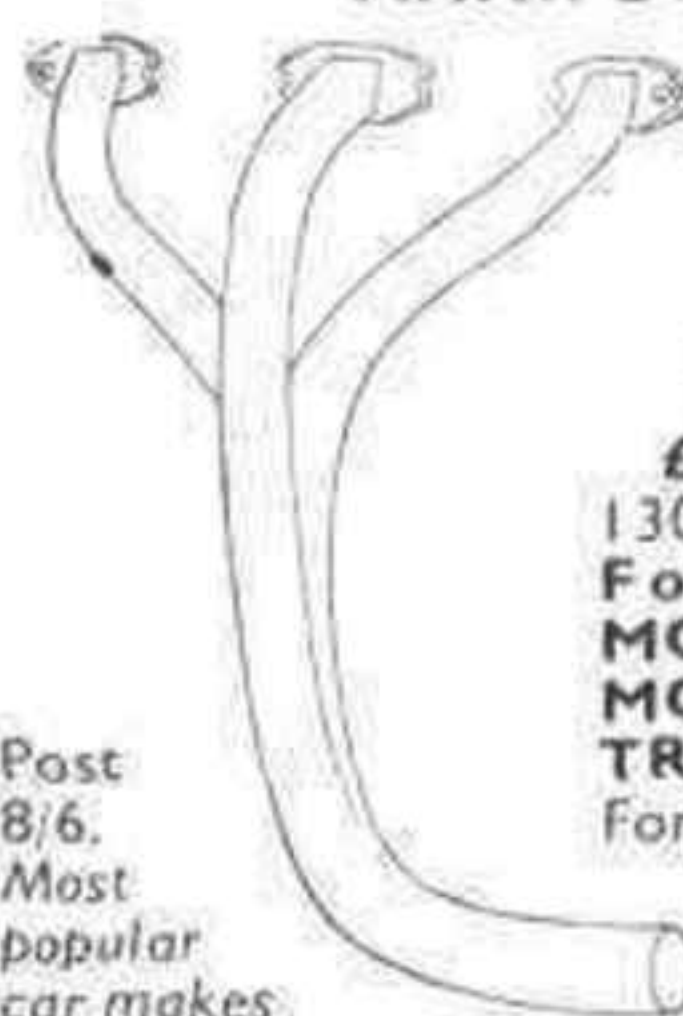
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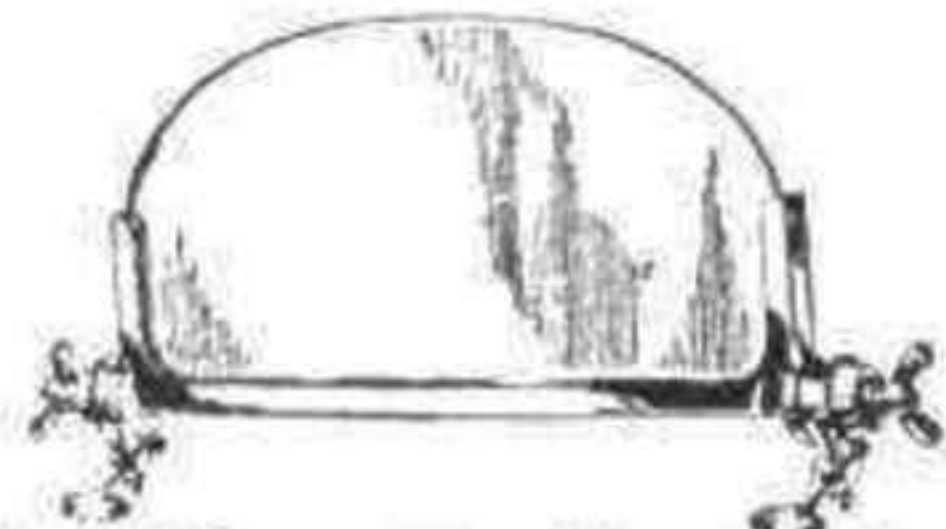
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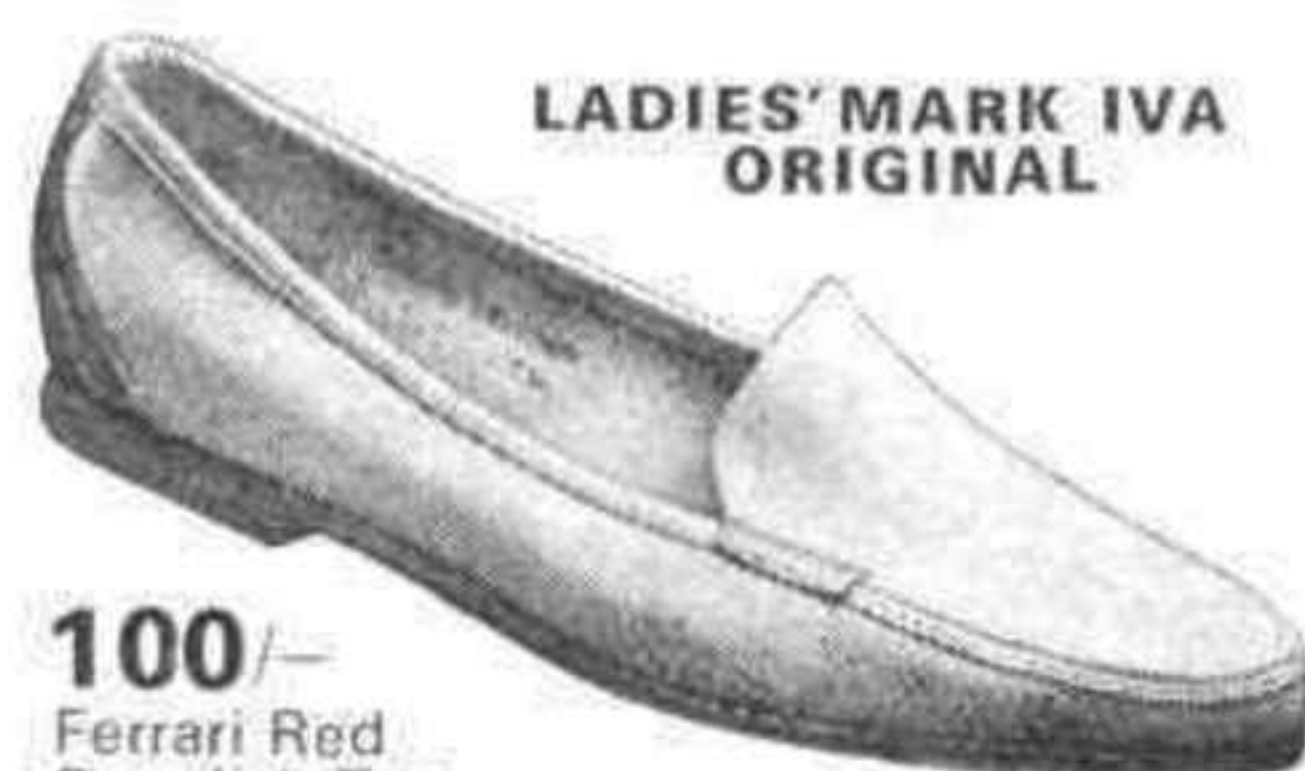
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100/-

Ferrari Red
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Black Saddle
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IN STOCK IN ALL SIZES, AND HALF SIZES 6½ TO 11. ALL WESTOVERS HAVE (SAFETY) LEATHER SOLES AND ARE MADE TO PATENT SPEC. 764268

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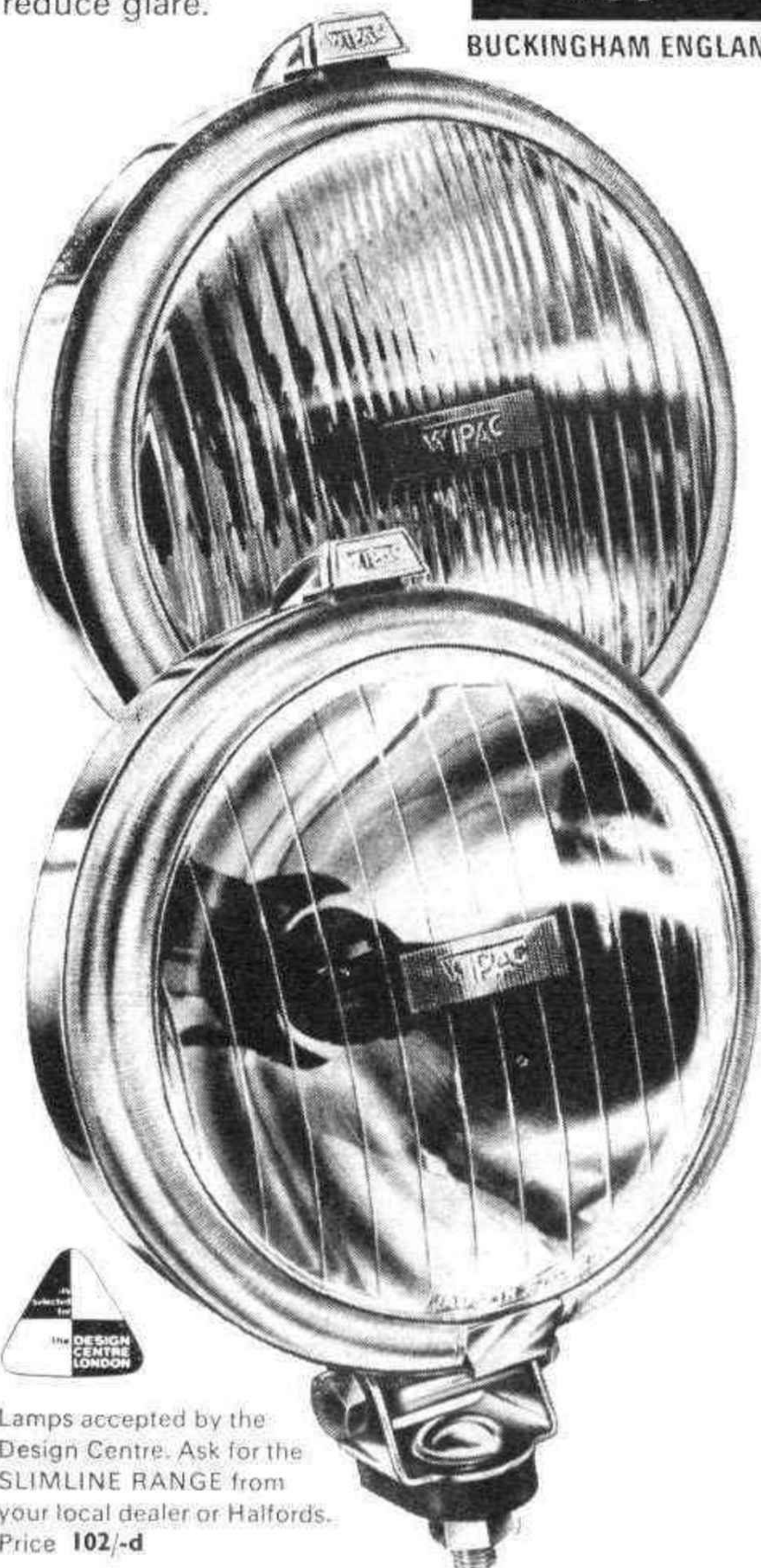
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 MAKE OF CAR _____ MODEL _____
 CC _____ YEAR _____ VALUE £ _____
 CAR GARAGED YES/NO* _____ MARRIED/SINGLE* _____
 I REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT*
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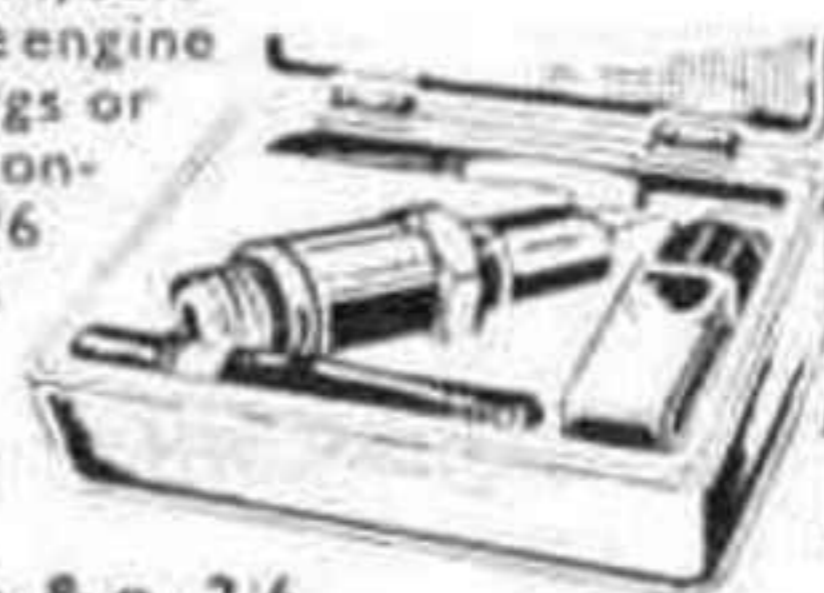
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Offers over £850 each considered to F. MURRELL,
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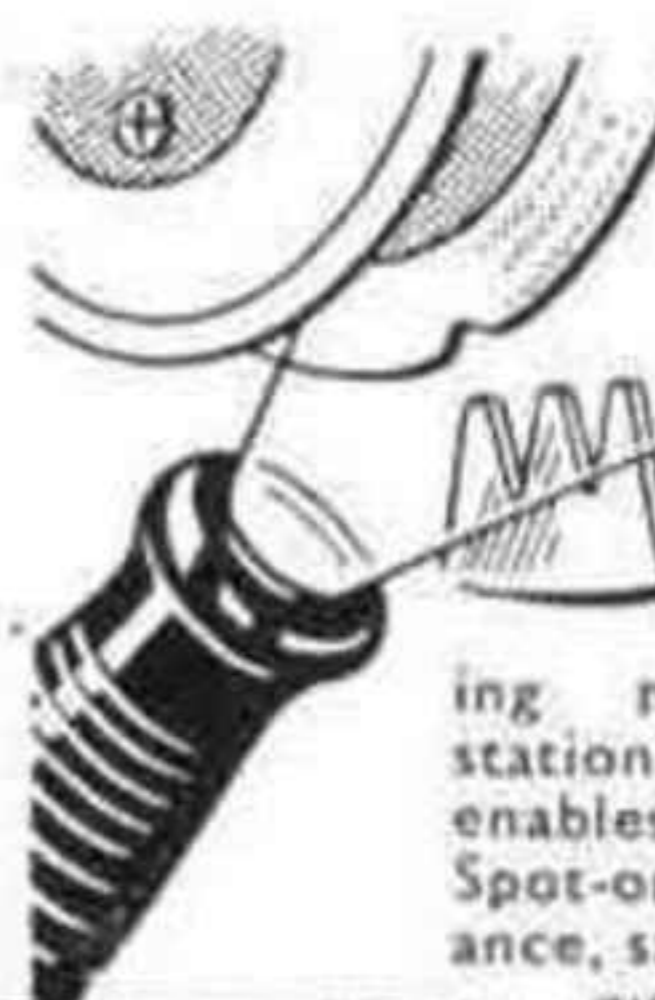
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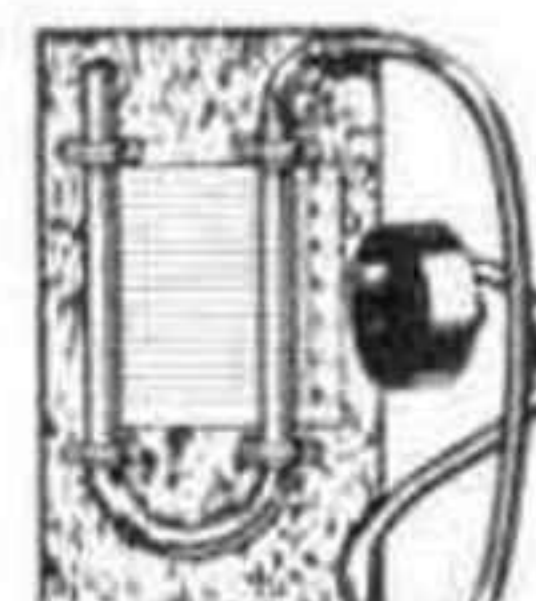


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B



C



D



E



F



A



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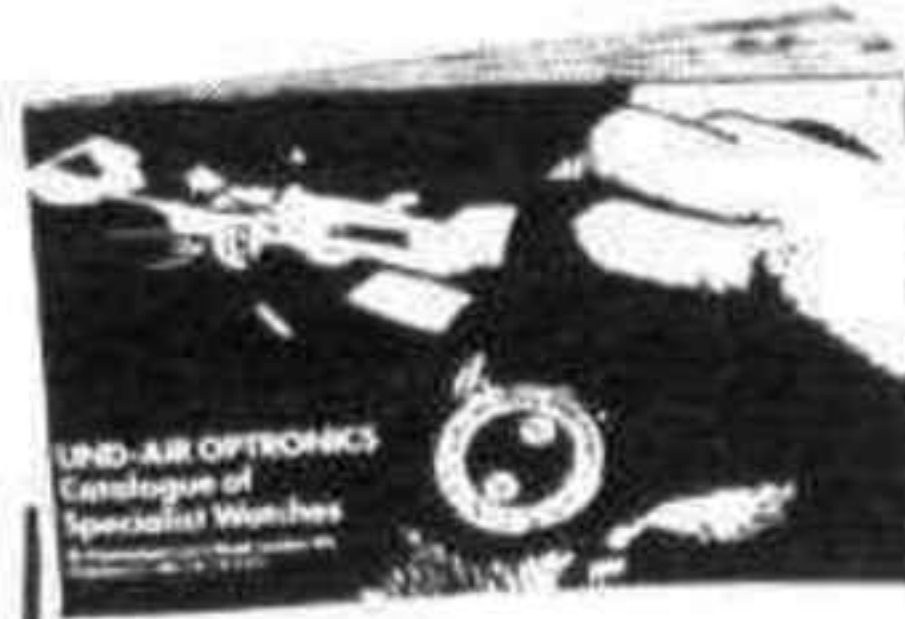
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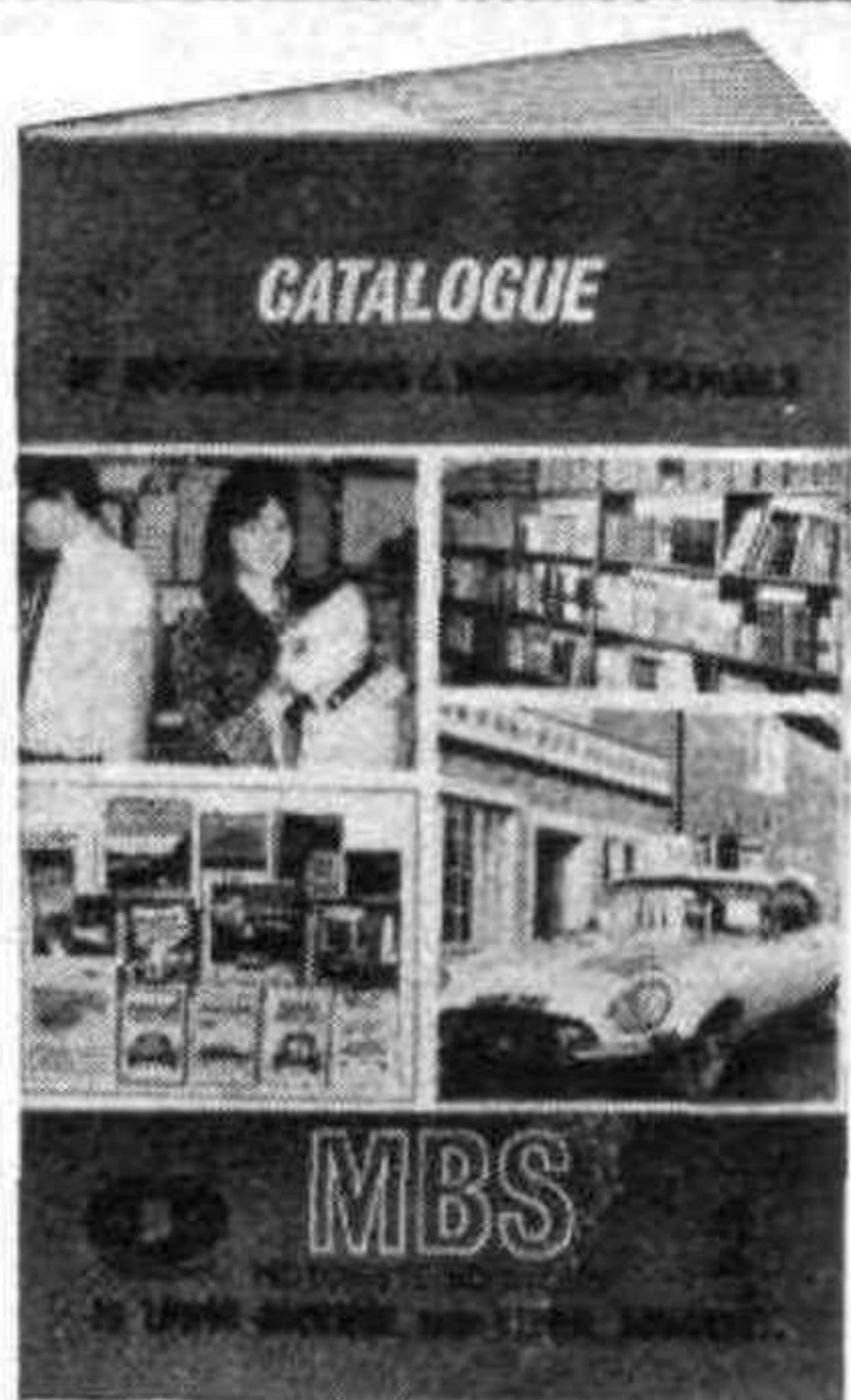
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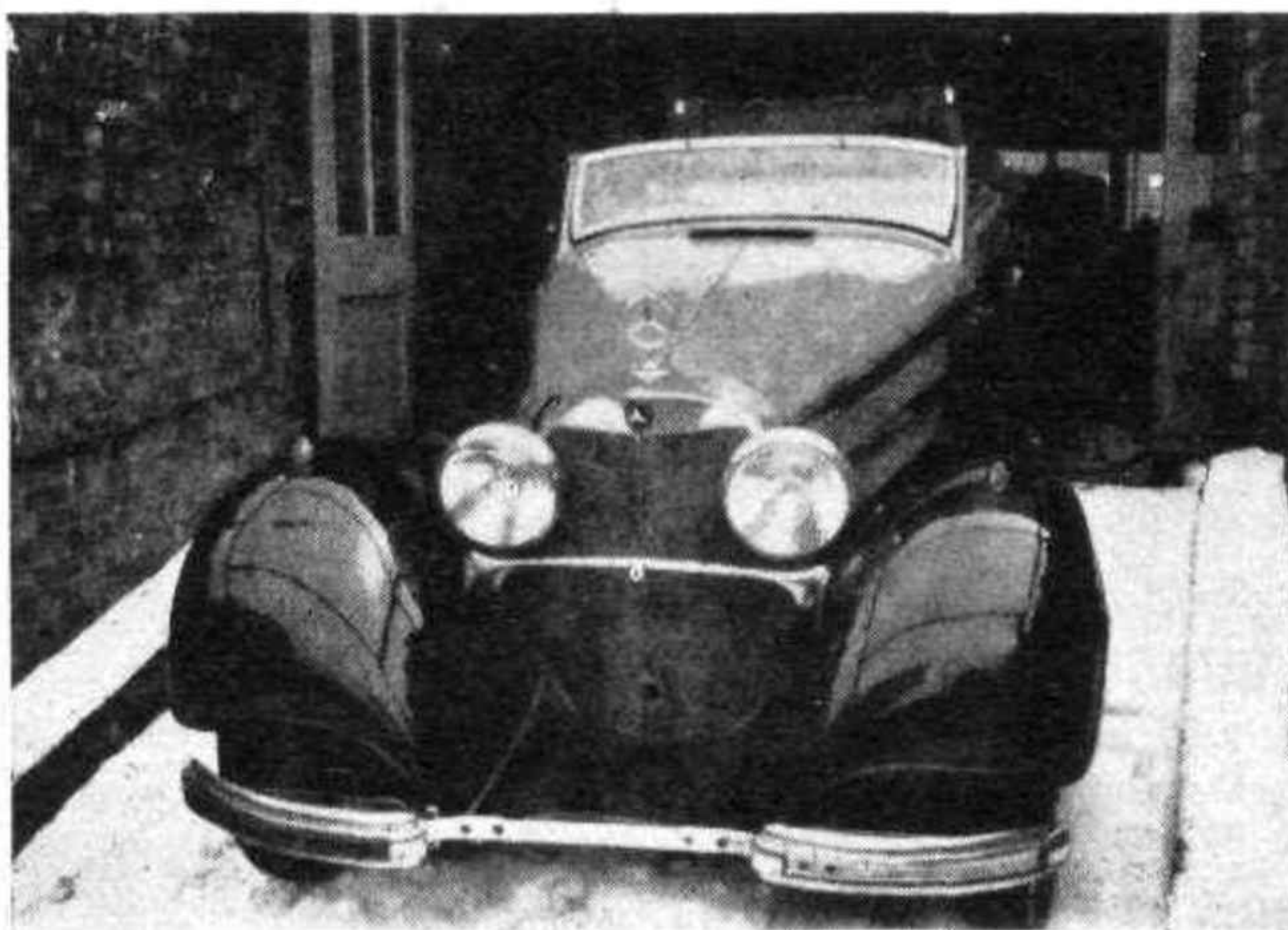
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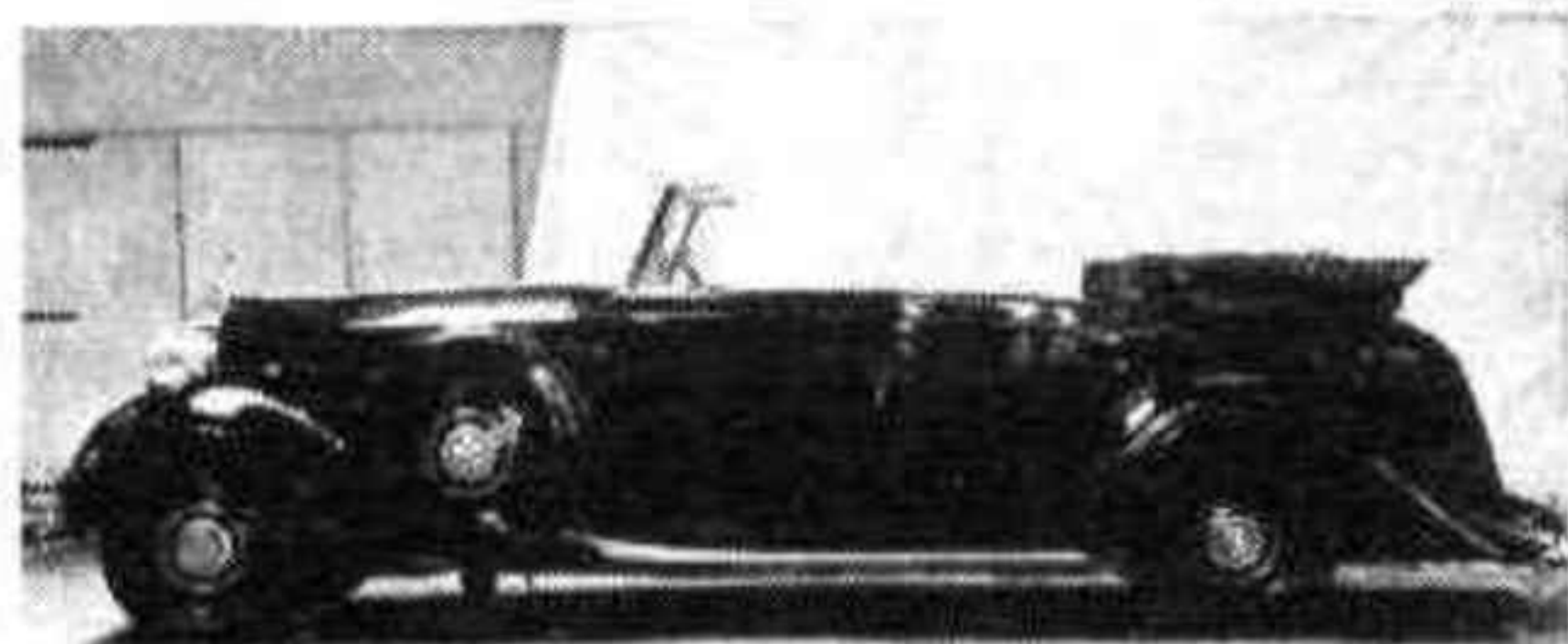
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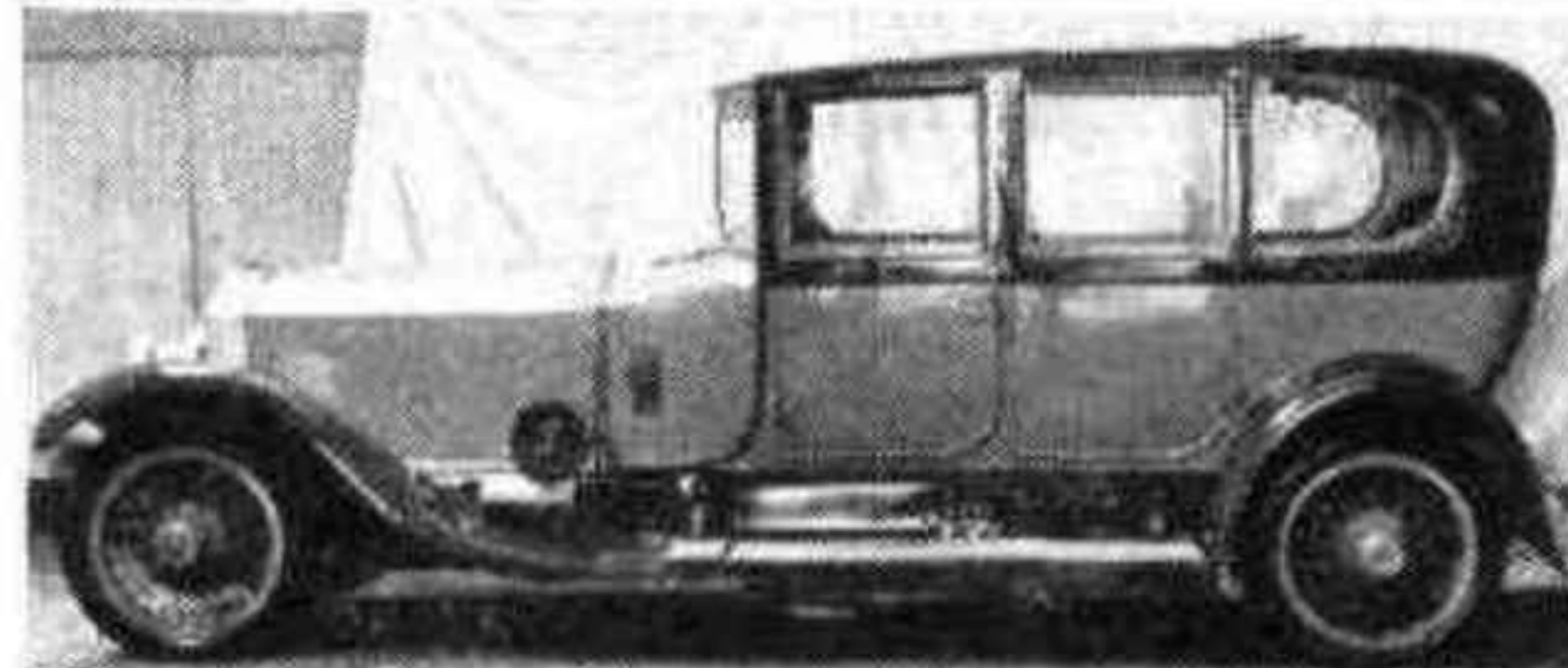
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