January 1971 Vol. XLVII No. 1 3s (15np)

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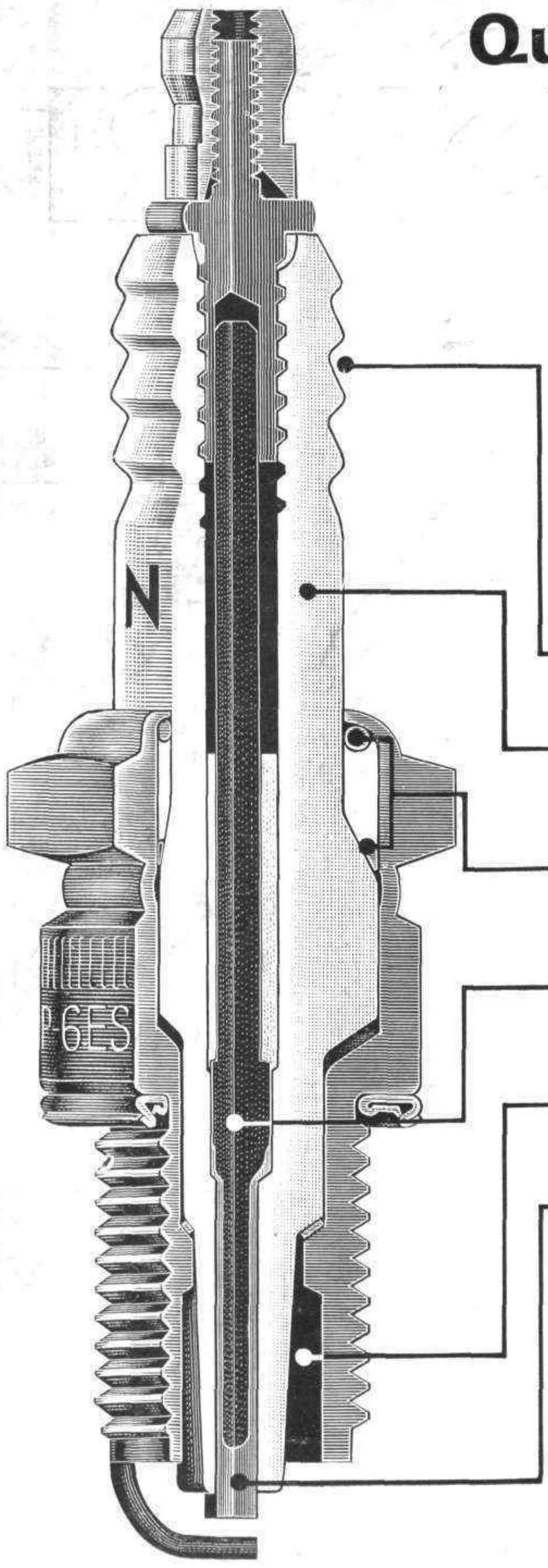

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A. ASTRO-CHRONO
A great chronograph that has already proven one of our fastest sellers. 17 jewelled lever movement, incabloc, shock absorbers, fully water-resistant (20 ATM tested), strong stainless steel case. The 1/5 second full flyback stopwatch has start/stop/go facility. Dial includes 30 minute recorder with 2 coloured (blue and red) 5 and 10 minute countdown zone. Also has tachy and telemeter scales. Bezel has 0–60 and 0–12 hour scales. Free bracelet. Similar specification watches cost over £30, but this one for £19.19.6.

B. RALLY CHRONO
One of the most astounding watches to be introduced from Switzerland this year: Look at the price : Specification: 17 jewels, shock resistant, water resistant, automatic calendar, internal 60 minute rotating bezel, push-button operated flyback minutes elapsed hand incorporating a separate minutes-to-go hand. The latter shows a countdown from 15 to zero minutes on a coloured zone. Separate continuous seconds dial, black face, luminous hands and markers, brushed steel effect case, and tropic strap. Usual shop value £9.5.0. Our price £7.19.6.

C. TIME/DISTANCE/SPEED
Another new Swiss model, this watch has a huge technical specification: Two exterior bezels (the outer one rotates), include all calibrations required to make time/distance/speed calculations. Internal 0–60 minute bezel is rotated by external crown. Dial includes automatic calendar, luminous hands and markers. Rugged case is water-resistant (5 ATM tested), and the 21 jewelled movement is shock protected. Complete with tropic strap and introduced by Chronosport at only £7.19.6.

D. MEANGRAF RALLY
Above all, a motorists watch. The twin bezel arrangement allows instantaneous calculation of average hourly mileage, etc. Simple, accurate and quick to use. Movement is a 17 jewelled lever, shock resistant and water-resistant to 40 metres. Dial includes automatic calendar, luminous hands and markers, and distinctive layout. Case is stainless steel modern design and very strong. Full instructions provided. Supplied with a quality drivers strap. Our hot price £10.19.6.

E. COMPUTER SLIDE-RULE
Highly recommended—in use with R.A.F. aircrew. 17 jewelled Swiss made, shockproof and water resistant (20 ATM tested). Automatic calendar, Computer equivalent to 3 inch slide-rule. Multiplies, divides, calculates ratios, averages, time-distance/speed, etc. (4-page instruction leaflet provided). Black dial, highly legible figures. Complete with stainless steel bracelet. Originally marketed in the U.K. and U.S.A. at £15 but Chronosport price is now right down to £6.19.6.

F. MULTI-SPORT CHRONOGRAPH
A best buy in Chronographs. Quality 17 jewelled lever incabloc movement in a water-resistant case. 1/5 second flyback stopwatch, with start/stop/go action. 30 minute recording dial, tachy average speed and telemeter time/distance scales. Low reflection black dial and raised hour batons and luminous hands and markers. Supplied with a quality leather strap. Treat yourself to a £23 value watch for just £15.19.6.

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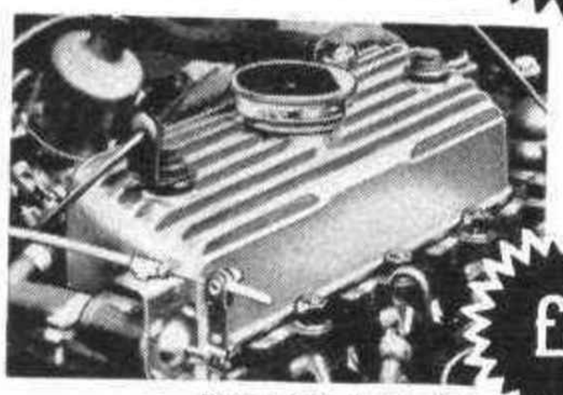

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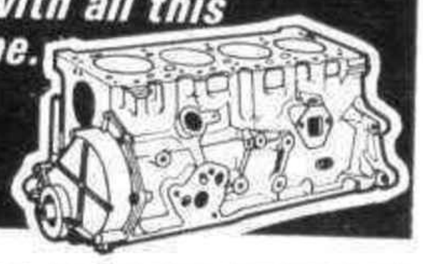

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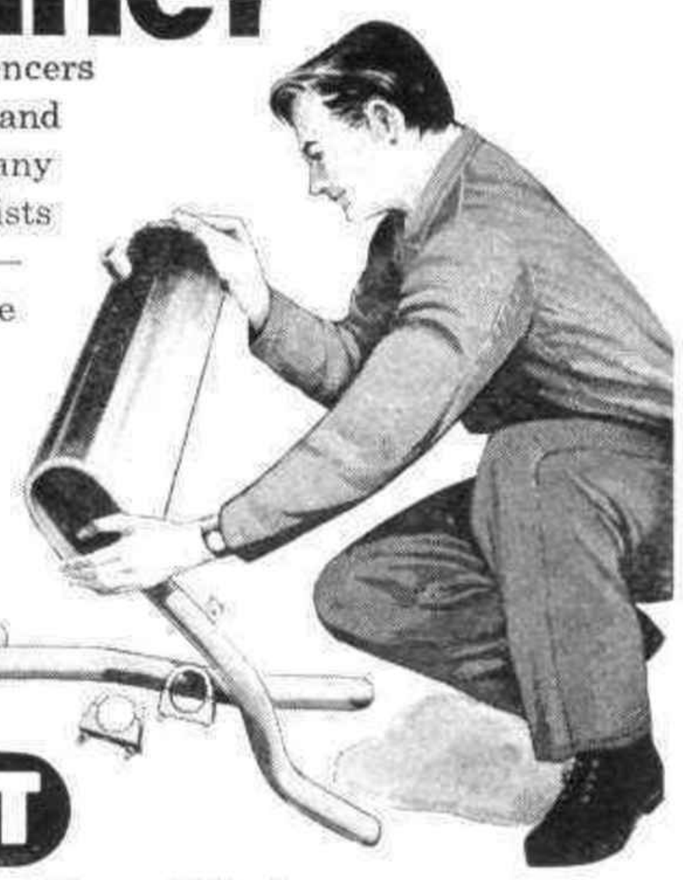

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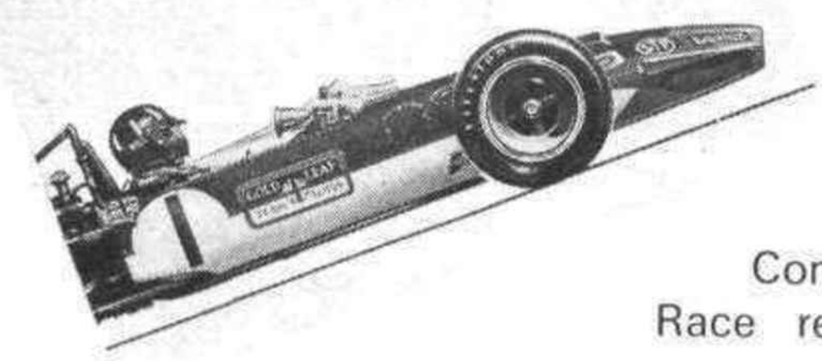

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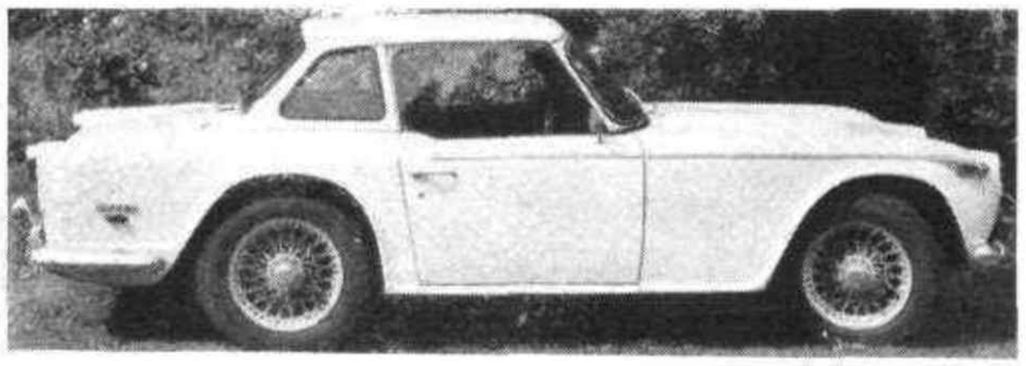

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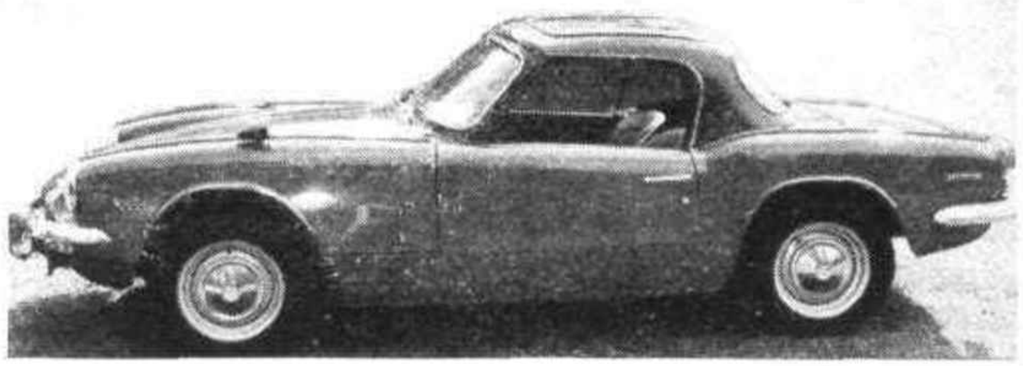

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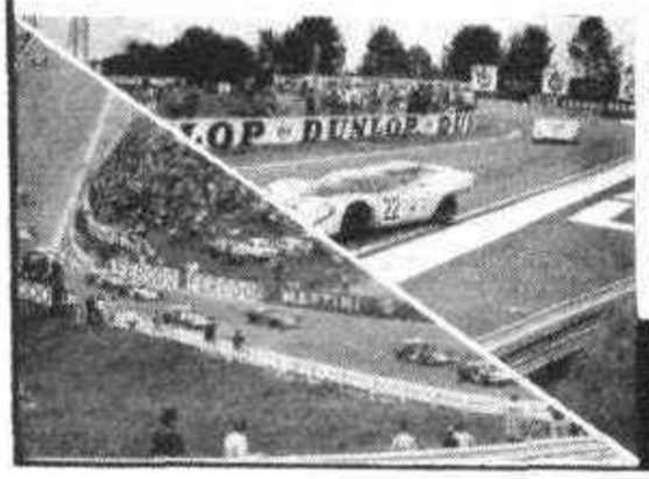

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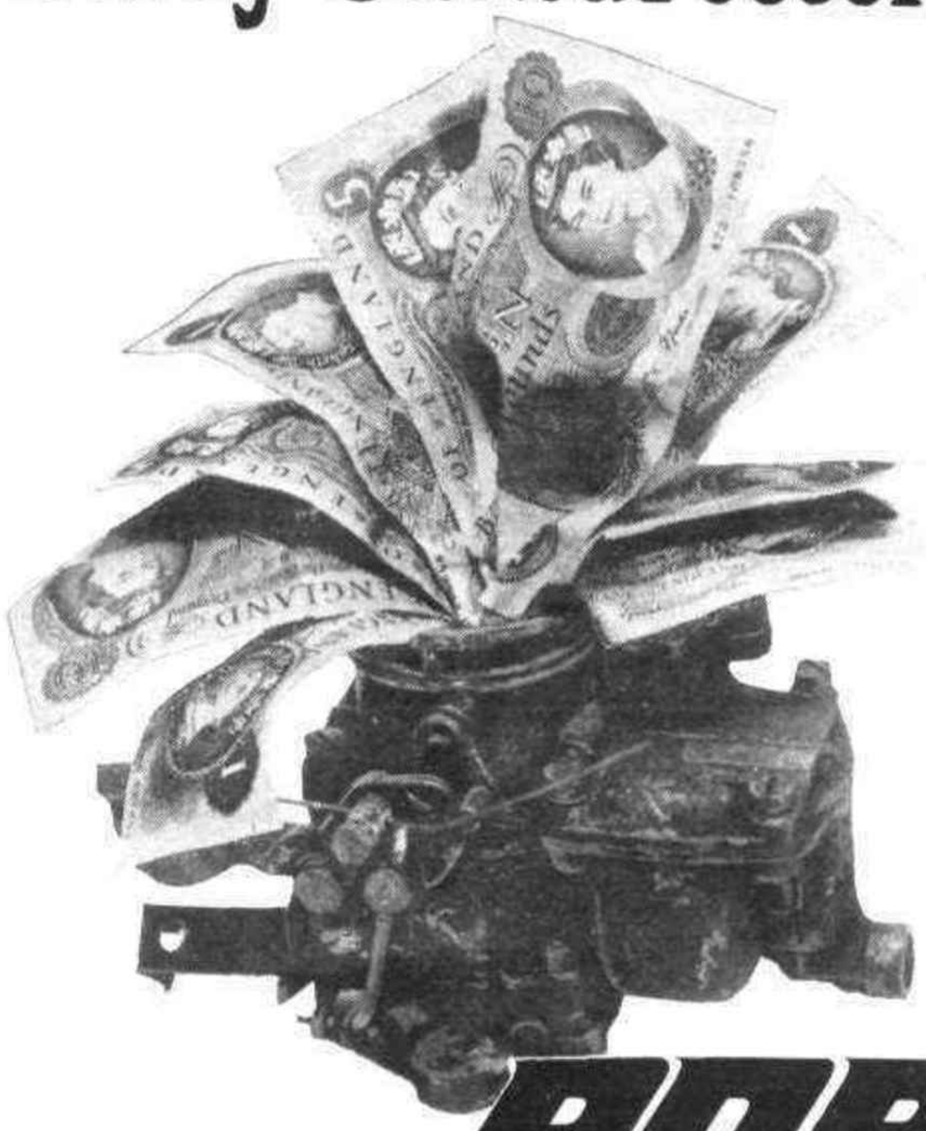

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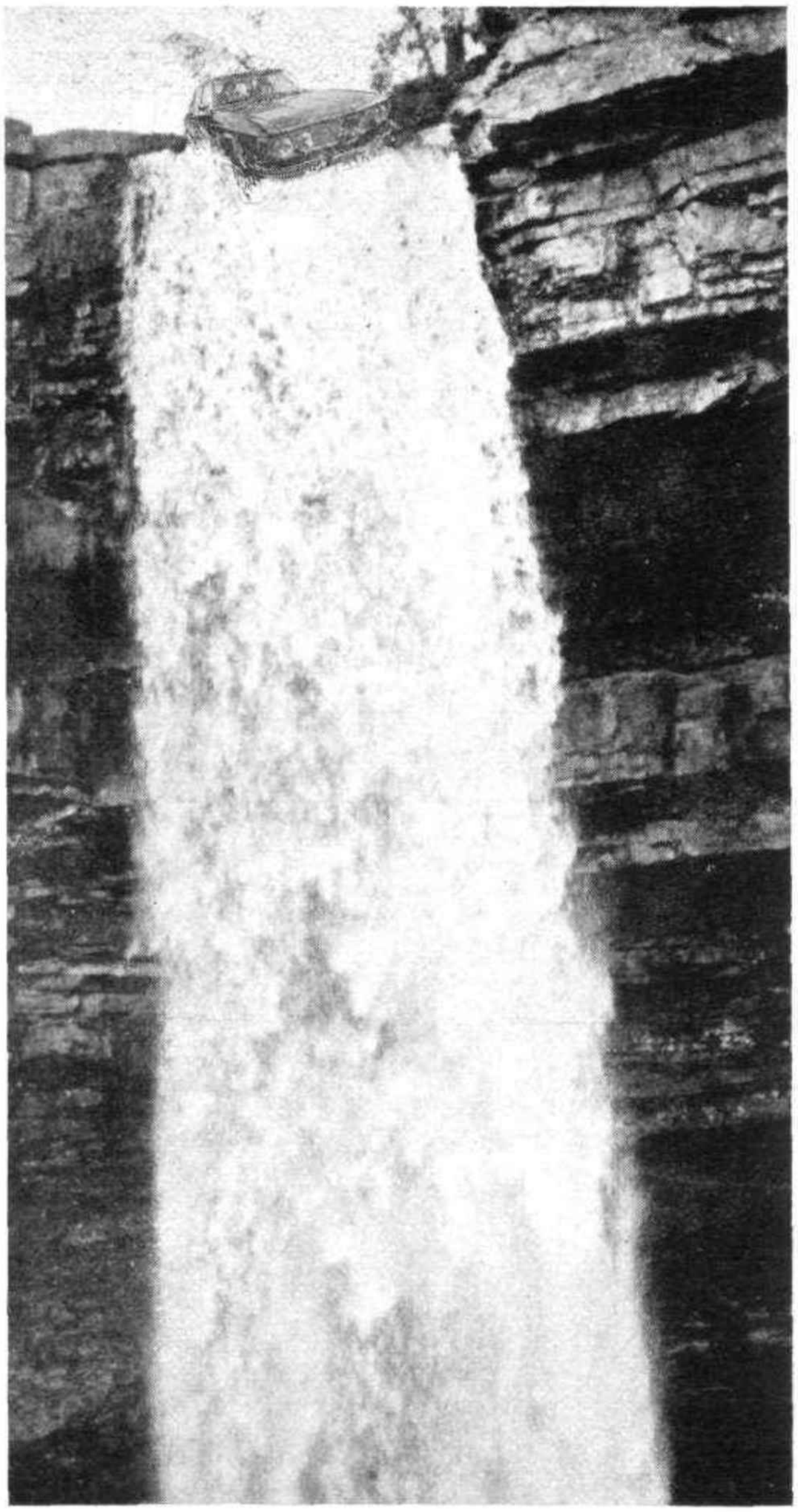

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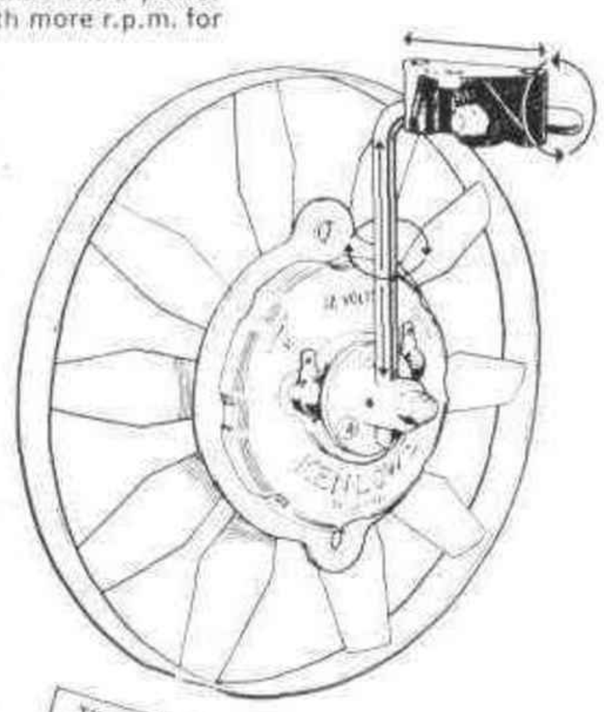

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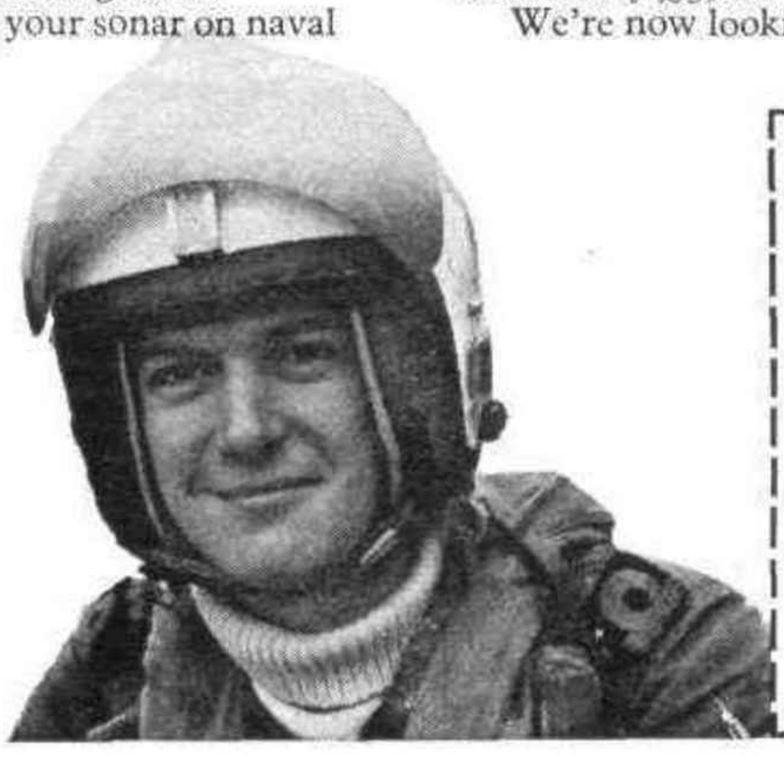

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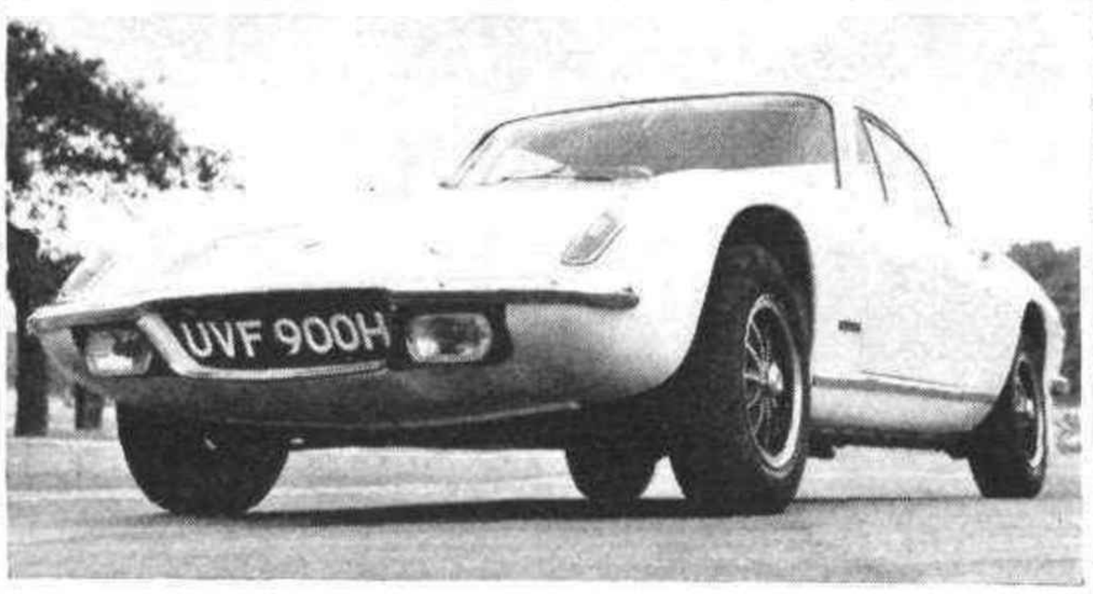

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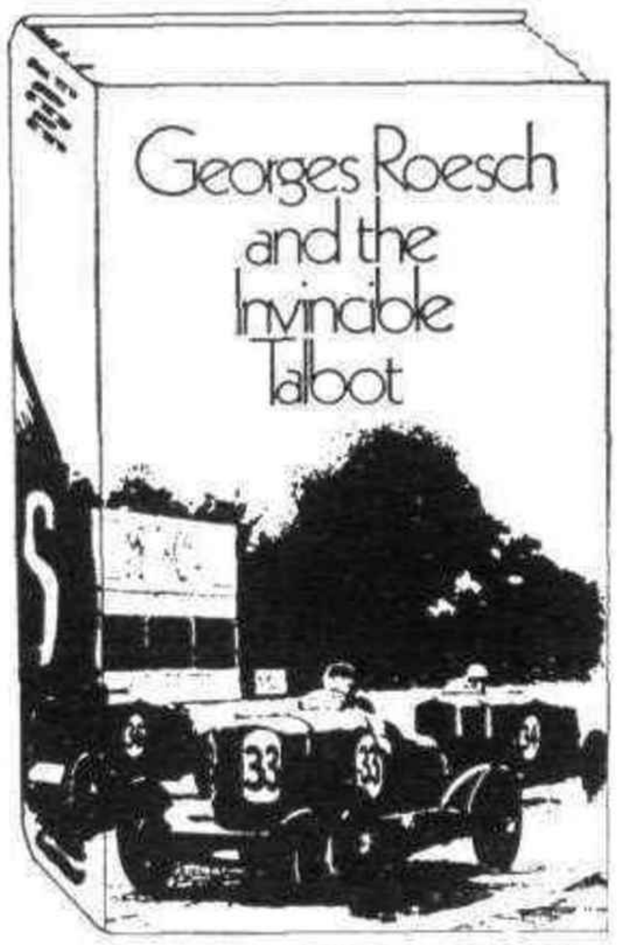

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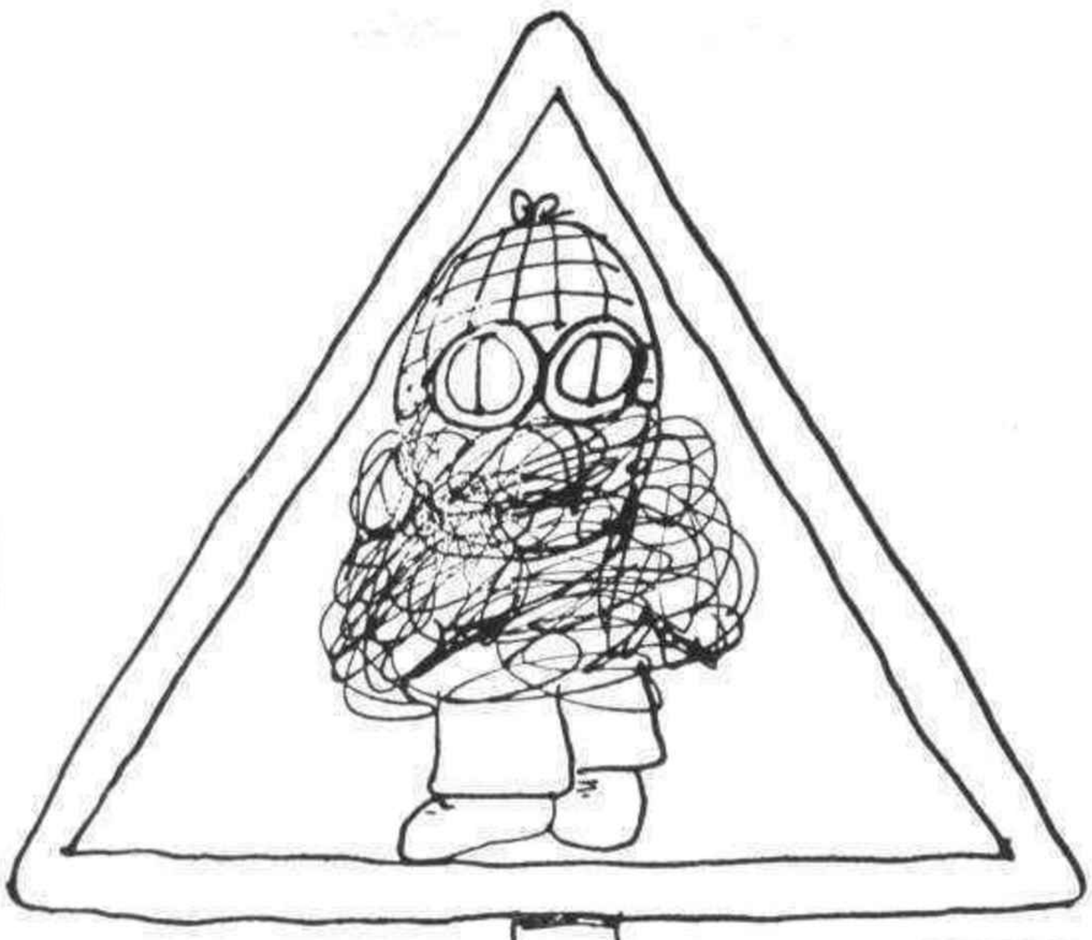

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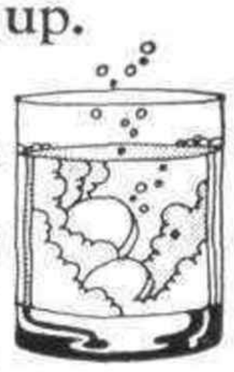

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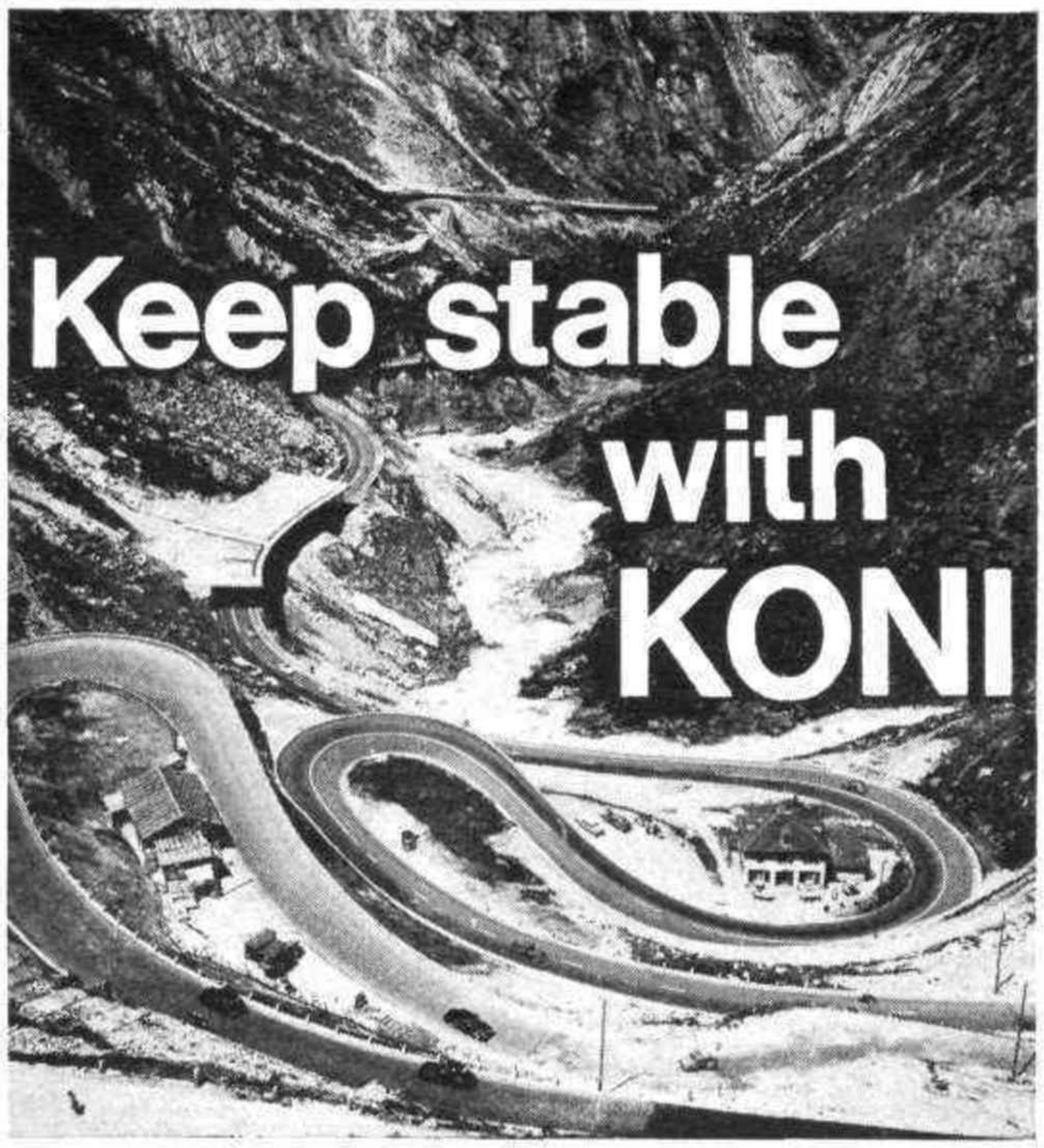

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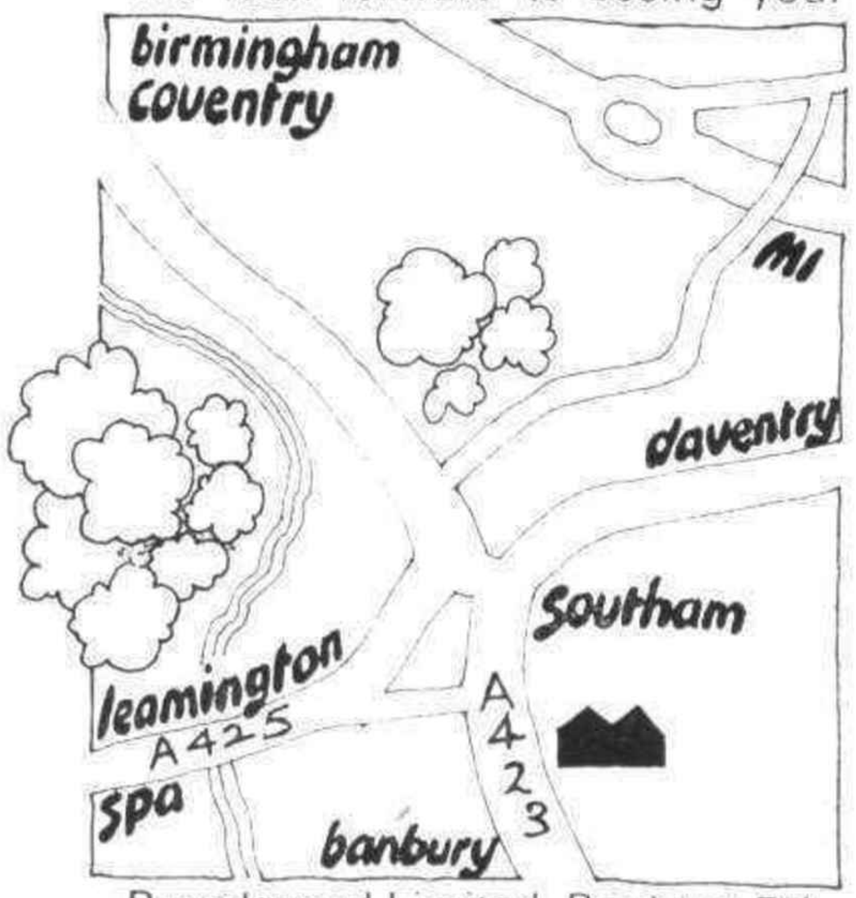

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MOTOR SPORT

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FRONT COVER PICTURE : WINNERS of the RAC Rally twice in succession were Swedes Harry Källström and Gunnar Häggbom, in a 1.6-litre Lancia Fulvia HF on both occasions. The car is pictured during a crisp morning in the Lake District.

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MATTERS OF MOMENT

■ GREAT EXPECTATIONS

We have recently published criticisms of the BLMC, for which we do not repent. But, having discussed these editorials with Lord Stokes in his eyrie on the sixth floor of Berkeley Square House, fair play demands that his views should be stated. This easy-to-meet Leader of Industry is so supremely confident that he can save the British Motor Industry that perhaps, like Cliff Richard, he should be singing "Congratulations", which so nearly won a Eurovision Song Contest. . . .

He still thinks anyone in this country who buys a BMW or Mercedes-Benz in preference to a Triumph 2.5, for instance, needs his or her head tested. His aim is to compete with Mercedes-Benz and he regards the Triumph 2.5 PI as having excellent potential. Lord Stokes excuses the demise of the V8 Daimler engines on the grounds that they were "hand-made", so too costly to produce, and the delay in giving the XJ Jaguar a V12 engine as due to the problem of finding tooling space (which may explain the demise of the Austin 3-litre and some older BMC models). He makes two-seater Austin Healey, MG and Triumph sports cars mainly for America, and believes in competition, if confined to production-style cars. He points out that GM does not race, that Ford of America has pulled out, and that probably Ford of Britain would like to do so, in view of the prodigious cost, now that the sweet smell of competing against BMC has ended. He dislikes glass-fibre cars, so would doubtless have chopped the Daimler SP250 anyway, admits the original Maxi was an error (but recommends you try the new version), and takes responsibility for Stag, which was developed as a V8 convertible on his orders. In the completely-new ADO 28, when it appears, Lord Stokes has complete confidence. BMC had to be taken over or it would have ceased to exist, leaving Britain open to the full might of American opposition. Economy truly caused the closing of the Abingdon Competitions Department and the demise of *High Road*, says Lord Stokes.

In view of this very serious outlook one cannot but wish Lord Stokes every possible success, in a situation where the imperceptive workers who refuse to back-Britain, acting now like naughty children, are making things far, far worse and moving us closer to Communism. (Writing this in the middle of a most exhilarating December drive in a Ford RS 1600, the new British Leylands had better be good . . .!)

■ RALLY SURPRISE

The RAC Rally aroused the usual great spectator interest, judging by the number of onlookers we encountered who were ignoring a filthy wet night to watch happenings at the Machynlleth Control. By this time Stuart Turner had gone home, because all the "works" Fords were out. Elsewhere we give a make-by-make résumé of this surprising rally. It is significant that Ford, having found all the power needed, from cross-flow push-rod, Lotus 8-valve Twin-Cam and Cosworth 16-valve Twin-Cam engines, had complete disaster in getting this power to the road wheels. However, it is this unpredictability that makes the game so fascinating. What solution will Ford adopt? Or will Lancia, a Company which may have made a few mediocre cars but never a bad one, and a great many great ones from the Lambda onwards, with the present Lancias amongst the nicest cars in the World, continue to win, as they did the RAC Rally (just!), with Opel snapping at their heels? Incidentally, both the British Leyland and Dunlop service vans were out on the RAC Rally, a pleasing reminder that neither of these great organisations has entirely forsaken the Sport.

■ SILVERSTONE

After the war the only place where we in this country could race was Silverstone airfield. Since then much motor-racing history has been made there and, although it has taken time, the amenities have arrived, in the form of a proper pit-road, a bridge over the outer circuit, a resurfaced Paddock etc., while the excellence of the Silverstone Club building compensates for impermanent grand-stands. For a time rumour said that Silverstone might be confiscated, motor racing giving way to Jumbo Jets. So the news that the BRDC has secured the circuit is altogether excellent, meaning that racing of all kinds, from Formula One to Formula 750 and VSCC racing will continue to take place at Britain's premier circuit.

Motor Sport Fixture List For January

★ **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 FROMINENT TOWN	CATEGORY	TIME
Jan. 2nd	**SCC of South Africa**	**Welkom Circuit**	**Goldfields**	**Three-Hour Race, Springbok—6 (INT)**	—
Jan. 2nd	**Levin MRC**	**Levin**	**Wellington, New Zealand**	**Tasman—1 (INT)**	—
Jan. 2nd/3rd	APOC Car Club	Experimental Department	Castrol Ltd., Bracknell	Aquarius Rally (*C*)	23.31
Jan. 9th	**NZ Int. GP Inc.**	**Pukekohe**	**Auckland, New Zealand**	**Tasman—2 (INT)**	—
Jan. 9th	TEAC	Lydden Circuit	Canterbury, Kent	TV Rallycross (*NB*)	**13.00**
Jan. 9/10th	Sporting Owner DC	James Street car-park	Rugby	Rallye Dubonnet (*R*)	22.01
Jan. 10th	**YPF**	**Buenos Aires Autodromo**	**Buenos Aires, Argentina**	**1,000 Km. Race (INT)**	—
Jan. 10th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (*C*)	13.00
Jan. 10th	Newport CC	Top Rand Motorport	Severn Bridge	Tour of Dean (*R*)	09.01
Jan. 15/16th	Quinton MC	Leebotwood	Church Stretton	Quinton Hundred Rally (*C*)	23.01
Jan. 16th	**Motor Racing Club**	**Wigram**	**Christchurch, New Zealand**	**Tasman—3 (INT)**	—
Jan. 16th	Lincoln MC & CC	Cadwell Park	Louth, Lincs.	Rallycross (*NO*)	13.00
Jan. 19/20th	Oxford University MDC	Gibbs Bros.	Sirhowy Bridge, Tredegar	Targa Rusticana (*R*)	20.01
Jan. 19/20th	Bexley LCC	Sidcup Place	Sidcup	Witsend Rally (*R*)	18.31
Jan. 22/29	**AC de Monaco**	**12 various starting points**	—	**Monte Carlo Rally (INT)**	—
Jan. 23rd	**Southland SCC**	**Teretonga Park**	**Invercargill, New Zealand**	**Tasman—4 (INT)**	—
Jan. 24th	**YPF**	**Buenos Aires Autodromo**	**Buenos Aires, Argentina**	**F1 Argentine GP (INT)**	—
Jan. 24th	Darlington & Dist. DMC	Croft Autodrome	Darlington, Co. Durham	Rallycross (*NB*)	14.15
Jan. 30th/31st	**SCCA**	**Daytona International Speedway**	**Daytona Beach, Florida, USA**	**24-Hour Race (INT)**	**15.00**

1971 INTERNATIONAL CALENDAR

THE FIA calendar of International racing events shows no abatement in the overall enthusiasm for motor racing, all the regular races being listed, together with some new ones, while a number of races have been upgraded from "National with limited foreign participation" to full International events. The FIA recognise a number of championships, to be competed for in selected events, and these are the Drivers' World Championship, the Manufacturers' Sports-Car Championship, the F2 European Trophy for non-graded drivers, the European Touring Car Championship, the European Hill-Climb Championship, the European 2-litre Sports-Car Championship, and for the first time, a Can-Am Championship. It's rather typical that just as the Can-Am series looks like dying and being changed, the FIA recognise it with an official Championship!

Activity starts almost at once, with the 1,000-kilometre sports-car race in the Argentine on January 10th, followed by the Daytona 24-hour race on January 30th/31st. Grand Prix racing gets under way on March 6th with the South African GP at Kyalami and the F2 European Trophy starts on April 4th at Hockenheim, with the mountain hill-climbs beginning on April 25th with a climb in Austria, while the 2-litre sports-car series starts at the Paul-Ricard circuit on April 18th. This new sports-car category had its first season in 1970 and proved highly successful, with keen battles between Lola, Chevron, Abarth and Porsche, and 1971 sees a round in the Championship being held at Silverstone on June 5th. The Can-Am series starts as usual in Canada, with a race at Mosport on June 13th.

Starting with this season certain new FIA rules come into force, principally with sports cars and Formula Three. The Group 5 sports cars no longer have to be built in a series of 25 cars, as previously, and done by Porsche and Ferrari, but they can be a one-off still with 5-litre engine. "Road Equipment" such as spare wheel and full-width screen and lights are no longer needed, which brings the 5-litre Group 5 cars in line with the Group 6 cars of 3-litres, but this is merely a swan-song, for as from 1972 all sports cars are to be amalgamated into one category with a limit of 3-litres, which means that the Porsche 917 and the Ferrari 512S will become obsolete and relegated to National club-racing. Formula Three is to change completely, with the engine limit being raised from 1,000 c.c. to 1,600 c.c., but with a very severe throttling flange in the induction pipe, which should restrict the power output to somewhere around the old Formula Three engine. It is strange that while almost every other form of racing has an FIA Championship, that Formula Three is completely ignored by the ruling body in so far as official recognition is concerned. Another important change starting this year concerns Formula 5000, which up to now has been restricted to non-graded drivers and mostly to National events. It is now allowed for graded drivers to take part in Formula 5000 events or to drive them in combined races, such as the International Trophy at Silverstone or the Gold Cup at Oulton Park. This should enliven things considerably, with drivers like Surtees in one of his own 5-litre cars, or Hulme in a 5-litre McLaren, while some of the top drivers competing in Formula 5000 races could raise the status of this category and give the regular competitors something to aim for. D.S.J.

GRAND PRIX RACES (for Drivers' World Championship)

Mar. 6th	South African GP	..	Kyalami, Johannesburg
April 18th	Spanish GP	..	Barcelona
May 23rd	Monaco GP	..	Monte Carlo
June 6th	Belgium GP	..	Spa-Francorchamps
June 20th	Dutch GP	..	Zandvoort
July 4th	French GP	..	Paul-Ricard, Marseilles
July 17th	British GP	..	Silverstone
Aug. 1st	German GP	..	Nurburgring or Hockenheim
Aug. 15th	Austrian GP	..	Osterreichring, Zeltweg
Sept. 5th	Italian GP	..	Monza
Sept. 19th	Canadian GP	..	Mosport
Oct. 3rd	USA GP	..	Watkins Glen
Oct. 24th	Mexican GP	..	Mexico City

LONG-DISTANCE RACES FOR MANUFACTURERS' CHAMPIONSHIP

Jan. 10th	City of Buenos Aires 1,000 km.	..	Argentina
Jan. 30th/31st	24 hours of Daytona	..	Florida
Mar. 20th	12 hours of Sebring	..	Florida
April 4th	BOAC 1,000 km.	..	Brands Hatch
April 25th	Monza 1,000 km.	..	Italy
May 9th	Francorchamps 1,000 km.	..	Belgium
May 16th	Targa Florio	..	Sicily
May 30th	ADAC 1,000 km.	..	Nurburgring
June 12th/13th	Le Mans 24 hours	..	France
June 27th	Osterreichring 1,000 km.	..	Zeltweg
July 24th	6 hr. Watkins Glen	..	America
Aug. 7th	Canadian 1,000 km.	..	St. Jovite

EUROPEAN TROPHY FORMULA TWO

April 4th	German Trophy	..	Hockenheim
April 12th	Yellow Pages Trophy	..	Thruxton
May 2nd	Eifelrennen	..	Nurburgring
May 15th	Gran Premio Madrid	..	Jarama
May 31st	Crystal Palace	..	London
June 27th	Circuit of Rouen	..	France
Aug. 9th	Mantorp Park	..	Sweden
Aug. 22nd	Circuit of Enna	..	Sicily
Sept. 12th	Tulln-Langenlebarn	..	Austria
Sept. 26th	Circuit of Albi	..	France
Oct. 10th	Rome G.P.	..	Vallelunga

EUROPEAN TROPHY FOR 2-LITRE SPORTS CARS

April 18th	Circuit of Paul-Ricard	..	Marseilles
May 2nd	Hameenlinna	..	Finland
May 23rd	Tauernpokal	..	Salzburgring
June 5th	Silverstone	..	Northampton
June 20th	Circuit d'Auvergne	..	Clermont-Ferrand
July 4th	Solituderennen	..	Hockenheim
July 18th	Circuit of Mugello	..	Florence
Aug. 15th	Circuit of Enna	..	Sicily
Sept. 5th	500 Km.	..	Nurburgring
Sept. 19th	Ardennes Trophy	..	Spa-Francorchamps
Sept. 26th	Trophy of the Dunes	..	Zandvoort
Nov. 7th	6 hr. Madrid	..	Jarama

CANADIAN-AMERICAN CHALLENGE TROPHY—CAN-AM

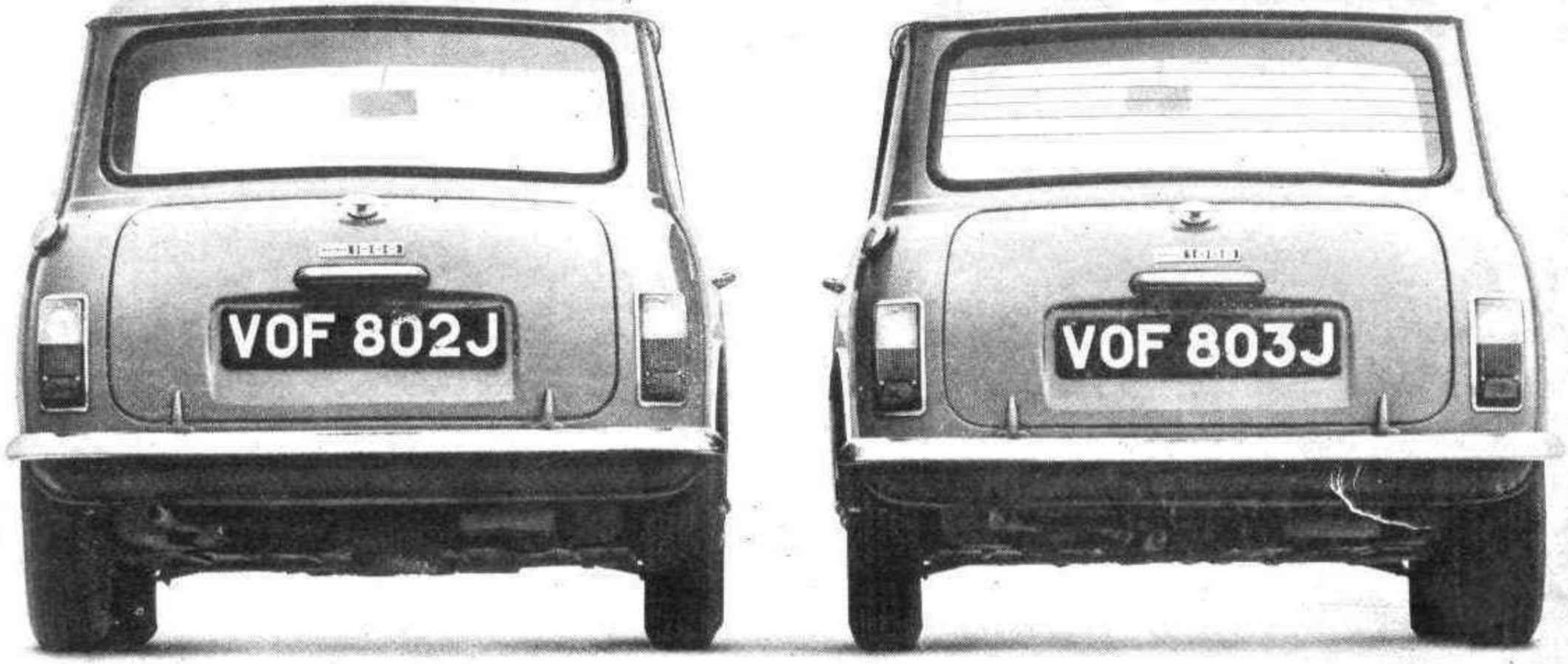
June 13th	Mosport	..	Canada
June 27th	St. Jovite	..	Canada
July 10th	Edmonton	..	Canada
July 25th	Watkins Glen	..	America
Aug. 8th	Chesapeake	..	America
Aug. 22nd	Mid-Ohio	..	America
Aug. 29th	Road Atlanta	..	America
Sept. 12th	Bridgehampton	..	America
Sept. 26th	Donnybrooke	..	America
Oct. 17th	Laguna-Seca	..	America
Oct. 31st	Riverside Raceway	..	America
Nov. 7th	Searspoint	..	America

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 14th	4 hr. Monza	..	Italy
April 11th	Austrian Trophy	..	Salzburgring
May 23rd	Circuit of Brno	..	Czechoslovakia
June 5th	RAC. Tourist Trophy	..	Silverstone
July 11th	6 hr. Nurburgring	..	Germany
July 24/25th	24 hr. Francorchamps	..	Spa
Sept. 12th	6 hr. Paul-Ricard	..	Marseilles
Oct. 3rd	4 hr. of Jarama	..	Madrid

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

April 25th	Grosser Bergpreis von Austria		Austria
May 23rd	Montseny	..	Spain
June 6th	Berchtesgaden	..	Germany
June 20th	Mont Ventoux	..	France
July 4th	Trento-Bondone	..	Italy
July 11th	Cesana-Sestriere	..	Italy
Aug. 8th	Mont Dore	..	France
Aug. 29th	Ollon-Villars	..	Switzerland



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INTERNATIONAL RACE RESULTS OF 1970

Champion Driver Jochen Rindt in the Champion Car, The Lotus 72

GRANDES EPREUVES
(and events for World Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.	Fastest Lap	Time
											min. sec.
Mar. 7	South African GP—328.3 kms.	Kyalami	J. Brabham (Brabham-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	J. Stewart (March-Cosworth V8)	J-P. Beltoise (Matra-Simca V12)	J. Miles (Lotus-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	179.763	J. Surtees (McLaren)	1 20.8
										J. Brabham (Brabham)	
April 19	Spanish GP—306.388 kms. ..	Jarama	J. Stewart (March-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	M. Andretti (March-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	J. Servoz-Gavin (March-Cosworth V8)	—	140.362	J. Brabham (Brabham-Cosworth V8)	1 24.3
May 10	Monaco GP—251.6 kms. ..	Monte Carlo ..	J. Rindt (Lotus-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	H. Pescarolo (Matra-Simca V12)	D. Hulme (McLaren-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	P. Rodriguez (BRM V12)	131.718	J. Rindt (Lotus-Cosworth V8)	1 23.2
June 7	Belgian GP—394.8 kms. ..	Francorchamps ..	P. Rodriguez (BRM V12)	C. Amon (March-Cosworth V8)	J-P. Beltoise (Matra-Simca V12)	I. Giunti (Ferrari flat-12)	R. Stommelen (Brabham-Cosworth V8)	H. Pescarolo (Matra-Simca V12)	241.308	C. Amon (March-Cosworth V8)	3 27.4
June 21	Dutch GP—335.4 kms. ..	Zandvoort	J. Rindt (Lotus-Cosworth V8)	J. Stewart (March-Cosworth V8)	J. Ickx (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	J-P. Beltoise (Matra-Simca V12)	J. Surtees (McLaren-Cosworth V8)	181.777	J. Ickx (Ferrari flat-12)	1 19.23
July 5	French GP—306.09 kms. ..	Clermont-Ferrand	J. Rindt (Lotus-Cosworth V8)	C. Amon (March-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	H. Pescarolo (Matra-Simca V12)	D. Gurney (McLaren-Cosworth V8)	158.390	J. Brabham (Brabham-Cosworth V8)	3 00.75
July 18	British GP—341.2 kms. ..	Brands Hatch ..	J. Rindt (Lotus-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	C. Amon (March-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	174.900	J. Brabham (Brabham-Cosworth V8)	1 25.9
Aug. 2	German GP—339.43 kms. ..	Hockenheim ..	J. Rindt (Lotus-Cosworth V8)	J. Ickx (Ferrari flat-12)	D. Hulme (McLaren-Cosworth V8)	E. Fittipaldi (Lotus-Cosworth V8)	R. Stommelen (Brabham-Cosworth V8)	H. Pescarolo (Matra-Simca V12)	199.400	J. Ickx (Ferrari flat-12)	2 00.5
Aug. 16	Austrian GP—354.7 kms. ..	Osterreichring ..	J. Ickx (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	R. Stommelen (Brabham-Cosworth V8)	P. Rodriguez (BRM V12)	J. Oliver (BRM V12)	J-P. Beltoise (Matra-Simca V12)	208.040	J. Ickx and G. Regazzoni (Ferrari flat-12)	1 40.4
Sept. 6	Italian GP—391.0 kms. ..	Monza	G. Regazzoni (Ferrari flat-12)	J. Stewart (March-Cosworth V8)	J-P. Beltoise (Matra-Simca V12)	D. Hulme (McLaren-Cosworth V8)	R. Stommelen (Brabham-Cosworth V8)	F. Cevert (March-Cosworth V8)	236.698	G. Regazzoni (Ferrari flat-12)	1 25.2
Sept. 19	Canadian GP—383.83 kms. ..	St. Jovite	J. Ickx (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	C. Amon (March-Cosworth V8)	P. Rodriguez (BRM V12)	J. Surtees (Surtees-Cosworth V8)	P. Gethin (McLaren-Cosworth V8)	162.974	G. Regazzoni (Ferrari flat-12)	1 32.2
Oct. 4	United States GP—400.0 kms.	Watkins Glen ..	E. Fittipaldi (Lotus-Cosworth V8)	P. Rodriguez (BRM V12)	R. Wisell (Lotus-Cosworth V8)	J. Ickx (Ferrari flat-12)	C. Amon (March-Cosworth V8)	D. Bell (Surtees-Cosworth V8)	204.050	J. Ickx (Ferrari flat-12)	1 02.74
Oct. 25	Mexican GP—325.0 kms. ..	Mexico City ..	J. Ickx (Ferrari flat-12)	G. Regazzoni (Ferrari flat-12)	D. Hulme (McLaren-Cosworth V8)	C. Amon (March-Cosworth V8)	J-P. Beltoise (Matra-Simca V12)	P. Rodriguez (BRM V12)	171.800	J. Ickx (Ferrari flat-12)	1 43.11

Drivers' Championship Placings : 1st : **J. Rindt** (deceased). 2nd : **J. Ickx.** 3rd : **G. Regazzoni.**
Manufacturers' Championship Placings : 1st : **Lotus-Cosworth.** 2nd : **Ferrari.** 3rd : **March-Cosworth.**

LONG-DISTANCE RACES FOR PROTOTYPES (Group 6) AND SPORTS CARS (Group 5)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.
Feb. 1	Daytona—24 hours ..	Florida	P. Rodriguez/L. Kinnunen (Porsche 917—4½-litre)	J. Siffert/B. Redman (Porsche 917—4½-litre)	M. Andretti/J. Ickx/ A. Merzario (Ferrari 512S—5-litre)	S. Posey/M. Parks (Ferrari 312—3-litre)	T. Adamowicz/D. Piper (Ferrari 312—3-litre)	J. Thompson/J. Mahler (Chevrolet-Corvette 7-litre)	184.845
Mar. 22	Sebring—12 hours ..	Florida	I. Giunti/N. Vaccarella M. Andretti (Ferrari 512S—5-litre)	S. McQueen/P. Revson (Porsche 908—3-litre)	M. Gregory/T. Hezemans (Alfa Romeo 3-litre	P. Rodriguez/L. Kinnunen (Porsche 917—4½-litre)	H. Pescarolo/J. Servoz-Gavin (Matra 650—3-litre)	M. Parkes/C. Parsons (Ferrari 312—3-litre)	172.662
April 12	BOAC—1,000 kms. ..	Brands Hatch ..	P. Rodriguez/L. Kinnunen (Porsche 917—4½-litre)	V. Elford/D. Hulme (Porsche 917—4½-litre)	H. Herrmann/R. Attwood (Porsche 917—4½-litre)	H. Laine/G. van Lennep (Porsche 908—3-litre)	C. Amon/A. Merzario (Ferrari 512S—5-litre)	G. Koch/G. Larrousse (Porsche 908—3-litre)	148.303
April 25	Monza—1,000 kms. ..	Italy	P. Rodriguez/L. Kinnunen (Porsche 917—4½-litre)	I. Giunti/N. Vaccarella/ C. Amon (Ferrari 512S—5-litre)	J. Surtees/P. Schetty (Ferrari 512S—5-litre)	A. Merzario/C. Amon (Ferrari 512S—5-litre)	J. Brabham/J-P. Beltoise (Matra 650—3-litre)	H. Pescarolo/J. Servoz-Gavin (Matra 650—3-litre)	232.650
May 3	Targa Florio—792 kms.	Sicily	J. Siffert/B. Redman (Porsche 908/3—3-litre	P. Rodriguez/L. Kinnunen (Porsche 908/3—3-litre)	N. Vaccarella/I. Giunti (Ferrari 512S—5-litre)	H. Laine/G. van Lennep (Porsche 908—3-litre)	R. Attwood/B. Waldegaard (Porsche 908/3—3-litre)	M. Parkes/H. Muller (Ferrari 512S—5-litre)	120.151
May 17	Spa—1,000 kms. ..	Francorchamps	J. Siffert/B. Redman (Porsche 917—5-litre)	J. Ickx/J. Surtees (Ferrari 512S—5-litre)	V. Elford/K. Ahrens (Porsche 917—5-litre)	I. Giunti/N. Vaccarella (Ferrari 512S—5-litre)	H. Laine/G. van Lennep (Porsche 917—4½-litre)	R. Attwood/H. Herrmann (Porsche 917—4½-litre)	240.459
May 31	ADAC—1,000 kms. ..	Nurburgring ..	V. Elford/K. Ahrens (Porsche 908/3—3-litre)	H. Herrmann/R. Attwood (Porsche 908/3—3-litre)	J. Surtees/N. Vaccarella (Ferrari 512S—5-litre)	M. Parkes/H. Muller (Ferrari 512S—5-litre)	G. Larrousse/H. Marko (Porsche 908—3-litre)	R. Lins/W. Kauhsen (Porsche 908—3-litre)	165.000
June 13/14	Le Mans—24 hours ..	Sarthe	H. Herrmann/R. Attwood (Porsche 917—4½-litre)	G. Larrousse/W. Kauhsen (Porsche 917—4½-litre)	R. Lins/H. Marko (Porsche 908—3-litre)	S. Posey/R. Bucknam (Ferrari 512S—5-litre)	H. de Fierland/A. Walker (Ferrari 512S—5-litre)	C. Ballot-Lena/G. Chasseuil (Porsche 914/6)	191.992
July 11	Watkins Glen—6 hours	USA	P. Rodriguez/L. Kinnunen (Porsche 917—5-litre)	J. Siffert/B. Redman (Porsche 917—5-litre)	M. Andretti/I. Giunti (Ferrari 512S—5-litre)	V. Elford/D. Hulme (Porsche 917—5-litre)	J. Ickx/P. Schetty (Ferrari 512S—5-litre)	R. Attwood/K. Ahrens (Porsche 917—5-litre)	189.593
Aug. 9	Canadian 6 hours ..	Mosport	CANCELLED						
Oct. 11	Austrian 1,000 kms. ..	Osterreichring	J. Siffert/B. Redman (Porsche 917—5-litre)	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3 V8)	G. Larrousse/R. Lins (Porsche 908—3-litre)	V. Elford/R. Attwood (Porsche 917—5-litre)	R. Jost/G. Pankl (Porsche 908—3-litre	N. Lauda/P. Peter (Porsche 908—3-litre	195.720

Manufacturers' Championship Placings : 1st : **Porsche.** 2nd : **Ferrari.** 3rd **Alfa Romeo.**

TASMAN RACES (2,500-c.c. Formula and Formula 5000) (For New Zealand and Australian Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 4	Rothman's International—121 kms.	Levin	G. Lawrence (Ferrari V6)	M. Stewart (Mildren-Waggott)	F. Matich (McLaren-Chevrolet V8)	142.428
Jan. 10	New Zealand GP—163 kms.	Pukekohe	F. Matich (McLaren-Chevrolet V8)	D. Bell (Brabham-Cosworth V8)	G. Lawrence (Ferrari V6)	168.172
Jan. 17	Lady Wigram Trophy—163 kms.	Christchurch	F. Matich (McLaren-Chevrolet V8)	R. Grable (McLaren-Chevrolet V8)	M. Stewart (Mildren-Waggott)	163.102
Jan. 25	Teretonga Park—160 kms.	Invercargill	G. McRae (McLaren-Chevrolet V8)	R. Grable (McLaren-Chevrolet V8)	M. Goth (Surtees-Chevrolet V8)	154.336
Feb. 8	Surfers' Paradise—160 kms.	Australia	G. McRae (McLaren-Chevrolet V8)	K. Bartlett (Mildren-Waggott)	G. Lawrence (Ferrari V6)	162.957
Feb. 15	Warwick Farm—163 kms.	Sydney	K. Bartlett (Mildren-Waggott)	M. Stewart (Mildren-Waggott)	G. Lawrence (Ferrari V6)	146.467
Feb. 22	Sandown Park—174 kms.	Australia	N. Allen (McLaren-Chevrolet V8)	G. Lawrence (Ferrari V6)	U. Norinder (Lola-Chevrolet V8)	164.227
Nov 22	Australian GP—163 kms.	Sydney	F. Matich (McLaren-Holden V8)	N. Allen (McLaren-Chevrolet V8)	G. Lawrence (Ferrari V6)	153.725

Tasman Championship : 1st : **G. Lawrence.** 2nd : **F. Matich.** 3rd : **K. Bartlett.**

FORMULA ONE RACES

Mar. 22	Race of Champions—212.4 kms.	Brands Hatch	J. Stewart (March-Cosworth V8)	J. Rindt (Lotus-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	175.581
April 26	International Trophy—Two Heats	Silverstone	C. Amon (March-Cosworth V8)	J. Stewart (March-Cosworth V8)	P. Courage (De Tomaso-Cosworth V8)	Addition of Heat times
Aug. 22	Gold Cup—177.7 kms.	Oulton Park	J. Surtees (Surtees-Cosworth V8)	J. Findt (Lotus-Cosworth V8)	J. Oliver (BRM V12)	177.020

FORMULA TWO RACES (* Including European Championship)

*Mar. 30	W. D. Wills Trophy—173.8 kms.	Thruxton	J. Rindt (Lotus-Cosworth)	J. Stewart (Brabham-Cosworth)	D. Bell (Brabham-Cosworth)	181.420
April 5	Circuit of Pau—193.2 kms.	France	J. Rindt (Lotus-Cosworth)	H. Pescarolo (Brabham-Cosworth)	T. Schenken (Brabham-Cosworth)	123.800
*April 12	Jim Clark Trophy—Two Heats	Hockenheim	G. Regazzoni (Tecno-Cosworth)	T. Ikuzawa (Lotus-Cosworth)	D. Bell (Brabham-Cosworth)	198.100
*April 26	Circuit of Barcelona—160.55 kms.	Spain	D. Bell (Brabham-Cosworth)	H. Pescarolo (Brabham-Cosworth)	E. Fittipaldi (Lotus-Cosworth)	141.400
May 3	Eifelrennen—228.35 kms.	Nurburgring	J. Rindt (Lotus-Cosworth)	D. Bell (Brabham-Cosworth)	R. Stommelen (Brabham-Cosworth)	163.100
May 24	Circuit of Zolder—Two Heats	Belgium	J. Rindt (Lotus-Cosworth)	D. Bell (Brabham-Cosworth)	H. Pescarolo (Brabham-Cosworth)	Addition of points
May 25	Alcoa Trophy—111.85 kms.	Crystal Palace	J. Stewart (Brabham-Cosworth)	G. Regazzoni (Tecno-Cosworth)	E. Fittipaldi (Lotus-Cosworth)	160.030
June 14	Rhein-Pokal—203.7 kms.	Hockenheim	H. Hahne (BMW 269)	B. Hart (Brabham-Cosworth)	P. Westbury (Brabham-Cosworth)	186.200
June 21	Monza Lottery—155.3 kms.	Italy	G. Salvati (Tecno-Cosworth)	G. Birrell (Brabham-Cosworth)	E. Brambilla (Ferrari Dino V6)	215.777
*June 28	Circuit of Rouen—163.5 kms.	France	J. Siffert (BMW 270)	G. Regazzoni (Tecno-Cosworth)	E. Fittipaldi (Lotus-Cosworth)	190.900
June 28	Circuit of Reims	France	CANCELLED			
July 12	Circuit of Helsinki	Finland	CANCELLED			
July 14	Circuit of Magny-Cours	France	CANCELLED			
July 26	Circuit of Paul Ricard—234.9 kms.	France	G. Regazzoni (Tecno-Cosworth)	T. Schenken (Brabham-Cosworth	F. Cevert (Tecno-Cosworth)	167.902
Aug. 2	AVD Preis—228.35 kms.	Nurburgring	X. Perrot (March-Cosworth)	Miss H. Werner (March-Cosworth)	A. Walker (Brabham-Cosworth)	158.800
*Aug. 9	Circuit of Zandvoort	Holland	CANCELLED			
*Aug. 23	Circuit of Enna—Two Heats	Sicily	G. Regazzoni (Tecno-Cosworth)	J. Siffert (BMW 270)	J. Ickx (BMW 270)	Addition of Heat times
Aug. 30	Mantorp Park Trophy—Two Heats	Sweden	F. Cevert (Tecno-Cosworth)	R. Stommelen (Brabham-Cosworth)	T. Schenken (Brabham-Cosworth	Addition of points
Aug. 30	Festspielpreis—Two Heats	Salzburgring	J. Ickx (BMW 270)	V. Brambilla (Brabham-Cosworth)	D. Quester (BMW 269)	Addition of Heat times
*Sept. 13	Jochen Rindt Trophy—Two Heats	Tulln-Langenlebarn	J. Ickx (BMW 270)	J. Brabham (Brabham-Cosworth	F. Cevert (Tecno-Cosworth)	Addition of Heat times
*Sept. 27	Circuit of Imola—Two Heats	Italy	G. Regazzoni (Tecno-Cosworth)	E. Fittipaldi (Lotus-Cosworth)	D. Bell (Brabham-Cosworth)	Addition of Heat times
*Oct. 11	ADAC Preis—236.88 kms.	Hockenheim	D. Quester (BMW 270)	G. Regazzoni (Tecno-Cosworth)	R. Peterson (March-Cosworth)	186.170
Oct. 25	Neubiberg Airfield—10 laps	Munich	D. Quester (BMW 270)	V. Brambilla (Brabham-Cosworth)	P. Westbury (Brabham-Cosworth)	151.600
Nov. 22	AVD Preis	Hockenheim	CANCELLED			
Nov. 22	Israel GP	Ashkelon	ABANDONED			

European Championship : 1st : **G. Regazzoni.** 2nd : **D. Bell.** 3rd : **E. Fittipaldi.**

FORMULA THREE RACES

Mar. 27	Guards Trophy—87 kms.	Snetterton	A. Trimmer (Lotus 59-Ford)	D. Walker (Lotus 59-Ford)	K. Jupp (Brabham-Ford)	162.314
April 5	Coupe de Vitesse—96.6 kms.	Pau	J-P. Jaussaud (Tecno-Ford)	A. Trimmer (Lotus 59-Ford)	R. Scott (Brabham-Ford)	111.518
April 19	Circuit of Paul-Ricard—97 kms.	France	J-P. Jaussaud (Tecno-Ford)	J. L. Salomon (Martini-Ford)	G. Birrell (Brabham-Ford)	137.073
April 26	Circuit of Montlhery—67.2 kms.	France	J-P. Cassegrain (Brabham-Ford)	J. Max (Tecno-Ford)	F. Migault (Tecno-Ford)	144.383
April 26	Circuit of Barcelona—133 kms.	Spain	J. Dubler (Chevron-Ford)	G. Birrell (Brabham-Ford)	F. Link (Tecno-Ford)	134.261
April 26	GKN Birfield Trophy—97 kms.	Silverstone	D. Walker (Lotus 59-Ford)	I. Ashley (Chevron-Ford)	B. Bond (Lotus 59-Ford)	170.924
May 3	Criterium de Nivernais—70 kms.	Magny-Cours	J-P. Jaussaud (Tecno-Ford)	J. Max (Tecno-Ford)	G. Birrell (Brabham-Ford)	—
May 9	Coupe de Vitesse—75.5 kms.	Monte Carlo	A. Trimmer (Brabham-Ford)	J-P. Cassegrain (Brabham-Ford)	B. Bond (Lotus 59-Ford)	119.137
May 24	Coupe de Vitesse	Montlhery	J-P. Jaussaud (Tecno-Ford)	J. L. Salomon (Martini-Ford)	R. Wollek (Brabham-Ford)	—
May 24	Circuit of Brno—140 kms.	Czechoslovakia	J. Dubler (Chevron-Ford)	N. Lauda (McNamara-Ford)	H. Unold (Tecno-Ford)	157.195
June 6	Martini Trophy—118 kms.	Silverstone	M. Beuttler (Brabham-Ford)	D. Walker (Lotus 59-Ford)	C. Pace (Lotus 59-Ford)	172.726
June 7	Circuit of Dijon—17 kms.	France	J-P. Jaussaud (Tecno-Ford)	F. Migault (Tecno-Ford)	J. Dubler (Chevron-Ford)	Race abandoned by rain
June 21	Paris GP—20 laps	Montlhery	M. Beuttler (Brabham-Ford)	R. Wollek (Brabham-Ford)	W. Fittipaldi (Lotus 59-Ford)	129.283
June 28	Craven-A Trophy—130.8 kms.	Rouen	J. Hunt (Lotus 59-Ford	W. Fittipaldi (Lotus 59-Ford)	M. Beuttler (Brabham-Ford)	165.812

FORMULA THREE RACES—(*continued*)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
July 5	Mitter Trophy—170 kms.	Hockenheim	G. Salvati (Tecno-Ford)	G. Pankl (McNamara-Ford)	F. Link (Tecno-Ford)	164.800
July 12	Guards Trophy—84.5 kms.	Croft	C. Pace (Lotus 59-Ford)	J. Dubler (Chevron-Ford)	M. Beuttler (Brabham-Ford)	140.673
July 14	Criterium—60 kms.	Magny-Cours	G. Salvati (Tecno-Ford)	J-P. Jarier (Tecno-Ford)	J-P. Jaussaud (Tecno-Ford)	141.843
July 17	RAC Trophy—85 kms.	Brands Hatch	M. Beuttler (Brabham-Ford)	D. Walker (Lotus 59-Ford)	J. Hunt (Lotus 59-Ford)	157.073
July 26	*Circuit of Paul-Ricard—97 kms.*	*France*	G. Birrell (Brabham-Ford)	J-P. Jaussaud (Tecno-Ford)	C. Francisci (Brabham-Ford)	135.155
Aug. 9	Kannonloppet—96 kms.	Sweden	P. Hanson (Chevron-Ford)	G. Birrell (Brabham-Ford)	F. Kottulinsky (Lotus 59-Ford)	—
Aug. 22	Gold Cup Meeting—84 kms.	Oulton Park	C. Pace (Lotus 59-Ford)	P. Hanson (Chevron-Ford)	B. Maskell (Chevron-Ford)	156.123
Aug. 30	Circuit of Zandvoort—92 kms.	Holland	J. Dubler (Chevron-Ford)	F. Migault (Tecno-Ford)	U. Svennson (Brabham-Ford)	155.073
Aug. 31	Guards Trophy—128 kms.	Brands Hatch	G. Birrell (Brabham-Ford)	J. Dubler (Chevron-Ford)	D. Morgan (March-Ford)	156.343
Sept. 6	Coupe de l'Avenir—126 kms.	Zolder	J. Hunt (Lotus 59-Ford)	B. Maskell (Chevron-Ford)	A. Trimmer (Brabham-Ford)	153.115
Sept. 13	Lincoln Trophy—90 kms.	Cadwell Park	U. Svennson (Brabham-Ford)	J-P. Jaussaud (Martini-Ford)	J. Hunt (Lotus 59-Ford)	121.940
Sept. 20	European Cup—152 kms.	Thruxton	G. Birrell (*Brabham-Ford*)	S. Gunnarsson (*Brabham-Ford*)	T. Palm (*Brabham-Ford*)	162.941
Sept. 20	Forward Trust—58 kms.	Thruxton	D. Walker (Lotus 59-Ford)	B. Bond (Lotus 59-Ford)	D. Morgan (March-Ford)	164.423
Oct. 4	Coupe du Salon—74 kms.	Montlhery	W. Fittipaldi (Lotus 59-Ford)	J-P. Jarier (Tecno-Ford)	G. Salvati (Tecno-Ford)	129.747
Oct. 18	E. R. Hall Trophy—85 kms.	Brands Hatch	A. Trimmer (Brabham-Ford)	J. Hunt (Lotus 59-Ford)	C. Pace (Lotus 59-Ford)	156.363

SPORTS/PROTOTYPE RACES (Groups 5, 6 and 7)

Jan. 11	Buenos Aires—1,000 kms.	Argentine	J-P. Beltoise/H. Pescarolo (Matra V12—630/650)	J. Rindt/A. Soler-Roig (Porsche 908/2)	A. Dean/E. Copello (Porsche 908/2)	178.552
Jan. 18	Buenos Aires—Two Heats	Argentine	P. Courage/A. de Adamich (Alfa Romeo 33/3)	M. Gregory (Porsche 908/2)	J-P. Beltoise/H. Pescarolo (Matra V12—630/650)	188.451
Mar. 27	Lombank Trophy—2-litre—65.4 kms.	Snetterton	J. Burton (Chevron B16-FVC)	J. Bridges (Chevron B16-FVC)	J. Lepp (Chevron B8-BMW)	166.385
Mar. 30	Embassy Trophy—95 kms.	Thruxton	J. Siffert (Porsche 917)	B. Redman (Chevron B16-FVC)	J. Bonnier (Lola-Chevrolet V8)	169.154
April 26	AGACI Race	Montlhery	G. Ligier (Ligier JS1-FVC)	D. Martin (Ford GT40)	J. Rey (Lola-Chevrolet V8)	—
May 1	*Circuit of Magny-Cours*	*France*	*H. Leuze* (Porsche 908/2)	*M. Martin* (Ford GT40)	G. Ligier (Ligier JS1-FVC)	137.656
May 24	Spring Cup	Montlhery	R. Attwood (Lola-Chevrolet V8)	T. Pilette (Lola-Chevrolet V8	H. D. Dechent (Porsche 908)	—
June 6	Martini Trophy—164 kms.	Silverstone	R. Nathan (Astra-FVC)	B. Martin (Martin-BMW)	P. Smith (Chevron B8-FVA)	179.534
June 7	International Challenge—51 kms.	Dijon	R. Attwood (Lola-Chevrolet V8)	D. Piper (Porsche 917)	R. Wollek (Lola-Chevrolet V8)	157.420
July 5	Vila Real—506 kms.	Portugal	T. Pilette/G. Gosselen (Lola-Chevrolet V8)	J. Bamford (Chevron B8-BMW)	E. Negus (Chevron B8-BMW)	152.568
July 14	Magny-Cours—Two Heats	France	J-P. Beltoise (Lola-Chevrolet V8)	D. Prophet (McLaren-Chevrolet V8)	D. Piper (Porsche 917)	Addition of times
Aug. 9	Swedish GP—96 kms	Karlskoga	C. Craft (McLaren M12-DFV)	H. Marko (Porsche 908)	J. Bonnier (Lola T210-FVC)	—
Aug. 23	Danish Hella GP—Three Heats	Jyllandsring	J. Bonnier (Lola T210-FVC)	J. Burton (Chevron B16-FVC)	E. Swart (*Abarth 2000*)	Addition of times
Aug. 31	Lombank Trophy—2-litres—85 kms.	Brands Hatch	C. Craft (Lola T210-FVC)	J. Burton (Chevron B16-FVC)	G. Edwards (Astra-FVC)	159.711
Sept. 13	BRSCC—2-litres—54.3 kms.	Cadwell Park	B. Robinson (Chevron B16-FVC)	B. Martin (Martin-BMW)	I. Skailes (Chevron B16-FVC)	119.865
Sept. 13	Imola—500 kms.	Italy	B. Redman (Porsche 917)	N. Galli/A. de Adamich (Alfa Romeo 33/3)	K. Ahrens/H. Marko (Porsche 908/2)	183.790
Sept. 20	Trophy of Dunes—168 kms.	Zandvoort	G. van Lennep (Porsche 917)	H. Kelleners (March 707-Chevrolet V8)	E. Swart (Abarth 2000)	169.200
Oct. 4	Coupe du Salon—67.5 kms.	Montlhery	G. Larrousse (Porsche 908/2)	J. Juncadella (Ferrari 512S)	D. Martin (Porsche 917)	134.269
Oct. 18	Paris 1,000 kms.	Montlhery	J. Brabham/F. Cever (Matra-Simca 660)	J. Juncadella/J-P. Jabouille (Ferrari 512S)	C. Ballot-Lena/G. Larrousse (Porsche 908/2)	171.763
Oct. 18	Sudschleifrennen—Two Heats	Nurburgring	H. Kelleners (March 707-Chevrolet V8)	C. Craft (McLaren DFV)	N. Lauda (Porsche 908/2)	170.580
Oct. 25	Neubiberg Airfield—10 laps	Munich	H. Kelleners (March 707-Chevrolet V8)	G. Edwards (Astra-FVC)	K. Foitek (Lola T210-FVC)	—
Nov. 1	Jarama 6 hours	Spain	A. Soler-Roig/J. Neuhaus (Porsche 908)	J. de Bagration/R. Wisell (Porsche 908)	J. Fernandez/J. Siffert (Porsche 908)	130.269
Nov. 7	Kyalami 9 hours	S. Africa	J. Ickx/I. Giunti (Ferrari 512S)	J. Siffert/K. Ahrens (Porsche 917)	H. Marko/R. Lins (Porsche 908/2)	168.708
Nov. 21	Cape Town 3 hours	S. Africa	B. Redman/R. Attwood (Chevron B19-FVC)	H. Marko/K. v. Werdt (Lola T210-FVC)	J. Holme/de Merwe (Chevron B8-BMW)	141.558
Dec. 27	Pietermaritz 3 hours	S. Africa	(See February 1971 issue)			

2-LITRE SPORTS-CAR CHAMPIONSHIP RACES

April 19	Circuit of Paul-Ricard—326.4 kms.	France	B. Redman (Chevron B16-FVC)	J. Bonnier (Lola T210-FVC)	J. Burton (Chevron B16-FVC)	140.354
May 3	Circuit of Hameenlinna—300 kms.	Finland	J. Burton (Chevron B16-FVC)	W. Kauhsen (Porsche 907)	I. Skailes (Chevron B16-FVC)	—
May 24	Salzburgring—339 kms.	Austria	J. Bonnier (Lola T210-FVC)	D. Quester (Abarth 2000)	J. Ortner (Abarth 2000)	195.580
June 7	Anderstorp Raceway—321 kms.	Sweden	J. Bonnier (Lola T210-FVC)	B. Redman (Chevron B16-FVC)	J. Ortner (Abarth 2000)	148.300
June 21	*Circuit of Auvergne*	*France*	CANCELLED			
July 5	Hockenheimring—407.3 kms.	Germany	J. Bonnier (Lola T210-FVC	B. Redman (Chevron B16-FVC)	H. D. Blatzheim (Porsche 907)	181.200
July 19	Circuit of Mugello—331 kms.	Italy	A. Merzario (Abarth 2000)	L. Kinnunen (Abarth 2000)	G. van Lennep (Abarth 2000)	131.977
Aug. 15	Circuit of Enna—431.8 kms.	Sicily	J. Bonnier (Lola T210-FVC)	A. Merzario (Abarth 2000)	B. Redman (Chevron B16-FVC	195.147
Sept. 6	Nurburgring—500 kms.	Germany	V. Elford (Chevron B16-FVC)	A. Merzario (Abarth 2000)	L. Kinnunen (Abarth 2000)	159.500
Sept. 20	Circuit of Francorchamps—507.6 kms.	Belgium	B. Redman (Chevron B19-FVC)	J. Bonnier (Lola T210-FVC)	W. Kauhsen (Lola T210-FVC)	228.411

European 2-litre Championship : 1st : **Chevron.** 2nd : **Lola.** 3rd : **Abarth.**

RUMBLINGS

■ **FRENCH MUSEUMS.**—There are now so many motor museums in the world that they have prompted the compilation of a book about them, though obviously the author could not hope to visit them all. In France there are three notable ones and some lesser ones that are in effect private collections which the owner will allow people to visit for a small fee. One such is at Bec-Hellouin, a small village just off the N138 South West of Rouen. The N138 is the road to Le Mans for anyone travelling to the 24 Hour race, so this small private museum is ideally placed for the motor racing enthusiast. The owner is the "Grand Patron" of *Chocalat Menieur* and he has collected together cars that he likes, rather than classic museum exhibits, and it is noteworthy that they all run and are in frequent use. He is a keen Bugatti enthusiast so the collection numbers half-a-dozen of the Molsheim cars among the exhibits. There is one of the very first Simca-Gordini sports cars, dating from 1937, a rare Le Mans Peugeot of 1938/39, early Citroëns, Delage, Renault and recent models of Aston Martin, Ferrari and Mercedes-Benz.

The museum makes no pretence to offer a history of motoring, as others do, but is more in the nature of a gentleman's "Motor House," situated in the grounds of his country Château, next door the historic Abbey of Bec Hellouin. As there is also an excellent gastronomique restaurant in the village, it is all well worth a short detour during the thrash to Le Mans for anyone who enjoys gracious French living.

The three major museums in France are those at Rochetaillée-sur-Saône, just east of Lyon, that is worth a visit if only to see how a motor museum should be laid out, the museum of the Automobile Club de l'Ouest inside the Le Mans circuit, and the Pichon museum at Cleres, just north of Rouen. While the Lyon Museum is an example of "doing it right", the Le Mans museum is an example of "doing it wrong." It would better be described as a mausoleum, for it is cold and dull and lacks any sort of character. In a museum at Le Mans you would expect to see a history of that famous race depicted in exhibits or photographs, but there is no such thing and there is no attempt at presentation whatsoever and a lot of the exhibits really look like sad old things in their last resting place. At Cleres the museum is different again, for though it is a miscellaneous collection from Grand Prix cars to veterans it has a restful and informal atmosphere and the owner and his family live in the Hotel opposite and enjoy old cars and talking about them.

■ **RETIREMENT.**—We are always slightly amused when some PR firm sends in a publicity blurb telling us that "Janus Blogsworthy is retiring from motor racing". Our immediate reaction is to remark that we were not even aware that Janus Blogsworthy had even started motor racing, so his premature retirement is no great loss to anyone but himself and his publicity man. When Brabham announced his retirement everyone was interested, and last month's Editorial made suitable comment, and shortly after that a letter came from Dan Gurney to tell us he was retiring from driving in motor races, but not retiring from motor racing, for his AAR-Eagle firm are doing very well building racing cars for American racing and preparing engines. Gurney is running a works team in USAC racing for Bobby Unser (the short-lived BRM team driver) and a young driver by the name of Swede Savage, for whom Gurney sees a great future. (See page 39 for more details). The amiable and likeable Gurney was always popular in European racing and if his plans succeed he visualizes returning to the European Grand Prix circuits one day with his AAR-Eagle team, and if he does he can be sure of a friendly welcome from all over Europe.

While on the subject of the retirement of known and unknown drivers, some because they feel they have raced enough, like Brabham and Gurney, others because they have lost the taste for racing, like Johnny Servoz-Gavin, Hubert Hahne and Robin Widdows, and others because they were never going to be a racing driver, like Janus Blogsworthy, there was much talk and writing about Brabham being 44 years old when he took part in his last Grand Prix, in Mexico last October. A reader who lives in Co. Durham and who keeps copious and detailed records of Grand Prix racing, tells us that Brabham is one of the youngest retirements, equal in age to Sommer, when he was killed in a Cooper in 1950. His list is most interesting, listing Louis Chiron the oldest at 56 when he drove a D50 Lancia in the Monaco GP of 1955. Etancelin 54, Fagioli 53, Hans Stuck 52, Fangio 47, Farina 47, Trintignant 46 and Herrman Lang 45, so perhaps young Jack Brabham has retired prematurely? It is worth noting that though Brabham retired in his last Grand Prix, he was lying third at the time and was leading all the Cosworth-powered cars, only the two Ferraris being ahead of him. Also in this book of statistics, compiled by reader Aidan Haile, is a list that puts Brabham at the top for the number of Grand Prix races competed in, with 126, two ahead of Graham Hill.

■ **PRESS TRIAL.**—The annual "Wayzgoose" or printers frolic, took place on November 26th in its traditional form of a light-hearted motor-cycle trial in the back-woods of the Brands Hatch circuit. Supported principally by the motor cycle world, it was a chance for journalists and members of the trade and industry to have a go at trials riding, and traditionally everyone talked manufacturers and dealers into lending them suitable trials motorcycles. MOTOR SPORT was represented by the Continental Correspondent, who borrowed a factory Greeves powered by a 175-c.c. Puch engine. Other firms who supported the event were Cotton Motorcycles, BSA Motorcycles, Suzuki (GB) Ltd. and many dealers such as Comerfords of Thames Ditton, and Vic Camp, while members of the staff of Duckhams, Castrol, Champion, Dunlop, British Leyland and Shell-Mex B.P. all took part, Keith Ballisat, the racing manager of Shell being seen to do some "ace" riding on a Bultaco, while D. S. J. of MOTOR SPORT was lying on his ear in the mud, having fallen off his borrowed Greeves!

Part of the regulations for entering is that "you only win once" and a handicap system ensures that the riding bears little resemblance to the results. The Best Performance Trophy was given to Robin Miller of *Motorcycle News*, while Alan Zafer of British Leyland won the Trade Barons Trophy, the more remarkable as he was learning to ride a motorcycle for the first time five minutes before the start in the Brands Hatch paddock. It was all good clean (muddy?) fun and many people expressed disappointment that there were not more members of the motor racing press taking part. Next December perhaps for the Grand Prix reporters? [I wish there was a prize for the slowest sidecar competitor.—ED.]

WATCH IT!

ACCORDING to the *Yorkshire Evening Post*, a Wakefield inventor is busy with an electronically-governed petrol-feed, whereby the speed of a car can be controlled from a roadside transmitter. The inventor, Mr. Ronald Petch, says that if legislation made the fitting of his controller compulsory the Police would be able to check the speed of traffic with their roadside apparatus, even bringing it gradually to a stop. Mr. Petch is reported as saying that not only could his device be used to slow cars in fog-conditions on Motorways, but would enable the Police to regulate our pace at other times.

Apart from the hazards of having one's speed reduced from an outside source, probably without warning, let us not forget that it was the development of radar by a famous French rally-driver which led to roadside radar speed-traps. Mr. Petch, by the way, generously informs motorists that to have their speed thus controlled by outside interference will only cost them £8 10s. each. We understand he is currently at work reducing exhaust pollution by 80% while giving us all an extra ten m.p.g. Let's hope this keeps him too busy to submit his radar-governed fuel-feed to the MoE, as he threatens to do!—W. B.

1971 RACING CAR SHOW

THE Racing Car Show still continues to gain stature particularly since the SMMT joined forces with BRSCC to run this now bi-annual gathering at Olympia. The coming show commences on January 6th and continues for ten days although it will be closed on Sunday January 10th. Times of opening are from 10 a.m. to 9 p.m. and admission will be rather high at 8*s*. (6*s*. for children under 14) except on opening day. This year all the major British racing car manufacturers without exception will be showing, many of them with new models, particularly for the just announced Formulae Atlantic and Super Vee. The Show is traditionally the winter meeting point for everyone in racing and there is almost as much fun spotting the well-known drivers in the crowd as seeing the racing cars and other goodies on show.

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The Model Engineer Exhibition, of interest to many of our readers, remains open in London up to January 9th, Sunday excepted.

Continental Notes

Porsche Plans

IN 1969 the firm of Porsche were putting as much effort into sports-car racing, both as regards money and materials, as the rest of the racing scene put together. It was an all-out effort to establish Porsche technical superiority as well as race winning and the objective was undoubtedly achieved, culminating in the production of 25 of the incredible 4½-litre, 12-cylinder 917 models. Throwing all their resources of technicians and engineering facilities into racing meant a severe strain for the production car side of the factory, especially as new laws were being made in America as regards constructional safety, exhaust emission and so on to which Porsche cars were going to have to conform if they were to continue to sell in great numbers in the USA. The decision was made to cut back on the racing programme as far as factory personnel were concerned, and this was done by making arrangements with certain customers to do the official Porsche sports-car racing during 1970. Direction was divided between the JW Gulf team and the Porsche Salzburg team, both running their own races and organisation with full assistance from the factory, though it was noticeable that Porsche engineers spent more time in the Salzburg team's pit than in the JW Gulf pits. This did not matter, in fact, for the JW team were well staffed and very capable, whereas the Salzburg team could be seen to need help in running their races. With 917 Porsches driven by Siffert/Redman and Rodriguez/Kinnunen for JW Gulf and by Elford/Ahrens and Attwood/Herrmann for Porsche Salzburg there were some memorable battles to be seen during 1970 and the outcome was almost 100% success for the Porsche 917 and the Manufacturers' Championship went to Porsche, which was the basic idea behind the 1970 plans. The fact that the two teams often became locked in deadly rivalry did not concern the Porsche factory, all they wanted was a Porsche to finish first and they knew that while the two teams were racing against each other a Porsche was almost sure to win. The only risk was that they might blow each other to pieces in the process, but as the factory supplied all the cars they were pretty sure of their engineering abilities. No mechanical favouritism was shown, both teams getting the up-to-date developments as they were ready, including such things as the 5-litre engine, improved cooling fans, better bodywork, better brakes, and both teams were loaned the experimental 908/3 cars, with the gearbox between the engine and the rear axle, these cars being used in the Targa Florio and the Nurburgring 1,000-kilometre race. For the Porsche factory the 1970 season was ideal and the results more than satisfactory but to the JW Gulf team it was the converse, for they were conscious all the season of the rival works-supported team giving them a hard time, especially with Elford in the number-one car. They had entered into contract with Porsche to take over the factory racing and at the end of the season they made it quite clear that they were not amused at having to race against Porsche Salzburg. Their prime object was to race against Ferrari, Matra, Alfa Romeo, Lola, Abarth or any other manufacturer who showed up in sports-car racing, not to race against their own factory. In consequence of this complaint it was agreed that Porsche Salzburg would be disbanded for 1971, and as it was to be the last year for 5-litre sports cars the factory were going to pull back on development work on the 917 and prepare for the 3-litre future. For the last big race of 1970 the Salzburg team took on Helmut Marko to replace Hans Herrmann, who had retired from racing, and the young doctor of law showed great promise with his handling of the 917 on his first drive.

While the battles between JW Gulf and Porsche Salzburg were taking place there was a private German team always not far behind, running 3-litre 908 spyders, and often when one of the 5-litre cars ran into trouble it was one of these 908 Porsches that moved up into its place. This was the Martini Racing Team operated by Hans-Dieter Dechent, a young man from Saarbrücken who had done a lot of Porsche racing himself. He enlisted the financial sponsorship of the Martini-Rossi aperitif firm and had Larrousse, Lins, Marko, Pankl and other semi-proffessionals to drive for him. Naturally most people's attention was on the 917 teams, but throughout the season the manner in which Dechent operated his small private team was very impressive, and Porsche obviously thought so too, for they received quite a lot of assistance from the factory, with a factory engineer/mechanic always at their disposal. When Dechent heard that the Salzburg team was to be disbanded he made a bid for the three 917 cars and got them, and also got Elford, Ahrens and Marko to come with them. The Martini-Rossi firm agreed to continue their support, and to increase their effort so that Dechent was able to set up an impressive programme for 1971, with the full support of the Porsche factory, and this got him continued support from Shell petrol and oil, Bosch electrics, Firestone tyres, Cibie lights, Bilstein shock-absorbers, and Rallye-Bitter clothing for the team personnel. All this was announced at a gathering in Germany by Count Gregorio Rossi di Montelera, where he and his brother Vittorio explained their enthusiasm for racing and many other sports which they support with their Martini International Club. H.D. Dechent's Martini Racing Team has its three 917 Porsches painted silver/grey with the Martini International Club colours over the top and large insignias on each side and in front. They will run two cars in most events with Elford, Larrousse, Ahrens and Dr. Marko, and when one or another is not available, Larrousse doing some rallies for Porsche for example, then the Dutch driver van Lennep and the Austrian Lins will join the team. The Porsche factory made it clear that they viewed the Martini Racing Team as a serious client, on a par with the JW Gulf team, and that they would receive any new developments on the 917 cars and would be loaned special 3-litre cars for the Targa Florio if the factory thought it necessary. Mention was also made of the projected 12-cylinder-engined 908/3, which if successful would also be loaned to the Martini Racing Team, as it would be to JW Gulf.

Only a few days before the Martini Racing Team announcement the JW Gulf Team had organised a gathering in London to announce that they would be continuing their association with Porsche and running their 917 cars in all the Sports-Car Championship events. With Redman retiring from European racing, his place in the team has been filled by Derek Bell, partnering Siffert, and with Kinnunen being dropped from the team Jack Oliver has been recruited to partner Rodriguez. Whereas the Martini Racing Team's cars will be prepared in the factory service department by Dechent's mechanics, with the help of Porsche mechanics, the JW Gulf cars are prepared in the Slough factory of JW Automotive, though the facilities of the factory are always at their disposal.

At both of these gatherings Dr. Porsche's representative said loud and clear that they do not intend to go into Formula One Grand Prix racing. The JW Gulf people also said that Formula One did not interest them as it had become too much tied up with the individual driver and a victory got little or no credit for the car or the team. One of the reasons Gulf support racing is to get the name of Gulf Oil and Petrol before the public, and Porsche race for similar reasons, so when there is a victory by a Gulf-Porsche everyone is happy. They both feel, and rightly so in my opinion, that a victory in Formula One gives too much credit to the driver and not enough to the rest of the team who are involved, particularly the car.

So, with the 1971 season beginning on January 10th at the 1,000-kilometre race of Buenos Aires, we can look forward to some more great battles between Elford and Siffert in 917 Porsches, which will please the spectators enormously but will not please the JW Gulf organisation. As long as a Porsche wins all the races Dr. Porsche is going to be pleased, and the Sports Car scene in 1971 looks as though it is going to be every bit as good as that of 1970.

Daimler-Benz Plans

Plans for racing on the other side of Stuttgart are quite simple, there are none. Research and development is continuing with the C 111 Wankel-engined car, the four-rotor Wankel engine giving good results, while the problem of the acrid exhaust gases from the Wankel engine are being solved by the use of an after-burner. In all branches of automotive engineering the Daimler-Benz engineers are very busy and the results are incorporated in the ever-improved Mercedes-Benz cars and commercial vehicles. The latest development to be announced is a system that prevents brakes locking on in an emergency stop. The Dunlop company started work on these lines many years ago with their Maxaret unit which was developed for aircraft and is now universally used on large aircraft. Briefly the Maxaret is a mechanical device fitted to a wheel and coupled to the hydraulic brake pressure line, that controls the pressure to the brake irrespective of the driver's pedal pressure. It is so arranged that the moment a wheel starts to stop rotating brake pressure is reduced and the locking of the wheel is prevented, immediately the braking power falls off the Maxaret increases brake pressure up to the locking point again. The wheel is always on the point of locking, but never actually does so. This is invaluable in wet and slippery conditions, but the mechanical operation of the Maxaret limits the number of changes per second attainable and this limits the braking distance. Daimler-Benz have been working on this problem since 1966 in close co-operation with the research

firm of Teldix of Heidelberg, a newly formed company combining the resources of Telefunken and The Bendix Corporation. The result of this co-operation is now shown in the Anti-Bloc System (anti-brake-locking system) or ABS for short, which achieves its results like the Dunlop Maxaret but the system is electro-hydraulic instead of mechanical-hydraulic. By using electronic sensors at the wheel hubs, and controlling the hydraulic pressure by means of an electronic unit the reaction frequency is greatly increased, to fifteen cycles per second, giving a much more sensitive control and reducing the braking distance on dry roads as well as on slippery surfaces. While the idea of anti-locking brakes is not new, for the Maxaret system has been standard on the Jensen FF for some years now, the Daimler-Benz-Teldix system is a major step forward.

I first experimented with the Dunlop Maxaret on a Mark VII Jaguar more than 10 years ago, when I was immediately sold on the whole principle, and later had the opportunity of watching the Ferguson P99 single-seater undergoing experimental tests with the Maxaret system. As far as manufacture was concerned cost was the problem and though it was offered to the British Industry only Jensen was to take it up. Meanwhile I was able to watch tests on Aston Martin cars and, most impressive of all, on a solo Royal Enfield motorcycle. Since the time when I drove the Mark VII Jaguar through a slippery 70-m.p.h. ess-bend with the brakes hard on, without losing steering or braking control, I was converted, and subsequent driving of the Jensen FF on greasy, muddy roads deliberately trying to provoke it under heavy braking and failing to do so, enhanced my belief in the Maxaret system. Now Daimler-Benz are to produce their ABS as an optional extra for all their range of cars and for commercial vehicles as well, and recent experience with ABS on the Stuttgart factory test track consolidated my opinion that this must surely become as standard on all motor vehicles as are pneumatic tyres and independent suspension. Like the system on the Jensen, there is a certain amount of "kick-back" in the brake pedal, but far less than with the Maxaret and it is not at all disturbing. Among the variety of vehicles available on the test track were two Mercedes-Benz motor coaches, one with hydraulic brakes, the other with air brakes, and the latter was truly impressive in a crash-stop from 50 m.p.h., much more so than the Mercedes-Benz saloons from 80 m.p.h., for you were very conscious of a large weight mass coming to rest as if geared to the road surface through a rack-and-pinion, and on a wet and greasy surface on which even light braking without ABS would result in one or more wheels locking on. Over and above the safety factor in emergencies the ABS has improved the braking of a normal production saloon by 16%, reducing a normal stopping distance from 60 m.p.h. from 160 feet to 138 feet. With ABS a Mercedes-Benz saloon can now really come to the classic "juddering halt" in a perfect straight line.

It has taken Daimler-Benz AG and Teldix GMBH many years and much money and effort to perfect this new system of braking, but they are now ready to put it into production as an optional, and fairly costly, extra at the moment. But a year or two may see it as standard on the expensive cars in their range such as the 600 limousine and the 300SEL 6.3 V8 saloon, and one day it must become standard on all their cars, just like four-wheel-brakes.

FIA Plans

The Federation Internationale de l'Automobile, which controls and guides all motoring matters from its headquarters in Paris, and has done so since the inception of motoring at the turn of the century, delegates all motor sporting matters to a sub-committee known as the Commission Sportive Internationale (CSI). It is the CSI that is responsible for all racing and rally matters and they in turn are responsible to the FIA. For the past nine years the President of the CSI has been Maurice Baumgartner, from Switzerland, and last month he ended his term of office and Prince Paul-Alfons von Metternich of Germany took his place as head of the CSI and the ultimate responsibility for all sporting matters, from Karts to Grand Prix cars. Naturally, one man, or even one committee, cannot look after everything, so von Metternich has three new Vice-Presidents in Martin Pfunder of Austria, whose main concern will be manufacturers and the industry, Charles Moran of America, who will be mainly concerned with organisation and finance, and Pierre Ugeux of Belgium, who will be concerned principally with circuits, organisers and drivers. The CSI Bureau is completed by Sture Agvald (Scandinavia), Lord Camden (Great Britain), Bernard Cousten (France) and Alberto Rogano (Italy). Branching out from this main Bureau are numerous sub-committees dealing with specialised items from circuit safety to homologation.

Prince von Metternich, who is 52 years old, has been in German motoring sport all his life, racing Porsches in the mid-fifties and later being very strong in the organisation of motoring sport in Germany. There are those people who think that International Motoring Sport should have a young and vigorous leader, like Nick Syrett, of the BRSCC, or a Grand Prix driver like Graham Hill or Jack Brabham. This view is all very well on a national basis such as we have in Great Britain, but is hopelessly wrong in the International world, where a diplomat is often needed rather than a business man. While everything is flowing smoothly a good business man at the head may be a good thing, but when International problems arise, as they often do behind the scenes, and the CSI have to deal with Governments and even Heads of States, then somebody of Prince von Metternich's standing is invaluable. In times of stress (and newsmongers in Fleet Street often unwittingly cause this) it may be politic to have discussions directly with Prime Ministers, Dictators, even our own Queen. It is then that your shrewd business man or hero would find difficulty in getting the necessary invitation to the high places where ultimate decisions are made. In Prince von Metternich I feel the CSI has a very worthy President.

At a recent Press Conference the CSI indicated some of the problems confronting them, among which were the awareness of the growing strength of motoring sport on other continents besides Europe and the Americas, and the need to co-ordinate all the activities; the difficulty of formulating rules and regulations in times of great change such as we are in at the moment; the realisation that motoring sport is rapidly dividing into two categories, professional and non-professional, and the need for new methods of control and organisation. (This was never more true than in Great Britain, where the BRSCC should look after professional sport and the RAC look after amateur sport, but that is our own domestic affair.) The CSI is very conscious of the crowded state of the International Calendar, and as regards any regulations involving the construction of racing cars they intend to change them only after consultation with the manufacturers. (This I will believe when I see it happen.) Mention was made that Can-Am racing has now been officially recognised in Paris (pause for laughter!), and 1971 will see an official FIA Championship for Can-Am.

The meeting being over, a shambles of a prize-giving for the 1970 FIA Championships took place and then we were handed a copy of the FIA Calendar for 1971, which omitted completely any mention of Can-Am in its list of approved Championships!—D. S. J.

CLUB NOTES

● Congratulations to the winners of the **750 MC's** two racing championships. The Formula 1200 Championship went to Jonothan Rope while Stuart Gerrell is this year's 750 Formula Champ after a close fight. Gerrell's car used a Reliant engine as is the almost universal practice in 750 racing these days and during the weekdays is employed as a mechanic at a Reliant agency.

● **The Nottingham Sports Car Club** have run race meetings at Silverstone, Mallory Park and Croft for many seasons now and always with tremendous enthusiasm and efficiency. Now they are hoping for their own circuit and plans for a 1.25-mile track at Southwell near Rolleston-on-Dove in Nottinghamshire are at present before the local county council.

● To break the monopoly of racing films at club evenings secretaries may be interested to hear of a new film just issued by **Fram Filters Ltd.** This is a 23-minute colour production titled "Ahead in the Clouds" and was shot at the 1970 Farnborough Air Display. There is some spectacular flying as well as shots of many new military and commercial aircraft including the Concorde. The film is available from Fram Film Library, Fram Filters Ltd, Llantrisant, Pontyclun, Glam.

● **The Veteran Car Club of Great Britain** had 577 Full and 1,301 Associate Members and 77 Junior Members at the last count.

● **The Vintage Motor-Cycle Club** has more than 2,500 members. Its AGM takes place on March 28th and the National Mallory Park Race Meeting on April 25th. The Banbury Run is scheduled for June 20th.

● **The Rolls-Royce EC** continues to publish its excellent monthly *Bulletin*, edited by Derek Randall. The issue for last November not only listed 105 new members, but contained advertisements for pre-war R-R and Bentley cars, at uninflated prices.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

A DAIMLER DISCOVERY.—Miss Margaret Cowen with the remains of the Daimler-Reynard road-train she discovered in Australia, and, inset, one of these remarkable vehicles when new. (See *paragraph on page 26.*)

VSCC DRIVING TESTS (Dec. 5th)

MIRACULOUSLY the weather was dry, but cold, for the traditional December frolics of the VSCC and the tests were run at comparatively high speed, involving driving skill and being a test of a car's better qualities. But the entry was comparatively small, only eight in the Touring class and 49 all told.

The tests are difficult to portray but the cars are worth a few words. For once Tony Griffiths' Chummy Austin was not quite on form, a broken half-shaft having to be driven inwards, leaving but one driving wheel. But the brakes worked well and second class honours were achieved. Tony Jones was in his newly-acquired Dubonnet-i.f.s. Frazer Nash "Patience", once owned by Mike Parkes, the front-end intended originally for Mays' ERA causing severe understeer, which necessitated several reverses in the Pirouette test, which took place in alarming proximity to the pits wall.

Bough's Riley Gamecock was propelled by a 1934 1½-litre Riley engine, Roberts' Frazer Nash was silenced by grace of a Courage Jackpot tin, and J. M. Hill had his 1930 Type 49 Bugatti out for the first time with its handsome replica Type 43-like body, the underbonnet scene of 16 plugs in a row fed from a single distributor and the original Schebeler carburetter splendid to behold.

Knight was there in his bogus-sports Riley Special, its headlamps professionally covered, Winder was really going in his Silver Eagle Alvis-powered Lea-Francis (both these vintagents obviously thrive on fresh air!), but Harding seemed to be preserving his 1928 Frazer Nash for better things to come. Two Austin Sevens actually rode to the tests on trailers, Raeburn, asked if his Nippy had its correct engine, replying "No, but it has a 1 5/16-in. crank".

The Morris Sports driven by the Marsh brothers ate two teeth off its crown-wheel, the Frazer Nashes were in their element tail-sliding the pylons, Still being terrific and May in his 12/70 Alvis-powered car also doing hand-brake turns, but several of the Chain Gang lost time engaging reverse, like Upston and Giles, the latter with a beach ball on one side of his car, "to bounce me back if I overturn". He also performed on a replica penny-farthing bicycle.

Nice's Ulster Austin did the spirited manoeuvres on correct-size tyres, Newton drove a sports Frazer Nash-BMW Type 45 with Type 55 engine, and Black proved that the beautiful 1933 2.6 Alfa Romeo Castagna coupé, ex-Summers and the Hon. Patrick Lindsay, could do the tests effectively with no loss of dignity, in spite of having the high-speed blower. Mrs. Hogg added the feminine touch at a most unfeminine speed, in the well-driven Ulster Aston Martin, the white-helmeted Hayward was losing 7s.-a-gallon petrol from his 12/60 Alvis' filler cap, and (dare I say it?) Fitzgerald was taking it gently in his i.f.s. Alvis Speed 20 tourer. Mark you, gentle driving often wins driving tests. In the "Pirouette" Cole's Lancia Lambda fabric saloon had to use the grass, Perkins' Riley Monaco fabric saloon spat back, Dr. Andrews' Riley Nine fabric tourer spoke with its tyres, and if a blue Ulster Austin stopped at 45°, Conway Junr. in the Type 37A GP Bugatti (another bogus sports car but in a different idiom!) slid to 90°. It was all thoroughly good fun, after which many people went off to Leamington Spa for another Frazer Nash Section's Christmas Party, at which tests of a different sort took place.—W. B.

Results :

First Class Awards : J. A. *Griffiths* (1930 Austin 7), K. *Knight* (1930/5 1½-litre Riley), P. W. Still (1937/8 Frazer Nash), P. J. E. Binns (1939 1,100-c.c. HRG), and C. R. Newton (1938 1½-litre HRG).

Second Class Awards : R. M. J. Andrews (1928 Riley 9), B. Harding (1928 Frazer Nash), R. G. F. Firmin (1936 1½-litre HRG), and H. G. Conway (1928 Type 43 Bugatti).

Third Class Awards : K. M. Hill (1930 AJS) and B. Sismay (1934 2½-litre Alvis).

THE LATE REX JUDD

WE REGRET to have to report, too late for inclusion last month, that Rex Judd, the great Brooklands racing motorcyclist, has died, at the age of 69, after a long illness. He will always be remembered in motor sporting circles and by a wider public, mainly for his great successes on Douglas and other machines and the enthusiasm he had for vintage motorcycles and the Sunbeam MCC Pioneer Run.

V-E-V Odds and Ends.—The Scottish *Evening Express* reported last December that a 1932 (1933 model) Morris Ten saloon had come on the market in Aberdeen, its total mileage since new a genuine 163, because its original retired school-master owner became ill soon after buying it and it had remained in his garage ever since. The garage dealing with it referred to it as "a very unusual motor car, to be offered to the highest bidder". A gentleman, now over 80, son of one of the original partners in the boiler-making firm of H. Coltman & Sons, of Loughborough, recalls driving a Coltman car in a Herefordshire trial in the summer of 1909; he thinks only six of these 20 h.p. 4-cylinder cars were made between 1908 and 1909, although it seems that they were listed until 1913.

VSCC LAKELAND TRIAL (November 14th)

Kirkstile Trophy : J. A. Griffiths (1930 Austin Seven).

Kirkstile Plate : B. B. D. Kain (1929 Bugatti Type 43A/44).

First Class Awards : K. M. Hill (1930 Alvis), R. C. Batho (1927/8 Riley-Amilcar) and C. R. Newton (1938 HRG).

Second Class Awards : W. L. T. Winder (1924 Humber), R. F. Griffin (1930 Morris), R. L. Heath (1929 Alvis), W. S. May (1926 Frazer Nash), D. A. Weeks (1929 MG), J. W. Rowley (1925 Vauxhall) and C. J. Bendall (1924 Vauxhall).

Third Class Awards : F. G. *Giles* (1928 Frazer Nash), C. A. Winder (1929 Lea-Francis/Alvis), P. B. Gledhill (1928 Austin) and P. Glover (1927 Alvis).

ULMANN ATTACKS W. O. BENTLEY AGAIN

ALEC ULMANN has a habit of raising interesting technical conundrums relating to motoring history, in *Bulb Horn*, the journal of the VMCC of America. Some time ago he sought to prove that W. O. Bentley copied unashamedly Marc Birkigt's 1913 overhead camshaft Hispano-Suiza engine when evolving his famous 3-litre sports car. Ulmann remembers that he "received a reprimand from Mr. Bill Boddy, the very knowledgeable Editor of 'Motor Sport' magazine" on that occasion. This has not deterred Ulmann from having another knock at Walter Bentley, in the Sept./Oct. 1970 issue of *Bulb Horn*.

He starts off by saying that having last summer been able to examine an o.h.c. four-cylinder 1913 Hispano Suiza engine, in a pick-up truck now being rebuilt near Gerona in Spain, he is more than ever convinced that in bringing out his 3-litre engine in the short space of time which elapsed between the signing of the Armistice and its announcement in late 1919, Bentley cribbed this Birkigt design. We have admitted the similarity of the Bentley engine to the 1914 GP Mercedes engine but unless Ulmann can show how W. O. could have come into possession of Swiss engine drawings during his military service (mostly in this country, temporarily in France) his charge in our view remains unproved.

Ulmann now attacks W. O. on another score. He compares the BR-1 and BR-2 rotary aero engines of the war years with the French Clerget 9-F engine and its Chiswick-developed 9-BF, suggesting that Bentley's first aero-engine was a direct copy of the French one, having exactly the same number and size of cylinders, but weighing 31 lb. more and producing 156 rated h.p. at 1,300 r.p.m. against 202 rated h.p. at 1,350 r.p.m. of the Clerget. In saying the BR-1 was, power and weight apart, a "direct copy of the French-produced Clerget and also the British (172 mm.) variant" the American researcher has presumably compared these engines, detailed drawing by detailed drawing? The only evidence he has to reinforce his *Bulb Horn* article is hardly convincing—just a well-known photograph of a complete BR-2 engine, a cross-section of the 130 h.p. Clerget engine, a picture of a complete Clerget 7-F engine and a similar external view of a BR-1 engine.

As I remember it, Bentley was called in to eradicate unreliability in the RFC and RAF rotary engines and adding a little weight for a little less power at fractionally lower r.p.m. could well be his solution to this. Without knowing the intimate arrangements of Clerget versus BR-1 the fact, remarkable I agree, that they had the same 120 × 170 mm. bore and stroke, does not prove one to have been a crib of the other. I am on neutral ground in this argument, so little documentation on aero-engines, as distinct from aeroplanes, being available, apart from G. A. Burl's WW1 text book published by Charles Griffin & Co.—I am surprised that Putnam's have consistently ignored this subject in their otherwise comprehensive aeronautical reference list.

Ulmann says, "rather than take the chance of being imprisoned in the Tower of London" he this time passes the onus to Glenn D. Angle, using data in his "Aircraft Engine Encyclopaedia—1921". [If this was an annual reference work, perhaps it should be summarised and republished?—Ed.]. Ulmann says that after comparing illustrations and sectional drawings in that work, he is convinced that Bentley started his aero engine career by copying the 9-F Clerget, thus debunking any idea, for which the American researcher craves forgiveness for the blasphemy from the BDC, that W. O. Bentley's BR-1 engine "bristled with great originality and daring design, with the object of obtaining a lighter and more efficient rotary engine than the Clerget".

W. O. has plenty of admirers to defend him and on this occasion I cannot help much. It is obvious that his BR-1 engine *wasn't* lighter or more powerful, on Ulmann's data, than the 9-F Clerget. But was it more efficient, in the vital sense of being more *reliable*? Ulmann himself says that the BR-2 engine "differs considerably from the prototype BR-1 . . . and shows substantial increase in power and improvement in design". So his criticism merely relates to BR-1 *v.* 9-F, for he goes on to say he is sure W. O. then "modified it, in a most brilliant way, I am sure".

Well, what do W. O. Bentley's supporters make of this? And does Ulmann have more evidence up his sleeve than his short article in *Bulb Horn* suggests?—I seem to recall that W. O. had infinite difficulty in obtaining financial reparation for his aero-engine work from the War Office, which *could* have been because they felt Clerget had initiated the work. We would seem to need a modern Geoffrey de Holden Stone to sort this one out!—W. B.

The Frazer Nash Section of the VSCC held its Christmas Party at Leamington Spa on December 5th, 228 people attending. The guest speakers were Michael Parkes and W. Boddy.

A REMARKABLE BENTLEY

IN "Cars In Books" last month I referred to the book ("Wild Irishman", by Peggy Hamilton) about the career of C. W. F. Hamilton, who, among other things, came to England on holiday from his native New Zealand, bought a 4½-litre Bentley four-seater and won three races at one Brooklands meeting with it, as this well-written book recalls.

I would not go so far as to say Hamilton was the only driver to score a triple-victory at a pre-war BARC meeting—I am too indolent to check, but it is probable that in his day Parry Thomas achieved this.

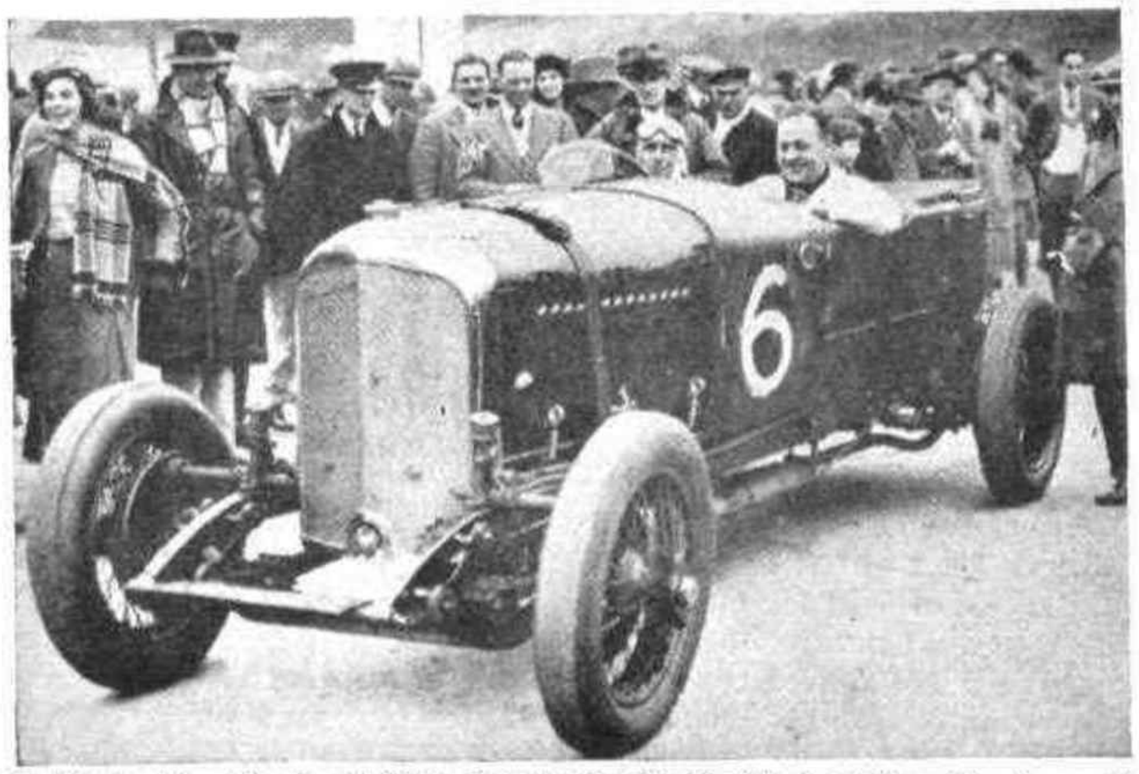
Nevertheless, for an amateur driver from down-under, this was quite a performance. Hamilton and his wife watched the 1929 Le Mans race on their way to England. Although this was won by the Barnato/Birkin Speed Six Bentley, 4½-litre cars of this illustrious make occupied 2nd, 3rd and 4th places ahead of the Stutz and Chrysler opposition. So perhaps this decided Hamilton to get a Bentley when he got to England.

The car he bought was a used one, and as he is said to have worked on it at the factory (or had work done on it there?), and Bentley Motors had several used cars for sale in 1930, he probably bought it from them. The BDC archives reveal that it was given hour-glass pistons, flat-headed inlet valves, etc., and its springs were corded, while Hamilton *borrowed* a Brooklands silencer—so apparently he had no intention of staying long in this country!

He had entered the Bentley for two races at the March 1930 Brooklands meeting but non-started in both of them. It was at the Easter races that he put up such a remarkable performance. He came out first for the two-lap Bentley Handicap for the Woolf Barnato Cup (valued at £30). Seven 4½-litre Bentleys were entered, by J. W. Anderson (driver, C. W. Fiennes), the Hon. Dorothy Paget (driver, Major H. Butler), M. O. de B. Durand, H. N. Holder, The Hon. Richard Norton, Hamilton, and Major H. Butler (driver, Noël Guinness). Three of these Bentleys were green, two, including the New Zealander's, were black, one was aluminium and red. They were allowed to be in racing trim and a handicap was somehow worked out, Guinness and Hamilton going off first, 23 sec. before Fiennes in the scratch car. Holder was the only non-starter.

Whereas Guinness in Major Butler's car only managed 78.79 m.p.h. for his opening lap, Hamilton did his at 85.57 m.p.h., the most accelerative lap in the race, only Durand getting anywhere near it. He then did his flying lap at 103.11 m.p.h., and, although Durand made best lap in the race, at 103.76 m.p.h., this was insufficient to make up a seven-second handicap deficiency. Hamilton had won his first one!

He was due out again for the Bedford Long Handicap, after watching Birkin set a new lap record of 135.33 m.p.h. in the blower-4½ single-seater Bentley. The handicappers, Ebblewhite and Dutton, were by now wary of this unknown New Zealander and his second-hand Bentley. He had been down to start second in this race, 1 min. 21 sec. after "Nobby" Spero had been flagged away in his Austin Seven. But now Hamilton was put back another five seconds,



C. W. F. Hamilton's 4½-litre Bentley in the Paddock at Brooklands on the day when the New Zealander won three races.

behind Daybell's 1922 TT Sunbeam, Pole's mysterious 3,385 c.c. Mercedes and D. M. K. Marendaz in a Graham-Paige. There was, however, nothing to catch the Bentley. It opened at 87.38 m.p.h. and, lapping at 105.74, 107.80 and 105.52 m.p.h., again came first past the finishing line, to the jubilation of Mrs. Hamilton and her friends, who had gone to the Members' Bridge to watch. Birkin, on scratch, equalled his recently-established lap record on two laps, but to no avail against Hamilton, who was followed home by E. M. Thomas' Bugatti and Dunfee's Bellot.

Determined to have his money's worth while in England, as a change from racing his 1914 TT Sunbeam on New Zealand beaches, Hamilton had entered for a third race on this Easter Monday, The Sussex Long Handicap. In the race card he had a start of 52 sec. from Chris Staniland's scratch blown 1½-litre GP Bugatti. But by now the handicappers were scandalised, and they added another 20 sec. to the Bentley's start. So there was Staniland, now only 32 sec. behind, Malcolm Campbell's blown straight-eight Bugatti only 20 sec. in arrears. And off before the black Bentley went 14 other cars, led by Victor Horsman's little Triumph Super Seven. The latter, unable to lap at more than 63.84 m.p.h., perhaps hardly counted, but there were Austins, Bugattis, two Amilcar Sixes and Durand's Bentley to overtake. Hamilton was equal to it. He did his s.s. lap at 89.1 m.p.h. and continued at lap speeds of 106.42 and 105.29 m.p.h. to gain his third victory of the afternoon, finishing ahead of Cyril Paul in Mrs. Miller's 21½-litre Benz and Campbell's Bugatti. On his holiday down at Weybridge he had won the Barnato Cup and other awards, to a total value of £90—not bad for a first appearance at the Track, playing very much "away" !

Hamilton does not appear to have raced again in this country before returning home. But (was it coincidence?) his Bentley was shipped out to New Zealand by someone else, after the war, and is today owned in that country by a BDC member.—W. B.

V-E-V Miscellany.—Old car matters crop up almost everywhere these days. Last year, for instance, even *The Lady* published a long article by someone who described what it was like to own old Rolls-Royces, and *Country Life* had an article of early motoring reminiscence, mainly about a 15 h.p. Argyll bought to replace a horse and governess' cart in Scotland in 1909, entitled "Sixty One Years at the Wheel" by Mary Miller, who does not mention Argyll's separate reverse lever but remembers how the car did the 200 miles between Scotland and Yorkshire at an average of 25 m.p.h. and that it was perfectly satisfactory on a North of Scotland tour in 1911, even to climbing the dreaded Bucker Brow. Other cars mentioned are the author's brother's Fondu-engined self-built cyclecar of 1911 and "four-cylinder 7 h.p. Frazer Nash" motorcycle and sidecar (Which must have been, in fact, a Belgian FN.—ED.), a 1924 Austin 12/4 convertible used in Uganda in 1932, an old six-cylinder Wolseley bought for £12 and used on lease in England in 1933, then a Bean, Standard Nine, Citroën Light 15 ("Which was a joy"), etc. (Mrs. Miller, in her 70s, now drives a BMC 1100). Then *The Telegraph Magazine* had an intriguing piece tracing the long history of an Hispano Suiza H6B tourer, Reg. No. XN 5479, from being bought from Car Mart in 1922 for £2,600 by a Mr. Malder (it had 12 lamps and six horns and may have been the first car to carry a 4WB sign in England, on the advice of the Chief Constable of Reigate), to its use as a breakdown truck and its eventual, current, restoration. The car is mentioned as gaining a medal at Brooklands in 1926 by doing 60 miles in an hour, but shedding a tyre, damaging a wheel, and melting its camshaft in doing so—presumably in an MCC One Hour High Speed Trial. It was sold to a friend for £300 in 1928, when its original owner hankered after a Stutz. (Anthony Blight must have liked the reference to a midnight race from Brighton to Reigate against the newly-acquired Stutz and "John Edinger in a fabric-bodied Talbot. . . . The Hispano and the Stutz grandly allowed the Talbot which, with its 14 h.p. was incapable of more than 70 m.p.h., a 5-minute start—a fatal mistake, as it proved, for John Edinger was not seen again and ended up an easy winner!") A good article but a pity it was accompanied by a piece on other vintage cars which emphasised the inflated prices now asked for them.

C. Clifford who races that excellent Riley V8-engined special at VSCC race meetings is building another V8 Special for next season and he has acquired another 2.2-litre Riley V8 Special with Healey Silverstone i.f.s. and home-made de Dion rear-end with trailing-link suspension arms. He is anxious to trace the Bentley Special, believed to have had a 3-litre Autovia V8 engine, Alfa Romeo axles and, in fact, anything but Bentley components, and a 1938 Riley V8 Special built in London for racing, using special bronze cylinder heads. Some paintings apparently done at Brooklands in 1907/9 by a Margery Balfour-Browne of Scotland, have come to light; information is sought about the artist.

L. J. Roy Taylor seeks photographs of the 1924 Senechal which ran in the 1924 Bol d'Or race and any information on 1924 Ruby engines, to help with his rebuild of these cars. He is also resussitating a 1928 HE Six, acquired as a very delapidated chassis.

VINTAGE POSTBAG

Sir,

Firstly, may I be allowed to comment on Mr. P. F. G. Wright's notes on 2-gallon petrol cans. The only Pratts cans that I have come across are of a green colour, although the shades have generally varied. I have a can similar to Mr. Wright's, this being the one with the Pratts script on the front and the apostrophe "PRATT'S" on the top. Pratts is also in block capitals on both sides. An earlier Pratts can I had had three Xs on the sides. The Pratts can that I have is dated "7 29". I also have a black "SHELL" can which has a nickel plated (I think) handle, dated "3 35" and a "REDLINE" can dated "10 30". All these cans have had to be repainted as they were found mostly in a rusty state, although traces of original paint remained. Nevertheless it is difficult to match these colours because the original paint has faded and might even have been completely repainted in a different colour let alone shade. How nice it would be for someone learned in these matters to produce a little booklet showing the correct liveries of the many petrol cans that were circulating in general use in the 'twenties and 'thirties. To have to guess at what colours to paint the various letterings and scripts is not really satisfactory, although the fact that not many people seem to worry unduly about this is quite evident. It will be interesting to see if any other readers have similar views.

Secondly, with reference to Mr. K. J. Fidgen's letter about Talbot and W & G ambulances, it would be most interesting to hear about the activities of W & G. I believe that in their early days they had some connection with Napier, especially with taxicabs. Perhaps the only known survivor of the breed is the 1927 example owned by the London Ambulance Service apprentices. My father readily recalls the "old Du Cros", a fire engine which was stationed at Mitcham in the early 'thirties which was fitted with solids.

I read with interest your section "Cars in Books", especially the bit about "To Venice and Back in a Two-Seater" by E. Halford Ross (Cassell, 1924) which was kindly lent to you by a reader. It is a pity that the make of the car was not mentioned in the text, which seems rather strange. However, I can tell you that it was, wait for it—a Cubitt. This I know because it is written in Halford Ross' second, and companion book "Spain in a Two-Seater". This book was published in 1925 by Faber and Gwyer Ltd. I hope that they won't mind me writing out the first page, which gives the identity of this car with sundry antedotes. Chapter I is titled "The Outset":—

> "On the afternoon of Saturday, August 23rd, 1924, my wife and I motored from London to Southampton. Opportunity for a holiday had come round again, so we had packed our baggage into our two-seater car and started out with the intention of seeking warmth and sunshine, for the summer at home had been (with almost the sole exception of Ascot week) miserably wet and dismal.
>
> "The car is a Cubitt, the same one that took us most faithfully to Venice and back the year before. It has been repainted and generally screwed up by its makers; had been supplied with a set of five new Dunlop Cord tyres; and fitted with a Memini carburettor, because a friend said he had a brother-in-law who had heard wonderful stories of the success of these instruments in motor-racing during great stresses of temperature and altitude."

One last thing, and that concerns a certain advertisement that appeared in MOTOR SPORT. A certain firm who specialise in the selling of historic vehicles made a statement that I think ought to be corrected. They imply in a heading that they have, to quote: "The World's only mobile church". Perhaps the gentlemen of Brook Mews North should know about the nicely restored 1929 Ford Model-AA travelling gospel van owned by Mr. A. Blower—this being a purpose-built job, not just a conversion.

Paignton. DAVID GRIFFIN.

HALF-A-CENTURY AGO

The Motoring Scene in 1920/21

THE HALF-CENTURY is a significant span of history and it behoves us to consider what it was like to be a car owner, what motoring was all about, in that now far-distant era, 1920/21.

By this time the better cars were reliable, silent and quite efficient. They could be of advanced design, for the single overhead camshaft, even for small cars, was not unheard of and the twin-cam power unit for racing or high-performance road work had been established by Peugeot eight years earlier, in conjunction with four inclined o.h. valves per cylinder. But in 1920, although cyclecars sometimes had final drive by belts, engineers would have been quite unable to believe that a rubber belt could be used to obviate noisy gear trains, the complex vertical shaft and bevels, or stretchable chain-drives, for camshafts situated above the cylinders. Yet this is becoming very much the case in 1970.

The need for something simple and fool-proof to oust the sliding-pinion gearbox was well appreciated 50 years ago, and had been established in the form of the friction transmission, but today's complex automatic gear-change was far distant. Sports cars were popular and well established, but W. O. Bentley was content to use a single-overhead-camshaft 16-valve engine for his not-yet-weaned 3-litre, on the grounds that what had been good enough for Mercedes in the 1914 Grand Prix and Rolls-Royce in the air during the recently-concluded hostilities, should suffice for young bloods who would eventually buy his Bentleys. Ettore Bugatti did likewise, overshadowing the BDA Ford by half a century in the matter of multiplication of valves.

It must be realised that in 1920 neither the Austin Seven nor the Trojan two-stroke had been born. Economy-car motoring was the preserve of the cyclecar, the Big-Car-in-Miniature (pretty expensive), or the in-betweens with cyclecar-style engine but proper transmission, bodywork and final-drive, of which the Rover Eight was perhaps the most successful.

With hindsight it can be said that even in 1920 the customer did not do too badly. In the luxury-car market the 40/50 Rolls-Royce had been established for 14 years and if its big, cluttered-up side-valve engine seemed outdated against the Hispano-Suiza, Napier, Lanchester, Ensign, Farman and Leyland o.h.c. designs, it was still the most trusted and the quietest motor car in the stables of England's stately homes. The Alvis had only just arrived but there were such respected middle-class makes as Sunbeam, Buick, Fiat, Renault, Rover (with the solid Twelve), Vauxhall and Wolseley to draw upon, while the sportsman had the side-valve 30/98 Vauxhall, the Hillman Speed Model, the GN Vitesse, the sports 20/30 Fiat, the 11.9 Bugatti, and similar cars to enjoy. If air-cooling was not regarded as suspect there was the interesting ABC, with four-speed vertical-gate gearbox, to contemplate; if it was there was no reason, apart from economy, why the Jowett should not be bought in preference to a Rover Eight—they cost, respectively, £395 and £300, in October, 1920, ready for the 1921 sales-year. Small cars of more luxurious demeanour were becoming available, such as the AC (to which S. F. Edge was applying the same high pressure salesmanship as he had before the war bestowed on his beloved Napiers), the delightful but differential-less little Talbot-Darracq, the Eric-Campbell, Calthorpe, and Meteorite.

Against such sage shopping had to be weighed the high price of the 1920/1921 cars. The 40/50 Rolls-Royce chassis cost £2,100, the new 40/50 Napier chassis the same, the Lanchester Forty no less than £2,200 as a chassis, whereas you were offered a complete Daimler 45 sleeve-valve limousine for £2,250 (chassis: £1,450). The desirable Hispano-Suiza could be bought for £2,100 *sans* coachwork, the Isotta-Fraschini for £1,850. At the opposite extreme there were the cheap and usually nasty, such as the 6 h.p. AV Monocar at £179, the Bleriot-Whippet at £250, the Kingsbury Junior at £295 or the Victor twin at £280. These were complete vehicles, but overshadowing them was the Model-T Ford, high, angular, black and foreboding, but with the reputation of a decade of service behind it, the universal vehicle, capable even of driving farm machinery when jacked up, and available as a chassis for £200, as a tourer for £250. The Model-T was, indeed, the all-purposes car of 1920, soon to be killed off by the h.p. tax. With its crash-proof, pedal-controlled gearbox, anyone could drive it. Spares were available at the grocers, in the USA if not in Market Deeping. It would carry farm animals, ford streams, clear sunken lanes—a true farmer's friend. Otherwise, the better American cars were not cheap—the Buick wasn't even costed in the current buyer's guides, a Chalmers cost £825, a Cole Aero Eight £1,275 and even the vaunted 2.8-litre Chevrolet cost £395 as a chassis, the Overland £425. But these American tourers had simple bodywork, which probably added a mere £55 or £70 to the chassis price. Whereas, although the Morris-Cowley was listed at £390 in chassis form at the end of 1920, with an open body the price was elevated to £525. So America's indestructible tourers, though uncomfortable, were popular.

The eight-cylinder engine was a U-thing in 1920, available from Apperson, Cadillac, Cole, King, Oldsmobile and Peerless from across the Atlantic, from Isotta-Fraschini in Italy, Leyland in England (it was 50 years before another Leyland Eight, *pace* Stag, appeared), De Dion Bouton and Talbot Darracq (with vee engines) in France. Packard even had a double-six. But the average specification showed a preponderance of four-cylinder power units. Other forms of propulsion were in vogue, too. In Liverpool a Milburn electric coupé (price £1,385) was attracting much attention. The air-screw method of eliminating gearbox and transmission was not only being tried in France on Anzani-radial-engined rear-wheel-steered cyclecars. A Bessor boat with closed aeroplane fuselage and rudder plied the Seine, powered by a 300 h.p. Panhard aero engine and four-bladed propeller, and in England the Miller-Metcalf "Amphy-glider", half car, half boat, used a front-mounted propeller, but probably never got further than the drawing board. The advantages of steam were also being freely discussed.

Nor was it the mechanicals alone that troubled drivers 50 years ago. They had to contend with many problems, punctures and police among them. To receive a speeding summons without being stopped at the time was not unknown in 1920—incidentally, it happened to me some 16 years later, in Worcestershire, when road-testing a Talbot Ten for MOTOR SPORT *en route* to Shelsley Walsh. Nor are the injustices of varied fines imposed for like offences, or disproportionately heavy motoring fines, a plague solely of the 'seventies. In 1920 a driver was complaining of a £3 fine and licence endorsement for forgetting to renew his driving licence, when a motorcyclist, who had driven so dangerously as to scatter pedestrians, nearly bowl over a policeman, mount the pavement and finally collide with No. 1 Cheapside, was let off with a 20s. fine! "Is my case on a parallel with this?" asked the aggrieved 1920 motorist.

Another plague was the menace of the chars-a-banc, particularly in scenic or seaside areas. These enormous, mostly solid-tyred vehicles were almost impossible to overtake and went very slowly. While the proposed speed limit for them of 4 or 5 m.p.h. seems ridiculous today, when coaches are often faster than cars and Motorway 'buses do a legal 70 m.p.h., the 1920 "sharry-bang" went about its business and its occupants' pleasure at around 15 m.p.h., holding up traffic which was legally allowed to do 20 and sometimes wanted to more than double this. There were complaints of rowdy occupants who flung bottles at passing cars and, what with crawling, water-vapour-exuding steam waggons and the possibility of meeting a traction engine round the next corner, 1920 driving suffered from its own special alarms and excursions.

Road surfaces generally were not good, traffic was largely uncontrolled, and it was an age when a driver relied very much on the chivalry of his fellows, should he be unfortunate enough to break down, run out of petrol, have an accident, or need witnesses in the event of a prosecution. There was no real congestion on the main and country roads of this little Island, but it was beginning to be a factor in the bigger towns. Someone, indeed, counted 523 cars in one day in the streets around the 1920 Motor Show in London, at which HM the King of Spain bought one of the new £100 Carden two-strokes. Another Royal visitor to the Show was HRH the Duke of York, who owned an Armstrong Siddeley and an Angus-Sanderson double-coupé.

Those makers who in 1920 had no engine manufacturing facilities were catered for by several proprietory power units, such as Aster, Ballot, Bovier, Chapuis-Dornier, Coventry-Simplex, Dorman (who surely beat Riley to the use of two base-chamber camshafts and short push-rods to prod o.h. valves?), Hotchkiss, Scap, Sage, Tylor, and White. The coming boom in motoring had been foreseen and from January 1st, 1921, the Government introduced the £1 per h.p. tax and insisted on licence discs being displayed, but, perhaps as a softener, had started work on the new road to by-pass Croydon on the journey from London to Brighton. It turned off at Thornton Heath Pool, went across Waddon Marsh to the left of the National

Aircraft Salvage Depot and past what was then Wallington aerodrome (not yet Croydon Airport) to rejoin the Brighton Road near the Purley tram terminus. The cost was estimated at £148,237.

The shortage of new cars caused a rush of business in used ones and the small advertisements in the weekly motor papers grew in bulk. This was before the era of Chick of Larkhall Rise, Clapham, whose jolly advertisements enlivened used-car deals in later years. However, he had his 1920 counterpart in Douglas Cox, who had extensive premises at Lansdowne Hill, Norwood, and called himself "the absolutely straight motor man". He reminded those who read him that the return taxi fare from London's West End to Norwood was only ten shillings and that he reduced his prices by £250 a week on not less than ten of his cars. He advertised such a vast number of cars, motorcycles, commercials and chars-a-banc that one wonders how his yard held them all. But behind his amusing verses and wordings one senses that even used vehicles may have been hard to shift at this time of high unemployment and low wages.

The sport flourished, however. At Brooklands the fastest race-lap in 1920 was made by Chassagne in a 4.9-litre Ballot at 112.17 m.p.h., and in 1921 by Bill Guinness in the big V12 Sunbeam single-seater, at 120.01 m.p.h. The Air Speed Record at this time was 194.53 m.p.h. by a Nieuport-Delage 29 and the Land Speed Record had stood at 131.72 m.p.h. since 1910 (Oldfield, Benz).

Public-road speed trials and hill-climbs were popular 50 years ago, one reporter remarking: "It is desirable to have as passenger the prettiest girl available in her best—and most unsuitable—frock". Another writer dwelt on the beauty of the women who went to Brooklands, although their decidedly "maxi" skirts and enormous floral hats must have kept their escorts very much out of contact, compared to the female clothes of today.

At Shelsley Walsh entries in 1920 ranged from the six-cylinder Indianapolis Sunbeam, in which C. A. Bird made f.t.d. at 34.9 m.p.h., to George Heath's handsome Lanchester Forty saloon, which on its ascent surprised many, its "gear-changes faultlessly executed, offering, as they did, no chance for bungling", being one contemporary Press reference to its epicyclic gearbox.

The better American cars were getting a hearing in this country, cars like the Marmon "34", 22 h.p. Mercer, Model 59 Cadillac and the 12-cylinder Packard. At the opposite extreme, A. W. Gamage Ltd. sold an electric runabout, of 24-volts, tiller-steered, chain-driven, for £150.

A Mr. H. G. Evans scored an early victory for Alvis, when his disc-wheeled sports 10/30 won its class at the Rhubina hill-climb of the Cardiff MC. Famous people liked to be photographed with their cars. Sir Thomas and Lady Wilton had had a steel grey Lanchester Forty with black mudguards and valances and grey Bedford cord upholstery delivered to their Devonshire home. Sir Davidson Dalzeil ordered a Park Ward-bodied Charron landaulette. H H The Crown Prince of Kaparthala went in for a Rolls-Royce with William Cole all-weather body. The Convent of Notre Dame at Ashdown Park in Sussex invested in a Fiat taxicab. Lord Colwyn favoured a 24/60 Wolseley with NAP tyres and Lord Merthyr's daughter was pictured in a 10 h.p. Humber.

New designs were critically inspected by would-be purchasers of new cars, the 8 h.p. Zebre with the smallest of the 1920 engines (998 c.c.) being found to have an oil filler extended up to the top of the cylinder block for easy filling but sealed with a pressed-steel lid which appeared to defeat its dual role of filler-cum-crankcase breather. New American chassis causing interest were the Jordan and the Huffman Six. The Georges-Roy arrived from France. With the war so recent, there was considerable interest in aviation, with an Air Show at Olympia, the Hendon Air Display held in a downpour, and Bert Hinkler pointing the way to economical aeronautics with his flight from London to Turin in the Avro Baby at 68.4 m.p.h. and 32½ m.p.g., using a 1910 Green engine "souped" with alloy pistons and a special camshaft. Racing cars were easy to acquire, if you had money to spare, the 1912 GP Lorraine Dietrich being offered for £1,800, a 1913 GP Sunbeam for £1,550, Capt. Alastair Miller's 1914 GP Opel for £2,100, a 1914 Brooklands Crespelle for £925, and a 120 h.p. racing Mercedes for £200. Mercedes were attempting to re-establish themselves in this country with the 7.3-litre 28/95 chassis. There were complaints that you could learn to drive on a Model-T Ford and then go straight on to a 30/98 Vauxhall, just as these days people go from Mini to Jaguar E-type, and as there was then no driving test it was presumably worse 50 years ago. The scarcity of cars encouraged car thieves, one of whom hired a Singer Ten with driver for several days, persuaded the chauffeur to leave the car at his hotel overnight, then departed in it, owing the hotel bill!

It was all so different, yet very much the same, if you follow me, back in the early 1920s, when cars looked and smelt like cars, roads could be plainly seen instead of being invisible on account of the traffic, and car owners took themselves very seriously, even to writing long letters to the technical Press about bad driving on the part of other road users. *The Autocar*, campaigning against bad behaviour by passengers in chars-a-banc, pompously stated that there was little they could do to reach these people, because they could hardly be expected to read that journal. Come to think of it, who in 1920 would have expected to see *The Autocar* and *The Motor* published under the same roof at 2s. 6d. each per week?; they were then 4d. rivals, published respectively on Fridays and Tuesdays, *The Motor* from Temple Press having got over its obsession for aviation but being more "newsy" and "journalistic" than the longer-established Iliffe publication.

Times change and cars with them—today, out of the vast variety of makes available (or listed) in Britain 50 years ago, only AC, Alfa Romeo, Aston Martin, Austin, Buick, Cadillac, Chevrolet, Citroën, Daimler, Fiat, Ford, Hillman, Humber, Lancia, Morgan, Morris, Oldsmobile, Peugeot, Renault, Rolls-Royce, Rover, Sunbeam, Vauxhall and Wolseley remain—and that is giving badge-engineering a big shove into the background . . .—W. B.

A DAIMLER DISCOVERY

IN 1903 Col. Reynard, a Frenchman, showed his astonishing Reynard road-train at the Paris Salon. This consisted of a tractor coupled to six-wheeled vehicles driven and steered by a power-offtake from the tractor, enabling as many as four trailers to be towed. Daimler acquired the exclusive British rights and began to make Reynard road-trains from 1908. Apparently the thing worked but with its long prop-shafts to each centre pair of trailer wheels was extraordinarily noisy. Production ceased with the outbreak of war, but not before four Daimler-Reynard trains had been sent to Queensland, Australia.

All trace of these queer but historic Daimler products was thought to have vanished until this year, when a Miss Margaret Cowen wrote to the Company from Brooklyn Park, Australia, reporting that in the crumbling township of Farina, in the far North, population two, lies a rusty wreck of an old Daimler truck. Behind it are several trucks it once towed; they once took copper ore from the Yudnamutna and Witchelina mines to the local railway siding. Co-incidentally, a pile of ancient plate negatives came to light recently in a dungeon under the Daimler works, one of which depicts the Daimler road-train and suggests that Miss Cowen has discovered the remains of one. Incidentally, it seems that these were also used in Vancouver and for carrying cotton and marble in Bombay after a demonstration at the London Omnibus Garage in Walham Green in 1907, when the War Office turned it down. Apparently 75 h.p. and 100 h.p. sleeve-valve tractors were used, able to handle up to 15 tons at comparatively high speeds even across country and up 1-in-5 hills. In 1911 a Reynard train was to have run in the Godiva Procession in Coventry but had to be withdrawn because it frightened the horses taking part.—W. B.

VINTAGE TAILPIECE

Chris Winder works on his Alvis-powered Lea-Francis Special after the VSCC Presteign Trial.

AMERICAN COMMENT

THE United States Auto Club's 1970 season ended with the 18th and final race at the 1-mile oval in Phoenix, Ariz., and it proved an auspicious debut for Dan Gurney in his new role as team owner/manager. It began when Bobby Unser, whom Gurney has recruited to lead his team, put his turbo-Ford Eagle on the front row, position just 6/100ths of a second behind his brother Al Unser in the George Bignotti prepared turbo-Ford Colt. Readers will remember that Al Unser's remarkable season included victory in the Indianapolis 500, winning the USAC Championship and equalling A. J. Foyt's six-year-old record of 10 victories in one season—and this was his final opportunity to set a new record of 11 victories in a season. Foyt's turbo-Ford Coyote was in the second row behind Al Unser and sitting right behind Bobby Unser was his team-mate Swede Savage in Gurney's second car. Savage's Eagle, however, was powered not by a turbo-charged engine but by one of Gurney's stock Block Gurney-Eagle Fords and Savage had done very well to qualify the car fourth fastest for his first ever USAC race on an oval track (although he has frequently shown his potential with the same car in USAC road races).

Bobby Unser got the Gurney team off to an excellent start by charging in front on the first lap from Al Unser and Foyt while Savage held station in fifth place. Bobby Unser was able to maintain his lead comfortably through the first one-third of the, 150-lap race but shortly afterward his transmission case split, he was black-flagged and retired. Foyt having already retired with no brakes, Al Unser now found himself with a comfortable 18-second lead and well set for that 11th victory. He continued to stretch his lead through the middle third of the race and at the 100-lap mark was half a lap in front of Roger McCluskey, who had quietly worked his turbo-Ford Scorpion up from ninth on the grid, and Savage, who held down third. By this time, however, a clogged fuel injector was beginning to make Unser's engine run roughly and on the 129th lap, with only 21 to go, the engine coughed just as Unser was taking drastic action to avoid a car that spun in front of him. Unser, too, began to spin and as the Colt nudged the wall momentarily McCluskey and Savage shot past. Unser dived into the pits for a quick inspection and returned in third place, but too far back to challenge the leaders. Savage now had the Eagle's beak buried in the Scorpion's exhaust pipes and began to give the veteran McCluskey a tremendous run for his money. Savage was obviously quicker through the turns but his stock-block engine couldn't quite hold the more powerful turbo-Ford down the straights. Nevertheless, Savage never gave up and on the very last lap his chance came—the Scorpion spluttered as it ran out of fuel, a dejected but sporting McCluskey pulled it out of the fast line, and Savage shot past to win the race by 6/10ths of a second from a fast closing Al Unser. McCluskey. came home third but was later moved to second when Unser's Colt was disqualified at the post-race inspection for having a fraction—less than a quart—more fuel capacity than the permitted maximum. The disqualification has been appealed.

Nonetheless, it was a very exciting finish to an excellent season of USAC racing and nobody was happier than Gurney with a victory in the first race since his retirement and Savage with a victory the first time out on an oval track. Unser's disqualification did not, of course, affect his well-deserved USAC Championship, which he had long since put out of reach with a total of 4,890 points. This was more than double the total of his older brother (and 1968 champion) Bobby, who finished second in the standings with 2,260 points. Jim McElreath, who scored that surprising victory in the inaugural California 500 at Ontario Motor Speedway, was third overall with 2,090 points. Mario Andretti, who had such an excellent year in 1969 with victories in both the Indianapolis 500 and the USAC Championship, finished a disappointing 1970 season in fourth place with 1,905 points. This is the lowest he has been in the championship in six years.

The remaining major American title to be decided in the past month was the hard-fought battle for NASCAR's Grand National stock car championship and it went right down to the penultimate event of the 48-race season before works Dodge driver Bobby Isaac won the title by 51 points from the similar Dodge driven by Bobby Allison. Issac finished the year with 3,911 points and Allison with 3,860. James Hylton, who gave both of them stiff opposition throughout the year in his independently-entered Ford, finished third with 3,788 points. Richard Petty (Plymouth) was fourth with 3,447 points and was followed by Neil Castles (Dodge) with 3,158 and Elmo Langley (Mercury) just four points behind with 3,154 points. As usual, the Grand National championship proved to be one of the toughest, if not the toughest in the world for not only did Isaac win the title by only 51 points in 3,911 (the equivalent of, say, ½ a point out of 39 in the world drivers championship) but no less than four of the first six drivers (Issac, Hylton, Castles and Langley) competed in every possible race during the 48-race season. Allison missed only one event and Petty would surely have been in the hunt for the championship if he had not missed seven races as a result of an injury. Despite this, Petty was the leading winner of the year, his 18 victories raising his record Grand National total to 119. It was one of the best NASCAR seasons for several years, Petty leading the championship for 13 races before his injury and the lead then changing hands five times between Isaacs and Hylton before the Dodge driver finally pulled ahead after the 35th race of the year. In the separate manufacturers' championship (scored on the usual 9-6-4-3-2-1 system) Dodge ended a seven-year reign by Ford and won the title with 301 points. Chrysler, in fact, claimed the first two places when Plymouth finished second with 286 points and knocked Ford back to a distant third with 191 points. Mercury was a lowly fourth with 77.

After a decade spending unknown millions of dollars and making a massive—and successful—assault on the twin goals of victories at Le Mans and at Indianapolis, Ford of America has announced its immediate and virtually complete withdrawal from all forms of motor sport. Jacque Passino, the man who directed Ford's competition activities during most of this time, has resigned; teams are being broken up and equipment sold. About the only activity that will continue is some dealer support for drag racing cars and clinics, and off-road racing such as the Baja 1000 in Mexico. "We're hoping we will be able to give the cars, engines and equipment to the team's which have worked with us," Passino said before his retirement. "It's a total thing right from the Holman & Moody operation in stocks, Bud Moore's programme in Trans-Am (1970 champions) and Mickey Thompson's and a lot of others in drag racing. We have already cut our ties with Foyt's Indy engine operation (A. J. Foyt having taken over the preparation and maintenance of Ford Indy engines from Sonny Meyer last year)."

It is a drastic withdrawal and will leave Chrysler with the only works entries in NASCAR in 1971. Chrysler, however, had earlier revealed its own severe cutback when it announced that it would support only two works cars this year. One will be a Plymouth driven by Richard Petty and the other a Dodge driven by Buddy Baker—and both cars will be prepared by Petty Engineering. At least one leading Ford driver, Cale Yarborough, has already announced that he will leave NASCAR to run in USAC events and others are expected to follow. However, said NASCAR President Bill France, "We do not feel Ford Motor Company's announced withdrawal and Chrysler's cutback from motor sports competition will nave any detrimental effect on stock car racing. In fact, it could mean better competition because more cars and drivers will be competitive at a much reduced cost." Much the same might prove true in the SCCA's Trans-Am series, although with the complete withdrawal of Ford, Dodge, Plymouth and Jim Hall's Chevrolet Camaros, Roger Penske's team of American Motors Javelins is expected to run rampant.

A major controversy that erupted toward the end of the Can-Am series over the legality of Jim Hall's ground-effect Chaparral 2J has been at least partially resolved by an announcement from the SCCA and the Canadian Automobile Sport Club that there will be no rules changes for Can-Am cars in the 1971 series. The two sanctioning organizations pointed out that competitors had been told in November 1969 that they could depend upon rules stability through 1972 and the latest reconfirmation of this "establishes the eligibility for 1971 of all cars that raced in the 1970 Can-Am." Although the Chaparral does comply with SCCA supplementary rules, several leading entrants contended last year that it does not comply with the FIA's Appendix J. It now remains to be seen if they make the same contention this year. —D.G.

ACCESSORIES

WE do not run a regular bits-and-bobs page in MOTOR SPORT, preferring to comment as and when some truly good and useful accessory comes to hand. Such is the little Spinnaker dip-stick wiper. Modern cars use very little oil but the sump level has to be checked nevertheless and a piece of rag never seems to be to hand when this dirty operation is being carried out. The idea of the Spinnaker is that you fix it under the bonnet, where it will always be available for the dip-stick to be wiped properly between its nylon brushes. Whether the adhesive base supplied will be sufficient to retain it remains to be seen, but an ⅛ in. screw is also provided. Made by Kingsmere Engineering Ltd., of Winnersh, Berks., this sensible gadget sells for 5s.—W. B.

AROUND AND ABOUT

Comment on the Racing and Club Scene

MOTOR RACING in Britain goes on virtually around the calendar but, at least, in December and January the majority of racing cars are either in the process of being sold, bought, built or at least refurbished. This gives everyone a little more time for socialising while the motor racing journalist has a busy time taking in all the various functions and announcements being made. Leaving aside the purely social affairs we thought it might be an idea to review some of the happenings of the last month likely to influence the course of racing.

The end of November was highlighted by a kind of Mini Racing Car Show held for a day only at Walthamstow Stadium. There seems to be a proliferation of racing car shows just lately but at least this one had a slant. The idea was not only to show the exhibits statically but also to show them in action on the Stadium's quarter-mile paved oval where stock car events are regularly held. Behind the plan was Tom Barnard, well known to the doting fathers amongst you, as the manufacturer of mini racing cars.

Barnard worked hard to make his one-day project a success and was rewarded by the fact that some 50 companies took space around the track on what turned out to be a rather bleak day. Setting up an interesting stand in the morning and taking it down that evening is a somewhat tall order, hence one could hardly expect the displays to be of the professional nature seen at some shows, particularly as the Walthamstow stands were out in the open.

Barnard's biggest coup was to have Trojan unveil their new McLaren Formula 5000 car during the day's activities. There was no doubt that the thing was all screwed together properly for Howden Ganley lapped it impressively. The rarely seen McLaren M6GT road car also created quite a stir. For the hard-core enthusiast there was also quite a lot of interest amongst the stands of the smaller companies as well.

If one got a little bored with the stands there was usually some action on the track. Despite the short length of the straight the various machines from the National Drag Racing Club and the British Drag Racing and Hot Rod Association put up a very impressive display. Both the genuine "rails" and the funny cars provided plenty of action and their appearance had quite a few people vowing to go to Santa Pod dragstrip in Bedford for the first time.

There were also demonstration-cum-races for rallycross cars, machines from the Midget Auto Racing Club (the drivers are over 4 ft. tall) and of Tom Barnard's Formula Sixes. The proceedings came to a close with a parade by any of the exhibitors who wanted to join in. There were cars everywhere with Ronnie Peterson in a March 701 rubbing wheels with Lotus team manager Peter Warr, who was driving one of the Gold Leaf Lotus 59s. A rather wildly-driven Formula F100 machine was overtaking everything in sight and Formula Ford, midgets, Clubman's cars, Rallycross Escorts all circulated together.

Naturally, as this was a first attempt, everything did not go to plan and it seems the number of paying customers was a little on the disappointing side, but there is no doubt that in general the Speed Show at Walthamstow was a success. One hopes that Tom Barnard will be encouraged to continue his bright idea.

Still on the subject of Shows, there was, a few days later, a Press conference for another extravaganza also to be entitled a Speed Show. This, however, was the Jackie Stewart version for the former World Champion had been impressed with the work of a chap called Peter Anslow, who had organised the Auto Expo exhibition held in Nice last year to correspond with the Monaco GP.

The pair had got together and decided to run a show up in Scotland at Glasgow's Kelvin Hall from March 27th to April 4th, and with help from a National newspaper the whole thing seems to be progressing well. Stewart in his usual eloquent manner told of his childhood delight of visiting Schoolboy Exhibitions and said he hoped his offering would capture some of the same spirit. The accent will be on speed rather than simply motor racing and Stewart hopes to have various sporting personalities in attendance each day. He will not be present for the opening ceremony as he is committed to race in America that day, but will immediately fly back to be present for the remaining part of the show.

Hardly a motor racing season goes by these days without someone dreaming up another new formula. John Webb of Motor Circuit Developments Ltd. has been directly or indirectly responsible for the majority of the recent ones ranging from the incredibly successful and well-conceived Formula Ford, through that somewhat shaky Formula One substitute called Formula 5000 to the downright unnecessary Formula F100.

The past month has seen the official announcement of two new formulae for 1971. One comes from John Webb and is called Formula Atlantic and the other has been initiated by the Volkswagen motor company and is to be known as Formula Super Vee. Both have their merits and both seem likely to succeed to some degree.

Not surprisingly Webb chose Brands Hatch to announce details of his new baby and even laid on a demonstration of the new cars. Sad to say not all the manufacturers who promised to attend did so, but with March and Lotus fielding cars as well as some of the smaller manufacturers the day was definitely a success. Formula Atlantic is based broadly on the American 1,600 c.c. Formula B regulations for single-seaters and is thus mid-way between Formula Three and Two on power outputs. In America all the successful cars use British chassis (Brabham and Chevron particularly) and Ford twin-cam engines tuned by British engine builders like Vegantune and Brian Hart. It seemed common sense to introduce the Formula over here as an alternative to the new Formula Three regulations which have just come into force and are far from popular.

Generally, news of the new Formula received a good reception, the only point of controversy was regarding Webb's extra clause allowing in the new four-valve BDA engines as used in the RS1600 Escort. Some critics see this as bringing the Formula too close to the present F2 and hint that Webb is just trying to get F2 on the cheap.

The facts are that the cost of an F2 chassis and gearbox are effectively the same as a car for the new Formula Atlantic. The main difference lies in the engine. A brand new F2 FVA engine costs £2,500 (and has done since 1967), while a race-tuned BDA will retail at just over half that and will give about 40 b.h.p. less. A fully-tuned racing twin-cam would cost around £1,000 and be another 10 b.h.p. down. With twin-cam parts becoming scarce these days and BDA bits easily available, the inclusion of the BDA appears to be a forward thinking move that really doesn't warrant any criticism.

Formula Atlantic has received backing from Arco petroleum, who actually used to market under the name Atlantic amongst others until January 1st, and Thompson's Yellow Pages, the classified telephone directory people. They are particularly keen on motor racing as a promotional medium and, after a successful sortie with an F3 meeting at Thruxton last year, will be running the Formula Atlantic Championship as well as sponsoring the Easter Monday Formula Two race at Thruxton.

At present Atlantic is seen as a purely British formula to be run at race meetings somewhere between the ordinary club and full international level, but Webb will be putting a lot of effort in selling it abroad as well and making it a fully International formula. Rewards for those taking to the formula in its early days are not very high compared with the expenditure a competitor will find necessary. No doubt if the formula catches on early this will soon be remedied and a bright future for Formula Atlantic can then be predicted. The first race for the new cars will be at Brands Hatch on March 7th.

No doubt Mr. Webb wishes he had the money that Volkswagen are pouring into their new Formula called Super Vee. Whereas the winner of the Yellow Pages Formula Atlantic Championship will pocket a cheque for £250, the lucky man who takes the European Super Vee honours will have improved his bank balance to the tune of over £2,000 and the manufacturer of his car, provided it wins the Manufacturers' award, will be in for over £1,000. This is big money in motor racing language and, as well as the European Championship, there is also a British Championship with excellent rewards, too.

Rather than demonstrate their cars, although several are already built, Volkswagen laid on an elaborate Press conference aboard a swinging night spot on the River Thames called the Sloop John d. The surroundings apart, there is no doubt that the German company is throwing everything into this new formula. They have reasoned that the very successful Formula Vee is perhaps getting rather long in the tooth and the need for something slightly more sophisticated was called for.

Super Vee is undoubtedly the answer for, although a large number of Volkswagen parts, including the engine and gearbox, must still be utilised, the car manufacturers will be allowed much more leniency on the construction of the chassis. The British firm Royale have already announced a very purposeful monocoque design, pictured

elsewhere in this issue, and one hopes other manufacturers will come up to this standard. Wisely a maximum wheel rim width has been imposed which should make the cars exciting to watch and drive as the 1,600-c.c. Volkswagen engines can be tuned to give up to 140 b.h.p.

Not surprisingly the major success of the old Formula Vee has been in America and on the Continent, particularly Germany, Austria and Finland for that matter. In Britain Formula Vee came about the same time as Formula Ford and has jogged along happily ever since without ever being considered as a major challenger to Ford as a breeding ground for young aces. Scottish driver Gerry Birrell has been the exception to the rule, but he, too, moved into FF before going on to better things. Will Super Vee follow a similar path?

Naturally it does not have the backing of the Motor Circuit Development venues, but the BARC will be running races for these cars at their meetings and British drivers will be able to compete in the ten-round European Championship as well, with the added incentive of a scale of travelling expenses and so on. Further, a fully raceworthy and competitive Super Vee can be bought for £1,950 compared with £3,000 for an F3 and £3,800 for a Formula Atlantic. At first hearing Super Vee sounds a super idea and no doubt will go down big in both the USA and in Europe. It deserves to succeed here, too, and I have a feeling that it could turn out to be much more successful in Britain than a lot of people expect.

Those of you who follow Formula Ford may have noticed that over the past year or so there has been something of a tyre war going on. When the Formula started back in 1967 everyone used Firestone F100 radials, as the regulations only permit road tyres, and these radials seemed to do the job very well. Then at the start of 1969 the earlier mentioned Birrell took to FF but not liking radials decided to use a set of cross-ply Avon Wide Safety GTs. Birrell won the European FF Championship on the tyres and as the season wore on more and more competitors swapped over to them.

For 1970 both Firestone and Avon had bonus schemes for drivers running on their equipment and the FF tyre war was really on. However, the relatively small Wiltshire firm, who gave up a full-time racing programme some years back, were winning hand over fist from the giant Isleworth-based combine so used to having their equipment win Formula One races. This just would not do and for the last few FF races of the season Firestone came out with a tyre called the Torino Wide Oval, which is undoubtedly an advance on anything previously used in FF. Some people have gone as far as to say that it was nothing more than a racing tyre, but official protests to this effect were rejected by the RAC when Firestone proved that the ordinary motorist could buy the tyres for his Cortina. Just how long they would last on such a car are somewhat debatable as their life on a Formula Ford seems little better than four or five races. Further, there seemed to be little doubt in most people's minds that members of the racing staff had a definite hand in the design of the Torino.

However, the rather sad ending to all this came when Avon held a function to present the bonus awards won by the various drivers throughout the year. It was announced that, much as they had enjoyed the sponsorship and would like to have continued, they felt that this was the time to put an end to it. The reasons didn't really need elaborating and one feels sorry for Avon but safe in the knowledge that at least, for a while, they took on the giants and beat them fair and square.

The occasion was a happy one, however, for Colin Vandervell, who was presented with the Avon Driver of the Year Award. During 1970 Vandervell won the British Formula Ford Championship by a ridiculously wide margin, was runner-up in the European Championship, despite a couple of unusual setbacks, and received the premier Grovewood Award. Towards the end of the year he also showed his skill in a works March F3 car and will be continuing in this category in 1971, although with a Brabham. He is, of course, the son of the late Tony Vandervell of Vanwall fame. Being the son of a millionaire probably conjures up the image of 26-year-old Colin as something of a rich playboy. Far from it; he runs a successful building business with a seriousness that belies his age. His father forbade him to motor race but allowed kart racing, which Vandervell took by storm and finished up as a member of the British team. When his father died he then took to cars and his first race was only in June of 1969. He has hardly stopped winning since then, and in 1970 had something like 29 victories to his credit. His attitude to the sport is not the one of dedication that most of the up-and-coming drivers have and he says he will stop racing if he stops winning. With the new F3 season approaching Vandervell is already being rated as one of the most likely winners so he is unlikely to retire in the near future. — A. R. M.

THE ASTONISHING CLAIMS OF MR. DODD

LAST YEAR, egged on by astonished readers, we referred to the astonishing claims that Mr. Dodd's Rolls-Royce SC1 maintains a speed of 129 m.p.h., his SC2 holds 135 m.p.h., and an SC3 a sustained 138 m.p.h., all mentioned in a *Sunday Times* advertisement. We further remarked on a statement in the same advertisement that the well-used SC3 had averaged 102 m.p.h. between England and Monaco, inclusive of crossing the Channel by ferry. Our credulity was strained, to say the least, and we expressed surprise that the *Sunday Times* should publish such claims.

This brought us a letter signed "Linda F. Martin", who claimed to have been a passenger in the Rolls-Royce, in which she said the time between Epsom and Monaco was in fact 14 hours and that the SC3 held "a steady 125 m.p.h. for 1½ hours" on one of the French Autoroutes, until she asked the driver, Mr. J. P. Dodd, to slow down to enable the baby's nappy to be changed. We decided that these claims were impossible to substantiate, and, having no desire to be driven to changing our own nappies on a demonstration run, ignored this lady's letter, which went into the wastepaper bin.

What did Mr. Dodd do then? Determined to propagate his claims he took advertising space in the *Sunday Times* of November 8th, 1970, which included the letter from Linda, which we had declined to publish, headed: "This brought the following letter into the offices of MOTOR SPORT", followed by our full address.

This had the desired effect, because readers, particularly owners of Rolls-Royces and Bentleys, began to telephone us, expressing pained surprise that we should believe that a Rolls-Royce SC3 could be made to cruise at a sustained 125 m.p.h., maintain 138 m.p.h., or average 102 m.p.h. from Epsom to Monaco, which, incidentally, Mr. Dodd claims to be a World record.

It seemed to us unethical of the *Sunday Times* to publish correspondence addressed to another paper, which that paper had declined to give space to. So we took the matter up with the *Sunday Times*. Their Legal Department stated that the newspaper was under no obligation for statements expressed in advertisements appearing therein, which were the responsibility of the person placing the advertisement. This seems a very liberal interpretation of the Trade Descriptions Act, to say the least. Pressed further, the Legal Adviser to the *Sunday Times* expressed the view that it would have been normal for us to have granted a right of reply (even though we still doubted the claims made) and that as we declined to publish the reply we should hardly be surprised that Mr. Dodd sought other means of having it publicised —which overlooked the fact that the reply did not come from Mr. Dodd anyway, that it merely repeated the, to us, fatuous claims—although reducing the previously claimed speed by 13 m.p.h. and the England-Monaco average by some 45 m.p.h.(!)—and that we have no room to publish more than a very small proportion of the readers' letters we receive. Times Newspapers Ltd. having had the audacity to try to tell us how to run MOTOR SPORT, their Mr. James Evans then made the following statement: "Acceptance of the advertisement by the *Sunday Times* does not, of course, imply that the *Sunday Times* backs one side or the other in the dispute about the journey to Monaco, although I understand that our expert advice is that Mr. Dodd's claims are not incredible, as MOTOR SPORT obviously thinks them".

We do not know from whom Mr. Evans obtained this expert advice but we can assure him that we do not regard an average speed of 102 m.p.h. from Epsom to Monaco by an SC3 or a sustained top speed by this car of 138 m.p.h. incredible—*we think it downright impossible.*

However, as the *Sunday Times*' legal luminaries think that we were unfair not to give space to Linda Martin's letter, and as this correspondent, whose letter the *Sunday Times* has published, asks to be allowed "the privilege of giving test drives in order that apparent doubts may be dispelled and our accuracy asserted" we now await the opportunity of going with Mr. Dodd and the *Sunday Times* from Epsom to Monaco at 102 m.p.h. and of timing this astonishing SC3 at a sustained 138 m.p.h., perhaps round the MIRA proving-ground. [Our 1965 SC3 road-test gave the top speed as 114 m.p.h.—ED.] The publicity given to Mrs. Martin's letter endorses the opinion of the *Sunday Times* that MOTOR SPORT does not know what it is talking about ("people should make sure of their facts before bursting into print", the lady says), so, naturally we expect the *Sunday Times* to prove this to us. A jaunt with Mr. Dodd and Mrs. Martin, with the Editor of MOTOR SPORT and the Motoring Correspondent of the *Sunday Times* (surely the most suitable witness?) working the watches, is awaited with interest, if apprehension for our personal safety. A much nicer way to settle this astonishing affair, we think, than involving the Press Council or *our* legal advisers.—W. B.

AMERICA FACES UP TO THE INVADERS

JAPANESE CHALLENGER.—The Datsun 510 has been well received in the USA.

AT THE time our Editor road-tested the Ford Maverick, the American car makers and the public were getting ready for Detroit's next step in the fight to curb the 13-15% share the foreigners had carved out for themselves in America's car market. We have now seen what the American motor city's answer was to be, although it is too early as yet to gauge how successful Chevrolet's 2,287 c.c. Vega and Ford's 1,599/2,003 c.c. Pinto have been in combating the ever-rising alien sales in the USA.

The Maverick was really a second-wave compact, for the American manufacturers had already tried to fight the imported cars with a wave of so-called compacts in the early 1960s. Perhaps you remember them? Well, if not, here's a summary: Ford and Chrysler went for maximum utilisation of existing parts and a conventional layout with the Falcon and Valiant respectively. Chevrolet chose the unorthodox route with the rear-engined, flat six-cylinder Corvair.

At first the compacts did well (the Corvair sold nearly two million), but gradually Detroit succumbed to pressure from the dealers, and to a certain extent the public, to titivate and power boost what were meant to be economy cars to the point where a Falcon with a V8 Mustang engine was an FIA homologated car—in which form it put up some fine rally and saloon car performances in Europe when modified by Alan Mann. As the compacts grew, the manufacturers introduced a second wave of intermediate-size cars (approximately of Vauxhall Cresta size) to cater for the grown-up compact owners. The result was predictable, the VW went on selling in even greater numbers and Detroit steadily pulled out of the under-$2,000 market. The next fashion, so far as the home manufacturers were concerned, was the introduction of the nimble Pony Cars such as the Ford Mustang, Chevrolet Camaro, Chrysler Plymouth Barracuda and American Motors Javelin. This wave of sportiness was accompanied in recent years by a breed known as the Super Cars, consisting of full-sized models with 7-litres of V8 engine, seven- or eight-in. rimmed wheels, stripes, plastic bucket seats, "four on the floor" manual transmissions, and so on. Logically the latter market could be seen as extending the performance idea to the family man who did not want a "funny furrin car", referring to a Mustang! However, this segment of the market was somewhat naturally a small one, as even Americans' fabled wealth blanches in the face of up to £420 p.a. insurance demands and a petrol thirst that was approximately equal to nine UK miles to the gallon.

Another significant influence on the overall domestic sales was government safety legislation (one reason Ford have recently given for withdrawing from all forms of motor sport inside the USA) and laws on exhaust emissions, which are somewhat more difficult for a big engine to comply with, just on the score of capacity, not combustion chamber efficiency.

In fact, the smallest American volume manufacturer, American Motors Corporation, were the first into the latest compact market with a device known as the Gremlin. The car is somewhat weirdly, but attractively, styled and this is combined with its ability to hold two people in comfort. The same company were also first into the original small-car market, rather from economic necessity than having the proverbial prophet's powers. Chrysler have imported the Mitsubishi Colt and Hillman Avenger (known as the Cricket!) as temporary stop-gaps until they can make their own small car, which is clearly an unsatisfactory state of affairs, for the American magazines warn their readers about cars like the Cortina and Cricket on the grounds that when they are dropped as the manufacturer introduces his own car, spares will become very difficult to obtain and expensive.

Before we move on to the most significant benefactors in the import game a quick look at the Vega and Pinto, for they could well appeal to the European driver. The Vega is the more original of the two, Chevrolet having invested heavily in tooling for the all-aluminium (bores as well) inline four-cylinder engine with its single belt-driven overhead camshaft and long stroke. Ford were lucky in having the Cortina 2-litre o.h.c. unit and the faithful crossflow 1600 GT engine to call upon, together with attendant transmissions, for the Pinto. The Vega is sold with either 90 or 110 claimed horsepower, whilst the two Ford engines are rated at 75 and 95 b.h.p. respectively. Using a Cortina as a yardstick to size shows that the Pinto is five inches shorter and 4½ inches wider, while the Vega is an inch shorter and just half an inch wider. Both cars look attractive from the outside, but the interior is typically American in both cases, though nowadays that doesn't mean the garish cockpit of the past, more a slightly upstage Zodiac. Styling has always been a real sales point for USA customers and both cars are particularly clean in their lines, though the Chevrolet has caused a lot of comment to the effect that its styling leans heavily on the Fiat coupés.

Now to the significant newcomers: the Japanese. Significant because their rapid establishment has been at the expense of the British in some cases. Within the last couple of years the Japanese Toyota and Datsun concerns have moved in rapidly on the east and west coasts to gain an overall sales volume sufficient to rate them amongst the top five imported car firms, though VW are still the comfortable leaders according to our information. However, this will not always be the case for the Beetle is something of a fad and though it will always sell extremely well to those who want no airs and graces, just economical and reliable operation, even the immortal VW could find that the ever-expanding Japanese dealerships and service facilities will overtake them one day. Frankly the outlook for British cars looked a little bleak at the time of my visit, even the Rover 2000 having incurred wrathful comment from readers of the influential *Road and Track* magazine.

Our first-hand experience of the imported sales side was confined to using our eyes, visiting both Datsun and Fiat headquarters on the west coast and finally borrowing the popular 1,600 c.c. Datsun 510 SSS saloon with i.r.s. and single overhead camshaft engine rated at 96 b.h.p. in days gone by, though the addition of air pump exhaust emission devices has probably reduced the current model's horsepower. The price of the four-door automatic version is a trifle over $2,000, £840 6s. 8d., which means it is right in the battleground with the 2-litre Pintos and Vegas. The three-speed automatic transmission

was apparently specially manufactured for the Japanese concern by an American firm, but even so it felt rather rougher in its action than the Mustang's auto that we had just left at a Hertz depot.

Over the 1,300 miles that we explored the Datsun's qualities it impressed us from both a British and American point of view. Straight line performance is approximately the same as that of a 1600 GT Cortina, though the automatic doesn't let the Datsun exceed an indicated 90/95 m.p.h. on a flat road. The brakes, ventilation (by Ford Cortina style Aeroflow balls and ducts) and ride were truly excellent. For British roads, and there is a very similar style of terrain along the California coast to judge this by, the roadholding would be adequate with none of the hopping off-line that can be experienced in a hard-driven live axle machine.

The whole car really struck me as a superior sort of Mk. II Cortina, but in certain areas—notably in the restrained dashboard layout and high-speed cruising ability (65 to 90 m.p.h. on the speedometer for 200-mile spells)—it was better than the old Cortina and at least the equal of the new model. However, the steering had a lot more slack in it than any modern British saloon that we have tried, so the Japanese are not invincible, just careful to market an attractive package along proven lines.

British Leyland sell quite a variety of cars in the United States, but our reputation on the west coast could still do with a lift so far as quick and efficient parts supply is concerned. I just hope that BL have allowed someone at Abingdon's MG factory to design a sports coupé to meet the impressive Datsun 240Z (pronounced Zee over there) because this o.h.c. six, with Ferrari-like body, Chapman patented strut rear suspension and price label of $3,500 is going to hit the potential Stag market and the established TR6's sales.

The American's volume production cars come in a bewildering profusion of names, marketed like cigarettes: let's hope for all our sakes that American goodwill for our products can be retrieved by cars which are not just cigarette cartons.—J. W.

PERFORMANCE NEWS

GP's Centron

IT IS some time since we had a brief look at the new things happening in specialist parts and cars, so this month we begin with a type of special that is really an offshoot of the Beach Buggy market, although the finished product is a closed coupé. Once more GP Speed Shop Ltd., at Hanworth Air Park, Feltham, Middlesex, have pioneered a new VW-based car, and once again we hear of others who are planning, or producing, similar GT coupés, based on VW running gear and propulsion.

GP's latest car is known as the Centron and it features low sleek styling incorporating gullwing doors: we have not yet ascertained if these are exactly along the lines of the immortal Mercedes, but we have been told that they serve their purpose admirably. The Centron is likely to be supplied mainly in De Luxe form costing £684. For this sum of money one obtains a complete bodyshell, all trim, two seats and glassware. The problem then is to obtain a Volkswagen saloon, from which you will need the engine, gearbox, suspension and other ancillaries to complete the car. The makers estimate that a complete Centron could be built for £800 to £850: this is more expensive than a Beach Buggy or Mini-based vehicle would be, but with luck the final product should be a good deal better finished, and handle extremely well thanks to the mid-mounted VW engine and the wide alloy wheels that most owners will specify.

Other manufacturers are expected to show their VW-based coupés at the bi-annual Racing Car Show, Olympia, which takes place between the 6th and the 16th of this month, organised by the BRSCC.

Stargazing Spitfire top

Some years ago the Caribbean hard-top was all the rage for MG-Bs with its twin windows let into the roof. Naturally enough the firm responsible for that glassfibre moulding, Heron Plastics Ltd., at Calvert Road, Greenwich, London SE10, have made variations on this theme for other convertibles, one of the more successful—at least from an appearance point of view—being with the model for the Triumph Spitfire.

The top is available with tinted or plain windows and with a number of trim options, at prices varying from £50 to £72. Incidentally, attachment is by two screws in the windscreen frame and a pair of hooks which locate in the hood frame slots.

Think oil coolers

Think Automotive, at 1a Greenford Avenue, Southall, Middlesex, have been selling oil coolers for some time. Now they have reached the stage where they can offer a great variety of kits, including models for such comparatively rare beasts as the competition Chevrolet Z28 Camaro and the more popular Japanese models. Apart from the oil cooler kits they also sell interesting individual items such as quick release oil line connections, thermostats (a good idea in Britain's climate, for cold oil is more often a problem than hot), temperature gauge adaptors and so on. Costs vary from £10 5s. for a Mini oil cooler kit up to £30 for a Z28 Camaro.

Allard's seventh annual catalogue

At Standard House we can always tell what time of year it is by looking to see if there is a current copy of the Allard Performance Equipment catalogue around, if there is it is definitely winter! As usual this year's offering is just full of bits and pieces for any application from making the driver look pretty—and virtually flameproof—to doing the same for his car, and making it more competitive.

There are two interests which Alan Allard follows which are a little out of the ordinary: they are supercharging and drag racing. The results of these pursuits are portrayed in the catalogue, his company manufacturing, selling and fitting Shorrocks blowers. Allards' drag racing Anglia is also shown in the catalogue as an example of the useful applications of the glassfibre body panels sold by Allard. The company also market complete, modified new cars such as the Escort 1300GT Supersport. This Ford derivative has a supercharged engine giving a claimed 98 b.h.p., the same figure as Ford claim for the uprated 1970 1600 GT engines, and a number of body refinements such as a front grille with spotlamps let into it, sports steering wheel and mudflaps. The author tried such a car years ago and found it exceptionally impressive, even though it suffered a misfire at high r.p.m. We are hoping that an opportunity will come our way shortly to try a similar vehicle. Enquiries about the catalogue should be sent to: Allard Motor Co Ltd, 51 Upper Richmond Road, Putney, London SW15.

More on Spitfire tops

The earlier mention of hard-tops for Triumph Spitfires reminds us that Lenham Motor Co., at 47 West Street, Harrietsham, Kent, —have always made good quality glassfibre components, and they also sell the Torado detachable roof section hard-top for all Spitfire *marques*, including the latest version tested by W.B. in this issue. This model is unique in having a detachable centre roof section *à la* Targa Porsche 911, but not only is there a rigid lift-out portion, there is also a detachable soft-top panel. The basic price is £54, with an additional £12 chargeable if you want the soft-top section in addition to the fibreglass panels.

Extra capacity to order

As the public becomes more sophisticated in its requirements from a tuned engine, there is increasing interest in having extra horsepower and low speed torque, qualities that are not usually available by the conventional camshaft, raise the compression ratio and add-a-carb approach. Super or turbocharging is one way of getting that extra 1,000 c.c. feeling, but a cheaper and better known method is to bore and stroke the customer's engine.

Neal Davis Racing at 106 Main Road, Sidcup, Kent, have decided on the latter approach, and they now offer to bore blocks for Minis, Imps, Lotus Twin-Cams, plus the popular Ford crossflow and pre-crossflow in-line four-cylinder engines. A six-month guarantee is offered on this work, charges varying from £35 10s. to enlarge a 1,500 c.c. Ford non-crossflow engine to 1,650 c.c., to £94 for an 1,800 c.c. Lotus Twin-Cam. Davis quotes increments in b.h.p. as well, typical examples being 43 b.h.p. for an 1,125 c.c. Mini unit up to 126 b.h.p. for the big bore Lotus TC.

OPEL DEALERS IN BRITAIN CONGRATULATE THE WINNERS OF THE 1970 RAC INTERNATIONAL RALLY

Overall

1st: H. Källström/G. Häggbom	Lancia 1600 Fulvia HF
2nd: O. Eriksson/H. Johansson	Opel Kadett Rallye
3rd: L. Nasenius/B. Cederberg	Opel Kadett Rallye
4th: J. Henriksson/L. Carlström	Opel Kadett Rallye

MANUFACTURER'S TEAM AWARD–OPEL

Class 4 winners (1500-1900 cc)

1st: O. Eriksson/H. Johansson	Opel Kadett Rallye
2nd: L. Nasenius/B. Cederberg	Opel Kadett Rallye
3rd: J. Henriksson/L. Carlström	Opel Kadett Rallye

The Opel Kadett Rallye
marks up outstanding successes in this
gruelling test of reliability.

The winning Lancia is dragged and pushed into the Llanverda control, its badly damaged front supported by a trolley jack. At the previous control its main engine bearings were replaced. Källström's second RAC victory was not easily won.

International RAC Rally of Great Britain

GENERAL CLASSIFICATION

1st	H. Källström/G. Häggbom (Lancia Fulvia 1600) ..	541 min. 50 sec.
2nd	O. Eriksson/H. Johansson (Opel Kadett R 1897) ..	544 min. 18 sec.
3rd	L. Nasenius/B. Cederberg (Opel Kadett R 1897) ..	553 min. 18 sec.
4th	J. Henriksson/L-E. Carlström (Opel Kadett R 1897)	556 min. 08 sec.
5th	A. Cowan/H. Cardno (Alpine-Renault 1596) ..	560 min. 20 sec.
6th	G. Larrousse/M. Wood (Porsche 911S 2195) ..	561 min. 04 sec.
7th	R. Aaltonen/P. Easter (Datsun 240-Z 2393)	567 min. 19 sec.
8th	B. Culcheth/J. Syer (Ford Escort TC 1598)	580 min. 53 sec.
9th	L. Jonsson/A. Qvist (Saab 96 V4 1531)	583 min. 41 sec.
10th	K-L. Kleint/H. Roehr (Ford Capri 2274)	590 min. 33 sec.
11th	W. Sparrow/N. Raeburn (Austin Cooper S 1293) ..	596 min. 45 sec.
12th	C. Haldi/J. Gretener (VW-Porsche 914/6 1991) ..	605 min. 31 sec.
13th	J. Tordoff/B. Marchant (Saab 96 V4 1498)	605 min. 33 sec.
14th	P. Cooper/M. Bennett (Austin Cooper S 1293) ..	607 min. 33 sec.
15th	T. Fowkes/P. O'Gorman (Ford Escort TC 1558) ..	609 min. 07sec.

Manufacturers' Team Prize : Opel Sweden (2nd, 3rd and 4th overall).

Ladies' Award : Liz Crellin/Pat Wright (Cooper S.) (36th overall)

195 *starters* — 67 *finishers.*

THE FINEST array of factory teams ever to be assembled; the largest number of talented amateurs; and a rally whose style and concept are probably the most popular in the world among regular competitors. These things came together in November during the RAC International Rally of Great Britain, an event of such stature and popularity that one is left to marvel at the incredible indifference of our legislators to the biggest sporting occasion of the year.

Spectators thronged every forest (and there were nearly 80 forests used) and every time control, and their numbers must have run into hundreds of thousands. It was fortunate for Welsh spectators that the Forest officials in Cardiff removed, less than a week before the rally, a ban which would have prevented their entry to the forests. Doubtless no such ban will ever be considered in the future.

The rally was a saga of transmission failures, as one factory car after another broke driveshaft, differential, gearbox or whatever. It does seem that cars are being made so powerful and given, with the aid of efficient tyres, such good traction that the connecting parts are not standing up to the harsh treatment. On the face of it, the answer seems to be stronger transmissions made in sufficient quantity to be homologated. But in most cases there were attendant circumstances in November, and perhaps the best way to deal with them is to look at each factory team in turn.

FORD (Britain)

To start with the home team. Ford had entered three Escorts, two of them with twin-cam engines and one with 16-valve engine. Since all three cars of any team had to be of the same model, the lone 16-valver was driven outside the official team by Roger Clark and Jim Porter, the only all-British crew in the Ford team. Clark must be highly thought of as a test driver, for it is always he who gets the job of driving the prototypes or the cars with new ideas built into them. But since such cars are usually less reliable than proven machines, it has made rather a mess of Clark's finishing record. Perhaps it's time the mobile test beds were shared around.

The two twin-cam cars were driven by the two Finnish members of the team, Timo Mäkinen and Hannu Mikkola, co-driven respectively by Henry Liddon and Gunnar Palm. To make up the three-car team the privately-entered car of Jim Bullough and Don Barrow was co-opted.

In the early stages of the rally the three factory cars showed up well, but first one, then the other two, succumbed to transmission failure before the Monday night stop at Blackpool. Each car broke a driveshaft and in each case circumstances were such that repairs could not be effected in time to keep the car within its schedule. Bullough, too, retired when his car's differential failed at a speed in the region of 80 m.p.h. and the sudden loss of traction sent the car off the road.

PORSCHE (West Germany)

Before the rally, Porsche was leading the International Championship for Constructors. But only three points behind (and in a position to beat the German team) was the French Alpine team. Naturally both outfits put all they had into the rally and, apart from the Monte, this was the only event in 1970 into which Porsche had put its full-scale factory effort. In other events cars have been supplied to drivers on a loan basis, and they have had to supply their own mechanics and take care of their own expenses.

But the RAC Rally was worth fighting for, so the Stuttgart mechanics were out in strength. There were three 911Ss for the team's Swedish drivers, Björn Waldegård/Lars Helmér and Ake Andersson/Bo Thorszelius, and for its French driver, Gérard Larrousse. The latter had got hold of one-time BMC works co-driver Mike Wood as his partner and had surprised the Lancashire man by writing to him suggesting that they could start their reconnaissance runs about a month before the start. The RAC Rally is the only Constructors' Championship qualifier in which practising is forbidden.

The fourth entry from Stuttgart was for Claude Haldi and John Gretener, the same Anglo-Swiss Gretener who was once a member of the British Triumph team. They drove a VW-Porsche 914/6 more or less as an exercise, since Porsche wished to evaluate the mid-engined car's rally potential before deciding whether to use it instead of 911Ss in 1971.

Transmission troubles also dogged the German team. It was in Scotland, again in the first leg of the rally, that the two fancied Swedish crews retired with broken differential/gearbox units. The same happened to Larsson and Lundblad in a privately-entered Porsche from Sweden. The cars of Larrousse/Wood and Haldi/Gretener went on to finish.

Thank you Lancia

for helping us win the RAC rally

and thank you Opel for letting us help you win the Team Prize too

Subject to official confirmation

PIRELLI

ALPINE-RENAULT (France)

When Porsche lost its best performers in Waldegård and Andersson French jubilation was at its highest, for the team stood a chance of knocking the Germans off their championship perch and gaining its biggest honours since Alpines started rallying. Like the Porsche team, Alpine had put a tremendous effort into the rally. Until recently the lightweight, rear-engined cars from Dieppe had been regarded as fragile machines hardly suitable for loose and rough road rallying. Their performance is such that they have always been a force to be reckoned with on tarmac events, but many authorities were of the opinion that they could never survive the pounding of an RAC Rally. But one of them did win both Sanremo and Acropolis rallies this year, neither event as hard on motor cars as an RAC Rally but neither all on tarmac nevertheless.

French rally drivers have a reputation for being good on routes which they have practised and no more than average on routes which they have not. That reputation must surely apply no more, at least not in the case of Jean-Luc Therier and Jean-Pierre Nicolas, both of whom put up outstanding performances on the unpractised roads through the forests. Of all the Alpine drivers, these two are those who have made the best showing on unsurfaced roads, Therier being the man who won both Acropolis and Sanremo and Nicolas having turned in excellent times on such really rough rallies as those in Morocco.

In the months before the rally Alpine went shopping for drivers. Previously they were very nationality-conscious and stuck to Frenchmen, but the extension of their boundaries was heralded much earlier in the year when they engaged the services of Welshman David Stone (formerly with Vic Elford, Erik Carlsson and various others of note) as a co-driver. Then they cast the net into Sweden and came away with the signatures of Ove and Liz Andersson (he formerly of Lancia and Ford and she formerly of Saab and Lancia). But they still had an empty car, for which they eventually engaged Andrew Cowan (winner of the London-Sydney Marathon in a Hillman Hunter and more recently of the British Leyland team). His co-driver was fellow-Scot Hamish Cardno, his regular man Brian Coyle having been signed up for the event by Saab.

Although breakages stopped the majority of works cars, the Alpines confused everyone by remaining intact for some time. Andersson was being troubled by overheating and a blowing gasket on the first night, and was considering how best to keep his car motoring when along came a Datsun and made his mind up for him. The Alpine had spun off the road and the Datsun, crewed by Tony Fall and myself, struck it head-on, bursting the French car's radiator. The Datsun continued.

In the second leg of the rally Nicolas' car caught fire in a Welsh forest and was completely gutted. French humour decided that David Stone wanted a cup of tea and needed heat for his kettle!

The biggest disappointment of all for Alpines came right at the end of the rally, on the final special stage in the grounds of Sandhurst Military Academy. Lying second, Therier was almost assured of enough points to give Alpine the Constructors' Championship. But on that muddy, waterlogged stage, more like a paddy field than anything else, his car broke a driveshaft and was later taken to the finish near London Airport on the end of a towrope. The irony was that the stage later became impossible, and cars were getting stuck in the deep mud. The organisers eventually abandoned it and directed all but the early runners to make directly for the finish. Had Therier been a little later he, too, would have been allowed to by-pass the stage.

There was some strong feeling at the finish on the part of the many who felt that the Sandhurst stage should have been stopped before any car attempted it. Its mud-plug nature didn't prove very much, but it is to the sporting credit of the French that they chose not to complain, even though a mere chance had robbed them of the championship, and there was not a single protest when provisional results were posted on the Wednesday night.

Cowan, of course, stayed to the end and finished, though the privately-entered Alpine of Hollier and Short (the only one in Britain) fell out with transmission failure.

OPEL (Sweden)

In 1966 a solitary Opel Rekord came to Britain for the London Rally and finished fourth. In the RAC Rally of that year a team of them came from Sweden. They gained no honours to speak of, but created a talking point inasmuch as General Motors, through the Swedish outlet, were taking an interest in competitions. Since that year, the Swedish GM distributors have become very strong in Sweden and their rally team has been so successful that its manager, Ragnar Ekelund, now has the job of co-ordinating Opel competition activities throughout Europe.

This year they brought four 2-litre Kadetts, unlikely-looking cars by any standards, but extremely well prepared and driven by almost fearless drivers. By picking names from a hat, Ekelund arrived at his three-car team, and it was his extremely good luck that he left out the husband and wife crew, Gunnar and Ingelov Blomqvist. In the West Country, with most of the rally behind them, the Blomqvists had a driveshaft break and they were out.

The other three Opels ran faultlessly and finished second, third and fourth, picking up the manufacturers' team prize. Present in London were several directors of the Swedish GM Dealer Association and they were so pleased with the success of their cars that it is very likely that the team will be seen more often outside Sweden in the coming year.

SAAB (Sweden)

In the past decade, the best performance record on the RAC Rally is that of Saab. They have never missed one and have four wins to their credit, three by Erik Carlsson and one by Simo Lampinen. In fact, they are so accustomed to British forests that they were able to plot the route, and special stages, on a map from the scanty information printed in the regulations long before the roadbooks were published.

As usual, they brought a strong side made up of four cars. Their drivers were Tom Trana (twice winner in a Volvo) and Solve Andreasson, Carl Orrenius and Arne Hertz, Håkan Lindberg and Brian Coyle, and Stig Blomqvist and Bo Reinicke. Despite their ruggedness, not one of the four cars finished. Orrenius was the first to seek a plane for Stockholm when his limited slip differential broke, and he was followed closely by Lindberg, whose gearbox seized after a bearing broke up. Trana suffered a loosened flywheel in Scotland and the sudden engine seizure sent the car off the road. Blomqvist, who at one time was in the lead, got as far as Wales where a collision with a stone wall on the Great Orme special stage near Llandudno had repercussions a few stages later. The shock through the front wheel had been transmitted to the differential, and it was this which broke up soon after.

DATSUN (Japan)

After several forays to Africa for the Safari, and some activities in Scandinavia through the Finnish dealers (Mikkola used to drive for them), the Datsun factory became interested in the RAC Rally in 1969. Their 1600SSS saloons were tough and reliable, but not fast enough to be potential winners. But they won the team prize nevertheless.

In 1970, having realised that they needed more power, they brought four of their Datsun 240-Z sports cars. Somewhat old fashioned in concept, these have 2.4-litre, six-cylinder, in-line engines at the front driving the rear wheels, and in handling resemble the "Big Healeys" to some extent.

Rauno Aaltonen and Paul Easter drove one of the team cars, Safari winners Edgar Herrmann and Hans Schuller another, and I was Tony Fall's co-driver in the third. The fourth car, having been used in the weeks before the rally for test purposes, was stripped, rebuilt and given to 1969 British Rally Champion John Bloxham to drive. His co-driver was Norman Salt.

The Datsuns were unknown quantities, but their crews didn't expect them to match the agility of Porsches, Escorts and the like. But they proved to be so incredibly good on rough roads that we began to change our minds. On bumpy surfaces most cars tend to become unstable at speeds in excess of 80 m.p.h., and there is a very real danger that they become out of phase with the bumps and eventually jump right off the road. Not so with the Datsuns. On several very long and bumpy straights our speed was in excess of 110 m.p.h. and the car remained always in a straight line.

The Datsuns came to Britain with oil coolers fitted to the rear axles. The engineers, however, considered that the climate was cold enough to run without them, so they were taken off. But the differentials overheated so much that the Loctite used on the crown-wheel

Second year running

LANCIA

WIN R.A.C. RALLY

again with

Harry Kallstrom and Gunnar Haggbom in the Lancia Fulvia Coupe Rallye 1.6 HF

Subject to official confirmation

5th rally win in 4 months!

AUGUST: SAN MARTINO DI CASTROZZA – ITALY
SEPTEMBER: RALLY OF BAVARIA
OCTOBER: TAP RALLY – PORTUGAL. 1000 MINUTES RALLY – AUSTRIA

bolts melted, allowing them to loosen. Had high-melting point Loctite been used instead of the low temperature grade this would probably not have happened. The result was failure of all four differentials, three of them deep inside forests and one quite close to a time control and an all-important service car. In the case of the latter, the differential unit was replaced and thereafter nursed and tended after every special stage enabling Aaltonen and Easter to finish the rally.

LANCIA (Italy)

The Turin team started the rally in high spirits, for they were out to repeat their victory of the previous year despite the intense opposition. They relied on a three-car team of 1.6-litre Fulvia HFs, sturdy, agile little cars which also have the distinction of being "pretty" to look at.

Their regular drivers, Harry Källström, Simo Lampinen and Sandro Munari, were respectively co-driven by Gunnar Häggbom, John Davenport and Tony Nash, the latter being engaged only a few weeks before, the rally having been "unemployed" since British Leyland closed its competitions department.

The RAC Rally has never been a happy event for Munari. In 1968 he and I rolled our factory Fulvia in a Northumberland forest. Last year, with Davenport, he broke a driveshaft. This year it was his second inversion which put him out, after which he went straight off to Belgium to practice for another rally.

Lampinen survived as far as Wales, where most of his gear ratios became inoperative. However, it was fortunate that he managed to limp into the crowded, rain-soaked control at Machynlleth, for Källström had arrived there with a very sick car indeed. On the previous stage he'd lost the sump oil, and in spite of several replenishments the gentle journey to the North Wales town had severely damaged the main bearings.

The mechanics promptly put the cars of Lampinen and Munari side by side and got to work transferring the good bearings from one car to the other. Eventually the job was finished and Källström sped away with a good hour and a half of the allowance for the next section (some 100 miles) already used up. He did each of the stages in this section without a sump protection plate; there had been no time to replace it.

At Llanwrda, the next time control, disaster struck again, for Källström arrived with only two minutes of his time allowance left. Understandably he was going quickly, and when he rounded the last corner before the control and found the whole road blocked by a stationary lorry his overworked brakes were unable to stop him. He chose the grass bank rather than the lorry and almost completely destroyed the front left side of the Fulvia. After having the car dragged and pushed into the control so that they could book in on time, mechanics got to work on the car again and once again Källström watched as his allowance for the next section ticked away. But this time it was a much longer section and there was a better opportunity to make up the time.

It was a very sick motor car indeed which eventually mounted the winner's rostrum at London's Centre Airport Hotel, but it says much for the tenacity of Källström, Häggbom and their mechanics that they were able to finish at all.

WARTBURG (East Germany)

A three-car team of two-stroke Wartburg 353s came over from Eisenach for the rally. They are not fast cars by any means, but they demonstrated reliability in their previous visits and did not tarnish that reputation in 1970. All three finished, the only team apart from the winning Opels to do so. On the special stages many amateur drivers with faster cars were overhauling the Wartburgs, and it was a talking point at the finish that at no time did any of the East German drivers baulk those who caught them up. When a slow car starts a special stage one minute before a faster one, the latter could easily be slowed down if he catches the one in front on a narrow part of the stage. The Wartburgs went out of their way, often pulling well off the road into the scrub, to let following drivers pass if they wished.

FIAT (Italy)

There is no doubt that Fiat's competitions department is in full swing, but cars are still being entered by their drivers rather than officially by the factory. There were to have been two Fiat 124 Spyders, but only one turned up, driven by Alcide Paganelli and Domenico Russo. Factory support was evident in the form of Turin-registered service cars and Italian mechanics. Unfortunately, there was a collision with a tree and the car didn't finish.

SKODA (Czechoslovakia)

Three Skodas were entered by the British concessionaires, but two mechanics did come over from the factory to give the British mechanics a hand with servicing. Two of the cars were fitted with eight-port cylinder heads, and both these suffered gasket failure, allowing water into the sump. The third also blew a head gasket, but made it to the finish.

The 1970 RAC Rally was probably the most hard-faught event ever. Naturally the contest for International Championship points had much to do with this, but the fact nevertheless remains that the British style of special stage rallying, using the roads of State Forests, is very popular indeed among overseas drivers. Each year the rally is the biggest sporting occasion in this country, for it involves many thousands of people even before you begin to count spectators.

It is to be hoped that the authorities will offer the organisers the encouragement they deserve—they seem to be tolerated rather than encouraged at present, which is a shocking mix-up of precedents—and that the event will preserve its present form *ad infinitum*.

* * *

In the past ten years the attentions of rally people in Britain have been captured by the annual series of some 15 to 20 events which together have made up the *Motoring News* Rally Championship. This series, each event of no longer than one night's duration, has gathered momentum since it started in 1961 and for the past two years has been held in association with Castrol.

It is essentially a championship for amateurs, although several contestants in its top fringe have managed to obtain financial support or sponsorship-in-kind from one source or another.

In 1970 there were 15 qualifying events held in various parts of the country, including Wales, the Midlands, the West Country, Yorkshire and the Isle of Mull. As this is written, the final round has yet to be held (December 19th), but the leading pair, Jim Bullough and Don Barrow from Lancashire and Cheshire respectively, have such a lead that they cannot be beaten. Other positions have yet to be decided.

Both Bullough and Barrow are old hands at the game of rallying, having considerable experience at home and abroad. Neither has achieved any outstanding international success, but they are consistently reliable and invariably finish their rallies whilst other, faster competitors succumb to retirements. In long events, or even in a series of shorter ones, reliability often brings dividends whereas sheer speed and performance may not.

* * *

In the following lists appear the major international rallies of 1971. What cars can we expect to see in their entry lists? From Britain the only factory prospect is Ford, who will doubtless use their Escort again in 1971, with perhaps a foray or two with the Capri or even the new Cortina with its 2-litre engine.

France will have a strong Alpine-Renault team tackling more rallies than before, and there may even be opposition from the Simca camp with its mid-engined sports car, the Simca CG-MC. In the hands of Gerard Larrousse, this car beat the works Alpines in the *Criterium des Cevennes* at the end of the year. Citroën will appear in some of the rougher events.

In Sweden Saab will continue to be active, and there is every chance that the Opel team will extend their activities beyond Sweden. The RAC Rally was their first overseas venture for some years and the result seems to have encouraged them to more international activities in 1971. There does not appear to be any signs of Volvo's return, although the competitions department at Torslanda, now housed in a new building, continues to support private drivers.

In Germany the Porsche team has been evaluating the potential of the VW-Porsche 914/6. The management would like to see it have a few rally successes to boost its sales, but the team drivers are more

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DAN GURNEY AT HOME

THE NEWS of Dan Gurney's retirement may have been a disappointment to his followers in Europe and America, but it can scarcely have been a surprise, for the ever-youthful Californian had become increasingly disillusioned as a driver in Europe and his attitude was understandably affected by the death earlier this year of Bruce McLaren. We were lucky in the timing of our visit to California because the author arrived at Gurney's All-American Racers' establishment in Santa Ana just a week after Gurney had announced his retirement. Usually when these sort of trips are vaguely planned (*e.g., we will see you some time in October*) all the men you want to see are out, but again fortune was on our side, for all the key personnel were in. They included Gurney's little known, in Europe, *protégé*, David "Swede" Savage. The latter personality is relevant to our account of Gurney because he has, since 1968, been employed by A-AR (All-American Racers) and raced some of their cars with such promising results that many American enthusiasts and journalists are convinced he will follow in, and possibly exceed, even his mentor's successful career.

At 39 years old Gurney looks little different from the lanky smiling figure portrayed within the pages of European magazines when he was at the height of his sports car and Formula One activities. His impetuous personality, coupled to an irreverent sense of humour, dominates the presidential suite from which he oversees the strip-lit and sanitary activities of A-AR. However, the boss carefully avoids a presidential look in his denim attire and often commutes to Santa Ana from nearby Costa Mesa using a CB750 Honda motorcycle.

As is traditional on such visits, we had taken the latest issue of MOTOR SPORT along with us, and the early stages of our talk were somewhat naturally preoccupied with the past. For the record, Gurney's first race was in 1955, driving a TR2 at the now defunct track of Torrey Pines in southern California. He had moved to the west coast from Long Island, New York, after his bass opera-singing father had decided to grow fruit instead of entertaining the *clientèle* of the Metropolitan Opera House in New York. Before that first sports car race, Gurney's younger years were taken up with his enthusiasm for midget and drag racing, the now hallowed hot-rod movement being well under way when he arrived in California. He also served for two years as an enlisted man in the Army, 18 months of that time being in active service on the Korean frontline.

In civilian life he had also attended an engineering course at Riverside College, but he left without a degree and worked for the local firm of Hunter Engineering, spending some time developing a continuous casting machine for sheet aluminium. The decision to become a professional racing driver came in 1958 when he was offered Phil Hill's Ferrari to drive in the Los Angeles GP at Riverside. He finished second on what was to become his home track in many minds, though in our talk he said "give me anything with the turns and gradients of the Nürburgring and I'm generally pretty happy".

The period when he was driving regularly in Europe is well covered by other sources, but briefly Gurney drove for Ferrari in both sports cars and F1, BRM, Porsche, Brabham and, of course, his own A-AR cars. He scored seven F1 victories, including four World Championship Grand Prix events. Three of these wins were exceptional for different reasons: in 1962 he scored Porsche's only GP win, at the same circuit in 1964 he took the first win for the Brabham *marque* and in 1967 his own Eagle Weslake won at Spa, being notable as its only Championship points scoring win and the fastest road race in Europe.

A Le Mans victory in 1967 with a 7-litre Ford Mk. IV (he was partnered by A. J. Foyt) ties in with his ability to be at home in any sort of wheeled vehicle, for Gurney has also raced and won speedway bowl races in the States with either big 7-litre stock cars or USAC-style bowl racers (his best Indianapolis results were second places in 1968 and 1969 with an Eagle), as well as wins in the SCCA Trans-Am saloon car series. Incidentally, the 1968 Indianapolis was something of a high spot for the Eagle USAC single-seaters manufactured at Santa Ana, the cars finishing first (Bobby Unser), second (Gurney) and fourth (Denis Hulme), each using a different type of power plant.

When we called Gurney was in the middle of the proverbial lull before the storm. His plans that night were confined just to a family outing at Disneyland, but the following night he would set off for about a fortnight to watch over Savage's testing of the 1971 specification Eagles, to continue negotiations over Savage's team-mate for A-AR's assault on the USAC Championship, and make personal appearances in the right places (including a TV slot car race with Moss, Stewart and Hill for a first prize of $35,000!). In fact, we watched a "Dan Gurney-distributed" film of the 1962 Rouen GP whilst he, A-AR vice-president Max Muhleman and Savage discussed yet another venture called Checkpoint America, which is presently being reconstituted under A-AR's control and consists of electronic engine checking devices together with special "Gurney goodies" on sale to the American public. It is possible that these Checkpoints will have go-faster equipment and appropriate personnel for speeding up road cars eventually, but at present they are just concentrating on setting up the centres.

In case Gurney gets bored with these projects there are also plots involving the formation of Dan Gurney Racing (I think this subdivision is responsible for the USAC effort, but whatever it does the car preparation is staying at Santa Ana for the present), taking a year off to write "a comprehensive book on auto racing" and watching over the progress of USAC team drivers Bobby Unser and Swede Savage. Gurney takes a particular interest in Savage, having nurtured the talent of this 24-year-old ex-Go-Kart and motorcycle pilot since they met at a dirt track motorcycle speedway event. In fact, Savage scored his first professional win in sensational style at Phoenix, Arizona, recently.

Inevitably we discussed with Gurney the reasons for his retirement and we were surprised how frankly he was able to talk about what had obviously been a very disappointing return to F1 with the McLaren team earlier in 1970. The very reason for Gurney's appearance in the M14A-Cosworth was the tragic death of McLaren and Gurney obviously felt his absence keenly. "You know, Bruce was part of the same generation as I was and, except for one or two drivers like Hill, I felt there were an awful lot of unfamiliar faces around—many of them going much faster than I had expected," Gurney began, adding "I never really got enthused in the car, though I suppose my performance in the French GP against Pescarolo was OK."

The Can-Am wins were dismissed in a burst of laughter as "anticlimactic" and Gurney soon switches the conversation to other subjects, saying that he is sure he will not regret his retirement. He does not like talking about circuit and driver safety, either, feeling that it arouses too many violent emotions for and against, with neither side being necessarily correct. He did make one very illuminating remark on the subject, though, which made the author at least feel rather inadequate at passing any judgment either way: "You know, when

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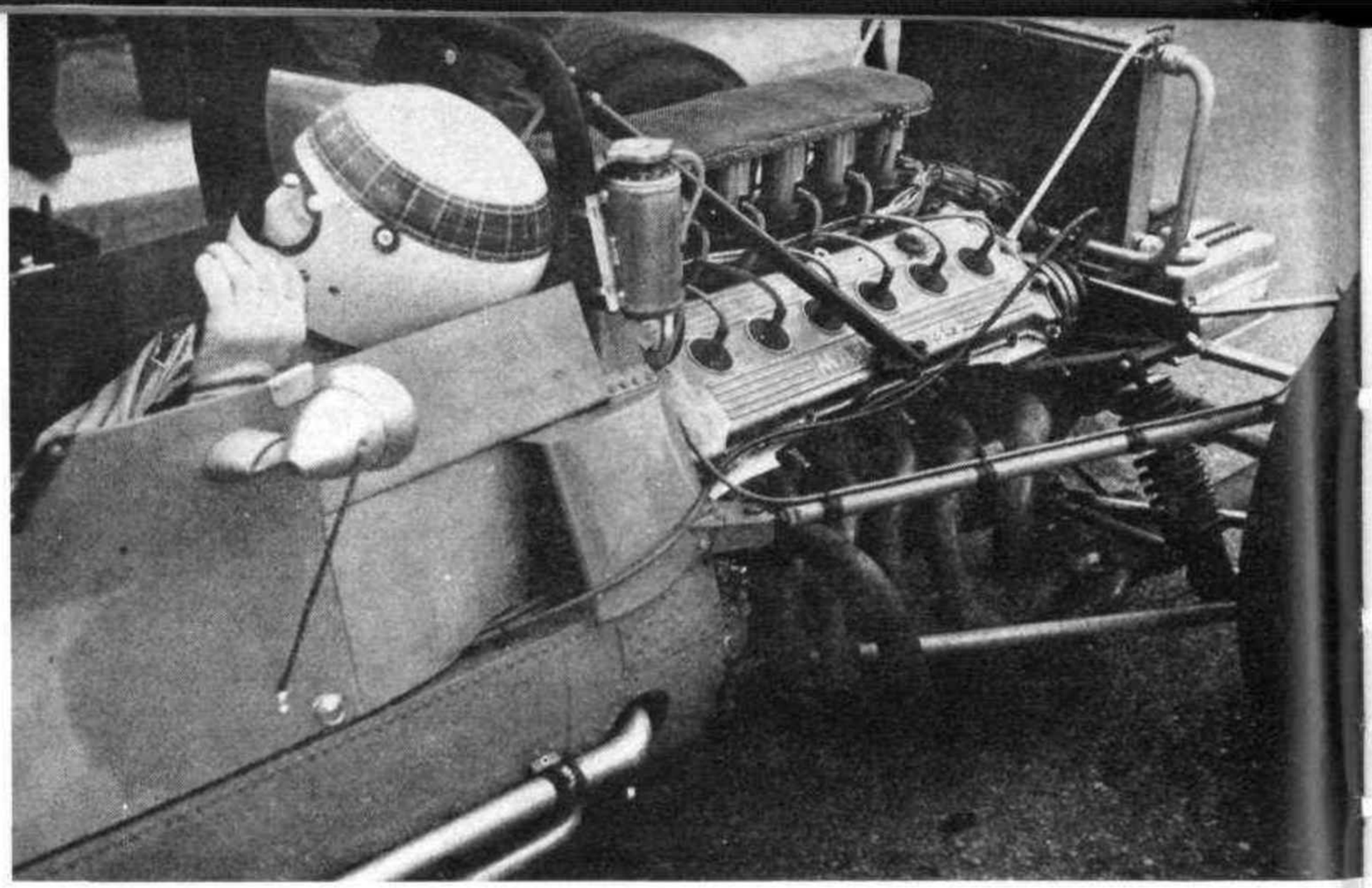
A LOOK BACK AT 1970

DSJ reviews the past F1 season

"After an all too brief test of the new Matra V12 engine Stewart and Tyrrell decided to leave Velizy"—Stewart tries the new Matra V12, Albi, September 1969.



IT WOULD NOT be unreasonable to look back on 1970 as the year of deception in Grand Prix racing, for many people, from drivers to journalists were on tip-toe with excitement and hope at the beginning of the year and these hopes came to nothing. However, it was not all deception for there was much of interest and many unexpected things happened, and sadly many of these involved accidents and death, with the loss of three top-line drivers, Rindt, McLaren and Courage, and many drivers in other categories, from amateur clubmen to semi-professionals. If you look at motor racing from a little way back, and not too personally, you must accept 1970 as having been a very bad year, just as we had bad years in the past, like 1933 and 1958, and if history is anything to go by 1971 should be better.

Possibly the greatest deception of 1970 was the Stewart/Tyrrell/Dunlop set-up, which had dominated the scene in 1969 almost to the point of making the opposition despair. The best driver, the best manager and the best tyre are useless without the best car, and the car is useless without the best factory behind it. In 1969 Matra were solidly behind Stewart and Tyrrell, even though they were using a Cosworth engine while the French team were struggling on with their own V12 engine. At the end of 1969 Matra made it clear that in 1970 they intended to run only Matra engines in Matra chassis, but that Stewart and Tyrrell would be most welcome to stay. After an all-too-brief test of the new Matra V12 engine Stewart and Tyrrell decided to leave the Velizy team and set up on their own, with money from Dunlop and Elf petrol: 1970 saw Stewart as an also-ran as regards overall results, though never as regards driving, for he continued to show himself the equal of anyone, and better than most, but the 1969 impeccable management of the Tyrrell team was sadly lacking and the strength of Matra engineering and research was sadly missed. Starting with a March 701 and later building his own Tyrrell car, always with Cosworth engines, Tyrrell's team was a mere shadow of its 1969 image, for things went wrong, bits fell off, bits broke, the new car fell apart on nearly every outing, and the once all-powerful combination of Stewart and Tyrrell ended the year on a very low note, a decline that was not helped by the Cosworth engines losing reliability and Dunlop announcing there would be no financial support for Stewart in 1971. The Matra team progressed strongly during the season, although badly lacking the inspired driving of Stewart, and when he was sitting behind the screaming exhaust pipes of a Matra on the starting grid, or racing alongside Beltoise, as at Monza, Stewart must have wondered whether he made the wrong decision in 1969. The disbanding of the Stewart, Matra and Tyrrell combination must surely go down in the history of Grand Prix racing as one of the all-time big mistakes.

Another big mistake was surely Amon's decision to leave Ferrari at the end of 1969. He had tested the new flat-12-cylindered car, but by this time he was so disillusioned by Enzo Ferrari that he had lost all faith in Maranello, and was inwardly convinced that there was no hope for them. When the flat-12 kept breaking while on test, he did not heed their promises that it would be all right one day. When Ickx and Regazzoni lapped him in his works March at the end of the Austrian GP, the two Ferraris cruising round in a consolidated 1-2 victory run, he must have wept inwardly. And what of March? Last winter it was not so much what March Engineering Ltd. said about themselves, but what the world of publicity said about them. To plunge into Grand Prix racing, F2, F3 and Can-Am from the deep end was courageous in the extreme and, though many people said they would sweep all before them, especially with Amon and Siffert as works drivers, and Stewart and Andretti as customers, the March people were more cautious and at times were embarrassed by the publicity and prognostications. Suffice to say they built and sold a lot of racing cars, and finished third in the Grand Prix Manufacturers' Championship, behind Lotus and Ferrari, and ahead of Matra, Brabham, BRM, McLaren and De Tomaso, all of whom have been in existence for a long while in some form of motor racing. The 1970 life of March Engineering Ltd. has not been easy and it is significant that Amon and Siffert could not get away quickly enough, while Graham Coaker, one of the four directors, left and was replaced by the Hon. Jonathan Guinness, M.A. (OXON). Amon ran away from the March works team probably because he is "the little boy lost", and is to try his hand with Matra, while Siffert left because he was

"I have the greatest admiration for Regazzoni for he gets on with the job."

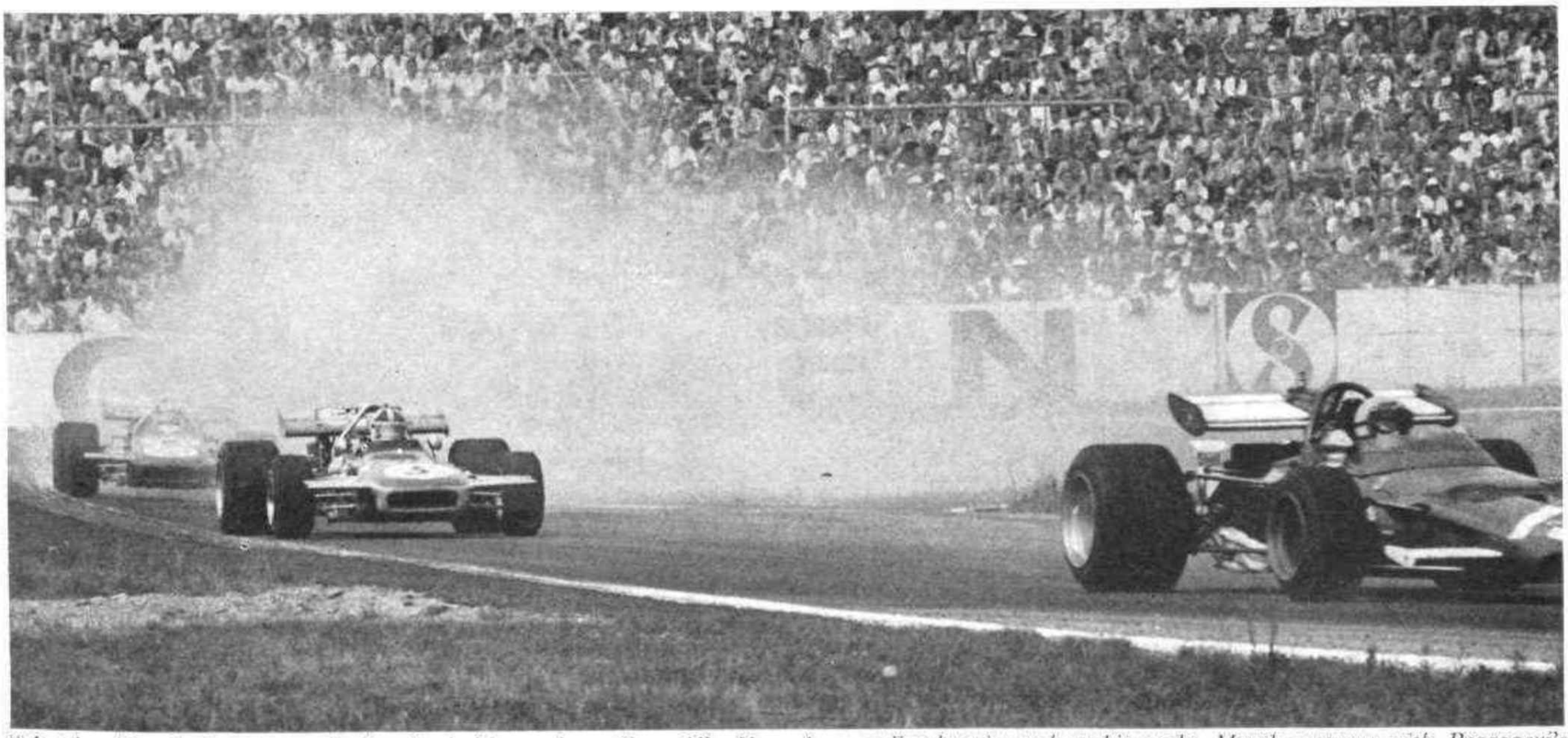
disillusioned, having joined March thinking he would be number one, with guaranteed Grand Prix starts, only to find he was number two and had to qualify for his places on most grids. Almost from the start of the season he had lost confidence in the March organisation and when you have that handicap you can never drive well. That Siffert could still drive and race was shown by his performances with the Gulf-Porsches of the JW team in sports-car racing, where he was right at the top. Another March activity that failed miserably in 1970 was the association with Granatelli's STP Corporation. A third STP-sponsored car was to be run for Mario Andretti and it looked as though he would set the Grand Prix scene alight with his March 701, called an STP Oil Treatment Special, with the Granatelli family behind him. It was the original damp-squib and looking back we should blame Stewart and Tyrrell, for the reason Andy Granatelli bought the March 701 for Andretti was because Tyrrell had bought one for Stewart for the 1970 season. Granatelli reasoned that he knew nothing about European racing cars for Formula One, but whatever Stewart was going to drive must be all right, so he became March's second customer.

The greatest deception of all must be the fact that even while Tyrrell was collecting his new March 701, he had Derek Gardner at work on the design of the new Tyrrell car, and when the car was revealed in August it was said that the decision to build it had been made before Stewart had even driven the new March, which does not say much for their confidence in March Engineering Ltd. The results to date of the Tyrrell car do not suggest their thinking was right.

The 1970 season was not all deception, I am glad to say, for BRM, Lotus and Ferrari produced happenings of great importance. The reorganised BRM team really got to grips with their V12-cylinder engine in a new car, and it was always well in the picture, Rodriguez's victory at Spa going down in history and the battle for the lead at Monza by Oliver and the Mexican, with all the opposition, being memorable. Ferrari not only kept the promise that Amon did not heed, the flat-12 engine becoming reliable and fast, but they introduced the revelation of the year in Gianclaudio Regazzoni, the swarthy fellow from Lugano in Switzerland. To win a Grand Prix in your first season is creditable, if not outstanding, but what do you say of a driver who, in addition to winning the Italian GP, finished second behind his team-leader in the Austrian GP, the Canadian GP and the Mexican GP, fourth in his first GP at Zandvoort, and fourth in his second GP at Brands Hatch, scored three fastest laps and finished third in the Drivers' Championship behind the late Jochen Rindt and Ickx? Either Regazzoni is a super-driver, the Ferrari is a super-car, or the opposition was all mediocre, I leave the decision with you, the reader, for you will have your own ideas, but I have the greatest admiration for Regazzoni for he gets on with the job, heedless of the "blah" that goes on all around him, he has 100% confidence and belief in Ferrari and all that Maranello stands for, and, above all, he is a "racer". An unbiased friend was watching the Grand Prix drivers at the International Trophy at Silverstone and he remarked that most of them were "out there merely earning their money, they weren't *racing*—though there are a few exceptions". Regazzoni wasn't there, but I feel my friend would have made him an exception.

Finally, there is the great happening of the Lotus 72, a car so full of new ideas in the present design-doldrum of British racing cars, that a lot of people viewed it with suspicion. It took time to get it to work properly, but when it did it was impressive and the way Rindt cruised effortlessly to victory at Zandvoort was outstanding. At the South African GP the Lotus mechanics were preparing a tired old Lotus 49 for Rindt, but they said "You wait until Chapman's new car is ready", and they were absolutely right. The Lotus 72 won four races in a row with Rindt driving, admittedly two of them with luck, but what a lot of people said "If only Jimmy Clark were still with us, how he'd go in the Lotus 72". Unlike Rindt, who had little faith and confidence in Lotus, Clark was part of Chapman and Lotus. Alas, they are both gone, a fact of racing we must accept, but the way one misses someone who is dead varies in many ways. When Bruce McLaren died while testing his new Can-Am car everyone wept, and the McLaren team obviously missed him more than anyone, but I feel that they completed the 1970 season without McLaren in a sort of numb stupor, and that 1971 is going to see them really feel his loss, when the plans and projects he started are completed and new inspiration and leadership is needed.

I started by saying that the year of 1970 was one of deceptions, which is true, but it was also a year of great turbulence, and the next few years will no doubt show the effects of this turbulence on the overall scene of Grand Prix racing. On the management and organisational side of Grand Prix racing, 1970 saw it bring itself into great disrepute with wrangles and arguments, protests and strikes, over everything from money to medical facilities, from qualifying to circuit safety, but fortunately once the flag fell the "bullshit" stopped and there was some great racing, which saved the face of Grand Prix. When you've got an engine running at 10,000 r.p.m. and pushing out 420 b.h.p. just behind your head, it doesn't matter whether you are in first gear or fifth gear, there is no time for "chat" and argument, discussion or complaint, you've got to get on with the job and deep down, whether you are on pole position or the back of the grid, you'd like to be the first one into the next corner. If you haven't got this feeling deep down and basically you don't get into a racing car, or if you are in one you should get out and let someone else take your seat.—D. S. J.



"Another big mistake was surely Amon's decision to leave Ferrari." Here Amon valiantly tries to keep his works March on terms with Regazzoni's more powerful Ferrari in the German Grand Prix.

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Make	Model	Year	Front	Rear
Austin	Mini & Mini Cooper	1959-Oct 64	4858	4857
B.M.W.	1600/2	1966 on		2004
	1800	Oct 66 on		2005
	2000 CA, CS, T1			
	T1 LUX	1966 on		2005
Fiat	124 Saloon	1966 on	2346	2347
	124 Sport	1967 on	2348	2349
	124 Station Wagon	1967 on	2350	2351
	125 Saloon	1967 on	2352	2353
Ford	All Cortina and Corsair models (except Cortina Estate)	1962 on		4983
	Escort–all models	1968 on		2354
	Capri–all models	1969 on		2369
Hillman	Imp, Imp Sport & Imp Californian	1963 on	2014	2013
Mercedes	220B, SB, SEB, 190C, CD	1962 on		2034
	250S, 250SE, 300SE	1965 on	2033	2027
	200, 200D, 230 & 230S	1965 on	2031	2029
Mini	850 Mk. II & 1000 Mk. II	1969 on	4858	4857
Morris	Mini & Mini Cooper	1959-Oct 64	4858	4857
Opel	Rekord C 1.5/1.7/ 1.9L Coupe	1964 on	4859	
	Kadett B, Olympia A, Coupe 1.1/1.5/ 1.7/1.9	1968 on	4855	
Renault	R8 Model 1130, R8 Major 1132	1962 on	4984	4982
	R10	1966 on	4984	
	R16	1966 on	2361	2362
Riley	Elf	1961-Oct 64	4858	4857
Rover	All 2000 models	1963 on		2363
Saab	96	1960 on	4845	4840
	99	1968 on	2319	2318
Singer	All Chamois Models	1965 on	2014	2013
Sunbeam	Imp Sport & Stiletto	1967 on	2014	2013
Triumph	1300 & 1300 TC	1965 on	4978	4979
Vauxhall	Viva & Beagle (HA Models)	1963 on	4996	4985
	Viva HB Models	1966 on	2364	2365
	Victor 101 FC, VX490 from Chassis No. 50880001	1964-67	4987	4986
	Victor 1600 & 2000	1967 on	2366	2367
Volkswagen	1200 (Beetle)	1952-66	4838	4848
	1200, 1300, 1500 (Beetles)	1965 on	2185	4848
	1500 Saloon & Estate, Karmann Ghia Coupe & Convertible, 1600 (all models)	1962 on	4849	4848
Volvo	122S & 121	1957 on	4847	4850
	142, 142S, 144, 144S, 145 & 145S	1966 on	2010	2011
Wolseley	Hornet	1961-Oct 64	4858	4857

RALLY REVIEW—continued from page 38

in favour of the 911S since they understand its handling and find the mid-engined 914/6 somewhat unpredictable on loose surfaces.

Datsun will certainly be entering the Monte Carlo Rally, the East African Safari and the RAC Rally in 1971. Whether any other championship event will receive their attentions remains to be seen. They are a thoroughly efficient bunch and whenever they set their sights on something they spare no efforts to achieve it. Perhaps it would be of benefit to them if they were to set up their European Competitions Department, as was rumoured some two years ago.

The Lancias will continue, of course, but with a programme which will be run in conjunction with Fiat. There is no question of the two makes avoiding competition with each other, but the signs point to co-operation and exchange of ideas in the future.

Occasionally there will be Wartburgs, Moskvitches and Skodas in various events, and the Daf team in Holland will be contesting a variety of rallies, including the East African Safari, to which they will send three cars.—G. P.

INTERNATIONAL RALLY CHAMPIONSHIP FOR CONSTRUCTORS

Jan. 22nd/29th	Monte Carlo Rally	Monaco
Feb. 17th/21st	Swedish Rally	Sweden
Mar. 15/17th	Sanremo–Sestriere Rally	Italy
April 8/12th	East African Safari	E. Africa
April 28th/May 1st	Rallye du Maroc	Morocco
May 13/16th	Austrian Alpine Rally	Austria
May 27/30th	Acropolis Rally	Greece
June 21st/26th (or Oct. 17th/23rd)	Coupe des Alpes	France
Nov. 20/25th	RAC Rally of Great Britain	Gt. Britain

EUROPEAN RALLY CHAMPIONSHIP FOR DRIVERS

Feb. 5/7th	Rally of the Northern Roads	France
Mar. 2nd/5th	Lyon–Charbonnieres–Stuttgart–Solitude	W. Germany
Mar. 17/20th	DDR Rally	E. Germany
April 2nd/3rd	Isle of Elba Rally	Italy
April 9/13th	Circuit of Ireland Rally	Gt. Britain/ Ireland
April 25/30th	Tulip Rally	Holland
May 21st/23rd	Wiesbaden Rally	W. Germany
June 3rd/5th	Semperit Rally	Austria
June 5/10th	Scottish Rally	Scotland
June 16/20th (or 23rd/27th)	Geneva Rally	Switzerland
July 2nd/4th	Vltava Rally	Czechoslovakia
July 15/18th	Polish Rally	Poland
Aug. 12/15th	Danube Rally	Rumania
Aug. 19th/22nd	Rally of the Thousand Lakes	Finland
Aug. 26/28th	San Martino Rally	Italy
Sept. 18/28th	Tour de France	France
Oct. 7/10th	TAP Rally	Portugal
Oct. 15/17th	Rally of the Thousand Minutes	Austria
Oct. 22nd/24th	RACE Rally of Spain	Spain
Nov. 6/7th	Tour of Corsica	France
Nov. 11/13th	Tour of Belgium	Belgium

OTHER INTERNATIONAL RALLIES OF INTEREST

Feb. 6/7th	Circuit of Galway	Ireland
Feb. 12/14th	Arctic Rally	Finland
Feb. 26/28th	Snowrally	Finland
April 17/18th	Ulm Rally	W. Germany
April 24/25th	Criterium Alpin	France
May 5/9th	New Zealand Rally	New Zealand
May 7/9th	Welsh Rally	Wales
June 21st/26th	London Rally (*if held*)	Gt. Britain
July 3rd/4th	Mont Blanc Rally	France
Aug. 17th/21st	Marathon de la Route	Belgium
Sept. 1st/5th	Baltic Rally	W. Germany
Sept. 2nd/4th	South African Rally	S. Africa
Sept. 18/19th	Netherlands Rally	Holland
Sept. 19/26th	Rally of the Incas	Peru
Sept. 21st/23rd (or 14/16th)	Sherry Rally	Spain
Sept. 27/28th	Mexican 1,000 Rally	Mexico
Sept. 30th/Oct. 2nd	Munich–Vienna–Budapest	Hungary
Oct. 6/10th	Southern Cross Rally	Australia
Oct. 9/29th	Tour of Europe	W. Germany
Oct. 16/17th	Cyprus Rally	Cyprus
Nov. 12/14th	Firestone Rally	Spain
Nov. 26/28th	Northern Lights Rally	Finland
Dec. 9/12th	Ethiopian Highland Rally	Ethiopia

Another Hazard of Driving Those Lethal Weapons!—or Keep the Windows Closed, You Fool.

"When a car becomes 'fuzzy' and a passenger winds down the windows, cross air currents hitting the inside rear of the car may throw it out of control when travelling at high speed . . . the effect, at speed, can even somersault a light car."—A correspondent, in the *Daily Mail* last November.

BOOK REVIEWS

"Automobile Design: Great Designers And Their Work." Edited by Ronald Barker and Anthony Harding. 374 pp. 10 in. × 6¼ in. (*David & Charles, South Devon House, Newton Abbot, Devon.* £4 4*s*.)

At first this weighty tome seems to cover an odd selection of designers, because engineers of the calibre of Sir Henry Royce, Laurence Pomeroy, Georges Roesch, Louis Coatalen, Ernest Henry, Ettore Bugatti, etc., are omitted. But in their Introduction the two Editors explain that this is, indeed, intentional, and remind their readers that not only those designers just named, but others like Adam Opel, Wilhelm Maybach, Henry Ford, the Stanley Brothers, Herbert Austin, Walter Bentley, and Louis Renault, Vincenzo Lancia and Dante Giacosa were purposely left out—although arguments in favour of doing this are weakened by stating that there is the threat of a companion volume about them.

These days, with so much motoring history and legend unveiled, the reader avid for more of it has to be content with what crumbs of fresh information can be picked up from books which inevitably are repetitions of earlier work. This appeared to apply to this four-guinea volume, but in fact there are enough crumbs in it to make half a loaf. The designers chosen for inclusion number a round dozen —the Bollées, done by Jacques Ickx, Frederick Lanchester (by Anthony Bird), Henry M. Leland (by Maurice D. Hendry), Hans Ledwinka (by Jerrold Sloniger), Marc Birkigt (by Michael Sedgwick and José Manuel Rodriguez de la Vina), Ferdinand Porsche (by D. B. Tubbs), Harry Miller (by Griffith Borgeson), Vittorio Jano (by Peter Hull and Angela Cherrett), Gabriel Voisin (by Rudy Kousbroek), Alec Issigonis (by Ronald Barker) and Colin Chapman (by Philip Turner).

As a purely personal opinion, one of the most readable chapters is that about the Bollées, in which Ickx reminds us of how so many significant features of automobile engineering originated in the steam carriages of Amédée Bollée *père et fils* prior to 1880. This makes astonishing reading, very clearly put, and the study of these remarkable pioneering Frenchmen gains stature by including just enough about the later Bollée petrol cars, including the luxury E-type which in 1907 cost about as much as the Rolls-Royce Silver Ghost, to round off the story. Interestingly, too, Leon Bollée's famous tricycles get the scant mention Ickx thinks they deserve.

I also derived great enjoyment from the accounts of Birkigt and Leland, but particularly from reading Kousbroek's masterly piece on Gabriel Voisin. The other chapters seemed mainly repetition of known data, although that about Sir Alec Issigonis is enlivened by a few fresh quotes from the lips of that always-entertaining gentleman. Otherwise, this is old wine in an expensive new carafe and most of the pictures are old-hat.

Some views expressed in "Great Designers" merit enlargement. For instance, Tubbs remarks that Parry Thomas used torsion bars on his Thomas Specials seven years before Porsche adopted this form of springing. This is true but Tubbs might have said Leyland Thomas, for the bigger Thomas creations had this first and it was abandoned on the better-known Thomas Special "flat-irons". In the study of Marc Birkigt his great V8 Hispano Suiza aero engine is called the most reliable engine of the First World War—was it? In its native form possibly, but much trouble was attributed to many of the Hispano Suiza V8s flown in the aeroplanes of the Allies. The answer to this question is difficult because so few books about aero engines, as distinct from aeroplanes have been published—as far as I know Geoffrey de Holden Stone's astonishing serialised review of all the WW1 aero engines in *The Aeroplane* has never been republished, and practically nothing after Burl's early volume on aero engines, published by Charles Griffin—what about it, Messrs. Putnam's?

An amusing item arising from this book is Ickx's reminder that Bollée's *La Nouvelle* competed in the Paris–Bordeaux–Paris race of 1895 when it was 15 years old—surely a pioneer vintage vehicle?

On the whole, a book really determined students of automobile history should read. If only to have Ickx convince them that Issigonis didn't invent maximum space conservation by the ingenious arrangement of engine and chassis components, or Sizaire-Naudin i.f.s., or Lancia "sliding-pillar" suspension units, or de Dion transverse universally-jointed drive shafts, or Latil front-wheel-drive, or Sizaire all-wheel independent suspension, or Renault shaft drive, or Austin/Morris a gear train below the crankshaft, or Mors streamlined body-work, or Rateau the turbo-compressor, or Krebs and Claudel the automatic, submerged-jet carburetter, or Hotchkiss road springs taking thrust and reaction, or Packard spiral-bevels, or Panhard the divided track-rod, or Stabila the underslung chassis, or Cadillac and Buick hydraulic tappets, or, come to that, American designers central chassis lubrication and power steering. The Bollées had them all! Incidentally, the Lawson in this country was really a Leon-Bollée, as was the Darracq of 1899 a four-wheeler Leon-Bollée.

It is encouraging to discover from this book how long car designers last. Amedée Bollée died aged 73, his son at the age of 59. Lanchester lived to 78, Leland to 89. Ledwinka was also 89 when he died. Birkigt lived to be 75, Porsche was 75 when a stroke killed him (the potted biography preceding Tubbs' chapter gives him two more years), the disillusioned Miller died at 32, Jano shot himself at the age of 74 (a horribly terse ending to the Hull/Cherrett chapter), Voisin is still going strong, at 90. Issigonis and Chapman are comparative youngsters. If this book teaches nothing else, it is that parents should prefer their children to be automotive technicians rather than racing drivers, even though the financial rewards are much less.—W. B.

"Car Handyman", by Mark Edwards. 144 pp. 8 in. × 5¼ in. (*Arthur Barker Ltd., 5, Winsley Street, London, W.1.* 38*s*.)

This book may seem elementary to those who change engines overnight or build their own specials. It is certainly not for the racing-car mechanic. But for those who wish to save garage bills but are not too well acquainted with the mechanics of the motor car this book could be a worthwhile investment. It covers so many aspects of home servicing, trouble diagnosis and the tools to buy that the budding amateur mechanic shouldn't ignore it.—W. B.

"Challenge—The Story of Canadian Road Racing", by Len Coates. 159 pp. 9 in. × 5⅞ in. Soft covers. (*Progressive Publications* (1970) *Inc., Sherbrooke, Quebec, Canada.* $2.95.)

This is a notable addition to regional racing histories, written in too "popular" a style, but showing us the trend of Canadian road racing from the days when you could race TD and earlier MGs to last season. Stirling Moss at Mosport in 1961, racing before 40,000 spectators, is recalled, but Moss may not care for the author's description of him: "There's a certain magic in that name, even now"! But Len Coates may well have troubles of his own, his little paperback being dedicated to "Yvonne, who can't stand the noise, the heat or the smells. . . ."—W. B.

"Marathon In The Dust", by Innes Ireland. 208 pp. 8⅞ in. × 5⅞ in. (*William Kimber & Co. Ltd., 6 Queen Anne's Gate, London, SW1.* 36*s*.)

Having chided my friend Innes Ireland so frequently about his promised book not appearing, I am obliged to refer to "Marathon In The Dust" now that it *has* made the review lists. The trouble is that it is sadly out of date, the *Daily Express* London-Sydney (which the book unhesitatingly calls a race) having been overshadowed by the *Daily Mirror* London-Mexico and quite sufficient books having been written about both before Ireland's made paper. (If the *Daily Express* decides to keep ahead it will need to hold something like a Round-the-World London-London Marathon in 1972/3.)

Ireland's book refers to future marathons, with no reference to the World Cup, which dates it. As an account of how three adventurers, Innes, Michael Taylor and Andrew Hedges, took a privately-entered Mercedes-Benz 280SE on the marathon in the "right crowd" tradition, retiring when the radiator jumped out of place and was gored by the fan in Australia after beating an ancient Bugatti record for the 875-mile run from Delhi to Bombay, the book is a good control to control, almost kilometre by kilometre account of this 11,000-mile contest.

There is rather a lot of "dicing with death" type of writing and one is left wondering why, if the non-standard wipers lifted from the screen at speed, these were not changed at one of the obviously-efficient Mercedes-Benz service depots en route. Another snag about this belated report is that one has read much in similar vein in Innes' reports for the motoring weekly of which he was then Sports Editor.

The book is just saved from disaster by the author's amusing accounts of how Australian enthusiasts went berserk clearing a passage for the Mercedes, and his sharp comments about the shabby way their private-entrants' award was handled and the "total lack of warmth" with which Tommy Sopwith and Jack Sears greeted the Ireland/Taylor/Hedges crew when they finally arrived at Sydney. Otherwise, this is

just another long book about the 1968 event by a non-finisher, albeit a gentlemen's entry, as Innes makes clear in his first chapter, and even the jolly captions do not excuse the mediocre illustrations.—W. B.

"Georges Roesch and the Invincible Talbot", by Anthony Blight. 496 pp. 10 in. × 6 in. (*Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2.* 105*s.*)

Anthony Blight's long-awaited work on the Roesch Talbots, which is the culmination of eight years of writing and research undertaken by a non-professional writer against the background of restoring and racing eight historic Talbots of the period the book covers, is altogether remarkable. Apart from the difficulty of comprehending how the author found time to write it and also efficiently look after his splendid motor-cars and his professional commitments—Mrs. Mary Blight calls it the longest pregnancy in history—the completed work must rank as the most comprehensive one-make study ever compiled. It is, in fact, three books in one—the story of the romantic and unique career of the late Georges Henry Roesch (1891-1970), who went to Paris to seek his fortune and became the designer of one of Britain's best-engineered cars; the complete account of these simple but effective push-rod-engined cars in races and trials, in which they so notably upheld British prestige after the demise of the big green Bentleys; the history, in fascinating detail, of the sports-car races of the late 'twenties and the nineteen-thirties, races which, run under complex handicapping systems, over ingenious courses, with unbelievably mixed entries, filled in for drivers, engineers, enthusiast spectators and the writers of publicity material after the decline of costly Grand Prix racing.

"Georges Roesch and the Invincible Talbot" is not light reading. Indeed, it is about the most obtuse motoring book I have read, apart from engineering text books. But it had to be written and only Anthony Blight could have tackled a task of such magnitude as it should have been done. He has produced a wonderfully continuative narrative, superbly readable.

I have a personal interest in this book, which, once admitted, may suggest that someone else should have written this review. I rekindled Blight's appreciation of the finer points of Roesch's great engineering talent by articles in MOTOR SPORT in 1957, before the time anyone had devoted much space to this great Swiss engineer; and very hard going those articles had been, for Roesch, while being exacting in what he wanted me to say, was at the time completely disinterested in his past achievements, believing that his designs had been copied without acknowledgement by mass-producers, so that after a brief interview he left me to write the article from old instruction books, and such other material as I could muster. How fortunate that, before it was too late, Blight was able to extract a good deal more from this charming but stubborn man.

My wife and I had formed the STD Register (having owned several Sunbeam cars) and brought in to join the Wolverhampton make the Roesch Talbots, which rallied some more data. Charles Mortimer acquired three GO Team Talbot 105s and began to compile their history. Blight bought these and others and took on the job of historian. I found him a publisher but when the bible-size mss. was shown to them they threw up their hands in horror and asked for a gentleman's agreement, the contract torn up. The book was the most fascinating and detailed I had read and I was relieved when Grenville, who found paper for my Brooklands' tome when other houses were down to their last thin toilet roll, agreed to take on the formidable chore of publishing it. I can say that had I never heard of it until I received a review copy I would have written exactly the same notice as I am writing now.

The book ranges over every aspect of Roesch and the invincible cars he created. There is the account of how Louis Coatalen gave the inexperienced but confident young designer the chance to devise the 14/45 six-cylinder Talbot, after his earlier designs had been still-born —his astonishing 50-litre aero-engine, 30 cwt. lorry, etc. The subsequent development of this and all the later Talbot models is treated as thoroughly as any one-make book has dealt with its subject. This is interesting stuff to all Roesch Talbot owners and essential to those restoring them. But what makes Tony Blight's Talbot bible irresistible is his meticulous description of Talbots in competition. Here he was very fortunate to have access to the records, notebooks, even the bills, kept by Arthur Wingrave Fox, who ran the Talbot teams in innumerable races with works co-operation, with the excellent results this painstaking author recalls. (Intriguing are the details of the 20/60 Hurlingham Vauxhalls which Fox would have raced instead, had GM proved more co-operative). Blight does not just repeat parrot-fashion the contemporary reports of these races—the TT, the "Double Twelve", the Mille Miglia, Le Mans, the Irish GP, the BRDC 500-mile Race the JCC 1,000-mile Race, the Alpine Trials, in which the silent, crankcase-camshaft Talbots did so much for Britain. He shows how Fox planned his strategy for each event, according to the current capabilities of his Talbots, the class-handicap situation and the opposition. Each race of importance to Fox's team cars is so fully and graphically covered that the book becomes the best history yet of the motor racing of this type and period. The detail—which I regard as so important to this type of writing—is, like the cars being described, unique—the cost to Fox of each one, following discussions with the factory, the bonuses paid, even the numbers of the hotel rooms in which the drivers stayed, how these drivers were chosen and taken on, down to a note of an unposted letter addressed to Dudley Froy, picked out of the wreckage of the Talbots which crashed in the unhappy "Double Twelve" of 1930, and even the quantity of beer Fox ordered for the "Double Twelve" mechanics!

If this Brooklands' accident, with its two fatalities, is likewise described in detail, what a dramatic start it gives to Blight's account of Talbot's racing career—Fox with his brand-new team of specially-bodied Talbot 90s tragically eliminated on their very first competition appearance. Blight tells sympathetically how Fox was fortunately encouraged to carry on, with the 90s, and 105s, the PL2, PL3 and PL4, GO51, GO52, GO53 and GO54 and subsequent team cars, with the great success which should be remembered but which too many people choose to forget. He covers the lesser races in which Talbots took part, culminating in BGH23's Brooklands' lap at nearly 130 m.p.h. as a dignified four-seater, with equal thoroughness. To say that all these races, and those great Alpine Trials in which the Talbot team was truly invincible, live in these pages as if it were yesterday is no exaggeration. So vividly does Blight capture the scene, the atmosphere, the excitement and (for Fox) the anxieties of those days that I once innocently remarked to this West Country solicitor that presumably, as young men, we must have frequently attended Brooklands on the same occasions. I was dumbfounded when he said he had never been to Brooklands . . .

Yet, thanks to his dedicated research and Arthur Fox's meticulous notes, the book is as authentic as any piece of motoring history I have read. It can be dull in parts for any but equally-dedicated Roesch fanatics, but most of it is absolutely enthralling, and dramatic withal, as the story of how the smaller Talbots from Barlby Road, London, go out to vanquish the mighty cars from other Nations unfolds. The crash which happened to Corinne Eaton's Bentley on the way to Le Mans in 1932, which injured Roesch and his foreman-mechanic, Wilcockson, is another piece of drama in a book which recaptures so exactly the spirit, the problems, of motor racing before the war.

I will not attempt to outline here why the Talbots were so remarkable, for it is all in the book. Blight is unashamedly out to prove the superiority of Roesch's designs in almost every respect, from comparisons with contemporary production cars of other makes and those of today, to how they disposed of the race opposition, which in itself leads him into highly interesting exposures of famous and obscure sports/racing cars of the 1930s. He clearly has a contempt for vintage Bentleys (although his father owned two) and no use for twin-cam 3-litre Sunbeams, even though Roesch himself did what he could to improve this STD inspired, Barlby Road-built engine. He even picks to pieces the Jaguar XK engine in comparison with Roesch's push-rod o.h.v. power units.

Never previously has an author of this kind of book had the advantage of driving and racing the very cars about which he is writing (eight in all, including the GO team cars and BGH23). This alone makes Blight's great book unique. I can strongly recommend it, expecting it to give the same intense pleasure to those who read it as checking the proofs gave to me. Lord Essendon, who as the Hon. Brian Lewis, was one of the racing drivers who consolidated the invincible Talbot reputation, says this far better than I have, in the Foreword. Incidentally, the frontispiece photograph depicts Owens, Wilcockson, Scott, Nicholl, Saunders Davies, Lord Brecknock, Rose Richards, Robertson, Fox, Eller, the Hon. Brian Lewis, Roesch, Cobb, Reeves, Hindmarsh, Symons, Fitzgerald, Woolfe and Day, after the 1932 Alpine Trial—and that is the cast of the book.

I will conclude by printing a letter from one person with Roesch Talbot associations whom Blight did *not* contrive to meet before putting his first sheet of virgin paper in his typewriter, because it shows the sort of regard in which Roesch is held by those who worked for him and why they join with Blight in thinking his cars unique:—

Continued on page 46

Sir,

Regarding your book "Georges Roesch and the Invincible Talbot".

As one who carried out 99.9% of all engine testing experiments for Mr. Roesch, I am extremely interested.

I joined the Talbot firm in 1920 and left in 1947, and I wonder how many of the people who were with us in the early days are still with us —not many, I am afraid. Seen through my eyes, Georges Roesch arrived at the firm when things were bad. He looked, to me, very young (he turned out to be 10 years older than me).

Much has been said about his inventive mind and engineering skill, but little of the equally wonderful staff he joined, names at this time evade me, a few come to my mind, Wyres, Knell, Craighead, Saunders, Brown, Kneebone, Bill Berry, Thompson, and many, many others whose skill was in immediate demand by many fine firms when we were turned over to the Rootes tinware people.

I wonder how many projects Roesch had up his sleeve in 1935. I know the straight-eight was shown and not marketed, but what happened to his tiny worm-drive starter [Mentioned in the book—ED.] —absolutely silent with a current consumption a fraction of any of today's starters and many others. A difficult man to work for, but you had to marvel at his work.

Today, details of engine design are shown as something new, which were old hat to us in those days 40 years ago—don't seem possible. I could go on.

The purpose of the letter is to find out something of the book. I do not want to spend money on a book carrying pictures of the dollies of the time.

But engineering-work of my time, yes. Can you enlighten me? Fishbourne.

C. G. TROLL

Through a long confinement, Tony Blight conceived almost certainly the longest and, I think, the greatest one-make history yet published, assisted by many mid-wives. If I was the person who, in any way, brought about this fruitful match, I am extremely happy that it was so. The book concludes with eight exceedingly erudite appendices, but it seems almost a criminal omission that there is no index.—W. B.

CARS IN BOOKS

FROM "The Story of Sandhurst", by Hugh Thomas (Hutchinson, 1961), I take the following: "The 'twenties were wild at Sandhurst as elsewhere. The development of the motor car made visits to London far easier than in the past. Many cadets were now motorists. They kept their vehicles in garages in Bagshot and other nearby villages, since they were technically not allowed at the College itself. Very often there would be races from Hyde Park Corner to the gates of the Royal Military College, a dangerous pursuit which invariably resulted in several serious accidents, the cadets suffering far less than the infuriated civilians. Another anti-social pursuit at this time was a craze for driving very fast and very close to other cars, in an attempt to knock off their doors, but not to cause a serious accident. This hazardous enterprise was undertaken often with the greatest possible military-type preparation."

This chapter concludes: "With this emphasis on motoring, it was fitting that the 'twenties should be brought to a close at Sandhurst by the visit of His Majesty Alfonso XIII, K.G., the motoring king." (The King arrived in 1930.) Within a year, this book recalls, King Alfonso had fled from his palace in Madrid into exile, leaving behind in his study "only two documents: both were motoring manuals—representative documents of the decade which had passed away as well as of the reign of King Alfonso"—which we now call the vintage era!

There is further reference to the races from London to Sandhurst, "to line-up in cars at Hyde Park Corner at 10 p.m. and race to Camberley down a busy main road". It is said that too many civilians were killed by these races, so that the privilege of having cars was removed, but one wonders whether this isn't exaggerated, for the A30 must have been fairly empty (and it is mainly straight) in the 1920s. It would be interesting to know of some of the cars used and the times put up.

There is a story in this descriptive book of a cadet who kept a date at the Savoy by stealing a steam-roller from outside the RMA gates and driving it to London in full evening dress, "parking his steed in Savoy Court was an absolute riot, but when he started back at 3 a.m. the jest had somehow lost its savour". Again, one wonders how long this took, why the theft wasn't discovered and the roller intercepted and whether it took on water on the 30-mile journey?

A reader, Mr. Tibberham, of Braintree, kindly lent me a most interesting book by the late Prince Chula of Thailand, "First-Class Ticket—the Travels of a Prince" (Alvin Redman, 1958). I thought I had read all HRH Prince Chula's books, his five motor-racing ones and his "Brought Up In England", but this one apparently escaped me. It is still well worth reading, but, confining myself to extracts from the chapter on "Cars", is all that there is space for. In this Chula recalls how his grandmother, Queen Sauwabha, "for many years bought about 20 cars annually", of different makes, countries, types, sizes and prices, to give away as presents! His tutor got a Model-T Ford but badly wanted a Rover. This was apparently before the 1914/18 war, and during the war "the British Government made sure all the British cars the Queen ordered were safely delivered as part of British war propaganda".

The Queen, we are told, kept a big red Napier shooting brake as her personal car and Chula's father drove an open seven-seater Daimler himself, even on ceremonial occasions. In 1916 he lost the battery box in another huge ancient car (make unrecalled) when driving fast over rough roads outside Bangkok, where Chula's parents were changing to horses, and he and his nurse to elephant transport for a month. It was in 1916 that Cadillac made a present of a working model Cadillac two-seater, electrically-driven, to King Rama I, thus pre-dating Ettore Bugatti by about a decade! This passed to Chula, who drove it about the palace gardens, once knocking down a woman, while the subsequent King of Thailand collided with chairs set at a tea table, "luckily before anyone had sat down". Prince Chula took this well-known model Cadillac to Cornwall and one wonders if it is still there?

Prince Chula's father had, besides the big Edwardian Daimler, a small Wanderer, tandem-seated like a Bedelia, which he used for work and solo journeys, and on this Chula was taught to drive. In the summer of 1921 Chula's uncle took him on a European tour in a chauffeur-driven Daimler Light-Thirty tourer, which nearly went over a Swiss precipice on one occasion.

Chula's first experience of fast motoring came while he was at Cambridge, "to clear the cobwebs before the June (1928) examinations", as his American friend Bronson Griscombe put it, they did 75 m.p.h. on the Huntingdon road in an open Lincoln.

The two Voisins Chula owned were known to me from his other books; "Bira" had two narrow escapes while driving the 18 h.p. model in France, bursting both back tyres on one such escapade. Before this Chula had a 12 h.p. Voisin with aerodynamic saloon body, which was timed to do 77 m.p.h. He took delivery in Paris and his mother's chauffeur taught him to drive. He used this pale blue Voisin with its square boot for "well over 100,000 miles" and after using it at Cambridge it was overhauled in 1955 and may still be in the garage in Cornwall. It was succeeded by the 3-litre 18 h.p. model "with half the gears electric", which one gathers wasn't nearly as satisfactory. In 1933 this was replaced by a 25 h.p. Park Ward Continental close-coupled sports saloon Rolls-Royce Reg. No. ALM 757—has it survived?—which Chula used for 20 years, replacing it with a Chrysler station-wagon in 1956. The Rolls-Royce had a purposely low roof-line and "tall friends of mine like Aubrey Esson-Scott [The Bugatti driver.—ED.] could not drive it at all". Prince Chula said, incidentally, "I always enjoy a meal more if I can see a nice car belonging to me through the restaurant window".

Between the Rolls-Royce and the Chrysler he had a 1934 3½-litre open Vanden Plas Bentley. It was finished in blue, the shade of a dance partner's frock ("she sportingly cut a bit off the hem"—how modest were the girls of 1934!) and this set the colour for the ERAs, etc., which Prince Bira raced. Driving the Bentley mostly with the hood down (the dog "wore goggles always") the two Royal Princes had some good runs. In England the running averages were mostly over 44 m.p.h. without exceeding 70 (no speed limit then, either!) and Biarritz to Paris was accomplished in 1935, when "Bira" was 20, at a running average of 59.1 m.p.h., an overall average speed of 49¾ m.p.h. Then "Bira" once did London to Edinburgh at 54 m.p.h. for the 386 miles, or 51.12 m.p.h. overall. The longest run done in a day was Paris to Cannes in the Rolls-Royce, at 45 m.p.h. in spite of ice for 70 of the 608 miles—good training for "Bira's" racing.

After the war Chula explains that the crippling purchase tax limited

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Ford's Advanced Vehicle Operations in action

WHEN the Ford board of directors decided to move a section of their parts stores from the Aveley, Essex factory up to the Midlands the next item on the agenda was obviously "What shall we do with the vacated space?" Decisions of that nature are not reached in five minutes but from the many suggestions came the answer "Advanced Vehicle Operations". And on January 14th last year AVO became fact.

There was a lot of reconstruction and building to be completed and although the first car rolled off the production line at Aveley on November 2nd last the sound of hammers still echoes around the newly constructed offices. As you walk along the corridors you spot names on the doors already well known to racing and rallying enthusiasts. Names like former Grand Prix driver Henry Taylor, present saloon and clubman's driver Rod Mansfield, and so on.

The heart of the new factory is, of course, the brand new 16-cradle production line which at present produces 12 cars each daily shift. By major manufacturing standards such a line is very small but it is custom-built for a specific purpose. At once you realise that AVO is a completely self-contained organisation within the Ford empire. AVO is like a son and a very bright one at that.

The line is unusual in that the "guts of the car", the power train, are lifted up into the body shell by a jack arrangement rather than the body being dropped onto the rest of the car. While this procedure is slower than mass production principles it means more care can be taken in assembly. So as a purchaser of an Escort RS1600 or Mexico you can rest assured that your high-performance car has not been thrown together amidst a line of "ordinary" cars. It also ensures that standard parts don't mysteriously appear on your high-performance car. The days were when the late-lamented Lotus Cortinas appeared with some rather foreign "options". The writer's personal car was delivered with a 1300 Cortina radiator which wasn't discovered until a year later!

The advantages of building high-performance vehicles separately can be seen very clearly and in addition one can add such factors as closer inspection, better individual product knowledge, and a pride of workmanship. Of course one expects to pay a premium for this.

On the pride of workmanship theme we immediately noticed an *esprit de corps* on both the management and shop-floor. Working for AVO is a status symbol at all levels.

The AVO production line covers an area of approx. 90,000 sq. ft.—roughly the size of Wembley football pitch. The projected production is 2,764 vehicles in 1971, doubling in 1972 with an introduction of a second shift and by 1973 should be up to over 6,000 units per year. Add to this the special build area which will come into operation later in the year, probably by May, and will have facilities for working on about ten specials at a time. If, for instance, the demand for a particular vehicle exceeds the AVO capacity then its production would be transferred to a larger plant. Adjacent to the production line are such attendant facilities as a solder booth for special body preparation, a body preparation booth for cleaning bodies prior to going into the spray booth and also a modern new oven. At the exit of the plant a unique dynamometer is being installed which will be capable of measuring road horsepower on two axles simultaneously. All cars off the line are road tested.

The AVO psychology of providing something special is not confined only to the factory and staff. The dealer is included too, and for that reason only a certain number of selected, Rallye Sport, dealers will be able to sell you a Mexico or an RS 1600. Again, the idea is to keep the standard up and AVO is presently running a training scheme to educate, not only mechanics, but also sales and parts staff to the Rallye Sport standards. At Aveley a most comprehensive training facility has been built and the first course on BDA engines has been completed.

The dealer will no doubt nominate his brighter staff to attend the courses and particularly those who already have a competition background. Hence a core of Rallye Sport orientated staff will be built up at each of the nominated dealers. Further, it is hoped that Rallye Sport dealers will actively take part in competitions by rallying or racing Escort derivatives. This will contrast with the bad old days when one pulled in at the friendly Ford dealer with a sick-sounding Lotus Cortina and hopefully requested assistance. "No mate, no one knows about Webers here" or "Twin-Cams, never touch them, try Blogspeed round the back of the station" were the standard sort of replies. Getting parts was even worse and I still remember the blank faces that met me when I tried several Ford dealers in a vain search for a Lotus Cortina throttle cable. If AVO works properly all this should be very much of the past at Rallye Sport dealers.

There will certainly be no excuses for the training facilities at Aveley are excellent and include a lecture theatre with the latest projection and sound equipment installed and a workshop equipped with £10,000 worth of the latest garage equipment. In fact this workshop is kitted out in a way that Ford hope Rallye Sport dealers will emulate. A full-time training instructor is employed and it is expected that some 20,000 man-hours' training will be expended during 1971. The actual equipment includes a rolling road dynamometer, two high-speed lifts, an electronic diagnostic console, optical wheel alignment equipment and two-plane wheel balancers. Ford's Rallye Sport scheme looks very much as if it is going to bring performance car tuning and preparation, of Ford cars at least, out of the back streets.

Who are the men who control, organise and run this self-contained Ford prodigy? At the head of the list carrying just about the shortest title of anyone at Aveley is Ray Horrocks—the Manager. To Horrocks one can apply all the expected *clichés*—young, dynamic, with it—and they happen to be true.

Horrocks' right-hand man is none other than former Grand Prix driver Henry Taylor, who has been involved in Ford's high performance programme for some time now. After his racing retirement Taylor took up rallying and later became Competition Manager before moving to Aveley. Directly responsible to Taylor are Bill Meade and Richard Martin-Hurst, both well known names in rallying, plus the German Werner Gausch who is working from Cologne where a sister organisation to Aveley is under way and directly under Horrocks' control. The German operation is at present appointing Rallye Sport dealers and has just announced its first model, the Capri RS2300, although this is built on the normal Cologne production line.

It is Horrocks' plan to set up similar AVO operations in other European countries later in the 1970s but at present the effort is behind Britain and Germany, the two European companies producing Ford motor cars. Naturally there is a lot of interchange of ideas between the two countries and several engineers from Aveley are regularly flying back and forth between the two countries.

Henry Taylor and his team come under the title of High Performance Programmes and it will be they who will advise customers on one-off specials and the like. Under Horrocks and his High Performance Programmes off-shoot the control of AVO is split five ways—Finance, Advanced Product Planning & Engineering, Material Supply, Assembly Operations, and Advanced Product Sales. Bob Howe is the man behind the Product Planning department which is responsible for the design and development of the production vehicles from AVO. Howe was the product planner on the Escort Twin-Cam and several other advanced projects and he has a team well versed in motor racing to back him up. Rod Mansfield is in charge of the design and development testing and has working for him Mike Cadby (presently in Germany) and Harry Worrall, who are both involved in the Dino Clubman's car project in their spare time, as well as Mike Hillman who worked for Brabham and Felday before joining Ford.

Mike Bennett heads the sales side which is responsible for all aspects of sales, including the various "goodies" which are being offered. Under his control is Chris Gilsenen who looks after the vehicle side of sales, after previously winning Ford's scheme to find the most successful field sales rep., and Keith Verran who controls the parts programme.

The average age of the staff at AVO is somewhere around 25, and far from being a backwater this division is even now being considered a breeding ground for the young men who are really going places in the Ford Motor Company.

Turning to the special build our editor was especially concerned as to the kind of work that could, theoretically, be carried out; for example, would they build up a Rover V8-engined Capri, or even a Ford V8-engined version of the same model? Could one order literally any sort of exotic Ford mix at present, or was the scope strictly limited to variations on the Escort theme?

In fact the answers to these questions all fall within the scope of company policy and despite the limited time in which the AVO premises have been occupied they are equipped with all the services and machining facilities needed to produce the Mexico and RS 1600 plus a warehouse full of what they call Plus Performance parts. In fact the latter bits and

pieces have caused plenty of headaches after their evacuation from Ford Competition Department at Boreham. At present all the parts are being re-coded to fall in line with the parent company's parts ordering system. Predictably, there is also a fair amount of sorting out to be done on which bits should now be considered obsolete. Even if they are to continue marketing the same product as Boreham had offered, in most cases it will have to be re-priced with a margin included to take in the Rallye Sport dealers. Previous Boreham marketing had been on a rather haphazard basis with dealer discounts all being negotiated individually. There is no blame or stigma attached to Boreham for this as their personnel were in the invidious position of having to produce top-line rally cars and try to sell enough parts to satisfy both homologation requirements and the company accountants. The establishment of AVO should offer the public a better availability of Ford performance parts and reduce prices: however, this is theory, we will wait until January before the complete catalogue of equipment is ready, together with any price changes. Even at present there has been some progress and a talk to one of the development engineers confirmed that quite a lot of work had already taken place to "productionise" popular items such as wheel arch extensions. It was interesting to find out, as an example of the potential market, that over 500 wheel-spat kits for Escorts have now been sold all over the World without any advertising or promotion, apart from competition.

AVO's marketing and service manager, Chris Gilsenan, provided the answers to our enquiries, beginning with a brief résumé of what AVO are working on at present. He said, "We have two production cars at the moment, the Escort Mexico for the Clubman and the RS 1600, which we see as fulfilling an International need as a basis for a competition car. We are not making the Escort Twin-Cam, that is still being done at Hailwood, nor are we selling parts direct or manufacturing them. We have outside suppliers to make what we require with a Ford quality control engineer in attendance while they are being produced. We have taken a great deal of trouble to train our AVO dealers staff in the maintenance and sale of our goods, so that we at Aveley do not get involved in direct over-the-counter sales. If somebody comes in for a desperately needed competition component, we naturally do everything we can to help him, but as a matter of policy we do not sell direct, referring potential customers to the nearest dealer."

We then went on to ask if they could build us a competition car for a certain event, and how long it would take, to which Gilsenan replied, "First I have to point out that our one-off service will not be operational to the public until May at the earliest. When it is in action we will recommend to our dealers that serious customers come up to our works and have a talk with one of our specialist development staff—and they, together with Henry Taylor, will be able to decide on, and price, a suitable specification for any given application. It could well be that the price does not suit the customer, but whatever we put our name to must be fully engineered."

In fact the phrase "fully engineered" was constantly referred to in our discussions with AVO personnel and it is one of the prime reasons for the division's formation, as Ford Motor Co. were not happy with some of the work being done by outside specialists. With this in mind we went on to enquire if there were any sort of guarantees with AVO parts and cars?

Gilsenan replied, "There is a 12-month, 12,000-mile warranty on both production cars and at present the Plus Performance parts carry a three-month guarantee . . . and that's just the problem at present because when any of these parts are fitted to the car its warranty is automatically invalidated. We would like to rationalise the whole guarantee operation; in fact something along the American Company's policy where either you have no warranty at all in the case of a race specification camshaft that is obviously going to place an extra load on the valve train, or a full warranty for something a little more innocuous."

We asked if we were ever likely to see machines such as the V8 Capri in general or one-off production? Obviously Gilsenan was unable to answer this very fully and said, "I am sorry, you will have to accept a general answer to that question, because development into all sorts of Ford engine and body combinations is going on at present. For example, the Escort Mexico has all the basics needed to cope with 120 b.h.p.; you can't say that for some of the outside jobs which were based on the Escort 1300 GT. We want to give some sort of warranty with the one-offs, but this will depend to a degree on how much the specials cost to make. We could produce special order cars right now by screwing on a lot of bolt-on goodies, but we

Continued on page 61 (Pictures, page 50)

Ford Rallye Sport Centres

Banbury: Hartford Motors (Banbury) Ltd.
Barnsley: Service Garage (Barnsley) Ltd.
Bedford: Charles King
Bexley: Epps Bros. (Bexley) Ltd.
Blackpool: Thomas Motors Ltd.
Bournemouth: F. English Ltd.
Bradford: W. Parkinson & Son (of Bradford) Ltd.
Brighton: Endeavour Motor Co. Ltd.
Bristol: VMW Motors (Coalpit Heath) Ltd.
Cambridge: Wrights of Cambridge Ltd.
Carlisle: County Garage Co. Ltd.
Chelmsford: Denoon Motor Co. Ltd.
Crawley: The Target Motor Company Ltd.
Derby: T. C. Harrison (Derby) Ltd.
Dunstable: Lumo Cars Ltd.
Gainsborough: Johnsons of Gainsborough Ltd.
Guildford: A. Gray & Co. Ltd.
Hull: Crystal of Hull Ltd.
Jersey: La Motte Garages Ltd.
Kendal: Skipper of Kendal Ltd.
Kidderminster: Kidderminster Motors Ltd.
Leeds 2: Tate of Leeds Ltd.
Leicester: Central Motor Co. (Leicester) Ltd.
Liverpool: J. Blake & Co.
London W1: Dagenham Motors Ltd.
London SW1: Clark & Simpson Ltd.
London SW4: Adlards Motors Ltd.
London N12: W. Harold Perry Ltd.
Lowestoft: Day's Garage Ltd.
Maidstone: Haynes Bros. Ltd.
Manchester 1: H. & J. Quick Ltd.
Middlesbrough: Neshams of Teesside Ltd.
Mitcham: John Willment (Mitcham) Ltd.
Narborough: Clark's Garage (Narborough) Ltd.
Oxford: Hartford Motors (Oxford) Ltd.
Paignton (Torbay): Reed & Co. (Torquay) Ltd.
Peterborough: Peterborough Motors Ltd.
Plymouth: Vospers Motor House (Plymouth) Ltd.
Preston: Bradshaws Motor House Ltd.
Reading: Gowrings of Reading Ltd.
Retford: E. Hodgson & Son Ltd.
St. Albans: Godfrey Davis (St. Albans) Ltd.
St. Austell: Phillips & Geake Ltd.
St. Helens: J. Ashall & Son (Eng) Ltd.
Sheffield: T. C. Harrison Ltd.
Slough: Norman Reeves (Motors) Ltd.
Southampton: Percy Hendy Ltd.
Stafford: Lloyds Garage Ltd.
Tunbridge Wells: Stormont Engineering Co. Ltd.
Uxbridge: Norman Reeves (Motors) Ltd.
Walsall: Reginald Tildesley Ltd.
Welwyn Garden City: Godfrey Davis (Welwyn) Ltd.
West Bromwich: Guest Motors Ltd.
Winchester: Hyde Abbey Motor Works Ltd.
Witham: Doe Motors Ltd.

NORTHERN IRELAND
Belfast 15: J. E. Coulter Ltd.
Lisburn: Lindsay Cars Ltd.

SCOTLAND
Edinburgh: Alexanders of Edinburgh Ltd.
Glasgow S1: Wylies Ltd.
Glasgow E1: Croft Bodybuilding & Engineering Co.
Perthshire: Frew & Company Ltd.
Stirling: Mogil Motors (Stirling) Ltd.

WALES
Cardiff: Godfrey Motor Co. (Cardiff) Ltd.
Tredegar: Gibbs Bros. (Tredegar) Ltd.
Welshpool: W. R. Davis (Motors) Ltd.

Ford Rallye Sport Centres

We brought it back from Mexico.

We spent two years building an Escort for the London to Mexico Rally and, after it had cleaned up down there, it suddenly occurred to us: wouldn't it be a shame not to offer this kind of car to everybody?

Yes, we decided it would.

Gentlemen, the Escort Mexico– except for a more economical power plant and a few other nice little improvements, the same car that beat the world. 1600GT engine uprated to 86 bhp (din) at 5,500 rpm, close ratio gearbox, stiffened and lowered suspension, specially strengthened body, servo assisted brakes, 5½J wheels with radials, uprated half shafts, radius arms, stone-deflector plates–the whole shooting match.

All of which will wind up to a hundred. And hit sixty in less than eleven seconds.

How much does a rally winner cost? You'd expect it to cost a bomb (That's what it cost us.) But we're only asking £1,150.

So, if you've always regretted missing out on the world's toughest rally, cheer up. At least now you can own the car that won it!

The Escort Mexico.

The road version of the rally winner

RECOMMENDED RETAIL PRICE IS £1,150.40. PRICE INCLUDES PURCHASE TAX AND DELIVERY TO FORD DEALERS IN THE UK (EXCLUDING N. IRELAND).
ACCORDING TO STATUTORY REGULATIONS FRONT INERTIA REEL SEAT BELTS ARE FITTED. THESE ARE SUPPLIED AT EXTRA COST.

AVO IN COLOUR.—An Escort Mexico in the most important stage of build on the production line. Here the power train has just been fitted to the car.
BRIGHT RED and maize yellow high-duty Escort shells await their turn on the production line.

SIXTEEN-VALVE BDA engines for the RS1600 and 1600 GT units for the Mexico sit ready for installation.

PICTORIAL REVIEW

RAC RALLY OF GREAT BRITAIN

FOR THE SECOND YEAR in succession a Lancia has won the RAC Rally, driven by the same Swedish pair who won last year, Harry Källström and Gunnar Häggbom. Theirs was the only surviving Lancia, having scraped through to a close finish after a rebuild of the engine bottom-end and replacement of a smashed suspension and final drive at the left front.

MAKING THEIR SECOND ever visit to the RAC Rally as a team, the Opels of GM Sweden proved to be incredibly reliable, and far quicker and livelier than their somewhat stodgy appearance suggests. After a trouble-free run, Llillebror Nasenius and Björn Cederberg, one-time Group 1 exponents in the European Championship, finished in third place overall.

OPEL RALLY TEAM
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AB 34823
elf
20

THE "WILD MAN" of the Opel team was undoubtedly Ove Eriksson, who drove so hard that at one time he took the lead. He and Hans Johansson were second overall, their team-mates following to make sure of the Manufacturers' Team Award.

EVERYONE EXPECTED the Alpines to break up, but they were strong enough to take anything on the forest roads. Jean-Luc Therier led at one time and would have taken second place to clinch the Manufacturers' Championship for Alpine had not a drive shaft broken on the last stage, which was then ironically cancelled.

ALL THREE WORKS Ford Escorts succumbed to drive-shaft failure before the Blackpool night stop at two-thirds distance. The Mäkinen/Liddon car, in the colours of its sponsoring newspaper, is seen here on one of the snowy stages in Scotland.

THE WORKS Datsun 240-Z Group 4 cars were magnificently stable and fast on rough roads but were somewhat peculiar handlers. Differential failure put three of them out quite early, but meticulous care (and a differential change) kept that of Aaltonen/Easter in the running to take seventh place.

SAABS HAVE HAD the best record on the RAC Rally in recent years, and they showed that sports-car power and handling is not everything nowadays. Stig Blomqvist and Bo Renicke were another crew to have the lead at one time but later various problems put all four works cars out.

RUNNING AT THE HEAD of the field, paving the way for the professionals, were a dozen cars crewed by women and pressmen. This one, driven by Peter Warren and Mike Cotton, finished 19th and won for the co-driver, Editor of *Motoring News,* the award for the highest-placed pressman in a non-works car.

ROAD IMPRESSIONS:—

BRITISH LEYLAND'S TRIUMPH 1500

A Refined, Safe-Handling, Expensive FWD Saloon

I CALL the Triumph 1500 rather odd, because it manages to be a nice family conveyance in spite of a quite old-fashioned specification. Eventually, one assumes, more British Leyland technicians will discover the overhead camshaft, as some of them have done for Stag and Maxi. Meanwhile, the Triumph 1500 makes use of push-rods, in an engine which has a long stroke in this age of square and over-square power units. The bore and stroke measure 76 × 87½ mm., giving a capacity of 1,493 c.c. to this four-cylinder iron engine, which reflects its Standard Eight origins in having only three main bearings. However, as maximum power (61 net b.h.p.) is developed at 5,000 r.p.m. and the engine is able to run safely to 6,250 r.p.m., to give 70 m.p.h. in *third* gear, while developing plenty of torque, which reaches its peak at 2,700 r.p.m., perhaps there is every justification for the Triumph technicians having been content to stretch the old 1300 power unit. Incidentally, when I first drove a Triumph 1300, which was four years ago, it impressed me as very effectively filling a need—that of a well-behaved, luxury small car. The 1971 Triumph 1500 supersedes both Triumph 1300 and 1300 TC and just as both this small Triumph and the Rover 2000 did not really satisfy enthusiastic drivers until they were available in twin-carburetter form, so the 88 m.p.h., 0 to 60 m.p.h. in 16½ seconds Triumph 1500 might well be even better liked if it were given two carburetters instead of the present lonely SU HS4.

But like it, with these reservations, the two experienced drivers of different sexes who drove the Triumph 1500 before I took over certainly did, praising its good ride, safe handling and general refinement in a compact car. If British Leyland continue as they have started, with this 1500 as an example, qualms for Britain's future in the Motor Industry will be calmed. . . .

It seems that they decided the Triumph 1300 needed more room within and more luggage space, hence the redesign into the present 1500. But it is a redesign which not only provides more power from beneath the bonnet but a new rear suspension which has improved the road manners. The old i.r.s. of this front-drive car has been changed for an axle beam sprung on coil springs and, this is important, located by trailing lower and inclined upper arms, as well as an anti-roll bar. Front suspension is by wishbones, with coil springs, there is rack-and-pinion steering, disc/drum brakes, and 13 in. tyres.

If it seems odd that this Triumph has front-wheel-drive but with the power pack in-line with the car, when the BLMC has engulfed the BMC which pioneered the production of space-saving transverse-engined small cars, this emphasises and explains the manner in which the component firms in this vast Corporation remain separate entities—for while Issigonis perpetrated East/West fraternisation, Harry Webster was concerned with more conventional front-drivery. (That Webster now controls the engineering destiny of Austin/Morris but Sir Alec Issigonis has not taken Triumph affairs under his wing, is a policy matter on Lord Stokes' part which does not change the explanation.) In like fashion, there is no point in thinking it odd that this newer Triumph 1500 has only four forward speeds in its gearbox (and might profit from a fifth) when the Maxi has always had five; both Triumph and Maxi are Leylands, but of different parentage.

What we are primarily concerned with here, however, is what the new Triumph 1500 is like in its own right. It is a four-door, 97 in.-wheelbase saloon of compact good looks. Its driver is confronted with a typically Triumph facia, of matt-walnut, with a good cubby-hole on the left, three vertical heater quadrants with finger-tip-light controls recessed in the centre, effective fresh air outlets at each extremity, and triple "dials" before the driver, comprising speedometer, the all-services warning-lights cluster, and combined heat, fuel and battery gauges. This is quite neat except that the curved instruments' section clashes with the flat cubby-hole side and I have never liked the Triumph warning-lights cluster, essentially practical as this is. Indeed, from the days of the first 2-litre Triumph I have preferred Rover interiors and this feeling remains, particularly with the improved arrangements of the latter. On the other hand, apart from bright plating around the 1500's dials and a tunnel between the front seats, which cannot be for a propeller-shaft (a sop to the Toledo), which ends in a rather low oddments tray, the *decor* of the 1500 is reasonable. Moreover, the original folding window winders of the 1300 have been changed for ordinary ones, there is a full-width under-facia shelf, the inside door handles are neatly recessed and the generous-sized seats have shiny expanded-p.v.c.-upholstery with ventilatory holes, while the rather shallow boot takes 8.8 cu. ft. of luggage (the catalogue says 13¼ cu. ft.). The steering column adjusts for height and length (which outdoes Rover!) and the two stalk controls, which move with it, are clearly labelled as to function—washers and two-speed wipers from the l.h. one, lamps' dipping, flashing and horn from the r.h. one—very convenient. This control system leaves the hands on the wheel and the facia decently devoid of knobs (indeed, merely the facia-lighting rheostat control), because the side and headlamps are put on from a very convenient rotary switch on the right of the steering column, such as I first encountered on the Chrysler Avenger, and cigarette-lighter and choke knob are on the rotatable heater-outlet grille panel, above the rather low-set Triumph push-button radio.

All the services in this Triumph 1500 are clearly labelled, the 110 m.p.h. speedometer reads in k.p.h. as well as m.p.h. and has trip and total mileometers, and the aforesaid cluster contains eight indications, for l. or r. turn indicator, low oil-pressure, handbrake on,

Continued on page 59

The Choice of the Enthusiast.

Colin Vandervell, 1970 Formula Ford Champion and this year's Grovewood Award winner, has had a fantastically successful season, winning 29 of the 34 races in which he has driven.

This former Go-kart driver (he was a member of the 1968 British Go-kart Team) was last year offered a drive by Rowland Racing Engines in the Merlyn previously driven by Fittipaldi. He scored 10 wins in his first season and has gone from success to success. In all his F.F. races this season Colin Vandervell has not had a single engine breakdown– an eloquent tribute to Duckhams Q20-50 motor oil which he always uses for engine and gearbox. He first chose Q20-50 for its all-round engine protection and, like so many other enthusiasts, has depended on Duckhams ever since.

At the circuit, in the paddock, what oils are being used? By the enthusiast Duckhams Q20-50, the same oil that you buy from your local retailer. On track or motorway, stressed to the limit and sometimes beyond – you can depend on Duckhams.

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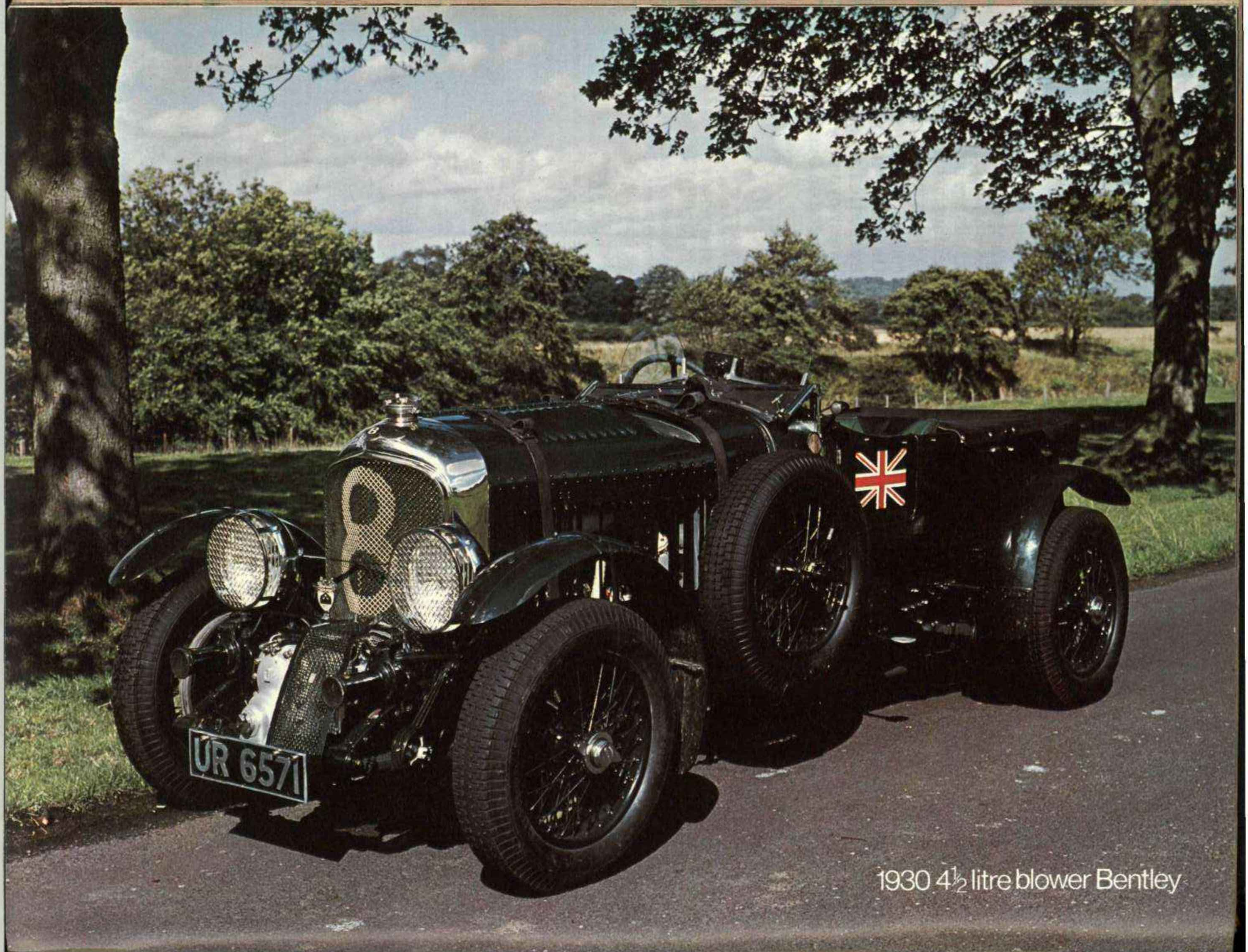


1930 4½ litre blower Bentley

ROAD TEST

THE TRIUMPH SPITFIRE Mk. IV

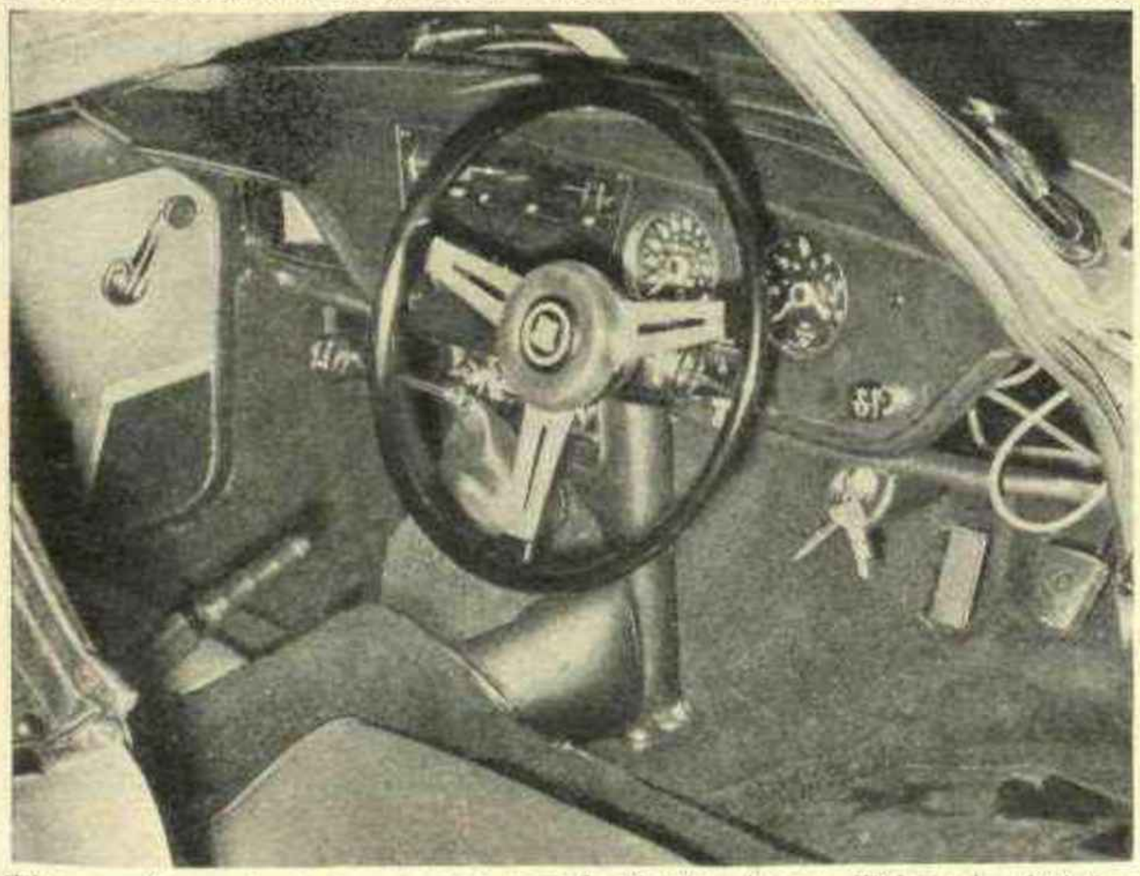
An Excellent and Enjoyable Small Sports Car from British Leyland

SINCE MOTOR SPORT's criticism of British Leyland's Press-car service and following PRO Keith Hopkins' letter, which was published in the November 1970 issue, and a most interesting meeting with Lord Stokes, we have been getting a steady stream of Stokesmobiles for test.

The approach thereto needs some clarification. We intend to retain our well-known and long-established fearless and unbiased reporting on any car we write-up, even though by doing so we are open to a charge of petulance by a presumably jealous weekly contemporary (does this imply that the Motoring Press is adopting the "knocking policy" of Fleet Street, Mr. Bowler?—pleasing perhaps for the participants but boring for a paper's readers who are quite capable of deciding which journals they prefer without prejudiced comment). On the other hand, when a British Leyland car has praise bestowed on it by MOTOR SPORT, there is some danger that, having had a frank but fair discussion with Lord Stokes about our recent anti-BLMC editorials, we may be accused of swinging the opposite way.

All I can say to this is that I genuinely liked the little red Triumph Spitfire Mk. IV which was delivered to the MOTOR SPORT car-park in exchange for a Triumph 1500, the road-test on which had just concluded and about which my (again unbiased!) comment appears on page 54.

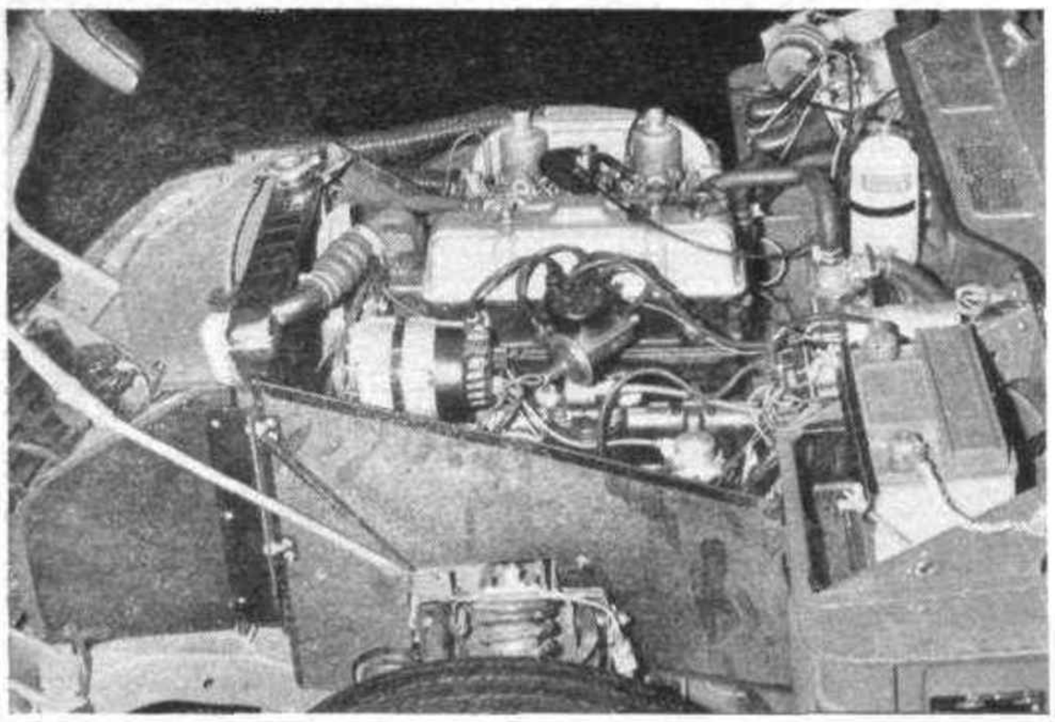
The latest restyled and mechanically somewhat revised version of the very popular 1,296-c.c. Spitfire seems to me the logical 1971 equivalent of the equally popular (output for output) small sports cars of the nineteen-twenties, about which I wrote at some length in these pages last summer and the rather time-worn illustrations of which prompted one enthusiast to go out and seek an Amilcar of the appropriate age, which is currently being meticulously restored. The more ordinary modern sports cars are sometimes sneered at by unthinking purists (I expect I have done it myself!) because they are assembled from saloon-car bits and pieces and not specially built up from race-bred components. Yet, if you take the trouble to examine in detail the multitude of little sporting cars which enlivened the 1920s for leather-clad drivers and made MOTOR SPORT of those times such a breath of now-nostalgic fresh air, you will discover that in a great many instances these cars had quite standard running-gear and only mildly-tuned engines to complement their sports bodywork. Leaving out twin-cam Salmsons and Brescia Bugattis, the so-called sports Calthorpes, Clynos, Windsors, Marseals, Marlboroughs, ABCs, Rileys, ACs, Bayliss-Thomases, Citröens (yes!) and Morris Sports—you name them, I expect I shall remember them—of those times were closely related to standard chassis, but provided enormous fun for those who owned them, nevertheless. This year's Triumph Spitfire, sired if you like from a family of MG, Wolseley Hornet, Singer and similar small sports models, is the logical successor to those sports cars of past decades—and a hundred times more practical. You must not sneer at the Spitfire for being, in effect, a rebodied twin-carburetter Herald; but I concede that in times gone by a sports car without an oil-gauge might have seemed odd.



The neatly revised instrument panel of the latest Triumph Spitfire.

So I do not find it detrimental that the Spitfire's engine is a development stemming back to the Standard Eight or that it shares suspension arrangements with another popular Triumph, the Herald. Nor does it matter that this sports two-seater is less quick than closed cars of the same make, although, in fact, only the 2.5 PI and the Vitesse are faster or more accelerative and these both possess two more cylinders of considerably greater c.c. The Spitfire is adequately fast, with a top speed of rather less than 100 m.p.h., and if 0 to 60 m.p.h. in anything much less than ten seconds is becoming a bit pedestrian and this little car in standard trim takes 12½ sec., it is still enjoyable to drive. The catalogue tells of all-independent suspension which dissolves the shake and shudder of rough roads. This isn't altogether true, for while the ride remains comfortable, bad surfaces set up some judder and shake. But the important thing is that this is not of much importance in a sports car, nor does a little more noise than in a bread-and-marg. car matter to any great extent. And whether or not the pundits or scientific apparatus can prove that modern closed cars corner as fast as openable ones, a sports car gives the impression of hanging on better, of being less top-heavy, of having less behind the driver, which is what matters where driving pleasure and exhilaration are concerned. So I like this Triumph "toy racer", which, anyway, develops five more net b.h.p. than a 13/60 Herald, has an 8½ in. shorter wheelbase, and weighs 170 lb. less.

The Mk. IV version of the Spitfire has improved styling which



The tip-forward bonnet makes the Spitfire's engine very accessible.

drew many interested glances while I was in possession of it. The changes include new, more tapering, Stag-like hindquarters, a smoother bonnet, flared wheel-arches, recessed door handles and new wheel trims devoid of nave-plates. Weight is up by 54 lb. but performance is claimed not to have deteriorated, as improved manifolding has moderately uprated the power output. Technically, the Mk. IV Spitfire has synchromesh on bottom gear, new instrumentation, and its swing-axle i.r.s. with transverse leaf-spring has been rendered more acceptable by the incorporation of a central pivot for the spring and larger anti-roll bar for the front coil-spring and double-wishbone i.f.s. (This is interesting, for on the front-drive Triumph 1500 a rigid dead axle is preferred to the 1300's independent rear springing.) The 24-ft. turning circle is retained, useful on rally hairpins and for driving tests, and the Spitfire retains, of course, the separate chassis frame which has been a Herald feature since that advanced small car first appeared.

Our performance-car specialist, J. W., has reported, after trying the latest Spitfire at Silverstone (November issue, page 1220), that the handling is now beyond reproach and that sudden changes of direction can be achieved much more predictably than before, and as he undoubtedly drove far faster round Silverstone than I did on the road, partly on account of the closed circuit and partly due to his intrepid approach to motoring, that is good enough for me. Pursuing this theme, I note that J. W. says Spridgets can still run rings round the Spitfire but for road use I regard the Triumph as more of a motor car, as it has larger dimensions, but fits very nicely between these really small BLMC sports models and the obviously more potent and more purposeful MG-B and Triumph TR6.

The Spitfire is essentially a two-seater, although there is a useful space behind the two bucket seats for bags and shopping (or a toy dog), and the boot with its self-propping lockable lid will take a very generous assortment of luggage in spite of accommodating the covered spare wheel, thus putting most 1920's sports cars to shame in this respect. Yet the Spitfire is a fully-openable sports job, with a hood which does not drum or unduly cut down vision when it is erect, yet the interior is smart, with a good imitation of real leather upholstery, and moulded pile carpeting on the floor, with a rubber heel-mat for the driver.

For the coupé-minded a hard-top is available, and naturally, although in contrast to the original sports-car conception, the Spitfire has an effective heater and the test car had a Smiths Radiomobile radio.

There are also wind-up Triplex toughened-glass side-windows controlled by well-placed, taut winders, whereas once upon a time sports cars made do with celluloid weather breaks, or no weather protection of any kind. The interior arrangements of this Spitfire are very well contrived—if this is how British Leyland intend to go on, it promises well for their new models. There are no door pockets, but there is a stowage shelf on the left side under the facia, in which the radio loudspeaker is fitted. The doors have excellent recessed internal handles, good grips to close them with, and there is under-facia courtesy lighting and anti-dazzle vizors, with vanity mirror.

The instrumentation consists of a well-calibrated m.p.h./k.p.h. British Jaeger speedometer with decimal trip and total mileage recorders and a matching tachometer before the driver, and, to their left, fuel gauge and thermometer (but oil-pressure relies on a warning light). The speedometer and particularly the petrol gauge tend to be masked by the 15-in.-dia. three-spoke steering wheel, which has a smooth rim. The ignition key, which also locks the steering, is "fumbly" to insert, being recessed low down under the facia, and the correct one of three different-size keys has to be selected—not appropriate to a rapid getaway when a Warden is bearing down upon you! The side- or headlamps are put on from a central press-switch, also somewhat "fumbly" in the dark. Dipping and flashing is done with a l.h. stalk, a r.h. stalk controlling the turn-indicators. The horn-push is in the wheel centre, for the wind-tone horns. There is a lidded ash-tray on the matt-black screen sill, this finish being used also for the facia. The two horizontal heater quadrant levers, recessed in the top of the facia, are clearly labelled, the knob of the l.h. one bringing in the quiet two-speed fan, but the hot/cold lever was very stiff to move.

Parking the Spitfire is easy, especially as the front wings are prominent and the ridges along the tail easily seen, even with the hood up. In action, the little car is great fun. As has been said, it handles well and clings on in the wet on those excellent 13-in. Dunlop SP68 tyres. The rack-and-pinion steering (3.7 turns, lock-to-lock) is taut and smooth, with gentle castor-return action. Some shake is transmitted from rough roads, and the body shakes a bit in sympathy, and rather pronounced thuds sometimes assail the back-end, but this is of small consequence in a sporting car, nor does the Spitfire pretend to be a sophisticated sports model, any more than the Hillman Husky or Aero Minx of the 1930s masqueraded as a 1750 Alfa Romeo or the Triumph TR posed as a ladder- or space-frame, i.r.s., fully-fledged competition car.

Noise doesn't count, unless excessive, in a sports car, either, but the Spitfire is actually quite subdued and what decibels there are emanate from the engine and not from a raucous exhaust note. Under load there is some final-drive hum. Although it relies on an antiquated three-bearing push-rod o.h.v. power unit of 73.7 × 76 mm. bore and stroke, this smooths out nicely above 2,000 r.p.m. and pulls extremely well the optional overdrive in 3rd and top gears, which is very conveniently selected by a slide on the gear-lever knob. Maximum torque is reached at 3,500 r.p.m. (837 lb. in.) and maximum power at peak-revs of 6,000 r.p.m., when 63 (net) b.h.p. is developed. The orange mark on the tachometer continues to a red warning line at 6,500 r.p.m. but the engine gets a bit frenzied, although not rough, towards maximum in normal 3rd gear, when it is doing over 5,800 r.p.m. But o/d raises the 3.89-to-1 top gear to 3.12 to 1, which provides for effortless 70-m.p.h. top-gear cruising at a mere 3,374 r.p.m.

The hand-brake lever lies accessible to the left hand above the propeller-shaft tunnel and the cranked-back gear-lever rises from the tunnel ahead of it, bringing the knob close to the steering wheel. The short lever masks the notchiness of a Triumph gearbox to some extent but as driving a sports car should be enjoyable, a better change would be an improvement. Reverse, outboard of the 1st/2nd-gear plane, calls for depressing the knob and is a somewhat unusual movement. Two big square knobs on the facia control two-speed wipers/

Continued on facing page

This view of the Triumph Spitfire Mk. IV clearly shows the Stag-like hindquarters. Note, also, the absence of wheel nave-plates—the wheel trims, the catalogue says, are "polycarbonate".

SPITFIRE Mk. IV—continued from facing page

washers and the enrichener for the twin HS2 sidedraught SU carburetters. The screen has Triplex zebra-zone toughened glass but a laminated glass screen is available. The clutch is smooth but its pedal offset to the right which, however, leaves space between it and the transmission tunnel for the left foot. The disc/drum brakes function effectively under firm pedal pressure, but there was a mysterious lag before finally coming to rest. The driving position I found very comfortable, although the right elbow tends to be restricted in movement by the door, which is by no means as inconvenient as it sounds.

The Triumph Spitfire swings effectively through open bends, the suspension is well-damped, and runs very contentedly at the top Peyton-pace.

I would gladly use as a second car a Mk. IV Spitfire, which I understand Lord Stokes' son drives in S. Africa, where he is studying. British Leyland build sports cars primarily for the American market and it is not difficult to see how such cars must appeal in a country of flabbily-suspended monster automobiles. But they are perfectly practical and just as much fun in Britain. Consumption of 97-octane fuel (9-to-1 c.r.) came out at an excellent 35.9 m.p.g. The tank has a central quick-action filler cap, rather difficult to fill from a can. It holds 8½ gallons, so some 300 miles could be run before replenishment.

The whole bonnet hinges forward after lift-up side catches have been released, as on a Herald, rendering accessible the propulsive machinery and making sump-level checking and other maintenance very easy; after we had driven the Spitfire 625 miles the oil-level had fallen unduly low; the dip-stick should be frequently consulted but, in fact, oil consumption was rather better than 500 m.p.p. Sports cars tend to have less ground clearance than saloons (the Spitfire has five inches) but with care it suffered no harm when negotiating a notoriously rough and rocky ¼rd-mile Welsh drive. The heater demists the screen effectively, and attention to detail is seen in door "keeps" which are properly effective. The cooling system was topped up with Smiths Bluecol, the battery is a small Lucas Pacemaker (whereas the Triumph 1500 had an equally small Exide Supreme) and the Tudor washers' bottle is easily replenished. The gear ratios, higher than those of the Mk. 3, are 13.65, 8.41, 5.41 and 3.89 to 1, with a 3.12-to-1 top gear and a 4.34-to-1 3rd gear when o/d is in use.

The Triumph Spitfire in its latest form is a fascinating little car, selling for £961 17s. 6d. in its basic form, p.t. included. Extras available include wire wheels, whitewalls, tonneau cover and the radio and radial-ply Dunlops as on the test car, as well as those already mentioned. Oh, and if you like pictures of girls in shiny black bikinis, be sure to ask for a catalogue!—W. B.

TRIUMPH 1500—continued from page 54

choke in use, sub-standard battery charge, ignition on, fuel level getting low and headlamps on main beam, although it tells its appropriate story into the luckless drivers' eyes. With window sills, sill locks, exterior door locks divorced from the key-holes, drawer-type ash-trays, a four-headlamp set and electric screen-washers, the Triumph 1500 carries on commendably the quality-tradition of the smaller car it supersedes, which British Leyland Triumph term limousine-style luxury. They also call it "The who-could-ask-for-anything-more car", which is just asking for such comments as where are the reclining front-seat squabs, anti-dazzle mirror, cubby-hole light and maps-lamp, radial-ply tyres, etc. But certainly the Triumph is well carpeted, and has most of the present-day amenities like coat-hooks, pre-engaged starter giving instant commencement from cold, rear-seat folding arm-rest, front ¼-windows, rubber-faced over-riders, zebra-zone toughened screen, adjustable roof lamp, twin-tone horns, cigar-lighter, height and rake adjustment of driving seat, etc. The catalogue mentions two-speed wipers with a flick-wipe position but the latter wasn't evident on the test car. The 1500 badly requires a Triplex hot-point rear window. The sticking throttle became worse as the test progressed and the running-on when switching off was sometimes chronic, although four-star petrol of well-known grades was used. To demist the car satisfactorily requires practice.

What is this Triumph 1500 like to drive? Really, there is nothing particular to report. The steering is exceptionally light, getting heavier on corners under drive, transmitting mild kick-back and is sensibly geared at just under three turns lock-to-lock in conjunction with a Herald-like small turning circle. The Triumph swings nicely through corners but the test car, Pre-Production model No. 1, felt unadhesive on wet roads, both under cornering and when braking, on its Dunlop Gold Seal C41 tyres—no doubt the alternative Dunlop SP68 radials would cure this. There is a mild understeer tendency on corners. It needs a bit of encouragement from the gearbox to maintain a reasonable cruising speed and the engine hums busily above 60 m.p.h. or so, and idled too fast and tended to run-on on the test car, the mileometer of which read 3,300 miles. The long slender gear lever is notchy in the Triumph fashion and the movements across the gate are small, so that reverse (spring-protected) adjacent to bottom gear needs to be watched. But on a family saloon like this the gearbox is adequate, as are the brakes. The handbrake, with big grip, is a bit high-set, but excellently placed. The suspension is stiff enough to make the body shake and rattle a bit, at times.

On the whole, this "interim" offering from the BLMC is a pleasant car, likely to be even more in demand than the Triumph 1300s, which sold a total of 130,000, thus proving their acceptance without getting into the big mass-production stakes. It has a 12½-gallon fuel tank, with small but secured filler-cap, giving a fast-driving range of over 300 miles. The fuel consumption of 99-octane fuel (c.r.=9.0 to 1) worked out at 26.9 m.p.g. and oil consumption approx. 500 m.p.p. Unfortunately due to raising production costs, this nice little family conveyance is decidedly expensive, at £1,113 6s. 5d, inclusive of p.t., or approx. £1,158, with extras, as tested.—W. B.

DAN GURNEY AT HOME—continued from page 39

it happened to Jim Clark and Bruce McLaren, I soon became very much more aware of how dangerous a sport ours is."

This is something which he and Savage have obviously discussed at length, but the sight of the guard rail less Rouen circuit sent Savage nearly into ecstasies of delight and Gurney grinning as he explained to Savage the speeds and gears that they were using on the pram-like wheels of that era in Grand Prix racing. In fact, when Savage took his leave of me he said: "Hope to see you in Europe some time . . ." Certainly the American Press is pretty convinced we will be seeing him, especially if the first place he scored in a recent USAC event is the portent of things to come, because the money from that series would almost buy Gold Leaf Team Lotus!

We were shown around the Santa Ana works, which resemble the automotive equivalent of a hospital in respect of lighting and clinically clean engine assembly rooms. Naturally there are plenty of engines being stored, taken apart or rebuilt, but one rare beast especially took our eye, this being the three-valve-per-cylinder Ford-based V8 with central exhausts and outlying fuel injection. Cubic capacity of this unit, which never raced, is 5.6-litres and its 600 b.h.p. was intended for use in the Group 7 Can-Am series. John Miller looks after all engine research and development and Muhleman proudly says that they have never had engine failure attributable to Miller's workmanship, which is aimed along the primary lines of reliability and then peak horsepower.

Other key members of the staff include engineering chief Phil Remington (formerly with another legendary American driver/constructor, Carroll Shelby), chief mechanic Bill Fowler, who was Gurney's first employee when he set up the Santa Ana works in 1964, and ex-Brabham mechanic Peter Wilkins, who has "the finest craftsmanship combined with speed that we know of", according to Muhleman.

We left Gurney knowing that he will be seen again at most of the circuits at which Savage and his cars appear, also that he is very happy about the prospects of retirement, with a hint that they could construct a Formula One car again (naturally money is the barrier at present, the current American automotive climate being most unsuitable for ventures of this kind, even if your name is D. Gurney), and that energy will be dissipated on riding the flock of scrambles bikes which he and Savage keep in a little shed at the back of the works, if it hasn't already been burned by the very thought of his diverse plans for the future!

MINIATURES NEWS

THE miniatures release for the New Year is a Corgi Major model of a Carrimore Tri-Deck Mk. V car transporter, using a Scammell Handyman Mk. 3 tractor unit. This elaborate Mazak die-cast scale model is very detailed, with two hinged upper decks, a detachable loading ramp, lever-operated trailer coupling, etc., and it takes three Corgi miniature cars on the top deck alone. No. 1146 in the Corgi Major series, it sells for 30s. and is finished in white, orange and blue. The trailer is one of the largest pieces of die-cast modelling ever offered by Corgi, and the whole outfit is 11⅜ in. in length—lucky children!

W. B.

They Make Racing Cars

About the series

Britain has the largest racing car industry in the World. The histories of the Lotus, Brabhams and Marches have been well chronicled, so MOTOR SPORT *thought it would take a look at some of the smaller firms in the business. A few are on the fringe of making the big time, the majority are small three-man, under-capitalised firms run mainly on the sheer enthusiasm of those involved.*

ROYALE

"ABOUT once a week", says Bob King, managing director of Racing Preparations Ltd., "I sit down and think this is a stupid business to be in". But really King's firm, which has been manufacturing race cars for only two years, is one of the most progressive and successful of the smaller manufacturers. They have a move planned from their present factory in London's Park Royal to a brand new freehold 6,500 sq. ft. facility on the Huntingdon Trading Estate in April of this year. Having scored considerable success with Formula Ford and Formula F100 cars in the past two years they plan to market, in 1971, a workmanlike Formula Atlantic single-seater, a smart Group 5 sports-racer which they hope will challenge the Lola T210 plus an advanced monocoque car for the just introduced Formula Super Vee.

King's company, Racing Preparations Ltd., which manufacture race cars under the name of Royale, was formed back in 1962 as a one-man firm. At 32, King has been in and around motor racing most of his life. His father, who ran a car showroom in Marylebone Road, was a close friend of the late Donald Campbell and the record-breaking machines were often on show there. Young Bob King remembers that he was fascinated by the machinery by the time he was about eight years old. When the family moved to South Africa for a couple of years King, then aged nine, learned to drive in the National Parks. Some years later, on his seventeenth birthday, he flew to Ireland and bought a driving licence, which you could do in those days. A few days later he was in business on his own account as a motor trader.

Soon he had come into contact with a fellow trader by the name of Ronnie Moore who, along with Ray Thackwell, was racing a Cooper Formula Two car. At the end of that year, 1956, King purchased one of the cars and all three drivers intended to team up for the following year. Practising solidly for three months down at Brands Hatch the teenage King found he wasn't going to be World Champion in a day. His hopes were completely shattered when he lent the car to someone else to try and it was promptly written off at Paddock Bend. However, Moore and Thackwell took King under their wing and he spent 1957 acting as their mechanic for a full Formula Two season on the Continent. On reflection he reckons it was the best thing that could have happened to him.

At the end of the year he went to New Zealand with his two racing friends and stayed out there for two years. However, his own Cooper was rebuilt and sold to none other than Denny Hulme. Returning to the UK in 1960 he went into partnership with his brother in the motor trade and, when they took an Elva-Climax in part-exchange for a road car, King's desire to race was re-kindled. Soon he was driving the machine and also preparing several other cars under the title of Edgware Racing Stables. Once prepared, he would test the cars round a pre-determined route in Edgware until one disastrous day he left the road and disappeared into an off-licence window. No doubt if a present advertisement had then been current he would have said that he was "only here for the beer!".

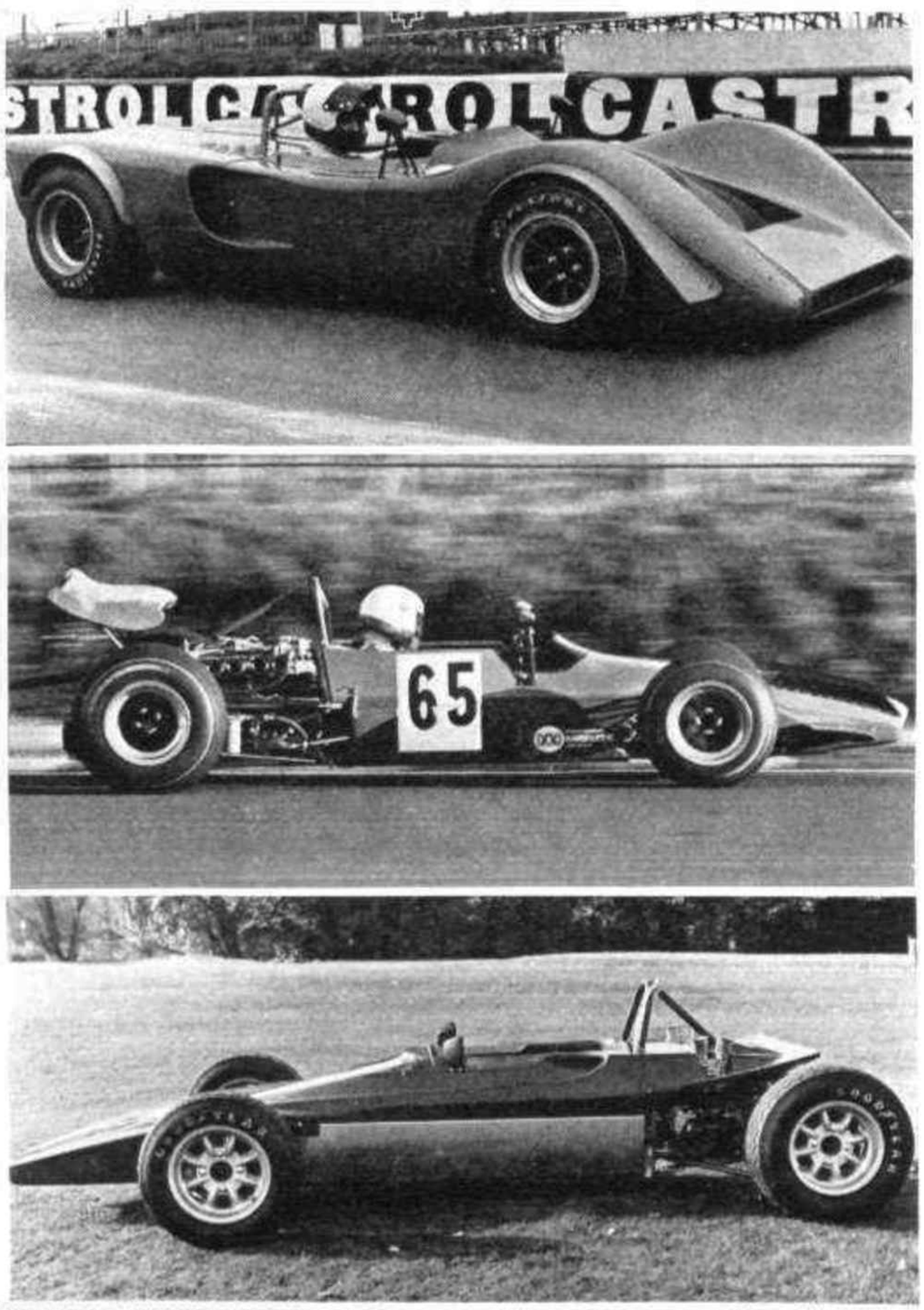
By 1962 his garage was so full of racing cars that he decided it would be better if he concentrated on this side of the business. Thus, Racing Preparations Ltd. was formed and King moved out to an arch in Alperton Viaduct in Wembley, and "started with just a tool box and not even a vice". However, his reputation for work on Climax engines was spreading and the customers kept coming back and soon he had the premises well equipped. King continued to race with some success driving a variety of sports cars. He then switched to single-seaters, first with a Lotus 16 and then with a Lotus 24 fitted with a 2½-litre Climax engine. The Lotus 24 seemed too much for him, so in 1965 he gave up racing and has employed professional drivers ever since. Soon after he formed RP he was joined by Alan Cornock who is still his right-hand man. Alan now looks after all the office and day-to-day running of the business allowing King time to control the racing projects and so on.

At the end of 1965 Coventry-Climax was bought by Sir William Lyons for Jaguar and the £48,000 stock of spares for the various racing four-cylinder engines was offered to King. He took them along with the manufacturing rights, patterns and so on and continued to build FPF engines right up until twelve months ago. During this period such people as Dan Gurney and Jack Brabham visited his arch in darkest Alperton. King reckons the high-spot of his association with Climax engines was when Dan Gurney put the Climax-powered Eagle on the front row of the grid for the 1967 British GP ahead of many of the V8 machines. Of course the new Cosworth V8 was the final death knell for the "four-banger" Climax engine although King continued to produce the smaller 2-litre engines for sports-car firms like Nathan and Ginetta.

However, for 1968 King had to look for something new and he started producing engines for the new Formula Ford. At the time he thought "it was a bit of a toy formula" but when a car was brought to him to have a motor fitted he really gave it a second look.

By this time King had acquired considerable knowledge of single-seaters and in the hands of Tony Lanfranchi the RP Lotus 24 had become the car to beat in Libre racing. Looking at the Formula Ford sat in his workshop, which at that time was a very successful design, he reckoned he could do better himself. Only three months later a Formula Ford car was built and during the final stages Racing Preparations moved into their present premises.

The Formula Ford went through an intensive three-month testing programme covering some 2,000 miles at racing speed. The driver was John Stephens, who had just won the Star of Tomorrow competition. But the car did not have a happy racing debut for a brand new shock-absorber broke and Stephens crashed the car heavily. The prototype Royale retired in the next five races and everyone was very disillusioned. As a final resort the colour of the car was changed to



THREE NEW ROYALES for 1971. Top to bottom are the 2-litre sports car, the Formula Atlantic and the Formula Super Vee.

red and since then a works Royale has hardly ever retired.

King had appointed an American agent who was running a Royale FF for a very quick driver called Bill Scott and his victories, over in the USA, soon brought the orders in. Back at home the Royales were also meeting with some success and everyone was impressed by the way they were built. So, by the middle of 1969, production was in full swing and by the end of the year no fewer than 44 cars had been built which is a huge number for the first year of any manufacturer. For instance, in 1970 March Engineering built a total of 49 cars and reckoned to be doing pretty well at that.

But for Royale there were the downs as well as ups. John Stephens broke both his legs in a practice accident while trying some new tyres and his place was taken by another former racing school pupil, Ray Allen. Meanwhile, a Formula Ford chassis was modified and fitted with a Ford twin-cam for American Formula B and Tony Lanfranchi chalked up several late 1969 season Libre wins before the car was shipped to the States. Royale got a further boost when Scott won the Formula Ford race at the Boxing Day Sebring meeting which is the most important FF event of the season in America.

However, for 1970 King wanted to diversify as the FF market seemed to be somewhat saturated. He decided to build a car for, the then just announced, Formula F100, a class of racing for two-seater sports-racing cars which, like FF, must run on road tyres.

It was a big gamble for the Formula was receiving a stormy reception in the weekly sporting press. The Royale was just about the only car ready for the ill-fated demonstration of these cars at the Christmas holiday meetings of 1969.

King had ordered the components for twelve F100 chassis and for several weeks had to sweat it out as the components arrived but the orders didn't. However, the tide turned and in one week he had seven orders and the whole thing started to look viable. Once the season started, Ray Allen, driving the works-backed car, walked off with the races and in fact only four F100 races have been won by a car other than a Royale. Naturally, Allen won the National Championship for this class of racing. No other manufacturer seems to have built more than a couple of F100s but King's company have built nine. Interestingly, three of these have been fitted with the larger Formula Ford specification 1,600 c.c. engines for Brazilian sports-car racing. Four more similar cars have been constructed with racing wheels and tyres and 1,100 c.c. racing engines for an American sports-car class. The 1970 development of the FF has also sold well and a total of 28 cars have been produced.

With two successful seasons behind them Racing Preparations are producing three new designs for 1971 and the prototypes have been constructed and tested. Two of them are for new Formulae and again King is taking a gamble that the new categories will catch on.

The Formula Atlantic car is already race-tested in the hands of Allen who has taken it to three victories in late season Brands Hatch club races. Basically Formula Atlantic is the same as American Formula B, although in Britain the four-valve BDA engine, as used in the Escort RS1600, is allowed and will undoubtedly be the motor to use. This Atlantic design is a round-tube space-frame development of the earlier machine.

However, for Royale their Super Vee does break new ground for it features a most workmanlike monocoque chassis with a semi-stressed engine bay. Again King seems to be in on the start of a new Formula with a car that could wipe the board.

The Group 6 sports-racing car which, like its competitors, the Lola T210 and the Chevron B19, is powered by a Cosworth FVC engine will, no doubt, find the competition tougher.

The designs of the various Royales are obviously the work of someone of considerable talent. King has a hand in the overall concept but says he is not at liberty at present to reveal the designer's identity.

The move to Huntingdon is obviously taking much of King's capital and the company needs a very full order book for 1971. At the moment his ten-man staff has started on a batch of 20 Formula Super Vees, ten of which have been firmly ordered. Also under construction are a couple of sports cars both of which are destined for Brazil where they will be fitted with Alfa Romeo engines and one will probably be driven by Carlos Pace, well known to British F3 enthusiasts.

The firm's turn-over last year was somewhere in the region of £100,000, much of it in American dollars thus helping Britain's balance of payment. But at any one time King has £15,000 of racing cars as his company's liability and a similar sum wrapped up in the extensive stores.

It seems that the firm is on the brink of making the big time but as is often the case there is only a thin line between large scale success and complete failure. If both Atlantic and Super Vee flop, Racing Preparations will be in trouble. King says "I don't play cards because I reckon I do enough gambling building racing cars". If high quality, common sense and a competitive design are factors, Bob King deserves to succeed.—A. R. M.

WHAT ARE AVO DOING?—continued from page 48

opted out of this in favour of developing our own modifications."

The Heavy Duty bodyshell, coded the Type 49, used for Escorts of the Twin-Cam, Mexico and RS 1600 genre, is different to a normal shell in having extra plates welded on to protect vulnerable points on the brake lines and bracing plates for the MacPherson struts. It also features an extra portion of double skinning at the front, and along the sills where the vehicle takes the brunt of torsional stress.

We had a brief look around the parts storage area before moving on to grill development engineer Richard Martin-Hurst. As Gilsenan had told us, a great deal of equipment had come straight from Boreham, so there were, inevitably, some parts which might well soon be priceless to owners of early Cortinas, and even Anglias with strange engines inserted. One corner of the room was completely dominated by racks of Cosworth-Ford 16-valve BDA engines, and this prompted me to ask the retail cost of one. "Just about the £500 mark", said our guide, "so you can see we were bound to have a price differential between the BDA and Lotus-Twin-Cam-powered Escorts. However, we have sold enough RS 1600s to qualify as a homologated Group 2 saloon next season, but without a doubt the Mexico is going to be the big seller, judging by the enormous response we have had from dealers."

Our talk with Martin-Hurst produced the information that they are currently working on engine development for the Kent series of push-rod in-line four-cylinder engines. These were recently persuaded to give extra production brake horsepower and now have flat faces, instead of the slight depressions in the head on the earlier units. For owners of the previous engines there are the Broadspeed kits, which have been tested by MOTOR SPORT in an Escort GT and a Capri 1600 ditto. Selected blocks, having 85.7-mm. bores, for an 1,800-c.c. capacity are already available in very limited quantities, but they are hoping to produce more of these thick-walled cylinder blocks in the near future. For a roadgoing Escort this would be ideal in conjunction with a simple twin-choke carburetter, for one should obtain very torquey power throughout the r.p.m. range. Development work has also taken place on a comparison of merits between the Dellorto and Weber twin-choke sidedraught carburetters, but no firm conclusions have yet been reached.

One of the "standard" competition modifications for Escorts has been the adoption of a "turret kit" which allows the rear shock-absorbers to be vertically mounted. Further research at AVO has improved this kit by mounting the shock-absorbers between the wheel and siderail, thus giving a slightly outward inclination to the shock-absorbers, which apparently improves the kit's already beneficial effects on traction under hard cornering and take-off conditions.

On the subject of the BDA engine we learned that a modified version has given 235 b.h.p. on the test bed, using fuel injection and steel crankshaft and connecting-rods. For road users we heard that an extra 10 b.h.p. is available by merely changing the chokes and jets on the Weber 40DCOE carburetters.

After development work is complete on the Kent series it is likely that more work will take place on the 3-litre V6 Essex series (at present used in the Zodiac and Capri) to find reliable 165 b.h.p. There are a number of ways in which this could be achieved—turbocharging, single o.h.c. per bank, conventional tuning, supercharging—but again it was stressed that it will be some time before we see the results, as they are determined to make the Kent series as good as possible, this being the biggest production volume at present. Another possible for the future is the 2-litre o.h.c. Cortina engine, which Piper Camshafts have already carried out some research on.

In conclusion we see the Advanced Vehicle Operations as a very active ginger group for Ford, a ginger group that must be the admiration of every other major motor manufacturer in the world. But the most remarkable fact of all is that they are manufacturing a product to fill a particular hole in the market as well as one that carries tremendous prestige. Further, it is the aim of the far-sighted directors of Ford that they do so at a profit and repay the large investment that has been made at Aveley. It all proves that, while a competitions department may be a loss leader that the likes of Rootes and British Leyland say they can't afford, the backwash from it in the form of high-performance vehicles can have many far-reaching advantages.—A. R. M. / J. W.

LETTERS FROM READERS

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

DEPRECIATION

Sir,

The letter from Mr. D. J. Burke is an insult to the intelligence of your readers. Perhaps his principal aim was to demonstrate the truth of the old *cliché*, that statistics can be used to prove anything. If so, he succeeded. Mr. Burke uses his selected figures to prove that foreign cars depreciate more quickly than British ones. Yet the figures which I have gathered for inclusion in this letter prove that the opposite is true ! A comparison of his findings with mine will presumably show just what misleading information can be produced when someone presents a few carefully-chosen figures to substantiate a preconceived notion.

As I am not a member of the exalted brotherhood of British motor dealers, I do not have access to the trade journal. Instead, my comparisons are based on *Motorists' Guide* (October, 1970, issue), taking new prices against their "Classification 1" retail quoting. These figures are generally more than one would actually receive for a second-hand car but, as all the information comes from the same source, it is a fair basis for comparison.

To show just how unprejudiced I'm being, I'll start with one of Mr. B.'s own examples, the Rover 2000. In November, 1968, it cost £1,504; its value in October, 1970, was £1,155 : a depreciation of £349 or 23%. Now a BMW 2002, which offers much the same accommodation and better performance, can give the Rover seven months and still beat it. In March, 1968, it cost £1,597, which dropped to £1,335 by October, 1970, giving a depreciation of £262 or 17%. But what if one had stayed in the same price range, but bought BMC ? A 3-litre Austin, at £1,592 in November, 1968, was worth £920 in October, 1970, a loss of £672 or 42% : two and a half times worse than that on the BMW.

The Fiat 124 Sport is another foreigner which has held its price well. In November, 1968, it cost £1,438, and in October, 1970, it was worth £1,110, a drop of £328 or 23%. Compare this with the GT6, falling from £1,150 to £800 in the same period, giving a depreciation of £350 or 30%. And the MG-C GT, down from £1,481 to £980, costing £501 at 34%.

Let us assume that we had had the good taste to buy a Volvo 121 in January, 1967. It would have set us back £1,108, of which we could hope to recoup £800 in October, 1970 : a loss of £308 or 28%. Over the same period, the Rover 2000 will run it close, dropping from £1,357 to £960, a depreciation of £397 or 29%. The Triumph 2000 does nearly as well, falling from £1,198 to £825, a loss of £373 or 31%. But the Ford buyer would have fared considerably worse, the Zephyr 6 Mk. IV sinking from £1,023 to £550, at a cost of £473 or 47%. But the man stung worst of all is (you guessed !) the BMC buyer. His good old Austin A110 has crashed (metaphorically speaking) from £1,016 to £485, giving a depreciation of £531 or 52%, which is nearly double that of the Volvo.

Taken over a longer period than that which he studies, even comparisons which are as near to Mr. B.'s own as changes in models will allow, show results different from those he finds. An Austin 1100 bought in March, 1965, at £644 was worth £345 in October, 1970 : costing £299 or 47%. A VW 1200 from January, 1965, to October, 1970, has lost only £285, from £650 to £365, giving a marginally lower depreciation of 44%.

My figures are, of course, selected and therefore biased like Mr. B.'s. But they are not offered with the intention of making a serious case, but rather in the hope of showing that, while the specious reasoning of the Burkes of this world may fool some people some of the time, readers of MOTOR SPORT aren't that gullible. Of course there are some British cars which can beat my exemplary foreigners—the MG-B GT devalues marginally more slowly than the Fiat 124 Sport, and the "E"-type's depreciation is a little gentler than that of the Porsche 912. Mind you, I don't think that any comparable domestic car would hold the 2002.

Mr. Burke's other allegation, that foreign cars are more expensive, is based on a certain amount of fact. But this fact results from such things as transport costs and import duties, and therefore reflects no credit on the British manufacturers. Even with this disadvantage some foreign cars are directly competitive. The VW 1200 cost £699, against the Austin 1100's £801; the 1300 Austin at £855 faces direct competition from the Fiat 128 at £818 and the NSU 1200 C at £848. The NSU 1200 TT at £925 significantly undercuts the £996 Austin 1300 GT, though admittedly you don't get go-faster stripes thrown in. Further up the scale, the Renault 16 at £1,068 is precisely £12 more than the 1500 Maxi. The Rover 2000 SC can hardly be immune from the competition of the Saab 99 at £1,420 and the Peugeot 504 at £1,594. There are, of course, arguments to be made in the other direction. My main point is that this is no time for smugness and complacency about British cars.

Finally, though I feel no confidence that Mr. B. will understand this, there are some foreign cars which are beautifully made and a joy to drive. All too often there is no British counterpart. Match the BMW 2002's five-seat convenience and 0-50 in 6.8 sec., the beauty and swiftness of the Alfa 1750 GTV, or the incomparable Porsche 911 ! Fortunately, the sort of people one finds driving such cars are discerning motorists and people who derive a pleasure from motoring which cannot be measured in cost per mile or per year. Thus they render such surveys as Mr. Burke's and mine irrelevant—or, at the most generous estimate, of minor importance. They are clearly the sort of people who read your magazine.

Weslington. MALCOLM ANDREW.

* * *

PARKING DISCS

Sir,

Whilst commiserating with W.A.'s "lot" in the November issue, I was pleased to hear another opinion of the sour-faced female warden of Richmond.

I, too, drove into Richmond this summer. I didn't stop to read the small print on the parking signs as this would have added to the already considerable traffic chaos.

Having parked, my wife and I spent a few pounds in the local shops and I returned to the car to find *her* peering through the window. The walking advertisement for Richmond then proceeded to threaten, abuse and finally lecture me on the town's parking system. As by this time I was inside the car, windows shut and engine running, I didn't find out how to obtain a parking disc. This is of little account, however, as I shall not be returning to Richmond !

Finally, I should like to ask Mr. Tooze how his council managed to spend £30,000 on introducing a disc parking area which only utilises the existing market square. Perhaps he was overcharged for all those nice explanatory parking signs ?

Swayfield. J. DE HAVENINGHAM.

* * *

TRYING TO BUY A CAR

Sir,

Working as I do for the Italian licensees of Prestolite, and having a house inside the factory premises, in a town where parking is more suited to 500 Fiats, and yet needing a bigger car for occasional business trips, or now and then back to England, created a problem which could only be solved by using two cars. My wife has a Fiat, which we use locally, and I decided to "buy British". After the Geneva show I narrowed my choice down to four models—the 3-litre Ford Capri, Gilbern Invader, Jaguar "E"-type 2 + 2 and Trident Clipper.

We read here that the British Motor Industry is having a bad time and various excuses are made. Industrial disputes are usually blamed, yet here in Italy we have had so many this last year that next year we are considering having them printed in diaries (they are announced months in advance) together with public holidays. Another popular reason is the heavy tax on the motorist, yet here the Road Fund Tax for a 7-litre car is £250 sterling. It would, I'm sure, be superfluous to mention that we pay the highest price of any country in Europe for petrol, and that our autostrade are not cheap to use. Had the real reason been one of these two, the Italian Motor Industry would never have survived.

I think I found the real reason in the replies to my letters to the four company sales outlets concerned—apathy and bad service from the big manufacturers ! Any request to Fiat in Torino is instantly attended to, and this is a country where instant service is not expected. Ford Motor Company sent me a leaflet on the car which explained the difference between GTXL and GTXLR, but didn't

mention the price, a Government leaflet on how to export a car privately, but then said that Ford of Italy would be in contact with me. Please, Mr. Gillen, how long am I expected to wait?

Jaguar (please note, Lord Stokes) sent me no information which I had requested—just a curt letter saying that the importers would be in touch with me—and indicated that there was a faint possibility that I might be allowed to buy one. Still no news on that score, either.

The Ace Motor Company—London distributors for Gilbern—and the Trident Car Company were both extremely helpful. After long deliberation we decided to go for the Trident, and I planned to fly over for the Show and place an order; however, when the President of the company heard what we proposed to do he went out and bought a Thunderbird and gave it to us as a gift. It doesn't handle like I would have expected the others to, but the comfort compensates in some measure.

Our only real regret is that we were not able to compensate Trident and Ace for their courtesy, but hope that in some small measure this letter will.

Livorno. ROD SHIMWELL.

* * *

HONEYMOON . . .

Sir,

Two years ago I got interested in a Lotus Elan roadster, but as a computer programmer I never dreamed I would really own one of these cars. Then I became engaged to my wife and her father offered to buy us a Lotus Elan on his next diplomatic tour of Western Europe. We arrived in England on November 28th in a TWA 747 and collected the Lotus which my father-in-law had bought us as a wedding present and drove off on our honeymoon.

In the last two weeks we have spent three nights sleeping in the car with real trouble, and the following is the list of faults we have experienced on a car which cost more than two Chevrolets back home:

1. Headlamps pointed up in the sky.
2. Generator fell off after less than 200 miles.
3. Passenger door could not be opened from inside (260 miles).
4. Soft-top blew off (290 miles).
5. Headlamps fell down (330 miles).
6. Fuel tank started to leak (490 miles).
7. Car would not start (544 miles).
8. Oil leaked from rear of rocker cover—new gasket (638 miles).
9. Car boiled in Manchester traffic during rain storm (December ?).
10. Spare wheel found to be flat when we had puncture at 2 a.m. in Northern Wales (772 miles).
11. Brakes suddenly jammed on in Stratford-upon-Avon (986 miles).
12. Hood (you say bonnet) opening cable broke off (1,168 miles).
13. Top (you say hood) blew off again and tore (1,214 miles).
14. Muffler became detached from chassis and was run over by a passing truck (1,488 miles).
15. Plastic strip on front bumper flew off at speed.
16. Generator lead had been "arcing" from new and failed (1,444 miles).
17. Windshield wiper motor failed (1,608 miles).
18. Car went on to three cylinders and blew clouds of white smoke. Garage deduced that plug electrode had burned away due to very weak mixture setting making hole in piston. The car has been trailered back to the supplying dealer and my wife and I are flying home a week early (1,778 miles).

We are now preparing an advertisement which starts: UNWANTED WEDDING PRESENT. I now know most of the Lotus dealers in England but several of those listed in Lotus advertisements said, when we called them, that they had recently given up the Lotus franchise operation. I wonder why?

Wisconsin, USA. JACK MATISSE.

* * *

CUT-AND-SHUTS

Sir,

I was interested to read your article about the Mk. VI Bentley tourer rebuilt for Major Lambton.

However, I was disappointed to read on further that you are once again being critical of the so-called cut-and-shut Mk. VI Crewe Bentley, naming them "imitation racers".

As the owner of one of these modified Mk. VI motor cars, I question your necessity to make your not uncommon remarks concerning other people's cars and what may be the owners' own handiwork.

Many members of the BDC being aware of the need to conserve the vintage Bentley, yet take part in the club's competition events, have turned to the Crewe Bentley for their machine, providing a very exciting and practical sports-racer. Whilst I think the Lambton car lovely, one carries the theme further by moving the engine-cum-gearbox unit rearward, radiator repositioned rearward, fits a two-seater body as well as shortening the chassis, the end product is that of a well-balanced, lively sports tourer, or racer, or what have you?

Just for the record one of these "imitation racers" has done the s.s. ¼-mile in 14.72 sec., the SS kilo in 26.86 sec., lapped Silverstone Club in 1 min. 11.6 sec. and reached 140 m.p.h. at Elvington. What sort of figures should a real racer do, Mr. Boddy?

MOTOR SPORT as a magazine is still popular, I am sure, the colour pages excellent, your adverts must sell a lot of copies, but is your criticism of somebody else's choice of motor car really necessary?

Pocklington. ALAN PADGETT.

[Very difficult to answer, this one! Especially as Mr. Padgett reminds me that I enthused over the late Forrest Lycett's 8-litre Bentley before the war and this, he says, is a vintage cut-and-shut. I suppose it didn't look so shut and cut as most Mk. VI Bentley Specials and I suppose when Lycett created his splendid motor car there was less "historic" being bandied about, so destroying original vintage cars didn't seem to matter—think of all those Chummy Austin 7s we butchered in the cause of mud trials. Today, every "new" Crewe-cut is one standard Bentley fewer—even Major Lambton offends here—and although I agree that Crewe-cuts' performance figures are real enough, the theme is surely bogus? Would you use a Monza Alfa Romeo as the basis for a dragster or "funny car" and be proud of it, for instance? I suppose if you lengthened Corner's 35B Bugatti, and put two engines in it, it would go faster? I note Padgett's Mk. VI out-accelerates Lycett's 8-litre over a kilo., but it has had 40 years in which to do it.

Well, there it is! A replica is one thing, a hack-about in the interests of going quicker another. Should we enthuse over Crewe-cuts or shouldn't we? Shall we have a postcard-vote on it? Perhaps I should drive a Crewe-cut to see if I can keep it on the island and whether I become a convert? Who knows!—ED.]

* * *

DON'T KNOCK THE OCTAGON

Sir,

Whilst a devoted MOTOR SPORT reader I can't help wondering why people are so antagonistic towards MG cars, especially those of the pre-war variety.

Over the past years MOTOR SPORT hasn't been particularly enthusiastic about them, though I must admit that the editorial attitude has changed noticeably in this respect over the past six months. Now a Mr. Pegum is knocking them, as your correspondence columns for December will show. I get the impression that the vintage and post-vintage thoroughbred fanatics look down on them.

This odd attitude has been very noticeable at some recent VSCC events. On one occasion "Bunny" Tubbs commentating at a July Silverstone meeting made a fatuous remark about pre-war MGs and had to be put in his place by the objective John Willis doing the commentary at Woodcote. Again at a Thruxton meeting before the Spero "Voiturette" Trophy race a "character" came over the public address system saying that he doubted whether the MGs entered would last the distance. G. V. Coles went out and won the race outright in a J4 MG.

Having been born at the end of the last war I can only surmise that when MGs arrived on the racing scene the stalwarts got upset because MGs were cheap to purchase and won races. All right, the finish wasn't as elaborate as a Riley but they still won races. Of course, the sports/racing cars MGs produced had all the necessary trimmings of a competitor. They cost a little more but they won races. Nuvolari drove a K3 MG in the Ulster TT in 1933 and won. Again you may recall on August 15th, 1933, Whitney Straight drove a K3 in the Coppa Acerbo Junior and came home ahead of a number of single-seater Maseratis. The Italians were so upset they demanded the engine be stripped and the dimensions checked. Alas, an inspection revealed the correct sizes. So they can't have been that bad.

Your correspondent, Mr. Pegum, is arguing over 4-5 b.h.p./litre from a 750 c.c. engine. All right, I like to be precise, Steve Dear was wrong, but bear in mind that MGs never produced a single-seater

until the R-type. All single-seater MGs prior to the R-type were constructed at the owner's request—from two-seater sports models. There's no doubt that MGs were on to something in the R-type with its all-independent torsion bar suspension. However, the engine was similar to the engine in roadgoing showroom models.

For Mr. Pegum to suggest that MGs withdrew from racing because of Murray Jamieson's outstandingly successful twin-cam Austin is just too naive for a man who quotes b.h.p. figures to two decimal places.

After six to seven years' racing experience MGs probably knew more about the racing game than any other mass producer at the time. I think it was more than the Austins that caused MGs to desist from further efforts in racing.

After Bentley, MG flew the flag that was subsequently taken up by ERA and others. Very creditable I feel in the gap between Segrave's win at Tours in 1923 and the victory of Tony Brooks at Syracuse in 1955.

Remember MGs provided a cheap competitive car as Ford do today. An action which you yourself commend as praiseworthy.

Nuffield swept Kimber, Hounslow, etc., out of the back door of the competition department in a similar way to the treatment Browning and Co. got from Lord Stokes recently, only Nuffield's action was more discreet.

So don't knock MGs.

Many thanks for providing a journal of such variety.

Bromley. GRAHAM WARREN.

[I must say I don't personally crave many pre-war MGs, the K3 and some Brooklands cars excepted—something to do with rubbery steering and being oozled by octagons, perhaps. But the make did give British prestige in motor racing a tremendous uplift, which is why MOTOR SPORT's "Great British Achievements" series in 1943 included the MG Magnette victory in the 1933 Mille Miglia (1,100 c.c. class).

Commentators' comments at VSCC meetings are mostly made for fun and one shouldn't take them home to grieve over.—ED.]

* * *

THE MOTORISTS' LOT

Sir,

I apologise for asking you once again to allow me space in your columns, but I must reply to the Town Clerk of Richmond, as his letter is nothing but a good old-fashioned red herring.

The point about the disc system is quite irrelevant as the appropriate disc was correctly exhibited, and this was not in fact disputed. I did see the notice under the "P" sign but it made no mention of taxis.

If there was a sign on a post marked "Taxis Only" it was nowhere near where I parked my car, nor has any previous mention been made of it. Perhaps it has since been erected. The only indications were rather worn notices on the road inside the white line which were obscured by other vehicles.

The description of the traffic warden did not originate from me, and it was a polite version that I gave. I suppose it is being helpful to go up to a motorist and thrust a ticket (already made out) at him demanding £2 without any explanation whatever until questioned. Of course she was very helpful to the police as her pre-arranged perversion in court proved.

In conclusion I would mention that I do not suffer from myopia. This is the first time I have had any difficulty with the highway authorities, including police, for 35 years, so it is unlikely that I would deliberately park in the wrong place, and if I had felt that I was in the wrong I would not have contested the issue. If I had the wherewithal I would certainly have appealed against the magistrate's decision. As it is I do not withdraw one word of my previous letter.

[Name and address supplied.—ED.]

CARS IN BOOKS—continued from page 46

his choice of an expensive British car—he had an Armstrong Siddeley Lancaster saloon and then an Armstrong Siddeley Sapphire. Buick and Cadillac cars were used in the USA, etc.

Apart from motoring references, this book contains the best unintentional snob statement I have met for a long time, when Chula, describing the Savoy Hotel, says it "reminds me of my house in Bangkok" !

Finally, for this month, who would have expected to find a reference to racing drivers in a serious, professional book mainly about entomological research ? But it is so and this is the reason why I have been able to keep the "Cars In Books" feature going almost continuously for so many years. Reading, with much enjoyment, "Forest Refreshed", by Norman E. Hickin, PH.D., B.SC., F.R.E.S. (Hutchinson, 1965), I discovered that, apart from being a very well-known entomologist, with caddis-fly breeds named after him, the talented author had done research for Dunlop, including war-time work on puncture-proof petrol tanks for Blenheim, Stirling and Lancaster bombers, work different from but not unassociated with modern bag-tanks for racing cars. He also worked on Bristol bushes, which sound like a development of Hartford's Silentblocs. It was at an earlier period at Dunlops, when they laid on transport in some of their tyre test fleet from Birmingham to the Albany Street tyre depot for students going to sit for examinations, that Hickin mentions : "Some of the drivers were ex-racing drivers and it was a joy to be driven by them—so confident, skilful and safe were they. On one occasion the engine of the car I was travelling in, up to London, failed, but my driver waved down a long-distance bus . . ." Was he, I wonder, driven by Paul Dutoit ?

As for personal transport, following a "twin-tube New Hudson tandem push-cycle with derailleur gear and hub brakes", the author confesses to his first car, bought in 1942. It was "a 1936 Ford 8, and I paid £50 for it, and when I sold it at a time of the great motor-car shortage I obtained £150". It was the first of a long line of cars but the famous biologist was only interested in driving them, although he did replace a big-end on that first Ford, "but I would have to be driven very hard to attempt anything like that again". Eventually he went on Safari in Africa in 1958 with his wife and teenage daughters, in "a 107 in. wheelbase Safari-type Land Rover", shipped to Entebbe. It climbed Observation Hill, in Amboseli, when a large American Safari-type car failed, and when the family parted with the Land Rover several thousand miles later they felt it a grievous loss—not the first warm tribute paid by explorers to this great British vehicle. But you see how, when I seek out non-motoring reading matter, cars still intrude !—W. B.

TAILPIECE

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PLEASE WRITE CLEARLY

FOR SALE

ROLLS-ROYCE 25/30 THRUPP AND Maberly sports saloon, 1939. Registration V 119; four new tyres, half original tools; paintwork patchy, otherwise good running condition. £880. Tel.: Quainton (Bucks.) 348. (7478

RILEY TT SPRITE CYU 783, AS RACED at vintage meetings this year, and 1929 4½ Bentley Le Mans Replica. See page 44 "Golden Jubilee Book". Offers for above to: Russell. Tel.: 01-863 3570 (home) or 01-864 2717 (business) (Harrow, Middx.). (7481

ALVIS, 1931, 12/60 OPEN TWO-SEATER. Very sound condition; new M.o.T. First offer of £450 secures. Reluctant sale due to purchase of another car. Tel.: Wellington (Shropshire) 3947. (7482

MARCOS 1600 GT; 30,000 MILES; JUNE, 1969. Offers over £1,000. Tel.: 01-407 3511. (7483

VAUXHALL 23/60 4-LITRE, 1924, OPEN four-seater tourer; requires complete restoration; running order but no M.o.T. £800. Baldock, Sycamore Cottage, Ightham, Kent. Tel.: *Borough Green 2606 (evenings).* (7484

LOTUS ELAN +2, DEC., 1967. FRENCH blue with black interior; radio, burglar alarm; outstanding condition; 25,000 miles; taxed. £1,230. Tel.: Locks Heath 84353 (evenings) (7485

1931 ROLLS-ROYCE 20/25 "D" BACK limousine, restorable, £350; 20/25 gearbox, £25; 1931 Rolls-Royce 20/25, complete except most of engine, restorable, "D" back Windover body, £150; red badge radiator, perfect condition, £75. Tel.: Southend-on-Sea 545954 (after 8.30 p.m.). (7486

1936 FIAT TOPOLINO, COMPLETE BUT dismantled; some spares. Offers. Pattemore, 36 Pound Lane, Fishponds, Bristol. Tel.: Bristol 22515 (business). (7487

BENTLEY "R"-TYPE AUTOMATIC, 1954 (Dec.). Unmarked shell grey; sun roof, H.M.V. radio, mascot, handbook, tools; excellent tyres; 18 m.p.g.; taxed Sept., 1971. Really attractive. £735. Swait, Rosemullion, Westmancote, Tewkesbury. Tel.: Bredon 329. (7488

A.C. ACE, 1960, 2-LITRE A.C. ENGINE. Reg. 2 CNM; immaculate condition. £680. Black. Tel.: Leeds 57233, Pudsey 77389 (business hours). (7489

ASTON MARTIN, DB3 S COUPE CAR Number DB3 S 119. One of three specially made on the sports racing chassis. Finished in light green with red interior; in good original order. Offers around £2,000. Tel.: Blackburn 56204 (works), Goosnargh (Preston) 504 (home). (7490

MORGAN PLUS 4, 1968, CHROME orange; wire wheels; 18,000 miles; only two owners. £895. Terms possible. Tel.: St. Helens (Lancs.) 28704 (office hours). (7491

1934 3½-LITRE BENTLEY, PARK WARD saloon; completely restored to highest standards; re-painted, re-plated, interior re-trimmed in Connolly hide; mechanics excellent; complete recent overhaul. £995 o.n.o. Howell, 95 Parkside Drive, Watford. Tel.: 24130. (7492

MERCEDES 190SL SPORTS ROADSTER, June, 1962; r.h.d.; soft-top; ivory; radio; serviced by Mercedes agents from new; excellent condition throughout. £820 o.n.o. Tel.: Micheldever (Hampshire) 269. (7493

MERCEDES 220SE CONVERTIBLE, 1960. Dark blue. Good tyres; M.o.T.; radio, new battery; rare model. £395. Tel.: 01-446 0235. (7494

ALFA ROMEO GT SPRINT, 1964, RED. Latest shape; right-hand drive; needs head gasket. £345 for quick sale. Tel.: 01-446 0235. (7494

1947 M.G. TC. RESPRAYED, RE-trimmed; good condition generally; new king-pins, etc.; taxed, M.o.T. £375. Tel.: Chelwood Gate 398. (749b

XK140 F.H.C., 1956. GOOD MECHANICS; interior retrimmed in red with red bodywork; taxed and tested. £435 o.n.o. Exchanges considered. Mr. Skelton. Tel.: South Benfleet 2769 (evenings). (7497

FOR SALE—continued

VERY RARE DROPHEAD COUPE 2½-litre Riley, 1950. Impeccable condition throughout. Offers required for this beautiful specimen. Tel.: Saffron Walden 2330 for appointment to view or write: The Grange, Church St., Saffron Walden, Essex. (7449

LOTUS CORTINA, 1966. MANY, MANY extras, including sunshine roof. £560. Tel.: Little Waltham (Essex) 637. (7500

1936 BENTLEY 4¼-LITRE PARK WARD saloon. Good condition; rechromed; new interior lining, carpets; dark green; new tyres; M.o.T. £750 o.n.o. Dr. L. G. Parry, The Water Mill, Middle Rasen, Lincs. Tel.: Market Rasen 3389 (7501

MORGAN, 1970, 4/4 COMPETITION; Selectaride; carefully maintained. Tel.: 235 5260 (evening). (7502

MERCEDES GULLWING 300SL; SEMI-lightweight with racing history; magnificent condition throughout. £2,750. Box 2621. (7503

FERRARI, 212 EXPORT TWO-SEAT, 1953. Completely rebuilt engine/chassis; £1,850; fitted with Seaglietti aluminium two-seat *roadster body similar California*, £2,150; fitted with touring Barchetta roadster body, £3,150. Letters only. 51 Offington Lane, Worthing, Sussex. (7504

AMILCAR SURBAISSE, 1928. COM-pletely rebuilt and in perfect condition. Ready Jan. 51 Offington Lane, Worthing. (7504

ROLLS-ROYCE 25/30 LIMOUSINE, Coachbuilt all-alloy body. £525 o.n.o. Box 2622. (7505

PORSCHE 912, 1966. WHITE, BLACK IN-terior cloth seat inserts, Blaupunkt radio, XAS tyres; 66,000 miles. £1,400 o.n.o. Tel.: Hemel Hempstead 51833. (7506

ROLLS-ROYCE 20 H.P., 1927, SALOON, Vee screen; coachwork and interior fully restored. £1,750 o.n.o. Tel.: Nottingham 269616. (7507

TR4A, DEC., 1966. BLUE/BLACK. OVER-drive, wire wheels, radio, recent radials, clutch, exhaust and driveshafts. Must sell. Offers around £620. Tel.: Corby Glen 313. (7508

SUNBEAM TALBOT ALPINE MK. III. A really beautiful example of this fine marque; overdrive, radio, floor change. £280. Tel.: Yelverton 2695. (7509

HEALEY 3000 MK. I 2 + 2, 1960. Metallic blue fibreglass body, fitted hard-top, overdrive, wire wheels, servo; very good condition; OO registration. £310. Dr. Hart, 16 Firtree Ave., Westminster Park, Chester. (7510

1934 ROLLS-ROYCE 20/25 D-BACK limousine. Good mechanics; interior needs restoration and body requires some attention. £300 o.n.o. Tel.: Ashford (Middlesex) 51984. (0001

1931 AUSTIN 7, SPECIAL OPEN BODY, Twin carbs., special head. £120 or exchange, plus cash, for interesting post-vintage saloon. Sampson. Tel.: Harvington (Worcs.) 370. (0002

A.C. ACE. CANDY APPLE BLUE, white leather interior; 6 k. wide wire wheels; £1,000 recently spent; full harness, rollover bar, near-mint condition; an investment at £895. Colour photo and specification on request. Also another with rebuilt Jaguar engine and gearbox, 15 in. x 6 k. wide, wire wheels, lowered suspension; taxed; very hairy motoring; v.g.c. £595. W.H.Y.? Tel.: Burgh Heath 50202, 65 Parsonfield Rd., Banstead, Surrey. (0034

JENSEN CV8, AUG., 1964. AUTOMATIC. Radio, Selectaride. Indigo blue; two owners; a luxurious motor car for only £950 o.n.o. Taxed June. Tel.: Orpington 30208. (0035

DOWNTON TOURING CONVERSION suitable B.L.M.C. 1300. Hardly used and repolished head complete with carbs., exhaust system, etc., costing approximately £130. Greatly improved performance figures available. Also servo unit and latest Kenlowe fan for similar vehicle. The whole £75 o.n.o. Watson. Tel.: Burbage (Wilts.) 352. (0036

1935 DAIMLER E20 SALOON. COM-plete and in running order. Offers. 1936 Lagonda L645 4½-litre pillarless saloon. Complete and running; body requires renovation. Offers: Box 2633. (0038

DAIMLER SP250, 1961. HARD-TOP, good original bodywork, maker's oil pressure, recent clutch and brakes. £410. Tel.: Gt. Chesterford (Essex) 564. (0039

1969 MIDGET. REALLY IS AS NEW; 7,300 miles; taxed; genuinely can't afford it; wire wheels, tonneau, best over £655. Details: Tel.: 01-460 2356. (0040

"E"-TYPE ROADSTER, 1961. B.R.G. taxed June, 1971, M.o.T. Nov., 1971; new hood; must be reasonable at £480. 28 Ellesmere, Burnmoor, Fence Houses, Co. Durham. Tel.: Fence Houses 2794. (0041

JAGUAR 3.4 MK. II, OCT., 1964. OVER-drive, radio; M.o.T. v.g.c. £350 o.n.o. for quick sale, Hobday. Tel.: Leicester 50951 (business). (0042

V.S.C.C. REGISTERED 1930 9 H.P. Standard Avon sports two-seater. Attractive original body with boat-tailed rear, outside handbrake and side-mounted spare; partially restored; engine running; vast quantity of new and second-hand spare parts. £425. Pemberton, 6 Hatherley Rd., Kew, Surrey. Tel.: 01-940 5591. (0043

TWO NEW MICHELIN 650 x 15 TYRES. £10. *Austin Healey 100/4, 1954, and* TR2-3 manuals, £1 each. Tel.: Medway 33595 (after 6 p.m.). (0047

FOR SALE—continued

ALFA ROMEO GIULIA SPRINT GT, 1965. White, with black interior; one-and-two-thirds owners from new; genuine 44,000 miles; full Thompson and Taylor service history; taxed and M.o.T. until June, 1971; Motorola radio, wing mirrors, heater, reversing light, dipping rear-view mirror, etc.; considerably above average condition in every way. £765 or a very near offer. Please telephone Mackenzie, 01-644 8589 (evenings and weekends) for further information and an appointment to view. (0044

1933/1934 MORRIS 25 SPECIAL COUPE. Believed unique. Engine completely rebuilt (cost £81); car dismantled for rebuild, but can't complete; worth hundreds, but £50 for quick sale. Tel.: 01-904 4851/8778 (Wembley). (0045

JAGUAR "E"-TYPE 2 PLUS 2, LIGHT blue, 1966 ("D" registration); in very good condition (under 45,000 miles). Family reason for sale at £1,195. Tel.: Woodbridge (Suffolk) 4522. (0048

M.G. TF, 1954. COMPLETELY STRIPPED and rebuilt 1969/1970 and is now almost as new; rebuilt engine and gearbox, reconditioned carbs., new clutch 3,000 miles ago, body removed from chassis and chassis cleaned and painted, body rebuilt where necessary, reupholstered in leather, new hood, new wiring loom, all chrome renewed, body resprayed in red. Any inspection is invited on this outstanding example which has cost in excess of £1,100. Offered now due to illness at £975. Tel.: 01-398 6690 (home), 01-672 6621 (work). (0050

GRAY, 1924. SIMILAR TO MODEL-T Ford. Rebuilt mechanically; runs perfectly; body rewooded and panels primed; good tyres; many spares; two engines, gearboxes, set mudguards, handbook. £550. Tel.: Clandon (Surrey) 628. (0051

SUPER SUPERLEGGERA LANCIA FLA-minia G.T., 2.5, registered 1962. Midnight blue, tan leather. £399. Tel.: 01-993 1659. (0053

1932 AUSTIN 7, LONG M.o.T.; UNUSED since restoration; respray. £175. Tel.: Wivenhoe (Essex) 3552 (day), 3572 (evenings). (0054

1931 AUSTIN 12/6 HARLEY SALOON. Recent engine overhaul; well shod; original condition. £360 o.n.o. Tel.: Limpley Stoke (Bath) 2574. (0055

SUPERB "E"-TYPE JAGUAR D.H.C., Nov., 1966; much modified; costly extras; £1,185. Harvey. Tel.: Daventry 3452 (office). (0056

BRISTOL 400, TYPE "A", CHASSIS No. 178; new crown wheel and pinion and servo-assisted brakes; fitted Jaguar 3.4 engine and auto. box. Positano yellow. Photos on request. £350 o.n.o. Johnson. Tel.: Braunton 626. (0058

FERRARI 330 GT 2 + 2, 1966; 30,000 miles; first-class order and condition; paintwork original white cellulose; virtually unmarked; chrome on rear bumper rather dull; fitted radio, electric windows, electric fan, limited slip differential, five speed box, alloy 7L wheels, spare—still unused. £2,500. Might consider interesting exchange. Tel.: Formby 72778. (0059

M.G.-A 1600 F.H.C. IN FINE CONDI-tion; w/rim wheels, fitted luggage rack. £235. Tel.: Stamford 4343. (0060

M.G.-A 1600 MK. II. OUTSTANDING condition. I have never seen a better example; underseated since new, no rust whatsoever; classic proportions; looks magnificent in Porsche silver paint. £495. Tel.: Guildford 66335 (evenings) for appointment. (0061

DAIMLER SP250, "C", OCT., 1963. Second owner; bought from friend May, 1966; hard-top, hood, full tonneau, quarter-tonneau; navy blue with oyster trim; wire wheels with Cinturatos; anti-thief; third car and in excellent condition. Tel.: 0905-52629 (Worcester). (0064

PORSCHE 912, 1966; 53,000 MILES. Grey with green tint windows; radio, stereo tape. £1,385 o.n.o. Box 2631. (0065

ESCORT 1300 GT 1970H. WHITE WITH black trim and fitted carpets; two-speed wipers, washers, heater, flasher and cigar lighter, seated on four Pirelli Cints. on 4½J rims; perfect in every respect. £750 o.n.o. Tel.: 449 9744 (after 7 p.m.), 493 8494, extension 215 (day). (0067

MORGAN PLUS 4 FOUR SEATER. RUN only 500 miles for testing purposes, since rebuild to as new condition mechanically and bodily. Looks new, is new. £575. Full specification and photo to genuine buyers. Elson, 7 Tamworth Rd., Elford, Tamworth. (0068

JAGUAR "E"-TYPE CONVERTIBLE, 1966. Red, black interior, chrome wires, new mohair hood, Motorola; one previous owner; 42,000 miles; beautiful condition. £995. Tel.: 041-952 5820. (0069

ASTON MARTIN DB4, 1963; 55,000 miles. Cherry red, red interior; new clutch, brakes and exhaust system within last 2,000 miles; in exceptional condition throughout. £1,225. Barton, 20 Willshaw Rd. Tel.: Blackpool 52299. (0070

AUSTIN 10, 1939. TAXED, TESTED; very smart, engine, clutch, steering and brakes overhauled. £125 o.n.o. 27 Greenfields, Mayfields, Redditch, Worcs. (0071

1929 CITROEN TOURER, £250 OR EX-change 25/30 chassis or interesting modern runner. Tel.: 01-834 9225. (0072

PAGE TOURS

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TR2, FULL TR3A CONVERSION, taxed March, M.o.T. Nov., 1971; new engine, gearbox, overdrive, TR3A front. Also new tyres, hood, sidescreen, half-shafts, rear springs, brakes and electrical equipment; very fast and reliable. £180 o.n.o. Mr. Dew. Tel.: 061-236 9595 (office hours) or 6 Church View, Knutsford, Cheshire. (0073

ROLLS-ROYCE STRAIGHT EIGHT ENgine, gearbox, complete ancillaries; can be heard running. £200. Tel.: Colne (Lancs.) 3577. (0074

SPRITE MK. I. WHITE, IMMACULATE, original; woodrim wheel, white export hood, gear lock. Offers over £240. Tel.: Endon 2277. (0075

M.G. TD2, 1953. SOUND CONDITION; only two previous owners; fitted heater and seat belts, radials almost new, new radiator, original XPAG engine, Stage I head; requires attention, therefore dismantled for inspection; registered No. 8 AMG; original handbook, etc.; genuine reason for reluctant sale. £295. Tel.: 01-674 2993. (0076

SUNBEAM ALPINE GT, 1966. £585. White, Overdrive, radio, Cinturatos; very smart. Tel.: 04747 2060 (Kent) (weekend or after 7 p.m.). (0077

1930 AUSTIN 7 SALOON. COMPLETELY restored and in showroom condition. Offers over £195. Kessell, White-Gate, St. Dennis, Cornwall. Tel.: Nan Pean 258. (0078

AUSTIN HEALEY. WIRE WHEELS (five). £45 o.n.o. Good condition. Tel.: Sunbury 84848. (0079

LOTUS 47-EUROPA, "H" REGISTERED, 1600 Ford GT engine; full racing rose joint lowered suspension, alloy wheels and racing tyres; immaculately finished inside and out; suitable road or track. £885. Tel.: 061-624 9527 or 061-643 3712 (Manchester). (0081

M.G.-A 1600, 1961. RED. WIRE wheels; outstanding condition throughout; enthusiast maintained; two owners from new. £415 o.n.o. Tel.: Poole 5093. (0082

ASTON MARTIN DB2/4 MK. II, L1 head; good condition; maintained regardless. £550. Tel.: 01-267 1631 (evenings—not weekends). (0083

1934 "Y" SERIES FORD 8 SALOON. Ideal for enthusiast to restore; mechanically sound, body good. £30. Tel.: Coventry 57722. (0084

LANCIA FLAMINIA SUPERLEGGERA coupé. All-aluminium body; good order throughout; five new Xs, new battery, exhaust, brakes, steering overhauled; dark blue with tan interior; l.h.d., hence only £450. Consider four-seater exchange. R. W. Brown, Peasemore, near Newbury. Tel.: Chieveley 398. (0085

M.G.-B, 1964. WIRE WHEELS, LENHAM fastback hard-top; low mileage; excellent throughout. £585. Tel.: Kendal (Westmorland) 23870. (0086

MAGNETTE ZB, 1959; 46,000 MILES; Gold Seal engine, new tyres and battery, excellent black body. £200. Tel.: Berkhamsted 6682. (0087

ALFA GIULIETTA SPRINT COUPE, l.h.d.; sound condition; overhauled engine which needs running and enthusiast's care. Best offer or small saloon exchange. Tel.: Huddersfield 22984. View after 12.1.1971. (0088

AUSTIN HEALEY 3000, LATE 1961. NEW engine, just run-in; new pads, overdrive, wire wheels, hard- and soft-tops, lots of extras, including spare engine. £300 o.n.o. Tel.: Bolton (Lancs.) 51779. (0089

JAGUAR XK120 ROADSTER, "C" specification, 1951. Red. Undoubtedly best available anywhere; genuine concours. Details: Box 2632. (0090

TR5, P. I, 1968. GREEN. XAS TYRES; literally as new. £935. Part exchange considered. Tel.: Southport (Lancs.) 4757 (office hours). (0091

T.V.R. 1800S MK. IV, AUG., 1966. RED. M.G.-B engine, wire wheels, Cinturatos, Motalita wheel, brand-new battery, servo, etc. £670 o.n.o. Tel.: Dunfermline 25525. (0092

LANCIA FLAMINIA SUPERLEGGERA coupé by Touring of Milan; 2.4-litre; hard- and soft-top, new clutch, aluminium body; a very fast, reliable, classic car. £460. Tel.: 01-794 9588. (0093

CORTINA GT, 1965. GOODWOOD green. New clutch and ZXs; bodywork excellent. £370. Apply to: 56 Broadgate, Preston, or telephone 55225 (9-5). Ask for John Preston. (0094

LANCIA AUGUSTA (1935) PILLARLESS saloon; condition fair; reasonable offers. Tel.: Checkendon (Reading) 437. (0096

1967 TIGER. RED. HARD-TOP, RADIO, rev. light; M.o.T. July, 1971; immaculate condition; company car forces sale. £785. Tel.: 041-771 1636. (0097

STUDEBAKER PRESIDENT, 1939, Straight Eight; M.o.T. year; offers over £100. Exchange. Tel.: Redbourn (Herts.) 2343. (0098

1949 TRIUMPH 2000 ROADSTER. GOOD-looking car, in good condition, not battered; no need to restore; M.o.T. £175 o.n.o. Andrews, 50 Napier Rd., Easville, Bristol 5. (0099

1937 26,000-MILE LANCHESTER. ONE owner practically all its life, apparently chauffeur-driven for most of this time; sun roof, original handbooks, etc.; obviously virtually as new. D. Jones. Tel.: Bournemouth 56781. Consider part exchange, preferably later car. (0101

AUSTIN MINI-MOKE, 1967; 12,000 miles only; sidescreens, bench seats, five new tyres. £395. Tel.: Chorleywood 3956. (0100

APPIA SALOON, R.H.D. FIRST REGIStred July, 1961; recorded mileage 44,000; finished in silver metallic with grey interior; in beautiful condition throughout for the year. £295. Exchange considered. Tel.: 866 9876. (0102

"E"-TYPE JAGUAR F.H.C., 1962. MARriage forces sale; genuine 45,000 miles; excellent condition; new SP Dunlop tyres fitted; taxed. £695. 31 Elsham Rd., Leytonstone, E.11. (0103

VINCENT COMET. ASSEMBLED FROM brand-new parts. Also damaged "C"-type Jaguar bonnet. Offers. Tel.: 021-353 3705. (0104

SPRITE MK. I. AN EXCELLENT EXample with Sebring bonnet, hard/soft-tops, tonneau, radio, heater, five good radials; taxed, M.o.T. £275 o.n.o. Tel.: 01-788 2968 (evenings). (0105

1939 SUNBEAM TALBOT 2-LITRE OPEN tourer. Black with red leather trim; full weather equipment; two owners. Tel.: Bob at Princes Risborough 3661 (evenings), Amersham 5536 (office hours). Price by negotiation. (0106

DAIMLER CONSORT SIX LIGHT SALoon (2½-litres, 24 m.p.g.). Absolutely splendid throughout. £250. Duckets House, Paines Hill, Steeple Aston, North Oxfordshire. Tel.: Steeple Aston 247. (0107

AUSTIN HEALEY SPRITE MK. I. VERY fast; immaculate red; hard/soft-top; complete engine overhaul; 19,000 miles; Mk. III box; many extras; any trial. £270 o.n.o. Tel.: Warwick 44528. (0108

BENTLEY "R"-TYPE AUTOMATIC, Nov., 1953. Reluctantly for sale. Embassy black coachwork which can only be described as immaculate, with red interior; major engine overhaul less than 2,000 miles ago. Asking price £745. No offers, no dealers. Tel.: 393 2104 (Ewell) (after 7.30 p.m.). (0109

S.P. 250 C. HARD/SOFT-TOPS. WHITE interior, with B.R.G. Immaculate throughout; impossible to fault. £625. Tel.: Harpenden 62101 (office). (0110

LANCIA FLAVIA SALOON, SEPT., 1968. Fuel injection; Lancia maintained; one owner; dark green. £1,100. Price new £2,100. Potter, Tel.: Harpenden 3432. (0111

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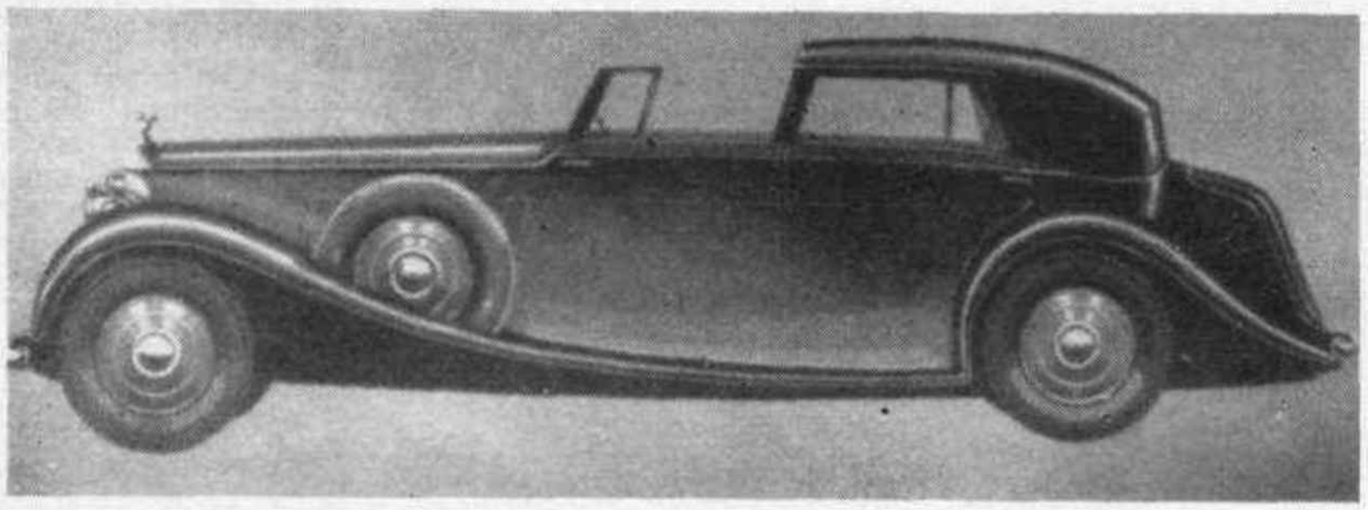

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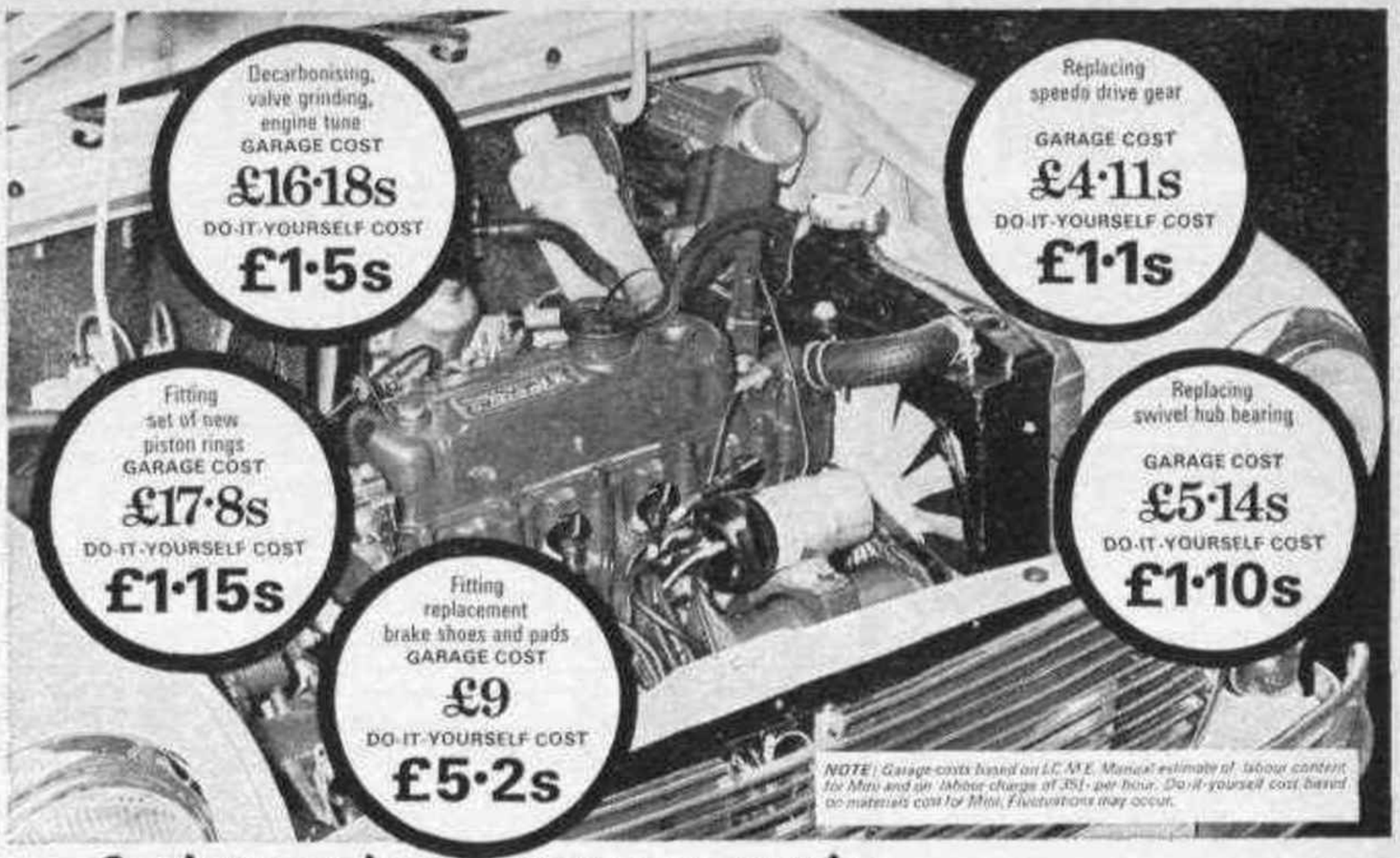

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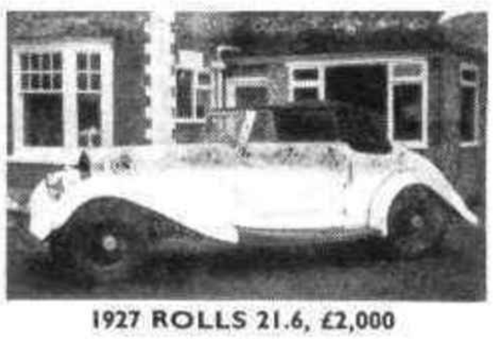

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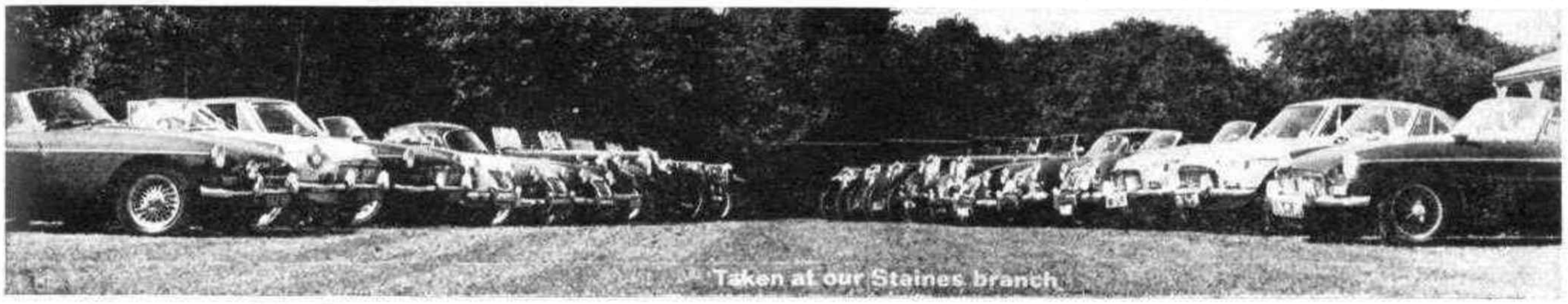

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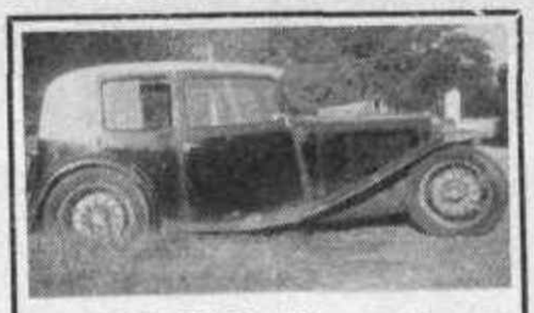

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FOR SALE—continued

M.G.-C GT, "G" REGD. ONE FASTIDIOUS owner, low mileage. White. Wire wheels, radio, extras. Immaculate condition. £1,025. Tel.: Brentwood 4407 (evenings). (0135

1929 ALVIS SILVER EAGLE TOURER, good mechanically. £450 o.n.o. Tel.: Hathersage 414 (after 6 p.m.). (0136

ALVIS TD21, 1960, SALOON, GOOD MECH-anics. £250 o.n.o. Tel.: Hathersage 414 (after 6 p.m.). (0136

ALLARD, 1949, COUPE. M.o.T. PRAC-tically new Mercury engine. Excellent condition. Must sell. No reasonable offer refused. Tel.: 021-440 1407. (0137

M.G. TF, BRAND NEW HOOD. YEAR'S M.o.T. Rebuilt gearbox. Midnight blue, looks immaculate. £440 o.n.o. Harper, 207 Haunch Lane, King's Heath, Birmingham, 13. (0138

LAGONDA RAPIDE, 1963. ONE OWNER. A very rare car, one of only 54 made. Full documented history from Aston Martin Lagonda Ltd., special order from new, fitted manual gearbox, reclining seats, electric windows and aerial, radio, 8-track slot stereo, plus every other extra. Finished in Aegean blue with terra cotta trim. A fabulous car in every respect. Cost £5,500 new and represents tremendous value at £1,595. This car must appreciate in value. Mr. D. Griffiths, Tel.: Northbourne (Bournemouth) 2303. (0139

FOR SALE—continued

ALVIS TA21, EXCELLENT CONDITION. Bills for £190. TC/conversion. M.o.T. £175 o.n.o. Consider exchange. Tel.: 021-422 2021 (Birmingham). (0140

1963 ALFA ROMEO 2600 SPRINT GT. WHITE with dark tan leather interior. Radio, electric windows, reclining seats and sliding sun-roof. An exceptional example of a classic car; a genuine mileage of only 46,000. I am sure the first person to see will buy. Taxed and tested Sept. 1970. 20+ m.p.g. £650. Tel.: 061-483 8862 (evenings). (0141

M.G.-B, 1964. A MOST UNIQUE AND superb specimen; details too numerous to mention, but basically Stage 4 motor, full suspension modifications, wires, hard-top, soft-top, radio, etc.; nearly £400 spent on this car, including a magnificent dark metallic blue finish. £565. Tel.: Southport (Lancs.) 4757 (office hours). (0184

1966 RENAULT R8 GORDINI. EXCEL-lent bodywork and mechanics, good tyres, new brake pads, new oil cooler. £475. Tel.: Northwood 25186. (0187

M.G.-C (GT), "G" REGISTRATION; 19,000 miles; overdrive, sunshine roof, heated rear window, wire wheels, radio, etc. £1,135 o.n.o. Tel.: Hornchurch 49 40813. (0188

FOR SALE—continued

1927 AUSTIN 12/4 SALOON. SOUND and original. £300 o.n.o. Tel.: Doncaster 54335 (between 9 and 5.30). (0185

JAGUAR MK. II, 3.4, MARCH, 1964. Manual gears with overdrive, chrome wire wheels, reclining seats, push-button radio, 40 lb. oil pressure when hot, new dynamo, control box, front shock-absorbers; metallescent light blue; dark blue interior; M.o.T. to July, 1971. Very clean and attractive car—must be sold. About £450. *3 Milton Rd., Bedford. Tel.: 0234 68875.* (0186

DYANE 6, "G" REGISTRATION. MUST sell as going abroad. Excellent condition throughout; 27,000 miles. £435 o.n.o. Also must sadly part with 1934 Packard Eight. This rare motor is in fair condition; all rechromed. £575 o.n.o. Also 1938 Austin Ruby open tourer. I have spent much time on body and paintwork; needs new cylinder head gasket. New bearings and oil seals throughout, also new break linings and king-pins; M.o.T. £98 o.n.o. Tel.: Wichenford 220 (evenings). (0190

1934 BENTLEY 3½ RECONDITIONED engine, unused; needs tidying. Offers to £850. Tel.: Gt. Mollington 239 (evenings). (0191

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FOR SALE—continued

FIAT 850 SPECIAL SPORTS COUPE, June, 1967. Full I.W.R. conversion, etc. A beautiful car in perfect condition. Compare the bargain price of £550. Tel.: Raveningham (Norfolk) 213. (0244

TR4, 1964. WHITE WITH BLACK INTERIOR; low mileage; radio fitted; truly excellent condition. £525. Miller, 5 Manor Close, Harpole, Northampton, or telephone 36528 business hours (not Thursdays). (0246

DIESEL-ENGINED P.V.T. CARS FOR sale. Rolls P. III 4LK Gardner, £300; Lagonda LG45 Perkins P. VI, £175; Bentley "R" 4LK Gardner, £500. Exchanges. Box 2645. (0247

1946 M.G. TC. PROFESSIONALLY restored. £750. 4 Church Rd., Long Ditton, Surbiton, Surrey. Tel.: 01-398 3631. (0248

FORD 10 SALOON, 1935 (BEETLE-back), four-door; stored many years; original black finish with green interior; good running order; reasonable offer from enthusiast willing to give it a good home. Collinson, Angarrack, Hayle, Cornwall. Tel.: Hayle 2298 (evenings). (0249

RILEY 2½ (1953) R.M.F. BLACK, RED leather; specimen car—one of the best, if not the best, in the country. £475. Mrs. Bottomley, 26 Nicholson Crescent, Bare, Morecambe, Lancs. Tel.: Morecambe 4531 (office hours). (0250

ROLLS-ROYCE, 1929, PHANTOM I. Original chassis, engine and bonnet; completely new four-seater tourer body by Wilkinsons of Derby; immaculate condition. Box 2640. (0211

1932 MODEL "B" FORD COUPE; M.o.T. No rust; unique. £425. 1951 Sunbeam Talbot 90 saloon; one owner; history; original mileage 38,000; no rust; M.o.T. £225. Tel.: Wotton-under-Edge 2570. (0214

FOR SALE—continued

AUSTIN HEALEY 3000, MAY, 1967. B.R.G.; 62,000 miles; one owner; new, just run-in engine, wire wheels, new Michelin Xs, overdrive, radio, other extras; good condition. £850. Michael Opperman. Tel.: Newbury (Berks.) 7870 (office hours). (0251

ALVIS TE21 MANUAL SALOON, 1964. Excellent condition; recently resprayed golden sand and black. £850. Tel.: Huddersfield 27974 (evenings). (0215

AVAILABLE TO THE ENTHUSIASTIC motoring connoisseur, 1939 black Austin Seven saloon with original cellulose finish; one owner from new and very low mileage. Also 1946 black, Series "E", Morris. Spivey, 764 Spring Bank West, Hull, Yorkshire. Tel.: 0482 51664. (0216

LOTUS CORTINA, 1967, WHITE/GREEN flash. Immaculate condition; numerous extras; never raced or rallied; recent engine and suspension overhaul; reason for sale new car coming. Tel.: Melbourne 2480 (evenings). (0217

ROLLS-ROYCE SILVER WRAITH, 1948; 140,000 miles; Park Ward aluminium body; in good condition. £600. Tel.: 021-427 4658. (0218

LOTUS ELAN CONVERTIBLE, 1967. Red, immaculate; 29,000 miles. £950 or exchange for TR/M.G.-B, etc. Tel.: 051-677 3623 (Cheshire). (0219

1926 20 H.P. ROLLS-ROYCE ROLLING chassis, all complete; low rake steering, twin spares. Price £350, if required, almost complete 1926 chassis for spares (ex-doctor's coupé). £200. Also 1937 25/30 limousine in quite good order inside and out, but engine removed. £160—or £650 the lot. Talbot, 18 Myra Rd., Lytham, Lancashire. Tel.: Lytham 6487. (0220

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1965 SUNBEAM TIGER.	Green	**£565**

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FOR SALE—continued

ARMSTRONG SIDDELEY, 1945, D/H Coupé. Cream. Enthusiast's classic; good tyres, new brake linings, petrol and water pumps; engine needs new piston and rings. Tel.: 01-540 1276 (after 6). (0433

M.G. MIDGET MK. II, SEPT., 1965, Red. Ashley hard-top, tuned engine, power brakes and loads of extras; exceptionally fast. Haggling starts at £460 tuned or £400 detuned, or will consider part exchange Mk. I Spridget. Also reliable 1958 Ford 100E, £75. Fontes, Old Mount Pleasant. Tel.: Cerne Abbas (Dorset) 435 or Yeovil 5222, extension 46 (office). (0434

1935 AUSTIN ASCOT, 12 H.P./4. ONE owner, genuine 66,000 miles, perfect condition throughout, bodily and mechanically; tools, manuals, taxed, tested, etc. Offers around £175. Dickinson, Tel.: 940 1605. (0435

AUSTIN HEALEY 3,000 MK. III, 40,000 miles, 1964. Silver grey/black, hard-top, soft-top; wires, overdrive, Carello headlights, spots, rack, etc. One of the nicest Mk. III's available. £595. Tel.: Southport (Lancs.) 88277. (0436

TR4A, 1966. WHITE WITH BLACK IN-terior; soft top, wire wheels, wood-rim steering, radio; almost new radials, new overdrive and clutch fitted April, 44,000 miles. Excellent condition. £650 o.n.o. Tel.: Ascot 20594 (evenings.) (0437

M.G. MIDGET, 1967, 1275 C.C. FITTED with Sebring bonnet, Perks and Dolman fast-back hardtop, 6 in. Minilites and re-sprayed silver fox. Completely restyled interior with bucket seats, 10½ in. leather wheel, centre console with Motorola push-button radio, plus many other extras. Soundproofed throughout. Cost over £1,100 to build, now only £690. Must be seen. H.P. arranged. Hopkins, 83 Brookvale Rd., Solihull. Tel.: 021-706 4555. (0438

A.C. ACE BRISTOL, FITTED 2.6 RAY-mond Mays Stage III engine. Extensively rebuilt. Will sell at very fair price to enthusiast. Tel.: Bushey (Herts) 2802. (0439

LANCIA FLAVIA 1500 FARINA COUPE, 1963. Radio, spots, belts. In good condition. A distinctive G.T. for £435 o.n.o. Tel.: Maidenhead 23835. (0440

PORSCHE 356A COUPE 1600, 1959. Metallic silver. M.o.T. June 1971, taxed. Requires new tyres and some attention to body, hence £290 for quick sale. Tel.: Leighton Buzzard 4122. (0441

ASTON MARTIN DB4/5. WORKS hard-top. In as new condition. £125. R. Lloyd. Tel.: Wickham (Hants.) 3244. (0442

FERRARI LUSSO. RED WITH BLACK upholstery, approx. 33,000 miles. This car is in magnificent condition, both bodily and mechanically. £2,895 o.n.o. Tel.: 021-440 1032 (business), Knowle 4980 (private). (0447

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1968 TRIUMPH Spitfire Mk. III, finished in dark blue; much above average condition, one owner **£595**

1967 M.G.-B, finished in special metallic blue, fitted o/drive, wire wheels, record player; one owner; superb condition **£799**

1962 A.C. Ace, finished in unmarked red paintwork, superb performance; without a doubt one of the finest available **£825**

1966 FORD Galaxie 2-door sports, finished in red with red trim, automatic transmission with the Mustang 289 engine, shattering performance **£795**

1965 Fastback MUSTANG, metallic green, automatic with 289 V8 engine, fitted all usual extras; superb **£895**

1965 M.G.-B, red, 40,000 miles only, really super condition, fitted Bermuda hard-top **£535**

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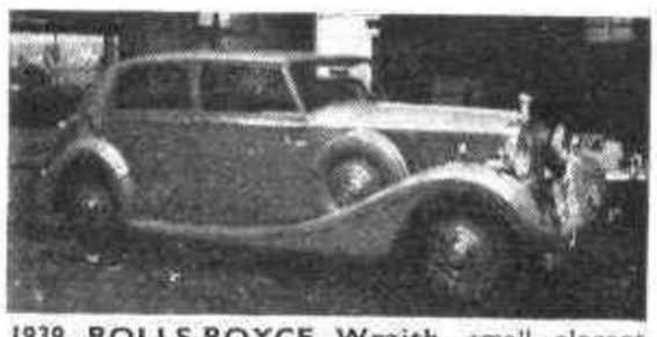
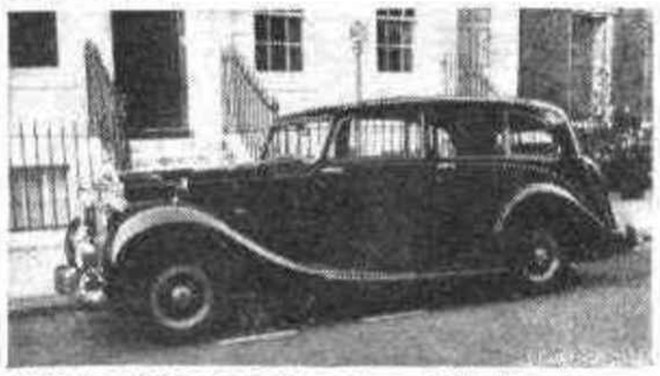
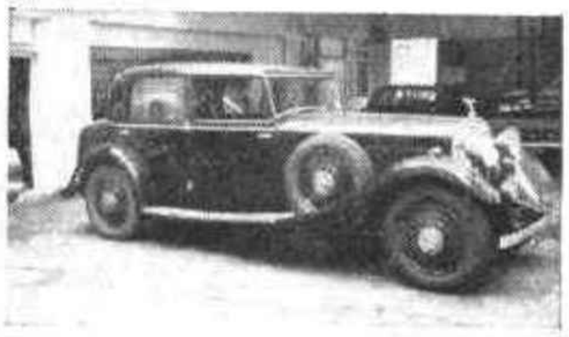


1939 ROLLS-ROYCE Wraith, small elegant razor-edged owner-driver sports saloon by James Young. Extensive mechanical rebuild just completed.

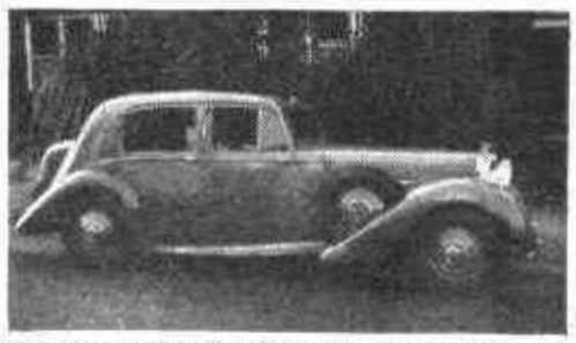
1966 ALVIS TE21 (*similar to above*), one owner, low mileage; chrome wire wheels, radio, power steering, 5-speed synchro. box; opalescent dark blue; super condition.



1951 ROLLS-ROYCE Silver Wraith, 38,000 miles from new, attractive coachbuilt touring limousine by Hooper, just had complete check-over by Hythe Road. P.100s; black cellulose. Mint condition.



1934 ROLLS-ROYCE 20/25 owner-driver sports saloon by F. & W. Very attractive lines, side-mounted spare, extended boot. Finished in black with green hide trim. Just fully serviced and woodwork all repolished.



1940 BENTLEY Mark V, ex-Rolls-Royce prototype, extensive history. Entire car in extremely original condition. Opportunity to acquire surely the rarest of all pre-war Derby-built Bentleys.

FORD Mustang convertible, 1966, V8 engine, manual transmission, power hood, radio; 12,000 miles guaranteed; finished in ivory with tan trim.

1954 BENTLEY R-Type sports saloon, automatic transmission, finished in midnight blue over shell. Just fully serviced and wood repolished. Excellent example.
1953 BENTLEY R-Type standard saloon, manual gearshift, velvet green coachwork. Excellent example, just fully serviced and fitted new braking and exhaust systems.
1952 BENTLEY Mark VI standard saloon, black coachwork, tan trim. Major brake overhaul and full service just completed.
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TR4A CONVERTIBLE, "F" REG. Stage 4 engine conversion by S.A.H. in April this year; 6,000 miles only; golden yellow with black trim; 5½Js, wire wheels, soft-top, push-button radio, new ZXs all round. £850. Tel.: Stanley (Co. Durham) 2807 or 2381 (day), 3215 (night). (0270

MAGNIFICENT 1931 ROLLS-ROYCE open Phantom II; S.A.E.; photogen, Robinson, North Stables, Gerrards Cross, Bucks. (0271

AUSTIN HEALEY 3000 MK. III, 1964. White. All extras; magnificent. £660. Tel.: 01-670 4190. (0272

1966 PEUGEOT 204 SALOON; V.G.C.; seat covers, radio, roof rack. £475 o.n.o. Tel.: Hull 75447. (0273

ASTON MARTIN DB4, 1963 MODEL, "D" reg.; new tyres, clutch; used in summer months only throughout its life; superlative condition at £1,200. Tel.: Folkestone 56896 for details. (0274

PORSCHE SUPER 90 356B, 1963. FACtory replacement engine, clutch, etc., fitted 1,200 miles ago at cost of £485; enthusiastically maintained. £795. Tel.: Westbourne 63344 (business). Bowles, 47 St. Osmunds Rd., Parkstone. Tel.: Parkstone 864. (0275

M.G. TD2, 1951. *NEAR-CONCOURS* condition; new hood, exhaust system, clutch, etc.; resprayed red; regularly maintained. £450. Tel.: Westbourne 63344 (business). Clarke, 102 Evelyn Rd., Moordown, Bournemouth. (0276

SUNBEAM IMP, 1968. EXCEPTIONALLY well equipped; including underseal, soundproofing, Radiomobile, SP tyres, power brakes, etc.; beautifully maintained in metallic green and absolutely superb after 15,500 miles. £495 o.n.o. Tel.: Dorking 2344. (0277

BENTLEY 4¼ PARK WARD SALOON, 1936. Very attractive car; a pleasure to drive and a good investment at £600. No time-wasters please. M. R. Ashman, Island House, Midsomer Norton, Somerset. Tel.: Midsomer Norton 3203 (office hours). (0355

PORSCHE 356C. GENUINE CAR; LOOKS and drives like new; new XAS, Konis and fog lights. £925 o.n.o.; would take good TF in part exchange. 110 Bucknalls Lane, Garston, Watford (weekends only). (0356

ALVIS 14 H.P. SALOON, 1951; ONE owner. £200. Tel.: Stamford (Lincs.) 2212. (0358

1970 CORTINA 1600E. AQUATIC JADE. *low mileage; pristine condition;* manufacturer's warrantee; suit disappointed new car purchaser. Best offer over £1,000 secures. Tel.: Upminster (Essex) 28007. (0359

FOR SALE—continued

PORSCHE 356B SUPER 90 ROADSTER, 1961. Polo red; recent £350 engine overhaul by A.F.N.; new hood, brakes relined, front suspension renewed 10,000 miles ago, clutch assembly, shock-absorbers, complete exhaust system renewed 1,000 miles ago, five good Cinturatos; over £600 spent in last 2½ years—all bills available; maintained in perfect order by Porsche enthusiast; genuine reason for reluctant sale at £575 o.n.o. Scott. Tel.: Guernsey 23163. (0357

RILEY KESTREL, SPECIAL SERIES 66K, 1936. Mechanically very sound, in fine running order, body and interior well above *average condition; brakes and steer*ing completely overhauled, chassis and underside scraped and repainted; taxed, M.o.T. £250. Mr. E. J. Burtonshaw, 6 Parkin House, Thesiger Rd., London, S.E.20. (0360

BENTLEY 4½-LITRE CHASSIS NEEDS engine in any condition. Please quote price. Rolls-Royce 20/25 Barker sun roof, two-door coupé for sale, restored and beautifully running. Offers around £2,000. Box 2655. (0361

MARCOS: FOR SALE 1963 GULL-WING Marcos GT. This vehicle is powered by a Ford 1,500 c.c. GT motor, Dunlop Blue Spot racing tyres fitted, disc brakes up front, drums on rear; vehicle in full racing trim. Contact A. R. Leith, West Mains of Kincaldrum, Gateside, Forfar. Tel.: Forfar 3552 or 2347 (0362

1952 LANCHESTER; 41,000 MILES; IMmaculate quality car. Only £275. Offers. Tel.: Worthing 39735. (0363

MARCOS 3-LITRE, 1969. METALLIC red; 18,000 genuine miles; overdrive, sun roof, radio/cassette, electric windows and aerial. Avon radials on magnesium wheels, boot rack, etc. £1,365. Consider cheaper car in part exchange. Tel.: 01-504 2126 *(after 7 p.m.).* (0364

T.V.R. VIXEN, 1968. UNMARKED; special paintwork; wide rim replated wires, six new dampers. £895. Tel.: Godalming 4620 (evenings). (0365

M.G.-B, 1964. WHITE. OVERDRIVE, wire wheels, oil cooler, radio. £499. Tel.: Crayford (Kent) 29516. (0366

ALVIS, 1932, 12/50 ATLANTIC SALOON. Unused many years; very original and almost complete; towable; could be made serviceable with minimum work, but asks for rebuild. Offers over £250. Boulton, Manor Rd., Madeley, near Crewe. (0367

M.G. TC, 1949. PARTLY DISMANTLED. Mechanically sound; some spares. £125. Boulton, Manor Rd., Madeley, near Crewe. (0367

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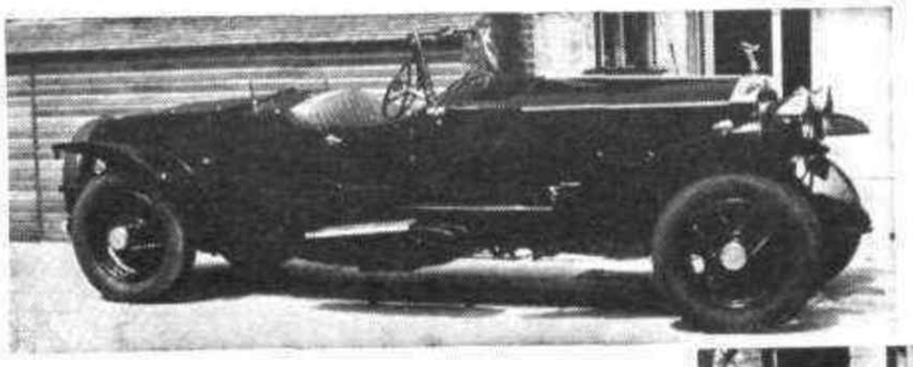
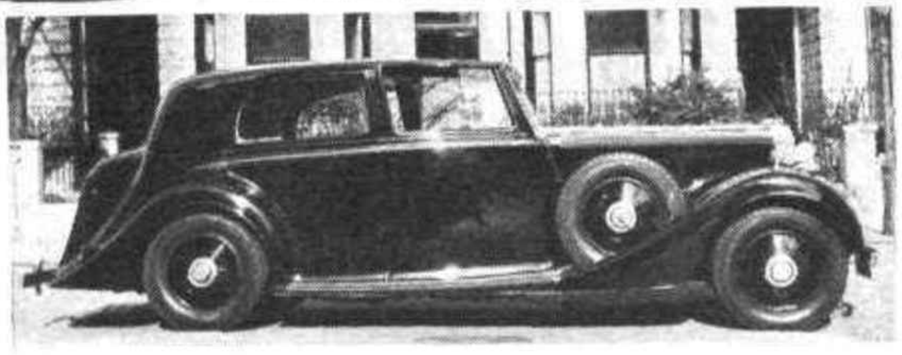


ROLLS-ROYCE P. I, 1926, boat-tailed open sports 2/4-seater by Barker/Panelcraft. Unused since complete rebuild of engine (to be run-in), chassis, coachwork to brand new hand-built £4,000 coachwork by one of England's finest Rolls coachbuilders. Black with bright red leather interior. In full *concours* and as new condition. (This Rolls will arrive in stock later this month.)



ROLLS-ROYCE P. III, 1937, sedanca de ville by H. J. Mulliner, one owner, 81,000 miles and complete history since new. Fitted cocktail cabinet, complete original tool kit and manual. Immaculate original condition throughout.

At the time of going to press (Dec. 9th), I am negotiating the purchase of, or restoring, the following cars. By the time you read this advert., most should be in stock—all will be in restored condition.

ALFA ROMEO, 1930, 17/50 d.h. coupé by James Young.
ALFA ROMEO, 1934, 2.3 supercharged d.h. coupé by Castagna of Milan.
DELAHAYE, 1946, 135 sports/racing open 2-seater, only one built.
DELAGE, 1937, D570 d.h. coupé by Figoni & Flaschi. The only one with this coachwork in England. The restoration will be completed the first week of this month.
BENTLEY, 1952, Mk. VI d.h. coupé by Park Ward.
BENTLEY, 1937, 4¼ sports saloon by James Young.
VALE Special, 1932, open sports 2-seater.
ALVIS, 1934, Speed 20 d.h. coupé by Vanden Plas.
SUNBEAM, 1927, 16 open 4/5-seater tourer.
RENAULT, 1936, 2/4-seater roadster/convertible.
ROLLS, 1938, P. III sedanca de ville by Gurney Nutting.
ROLLS, 1931, 20/25 sedanca de ville by Barker.
BENTLEY, 1925, 3-litre Red Label open 2/4-seater by Corsica.
ALVIS, 1939, 4.3 sports saloon by Vanden Plas.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

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FRIDAYS: Late-night Bar till 2 a.m.
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GREAT WEST ROAD, BRENTFORD, MIDDX. **(A4, 1½ miles west from Chiswick roundabout.)**

1961 ASTON MARTIN DB4, dark blue/red, chrome wire wheels, Motorola twin speakers, discs all round; masses of bills available including one for engine work (£240) in Oct. 1969, approx. 8,000 miles since; most impressive car in really good order..... **£1,045**
1965 AUSTIN HEALEY Sprite Mk. III, white/red, fog/spot, 'SP' radials, leather wheel **£395**
1964 (Dec.) AUSTIN HEALEY 3000 Mk. III, grey/grey hard-top/soft-top, overdrive, wire wheels, leather, XASs, tonneau, leather wheel, fog/spot, Motorola 8-track stereo..... **£725**
1961 AUSTIN HEALEY 3000, 2/4 seats, red, overdrive, tonneau, Cinturatos, radio, heater, belts; £146 spent June '70; exceptional condition..... **£425**
1965 AUSTIN Mini-Cooper, green/white top, heater, discs, belts, wood wheel, rev.-counter..... **£365**
1969 (Oct.) FORD Transit diesel automatic 12-seater bus, blue/black. Radiomobile, heater, side door entrance; one owner, 11,487 miles..... **£945**
1967 HUMBER Super Snipe, silver grey/black; one owner, low mileage; *P.A.S.; luxury car*..... **£645**
1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty..... **£495**
1963 LANCIA Flavia 1.5 Farina coupé, grey/black, Webasto heater leather, reclining seats..... **£425**
1970 LOTUS Holbay Super 7, 1600 GT, Holbay race-tuned engine, twin Webers, oil-cooler; 3,500 miles **£925**
1969 LOTUS Super 7, yellow/black, full weather equipment with tonneau, 1600 GT cross-flow, discs, electric fan, wide 'SP' Sports; recorded mileage 17,490..... **£775**
1968 (Nov.) LOTUS Elan S4 d.h.c., green/black, S/E model, radio, knock-ons, XASs; confirmed mileage 22,420..... **£1,195**
1962 LOTUS '7', 997-c.c., red and green, full weather equipment, oversize wheels and tyres..... **£495**
1963 (Oct.) MASERATI 3500 GT Superleggera coupe, regal red/white, R.H.D. £300 spent engine and clutch 29.9.70, 5-speed box, Webasto sun-roof, triple Webers, Motorola, electric windows; magnificent..... **£1,245**
1959 MASERATI 500 GT Superleggera coupe, first Reg. here 1970, L.H.D., black/off white; masses of bills *available; really is a beautiful car*..... **£795**

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

1956 BENTLEY S1 saloon, black over grey, automatic, radio; four owners only, recorded mileage 93,500; in quite remarkable condition..... **£845**

1958 XK150 d.h.c., red/red overdrive, wire wheels; original log book showing history of owners, recorded mileage 59,968; recent hood; one of the better ones on offer at a realistic figure of.. **£645**

1969 M.G.-C GT, silver grey/black, chrome wire wheels, h.r.w., sun-roof, overdrive, radio, heater, ice alert; £220 Downton conversion Nov. '70; one owner..... **£1,165**

1967 RELIANT 3-litre Scimitar, Manhattan blue/black, Webasto sun-roof, overdrive, radio, tape player, Cints.; one owner..... **£965**

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1968 M.G.-C roadster, green/black, one owner, confirmed mileage, 13,553; wire wheels, heater..... **£825**
1967 M.G.-B GT, g.ey/red, wire wheels, heater, Waso lock; two owners only, recorded mileage 32,511 **£795**
1966 M.G.-B GT, mineral blue, wire wheels, heater, flasher, belts, Cints., new clutch and other mechanical work by us; one owner; well above average.. **£795**
1966 M.G.-B, green/white hard-top, soft-top, radio, heater tonneau, Cints.; rare one-owner example, magnificent condition..... **£665**
1966 M.G. Midget Mk. II, red/black, wire wheels, recent 'Mich. X', radio, heater wood wheel..... **£465**
1966 M.G. 1100, Connaught green, heater, servo discs; two owners only; exceptional condition..... **£425**
1954 M.G. TF 1250, pure white/black, original log book 'Ace' wheel trims, 'X' tyres, tonneau; we sold this car in March 1969 (approx. 450 miles since), not quite *concours* but in excellent shape..... **£650**
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1966 MORRIS 1100 d/luxe, green; two owners only; loose covers, heater, belts, flasher; exceptional condition throughout..... **£345**
1966 ('65 model) RELIANT Scimitar, white, overdrive, wire wheels radio, heater, Cints., exciting car.. **£745**
1966 RENAULT Caravelle convertible, white/black, hard/soft-tops, discs, heater, radio, rev.-counter; one owner, 18,273 miles only..... **£545**
1969 'G' RILEY Elf Mk. III automatic, *Damsk red/red*; one lady owner, 15,927 miles only; beautiful.. **£595**
1970 TRIUMPH GT6 Mk. II, damson/black, overdrive, heater, h.r.w., reclining seats; one owner..... **£1,045**
1968 TRIUMPH TR5 P.I., blue/black, radio, heater, Maserati horns; quite unmarked..... **£995**
1968 TRIUMPH TR5, blue/beige, overdrive, radio, XASs; in beautiful condition throughout..... **£1,025**
1964 TRIUMPH Herald 1200 conv., duo white/blue, heater; two owners only..... **£165**
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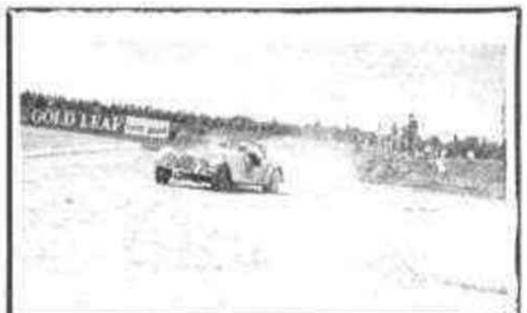
By the light of a candle Stapletons hail seekers of the Morgan. Oh, enthusiast of the classic hang on thse mortal words. Two +8s in dark blue and orange with mag. wheels and bonnet straps. Real power in your pants. A bright yellow 4/4 with 72-spoke wire wheels, leather interior and luggage rack, and a 1969 4/4 4-seater in black with red interior, wire wheels, etc. Sitting in the back with the hood down makes you feel very regal. Another yellow '68 4/4 which is convinced that it is a +8 sits next to a 1968 white 4/4 with leather interior and wire wheels. Yet another 1968 4/4 in royal ivory with brown wings is next to a 1968 4/4 in blue with our funny wheels. Two 1967 4/4s in red and smoke blue waiting for their new owners, with wire wheels, tonneaus, etc. Two 1966 +4 4-seaters in black and red, the latter having 6" Cobra wire wheels, Weber carbs., very hairy. Two 1965 4/4s in green and white, new heart in the white one. 1962 +4 as a 2-seater in blue or as a 4-seater in yellow. Both wire wheeled. Half the cars left out for lack of space. Demonstrators of all models and we do not sell three-wheelers. Hello to the large gnomes across the page from the little folk of the mews.



FOR SALE—continued

BABY VANWALL, 1960, LOLA FRONT engined F/J. Ex-Ashdown, complete less engine. Should be eligible historic racing. Cooking engine and Hewland gearbox available. £325 or best offer. Must be sold this month. Tel.: Farnborough (Kent) 51240. Box 2657. (0443

401 BRISTOL. EXCELLENT CONDITION. Recent respray, Motorola radio, workshop manual, taxed. M.o.T. £300 o.n.o. Tel.: Wigan 83087. (0444

IMMACULATE TIGER SUPERB CONDITION, 1965, hard-top, radio, most extras. Wonderful performance. £725. Tel.: Fleet (Hants.) 6114. (0445

TR3, 1957. WHITE, BLACK INTERIOR, overdrive, servo, Cints., luggage rack. £150 spent last year. £275 o.n.o. Tel.: Chadlington 326 (Oxfordshire).

XK150 D.H.C. REGISTRATION NO. O 150. Resprayed in regal red. £600 spent in last 3 years. Motorola p/b radio. Fitted with 15 in. wires and Dunlop SP Sports. Offers over £1,000. Tel.: 01-959 2233 (Mill Hill), (after 6 p.m.) (0448

JENSEN 541S AUTOMATIC 1962. GREY. 84,600 miles. Very good condition. £675 o.n.o. Part exchange considered. Venkatesh, 10 Serina Ave., Littleover, Derby. Tel.: 24422 (after 5 p.m.) (0449

M.G.-A. 1600 MK. II D.H.C. TEL.: Borough Green 2765. (0450

BENTLEY CONTINENTAL S.2. MAY 1960. Delightful 4-door saloon by James Young. Light grey with red hide. £3,450. Tel.: Berkswell 3198 (Coventry.) (0452

ULSTER AUSTIN OG 1845. ACTUAL road-test car 1930 "The Motor." Racing trim Ulster engine available. Another car in parts. Full details on request (S.A.E.). John Ward, Ousterne Lane, Fillongley, Warwicks. (0451

MORRIS MINOR SALOON 1932. JUST finished complete rebuild from chassis up to original specification, many new parts. Also spare engine, gearbox, etc. £225. 51 Rollesby Rd., Chessington, Surrey. Tel.: 01-397 2748. (0453

1965 M.G.-B SPORTS. WHITE RED trim. Good condition, wire wheels, new Cinturatos. £575 o.n.o. Tel.: 01-242 3039. (0454

1960, XK150S.E., 3.8, F.H.C. RARE automatic model, genuine 75,000, perfect throughout, indigo blue, 8:1, Powerlok, w.w., Motorola, Inertias, Astrali wheel, four new Avon Turbospeeds, tow spares, maker's oil pressure, new batteries, new timing chains and tensioners. Recent engine overhaul, history from new, service manuals, taxed, tested, owner going abroad. £900. Please Tel.: for details. Stockton-on-Tees 0642 552824. (0455

1952 R.M.A. RILEY 1½. NOT THE usual rot box salvaged for sale, but a genuinely little used and lovingly cared for second vehicle. Interesting and reliable transport which must appreciate, especially at the realistic price of about £275. 12 Springfield Rd., Ruskington, Sleaford, Lincolnshire. Tel.: Ruskington 631. (0456

BRISTOL 403, EXCEPTIONAL CONDITION, low mileage. £650 o.n.o. Tel.: Plymouth 0752 62325. (0458

SUNBEAM ALPINE, 1963, MK. 3. Regn. No. 544 ECR, one previous owner, history from new. Cinturatos (spare unused), heater, reclining seats, overdrive, cigar lighter, parking light, tonneau cover, factory reconditioned engine, new clutch and carburettors. M.o.T. and tax, April, 1971. Change of job, company car and house purchase reason for sale. Any inspection. £380 o.v.n.o. Tel.: Southampton 68582 (after 6.30 p.m.). (0457

GIRL PARTING WITH SPRITE MK. I. Hard-top, soft-top, tonneau, radio. Taxed. M.o.T. Recent engine rebuild, 99 per cent original. £230. 13A Weston Park, Thames Ditton, Surrey or Tel.: Ramsbury 482. (0459

T.V.R. MK. 4 1800, 1967 (F) SPECIAL equipment. Works built cost £1,800. Magnificent condition, specification on request. £860. H.P. available. Tel.: Oxford 64344. (0460

VOLKSWAGEN ENTHUSIASTS, SOMEthing special! Superb 1500 de luxe Beetle, Toga white, U.S.A. specification, run 1,600 miles only; heated rear window, special seats, reversing lights, L.H.D., special padded dash, almost new. J registered. £725. Grange Farm, Bredon, Tewkesbury, Glos. Tel.: Bredon 366 (office hours.) (0461

JOHN ABBOTT'S WHITE U2 M.K. VIII for sale, 1,600-c.c. Lotus ultra close box. Ideal for beginner. £900. With spares. Also 12 months limited sponsorship. Stable cottage, Tecton Rd., Guilsborough, Northants. Tel.: Guilsborough 413. (0466

1923 MAXWELL 3-LITRE 2-SEATER roadster. Apparently unused since 1928, in concours condition throughout, must be unique, £1,450. For details Tel.: Bagshot 2162. (0462

BOND EQUIPE 2-LITRE MK. II, 1969. 18,000 miles. £930 o.n.o. Unoriginal but true reason for sale, going abroad. Tel.: Ascot 22566 (evenings.) (0463

DB4 REGISTRATION ON 1963 ASTON Martin DB4 Convertible in fine condition. Midnight blue with red trim. Aston maintained. Seen London. Offers over £2,600 to Box 2658. (0464

JENSEN 541, 1956. FITTED JAGUAR 3.4 engine, gearbox, overdrive, wire wheels. Front brakes relined. Electrics renewed. £395. Leland, 9 Birch Rd., Romford. Tel.: Romford 41328. (0465

MINI-COOPER? NO, BUT EQUAL PERformance with cheaper running and insurance. 1965 Singer Chamois Sport. Fitted reconditioned gearbox, new G.800s. Immac. body and interior. £265. Tel.: 01-856 1306. (0467

AUSTIN HEALEY SPRITE 1966 B.R.G. 43,000, two owners. Regularly serviced. Tonneau, good tyres. Family forces sale. £430, will haggle. Tel.: Bicasby 296 (after 6.30 p.m.) (0468

VIGNALE-FIAT SAMANTHA 4-SEATER coupé, "H"-Reg. 4,000 miles. Red, electric windows, 5-speed gearbox, heated rear window. £2,100. Tel.: 051-342 4631 (Cheshire.) (0469

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Talbot 105 V.D.P. sports tourer. **1936 Vauxhall 14/6** Salmons cabriolet, one owner, **£175. 1924 Fiat 501** tourer, concours, **offers. Two Morris Minor** o.h.c. cabriolet, and saloon, **£125** the pair, or **offers. TA/21 Alvis** and **Grey Lady,** 2 for **£150. Railton** drophead, beautiful condition, **£700.**

We can accommodate any type of QUALITY repair, i.e., mechanical, hoods, trimming, but structural bodywork repairs and re-painting especially.

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1954 LAGONDA 3-litre 2-door Tickford saloon. Exceptional midnight blue paintwork. Rare model **£725**

ASTON MARTIN Vantage 2.6-litre engine and gearbox. With some take down accessories.

Mechanical rebuilding of Vintage, P.V.T. and Historic Racing and Sports Cars.

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69	**B.M.W. 2000 Tilux,** red ...	£1,750
69	**M.G.-B,** one owner; white ...	£985
68	**M.G.-B,** o/d., wires	£965
67	**M.G.-B,** wires, blue	£795
66	**JAGUAR 3.8 'S',** outstanding	£895
68	**FIAT 125,** one owner	£795
68	**CORTINA GT,** immaculate ...	£775
68 (Dec.)	**M.G. Midget,** as new ...	£695
66	**M.G.-B,** wires, red	£665
66	**ALPINE GT,** o/drive, 28,000...	£595
67	**SPRITE,** amazing condition ...	£545
70	**MINI 1000,** w/up windows ...	£635
69	**MINI 1000,** bronze yellow ...	£595
68	**1275 'S',** Webasto	£595
64	**1275 'S'.** Very hot	£425
66	**FIAT 850** Abarth	£395
59	**SPRITE,** reconditioned ...	£235

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'An interesting and thoroughly practical car . . . the equal in silence and driving charm to many of the older and smaller Rolls-Royces of like age, for which appreciably higher prices are being asked.'

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

Daimlers at present being prepared for sale include a Barker Special Sports 3-str. coupé, alloy body, overdrive; recellulosed, part-rechromed, new hood, recent repl. engine, £495. Hooper 'Empress', all-alloy, razor-edge coachwork, rebuilt engine (crank ground, rebored, new pistons, bearings etc.), new flywheel, new steering box. Rechromed, recellulosed, £495. Barker 4-str. drophead, alloy body, 3-position hood. Rechromed, recellulosed, recent new hood, new carpets, £425. Exceptionally well-kept Lanchester "Leda" (Daimler Conquest with smaller 4-cylinder engine); recent recon. engine, new tyres, carpets; black, red hide interior; 26 m.p.g. £245.

All fitted fluid flywheel and preselector gearbox, with exceptionally robust chassis. All 2½-litre, 22/24 m.p.g.

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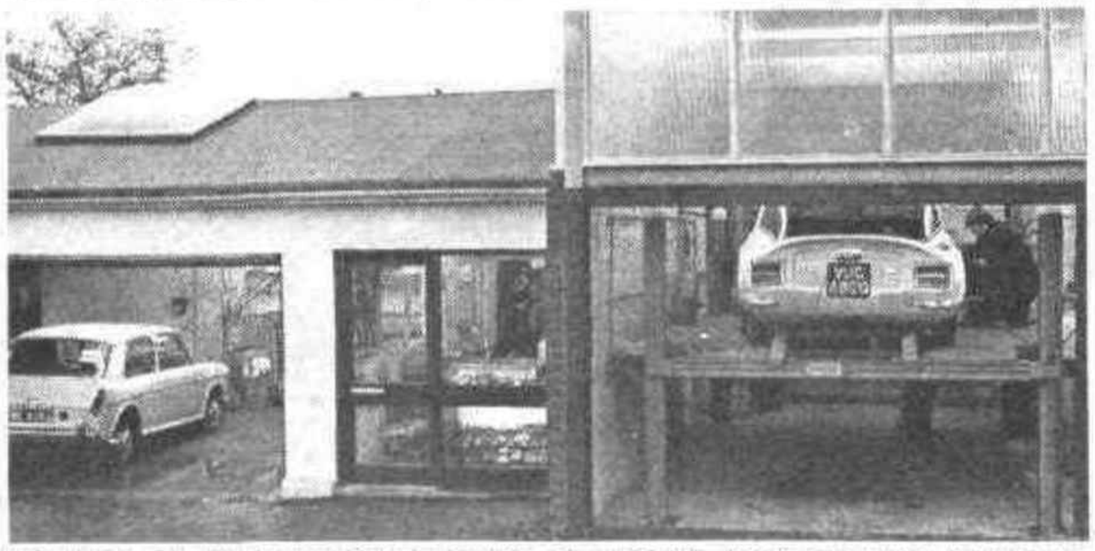
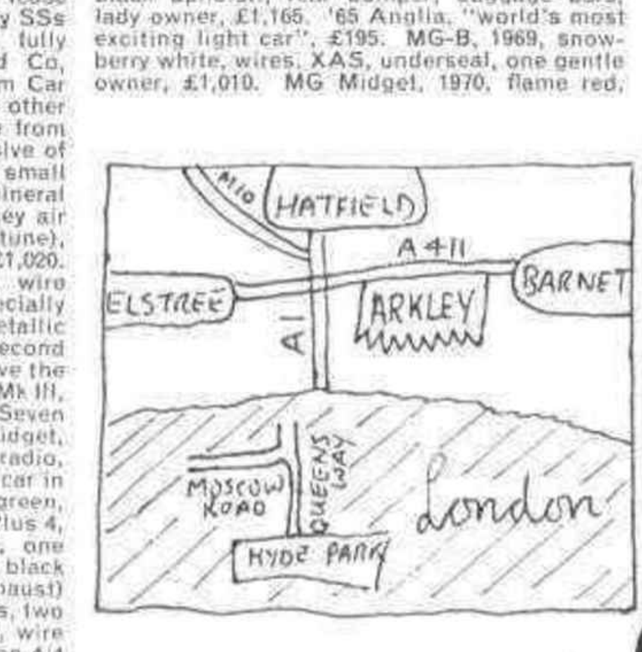
JOHN BRITTEN

Fold down the hood, but please beware: you run the risk of frost in your hair. New MG-B GT, teal blue, autumn leaf trim; new MG-B GT, glacier white, overdrive, HRW; new MG-B roadster, white, overdrive, tonneau; new MG-B roadster, bronze yellow, overdrive, tonneau; new Midget, bronze yellow, tonneau, anti-roll bar; new Midget, glacier white, devoid of extras. Austin Healey Sprite, midnight blue, works hard-top. Sprite, glacier white. Sprite, that new blaze, tonneau, anti-roll bar. Sprite, bronze yellow. Almost all new Brit. Ley. cars have radial tyres so have not bothered to mention them for each car. New TVR Vixen S3, metallic claret (special colour), alloy wheels. New TVR Vixen S2, lime green, alloy wheels, reduced price. New TVR Vixen S3, yellow, alloy wheels. New TVR Tuscan V6, silver fox, overdrive. Several other new TVRs arriving early in the new year. If you employed a reputable private detective to keep surveillance on

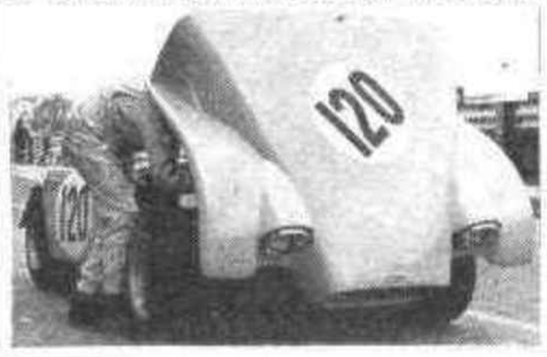
our premises you would probably be told that sometimes, at dead of night, a new Morgan car bearing false trade plates would steal noiselessly in. Behind locked doors there would be the glow of shaded lanterns and the tapping of muffled tools as certain mechanical operations

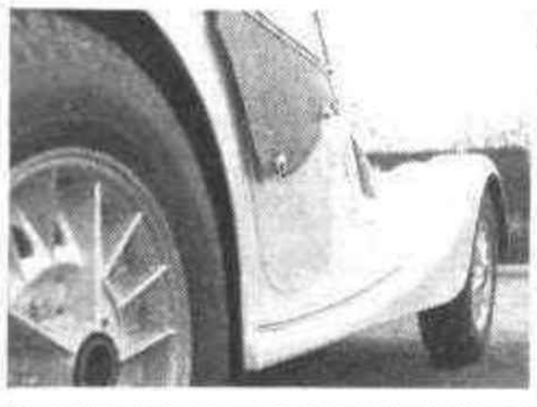


were carried out, and the number plates were changed for those bearing a different mark. Then at first light a stranger would arrive carrying a thick wad of untraceable currency, a hushed conversation, a hurried handshake, engine purrs, twin headlamp beams rake the early morning mists and the new Morgan owner makes off with his spoils. But one way and another we always have lots of Morgans for you to look at (ten at today's count). The delivery wait is long but we do sometimes have cancellations; this month is a very good time to discuss things before the Spring rush. Please call in for a trial run. Several new Arkley SSs are nearing completion, including a fully customised one (thanks to Car Hood Co, Tech-Del and Lenham's) on the Custom Car stand at the Racing Car Show. Three other fully built Arkleys absolutely complete from £575, and kits in stock from £168 inclusive of wheels, tyres, body, hood and sundry small doo-dahs. MG-B GT, Mk II, 1968, mineral blue, chrome wire wheels, Lt.-Col. Bogey air horns (got demoted for playing out of tune), Cints, Motorola with wind-up aerial, £1,020. TVR Vixen S1, 1968G, lavender grey, wire wheels, we had two new TVRs specially finished in this colour in '68, it's a metallic grey with tinge of mauve, sold one to its second owner last month and now by chance have the other one in, £940. Triumph Spitfire Mk III, 1967, Spa white, radio, 1 onr, £570. Lotus Seven 1500, 1963, blue and silver, £450. MG Midget, 1964, BRG, wire wheels, glass windows, radio, previous owner now driving his third JB car in a row, £385. Morgan Plus Eight, 1970, green, £1,675 but have taken deposit. Morgan Plus 4, Dec 1968, canary yellow, wire wheels, one owner, not priced yet. MG-B, 1966, BRG, black leather, Downton Stage II (head and exhaust) conversion, radio, rally seats, wire wheels, two elderly owners, £695. MG-B, 1969H, red, wire wheels, radio, SP Sports, £1,030. Morgan 4/4 Comp. 2-seater, 1969, LHD, broken white, wire wheels, grid, air horns (music-playing) etc etc, £995. Austin Healey Sprite, 1969, primrose yellow, ZX tyres, one owner, £710. Lotus Super 7 Series III, 1969, polished alloy with yellow cowl and wings, 1600GT unit, SP Sports, 8-watt 5-pb 50gn radio, 1 owner, £795. TVR Tuscan V6, 1970, aquatic jade, overdrive, alloy wheels, 6,000m, £1,440. MG-B, 1967, BRG, overdrive, wire wheels, 5-pb radio, SPs, £855. Morgan Plus 8, 1969 (nearly H; rather like failed BA), have retained deposit on cancelled sale so will pass on benefit to you, lovely reader; crimson, grid, strap, lamp, rack, tunes, bar, etc, etc, etc, 1 owner, 8,000m, £1,540. MG Midget, 1968G (Oct), Basilica blue, black interior, wire wheels, SP68s, 1 owner, £675. Lancia Fulvia Rally coupé, red, LHD, 1970 regd but did a little light cantering in Italy first, £990. Triumph Spitfire, 1968G, signal red, 1 owner, £675. MG-C GT, 1968, metallic sandy beige, red leather, wire wheels, 1 lady owner, 7,000 miles; were it not the strict rule of this page to manage without adjectival praise for the condition of cars, I would write what is known in the trade as a "sonnet" on this one, £1,120. TVR 1800S, 1967F, diamond blue, wire wheels, Cinturatos, radio, £870. Triumph TR6, 1969H, dark green, red interior, overdrive, radio, XAS, 1 onr, £1,375. MG-A, 1959/60 1600 roadster, carnival red, hard- and soft-tops, £250. MG Midget, 1962, red, black trim, Restall seats, £220. Triumph Spitfire Mk III, 1968, Wedgwood blue, 1 owner, £650. MG-B GT, 1967F, BRG, black leather, overdrive, wire wheels, Cinturatos, £970. Morgan Plus 4 coupé expected soon, 1969, last but one built, I remember seeing it up at Malvern, wires, 5,000m, let you know next month. Morgan 4/4 Competition 4-seater, 1969, Kingfisher blue, black upholst., rear bumper, baggage bars, lady owner, £1,165. '65 Anglia, "world's most exciting light car", £195. MG-B, 1969, snowberry white, wires, XAS, underseal, one gentle owner, £1,010. MG Midget, 1970, flame red, black trim, 9,000m, one Dr owner, actually a "back-ender", small reward if you can guess what that means, wire wheels, £830. Triumph TR5, 1968, conifer, black trim, some extras, £1,040. TVR Vixen S2, 1969, Sherwood green, Minilite wheels, radio, 1 owner of ripe years, £1,075. MG-B, 1967F, mineral blue, works



hard-top, soft-top, wire wheels, radio, £875. Morgan 4/4 4-seater, 1970, all extras possible, still waiting for this bloke who's sent down a deposit but not seen it yet, so might or might not be sold; anyway his trade-in is another Morgan. Morgan 4/4 Comp 2-seater, 1969, white, many, many extras including the all-important £75 wire wheel/radial ply option, 1 owner, £1,115. We have a 1967 Morgan 2-seater comp. at the factory having a complete rebuild and repaint, might arrive during Jan, think we'll have a look at it before deciding a price. I am determined to have a pre-war Morgan just for fun, am torn between a restorable 4/4 and a restored 3-wheeler at present; any other offers? Having been telling everyone for the past few months that you can't get a hard-top for the Arkley SS which is ridiculous because I realised in mid-advert that the 1,275cc works Spridget hard-top would fit any wind-up window Arkley, and suiting the action to the thought we tried one on and sure enough it fits. In my opinion: (*a*) the Arkley is designed for true-blooded sports-car motoring for which any kind of hard-top is *de trop*, and (*b*) the rear-end aspect is unspeakably ugly, like a Citroen Light 15 with twin spares. However, if (*c*) it sells more Arkleys, what do I care???
All our sports cars up to about 6 years old have thorough service, workshop inspection nose to tail, fresh oil/filter, brake pads and linings discarded if much worn, ditto dicey exhaust systems, a total of three road tests and a written guarantee in even smaller print than this. As regards new cars, it might astonish you to know they don't usually come from the factory in new condition, and many hours' work has to be spent in preparation. We do more than the makers specify; for instance, we always torque down the cylinder head and rocker shaft brackets both at the pre-sales stage and at the first free service instead of at one or the other, and a tappet clearance check goes with this of course. Morgans are an exception, in that they have a pre-delivery check at the factory, but we still run the rule over them just to be sure. Got a set of 5 new 4½ -10 Rostyles off a 1275GT, £15 the lot. Some 14in and 15in Dunlop SP seconds at not much more than half price. One Dunlop 5J-10 alloy wheel, has done 200 miles on a





Bond Bug, half price. Still have baby Mavitta drafting machine, chap wouldn't come down from up North, I wouldn't entrust to post, more adjacent buyer sought. Pair brown riding boots, size 7. Spares for MG, A.Healey, Morgan, TVR, Triumph. Open to 7pm, closed Sundays.

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DAIMLER 3½-LITRE EMPRESS, 1956. Blue and silver; Hooper aluminium body; excellent throughout; much recent work; approximately 13,000 on works engine and flywheel, original engine included. £500. Tel.: Rugby 6121. (0412

AUSTIN ATLANTIC SPORTS SALOON, 1952. Unique opportunity to purchase probably the finest Atlantic left in England; unique because it has had one owner from new, and has covered only 32,000 miles; coachwork finished in Ice blue, which is immaculate; superb example of this rare and sought after model; full year's M.o.T., taxed; superb investment at £600 o.n.o. Tel.: Ashtead (Surrey) 73707. (0413

LOTUS ELITE, 1962, 1220 CLIMAX; rebuilt mechanically; four-branch, twin carbs., 5½ in. x 13 in. Minilites, Cibie biodes, almost new tyres. Upsall, "Cima", Thrintoft, Northallerton, Yorkshire. (0414

JENSEN CV8, OCT., 1965. BLACK AND silver; good mileage; completely overhauled; £500 spent (bills shown); automatic; radio, seat belts, new radial tyres. £1,275 o.n.o. Tel.: 789 5975. (0415

BREATHTAKING "E"-TYPE 2 + 2, 1969 series, Mk. II specification, registered late 1968 "G". This one-owner-from-new "E"-type is finished in beautiful opalescent maroon with tan hide interior, having a host of extras, including chrome wire wheels, heated rear window, Sundym screen, Motorola radio, reclining seats, steering lock, etc. Fantastic bargain. £1,650. Part exchange might be possible. Cox. Tel.: Woking 5966, extension 226 (day), 01-398 6035 (evenings). (0416

TR4, 1963, COUPE, RED, HARD-TOP, Surrey top, overdrive; 25-33 m.p.g.; taxed July; all bills last two years. £340 o.n.o. Also separate 13-in. Motolita steering wheel. Marsh, Wildgoose Cottage, Frampton-on-Severn, Gloucester. Tel.: Saul 550. (0417

LOTUS ELAN D.H.C., 1964. YELLOW; genuine 44,000 miles; SE cams, servo, radio, tonneau, air horns; maintained regardless of expense; any trial. £675 o.v.n.o. Tel.: Bath 23470. (0418

1934 **ROLLS-ROYCE DROPHEAD** coupé (with three-position head), recently repainted, rechromed and completely reupholstered to original standards; exceptionally good example of very rare coachwork. £2,600. For further details please telephone Norcott Brook (Cheshire, near M6) 411. (0419

ROLLS-ROYCE, 1936, 20/25. SLIPPING clutch, exhaust poor condition. £450. Tel.: Farnham 22926 or 5408. (0420

1937 **ALVIS SPEED 25 SPECIAL. EN**gine and chassis stripped and rebuilt; professionally-built aluminium two-seater tourer body, cycle-type wings and Aero screens, high ratio differential. £950 o.n.o. R. Willis, "Fairord", Mill Lane, Great Barrow, Chester. Tel.: Tarvin 362. (0421

1937 **DELAGE D.6.70 CHAPRON SAL**oon. Immaculate; plus many spares. £350 o.n.o. 52 High St., Oldland Common, Bristol. (0422

BENTLEY SII, 1960. SHELL OVER grey. Two owners; works maintained; new tyres; runs and looks as a Bentley should. Davies. Tel.: Bucklow Hill (Cheshire) 2279. (0424

ALFA ROMEO, 1965, GIULIA SALOON; 36,000 miles; new battery, Cinturatos; M.o.T. Sept. £440. Mitchell, 2 Cherry Garden Rd., Great Waltham, Chelmsford. (0425

VAUXHALL CRESTA, 1960, PA; ORIGInal condition; genuine 21,000; radio, anti-thief, four new tyres; battery, valeted and taxed for buyer, hence £495. R.A.C. inspection. Apply: 162 Duncroft Rd., Yardley, Birmingham. (0426

1951 A.C. 2-LITRE SPORTS SALOON. Excellent body, mechanics, tyres, recent clutch, original tool kit, handbook, log book. M.o.T. tested; a certain investment. £195 o.n.o. Consider exchange for modern car, cash either way. Tel.: Yaxley (Peterborough) 312. (0427

BENTLEY, 1938, 4¼ D.H.C. BODYWORK by James Young. This car has been fully restored, mechanically and bodily, resprayed in sand/sable, rebuilt engine, five new tyres. A beautiful vehicle and not expensive at £2,500. No offers. Tel.: 01-328 4271 (most evenings). (0428

M.G.-A TWINCAM WITH FIBERFAB Jamaican fibreglass body. £1,095. Styling similar to Lamberghini Miura; red with black interior; 27,000 miles. B. M. Winn, Rt. 1, Box 133, Winfield, WV 25213, U.S.A. (0429

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ELAN d.h.c., S/E, 1969. Specially finished in metallic purple. Fitted with radio, tape player. One owner. An exceptionally attractive car **£1,345**

New LOTUS EUROPAS in component form. Limited number from .. £1,445

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+**2 ELAN, 1968.** White, 24,000 miles, one owner **£1,375**

+**2 ELAN, 1967.** Burnt sand; low mileage. Special interior trim **£1,295**

+**2 ELAN, 1967.** Red, low mileage **£1,295**

+**2 ELAN, 1967.** Jaguar metallic blue; excellent condition **£1,295**

ELAN f.h.c., S/E, 1969. White, radio; 11,000 miles. 1 owner **£1,345**

ELAN, 1968 'G', f.h.c., S/E. Yellow, tinted screen, radio **£1,245**

ELAN, 1968, d.h.c., S/E. Specially finished in Ferrari red, radio, custom dashboard **£1,145**

M.G.-C GT, 1970. Mineral blue; extras include overdrive, wire wheels, radio, tape player; 9,000 miles only **£1,175**

TR4A, 1967. White, overdrive, wire wheels .. **£775**

ESCORT Twin-Cam, 1969 'H'. Completely standard, excellent condition, low mileage, 1 owner **£995**

PORSCHE 912, 1968 'G'. Burgundy red, light beige interior. Blaupunkt radio, elec. aerial; new tyres; 26,000 miles. Really superb cond. **£2,095**

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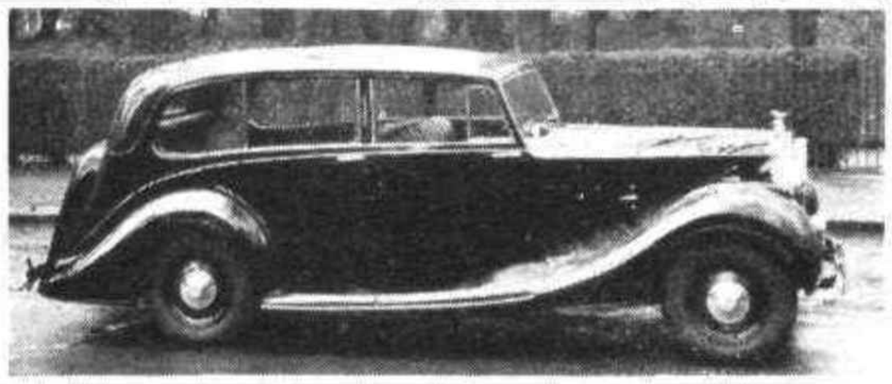

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1969 (Oct.) FORD LOTUS CORTINA. This car was a special order. Finished in purple with Polaroid windows all round. The registration number of 1 EYF. Fitted radio, four QI spots, boot rack. 5,000 miles only. Specimen **£1,225**

1961 MERCEDES 190SL sports. RHD. Red with matching trim, fitted black hard-top. All round condition of the car is average, hence offers in the region of..... **£500**

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1967 Mk. II SUNBEAM Tiger (*similar to illustration*), 4.7 engine. A beautiful example of this very rare collector's piece. Very low mileage, in opalescent midnight blue with black upholstery, fitted radio **£1,050**

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1966 HEALEY 3000 Mk. III (*as illustrated*), in B.R.G. with black trim. Must be one of the best examples available. One owner from new. Fitted p.b. radio and overdrive **£849**

1968 'E'-Type convertible (*as illustrated*), in white with black trim. One owner from new. This car has covered only 21,000 miles. Must be value at **£1,695**

1965 M.G.-B, in B.R.G., fitted wire wheels and overdrive **£629**

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1967 TR4A, in red with black trim. Fitted wire wheels and overdrive. A truly beautiful example, must be seen **£849**

1970 AUSTIN HEALEY Sprite, in primrose with black trim. One owner from new, 6,000 miles only. Fitted wire wheels. Virtually as new **£825**

1968 M.G.-B Mk. II, in blue with black trim. This one-owner car is fitted with a very attractive fastback, hard-top in matching colour. Wire wheels, overdrive, p.b. radio **£949**

1969 TR5 (*as illustrated*), in white with black trim. One owner from new, low mileage. Fitted overdrive, p.b. radio, Rostyle wheels **£1,159**

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1966 'E'-Type convertible, in primrose with black trim, fitted chrome wire wheels, p.b. radio, Sundym glass **£1,249**

1968 TRIUMPH TR5, in primrose with black trim. Fitted overdrive, radio and Rostyle wheels **£1,039**

1969 OPEL GT 1900, red with black trim, fitted p.b. radio. A low-mileage example of this rare car **£1,625**

1964 M.G.-B, in B.R.G., fitted wire wheels and overdrive ... **£539**

1964 HEALEY 3000, in duotone white/black, fitted wires, overdrive, radio **£639**

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1969 MARCOS 3-litre, in opalescent midnight blue, fitted overdrive, mag. wheels, sun-roof, p.b. radio **£1,525**

OGLE Mini 850 c.c. (*as illustrated*), in opalescent maroon with silver roof, fitted with wide wheels. A very nice example of this rare car **£475**

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1966 SUNBEAM Tiger, in red with black trim. Fitted works hard-top. Must be one of the best examples available ... **£825**

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1970 (model) M.G. Midget, dark blue, wires; 10,000 miles **£749**

1970 EUROPA, tangerine; eye-catcher **£1,395**

1968 TRIUMPH Spitfire Mk. III, in royal blue with black trim. One owner from new. 24,000 miles only. Fitted wire wheels and radio **£679**

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1967 M.G.-B, mineral blue, black trim, fitted wire wheels and overdrive **£795**

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1968 ELAN d.h.c., S/E, red **£1,095**

1969 MARCOS 1600, Lamborghini lime ... **£1,325**

1967 M.G. Midget, 1,275 c.c., Mk. III, B.R.G., fitted wire wheels **£549**

1965 SUNBEAM Tiger, dark blue; one owner from new **£639**

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MINI COOPER, SEPT., 1969. ONE owner; 10,000 miles; white with black roof; immaculate throughout; taxed. £600. Tel.: 01-348 3889. (0254

FIAT 2300S GHIA COUPE, 1968, REGIStered 1970; f.h.d.; 18,000 genuine miles; immaculate silver grey coachwork, red amber upholstery; as new throughout; fitted host of extras; self-seeking radio; any test or inspection; one or more smaller cars and cash considered. £1,100. Tel.: 01-794 2662. (0255

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FOR SALE—continued

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RILEY 2½-LITRE; JUST BEAUTIFUL; one owner and 35,000 miles from new, 1947, £550. Tel.: Tunbridge Wells 32806. (0260

ASTON MARTIN DB5 CONVERTIBLE with hard-top; Rolls-Royce regal red; chrome wire wheels, electric windows, Sundym glass, radio; 43,000 miles recorded; previous famous owner; superb condition. £1,395. Tel.: 01-363 2365. (0261

DAIMLER 2½-LITRE V8, 1964, D1, D2, automatic; recent engine rebuild, new gearbox, tyres; extras include Motorola, h.r.w., reclining seats; v.g.c. Offers near to £495. Tel.: 01-794 5911 (before 10 a.m.). (0263

FOR SALE—continued

ANSALDO O.H.C. 4C, 1922. IN CONcours condition. Identical car driven by Tazio Nuvolari during his first two years of racing 1921-1922. I have photographs of him in the car at Ciruita del Garda, his first ever win, May 22nd, 1922. A real collector's piece. £1,500 with many spares. Tel.: Clandon (Surrey) 628. (0262

ALFA ROMEO 6-CYLINDER (3A Series, 1936-1950), 2,500 c.c., 1947, Superleggera Turismo. The last of the true vintage-type Alfas. Aluminium body by Touring of Milan; 18 in. knock-on wire wheels, excellent pig-skin upholstery. This car has been in Malta most of its life, therefore no rust and small mileage; M.o.T.; handbook. £475. Tel.: Clandon (Surrey) 628. (0262

TR4A, "F" REG. NAVY, WHITE HOOD, wire wheels, overdrive, Cints., spots; 30,000 miles; immaculate. £815. Tel.: 01-980 8471 (evenings). (0264

RILEY R.M.E., 1954. RECONDITIONED engine, belts, good body, interior. £185. Tel.: 01-959 6478 (Mill Hill). (0265

M.G.-A TWIN-CAM F.H.C. RECENTLY rebuilt engine, brakes, steering; resprayed; extras include c.r. gearbox, oil cooler, radio; excellent car. Offers. Tel.: Cambridge 61894. (0267

FOR SALE—continued

SUNBEAM TIGER, 1966. SILVER. SOFTtop, Kenlowe fans and other extras; good all-round condition. £600 o.n.o. Box 2646. (0266

TALBOT 110, 1936, TWO-DOOR SPORTS saloon body by Freestone & Webb; excellent mechanics and good all-round condition. £500. Box 2647. (0266

M.G.-B, 1965. WHITE. FIVE-BEARING engine, overdrive, wires, Cints., tonneau, fastback hard-top, other extras. Carefully maintained by enthusiast. £650 o.n.o. McCallan, 3 Abbotts Place, Chesham, Bucks (evenings). (0268

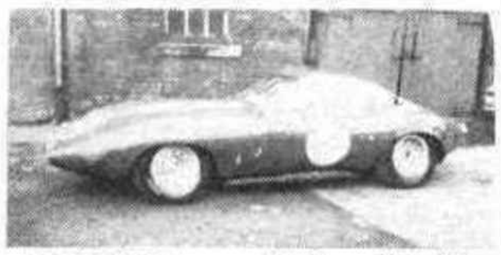
1966 GT CORTINA, REGISTRATION number 1 LKN, impeccable bodywork in maroon with thin yellow strip; faultless mechanics; extras include 5½Js, Lotus bumpers, radio, spot; first to see will buy; fastidious owner regrettably selling due to forthcoming marriage. £495 o.v.n.o. C. Neal, 45 Savernake Rd., London, N.W.3. Tel.: 01-485 4792 (evenings). (0269

M.G. NA-TYPE HISTORIC SPORTS car, Marshall blower, Brooklands exhaust, pointed tail racing body, Wilson box, several F.T.D.s featured "Motor". Reasonably tractable, extremely fast. Tel.: Halifax 31978. (0259

We must apologise for the inconvenience to all those enquirers concerning some of the cars beow, but unfortunately due to the early press date of this mag., we never can forecast with a great deal of accuracy whether a car will be finished in our workshop or will be in our physical possession. Anyhow, the following should be available and ready :

1952 FERRARI 225 Mille Miglia Competition

Reputed to be the Bracco Mille Miglia winning car. Very rare early competition Ferrari in *concours* condition.



JAGUAR Factory Lightweight 'E'
One of the four or five remaining. This car finished 4th at Le Mans in 1964.

LISTER JAGUAR
Believed ex-Scott-Brown car, ideal historic sports car. Prices and further details of the above on application.

CLASSIC ROLLS & BENTLEYS :
1956 S.I Hooper, special body, one owner; this car can only be described as new. It has a complete service history at the works and has only covered 50,000 miles from new; unfortunately no photo available but the coachwork is one of the most elegant of all special bodies. **£1,495.**

ROLLS-ROYCE P. III open-drive limousine, ex-Maharajah of Jawalpar, will be *concours*.

FURTHER CLASSIC CARS :

Lamborghini Miura **£4,250**
1965 Ferrari 275 GTB... ... **£2,250**
1960 Ferrari 330 GT **£1,795**
1966 Maserati Quattroporte £1,695
1966 Aston Martin DB6 ... **£1,950**
1961 Aston Martin DB4 GT, short chassis, 12-plug head; *concours* condition.
1964 Jensen CV8 ... ... **£895**
Gordon Keeble GT **£895**
1970 very special Radford type £1,275
Cooper, full details **£1,195**

CHEAPER CLASSICS :

1956 Jensen 541 'R', wires; beautiful example **£395**
1955 Lagonda Tickford, 50,000 miles, *concours* **£495**
1954 Aston Martin DB2/4, like new **£450**
Citroen DS19, really outstanding example **£195**
1934 Austin Nippy **£250**

Bearing in mind the prologue to this ad., we should have by this time an early **LISTER JAGUAR, MASERATI 200 SI, RILEY IMP,** etc., and several other interesting cars. Therefore, please telephone your requirements and enquiries, offers, exchanges, etc., to David Mulvaney at :—

BRIAN CLASSIC'S
061-445 5142

RICKMANSWORTH SPORTS CARS

201 HIGH STREET, RICKMANSWORTH, HERTS.
Tel.: Rickmansworth 75369 or 78079

M.G.-B GT, 1967, wire wheels, radio **£865**
TR6, 1969, white, overdrive ... **£1,355**
M.G.-B roadster, 1967, red, overdrive **£785**
M.G. Midget, 1970, yellow ... **£785**
M.G. Midget, 1967, green ... **£535**
M.G. Midget, 1970, white ... **£785**
AUSTIN HEALEY Sprite, 1969, yellow **£695**
TRIUMPH Spitfire Mk. II, 1966, red **£465**
TRIUMPH Spitfire, 1964, green. **£295**
G.P. BEACH BUGGY, all the GO-GO extras **£425**

TERMS — PART EXCHANGE — REPAIRS
CRYPTON TUNING

TILLINGHAM ST. GARAGE

(Olaf P. Lund & Son)

Specialists in Classic Cars offer :

LANCIA Flavia, 1962. L.H.D. four-door sports saloon. Slate grey, with Bedford Cord upholstery, Michelin 'X' tyres. Taxed and full M.o.T. **£250**

WANTED : All types of Vintage and P.V.T., especially ALVIS Speed Twenty, Speed Twenty-five and 4.3-litre, condition immaterial.

35, TILLINGHAM STREET, SPARKBROOK, BIRMINGHAM 12
021-772 2655 Evenings 021-444 2100

Performance Cars Ltd.

buying department would very much like to hear from anyone wishing to dispose of their sports car.

We particularly want Austin Healey, SP250s, Jaguar 'E's and XK150s, Lotus (all models), M.G. (all models), Morgans, Reliant Scimitars, Triumphs — GT6, Spitfire, TR4/4A/5/6, or any type of car that we sell.

'Phone 01-560 7011

Our address can be found on Page 75.

If you are an engine butcher, exhibitionist, or qualified wing-scraper

Hyde-East & Company

Associated Insurance Brokers.

are not the insurance brokers for you !
Enthusiastic good types will, on the other hand, receive unmatched good service and consideration irrespective of what they drive.

60, Chertsey Street, Guildford.
Tel.: Guildford 64545/6/7

PIPER GTT

1970. 5,500 miles only. Lamborghini lime with black interior. Carefully run-in and immaculate as new.

£1,225

Contact John Watson, Mill House, Main Street, Weeton, Leeds.

1969 MG MIDGET

19,000 miles, dark blue, wire wheels, radio; one lady owner.

£659.

THE

HYDE MOTOR CO.

COLINDALE 7898

RADAR SPOTTER

Prevention is best — YOU know it makes sense !
Use our unique non-radiating legal radar receiver. Gives early warning of Radar Speed Traps up to 1½ miles on motorways. Completely self-contained (no wiring). Compact, clips on to sun visor. Weighs only 10½ oz.
BE SAFE NOT SORRY—ORDER NOW. **£13.5.0** *COD 5/- extra*
BELDING & BENNETT LTD.,
(Box 10) 45 Green Lane, Purley, Surrey.
For full details: **Tel.: 01-660 2896 or send 8d. in stamps. Callers welcome by appt.**

Our 1928 LEYLAND LION, previously advertised for £800, is still for sale. Any serious offers will be considered.

THE COMPLETE AUTOMOBILIST LTD
39 Main St., Baston, Peterborough.
Tel.: Greatford 312

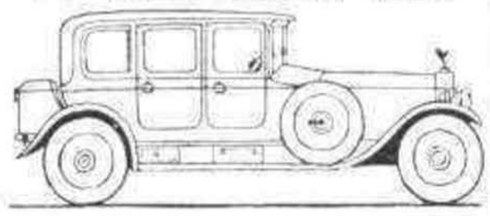
ROLLS Landaulette Phantom II 20/25 by Hooper.
Coachwork and all mechanical parts in superb condition throughout. Finished in black over Regal red, repainted this year. A most desirable car. **£1,995.** Part exchange considered.

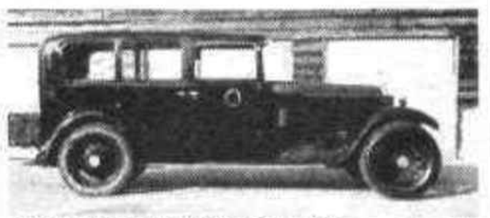
SS JAGUAR, 1934 close coupled sporting saloon.
Coachwork is in original ivory cellulose and in superb condition. A most unusual example of this famous *marque*, similar in appearance to the SS100. **£950.**

Tel.: 01-437 5436 (Office)
01-660 6116 (Home)

Vintage Motor Carriage

CO. (HIGHGATE) LTD.





1927 ROLLS-ROYCE 20-h.p. chassis with later limousine body fitted. This car is in excellent condition throughout, and is a very pleasant vintage car. We have another limousine similar to this, a **20/25. £650.**

1929 PHANTOM II ambulance. This was built for the Second World War and is a most impressive beast. **£850** or an offer. Next to it, very much in the shade by comparison, is another **R-Type BENTLEY.** Excellent condition. Rolls-Royce maintained. **£625.**

RILEY Monaco fabric saloon, 1931, running. **£65.**

I find it hard to accept that we still have this excellent car for sale, but somehow we don't seem to have found a proud new owner. **B.S.A.** saloon with special Mulliner coachbuilt body. For sale now for **£85.**

We have a number of **PHANTOM** chassis of various shapes and sizes. Illustrated is a **1930 Phantom II.** Behind is our shop where you may well find that missing part for your Rolls-Royce motor car. At the moment we have for exchange Cylinder heads for Phantoms I and II, 20/25 and 25/30. *Best wishes for the New Year. Surely it would be an improvement if we could work together instead of against one another in the coming year.*

32 AYLMER PARADE, LONDON, N.2.
Tel: 01-340 3549

LONDON SPORTS CAR CENTRE

England's largest Lotus and M.G. specialists

LOTUS

1970 Lotus +2 'S'. French blue with black trim. Heated rear window, radio and radial tyres. A one-owner car which has been supplied and maintained by ourselves from new. Recorded mileage 8,000 ..... **£2,195**

1968 Lotus +2. Specially finished in Rolls-Royce regal red with black wheel centres and rear panel. Specification includes heated rear window and rear screen wiper, electric aerial and push-button radio. Supplied and maintained by ourselves from new **£1,445**

1970 Lotus Elan S/E d.h.c. Red with black trim. Fitted with push-button radio and radial tyres. A one-owner car with a recorded mileage of 9,000 **£1,495**

1969 Lotus Elan S/E f.h.c. Specially finished in Aubergine with gold bumpers and wheel centres. Fitted with radio. Recorded mileage 14,000 **£1,295**

1967 Lotus Elan S/E d.h.c. Bahama yellow with black trim. Fitted with push-button radio and radial ply tyres **£1,145**

1970 Lotus Europa. Bahama yellow with black trim. Fitted with servo brakes and wheel trims. A one-owner car supplied new by ourselves. Recorded mileage 12,000 ..... **£1,395**

1962 Lotus Elite. Possibly the lowest mileage Elite available today. Full history and letters from previous owners confirming mileage at only 8,000. Metallic blue with silver roof. A collectors item **£995**

1965 Lotus Elan S.2 convertible. British Racing Green with black trim. Specification includes detachable hard-top, soft-top, push-button radio, radial ply tyres and knock on wheels. An outstanding car in every respect **£875**

M.G.

1970 'H' Registered M.G. 'B' roadster. Finished in primrose with black trim. Fitted with wire wheels, SP sports tyres, radio and spot lights. Recorded mileage 6,500. Immaculate throughout. **£1,145**

1967 M.G. 'B' GT. Mineral blue with black trim. Fitted with overdrive and wire wheels. **£925**

1969 M.G. 'B' roadster. Mineral blue with black trim. Fitted with overdrive, wire wheels, radial tyres and push-button radio. **£1,025**

1969 M.G. 'C' GT. Specially finished in Sahara beige. Very full specification includes, black coach line, J. A. Pearce alloy wheels, Downton engine conversion, sunshine roof and heated rear window. A one-owner car which was supplied new by ourselves **£1,245**

1970 Model (Registered Nov. '69) M.G. Midget. Blue royale with black trim. Specification includes wire wheels, heater, tonneau cover, recorded mileage 11,000 ..... **£745**

MISCELLANEOUS

1969 Porsche 911S. Tangerine with black trim. Fitted with Blaupunkt radio, heated rear window and Sundym glass. Recorded mileage 24,000 **£3,845**

1966 Aston Martin DB6 Automatic. White with red trim. An impeccably maintained car with a full service history which includes a replacement engine fitted with the last 5,000 miles. Specification includes, sunshine roof, chrome wire wheels, Sundym glass, selectaride suspension, radio and electric aerial. Recorded mileage 38,000 ..... **£2,295**

1970 Jaguar 'E' Type roadster. Regency red with black trim. Fitted with chrome wire wheels and Blaupunkt radio. Recorded mileage 8,300 ..... **£2,295**

1970 Reliant Scimitar GTE. Finished in metallic blue with black trim. Specifications include overdrive, sunshine roof and push-button radio. Recorded mileage 8,000 ..... **£1,995**

1970 (Oct.) Marcos 3-litre (Volvo) Automatic. Tangerine with black trim. Alloy wheels and low profile tyres. Recorded mileage 2,000 ..... **£1,695**

1969 Opel GT. 1900 Sport coupe. Light metallic blue with black trim. Fitted with push-button radio and heated rear window. Recorded mileage 11,000 **£1,545**

1969 Alfa Romeo 1300 GT. Finished in yellow ochre with black trim. A one-owner car with a recorded mileage of 15,000. ..... **£1,395**

1969 Model Chevrolet Chevelle SST. 2 Door Coupe Red with black interior. Specifications include 5,359-c.c. V.8 power unit, semi close ratio 4-speed floor shift, powerlock differential, sports wheels with low profile tyres and push-button radio. An attractive 4-seater car with an incredible performance. Recorded mileage 14,000 ..... **£1,595**

1969 Series Jaguar 'E'-Type f.h.c. An immaculate one-owner car finished in regency red with contrasting interior trim. Fitted with chromium plated wire wheels, heated rear window, special axle ratio, sun-roof, etc. Recorded mileage 16,000 ..... **£1,995**

1969 Marcos 1600 GT. Yellow with black trim. Fitted with alloy wheels, sunshine roof, radio, wing mirrors and radial tyres. A very attractive example. Recorded mileage 18,000 ..... **£1,345**

1970 (H) Ford Capri 2000 (Automatic). Red with black interior. Fitted with radio, etc. Recorded mileage 3,750 ..... **£1,145**

1970 (H) Ford Capri 1600 GT. Green with black interior. Radio. One owner from new. Recorded mileage 7,000 ..... **£1,085**

1968 Austin Cooper S. 1,275-c.c. Island blue with white roof and black trim. A very comprehensive specification includes Downton conversion, sun-roof, Dunlop alloy wheels, special trim with additional instruments and rev. counter, radio, twin tanks, oil cooler, etc. **£845**

1968 Honda S.800 Series 2. Ivory with black trim. Recorded mileage 21,000 ..... **£595**

NEW CARS

Your enquiries are invited for earliest delivery quotations on new LOTUS, M.G. & MORRIS products.

NEW MARCOS

We have in stock the following :-

Marcos 3-litre : Tangerine with black interior.
Bright yellow with black interior.

Marcos 2-litre : Bahama yellow with black interior.

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5.)
TELEPHONE 952 6171 (SERVICE 952 5578; STORES 952 0108). TELEX 261215.
OPEN 9.30 A.M. TO 7.30 P.M.

FOR SALE—continued

1934 STANDARD TEN. HIGHLY original car, stored many years. Engine reconditioned, new tyres, Battery, silencer, respray restoration by specialist to show condition. £150 o.n.o. 4 Ormonde Rd., Chester. Tel.: 20771 (evenings.) (0470

ROLLS 20 H.P. DOCTOR'S COUPE, drophead, 1926. Excellent condition. £500. Overhaul this year. £2,650. 35 Charles Crescent, Lane Estate, Taunton. (0471

1951 AUSTIN ATLANTIC. BLACK/ beige interior. Two owners, 60,000 recorded miles. Mint condition throughout. Offers invited. Tel.: Ripley (Surrey) 2485 (anytime.) (0472

1937 RILEY MONACO. BLACK/GREEN interior, pre-select gearbox, four new tyres, M.o.T. tested, one owner, 53,000 recorded miles. Offers invited. Tel.: Ripley (Surrey) 2485 (anytime.) (0472

M.G. YA VERY ORIGINAL 1,000 MILES on reconditioned engine. Taxed, M.o.T. £100 or W.H.Y.? Alexander, 12 Victoria Rd., Sittingbourne, Kent. (0473

LANCIA, LATE SIXTH SERIES AURE-lia imported 1962. Used summer only. Supreme example of a grand touring car. £850 o.n.o. Box 2659. (0474

JOWETT JAVELIN. EXCELLENT CON-dition. Needs appreciative home. Offers. Tel.: Coventry 79295 (0475

ROLLS SILVER WRAITH, EARLY model. Mechanics, tyres, paintwork excellent, interior needs some tidying. Very reasonably priced but would prefer swop for later model with cash adjustment. Box 2660 (0476

SUNBEAM-TALBOT MK. III (SUPREME) 1956. M.o.T. (Dec. 1971). Taxed. 2 spare tyres, workshop manual. Very good condition. £125. Tel.: Wallingford (Berks) 3239 (weekends only.) (0477

RENAULT CARAVELLE F.H.C. 1964 model. Impeccable condition. Sensible offers please. Tel.: Sheffield 368163, ext. 34 (anytime.) (0478

SPITFIRE MK. III 1969. RED. IMMAC. condition. Low mileage, radio, wire wheels, etc. Owner returning overseas. Available end January. £765. Tel.: Ryc 2182. (0479

ZB MAGNETTE VARITONE. VERY good example. Mechanically perfect. Undersealed. Seat belts, brake servo, tyres new. Family ownership from new. £220. Tel.: Portishead (Bristol) 3414. (0480

M.G.-A. MK. II 1962. F.H.C. RE-sprayed powder blue after extensive renewal of bodywork. Engine and mechanics overhauled, decoke. Heater, radio, quartz headlights; G. 800s. Investment at £495. Tel.: 01-584 9006 (after Jan. 10th.) ... (0481

XK150S ROADSTER. CARMEN RED. W.W. overdrive. New hood, carpets, suspension, brakes, clutch, etc. M.o.T. Give away at £535. Urgent sale. Tel.: 937 2531 (daytime), 603 7305 (evenings.) (0482

XK 150 1959 F/H COUPE. DARK BLUE with original red interior. Exceptionally sound bodywork, just fitted 5 rebuilt wire wheels, 5 new Cinturatos, new exhaust system and batteries. £595 o.n.o. Tel.: (London) 01-937 1285. (0558

WOLF IN SHEEP'S CLOTHING! 1970 Ford Cortina Savage. Blue Mink. Webasto roof. Only 10,000 miles. Eats "E"-types even when they are trying. "Immaculate" as we tend to keep our cars in the west. Cost £1,800, bargain at £1,275. Tel.: Ilfracombe (Devon) 55444 (evenings). (0566

TUS ELAN S4S/E D.H.C. BLUE. 23,000 miles. £1,250. Nelson. Tel.: Reigate 43128 (evenings/weekends). (0567

£795. DECEMBER, 1966, MORGAN PLUS 4 Westminster; green, black trim, wire wheels, tonneau, etc. Genuine 19,000 miles, one owner; excellent condition. Tel.: Sunbury-on-Thames 83156. (0568

1935 MORRIS TEN/FOUR, OPEN 2-seater with dickey, taxed, tested and in everyday use. £175. Mr. Newsam. Tel.: Chesterfield 6335. (0569

MARCOS 2-LITRE "H" REGISTRATION. Metallic dark blue, C.W.W. Stereo tape, spot lights, etc. Tel.: 0203 75521 (business). (0570

TR3A, 1960, OVERDRIVE, HARD-TOP, 71,000 miles only; excellent mechanics, taxed, tested, powder blue; £270. Tel.: Oxford 61233. (0571

TR4, 1962, SURREY-TOP, OVERDRIVE, wire wheels, ZXs, red, taxed, tested. Excellent body, mechanics. £400. Also TR3A, 1960, one must go. Tel.: Oxford 61233. (0571

BENTLEY MK. VI. ALUMINIUM FOUR-door sports saloon by H. J. Mulliner. 1951, full flow engine, good mechanics, beautiful body, radio, M.o.T., taxed. £550. Saunders. Tel.: 061-881 1148 (Manchester.) (0572

LAGONDA 4½-LITRE SALOON, 1933. Good condition, M.o.T. Large amount spares. £575. Motor cycle or car considered part exchange. Doug Hacking, Motor Cycles, 141 Chorley Old Rd., Bolton. Tel.: 42917. (0573

MORGAN + 8 1969, "G" REGISTRA-tion; taxed, Ferrari red with black interior; luggage rack, racing mirrors, map light, rear bumper, bonnet strap, etc. £1,460. Tel.: 467 6378 (evenings). (0574

14/70 LEA-FRANCIS; I.F.S. AND TWIN o.h.c.; £60 recently spent on renewals; uses no oil; seven tyres (two new); long M.o.T. Seen Newbury, Oxford or Reading. £135 o.n.o. Tel.: Lambourn 597. (0575

1964 A.C. ACE 2.6, CHASSIS NO. 5036; last Ace produced. For full details write Box 2668. (0576

LOTUS ELAN, 1969, SPECIAL EQUIP-ment, F.H.C. White, genuine 20,000 miles. £1,220. Tel.: Lytham 6909. (0583

COOPER "S", 1,275 C.C., MK. II, 10/67. Numerous extras, l/m, A.A. report. Cash price £600 or £330 + H.P. arranged. Further details telephone 01-570 9339. (0577

LOTUS ELAN F.H.C., 1966. METALLIC blue; electric windows, chrome knock-ons, push-button radio, servo; the recently completely rebuilt engine is overbored, lightened and balanced; fantastic in both looks and performance. £835. Interesting part exchange considered. Tel.: Chorley 2608. (0578

FRANCIS LOMBARDI GRAND PRIX Fiat coupé, 1969H, one owner; 7,000 miles; Lamborghini lime green with black interior and ny-on fur carpets; race-tuned engine, mag. wheels. £1,175. For full details telephone Shepton Mallet 2239. (0529

AUSTIN HEALEY 3000 MK. III, 1964. Metallic blue; overdrive, wire wheels, new hood, mechanics and interior perfect, body needs some attention; full year's M.o.T.; taxed. £495. Cockle. Tel.: Smallfield (Surrey) 2993 or 01-668 6589. (0580

TWIN-CAM ESCORT "G", CPL2 CAMS, modified head, Bercham exhaust, cloth seats (blue), clutch, balanced, LSD, HRSR, modified suspension, Motorola, many extras; list. Cost £2,000 plus. H.P. available. £950. Tel.: 01-571 0408 (after 5 p.m.). 47 Marlborough Rd., Southall, Middx. (0581

GORDON KEEBLE GT. UNIQUE OP-portunity to acquire the actual Geneva show model, special steel body built in Italy by Bertone. Featured in latest edition of Automobile Connoisseur. Finished in red with black leather upholstery, this car has outstanding looks and matching performance. All spares are easily available. Genuine circumstances enforce sale, offers around £900 (which is about half it's value). H.P. arranged and exchanges considered. Tel.: Bristol 25831 (office hours.) (0582

AUSTIN HEALEY SPRITE MK. III. Taxed, tested, resprayed, met. green, new hood, battery and 2 tyres, immaculate throughout and very smart. £330. Tel.: 021-705 3344. (0584

XK150 D.H.C. 1959. NEW HOOD, brakes, exhaust, back springs, new carpets and trim with leather dash. £625 o.n.o. Apply: 159 Pontypridd Rd., Barry, Glam., S.W. Tel.: 5614. (0585

M.G. MIDGET AS NEW, REGISTERED May 1970, A.R.B. Excellent Cinturatos, undersealed, B.R.G. £815 o.v.n.o. Morrison, 85 Maxfield Drive, Hucclecote, Gloucester. Tel.: 27285 (daytime). (0586

MERCEDES-BENZ 300SL, 1958, ROAD-ster with hard-top. An investment at £1,850. Box 2669. (0587

ALVIS TA21, GREY LADY CONVER-sion. Much mechanical work done. £300 o.n.o. Horner, Little Cottage, Callowell, Stroud. (0591

1960 MORGAN PLUS FOUR, FOUR-seater. Immaculate, in bright chrome yellow. Must be seen at £580. Any part exchange considered. Tel.: Whitby 2799 (Yorkshire). (0588

ROLLS-ROYCE, SILVER WRAITH, PARK ward, 1950, 83,000 miles, black with tan hide, in first class condition. £1,350. (0590

ASTON MARTIN DB2/4 MK. III, IN very good condition; owner in Australia. Must sell to best offer. Also Alvis TA21 with TC head, drophead. £145. Tel.: Wolverhampton 28001. (0592

TR3A, 1960 MODEL, PRIMROSE, OUT-standing condition; hard/soft-tops, tonneau, wire wheels, new battery, exhaust, valves and guides; M.o.T. Best offer over £275. Tel.: Linton (Cambs.) 747 (day), 288 (evening and weekend) (0593

LAGONDA, 1932, 2-LITRE OPEN LOW chassis; basically original; M.o.T. Price £800 o.n.o. Tel.: Thanet 51171. (0594

LIDDELL & HORNER

QUALITY MOTOR CARS

— offer —

1957 BENTLEY S.1 Continental Mulliner fastback. P.A.S. Rebuilt engine. Must be seen .. **£2,500**

1955 BENTLEY "R"-Type Auto. Much money spent. Magnificent **£950**

1954 BENTLEY "R"-Type Auto. Excellent in every way. Black, red interior **£950**

1964 JENSEN CV8 Mk. III. B.R.G. Webasto roof, new tyres. Difficult to fault **£1,495**

1927 ROLLS-ROYCE 20-h.p. owner-driver saloon by James Young. Very pretty. V-screen. Rebuilt engine **£1,950**

1926 ROLLS-ROYCE P.1 limousine of great character by Windover, restored. Very fine car .. **£3,450**

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

Chiltern Cars

11a WATER LANE, LEIGHTON BUZZARD, BEDS.
TEL.: L.B. 2760

LANCIA Flavia Vignale convertible (1966 Jan.), with detachable hard-top as part of the very comprehensive standard specification. This delightful motor car embodies all the best qualities of Italian engineering and motoring becomes a pleasure once more. **£1,095.**

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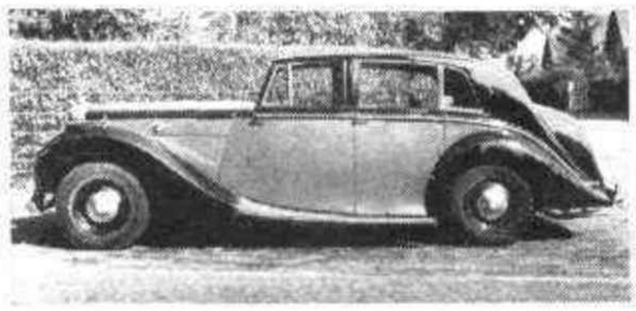

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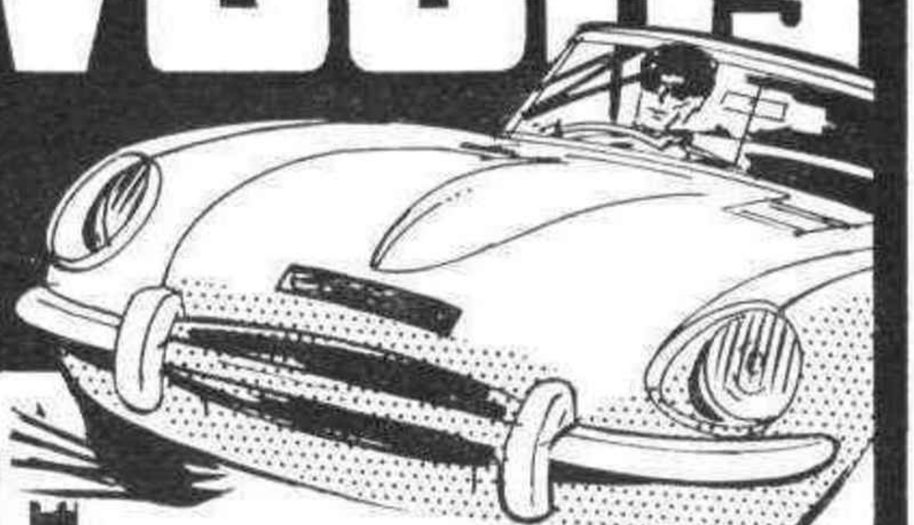

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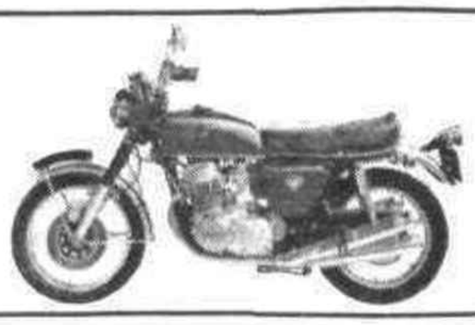

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FOR SALE—continued

E-TYPE 4.2 CONVERTIBLE 1967. IN really beautiful condition. Old English white, blue/black interior, c/wires, Jaguar hardtop, *Blaupunkt radio, etc.* Always garaged. I've looked after this car like a baby. Having gone half shares in an aeroplane got to sell. £1,485. Maybe H.P. Tel.: 01-977 6513 Teddington. (0517

1964 ALFA ROMEO GIULIA SPRINT GT, in good order. Radio, including a 1967 crashed car. All mechanics in good order. H.P. possible. £575 o.n.o. Moss, Mildenhall. Tel.: 712957. (0518

ASTON MARTIN DB4, 1962. UNblemished. Above average condition throughout. £975. Welford (Warks.) 343 (evenings). (0519

VOLVO 1800S COUPE, 1964. TWO owner only. £700. Welford (Warks.) 343 (evenings). (0519

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FOR SALE—continued

MAGNIFICENT PORSCHE 356C, 1964. 65,000 miles. This two-owner car has been meticulously maintained by Porsche agents *only. Ball blue.* £840. N. C. Williams. Tel.: 051-236 0014 (day). (0520

CORTINA SAVAGE 3000E, "H" REGIStration; amber/gold with black upholstery; many extras, including 3.5:1 rear axle, sunshine roof, halogen lights. £1,325. Tel.: Leicester 64341 (office). (0521

VINTAGE BENTLEY, 1928, 4½ D-TYPE gearbox, Zeiss lamps, cone clutch, sloper carbs, non original four-seater body. Fold flat screen, lowered radiator, excellent tyres, 18 in. wheels. £2,500. Baldock, Sycamore Cottage, Ightham, Kent. Tel.: Borough Green 2606 (evenings). (0522

1950 MARK VI BENTLEY. JAMES Young. Body damaged, mechanically good. Seen London, W.1. £100. Tel.: Byfleet 44254. (0523

R-TYPE BENTLEY STANDARD STEEL Saloon. Automatic, 1955. Silver/midnight *blue/light blue leather, 94,000 miles re*corded. Engine overhaul Jan. 1970. Taxed June, M.o.T. May. Good tyres; new battery. £950. Tel.: 01-866 3956 (evenings) or 01-836 3312 (day). (0524

M.G. TF1500, 1955. REGISTERED December 1954. Excellent condition, Rolls-Royce green, engine overhauled, reasleeved, new crank, ends, etc. 12,000 ago, gearbox rebuilt 7,000 ago. Recent starter, dynamo, fuel pump, coil; W.S. motor, high lift cam distributor, battery, reconditioned radiator; excellent tonneau, hood and tyres, spares. M.o.T. May 1971. Any inspection. £795. Tel.: 021-705 8086. (0525

REGISTRATION NUMBER MBF 1 FOR sale on scrap Wolseley 15/60. Anyone interested? Offers to Tel.: 01-262 0403, (late evenings). (0561

"R"-TYPE BENTLEY, 1954. AUTO-*matic; resprayed peacock blue Nov., 1970.* Recent mechanical rebuild by Barclay. Quite magnificent example. £1,100. Tel.: 01-606 7291 (office), 01-373 7990 (Lanc.). (0560

1927 DELAGE TYPE DSM. BELIEVED the only short chassis version of the very desirable 6-cylinder model in the U.K. Completely dismantled but with host of spares, including second engine and gearbox. No body. Wheels rebuilt, radiator overhauled, new block available. Around £220, depending on spares taken. Graham, Edenwood, Heatherside, Camberley, Surrey. (0563

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LOTUS ELITE, 1960, S/E. STAGE III TUNED. Original good condition. Appreciating. £525 o.n.o. Tel.: Chesterfield (Derbys.) 51337. (0529

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SUNBEAM TIGER, 1965. BLUE, BLACK trim, Dunlop special wheels, radio. Extremely good example. £645, or offer. Terms, Exchange considered. Gordon Vickers, Tel.: Chesterfield 77503. (0530

1934 WOLSELEY "NINE" SALOON, GREEN and black, with new sunshine roof. 4,500 miles since major engine overhaul. M.o.T., Handbook, etc. Beautiful condition. Tel.: Market Harborough 5328. (0531

DAVRIAN IMP. 875-C.C. TWO-SEATER sports special; regd. October 1969. Fibreglass body, dark green. Cints., Dunlop alloy wheels. Would convert to hill-climb or sprint car. £425. Tel.: 01-603 8223 (B), 01-748 9814 (evenings). (0532

FOR SALE—continued

RILEY 1½, 1947. NEAR MINT. 60,000. M.o.T. Garage maintained. £175. Tel.: Sevenoaks 58628. (0533

RENAULT CARAVELLE CONVERTIBLE, 1965. Motorola, £375. Purdy, Silkstone Farm Coal Aston, Sheffield. Tel.: Dronfield 2508. (0534

1953 RILEY RME MODEL 1½-LITRE SALOON, four-door. Black with green trim. Very good mechanically and bodily. Above average condition. Reason for sale change in family requirements. Gardner, 16 Park Walk, Holton, Halesworth, Suffolk. (0535

MERCEDES 190SL, 1960, R.H.D. RED DROP-head. Good general condition but sometimes difficult to start, hence only £350. Tel.: 01-723 5720 (Paddington). (0536

SUNBEAM-TALBOT ALPINE TWO-SEATER sports, 1953. Very rare and beautifully restored. Absolutely first rate mechanics with new gearbox, etc., and new hood. New upholstery, new tyres. £275. Must be seen. Tel.: 01-723 5720 (Paddington). (0536

M.G. TF, 1,250 C.C., IN GOOD ORIGINAL condition. B.R.G. New M.o.T. £485. Would consider Mini in part exchange. Jones, 130 Roe Lane, Southport. Tel.: 85351 (before 10 a.m. or 7-8 p.m.). (0537

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HEALEY 3000 MK. III, 1965. TONNEAU hood cover, overdrive, Minilite, k.o. wheels, Koni shocks, new Cinturatos, map light, radio. Very good condition throughout. £750. Tel.: Chatham Bristol 44154 (daytime), Huntley Blagdon 216 (evenings). (0539

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1930 BUICK LIMOUSINE, AL CAPONE-ISH, magnificently imposing. 35 h.p., pretty rapid. £375 o.n.o./exchange. 32 Carlisle Mansions, S.W.1. (0543

JENSEN 541, OVERDRIVE, NEW ENGINE 1970. Spares. £265. Denhard, 3 Marlborough Gdns., East Oakley, Basingstoke, Hants. (0544

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WANTED: DAMAGED TR5, ANY CON-dition. Will collect and pay cash. Tel.: Brampton (near Carlisle) 2589. (0318

CHROME WIRE WHEELS FOR DB3 Aston. Purchase or exchange. Also 1½-litre Aston for rebuild. 281 Soundwell Rd., Kingswood, Bristol. (0319

FOLLOWING "MOTOR SPORTS" RE-quired: June, 1963; June, 1962; Jan., 1961; May, 1961. Also bound volumes numbers 1 and 2 of "Aircraft Profiles", published 1966. Write: 39 Grangefields Rd., Jacobs Well, Guildford, Surrey. (0320

REGISTRATION NUMBER EMU 5 OR any other EMU number. High Trees, Forest Ridge, Keston, Kent. (0321

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BENTLEY "R"-TYPE. NO PART EX-change; cash purchase; leaving New Zealand Dec. 17th. Tel.: Knockholt 3330 (after 6.30 p.m.). (0323

WANTED: CYLINDER HEAD FOR 1935 3½-litre Bentley. Moss, 39 The Hawthorns, Eccleston, Chorley, Lancs. (0324

GORDON KEEBLE OR MARCOS WAN-ted for approximately £1,000 cash. Full details please. Tel.: 01-499 8214 (office hours). (0325

WANTED URGENTLY: WORKSHOP manual for 1933 Singer Le Mans. Also full/part reconditioned engine for above. Best prices paid. D. Lecarotti, Pennyhill, Pinfarthings, Stroud, Glos. (0326

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REGISTRATION NUMBERS SMG 21, SMG with low or interesting number; also DMG with low or interesting number. Contact Mr. K. B. Bradbury, Gunn (JCB) Limited, Atalantic St., Altrincham, with details of lowest price. Tel.: 061-928 2095. (0329

ROLLS-ROYCE. WANTED: CYLINDER head for Phantom II. Part No. E 83538A, as fitted to all chassis in the series JS, MS, MY, MW, PY, RY, SK, TA, and UK. Part required in unused or good condition. Please forward price and particulars to: Hall, 169 Phillip St., Sydney, N.S.W., Australia. (0332

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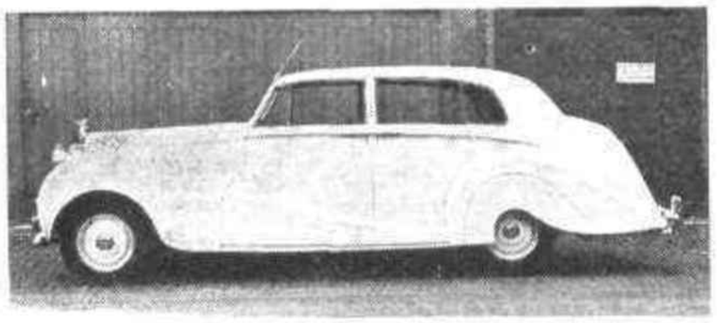
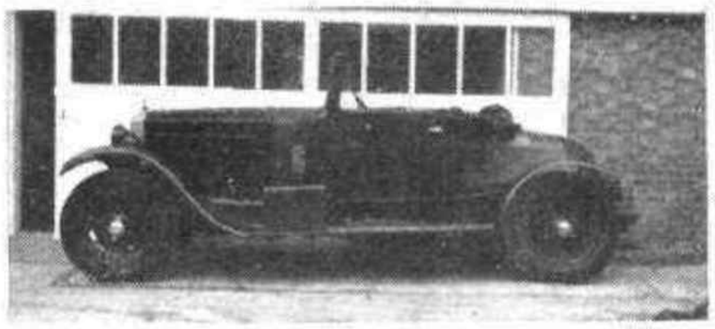
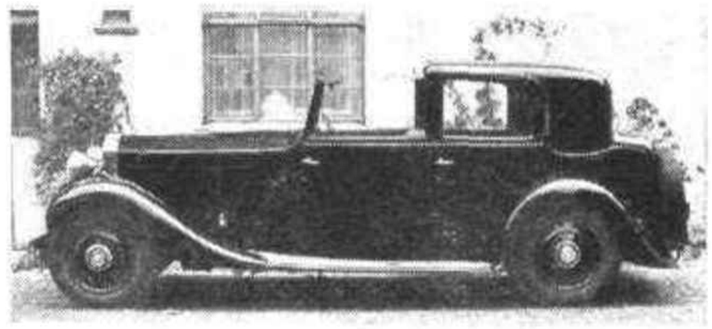


1953 ROLLS-ROYCE Silver Wraith by H. J. Mulliner, luxuriously fitted interior, P.100 headlamps; recent engine and suspension overhaul.

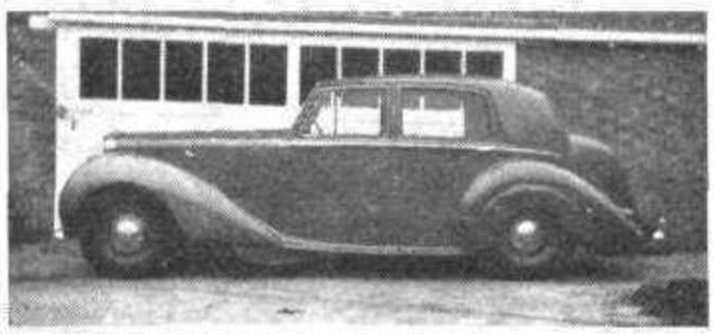


1928 INVICTA 4½-litre high-chassis 2-seater, excellent chassis; potent vintage tourer. **£950.**

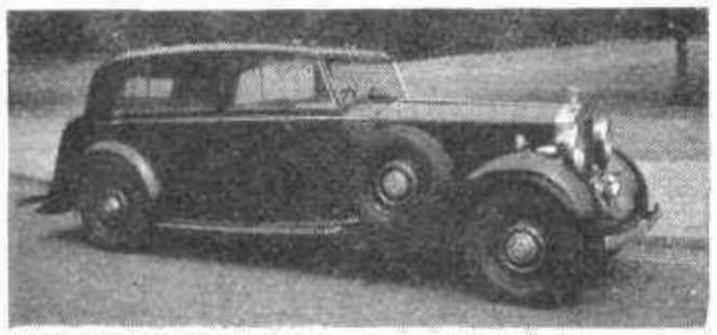


1933 ROLLS-ROYCE 20/25 sedanca de ville by Thrupp & Maberly, engine overhauled; good original order. **£1,350.**

1937 ROLLS-ROYCE 25/30 Gurney Nutting "Owen" sedanca coupé, restored to mint condition.



1950 BENTLEY Mk. VI standard steel saloon, excellent interior, good example. **£495.**



1936 ROLLS-ROYCE Phantom III high-vision saloon by H. J. Mulliner, full history; exceptional.

1939 ROLLS-ROYCE Wraith sedanca de ville by James Young.
1936 ROLLS-ROYCE 20/25 sedanca de ville by H. J. Mulliner, fully restored.
1932 ROLLS-ROYCE 20/25 saloon cabriolet by Salmons. **£1,450.**
1927 ROLLS-ROYCE *fixed-head coupé by Cooper,* **£1,350.**
1936 ROLLS-ROYCE 25/30 saloon by Windovers, twin spares, electric division; history; exceptional.
1920 SILVER GHOST open-drive limousine by H. J. Mulliner.

1927 BENTLEY 3-litre Speed Model by Vanden Plas, mint condition.
1938 BENTLEY 4¼-litre drophead coupé by Vanden Plas, undergoing restoration.
1926 LANCIA Lambda 6th Series tourer.
1930 SUNBEAM 3-litre *twin o.h.c.* 2-seater *(modified body).*
1931 ALFA ROMEO 8c 2.3-litre supercharged Zagato 2-seater.
1931 LANCIA Dilambda sports saloon by H. J. Mulliner, restored.
1949 BENTLEY Mk. VI coachbuilt saloon by Freestone & Webb.

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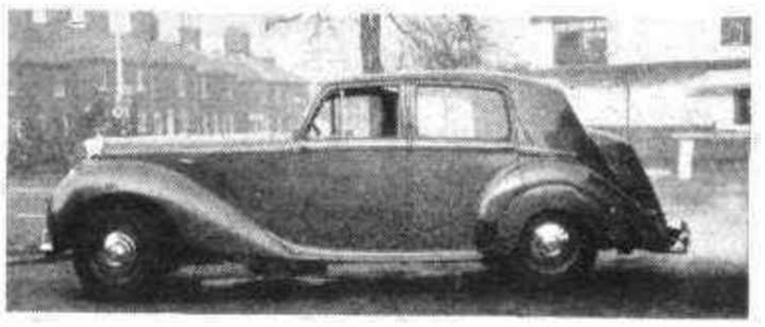
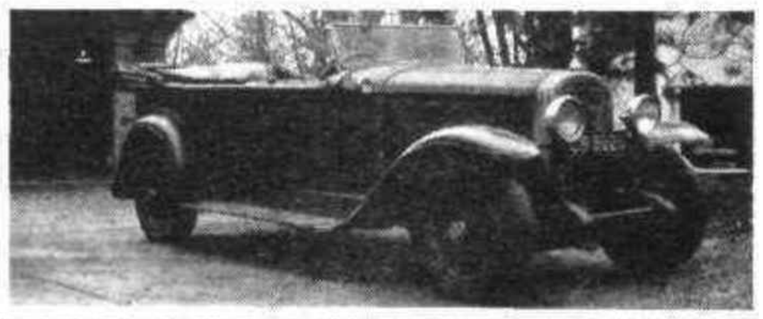
(*Left*) **BENTLEY S.1 Continental,** Park Ward coachwork, 1956 Series (Reg. 1957), automatic, not power-steering. Regal red with grey trim; indicated mileage 111,000. Recent bills from accredited R.-R. repairers for over £300 covering brakes, suspension, etc., new tyres all round; car is outstanding in every way for its year and has obviously been well cared for. **£2,600**

(*Right*) **BENTLEY Mk. VI "big-bore" (4¼-litre),** 1952, silver grey, grey interior. This car is quite exceptional—one private owner to 1957 and one since. Paintwork believed to be original and mileage of under 104,000 believed genuine; distributor maintained and just serviced by us. This car is not cheap but is outstanding. **£750**



(*Left*) **ROLLS-ROYCE Phantom II XJ series,** 1930, Hooper limousine, very fair mechanically and on excellent tyres; bodywork structurally sound but generally neglected, nevertheless a fine subject for a by no means expensive renovation—a good, original closed large vintage Rolls-Royce is becoming more valuable than an indifferent "replica" tourer. **£950**

(*Right*) **1930 BUICK Master Six** 7-passenger tourer on wood artillery wheels, highly original and basically very sound and rust-free; paint and trim original but poor; hood and weather equipment complete but need attention; good tyres all round and seems to be mechanically sound; a rare and impressive vehicle. **£500**



ROLLS-ROYCE Silver Ghost—we are currently renovating a 1921 AG Series chassis; original coachwork (ex another Silver Ghost) is a most attractive and slightly sporting small 4-seater tourer by Hayward and is already fully retrimmed, replated and repainted, and complete with all weather equipment, lamps, instruments, etc., and is ready for mounting on the chassis; complete vehicle expected to be available in approximately eight weeks' time at a price of approximately **£5,500**

BENTLEY S.1 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**

1962 (1961 Series) BUICK Invicta convertible (l.h.d.), 6½-litre, V8, everything powered; two owners and 69,000 miles recorded; blue interior and black hood are good, but black paintwork dull and minor faults, but long M.o.T. and astonishing value at **£335**

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

VINTAGE :

1930 AUSTIN Heavy 12/4 saloon, believed one owner from new, completely original but badly stored for many years and consequently some rust and needs much attention to trim, roof and a repaint, nevertheless good value at **£150**

Very nice 1925 **RENAULT 9/15 Cloverleaf** 3-seater, all original lamps, instruments, etc., new beaded-edge tyres all round, recent repaint and new hood and trim; stored many years and believed possibly two owners from new; has recently most successfully completed a Renault Rally in France. **£850**

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. **£325**

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

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

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LOTUS Elite, 1970. Must be one of the best examples in existence, recorded mileage 1,600. Fitted ZF gearbox, wide wires. Finished in Lotus yellow with black trim. **£1,095**

LOTUS Elan S3 Special Equipment convertible, 1967, in Bahama yellow, fitted B.R.M. tuned engine; exceptionally fast. Radio, new tyres, etc. A very well maintained car, over £300 spent this year. **£1,045**

LOTUS Elan +2, 1968. A one-owner car finished in Carmen red with black trim, radio, etc. Above average example. **£1,345**

LANCIA Fulvia Sport Zagato S, 1969/1970 Model, 'H' Reg. Jamaican silver blue with black trim, 5-p.b. radio. An extremely rare and attractive car. Supplied new by us, having completed under 8,000 miles in the hands of one careful owner. **£1,765**

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LOTUS Elan S4 convertible. Special Equipment. Royal blue/black interior.
LOTUS Elan S4 convertible. Special Equipment. Lotus yellow/black interior.
LOTUS Elan +2S. Cirrus white, black trim. H.R.W., chrome wheels.
LOTUS Europa S2, in carnival red, black trim. Component form.

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GTE. Satin silver; overdrive, etc.
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WANTED: REGISTRATION NUMBER R, RS, RCS, RSG, RSO, HEP, ST 1G, RA, DA or RCA on old car. Mr. Ashby. Tel.: 01-629 9121 (office). (0351

WANTED: ASTON MARTIN REG. No. ALW 719. Information to: Robinson, Beacon St., Penrith. Tel.: 3492. (0352

WANTED: EW REGISTRATION. Walker, "Cayma", Lonsdale Rd., Newton Abbot, Devon. Tel.: 2846. (0353

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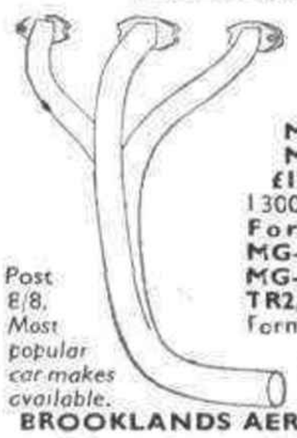

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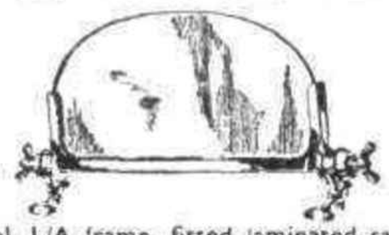

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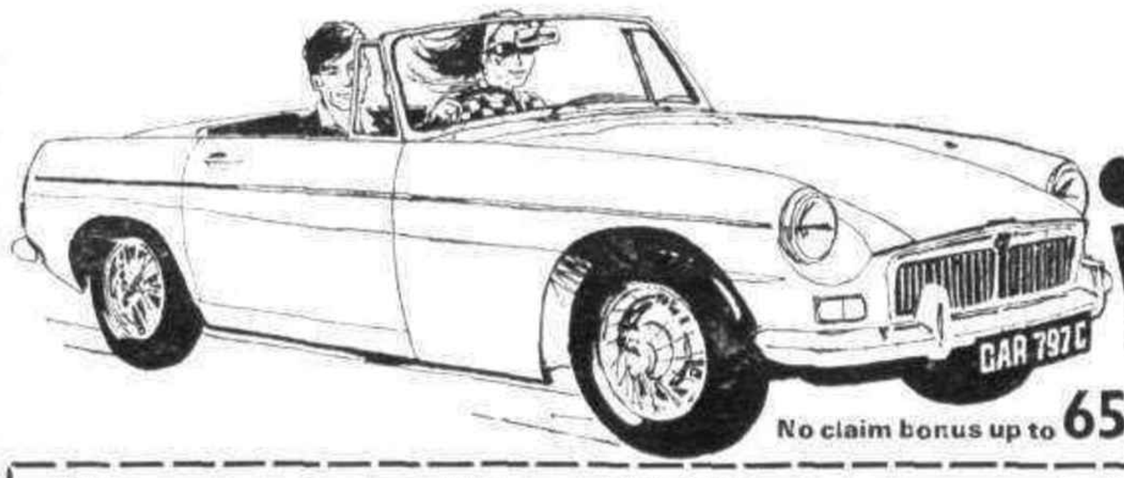

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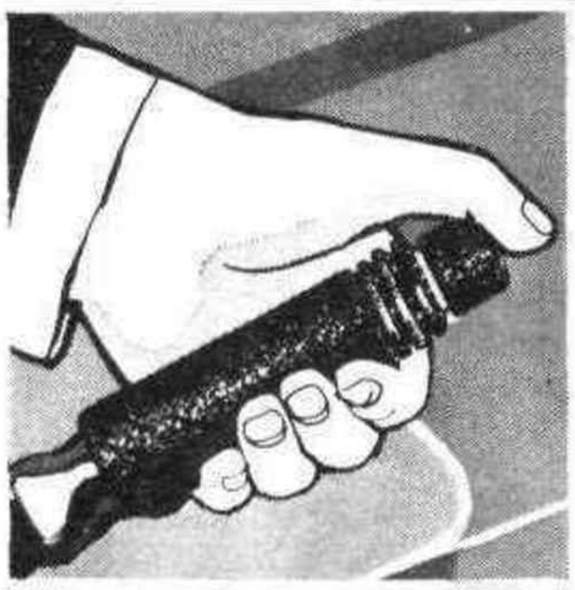

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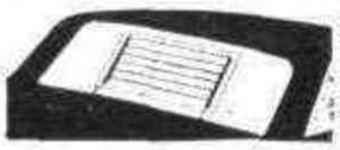

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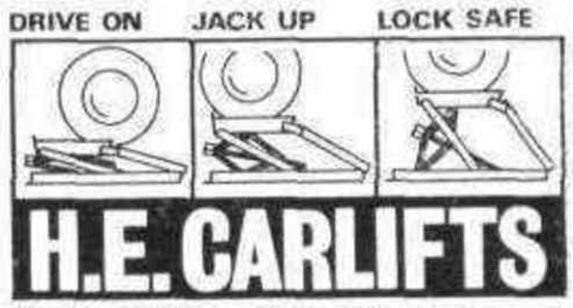

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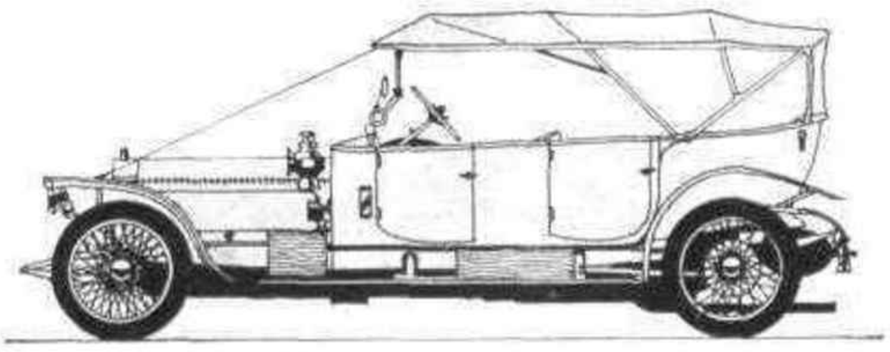

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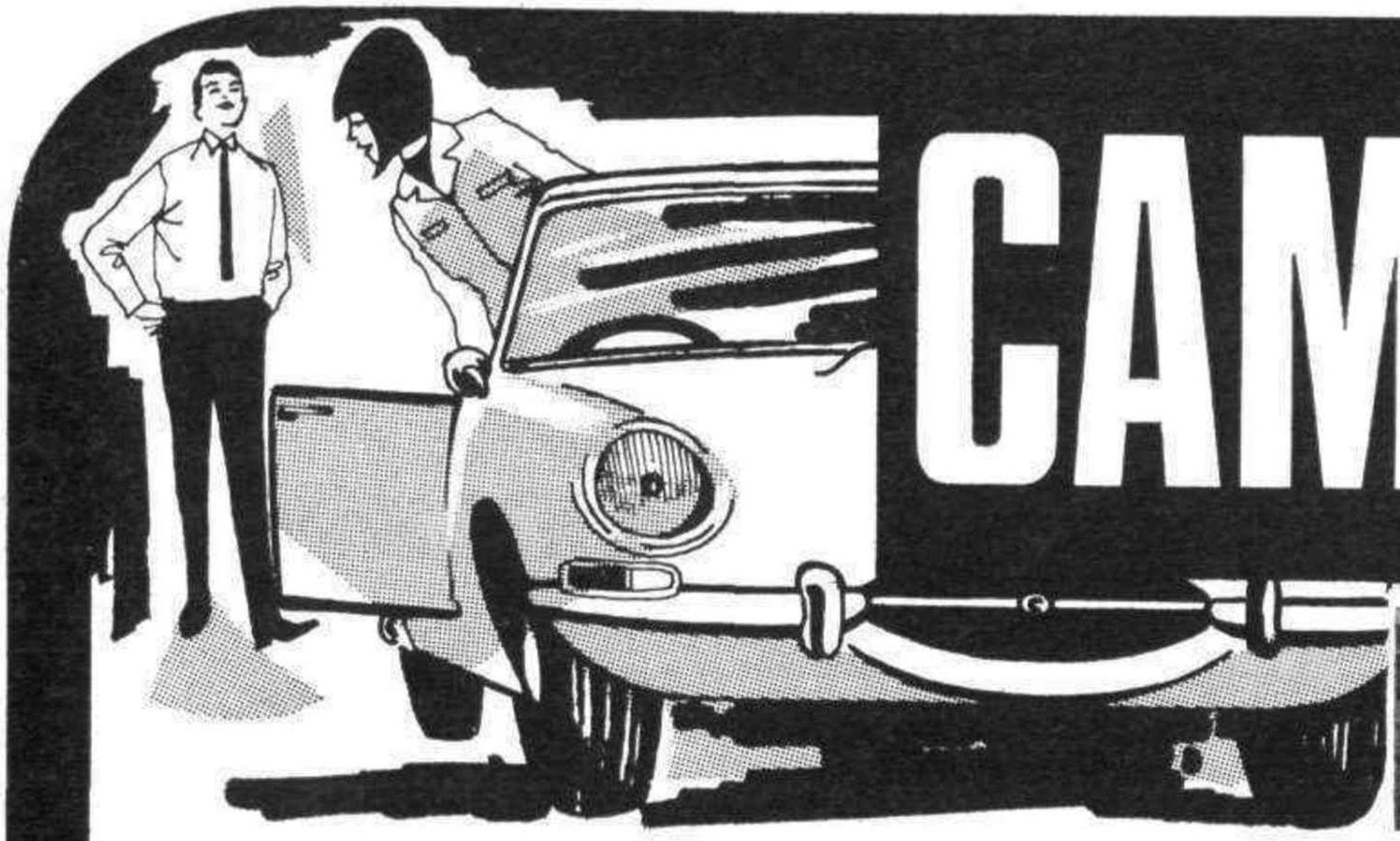

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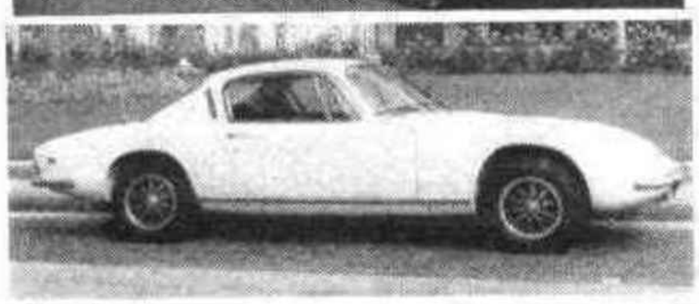

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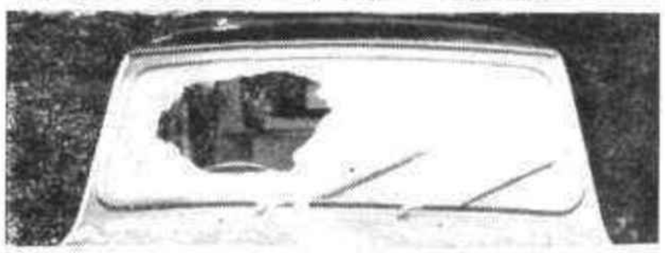

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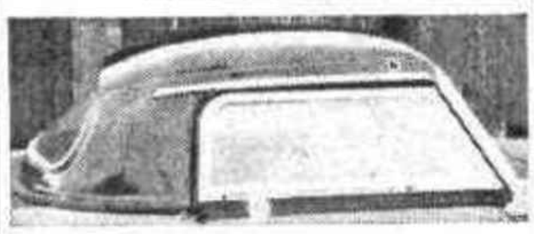

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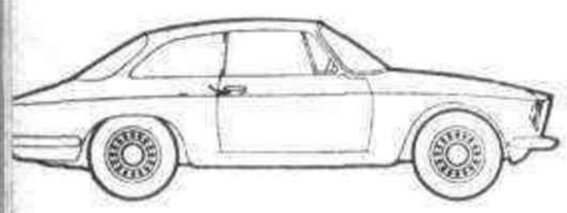

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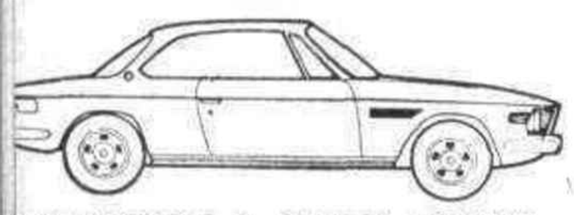

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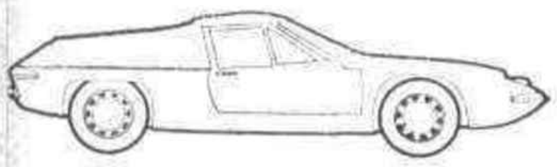

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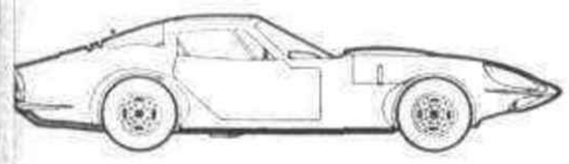

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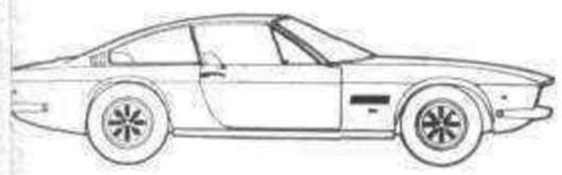

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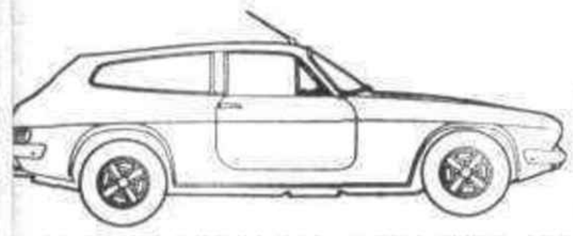

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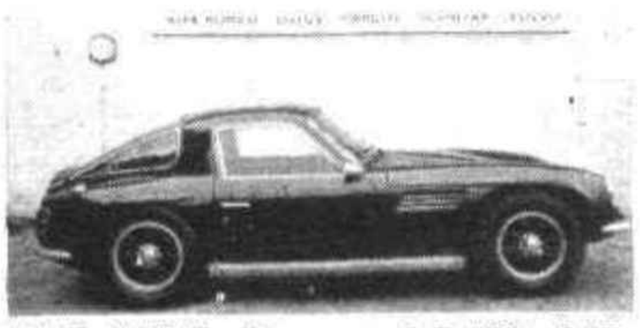

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1969 M.G.-C GT. Finished in mineral blue with black trim. Fitted with overdrive, wire wheels, quartz-iodine spot lamps. This car has covered only 12,000 miles from new and is in an unmarked condition throughout. **£1,345.**

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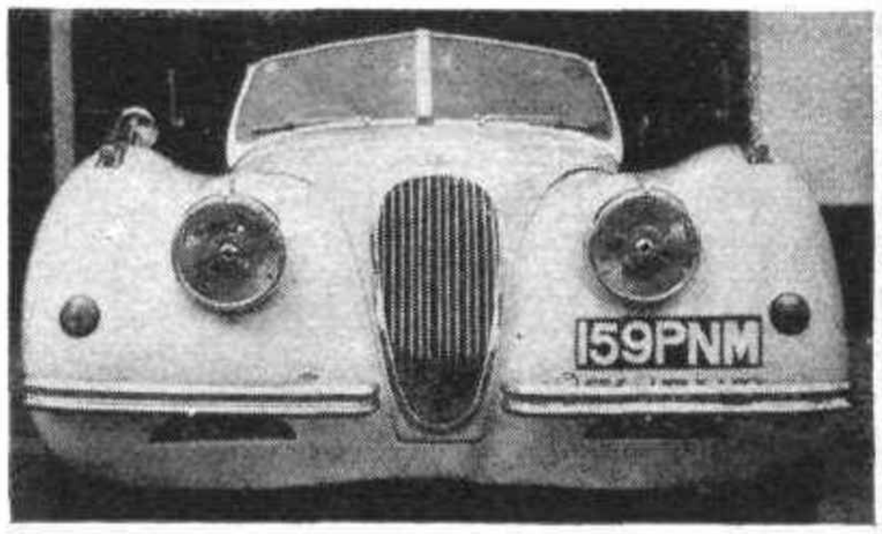

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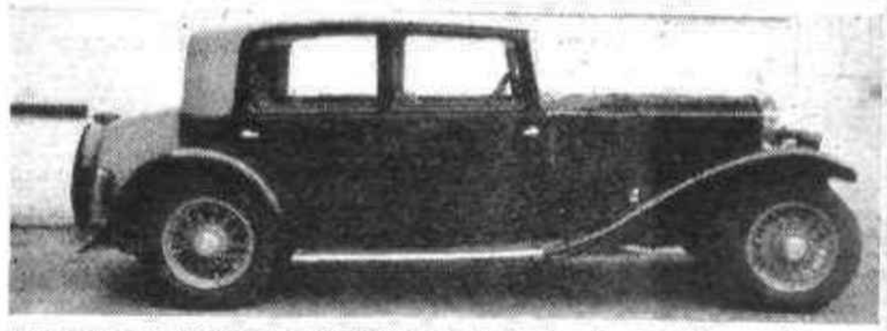

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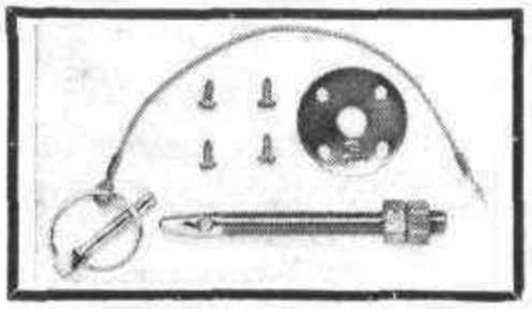

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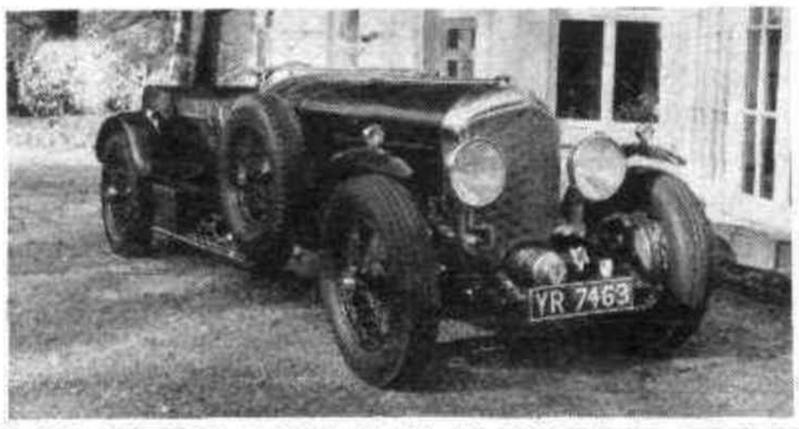

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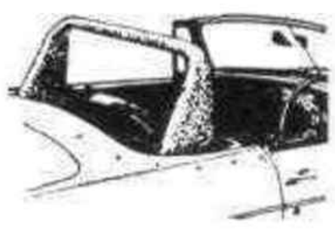

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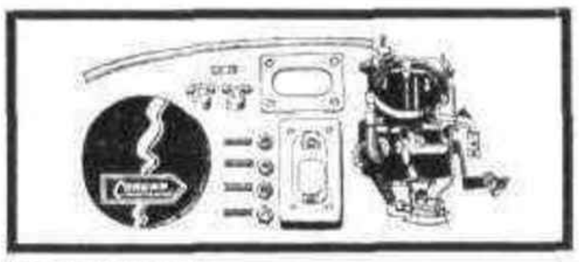

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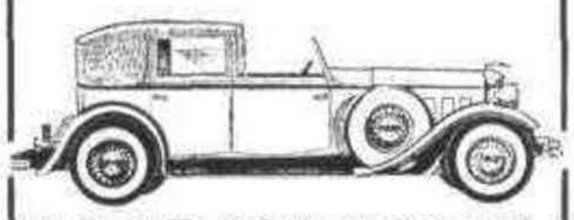

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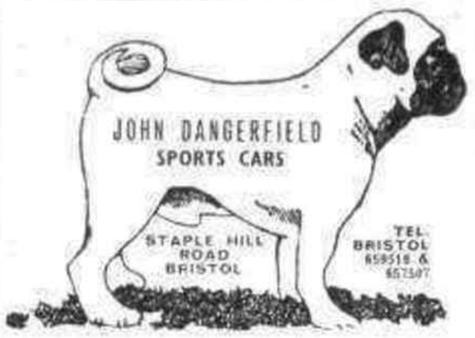

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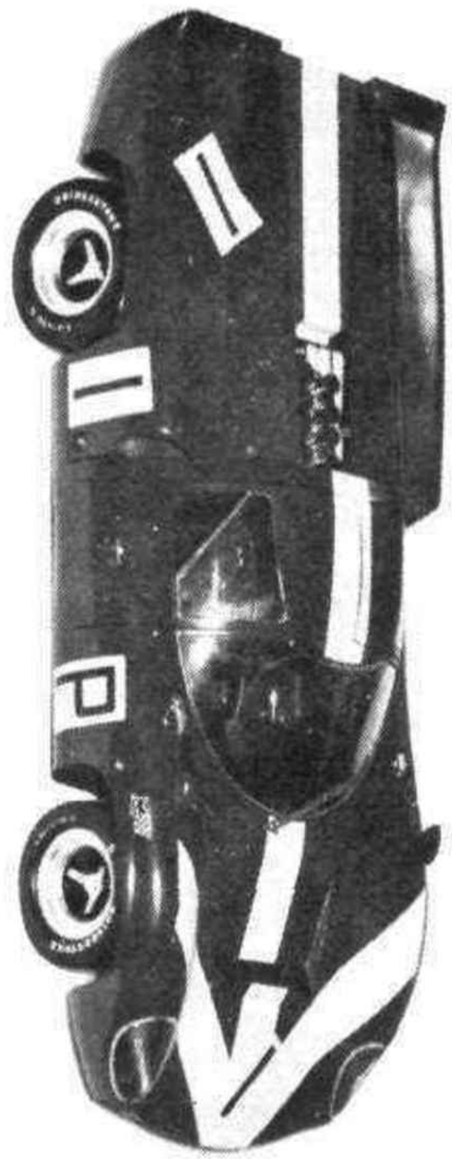

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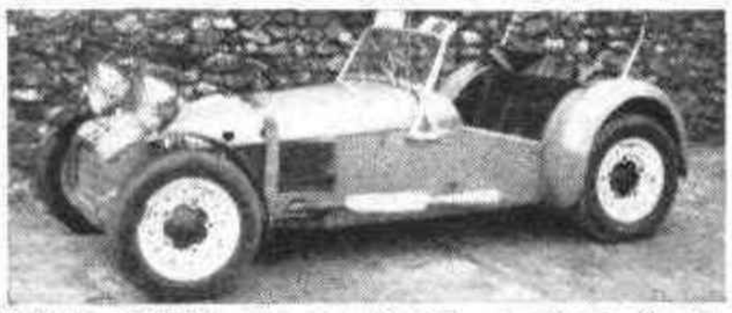

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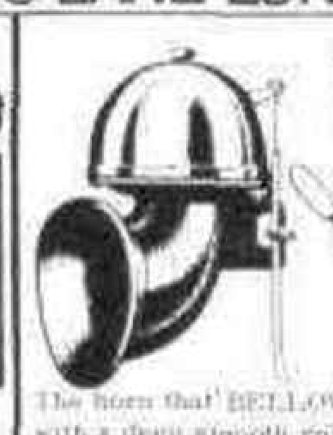

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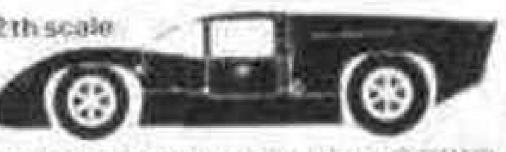

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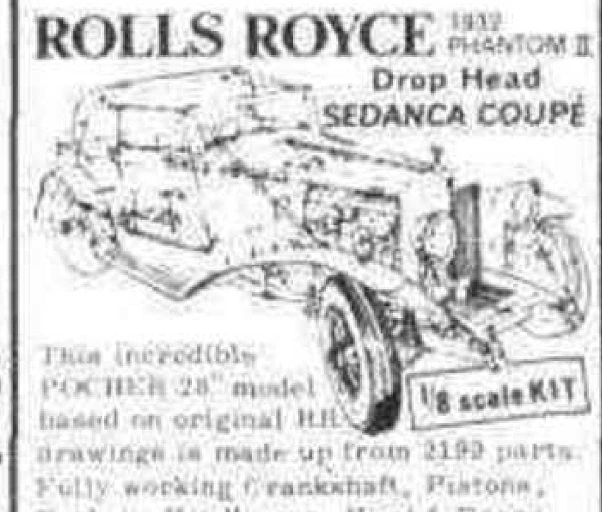

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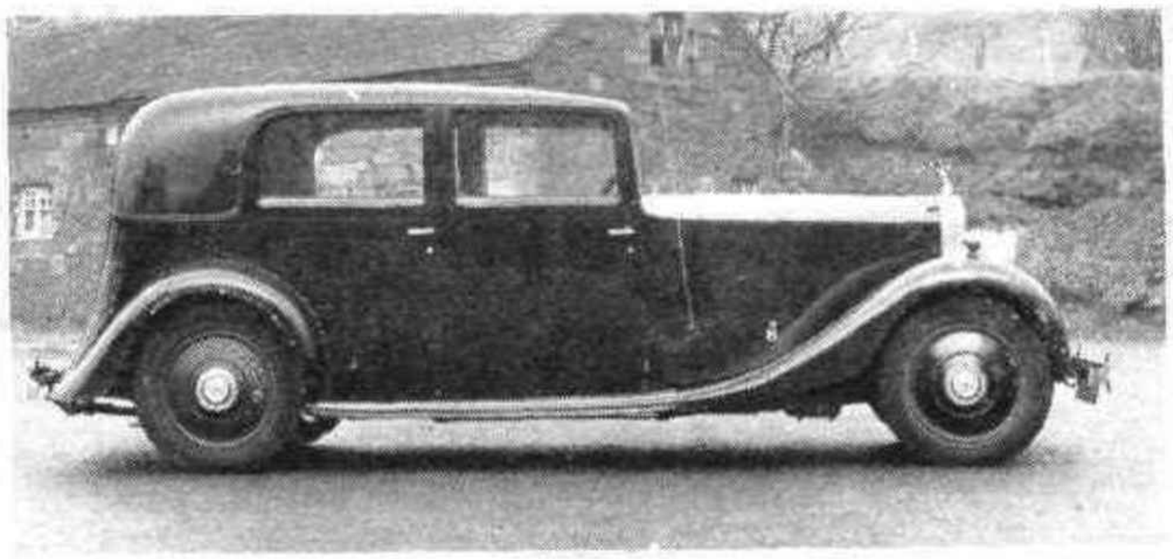
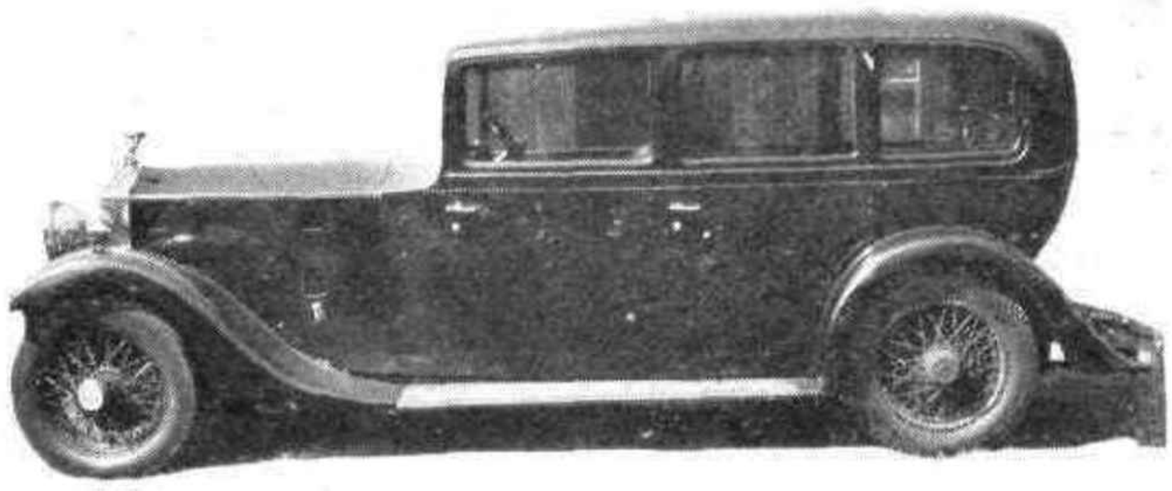


1935 20/25 sporting limousine with division by Park Ward. Refinished in black over beige with beautifully kept brown leather interior. Stored for the last twenty years and only three owners since new. It is the sort of car that is becoming increasingly difficult to find. Runs like a Tompion Clock. **£1,275.**



1934 20/25 "D"-back limousine by Hooper. Finished in clove carnation and black with absolutely gorgeous interior trimmed in the most expensive scarlet cord with unbelievably thick lambswool rugs to front and rear. Two face forward jump seats trimmed to match. Particularly quiet and willing engine. **£1,275.**

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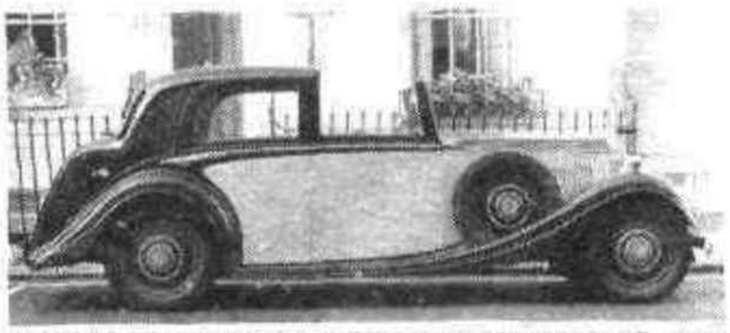
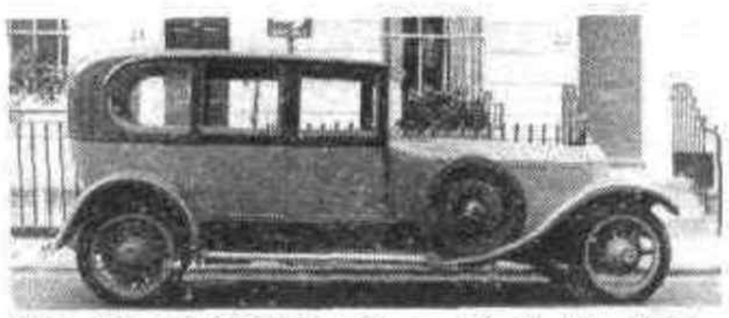
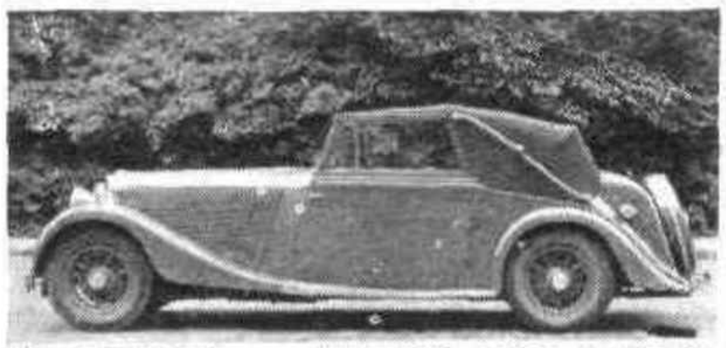


1936 ROLLS-ROYCE 20/25 sedanca de ville by Gurney Nutting. Fine original order, fully restored.

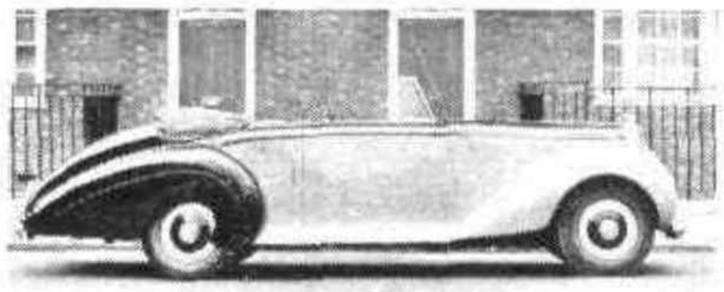
1956/7 BENTLEY Continental convertible by Graber, painted off-white with black hide trim.



1925 ROLLS-ROYCE Silver Ghost by Barker V-screen, twin side mounts.



1939 BENTLEY overdrive MX series by Vanden Plas, painted burgundy.



1949 BENTLEY Mark VI convertible, power hood and windows.

1939 BENTLEY o/d saloon by Park Ward, painted Napier green/black.

1930 ROLLS-ROYCE Phantom II sedanca de ville by H. J. Mulliner, restored regardless of cost. Painted suede green, trimmed cloth to the rear, hide to the front.

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LAT is where the action is!

MOTOR SPORT and *Motoring News* have published thousands of black and white and colour photographs.

The majority of these were supplied by LAT photographers.

Be it night or day, desert sun or arctic snow, MOTOR SPORT and *Motoring News* require top quality coverage of all the season's events.

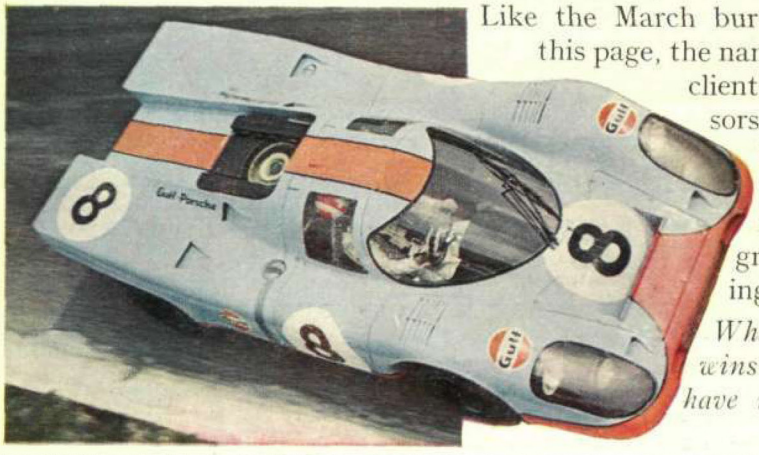
LAT more than fulfils these requirements.

In the files of LAT there are a quarter of a million negatives and colour transparencies. They date back to when Moss and Hawthorn were newcomers to racing, and are daily being added to by LAT's ever widening coverage.

LAT can help you.

Like the March bursting from this page, the names of your clients, the sponsors, should be brought to the attention of a greater reading public.

When your car wins LAT will have it on film.



LAT has a Design and Artwork Studio specialising in advertising with a racing flavour. This studio has technical drawing, type-setting, layout and lettering facilities, and can produce an advertisement for you.

We can provide the basis of your publicity campaign.

This coming season LAT will be at every major Grand Prix, sportscar, F2, F3 and F5000 race. Also all the leading rallies, motor shows and any venue you contract us to visit.

When you need our help, telephone Laurence Morton (Photographic), or Andrew Brown (Studio) at 01-628 4741.

LONDON ART TECHNICAL DRAWINGS LIMITED STANDARD HOUSE BONHILL STREET LONDON EC2