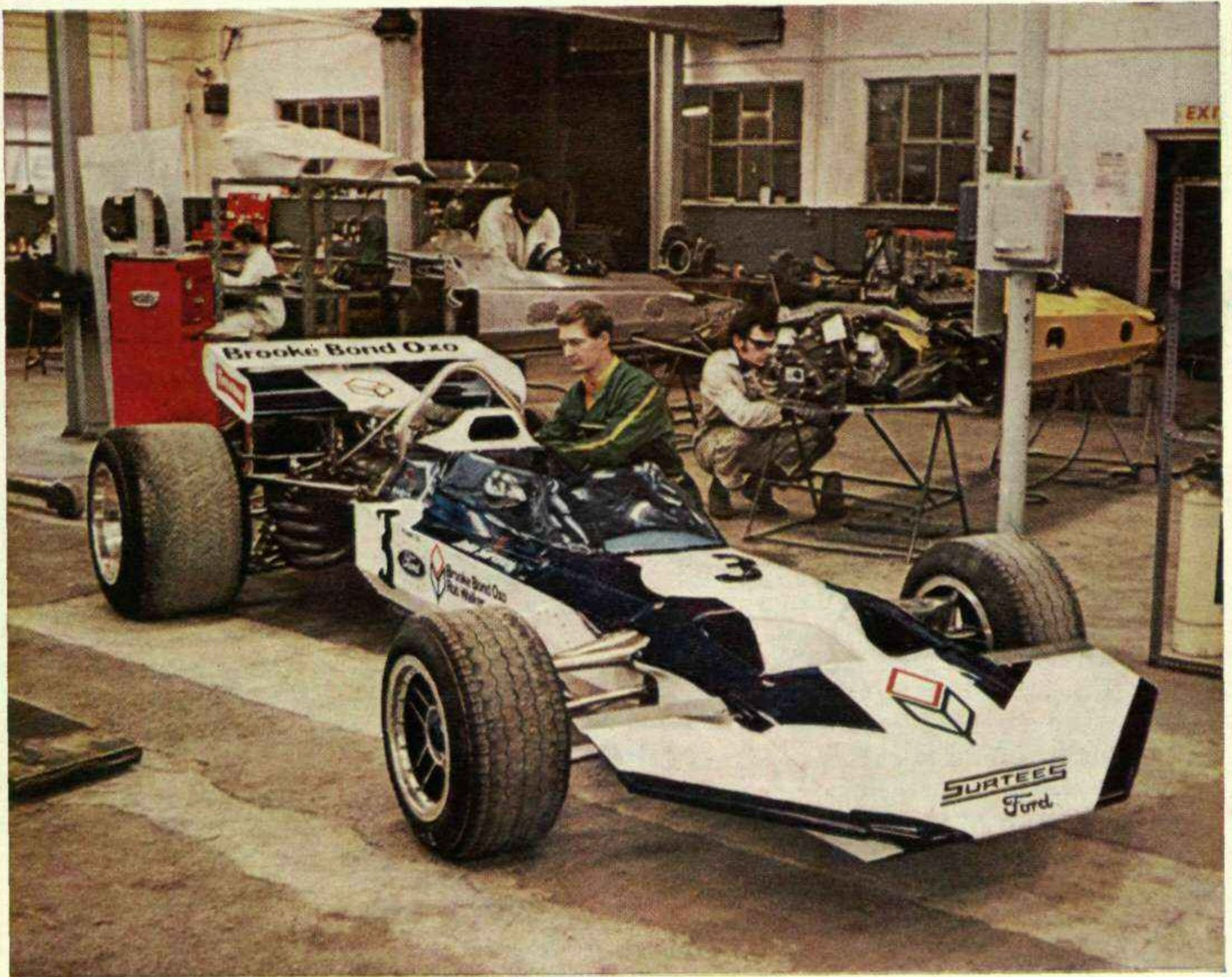
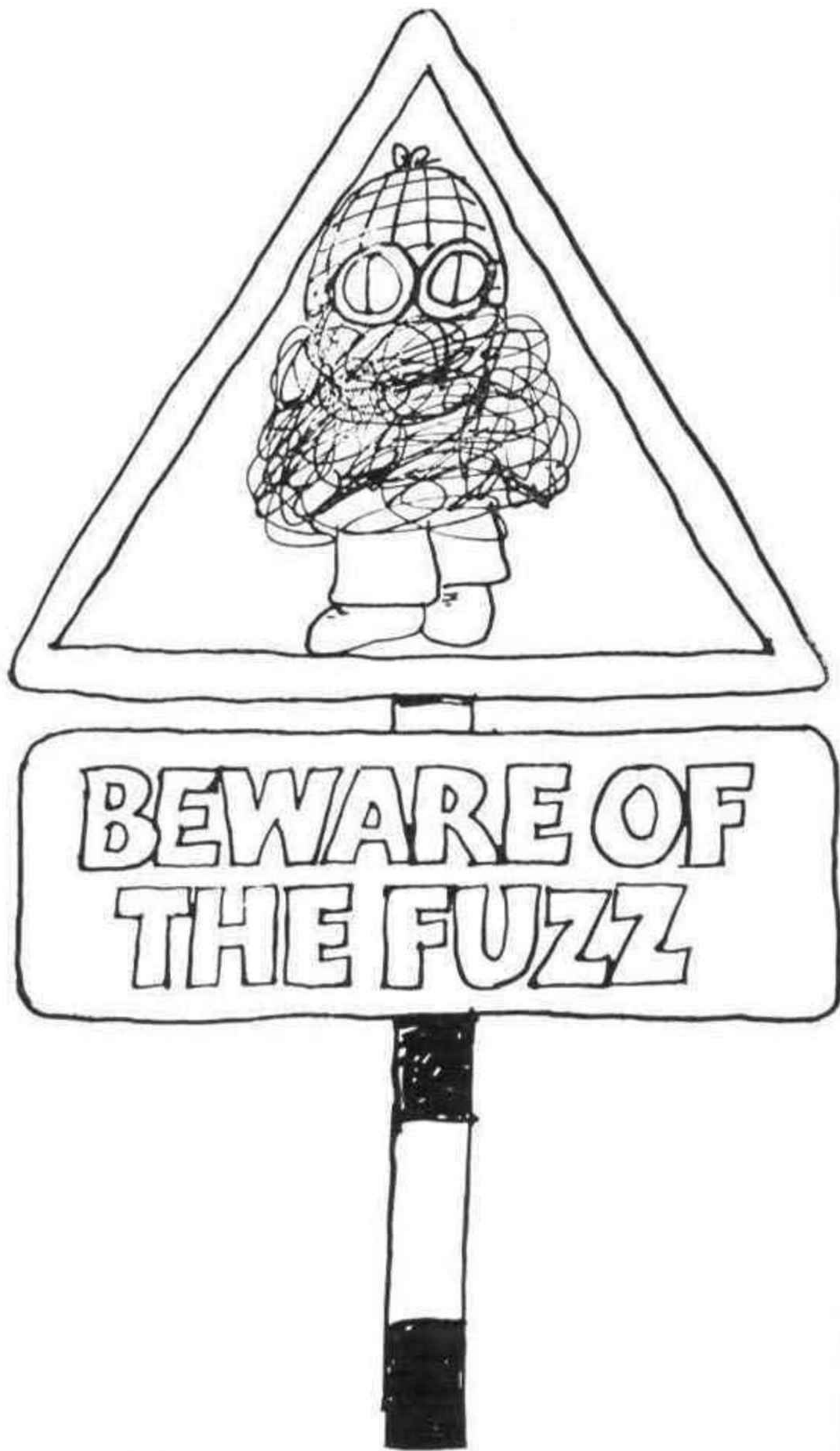


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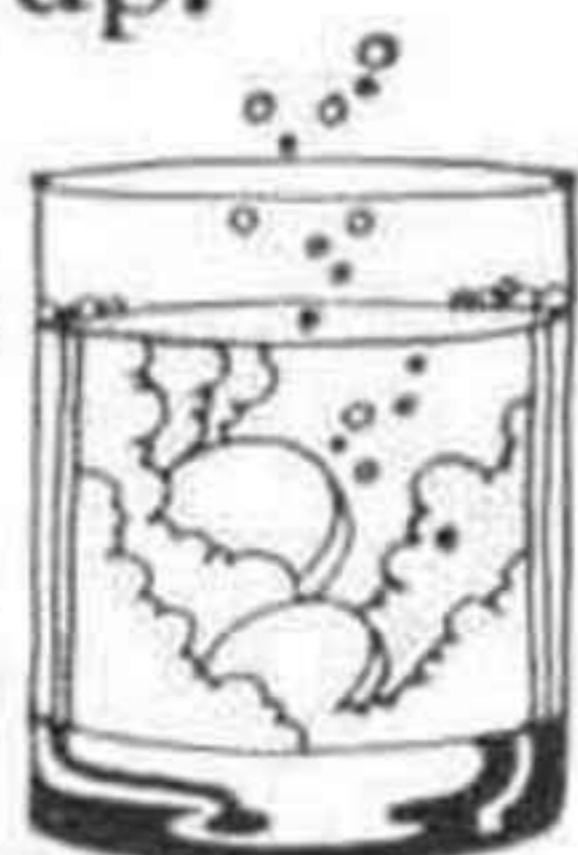
It's that all-over rotten feeling that comes from an upset stomach and headache, or from a cold.

At the first sign take Alka-Seltzer*.

It has alkalisers to unfuzz the stomach, pain-killer to unfuzz the head, and a fizz to refresh you all over.

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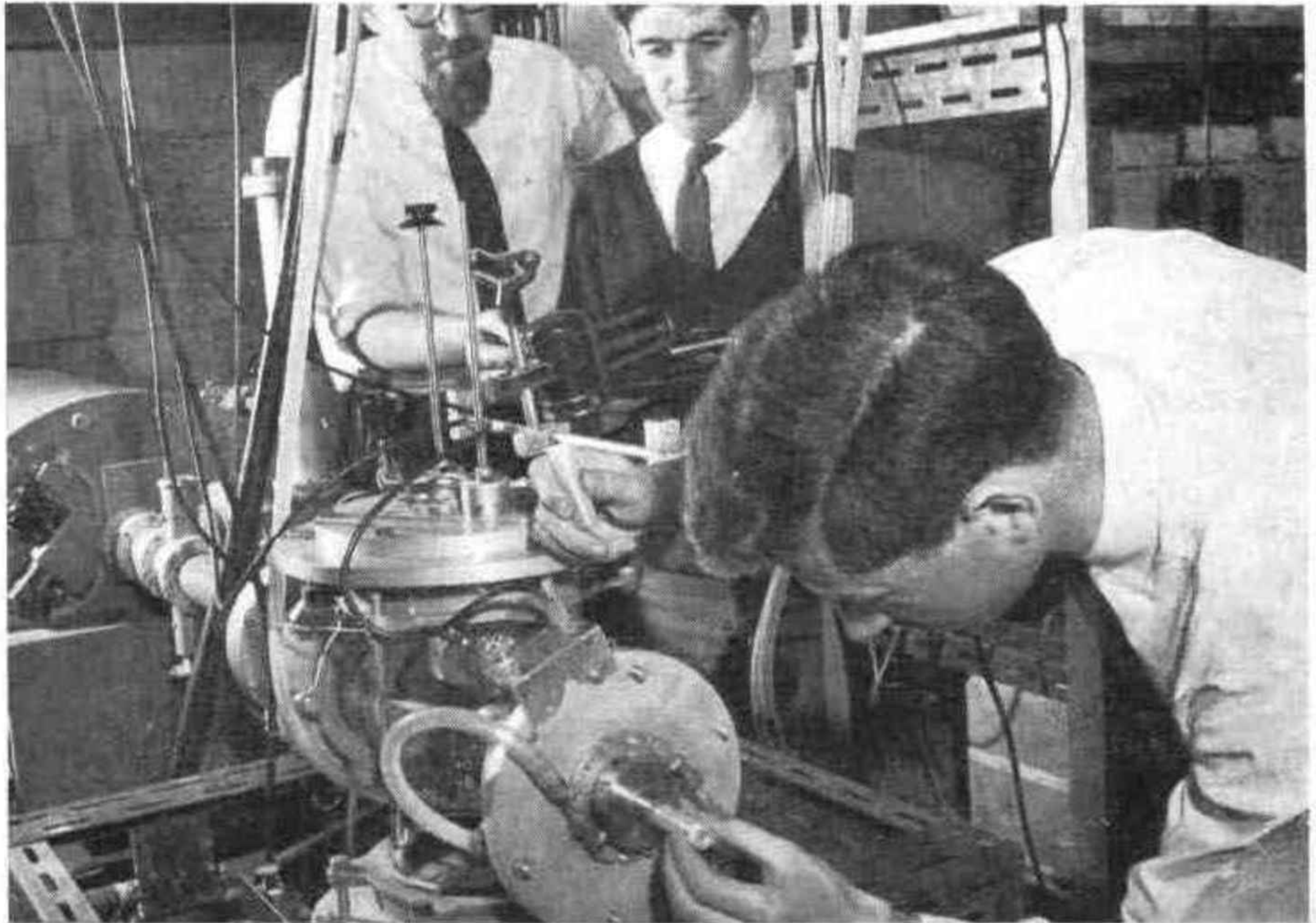
"I don't know whether the staff are really better at Shrivenham than at *****, but they certainly devote a great deal of time and trouble to us. It's not just that there's a good staff/student ratio. There's also a first class staff/student relationship, and that's what matters. I expect to do distinctly better at Shrivenham than if I'd stayed at *****."

The speaker is a student who has studied at University elsewhere and is now reading for a B.Sc. at Shrivenham—known more formally as the Royal Military College of Science. This is where most of the technically qualified Officers, needed in growing numbers by an Army as modern as ours, do their degree courses. Its academic record is summed up in one readily grasped statistic. In 1969, when Shrivenham was still one of 52 establishments whose students competed for external degrees, London awarded a total of eight First Class Honours degrees in Chemistry (Special) and Engineering. Five of them went to Shrivenham.

Spotting Potential

Does this mean that the ordinarily able man will be out of his depth? No. Shrivenham has the same basic entry requirements as most universities. If there's any difference here, it tends to favour the late developers. The Army's selection procedures are rather more sophisticated than most, and can spot potential ability. Given that, it is prepared to consider young men whose 'A' level grades would lead to automatic rejection elsewhere. People with 'D's have done well at Shrivenham. And a young man who was told after his first year at a university that he "would never reach degree standard", went on to win First Prize for Engineering at Shrivenham and a London First Class Honours degree.

Today Shrivenham runs its own degree courses leading to CNAAs awards. Its students are mostly young Army Officers who have been through Sandhurst. There are also a number of civilian students, most of them on County Awards. And there are young men who have won Cadetships.



Officer Students assist in setting up an experiment on a linear accelerator in the Rutherford Nuclear Physics Laboratory of the College.

How to get a Cadetship

Cadetships in Science and Engineering at Shrivenham carry a probationary commission as Second Lieutenant. To get one, you need at least 5 GCE passes, two of them—in Maths and Science subjects—at 'A' level. You have to satisfy the Shrivenham Selection Board that you are 'degree' material, and pass the Regular Commissions Board at Westbury, where you spend three days while they find out if you have the practical imagination and leadership needed by an Army Officer. And you have to undertake to serve as an Officer for five years after completing your course.

In return you get over £1000 a year while you're studying (which makes you better off than any other undergraduates), as well as free tuition. And, as we have seen, you get a very much improved chance of getting a degree.

Tutorial System

There are three main reasons for this. One is that the staff can, and do, take a lot of trouble with individuals (Shrivenham operates a tutorial system

comparable to that at Oxford or Cambridge). The second is the good equipment (there are no less than four particle accelerators of up to $4\frac{1}{2}$ MeV, a wind-tunnel, a rocket-motor and a computer). The third is that they are not at all indulgent about slacking. "After *****", says the student who knows both, "it's quite a change being made to work."

Incidentally, nobody wears uniform, and there are no parades. But during vacations you are expected to spend some time on attachment to an Army unit.

If you'd like to know more, fill in the coupon. You'll get some interesting reading—and a chance to visit Shrivenham and have a look round for yourself.

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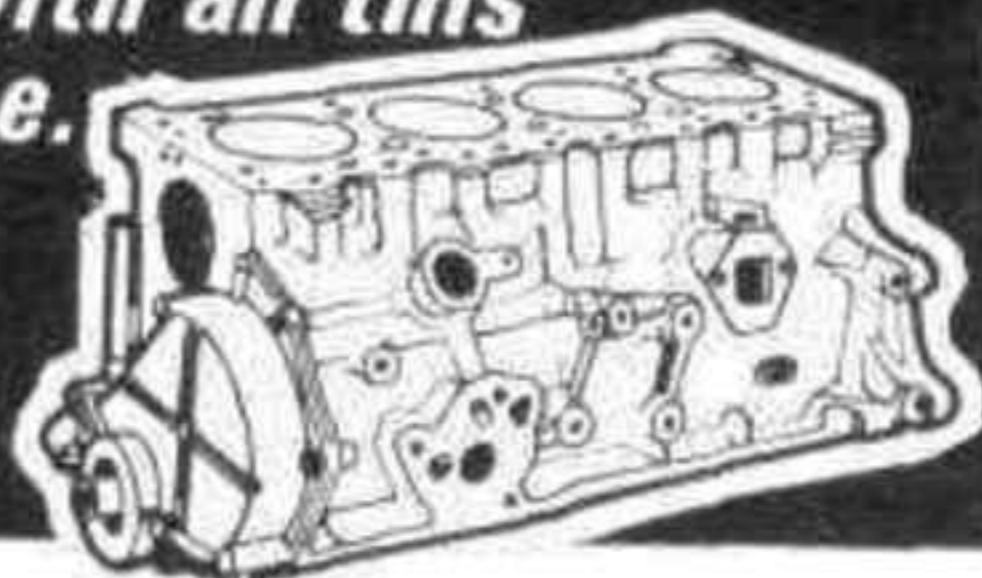
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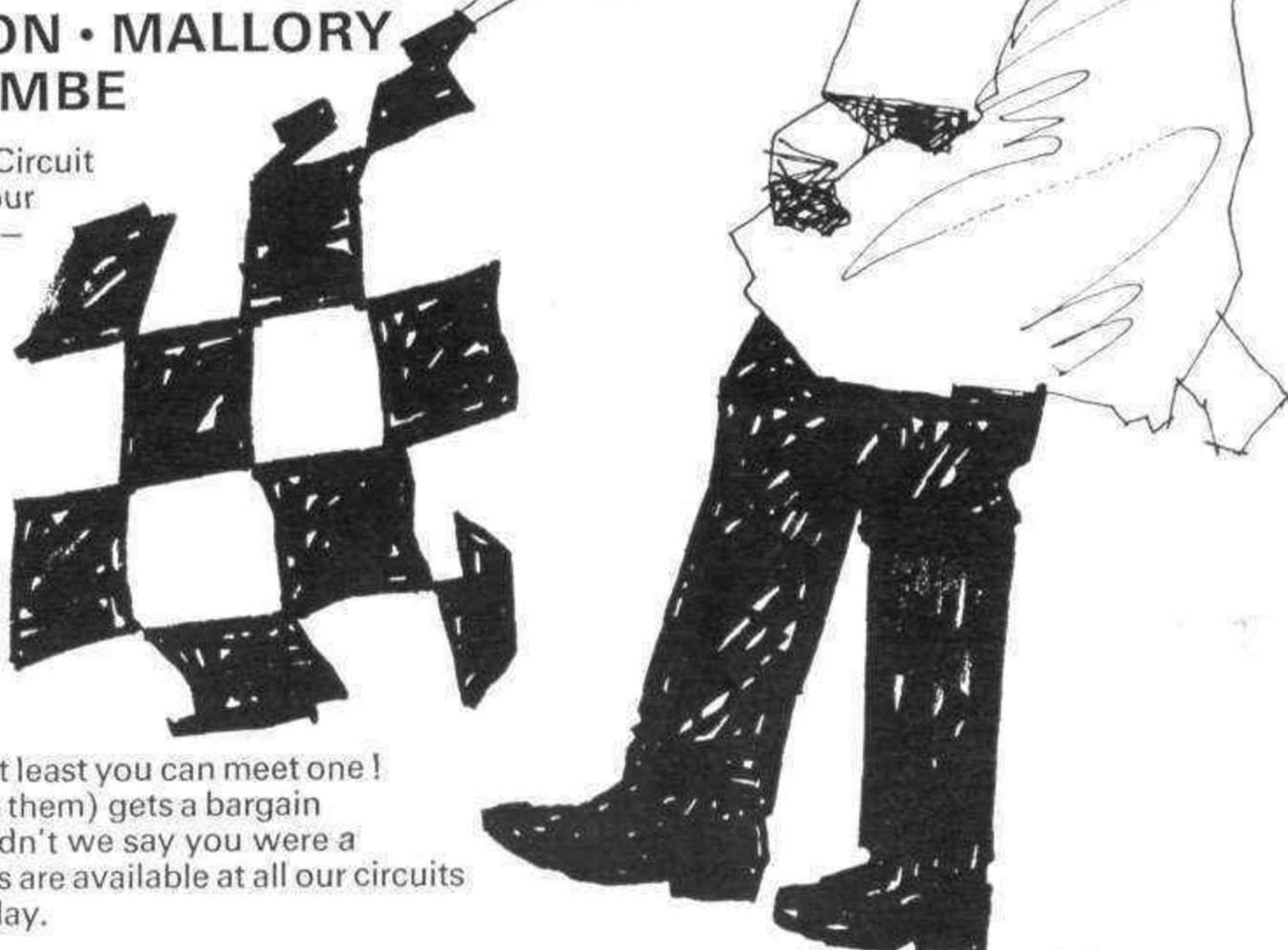
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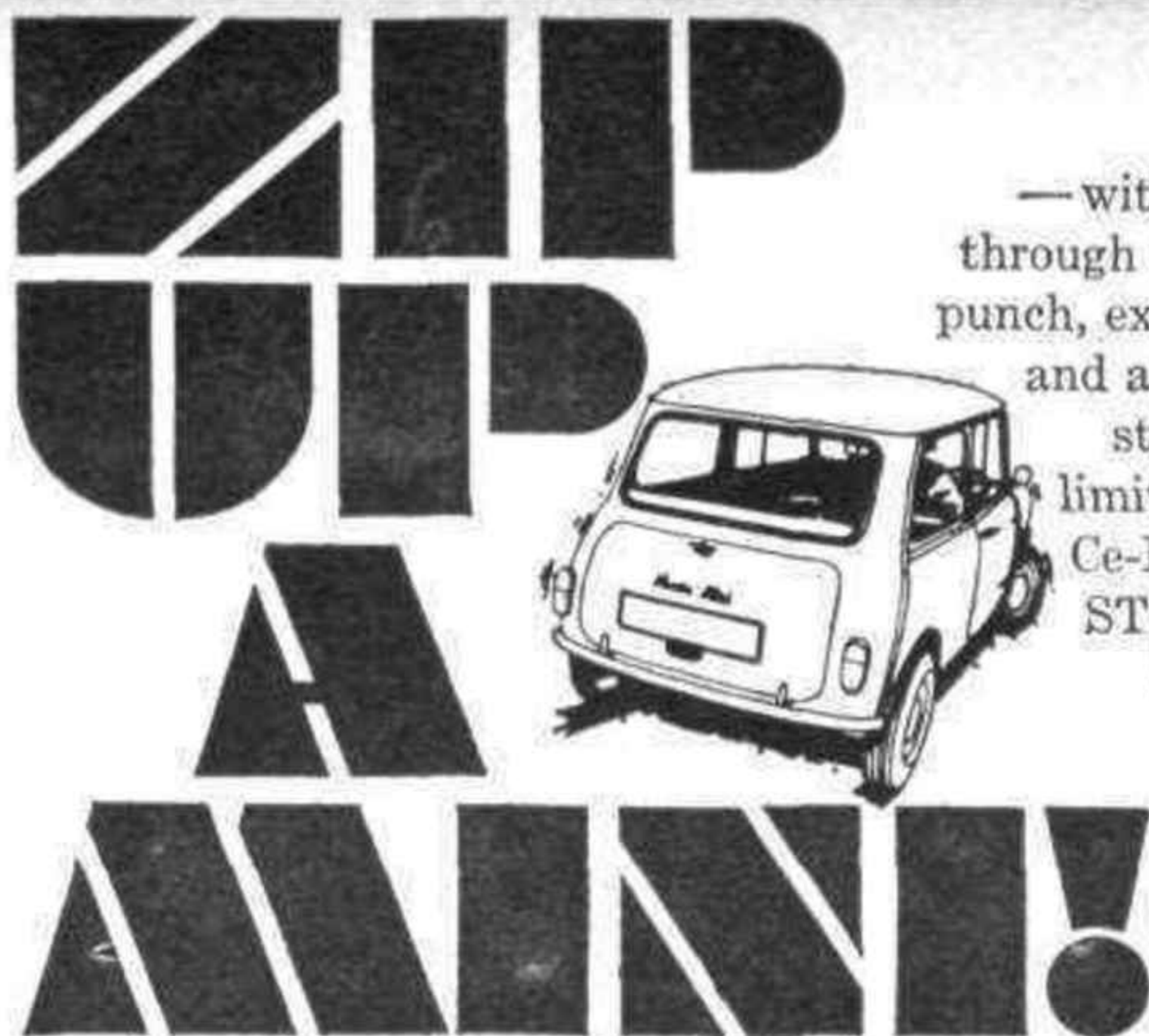
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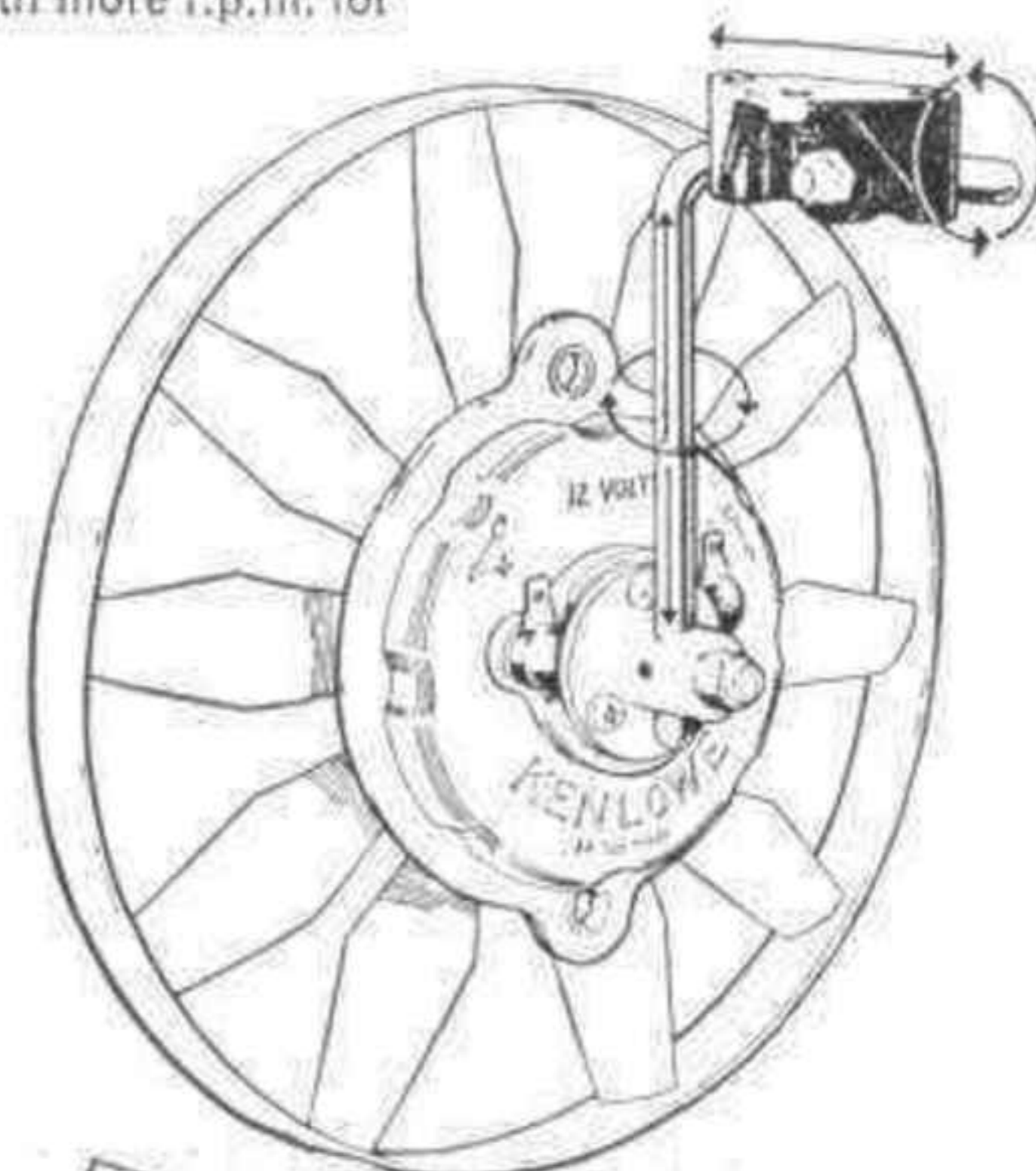
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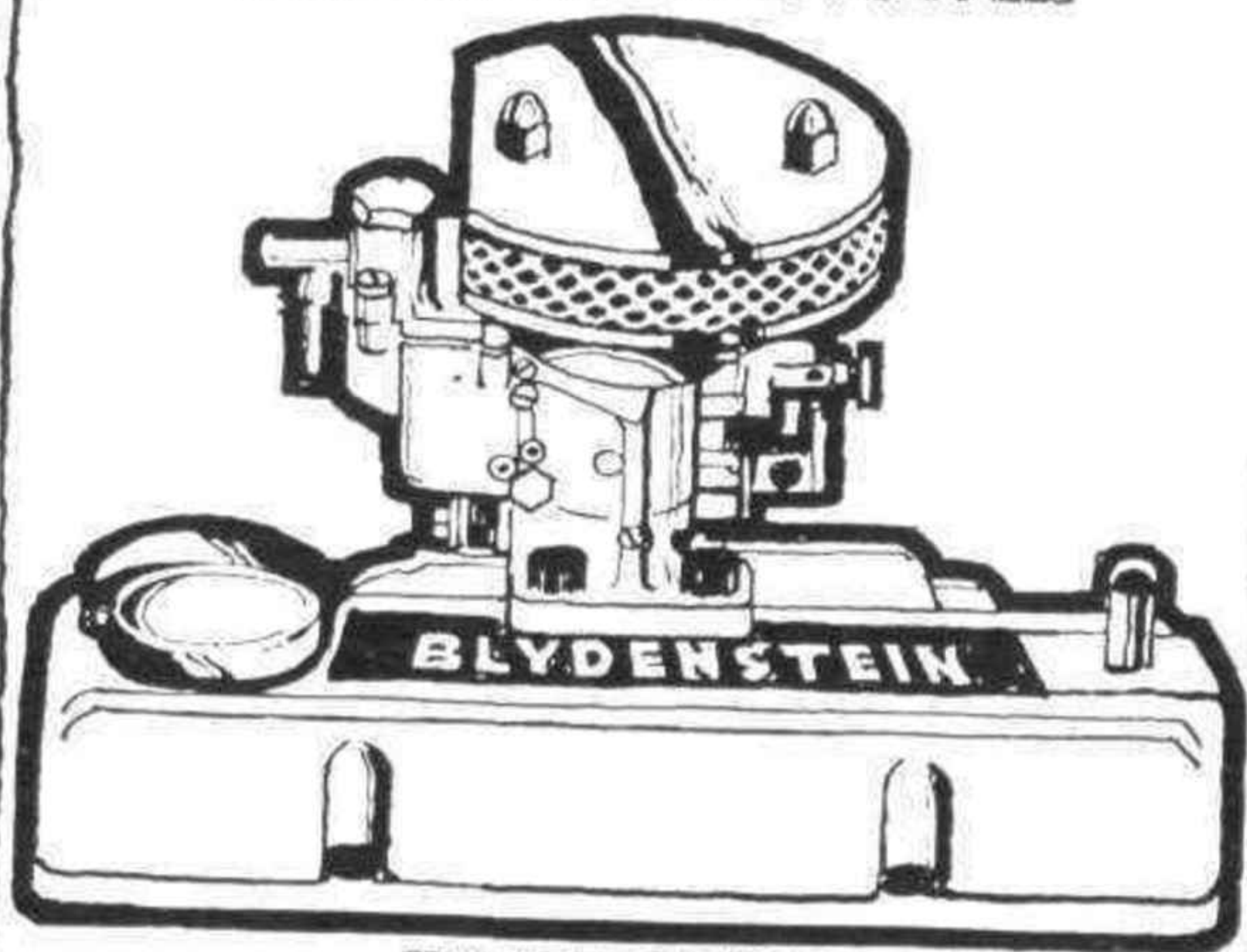
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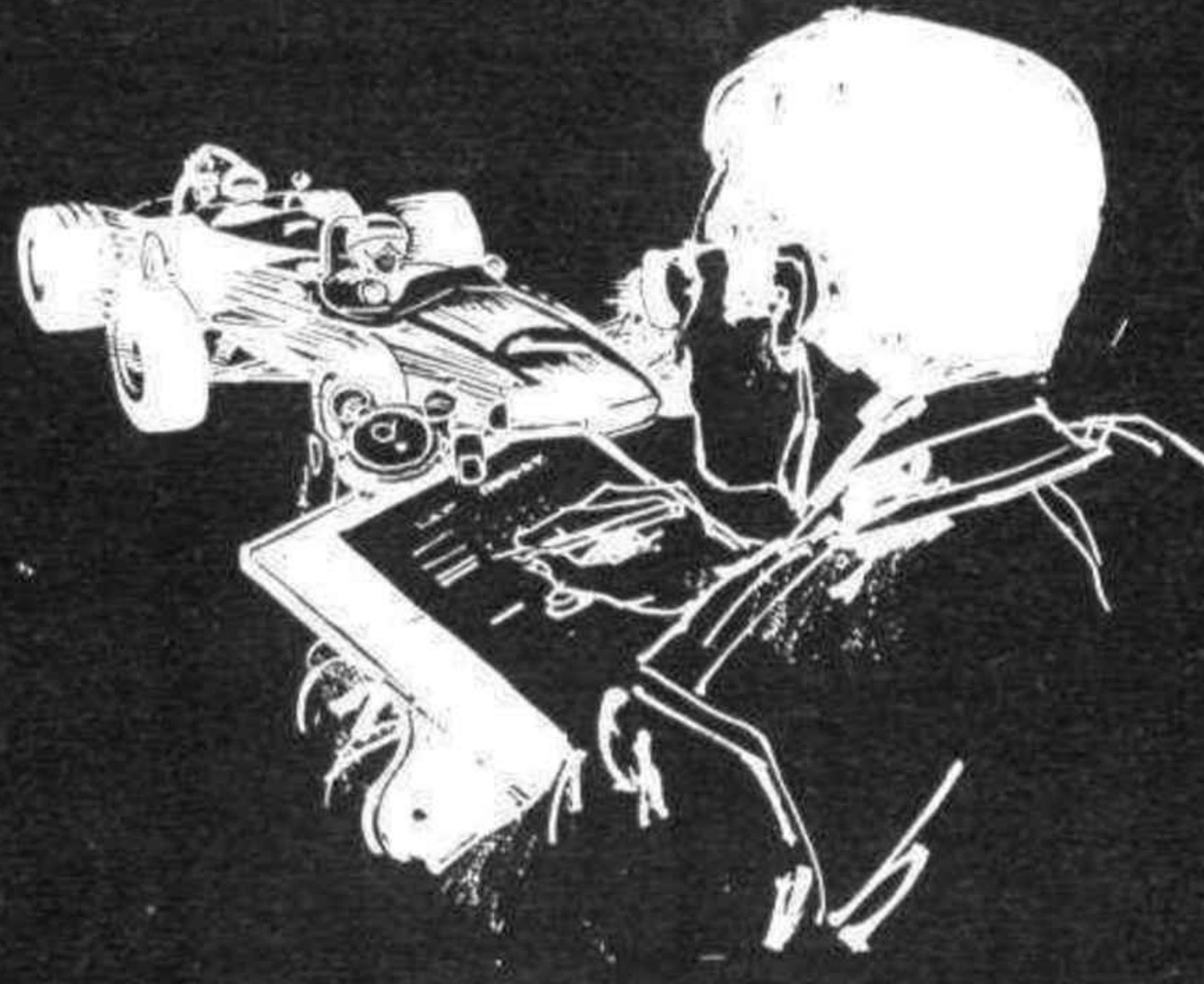
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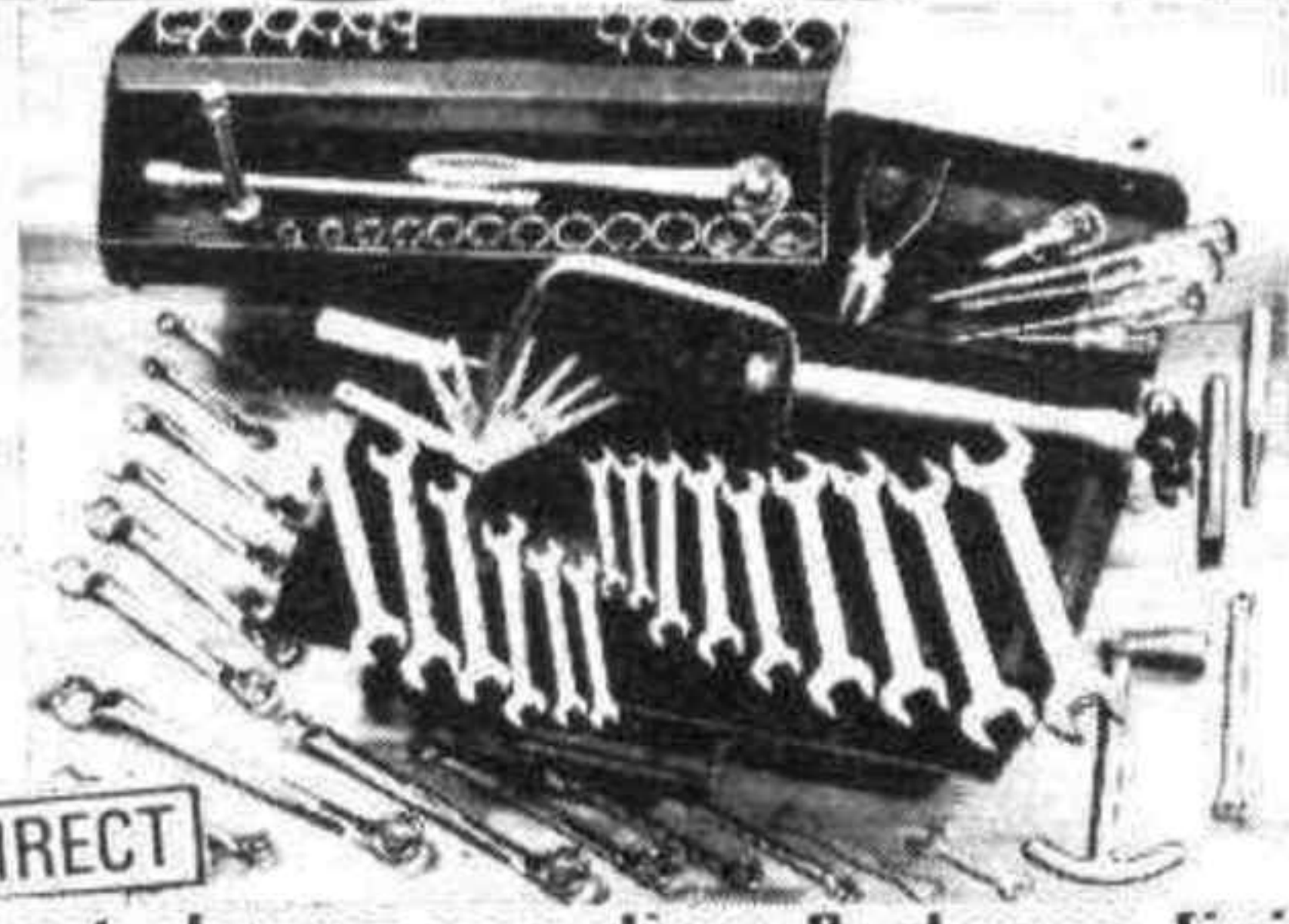
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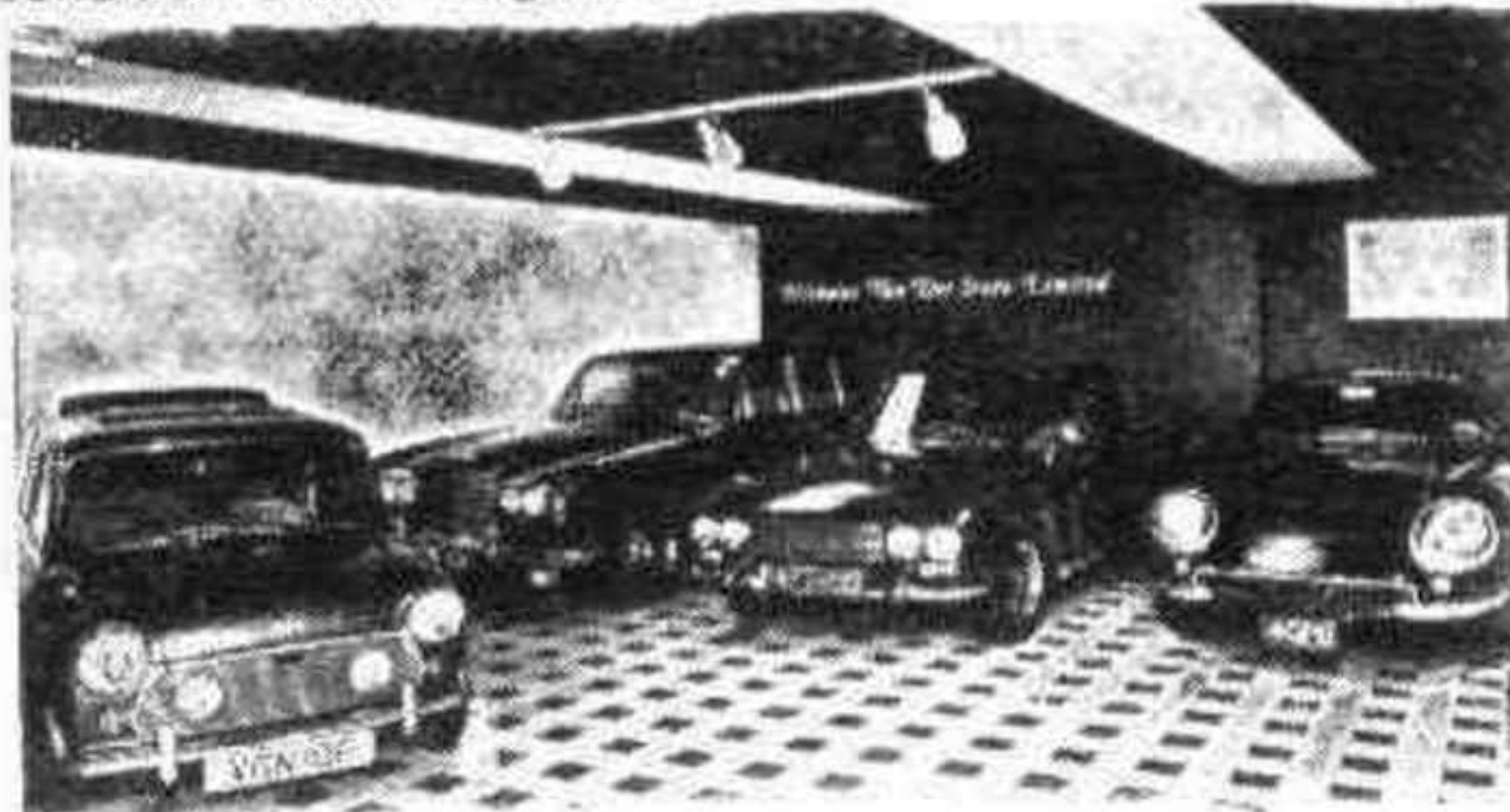
1968 Ferrari 365 GT 2+2. Finished in navy blue with tan trim, fitted with Borrani wire wheels. Blue Spot radio and eight-track stereo. Left-hand drive and on Italian plates, so this will have 1971 registration number and log book. **£4,750** tax paid

1964 Ferrari 330 GT. Finished in silver blue with beige trim. Fitted Borrani wheels, Webasto sun-roof, etc. Recent complete engine overhaul, etc., costing £700, and respray. **£2,000**

1963 Ferrari 250 GT. Finished in red with navy blue trim, fitted Borrani wire wheels. Outstanding condition. **£1,450**

1969 (Oct.) Morgan 4 Plus Four. Finished in Bahama yellow, black trim and hood. Fitted Cortina 1600 GT engine; extras include wire wheels, boot rack, bumpers, tonneau, etc., etc. Genuine 10,000 miles, one owner; like new. **£1,200**

1967 Aston Martin DB6, manual five-speed gearbox. Finished in amethyst (metallic lilac) with black leather interior. Extras include Sundymn glass, chrome wire wheels, three-eared hub caps, full refrigeration, Webasto sun-roof, fog and spot lights, twin-speaker radio with electric aerial, and eight-track stereo. 28,000 miles, new clutch and major service just carried out. This car is in outstanding condition and a bargain at **£2,450**



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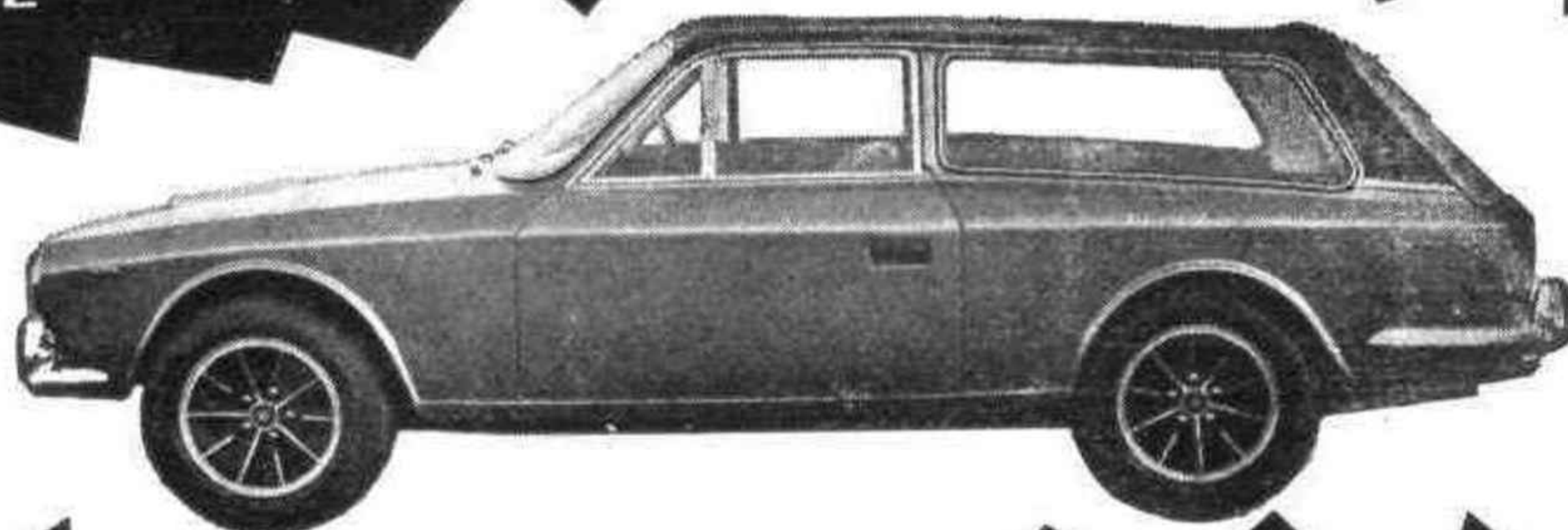
1969 BMW 2000 TI lux. Finished in Atlantic blue with black trim. Fitted radio. Outstanding condition. **£1,650**

1954 Mercedes 300SL Gull-wing. 86,000 miles. Outstanding condition. **£2,750**

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FRONT COVER PICTURE: SPONSORSHIP for John Surtees' TS7 Formula One car has recently been obtained from Brooke Bond-Oxo. The car is pictured here at Surtees' Edenbridge workshops being made ready for the Racing Car Show, while behind a couple of Surtees TS7-Chevrolet Formula 5000 cars are being constructed.

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MATTERS OF MOMENT

■ THE WOOLMARK BRITISH GRAND PRIX

We are becoming used to motoring surprises, such as a footballer opening the Motor Show, a footballer crewing a rally car, hot-drinks and perfume paying for F1 teams and an F3 driver stepping trimly into an F1 car after a single season's success. So, with "The Right Crowd" and gentlemen racing drivers in the main 30 years behind us, the shock of Woolmark sponsorship of the British GP, named previously as the RAC GP since 1926, when Delage won it, is easier to bear. It is significant that the Wool Secretariat sees top-class motor racing as one of the premier sports, with an International appeal, especially to those aged 18 to 36 (why thirty-six?) and that the major part of the un-named sum they are donating to the Woolmark GP at Silverstone in July is to be spent on circuit safety, even if this implies more protection for spectators at the expense of flimsy racing cars disintegrating against the Armco's.

To celebrate this costly sponsorship, it would be a gesture if every onlooker at this race sported a wool-tie, or, as it is usually chilly at Silverstone, perhaps a wool overcoat would be more appropriate? We can only hope it all works out; as the GPDA rated last year's British GP as the worst race of the season, some new mutton seems definitely overdue... Certainly John Wilcox's support for F1 racing on behalf of the International Wool Secretariat emphasises the high pinnacle of publicity which modern motor racing has reached—reflected, too, in the success of a scintillating Racing Car Show at Olympia, even if, in our opinion, racing cars on static display in such surroundings, with no sound or energy exuding from them, look even more pathetic than production models in similar circumstances.



■ PETROL

Having gone up in price by 1d. a gallon last November, petrol went up again, by 2d. a gallon, in the New Year.

This is a good example of the grab-grab which characterises present-day living conditions. Prices are forever rising, services to the customer continually falling. For example—the unreliable 5d. Post, with the threat of a forthcoming uplift to 7d. or even 9d. a letter for first-class mail; the indifference of the Banks, which like to harbour your money at paltry interest rates but have ceased to let you have any at weekends, unless you are a rich air traveller needing some while at an airport; the Telephone Service, which was to cost less if we dialled our own numbers but, once the customer had learnt to be an unpaid operator, soon became more expensive than before. And do not overlook the growing number of self-service petrol stations, where you save the attendants' wages by fumbling about serving yourself with the costly fluid. The fact is that the cost of living in this otherwise pleasant little land is increasing at an alarming pace. To combat this the class once dubbed "the workers", who are in fact operatives essential to the National economy and well-being, have their Trade Unions, and by strikes and go-slows contrive to obtain pay increases from time to time, albeit some of the more deserving still get far less than they merit and others much more than the country can afford. So mostly "the workers" are all right.

Executives of Industrial Empires protect themselves from inflation by frequently putting up the prices of their manufactured commodities, from chocolate to petrol. The idea of accepting reduced profits never occurs to these tycoons—if production and distribution costs rise, up go their prices to combat this. So the top-class, and (in theory) their shareholders are all right. The Government, of whatever colour, is always all right, because it ensures that each of us is registered soon after birth in order that any money or possessions we may acquire subsequently are taxed throughout our life and even after death, with heavy Death Duties. Income tax, Surtax, Capital Gains tax and all the rest of it, with the car-owner the most heavily-hammered individual of all, sees that the Establishment is always well padded.

But we feel for those of the population (of whom no doubt many are MOTOR SPORT readers, anxious to spend money on hobby-motoring in its many diverse forms) who have no Unions

Continued on next page

Motor Sport Fixture List For February

★ Only clubs whose secretaries furnished the necessary information prior to the 1st of the preceding month are included in this list. ★
 C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. NB = National British. NO = National Open. INT = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Feb. 5/7th	MSC Marktredwitz	Marktredwitz	—	Bayerische Winter Rally (INT)	15.00
Feb. 6th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (NB)	13.00
Feb. 6/7th	Stockport MC	Hand Hotel	Llangollen	Oslo Trophy Rally (R)	22.31
Feb. 7th	Surfers' Paradise Int. MC	Surfers' Paradise	Brisbane, Australia	Tasman Series Round 5 (INT)	—
Feb. 7th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (C)	13.00
Feb. 7th	Circle CC	Brands Hatch	Dartford, Kent	Sprint	—
Feb. 7th	Hagley & Dist. LCC	Rock Hill Farm	Greet, Ludlow, Salop	Sporting Trial (R)	10.30
Feb. 11/14th	Rovaniemi MC	Rovaniemi	Rovaniemi, Finland	Tunturiralli (INT)	—
Feb. 12/14th	British Empire MC	Centennial College	Scarborough, Ontario, Canada	Winter Rally (INT)	19.00
Feb. 13th	Lincoln MC & CC	Cadwell Park	Louth, Lincs.	Rallycross (NO)	13.00
Feb. 13/14th	Tavern MC	Taunton	Taunton, Somerset	Rallye Bristowe (R)	—
Feb. 13/14th	Cardiff Colleges MC	Bown's Garage, Treforest Ind. Estate	Pontypridd, Glam.	Moonstrike 71 Rally (R)	23.01
Feb. 14th	Australian ARC	Warwick Farm	Sydney, Australia	Tasman Series Round 6 (INT)	—
Feb. 14th	Tunbridge Wells MC	Brands Hatch	Dartford, Kent	Sprint Car Races	—
Feb. 14th	Mini Seven Club (NW)	Booth Farm, Longnor	Buxton	Production Car Trial (C)	10.30
Feb. 14th	Ecurie Royal Oak MC	Cattle Market	Congleton	Autotest (C)	13.00
Feb. 17th/21st	KAK	Torslanda	Goteborg	Swedish Rally (INT)	—
Feb. 21st	LCC of Australia	Sandown Park	Melbourne, Australia	Tasman Series Round 7 (INT)	—
Feb. 21st	Darlington & Dist. MC	Croft Autodrome	Darlington Co. Durham	Rallycross (NB)	14.15
Feb. 21st	East Surrey MC	Brands Hatch	Dartford, Kent	Clubman's Car Races	—
Feb. 26/28th	Helsinki MC	Helsinki	Helsinki, Finland	Hankkiralli (INT)	—
Feb. 28th	Rochester & Dist. MC	Brands Hatch	Dartford, Kent	Clubman's Car Races	—
Feb. 28th	Cambridge University AC	Snetterton	Thetford, Norfolk	Sprint	—
Mar. 6th	South African MRC	Kyalami	Johannesburg, South Africa	Formula One Grand Prix (INT)	—
Mar. 6th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (NB)	13.00
Mar. 7th	BARC	Brands Hatch	Dartford, Kent	Championship Car Races (R)	14.00
Mar. 7th	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (C)	13.00

MATTERS OF MOMENT—continued from previous page

to safeguard their finances and who do not have goods to sell on which they can increase the price whenever the money-box begins to rattle. It is this class of citizen whom inflation hits so hard, and to which the savage uplift in petrol prices must come as one more particularly crushing blow. We do not imagine the petrol barons are popular at the moment in this quarter! Whether the Oil Industry is being inordinately greedy, whether such increases were justified, is for financial wizards (probably computerised) to explain. But to ordinary motorists this business of twice increasing the price of petrol within two months reflects little credit on the petrol companies, any more than does the Chancellor of the Exchequer's inability to give a concession on the 4s. 6d. he takes on every gallon of petrol. The Prime Minister, like Mr. Washington, is keeping his promise in respect of an Income Tax reduction. A chop in the fuel tax, say 50 per cent. of that 6d.-off-the-income, would be a very welcome gesture to the many motorists.

MINIATURES NEWS

TWO BOOKS which should appeal to miniatures collectors are "Veteran & Vintage Cars" and "Commercial Vehicles", both by Cecil Gibson, the well-known collector and Aston Martin enthusiast, and both published by Thomas Nelson & Sons Ltd., 36, Park Street, London, W1, at 80np each. The latter covers tin-plate toys, petrol tankers, pre-war Dinky toys, large plastic kits, commercials on a smaller scale, rare Americana, etc., while the former is devoted to Lesney Models of Yesteryear, Continental veterans, Ancestral motor cars, racing and sports cars, some Corgi classics, etc., including Airfix ½ kits and European plastic kits, etc. The idea is a simple directory of past and present commercially-available miniatures, illustrated with colour pictures. A little superficial as a serious directory—and again I am disappointed that those tin-plate Model-T Fords of my childhood, bought at Woolworth's, are not included—the format is attractive and an incentive to start collecting. The only error spotted is the Lesney "Yesteryear" Sentinel steam waggon quoted as 1905, whereas I would rate it as nearer 1925, although Lesney may have perpetuated this mistake.

Gibson is preparing a similar book on racing and record-breaking miniature cars and Nelson have, in this series, books about military miniatures by Jack Wheldon and toy locomotives, of 1900-42 by P. G. Gomm and 1947-70 by P. E. Randall, all of 8 in. × 6 in. with 16 colour plates, at 80np each.

Corgi have a miniature of much appeal to motor-racing enthusiasts in the form of a 4½ in.-long Porsche 917, in long-tailed Le Mans-winning form, the transparent cover revealing the mid-placed flat-six air-cooled engine. It carries No. 3 of the Larrousse/Kauhsen car, which finished second to the Herrmann/Attwood car. No. 385 in the Corgi Toys Whizzwheels series, the UK price is 40½np. I normally ignore special models, like Corgi's Lunar Bug, which is fine for kids but not an authentic spacecraft replica. But Corgi's GP Beach Buggy, although

not based on an actual buggy, shows the origin of these VW-powered sand-buggies for use on the Californian coast. No. 381, this little miniature would make a mascot for a real VW Buggy. It is 2½ in. long and sells for 6s. 6d.

Some years ago we published a picture of a working model of a WW1 Gnome rotary aero-engine, made by Frank Boler of Leatherhead. John London of Fife has since built such a model, a Type A 80 h.p., to a ½ scale. It took 21 months to complete. This 1913 Monosoupape has dural con.-rods but is otherwise made of alloy and carbon steels. The pistons were cut from the crowns of Ford diesel pistons, each having a single-ring. This little masterpiece, of 0.720 in. × 1 in. bore and stroke, is an easy starter, has run for long periods and drives an 18½ in.-dia. laminated propeller. The recent reference to a plastic-kit Stanley steamer attributed this to Airfix. In fact, it was an Aurora kit and has, we fear, been discontinued. Monogram Models, Inc., 8601, Waukegan Road, Morton Grove, Illinois 60058, have a series of drag-strip clip-together plastic models, and a new Airfix-32 scale kit makes up into a ½-scale Series 3 Ford Capri. The makers are Airfix Products Ltd. (Dept. C), Haldane Place, London, SW18.—W. B.

VSCC MEASHAM RALLY (January 9/10th)

Measham Trophy: A. D. Jones (30/98 Vauxhall). **First Class Awards:** W. S. May (Frazer Nash), J. A. Griffiths (Austin), I. Beardsley (BMW), D. P. Harris (Frazer Nash), Mrs. Hill (AJS), J. A. McEwen (Riley), and R. Perkins (Riley). **Second Class Awards:** K. M. Hill (Alvis), R. L. Heath (Alvis), V. P. Clifford (Riley), H. H. Bormond (Riley), R. M. J. Andrews (Riley), and P. B. Gledhill (Austin). **Third Class Awards:** M. Offley (Delage), and I. A. Wood (Lagonda Rapier).

FORD RS 1600 ROAD TEST

ELSEWHERE in this issue reference is made to our long-duration test of the RS 1600. The exhaust camshaft seizure was the result of the front bearing picking up due to a surface roughening of the journal in some early BDA engines which broke up the oil film.

The starting trouble was due to a multi-point plug behind the main fuse block working loose. The starter was not to blame.—W. B.

CASTROL FILMS 1971

THE annual Castrol party and film premiere was held later this winter than is usual, in order to incorporate their film-unit's latest effort, and the result was more than worth waiting for. "Inca Road" depicts the remarkable road race held in Peru last August. The race is Los Caminos del Inca and it features rally cars in a free-for-all day dice round the Peruvian mountains, and must rank as an epic in motoring films, and runs for 34½ minutes. Other excellent 1971 Castrol films are the 1970 Italian 250-c.c. Moto-cross Grand Prix, which shows motorcycle scrambling very effectively, and a technical film about why GTX oil contains the ingredients it does. Clubs should apply to the Castrol Film Library at Castrol House, Marylebone Road, London, NW1, but you will have to wait for "Inca Road".

AMERICAN COMMENT

AL UNSER has been reinstated as the second-place finisher in the final USAC race of the 1970 season at Phoenix. Unser's turbo-Ford Colt crossed the finish line 6/100ths of a second behind Swede Savage's Gurney Eagle Ford but was disqualified at the post-race inspection because its fuel capacity was marginally over the maximum of 75 (US) gallons. When Unser's team appealed, however, USAC Executive Director William Smyth announced that "after a thorough check by the USAC technical committee, we discovered that the container used to measure the fuel was not calibrated accurately . . . chief mechanic George Bignotti and his crew were well within the fuel limits and we regret the confusion".

As a result of Unser's reinstatement Roger McCluskey, who was leading the race in his turbo-Ford Scorpion until he ran out of fuel on the last lap, is moved back from second place to third and all other finishers also move back one place. In addition to picking up the second-place prize money Unser was equally pleased at being awarded the 240 Championship points that go with second place because that raised his season's total to a record 5,130 points. The previous record of 5,025 points in one season was set by Mario Andretti when he won the USAC Championship in 1969.

* * *

Shortly after announcing that there would be no rules changes for the 1971 Can-Am series—and that, therefore, Jim Hall's controversial ground-effect Chaparral 2J would be allowed to run—the SCCA and the Canadian Automobile Sports Club ran into a roadblock when the CSI refused to accept their proposed supplementary regulations regarding aerodynamic devices and insisted that Appendix J Group 7 rules apply. The Group 7 rules specifically prohibit movable aerodynamic devices (such as the fans that create the partial vacuum under that Chaparral), but the supplementary rules proposed by the SCCA and the CASC made no mention of such devices. Since this year's Can-Am series is, for the first time, an official FIA championship the SCCA and CASC agreed to accept the CSI ruling—and, in effect, agreed that the Chaparral 2J could no longer compete.

Meanwhile, the SCCA and CASC had announced a 10-race, \$1-million 1971 Can-Am schedule, with Johnson Wax sponsoring the series for the sixth consecutive year. However, in an attempt to spread the available money more evenly, and also attract more works entries, the financial structure of the series has been completely revised to reduce the importance of the year-end Championship Fund and increase the attraction of the individual race purses. The year-end Championship Fund has been reduced from \$200,000 (split among the top 10 in the standings) to \$50,000 (split among the top three only), but the individual race purses have been increased from a minimum of \$61,500 last year to a minimum of \$75,000 this year. One unusual feature of this \$75,000 minimum is that \$20,000 will be split among the top 10 qualifiers and the remaining \$55,000 will be split among the top 20 finishers (instead of the top 25 last year). In addition, rules requiring slower cars to qualify within a certain percentage of the pole winner's time will be much more strictly enforced. The object of the new system is to encourage quality rather than quantity and the \$20,000 for the top 10 qualifiers at each race will ensure that the leading drivers will get a reasonable sum even if they do not finish. This \$20,000 is, in effect, a disguised form of starting money, which is something several European entrants have been seeking for a number of years.

Since it is now an FIA Championship, the Can-Am will not conflict with any Grand Prix event and the SCCA has also arranged the schedule so that there are no conflicts with either Trans-Am or Continental Championship races. The complete Can-Am schedule is: June 13th, Mosport; June 27th, St. Jovite; July 11th, Road Atlanta; July 25th, Watkins Glen; August 22nd, Mid-Ohio; August 29th, Elkhart Lake; September 12th, Donnybrooke; September 26th, Edmonton; October 17th, Laguna Seca; October 31st, Riverside.

* * *

The SCCA has also announced changes for its other two major Championships, the Continental series for Formula 5000 cars and the Trans-Am series for sports saloons. The most important change in the Continental series, which up to now has been the weakest of

the three Championships, is a hefty 75% increase in the guaranteed race purses. Since much of the money and sponsorship for the series is being put up by L & M cigarettes, the name of the series has also been changed to the L & M Continental 5000 Championship. Concentrating on quality rather than quantity, the number of races has been reduced from 13 to nine (with a possible tenth race to be added later), but the average guaranteed purse has been increased from \$19,400 to \$34,000. In practice there will be seven US events with purses of \$35,000 and two races in Canada with purses of \$30,000. In addition to the usual trophy, L & M will also present the overall series champion with a bonus of \$2,500. In two changes borrowed from the Can-Am series, the SCCA announced that at each event \$10,000 of the guaranteed purse will be paid to the top 10 qualifiers, with the remainder split among the top 20 finishers only. First place will be worth \$4,500 in the American events and \$4,000 in the Canadian races. Also borrowed from the Can-Am is a rule that the finishing order will now be determined by the number of laps completed, whether or not a car is running at the finish. The present L & M Continental 5000 schedule is: May 2nd, Laguna Seca; May 23rd, Road Atlanta; July 5th, Mid-Ohio; July 18th, Elkhart Lake; August 1st, Edmonton; August 15th, Donnybrooke; September 6th, Lime Rock; September 11th, St. Jovite; October 3rd, Riverside.

With official works entries from Ford, American Motors, Dodge and Plymouth, and semi-official entries from Chevrolet and Pontiac, last year's Trans-Am Championship was one of the best in the history of the series. This year, however, the outlook is not nearly as bright because virtually all of these teams except American Motors have decided to withdraw from competition. That will leave Roger Penske, who runs the two-car team of Javelins for American Motors, with no factory opposition and it is unlikely that he will be seriously challenged by any of the private entries. The SCCA, however, has no intention of standing still and has announced a schedule of 12 Trans-Am races—each with a guaranteed minimum purse raised by 20% to \$30,000. In the senior Trans-Am events, for cars up to 5-litres displacement, the minimum purses have been raised from \$20,000 to \$24,000. In the parallel but separate Championship for smaller sedans, previously limited to 2-litres or less, the maximum displacement has been raised to 2.5-litres and the minimum purses have been increased from \$5,000 to \$6,000. This jump to 2.5-litres for the smaller cars is designed to increase the appeal of the "junior" series by attracting the entry of the new American sub-compacts such as Ford's Pinto and Chevrolet's Vega. The 12 races for the larger cars will all last a minimum of 1 hr. 45 min., while the events for smaller car will be of at least one-hour duration. The Trans-Am schedule, which has no conflicts with the Can-Am and only three with the Continental series, is: April 4th, Dallas; April 18th, Riverside; May 2nd, Seattle; May 16th, Bryar; May 31st, Lime Rock; June 6th, Mid-Ohio; June 20th, Edmonton; July 4th, Donnybrooke; July 17th, Elkhart Lake; August 1st, St. Jovite; August 15th, Watkins Glen; September 19th, Road Atlanta.

* * *

With American tobacco companies now banned from advertising cigarettes on television, their increasing involvement with motor sport as an advertising outlet is shown in the announcement by the J. Reynolds Tobacco Co., maker of Winston cigarettes, that it is entering stock-car racing with a \$100,000 programme of Winston Cup awards for NASCAR's Grand National drivers. Reynolds thus joins L & M, which supports the SCCA's Continental series, and Marlboro, which sponsors USAC's Championship Trail. The Winston Cup awards will be given to the NASCAR drivers at three intervals during the season at approximately the one-third and two-third marks, and at the end of the year. The awards will be based on the driver points standings at these three intervals, with the first two payments totalling \$25,000 each and the final payment \$50,000.

* * *

Bobby Isaac, NASCAR's 1970 Grand National Champion, overcame decidedly adverse conditions to set a new world closed-course speed record of 201.104 m.p.h. at Alabama International Speedway. Driving a 1969 Dodge Charger—a 3,900-pound car with a 7-litre Chrysler Hemi engine—Isaac turned four laps of the 2.6-mile speedway faster than the previous record of 200.447 m.p.h. set earlier last year by Buddy Baker, also in a Dodge and also at Alabama. Despite near-freezing temperatures of 36 degrees and winds from

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1000 KMS. OF BUENOS AIRES

A sad start to 1971

BUENOS AIRES, January 10th.

FOR THE first time in 11 years a World Championship race was held at Buenos Aires, Argentina, on January 10th. The circuit, where Bruce McLaren won the Argentine Grand Prix in 1960, features a combination of circuit layouts, open grandstand seating for 80,000 people the whole length of the pits straight, and modern facilities. Last year two sports-car races were held as a preliminary, and last month the first round of the World Championship for Manufacturers was held.

Organising the event was the YPF Club, which is an offshoot of the Government-controlled YPF fuel company. This in itself led to problems with Shell and (particularly) Gulf-serviced teams, notably Ferrari and John Wyer's Porsches, but every car which took part was plastered with the Club's decals. Expense was no object so far as the organisation was concerned; generous start money, plenty of free air tickets, local expenses and transport were all taken care of, and hospitality even extended to free snacks and soft drinks in the paddock and pit areas. Some drivers were heard to remark that this made a nice change from some European venues where their presence is seemingly tolerated rather than welcomed.

Much interest centred on the new Ferrari 312P, which was making its race debut, entered by SEFAC Ferrari for Ignazio Giunti/Arturo Merzario. The tubular reinforced monocoque car has had a hurried development programme at the Paul Ricard circuit in France, the factory's local Modena circuit and at Kyalami. The prototype had run 2,000 kms. prior to the race but, said Peter Schetty (the new team manager), still needed some more detail work to be carried out. It is 30-40 kilogrammes lighter than the rival Matra and Alfa Romeo prototypes, scaling 600 kg. ready to race, and is powered by the flat-12 Formula One engine which gives 450 b.h.p. when prepared for long-distance racing.

Autodelta sent three prototype Alfa Romeos to Argentina, the nominated drivers being Andrea de Adamich/Henri Pescarolo, Rolf Stommelen/"Nanni" Galli, and Emerson Fittipaldi/Toine Hezemans. The cars have been changed very little since the end of last season, but now have 13-in. diameter front wheels and lower nose sections which seemed to improve high-speed performance. One of the cars was wrecked by Fittipaldi during unofficial trials as a result of a puncture, so the Brazilian negotiated to drive Alex Soler-Roig's Porsche 917 instead and the Dutchman, Hezemans, did not take part in the race.

Matra sent just one car, the latest 660 model with its stressed V12 Formula One engine, to be driven by Jean-Pierre Beltoise/Jean-Pierre Jabouille. No changes had been made to the car since its winning run in the Paris 1,000 kms. last October. Also listed in the prototype class was the Argentine-constructed Berta space-frame car, powered by a Ford-Cosworth DFV, but the engine gave trouble during the first practice session so the entry was withdrawn.

The Group 5 entry comprised Porsches and Ferraris. John Wyer sent two cars to the Southern Hemisphere for his new driver line-up, Jo Siffert with Derek Bell and Pedro Rodriguez with Jack Oliver. Altered but little since the Austrian 1,000 kms. last autumn, the cars were using Porsche-constructed berillium brake discs and 5-speed gearboxes instead of 4-speeds. Strongest opposition came from Hans-Dieter Dechent's Martini International team, also with two cars, for Vic Elford/Gerard Larrousse and Helmut Marko/Gijs van Lennep. The cars were just as raced by the Porsche Salzburg team last year, except for having 4-speed gearboxes instead of 5-speeds! These cars had 590-b.h.p., 4.9-litre engines, and the lower-powered, completely private, 4.5-litre 917 models were driven by Dominique Martin/Pablo Brea, Reinhold Jost/Angel Monguzzi, and Fittipaldi/Carlos Reutemann, the co-driver in each case being Argentinians driving 917s for the first time.

Scuderia Filipinetti sent two cars, the latest Ferrari 512M for Mike Parkes/Jo Bonnier, and the 1971 version of the Lola-FVC—designated the T212, having revised suspension—for Ronnie Peterson/Jorge Cupeiro. The 512M is the latest, perhaps the last, 5-litre car built by Ferrari to the current rules and has all the latest modifications, including new nose and tail sections, and a V12 giving at

least 600 b.h.p. This car was badly damaged by Peterson, also during unofficial trials and also as a result of a punctured tyre, but within 48 hours it had been extensively rebuilt in time for the end of practice and seemed to be reasonably competitive.

Other Ferrari 512S types were driven by Jose Juncadella/Carlos Pairetti, Sam Posey/Garcia Veiga/Luiz di Palma, and Hughes de Fierlant/Taf Gosselin. The entry list also included Ecurie Evergreen's McLaren M8C-Ford DFV for Chris Craft/Trevor Taylor, and the team's Lola T210 for Alain de Cadenet/Nasif Estefano.

The track was very dusty and slippery before the weekend, and a quantity of nails were found on the surface which caused two accidents. On Wednesday Oliver, driving the Gulf-Porsche for the first time, slid off the road and damaged the front of the car. A new windscreen and some suspension parts had to be flown from England and the car did not appear on Friday. Rodriguez, however, had a spell in Siffert's car (the Swiss was delayed on a flight from Europe along with Bonnier, Beltoise, Jabouille, and John Wyer), setting the fastest time of the day at 1 min. 52.75 sec. (195.46 k.p.h.). Elford was one-fifth of a second slower and the best that Giunti could manage was 1 min. 54.0 sec.

Stommelen completed only four laps before sliding off the road and damaging the Alfa Romeo's front suspension, which, having titanium parts, could not be welded. Repairs were carried out using parts from the third Alfa Romeo which had been crashed previously. Because the French drivers were still *en route* from Europe, the Matra was toured around by Henri Pescarolo who was "loaned" by Autodelta.

Practising was scheduled to run all day on Saturday, but the morning session was cancelled by the organisers for fear that more cars would be damaged. A four-hour period, following Friday's session, left the teams enough time, however, John Wyer's team was still in trouble: the Rodriguez/Oliver car was not repaired until half-way through the period, then was slowed by a blocked fuel filter, while the Siffert/Bell 917 first ran out of fuel on the track, then suffered the consequences of Siffert missing a gear. A new engine was installed, but there was no time to test the car before the race.

The Martini team had mixed fortunes. The Marko/van Lennep car had shown symptoms of a holed piston and completed only two laps on Saturday. A spare engine was not available and, though the car seemed a very doubtful starter, it did appear on the grid to complete just one lap of the race. The other 917's outing was short and formal, Dechent being satisfied with the previous day's practice time.

All the action came from the Ferrari team. Giunti, fractionally quicker than Merzario, lowered the prototype's time to 1 min. 53.93 sec., then 1 min. 52.96 sec., and finally 1 min. 52.74 sec.

It seemed that the 312P might take pole position but, in the last half-hour of practice, Rodriguez retrieved the situation by a slender margin, recording 1 min. 52.70 sec. (195.547 k.p.h.).

By eight o'clock on Sunday morning, half an hour before the scheduled start, the huge grandstands were jammed with spectators. The rolling start, behind Fangio's Mercedes 280SL, was eight minutes late. Then, as the flag fell, the Ferrari 312P accelerated from the front row to lead into the first corner. Rodriguez used his Porsche's superior top speed on the long straights to go ahead, and at the end of the first lap the leading bunch comprised Rodriguez, Giunti, Siffert and Elford. Close behind were Parkes, Beltoise, then the two Alfa Romeos.

The Ferrari's practice time was no fluke, for it took Siffert six laps to get past, by which time his windscreen was covered in oil and petrol blown out by the red car. Two laps later Siffert tried to clear his screen with the wiper and only succeeded in making matters worse, so a quick pit stop dropped him to 13th position.

Now Elford took up the chase, making up a four-second deficit on Rodriguez fairly easily. The Martini car appeared to have better handling and on lap 21, after several attempts, Elford went by Rodriguez and pulled away at nearly two seconds a lap. Giunti began to fall back a little and was 10 seconds in arrears at this stage.

Positions changed again on lap 30 when Elford had the first of several delays due to fuel starvation. His car halted for a full lap before the engine would restart, and when Elford got going again he was just ahead of Rodriguez on the road, as before, but a lap behind.

The 5-litre cars began making pit stops between the 32- and 35-lap marks and Giunti moved the Ferrari into the lead, followed by Beltoise, Stommelen and de Adamich. Just before he completed his 37th lap Beltoise ran out of fuel at the hairpin, approximately 750 yards before the pits, so he jumped out and began pushing the blue

car slightly uphill. In fact, a regulation prohibited pushing cars, but the Frenchman apparently had forgotten or disregarded this.

A number of drivers reported missing the Matra narrowly, for Beltoise was not keeping to the side of the road and marshals were slow to put out the yellow flags. Completing his 38th lap, Giunti followed Parkes' Ferrari out of the hairpin, pulled to one side as if to overtake and hit the Matra with enormous impact. The Ferrari spun up the road, burst into flames and tragically it was two minutes before the Italian driver was pulled from the wreckage, fatally injured. A red flag was hung out at the start-finish line, just where the Ferrari wreckage lay, but after a brief halt local driver Veiga went past it and soon the whole field was ignoring the mandatory signal.

The organisation of the race, up to this point praiseworthy, went completely to pieces. The race should have been stopped, then restarted later, but it was not. It was also argued that Beltoise should not have been allowed to push his car, but no marshals were near enough to stop his unusual action. Water hoses were produced promptly, but foam should have been available to deal with petrol fires. Official lap charting went completely haywire, and possibly Rodriguez was credited with an extra lap. Race bulletins, from this point on, were very misleading as the electronic lap-scoring equipment wasn't functioning properly, and the Autodelta team was certain that the Stommelen/Galli car was running in second place. When the official results put Rodriguez/Oliver second, Autodelta considered a protest but finally the YPF published a complete list of lap times, taken from the timekeepers, which confirmed the official results beyond all doubt. One hopes that the aftermath of this accident will not prevent the Argentinians from holding another Championship event next year.

After 50 laps Siffert had regained the lead and was nearly a full lap ahead of Parkes. In third place was Stommelen's Alfa Romeo followed by Peterson's Lola. Pescarolo had been delayed two laps after hitting a course marker and needing to have the nose section taped up. Rodriguez had been delayed by a puncture, completing one lap slowly with the rear tyre flapping, and Craft had also been slowed by the first of five punctures which his McLaren collected during the race. Soon Fittipaldi was out of the running, oil seeping from his Porsche's engine into the clutch, and the Jost Porsche was disqualified for running out of fuel on the course.

During Parkes' second spell at the wheel the Ferrari, potentially as fast as the Porsches, lost two laps while a vibration was investigated—it transpired that a weight had been shed from a rear wheel—but the delay was costly and it ensured that the 1,000-k.m. race was a straight contest between Wyer's Porsches and the Autodelta Alfa

Romeos. Elford's Porsche was still intermittently stopping with fuel pressure trouble and it once halted for 20 minutes at the side of the road. Mechanics went to investigate the problem and, again, disqualification was imposed. A pity, because Elford had set the fastest lap of the race at 1 min. 51.08 sec. (198.399 k.p.h.) and this was disallowed.

The organisers' lap-charting error, and it seems there was one, arose between laps 50 (when Rodriguez was given in seventh place, two laps and one minute down) and 60, when he was given third place on the same lap, but 4 min. 44 sec. behind! Officially, the leading four places were unchanged for the remainder of the distance, the order between laps 80 and 140 being Siffert/Bell, Stommelen/Galli, Rodriguez/Oliver and de Adamich/Pescarolo.

Peterson went missing on lap 129 when his fleet little Lola collected a puncture in a rear tyre, veered off the main straight under braking and flew up into the air; it landed on its tail and slid to a halt, but the driver miraculously unhurt. A few minutes later the Filipinetti team had another setback when Bonnier touched another competitor then, coming into sight of the pits at speed, his Ferrari shed part of the nose section and went out of control. The Swiss-domiciled Swede managed to control a lurid 200-yard slide on the grass, narrowly missing a massive concrete wall protecting spectators, and went to his pit the next time round for a taping-up operation which took another two laps. The car continued at reduced speed and finished the race down in seventh position.

All was not well with the leading car, for Siffert and Bell were coping with a clutch which might have failed at any moment, and needed to make an unscheduled fuel stop, too. With 25 laps to run Siffert was urged to go faster to make sure of beating the Stommelen/Galli Alfa Romeo and, according to Wyer's chart, increased his advantage to 105 seconds, virtually a full lap. Rodriguez' car had not, apparently, closed on the Alfa Romeo because Oliver had driven with caution rather than speed, and was now believed to be in third place a lap and a few seconds behind the Alfa Romeo. When the official results were posted, Autodelta lodged a protest, which was disallowed.

This was the rather unsatisfactory conclusion to a race which was generally well organised and immensely popular with the Argentine public. John Wyer's Gulf-Porsche achieved victory, there is no doubt about that, but it was not a trouble-free run for Siffert or Bell, his new English co-driver who impressed with his speed and consistency on the team during his first outing. Ferrari 512s filled the next three places ahead of the Ecurie Evergreen McLaren.—M. L. C.

Results :

1,000 KILOMETRES OF BUENOS AIRES—Groups 6, 5 and 4—Sports Prototypes, Sports and GT—Buenos Aires Autodrome—164 laps—Warm and dry				
1st	J. Siffert/D. Bell (Porsche 917—4.9-litre 12-cyl.)	Group 5	Entrant: JW Automotive Ltd., England	5 hr. 25 min. 25.94 sec.—186.22 k.p.h.
2nd	P. Rodriguez/J. Oliver (Porsche 917—4.9-litre 12-cyl.)	Group 5	Entrant: JW Automotive Ltd., England	5 hr. 26 min. 23.15 sec.
3rd	R. Stommelen/N. Galli (Alfa Romeo 33-3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.a., Italy	1 lap behind
4th	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.a., Italy	3 laps behind
5th	J. Juncadella/C. Piretti (Ferrari 512S—5-litre V12-cyl.)	Group 5	Entrant: J. Juncadella, Spain	9 laps behind
6th	H. de Fierlant/T. Gosselin (Ferrari 512S—5-litre V12-cyl.)	Group 5	Entrant: H. de Fierlant, Belgium	11 laps behind
7th	J. Bonnier/M. Parkes (Ferrari 512M—5-litre V12-cyl.)	Group 5	Entrant: Scuderia Filipinetti, Switzerland	14 laps behind
8th	S. Posey/L. di Palma/G. Veiga (Ferrari 512S—5-litre V12-cyl.)	Group 5	Entrant: North American Racing Team, USA	16 laps behind
9th	C. Craft/T. Taylor (McLaren M8C-Ford—3-litre V8-cyl.)	Group 6	Entrant: Ecurie Evergreen, England	18 laps behind
10th	D. Martin/P. Brea (Porsche 917—4.5-litre 12-cyl.)	Group 5	Entrant: Zitro Racing, Switzerland	19 laps behind
11th	D. Weir/J. del Rio/A. de Cadenet (Lola T210-Ford—1.8-litre 4-cyl.)	Group 6	Entrant: David Weir, England	21 laps behind
12th	R. Peterson/J. Cupeiro (Lola T212-Ford—1.8-litre 4-cyl.)	Group 6	Entrant: Scuderia Filipinetti, Switzerland	24 laps behind
13th	D. Rouveyran/C. Ruesch (Lola T210-Ford—1.8-litre 4-cyl.)	Group 6	Entrant: D. Rouveyran, Switzerland	25 laps behind

Fastest lap: J. Siffert (Porsche 917—4.9-litre 12-cyl.), in 1 min. 51.53 sec.—197.598 k.p.h. (new absolute record).

21 starters — 13 finishers.

THE SPRINGBOK RACES

LOURENCO MARQUES 3 HOURS (November 29th, 1970)—Mozambique

1st	B. Redman (Chevron B16 Spyder—FVC)	150.8 k.p.h.
2nd	P. Driver (Alfa Romeo T33—2-litre)	11 laps behind
3rd	C. van Buuren/R. Whitehouse (Porsche 906)	13 laps behind

BULAWAYO 3 HOURS (December 4th, 1970)—S Rhodesia

1st	B. Redman/J. Love (Chevron Spyder B16—FVC)	140.077 k.p.h.
2nd	J. McNichol/W. Ferguson (Lola T210—FVC)	7 laps behind
3rd	J. Holme/B. van der Merwe (Chevron B8-BMW)	8 laps behind

Fastest lap: H. Marko (Lola T210—FVC), in 1 min. 32.2 sec.—159.325 k.p.h.

PIETERMARITZBURG 3 HOURS (December 27th, 1970)—S Africa

1st	B. Redman (Chevron B16 Spyder—FVC)	147.985 k.p.h.
2nd	H. Marko/J. Love (Lola T210—FVC)	1 lap behind
3rd	J. Holme/B. van der Merwe (Chevron B8-BMW)	15 laps behind

GOLDFIELDS 3 HOURS (January 2nd)—Orange Free State

1st	B. Redman/R. Atwood (Chevron B16 Spyder—FVC)	154.224 k.p.h.
2nd	M. Hailwood/D. Charlton (Lola T210—FVC)	1 lap behind
3rd	M. König (Nomad-BRM 2-litre V8)	6 laps behind

Fastest lap: M. Hailwood (Lola T210—FVC), 1 min. 30.0 sec.

AMERICAN COMMENT—continued from page 117.

10 to 18 m.p.h., Isaacs made his record 201.104-m.p.h. run on the 22nd lap of a 24-lap run around the high-banked track.

Carroll Shelby is returning to racing and will field an ex-Dan Gurney 1969 Eagle, powered by a turbocharged Ford engine prepared by Falconer & Dunn, in the three 500-mile races on this year's USAC schedule—at Indianapolis, Pocono and Ontario. The driver will be Danny Ongais, who has little oval racing experience but is a leading drag racer. Shelby shut down his former racing operation after the 1969 season because he felt it had become too big and inefficient. He has now formed a new team, Shelby-Dowd Performance Inc., with one of his former right-hand men, Al Dowd, as president. Carroll Smith, Shelby's former top-flight vice-president (engineering), returns as team manager and chief mechanic. The team, which has received some backing from Goodyear, will be based in the Venice, California, shop where the original Shelby Cobras were built.—D. G.

GOOD VALUE FROM BRITISH LEYLAND-THE GT6

THE DAYS were not so long ago when the typical sports-car owner was that bachelor chap round the corner who was always rushing off to Silverstone with his bobble hat pulled down over his ears and a great roar of tyre smoke. The rest of the time he spent tinkering with the machine in some draughty garage getting incredibly dirty but achieving miracles with the engine. Now all that is becoming something of the past thanks to insurance companies and the like.

The present motor sporting fanatic probably does just as much rushing off to Silverstone and tinkering with engines but his car is no longer a sports model but more likely a Ford Escort with a big engine or a Mini with monstrously large wheels. The bobble hat has gone but there is still a uniform of sorts consisting of a "rally jacket" and a pair of kangaroo-skin gloves.

So who drives cars like the Triumph GT6 apart from all those Americans? The answer to this is simple. It is the chap who ten years ago would like to have been rushing around with a bobble hat pulled over his ears but, unfortunately, because he was either a student or an apprentice or about to get married he found it hard enough to finance the bobble hat let alone the sports car.

Now having made a position in the world and acquired on the way a wife, a young child and possibly a Siamese cat he hopes to recapture his youth. Naturally the sports car has had to change to meet the needs of somebody with such responsibilities and hence we come to British Leyland's popular sports car (call it a GT car if you wish)—the Triumph GT6.

MOTOR SPORT found the GT6 in its latest Mk. 3 trim a civilised, reliable, and also completely unfussy vehicle. We found the lines particularly pleasing and the performance well up to standard. We also realised that perhaps its biggest competitor is a fellow British Leyland stable mate the M.G.-B GT which sells for £1,356 compared with the GT6 which is a little cheaper at £1,287.

The car delivered to Standard House was a sparkling dark blue and turned out immaculately by the British Leyland Press fleet. Inside the interior was light brown and we immediately noticed the improvement in trim over the previous Mk. 2 model. When the GT6 was first announced back in 1966, we considered the styling to be a very clever adaptation of the Triumph Spitfire theme and despite a couple of face-lifts of a minor nature we still consider this to be so. Personally I do not like the nave plates on the wheels, which seem to be one of Lord Stokes' styling department's fads at the moment, but I suppose they are cheaper than hub-caps.

Our first task was to check the various levels and this is exceptionally easy with a GT6 as it is on the Spitfire and of course the Herald. The whole bonnet hinges up around the front, revealing all, most conveniently, and also reminding us that the GT6 still utilises a separate chassis. The straight-six 2-litre engine looks impressively powerful as it sits there. A similar engine still powers the Triumph 2000, although of course the TR6 and the 2.5 PI have now gone on to the enlarged engine with Lucas fuel injection. Everything comes easily to hand and if a mechanic wants to do any major task he can easily unbolt the whole bonnet assembly without too much problem.

On checking the oil we discovered that the car had been delivered



IN ACTION.—The Triumph GT6 looks effective at speed.



LIFT-UP TAIL.—This rear view shows the restyled rear end of the Mk. 3. Profiled in the rear window is the Lotus Elan +2S which will be featured in next month's issue.

with the level at the fill rather than full mark so we added a pint of GTX. At the end of our 900-mile test we needed a second pint to bring the car up to the full level again, so oil consumption will be around 900 m.p.p.

First impressions on driving a car are rarely, although occasionally, misleading and in the first ten miles or so one can usually get a fairly good idea of what a car is like. I usually reckon to make a quick mental calculation after a couple of miles which says "Do I feel completely happy and confident in this car to tackle the London rush hour now?". Whatever the answer I usually have to do just that but with the GT6 I felt safe and comfortable too, but with a reservation or two.

Starting with the seating I found that there is plenty of adjustment both fore and aft and of the rake which any new owner would have to experiment. Personally I found that I needed a rather more upright position than normal as the steering wheel is rather large and being rather small in stature I found myself peering just over the top of it with an almost straight-arm driving position. There are covered sorbo-rubber pads on each side of the transmission tunnel so that both passenger and driver can rest their knees comfortably without knocking them. A central arm-rest, also well padded, makes for further comfort although it does not have any space to contain parking tickets and the like as the hand-brake sprouts out of the front of it.

Behind the two driving seats there is a spacious and well-carpeted area, but due to the way the rear sweeps down to the restyled tail there isn't the room to take an adult in any degree of comfort while small children would probably complain after a mile or two. However, that Siamese cat would have plenty of space, motoring dogs would also find the space acceptable, although MOTOR SPORT's example wasn't allowed to try this time, and there is plenty of space for baby's cot. The large rear window opens almost like an estate car, as illustrated in our photograph, and thus bulky parcels and so on can be loaded with ease.

The facia is wood (if it isn't genuine those plastic copies certainly look like it, these days) but the lay-out is not too bright. The centrally placed speedometer and rev.-counter are easily enough seen but what about the fuel gauge? This is badly obscured by the left hand in a ten-to-two driving position and one has to move one's head to view it. Although one can't see the situation of the fuel, how about check-

ing that the oil pressure is nice and high? Bad luck again for the GT6 doesn't have such a gauge, simply an oil-warning light which, for a sports car, can hardly tell you if the pressure sags 10 p.s.i. when the car is driven flat out down the motorway.

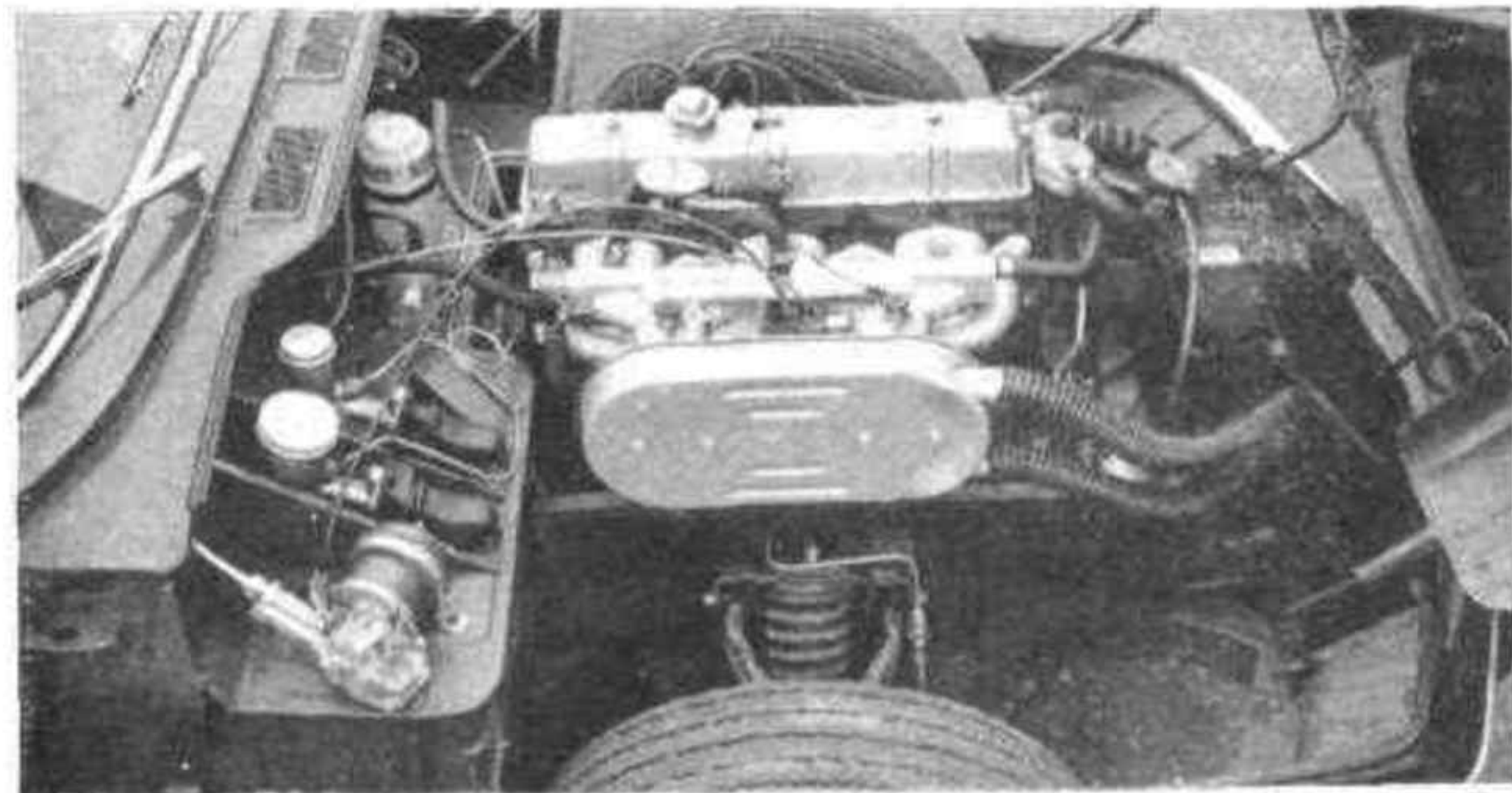
While we are on the subject of little grouses how about the ignition switch and starter combination which isn't on the dashboard at all? That is buried down somewhere by your right knee alongside the steering column shielded by some padding in the shape of a cup. Finding the hole for the key is something like sinking a putt from the edge of the green. The reason the ignition is down here is obviously to do with steering-column locks, which I believe was a German idea and should really go the same way as Hitler. Quite honestly I think they are more trouble than they are worth. Still on this subject, if you ever break down in a car with such a lock and are about to be towed to your nearest garage remember to turn the ignition to unlock first; you would be surprised how many people have made that mistake.

In fact the keys of the GT6 confused us quite a bit. Both looked somewhat similar but the key that worked the ignition did not work the door locks. The key that operated them looked the same either way up but wasn't. In fact in one instance of fumbling to get the door open and the car started W.B. failed to escape the grasps of a parking warden. He swears that if it had been a one-key-for-everything Ford he would have been off and in 2nd gear before the yellow peril would have had time to raise a pencil to her notebook.

But these are only minor grouses; what of the general performance and handling of the car? The steering is tremendously light and responsive and something that could take a little acclimatisation particularly if one is used to something a little more solid. The leather-covered steering wheel was a little large for our liking and also rather hard to hold. Basically the steering is good and perhaps a slight drop in tyre pressure might make it feel a little more positive.

The gear-change, *via* a short stubby lever, falls easily to hand and was pleasant to use. One point here is that there is definitely a knack in selecting reverse, perhaps because our car was nearly new, but once learned there was little difficulty. Of the three drivers who tried the car all were unanimous about the brakes, they need high pedal pressure and lacked feel. At first when I drove the car I thought that the brakes were just plain poor. Then I started pushing harder and realised that it was all a matter of pressure. Rigger types would find no problem but the GT6 seems to find quite a good market amongst the female population of England and for them I think a servo would definitely be the order of the day. However, once you learned to push hard they did not fade at all and pulled the car up nice and square.

Unfortunately for the GT6 we had the vehicle at the same time as an Elan +2, of which much more next month, and our time was divided between the two cars. Lotus handling and cornering is legend and naturally, although the GT6 has fully independent suspension, it just doesn't come up to the standard of the much more expensive Elan. The old Spitfire transverse leaf rear suspension and tucking under rear wheels was thankfully not perpetuated on the GT6 and, of course, both the Spitfire and the GT6 now have a much more sophisticated method of springing the back wheels. The method works well and you can hurl the GT6 along at a good pace although naturally one doesn't have the same confidence as one would in the Elan. Round tight corners one can kick the back out quite easily although it is not a car I would reckon to throw about at faster speeds. To me it seemed a trifle unpredictable although this might be more due to a personal whim than pure fact.



THE BONNET hinges back to reveal the 2-litre six-cylinder engine.

The ride though a little choppy on rough roads is generally of a high order and cannot really be faulted, with the well-designed seats obviously helping here. Incidentally I particularly liked the seat belts which were well anchored and easily worn.

Although reasonably small and compact the GT6 with its steel body and separate chassis is no lightweight so the 2-litre engine does not give it sensational performance. Nevertheless it is a very brisk car which leaves the line very smartly and puts the power down well. The GT6 has a good top speed, too, although right at the top of the range one is starting to grit the old teeth a bit. Perhaps the best cruising speed is around 90 m.p.h., which the GT would perform happily all day and every day. At an indicated 100 m.p.h. the rev.-counter was showing 5,000 r.p.m. while it will continue to accelerate up to 5,500 r.p.m. which is where the yellow line starts, with the red around 5,800 r.p.m. In fact we were able to hold 5,500 which must be about 105 m.p.h. for quite a while although at that speed one is aware that the GT6 is close to its limit. However, at an indicated 100 m.p.h. everything was well in order and I was able to take my hands off the wheel without drama to note that the car ran straight as a die. Mid-range acceleration is also particularly good, for the engine has plenty of willing torque so one isn't forever having to change gear.

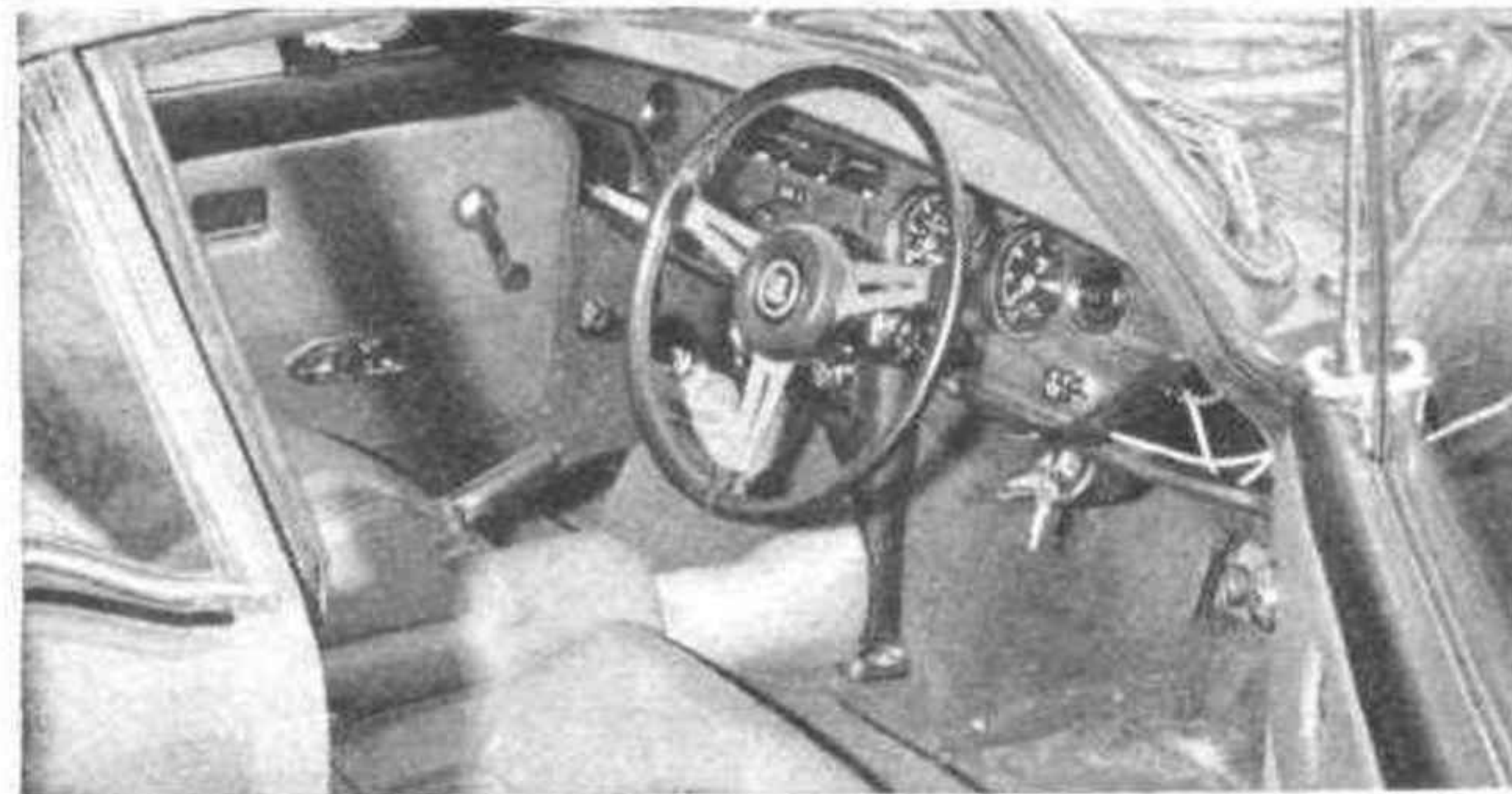
The heating and ventilating system proved to be efficient and easy to operate although the inclusion of a heated rear window would be almost essential. We were surprised to find that, actually under the fascia, there were an additional pair of eye ball sockets to the ones on the main dash. These were so tucked away that we didn't find them until the test was half over, but the general idea seemed to be to blow warm air directly onto your cold feet.

As the miles mounted up I discovered a few more traits of the GT6 which had not struck me at first. One concerned the light dip switch which was operated by a stalk from the steering column. I don't reckon you can beat the present all-purpose stalks which are used these days by several manufacturers. Such a stalk gives you indicators left and right by up and down movement and lights full or dipped by forwards and back movements with a horn on the end tip for good measure. The GT6 had separate indicator and light stalks, both with up and down movements, but thankfully no overdrive or we really would have been confused.

The really broad-shouldered driver may also find that he is a little cramped by the GT6. The cockpit space is fairly small and I found my shoulder only an inch or two from the door.

In summing up the GT6 one must emphasise that British Leyland have produced a strong, reliable and well-engineered sporting vehicle which is, above all, very competitively priced. Neither Chrysler, Ford or Vauxhall offer a competitor and comparable sporting 2-litre two-seaters from the smaller or foreign manufacturers sell at a good deal more than £1,300. Running costs are not high either with fuel consumption working out at around 25 m.p.g. driven hard, and maintenance bills fairly reasonable too. The GT6 in its latest Mk. 3 form is known to be a well-sorted and bug-free motor car, and is tailored to meet the needs of the kind of person who buys it. We would not recommend it to the rorty-torty brigade who want to go hurtling about the country in opposite-lock slides with the engine revving round to 7,000 r.p.m.

However for someone who still likes the idea of a two-seater with excellent yet unfussy performance complete with all the mod cons of a well-finished interior, wind-down windows and so on there isn't much to beat the GT6. Undoubtedly one of British Leyland's better cars. — A. R. M.



COMFORTABLE SEATING and a rather large steering wheel are features of the GT6's interior.

Surprise new Sporting Ford

THE FORD Motor Company caused quite a stir at the Brussels Show last month when they unveiled a new mid-engined two-seater sports prototype which must have sent a shiver down the spines of a lot of the specialist manufacturers. The attractively-styled car, called the GT70, is, say Ford, the next logical step in the company's wide and successful international competition programme. At present there are no plans to market the car to the public and the machine is just for the use of Ford's competition people, but it does seem on the cards that in the future the GT70 will be generally available.

The car has been specifically engineered to employ many of the components currently in use with the Escort, the Capri, the Taunus, the Cortina, the Ford 17M/20M and even the Zephyr/Zodiac range. Thus the GT70 is intended to complement the continuous design, development and test of components for volume-production Ford cars of both today and the future.

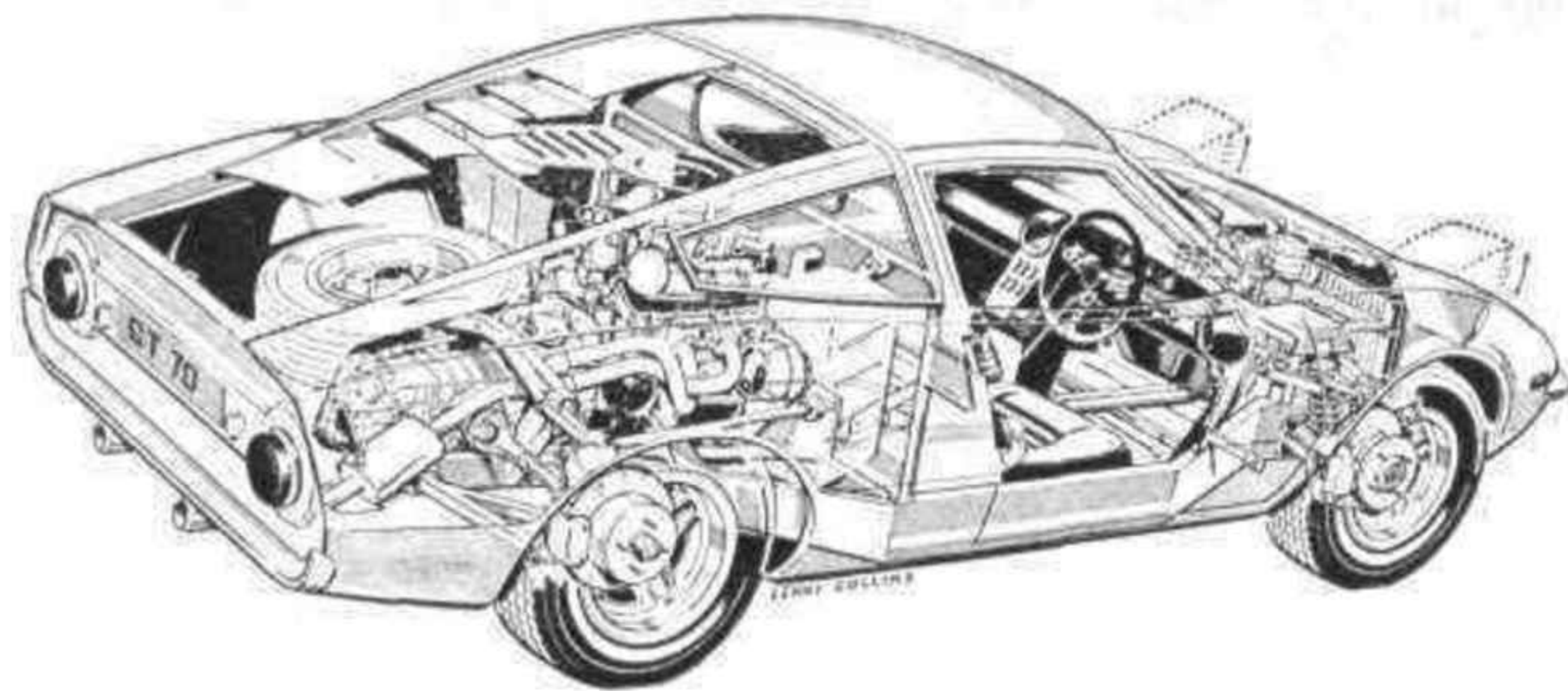
The basic planning of the car was that of Stuart Turner, Director of Motoring Sport, Ford of Europe and Jochen Neerpasch, the Competitions Manager for Ford Germany. They were worried that, despite making the Escorts as competitive as possible, such a front-engined rear-wheel-drive car would never be a match for the advanced rear-engined Porsche 911s. So make no mistake the intention of the GT70 is to be a Porsche and Alpine beater on rallies, and if all goes well a similar threat to Porsche 911s, Lotus Europas and the like on the open market.

Vehicle design has been in the hands of Len Bailey, who was chief executive engineer on the Ford GT project run with Alan Mann Racing, and the body design was developed within the Ford Research and Engineering Centre under the direction of Joe Oros. Ford's team of race and rally drivers were brought into the design studio to prove out the special seats and the position of instruments and controls. The co-ordination of the entire project was the responsibility of the Advanced Vehicle Operations at Aveley, and one could guess that if the GT70 is put into production it would be at the AVO plant, described in last month's issue.

The chassis of the GT70 is of the perimeter rail type fabricated from 18 s.w.g. steel sheet with a completely flat-floor pan constructed from 22 s.w.g. steel welded and bonded to its underside. Two separate safety hoops are bonded directly to the body and bolted to the perimeter rails behind and in front of the driver and passenger to provide protection in the event of the vehicle being rolled. The rear hoop incorporates the steel bulkhead between the passenger and engine compartment as well as the rear window and striker plates of the anti-bust door locks. The front safety hoop locates the padded fascia and door hinges.



THE GT70 pictured under test at Boreham. The new V6-powered machine will first be seen in rallies.



THIS CUTAWAY drawing illustrates the mechanical aspects of the GT70. Power from the German V6 drives through a German ZF gearbox.

The slightly Opel GT-like body is made from glass-fibre and is mounted at ten separate points to the chassis and safety hoops. It incorporates a rear-located luggage compartment which affords 10 cu. ft. of space in addition to housing the spare wheel. At the front the radiator is carried and the front flap also lifts to reveal the hydraulic master cylinders, windscreen washer bottle and the warm air exhaust vents. When not in use the headlamps are housed behind protective flaps in the front wings and "pop up" rather like those on the Opel GT.

The suspension of the car is fully independent. At the front the suspension is designed on the same principle and uses major components from the German Taunus Cortina range. It utilises unequal length upper and lower wishbones and coil spring damper units. A front anti-roll bar can be fitted. At the rear the suspension is also fully independent consisting of a single upper link and trailing arm and a quadrilateral lower arm, coil springs and shock-absorbers. Close scrutiny of the illustrated cut-away drawing shows these points. The rear hub bearing and swinging caliper disc brakes are all adapted from the Mk. IV Zodiac, while the rack-and-pinion steering on the front disc brakes come from the Cortina range. Alloy road wheels of 13-in. diameter are used and are, at present, 7 in. wide, although for competition use 8 in., 9 in. or even 10 in. may be used.

The mid-ships-mounted engine is at present a 2.6-litre V6, which powers the Capri 2600GT and Ford 26M, which are both made in Germany. But the Ford 3-litre V6, the BDA or the less powerful 1600GT can all be installed in this new model. The engine drives through a single dry-plate 8½ diameter diaphragm spring clutch. It is interesting to note that as this is Ford's first mid-engined car they do not have an available gearbox so have utilised the German ZF 5 DS25 all-synchromesh five-speed transmission which incorporates a limited slip differential or the ZF 4 DS four-speed all-synchromesh box.

The interior of the GT70 apparently sets new standards of comfort with separate bucket-type seats which each have 3½ in. of fore and aft adjustment. The instruments are based on those already in use on the Capri. The gear-lever and hand-brake are centrally mounted and the fuel tank holds 12 gallons. The interior is in black.

The dimensions of the GT70, which weighs 1,680 lb., are as follows: Length 153 in., width 68 in., height 44 in., wheelbase 91½ in., track front 56 in., track rear 55 in., ground clearance 6 in.

Stuart Turner is quoted as saying: "The GT70 has now satisfactorily finished its prototype development. We know that we have a fine car. However, we believe that a car of this kind, which is going to be involved in motor sport, needs an additional period of development before we come to a conclusion about making the car in volume for sale to the public, but we hope we can say something about this in a few months' time. Moreover, by showing the car at Brussels, which is the first important Show of the year, we shall be able to get the public's reaction, which is always important to us, because listening to our customers is obviously a vital part of our job. I think I should, however, make it clear that this is not a dream car, nor something just built for a motor show."

We understand that the first prototype built in great secrecy at Ford's Boreham plant has already undergone some hard testing, while the second car was completed just in time for the Show. A further four cars will be built and our Rally Correspondent reckons the GT70 may make its debut on the Circuit of Ireland. We look forward very much to driving this car of the 1970s and will watch its progress with interest.—A. R. M.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

A BELATED BOOK REVIEW

THERE came into our hands the other day a most interesting, and amusing little book, "The Motor Car—Its Nature, Use and Management" by Sir Henry Thompson, published by Frederick Warne in 1902.

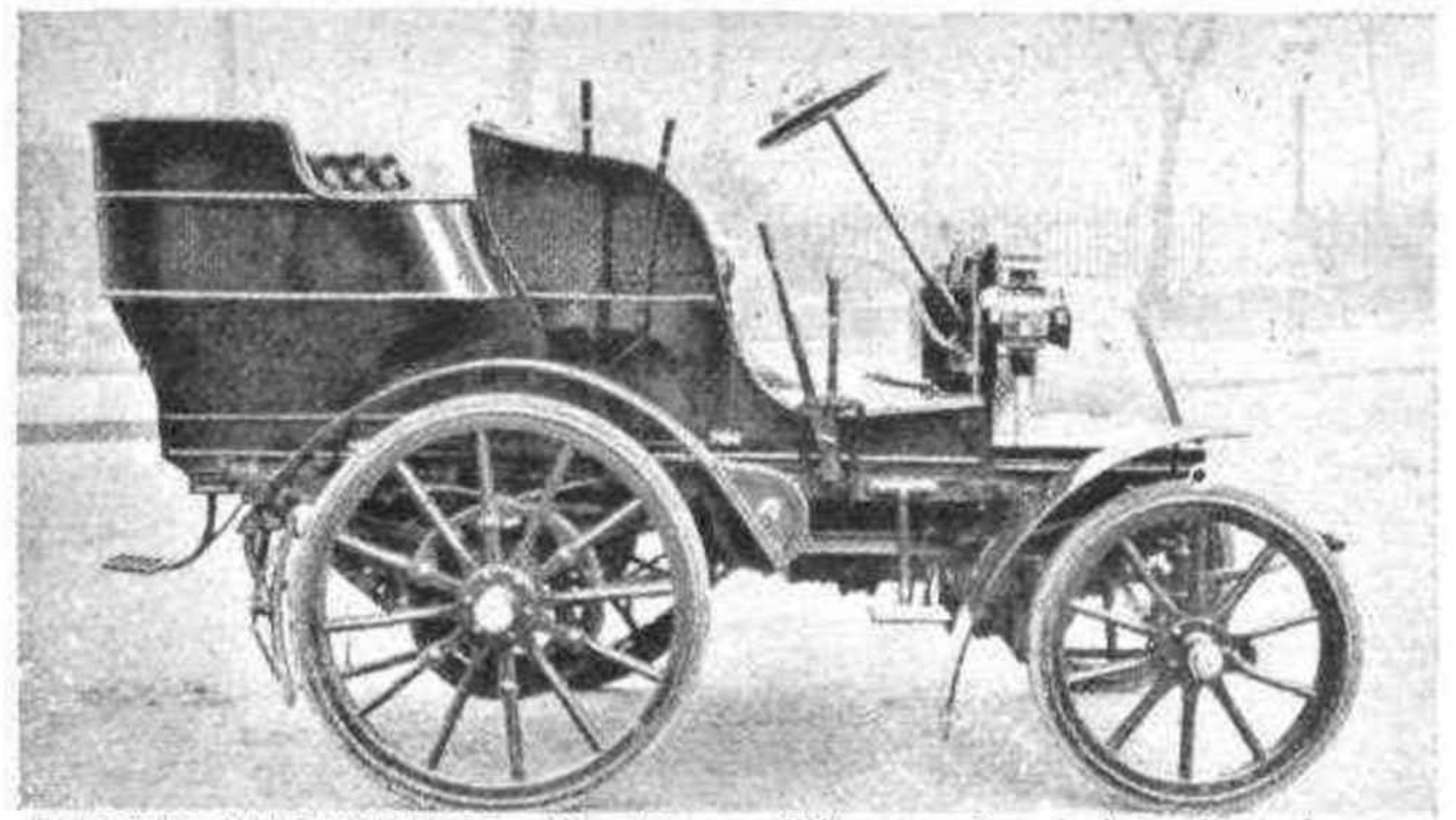
The author, who confessed to being past his 80th year before his first motor-car drive and expressed the hope that he would yet "live a year or two longer to enjoy the same pleasure and profit as I have already derived from the practice", had become the possessor of a 6½ h.p. Daimler "with tonneau body, driven by petrol, ignited by electricity". It is amusing to find this described as a *modern* car in 1902. It had, we are told, "two side levers for regulating speeds, and backwards and forwards motion, also three brakes . . . together with a sprag".

Sir Henry obtained the services of an "efficient and practised" driver, and describes a period of nine or ten weeks spent driving from his headquarters in Boxmoor, in the adjoining counties of Buckinghamshire and Bedfordshire. The Daimler, which is illustrated in the frontispiece picture, was apparently used every day, except on three when thundery showers prevented its use—those golden days of long ago! The car's owner, while enjoying "beautiful scenery, in fine, pure air, at the rate of 15 or 16 m.p.h.", is concerned about the effect cars have on horses. Much of his book is devoted to advocating gentle treatment of the animals, and leading them quietly past the new-fangled autocars. To this end he reproduces his own letters, other correspondence and a Leader, from *The Times* of 1901, on the subject.

This is remarkably interesting, and the references to and opinions about the law and the motorist are apt by 1971 standards. For instance, after Sir Edmund Monson, the British Ambassador to the Court of France, had written describing the reckless driving in Houlgate, a French seaside town, and outside Paris, at speeds of at least 40 k.p.h., *The Times* took the side of the motorist. In a Leader of 6/9/01 it observed that, like it or not, the motor car had come to stay ("when it is in its turn displaced and we all navigate by air, the *laudator temporis acti* will still be with us!"), and instead of imposing speed limits, it would be more sensible to control reckless driving.

The Times of 70 years ago very sensibly commented that it might have been as well, perhaps, if the law had been content to apply the broad principle of driving so as not to endanger life or limb, without attempting to fix any specific limit of speed. "What", said this great newspaper, "would be furious driving in a narrow and crowded thoroughfare like Cheapside need not, and in default of specific statutory restriction obviously would not, be furious driving on a broad highway unencumbered by other traffic. Five miles an hour might be excessive in Cheapside, fifty miles an hour need not be excessive on Salisbury Plain". Sage observations, remarkable in an age when the legal limit was 12 m.p.h.

Sir Henry Thompson, writing from Wimpole Street, enforced these views to the utmost, explaining that the top speed of a car could not be set at 12 m.p.h. because then it would have to be pushed up hills, but being careful to show how he regulated his Daimler's pace in accordance with safety and what good brakes it possessed—although he advocates coasting, in silence, down hills. He added that the motor car is governed by an autocrat (one brain); a carriage and horses by a president and committee of often uncongenial individuals (several brains, the coachman's and the horses!). He set 20 m.p.h. as safe on any good straight turnpike road, when one can see ahead for ¼ to ½-a-mile and he compared his own mile in 3½ to 4 minutes with that of horses and fast ponies driven at 15 and 16 m.p.h. and American hickory-built large-wheeled trotting outfits doing a mile in 2½ minutes, with no speed limit imposed on them. He quotes his Daimler motor as geared for 4, 8, 12 and 16; "The 16 gear, by using the accelerator,



EARLY PRIMITIVE.—Sir Henry Thompson's 6½ h.p. Daimler (see below). To have set up average speeds of 12 m.p.h. on this solid-tyred, spoon-braked vehicle must have been quite something! Note the tyres, which the Daimler's owner thought sufficiently wide to roll road surfaces into good condition!

can be augmented to 20 m.p.h. or a little more". But the author, after confessing an earlier lack of knowledge of technical terms in one of his *Times* letters (and throughout his book he refers to his car's "engines", in the plural), says he was content with 15 m.p.h., giving him, with that downhill coasting, and "using No. 4 for the steepest hills, an average of about 12 m.p.h.". An example was a run from Hemel Hempstead to Bedford, and back, 70 miles, in about 5½ hours. As to car occupants' goggles frightening horses, Sir Henry only wore them when dust and small flies were prevalent and then "faintly neutral-tinted glasses with narrow, pale, coffee-coloured surroundings", to which, presumably, the noble animals took no offence! He expressed the opinion that racing "can never be permitted to take place on the public roads of this country", and spoke of 12 or 16 h.p. cars as "powerful". He suggested that, if caught in a speed trap, a motorist should defend himself ("take no lawyer; the question is not one of Law, but of Fact") on the grounds that the Police all use cheap watches and that proper speed timing, whether of man, horse, motor or cycle race, can only be done with expensive time-pieces!

It is interesting to discover that *The Spectator* of 1901 was as well disposed towards cars as *The Times* but it advocated certificates for competent drivers, as advocated by "M. Fournier, a high authority in France".

There follows descriptions of petrol, electric and steam cars, from which we glean that in 1901 an accelerator was a ratcheted hand-lever, which, moved upwards, increased engine speed from the usual 720 r.p.m. to 800 or 900 r.p.m. or more. Light, handy American steam motors are mentioned as being seen "occasionally passing through Hyde Park, and sometimes driven by ladies". There is a fine paragraph which explains how a motor's wide wheels leave road surfaces in an improved condition—"What excellent roads the country would possess" if all vehicles were automobiles. This aged author writes of the joys of motoring, of its health-promoting properties (but take a short walk every 70 or 80 miles), of the interesting things seen from a car (like thistles about to spoil valuable crops in otherwise well-cultivated land), but warns: ". . . the owner of a motor car however good, must be prepared to meet with the occasional occurrence of little defects and mishaps which require it to be sent for a day or two to the maker. A motor is a machine so very much more complicated than an ordinary carriage, that he must not be surprised at this. And, as highly skilled labour is required for the purpose, this is, of course, more costly than that employed for all ordinary repairs by any coach-maker."

Happy, distant days, when the tax on a car of less than one ton was £2 2s. a year and it was felt that if motors had to carry registration plates this practice "must be applied to all carriages without distinction".—W. B.

THE RILEY CC OF NEW ZEALAND

THE duplicated journal of the above Club reminds us in some ways of earlier *Bulletins* of our VSCC. Although the Club caters for post-war Rileys down to the 1½-litre and 2½-litre models, at least one of its members appears to have a proper appreciation of where the vintage division should be drawn and the purpose of "p.v.t.", we take the liberty of quoting some of his remarks on this controversial topic:—

"Personally, if anybody were to confront me with such a device as a Ford Popular, Triumph Mayflower, Vauxhall Wyvern (or its predecessor, with Knee-

Action, yes!), 1½-litre Jaguar, Opel, or Standard Vanguard, and expected me to enthuse over it, I should probably say something Very Rude about the state of vintage cars today. Also, it is very hard for me to convince myself that a particular variety is worth preserving, when virtually identical models are still being made; designs for the Masses by Sir Alec and Dr. Ferdinand spring to mind.

"The first of the Vintage, as opposed to the Veteran, clubs certainly was the VSCC in England, which was formed in 1935 to provide amusement for the owners of sports cars only five years old at that time. It must be remembered that at that time cars were apt to depreciate very quickly, and desirable cars could be bought for little more than it cost to insure them for one year, and there was not much spare cash to be found. That was the first intention, and then it was said that because cars generally changed around the time of the Depression, the year of 1930 should be retained in place of an automatic advancement of the age. This is quite true—many cars did change a great deal around that time, usually for the worse. A vintage Austin 7 has a certain charm about it, but its later Ruby saloon counterpart has not, a Vauxhall J owes nothing to the 30/98, and the later Wolseley Hornet saloons are positively dangerous. Certain makes did not change greatly at the start of the thirties (Rileys are important to us in this category) and such cars are worth a special commendation as worthy Post-Vintage Things.

"It is probable that at least one example of each of the uninspired dreary pieces of machinery should be preserved, if only as a horrible example, but they should not be forced on those who belong to a club for the preservation of Vintage (and therefore usually desirable) cars, or perhaps I should go and invest in a Mark I Consul, because it will be worth a lot of money one day?"

The Club's magazine also reflects some of the jollity, "don't let's be too serious" of the original *VSCC Bulletins* and ably defends the true Riley image, as the following extracts show:—

GRATEFUL THANKS DEPT.

To General Motors, for naming their new automatic gearbox for the smaller Holden engines the "Trimatic". It just begs to be called the "traumatic", and is thus perfectly in character with most of Holden's past offerings.

To The Chrysler Corporation, for inventing the "hemi-head" for use on their Violent. With the aid of proper gas flow, this large six-cylinder engine produces a power figure a whole nine per cent over the Riley Pathfinder's figure of fifteen years ago, and eleven per cent over the original 1937 application of the 16/4 Riley engine. Of course, the sceptic could point out that the SAE figure is always about ten per cent optimistic, so where does that leave us?

To The Ford Motor Company, rather belatedly, for inventing the cross-flow cylinder head for family-car applications. Percy Riley would be thrilled, as no doubt would M. Ernest Henry and his collaborators in the design of the Peugeot twin-over-head-camshaft engine in 1912.

V-E-V Miscellany.—A 1932 TJ 12/60 Alvis saloon was unearthed recently from a Weybridge builder's yard, where it had lain under a heap of rubbish, reports the 12/50 Alvis Register Circular. The Sunbeam STD Register is holding another Talbot Rally this year, but not in London, is revising its Wolverhampton reunion arrangements, with a possibility of looking over the old Sunbeam Moorfield Road factory, and has a special Sunbeam Jubilee Parade at a VSCC Silverstone Race Meeting. The Frazer Nash Section of the VSCC is going ahead with its Nurburgring Raid, as a sequel to its successful invasion of Bolzano last year. It takes place from September 6th-9th and over 30 chain-drive Frazer Nashes have already been entered, including three Nurburg models, one from America, while the helpers include Paul Frere, Huschke von Hanstein, H. J. Aldington and D.S.J.

Ron Barker has acquired a 3.3-litre Model-A Ford with which he hopes to become a Presteigne basher-on this year, in the VSCC's Welsh Trial. A mid-1930s Hawker Hind biplane has been recovered from Kabul and presented to the Shuttleworth Trust for restoration. It was brought the 12,000 miles home on a Ford DT 1500 truck, accompanied by a Ford R226 coach, after many adventures, the recovery operation being mounted by Ford of Britain.

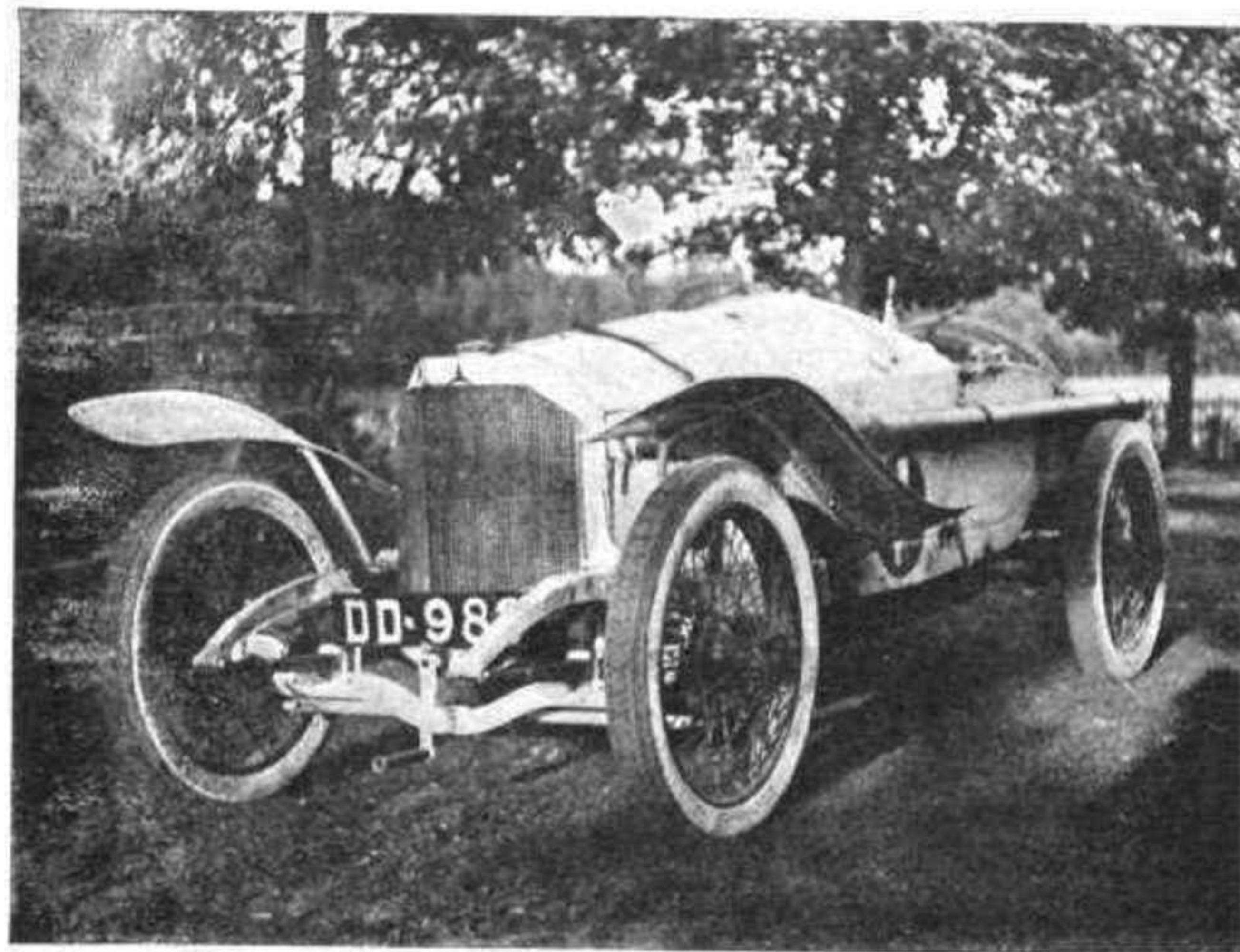
The owner of a s/c Ulster Austin 7, Reg. No. JR 3668, chassis 128927, formerly raced by C. D. Parrish, wishes to trace its past history. The Martinsyde Anniversaries gathering at Brooklands last July raised £100 for the "Save The Children Fund" and "Help For The Aged." Doug Bianchi is planning a replica 1918 Martinsyde F4 fighter and seeks data. Following news of an as-new 1933 Morris Ten which turned up recently in Scotland, news comes from Australia of a 1924 Wanderer which has run only 82.6 miles since new. A tourer with two doors, both on the o/s, and an exhaust cut-out, it was apparently imported with eleven others by Wagner Bros. but anti-German feeling in those days killed sales and these Wanderers were dismantled. A few years ago this one was bought and assembled but the new owner changed his job and sold it using it for five-miles. The next owner used it for 70 miles before selling it to the trade in Melbourne, where it was used for another 12.6 miles before coming on the market. The only part missing is the radiator cap, replaced by a pickle-bottle top. The book "Doble Steam Cars, Buses, Lorries and Railcars" by J. N. Walton is available in a second edition, not much altered it seems from the 1965 edition, for £3 post free, from Light Steam Power, Kirk Michael, IoM. The ABC Register expects to hold another rally, probably late in August.

VINTAGE POSTBAG

Hiding Its Light . . .

Sir,

Following your correspondent's criticism of the position of the front number plate on my 1914 GP Mercedes, I enclose a photograph (by courtesy of Dudley Gahagan) of the car at the top of the Test Hill at Brooklands, which must have been taken around 1922.



This clearly shows the positioning of the number plate and, as you may know, I always try to carry out restorations as closely as possible to the original state of the car.

Greenwich.

P.A. MANN.

* * *

A Report on "Babs"

Sir,

Perhaps a short letter stating the progress made on "Babs" would not be out of place as it is now a few months since the last one.

The chassis components are being assembled back on the chassis at a reasonably satisfactory rate. Both axles are now fitted and a new hub and steering arm made for the near side with new bearings supplied by SKF.

Starting from the front, the radiator is repaired with a new block by Delaney Galley, who made the original. The main engine assembly is done with cylinders and camshafts off a Liberty tank engine, for the time being at least. The ignition system, Lucas, is complete, but I am making efforts to get Delco replacements for two reasons—originality and also the fact that I may not be able to put the two front carburettors on, in between the rather bulky Lucas distributors, which fit on the front end of each camshaft. The four Zenith carburettors are ready but the copper pipe manifolds still require a bit of straightening and aligning. The water pump problem is unsolved, although I am expecting a letter any day from the USA with offers. Following this there will be an extensive plumbing operation which will necessitate at least six dozen hose clips.

The clutch is complete and working. The gearbox is in the chassis with only the gear-change mechanism to sort out, the gear-change lever and the hand-brake lever having suffered badly in the crash, as they were on the outside of the chassis. The gearbox has now a new casing, a contribution by GKN, who made a pattern with the old casing and lots of synthetic material; they cast a new casing and then machined it. All in all, a first-class effort. The last month or so have been occupied fitting the gearbox together, gaskets, seals, etc. And fitting the three-and-a-half hundredweights of it in the car. The chain-drive shafts are fitted with the radius rods to the rear axle which is almost complete.

I have not tried the new chains, which after a long search and through the assistance of Morse chains were obtained from Germany. A member of the Bull Nose Morris Club while visiting me was surprised to find that I had managed to find a supply of the chain as he wanted some badly. I said that I would give him the address of the

firm after I had got the chain for "Babs". Unfortunately I have not now got the address of the Morris Club member.

The steering column is on but as yet I have no suitable steering wheel. I have two wheels on the front fitted with $32 \times 4\frac{1}{2}$ tyres by Dunlop, which is the nearest as yet I have got to the necessary 33×5 .

A problem still remains with the rear wheels, although one of the original 80 mm. Rudge Whitworth wheel centres is available. I still require one wheel centre. At worst an 8-litre Bentley hub can be made to fit, although it is not quite as wide. The 23 in. rims, I believe, are obtainable. It appears that at times Babs was fitted with 23 in. wheels or 25 in. wheels.

Nothing has been done to the remains of the aluminium bodywork, but I have part-straightened the steel fairing fitted on the o/s rear, which is at least a start.

Betws-y-Coed.

O. W. OWEN.

* * *

What Is It? Answer—a Fiat

Sir,

With reference to the photograph on page 1327 of the December issue depicting a 12-seater char-a-banc, I recognise same as one of two identical vehicles which were owned and operated by the late Mr. John White, of Colwyn Bay, who had the conversion carried out soon after the termination of the first World War from a landaulette and a touring car. The chassis were definitely Fiat, with 4-cylinder engines of 20/25 h.p. rating, if I remember rightly, and on each vehicle he had a plated domed cowl which covered the header tank of the otherwise flat radiator.

I remember these two vehicles very well, as they used to be placed on a Hackney Carriage stand at the side of our premises so that during the touring season I saw them daily, and they were operated over the various popular runs in the North Wales district, including Snowdonia.

Mr. White came from Liverpool in the early days of the century and for some years drove four-in-hand coaches on these popular runs from Colwyn Bay, and it is interesting to recollect that on a journey via Betws-y-Coed, Nant Ffrancon Pass, Bethesda, returning to Colwyn Bay via the coast road, there was a change of horses at Betws-y-Coed, and Llanfairfechan on the return portion of the journey. Mr. White was a stickler for cleanliness and the tyres on all his vehicles were always painted with a whitening mixture on both the inner and outer side of the tyre, as you will note from the picture.

Colwyn Bay.

ALBERT BRAID.

* * *

Hot Tubes

Sir,

I note that in your report of the Brighton run last year you state that "it is nice to record that more engines seem to be on tube ignition these days".

I would be very interested indeed to hear of any car anywhere in the world on tube ignition (running on it, and with no alternative form of ignition), excepting my own 1897 Daimler.

Apart from this, you have a couple of Leon Bollées—not cars, and that, I think you will find, is the lot!

Meysey Hampton.

E. D. WOOLLEY.

[If anyone has a veteran car running in the "Brighton" or similar events on hot-tube ignition, will they please stake a claim now or forever hold their peace?—ED.]

* * *

Various Items

Sir,

I was very interested to read the paragraph about the Daimler road-train. By a remarkable coincidence I have just read a book called "The Story of the Flinders Ranges", which is a history about the same part of Australia and gives in detail the story of carrying copper ore from the Yudnamutna mine to the railway siding.

The ore was originally carried by team waggon using horses, bullocks or even donkeys, but to cut the cost which was eating up the profits the English directors of the company decided to use mechanical transport consisting of three steam traction engines each with a train of six waggons capable of carrying a load of 50 tons.

Cartage costs would thus be cut to 25s. per ton or less, but to the delight of the bullock drivers who surrounded the engines at their

first attempt the engines were a failure owing to the deep and loose sand in many places. As this took place in 1863 it probably accounts for the renewed optimism which must have been present when the Daimler attempt was made about 50 years later.

The January copy of MOTOR SPORT has another very interesting item which I consider to be one of the best pieces of car photography in colour for detail and background for some time, the picture of a 1930 Bentley which purely as a photograph is well balanced and focussed. If this is to be the forerunner of a series it sets an even higher standard of colour photographic reproduction than ever, and though MOTOR SPORT was tardy in using it the standard has been much higher than in many contemporaries.

The astonishing claims made by Mr. Dodd and his Rolls are surely undermined by the intervention of Linda F. Martin, in that she omits the most important information of all, what is her time for changing nappies. As the father of a six-month-old boy I feel that MOTOR SPORT did not give sufficient thought to this aspect before throwing the letter into the bin. My cross-country averages have never been the same since. I became a father and I trust that any test in which the Editor takes part will reproduce the original conditions baby and all (cradle?). One can hardly expect the *Sunday Times* to have considered this point, since expert advice on these matters will not have been available for many years.

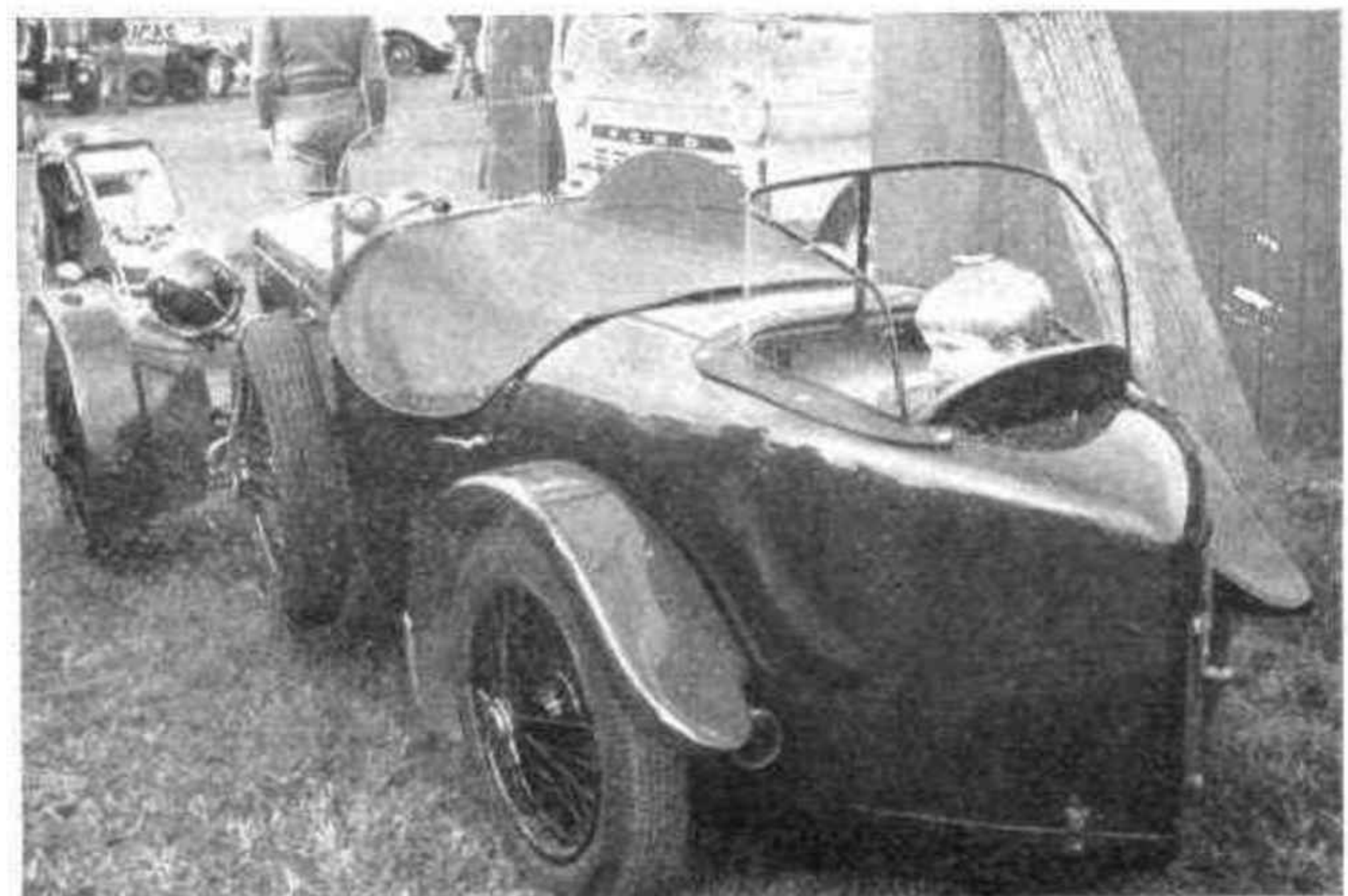
Best wishes for 1971, continue to sort out the wheat from the chaff, though a little of the latter can be more amusing than is often intended.

Pwllheli.

J. C. ARMSTRONG.

V-E-V Odds and Ends.—We remarked some time ago that the variety of unusual and sometimes exciting cars to be seen travelling from Lyndhurst towards Beaulieu must rival those that, in a past age, used the roads leading to Brooklands Track. Sure enough, driving down to the MMM in the latest Triumph GT6 for the unveiling by Lord Montagu of the Foundation Stone of his new £1 million Museum Complex, there on that winter afternoon, although the New Forest roads were virtually deserted, was a Bentley towing a trailer which carried a Ner-a-Car. Incidentally, Lord Montagu and Lady Montagu drove the Museum Trustees to the site, respectively, in Edwardian Rolls-Royce Silver Ghost and Prince Henry Vauxhall tourers (Ralph Montagu following on in the miniature petrol-engined car with his sister as passenger, which he drives very competently around the Beaulieu estate). Those companies which have supported the venture to the tune of £200,000 are: Alcan, Ford Motor Co., BP, Dunlop, Automotive Products, Castrol, Weston, Kodak, Bowater, Borg Warner, Ferodo, W.C. of C. & C.H.M., Dagenite and Elga. The Trustees are: Lord and Lady Montagu, B. F. Hubbard, R. F. Player, R. P. Brookes of GKN, Sir L. Crossman of Ford, Lord Black, P. J. Elton of Alcan and H. Starley of Champion Plugs. The new Complex is due to open early next year.

VINTAGE TAILPIECE



THE GRAND PRIX SEASON APPROACHES

ALTHOUGH a minor Formula One race has already taken place (January 24th) in the Argentine, the serious Grand Prix season starts with the South African GP at Kyalami on March 6th, followed almost immediately by the Race of Champions at Brands Hatch on March 21st. The race in the Argentine was part of a revival of International motor racing in that country, heralded last year by a long-distance sports-car race, followed by a 1,000-kilometre sports-car race this year which was the first round in the Manufacturers' Championship. The Formula One race, even with a minimal entry, constituted the necessary apprenticeship for a World Championships event in 1972, which will put Argentina back on the International map, where it used to be in 1954-60.

After not so many alarms and excursions as last year and a lot less ballyhoo and spurious explanation the Grand Prix world is more or less settled for 1971. With their successes in the last half of 1970 it is not surprising that the Ferrari team remains unchanged, with Ickx leading Regazzoni in the horizontally-opposed 12-cylinder 312B cars. I say Ickx leading Regazzoni, for that is the official team order, but whether the Swiss driver will be content to stay behind the Belgian remains to be seen, or whether he will concede the lead to Ickx once they have sorted out the opposition. Back in December, Enzo Ferrari had a Press meeting to announce his 1971 plans on the same day as the FIA meeting in Paris to present the 1970 awards. Ferrari's representative in Paris was Jacky Ickx, while Regazzoni was on the top table with Uncle Enzo at the Modern Press conference. Excuses were bandied about that fog prevented Regazzoni going to Paris to collect his Formula Two award which he won with a Tecno. My feeling is that the swarthy Swiss knows where his future lies, and if there is a flat 12-cylinder engine that is more equal than the others I wouldn't take bets as to which chassis it is installed in. Supporting these two drivers in certain selected races will be Mario Andretti, the man who appears to hold so much potential but has yet to show it in European Grand Prix racing. He has been testing the 312B at the Paul Ricard circuit in southern France and though he is American by naturalisation, he is a 100% Italian at heart and driving a Ferrari Grand Prix car is something he has wanted to do since a small boy. Not for a long while has Ferrari had such a formidable trio or such a successful car with which to start the season, and added to this is the fact that he has built a Group 6 sports-car version of the 3-litre flat-12, which will be racing this season in selected long-distance events in readiness for 1972 when all sports-car races will have a 3-litre limit imposed. This means that all the engine development and building work at the Maranello factory can be concentrated on one basic type of engine, which must be beneficial.

The Matra-Simca team have a similar benefit in their Grand Prix cars and sports cars using the same basic power unit, but the French team have other problems. When they dropped the MS80 with its Cosworth V8 engine, to concentrate on the revised Matra V12 engine for 1970 in the MS120, they also had to drop Stewart, much against their wishes, but Ford had made it financially worthwhile for the little Scot, who was then reigning World Champion, to swear allegiance to the Cosworth engine and Ford development money and publicity. Matra continued with Beltoise and Pescarolo, but neither driver were obvious race-winners, though the former tried hard. The team were closely associated with the Elf petrol company, and the publicity given to Matra-Elf all over France did a power of good for motor racing as a whole, while to the French the names Matra and Elf were not only synonymous, but were motor racing. Last year the racing cars were renamed Matra-Simca, as the automobile side of *Engins Matra* tied themselves up with the Simca empire with a view to improving their position in the automobile commercial world. Then Simca amalgamated with the American Chrysler organisation, who were spreading their tentacles into Europe, taking over Rootes, so that indirectly the Matra racing team were made under the control of Chrysler, but it did not show at first. Now it has been made obvious, for Chrysler have big business interests with Shell petrol, so for 1971, much against their wishes, Matra have been forced to sever their connections with Elf and become associated with Shell. This will confuse the average Frenchman no end, for he had come to think of the Malta-Elf racing team as the national effort in motor

racing, which in fact it was, having been started off by an £800,000 grant from General de Gaulle. Somehow I cannot see quite the same enthusiasm for a Matra-Shell team. Despairing of Beltoise or Pescarolo winning a race for them, Matra looked around for an ace driver and the only likely one available was Amon, who nearly joined them last winter, and was very disenchanted with his March-STP contract. During 1970 Matra watched Beltoise race wheel-to-wheel with Stewart and realised that had the Tyrrell/Stewart organisation stayed with them their V12-engined car could possibly have won three or four races with Stewart at the wheel. Pescarolo showed little signs of progressing into the upper echelon, and was embarrassing at a number of races in the way in which he held up faster cars and drivers, added to which he seemed incapable of learning much more, especially how to deal with changing handling characteristics as the Goodyear tyres heated up or picked up rubber dust, causing too much inherent understeer. The Brabhams and Hulmes of the Grand Prix world altered their driving styles as the race went on, but poor Pescarolo just went on suffering from more and more understeer, unable to appreciate the fact or do anything about it. Taking on Amon as number one meant dropping Pescarolo from the team, but whether Amon will be more successful with Matra than he was with March and Ferrari remains to be seen. He started off on the wrong foot by allowing his financial manager, "Mr. Twenty-per-cent", to sign him up for the Tasman races just when Matra wanted him in the Argentine sports car race to partner Beltoise. It must have caused some anguish to the Matra workers to see a French driver dropped in favour of a New Zealand one, and then to have him miss the first race cannot have put his stock very high on the workshop floor. My guess is, that like the Ferrari team, if there is a very good V12 Matra engine it will go in the number two car. If I had been the head of Matra racing I'd have sacked Amon on the spot, but that is their problem, one amongst many.

Problems inside teams look like being the keynote of the 1971 season, for the world's greatest problem team, BRM have more than their fair share. They were more than happy with Rodriguez in 1970 and he is staying with them for 1971, but Oliver was politely given the sack, like Ginther, Attwood, Unser and others before them. The vacancy has been filled by Siffert, who was only a hairsbreadth ahead of Amon in deserting March as the 1970 season closed. It has been suggested that the only reason Siffert ever joined March was because Porsche wanted him for sports-car racing, as would any serious manufacturer, and they were afraid he would go to Ferrari for 1970 for sports car and Grand Prix. By paying March £30,000 or something it ensured Siffert a drive in Grand Prix racing and left him untroubled to drive Porsche sports cars. In the JW-Gulf Porsche team last year many of the highlights were the fantastic scraps between Siffert and Rodriguez, even though they were in the same team. It was partly this keen rivalry between the two drivers that ensured that a Gulf-Porsche was always out in front, but it caused the team-manager a few headaches. At a number of long-distance races he was heard to say that they had the race all sewn up providing he could keep his number one drivers away from each other. It was all good healthy stuff that makes for uninhibited racing, unlike some of the "old sweats" in Grand Prix racing who cruise around earning their money while their wives sit together on the pit counter knitting baby-clothes. Rodriguez and Siffert are the best of friends, but Rodriguez considers Siffert to be a "crazy Swiss", while Siffert thinks of Rodriguez as "that Mexican Bandit", and there is only room for one out in front. The Porsche 917 and the J. W. Automotive organisation were both strong enough to absorb and control this rivalry; the question in 1971 Grand Prix racing will be whether the V12 BRM is strong enough and whether team-manager Parnell is strong enough. A third BRM was run last year for George Eaton who simply got what he paid for. Eaton does not wish to re-new the deal but it appears there is another "customer". Meanwhile both Rodriguez and Siffert are essentially "racers" and without the Stewart dedication to "test and development" driving BRM have hired the sacked Lotus driver John Miles to conduct their test programme.

And what of the "special builders", those teams whose fame and fortune rest to a large extent on Cosworth Engineering, with the

Ford Motor Company doing a little manipulating in the background for the favoured few. In 1970 Cosworth became very mixed up, with more engines than they could cope with, unforeseen high-frequency vibrations when they upped the V8 to 10,000 r.p.m., and a number of disasters throughout the season of which Ferrari was quick to benefit. Lotus, McLaren, March, Tyrrell, Brabham, Surtees, De Tomaso and Bellasi were all in the hands of Cosworth Engineering last year, and all suffered badly. This year Cosworth is allowing outside firms to service the 1969 and 1970 engines, while they will maintain a small batch of 1971 engines for the favoured few and at the top of the list will undoubtedly be Team Lotus, still backed by Gold Leaf cigarettes. Drivers are the Lotus problem and Chapman considers Stewart and Ickx as the only two natural race-winners, and as he cannot have either of them he prefers to stick to Fittipaldi and Wisell and train them up to top standards. He doesn't want an old "worker bee" or a driver who used to be good, he's too ruthless for sentiment to enter into the equation. Although the Lotus 72 will take a lot of catching by the "copyists" it still has to rely on the Cosworth V8 engine and for this reason Lotus are developing a turbine-powered Grand Prix car, which Fittipaldi will no doubt do full justice to when it is ready. Chapman would still like to have Andretti as his number one driver, as would many of the Lotus mechanics, but "super-wop" will not commit himself to a complete Grand Prix season, his USAC racing still being the most important thing to him.

The Tyrrell Racing Organisation are keeping racing's number one driver as their master card, for with Stewart on the payroll Tyrrell can command most things from most people, until they are fled white and withdraw, like Dunlop did last year. This year Stewart and Cevert will be racing Tyrrell cars on Goodyear tyres, and if the March 701 cars have not been sold they will probably be used for testing and training, or while the Tyrrell GP cars are being screwed together again. They are an obvious choice for the Cosworth 1972 "favoured list", and we can rest assured that while all is well Stewart will be well out in front. The McLaren team is a different story, for in 1970 they failed to win a single Grand Prix, and it doesn't look as though they will do much better in 1971, for Hulme and Gethin are to continue to be the Grand Prix team. During 1970 they perpetrated the most successful non-starter in the Alfa-Romeo-powered McLaren, and Alfa Romeo were not at all impressed with their treatment, so it no surprise that the McLaren/Alfa Romeo contract has not been renewed. This Anglo/Italian alliance has now passed to the March firm, to supplement the Cosworth-powered March cars. Last year the newly-formed March team, sponsored by STP, started the season with a set-up that looked all-powerful on paper, but which dwindled to nothing by the end of the year. The works drivers were Amon and Siffert, and the two leading customer cars were driven by Stewart and Andretti, but this year the scene is very different, for that foursome have gone, although the STP backing remains, and Peterson is number one March driver with the new and interesting March 711 powered by Cosworth. The Austrian motor sport world have financed Dieter Quester into the second works March car, and the firm have the Alfa Romeo engine contract and, with it, de Adamich and Galli as drivers. They seem to have gone from four "aces" to four "jacks." Their number one customer will be the Frank Williams organisation, which has abandoned the rather disastrous De Tomaso project, and a new March 711 will be driven for Williams by Pescarolo. This team will also have a March 701 as a spare car, and for the non-championship meetings, such as the Race of Champions, the Formula Three driver Trimmer will get a chance to handle 400 Cosworth horsepower.

After many years of being responsible for his own team but having to rely on other people to supply the cars, Rob Walker has made a major change. His racing team has been disbanded and he has become the sponsor of John Surtees, taking with him his Brooke Bond Oxo contract and the rather unsatisfactory Lotus 72 that he bought last year. With Surtees at the forefront there was no need for Walker to take a driver, so Graham Hill has been abandoned. Surtees will do all the driving and all the worrying, while Walker will be able to relax and enjoy the racing. The promising Surtees TS 7 will be their major weapon, reliant as always on Cosworth Engineering, but no doubt Surtees himself will try the Lotus 72, just to find out what the opposition are up to. In addition to the Walker/Brooke Bond Oxo set-up, there will be a second Surtees car driven by Stommelen and financed by *Auto Motor und Sport*, the young German driver's backers. They dropped their association with the Brabham

team so quietly that it was hardly noticeable, and Surtees picked it up equally quietly. With Jack Brabham retiring and handing all his interest to designer Tauranac, the purpose of the Brabham team seems to have disappeared and Tauranac looks a little bit lonely, so it is no surprise that he found another lonely fellow in Graham Hill and the two have joined forces, while the ever-hopeful Schenken seems to live in their shadow.

At one time British and Commonwealth drivers dominated the Grand Prix starting grids almost to the point of boredom, but the scene has changed and Grand Prix is truly International with the leading team drivers coming from Belgium, Switzerland, America, France, Mexico, Brazil, Sweden, Italy, Germany as well as Britain and her colonies.—D. S. J.

CONTINENTAL NOTES

VERY PROMPTLY the FIA Year Book of Automobile Sport has been published (35s. from PSL, 9 Ely Place, London, E.C.1) and is bigger and better than ever, answering all those questions that everyone asks about the 1971 season and rules and regulations. Unlike the picture albums that tell you what happened last year, the FIA book tells you what can and will happen this year. Depicted are the 29 drivers who are considered to be at the top of the International scene, by reason of their successes in FIA Championship races for Grand Prix and Sports Cars. These drivers are:-

Ahrens, Amon, Andretti, Attwood, Beltoise, Brabham, Buzzetta, Elford, Fittipaldi, Giunti, Herrmann, Hill, Hulme, Ickx, Kinnunen, Larrousse, Lins, Oliver, Pescarolo, Redman, Regazzoni, Rodriguez, Schütz, Vaccarella.

In addition there is a list of 108 drivers arbitrarily selected as being of International standard by reason of their successes in major races or rallies, and they range from Aaltonen and Adamowicz to Zasada and Zeccoli and any budding International "ace" or potential World Champion who cannot get on this list might as well give up trying.

* * *

Over the past couple of years, behind the scenes of Grand Prix racing, there has been a lot of bickering and trouble over the large articulated lorry that is described as the Grand Prix Medical Unit, a sort of mobile hospital. Schemed up by a committee of well-meaning people and backed officially by the Grand Prix Drivers Association this mobile first-aid tent has been met with mixed feelings by the medical profession. Recently the GPDA issued a formal statement that this mobile unit should be at all Grand Prix races and that if any GPDA member was injured he should be dealt with in this unit. This dictatorial statement caused the International racing Medical Profession to call a meeting in Paris and briefly they have told the GPDA to stop poking their fingers into things that do not concern them. The doctors have said, in effect, that when a driver becomes a casualty he becomes the responsibility of the doctor in charge, and he alone can make the decisions as to what is to be done for the victim. The doctors have also told the Grand Prix Medical Unit that their well-meaning mobile hospital is not only not mobile, but is not a satisfactory hospital. It is only mobile in so far as it can be taken from one circuit to another, but once parked in the paddock or on the edge of a track it is completely immobile, for it is far too large to move while a race is in progress. A small agile well-equipped "life-saving van" such as the BRSCC and the Monza circuit have, is of much more use. The permanent circuit doctors also point out that they have a medical service geared up to look after a race meeting perhaps once every two or three weeks at a given circuit, and the Grand Prix circus visit that circuit only once a year. They bring with them their own Grand Prix Medical Unit and expect the whole medical organisation of the circuit to re-orientate itself to their system for that one meeting. This is considered unrealistic by the medical profession. A circuit, like Rouen, that holds one meeting a year is only too pleased to make use of the Medical Unit, but such circuits are fast disappearing, and all the new permanent circuits and stadiums have medical facilities designed into the original layout.—D. S. J.

RALLY REVIEW

IT HAS ALWAYS been very noticeable that car manufacturers and importers in Sweden and Finland attach great importance to the national rally championships of their own countries; far greater, in fact, than their counterparts in other countries. There are two ways in which this can be interpreted. It could be said, firstly, that the dealers have a shrewd and commercial eye on the publicity to be obtained by winning and, secondly, that they wish to perpetuate their association with rallying, thereby maintaining their own competitive image, and at the same time play their parts in keeping the sport healthy and active.

Of course, there are the reasons why any company goes rallying at all, whatever the level, but we will not deal with those here.

In the Nordic countries there are two car manufacturers, Saab and Volvo, both in Sweden. Saab runs a thriving competitions department, maintaining a service for private entrants and sending its own works team to rallies of all levels. Volvo ceased active participation some years ago, but it nevertheless continues to run a competitions department to cater for the needs of private entrants. Furthermore, there are several dealer-operated rally teams operating on a scale equal to those of manufacturers' teams in other countries. They concentrate on their own national events, but sometimes venture abroad when they feel the benefits may be worthwhile. Good examples are the Porsches of Svenska-VW and the Opels of Svenska-GM. The latter team made a fine impression by running its cars almost faultlessly throughout the RAC Rally, taking the manufacturers' team prize with ease.

In Britain things are different. Manufacturers have always been shy of probing too deeply into the sphere of British rallies of below international status, partly because they didn't want to risk being classed as pot-hunters but mainly because of the Society of Motor Manufacturers and Traders whose rules forbade publicising success on any event save those in a schedule published annually by the Society. That schedule was exclusively international.

The competition departments at Rootes and BMC were once as active as any in the world, but not long after those companies were swallowed by Chrysler and Leyland their own rally teams were disbanded and now their activities are confined to offering parts and tuning services to private drivers. As far as British importers of foreign cars are concerned, none is sufficiently rally-minded to operate its own team in Britain, though they invariably become involved whenever their root companies (Saab, Lancia, Datsun, Alpine-Renault, etc.) come over for the RAC Rally.

That leaves us with Ford, and here we come to the whole object of this discussion. Ford (and BMC and Rootes in their time) has always kept a watchful eye on British rallying and the company's 1971 programme is such that it will become even more involved with home events.

The programme started before the year was a couple of days old; an established rally in the North of England, the Mini-Miglia, announced that it would accept only standard production cars—a departure from the usual rule in British non-international events which permit cars of any state of tune provided they comply with RAC vehicle regulations. Here was a chance to put the clubman's car, the Escort Mexico, to the test. A standard one was fitted with a sumpshield and sent out in the hands of Roger Clark and Jim Porter. It won, and the point was made. No great publicity was made of it, but at least the word got around in rallying circles (and beyond) that a showroom Mexico could win a rally.

The rest of the year has been planned to include a programme of testing with the new Ford mid-engined V6 car, the GT70. The car is still very much a prototype; indeed, as this is written only the first one to be built has moved under its own power.

The car is destined for quantity production (exactly what sort of quantity is not yet clear), but before that comes about it will need considerable testing. One of the main arenas for these proving trials will be British rallying, and within a few weeks we shall probably see the first competition appearance of the GT70.

Even at club level, rallying has its practical uses and it is gratifying that a manufacturer of Ford's magnitude should continue to regard the sport as something which can play a useful part in car development.

Internationally, the new car will only be entered in events which will cater for prototype cars, at least, until homologation becomes possible. That rules out the events in the Constructors' Champion-

ship, but there are plenty of other events in the calendar which will not preclude the GT70. Development apart, it could be said that success with the GT70 would serve no useful publicity purpose until it becomes a production model, but the car's designers have built into the car various components from the Escort, Capri, Taunus, Cortina, 17M/20M and Zephyr/Zodiac, so that the GT70 project will ultimately benefit each of these model ranges.

The Escort will continue to be used by the rally team, of course, and will appear first in snow rallies in Scandinavia (the Swedish Rally and perhaps Finland's Arctic Rally), then the East African Safari and the various other classics which normally attract factory participation. For these events the two Finnish drivers, Timo Mäkinen and Hannu Mikkola, will drive the cars, with Roger Clark joining them for the Safari, the RAC Rally and some of the home internationals. But Clark will have another role to play, for much of the GT70 trials will be in his hands. His regular co-driver, Jim Porter, will be with him for the Scottish and RAC rallies and a few British nationals, but for the rest of the time he (Porter) will be based in Paris where he will be co-ordinating the competition activities of Ford France, particularly in the French National Rally Championship. Furthermore, he will be Jean-François Piot's co-driver in up to eight major events in a Group 2 Escort RS 1600.

Without Porter, Clark will be appearing in various events throughout Britain, of all grades and over a variety of surfaces. On the first few occasions he will be using an Escort, but when a GT70 has been allocated and made ready, he will be using the new car.

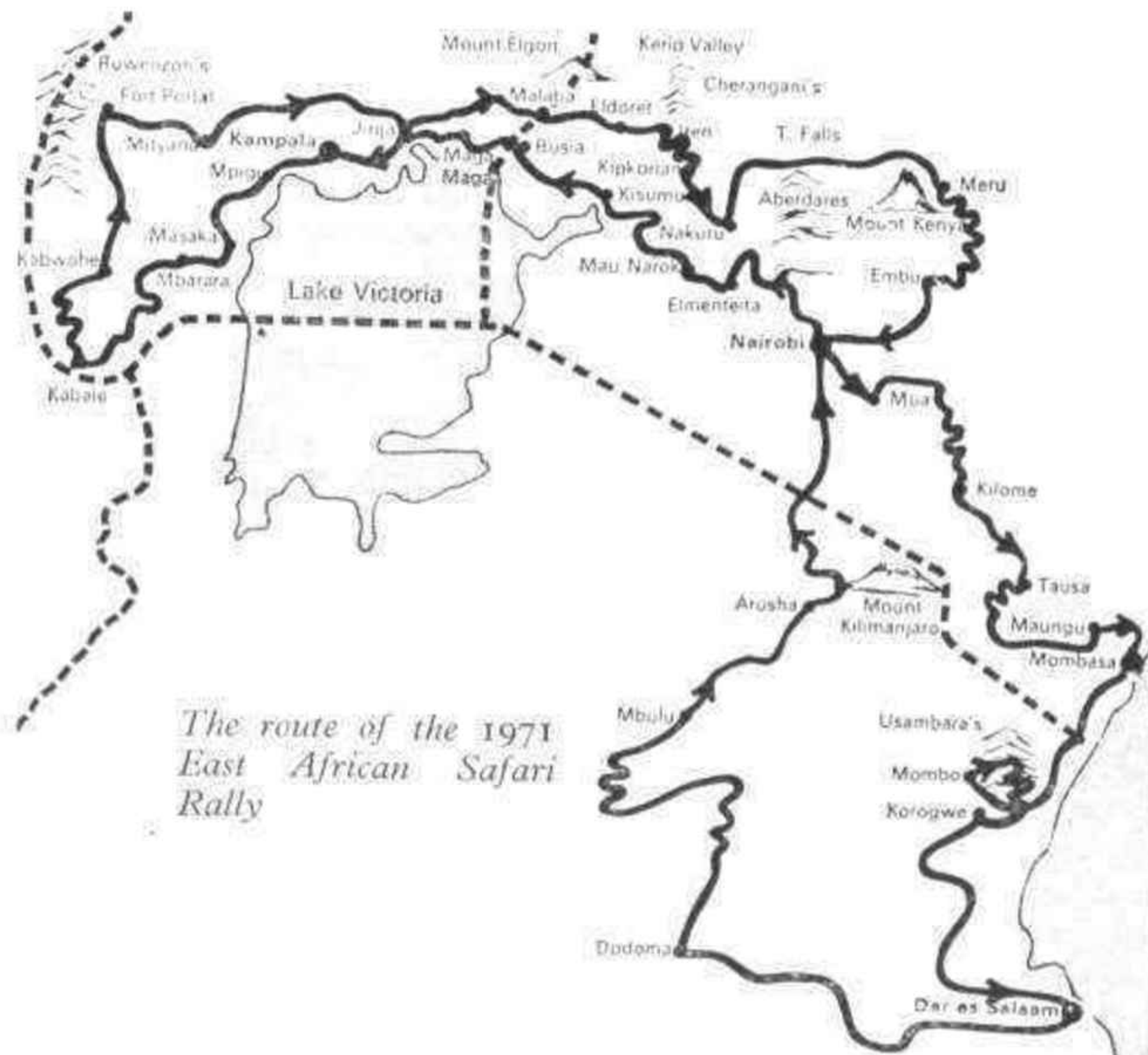
* * *

Traditionally, the East African Safari Rally passes through the three East African countries, Kenya, Tanzania and Uganda. But for the past two years, due to various differences of opinion between the authorities of Tanzania and the rally organisers, it has used only Kenya and Uganda. During those years the need to confine the route to two countries forced the organisers to seek terrain hitherto unused. This they did, and the result was the use of roads in Western Uganda which were quite superb in that they rarely suffered from the sudden flooding to which roads in other parts of the country were subject.

Furthermore, they were sufficiently twisty and undulating to resemble European roads in character, save, of course, for the surface.

Now that the three countries have found an amicable solution to the problem of choosing the starting points year by year, Tanzania happily again figures in the route. But the journey into Tanzania would consume such a proportion of the intended overall distance that it would not be possible within the customary limits to venture into Western Uganda, which is that region between Lake Victoria and the Congo border.

It has therefore been decided to increase the overall distance of the rally from the usual 3,000 miles to close on 4,000 and to accommodate this increase an extra day has been added to the schedule. The start will be on April 8th, and the finish on the 12th.—G. P.



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FORMULA THREE CHAMPIONSHIP

WITH SHELL AND MOTOR SPORT BACKING AGAIN

FOLLOWING a successful first year in which Shell and MOTOR SPORT magazine combined to run a British Championship for Formula Three cars it has been decided to continue the association for a second year despite the change of regulations for this popular formula. The new championship was announced by Motor Circuit Developments recently and will be known as the Shell Super Oil British Championship. It will comprise 18 or more events offering prize and overseas travel money of £2,500 per event. In addition there will be another £200 per race going into an end of season prize fund, this being divided in proportion to points earned on a world championship scoring system spread over all the races. The drivers' championship title will be decided on the basis of a competitor's best 12 performances out of 18 or the best 14 if the series is increased to 19-21 rounds. The overall winner will receive the MOTOR SPORT Trophy.

The races will all be of National or International status and will include three Continental rounds—at Zandvoort, Hockenheim and Magny-Cours. The prize money for the heats (most races will be run as two heats and a final) varies with the number of cars. It is of a very generous nature for the winner of the final of each race will claim £250, while minimum money for the chaps who reach the final will be around £30. The dates and venues of what will obviously be a very closely-fought contest are as follows:

March 20th, Brands Hatch (GP); April 3rd, Brands Hatch (GP); April 12th, Mallory Park; May 2nd, Brands Hatch (Club); May 8th, Silverstone; May 16th, Zandvoort; May 31st, Oulton Park; June 5th, Silverstone; July 4th, Hockenheim; July 14th, Magny-Cours; July 17th, Silverstone; August 21st, Oulton Park; September 18th, Oulton Park, or September 19th, Thruxton; September 26th, Mallory Park; October 3rd, Snetterton; October 9th, Castle Combe; October 24th, Brands Hatch (GP).

The competitors

With the formula changing and many of the established Formula Three names moving up into Formula Two or, possibly, the just announced Formula Atlantic who will be the likely chargers for the championship honours? Unlike last season when any one of about ten drivers would be heading for possible victory, there are likely to be fewer cars at the front in 1971. At this stage several drivers have not yet announced their plans but two of them who have are 1969 Grovewood Award winner James Hunt and 1970 premier Grovewood winner Colin Vandervell. Already some great battles between these two "tigers" are expected and both are predicting they will blow each other off with ease!

At 23 years old James Hunt will drive the works March F3 with a Holbay engine. The blond Hunt, who seems somewhat in the fun-loving Mike Hawthorne mould, started racing a Mini in 1967. In 1968 he took to Formula Ford with an Alexis and soon started to attract attention. By 1969 he was one of the Formula Ford front-runners and then mid-season made a very successful transition to

Formula Three with a somewhat outdated Brabham, and also deputised on a couple of occasions for Ronnie Peterson in the works "prototype" March.

In 1970 Hunt tied up with Lotus Components and raced a Lotus 59 in F3 backed by Moly slip. Although he failed to win any of the three F3 championships going, he was the most consistently successful driver in F3 and from July onwards he never finished below third place in any International race. He was expected to move up to Formula Two with many of his confederates in 1971 but with the March works F3 drive in the offing and the probability of the occasional F2 race for the Bicester firm as well, he has decided to stay with Formula Three and has set his sights on the Shell Super Oil Championship. His March will be sponsored by the Lincolnshire uni-ball company Rose Bearings.

His main opposition could well come from the 1970 Grovewood Award winner Colin Vandervell, whose brief and meteoric career was traced in last month's "Around and About" article. Vandervell himself was in talks with March about racing the works F3 but after much thought decided to accept a similar offer from Ron Tauranac of the Brabham concern. Over the seasons Brabham's Formula Three cars have been consistently the most successful and Vandervell intends to keep it that way. While Hunt relies on power from the established Holbay company Vandervell is plumping for engines built by an up-and-coming engineer, Denis Rowland, who works out of cramped premises in Wimbledon.

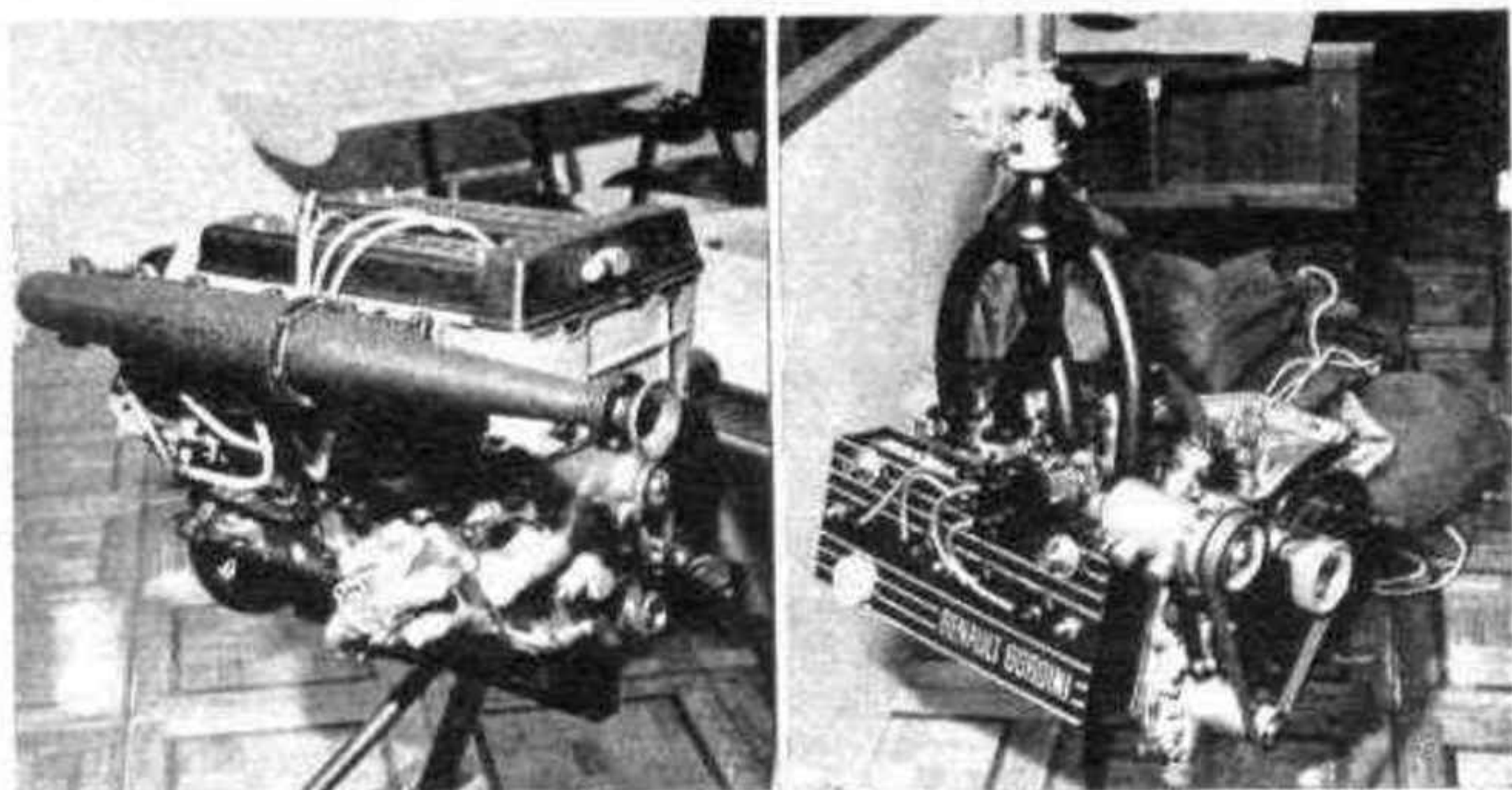
The big query hangs over Gold Leaf-Team Lotus. For the past couple of seasons they have fielded strong Formula Three teams but as yet no announcement has been made regarding 1971. However, they are expected to continue in the class of racing and are at present racing in Brazil with cars for Dave Walker and Tony Trimmer. Trimmer, who won the 1970 MOTOR SPORT/Shell Championship in a private Brabham, is driving for the team for the first time. He had hoped to move up to F2 in 1971 but now it seems possible that he could stay in F3 with Lotus. As such he is as likely to take the winner's rostrum as Vandervell or Hunt.

Latest news from Lotus is that they may well field an extra car other than that run under the Gold Leaf colours. This would be driven by New Zealander David Oxton, who has considerable experience in single-seaters and particularly Formula 5000 recently. His car will be run by Lotus Racing Ltd., who may also field a similar car for Ian Ashley if he doesn't go Formula Atlantic instead. Former Gold Leaf driver Bev Bond may well crop up in the formula again, although his Australian team-mate, Dave Walker, hopes to take part in American Formula A races.

These, then, look the big three, but there will be others to watch. Young Peter Lamplough will drive a works Palliser with a works



FOUR TOP CONTENDERS (left to right) are present MOTOR SPORT/Shell Champion Tony Trimmer, new March works driver James Hunt, works backed Brabham contender Colin Vandervell, and Lotus winner Claude Bourgoigne.



TWO ENGINES.—Dennis Rowland's Ford twin-cam-based unit and a Renault motor tuned by Mike Spence Developments. Note the 20-mm. restrictor.

development BRM-tuned engine, and he draws his experience from Formula Ford. Another former FF drive to move into F3 will be Claude Bourgoignie. The Belgian won a works-backed Lotus as his prize for taking the Johnsons Wax Euro Trophy and he will no doubt be well up, too. Yet another Brazilian is likely to make a sizeable impact. He is wealthy 23-year-old Fritz Jordan, who already has some good late 1970 season F3 performances behind him. He is not the only promising Brazilian, for a chap called Ronald Rossi is expected to go well. Look out also for drivers with a solid year of F3 behind them like former F1,200 Champion Geoff Bremner and David Purley from Bognor Regis, while the controversial Ian Ashley, if he says in F3, will be right up front if he can only learn to keep out of trouble and stay on the track. Third-placed Grove-wood Award winner and Clubman's Champion Tim Goss is also turning to F3 and is expected to go well. So, despite a mass exodus from the formula by many of the established names there will be crowds of others waiting to take their place. Finally, it is interesting to note that in our similar article last year we showed photographs of four of 1969's hot shoes. By the end of 1970 all four—Emerson Fittipaldi, Tim Schenken, Rene Wissell and Ronnie Peterson—had shown their talent in Formula One. Such is the quick progress of drivers in motor racing today.

The cars

However, the progress of the design of smaller-engined single-seaters since 1965 has been depressingly slow. The designers have simply been improving on existing designs rather than making any wild innovations. Although the new 1971 rules allow an increase from 1,000 c.c. to 1,600 c.c. such are the restrictions on the new engines that the power at approximately 120 b.h.p. will remain about the same. So expect to see cars very little different from the past season.

Lotus's race car manufacturing division, under manager Mike Warner, has carved a big chunk back into the market with the successful Lotus 59. For 1971 there is a development of this model called the 69 and there is no doubt it will be a difficult car to beat.

Brabham can never be underestimated and their successor to the 1969 and 1970 BT28 will be the BT35. The main difference will be inboard rear brakes to reduce unsprung weight and a slightly different body shape.

March, after a somewhat shaky but important fact-finding year in F3 in 1970, look like being major contenders in the coming year both on the track and by taking a good proportion of the market. The young Bicester firm are actually offering two Formula Three designs, a space frame plus a monocoque based on the F2. The space frame is a tidied-up version of their 1970 car clothed in a much prettier and aerodynamic body. The completely new monocoque also wears the same body and is a little more expensive.

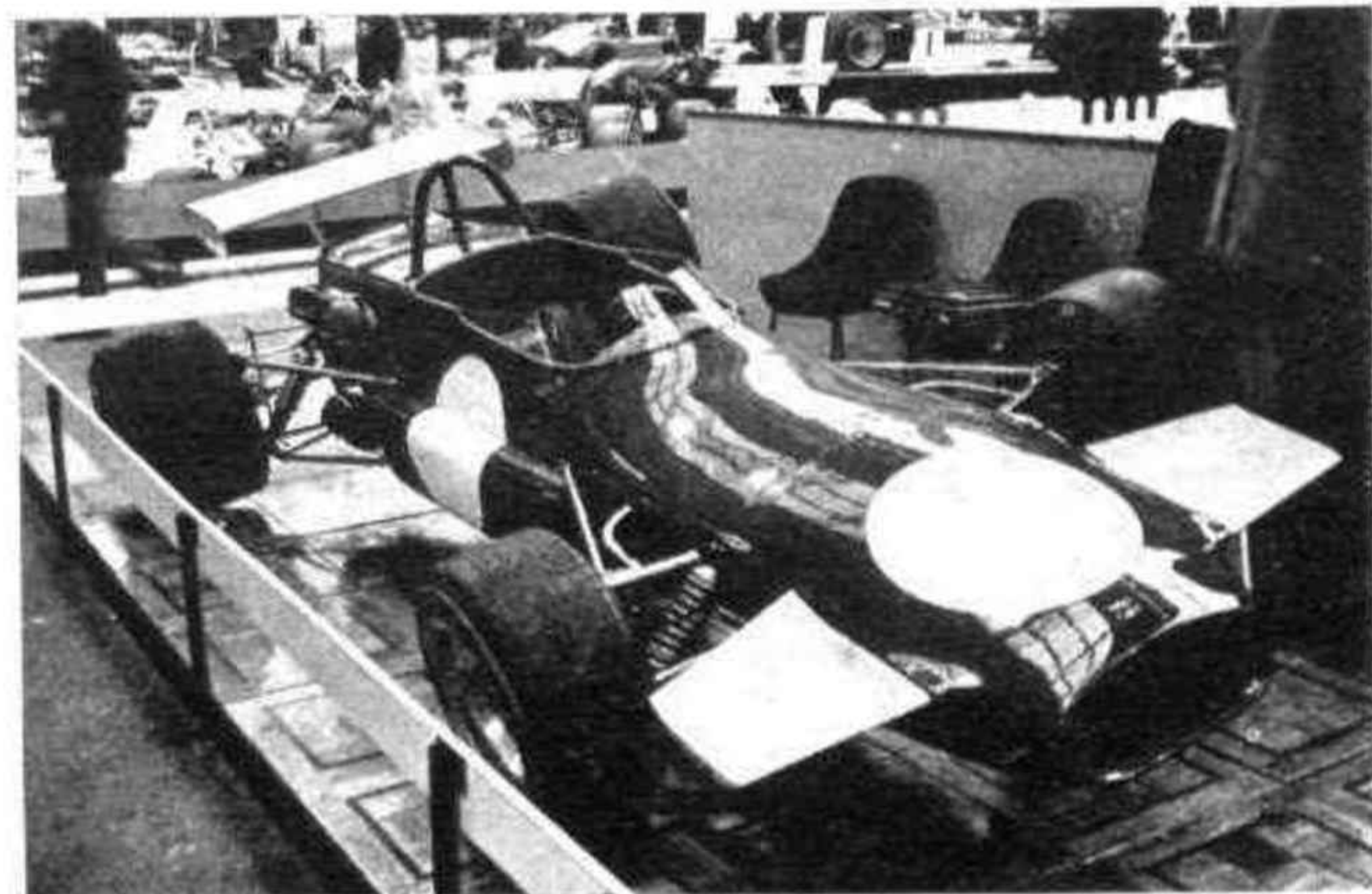
Chevron, the Bolton race car builders, are expected to concentrate more on sports cars in the coming year, but no doubt some F3s will still be in contention. Palliser, a firm run by BOAC pilot and racing driver Hugh Dibley, have had a very good year in Formula Ford and expect to make inroads into F3, while Merlyn, also well known for their FFs, hope to make a comeback into F3. Watch out, also, for a new firm by the name of Ensign run by former Gold Leaf F3 driver Morris Nunn.

Engines

The engine front is all very confusing at the moment for the new rules are somewhat complicated. The increase in cubic capacity has been counteracted by a severe restriction. In the old 1,000-c.c. F3 a throttling flange with a 32-mm. diameter hole had to be placed between the carburetter and the inlet manifold. But the engine tuners became so efficient with their carburetter tuning and head design that in effect the restriction perhaps lost only four or five horse-power. The new rules state that a restricting hole of 20-mm. diameter must be placed on the outside of the induction. In effect this means that round your fuel injection (which is now allowed) or carburetters must be affixed an air-tight plenum chamber with the appropriately-sized hole in it.

For those interested in gaining an unfair advantage the increase in power by having a not quite airtight box is far from marginal. So expect quite a few nasty scrutineering wrangles in the early days of the formula at least. Early tests show that the restrictor loses a potential 170-b.h.p. engine some 50 b.h.p. Ford-based engines were supreme in the old formula and it will be interesting to see if the British-based company remain on top under the new rules. The indications are that they will do so. The tuners seem to be plumping for the rather outdated Lotus Ford twin-cam engine as a base and Holbay, Rowland and BRM are all well advanced on their designs. Charles Lucas Engineering, who had a large stake in old-type F3 engine sales, seem to be standing on the sidelines at present. But in Italy Autodelta are developing Alfa Romeo engines. They are claiming great potential and are hoping to woo some British drivers into using their products, meanwhile some BMW-based units are also expected, as are Renault-based units.

The prospects for the Shell Super Oil British F3 Championship, complete with its MOTOR SPORT Trophy for the winner, look bright. A lot of questions still remain to be answered but one can but hope that racing will be as close as in 1970, perhaps with a little more commonsense displayed by the participants.



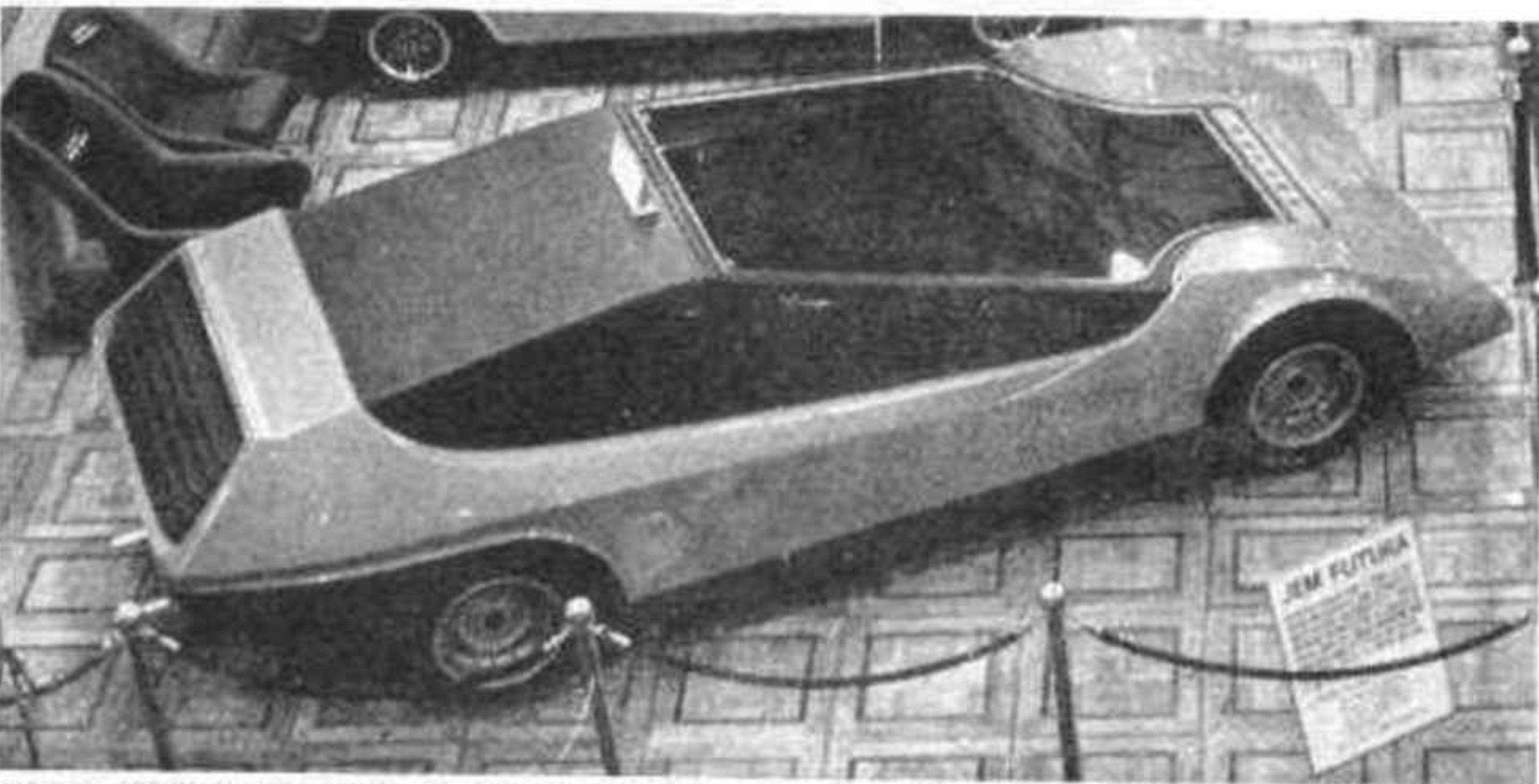
TWO CARS.—Expect to see the new March 713, seen here in the Rose Bearings colours for James Hunt, and the Brabham BT35 locked in close combat in the coming season. Lotus 69s are also expected to be front runners too.



CONVERSION—these Starlux Marchal lamps were not intended to fit the Capri, so some brackets were fabricated to keep the owner a lot happier about seeing the way ahead.



SIVA'S LATEST—Neville Trickett has a long list of eye-catching kit-cars to his credit, the VW-based Spyder attracting a lot of comment from motor industry executives.



JEM FUTURA is a prototype made by the firm who manufacture the Mini-Jem. Apart from the striking "wedge" line it attracts the eye by concealing four headlamps within the front screen!



BROADSPEED displayed nearly £2,000-worth of Capri with lots of extras including a claimed 190 b.h.p. from the 3-litre V6 engine. Auto Vita Developments (formerly BVRT, a name which will still be used in racing entries) had a similar car on show as well.

TUNING TOPICS

PERFORMANCE TELEGRAPH

THIS MONTH'S copy had to be written after an all-too-brief visit to the Racing Car Show at Olympia, so I have tried to compress as much as possible into this monograph, both from the Show and outside. We begin with an old subject: Capri lights. The latest company to supply parts to solve my winter problems has been Marchal, the brand being marketed in this country by Trico-Folberth on the Great West Road in west London. Our Capri now boasts a pair of their Starlux ultra slimline units (2 in. deep by 6½ in. diameter) covering fog and long-range uses; prices are £7 12s. 9d. complete with bracket, switch and cable. The only snag is that brackets are not yet mass-produced for the Capri, so it will be a little while before everyone can enjoy the excellently controlled and powerful beams offered by Marchal. Both Broadspeed and BVRT were showing radically modified versions of the Ford 3-litre Capri at the Show, both with aerodynamic spoilers of one sort and another, plus a degree of interior sophistication. Broadspeed's car was based on the 3000 E version and is listed at £1,995 complete with a claimed 190 b.h.p. from the V6, road tax, seat belts, comprehensively modified suspension and braking, new frontal styling similar to that we saw last year when testing their 1600GT, Miura-style rear window louvres, jazzy topside paint finish: even registration plates are supplied, though we were disappointed to see an electric fan listed as a £17 extra. Just before the Show we tried a Centron GT fitted with a 1,900-c.c. VW engine giving approximately 120 b.h.p. The telescopically-hinged canopy provided petrol station attendants with something to laugh at, although it worked efficiently, which is more than can be said for the wipers, which knitted themselves together on our pre-production prototype. Overall I was most impressed with the excellent ride and handling on VW components, the seating position being not unlike that of a Matra Group 6 car, and the driver's view cannot be that dissimilar either for the wings bulge into sight. The engine was designed for torque power, running out of puff above 6,000 r.p.m. after shifting the car along in exhilarating style almost anywhere in a 2,000-r.p.m. band below this point. Fuel consumption was approximately 19-21 m.p.g., but we will have to try the attractively-finished production for longer in order to verify the car's performance accurately. Talking of the Centron reminds us that we said last month there would be other VW-engined devices at the Racing Car Show, and there were, including the Silhouette, Futura (from the Mini-Jem people and featuring four headlamps underneath the wedge-shaped windscreen) and Siva Engineering's Spyder. The latter is interesting in that it was shown in open form and it features a good luggage space plus some unusual styling details which should assure it of a ready sale when production gets under way in the Spring, which is about the same time as the Probe-like Futura should be ready for public consumption.—J. W.

PLAYING DAVID TO AVO'S GOLIATH

JUST AS Chrysler have to play third string to Ford and British Leyland in the overall British car market so it is in the performance world. Here the Pentastar brand has to operate on a considerably lower budget than those allowed to its main rivals at Abingdon and Aveley. As we reported last month, Ford's Advanced Vehicle Operation is now fully operational at the modern factory in Essex. While BL Special Tuning have expanded into the old competition department premises out in Berkshire. Incidentally they were a little upset over our remarks in the December issue but, apart from pointing out that ST do provide support vehicles for rallying and rallycross, the content of that Matters of Moment seems fair to me. The Chrysler people have reduced the number of staff working on the competition and road conversion side, though they still work in the same building, which forms part of the old Rootes complex at Humber Road, Stoke, Coventry.

As both Ford and BL have had easily their share of editorial space

*CHARACTERISTIC IMP CORNER-
ING, demonstrated by Peter Harper in his
1.1-litre rallycross Imp.*

in MOTOR SPORT, we decided this month to visit this enthusiast's corner set aside amidst the endless production lines and building complexes which abound on the Stoke site. In fact, I wondered whimsically if the factory might at some date have a preservation order put on it by the National Trust as a reminder of days gone by . . . but Chrysler money has put a lot of new equipment in, especially a production line to make Hillman Avenger engines.

The Customer Competition Centre is a compact unit sited on the end of an engineering block access to which is provided through the Number Five Gate. The security staff are reasonably courteous, so long as one doesn't make the author's classic mistake of arriving in an Escort, wearing a Ford rally jacket! If you are intending to take parts away with you, do not forget to obtain some sort of receipt so that the security men are appeased on the way out.

Any slight irritation the customer feels at undergoing these formalities—which have to be gone through to collect BL or Ford bits as well—should disappear on meeting the man who planned the London-Sydney Marathon effort for the Cowan/Malkin/Coyle Hunter. His name is Des O'Dell and he is responsible for all Chrysler UK enthusiast activities. O'Dell is essentially the traditional wily competition manager, who has temporarily had to turn his talents (he was with Aston Martin at the height of their sports car racing successes) to making money for the conversion side, so that a limited amount of support can be given in saloon car racing, rallying and rallycross.

The car used by these works-assisted Rootes runners is still the delightful Imp, with the exception of the rallying world where the sturdy Hunter is occasionally used by privateers. During last year, and into this year as well, O'Dell and a dedicated mechanic have taken the trouble to appear at most of the rounds of the British Saloon Car Championship and both ITV and BBC televised rallycrosses. They go to these events with a well-stocked van and an eye for competitive drivers in Chrysler products. This may sound a somewhat haphazard operation but the results they have achieved in co-operation with these privateers are out of all proportion to the money or parts available. Bill McGovern, in a George Bevan-prepared and entered Imp, actually won the national saloon car title last year, despite the presence of works Ford Escorts and a superbly prepared Ford Boss Mustang for Frank Gardner. O'Dell freely admits they were as lucky in beating Ford on this occasion as they were in the London-Sydney, for Ford unaccountably left the 1,000 c.c. division wide open and the sparkling Sunbeam Imp amassed so many class wins that the Escorts and the Mustang—both with pretty active class competition—were unable to prevent a Chrysler victory.

In the tarmac and bumpy field sport of rallycross, O'Dell also helps a number of "Impmen", most prominent and successful of that number being Peter Harper in a car that is still perfectly turned out in Alan Fraser Racing colours. Apart from being a pretty car, Harper also invested a considerable amount in making his Imp the most powerful in existence. The engine is a particularly advanced 1.1-litre unit giving approximately 125 b.h.p. with the aid of a Coventry-Climax cylinder head and a pair of twin-choke side-draught carburettors. In fact, the crankshaft on the Harper unit runs in five main bearings as well, compared to the normal three bearings of the production and previous hotbed-up 1-litre units. This engine is strictly a one-off and the most one can buy from the factory at present is a 998-c.c. unit (which we tested in 95 b.h.p. form last year), though we were able to try an Imp with a long-stroke, 1,140-c.c. engine, during our visit to Coventry.

Incidentally, an Imp prepared by a former Rootes Competitions



Department employee, Dick Guy, won the Osram-GEC club racing championship for 1970, driven by John Turner. In view of this we would state that readers who live in the West Country have probably the best supply of Rootes parts in the country for Guy Engineering operate from Marnhull in Dorset, whilst the reputable Hartwell concern have premises in Bournemouth. It may also interest readers to know that the author has tried two Hartwell converted Imps with 60- and 65-b.h.p. 1-litre engines and found them to be exceptionally useful road cars, enhanced by Hartwell's short spring kits, which improve already good roadholding and handling to the point where these small saloon cars could compete with everything bar Lotus standards of roadholding on public roads.

Although the number of staff has been reduced in the Customer Competition Centre, Chrysler are now able to offer anything up to full racing equipment for the Imp, considerably more powerful and better handling Hunters, plus a few parts for the Avenger. On the latter subject we wheedled O'Dell out in a 1250 Avenger that was equipped with a 1500GT units, twin Weber 40 DCOE carburettors and Janspeed/Chrysler manifold plumbing. A Holbay Rapier-type air cleaner was fitted as well, and this sophisticated air box (as used on the Marathon) creditably cut down the racket from the Webers joyfully gobbling up air whilst accelerating.

In fact, this Avenger was particularly interesting to drive because, for engineering purposes, it had ordinary steel wheels coupled to freshly fabricated and shorter length coil springs, competition MacPherson struts (general deliveries should have commenced from Armstrong by the time you read this) and adjustable rear shock-absorbers. The highest numerical final drive, at 4.375 : 1, was fitted and the combination has given excellent results at MIRA proving ground with a fifth wheel to check on the performance improvement. We were told that the car reached 60 m.p.h. from a standstill in 10.8 seconds, whereas the same car prior to modification was taking 13.2 seconds to reach the mile a minute point.

We drove the modified Avenger for a short spell out in the country around Coventry and then in towards the city centre. The biggest improvements from production models came in the easy way the car accelerated up to 6,000 r.p.m. and an indicated 70 m.p.h. in 3rd gear, plus the much improved handling which is to the standard that the standard GT should be, with much less body roll and understeer than the standard car.

O'Dell has seen the car proved for many thousands of miles, including development work to make sure that it does not suffer from carburettor icing, but he is still not convinced about marketing all the parts to the public at present. The reason is one that so many

Continued on page 147



LONG-TERM TESTS were conducted last year of a Ford Escort RS 1600 with BDA engine (left) and an Alfa Romeo 1750 saloon, both having twin o.h. camshafts. There the similarity ends—both were thoroughly enjoyable to drive in unrefined and refined manner, respectively, but the Alfa Romeo proved 100% dependable, whereas the Ford swallowed its timing-belt and now refuses to self-start.

fun-car the twin-cam sixteen-valve Cosworth BDA-powered Escort is. Its impressive and usable acceleration and crude but tenacious road-clinging are its best qualities, for its maximum speed of 114 m.p.h. is seldom seen, away from Motorways. Noise has to be tolerated but 0 to 60 m.p.h. in under 8½ seconds is more than adequate compensation—before the war I regarded 10 to 50 m.p.h. in just under ten seconds from the Meadows HRG as real sports-car get-up-and-go; now we expect to get a further ten m.p.h. or so on the “clock” from a standstill in souped small saloons or true high-performance cars in not much over this elapse of time, before getting enthusiastic.

Unfortunately, although the complex Cosworth motive power commenced promptly and the India Autoband tyres on wide-base rims provided good grip on slippery surfaces, the expensive and complex engine seized an exhaust camshaft and stripped its timing belt before I had really got to know the car. (Incidentally, this camshaft drive has enabled me to tell vintagents that I have arrived amongst them in a car with belt-drive, which causes some amusing moments of speculation before the truth dawns!). I gather that the valve gear oil-feed has since been improved and Alf Belson eventually got me motoring again in jolly BDA fashion, but this incident makes me feel that I would rather put my money on an Escort Mexico . . . The disaster caused comment to be made about my lack of interest in the Ford's dipstick; in fact, the sump was full of Duckhams Q20/50 at the time and the revs. were very moderate, as I was trickling down the drive in second gear when the Cosworth part locked solid. The re-assembled engine gave no further trouble and Mr. Belson now appeases it with Castrol GTX, an oil which is becoming ever more widely appreciated in high-performance circles. In interim reports on the RS1600 I referred to an apparently loose window-winder, secured with Sellotape. This brought a letter from a completely unknown young lady, to say the Sellotape was there to stop her tights from laddering on the rough boss of the handle, not to keep it in place. I replied promptly, offering supplies of free Sellotape, or even tights, if she would demonstrate this to me, but have never heard from her again, nor did I discover what she was doing in “my” car! The only trouble, apart from the seized camshaft, which this expensive but exciting Ford developed was a jammed boot-lid lock, which my youngest daughter released so proficiently, using a hammer and screwdriver, that I feel she has missed her real vocation. . . . (She works for Hertz, whose own Escorts apparently suffer frequently from jammed boots.) Until, that is, the starter packed-up last month.

The other car which I had for long-duration test last year, an **Alfa Romeo 1750** saloon or Berlinetta, provided the highlight of my 1970 motoring. I miss it still, after a personal, very enjoyable 9,200 miles in this sober-looking but refined, twin-cam, five-speed family car from Milan, which is capable of putting up sports-car average speeds without seeming to be in any way extended.* It proved the point of this

*[I was encouraged by the Alfa Romeo's ability to average better than 50 m.p.h. in adverse summer traffic conditions to compare it with the much lower average speed which was apparently the best the *Motor's* Editor could manage in a lesser car on an easier journey over Motorways. This brought a letter from my old friend Charles Bulmer, B.Sc., saying that the reporter had got the wires crossed on this run, checked by Ford's elaborate computers; the journey was made in snow, and not on any Motorways. Which goes to show how too much science can be blinding, for although the computers no doubt counted the gear-changes, the brake applications, the clutch movements and so on with electronic accuracy, they apparently ignored those outside factors which have so much influence on average speeds.—Ed.]

long-term loan by Barry Needham of Alfa Romeo (GB) Ltd., namely, that, correctly serviced, these irresistible cars are 100% reliable (in the context in which any piece of complex thermo-dynamic, electric-mechanical piece of apparatus is reliable) in spite of their racing ancestry, pedigree and specification. I took this white Alfa Romeo over in January while still weak from the pernicious 1969/70 'flu bug and I returned it in September, doing some of the running-in myself. Serviced (irregularly, I'm afraid) by Alfa Romeo's Edgware Road Centre, this splendid car never let me down and suffered from little more than small electrical faults. I am not surprised at the increasing popularity of this famous make in this country.

These generous long-mileage tests apart (they show confidence in the product!), I covered my next greatest mileage in a **Fiat 128** saloon. At the time *MOTOR SPORT* was experiencing that lethargy on the part of British Leyland and its test cars, and the Fiat consequently had to serve for part of the period of the London Motor Show, in lieu of a promised Triumph. I grew to appreciate this little transverse-engined front-drive saloon more and more the further I drove it. It was refined, for a small car, but it was the surprisingly good acceleration, even in top gear, that remains in the mind. I think its intermediate acceleration times, both in top and through the gears, would show up well against those of many larger cars. This splendid liveliness, coupled with roomy yet compact dimensions, made the 128 a very useful traffic car, yet it was by no means tedious on less-congested roads. There was, admittedly, a Fiat 850 coupé driven by a girl, about which I could do nothing, along the High Wycombe Motorway, but I assume it to have been a “hot” 850. Gear selection on the 128 was very baulky from rest in 1st and 2nd, but I have since heard that this is only so in r.h.d. cars, and some of the warning lights were apt to dazzle. Nevertheless, the smallest of Fiat's recent new models is the best little car I have tried—perhaps the Citroën GS will displace it, although I believe the Turin product may run away from the more expensive French car.

Next, in point of distance run, was a **DAF 55** coupé. I have never ceased to enthuse over the Dutch manufacturer's ability to make use



Belt-drive and one of the best fully-automatic transmissions available, the best aspect of the Renault-engined Daf 55.



The Vauxhall VX 4/90 makes good use of a 2-litre o.h.c. engine in a Viva body shell but its handling is in the family-saloon category.

of a "cyclecar transmission" to provide lady drivers and novices with the best possible, most efficient, fully-automatic transmission. Apart from a rather irritating hum, the Variomatic had no vices, which applied also to the car as a whole. It was not exciting, of course, but was less tedious than I expected, and the only disappointment was a heavier fuel thirst than anticipated.

A **Vauxhall VX 4/90** showed mixed potential. The idea of a 2-litre o.h.c. Victor engine in a compact saloon shell appealed, and gave just over 100 m.p.h., with useful acceleration in direct 3rd gear, added to which overdrive enabled one to cruise at 70 m.p.h. with the engine lazing at not much over 3,000 r.p.m. But some expected items of equipment were missing and the handling could not match that of our old gentlemen's Rover 2000TC. I nevertheless used this acceptable Vauxhall for just short of a four-figure mileage, with none of the trouble which is now said by CA Ltd. to be spoiling the reputation of the Luton branch of the GM family. I drove a **Triumph Spitfire Mk. IV** nearly as much but as this was reported on last month, it can be dismissed here as a well-contrived, pleasant-to-drive little sports car, which makes good avail of out-dated mechanicals.

Next in the personal mileage stakes came a **Peugeot 504 FI** saloon. I had waited perhaps too long before trying this oft-praised model of a make for which I have had a profound respect since its 203 days.



The "Lion" badge is still proudly displayed but the Peugeot 504 FI saloon appealed less than earlier Peugeots, although the latest fuel-injection automobile from the long-established French Company is an excellent, economical car for long journeys with much luggage.

For, in spite of its sensible and advanced engineering, even to Kugelfischer petrol-injection, I could not generate the old enthusiasm. That terrible thick-rimmed steering wheel, the odd styling, a precise but by no means outstanding central gear-change, and badly placed hand-brake and seat-squab adjuster, etc., detracted from a car which offered effortless long-stride motoring (after the engine had smoothed out as the revs. mounted), good handling and braking, and Peugeot's noted quietness of running. Maybe it was "Alfa comparison" again, but the 504 felt nose-heavy and its gear-shift cumbersome, against which it swept quickly past slower cars, took much luggage, and was notably economical of fluids. Incidentally, it was this Peugeot's defective, flashing brake lights which put into the mouth of a friendly young Lotus Elan driver what should become the standard Elan owner's retort to nervous motorists whom they chase and out-dice on winding roads: "Did you know your brake lights are winking?". I present the idea to the Lotus Club, with no strings attached!

A **Hillman Avenger Grand Luxe** covered over 900 miles in my hands, pleasant miles on account of its smooth controls; a good family car, this, which I took to AP's coming-of-age party, as it has some of their components in its Rootes/Chrysler make-up. Indeed, driving this car after a hastily-offered earlier Super 1500, Avenger affection was up-rated, except that I wanted more urge. This was provided by the **Hillman Avenger GT**, which, to quote out of sequence, became my Christmas car. It was nice to find that the manufacturer, not the "soup-kitchens", had devised the desired twin-carburettor engine which provided the required extra performance. Snow traction, too, on Dunlop SP68s, was unexpectedly good. But when the odd two-cable choke control came out at the roots, thus making under-bonnet enrichment of the Zenith-Strombergs the only means of getting the engine to start in zero temperatures, my enthusiasm diminished. However, this quicker Avenger is a good, honest offering, a Chrysler International model which Ford of Britain may well come to fear. On the run across the Plain the day before Christmas Eve, to spend the holiday near Salisbury, the Avenger GT had to be extended to pass an auntie Rover 100, reminder of the excellence of the older Rover cars.

An **Alfa Romeo 1300 GT Junior**, used while the aforesaid Alfa Romeo 1750 was being serviced, possessed all the charm of these fine motor cars and, I thought, even better cornering than the more commodious saloon. Certainly I did one of the fastest-to-date runs in it from my country home in Wales to my Hampshire abode, admittedly over roads I now know intimately. Another sporting car, in different context, was the **Triumph Stag**, long-awaited. I have been so often in the hot seat over Stag that I don't wish to say more about it here, except that it could so easily be a good car, in a modern multi-pot Daimler SP250 sort of idiom. Mark you, memory of a very quick night run from the office to beyond the Welsh border still flavours my 1970 road-test memories. And Stag served to



The Alfa Romeo 1300GT Junior is a splendidly well-balanced, twin-cam, five-speed two-door 2+2, with handsome lines. It sells in this country for £1,848 compared with £1,935 for a 1750, and £2,431 for a GTV.

clear the air between MOTOR SPORT and the BLMC, whose Press service has since been second to none. . . . Indeed, towards the end of the year we were almost snowed under with Stokesmobiles!

This brings me to the **Lotus Elan Plus 2S** but, as it and the **Triumph GT6 Mk. 3** are the subject of reports elsewhere in this issue, there is no need to do more here than append personal comments. Neither was in my possession as long as I would have liked, because I can only drive one car at a time and other schedules unfortunately intervened. But the Lotus gave me a magnificent night run over deserted roads from Leamington Spa to Radnorshire after the Frazer Nash Christmas Party—until drizzle rain defeated its inefficient wipers. (Indeed, I was plagued for much of the mileage by a screen which ignored all my efforts to keep it clean, as I was again later in the year by frozen washers on the Avenger GT and as D. S. J. had been the previous winter for the same reason, when we were trying a Porsche 911S. Anyone who turns out a car in which the washers' fluid is either not warmed by engine-heat or is not provided with anti-freeze fluid knows little of winter motoring; Chrysler should do better than this, but I did notice that the Avenger's engine was protected with *Rootes'* anti-freeze!) The Lotus was delivered in person by Malcolm Ginsberg and positively exuded luxury. The clinging, comfortable seats, an instrument panel like those in the lesser private aeroplanes (the equipment included an outside-temperature recorder to sense for ice and a Pye Master 70 radio), the high performance from the still-excellent Lotus-Ford twin-cam engine, the true race-bred handling qualities—all added up to keen anticipation of the driving to be done, of which I managed nearly 800 miles in a long week-end. The Rolls-Royce method of presentation was marred only by a trip recorder which had not been zero-ed and a clock reading incorrectly; I soon discovered why, for the adjustment bezels were set too close to the fascia to be easily operated. Otherwise, here was the epitome of modern sports motoring and although I was sorry to miss a special exhibition by Freddie Giles of the acrobatic Archie Frazer-Nash armchair trick, by sneaking away from the FN party before midnight (we made the dogs our excuse), the fast run home more than compensated. I could fault the latest, more commodious Elan only on points of detail, such as the surging take-off occasioned, for the clumsy, by those drive-shaft doughnuts and the lag involved in flashing the headlamps because these have first to unbury themselves from the car's nose. Some of the switches were "fumbly", the wipers being difficult to find in a hurry, but I sometimes wonder whether road-test reports do not make too much of such things, on the grounds that an owner should get quickly acclimatised to his own car? (Such detail is merited, and is avidly re-read years later, judging by the demand for back numbers containing old MOTOR SPORT road-tests by those restoring or just enjoying the older cars and anxious to check up on their originality, but criticism can be overdone in this respect. But not, I hasten to add, over the Ford Escort's badly-placed wipers/lamps switches, which I am sorry to see retained for the RS1600 and the Mexico.)

Reverting to Elan impressions, the lamps' flasher knob "came off in me 'and", signifying, perhaps, frustration on Ginsberg's part in trying to get the lamps out quickly enough, distortion in the rear-view mirror, which makes following vehicles seem abnormally wide, caused me to let a perfectly normal Rover 3500 V8 overtake in the hope that I would see a secret Solihull prototype, and I am not sure whether I like a polished-wood fascia in a car made of fibre-glass. Otherwise, I rate an Elan as an expensive but very desirable luxury.

The Triumph GT6, in which I covered only 275 miles, impressed as an old-style sports car disguised by handsome GT-style bodywork. The six-cylinder engine was extremely smooth and showed an indicated 100 m.p.h. at 5,000 r.p.m., but there was no oil-gauge. The Herald-type lift-forward bonnet neatly exposed the power department, my right arm was restricted by the narrow body, and the gear-change was as notchy as I have come to expect from a Triumph. I thought the instrumentation sensible and wasn't conscious that the steering wheel went four turns, lock-to-lock, until I measured it. The car was driven to Beaulieu to see Lord Montagu unveil, or tap with a pummeller, the foundation stone of his great new Museum Complex; to extract finance from the British Motor Industry at the present time for this development must also be complex. . . .

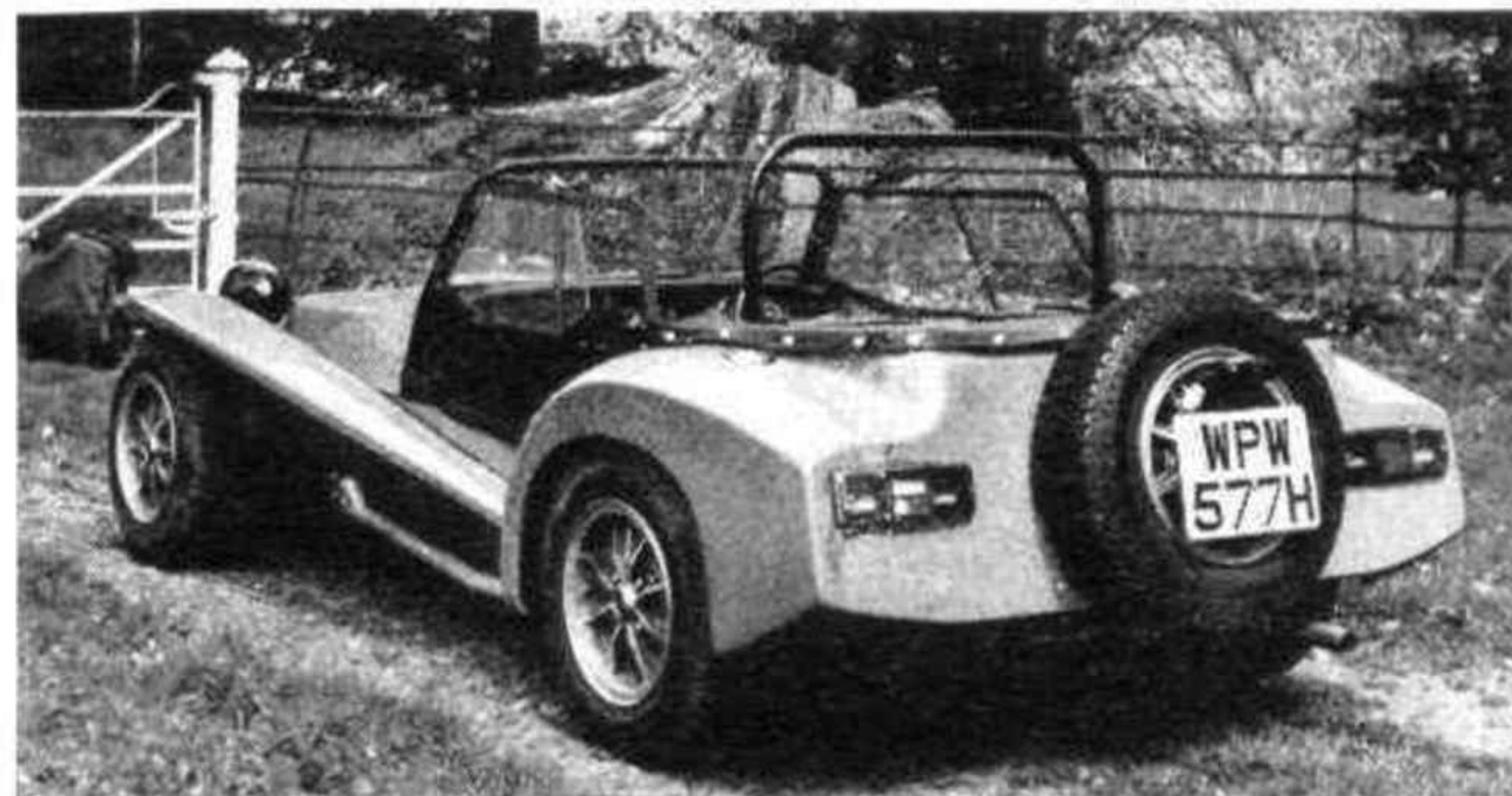
What else? Well, I sampled that acquired taste, the modern Porsche, during last year, but D. S. J. wrote the report on the **Porsche 911S**. I was enormously impressed with the road-clinging of a mid-engined **VW Porsche 914** and the elevated individuality of some of its features, but it badly needed the extra two cylinders of the Porsche-powered version to complement its outstanding road clinging. The British selling price is so high that I doubt whether further comment is merited, except to remark that the mid-engined layout is bound to



Another mid-engined motor-car, the VW Porsche 914 lacked power in four-cylinder form but has a great deal of individuality and, whatever the rally experts decide, possesses incredible road-holding.

advance in time, so it is fortunate for Britain that Lotus with the obtainable Europa, and Rover with the unobtainable V8 coupé, and Ford with the promising new GT 70 which we may be able to buy one day, have experimented along these lines. MOTOR SPORT reported on the Lotus Europa and the Rover in 1969—very favourably!

There was fun in one of the few genuine sports cars still made, a **Lotus Seven, Mk. IV**, which I drove home from the Wymondham



Fun and fresh air was enjoyed in the latest, restyled Lotus Seven—until the clutch cried "enough".

factory after being flown there, in fog, from Blackbushe, in a Piper Twin Comanche, for a Lotus Open Day, by Production Manager Michael Tee, who likes to be an aviator when not driving his Alfa Romeo 1750 GTV. The fun ended with the demise of the Lotus clutch, which made it quite impossible to shift the gears. A **Reliant Scimitar GTE**, that bread-van sporting estate-car, came in Borg-Warner auto-



Impressive, even aggressive, lines are part of the appeal of the Reliant Scimitar GTE, that sporting load-swallower, but it still smells of plastic and the test car incorporated some irritating shortcomings.



British Leyland's new f.w.d. Triumph 1500 is a well-planned, comfortable small saloon at an unrealistically high price.

matic transmission form, more acceptable than the manual Scimitar on which the gear-lever comes too far back for me. This useful car had excellent handling characteristics, less pleasant steering, and its Ford V6 engine got it to 120 m.p.h., and from a standstill to the mile-a-minute mark in 10.7 seconds, which is fast motoring in an estate-car. The lines evoked enthusiasm and the GTE is unique, fulfilling the day-to-day requirements of a growing number of users, including my editorial assistant. But I preferred to give it its head on clear roads rather than let it snatch its way through traffic to the accompaniment of a rumble from the engine and horribly sticky steering.

The new **Triumph 1500** appealed, to one who didn't have to find its elevated purchase price, but was dealt with too recently to call for further embellishment, and a **Ford Mexico** showed great promise but was only driven round a test track. But the boxer-motor **Lancia 2000 Flavia** Pininfarina coupé was disappointing—I heard later that it was a hard-used demonstrator, but poor low-speed torque, ineffective brakes, mediocre handling, etc., are not good enough when the price tag is £3,111. The **Opel Rekord 1900L** coupé offered a pleasant way of travelling, having light controls, a smooth instant-response cam-in-head four-cylinder engine of 1,897 c.c., the good new GM Strasbourg automatic gearbox, and plenty of room—American-type comfort blended with European amenities. However, having expected to find a 1900 GT coupé in the office car park, this car had to be good to overcome my disappointment—and when the deservedly



Classic name, classic bodywork—but unfortunately the road-test Lancia 2000 Flavia Pininfarina coupé was another of 1970's disappointments. And very expensive too, costing more than £3,000.

highly-praised Opel 1900 GT did arrive, D. S. J. got it. . . . Incidentally, Opels are much improved cars and for those who do not care to be seen in a Capri there is the promising new Manta.

The **Vauxhall Viva GT**, now divorced from its one-time flamboyancy, had many faults, obvious within the first few miles, but the 2-litre o.h.c. engine was economical and gave adequate performance for a vehicle of this class which, of course, isn't a Grand Tourer at all. The steering was a bad aspect of a generally nice confection and last summer, before the CA report sullied Vauxhall's reputation, I was referring to this Viva GT as the nicest of the then-current Lutonians. The third road-test car of this make was the **Vauxhall Ventora II**, which provided sound Easter transport, including use at the wedding of another daughter. It was quieter than the example I had sampled previously, so the concept of an unstressed six-cylinder 3.3-litre engine in a very spacious 23.2-cwt. saloon pulling a 3.09-to-1 top gear was welcomed, even if this Goodwood Green Starmist Ventora was more suited to easy main routes than twisting roads. It was, nevertheless, a better-liked car than the **Ford Maverick**, which I was persuaded by Lincoln Cars to borrow, as an example of what non-Dagenham Fords are like. The back-axle steering, lurchy ride, sudden brakes, much noise, and uninspired interior *decor* are the memories that remain. But a greater mistake than this inflated Capri from the States was my own request to try the **Opel Kadett KE** saloon, which, for my misjudgement, I suffered for more than 600 miles, and which could explain why Opel was the only major import make to suffer a sales decline in America for the 1970 model year.



Big, easy-running and comfortable, the automatic Opel Rekord 1900L coupé proved an unexpectedly pleasant car, its dimensions belieing its 1.9-litre engine.



The more recent Vauxhalls have a poor reputation for reliability, according to Consumer Association, but the Ventora II gives quiet, unstressed running and lots of room in body and boot, but is better driven sedately on winding roads.



There was little to commend the bad-handling, over-big, noisy and plainly appointed Ford Maverick from America.



The Simca 1000 GLS is an exactingly nice small car, with sensible five-door bodywork and front-drive from a transverse engine, but the noise level is high.

Finally, so far as the formal 1970 road-tests go, there was a **Simca 1000 GLS** saloon, with five doors and front-wheel-drive, which seemed to be snubbing its nose at the Austin Maxi and which impressed me not only by the level ride from its torsion-bar all-independent suspension and the eagerness with which its 1,118-c.c. engine went up towards 6,000 r.p.m., giving worthwhile traffic-coping acceleration, but by the practical bodywork. A very "good buy" at £899, I thought, as I said goodbye to it in Oxgate Lane, where proper Bentleys used to be made. That is, if you can stand its unfortunately high zizz-level. The much-publicised Bond Bug three-wheeler, I felt, was not for the ancient so my youngest daughter deputised, testing it for me. Although she has a predilection for Beach Buggies and psychedelic car-paint jobs and has had her VW sprayed bright orange, she did not seem wildly impressed, although saying she wouldn't refuse one as a gift. I am concerned about the safety of these new Reliant-made tricycles in the hands of over-exuberant young things—he who is now my assistant (he wasn't then) contrived to get one up on to two wheels within a quarter-of-a-mile of leaving the office, damaging its fibreglass front-end. . . .

Incidentally, 14 of the road-test cars shared equally Dunlop and Michelin tyres, a tribute to the excellence of SP and XAS (Stag was on the latter), five were on Goodyear, four on Pirelli, with only a couple of cars on Firestones and one on Indias.

These cars apart, I made reacquaintance with a Mini-Cooper Mk. II, a more "dodgeable" car than the Simca 1000, drove very briefly another Peugeot 504, and was so astonished to find that my youngest daughter's 1953 VW was still functioning that I tried that as well.

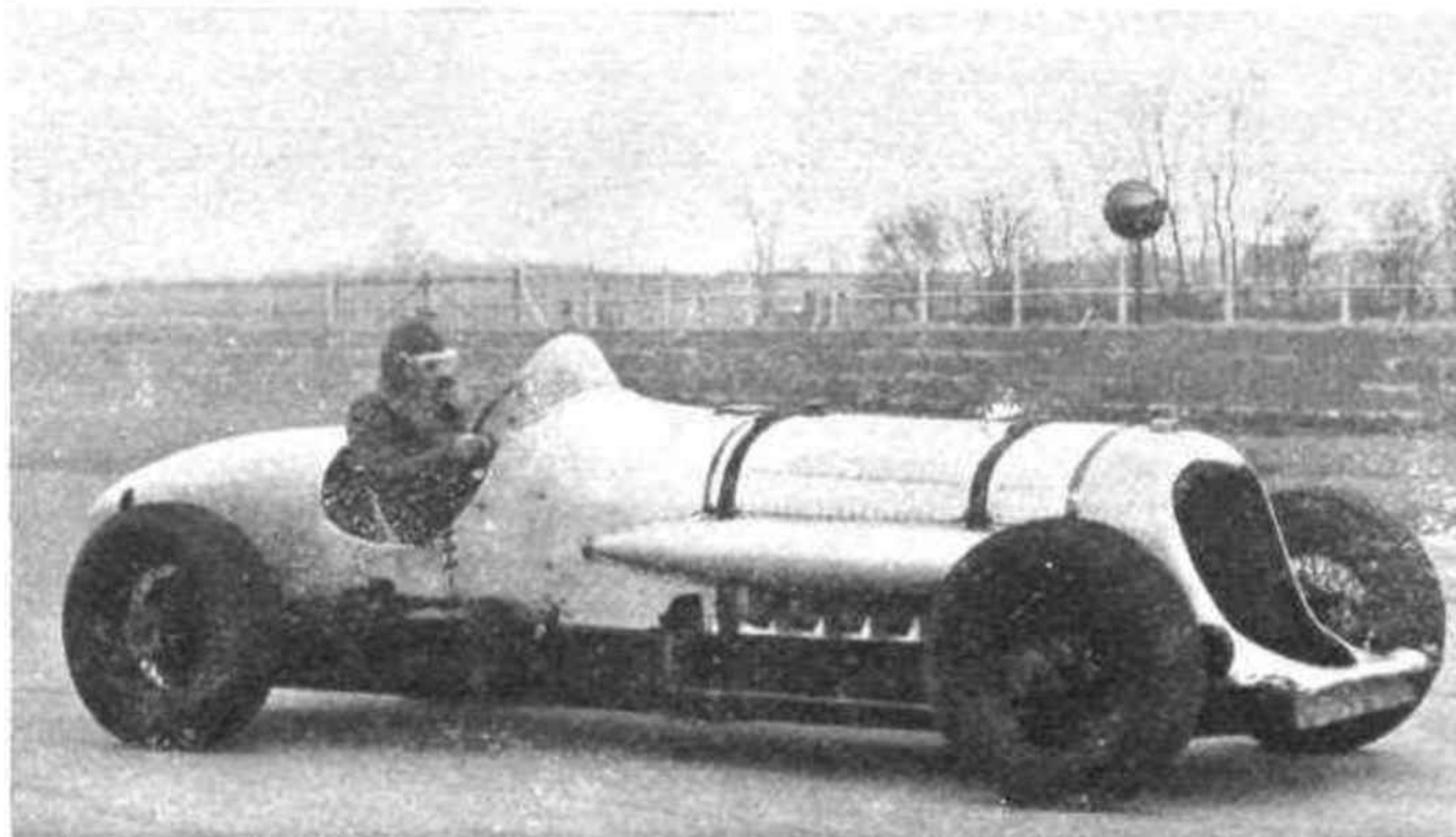
The rest was old-car stuff. I used the 1930 Sunbeam Sixteen "glasshouse" for nearly 900 miles, its 100,000th mile coming up during the summer. It went twice to Wolverhampton, for the STD Register

Re-Union and to enable my wife to pull the first pint at the new Sunbeam Hotel in that town, led the VSCC Light Car Section on a scenic tour of the Elan Valley, and I returned it to DSJ, its joint owner, just before the December snows came—not that the old Sunbeam minds snow, but road salt is bad for it. On that final 1970 run in it, just before Christmas, the roughness of the going between Hereford and Ledbury caused the silencer to fall off. Not wishing to sound like a racer in this sedate and sober-looking old car, I swung it into Gittings Bros. Motors, whose Parkway Garage on the Gloucester side of Ledbury immediately set about finding a temporary replacement silencer and welding it on, a job which occupied two men for about an hour. This 26s. 6d. repair lasted for the remainder of the journey and I am happy to put it on record in the face of recent heavy criticism of the Garage Industry. . . .

I drove the controversial Triplex Co.'s 1924 Rolls-Royce Silver Ghost tourer, tried two sleeve-valve Panhard-Levassors, a 1926 2.3-litre and a fine 1928 5.3-litre, sampled the MMM Prince Henry Vauxhall, was permitted by the Hon. Patrick Lindsay to see what the Napier-Railton, all 24-litres of it, must have felt like to John Cobb (at his return-to-Paddock speed!), and had a spin in that award-winning 1930 Austin 7 Chummy of Tony Griffiths. Through the courtesy of Roger Collings I drove some of the way to Brighton in November at the controls of his delightful 1899 3½-h.p. Benz. My 1930 Riley "Thruyton" didn't go out on the road last year because its engine was being rebuilt to enable DSJ to exercise it in the Riley event at the closing VSCC race meeting. I attended all those so-enjoyable VSCC race meetings, received much hospitality from Ken Day on the occasion of the Alvis Jubilee Tour of Britain, watched the start of the VCC 1,000-Mile Trial, had that memorable ride in Philip Mann's resuscitated 1914 GP Mercedes, passengered in the HCVC Brighton Run



OLD CARS.—Left, Toasting the 1930 Sunbeam when 100,000 miles came-up on the odometer between Rhayader and the Elan Valley; centre, Driving the 24-litre Napier-Railton, Brooklands' fastest car, at Silverstone; right, Coaxing an 1899 Benz towards Brighton.





To recapture the joys of sports-car motoring the Editor used this Triumph Spitfire for 950 miles last year, finding it a well-contrived and enjoyable little car, with well-planned instruments and controls.



Just what it needed—a revised engine with twin Zenith-Stromberg carburettors in this new GT model enables the excellence of the Hillman Avenger to be fully exploited. The gear change is particularly commendable. This Avenger GT was the Editor's Christmas transport for 1970 and coped well with snow-covered by-roads.

on a 1916 Foden steam waggon, was invited to Jimmy Skinner's delightful birthday party for his 1910 Rolls-Royce Silver Ghost, got to the Bishops Castle Traction Engine Rally, the Beaulieu "Lost Causes" Rally and the Booker Show, had the Light Car Section of the VSCC and the Western Austin 7 Register to play in my fields, and generally indulged in old-time happenings. (There were also parties devoted to more up-to-date things, like that at the Savoy Hotel to greet Mr. Hegland of Vauxhall Motors, later to be sacked.)

Major Charles Lambton got me out in his open touring Mk. VI Bentley, and I drove a 1954 Riley RMA. On the former occasion we should have been joined by the Ruger, which a weekly contemporary refers to as "that great American spoof-Bentley", only it apparently got stuck on the garage ramp of the London Hilton. I was relieved that it didn't arrive, and amused that apparently it had to be left in England so that a well-known vintage Bentley specialist could sort out its dangerous handling. I dislike imitation-ancient cars made from modern bits and pieces to give present-day amenities. If a person isn't prepared to go along with the difficulties, hardships and anxieties of vintage motoring in return for the very special pleasures such cars provide, then that person should surely be content with a modern car! For this reason bogus 17/50 Alfa Romeos, mock Mercedes-Benz, Ford-powered sham-Bugattis and the like leave me cold; old Ford Populars (in themselves not bad hacks) masquerading as plastic veterans or glass-fibre Edwardian Race-a-Bouts and 300-b.h.p. Rodders pretending to fake Model-T ancestry make me positively sick. And developing an older car into something quicker or more modern is only that much better than turning current engines and chassis into paradises of vintage vehicles; making specials or replicas from proper pre-war parts (which the VSCC in its wisdom has said it does not encourage) or rebodilying vintage chassis is an entirely different pursuit.

With these sentiments in mind, I praised the VSCC for its control over the fast-deteriorating definition of what constitutes a true vintage or p.v.t. vehicle when I spoke at the S. Wales Section Dinner in Swansea last December. How was I to know that when my wife came to present the season's prizes, many of them would go to drivers of non-p.v.t. 30/40s cars?!

I usually commence this annual article by proclaiming my continuing luck in having driven so many cars quite quickly about this country without a brush with the Police. Last year, not so! But the brush could not have been more diplomatically handled. I was glad to be back again behind the wheel of the Alfa Romeo 1750 after trying that rather staid Riley RMA and drove at my usual pace along the Gloucester-Cirencester road. I saw a motorcyclist ahead and overtook him, passing close, with the accustomed accuracy of Alfa Romeo steering. Alas, the rider was a Policeman! He told me I had nearly blown him off his machine and had overtaken by partially crossing a solid (single not double) white line. He also thought my speed rather high. He said, however, that he appreciated the boredom engendered of this particular piece of straight road but bade me be

more patient in future, and, remarking he didn't intend to take the matter further, rode off. I reflected that such treatment has increased my respect for the Police and that, years ago, after I had crashed a Morgan Plus Four on black ice, I had received very friendly treatment from a foot-policeman, also of the Gloucestershire Constabulary. There is no need to say more, except that this Mobile Cop understood good public relations. And while I am handing out praise, a good word for the snow-ploughs, which so effectively cleared thousands of miles of main roads after the Boxing Day snowstorms, enabling two branches of the family to drive 150 miles in opposite directions with no trouble at all, on that slippery Sunday after Christmas when the *Sunday Express* and the motoring organisations told all drivers to stay at home. This conscientious snow clearance makes road travel so much more certain than going by train, with points or signals hopelessly frozen at the first sign of winter. But then, I never did believe in the slogan "It's Quicker by Rail!"

On that note I will conclude this survey of last year's motoring, an interesting year in which Lord Stokes, Chairman of British Leyland, granted us an audience, but the Rt. Hon. John Peyton, MP, did not.

W. B.

PETROL AND OIL CONSUMPTION DATA OF CARS TESTED BY THE EDITOR IN 1970

Car	Petrol Consumption	Approximate Oil Thirst
Alfa Romeo 1750 saloon	25.6 m.p.g.	1,200 m.p.p.
DAF 55 coupe	30.3 m.p.g.	None, in 500 miles.
Fiat 128 saloon	34.7 m.p.g.	1,400 m.p.p.
Ford RS1600 saloon	24.1 m.p.g.	540 m.p.p.
Ford Maverick saloon	19.9 m.p.g.	None, in 300 miles.
Hillman Avenger Super 1500 saloon	27.7 m.p.g.	None, in 800 miles.
Hillman Avenger GL saloon	Nearly 32 m.p.g.	2,800 m.p.p.
Hillman Avenger GT saloon	32 m.p.g.	900 m.p.p.
Lancia 2000 Pininfarina coupe	21.0 m.p.g.	Almost none, in 700 miles.
Lotus Seven, Mk. IV two-seater	Approx. 30 m.p.g.	—
Opel Rekord 1900L coupe	29.0 m.p.g.	None, in 500 miles.
Opel Kadett KE saloon	32.5 m.p.g.*	Almost none, in 600 miles.
Peugeot 504 FI saloon	28.0 m.p.g.	None, in 950 miles.
Reliant Scimitar GTE estate-car	20.8 m.p.g.	None, in 650 miles.
Simca 1100 GLS saloon	35.6 m.p.g.	None, in nearly 600 miles.
Triumph Stag convertible	21.4 m.p.g.	None, in more than 1,100 miles.
Triumph 1500 saloon	26.9 m.p.g.	500 m.p.p.
Triumph Spitfire Mk. IV two-seater	35.9 m.p.g.	Slightly better than 500 m.p.p.
Vauxhall VX 4/90 saloon	25.4 m.p.g.	500 m.p.p.
Vauxhall Viva GT saloon	28.1 m.p.g.	400 m.p.p.
Vauxhall Ventura II saloon	21.2 m.p.g.	None, in 600 miles.
VW Porsche 914 coupe	Approx. 26½ m.p.g.	—

* 91-octane fuel.



vroomy

accountants scorn, "if I had a Colin Malkin or Andrew Cowan to take the car out on an RAC Rally and then brought it back in one piece, then I would know that the bits are ready for general sale". The Competition Centre manager is a perfectionist and that is the reason that Avenger parts are not yet ready for general sale, though we would guess that they soon will be due to the encouraging number of enquiries coming in from all those new Avenger owners.

We also had a brief trial of O'Dell's Hillman Hunter equipped with 111-b.h.p. Holbay Rapier H120 power unit, lowered suspension and a host of other detail modifications aimed at improving the Hunter for fast road use. O'Dell says that such a car "will not frighten the Roger Clarks of this world, but it is dead reliable and was built to prove that such a car can be well engineered at very reasonable cost for the club rally driver".

The Holbay Hunter was also equipped with overdrive for 2nd, 3rd and top gears, which means that legal limit motoring is nearly practical in overdrive-2nd with the high (low numerically) rear axle ratio fitted. The Hunter is appreciably lighter than the Rapier and thus acceleration can be better than the more sporting-looking machine, together with very acceptable 100-m.p.h. cruising abilities. The Holbay engine is a lusty unit, but compared to a Ford T-C or BDA it lacks the ability to sound happy about sustained r.p.m. over 6,000. As the normal Ford crossflow engine, or BL push-rod, has the same characteristics at constant crankshaft speeds in the 5,500-6,000 band, we were not really too worried about this feature. From 2,000 revs onwards there is useable 3rd and 4th gear pulling power, with a satisfactory surge of surplus horsepower and torque at 4,000 r.p.m.

Normally the car would have its ride height increased for rally use but, as the Holbay-Hunter has stayed firmly on tarmac so far, the ride height was dropped by approximately one inch, still retaining the strut front suspension and leaf-sprung rear. Wider wheels also contributed to the feeling of stability during brisk cornering.

The department also have a 998-c.c. Imp based on the lighter Imp De Luxe, but this economically converted machine was in the hands of one of the company directors, so we were unable to lay hands on it.

However, we do know from previous experience that just substituting a wet liner 998 cylinder block and pistons on an Imp Sport will push the car firmly into the 90-m.p.h. class with good fuel economy and 0-60 m.p.h. acceleration times similar to those recorded by the Cortina/Capri 1600 GTs. The cost of this exercise would be in the £70-80 range.

For the future we were told that all the parts necessary for a decent Hunter-Holbay (or just plain Hunter) would be available plus the usual mammoth list of bits for Imps and possibly some Avenger equipment. They also offer some assembly and machining services for the Imp, such as crankshaft balancing, head skimming, insertion of Wills Rings for the cylinder head, rebuilding a transaxle and building complete power units.

The division also look after competitors pretty well, offering a 25% discount on all parts where the customer can prove, or is known, to take part in competition using a Chrysler product. The service support van is also likely to be available at most rallycrosses, major rallies and RAC Saloon Car Championship rounds as well. There is also a very helpful series of duplicated sheets compiled by the staff on FIA regulations and how they affect the Hunter or Imp in respect of homologated parts.

Naturally we saved the best until last, driving off to lunch in the 1,140-c.c. Imp (the same bodysell and registration as we tested in 998-c.c. form) with its ultra low rally/rallycross gearing. Top speed is confined to the mid-90s in this form, but that lengthened stroke really makes its presence felt and the car gets up to 90 appreciably quicker than the excellent 31.2 seconds we recorded when the car was in 998-c.c. form. Since our test, and the change of power unit, a stern warning of doom in the shape of a thick red line has been imposed at 8,000 r.p.m., but none of the original smoothness appears to have been sacrificed in the enlarging process. In fact, this car reinforced my belief that in modified and production form the Imp is the best 1-litre steel-bodied car available. How much longer they will be produced by Chrysler is unknown at present, for the Imp still sells well in 875-c.c. form, but I would still think that there is still room for a bigger-engined version to please both sales staff and the public.—J. W.

120 mph, + Estate-car space. Impossible? No. One car does it. From £2145

To anyone who looks back fondly on his 'real' (i.e. fast) motoring from his 'family' (i.e. tedious) present car, the dilemma is a familiar one. Which do you go for—luggage-room or speed? Because, it almost went without saying, you couldn't get both

in one car, let alone a hand-made, coach-built, high-performance car that will level-peg for price with a fairly commonplace upper-middle saloon.

How does the GTE do it? The secret is the principle on which it is made.

The body, crisply styled by Ogle, is glass fibre. It won't rust or deteriorate. It is very strong. The car has a substantial—even a massive—chassis; yet it weighs only 22.7 cwt.

V6 3-litre. The Ford engine—get it serviced anywhere—is never overstressed. You can cruise at 100 or so, and feel you are idling. 70 mph is a mere 2,700 rpm in top gear overdrive. Even in automatic, 70 mph shows only 2,950 rpm.

But if you want to turn on the urge, it is all there: 0-50, 7.3 secs; 40-60, 7.9 secs; 0-100, 33.5 secs. And it is performance you can use; roadholding and cornering are—and Reliant's glowing Press reports confirm—outstanding. Suspension design is by John Crosthwaite, of BRM, Formula 1 and Indianapolis fame.

Petrol? 22-28 mpg—even at speed. The tank holds 17 gallons; 400 miles before you need stop—about the distance from London to Glasgow. And it's not an unthinkable one-hop trip; this is an authentic *Gran Turismo* car.

There are four bucket seats. Real seats. There's respectable room in the back.

The after-end is laid out estate-car fashion, with a full-width tailgate rear-window, which has its own wiper and washer. Lift this up, and you have 19 cu. ft. of luggage space, right across the car. Not enough? Fold one back seat forward (5 seconds, one hand), and it drops flat into the floor; more than half the back of the car is luggage-deck; room for a trunk. Still not satisfied? Fold up the other back seat; now you have 36 cu. ft. *Thirty-six cubic feet*; it is enormous.

The Scimitar GTE is not only a very well-engineered, very civilised fast car, it is also a remarkably original idea.

There is, literally, nothing else like it. At any price.

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RUMBLINGS

■ **TWO WHEELS AND FOUR WHEELS.**—One of the claims to fame of Tazio Nuvolari was the fact that he was successfully racing motorcycles and cars at the same period of time, though he did not reach legendary fame with cars until he gave up motorcycle racing. Racing motorcyclists who have turned to car racing with varying degrees of success have been numerous through the ages, Rosemeyer going from DKW bikes to Auto-Union cars, for example, and Fred Dixon's Riley exploits were notable for a dyed-in-the-wool motorcyclist. Wal Handley, Stanley Woods, Nello Pagani, Geoff Duke, Mike Hailwood, Bob Anderson and many more spring to mind, but without doubt the outstanding person was John Surtees, who changed from World Champion with MV motorcycles to World Champion with Ferrari cars.

In another branch of the sport Gordon Jackson has achieved similar distinction by winning two- and four-wheeled Championships, in this case in the world of "mud-plugging" or trials. In 1958 Jackson was British motorcycle trials champion, riding a 350 AJS, was runner-up in 1959, fourth in 1960 and runner-up again in 1961, in addition to which he won the British Experts motorcycle trial in 1957, 1958 and 1961 as well as innumerable smaller events. In 1961 he made motorcycle trials history, still unsurpassed, by riding through the whole of the six-day event in Scotland with the loss of only one mark, for a single "prod" with one foot, the rest of the time keeping his feet up on the footrests and climbing all the Scottish hills non-stop. In the overall world of trials riding Jackson was among the greats, surpassed since his retirement by the incredible Sammy Miller, who also has now retired, after being British Champion 11 years in succession. After retiring from competition riding Jackson concentrated on his farming business in Kent, but the lure of the muddy byeways and the slippery slopes was too much for him and he took to car trials, which were rapidly becoming more and more specialised, like motorcycle trials. Driving a BMC-powered IbeX special Jackson won the novices' category last year and this winter has won the British Experts' Trial Championship by a clear margin of 46 points. To be trials champion on two wheels and four wheels indicates a remarkable sense of balance, judgment, throttle control and sensitivity to tyre traction.

■ **A FASTER AVENGER.**—While approving of the light controls, nice gear-change and good manners of the Hillman Avenger (or Plymouth Cricket in America, which, with the Dodge Colt, one US motor journal calls Chrysler's new drama—"Life with Whinny and Chirp"), we felt that it needed more power. So it is nice to be able to report that this was promptly attended to by Chrysler International's engineers, who have developed a so-called GT version of the standard Avenger 1500.

They use a new camshaft, larger inlet valves and twin Zenith-Stromberg 150 CDS carburettors to extract 75 (DIN) b.h.p. at 5,400 r.p.m., from a power unit which originally gave 63 b.h.p. at 5,000 r.p.m. Peak torque in the twin-carburettor engine comes at 3,750 r.p.m. instead of at 3,000 r.p.m., with a minimal gain of 1 lb./ft.

Consequently, it is top-end performance which has benefited. Maximum speed is up by 5 m.p.h. over the Avenger GL and 0 to 60 m.p.h. acceleration is cut back by three seconds, the time from rest to 80 m.p.h. by an impressive 14 seconds. These are worthwhile gains, especially as the docility, smooth-running and economy of the car have not been much impaired.

Just before Christmas we were invited to try the GT version. It provided a reminder of the general excellence of the car as a family saloon, with especially good marks for the gear-change, and performance was now adequate for long-distance driving. If any criticism is called for, it is that the throttles of the twin carburettors open rather suddenly, making a smooth getaway difficult (this used to be an habitual difficulty when an extra carburettor was grafted on to an engine but professional engineers should be able to eliminate it) and that the choke control, relying on split cables, came adrift and, having been thoughtlessly pulled right out, only major dismantling of the control binnacle would allow it to be reinstated. The carburation, too, was lumpy at low speeds, the car not liking top gear under 30 m.p.h.

Otherwise the GT is a worthwhile development of a very acceptable medium-sized saloon; particularly as it costs not much more than £60 over a similarly-equipped GL. The facia incorporates a tachometer as standard and the GT has Dunlop SP68 tyres which slightly raise the gear ratio and rather mediocre "styled" wheels. The radial-ply tyres on slightly wider rims enable the additional power to be

continued on page 157



G. L. Jackson (IbeX).



G. L. Jackson (AJS).

RANGE ROVER

Some Comments about
British Leyland's
Remarkable Universal
Four-Wheel-Drive Car



The Range Rover costs nearly £2,000. It is a fixed-top, two-door, six-seater saloon.

THE RANGE ROVER, latest revolutionary vehicle to emanate from the workshops of the brilliant engineers at Solihull, is unique technically, and immensely practical and enjoyable to own. There are other four-wheel-drive car-type vehicles but none which can use 4-w-d all the time on hard roads, apart from the still-born Ferguson and the Jensen FF development (MOTOR SPORT, January 1969). The latter is a luxury fast saloon car, the Range Rover a refined edition of the universal and ubiquitous Land Rover, with astounding slippery ground/gradient adhesion, even before the central differential is locked. Its rugged build, body arrangements and provision of eight forward and two reverse gears puts it in an entirely different category from the sleek Jensen.

I do not propose to recap on the Range Rover's elaborate and clever technicalities. The purpose here is to describe what it is like to drive the Solihull "no-ways" V8, on ordinary journeys or over "impossible" terrain. In the latter context, I had heard stories of a farmer, having bogged-down a tractor and a Land Rover in Suffolk mud, using a Range Rover to tow 'em out, which I believed after I had negotiated acute snow-covered mud-hillocks and Army tank-testing courses without recourse to the locked drive, or even the low-gear range. The Range Rover's exceptional traction over this sort of ground is 100% reassuring, helped by the wuffle-wuffle torque of its light-alloy 3½-litre V8 engine pulling strongly at very low revs.

The vehicle has other very notable advantages, and a few disadvantages. I took it over from the City office on a day of icy roads and freezing fog. The high seating position, half-way, as it were, between a car and an average-sized van, gives a splendid view, so that accidents can be seen many vehicles ahead and be duly allowed for. It soon dawned on me, as I drove over humming black ice and frost-coated cambers at 60 m.p.h., that not only was I

seeing quite reasonably in the fog but that the 4-w-d was paying dividends in non-skid, non-alarmist, progression in conditions that had brought other drivers to a crawl and solo motorcyclists almost to a panic standstill. So, apart from Rover's traditional built-in safety factors which the catalogue proclaims, the very nature of the beast goes a long way towards unscathed motoring . . .

Driving the Range Rover is using a combination of commercial-vehicle-like controls allied to unexpectedly good pick-up from such a solid mass of machinery-cum-carrying capacity (s.s. ¼-mile in just over 19 sec., for example). 60 m.p.h. is just idling nicely along, 70 comes up readily, 85 is a reasonable cruising rate, and there is quite a surge forward from 70, even in top cog, to a praiseworthy maximum considering the wind drag of just over 90 m.p.h. This is all most creditable and entertaining, except that the complex transmission hums a good deal, giving the impression that one is in third, not top gear—one longs for an overdrive.

The controls are more acceptable to muscular drivers, for the steering (four turns, lock to lock, of the well-placed three-spoke wheel) is extremely heavy for parking. Once on the move it is acceptably light but spongy and vague; slow castor return action means some hand-over-hand work in swinging back on course from tight manoeuvres, but otherwise the action is quick. The lock is good in spite of f.w.d., giving a useful turning circle of 37 ft., and bad roads cause only very mild feed back. The main (4-speed) gear lever is cranked across towards the driver's left hand (in r.h.d. vehicles), which gives rather a truck-type shift to the slow, baulky gearbox. But the gears go in decisively, reverse, out and back to the o/s. There is a good deal of transmission snatch. The clutch is smooth and quite light. The two front seats are well separated by the transmission hump, in which there is a lidded ash-

From l. to r.—The car-style interior, with clearly visible main dials; the load compartment and spare-wheel location; the 135 b.h.p. V8 engine which propels this go-anywhere Rover so smoothly and quickly.





The Range Rover in its natural habitat, somewhere in frosty, wet, remote Welsh Wales!

tray and from which the pull-up knob (with warning light to remind one to confine its use to soft ground) for differential-locking and the stubby low-ratios gear lever protrude. This precludes carrying three in front, but the wide back bench could hold four if necessary. The front seats look very hard and mediocre but I found the driving seat very comfortable, with a usefully high, but non-reclining squab, and the foam-rubber cushion decently supple. Side levers tip forward the squabs and slide the seats forward to give access to the rear compartment, the only body available being a fixed-top two-door. The front doors were heavy to slam but had $\frac{1}{4}$ windows, enormous wind-down main windows out of which one could climb, convenient grips, internal handles and excellent vertical external releases, flush with the doors to obviate them being wiped off by undergrowth, etc., in safari conditions.

The Lockheed disc brakes stop this 5,300 lb. (laden) vehicle truly effectively, and they are light and progressive. The facia is car-like in its matt-black efficiency. The sill for the huge screen has four vents to effectively supply it with hot air, there are two gimbals and a horizontal swivelling fresh air supply, a good heater with elaborate but labelled controls, a parcels-well in the n/s of the moulded screen sill and instrumentation consisting of a neat speedometer reading to 120 m.p.h. (!) with k.p.h. calibrations and total and decimal trip milometers, matched by a fuel/heat dial, on a very visible binnacle before the driver. There is provision for four small low-set extra dials but on the test Ranger only a Kienzle clock was fitted. Under the n/s of the facia there is a commodious, lockable drop well. Vizors recess into the upholstered roof but with nothing so effeminate as a vanity mirror. The central rear-view mirror is anti-dazzle, rigid wing mirrors are provided, and there was the luxury of truly effective washers and wipers

(2-speed), controlled by a l.h. steering-column stalk. A tiny hand-brake, rather stiff to release, is well located on the o/s of the transmission tunnel. Britax belts were fitted to the front seats. The ignition key locks the steering, inserting on the o/s of the column moulding, from which protrudes a long stalk for lamps dipping, horn, flashing, and turn indicators (which did not always self-cancel), and a lower short one (a trifle inaccessible) for the side and headlamps. Conversely, on the opposite side of the steering pod, a short stalk looks after fog and long-range lamps, if fitted, and there are finger-tip controls for panel lighting, roof lamp (also with courtesy action) and points for a trickle-charger or lead lamp. On a rather wobbly mounting under the facia on the extreme right is a typically Rover choke and hand-throttle control. A vertical row of seven warning lights, between the main dials, indicate the usual warnings, plus brake on or fluid low, choke no longer needed, low fuel level (approximately three gallons) and trailer-flashers not working. The turn-indicators have two separate lights.

The ride of the Range Rover is excellent, even in off-the-road exploration and cornering 100% sure-footed but slightly lurchy, rather in the French-car soft suspension manner. However, it is possible to corner with such abandon that understeer comes into it, but with never an unintended slide, even on wet roads. One motors in lofty eminence, gripping securely on Michelin "X" M + S tyres (Firestone tubed Town and Country are the alternative), the final visibility enabling advantage to be taken of every overtaking opportunity.

There is no need to pause to lock the third limited-slip differential, but the engine must be running and the front wheels pointing straight ahead before this is done. To go from the high to low range of gears it is necessary to stop (as on a steam traction-engine). The forward gears have synchromesh.

The Range Rover body consists largely of aluminium bolted-on panels, in the Rover 2000/3500 style, for easy repair and maximum safety. But the rear-hinged bonnet is exceedingly heavy to lift and prop up. The lower tailgate is of steel and drops; the upper is a lockable pneumatically-assisted lift window, which tended to stick in one corner. The rear seat folds in the normal estate car manner to provide maximum (17½ sq. ft.), floor space (59 cu. ft. area), but when in use there is a very generous area behind it, with rubber-covered corrugated-aluminium floor, on which stones rattle like shrapnel. There are sliding side windows beside the back seat, the body is vented (the vents can be closed), the heater gives either fresh or recirculated air, the spare wheel sits in a cover upright on the n/s of the back compartment, and there are sliding interior door-locks. The test car had a Radiomobile Deluxe radio in what otherwise would be an o/s facia glove locker. The aerial was flexible and covered but didn't retract, so overhanging bushes caused damage during our Welsh "safari". A hazard warning is fitted and the steering column and wheel are collapsible. The ignition key is somewhat tucked away but far less fumbly than the keys which start the Triumph tribe; the bonnet release is, however, on the n/s of this r.h.d. vehicle.

The suspension system incorporates a self-levelling device to enable best use to be made of the two excellent Lucas sealed-beam headlamps, and the Range Rover must surely make a strong appeal to vintage enthusiasts, with its eight cylinders, beam axles, big 205 x 16 tyres and a separate chassis frame! There is provision for a power off-take. The fuel range in normal use should be in the region of 290 miles,

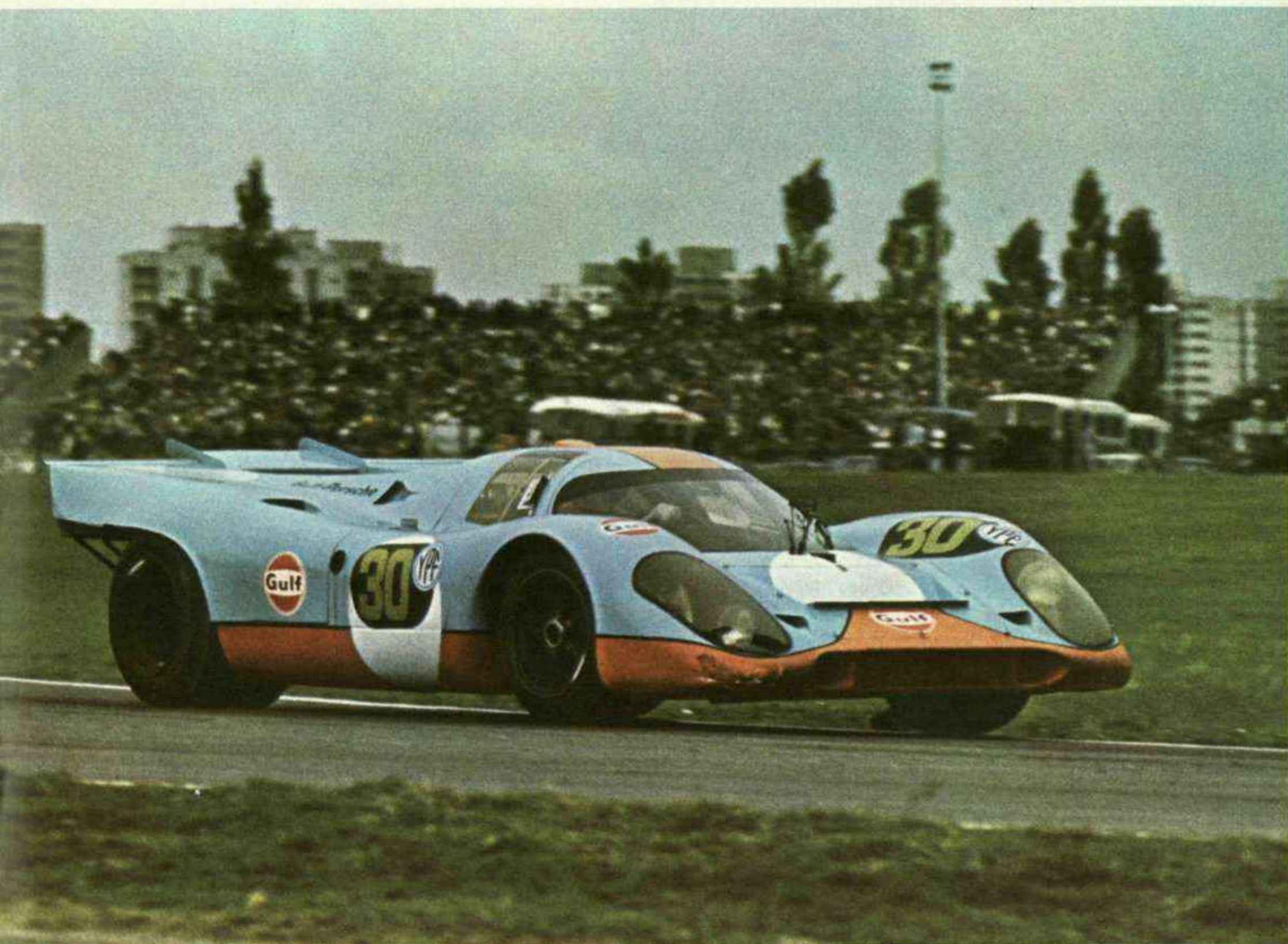
Continued on page 175

This picture shows the Range Rover's big window area. Note the Rostyle five-stud wheels.



PICTORIAL REVIEW

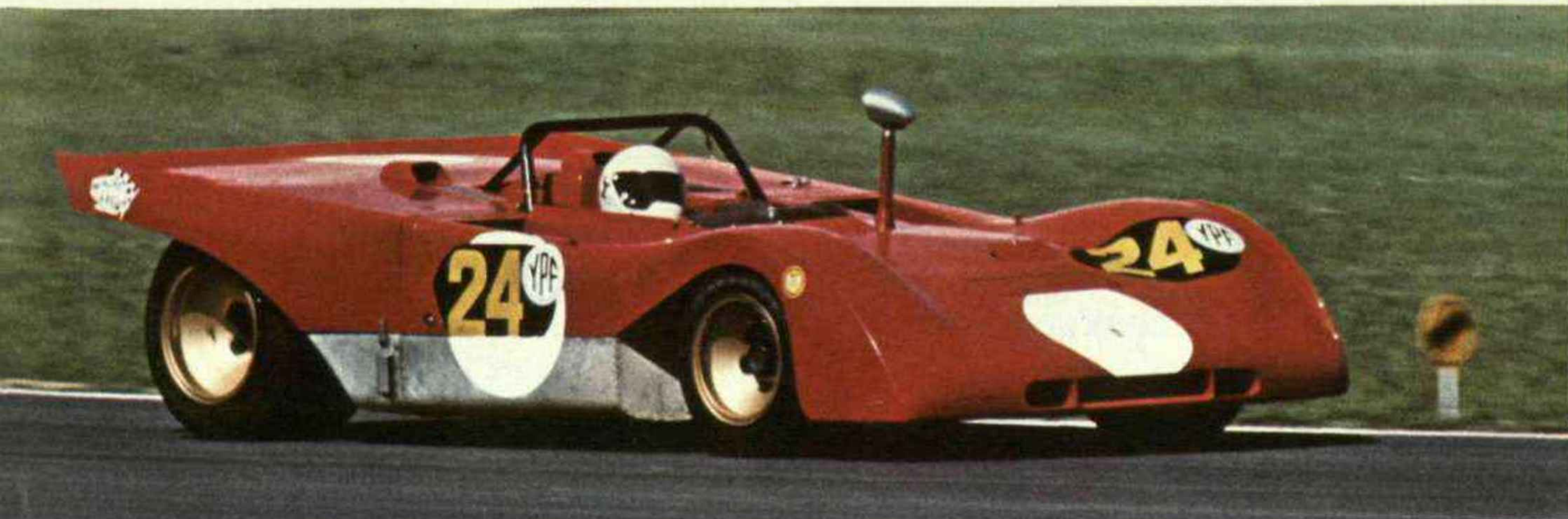
BUENOS AIRES 1,000 Km. RACE



BUENOS AIRES 1,000 Km. RACE

THE JW ENGINEERING team picked up yet another World Sports Car Championship win at Buenos Aires. The Gulf backed car of Jo Siffert and his new team-mate Derek Bell are pictured here on their way to victory.

THE ILL-FATED new Ferrari 3-litre pictured in practice with Arturo Merzario at the wheel. The car collided early in the race with a Matra which had run out of fuel and was being pushed across the track. The Ferrari was destroyed and its driver Ignazio Giunti was killed in the incident.





PORSCHE BATTLE in the early stages between the second place JW Porsche 917 of Rodriguez/Oliver and the Elford/Larrousse car from the Martini International Racing Team. Elford led the race at one stage before retiring.

THE ALFA ROMEOS gave an excellent account of themselves in this opening World Championship sports car event and finished in third and fourth positions. Here is Rolf Stommelen in the car he shared with Nanni Galli.



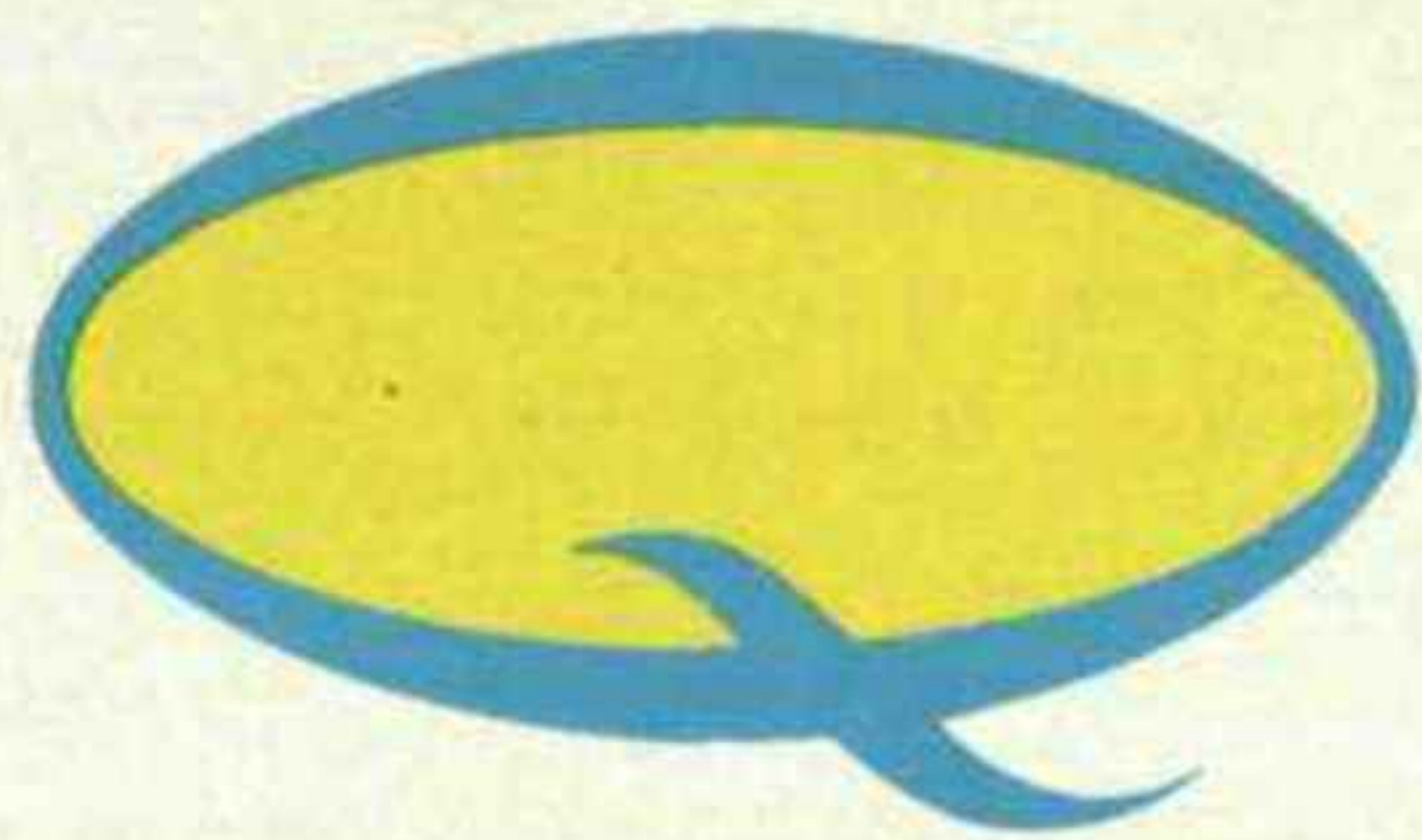


BEST PLACED Ferrari was the privately owned 512S of the Spanish driver Jose-Maria Juncadella. He shared the car with the local driver Carlos Pairetti who showed an excellent turn of speed at the wheel of a strange car.

MAKING A DEBUT in a long-distance race is the Ecurie Evergreen McLaren M8C which is powered by a Ford Cosworth Formula One engine. With Chris Craft and Trevor Taylor driving it finished ninth.

LA PANTERA ROSA—the Pink Panther was a locally built device powered by a 6-cylinder Chevrolet engine. Driven by Edouardo Pino and Jorge Cupeiro it only completed six laps.





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BT30. Competitor in
Formula 5000 and
Formula II events

JEREMY RICHARDSON
(No car in picture).
Competitor in Group 6
Sports Car events

JOHN BEVAN
with 1558cc Ford Twin
Cam powered Naveb.
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Autocross Champion

GERRY TYACK
Formula II Brabham.
Holder of 5 national sprint
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DAVE BRODIE
Ford Escort. Class Winner
in Atlantic and Hepolite
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BRIAN HART
in front of his FVA engine,
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COLIN TAYLOR
with Bert Jennings's V4
Saab. Competitor in Rally,
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Co-driver to Bert Jennings
on the Mexico Rally

TREVOR TAYLOR
Driver of the Doug
Hardwick Racing Formula
5000 shown here

COLIN VANDERVELL
Merlyn Formula Ford. 1970 British
Formula Ford Champion. Grovewood
Top Award winner. Also second in
European Formula Ford
Championship

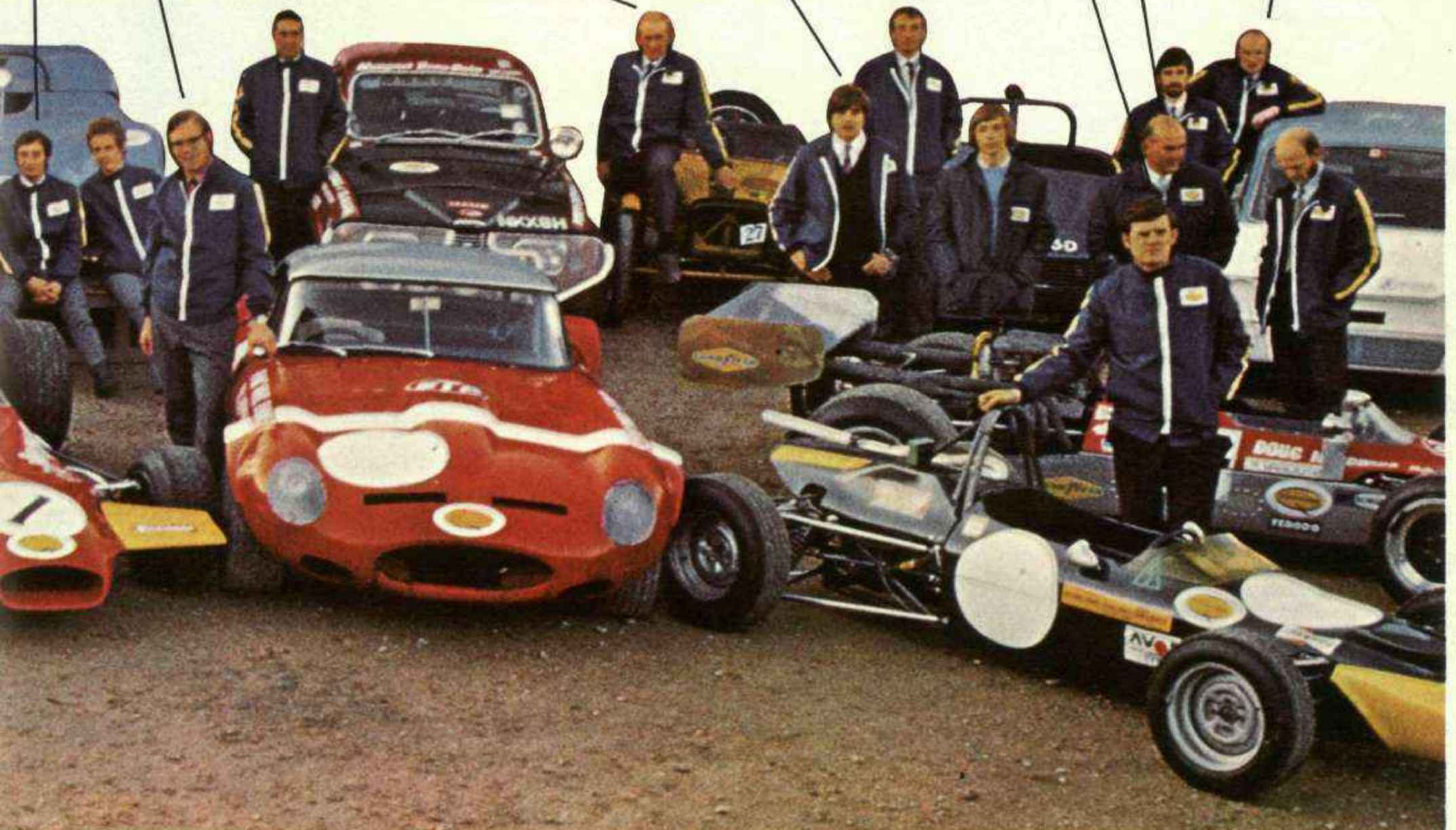
ALAN SMITH
Builder and tuner of
racing engines

TED WORSWICK
E Type Jaguar.
Competitor in Production
Sports Car events

GORDON JACKSON
with the IBEX he built
himself. Winner of 1970
National Trials

BRYAN MOORCROFT
Sprite. 1970 BTRDA
Autocross Champion

DAVE FRANKLIN
Hillman Imp. Consistent
sprints and autocross
events winner in the
West Country





The Mid-Engine'd Lotus Europa

the fuel tank taking 18 gallons (the makers say 19). It has a massive lockable fuel filler cap, the removal of which at first defeated us. A nice touch is the provision of a removable filter-cylinder in the filler neck, a chain securing it and the cap. Fuel consumption in varied use but in the high gears was 16.3 m.p.g., but as the c.r. has been reduced to 8.5 to 1 from 10 to 1, 91-octane petrol can be used, or 83-octane if the ignition is retarded. In deference to the engine's alloy heads, I compromised and used 95-octane shell, at 6s. 9d. a gallon or 93-octane Esso. Oil thirst was negligible after 800 hard miles.

The gear ratios work out as 47.83, 28.78, 17.69, 11.76, to 1 in "low", 16.91, 10.17, 6.25 and 4.16 to 1 in "high", with 43.07 to 1 and 15.23 to 1 reverse gears and a differential ratio of 3.54 to 1. Rover recommend maxima of 26, 43 and 71 m.p.h. in the "high" indirects but these can be safely exceeded, to as much as 80 m.p.h. in third gear, the engine able to run up to around 6,000 r.p.m. The light-alloy 89 x 71-mm. (3,528-c.c.) engine runs at 3,500 r.p.m. at 70 m.p.h. and peaks at 4,750 r.p.m. in Range Rover form, when it develops 135 (net) b.h.p. As for acceleration, a 0 to 60 m.p.h. time of under 14 sec. is nothing to be ashamed of. Incidentally, at 1,000 r.p.m. in "low"-first, speed is a modest 1.7 m.p.h. and in this range the maxima are 10, 17, 28 and 42 m.p.h. Some comparisons with Toyota 4-w-d vehicles appear on this page.

The Range Rover is unique, a splendid, spacious universal, load-carrying vehicle with a considerable degree of luxury. It is best suited to the muscular, because parking and closing the doors and tail-gate call for more than normal effort. There are no steps or running boards and it is quite a leg up to get in. If fitted with wipers for the back window, a bit more sound-damping, an alloy bonnet, and power steering, it would be 100% acceptable. As it is, although I do not know that the Bahama Gold test example could be called the Etonian's Land Rover, the Solihull 4-w-d model is certainly the RR of all-purpose vehicles and must surely sell strongly to wealthy farmers, Police forces, rally-support crews and those who like penetrating into remote places — and getting out again? As tested it costs £2,006, purchase-tax paid. Servicing intervals occur every 5,000 miles. The makers are The Rover Co. Ltd., Solihull, Warwickshire, England. In conclusion, this is a brilliantly conceived vehicle, fully up to earlier Rover engineering accomplishments. Its cornering is such that journey times and the enjoyment derived equal those of a good normal fast car.

W. B.

RUMBLINGS—continued from page 148

satisfactorily exploited, although one is then reminded that the back axle will tramp a little if provoked. The styling, apart from the inevitable (but unobtrusive) "GT" badges, stripes along the bottom of the body sides and an ugly steering wheel which blanks the fuel gauge and lamps control, is the same as that of the Avenger GL.

This Hillman is now a 96 m.p.h., 0 to 60 in 12½ sec. car. The cold weather and lack of choke did not help fuel consumption checks yet we recorded the excellent figure of 32 m.p.g.; oil thirst was in the order of 900 m.p.p. The seats are upholstered in cloth/p.v.c. in a nice combination and the squabs of the front ones recline—the handle of the driver's squab-adjuster came off in the hand. The GT Avenger further enhances the sound Hillman range. It sells for £1,083, inclusive of p.t.

■ **TOYOTA 4-W-D.**—There are other all-purpose vehicles besides the new Range Rover, which is reviewed elsewhere in this issue. Vehicles such as the Ranger's older and poorer (but thoroughly successful) brother, the Land Rover, the Kaiser Jeep Wagoner, the old Champs, and the four-wheel-drive Toyotas, for instance. We coupled the latter with mention of British Leyland's Range Rover recently, because, although unavailable here, these Japanese utilities have a notable following in America and elsewhere. A young lady of our acquaintance, on holiday in England from Florida, told us that on her return home she was disposing of her Ford Mustang in favour of a Toyota Land Cruiser, because the American boys and girls find them compact and so handy for driving down to the beach without fear of bogging-in, towing boats and suchlike.

However, the Range Rover is superior in many aspects—it has a light-alloy V8 engine whereas the 4-w-d Toyotas make do with an in-line six of 3,878 c.c. which, in spite of having 350 c.c. greater



The Toyota Land Cruiser 4-W-D, 4-door station wagon.

swept-volume than the GM-bred Rover engine, develops not quite as much power, admittedly at 750 lower r.p.m. These Toyotas have an even more car-like driving compartment, with bench front seat, but presumably the transmission tunnel intrudes on foot space for the central occupant. There is the option of floor or column-mounted gear-lever but only three normal forward speeds, and two in transfer, i.e., six against the Range Rover's eight.

The vital difference between the British product and the Japanese, however, is that the Range Rover is always in 4-w-d, with a lockable third limited slip differential for maximum wheelgrip, whereas the drive to the Toyota's four wheels is something you use for off-the-road soft terrain, but are not otherwise recommended to enjoy. And whereas the RR has coil suspension of its beam axles, and a self-leveller, the Toyota uses leaf springs; it has non-servo drum brakes to the Rover's discs. At present the very new Range Rover comes in one model only, a 100-in. wheelbase two-door saloon, whereas the Toyota Land Cruiser's are made in four wheelbase lengths, from 90 in. to 116 in., and can be had as canvas or vinyl top saloon, pick-up or four-door station wagon. Toyota claim an 80 m.p.h. cruising speed and the ability to climb gradients of 71%, from their 145 (SAE) h.p. Land Cruisers and offer various optional equipment, including fascia control of the drop tailgate and screens which either open upwards or fold flat.

As motoring sport embraces specialised vehicles of this type and the uses to which they are put, readers' experiences of the Range Rover and other all-wheel-drivers could be of interest.

■ **"THE EXETER".**—We could not find any reference in any of the fixture lists we normally consult to this year's MCC Exeter Trial. Yet "the Exeter", which was first held in 1910, must not be forgotten. It remains, with the Motor Cycling Club's Land's End and Edinburgh Trials, about the only road event which can be entered, with some prospect of an award (and lots of enjoyment) using ordinary cars and on ordinary motorcycles and sidecar outfits.

Fortunately, "the Exeter" was not overlooked—plenty of enthusiasts remembered the 44th of the series, held on January 8th/9th. A total of 300 competitors entered. The usual parties of marshals turned out to control the event on observed sections like Fingle Bridge, Simms, Meerhay, Knowle Lane, etc. Travelling marshals mingled with the riders and drivers. Thirty teams entered for the Team Award, with some splendid names and two Metropolitan Police teams, among them. Not only modern mounts, but 1920 30/98 Vauxhall, J2, PA, s/c PB, TA and TD MGs (two of them "Cream Crackers"), an HRG, a couple of BSA three-wheelers, Dellows, Ford Populars, a 1936 s/c MG "Aramis" from the 1936 team, a 1931 Riley Nine, a 1933 Morgan three-wheeler, several pre-war motorcycles, a girl in an Austin 7, a 1935 MG Magnette, an Austin Nippy and W. A. G. Goodall amongst the Morgan Plus 8 drivers maintained the right "Exeter" atmosphere. There was a special two-seater, its cheerful occupants protected only by a couple of aero-screens, the aluminium bonnet of which bore the name SUNBEAM in big letters, but which was, in fact, a 2.2-litre Sunbeam Talbot with saloon body removed, and for which exultant acceleration was claimed. Twenty combinations and modern cars from Imp and VW to TR4A completed a varied entry. Even the name of the Clerk of the Course, H. W. Tucker-Peake, was nostalgic! May we remind you that this year's "Land's End" takes place on April 9th/10th and that the MCC is Britain's oldest sporting motor club for motorcycles and cars?

LETTERS FROM READERS

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

SPA

Sir,

So the GPDA have finally got their way and the Belgian GP has been prised away from Spa, probably for good. After the organisers had spent a large sum of money to meet the demands of the GPDA they have been left in the lurch. The Association always complain that their actions receive unfair and uninformed publicity. Very well, let them explain why Spa was deemed fit to race on in 1970 but not in 1971. More to the point, let them explain why this generation of GP drivers (with the notable exception of Jacky Ickx) should decide that a circuit good enough for Fangio, Moss, Ascari and Clark should be abandoned.

The argument of increasing speeds is hardly valid. A 1956 Lancia-Ferrari going off the road at Burnenville at 130 m.p.h. would have given its driver no more chance of survival than its modern counterpart doing the same at 150+. It's also worth noting there were no Armco barriers in 1956 and many natural hazards have been removed since then.

Of course no one would deny an accident on a circuit such as Spa is potentially more serious than on a modern slot racing track such as Hockenheim or Kyalami, but surely this is an accepted part of the sport. If drivers are not prepared to accept this (no one is forced to race GP cars) they should give up—it does not give them the right to change the very nature of the sport.

I feel very strongly about this issue because Spa is the first major blow by the GPDA in their attempt to achieve precisely this. After throwing in various red herrings such as the Malmedy affair we finally have the truth: the GPDA set out to axe this circuit from the calendar and they have succeeded. I am only sorry for the organisers who spent so much money for so little reward, the enthusiasts to whom Spa represented the ultimate in GP motor racing, for Jacky Ickx who will undoubtedly feel that his profession is somewhat less worthwhile, and for the whole future of Grand Prix racing.

In 1970 D.S.J. stayed away from a European GP in disgust at the choice of circuit, and Jackie Stewart won \$35,000 in a TV slot car competition (race time 1 min. 56 sec.). Still, that's chicken feed—just think how much he could win if they held a whole series for the World Drivers' Championship!

Horley.

D. ELLIS.

* * *

A HIRE-CAR PROBLEM

Sir,

Having read and enjoyed your magazine for several years, I now feel a compulsive urge to contribute to it. This prompted by ponderings in my mind over the question of accuracy of odometers.

I moved from London to Queensferry, near Edinburgh, in March, 1970, and, being short of money and material possessions, I hired a self-drive Transit to shift what little I had. The Transit was hired from a nationwide firm and I was able to make the single journey in one day, leaving the Transit at the firm's kiosk in Edinburgh Station. I duly received an invoice from the hire company charging me for a distance of 527 miles, this being the difference in odometer readings over the hire period.

Now I must confess that I had not noted the final odometer reading on the Transit as I had had a very tiring day, but upon checking the route with the AA mileage chart and my own car I concluded that 427 miles was a more realistic estimate. I queried the invoice, but was told that the hire firm's records were correct. By this time I had been awarded a re-location allowance, and so I let the matter drop, putting it down to experience.

More recently my father also hired a car, an Escort Estate, and drove the same route. He is more fastidious in checking his mileages, and has measured the door-to-door mileage from his home in London to Queensferry as between 400 and 405 miles. On this occasion two things surprised him; the route had apparently "stretched" to 462 miles and the Escort was able to cruise "effortlessly" at 80 m.p.h. despite being loaded with five golden retrievers, a week's luggage, and me mum.

It would seem from these figures that the Transit's odometer read

23.4% fast, and the Escort was in error by 14.1%. I telephoned Edinburgh Police, who issue licences to the local cabbies, and they provided me with some interesting ammunition.

1. The law concerning speedometer accuracy (plus-or-minus 10% at 30 m.p.h.) does not apply to odometers, which are not even mandatory instruments.
2. When a fare meter is fitted to a taxicab the Police check its accuracy over their measured mile. Maximum permitted error is 25-30 yards in favour of the customer (1.7%) and nil in favour of the operator. The Police then seal the meter.
3. There is no control over the accuracy of odometers fitted to private or self-drive hire cars, which are sealed by the operators themselves.

So once again the motorist is apparently being fleeced, and I for one should like to see regulations introduced to safeguard the "tenant" of a self-drive vehicle. I am sure the self-drive companies would support such a move as they must by now be sick of the incredulous expressions on their clients' faces as they check their mileages with those recorded.

I think you will agree, sir, that it is most ingenious to increase one's profits not by increasing tariffs but merely by placing the cities further apart.

S. Queensferry.

IAN W. PRICE.

* * *

THAT 70-LIMIT

Sir,

I am glad to see in "Matters of Moment" that once again you are drawing attention to the outmoded 70 m.p.h. blanket speed limit which Mr. Peyton seems intent on retaining for a long time to come.

On the motorways of West Germany, France and Italy they don't have blanket speed limits, and even in the USA, where they have had low speed limits for many years, more and more states are raising the speed limit to 75 m.p.h. on the growing system of interstate highways, while Kansas has an 80 m.p.h. limit on its Turnpike and Nevada has no state speed limit.

I hope that MOTOR SPORT, which was responsible for the giant petition containing 280,000 signatures opposing the dangerous 70 m.p.h. speed limit on motorways, will eventually be successful in getting the speed limit abolished or at least substantially raised. [We hope we prevented it being dropped to 60 m.p.h. at the time.—ED.]

I would like to remind readers of the article in *Autocar*, February 1968, "Tory Policy for Motorists—If/when We Come to Power", by Peter Walker.

In this interesting and quite well-reasoned article Peter Walker expressed concern at the manner in which the 70 m.p.h. speed limit had been introduced, and he went on to say: "Prior to the speed limit regulations I used to drive my car, I thought, perfectly safely, in the region of 85 m.p.h. on motorways."

At this time Peter Walker was all in favour of experimenting with higher speed limits on motorways and thought that 85 m.p.h. might be the best limit.

I would naturally like to see the speed limit abolished completely but 85 m.p.h. would be a great improvement on 70 m.p.h., and I hope MOTOR SPORT and the Press in general will be able to remind Peter Walker, who is now Mr. Peyton's overlord, of the ideas he expressed in 1968 and find out why experiments with higher speed limits on motorways have not yet started and when are they going to start?

Harrogate.

A. I. WATKINSON.

* * *

THE MOTORISTS' LOT

Sir,

As just one more example of gross injustice being unfairly inflicted upon the unfortunate motorist, I cannot help but relate a recent occurrence which has staggered me.

At 8.45 a.m. on Sunday, November 1st, 1970, having already motored 70-80 miles on a main trunk road without seeing more than half-a-dozen other vehicles I came across some road works on A65 at Crooklands in Westmorland.

As I approached this spot I came up behind another car and we both slowed down because of some temporary traffic lights which were at red. These lights, which seemed to be of a distinctly temporary nature, were controlling a short length of road works where there was room enough for only one-way traffic.

Because the road ahead was completely straight for quarter of a mile and clear, and only because it was entirely safe to do so, the other motorist and I proceeded slowly past the road works which were no more than 50 yards long. This we did in entire safety and without any danger to ourselves, our passengers or any other road users.

As we were accelerating away on the straight road ahead a policeman, who must have been out of sight, emerged and drove towards us on his motorcycle. He stopped us both and booked us (delaying my journey by 20 minutes). The offence seemed so trivial at the time that I thought no more of it until I received a summons to my enormous surprise three weeks later.

The final horror appeared in the Christmas mail, incorporating an endorsed licence and an order to pay £15 fine, with one day's notice.

I am quite sure that you hear enough about motorists' experiences from your readers and I am sure that some are more extravagant than this. At the same time, I felt that I needed to register this instance with some motoring fraternity, and I apologise for choosing you! Should you wish to quote anything out of this letter, or require any more details concerning this conviction, you can be assured that you have my fullest permission and co-operation.

Mirfield. R. BARRACLOUGH.

[These temporary traffic lights have legally to be obeyed. But still . . . —ED.]

Sir,
Your readers might care to know that at a recent court hearing at Barnstaple it was decided by the magistrates that to drive a Mini (in this case a saloon) without the front bumper (which had been removed only for the purpose of respraying the car) and without the trim on the ridge which runs along the body and along the wheel arches, was to drive it "in a dangerous condition".

I personally feel that this is yet one more case of persecution of the motorist and I felt it important enough to write to you because it is quite common for the trim strip not to be replaced if it happens to fall off, and it is equally common for the bumpers on Minis to be removed, and any such cars on the road in the North Devon area or who visit the North Devon area are likely to be made the subject of proceedings.

I do *not* wish my name or address to be published for personal reasons, but if you wish to comment on this further example of hounding the motorist you may, of course, do so.

[Name and address supplied.]

* * *
FOG CRASHES

Sir,
I read with great apprehension the latest activity of the inventor, Mr. Ronald Petch. He, like a great many other people, is clearly not able to understand the cause of multiple crashes in patchy fog. The problem can be expressed in terms of simple arithmetic once one appreciates the fact that the distance between two cars should be measured in terms of time, as on a race track, in which case the distance measured in feet will be a function of their speed.

Therefore if car "B" disregards the "Highway Code" and follows car "A" at an interval of half-a-second, and a speed of 60 m.p.h., then the distance between their respective front bumpers will be 44 ft. If each car then runs into a wall of dense fog or, worse still, a "Petch-meter", and both cars slow down at the same rate, from the same spot, to a speed of 15 m.p.h., then the above distance will be reduced to 11 ft., which is most unfortunate if car "A" was 12 ft. long originally.

Taken to its ultimate conclusion if a "Petch-meter" was set to "0 m.p.h.", then the entire rush-hour capacity of the M4 could be piled on one theoretically-predetermined spot, convenient to crash removal facilities, instead of allowing motorists to have their accidents at various sites of their own choosing, since the spacing at 0 m.p.h. is, of course, 0 ft.

It will be apparent that car "B" can avoid the accident right down to "0 m.p.h.", if its deceleration begins 12 ft. earlier, which means a spacing of "thinking distance" plus the length of car "A" (which a "Petch-meter" cannot do). Furthermore, if car "A" suddenly joins a previous accident then the "Petch-meter" will need to have been programmed with page 8 of the "Highway Code".

Mr. Petch was interviewed on "The World at One" January 1st and on his own admission was incapable of controlling the speed of his own car without the assistance of, first, an audible speed-warning device in his car, and later by his automatic speed regulating device. No doubt he dreams of a world of fully automatic motor cars which can be sent out on their own, while the petrified owners cringe in their armchairs at home!

Plaistow.

R. K. SUGG,
Technical Secretary, Association
of Healey Owners.

* * *
GP CAR CONSTRUCTION

Sir,
I have just read Mr. George Monkhouse's letter in the November issue of MOTOR SPORT, in which he discusses the fragility of today's Grand Prix racing cars. I, too, have been horrified by the frequency of running-gear failures which these cars suffer and I feel that it is only due to good fortune that so few injuries have resulted.

Without having their design freedom restricted, it is difficult to see how the builders of racing cars can be caused to make them stronger. Certainly legislation by the FIA would be unthinkable, but perhaps the GPDA could do something about it. After all, its members drive the cars and take the risks. In all the interviews with famous drivers I have read each driver, when questioned about fear, said the only thing which really frightened him was mechanical failure causing him to lose control of his car.

Surely by insisting on Armco barriers to check defective berserk racers and yet ignoring the flimsy construction of the cars, which is the cause of them breaking and going berserk, the members of the GPDA have got their priorities mixed?
Michigan, USA. ROBERT D. HODGSON.

* * *
MODERN CONSTRUCTION

Sir,
Is the recent devastating report on the deliberately shoddy construction of the English motor car, which every thinking motorist knows to be true in respect of the bodywork, to be allowed to die at the assertions of innocence by spokesmen of the motor industry? The motorist has been led into believing over the years that certain shapes and methods of manufacture are in his interest, when in fact this has only resulted in an assortment of fancy-shaped rot boxes that will not last out the mechanical components. If a motorist had a good car he would not need to change it under normal circumstances, but with the stuff marketed today he must if he wishes to keep mobile, thereby helping to support an industry by which he is so cynically bled.

Let's have a return to sanity, please; if we must have the wheels slung on four corners of tin boxes can we, please, have it made from something thicker than steel flashing and weatherproofed properly to prevent rust over, say, 20 years.

But I doubt if this is the best form of construction as, with one or two exceptions, this results in atrocious inaccessibility, no doubt calculated to discourage any owner from doing anything but the most paltry items of maintenance.

What is needed is a sound, reliable engine on a chassis with bodywork in bolt-on sections and accessibility to mechanical parts without the aid of a lift.

Where have the startling handles, ammeters, oil pressure gauges, sliding roofs, opening windscreens, one-shot greasing systems, etc., gone that used to be on the cheapest of cars?

Hebden. G. E. METCALFE.
[Hands up those who still build cars with separate chassis frames!—ED.]

* * *
THOSE RILEYS AGAIN

Sir,
I was delighted at last to see an article on Rileys in the November,

1970, issue.

As a Riley owner for over seven years I can really vouch for the cars. I have, in fact, never possessed another car and use one of my two Rileys for everyday transport. My total mileage over the past seven years has been 56,000. The total cost of my cars £165—being made up of £45 for my 1952 2½-litre years ago and £120 for my 1953 1½-litre saloon over seven years ago. The 2½ is my favourite car, is bodily in very good condition and still runs on its original pistons and unground crankshaft after 103,000 miles with an oil consumption of 600 miles per pint. My 1½ was rebored at 105,000 but still runs on an unground crankshaft after 126,000 miles.

I do all my own maintenance and only darken the doors of garages for M.o.T. tests. The 1½ engine is a beast to work on but the 2½ an absolute joy with easy access, by virtue of removable bonnet sides, and good solid castings—no modern-pressed tin rubbish.

Although I started by expressing delight over your article, I feel that in a way it is a pity as I now find that in one short month the average 1½ has appreciated approximately 60%—based on your average price and this month's prices. I trust that this trend is not the shape of things to come. I own my Rileys because they are cars, not investments.

I get the impression that some advertisers have no real knowledge of the cars, especially when advertising a 2½ as a 1950 RMF. According to my figures RMFs were not manufactured prior to 1952. My 2½—engine number RMB2 508—was sold in June, 1952, in which year 1,069 2½s were built. A simple arithmetical calculation therefore tells me that RMFs at the very earliest commenced production at the end of 1951.

Another curious point is the numbers of incredibly low-mileage cars advertised for sale—two in this month's issue. When one considers that the total production of 2½s and 1½s was only 22,665 this seems unbelievable. Perhaps Riley is a self-propagating species.

Edinburgh, 4.

NEIL M. ROSS.

* * *

BENTLEY AERO ENGINES

Sir,

According to Ricardo (1927) the Clerget rotary engine had a solid cylinder with head and two vertical valves operated by rockers. The Bentley rotary had a detachable head and a steel cylinder with an aluminium casing with fins on the outside. The valves are also vertical and operated by push-rods. This cylinder construction, according to the Science Museum Handbook on Engines (1936), was patented by R. Ayton in 1898.

The Clerget was built in England by Gwynnes, in 1916-17, 130 h.p. (120×160) and 150 h.p. (120×172). The Bentley (1917) 150 h.p. (120×170) and (1918) 200 h.p. (140×180) was made by Humber. The weights quoted for the 150 h.p. model are 400 for the Clerget and 408 for the Bentley.

The original Gnome rotary engine had two valves (the "monosoupape" came later). The Clerget came later. The Rhone rotary of 1913 was the first engine of this type with two positively-operated valves, again vertical.

Any good designer worth his salt picks up where others have left off—in time of war it is his clear duty. It is left to historians afterwards to find fault with this process.

London, W2.

H. G. CONWAY.

* * *

CREWE-CUTS

Sir,

You seem to have missed the most important theme of Alan Padgett's letter as to the modification of Crewe Bentleys to open sports racing cars.

To its credit The Bentley Drivers' Club have from January 1st this year altered its ruling on what is a standard vintage Bentley; even outside exhausts, unless originally fitted, are not allowed under this classification and the general emphasis for its trophies are now towards standard cars. The owners of these Crewe Bentleys find that they give them enjoyment in their hobby of motoring sport, within the club, without the need to butcher vintage Bentleys and this is the main reason for the present cars being built.

It may be difficult for the majority of your readers to understand that within the BDC, amongst the competitive element, there exists a fantastic spirit of comradeship, friendship and competitiveness and to be a part of this they are therefore only interested in having their

motor sport in a Bentley. To keep this spirit alive they have turned to the Crewe Bentley to make up the numbers necessary for them to hold their own competitions. Several members have vintage Bentleys but use a Crewe Bentley for their competition, and these have come from the scrap heap, not by butchering a present car as you suggest. Many have been rebuilt to a very high degree of engineering skill. Take a good look at Alan Padgett's car next time you see it; he has built this entirely on his own during his spare time over a period of more than two years. The detailed work and finish is in the tradition of the best vintage car rebuilds. That Padgett and others spend all this energy on this type of car may seem to most people a mystery, but the pleasure obtained from competing in Bentley events is something only they can understand.

Up to about 1960 it was accepted that modifications to vintage cars was reasonable on the grounds that they could then compete on equal terms with the then present sports production cars. However, progress in production sports cars has altered this position and during the past few years nearly everyone considers that vintage cars should remain original and not be modified, perhaps the proof being that original vintage cars fetch higher prices than those modified. It is now regretful that modifications were allowed but at the time it seemed reasonable.

I would agree that it is best to race a standard vintage Bentley but if, because of the cost of vintage Bentleys today, this is not a proposition then the modified Crewe Bentley is the answer as it has proved itself to be ideal for sprints, driving tests, hill-climbs and racing for those who must have a Bentley and are not interested in competition in other formulae of motor sport.

D.S.J. wrote last month in MOTOR SPORT about the 1970 season—"disputes with wranglers and arguments, protests and strikes".

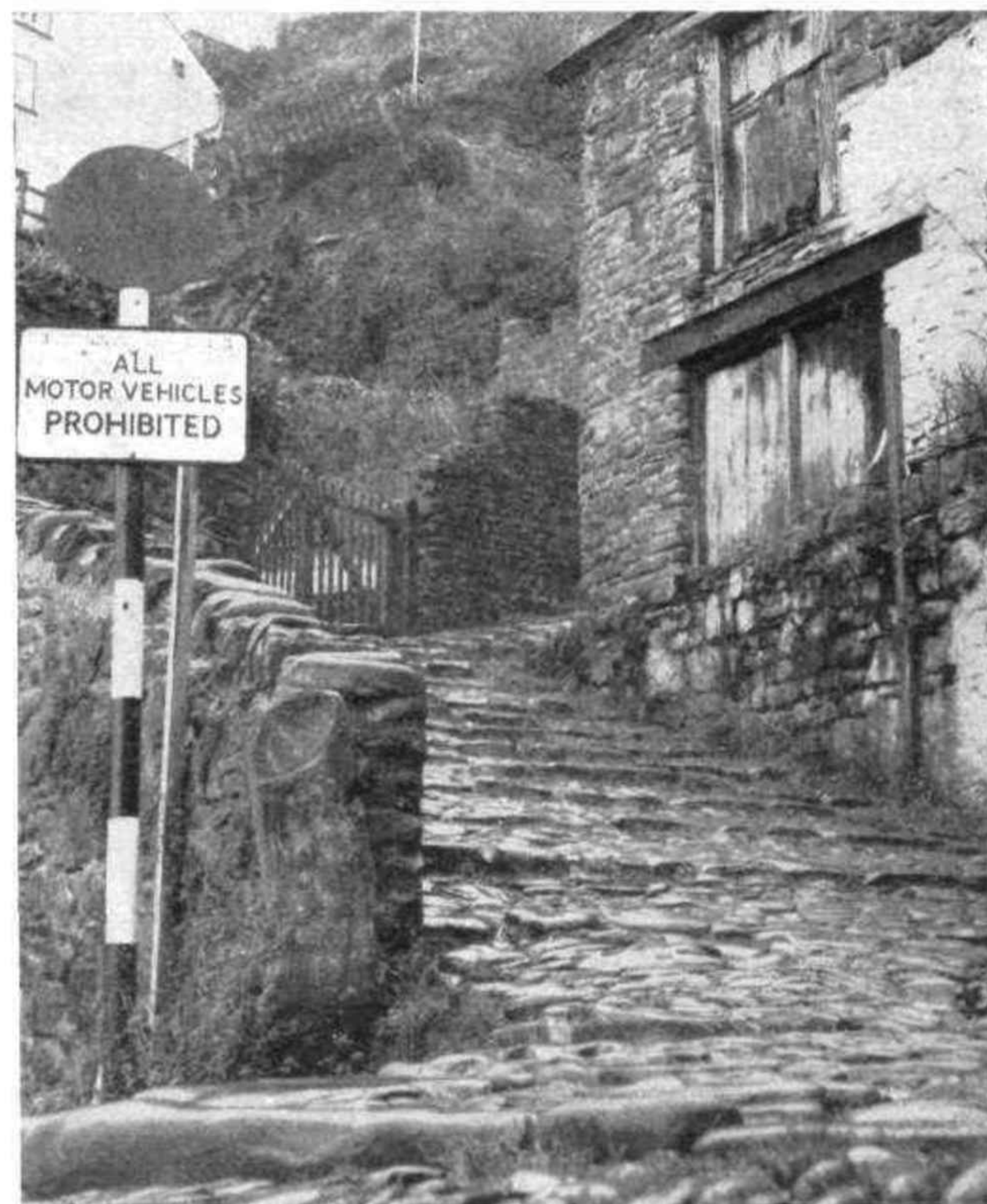
Thank goodness some of us can still enjoy our motor sport in our own amateur way, even though it may be in a car that W.B. considers "Bogus" or a "Hack-about" or an "Imitation Racer" or "Cut-and-Shot".

Waltham St. Lawrence.

BARRY EASTICK.

[Well, that's one in favour!—Ed.]

TAILPIECE



What, even Range Rovers?

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PLEASE WRITE CLEARLY

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1961 LANCIA AURELIA B20; ¼-LIGHTS; M.o.T. to mid-Jan., 1970; spare engine, gearbox, etc. £170 o.n.o. Sale due transference of affection to Mercedes-Benz 190SL. Tel.: 061-980 5408 (Cheshire). (0684) 1933 AUSTIN SEVEN, RUNNER; EX-celent bodywork, mechanics, tyres; third owner. £145. Tel.: Pottton (Beds.) 244. (0685) 1926 MORRIS COWLEY CHASSIS, ENGINE, gearbox, axles, scuttle, radiator, instruments, wheels, etc.; virtually complete; ideal vintage special or restoration; buyer collects. £67 10s. Tel.: Bradley (Staffs.) 402. (0686) SPRITE MK. I, B.R.G. EXCELLENT condition; Ashley bonnet, rebuilt engine, new hood and tonneau, also hard-top; two owners since new and offered with spare engine and gearbox at £275. Tel.: Crawley 22755. (0687) M.G. TC, 1947. B.R.G., WITH RED wires, partly restored and fairly original; rewired, rechromed, new wheel bearings, new hood, reconditioned engine; requires respray and internal trim. £250 or exchange Mk I Sprite, Horlock, 187 Mudford Rd., Yeovil. Tel.: 4282. (0688) 1936 RAILTON CVU 1. ELEGANT aluminium d.h.c.; taxed, M.o.T. £400. Tel.: Coventry 73822 (evenings). (0689) FIAT ABARTH ZAGATO 850S, 1959. Low mileage; full history available; reupholstered and recarpeted radio, brake servo; many mechanical replacements; r.h.d.; excellent throughout. £500 or exchange 1600E GT6 with cash adjustment. Lieutenant Bates. Tel.: Farnborough (Hants.) 41009 (evenings). (0690) TR4A, I.R.S., 1965. RED/BLACK TRIM. Motorola, wire wheels, safety belts, radio; superb offer. £555. Tel.: Staines 52655. (0691)

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FOR SALE—continued

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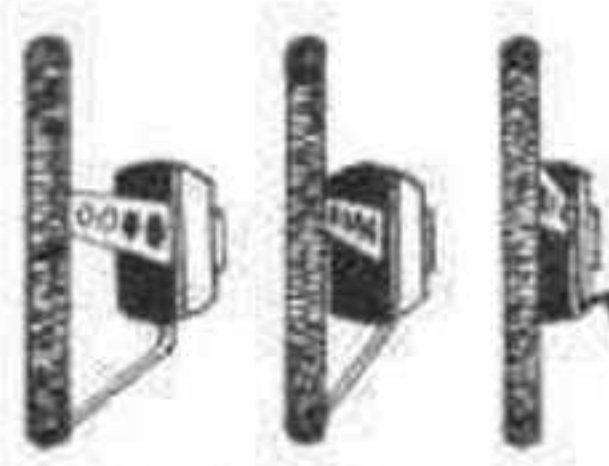
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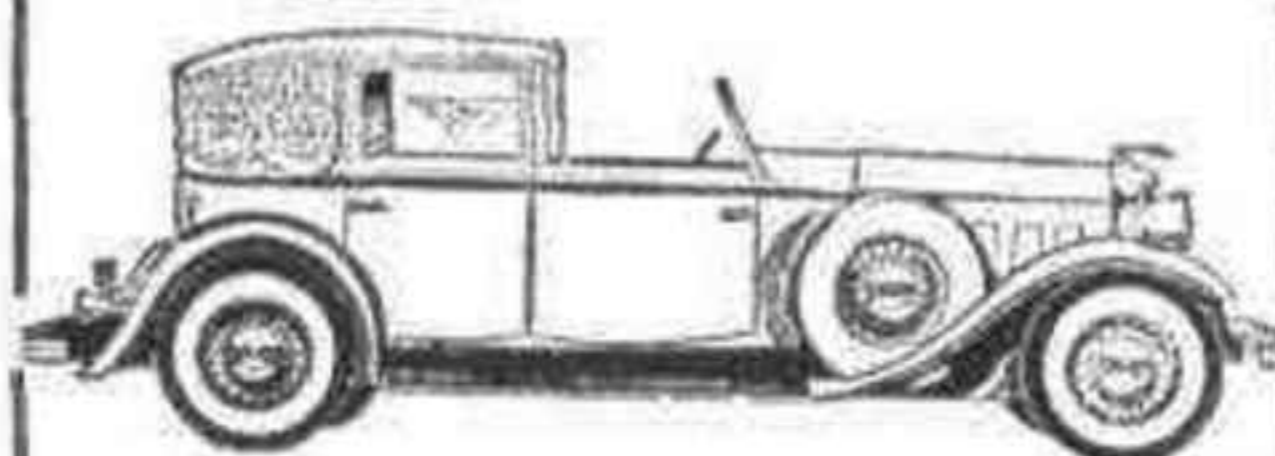
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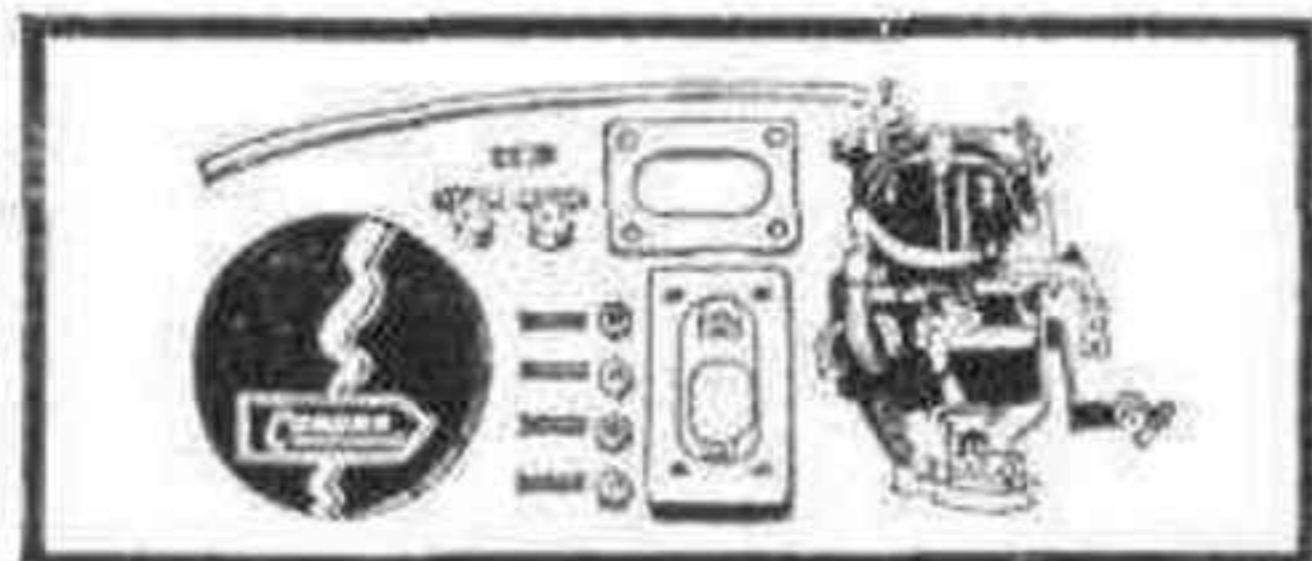
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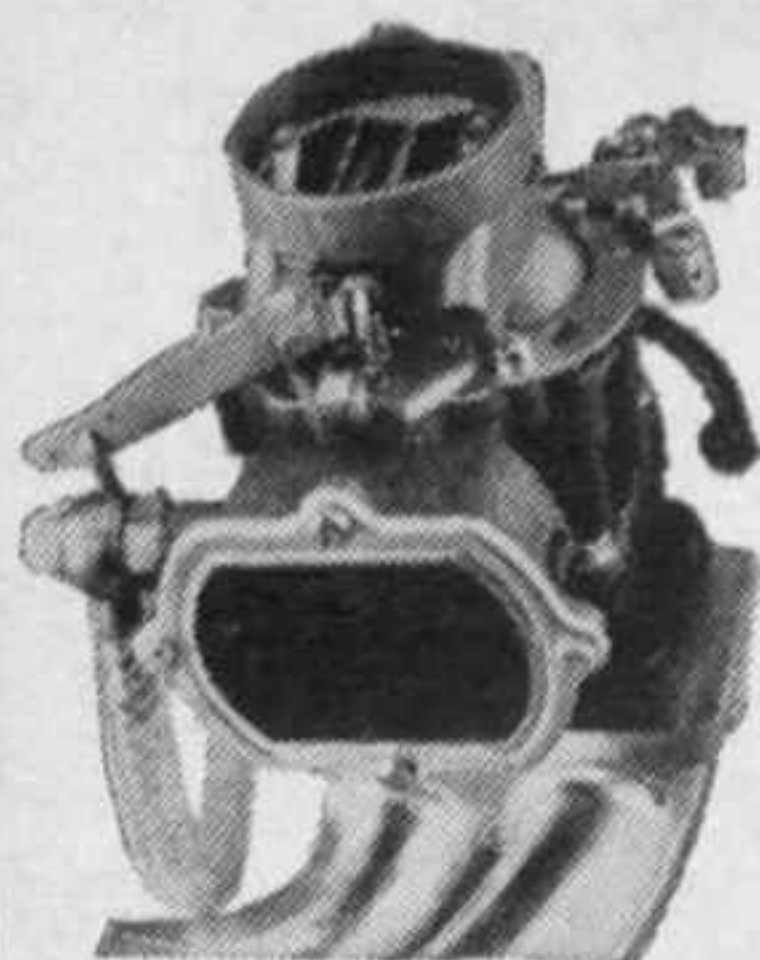
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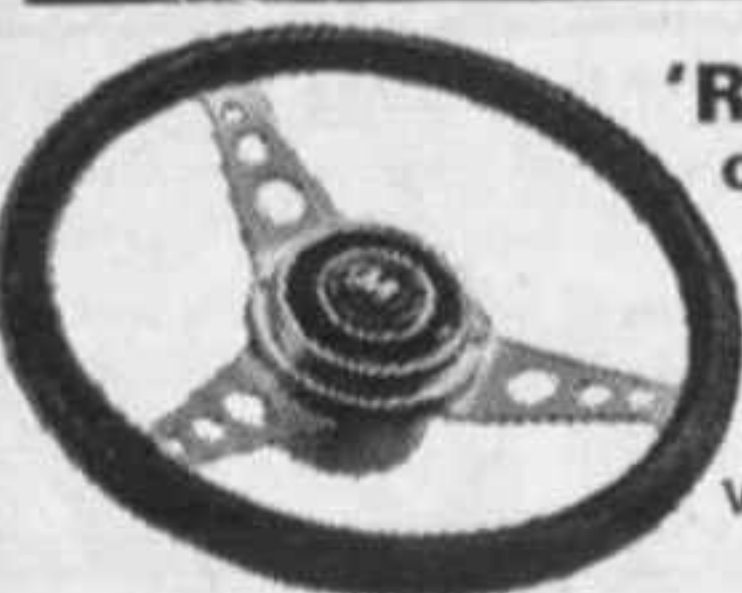


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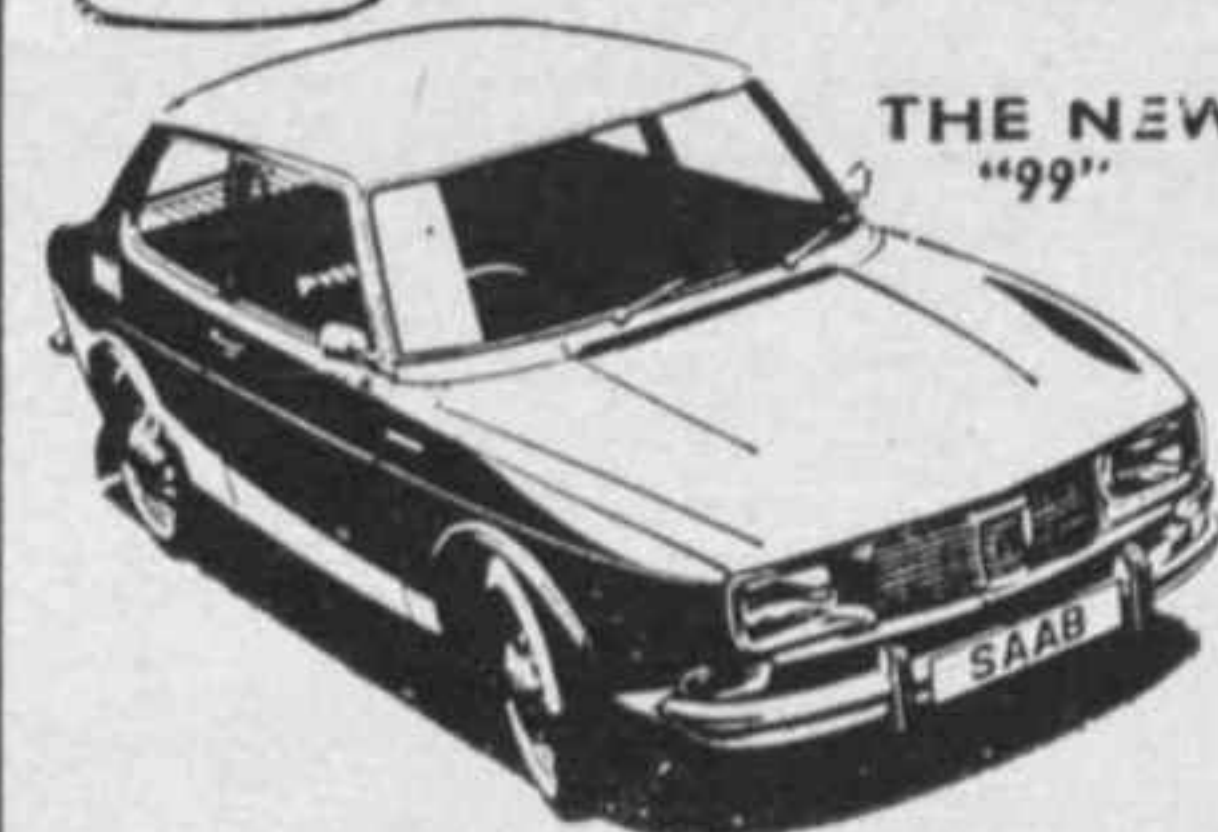
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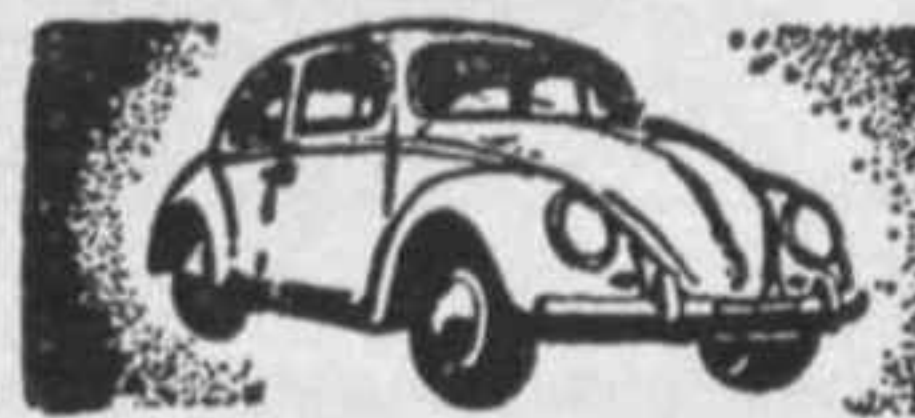
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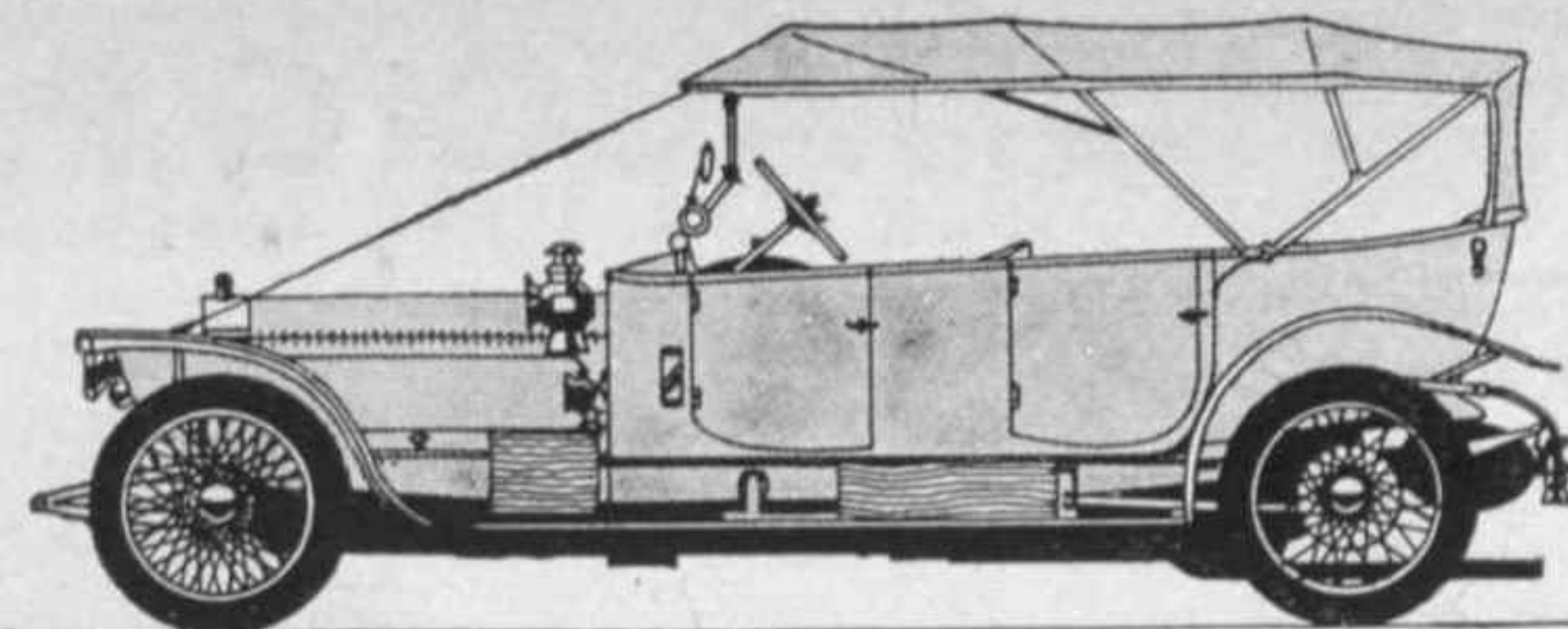
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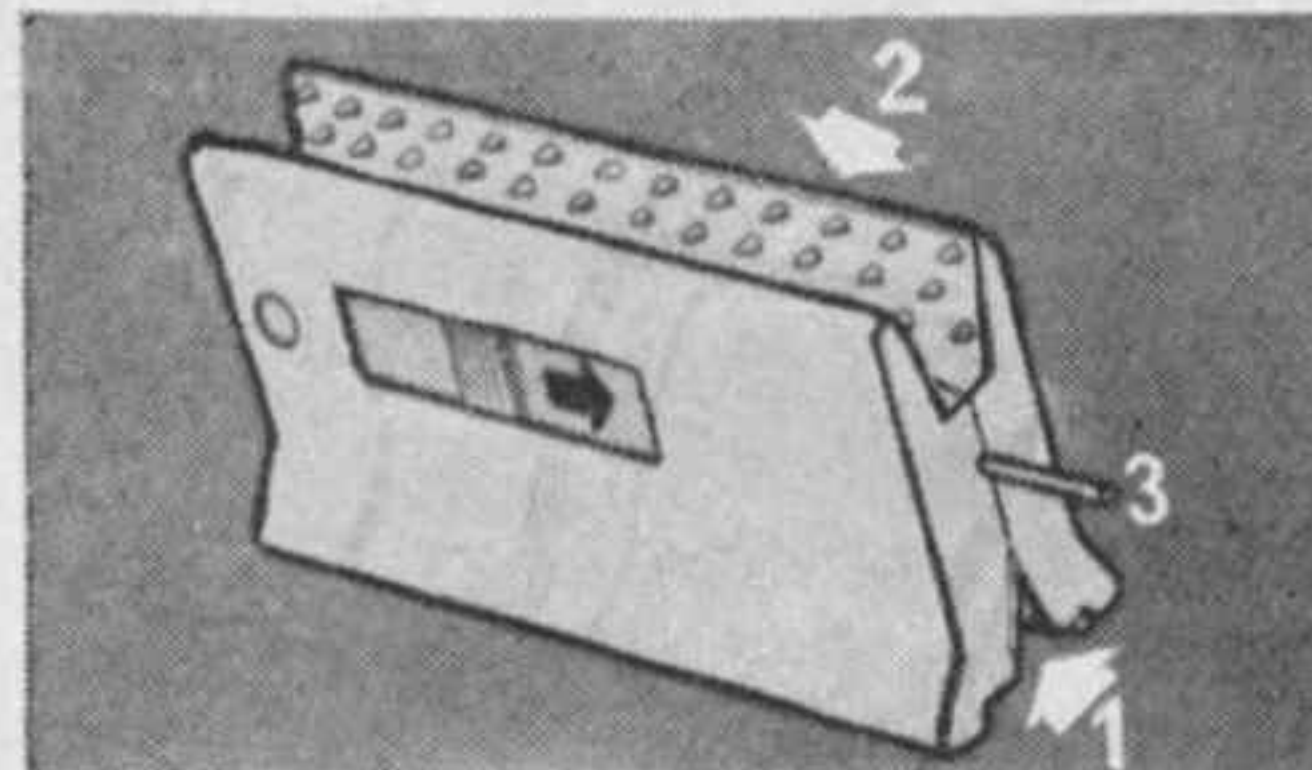
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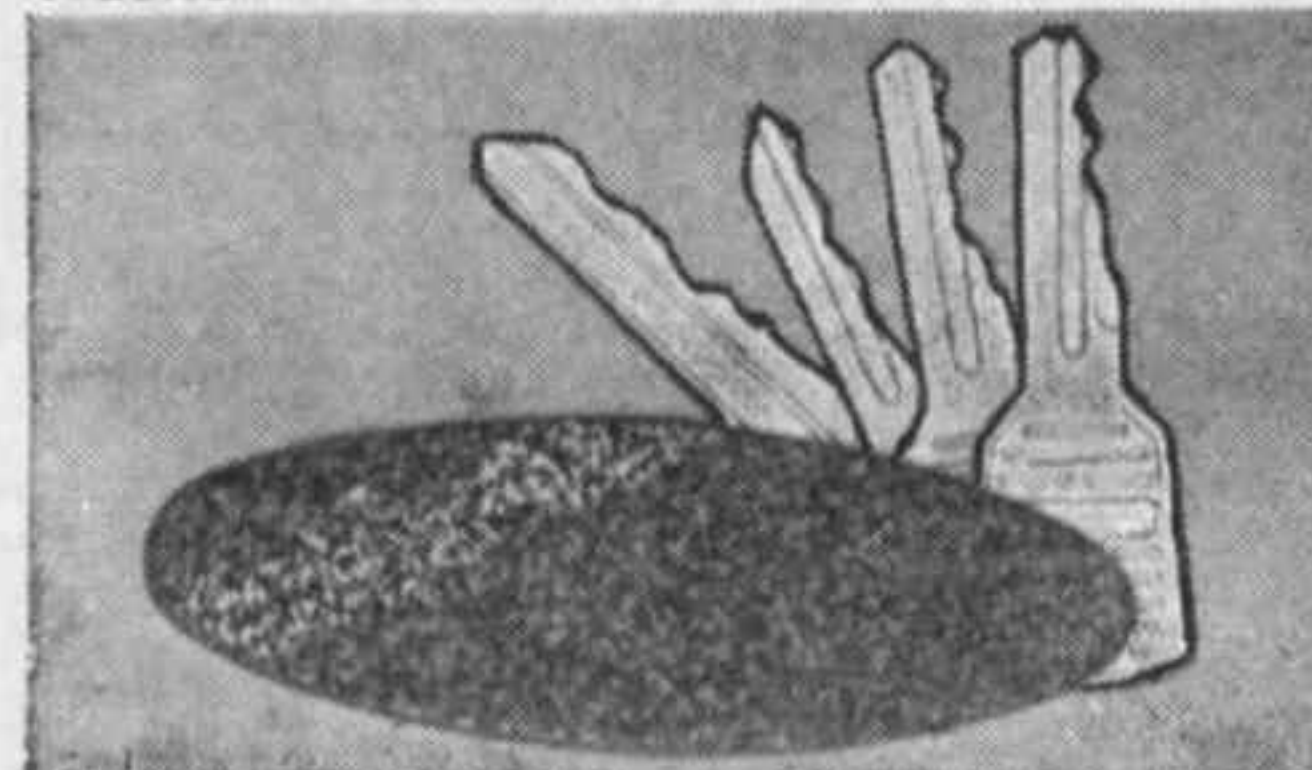
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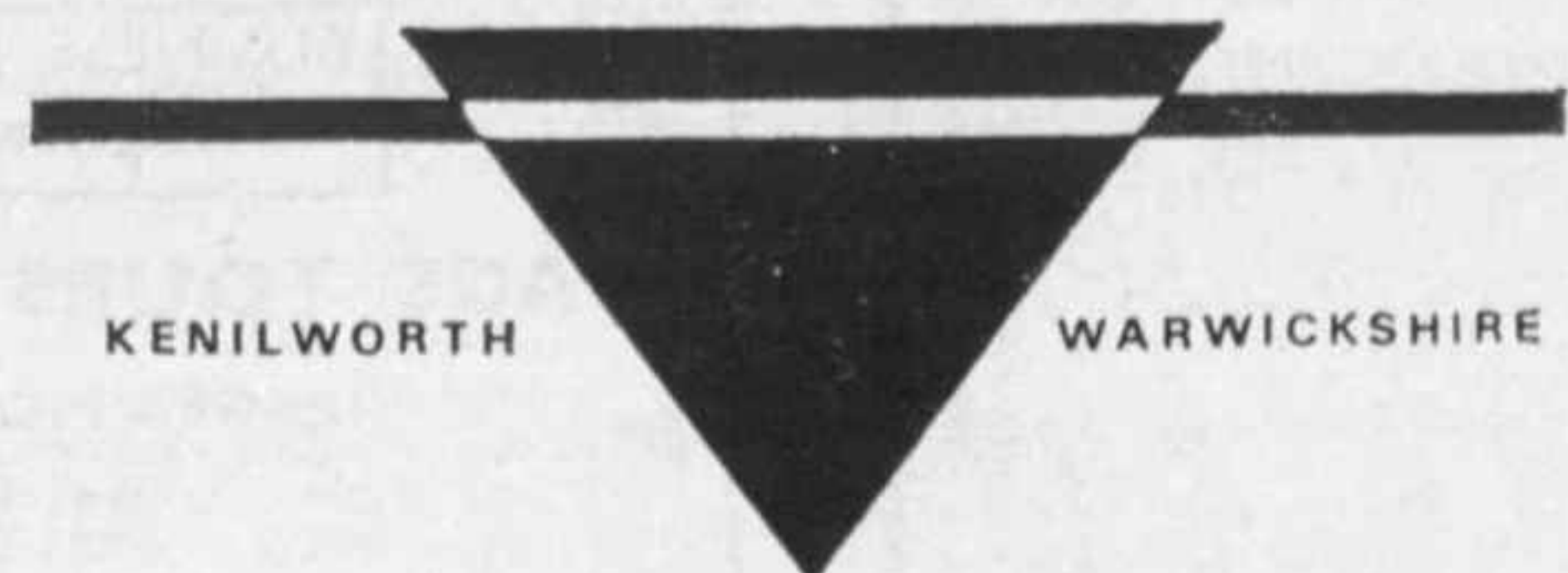
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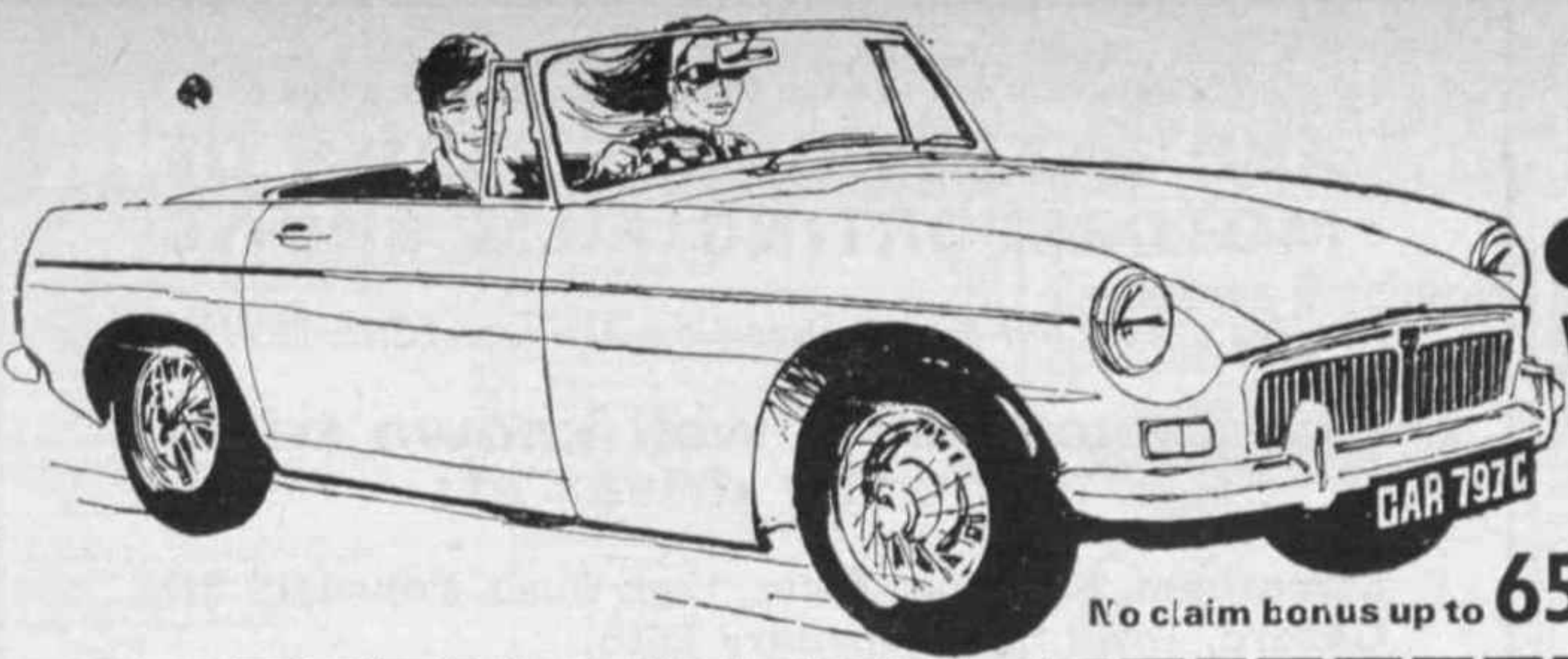
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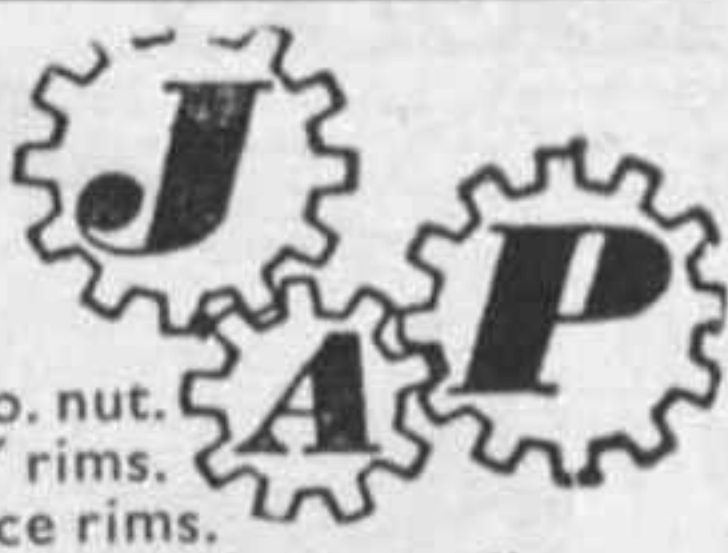
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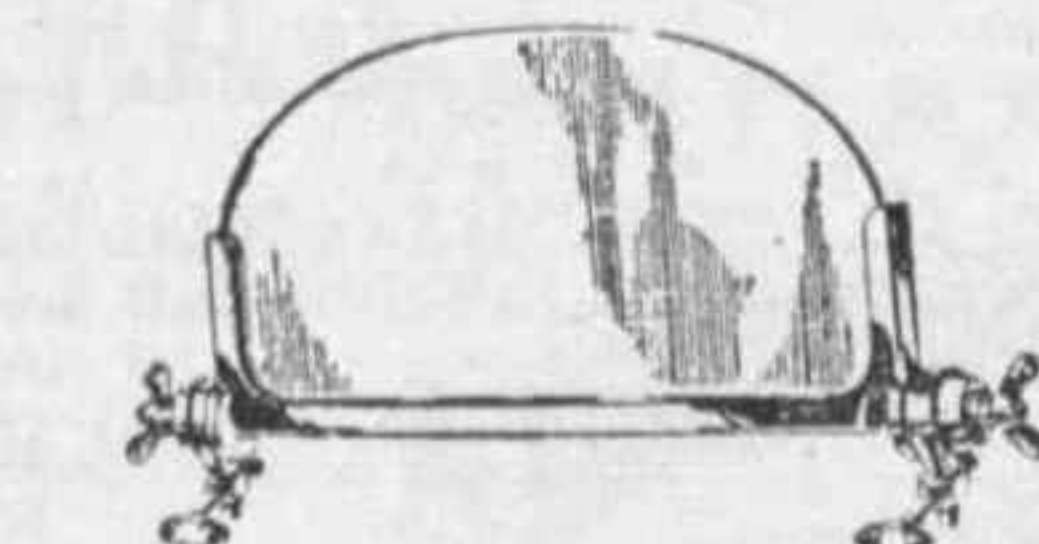
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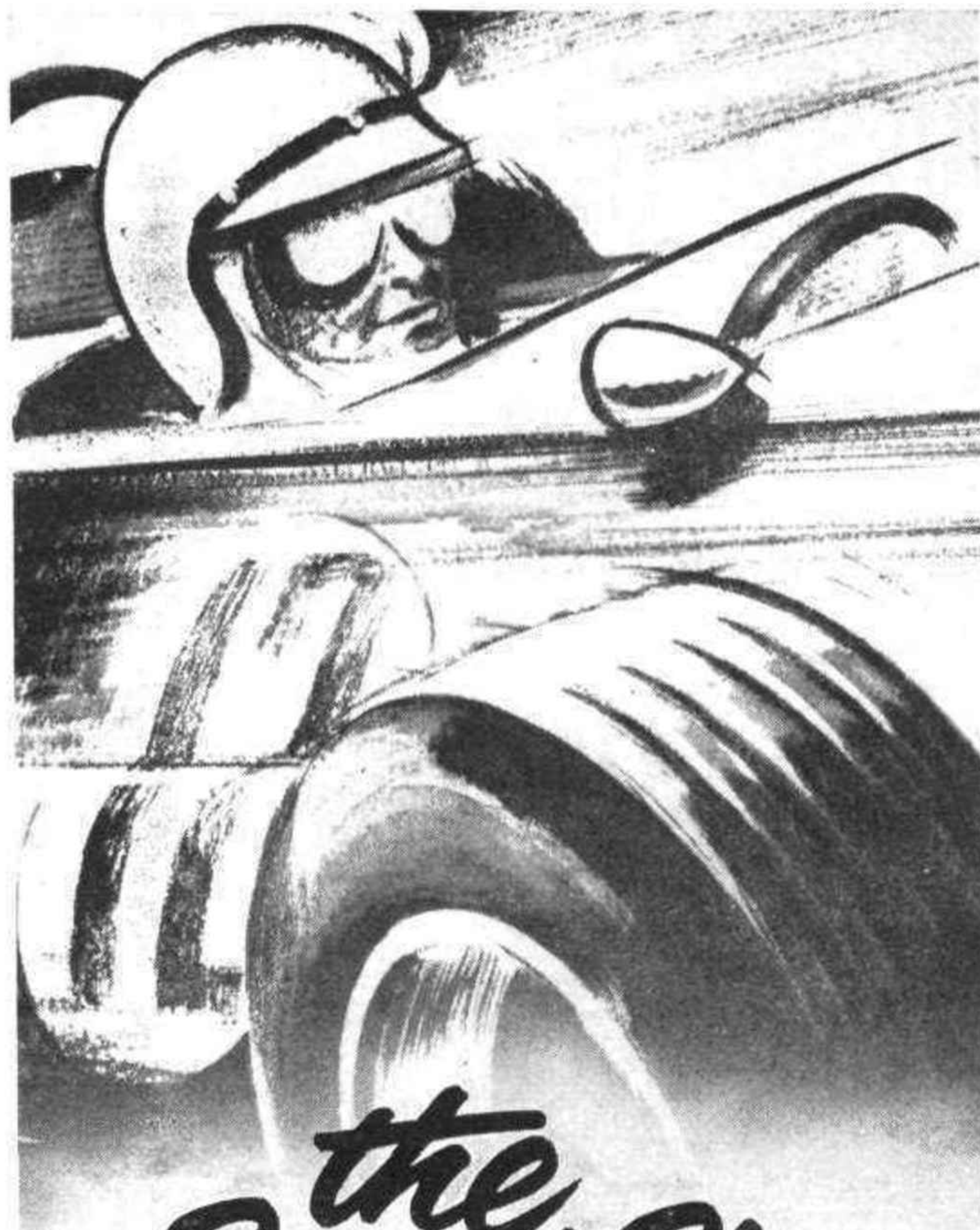
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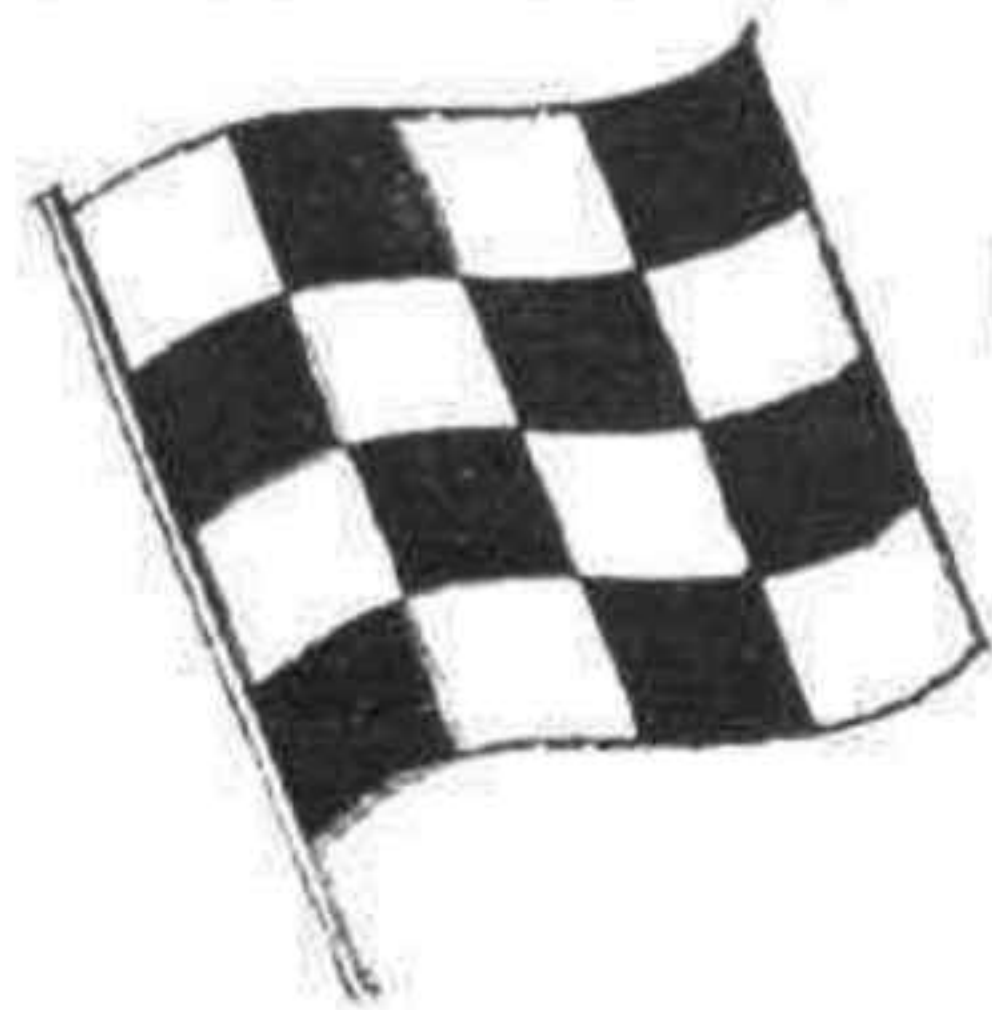
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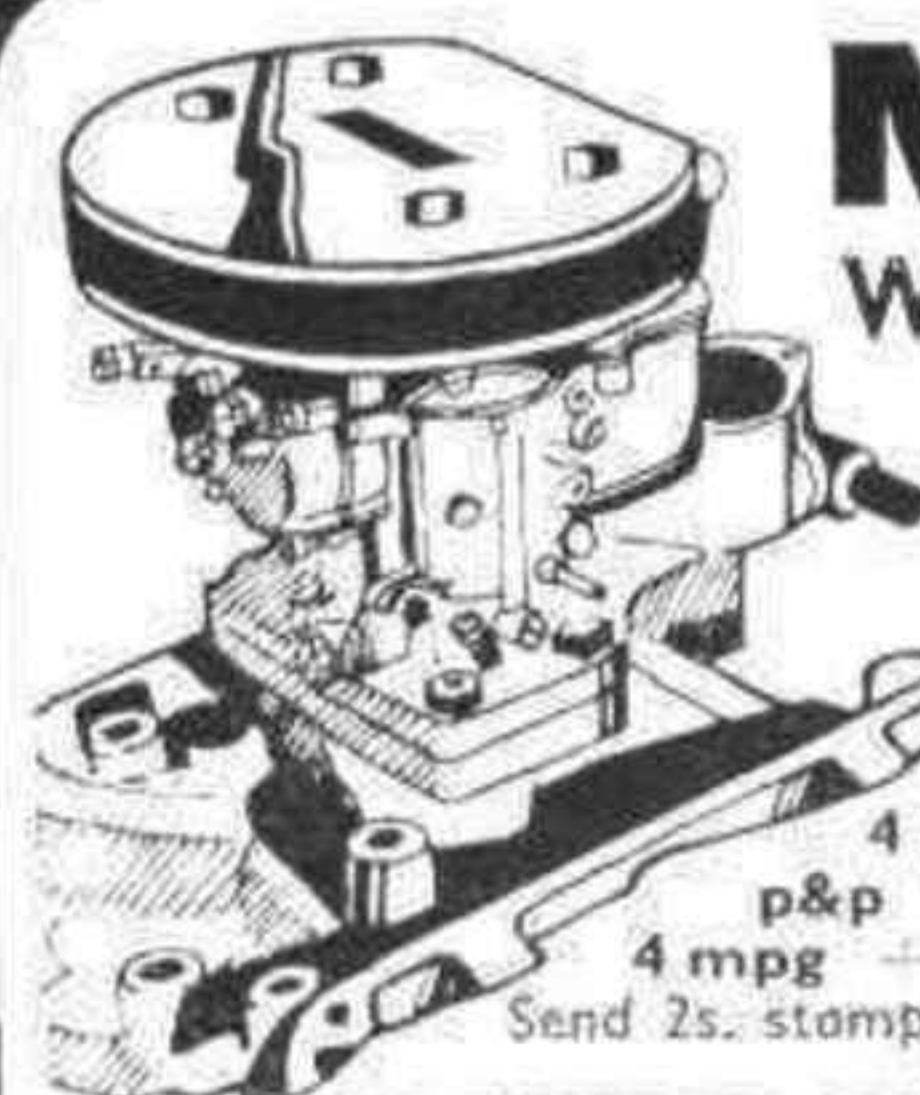
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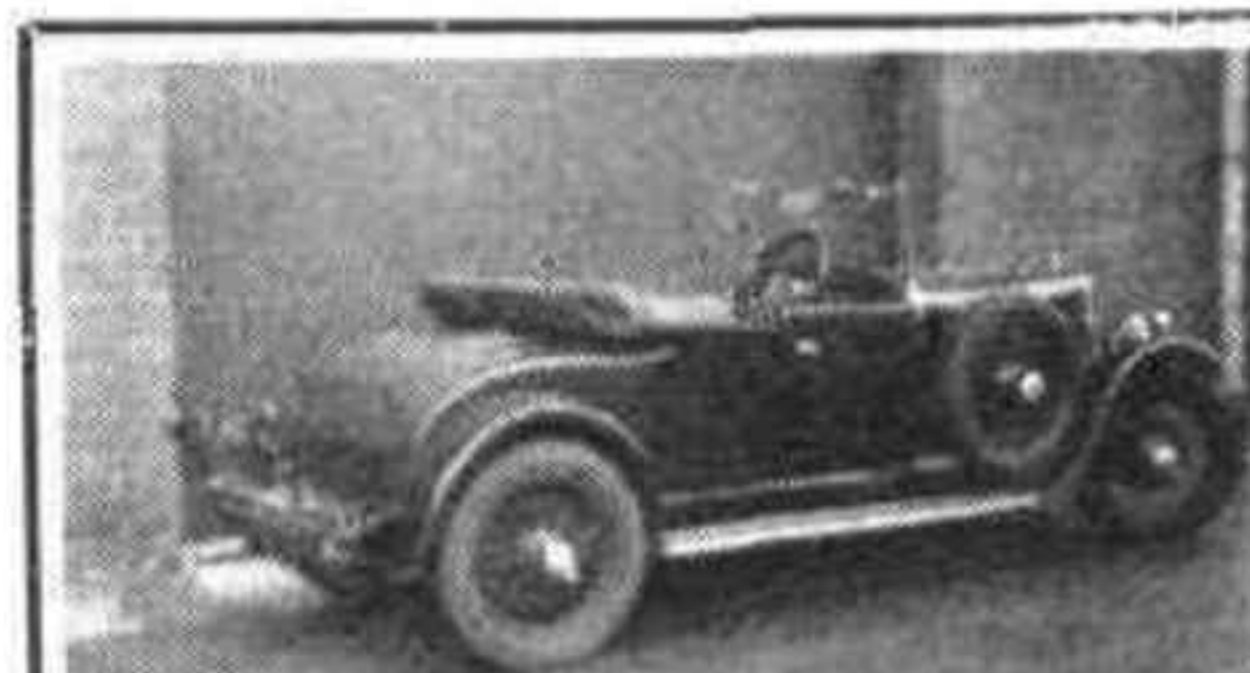
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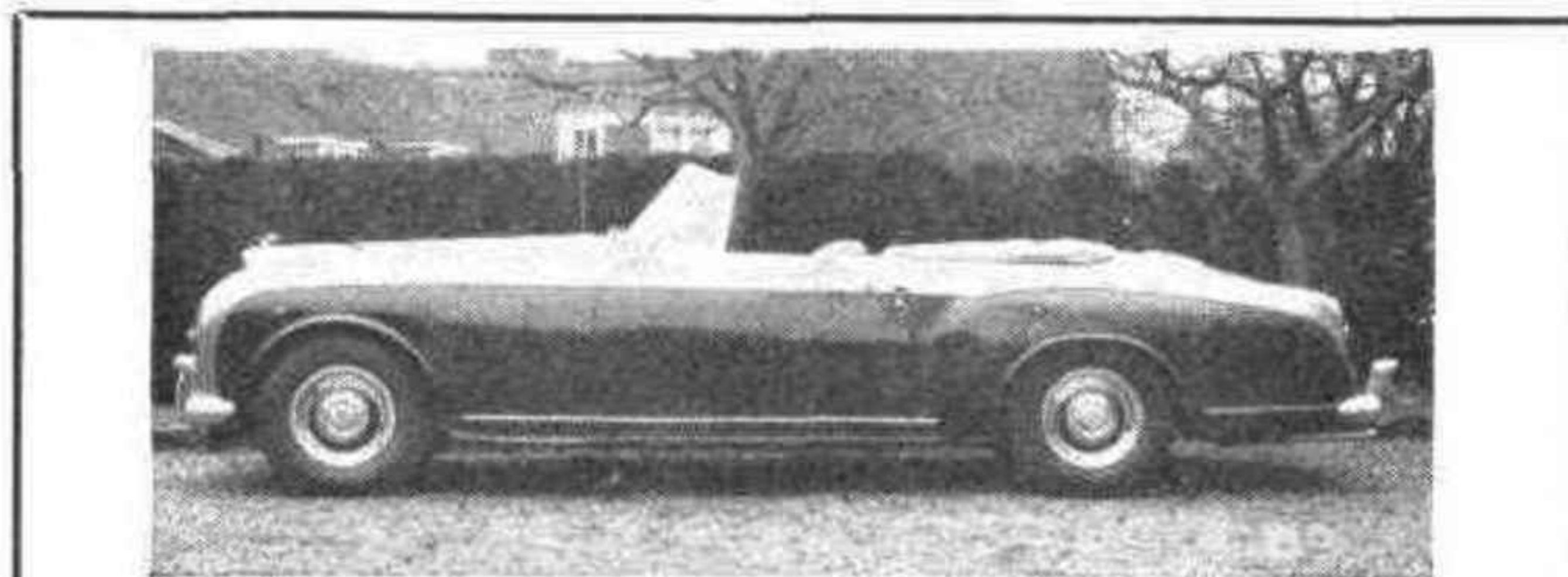
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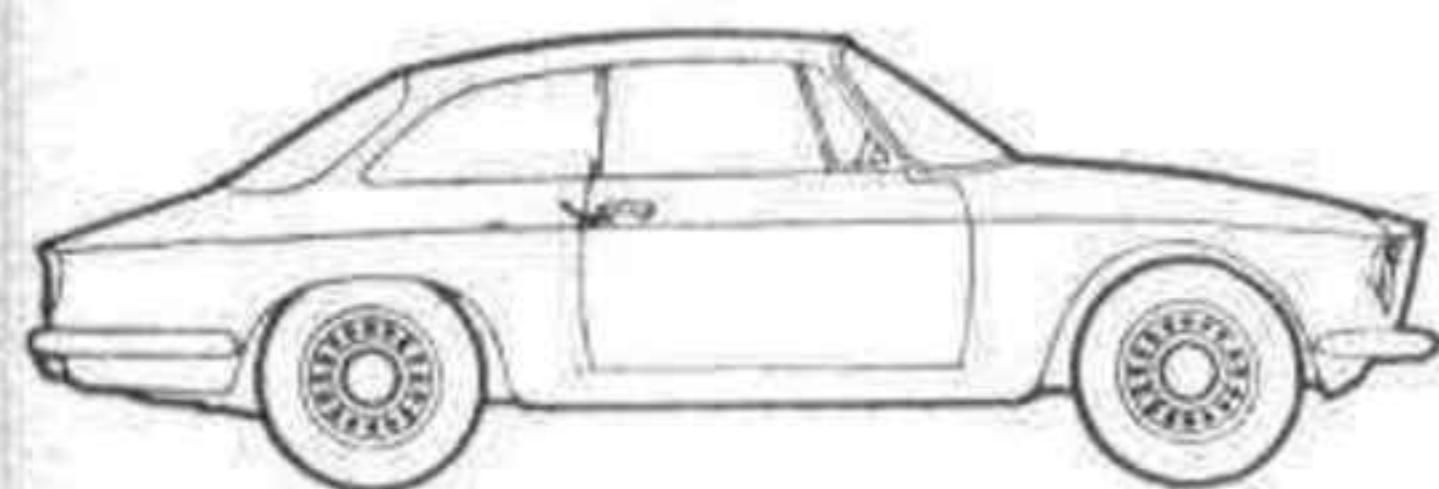
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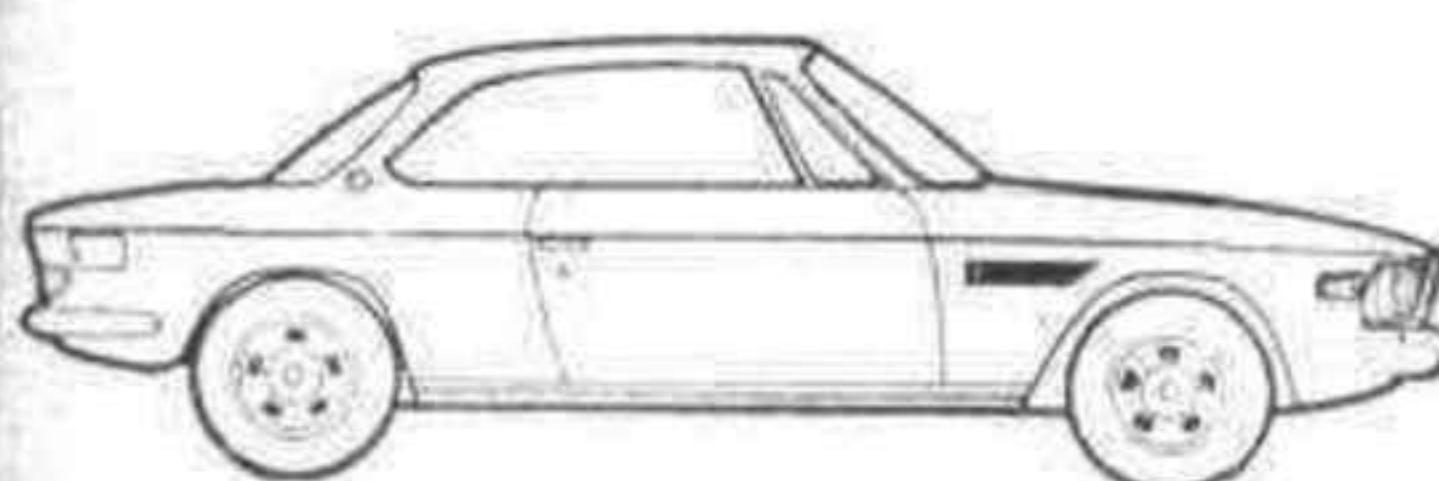
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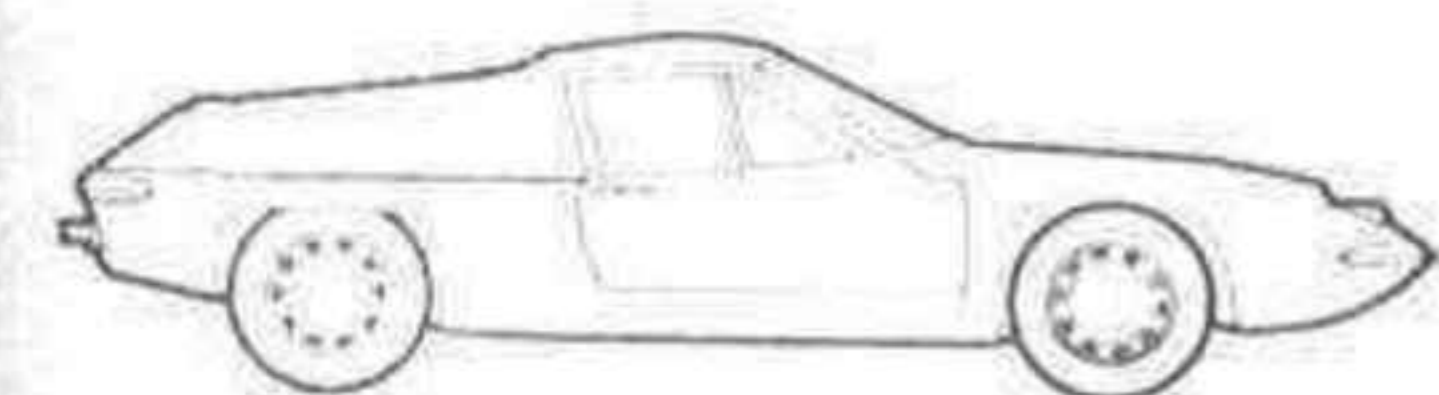
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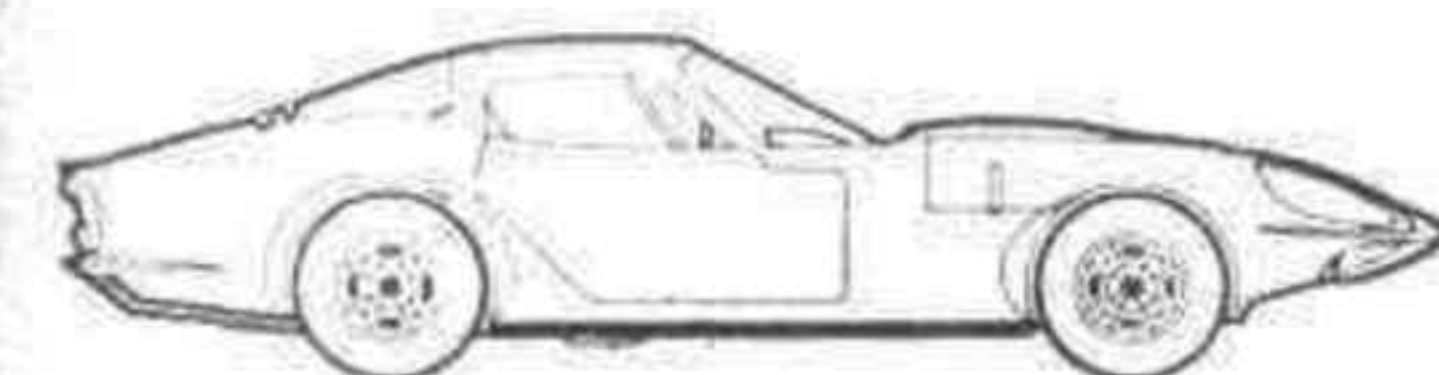
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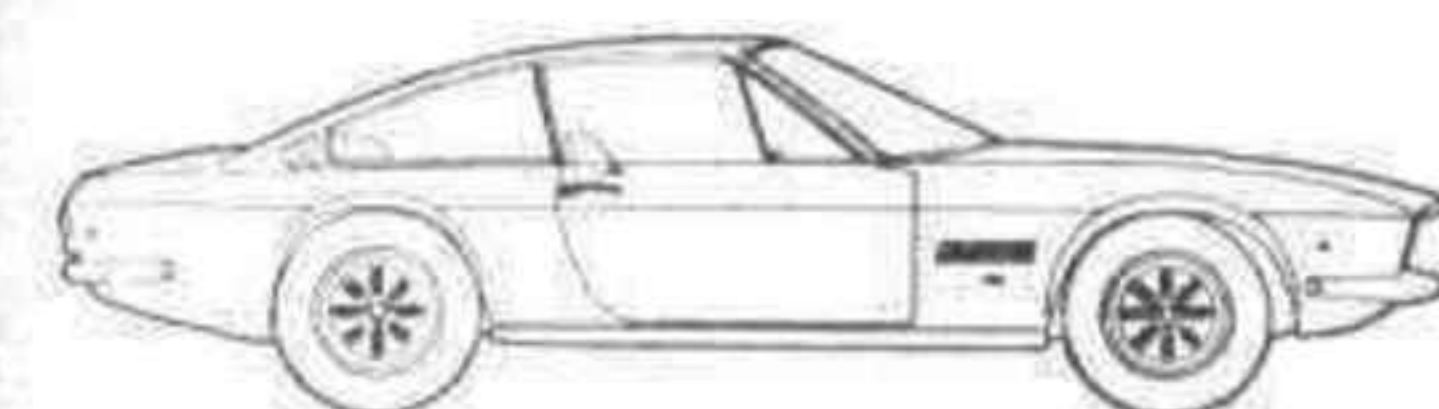
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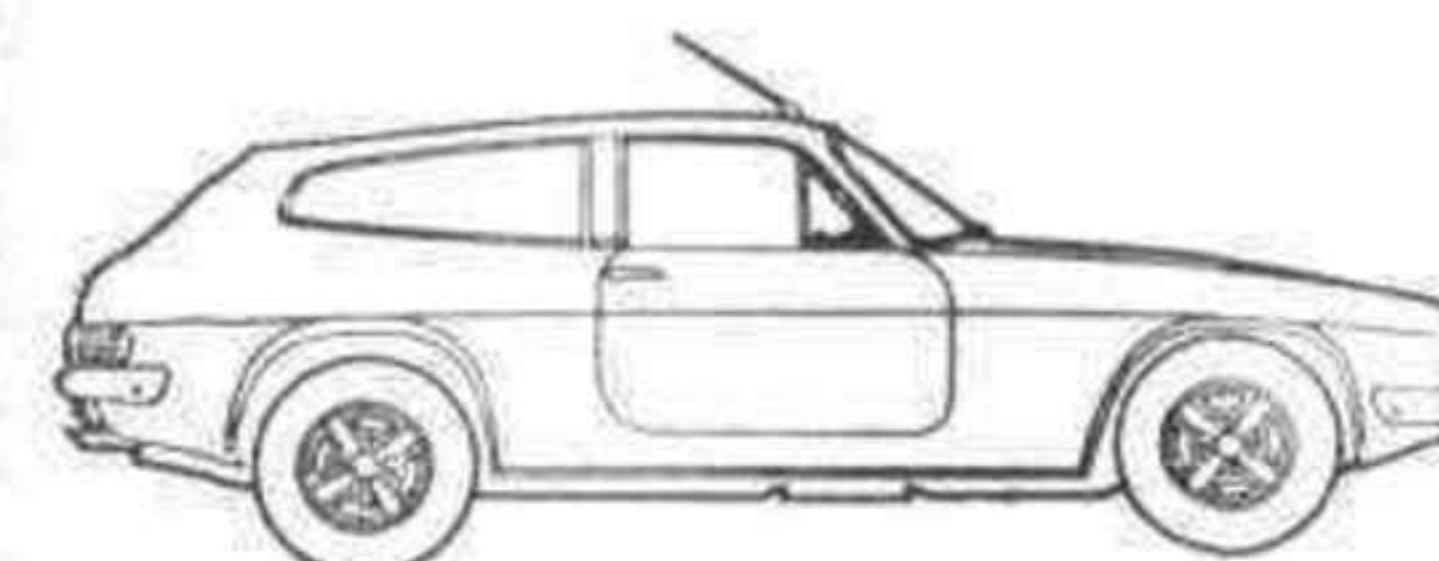
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1969 ALFA ROMEO Giulia Super. Finished in dark ochre, with simulated leather top and black trim. Fitted with a radio and Pirelli tyres. A one-owner car and 19,000 miles from new. £1,145.

1968 ALFA ROMEO 1750 Berlina saloon. Finished in English graphite with tan trim. Fitted with a radio this car has covered 21,000 miles and is in outstanding condition £1,445.

Similar Car available in red, fitted Pirelli tyres, radio and 22,000 miles from new; unblemished. £1,395.

1969 BMW 2002 coupé. Finished in white with blue trim. Fitted with a radio, this car has covered only 20,000 miles and is in outstanding condition throughout. £1,445.



1962 Type 407 BRISTOL. £500 recently spent at Bristol works including a complete mechanical overhaul. Finished in blue/silver with grey trim. (Illustrated) £995

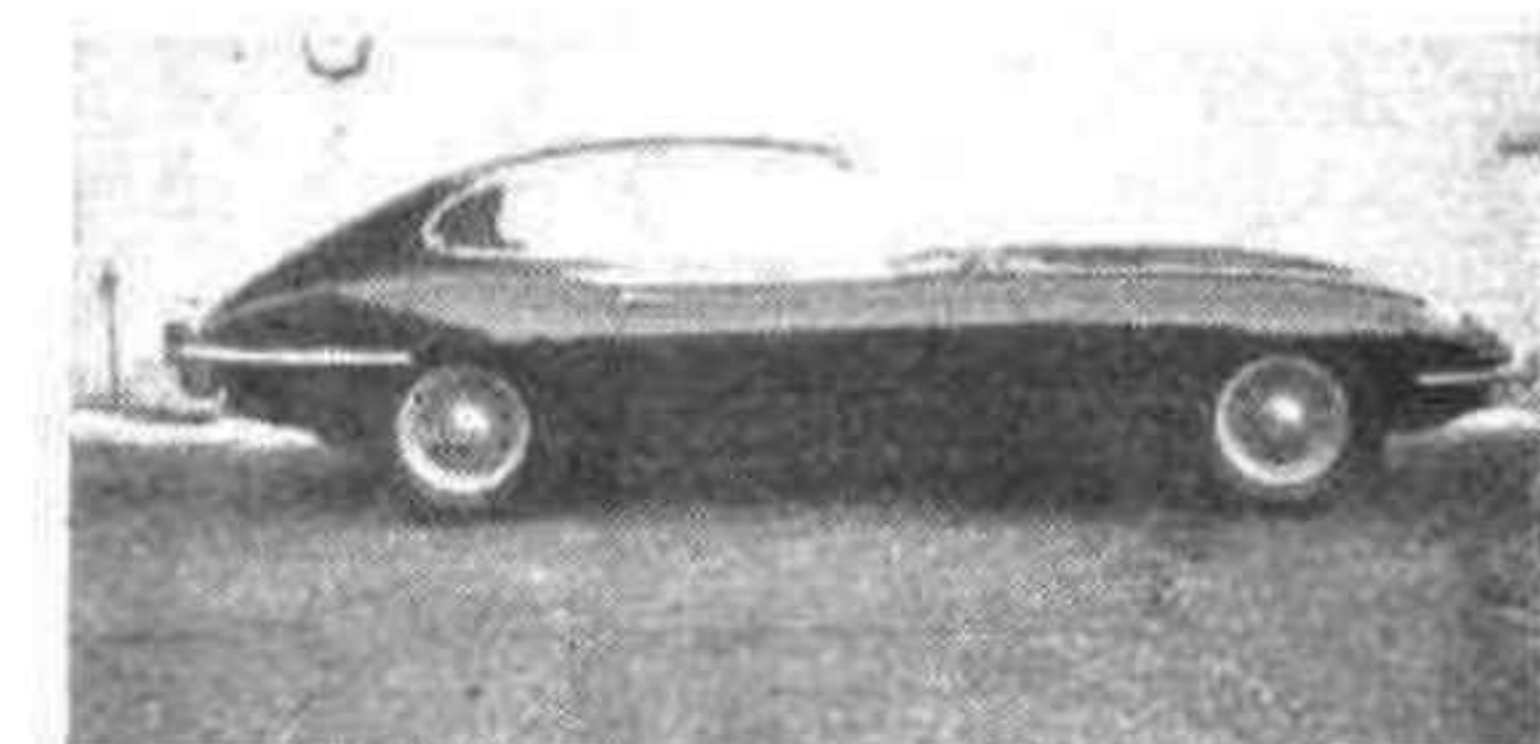


1969 FERRARI 365 GT 2+2. Finished in red with tan hide trim. This magnificent motor car is fitted with self-levelling suspension, magnesium wheels, electric windows and quarter-lights, radio and heated rear window. 19,000 miles only and in an outstanding condition throughout. (Illustrated) £6,395.

1969 FORD Cortina Uren Savage 'E'. Finished in beige with black trim. Fitted with a sun-roof, this car is an exceedingly potent motor car having covered only 21,000 miles from new. £1,345.

1969 FORD Mustang 5-litre V8 convertible. Right-hand drive. Finished in dark blue with black trim. Fitted with automatic transmission power hood Sundym glass, radio and Dunlop radial SP tyres. One owner from new. £2,495.

1969 GILBERN Genie 3-litre V6. Finished in dark sienna with black trim. This immaculate one-owner car is fitted with overdrive, sun-roof alloy wheels, electric windows, Motorola radio and quartz-halogen spot lights. 22,000 miles from new. £1,400.



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

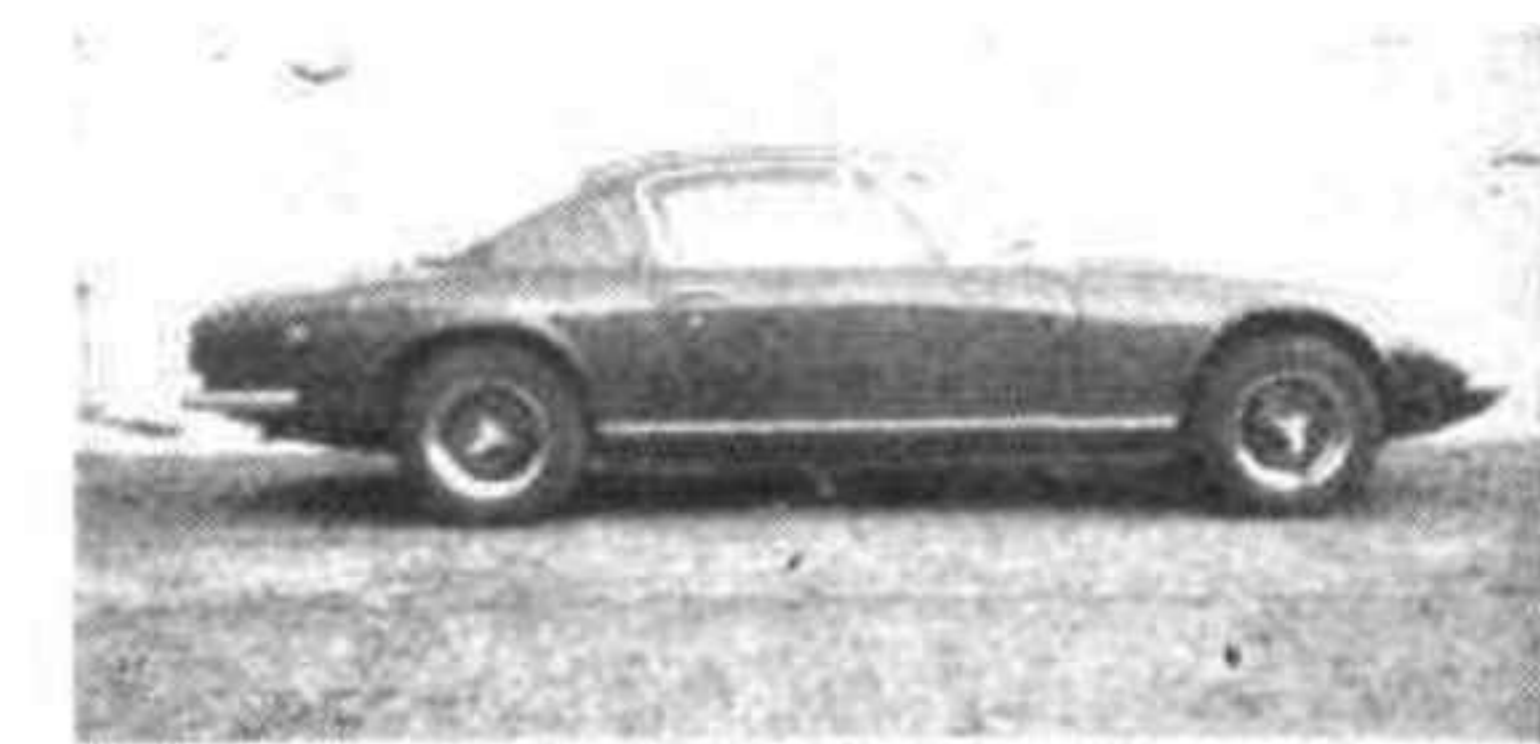
1970 'J' Reg. 'E'-type Roadster. Finished in primrose with black trim. Fitted chrome wire wheels, white-walled Aquajet tyres. Twin spotlights; 5,000 miles only. As new throughout. £2,245.

1969 JAGUAR 'E'-type 2+2 Automatic. Finished in sable with tan trim. Fitted with Sundym glass all round, sun-roof, Motorola radio, slot stereo, built-in headrests and chrome disc wheels. This exceptional motor car has covered 21,000 miles in the hands of one owner. £2,295.

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1969 LOTUS +2S. Finished in sable with black trim. Fitted with a radio and chrome wheels. A one-owner car and 22,000 miles from new. (Illustrated) £1,845.

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

1970 MARCOS Volvo 3-litre. Finished in chrome yellow, nominal mileage. Alloy wheels. **£1,795.**

1970 MARCOS Ford 3-litre V6. Tangerine, black trim, nominal mileage. Alloy wheels. **£1,745.**



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

1970 MARCOS 2-litre. Finished in tangerine. Fitted sun-roof, alloy wheels, new Avon tyres; one owner, 13,000 miles. **£1,395.**

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

1969 MARCOS 3-litre V6. Chrome yellow; radio, sun-roof, alloy wheels; 11,000 miles only. **£1,545.**

1970 M.G.-B GT. Finished in primrose with black trim. Fitted with overdrive, wire wheels, headrests, leather-rim wheel and rear seat. This car has covered only 8,000 miles and is as new throughout. **£1,345.**

1970 M.G.-B Roadster. Finished in red with black trim; fitted o/d, w/w, under-sealed 7,000 miles only. **£1,245.**

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.**

1969 M.G.-C GT. Finished in snow-berry white with black trim. Fitted with overdrive, wire wheels and Radiomobile. 17,000 miles. **£1,245.**

1968 'G' Reg. M.G.-C Roadster. Finished in snow-berry white with black trim. Fitted with overdrive, wire wheels, Motorola radio, slot stereo, Motolita wheel and burglar alarm. Outstanding condition throughout. **£995.**

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

1970 RELIANT Scimitar GTE. Finished in Manhattan blue with black trim. Fitted with Radiomobile, heated rear window and rear screen-wiper and overdrive. 10,000 miles only and as new throughout. **£2,095.**



1970 RELIANT GTE. Finished in satin silver with black trim. Fitted with overdrive, radio, heated rear window, rear wiper and Pirelli tyres. One owner from new. Exceptional condition. (Illustrated) **£1,995.**

1969 RELIANT Scimitar GTE. Finished in Everest white with black trim. Fitted with overdrive radio and Pirelli tyres. One owner and 16,000 miles from new. **£1,745.**

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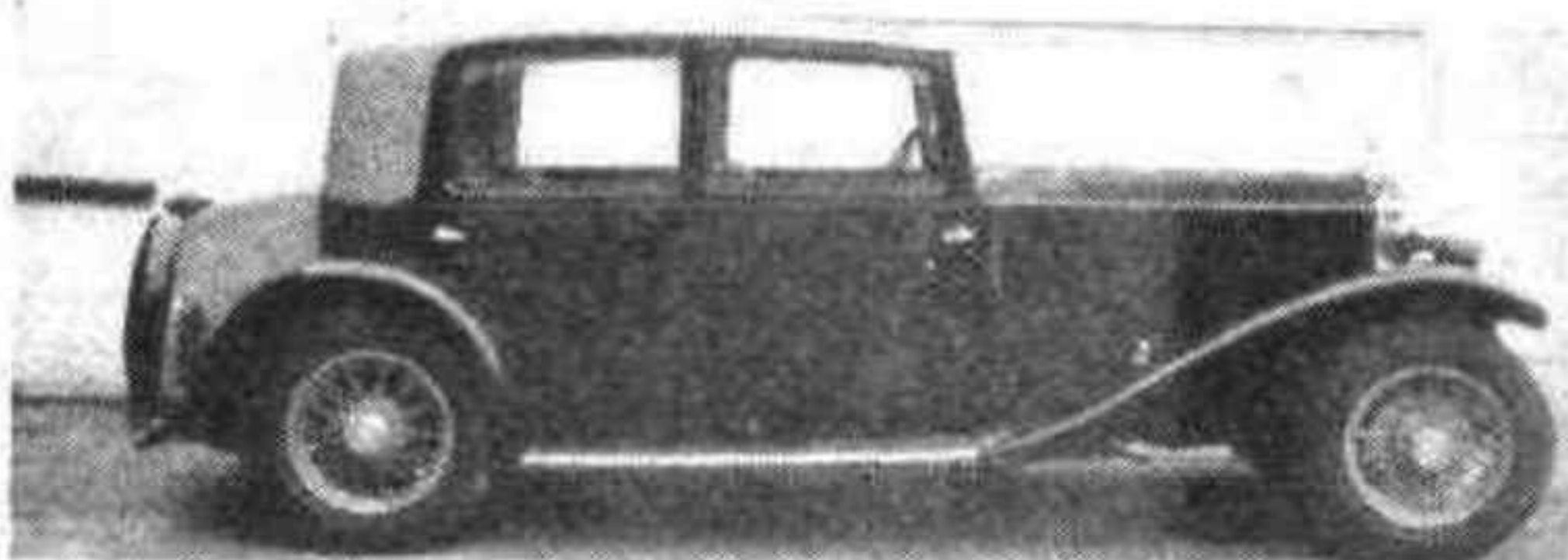
1968 TRIUMPH TR5 PI. Finished in conifer green with black trim. Fitted with overdrive radio and twin spotlights. This motor car has covered 24,000 miles from new and is an outstanding example. **£1,095.**

1968 T.V.R. Tuscan 4.7 V8, S/E. Finished in Roman purple with black trim. Fitted with black centred polished Minilite magnesium wheels. Offers perhaps the most shattering performance of any road car. **£1,495.**

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66 JAG. 3.4 'S', outstanding	£795		
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JAGUAR 'E'-Type f.h.c., 1964. Finished in mid-blue with chrome wire wheels. Completely unmarked. £850

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SUNBEAM Alpine Mk. IV, 1964. Hard-top, reclining seats. Bright red. Particularly well cared for. £395.

TRIUMPH Spitfire Mk. 2, 1965, in Wedgwood blue. Hard-top, radio. Extremely nice. £435.

AUSTIN HEALEY Sprite, 1965. White, red interior. Wood-rim wheel. The best we have seen. £425.

TRIUMPH Spitfire, 1965. Finished in red cellulose with black trim, hard- and soft-top, radio. £355.

M.G.-B, 1966. Old English white with red and black trim. Fitted Bermuda h/t., folding hood, wire wheels, overdrive, centre console, thermostatically controlled oil-cooler, twin spots, radial tyres. Fastidiously maintained. £765.

M.G.-B, 1964. Five-bearing engine. Red with black interior. Wire wheels, radio. Superb condition, well above average. £499.

TRIUMPH TR4A, 1966. Red cellulose with black interior. Fitted wire wheels and overdrive. Complete with new hood. Bargain at £725.

M.G. Midget, 1965. White with red trim. Fitted wire wheels, centre console, small leather-bound steering wheel. Good value. £415.

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FOR SALE—continued

BENTLEY 51, VELVET GREEN, BEIGE hide interior; 98,000 miles from new with full Rolls-Royce service history, two previous owners. This car has been maintained regardless of expense and is in new condition. Continental touring 22 m.p.g., London driving 17-18. Eight-track stereo radio, twin-heaters, etc., etc. A superb and economical car. £1,250 o.n.o. A. P. Locke, 3 Raymond Bldgs., Cray's Inn, W.C.1. Tel.: Chancery 7344. (0799)

M.G.-C 1968. IMMACULATE. £735. Overdrive, wires, radio, 16 Selsso Rd., Bywell Rd., Dawsbury, Yorkshire. (0875)

ROLLS SILVER DAWN 1953. JUST COMPLETED restoration at cost £1,400. Now superlative and as new. Midnight blue; manual. Tel.: Bolton-by-Bowland 254 (home), 051-227 1251 (business). (0876)

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LOTUS ELITE, 1962. TWIN CARBS., four branch exhaust, good condition, £550. N. Platt, 16 Thorsby Close, Brant Rd., Lincoln. Tel.: Stamford 4501, ext. 292 (office). (0881)

BRISTOL 401, 1952. BLACK, RECONDITIONED engine, new clutch, brake system, shock absorbers, etc. Offers: Tel.: 01-979 9169, Hampton, Middx. (0882)

GRANDMOTHER HAS THRASHED 1969 DB6 unmercifully for 23,000 miles since new. Grizzly details on request, hence about £3,300. Mark Goodson. Tel.: Jedburgh 08-356 2275. (0883)

"MOTOR SPORT" 1953 TO 1959. 10 missing, £5. Wanted February 1955, January, May, June 1960. Wakeman, 13 Fairhaven, Yate, Bristol. (0884)

1928 4 1/2-LITRE BENTLEY. ORIGINAL short-chassis tourer, S.A.E. for photos, details. Sensible offers to Box 2689. (0886)

FOR SALE—continued

LOTUS SEVEN, 1969 "H". MARIGOLD, green; radio, heater; Dunlop alloy wheels, 16,000 miles. Genuine reason for reluctant sale. £750 o.v.n.o. possible H.P. Tel.: Morris, Aldershot 24461, ext. 3609 (day), or 63 Alton Road, Fleet, Hants. (0885)

1923 WOLSELEY 7 H.P. ENGINE, BODY-work and upholstery restored to concours condition. £1,000 o.n.o. Tel.: Watford 29695 (evenings). (0887)

BEAUTIFUL ALPINE MK. IV. RECENT reconditioned engine; newish radials, many extras; hood, tonneau and hardtop which needs attention. £395. Watford 43135 (office hours). (0888)

LOTUS SUPER 7, 1968. METALLIC blue; 1,500 c.c. half-race engine with A/2 cam, gas flowed head with large valves and ports; Cosworth exhaust system; racing clutch; high pressure oil pump, 6 1/2" Magna wheels; 2,000 miles since engine rebuilt, 23,000 miles since new. Box 2690. (0889)

NO FANCY REGISTRATION NUMBER, just a very fast 1,293 c.c. Cooper "S". Complete conversion of engine and gearbox by Richard Miles; resprayed orange; Radlmobile, Benelite grilles, Maddash with all usual instruments, plus Restall seat, four new Michelins, reupholstered interior in black; centre armrest and console, etc., etc. £520; bills to show. For more details and an offer near £575, Tel.: 01-657 8032 (evenings please). (0890)

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ASTON MARTIN 1937, 2-LITRE LONG-chassis saloon; beautifully finished in Connaught green, extensive restoration all original; M.o.T. £650. 18 Park Drive, Wistaston, Crewe. Tel.: 68323. (0892)

VINTAGE AUSTIN 12/4 WINDSOR saloon; maroon and black, maroon interior, very good condition; recent work includes starter and magnets. £495 o.n.o. or exchange, cash adjustment either way, for vintage, p.v.t. or w.h.y.? B Oakburn Rd., Ilkley, Yorks. Tel.: Keighley 5491 (day), Ilkley 2392 (evenings). (0893)

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This car was built to special order by H. J. Mulliner & Co. Ltd. in 1956. The specification is unique and includes: Automatic transmission, electric division with adjustable front seats panel sun-roof, radios to front and rear, cocktail cabinets with cut-glass decanters, flasks and two sets of glasses, hallmarked silver vanity set and jewel drawers, sheepskin over-rugs, trumpet horns, wing mirrors and central flag mast.

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FOR SALE—continued

1960 MASERATI 3500 GT SUPER-leggera, alloy body, left-hand drive. Owner abroad requires quick sale. £500 o.n.o. Tel.: 047-481 2439 (evenings or weekends). (0895)

SUNBEAM IMP SPORT, LATE 1967 "F" registered; bronze; emery head, tach, special instrumentation; sun roof, reclining seats, radials; recent new valves. Impressive car, £415. Tel.: 01-946 6220. (0897)

M.G. TC 1964. MUCH REGRET having to sell beautiful Barrouche; very reliable; black with cycle wings. (I have originals) 16 in. wheels, new Cinturatos, king pins, battery, good hood; engine reconditioned 4,000 miles ago; bodily and mechanically in very good order. Four months tax. M.o.T. till November '71. £350. Tel.: Royston 41944 (after 6 p.m.). (0898)

1960 XK150 3.8 D.H.C. 9:1 "C"-HEAD, New hood, Turbospeed, top overhaul; rear end requires attention, hence £375, or P/E 3.4 auto Mk. II. Tel.: Newport (I.o.W.) 4031 Ext. 133. (0900)

LOTUS 2 + 2 1968. GOLD, SUPERB condition. £1,275. Tel.: Brookwood 3716 (Surrey). (0901)

M.G. MAGNETTE 2B JUNE 1958. ONE family owned and genuine mileage of 37,000 miles from new in beautiful condition; fine example of classic sports saloon. £265. H.P. arranged. Tel.: New Milton 613848. (0902)

FIAT 2300 S 1965. FERRARI RED; electric windows, reclining seats, r.h.d. sports coupé. Very fast, top speed approximately 130 m.p.h. In excellent condition throughout; fitted with many luxury features, new tyres and extras. £755. Exchange considered and H.P. Tel.: New Milton 613848. (0902)

BLINDNESS COMPELS SALE, 1966 automatic Mk. X Jaguar; 45,650 miles, new pads, front discs, wiper, radio. M.o.T. March. Plus "Motor Sports" 1932/1921. £750 o.n.o. Straker, Barrsbrae, Port Glasgow, Renfrewshire. (0903)

"E"-TYPE ROADSTER, 1966. CARMEN red, with black leather trim; 48,000 miles; new S.P. 41s, new hood, radio, boot rack, Miniite magnesium alloy wheels; excellent condition throughout. £1,270. Tel.: Cokermouth 3126 (6 p.m.-7 p.m.). (0908)

M.G. MIDGET, 1970 SERIES. RED, wire wheels; under 10,000 miles. £725. 19 Rowan Way, Rottingdean, Sussex. (1094)

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1907 6 1/2-LITRE LORRAINE-DIETRICH in bits, part restored, rear of body missing. Moving house, must sell. £1,500. 4 Hanover Crescent, Brighton. Tel.: 65809. (1180)

FOR SALE—continued

AUSTIN CHUMMY 1928. NICE ORIGINAL motor. Photo advert "Motor Sport" March 1970. Since fitted new hood, original lamps. M.o.T. March; engine needs attention; spare engine, chassis, axles, etc., all vintage. £50 worth new Wisk spares; handbook. Lot £295. Tel.: Wythall 3209. (0904)

XK150 3.8 MANUAL, 1960. EXCELLENT bodywork, interior, tyres, etc. £450. Tel.: Bishops Cleeve (Glos.) 3134. (0905)

TR6 (JUNE 1969). LAUREL/BLACK; overdrive, wires, soft- and hard-tops; one owner; excellent condition. £1,295. Several extras available. Tel.: 0384-54771 (weekdays), or write: Hawley, Wellington House, Stone, Staffs. (0906)

DAIMLER SP250, "C", 1963. 1540. D. Rock-Evans, 1 Meadow Ter., Sheffield 11. (0907)

ALVIS TA21 3-LITRE SALOON, 1951. Excellent condition. M.o.T.; any reasonable offer secures. Tel.: Brackley 2857. (0909)

M.G. TF 1250. BLUE. NEW TONNEAU, spots; luggage rack; recent £100 rebuild; superlative value. £480. Box 2691. (0910)

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ASTON MARTIN DB4, 1960. CHROME wire wheels, new clutch, tyres, usual extras; excellent condition. £850 o.n.o. Tel.: 01-722 4943. (0912)

LOTUS CORTINA, 1966. ORIGINAL condition throughout; one owner family car. Must be best available. £575. Tel.: Cuffey (Herts) 3462. (0913)

ASTON MARTIN DB3. 1957. RARE chance to obtain one of these classic saloons. Green, grey interior, triple carburettors, dual exhaust, overdrive, servo/discs. M.o.T. Dec.; almost new Cinturatos. £495. Jones. Tel.: Tonbridge 61762 or 01-283 8211. (0914)

DAIMLER SP250B, 1961. GOOD EX-cept for steering box and window winders. £275, including manual. Tel.: Moles (Brownhills) 05-436 2741. (0915)

RILEY, 1923, 14 H.P. TOURER. ONE owner from new; completely rebuilt and upholstered; very original condition; full history known, including photos taken at Brooklands in 1923. £1,300. Tel.: Aldershot 23038. (0917)

JAGUAR 340, 1968. MANUAL (OVER-drive). Red with beige upholstery; radio, h.r.w., new tyres. £1,000 o.n.o. Mr. Brown, Park Lodge, Scott Rd., Prestbury. Tel.: 061-834 4076 (day), 061-778 8151 (evening). (0918)

BENTLEY 4 1/4 2/3-SEATER COUPE by James Young; original; agent maintained; under 70,000 miles. Tel.: Farnham (Surrey) 5901 (evenings preferably) or write: Box 2692. (0921)



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

ELAN, 1970, f.h.c., S/E. Porsche orange, radio, power aerial; excellent condition **£1,435**

ELAN d.h.c., S/E, 1969. Metallic mist green; excellent condition **£1,345**

Twin Cam CORTINA, 1968. Silver fox, 22,000 miles **£775**

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

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

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(Illustrated) MARCOS Mini, 1967. Cooper S unit, mag. wheels, radio, fully trimmed. Superb example that must be seen **£565**

TRIUMPH Spitfire sports Mk. II, 1965. Most attractive with wide wheels, etc. Engine carefully overhauled **£455**

ALFA ROMEO Giulia Sprint, 1962, 2/4-seater, 1,570-c.c. unit, 5-speed gearbox, etc. A desirable car with lovely lines **£395**

ALFA ROMEO Giulietta Sprint 2/4-seater. Similar to the above but with a 1,290-c.c. engine, 4-speed gearbox and R.H.D. **£365**

N.S.U. Sport Prinz fastback coupé, 1963, 2/4-seater. A very pretty and economical car, looks worth much more than **£225**

Probably coming in: M.G.-B GT 2/4-str. f.h.c., 1966; Triumph TR4A, 1965; Triumph TR4, 1962; M.G. Midget, 1962; Jensen 541.

(Illustrated) HEALEY 3000 Mk. III 2/4-str., 1967. Mag. wheels, detachable hard-top, overdrive. Absolutely magnificent* **£995**

HEALEY 3000 Mk. III 2/4-str., 1965. Another outstanding example with overdrive, wire wheels, etc., and must appreciate* **£695**

M.G.-B sports, 1966. A near immaculate specimen with wire wheels, radio, five-bearing engine, oil cooler, etc.* **£685**

M.G.-B sports, 1965. Similar specification to the above with wire wheels, etc. A particularly nice car at* **£595**

M.G. Midget Mk. II, 1966. Wire wheels, winding windows, etc. Appears to have been carefully looked after* **£495**

JAGUAR XK150 'S' 3.8-litre, 1960, 2/4-seater fixed-head coupé. Overdrive, etc. Really exceptional. An investment at **£690**

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SUNBEAM Alpine Series V, 1,725-c.c. convertible, 1966. Overdrive. Owned by one family only and well worth inspection* **£545**

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1970 Lotus +2 'S'. French blue with black trim. Heated rear window, radio and radial tyres. A one-owner car which was supplied and maintained by ourselves from new. Recorded mileage 8,000 **£2,195**

1969 Lotus +2 'S'. Finished in bright red with black roof and rear panel. Fitted with chrome wheels and radial tyres. A one-owner car with recorded mileage of 20,000 **£1,895**

1969 Lotus +2. Yellow with black trim. Fitted with tinted windscreen, heated rear window, selmar alarm and spot lamps. A one-owner car supplied new by ourselves. Recorded mileage 18,000 **£1,495**

1969 (Series) Registered December 1968 Lotus +2. Specially finished in Sable. Fitted with +2 'S' type seats. An impeccably maintained one-owner vehicle. Recorded mileage 19,000 **£1,475**

1969 Lotus Flan S/E d.h.c. White with black trim. Fitted with Selmar Alarm and tonneau cover. Recorded mileage 18,000 **£1,325**

1967 Lotus Flan S/H d.h.c. Bahama yellow with black trim. Fitted with push-button radio and radial tyres **£1,095**

1967 Lotus Flan d.h.c. Specially finished in aqua blue with black interior. Knock-on wheels, power brakes, push-button radio etc. Recorded mileage 28,000 **£1,045**

1965 (Oct.) Lotus Flan S.2 d.h.c. Burnt sand with black trim. Fitted with radio, air horns, burglar alarm and extra gauges. Recorded mileage 47,000 **£745**

1970 (Nov.) 'J' Registered Lotus Europa. (current type). Yellow with black trim. A unique opportunity to acquire a virtually new car which is just run in. Recorded mileage 1,400 **£1,445**

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 **£1,335**

1970 Lotus Europa. Specially finished in Lilac metalflake. Specification includes cosmic alloy wheels and servo brakes. Recorded mileage 3,000 **£1,495**

1970 Lotus Europa. Royal blue with black trim. Specifications include, cosmic alloy wheels and radial ply tyres. Weber carburettor conversion, twin fuel tank, servo brakes. An immaculate one-owner car supplied new by ourselves. Recorded mileage 8,576 **£1,395**

1969 Lotus Europa S.2 Red with black trim. Fitted with push-button radio, servo brakes and wheel trims. An impeccably maintained one-owner car. Recorded mileage 13,000 **£1,295**

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**

M.G.

1970 (May) M.G. 'B' roadster. White with black trim. Fitted with overdrive, wire wheels and push-button radio. Recorded mileage 8,000 **£1,195**

1970 M.G. 'B' roadster. Blue Royale with black trim. Fitted with folding hood, tonneau cover, wire wheels, S.P. tyres and I.Q. spot lamps. A very beautiful one-owner car with a recorded mileage of 7,000 **£1,145**

1969 M.G. 'B' G.T. British racing green with black trim. Fitted with wire wheels. Recorded mileage 16,000 **£1,165**

1969 'H' registered M.G. 'C' Automatic roadster. British racing green with black trim. Fitted with push-button radio, tonneau cover and wing mirrors. **£1,095**

1969 M.G. 'B' roadster. Mineral blue with black trim. Fitted with overdrive, wire wheels, radial tyres and push-button radio **£1,125**

1969 M.G. 'B' roadster. White with black trim tonneau cover and radial tyres. One lady owner, recorded mileage 13,000 **£975**

1969 M.G. 'B' roadster. Red with black trim. Fitted with wire wheels, folding hood **£995**

1969 'H' Registered M.G. 'C' GT. White with black trim. Fitted with overdrive, wire wheels, radio and heated rear window. Recorded mileage 22,000 **£1,195**

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1968 Fiat Dino Coupe. Jade green with tan trim. This very rare and exciting vehicle has a very full specification which includes: magnesium wheels, 5-speed gearbox, electric windows and radio. The power unit is of course the Ferrari designed 2-litre V.6 40 H.C. unit. Ample accommodation for 4 adults **£2,395**

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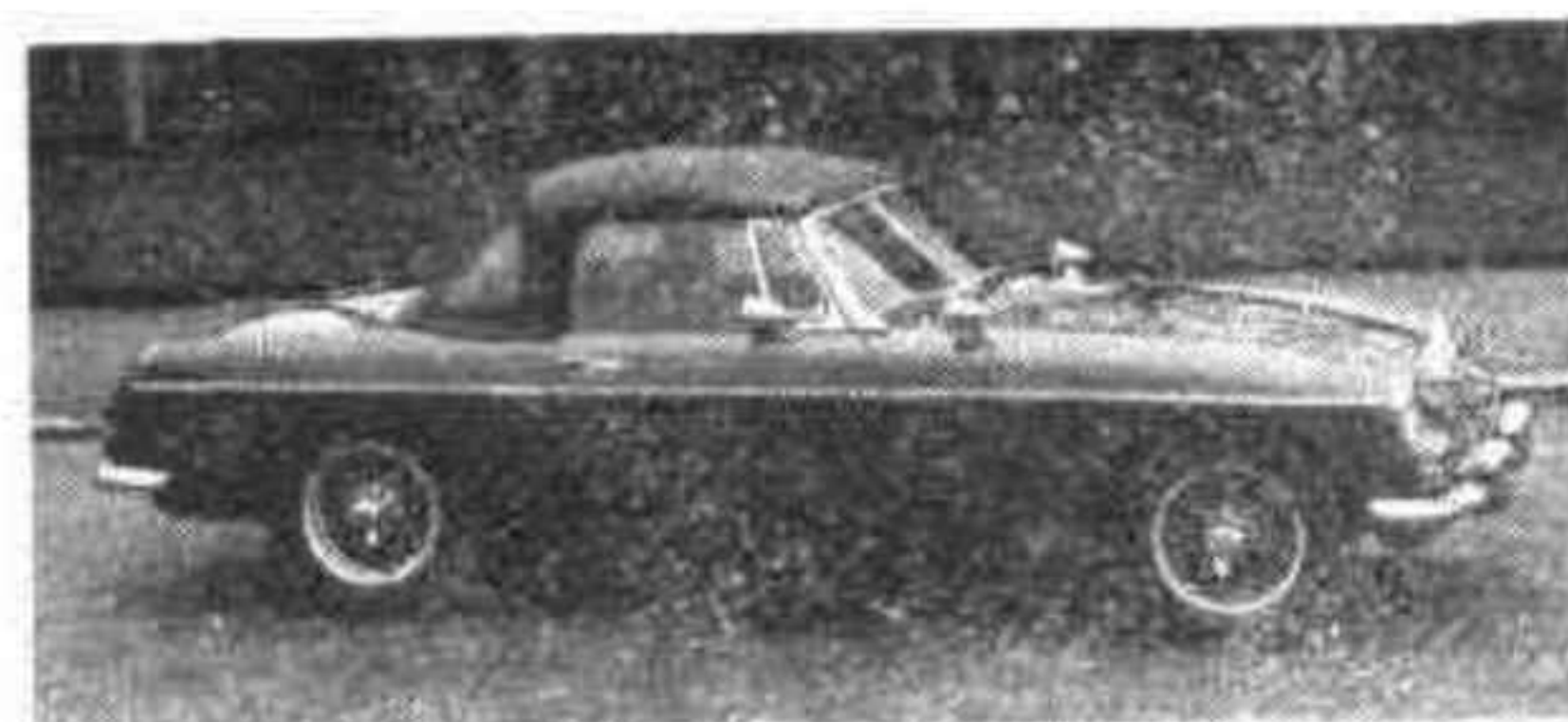
LOTUS Elan, 1967, S3 f.h. coupé. Finished in B.R.G. with black trim. Extras include k.o. wheels, brake booster, radio, etc. A one-owner car. Recorded mileage 22,330. In very good condition. **£975**



TRIUMPH TR6 roadster, 1969. Cirrus white with black trim. Fitted wire wheels, SP Sports, radio. Excellent condition throughout. **£1,365**



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



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

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MERCEDES 250SE convertible, 1967. Automatic transmission, P.A.S., radio. Two owners. Finished in horizon blue with matching leather trim. **£3,145**

ASTON MARTIN DB6 d.h.c., 1967. A one-owner car. Fitted 5-speed box, Vantage engine, P.A.S., power hood, slot stereo, radio, chrome wire wheels, electric aerial. Finished in oyster shell with blue hide trim and hood. **£2,995**

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

LOTUS Elan +2, 1968. A one-owner car finished in Carmen red with black trim, radio, etc. **£1,345**

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

LOTUS Elan S3, S/E convertible, 1967. Bahama yellow, fitted B.R.M.-tuned engine. Radio, new tyres. Very fast. Service history available. **£1,045**

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

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

M.G.-B roadster, 1968. British Racing Green with black leather trim. Overdrive, wire wheels, radio, folding hood, brake booster, air horn, Abarth exhaust, etc. A beauty. **£955**

LANCIA Fulvia coupé, 1967. Maroon with black trim. A fast and economic 2/4-seater sports coupé. **£895**

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

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

JAGUAR XK150 3.8 'S'-Type, 1960. In dove grey with matching leather interior, fitted with o/d., wire wheels, limited slip diff., etc., radio. An extremely fast example in superb condition. **£795**

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

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

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



M.G.-C GT, 1968. Snowberry white with black trim, fitted wire wheels, overdrive radio, etc. **£995**

M.G.-B roadster, 1966. Mineral blue with black trim. Extras include wire wheels, radio, cover, etc. **£695**

COX GTM, 1969. 1293 Cooper S engine. Dark blue with black trim. Dunlop mag. wheels. One owner from new. Fantastic road-holding, very fast. **£695**

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

M.G.-B roadster, 1966. Black with red trim. Fitted radio, leather-rim wheel, wheel trims, etc. **£645**

AUSTIN Heavy Twelve saloon, 1929. A very fine car in near original condition. Dark blue body, black wings and interior. **£595**

M.G.-B roadster, 1965. Red with black trim. Wire wheels, radio, special steering wheel, etc. **£595**

FIAT 124 saloon, Dec. 1967. This one-owner car is finished in white. **£565**

JAGUAR XK140 fixed-head coupé. Carmen red, matching leather trim, wire wheels, overdrive; bills available. **£545**

VOLKSWAGEN Beach Buggy. Hustler body, wide wheels, metalflake finish, full weather equipment. **£495**

JAGUAR XK150 f.h. coupé, 1958, 3.4. Sherwood green with matching trim. Three owners. Above average condition. **£495**

TRIUMPH TR4, 1963, coupé hard-top. Finished in red with black interior. Extras include overdrive. Good condition. **£465**

TRIUMPH Spitfire, 1965, Mk. II. Hard- and soft-tops. Conifer green with black trim. **£445**

SUNBEAM Alpine, 1961. Finished in dark blue, fitted overdrive, radio, etc. **£265**

NEW LOTUS IMMEDIATE DELIVERY

ELAN S4 d.h.c., S/E. Royal blue.

ELAN S4 d.h.c., S/E. Lotus yellow.

SEVEN, S/E. Bright yellow. **£995.**

EUROPA S2, in Lotus yellow, black trim. Component form.



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ORDERS ARE NOW BEING TAKEN FOR THIS FABULOUS CAR. EARLY DELIVERY ON ALL MODELS. DEMONSTRATION GTE AVAILABLE BY APPOINTMENT LONDON AND HOME COUNTIES.

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GTE. Satin silver; overdrive, etc.
GTE. Acacia green; overdrive, etc.



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EARLY DELIVERY OFFERED ON ALL M.G. MODELS INCLUDING THE BGT, M.G.-B ROADSTER AND M.G. MIDGET. PLEASE TELEPHONE FOR FULL DETAILS.

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B roadster. Glacier white; o/d.
MIDGET. Midnight blue, radials.



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HONDA S800 f.h. Coupé. Red. **£445**



TRIUMPH TR4A Coupé 1966. BRG with black trim, overdrive, wire wheels, radio etc. **£765**



FIAT 1500 convertible, 1966. Mid-blue with tan trim. Five-speed gearbox, power brakes. One titled owner for four years. Rare car in superb cond. R.h. drive. **£685**

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Aston Martin DB4 and 5	From	£70. 0.0
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Sunbeam Alpine Mk. 3 hard-top	£30. 0.0
M.G.-A Twin Cam engine complete, used	£35. 0.0
M.G.-B hard-tops	Offers

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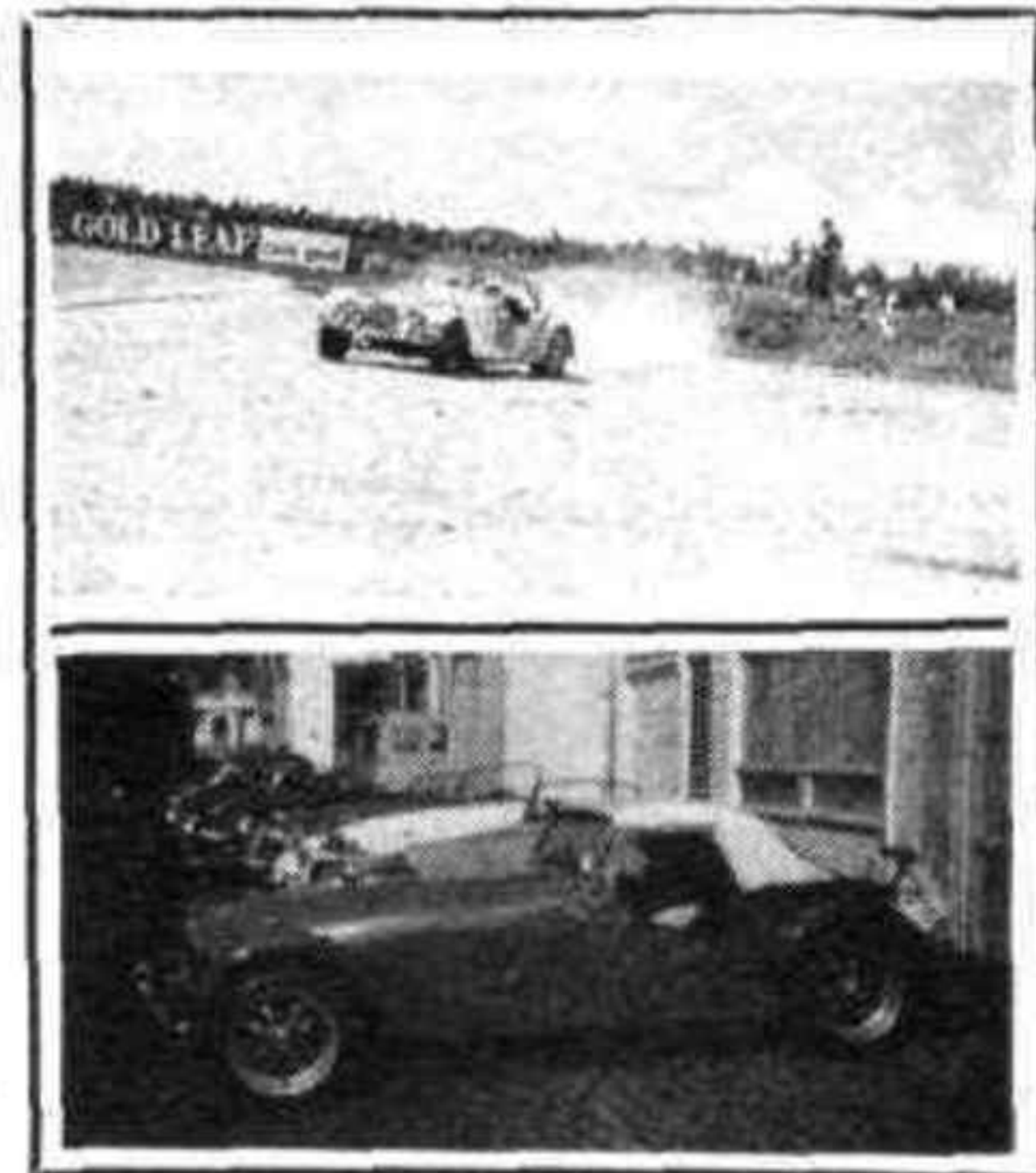
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BADGE INLAID

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

MORRIS STAPLETON MOTORS LTD.
 Reece Mews, London, S.W.7 Tel.: 01-589 6894
The Racing Morgan Agents

The Stapleton's for this month have a row of yellow Morgans ranging from a 1968 4/4 with 72 spoke wire wheels, a 1966 +4 supersports with 72 spoke wire wheels, Weber carbs and aluminium body, a 1968 4/4 with a spotlight and wooden steering wheel, a 1960 +4 4-seater, re-upholstered and a 1964 +4 with leather interior and radio. Not in yellow but in blue and red are two +8's, one with radio, both of 1969 vintage. A 1969 4/4 in white with tan interior and wire wheels is next to a black +4, 4-seater with red leather interior. 1968 4/4 in white with brown wings, wing mirrors etc. A blue 4/4 1968 with a hard-top and radio. Also a 1969 black 4/4, 4-seater with red interior. A white 4/4 1968 with wire wheels and leather interior is next to a 1961 4/4, bonnet strap and new engine just fitted. We are also seeking another mechanic (applicants should phone). Also amongst the debris lies a 1958 A.C. Ace, Bristol engine and a 1967 M.G.-B GT, white, sunshine roof, overdrive and wire wheels. We still require Morgans for our cash and you would be amazed at the prices we pay. Is anyone interested in hiring a Morgan because if you are read next month. Shaded lanterns at the dead of night to buy a Morgan????? Welcome to the daylight!



ALAN BROWN RACING LIMITED
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IMMEDIATE or EARLY DELIVERY

204 Saloon or Estate ... From £1,095
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SEE PAGE 172

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FOR SALE—continued

JAGUAR XK150S D.H.C. IN BRITISH Racing Green with matching trim; re-registered 150 XKE; fitted chrome wire wheels and radio. This immaculate specimen has covered only 28,000 miles since new; even the spare wheel has never been used; concours winner International XK Day, Beaulieu 1970; one previous owner for 10 years. This car is in mint condition and original throughout. Best offer over £2,000 secures. Apply: Flat 83 Foregate St., Chester, Cheshire. Tel.: Chester 43454 (evenings). (0916)

VERY RARE CONVERTIBLE RILEY 2½-litre, 1950. Impeccable condition throughout; M.o.T. 1972. £850 o.n.o. Tel.: Saffron Walden 2330 for appointment to view this beautiful motor car, or write: The Grange, Church St., Saffron Walden, Essex. (0919)

SPEED 20 ALVIS VDP TOURER, 1932. Extremely original and complete; unused seven years; extensive mechanical overhaul; light and elegant bodywork. £475. 25 East Hill, Ashford, Kent. Tel.: 0233 20552. (0920)

BRISTOL 404 SPORTS COUPE. THE businessman's express; rare; highly interesting and very rapid sporting car; kept to a high standard. £1,450. Tel.: Farnham (Surrey) 5901 (evenings preferably) or write: Box 2693. (0921)

1964 M.G.-B ROADSTER, B.R.G. WIRE wheels; regularly maintained; very good condition. £500. Tel.: Andover 61962. (0922)

LATE 1964 VITESSE, IMMACULATE. Full service records. £295. 43 Lathkliffdale Crescent, Long Eaton, Nottingham. (0923)

ALVIS TD21 (1960) PARK WARD sports saloon, B.R.G. Wire wheels, reclining seats. £250 o.n.o. Tel.: 021-427 3085 (after 6 p.m.). (0924)

M.G.-B, 1964, SUPERB METALLIC green finish; Bermuda hard-top, soft-top, oil cooler, Motorola; low mileage. Exceptional car. £520. Tel.: Newbury 2534. (0925)

M.G.-B GT, 1966 (NOV.), WHITE/ black, Overdrive, wire wheels, Webasto sun roof, Motorola radio, electric aerial, leather wheel, flasher, heater, screen washer. Well above average condition. £795. Tel.: Beaconsfield (Bucks.) 3721 (5 p.m. to 7 p.m.). (0926)

FIAT 125, "G" REGISTERED, TRULY immaculate; full service history. £790. Tel.: Reading 65327. (0927)

SPRITE MK. II, EXCEPTIONALLY good body, with hard-top, soft-top, tonneau, radio and heater, engine, gearbox and clutch completely overhauled in last 5,000 miles; new road springs. £240 o.n.o. Boreham, 26B Western Rd., Derby, DE3 6SE. Tel.: 31973. (0928)

1966 M.G.-B GT, WHITE WITH RED leather trim, wire wheels, radials, fitted radio. £725 o.n.o. Tel.: Chippingnassidale (Wilts.) 342. (0931)



FOR SALE—continued

1963, REG. 1965, MASERATI 3500 GT 2 + 2 coupé; l.h.d.; finished in metallic blue with black hide interior trim; all-aluminium body by Touring of Milan; just fitted new factory five-speed gearbox and recent engine overhaul; regularly serviced; fitted Borrani alloy wheels, push-button radio, h.r.w., twin fog lamps; fantastic performance (140 m.p.h.); rare opportunity to acquire one of these fabulous vehicles in outstanding condition; any trial; no dealers or time-wasters please. £1,045. Genuine reason forces sale. Tel.: 01-527 7381 (Chingford). (0929)

1965 MORGAN 4/4 COMPETITION model; only 21,000 miles from new; one previous owner; aluminium body finished in black; wires, leather interior, heater and many other extras. This immaculate car has five months' tax and must be one of the best in the area. A bargain at £705. Tel.: Rayleigh 4720 (daytime only). (0930)

MORRIS 8 TOURER, 1936, FOUR- seater; good bodywork; hood, engine and gearbox, steering needs attention. £85 o.n.o. Tel.: Walton-on-Thames 40077 (after 6 p.m.). (0932)

LOTUS ELITE, "G" REGISTRATION. Rebuilt 1969 with new bodyshell; sprayed Aug., 1970; Lotus yellow; Stage III engine, alloy callipers. £465. Tel.: Winkfield Row 4610. (0933)

MINI-COOPER S1275, 1967, ENTIRELY professionally rebuilt; "H" registration; immaculate; many modifications; tuned; crosscut gearbox, bucket seats, wide wheels, many good extras. £640. Tel.: 021-449 1929 (Birmingham). (0934)

1968 LOTUS ELAN CONVERTIBLE. Blue; 24,000 miles; radio, tonneau. £990. Tel.: Barnstable 5387. (0935)

PANHARD 24 CT LE MANS COUPE. Very good condition; regularly maintained and serviced; used daily until winter; 40-50 m.p.g.; dark metallic green, stainless steel trim; immaculate; must be seen; M.o.T. and taxed. This car is for sale with a dark blue Panhard PL17, suitable for second car or spares; has Tigre engine; M.o.T. Will accept £595 for both cars. This is a genuine bargain for the Panhard enthusiast. Tel.: Ponteland 3373. (0936)

JAGUAR XK120 ROADSTERS
 We specialise in this type of car from £300. One set of 16" stove enamelled wire wheels. New single and tandem master cylinders plus wheel cylinders. Complete exhaust systems in stock and competition rear springs. Splined hubs rebuilt. All bodywork, Mechanical & Retrimming undertaken. Chrome work replated. Tyres available. **Breaking 120 Rdstr. C-type engine for sale.** (Overseas enquiries welcome.) Tel.: 01-445 9535 **79 GREENWAY, LONDON, N.20**

FOR SALE—continued

1958 ROVER 1055, GOOD CONDITION; mechanically sound; radio, overdrive. £75. Tel.: Tarporely 607. (0937)

1938 BENTLEY, MR SERIES, HOOPER semi-razor-edge sports saloon; good sound condition. £650. Complete radiator, less cap. Rolls 20/25, ideal decoration. £30. Box 2694 (Lancs.). (0938)

ALVIS TD21, 1960, SALOON, MANUAL. Grey; wire wheels, clutch needs replacing soon. £175. Rao, 2 Beech Ave., Finningley, Doncaster. (0939)

M.G. TC, 1949, B.R.G. REBUILT engine, gearbox, clutch, steering, brakes, back axle; frame 90 per cent. rebuilt; carefully maintained; needs new hood. £285. Tel.: Kentsbeare (Devon) 381 (evenings). (0940)

ENTHUSIAST MUST REDUCE COLLEC- tion: 1960 f.h. Jaguar XK150, wire wheels, M.o.T. Sept., 1971. £185; Sunbeam Talbot 90, £30; 1947 Jaguar (SS-type) with manual, £95; 1962 A40 Mk. II, £25; 1961 Daimler Majestic Major, £75. Richard, Tel.: Nottingham 211066 (daytime). (0941)

BENTLEY 52, 1960, TWO OWNERS only; large recent overhaul at Crews; brand new tyres. This car is well above average condition throughout. Definitely one of the finest on offer. £1,500. Tel.: Nottingham 263806 (evenings). (0941)

YELLOW MK. I SPRITE, EXQUISITE. Garaged Bristol, £240. Details telephone Limpy Stoke 2126 (after 6). (0942)

M.G.-B GT, 1967, ROLLS-ROYCE REGAL red/shell grey; Downton Stage 1 engine, c.r. box, wire wheels, radio, Webasto roof, radio, heater, XAS tyres (two new), Cibie headlights, fog and spotlights, reversing light, Kenlowe fan, Fiamon Horus clock, ammeter, tow bracket, light socket, Silentravel soundproofing, heavy duty battery, underseated, leather wheel, belts, new exhaust, tested, taxed to Sept. A beautiful-looking car which is fast and economical. £895. Hunter, The Old Corn Mill, Eldwick, Bingley, Yorks. Tel.: 3616. (0946)

TR4A, JAN., 1968, ROADSTER, RED; wire wheels, tonneau, recent new clutch, rear shocks, brake relines, exhaust; 32,000 miles; excellent condition; well maintained. £740. Moving on to "E" type. Tel.: Mid-desbrough (Teesside) 89636. (0947)

FOR SALE—continued

FORD ESCORT RS 1600, SO FAST IT can only be driven in brown trousers! 16-valve B.D.A. engine; one owner; 13,000 miles; radio, spots, many extras. £1,195. H.P. can be arranged. Peter Jackson, Tel.: Banbury (Oxfordshire) 4766 (evenings). (0943)

LOTUS ELAN + 2, DEC., 1967, RADIO; excellent condition. £1,200. Cowell, Sydney St., Brightlingsea, Essex. Tel.: 2275. (0944)

M.G., 1932, 1250 MAGNA SIX, OPEN four-seat body; just completed major rebuild and engine overhaul; rewired, re-upholstered, repainted; new tyres, hood, battery, etc. £425. Tel.: Maidenhead 26243. (0945)

ASTON MARTIN B.B. 2.4 MK. III, 1958, B.R.G. D.B.A. engine, dual exhausts, servo; £300 recently spent on engine, suspension, steering £575 o.n.o. Beighton, Tel.: 01-748 2254. (0948)

LEA-FRANCIS 14/70 SALOON, 1950 but i.f.s. and twin o.h.c.; good to look at and pleasant to drive; well shod; three spares. £130. Wells, Battens, Lambourn Woodlands, near Newbury. Tel.: Lambourn 597. (0949)

ALVIS 3-LITRE D.H.C., 1953, RECENT engine overhaul; body requires attention to perfect. Dr. Horner, Rowcroft, Stroud. Tel.: 4546 (evenings). (0950)

TRIUMPH TR3A, VERY GOOD CONDI- tion; reconditioned engine, new clutch, steering, wire wheels, radiator, tonneau, sidescreens, heavy duty battery, a.i. lights (all within last 10,000 miles—bills over £200), good hood, push-button radio, heater; red leather; electric washers, rear seat, Maserati horns, wood wheel, racing mirrors, luggage rack, radials; resprayed white; 30 m.p.g.; M.o.T. and taxed June, 1971. £315. Stanbury, 5 Barnfield Rd., Exeter. Tel.: 76634 (day). (0951)

RILEY R.M.E. 1½, 1954, SUPERB EX- ample. Mechanically perfect; rebored, H/C pistons, new mains, crank reground, new clutch; recellulosed Persian blue Sept., 1970; coachwork and chrome excellent; M.o.T., taxed; going abroad, must sell. £220. Tel.: High Wycombe 26191, extension 7 (daytime), 31442 (evenings). (0952)

PORSCHE 356B, 1961, IMPECCABLE condition throughout. £675. M. J. Boggis, "Robin Hill", Pishiobury Drive, Sawbridgeworth, Herts. Tel.: 3196. (0953)

ELITE, "J" REGISTERED, COM- pletely rebuilt, using new and reconditioned parts; Stage 2 or 3 option; alloy callipers, resprayed. £600. "Hepscott", Quaker Lane, Farnfield, Notts. (0956)

BRISTOL 400, TYPE 85A, METALLIC Burgundy paintwork; retrimmed; new M.o.T.; radio and good tyres; beautiful condition but must be sold as replacement car already in use. £285 o.n.o. Peter's Restaurant. Tel.: Lee-on-Solent 79770. (0957)

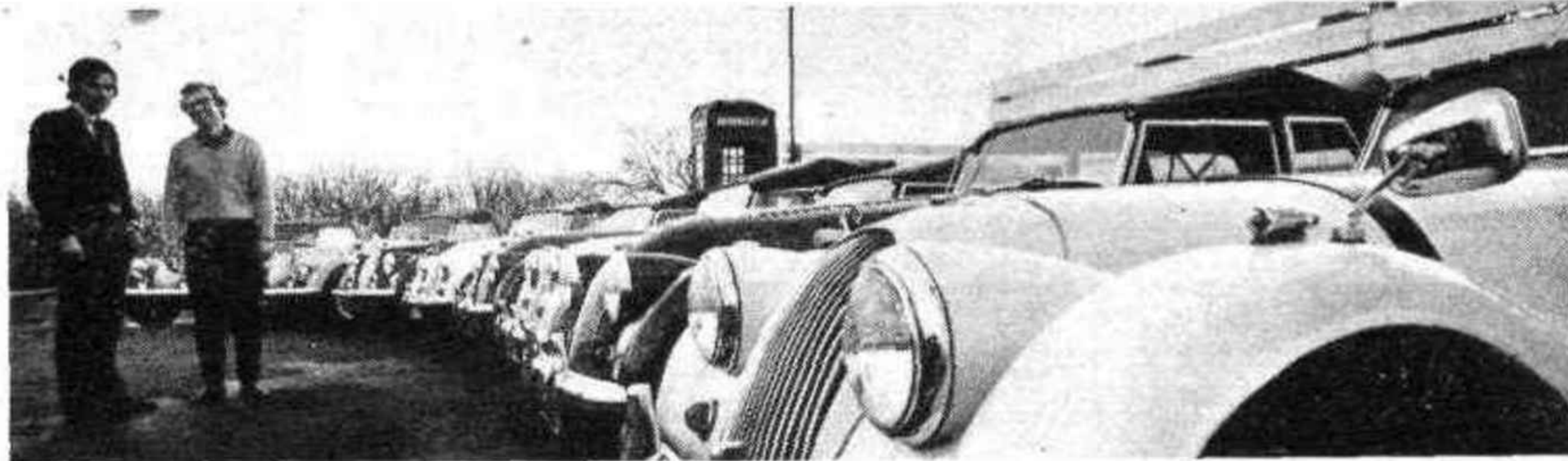
JOHN BRITTEN



Decimal sports cars are coming at last; with 25 elliptic suspension and 5 shafts. New MG-Bs in blaze, bronze yellow (or 'that new yellow' as everybody calls it) and glacier white. Various fitted out with overdrives, hard-tops, etc. MG-B GT, teal blue with autumn leaf trim and dark brown carpets; and a white one with overdrive and rear vision snow melter. As you know, Spridgets have gone up in price and are now a few decimal points over £924. Just during the month of February, as a special offer, you can have one for £850. I did think of offering some other kind of bonus instead such as a free hard-top, but I think that the straight reduction (well over 10% of basic) will bring these lion-hearted sports cars within reach of

on display at the Racing Car Show. What we are short of is some cars to convert into Arkleys, and we like to buy some basic sound Spridgets with minor bodywork blemishes but good interiors and mechanics. Nowadays we have at least one Arkley at each branch, please come and look. Kit prices from £155 including 5 brand new wheels and tyres. What about these second hand cars then? Morgan Plus 4, one owner, chap told me it was a '69, later admitted it was a Dec. '68. I got the log-book home and found it was born on Guy Fawkes day. Lemon yellow, black leather, wire wheels, 5 new Cinturatos, bumper, strap, spot, £1,040. Forgot to tell have reduced virtually all prices this month, unbeatable value, our com-

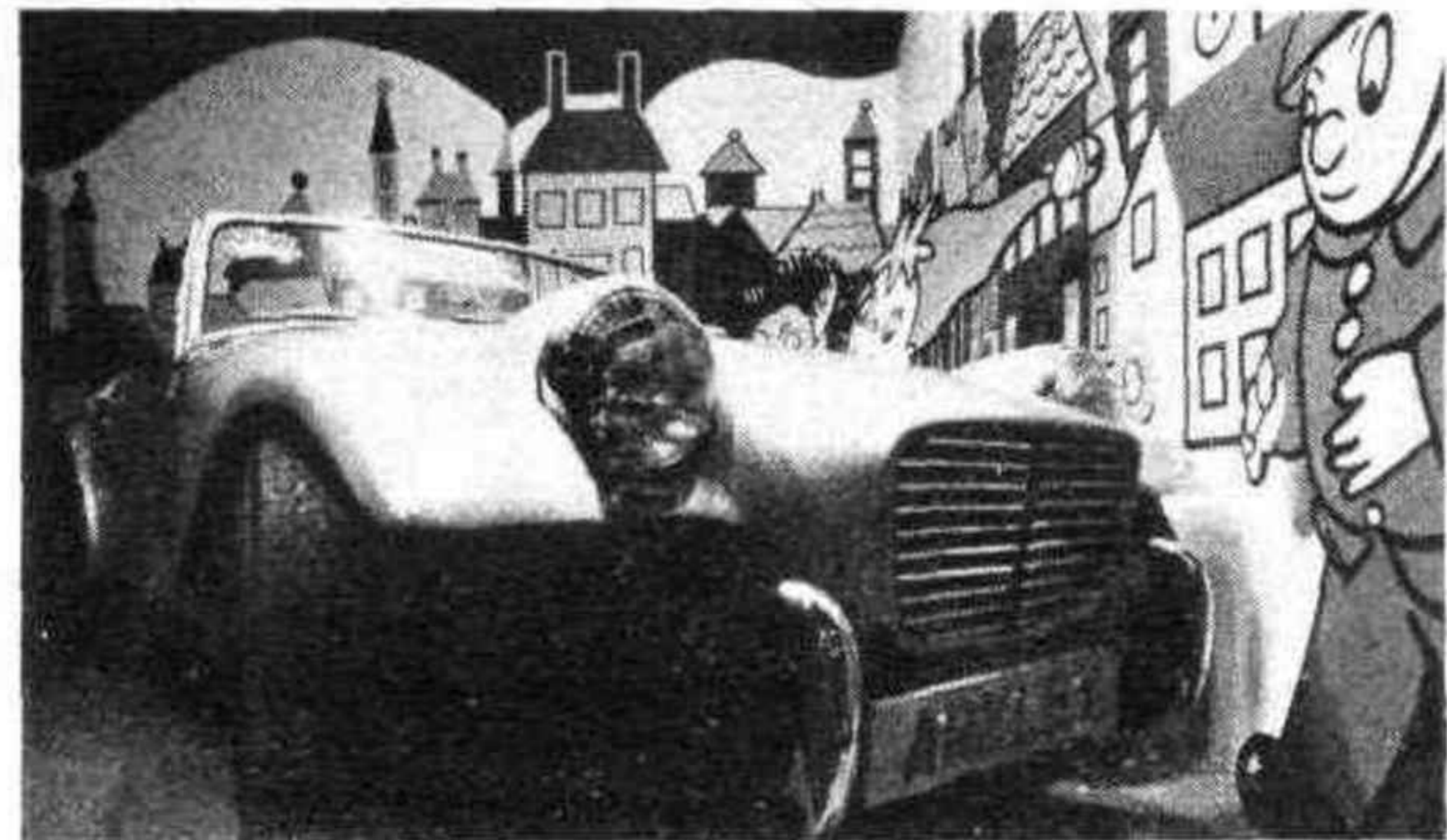
1969, flame red, wire wheels, 8,000m, £200+ cheaper than new one to this spec. £820. Triumph Spitfire Mk III, 1968G, signal red, one owner, £650. Morgan Plus 8, June 1969, crimson, radio, grid, badge bar and many other extras, one owner, 8,000m, £1,540. MG-B, 1967F, mineral blue, black works hard-top, wire wheels, radio, £840. Morgan 4/4 Comp, 1967,



those among us who can't quite afford today's list price. As it's not leap year, you have but 28 days to make your mind up (less still if we run out). We have several Sprites and Midgets to hand, and I think most of them have minor extras like radial tyres, which of course you'll

petitioners retreat in confusion. MG Midget, 1968 Basilica blue, one owner, haven't seen it yet, but a touch over £600. MG-B, 1969, snowberry white, wires, XAs, undersealed when new, one professional owner, £985. MG Midget, 1968G, Brit. Racing Green, wire wheels, one owner,

rebuild at Malvern Link ought to be finished by this month, price to follow. Several under-priced saloons; couple of Minis, an Anglia and a '67 Gazelle with overdrive. Morgan 4/4 4-seater, 1969, kingfisher blue, black interior, £1,165. Have still got this 1970 Morgan 4-seater, large deposit now taken from pen-friend up North; it's sold will be replaced by another Morgan, MG-B, 1969H, red, black leather, reclining seats, ob radio, wire wheels, radials, £995. Various other sports cars on the way. All but oldest have deep-probing pre-sales service, fresh oil and filter, defective tyres/batteries/exhausts/brakes etc renewed followed by two independent road tests. Written guarantee, no harsh exclusions. Always have some things for sale: set of five 7 1/2 x 13in Formula Minilites, just re-epoxy-stove-enamelled at Tech Del. Set of 4 Dunlop 4.75/10.00-13 970 racing tyres, 1 worn, at 2/3 list, available mid-Feb. A few unused 14in and 15in Dunlop radials at extra-cheap prices. Pr brown riding boots, size 7, unisex. Car installation kit for Philips cassette tape, £3. Set of alloy Midget front body panels; ex-Sprinzel ex-Moxley, have been left on the premises over 6 months so, as at the dry cleaners, I suppose they are mine to sell. At Arkley we have better staffed and better equipped workshops than ever before, and have the capacity to take in servicing and repair work (mechanical only) on MG, Morgan, TVR and Lotus. You must please ring up for appointment, but the wait is not long. Am looking for an old developing tank to take film up to 3 1/2in wide, as a kind person in the USA has given me two rolls of 122 to use in my vintage Panoramic



£670. Austin Healey Sprite, 1969 "in the year", primrose yellow, 2Xs, one owner, £890. Lotus Super 7 Srs III, 1969, polished alloy with canary yellow extremities, numerous extras incl. 5-pb radio, £795. MG-C GT, 1968, metallic beige, red leather, wires, one lady owner, 7,000 miles, £1,095. Morgan Plus 4, 1968, specially finished in whiter than white whites as opposed to usual Morgan broken white, wires, one owner, £970. MG-B GT, 1967/68F, BRG, overdrive, wires, Cinturatos, sold by us to delighted previous, £940. Triumph Spitfire Mk III, 1968, blue, one owner, latest lever type hood, £650. MG Midget 1962, two to choose from at £195 apiece. Lancia Fulvia Rallye coupé, 1970 regd, red, black trim, twin o.h.c. V4, £990. Triumph TR5, 1968, conifer, black interior, twin spot-lamps, £995. TVR Vixen S2 (current shape

have to pay for, but at least one is just the basic car — nowadays inclusive of heater, screen-wash, twin horns, headlamp flasher, interior light, ashtray, twin silencers, sealed cooling system, 4 1/2 Rostyle wheels and high-ratio final drive. Of course all our BLMC cars including aforementioned Spridgets are factory-fresh 1971 models. A tale of Morgan woe I tell once more, must be patient and wait your turn, but I have just today had a cancellation on a 4/4 four-seater which is arriving reasonably soon. We also had one Plus 8 buyer who finally settled for a used one instead, so here again for one lucky person a chance exists to hear the Plus 8 duet ere 1971 is too far gone. The Plus 8 duet goes like this: "Ooooooooh, where are you taking me?", whined Gearbox. "Never you mind", growled Engine. And off they went, clutching one another. Let it be known that I drive a Plus 8 myself, with the registration number JB 999. The person I am married to, having bequeathed to me a rather unpleasant middle name for use on appropriate occasions, thinks I should get the GLC to change it to JB 999. New TVRs we have in component form for immediate delivery, or not too long a wait in any colour you like. Both the Vixen S3 and the Tuscan V6. Have some nice ready-built Arkleys for sale, including the Metalflake golden yellow one in the picture which has been



LWB), Sherwood green, Minilite wheels, radio, one owner, £1,055. MG-B, 1967, red, black leather, various minor features and attractions, £710. Morgan 4/4 Comp, model, 1969, LHD, white, at least £200 of extras, UK taxes paid, £995. MG-B GT, 1967, BRG, was stolen from us during Jan, please keep your eyes open and ring us if you have any clues. MG-B GT, 1968, Mk II, mineral blue, chrome wire wheels, radio, air horns, £990. MG Midget, 1970 (regd Dec

MIDGETS REDUCED

see the small print

Kodak. Our racing Arkley SS should emerge with the buds of spring, at present it's awaiting one or two finishing touches. Then we'll be able to describe ourselves as "The Racing Arkley Gents" and the wee folk on the opposite page will love us even more. Would like to buy a few 1965 to 1967 sports cars and will give, for cars in really good condition, more like the usual price for one year newer. Open to 7pm, closed Sundays and Bank Hols. Both branches now open throughout the lunch hour for car sales and general chats, workshops and stores still hibernate 1-2. Pukka sahibs going to or returning from overseas please consult with us about a new tax-free personal export sports car.

JOHN BRITTEN
Barnet Road, Arkley, Barnet,
Herts. 01-449 1144,
and at
31 Moscow Road, V2, 01-727 2707.

FOR SALE—continued

ASTON MARTIN DB4, DUBONNET Rosso red trim; speedo reading 57,000; unmarked condition both inside and out. £1,050, exchange possible. Tel.: Walford (Warks.) 343 (evenings). (0732)

BENTLEY 51 1956, DEEP RED, GREY; automatic, £600. 1953 "R"-type automatic; two-tone green, £450. Stepps Farm, Harvington, near Kidderminster. (0739)

M.G. ZB 1958, EXCELLENT CONDITION throughout. Only two previous owners; black with beige upholstery; radio, spot lamps; M.o.T. tested. Only used in fair weather. £450. Contact M. W. Spencer, 50 Asker Lane, Matlock. Tel.: Matlock 2190. (0741)

BENTLEY MK. VI 1948, A.A. REPORT November 1968 states "sound and above average condition". Tel.: Norwich 21165 (day), Norwich 55555 (evenings). (0742)

1,650 C.C. LOTUS CORTINA, LATE 1965. Upated struts, Armstrong adjustables rear, Motolita wheel, Motorola radio, £520 o.n.o. Tel.: Southampton 75872 (weekends only). (0743)

LOTUS ELAN +2 1969, LIGHT BLUE; 23,000 miles, radio, heated rear-window; superb condition; absolute bargain, £1,420. Part exchange considered, H.P. arranged. Tel.: Scarborough 61157. (0744)

TR5 P.I. "G", OVERDRIVE, CONIFER, full tonneau, immaculate; one owner, £975. H.P. available. Tel.: Newcastle, Staffs. 67036. (0745)

TVR 1800S, 1966, RED, M.G.-B ENGINE; Motolita s/wheel, brake servo, electric washers, electric rad fan, new battery, wire wheels, Cinturatos, £600 o.n.o. Tel.: Dunfermline 25525. (0746)

1931 AUSTIN SEVEN SALOON, IM- maculate and original; body rebuilt and resprayed; reupholstered, richromed, new tyres, tax, M.o.T., spares, £300. Tel.: Lloyd 021-475 1764 (Birmingham). (0747)

MORGAN PLUS 4 FOUR-SEATER IN 1968, underscaled, 17,000 miles, selectoride. One careful, mechanically minded owner; used mainly in the summer, and garaged in winter, all dirty work done by Renault 4. Five radials 1,000 miles ago. £1,100 o.n.o. Tel.: Newtown 6174 Montgomeryshire. (0748)

LOTUS ELAN + 2, ROYAL BLUE; 8- weeks-old, still under warranty; 3,500 miles; all the usual extras including radio and SP Sport tyres. Export spec. S.E. engine, immaculate condition. Genuine reason for quick sale. Offers around £1,850. H.P. available. Tel.: Menston 2160 (Yorks.). (0749)

SUNBEAM TIGER 1966, NEAR-PERFECT condition throughout; 50,000 miles; scrupulously maintained by specialists, adjustable dampers, special paint and loads of other sensible extras, hardtop, Radiomobile, etc., etc. Much loved car, selling reluctantly, £800 o.v.n.o. Tel.: 01-789 7173. (0750)

REGISTRATION NUMBER 4 JAC ON scrap 1963 Anglia Estate, £85. Tel.: Peakwood 021-424 2859. (0751)

RILEY 2 1/2 ROADSTER 1949, RECENT re-trim; M.o.T. June. A rarity; rapidly appreciating! £245. Tel.: Redbourn 2343, Herts. (0752)

ARMSTRONG SIDDELEY 1935 12 H.P. Sports coupé. Excellent original condition, low mileage. Offers. Tel.: Mr. Treble 01-398 0728. (0753)

RARE OPPORTUNITY FOR THE COL- lector. M.G. Magnette ZB Varitone all ivory red interior; (Jan. 1959); one owner; certified genuine mileage 11,738 from new, all original; spare wheel never been used, extras include Ace wheel discs, radio, etc. M.o.T. Offers over £950. Tel.: Blackpool 61570. (0754)

1935 RILEY KESTREL, IN ORIGINAL condition; saloon; taxed and M.o.T. £280. Box 2678. (0755)

M.G. TA/TC, BEAUTIFUL CAR; EX- cellent bodywork; T.C. engine, gearbox, new hood, sidescreeens, wheel bearings, springs, radiator, starter motor, dynamo, retrimmed, rebuilt wheels. Over £200 spent in last two years. Offers: Gillman, 70 Penylan Rd., Penylan, Cardiff. Tel.: Cardiff 62131 (Ext. 715) (between 9 a.m.-5 p.m.). (0756)

1969 "H" FIAT AUTOBIANCHI PRIMA- l. An attractive Italian saloon rather like an M.G. 1300; f.w.d., 4-discs, 1,200 c.c., new XAS tyres, l.h.d. So only £570 o.n.o., would exchange. Hutchison, 1 Falkland Garth, Newbury, Berks. (0757)

LOTUS ELAN, 1964, WHITE/BLACK. Excellent condition throughout, mainly used as second car. Extras include: radio, electric fan, racing mirrors, reversing lights, burglar alarm. £650 o.n.o. Tel.: Knaresborough 4880. (0758)

M.G.-A TWIN CAM 1960, RECENT respray, black. Sensible offers or part exchange, Morgan or w.h.y? Tel.: Mawnan 487 (after 6 p.m.). (0759)

MORGAN + 4 1969, GREEN, ALL extras, £1,150. Sutton, Bristol 681088 (day). (0760)

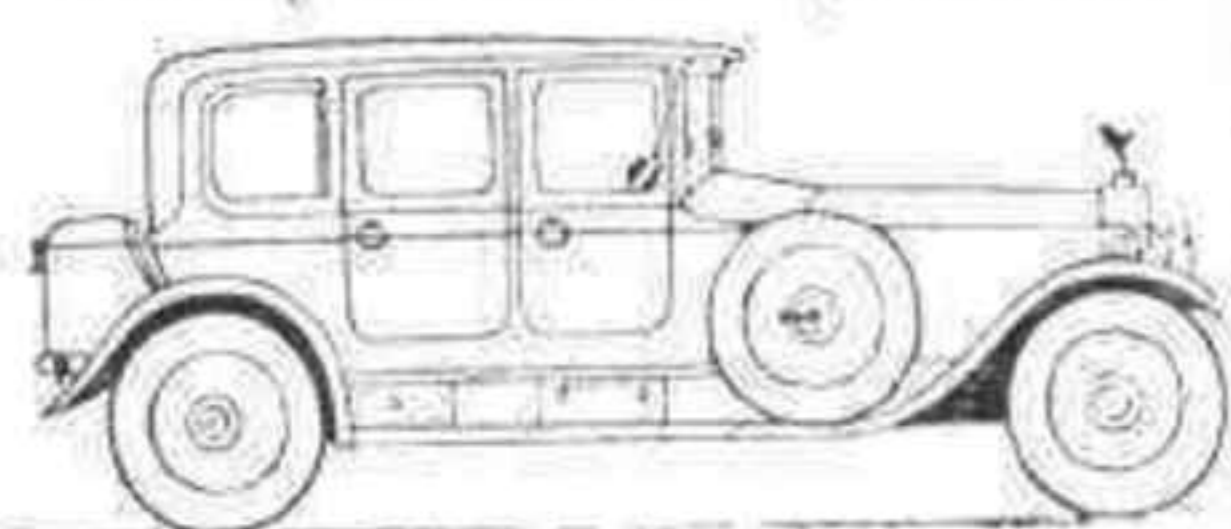
RARE BIRD 1933 RILEY FALCON GULL- wing saloon; only 12 made; body is sound and original, special series engine O/P60, all mech. A/1, M.o.T. Tel.: 01-693 2455. (0761)

TWO 1931 ALVIS TJ, 12/50 DICKEY Tourers GO 3457 and GY 1420. Both very original. One exceptional example in good running order, other dismantled but complete and ready for re-assembly. £850 the two. Tel.: 01-658 0628. (0762)

FANTASTIC TRIUMPH TR4A, 1967. Overdrive, wires, servo, radio, etc.; low mileage. £740. Tel.: Middlesbrough 35888. 194 Guisborough Rd., Nunthorpe, Middlesbrough, Teesside. (0763)

Vintage Motor Carriage

CO. (HIGHGATE) LTD.



1924 HISPANO SUIZA 37.2-h.p. open touring car in absolutely mint condition. Only 62 new pence. In full colour (sorry we haven't got the real thing). This is a beautifully drawn, painted and printed picture, 14 in. x 10 in. Similar ones of Rolls-Royce Silver Ghost sedanca, 3-litre Bentley tourer and Cord roadster.



We still have a number of non-vintage part-exchange vehicles which we ought to dispose of, but the above HUMBER Snipe limousine certainly doesn't have to be apologised for. It is considerably better than a lot of the Rolls-Royce limousines we sold last year, but a fraction of the price £145. Fitted with special aluminium coach-built body.



1932 Thrupp and Maberly-bodied ROLLS-ROYCE 20/25. Exceedingly pretty little car, but exceedingly grotty condition. If you are brave and feel like spending the rest of the winter restoring this car, it may be what you are looking for. Unfortunately we are overrun with restoration work for customers and hardly have time to think about our own cars; so it is for sale for £395.



Sorry I am cheating really with this photograph. The car shown is sold. However we have a similar 1937 4½-litre BENTLEY needing a lot of work but basically sound which I have not yet collected and have therefore no photograph of; price £210.



This 4.3-litre ALVIS, suitable for V.S.C.C. sports/racing-car meetings, now for sale at about £950 or offer. In time for the coming season.

**22 AYLMER PARADE,
LONDON, N.2.**
Tel: 01-348 1930

FOR SALE—continued

TR4A, 1965. WHITE/BLACK INTERIOR. Overdrive, wire wheels, radio, spotlights, air horns, new gearbox, clutch, exhaust, ZXs; excellent condition, low mileage. £696. D. G. Arthur, Tel.: Lichfield 51130 (business), Aldridge 53083 (home). (0954)

1948 TRIUMPH ROADSTER 2000. GOOD example; excellent mechanically. M.o.T., sound body, reliable. Also dwarfing its successor, a 1939 Triumph Dolomite 6-cylinder roadster. Paul, Tel.: Woburn Sands 2371. (0955)

BRISTOL 403. GOOD GENERAL CON- dition. £275. Also lots of spares and reconditioned gearbox. Wanted: Workshop manual and anything interesting for Bristol cars. 7 Barnsley Rd., Birmingham 17. Tel.: 021-429 2220. (0953)

1965 3.4 JAGUAR "S"-TYPE, OVER- drive, h.r.w., Webasto roof, Radiomobile radio; two owners from new; regularly serviced; excellent condition. 47,000 miles. £600 o.n.o. Houghton, 6 Old Hall Close, Sprotborough, near Doncaster. Tel.: Doncaster 852578. (0959)

M.G.-A 1600 MK. II, 1959. VERY SOUND condition; new carpets, Cinturato tyres; M.o.T., Oct., 1971. £285. Tel.: 061-368 1860. (0960)

SPRITE MK. IV, 1969. BLUE, CINTS., wire wheels; 12,000 miles. £695. Harding, Tel.: 021-355 3341. (0961)

TR3A, 1960. OVERDRIVE, HARD-TOP; 71,000 miles only; excellent mechanics. £250. Tel.: Oxford 61233. (0962)

TR4, 1962. SURREY TOP, OVERDRIVE, wire wheels, Xs; taxed £390. Also TR3A, 1960. One must go. Tel.: Oxford 61233. (0962)

M.G.-C GT, 1968. WIRES, OVERDRIVE. Outstanding low-mileage example in mineral blue with black interior; good radials, refined brakes. Offers around £950. H.P. terms possible, part exchange considered. Johnson, Tel.: 061-485 1722. (0963)

SUNBEAM TIGER, 1965. SPECIMEN example, 30,000 genuine miles and full history available; dark blue with matching hard-top; recent new tyres, brakes, exhaust and battery; £360 of sensible modifications and additions have been undertaken by Team Hartwell. A very tractable motor car with superb performance. Genuine reason for sale. £700. Tel.: 66 23306 (Kent). (0964)

GINETTA G4 1500, 1966. WHITE. FIXED head coupe. Good example of this exciting car. £485. Tel.: Dunmow 2086. (0965)

SERIES II SUNBEAM ALPINE. EXCEL- lent paintwork; blue with black hard-top; recently rebuilt engine, new clutch, overdrive, competition springs, good Xs; tonneau cover, air horns, etc.; excellent performance; equal to M.G.-B. at half-cost. £295. Tel.: Farnham 6301 (evenings). (0966)

1950 JAGUAR MK. V 2½-LITRE. EX- cellent condition; overhauled, resprayed, bills available; maker's original specification and tool kit. Genuine reason for sale. £250 o.n.o. Box 2696. (0967)

1932 ROLLS-ROYCE 20/25 SPORTS saloon by Thrupp & Maberly; good mechanically; some restoration required. £375. Tel.: Ashford (Middlesex) 51984. (0968)

SPRITE MK. IV, FEB., 1968. BLUE. Wires, Bodes, servo, Taurus exhaust, Ken-lowe, rear mirrors, new battery, new shockers, two tonneaux, L/rim s/wheel, 70 p.s.i. hot, 150 lb. compression on all cylinders. £580. Will haggle over beer. Watkiss, 138 Western Rd., Hurstpierpoint, near Brighton. (0969)

AUSTIN HEALEY 3000 MK. III, 1966. Overdrive, wire wheels, tonneau, five good Cinturatos, new aluminium exhausts; mechanically excellent, bodily good; maintenance by engineer-owner logged in detail. £840. Tel.: 021-329 1386. (0970)

DAIMLER SP250 SPORTS, DETACH- able hard-top, Cinturatos; perfect condition and immaculate; taxed and M.o.T. £375. Tel.: Blackpool 33639. (0971)

SUNBEAM TALBOT, 1952. METALLIC blue; M.o.T. Jan., 1972. 54,000 miles, one owner since 1955. £110. Tel.: Deal 5916 (evenings). (0972)

B.M.W. 1800TI, 1964. WHITE. MECH- anically and bodily excellent; well shod; last two years' service record and all bills, unmarked interior, radio. An aggro-free example of this quick, comfortable car. £515. Tel.: Wickford (Essex) 3713. (0973)

JAGUAR "E"-TYPE 2 + 2, 1966. IM- maculate dark blue. Chrome wire wheels, Motorola, h.r.w., new tyres, at enormous expense over last year clutch has been renewed, likewise brake cylinders + pads, universal joints on axle, header tank and exhausts. Also cylinder head has been skimmed true as garage couldn't fault anything else. I'm mad to sell, but carry cot, potty, nappies, toys etc., leave no room for me. All I tearfully ask is a miserable £1,250. (Hawkers and haggiers prohibited.) Tel.: 01-693 4849 (evenings). (0974)

M.G.-C GT, 1969. ONE OWNER; 21,000 miles; immaculate throughout in mineral blue with black trim; push-button radio, reclining seats, twin spots, wires, radials, Motorola, etc. Part exchanges considered. H.P. arranged. £1,060 o.n.o. A. J. Leah, Tel.: 061-483 1358 (Cheshire). (0975)

XK140 ROADSTER (ONE OF THE rarest models) for sale; "C"-type engine, c.r., overdrive, gearbox, two spare bonnets and brand-new grille have been accumulated during storage. A famous Jaguar registration completes the specification. Offers over £250 considered. Tel.: 01-584 3416 (evenings). (0976)

1968 WHITE SUNBEAM ALPINE GT; 19,000 miles; one owner; very good condition. £750. South Yorkshire, Box 2698. (0983)

FOR SALE—continued

LAGONDA 2.6-LITRE SALOON, 1950. Aluminium body; good mechanical condition; 10 years present owner. £210. Dewdney, 10 Forest Ridge, Keston, Kent. Tel.: Farnborough (Kent) 52992. (0977)

1965 B.M.W. 1800TI SPORTS SALOON. Granada red with grey trim; radio, XAS; 45,000 miles; mechanically excellent. £595. Bell, 15 Hat Rd., Braunstone, Leicester. Tel.: Oadby (Leics.) 5799. (0978)

ARMSTRONG SIDDELEY STAR SAPH- ire, 1960, automatic, p.a.s., radio; two owners; full history; only 55,750 miles. £200. Tel.: Milford-on-Sea (Hants.) 2126. (0979)

FOR SALE: VINTAGE 4½ 3-LITRE Bentley. Superb characteristic foursome tourer; unique coachwork; engine number 55/LT1579; exceptionally fast; regularly used; first £2,800. Austin Princess, 1,275 c.c.; only 2,800 miles since special works rebuild; grand touring specification; 1968 registered. £750. Both vehicles many interesting features. Exchange / purchase Bugatti, similar, W.H.Y.? Preferably suitable sportsracing. 22 Twatling Rd., Barnet-green, Birmingham. Tel.: 445 2551. (0980)

1936 MERCEDES-BENZ TYPE 230, ready for restoration. First reasonable offer will be accepted. Tel.: 01-845 5968. (0981)

ROVER 12 SPORTSMAN'S SALOON, 1938. Non-runner but sound; suitable renovation. Offers Box 2697. (0982)

JAGUAR VII, 1956. A CONCOURS EX- ample. The pastel blue paintwork is all original and spotless; chrome is as new; recorded mileage of only 38,630. KHS 259 has manual transmission with overdrive, push-button radio, lamb's wool overcarpets, metal sliding sunshine roof in perfect working order and also two excellent original Dunlop Gold Seal tread-pattern tyres. Connoisseurs for an investment telephone Denham 2794. (0984)

TR4A, 1965. SURREY HARD-TOP AND soft-top. British Racing Green, black interior; recent new engine, gearbox, exhaust system, radio, Cinturatos; M.o.T.; truly exceptional condition. £549. Tel.: Byfleet (Surrey) 44024. (0985)

SHORROCK SUPERCHARGER POWER boost Anglia-Cortina, suitable up to 1,340 c.c., £25 also Scafercic Mini rally outfit, extra track and cars, £9. Banning, 12 Badsey Lane, Evesham, Tel.: 6694. (0986)

FORD FAIRLANE SKYLINER RETRACT- able hard-top, 1957. V8 auto, trans., all-electric windows, seat and hard-top, power brakes, steering, fitted self-seeking radio; taxed and tested. An investment for this rare and sought-after motor car at £575. Part exchange considered. W.H.Y.? McCully, 25 Maelwyn Ave. (W.), Kinnel Bay, Rhyl, N. Wales. (0987)

VAST 1936 AUSTIN 18 SALOON (strong resemblance to Ely Cathedral). Absolutely reliable and reasonably economical. Fitted new tyres and batteries; taxed and M.o.T. Ideal for large dignified family. £115 o.n.o. Thomas, Tel.: 01-875 5632. (0988)

M.G. Y, 1949. SALOON. WELL WORTH £90. Write for full details and photograph. Box 2699. (0989)

ASTON MARTIN DB2/4 MK. III. VERY good condition; any trial, Mr. Saish. Tel.: Wolverhampton 25744. (0990)

A RARE 1963 TR4 RED COUPE WITH Surrey top; powerful S.A.H. engine fitted with two 45 DCOE Webers; host of extras, including wire wheels, twin quartz spot/fog lamps, push-button radio, chrome boot rack, Selmar alarm, roll-bar, etc.; current owner for four years but reluctantly must part with this immaculate TR. Price £490. Tel.: Tewkesbury (Glos.) 2670 (evenings). (0991)

PORSCHE 356A, 1957; M.O.T.; £170 spare. Sell £280. Exchanges. Box 2700. (0992)

MORGAN 4/4, 1966. COMPETITION wire wheels, leather upholstery, heater, tonneau, new tyres, Cherry red; 26,000 miles. £785. Tel.: 021-308 0045. (0993)

LOTUS SEVEN III, "F" REGD. NEW tangarine; 1500 overhaul thoroughbred. £625. Tel.: 021-449 3679. (0994)

1275 SPEEDMONSTER. MINI MAGS., fibre, Motorola, roll cage, recliners, etc. £495. Tel.: 021-449 3679. (0994)

DELAGE DS18, 1932. CARLTON carriage coupé. Good condition; last run was French Tour 1964; spare engine, transmission; garaged South Wales. Offers invited. 30 Grosvenor Gdns., S.W.14. Tel.: 01-876 9908. (0995)

1933 AUSTIN LIGHT 12/4. GOOD CON- dition; original; M.o.T.; many spares. What offers? Wood, 36 Lumsden Ave., Shirley, Southampton. Tel.: 71548. (0996)

ONE OF THE COUNTRY'S FINEST M.G.-Bs. Registered 1967; specification includes: Rolls-Royce regal red coachwork, matching Bermuda hard-top, chrome wires, overdrive, Armstrong Selectaride suspension, Abarth, Selmar alarm, Motorola, Cinturatos, Silenttravel kit, undersealed; taxed; serviced by University Motors Limited. Absolutely specimen throughout. £875 o.n.o. or exchange S/Tiger, plus cash. Write: B Charles Close, Hove, Sussex. Tel.: Brighton 504326 (evenings/weekends). (0997)

JOWETT JUPITER. RARE 1½-LITRE Sports. B.R.G. Taxed, tested, in daily use. Seeks enthusiastic home as owner going overseas. £195. Young, 45 Grove Rd., Milton, Weston-Super-Mare, Somerset. Tel.: 23120. (0998)

ASTON MARTIN DB2/4 MK. I, 1954. Blue saloon, gold interior; vantage engine; bills over £200 in last 3,000 miles on brakes, tyres, engine and body trim; few spares. £395 o.n.o. Tel.: Stafford 2449. (0999)

FOR SALE—continued

LOTUS 18 MID-ENGINE SINGLE- seater eligible Formula Monoposto 1,000-c.c. Cosworth Ford engine. £295. Tel.: Southport 2975. (1000)

TR3A 1958. OVERDRIVE, WIRE wheels; British racing green, red trim; M.o.T. £100 spent on mechanics last year; fine condition. Offers over £250. Tel.: Mr. Cannon (Eastbourne) 23957. (1001)

GOLDEN OPPORTUNITY FOR EN- thusiast. Daimler Century, she is truly immaculate, beautiful, concours condition; looks and drives like new; "spare wheel has never left the boot". I promise you have not seen one like this for £225. Bargain, or deal for car around 1,000 c.c. Tel.: Burntwood 6839. (1002)

M.G. TD 1950. CANARY YELLOW, black trim. Entirely original, unused since engine reconditioned and bodywork renovated by coachbuilders. £600 o.n.o. H.P. possible. Miss A. Buchanan, "Tordounan", 21 Ledcameroch Rd., Bearsden, Glasgow. Tel.: 041-942 3762. (1003)

A.C. COUPE 1933. ORIGINAL AND unusual. Offers around £350. Ryall, Tel.: Hawkhurst (Kent) 2260. (1004)

BENTLEY "R"-TYPE, AUTOMATIC. Nov. 1954. Guaranteed mileage 93,000. Looks and runs as new. Barclay & Mead maintained regardless; silver; sheepskin covers. One of the few elite "R"-types. Full history. £895. Tel.: 01-546 8874. (1005)

BRISTOL 406. EXCEPTIONAL CONDI- tion; resprayed, rechromed, new tyres; interior excellent. £675 or part exchange earlier model. Tel.: Fosterdown (Godstone, Surrey) 631. (1006)

JENSEN INTERCEPTOR 54. NEEDS attention, very rare. Good car to renovate. £300. Tel.: Guildford 67812. (1007)

DB2 ASTON MARTIN, 1952. DARK blue, all alloy body, in excellent condition. New crank and pistons 6,000 miles. A rare car and an investment at £425. Tel.: 01-727 3261. (1008)

FACEL VEGA FACELLIA FITTED WITH Daimler V8 automatic drives, but needs completing. Hard-top, radio, etc. Offers. Tel.: East Horsley 3467. (1009)

LOTUS ELAN S/E 54 D.H.C. BLUE. 23,000 miles. £1,195 o.n.o. Tel.: Reigate 43128 (evenings/weekends). (1010)

DAIMLER SP250 AUTOMATIC, "C" specification, June 1963. Hard- and soft-tops, tonneau; recent engine and brake overhaul; good all round condition. £490 o.n.o. Woods, Clifton Cottage, Bath Rd., Devizes, Wilts. Tel.: Devizes 2564 (business hours). (1011)

INVICTA 1928 4½-LITRE V.D.P. SPORTS Tourer; engine completely rebuilt and never run. Original bodywork has been repainted and in good condition, work and some assembly needed to complete. Handsome vintage sports car. £750. Tel.: 01-878 1386 (S.W. London). (1012)

LOTUS ELAN + 2 1969; BURNT SAND; 27,000 miles; heated rear window, radio, burglar alarm. £1,435 o.n.o. might consider part exchange. Tel.: Folkestone 38812 (after 6 p.m.) or write: R. Dunlop, 40 Horn St., Hythe, Kent. (1013)

AUSTIN HEALEY 100/6, FITTED 3,000 engine and box; wire wheels, disc brakes all round; 2/4-seater new hood and tonneau; recent red respray. M.o.T. Reliable. £245. Tel.: Woburn Sands 2371, might swap for pre-war Tourer, M.G., etc. (1014)

ALFA ROMEO GT 1300 JUNIOR, 1967 "F", green, sun-roof, radio, two owners. Perfect condition. 1950. Tel.: Frensham (Surrey) 3398. (1015)

SAAB MONTE CARLO V4 1967, AL- most unique in U.K., 40,000 miles, Weber carb., sun-roof, radio, 6800s, blue. £725. Tel.: Birkett 01-994 2429 (evenings). (1016)

AUSTIN SEVEN "BOX" SALOON, 1933, in excellent order throughout, used daily, taxed and M.o.T. £115. Tel.: 01-794 3172 (most evenings). (1017)

1950 MORGAN PLUS FOUR, IN EX- cellent condition, used regularly as utterly reliable everyday transport. £265. Tel.: 01-734 5412 (daytime). (1017)

BENTLEY 1936 4½ SALOON, THRUPP & Maberly. Magnificent example of impeccable beauty. £1,250. Tel.: Oxford 56233. (1018)

LOTUS ELAN D/H, S.E., LOTUS yellow. Only 2,000 miles, guaranteed till February 1971. Tonneau, Schaub-Lorenz automatic v.h.c. radio, carefully run-in and faultless. £1,600 o.n.o. Dr. J. H. Shelley, Tel.: Maidenhead 28593. (1019)

M.G.-A 1959. EXCELLENT CONDITION; just resprayed red. Long M.o.T. Tel.: Oakley (Beds.) 2048. (1020)

AUSTIN HEALEY 3000 MK. III 2 + 2 1966. Metallic silver; overdrive; wire wheels; Radiomobile, Motorola steering wheel; new hood and full tonneau. £785. Tel.: 01-504 2126 (after 7 p.m.). (1021)

1949 M.G. TC CREAM. IN IMMACU- late condition. £435 or nearest offer. Tel.: Chichester 82136. (1022)

ALVIS GREY LADY SPORTS SALOON. Excellent condition; engine rebuild and extensive bodywork overhaul during past year; taxed, year's M.o.T. £250. Forthcoming matrimony forces sale. N. A. Vaun, Tel.: Wath-upon-Dearne (Yorks.) 3131 (office hours). (1023)

55 90. PARTLY REBUILT, REQUIRES wings; complete and original. Offers over £1,500. Tel.: 01-727 3261. (1024)

M.G.-B, 1964. GENUINE 38,000; EX- ceptionally good condition, far above average; known history (service details); hard-top, excellent folding hood, good set of radials, tonneau, other extras; one other owner (known). £565. Tubbs, Tel.: 01-834 1631 or Crudwell (Wiltshire) 203. (1025)

PERFORMANCE CARS LTD

the sports car people 01-560 7011



GREAT WEST ROAD, BRENTFORD, MIDDX.

(A4, 1½ miles west from Chiswick roundabout.)

1963 ALFA ROMEO Spider 2600 d.h.c., l.h.d., red/black, hard-top/soft-top, 5-speed box, twin vertical head lamps, discs, Cinturato's. £425
 1960 (Nov.) ALFA ROMEO Spider 2000 d.h.c., grey/black, 5-speed box, radio; interesting car. £295
 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
 1959 AUSTIN HEALEY Sprite Mk. I, white/orange centre flash (very attractive), engine has to be run-in, Ro-styles, rack, flared wings, clock, rally seats, Weber carbs, many extras, nicest Mk. I for ages. £265
 1965 AUSTIN HEALEY Sprite Mk. III, white/red, fog/spot, 'SP' radials, leather wheel. £375
 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. £695
 1965 AUSTIN HEALEY 3000 Mk. III, white/black, overdrive, leather trim, four new RS5s just fitted, heater; recorded mileage 46,802. £845
 1965 AUSTIN Mini-Cooper, green/white top, heater, discs, belts, wood wheel, rev.-counter. £365
 1967 AUSTIN Mini-Cooper, green and white, heater, discs, leather wheel, oil cooler, seat extensions. £395
 1967 (Nov.) AUSTIN Mini-Van Mk. II, grey, heater, two owners only, very tidy indeed. £245
 1969 FIAT 124 Sport coupe, green/beige, 5-speed box, servo discs, reclining seats, one owner. £1,245
 1969 (Oct.) FORD Transit diesel automatic 12-seater bus, blue/black, Radiomobile, heater, side door entrance; one owner, 11,487 miles. £895
 1967 HUMBER Super Snipe, silver grey/black; one owner, low mileage; P.A.S.; luxury car. £645
 1956 JAGUAR XK140 l.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty. £495
 1965 JAGUAR 3.8 'S'-type, opalescent green/green, overdrive, power steering, reclining seats, radio, h.r.w., very good example. £645
 1970 LOTUS Holbay Super 7, 1600 GT, Holbay race-tuned engine, twin Webers, oil-cooler; 3,500 miles. £895
 1968 M.G.-B Mk. II, mineral blue/black, o/drive, heater, foldaway hood, tonneau; one owner. £865
 1967 M.G.-B GT, grey/red, wire wheels, heater, Waso lock; two owners only, recorded mileage 32,511. £795
 1966 M.G.-B GT, mineral blue, wire wheels, heater, flasher, belts, Cints., new clutch and other mechanical work by us; one owner; well above average. £795



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



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



1967 (Nov.) MORGAN 4/4 Mk. V, 1500 c.c., yellow/black wings, discs, heater, anti-thief, two owners only, recorded mileage 31,989. £745



1970 (May) TRIUMPH TR6, red/black, overdrive, tape player, heater, reclining seats, one owner, immaculate. £1,375

1969 TRIUMPH TR6, green/black, wire wheels, heater, "Sport" tyres one owner confirmed mileage 12,337 beautiful unmarked car. £1,325

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



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

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

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

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

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

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

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

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

1966 RENAULT Caravelle convertible, white/black, hard/soft-tops, discs, heater, radio, rev.-counter; one owner, 18,273 miles only. £545

1965 (Dec.) RENAULT R4 Estate, blue/grey, new gear-box and tyres just fitted, engine de-cked Nov. '70, roof rack, heater, belts, two owners only. £295

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

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

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1966 JAGUAR 'E'-Type fixed-head coupé, in white with black interior. Fitted radio, chrome wire wheels, heated rear window. (Illustrated)..... £1,299

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1967 **M.G.-B**, in blue with black interior, wire wheels, radio, overdrive..... £799

1968 **M.G.-B**, in white, contrasting black interior, wire wheels, radial tyres, overdrive, wing mirrors, burglar alarm. (Illustrated) £949

1969 **M.G.-B**, in white with black interior, hard-top, luggage rack, wire wheels, push-button radio..... £1,069

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1968 **M.G.-B GT**, in mineral blue with black interior, sunshine roof, wire wheels, radio..... £1,049

1969 **M.G.-B GT**, in black with red trim, overdrive, chrome wire wheels; only 19,000 recorded miles..... £1,099

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1969 **RELIANT Scimitar GTE**, in red with black interior, overdrive, push-button radio..... £1,699

1970 **RELIANT Scimitar GTE**, in white with black interior, heated rear window, radio, overdrive..... £1,949

1965 **SUNBEAM Alpine GT fixed-head coupé**, in blue with matching interior, fitted overdrive. (Illustrated)..... £599

1967 **SUNBEAM Alpine sports GT**, in white with contrasting black trim, radio, overdrive..... £649

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1969 **TRIUMPH TR6**. In white with contrasting black interior, wire wheels, overdrive, tonneau cover, push-button radio... £1,499

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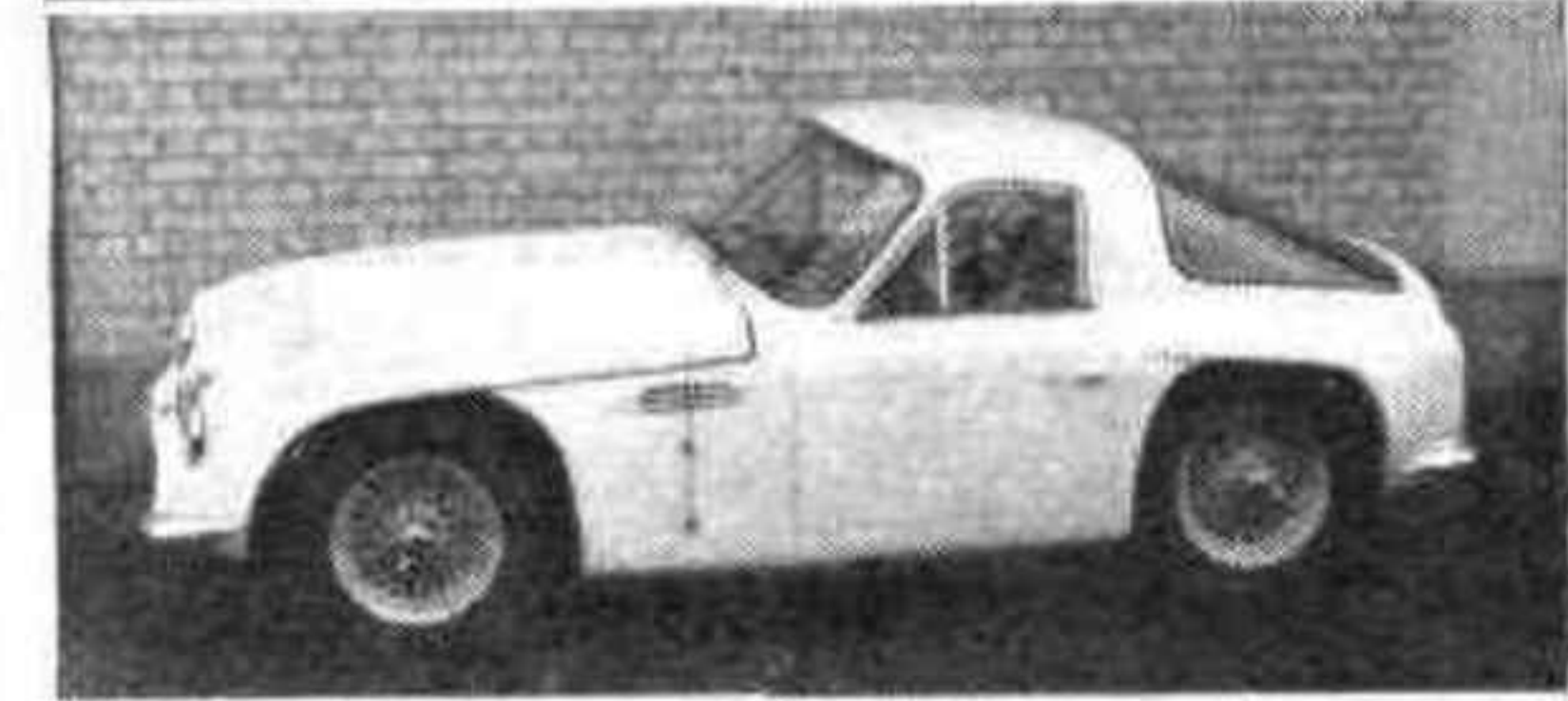
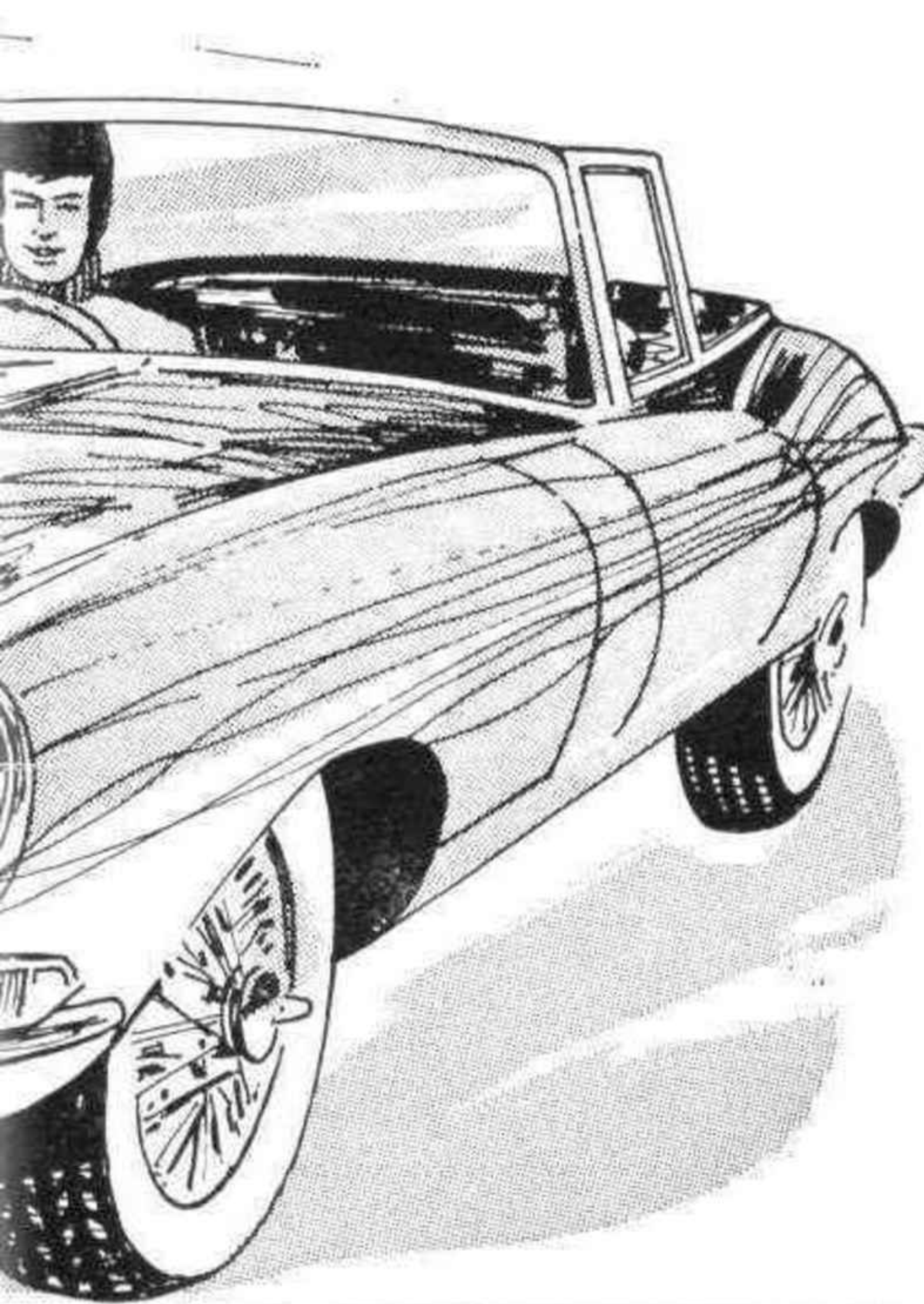
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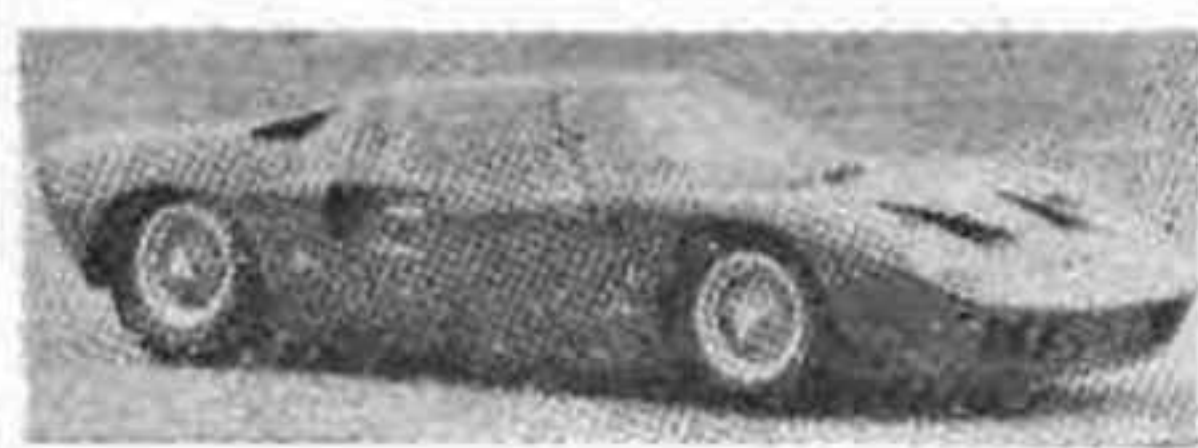
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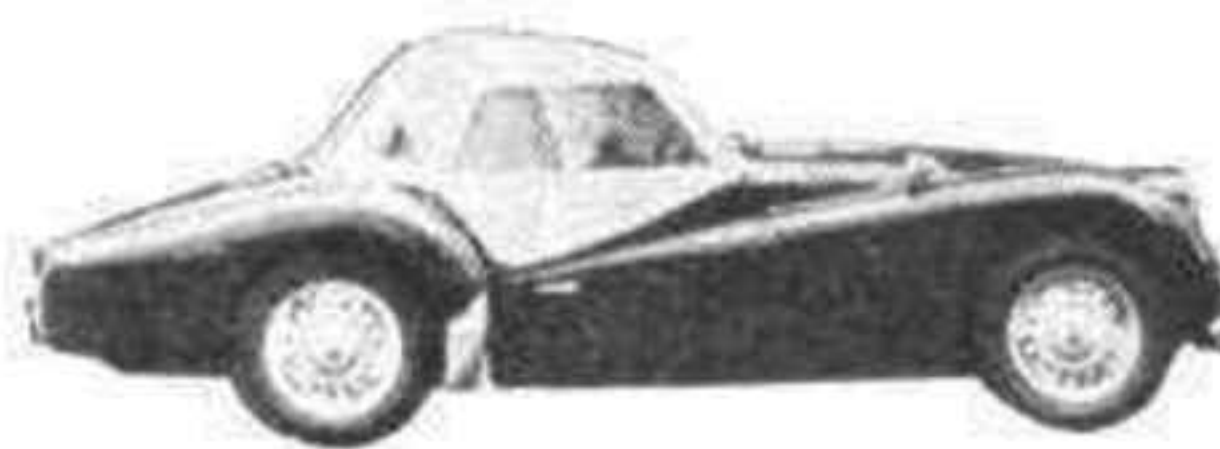
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1953 RILEY 1½-LITRE, M.O.T. JAN., 1972; only 900 miles since engine completely rebuilt and tuned; new clutch unit fitted, steering rack and gearbox overhauled, all by Riley specialist; recellulosed black; new carpets, etc. £325. Gossage, 73 Conway Drive, Ashford, Middx., or telephone Aldershot 25414 (evenings). (1042)

ASTON MARTIN DB2/4 MK. II, OUT- standing condition; M.o.T. 1972. £495. Tel.: Prescott (Lancs.) 4857. (1047)

AUSTIN HEALEY 100/4, GOOD mechanics; overdrive; tax and M.o.T.; bodywork fair. £120. Call after 6 p.m. at 109 Arundel Drive, South Harrow, Middx. (1048)

FOR SALE—continued

1275 COOPER "S", 1965. ONE OWNER; engine/gearbox just reconditioned and in excellent condition throughout; sensible extras. £380. Tel.: 01-940 8745 (evenings). (1043)

SUNBEAM TIGER, 4.2, 1965. WELL maintained throughout; Motorola radio, hard- and soft-tops; dark blue. £575. Tel.: Reigate 43021. (1044)

SS COUPE-BODIED 3½-LITRE CHASSIS, partly restored. Enquiries. Tel.: 01-898 1583 (Hounslow) (after 6 p.m.). (1045)

BIG HEALEY MK. III, 1966; 44,000 miles; immaculate lagoon blue metallic, wires, radio, watchdog, new clutch, brakes, exhaust, reconditioned engine just run-in; two owners, genuinely reluctant to part—wrench forces sale. Offers over £750. Tel.: 031-229 4730 (Edinburgh) (after 6 p.m.). (1046)

1964 MK. II MIDGET, PRETTY AND reliable; many extras, genuine 47,000 miles. £295 (bought Elan); also ex-Mini, Nikki twinchoke, manifold, Cooper 'S' distributor, duplex timing chain and 731 camshaft. £25. Tel.: Fulbeck (Lincs.). 521. (1049)

MERCEDES 180B, DISTINCTIVE CAR, carefully maintained by two owners. Upholstery like new; moderate mileage. £250. Tel.: Walton-on-Thames 23396. (1050)

1950 LAGONDA 2.6 D.H.C. MAGNIFICENT car. One owner last 11 years. (Lagon-da Club). £375. Village Farm, Acrise, Folkestone. Tel.: Elham 492. (1051)

1949 MORGAN 4/4, STANDARD EN-GINE. Mechanically rebuilt, bodily good. Many new parts. £350 o.n.o. Tel.: Shef-field 367252. (1052)

MAGNIFICENT ROLLS-ROYCE OPEN Phantom II, S.A.E.; photogen. Robinson, North Stables, Gerrards Cross, Bucks. (1053)

1938 ALVIS 4.3, 84,000 MILES GENUINE; Charlesworth saloon; immaculate condi-tion throughout; rebuilt engine, fully re-conditioned interior, impeccable coach-work, new tyres, new exhaust, extensive new chrome. £1,500 o.n.o. The Grange, Church St., Saffron Walden, Essex. Tel.: Saffron Walden 2330. (1054)

MARCOS 850 TUNED 1968 "F", MING blue; fitted rollover bar, laminated wind-screen, 5 in. Pearce wheels, radial tyres, full carpeting/soundproofing. £425 o.n.o. Tel.: Winterbourne Gunner (Salisbury) 213 (after 5.30). (1055)

TIGER, 330 B.H.P. ENGINE, NUMEROUS modifications, recent complete £100 over-haul. £730. Tel.: 01-858 3703. (1056)

1924 BULLNOSE MORRIS COWLEY four-seat tourer. View Ely. Details by return. Box 2701. (1057)

FACELE VEGA F2A 1,600 C.C., 1961. four-seater. Metallic burgandy. Not yet 40,000 miles; unused for five years; black morocco upholstery by Pullman, Motorola radio, Nardi steering wheel, Unique motor car. Everything absolutely original. £400. Tel.: Uttoxeter 3556 (evenings). (1058)

MORGAN + 4, WHITE/BLACK IN-terior, very good condition, 1963. En-thusiasmatically maintained with new clutch, hood, etc.; used weekends only by present owner. £550. Tel.: 01-551 0682. (1059)

ALFA ROMEO 2,600 BERLINA, 1963. R.H.D. Perfect mechanics, body and in-terior require tidying. M.o.T. £295. Tel.: 01-647 5081. (1060)

TRA 1966, WIRES, RADIO, FULL AND half tonneau, good ZX tyres, spare set of five wheels. Good condition throughout, red with black interior. M.o.T. and taxed. £625. Tel.: 021-475 5646 (Birmingham). (1061)

ASTON MARTIN DB2/4 MK. III, IM-maculate condition throughout; French blue; 70,000 miles; all extras including overdrive, radio, Superb car. £700 o.n.o. Tel.: Leeds 687164. (1062)

MORGAN 4/4 1964, COMPLETELY RE-built body, interior, engine over last four months; new hood, sidescrims, seats, etc. Photograph on request. £450 o.n.o. Ber-tram, 81 Jennifer Grove, Newcastle-upon-Tyne 7. (1063)

M.G. MIDGET 1962, B.R.G., WHITE, hardtop, tonneau, Gold Seal engine, fibre glass front, G800s, customised consul, radio, extras. 230 o.n.o. Ealing, W.5. Tel.: 01-998 4812 (evenings). (1064)

TRIUMPH GT6 1968, WIRE WHEELS. Overdrive, servo brakes, oil cooler; Dunlop S.P. radials; 22,000 miles. Perfect condi-tion throughout. Just as new. Taxed. £675. Tel.: Blackpool 33639. (1065)

1967 ALFA ROMEO GIULIA TI, 1,570 c.c. Immaculate, light blue. Complete new rear suspension. £650 o.n.o. H.P. arranged. Marshall, 3 Cookson St., Brighouse, Yorks., or Tel.: Elland 2369 (after 6 p.m.). (1066)

T.V.R. VIXEN, 1969, FLAME RED, 1920 o.n.o. Waddell, 26a Woodthorne Rd., Tottenhall, Wolverhampton. Tel.: 27811 Extn. 164 (daytime). (1067)

ROLLS-ROYCE 1935 20/25 OWNER saloon by Cockshoot. Outstanding condi-tion. £1,550. Tel.: Godalming 7391. (1068)

ALFA GIULIETTA SPRINT 1300, R.H.D., 1960. Radio, long M.o.T., considerable recent expenditure on mechanics. Offers around £300. Tel.: 01-363 2524. (1069)

ENTHUSIAST'S DAIMLER CONQUEST, 1954, 60,000 miles; wonderful condition, two owners, mainly chauffeur driven; workshop manual and many valuable spares from cannibalised other conquests. £160. Tel.: Byfleet 46458. (1070)

LANCIA AURELIA, 1958, B20 GT SERIES 6. R.H.D. Unique condition throughout and probably the best example currently offered. £645. 10 Ashbrook, Stone Grove, Edgware, Middlesex. Tel.: 01-958 5472. (1071)

FOR SALE—continued

ALFA ROMEO 2600 SPRINT, 1964. Genuine 35,000 miles, new clutch, long M.o.T. Offers. Tel.: Pett 3270 (day), 2448 (evenings). (1072)

RUDDSPED VOLVO 131, LATE '65, grey with red trim, fitted h.c. head, special cams, twin 40 d.c.o.e., lowered suspen-sion, Konis, special exhaust, four-branch manifold, Interior Silent Travel, Motorola, fitted carpets, service records. Excellent condition. £650. Tel.: Hinds Theale 621 Extn. 45. (1073)

UNIQUE OPPORTUNITY. 1928 CHEVRO-let truck. One owner from new, regularly used. To be sold by auction by Lambert & Symes, late February. Tel.: Paddock Wood (Kent) 2325. (1074)

LANCIA FLAMINIA FARINA COUPE, 1965, r.h.d., silver coachwork with un-marked blue interior. Fastidiously main-tained since new. Exchange or £725 o.n.o. Tel.: 01-681 1588. (1075)

VAUXHALL VIVA 1600 SL FOUR-DOOR saloon, 1969, lady owner; low mileage; overhead cam engine, heated rear window, fog, spotlights, electric clock, aerial, cigar lighter, seat belts, ZX tyres, spare unused, fastidiously maintained, cots new nearly £1,100. Genuine bargain at £695. Open to A.A. inspection, H.P., part exchange pos-sible. Tel.: Guildford 64250. (1076)

ROLLS-ROYCE SILVER DAWN, S.S. coachwork, November 1954. Automatic, shell over Tudor. Light grey leather up-holstery. 64,120 miles. Religiously main-tained by R.R., fully documented history since birth. This vehicle is in superb original condition, its exceptionally low mileage will be guaranteed in writing by the present owner. A rare opportunity to purchase a truly outstanding example of this marque. Price negotiable around £2,500. Tel.: Meopham 2439 (evenings and weekends). (1077)

YES! "E"-TYPE JAGUAR 1965 ROAD-ster 4.2, dark blue, good hard/soft tops, w.w., c.w.w., radio alarm, tinted screen, etc., etc. for 1995. Trenerry, Tel.: Bourne-mouth 21774 (office). (1078)

1275 "S" AUGUST 1967, OIL COOLER, wide wheels, low mileage, outstanding condition. £530 o.n.o. Shepherd 23 Blen-helm Walk, Corby, Northants. Tel.: Corby 5501 (day only). (1079)

ALPINE SERIES IV 1964, A RARE example of a beautiful white sports car; red interior; radio, overdrive, wires, servo brakes. Maintained from new by same person. £365. Tel.: Southend 524652. (1080)

HISTORIC COOPER-BRISTOL SPORTS racing, Eligible for H.S.C.C. & V.S.C.C. events. Nominal mileage since full re-build body, chassis and engine, 100 per cent original body and mechanics. 150-b.h.p. Bristol engine gives fantastic per-formance; fitted original mag-alloy wheels with Dunlop racing boots; quick change, rear axle; many spare ratios. Can be changed in 10 minutes; boxes of engine spares, etc., also spare mag-alloy wheels. Suitable for road or track. £1,500. Willies, 13 Brinsmade Rd., Amptill, Beds. Tel.: 2033. (1081)

MIDGET 1,275 C.C. 1968/69, BLACK, wire wheels, fitted Lenham Le-Mans bonnet. 29,000 miles, G800 tyres. Fitted all usual extras, etc. Excellent condition through-out. £520 o.n.o. Willies, 13 Brinsmade Rd., Amptill, Beds. Tel.: 2033. (1081)

1933 ROVER TEN SPECIAL TICKFORD drophead coupé for sale. Very rare model in very good condition. Offers around £250. T. J. Freeborn, 27 Manor Way, Chesham, Bucks. (1082)

BENTLEY "R"-TYPE 1954 AUTOMATIC, one owner 14 years, black, fitted boot cases, usual Bentley refinements, radio, heated rear window, etc. A beautiful car. £645. Tel.: Bagshot 2162 (Surrey). (1083)

1968 LOTUS ELAN D.H.C., RADIO, knock-on wheels. Offers over £1,000. 64 Milton Ave., Liverpool 14. Tel.: 051-489 8355. (1084)

1969 CAPRI 1600GT, MINT CONDITION, £950, consider part exchange for Mini or similar. O'Brien, Hawthorn Grove, Hollingworth, Hyde, Cheshire. (1085)

B.M.W. 1600, NOV. 1967. 36,000 MILES. Caribie blue with grey interior; superb car, in excellent condition. £850 o.n.o. Also one Pratts and two Esso two-gallon petrol cans, what offers? Tel.: Hertford 6001. (1086)

1939 FRAZER-NASH B.M.W. 321, REUT-ter cabriolet. Letters only. Genuine p.v.t. £300. H. Gregory, The Bungalow, Boltons Lane, Harrington, Middlesex. (1087)

PORSCHE 356B SUPER 75, SABLE WITH light-brown interior. Four new tyres, radio, taxed and M.o.T. to January 1972. Im-maculate condition. £725. R. Clercy, 17 Darras Rd., Ponteland, Newcastle-upon-Tyne. Tel.: Ponteland 4232. (1088)

M.G.-B NOV. 1964, OLD ENGLISH white. Reconditioned 5 B.R.G. engine, gearbox and suspension; extras include J. A. Pierce 5½ alloy wheels, radio, Bermuda hard-top, roll-over bar. 10 months tax, M.o.T., bodily and mechanically excellent. £465 or best offer. Bingham, 23 Whin Hill Rd., Bessacarr, Doncaster. Tel.: 55204. (1089)

"H" REGISTERED 1970 M.G.-B GT, Bermuda blue, overdrive, wires, h.w. radio; 9,000 miles. One lady owner. £1,300. Tel.: 0723-66945. (1090)

M.G.-C ROADSTER, 1968, RED/BLACK, radials, servo, tonneau, excellent condi-tion. £750 o.n.o. Tel.: High Wycombe 20515. (1091)

STARTING HANDLE, THREE-DOG, FOR 20 h.p. Rolls-Royce, R. Bunn, Warner-wood, West St., Selsey, Sussex. Tel.: Selsey 4848. (1191)

FOR SALE—continued

105 TALBOT TOURER V.D.P. VERY original, much work done. £1,350 o.n.o. Many 105 spares for sale. 1934 Aston Martin Le Mans Standard 4-seater tourer. £600. Sunnyside, Hoos, Battle, Sussex. Tel.: Ninfield 259. (1092)

1966 SUNBEAM ALPINE V, 1725, L.H.D. New engine December, twin Strombergs 175 C.B.S., skimmed polished head, stage II camshaft, lightened fly-wheel, 4-branch exhaust, electric fan, sports coil, twin oil coolers, twin exhaust tailpiece, Konis, balanced engine, etc. Hard-top/soft-top, GT interior, British Racing Green recently re-enamelled, immaculate. All conceivable extras, overdrives, magnificent aluminium wheels, nine instruments and clocks, elec-tric windscreen washers, twin Hella spot-lamps, Radiomobile. One owner. Sell £650 o.n.o. Write only for appointment: Stoforopoulou, 21 Upper Grosvenor St., London, W.1. (1093)

SP250 1963, CINTS, RADIO, EXTRAS. Splendid condition. £650 o.n.o. Tel.: 01-248 9822 Ext. 579 (days). (1126)

1953 M.G. TD, ONE OWNER FROM NEW. Garaged, unused and untaxed, from 1960. 42,000 miles. Original red paintwork. No structural rust or crash damage. Aero-screens plus original weather equipment in good order. Four little used tyres plus five suitable for retreading. Undamaged upholstery, reined brakes. £200. Tel.: Birdham 512545 for appointment (Chiche-ster). (1116)

RILEY 2, OPEN ROADSTER, IN FINE order throughout. Excellent car with long M.o.T. £450 (H.P. possible). Part exchange interesting car/commercial. "Kempfield House", Kellingley Rd., Knottingley. Tel.: 2997. (1117)

1967 ALPINE SPORTS TOURER, O.D. Red/black interior. Bought as second car but unsuitable owing to lack of space. Sacrifice at £635. Tel.: Uxbridge 30307. (1118)

MERCEDES-BENZ 300SL SPORTS ROAD-ster, white with red trim, hard- and soft-tops. Rare car in beautiful condition. £1,850. Terms could be arranged. Exchanges considered. Box 2702. (1119)

RILEY 1½ RME, 1954, BLUE/BLACK, SOUND example, two owners. £150. 112 Bathurst Rd., Staplehurst, Kent. (1120)

M.G.-A 1500, 1958, BLUE, FINE EXAMPLE, £250. Loader, Tel.: Carlisle 22458. (1121)

M.G.-B, 1965, WIRE WHEELS, RADIO, leather wheel, seat belts. New hood, tonneau. Excellent condition. £550. 4 Chulmleigh Walk, Abington Vale, Northampton. (1122)

M.G.-A 1600 D.C.H., 1960, VERY GOOD condition bodily and mechanically. Garage maintained. £265 o.n.o. M.o.T. 4 Winchester Cres., Sheffield. Tel.: 305480. (1123)

RILEY 1½-LITRE RME, 1953, REPLACEMENT engine 8,000 miles. New clutch, steering over-hauled. Magnificent bodywork finished in maroon. Excellent interior, superb runner. 12 months' M.o.T., taxed. £235 o.n.o. Tel.: 061-439 7638. (1124)

LOTUS ELAN S3, 1968, WHITE D.H.C. Knock-ons, radio low mileage, immaculate; one lady owner. £925 o.n.o. Tel.: Uxbridge (Middx.) 36314. (1125)

BOTH MUST GO! EXCHANGES CON-sidered, on 1968 Lotus Cortina, low mileage, white with green flash, about £800. 1966 1294 Cooper "S" rally vehicle, but not a battered about one. £525. Terms arranged. Tel.: 01-800 9613 (London). (1133)

LANCIA FLAVIA 1.8 VIGNALE CON-vertible with hard-top, 1964; one previous owner, 46,000 miles. No expense spared on upkeep, over £200 spent recently. Very pretty 4-seater convertible. £750. P.X. cheaper car considered. Tel.: Hoddeston 69604. (1174)

ASTON MARTIN, 1969, DB6, 2,000 MILES only, dismantling for spares; mechanically perfect, front end good. Please contact C. Bas-sett, Tel.: Luton 20987. (1175)

"R"-TYPE BENTLEY, 1954, AUTOMATIC, Resprayed peacock blue Nov. 1970. Recent mechanical rebuild by Barclay. Quite mag-nificent example. £1,100. Tel.: 01-606 7291 (office), 01-373 7990 (home). (1176)

1932 ROLLS-ROYCE P-II SEDANCA DE ville by H. J. Mulliner. Quite magnificent motor car, recently restored to an exacting standard. Please contact Anthony Michaels, Tel.: 05253-2041. (1177)

"VEEDOL" ACE BRISTOL, THE MOST famous racing A.C. Stored last four years. Engine rebuilt for road. Run-in for 550 miles. New white paint, new leather and carpets. Chassis and special suspension recently checked over. £1,150. Jeremy Nightingale, 45 Keiso Place, London, W8. (1178)

PORSCHE 356 B CABRIOLET, THIS CAR has had a new hood (black mohair), bonnet and underside in the last six months. Coloured yellow, it is in excellent mechanical condition. £575. Tel.: 01-235 7435 (evenings). (1179)

WANTED—continued

LAGONDA RAPIER, RILEY 9, ALVIS or similar open sports or special suitable V.S.C.C. competition and road use. Hen-nings, 12 St. Andrews Gardens, Church Rd., Tarring, Worthing. (0837)

REGISTRATION NUMBER WJD (WITH or without vehicle). Dunn, 30 Overton Drive, Rutherglen, Lanarkshire. (0838)

WANTED: TWIN-CARB, INDUCTION manifold for 1949 Lea-Francis 14 h.p. Sports. Tel.: Wolverhampton 30677. (0839)

WANTED: "MOTOR SPORT" PRIOR TO 1954. All details to: Denison, 202 State St., Ames, Iowa 50010, U.S.A. (0840)

WANTED: SPORTS CARS PURCHASED for cash. Motorway Sports Cars, Boughton. Tel.: 022-775 223 Kent. (0841)

WANTED FOR A 1922 SILVER GHOST, six 33 x 5 Dunlop tyres. Must be in good condition; will collect. Please give price. Jonathan Samuelson, Old Grove House, Hampstead Grove, Hampstead, London, N.W.3 6SP. (0842)

WANTED SET OF CHROME WIRE wheels (or Mag.) for DB5. Must be in perfect condition. For sale spares per SP250 engine, wheels, water pump (new), silencers, valves, decoke set, etc. Tel.: Hawick 3175. (0843)

MEADOW FRAZER NASH MOTOR CAR, Box 2681. (0844)

SALMON PHOTOS, INFORMATION, spares, etc., Box 2682. (0844)

"MOTORS" WANTED ISSUES JULY 31st, 1965; July 23rd, Sept. 3rd; Oct. 8th, 1966. Your price paid. Elifs, Temple Mills House, Colbridge, Co. Kildare, Ireland. (0845)

ROVER SPORTS REGISTER MEMBER requires 1934-36, 10, 12, 14 h.p. saloon, drophead or tourer. Must be in good condition. State price. C. Walmsley, Long-field Stables, Cowhill, Grimsargh, Preston. (0846)

ORIGINAL INSTRUCTION BOOKS RE-quired for 1939 Alvis "Speed 25" and 1952 Aston Martin DB2. Tel.: J. E. Beck 061-980 5101. (0847)

REGISTRATION LETTER B REQUIRED with any number below 100. Tel.: J. E. Beck 061-980 5101. (0847)

WANTED FOR ASTON MARTIN, DB4 GT engine with 12 plug cylinder head. Box 2683. (0847)

RTJ, TJ OR RJ REGISTRATION NUM-ber wanted. Tel.: Lytham 6806. (0848)

WANTED: B.M.W. 700 CS COUPE, LATE model with alloy sump and six stud heads. Tel.: R. J. Elliott 01-573 0381 (evenings). (0849)

REQUIRE FIAT 600D REAR-HINGED nearside and offside doors as new, also new body shell. Bingham, "Cosy Cot", New Road, Pamber Green, Hants. (0850)

WANTED: GOOD CONDITION 1950 TO 1962 Bentley/Rolls with left hand drive. Tel.: Philip Jackson 255-06-87 (Paris—France) (office hours). (0851)

ROLLS-ROYCE WANTED FOR RE-stitution, anything considered. Taylor, 1 Unwin Close, Cheltenham. (0852)

LOTUS WANTED, 54 ELAN D.H.C. privately for cash. Must be low mileage, excellent condition. Fisher, Tel.: Ipswich 76911 (office), Felixstowe 4018 (evenings). (0853)

REGISTRATION NUMBER SWB WITH low or unusual number. Please Tel.: Mr. Bustin 01-235 6851 (office hours). Reason-able price payable only. (0854)

HUMBER WANTED, PRE-1928, ANY type or condition. Please contact R. Shaw, 11 Priory Terrace, N.W.6. Tel.: 01-328 4271 (evenings). (0854)

ROLLS-ROYCE 20, HORIZONTAL SHUT-ters, any model or condition wanted by RREC/V.S.C.C. member. Please Tel.: 01-328 4271 (most evenings or weekends). (0855)

DAMAGED M.G. GT REQUIRED, LATE registration essential; damage immaterial. Tel.: Ousfold 456. (0856)

WANTED: M.G. 1935 "L"-TYPE Con-tinental Magna fixed-head coupé (upright windscreen with large boot). Any condi-tion providing complete, or would pay good price for one in good condition. Sharp, Tel.: Milford-on-Sea 2234. Field House, Milford-on-Sea, Hants. (0857)

1½-LITRE ASTON FRONT SHOCK AB-sorbers, shackle pins, unworn Mk. II timing gears; engine parts available in exchange if required. Tel.: Whitchurch (Bucks.) 506. (0858)

REGISTRATION NUMBER DH, DWH, or DER with low numbers. Mr. D. Handel, 74 Campbell Ave., Ilford, Essex. (0859)

REGISTRATION NUMBER GG OR GVG with low number, Ivydene, Hook Norton, Banbury, Oxon. (0860)

ROLLS-ROYCE WANTED, SPORTS OR small saloon, to renovate if possible. Don't let it rot away. Write to: J. R. Hand, 107 Brook Street, Wall Heath, Staffs., or Tel.: Dudley 58474 (daytime). (0861)

WANTED: REGISTRATION NUMBER PF or PEF with any low number con-sidered. Tel.: Derby 57673 (between 9-6) or write: Fisher, 2 West Lawn, Findern, Derby. (0862)

SOUTH AFRICAN SEEKS 1930-1935 Rolls, Bentley or open Sports Car. Con-dition fair. Price reasonable. Will arrange cash and shipping immediately. Reply to: Seely, 18 Craver Rd., Bedfordview, Trans-vaal, South Africa. (0863)

MORGAN TRICYCLE WANTED PRI-vately. Ward, 2 Hereford Rd., Harrogate, Tel.: 2983. (0864)

REGISTRATIONS TT, WTT, VET, JMT required. Turner, 15 Mandeville Rd., Northolt, Middlesex. (0865)

COMPANY DIRECTOR REQUIRES TO purchase vintage or post-vintage cars of character and quality. Write in first instant to: Box 2628. (0866)

WANTED

M.G. ZB MAGNETTE, WOLSELEY 15/50, Citroën L15, or similar; 1½-litre 30 m.p.g. saloon; clean reliable. Formby, 1 Crows Nest Cottages, Tattenhall Rd., Tattenhall, Chester, CH3 9BB. Tel.: Tat-tenhall 689. (0836)

ROLLS-ROYCE WANTED BY ENTHU-siast—post-war model up to 1956. The Wraith model preferred; in well-cared-for condition to a good home; details appreciated. Box 2677. (0876)

WANTED: MORGAN 4/4 FOUR-SEATER, Tel.: Osselth (Yorkshire) 3351. (0895)

WANTED: CROSSLEY CAR, IN GOOD or restorable condition. Any type con-sidered. Box 2680. (0834)

ART OR AT REGISTRATION NUMBER wanted with low number. Tel.: Fence Houses 2530, Co. Durham. (0835)

WANTED—continued

ANY SPORTS CAR, ANY CONDITION, any year; damaged or unben: also saloons, vintage cars. Cash. Tel.: 01-658 1005 (any-time). (0867)

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, Atlantic St., Altrincham, with details of lowest price. Tel.: 061-928 2895. (0868)

THREE-WHEELED MORGAN WITH EXposed engine. Running order preferred; concours not essential. Box 2663. (0869)

WANTED: TR3A's, TR4s, TR4As, TR5s, and TR6s. Highest prices paid for sound, well-kept cars. D.C.M., The TR Centre, Tel.: 01-937 1410, 21 Lexham Mews, London, W.8. (0870)

WILL PAY 25 U.S.A. DOLLARS FOR two new or useable Lucas model 1145 side lights, part 52070A, as used on Bristol 2-litre 47-48-49-50—Commoner 2-3-5-ton 46-47; Lea-Francis 14 later 48, Warren L. Wyman, P.O. Box 832, Rancho Santa Fe, California, U.S.A. 92067. (0871)

1929 ROLLS-ROYCE PI. CYLINDER head WR series or similar. Fair price paid. What have you? J. Harris, 2 High St., Winterbourne, Bristol. (0872)

ASTON MARTIN WANTED PRIVATELY. Will consider any model from DB2 to DB5 provided car is in superb condition. Would like a car with low to moderate mileage. Please give full details and state price required for cash. Willing to view in any part of the country. Box 2684. (0873)

FRAZER NASH LE MANS REPLICAS OR Connaught "A"-type wanted or exchange for Aston Martin Le Mans in outstanding condition; cash adjustment as necessary. Box 2685. (0874)

MERCEDES 220S CABRIOLET, 1957-1959. Please state condition and price. Box 2695. (0879)

BRISTOL CAR FOR RENOVATION BY enthusiast, anything considered, also mechanical spares. Distance no object. 21 Ockley Mead, Godstone, Surrey. 1006

M.G. PA/PB OR SIMILAR TOURER. Suitable for restoration, must be original. Tel.: Pett 3270 (day), 3419 (evenings). (1072)

"E"-TYPE DROPHEAD WANTED. Travel anywhere if sound and cheap for year, or good price for outstanding example. 107 Clumber Drive, Radcliffe, Nottingham. Tel.: Radcliffe 3008. (1148)

ASTON MARTIN DB2/4 MK. III, ESPECIALLY convertible, or Jensen 541R. One with a problem would suit if otherwise very good condition. Buy or part exchange my Simca 1500, 1964; 36,000; recent £350 overhaul—very good condition. Tel.: 01-435 7111, extension 371 (office), 01-348 6671 (evenings), 15 Bloomfield Rd., N.6. (1149)

WANTED: WORKSHOP MANUAL FOR Bristol 401-403. Urgent. Tel.: Harlow 26985. (1150)

ROLLS-ROYCE 20 H.P., 1923-1924, INlet and exhaust manifold. Must be in good condition. R. Bunn, Warnerwood, West St., Selsey, Sussex. Tel.: Selsey 4848. (1151)

PACKARD WANTED, PREFERABLY 6/8th series, open. Edwards, 101 High St., Stevenage, Herts. (1152)

SL OR SJL CAR REGISTRATION NUMBER wanted. Box 2706. (1153)

WANTED: PEERLESS OR WARWICK GT. Full details and price to: Dinnage, Ballingdon Cottages, Gaddesden Row, Hemel Hempstead, Herts. (1154)

ALVIS TE21; ONE OWNER; LOW MILEage; no respray; manual gearbox; private buyer; cash waiting. Tel.: Market Deeping 3386. (1155)

CRA OR CA REGISTRATION NUMBER wanted with low or interesting numeral. Anderson, 12 Saracen Rd., Norwich. (1156)

WANTED: SPARES 1935 M.G. "P"-type, including radiator, windscreen assembly, headlamps and engine parts. Branston, 137 Pelham Ave., Scartho, Grimsby, Lincs. (1157)

XX150S 3.8 1960 F.H.C. MUST BE IN good condition. Send full details 71A Seaside Rd., Westbourne, Bournemouth, Hants. Tel.: Canford Cliffs 78277 (evenings). (1158)

ANY BACK NUMBERS "MOTOR Sport". Price negotiable. Loader, 148 Camden Rd., London, N.W.1. (1159)

WANTED: ROCHDALE OLYMPIC IN good order. Cash immediately available. Tel.: Blaydon 2819 (9 a.m.-5.30 p.m.). (1160)

M.G.-A 1600 ROADSTER, GOOD PRICE paid for example in top condition. Tel.: 0452 74 550 (Gloucester). (1161)

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MISCELLANEOUS

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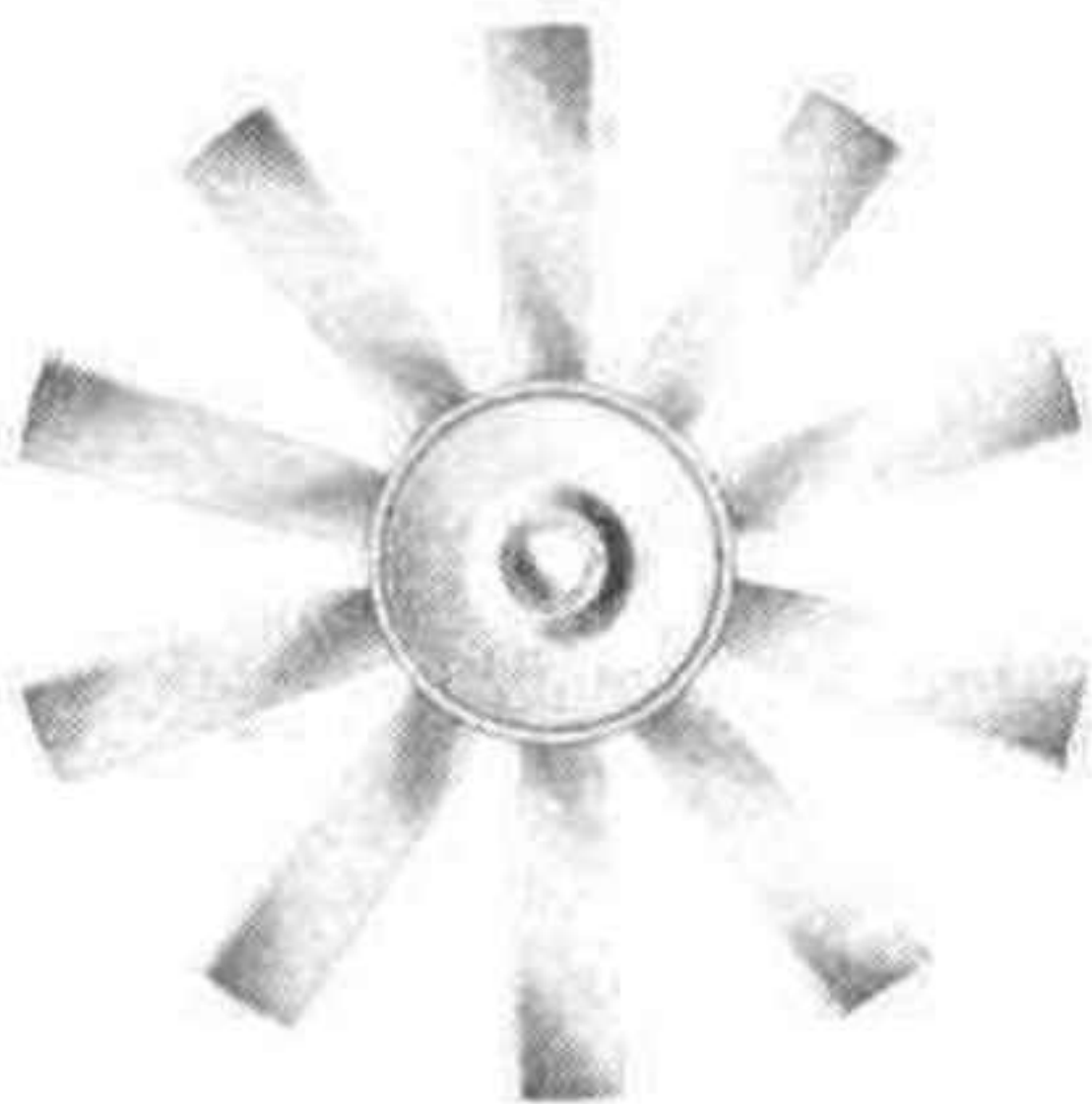
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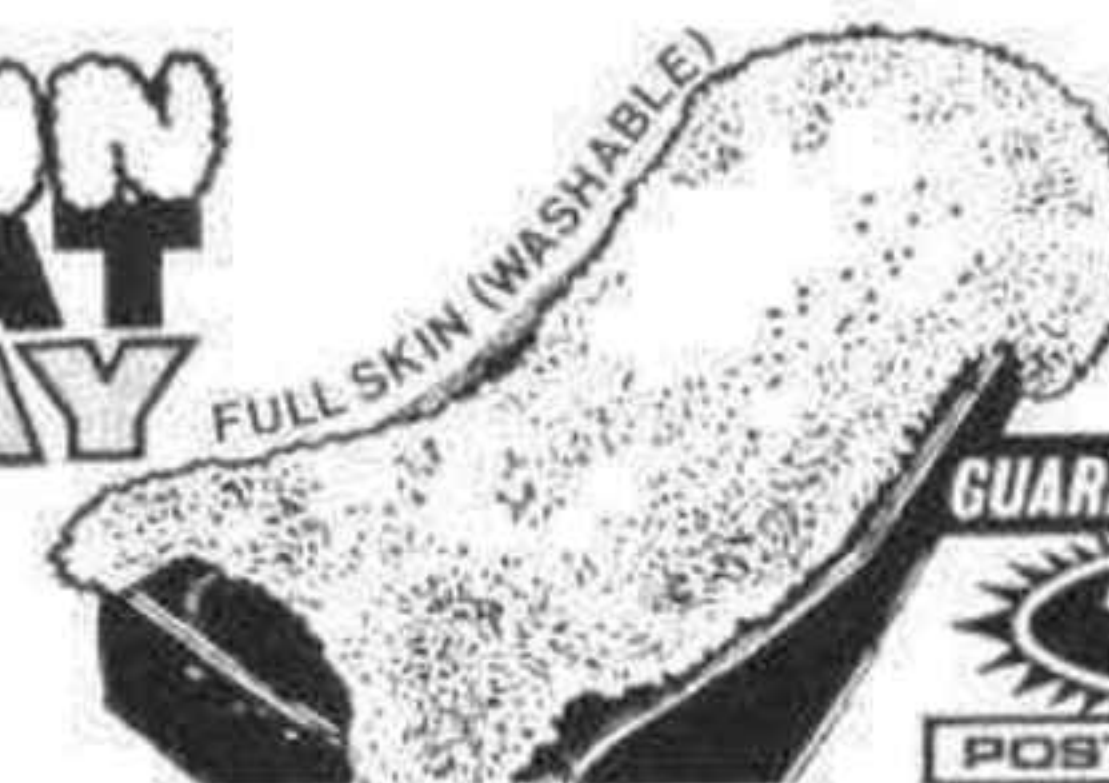
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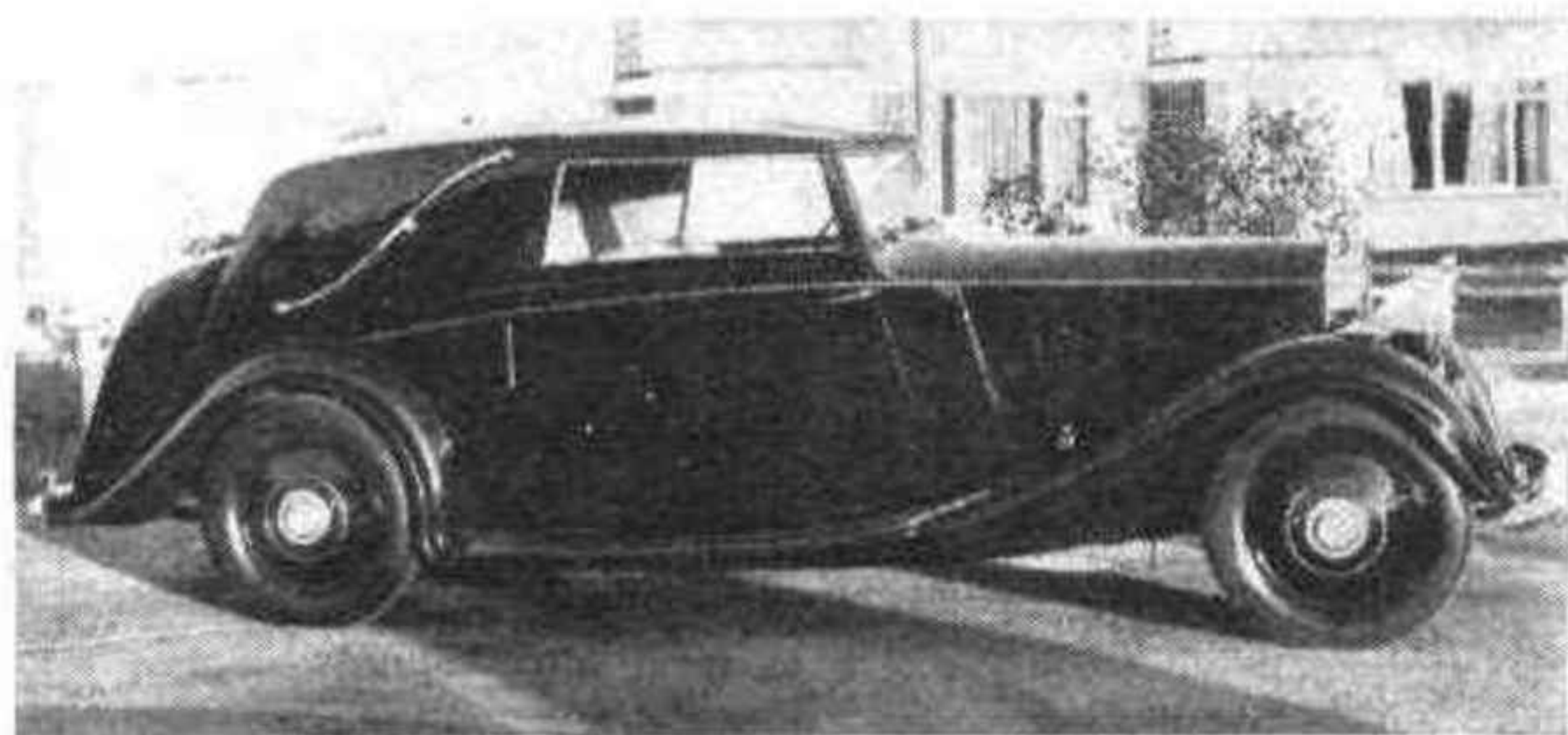


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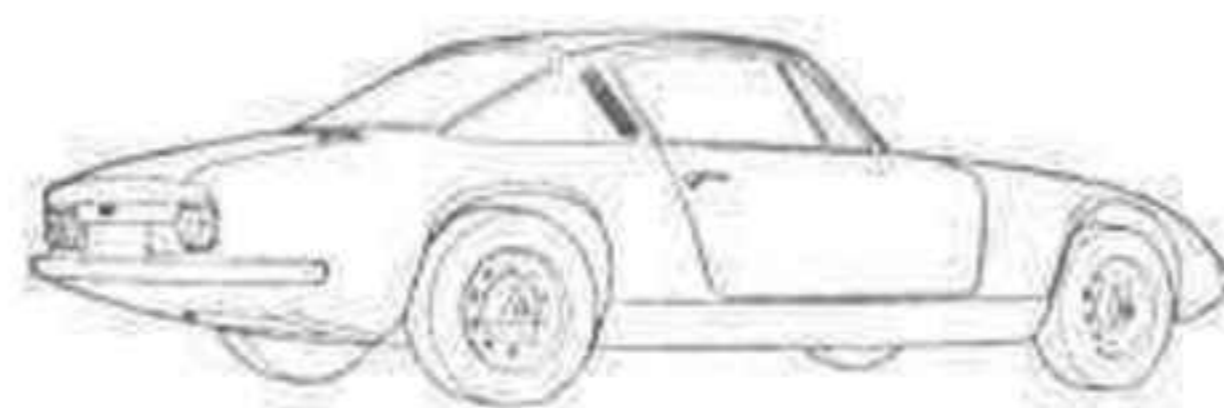
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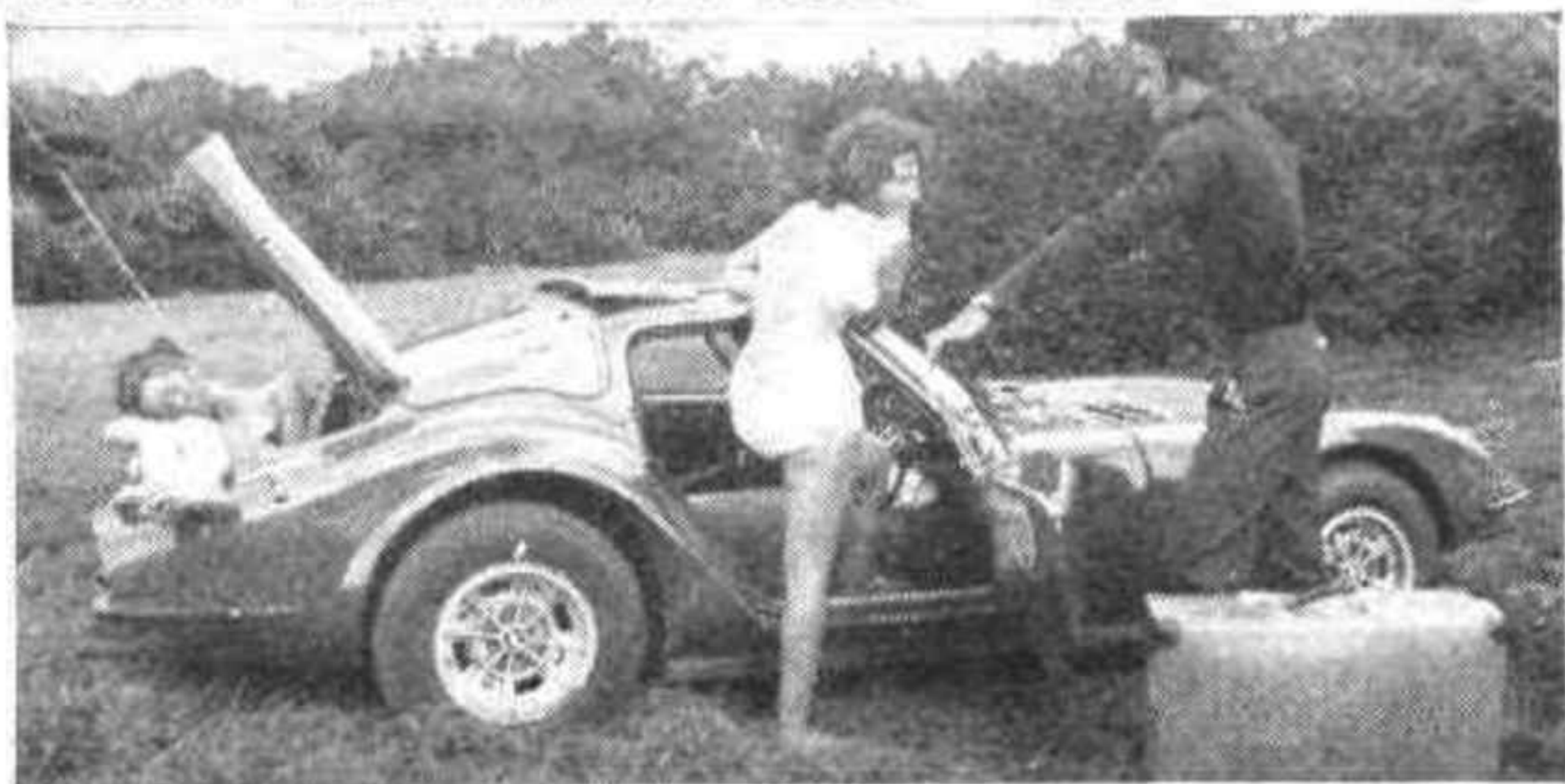
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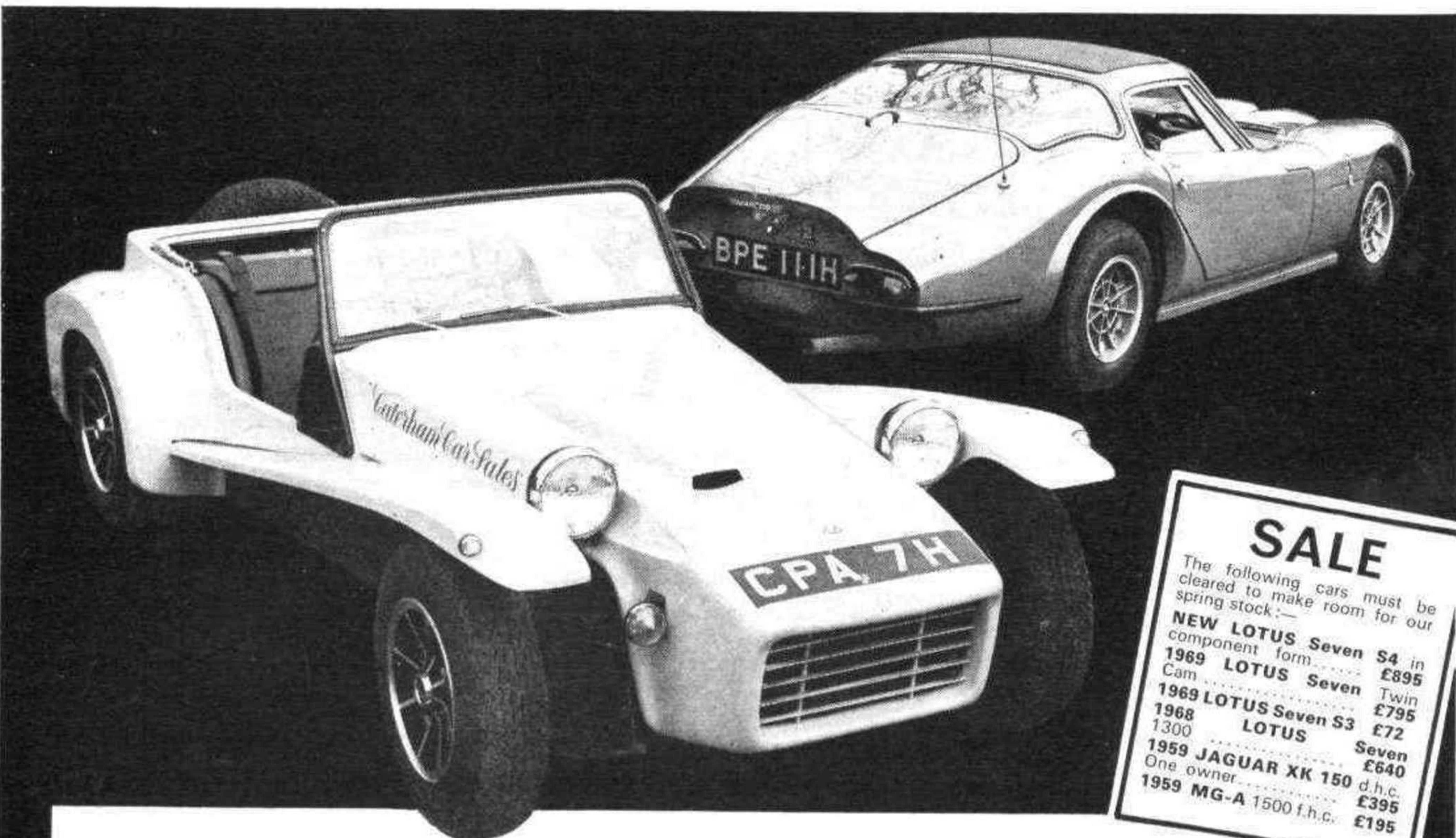
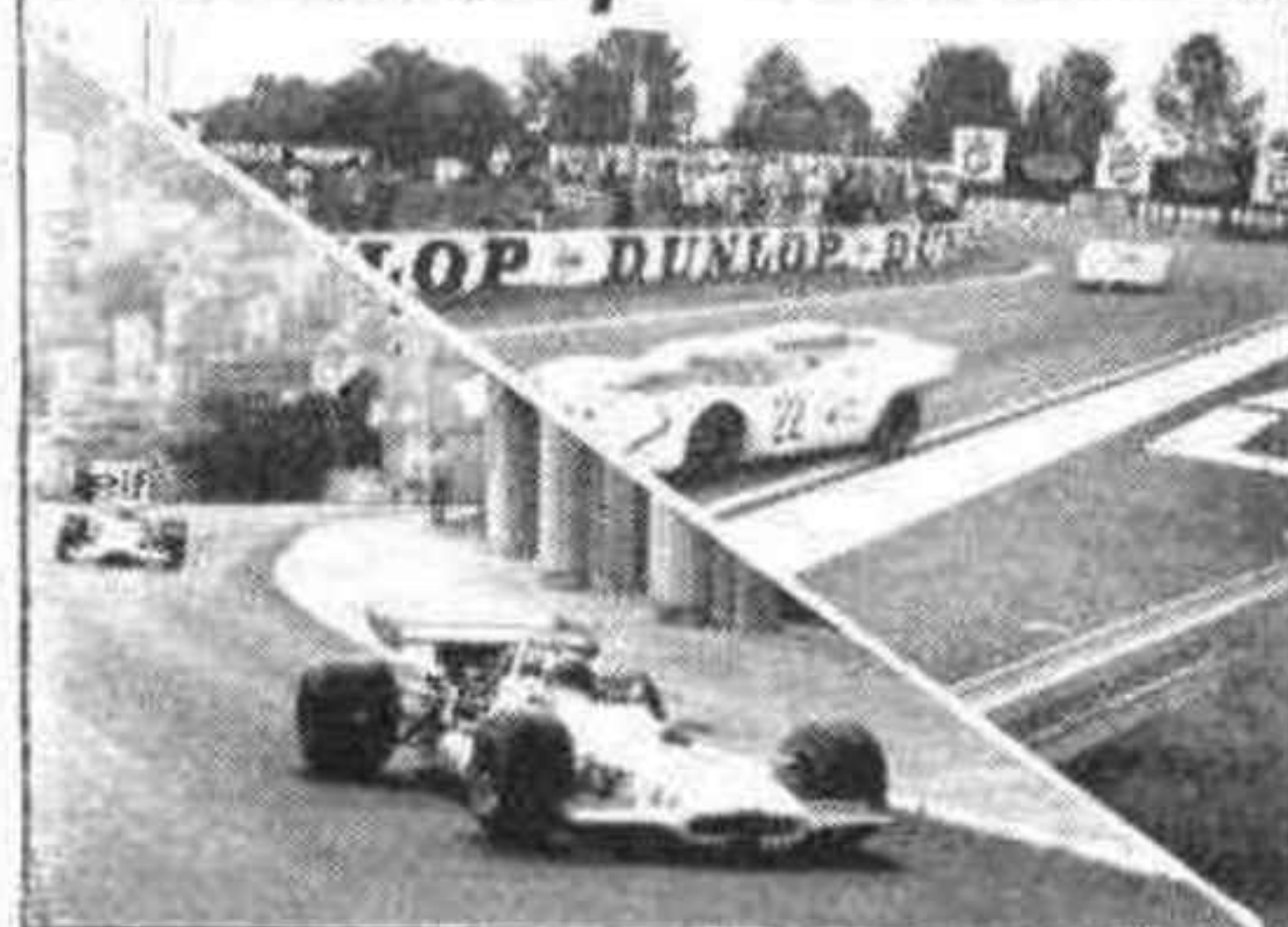
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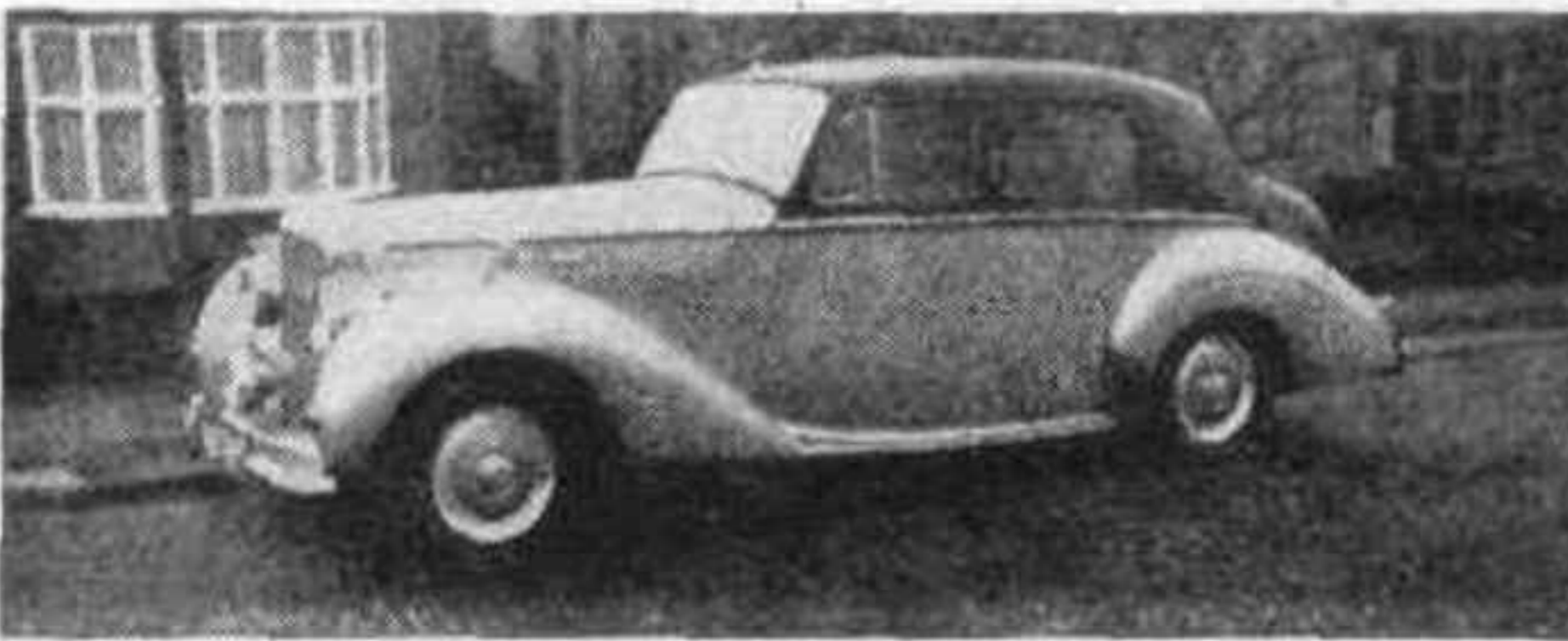
(Left) 1923 ROLLS-ROYCE Silver Ghost sporting open 4-seater touring car by Gill. Twin side mounted spare wheels, coachwork re-painted rich deep plum with new grey hide trim and carpet. All weather equipment replaced. Extensive mechanical overhaul just completed. All wheels respoked and restored. Fitted new tyres. Strikingly handsome vehicle in pristine condition.



(Right) 1958 ROLLS-ROYCE Silver Cloud I automatic, power steering. Recently re-painted metallic silver-green. Outstanding natural hide trim, just fully serviced.



(Left) ROLLS ROYCE Silver Dawn automatic sports saloon. Sunroof, radio, superbly finished in pale primrose with virtually unmarked grey interior. Recent £800 mechanical overhaul, all original tools, exceptional car in all respects.



(Right) 1954 BENTLEY R-Type automatic, midnight blue over silver grey. Blue hide trim, woodwork repolished, just fully serviced, and in excellent order.

1934 ROLLS-ROYCE 20/25 owner-driver sports saloon by Freestone & Webb. Very rakish lines, side mounted spare wheel, extended rear trunk with original fitted suitcases and toolkit, celluloid in black with original green hide trim. Just fully serviced and all woodwork repolished.

1939 ROLLS-ROYCE Wraith, small attractive razor edged, owner driver sports saloon by James Young, recent extensive mechanical overhaul. Partly re-trimmed and re-painted apple green. Exceptionally nice example in outstanding mechanical order.

1952 BENTLEY Mk VI Bare, excellent example in black with beige trim, all woodwork re-polished, new carpet. Engine decarbonised. New brake system and new exhaust just fitted.

1935 BENTLEY 3½ sports saloon by Rippon Bros. Virtually one owner from new. Just had major engine rebuild. Sound investment for the discerning motorist.

1937 BENTLEY 4½ Parkwood sports saloon in quite exceptional condition, black coachwork. Excellent hide interior.

1951 ROLLS-ROYCE Silver Wraith passenger touring limousine by Hooper, one owner, confirmed mileage of under 39,000. Finished in unmarked embassy black, coachlined in gold. West of England cloth to rear, leather front, absolutely mint condition.

1953 BENTLEY R-Type, manual gearshift. Excellent smoke grey coachwork, red hide interior and carpet, just schedule serviced. Brakes relined and exhaust replaced.

1957 BENTLEY S.I., automatic and P.A.S. velvet green with matching hide trim, just completed major service.

1963 BENTLEY S.III, finished in black, with impeccable tan hide trim, lambswool rugs, electric windows, Webasto sunroof. 2 owners. 64,000 miles.

1961 BENTLEY S.II automatic sports saloon, power steering, electric windows. Just completed major mechanical overhaul including Rolls replacement engine, superbly painted in midnight blue with powder blue trim, total mileage record of only 73,000.

URGENTLY WANTED FOR CASH: All models of Rolls-Royce, Bentleys and all other types of Vintage and P.V.T. thoroughbred cars and motorcycles.

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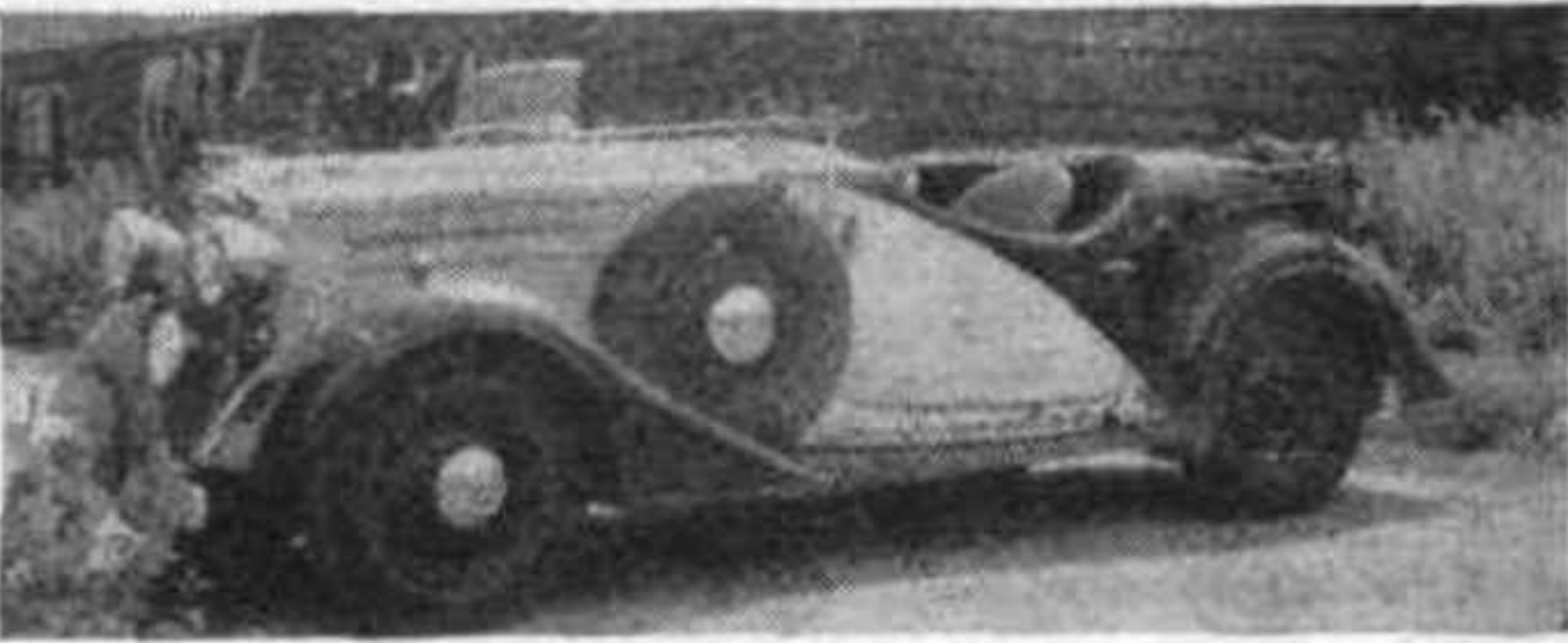
(Left) ROLLS-ROYCE Silver Wraith, Park Ward, owner/driver sports saloon, registered 1953, black with brown hide and matching carpets, fitted Harold Radford detachable division, in very good mechanical condition, interior decor excellent and we propose to rectify paint blemishes which exist. £1,450



(Right) BENTLEY Mk. VI, first registered 1950, with 2-door coachwork designed and built for Harold Radford by Seary & McReady Ltd., Tudor grey over Shell grey, fold-flat rear seats; mechanically good but untidy bodily, hence realistic price of £350



(Left) 1962 (1961 Series) BUICK Invicta convertible (l.h.d.), 6½-litre, V8, everything powered, 2 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



(Right) Unusual VAUXHALL, 1935 Light 6, Whittingham and Mitchell sports 2¼-seater, disappearing rear seat, fold-flat screen, all original lights, instruments, etc., generally good running order and fair coachwork, but needs attention to front suspension and new hood. £150

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

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. (For photograph, see last month.) £950

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. (For photograph, see last month.) £2,600

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

HWM-JAGUAR GT coupe, built 1961 by George Abecassis; space-frame, de Dion-type rear end, engine basically "C"-type, "D"-type head and camshafts, triple Webbers, oil-cooler, etc.; reputed 280 b.h.p.; "C"-type gearbox, Alfin drums, engine just overhauled,

differential unit rebuilt by makers; aluminium 2-seater body fully padded with blue and grey leather seating, electric windows and aerial; blue paintwork, chrome wire-wheels. £2,750

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

VINTAGE: 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

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

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

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All types of part-exchange considered.
We regret we cannot entertain overseas enquiries on pre-1918 cars.

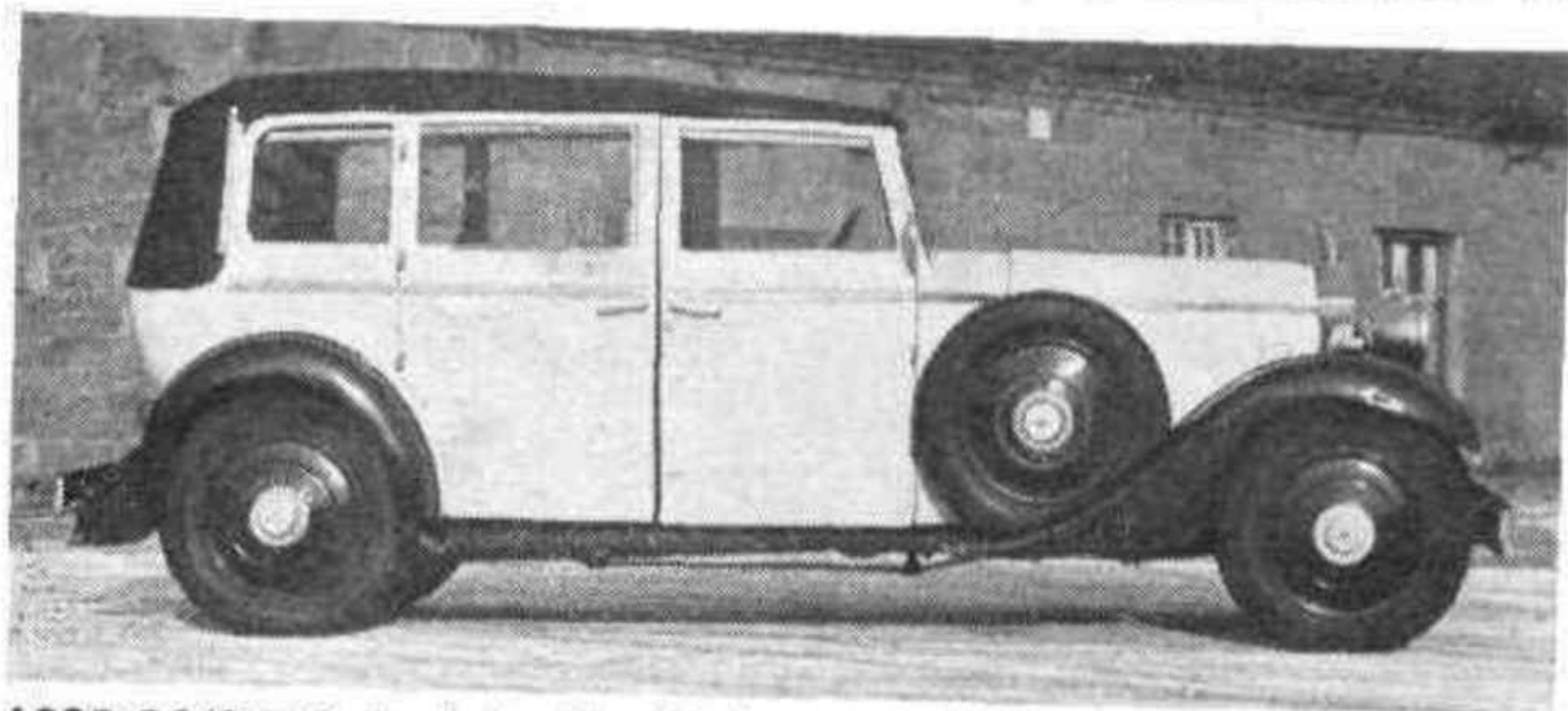
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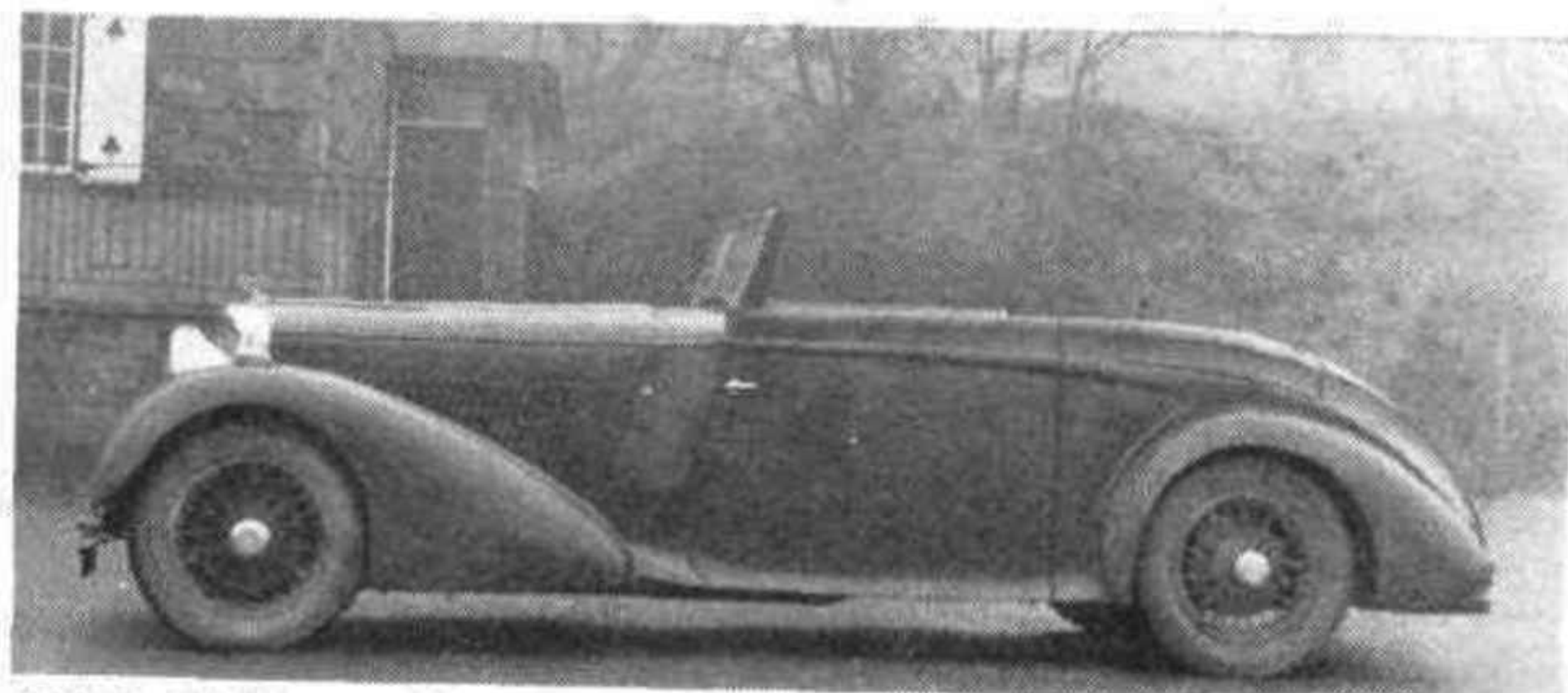
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1933 20/25 Cabriolet by Salmons of Newport Pagnell, with fully opening hood. Finished in Primrose with black wings. These lovely convertibles are now becoming very rare indeed. This is a very good one and is reasonably priced at **£1,975**



1937 4 1/2-litre drophead 2-seater with fully disappearing hood by H. J. Mulliner. One of the most beautiful types of coachwork ever built. Completely restored mechanically by a well-known Bentley engineer, repainted dark green with matching new Connolly hide. Rechromed, etc. A fully restored classic at **£2,850**.

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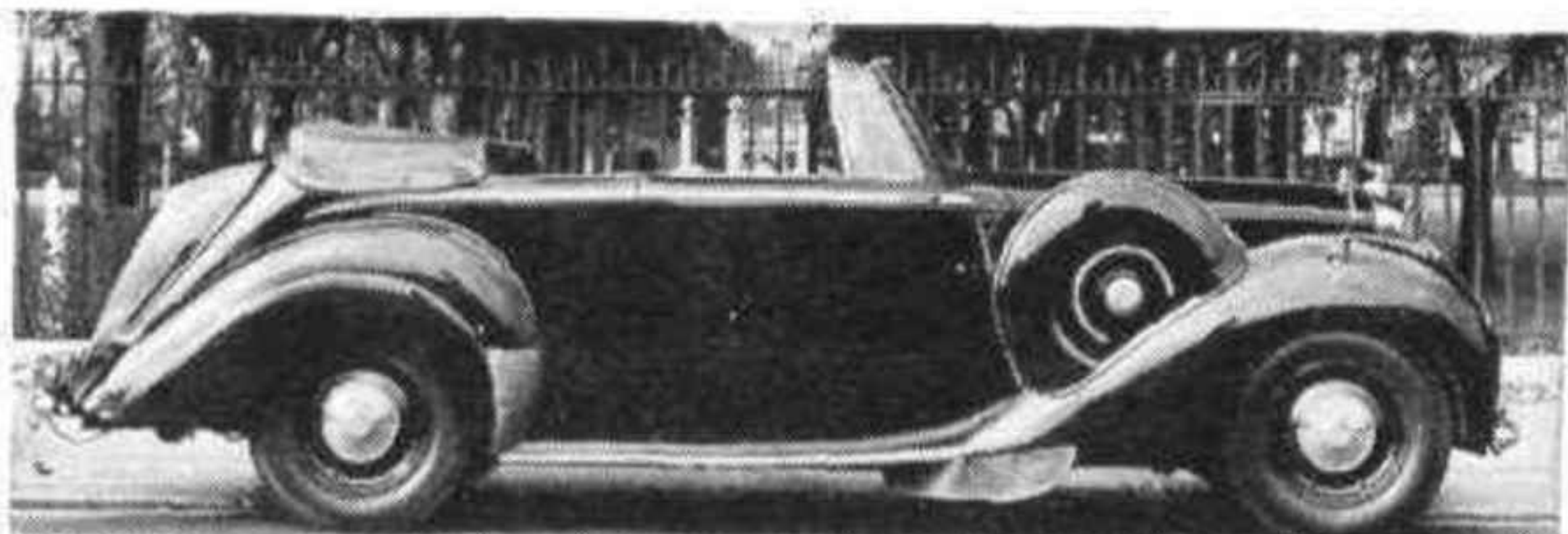
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1949 BENTLEY Mark VI convertible, Park Ward. Twin side mounts, Embassy black, tan hide, Reg. No. BR21.



1948 Mark VI HOOPER, painted Burgundy and black, P100 headlamps. One-off body.

1963 SILVER CLOUD III stand. saloon. Painted dark green, red hide trim, full history.

1958 SILVER CLOUD I l.w.b., repainted blue and black, grey hide trim.

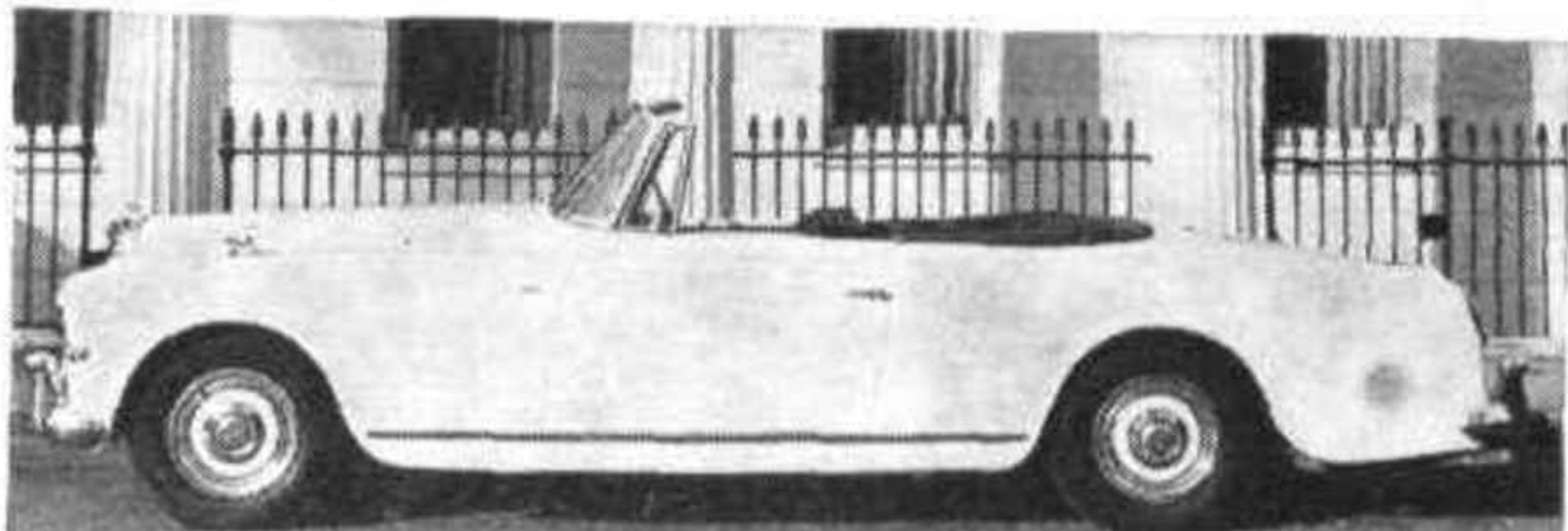
1958 SILVER CLOUD I standard saloon, modified with Double-R P100 headlamps.

1935 PHANTOM II TA series, sports saloon by Barker, mechanically excellent.

1938 PHANTOM III 7 passenger FF limousine by Rippon, painted black, beautifully maintained.



1963 BENTLEY SII convertible, H. J. Mulliner, Shell and Tudor grey, new power hood, blue hide.



1956/7 BENTLEY SI Continental by famous Continental coachbuilder, Porcelain white, black hide trim, recently repainted.

1957 BENTLEY SI Continental by H. J. Mulliner, Regal red, tan hide, superb specimen.

1955 SI Continental 2-door fastback saloon by H.J.M.

1939 BENTLEY overdrive, convertible by V.D.P., painted Burgundy over black.

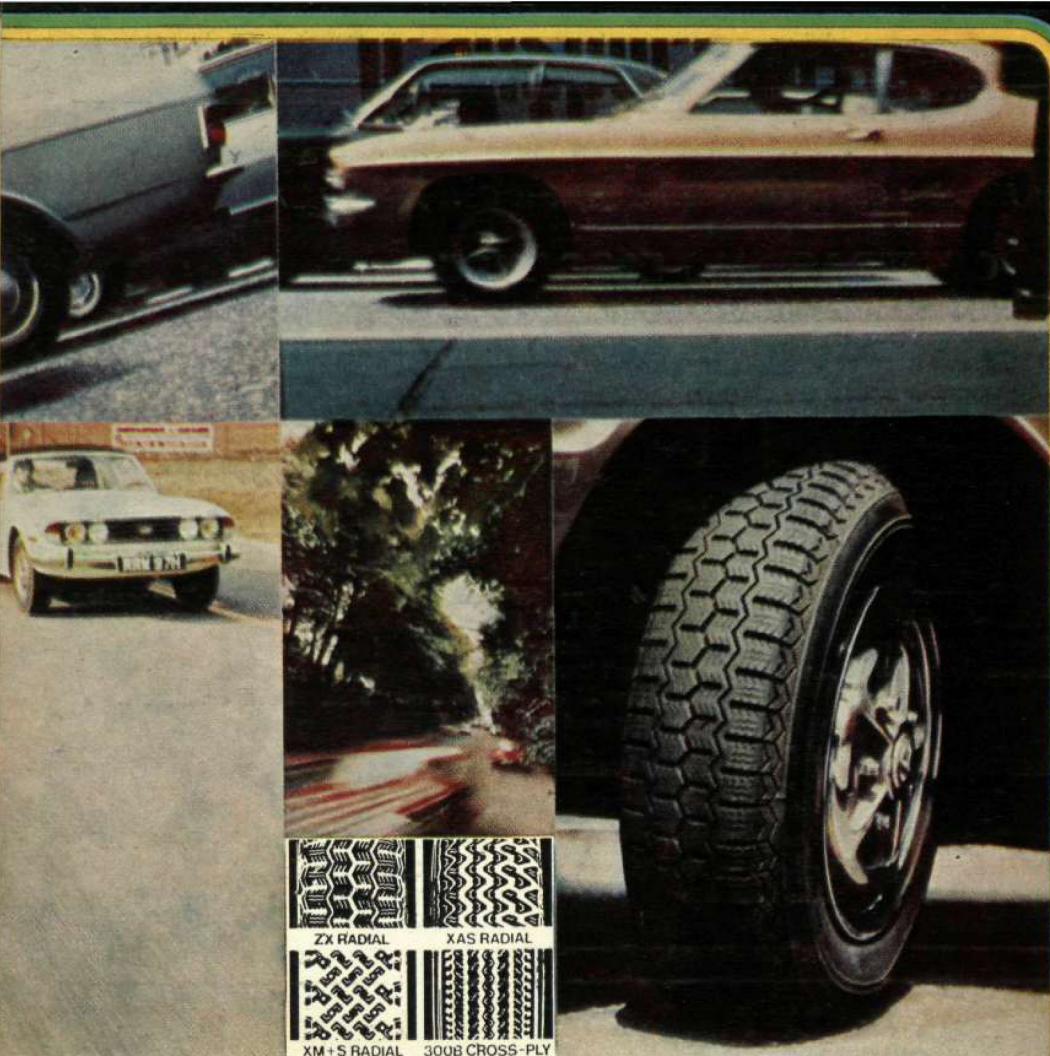
1939 overdrive saloon, painted black over green by Park Ward.

1950 BENTLEY convertible by Park Ward, power hood, repainted blue over black, in excellent order.

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